

SF Marina Harbor Association

SF Marina Harbor Association Annual Meeting - Minutes

Event Date and Time: Thursday, January 14, 2021 – 7 PM Pacific

via ZOOM with 31 participants – archive may be viewed at: <https://youtu.be/H8YTcQv9Vgo>

Acting President Bruce Stone welcomed Harbor Master Scott Grindy, Board members, and Members of the Association, and thanked outgoing President Paul Manning, who moved back East.

Minutes of the last general meeting were unanimously approved by all present.

Treasurer's report (by Bruce Stone): We are in good financial shape with around \$7400 in the bank. After not having charged dues for a few years, we have rebuilt and expanded the website and plan to communicate more often, so asking people to start again – just \$60 for three years. Those in arrears can start paying now and then be current to 2024. Members can use the PayPal link on our new website www.sfmarinaharbor.org or mail a check payable to SF Marina Harbor Assoc, 2149 North Point, San Francisco CA 94123. Please also advise us at admin@sanmarinaharbor.org of any changes in email and snail mail address.

Elections - Our nominating committee sought fresh participants, especially those also serving as dock captains, and recommended the following to serve as Officers and Board members for 2021/2022:

- President, Mark Hensley
- Vice President & Treasurer, Bruce Stone
- Secretary & Webmaster, Kurt Hemmingsen
- Director, Albert Wetter
- Director, Alex Mulder
- Director, Al Cavey
- Director, Risley Sams

Nominations were opened to the floor. Nobody stepped forward, and the slate was approved without objections.

Establishing working parties:

- Docks, gates, wi-fi, bathrooms, dredging – all physical aspects of the harbor
- Review and oversight of Harbor finances; operations, capital improvements, variance analysis – Actual versus Plan
- Rules and Regulations – out of date and need to be more rational
- East Harbor Project – light a fire under it!
- Communications to and among berth holders – social media, website, email, and meetings

While our Board members will chair the working parties, Members are encouraged to sign up and participate. We will post information on the web page www.sfmarinaharbor.org – meanwhile, please contact any of the Board members or admin@sanmarinaharbor.org if interested.

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Harbor Master's Report:

- Dredging completed November 2020
- Removed and disposed of the wave attenuator from the West Harbor entrance in October – was ineffective at protecting the harbor and costly to maintain
- Repaired a large section of seawall on the north side of West Harbor
- Harbor Master office relocated to the former degaussing station, with some remaining technical challenges like CCTV and other electronics
- Since the office operates within COVID restrictions, please make an appointment
- Completed East Harbor flotation replacement and storm damage from 2019
- Pending projects:
 - New Harbor Office “Bio Swell Projects” funding from America's Cup 2014 – Breaking ground end of 2021
 - Backflow irrigation items pending (no completion date)
 - Sewer outfall leading to the harbor is under repair, will be eliminated. Meanwhile, some digging and probing disruptions during construction
 - Moving key card reader systems to the new office (completion end Jan/early Feb)
 - Harbor Master's crew is looking for the source of a leak in an underwater water supply pipe
 - Dredging planned for 2021 late summer. Budget and COVID constraints constrained the fall 2020 dredging
 - An RFP is pending for the rental of the old Harbor Office
 - Harbor Master advises that food trucks (2-3 units) contribute around \$7,000 per month to Harbor budget
 - Grant awards:
 - in 2020, the Harbor received \$84,000 from VTIP Program for disposing of boats. If interested, contact the Harbor Master for the process. Owners are liable for their berth fees until their boat leaves the harbor.
 - The spill trailer, with supplies to contain oil spills, is arriving soon. Was funded in 2019/2020 – about \$30,000. We will share it with other agencies around the Bay, pooling the assets.
 - Working on a grant to remodel the two berth-holder shower rooms, removing the non-ADA shower in each and replacing it with a toilet. No info on the grant funding and timing.
 - Regarding the public toilets, which have long lines on weekends, Harbor Master is seeking to reinstate porta-potties, but having issues getting the vendors to clean due to COVID.
 - ATT is installing new light poles around the marina to accommodate 5G, and the lights will be converted to energy-efficient LED. Some outreach to ATT will be made to try to arrange wi-fi service to berth-holders
 - The Marina Office has a hot spot open to the public.
 - Security:
 - Park Ranger scheduling is mostly evening hours. They are on the lookout for RV overnight campers and long vehicles. This abuse has been reduced now that signs are posted.
 - Harbor Master requests that berth-holders report breaking and entering to both local law enforcement and the Harbor Master's office. One boat was stolen from GGYC in 2020. BAMO (Bay Area Marina Operators) located the boat in Sausalito, vandalized and full of stolen goods. The boat was returned.

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The Coast Guard is clearing out unattended boats from Richardson's Bay, which has been polluted by their sewage. Some of these liveaboards have come to other harbors, and continued to pollute, as well as break into boats. Harbor Master encourages marina users to report any unusual behavior or unknown visitors to the Park Rangers to prevent theft.

- Occupancy: West Marina is at 93% (y-o-y 5% drop) – staff shortage and COVID makes it challenging to fill the vacancies expediently. East Marina is at 60% (y-o-y 7% drop). Guest boating has decreased significantly, down 70% y-o-y, a monetary impact of more than \$100,000 decline in revenue
- Staffing. With COVID related issues, 2 vacancies cannot be filled as the City's budget impacts the ability to hire and fill positions; PST's – city/county funded trainee program, not paid for by the marina, has been discontinued because of COVID and budget constraints
- Harbor Master is asking members to contact the harbor office to sign up for its emailed newsletter
- Harbor Master asks that berth-holders, guests and service contractors wear masks, and advise the office when you have them scheduled to work on your boat. You may also ask for regular contractors such as divers be issued a keycard so they do not have to come to the office repeatedly.

Questions to the Harbor Master from the members in attendance:

1. The Wi-Fi is not working optimally. Can it be fixed? Answer: Per the report, work in progress
2. When is the dock washing planned for? Answer: There is no fixed schedule as we are short-staffed. Feel free to wash your own dock in the meantime, while trying to not blow debris onto your neighbor's boat
3. Why was the Wave attenuator removed? Answer: Multiple reasons; repair cost (crane barge), above \$100,000 in 2020. A study was completed to understand the impact of the original design, and the attenuator didn't provide the intended protection. Marina had to borrow money to fund dredging, seawall repair, and others from the City's "general fund" and funds are repayable. Harbor Master is willing to share the reporting on the study and the removal of the attenuator consequently.
4. Flare disposal program. What is the progress? Answer: No plans for 2021, despite great success in 2019. Harbor Master proposes having a training day for flare use, to teach how to dispose of them, but without disposing of them.
5. Is there an update on the unlawful use of boats for rental, Airbnb, and so forth? Answer: no incidences since 2018. There are some party complaints, unrelated, but no renters. Harbor Master asks that berth-holders report any annoyance or disturbance.
6. Marina bathrooms for berth-holders (originally requested by our Association in writing, with a rendering submitted to the Harbor Master in 2016) – We have 4 showers, which nobody uses, and the request has been placed for a toilet and a shower in each one, more functional for berth-holders. Answer: No new progress. Still working on grants for this initiative. Harbormaster agrees that only 1 shower is needed. A survey of everyone in the meeting found that only 2 participating members have ever taken a shower in the marina. Does the shower provide hot water? Answer: Yes, there's a 300-gallon tank.
7. On request regarding berth-holders and public toilets: The SF Marina Harbor Association requests increasing the capacity, numbers of public toilets, and improve the shower facilities for Berth Holders. Traffic and surge in demand are temporarily going to be offset with portable toilets. Can we use the old harbor master's office to add more toilet capacity? Answer: Not ideal.

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We need the rental revenue from a commercial use like a boat broker. Harbor Master deems it impractical, and not cost viable (estimated \$500,000 to remodel). The Harbor Master will not recommend the suggested remodel for public toilets. Request by Association Officers for RPD to engage an architect and engineer to solve this problem as we believe the vacated space is ideal for bathrooms since the public can find them and there is already one toilet there aside from the two already used by the public. An Officer provided photo evidence of long lines for the public toilets, on average 15-17 people on weekends and holidays, and that the number of toilets for the volume of visitors in the park is insufficient and the public is underserved, exacerbated by the presence of the food trucks – when people eat and drink, they need comfort facilities. The Officer also suggested that the location for temporary portable toilets behind the old harbor master's office is not ideal as the public do not know about them, they have bad odors, plus people waiting in long lines and homeless people defecate outside them. Request an alternate permanent solution that provides community service as in any other park of the City. The new working party of the Association will take this on as a priority.

8. Questions regarding dredging in the West Harbor. Comment by an Association Officer that the dredging was inadequate for the second year in a row it did not cover the area where the Green and Red Markers show the channel. At low tide there are many shallow spots, just 5-6 feet of water where we currently have green marks and their placement is misleading. In fact, the harbor was dredged well to the North of this area in a curve following the breakwater near the Wave Organ. Until it can be dredged, the channel markers need to be relocated, with the red ones in a curve toward the north, and the green ones moved slightly north. Shoal marks should be placed where the green marks are currently.

Answer: The current marked channel is not in the area covered by the permits, which are not easily amended. Also, that soil is more contaminated, costly to dispose of, compared to the sandier soil on the north side of the entrance. The marina has budget constraints, unfortunately.

9. Questions regarding public parking in the marina, and the possibility of paid parking to create a new revenue stream. Answer: Installation is paid for by the general fund, which is limited. The up-front cost is extremely high, and maintenance requires additional resourcing. Not on the immediate horizon to be resolved and implemented.
10. Any chance of having hanging parking tags? Answer: The marina has invested in replacing the existing stickers and wants to phase out obsolete stickers held by non-berth-holders.

Harbor Master's Report on Progress on Settlement Agreement Framework with PG&E:

- **Background:** Discovery of hazard PAH compounds in the vicinity of East Harbor, consistent with historic coal gasification plant. City commenced legal action against PG&E in 2001, but the lawsuit was dismissed. Since then, the City has entered into a series of cost-share agreements with PG&E for remedial investigations and marina renovation design.
- Settlement framework to include environmental clean-up, increase public access and recreational amenities, and fiscal sustainability, guided by regulatory obligations and financial considerations. The environmental clean-up should be according to RWQCB, Regional Water Quality Board requirements as the lead agency. Order is issued to prepare a feasibility study, remedial action plan (RAP) and will be ordered to implement clean-up.

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- Proposed elements informed settlement amount – potential public access amenities or settlement benefit under consideration:
 - Increase quality and quantity of slips
 - Expanded Bay Trail Network
 - Relocation of Fuel Dock
 - Restore abandoned fishing pier on the existing breakwater
 - Convert portions of East Harbor to shallow water recreation areas for human-powered boats (kayaks, paddleboards, etc.)
 - Consider additional water-taxi access points
 - Repurpose assets into kayak launch and dock
 - Consider new fixed breakwaters to reduce West Harbor dredging needs
- Proposed constraints inform settlement framework:
 - Must maintain the existing quantity of slips or increase slips overall for marina operational sustainability
 - Clean up or remedy must be approved by the Water Board
 - A general approach is dredging and cap and resurfacing
 - Proposed work will require BCDC approval and for consideration of public access amenities and improvements
 - Settlement work must result in reduced dredging liabilities
- Settlement proposed amount \$190 Million
- Favorable cost-share and repayment terms:
 - Base + Contingency of \$160 Million
 - Secondary Contingency of \$30 Million
 - RPD repays at most \$29.4 Million at 0% interest (funded by PGE)
 - Repayment begins (3) years after construction completion, to allow for full reoccupation and leasing of berths.
- A goal is to return an equivalent quantity of slips or even increase them and create slips that meet boater market demand.
- Another goal is to implement a design solution that reduces annual/on-going dredging liabilities at the West Harbor entrance channel (Up to \$1 Million annually)
- **Next steps:**
 - PG&E Board of Directors Approval of Settlement Agreement (30-45 Days)
 - Recreation and Park Commission Approval (30 Days)
 - Board of Supervisors Approval (25-30 Days)
 - Initiate Public Engagement on Scope & Design Process (Summer 2021)
 - Initiate Regulatory Process
- Consultants and Project Leadership will be appointed at a later date. The Harbor Master's office and staff will not lead this project.

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Questions regarding Settlement Agreement presentation from Attending Members:

- Regarding design and before/after - how many slips and placement? Answer: unknown until the design review process begins.
- What are the intricacies regarding relocation/replacement of the Fuel Dock? Answer: there are several issues, and relocation to the West Marina may be a feasible alternative to East Harbor which will have limited space. If waiting for East Harbor, we might have no fueling option for 5-6 years. Question: Can it be placed in-between docks at Fort Mason? Answer: This is Federal Jurisdiction and not likely. Officer recommends Rec & Park to investigate. Harbor Master is concerned about the prolonging of the project completion if we venture outside of the existing marina area to relocate the fuel dock.
- Water Taxi docking in the proposed East Harbor area. Board Member offers concern about this initiative as any commercial vessel entering/exiting will intersect swimmers/rowers/paddlers and youth sailing that use that space just outside the East Harbor. Harbor Master's response: This is not intended to accommodate large vessels, just small craft water taxis.

Closing remarks:

Harbor Master will convey 6 months' notice before vacating East Harbor and will provide an alternate berthing plan. The waiting list will be managed according to the appropriate policies.

The Vice President reminds all members to visit our new web site, and to renew their membership via the PayPal link.

Our new incoming President, Mark Hensley expressed encouragement about the progress on the remediation and clean-up of the marina and appeals to members to get involved with the working parties.

Meeting adjourned at 8:35 PM PDT

Minutes prepared by Kurt Hemmingsen, Secretary/SFMHA on January 19, 2021, edited by Bruce Stone on 1/27/21.