

South Beach / Rincon / Mission Bay Neighborhood Association Meeting

MINUTES

4/14/14

6:00PM-7:15PM

COMMUNITY ROOM
HARBOR SERVICES BUILDING
AT THE PIER 40 MARINA

ATTENDEES

18 residents/attendees + 3 Officers + 2 Directors = 23 total

[NEXT MEETING: 5/12/14 - 6:00 - 7:00 PM](#)

TOPIC

Presentations Related to the Port-managed Waterfront

- **WELCOME (Alice Rogers)**
- **POP-UP PROPOSAL FOR PARKING LOT A**
 - Phil Williamson from the SF Port presented a Pop-Up proposal for a portion of Parking Lot A (behind AT&T Park). Lot A, leased by the Giants, currently allows for special events that are usually less than 90 days. The Port Commission will be reviewing this special event – a temporary Pop-Up village located at corner of Third Street and Terry Francois Blvd, about an 18,000 sq ft space. The project is estimated to open in July and last for about two years. If it happens, the plan is to use about 14 shipping containers, repurposed for food, beverage, and retail spaces. 2 restroom areas, outdoor seating, a beer garden, coffee window. Other possibilities include a barber, florist, small gifts, juice bar, and farmer’s market. Some vendors may rotate in for two-month periods. Plan is to be open 7 days a week from early morning to 11pm. To include bike parking. The hope is to create activity now in the neighborhood, rather than wait 2+ years for more development. Followed by Q&A.
- **A CONVERSATION WITH JASPER RUBIN**
 - Former member of the Central Waterfront Advisory Group (CWAG) and current member of the Waterfront Design Advisory Committee (WDAC), both SF Port-related citizens’ advisory groups, and Associate Professor and Chair of the Department of Urban Studies and Planning plus Acting Director of the School of Public Affairs and Civic Engagement at SF State University, Jasper discussed his book *A Negotiated Landscape: The Transformation of San Francisco’s Waterfront Since 1950*. In the 1860’s to 1870’s, the State took control of the SF Port due to corruption on the local level. Los Angeles and Oakland became more viable ports and the State lost interest in SF, in large part due to its escalating capital need. Local agencies/groups lobbied to return the management of the Port to the local level, and in 1969 the Burton Act enabled the change, though all Port development is subject to oversight by the Bay Conservation and Development Commission (BCDC) and the State Lands Commission, and is subject to the provisions of the Public Trust Doctrine, except where subsequent special legislation has waived the Trust, or applied it to different parcels in a land swap. The Port is an enterprise agency, meaning it does not receive money from the city’s general fund; rather, it must generate income for its operating and capital expenses through revenues generated by its assets. For any land not dedicated to maritime use, the Port must develop that site—per the transfer legislation--to generate the most income possible to support its other maritime/public trust uses. Followed by Q&A.
- **NEXT MEETING**
 - Our next meeting will be Monday, May 12th. Topic: A Conversation with Sheriff Ross Mirkarimi.