

## **Bayview Hunters Point Environmental Justice Response Task Force**

**Part of the IVAN** (Identifying Violations Affecting Neighborhoods) **Network:** [www.bvhp-ivan.org](http://www.bvhp-ivan.org)

When: Wednesday, March 17, 2021

Time: 2:00 p.m.- 4:00 p.m.

Location: <https://zoom.us/j/88201714316>

Meeting ID: 8820 1714 316

Call in: +1 408 638 0968 US (San Jose)

**Participants:** Dalila Adofo (Greenaction), David Beaupre (Port of SF), Joshua Abraham (BAAQMD), Simrun (BAAQMD), Simon Winer, Rebecca Skinner, Dr. Ahimsa Porter Sumchai MD (Golden State MD), Azibuike Akaba, Bradley Angel (Greenaction), Lea Yamashiro (Greenaction), Carol Allen (BAAQMD), Chalam Tubati (BVHP Resident), Dr. Blair Lapin (BVHP Resident, Extinction Rebellion and Greenaction Volunteer), Chris Whipple (Bayview Hill Neighborhood Association & Southeast Community Council), Dr. Raymond Tompkins, Eric Bissinger (CARB), HP Nunes, Jin Zhu, J. Marvin, John Ryan, Kari Kilstrom, Luiz Barata, Michael Flagg, Morgan Capilla (EPA), Pamela Leong (BAAQMD), Percy Burch, Pooja Rajani (BAAQMD), Ray Manion (SF Dept. of the Environment), Simon Winer, Renay Jenkins (Greenaction), Karen Pierce, Jackie Barshak, Eric Brooks

## **AGENDA**

- |                |   |
|----------------|---|
| <b>2:00 PM</b> | Welcome   |
| <b>2:10 PM</b> | Community Announcements and Resources exchange  |
| <b>2:25 PM</b> | IVAN Complaints   |
| <b>2:40 PM</b> | Presentation by Simrun Dhoot, Supervising Air Quality Engineer (Bay Area Air Quality Management District) |
| <b>3:25 PM</b> | Waterfront Resilience Program Updates by Port of San Francisco and City Partners                          |
| <b>3:55 PM</b> | Next Meeting Date and Time  |
| <b>3:30 PM</b> | Meeting Adjourned   |

Jackie: I was following the BAAQMD presentation, and about how they are going to create some standards around that – and they actually have come around in their deliberations. I think they're quite an enlightened group of people compared to how they've acted in the past. They voted very progressively with the knowledge that black and brown people are the impacted communities for particulate matter coming from construction, refineries and the rest. I thought that was some small victory at the meeting on Monday around PM thresholds. But we still need to be very vigilant in following up with them and always weighing in on things that are before them to vote on.

Dalila: Thank you Jackie. Karen?

Karen Pierce: I just wanted to remind people that the planning department is doing a required update on a number of elements of the city's general plan. Because of the state's senate bill 1000, that includes putting together environmental justice policies. They have just started a two-week virtual open house. But specifically they are constituting an advisory committee that will be made up of community members and city departments to guide the whole environmental justice process.

Dalila: Any other announcements?

Jackie: The 47 Residents of Treasure Island have filed a lawsuit against the defendants, such as the Department of Public Health, the Treasure Island Redevelopment Authority, the Navy, for the contamination on the island that have caused severe and extreme health impacts. It's a multi-million dollar lawsuit and we should pay attention!

Dalila: Does anyone else have any other announcements?

Morgan Capilla: I have a quick announcement. I just wanted to shout out two of these funding opportunities through the EJ grant program. Both of them are really focusing on community-based nonprofit groups that work directly with underserved communities and addressing environmental issues. One of them is the EJ Small Grant Program – it's a really good opportunity for folks who are newer to the grant application process. We also have the Collaborative Problem Solving Grant Program; those are about 160,000 dollars over a two-year period. Some of the areas of emphasis include COVID impacts, climate disaster resilience, port-related projects, nonprofits with small staffs. The applications are due May 7. I will add information in the chat.

Another announcement I wanted to make is following up with something discussed in the last Task Force meeting; I had conveyed some information that we had gotten an update from the city involving some of the illegal dumping issues at Yosemite Slough – the city showed us some footage of the area with cleared debris. I will share those photos now.

Dr. Ahimsa Porter Sumchai: I just wanted to ask about the Yosemite Slough. The EPA sued and successfully got several millions of dollars from several plaintiffs like the navy and private industry – what happened to that money and what is happening with the Slough? It seems that nothing is happening with remediation. Do you know what

is happening with all of those funds that were supposed to go towards rehabilitating the area? Or is that something that we should agenda.

Morgan: I unfortunately don't work on the site team for Yosemite Slough, but I can chat with them and get back to you.

Dr. Ahimsa Porter Sumchai: The other important thing about the Slough, I submitted some photos of the fenceline separating the shipyard's chemical and radiation contaminated parcel E landfill from the broader community. It is feet away from a fence line that has no protective barriers, is in no way fortified and has gamma emitters; you can walk south along that fence via the north shore and you can actually access that shoreline. So that's another important issue – that it is possible to access the most dangerous areas of the shipyard via a fence line that's discontinuous at Yosemite Slough at the north shore.

Morgan: Yeah, I did notice some of those complaints. I did get in touch with the site team about the shipyard. It does sound like, with regard to the dust, that material there is actually clean import soil that's being used in the remedy, and there are probably dust control measures being implemented, but I reached out to Dalila with other sources who might be able to provide additional information.

Jackie: I just wanted to say that my organization is a recipient of the EPA's small grant program. It has allowed us to do a lot of the work we do. I encourage people to take advantage of it.

David: It's worth mentioning that the city's Office of Economic and Workforce Development has a grant opportunity called "The Dreamkeepers," focused on Bayview and other San Francisco communities. I put a link in the chat.

Dalila: Are there any other announcements?

Question: Do you have any updates about the Air Monitoring Project?

Dalila: Yes! This week, we installed our first air monitor on a resident's home on Ingerson. We are collecting data. We have an installation set for the next week. Still absolutely looking for air monitor hosts. We've come up with another outreach plan that we will begin to implement very soon. Our air monitoring grant was extended through June, so it's crunch time. We also have a flyer that we will be sending out through the EJ task force notices.

We're now going to talk about the IVAN complaints from this month. The first was the following at 1004 Revere Ave, San Francisco, CA 94124, entitled "Dangerous Fenceline Dust Exposures Parcel E Shoreline". The description is as follows:

*"I walked east on Revere street all the way to the boundary of the radiation contaminated Parcel E-2 shoreline, landfill and South Basin region of San Francisco Bay. I have been planning to do this for several months because the Hunters Point Community Biomonitoring Program is located within a quarter of a mile from the most dangerous region of the former naval base. I was astounded to discover how easily the shoreline can be accessed and how easily the public can enter the Crisp Road NRD Building 800 laboratory complex. What is most significant is that, unlike other regions of the base*

*undergoing remediation and development, the fence line is entirely unguarded. There are no barriers erected to prevent dust emissions from accessing adjacent residences and workers in warehouses and industry in this region. The named street that is farthest east at this site is Griffith. The region east of Griffith and Revere facing the Parcel E shoreline and South Basin is also an area of illegal dumping. The video did not upload but there are photos attached. I will send the video as a YouTube to the Ivan address.”*

I don't know if the photos came through, but I will look that up later.

Dr. Ahimsa Porter Sumchai: I think I uploaded photos and a video. Let me also say that I am in contact with a health physicist in Sacramento who has expressed interest in coming down and doing a Geiger Scan survey of this fence line. I am 200% convinced that this is a hot fence, since we know what is in the soil on the other side of that fence. And by the way, that building in the background is called “The Enlisted Men's Quarters.” That rag that you see, that's the south basin. And if the Navy gave someone an excuse that they were putting clean soil on this area, I'm sorry but that's b\*\*\*\*\*t. This is what the EPA calls a pathway of exposure. I am astounded by this.

Dalila: We're going to move on to a site on Crisp Rd. It says the following:

*“I walked to the eastern boundary of the Hunters Point Naval Shipyard on Saturday 02/20/21 at about 4pm and discovered it is probably the worse dumping sites in Hunters Point. Crisp Road at it's intersection at the end of Palou is the site of a full street of dumping and junk vehicles. 200 Crisp Road is the specific street number. The solid waste and dumping includes discarded metal from vehicles, household items, clothing and purses. It is possible this is an extremely dangerous homeless encampment. I experienced a sudden whiff of fumes that smelled like diesel or gasoline. My nose started to run despite the fact I was wearing a multilayer mask. What is most disturbing is that a children's playground is directly across the street and within 25 feet of the dump. Walking southeast to the shipyard Fenceline boundary at Revere and Griffith is another large dumping area facing the Parcel E-2 shoreline and the South Basin.”*

Dr. Ahimsa Porter Sumchai: I uploaded a photo. The location is in the 900 block of Palou. At Crisp Road, there is the main historic entry to the shipyard and the NRD L laboratories on the shoreline. I just walked northeast to get to this area. When you get to the intersection, the 200 block of Crisp Rd. is illegal dumping. The entire block is dumping, and it's amazing to think that people are entering this area on a daily basis but no one would alert the city. The petroleum odor I reported to BAAQMD - it was very, very distinct. And immediately across the street there is a children's playground.

Raymond Tompkins: Also in this same area, is the state superfund site on Thomas. All of this shoreline is filled in with toxic waste from the state's superfund site. In that area we measured elevated benzene levels, over 500% in the 20 year period that we measured. 20% above 1 in 100,000 EPA's for cancer risk. We know from historical records that African-Americans are far more susceptible to benzene. For the record, one of our supervisors, her son died from a cancer related to exposure to benzene.

Dalila: We're going to move on to the next one; it is as follows:

*"I have submitted a series of IVAN and BAAQMD on line and phone reports stemming from astounding health and safety violations I witnessed first hand and have photo/video/YouTube documentation of. The most serious arose at the 200 Crisp Road main entry to the Hunters Point Naval Shipyard and it's chemical and radiation contaminated Parcel E-2 landfill, shoreline and South Basin region. The entire street in the 200 Crisp Road block is the site of the biggest illegal dumping I have ever witnessed! As I was photo and video documenting the site I had a sudden "whiff" of a petroleum odor. I was standing in the intersection of Crisp Road at the far eastern end of Palou in the 900 block. Within minutes my nose began to run. Of note I had on a properly fitted multilayer cloth mask created for health professional use. What made the incident even more serious is that I captured children playing in a housing development playground directly across the street and within 25 feet of the odor emitted and the illegal dump at 200 Crisp Road."*

Simon Winer: I'm the inspector who is usually out there to inspect this area, and I do not receive these IVAN complaints.

Dalila: We will get you on these lists.

Dr. Ahimsa Porter Sumchai: I talked with someone on the phone at the district about this and did not receive a follow-up call.

Raymond: I have a question for the District representative. What about the follow through and what are you going to do about this complaint? Are you going to go make air samples? Or what to make a determination on this exposure?

Simon: We do have established complaint procedures.

Raymond: Are you going to take an air sample?

Simon: Most likely not. If we find a strong odor, we may be able to confirm the odor. And then we can confirm whether or not what is happening is per air quality rules.

Raymond: With all due respect, do you understand the inadequacy of your response to the protection of human life? Air is a moving and flowing factor phenomenon. To go three or four times before sending someone over, it's a waste of time. In the end, it's about how many of those kids over at the playground have to die before you turn around and say "Oh, this is a problem"? Prevention should be the function of the Air District.

Joshua: It should be noted how complex the evaluation and inspection process is. With winds and air movement it can be very difficult to inspect these issues.

Dalila: We're going to move on to the presentation from BAAQMD.

Simrun: (Gives following presentation, summarizing but not completely extensive notes below)

# Overview

## Introduction & Background

### Concrete Batch Plants

- Central Concrete Supply Company
- Cemex Construction Materials Pacific

### Material Handling Facilities

- Hanson Aggregates, Mid-Pacific (Pier 92)
- Hanson Aggregates, Mid-Pacific (Pier 94)

### Rendering Facility

- Darling Ingredients

### Neighborhood Inspections & Regulations



# Introduction & Background

## The Air District:

- Established in 1955
- Nine Bay Area Counties
- Seven Million Residents
- 5,340 square miles

Mission: *"To protect and improve public health, air quality and the global climate"*





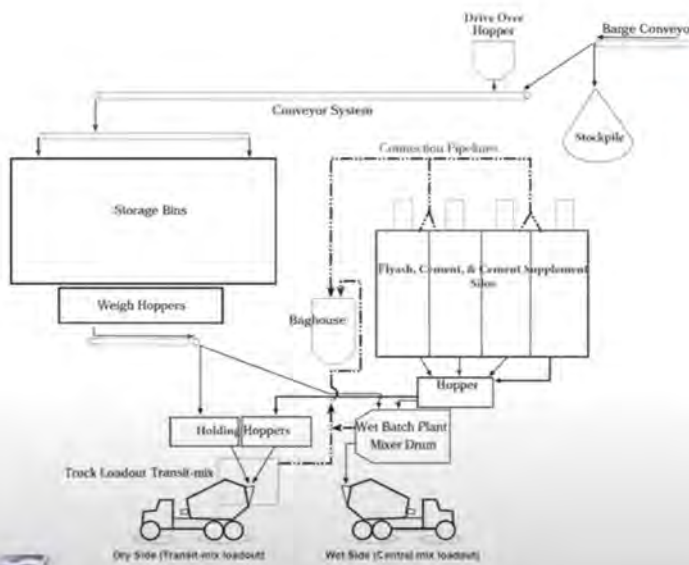
# Concrete Batch Plants

Central Concrete Supply Company  
CEMEX Construction Materials Pacific

## Process Description – Concrete Batching

- Composed of water, cement, cement supplement, and fine (sand) and coarse (gravel) aggregate.
- Sources of air pollution
  - Storage piles
  - Storage silos
  - Conveyors
  - Weigh hopper loading
  - Batch mixers (truck and central)
  - Dust from vehicle travel
  - Ships transporting material to site





## Process Flow

- Material brought to facility by truck, rail, or barge
- Sand/Gravel transported by conveyors
- Sand/Gravel are stored in storage piles or bins
- Flyash/Cement/Supplement stored in silos
- Unloaded into hoppers
- Material combined with water in truck mixing and/or central mixing

## Emissions – Concrete Batching

- Particulate Matter (PM) – increased risk of developing cardiovascular disease, asthma, and causes eye and throat irritation.
  - Transfer of materials
  - Wind erosion from stockpiles
  - Dust from vehicle traffic
- Toxic Air Contaminants (TACs) – increased risk of cancer and/or other serious health effects
  - Transfer of sand, cement, and supplement
  - Central mix batching
  - Truck loading







## Central Concrete Supply Company

### Compliance History

Site visit by Compliance & Enforcement Staff  
Identified Unpermitted Sources:

- Cement Silo #1 abated by Baghouse (A-4)
- Cement Silo #2 abated by Baghouse (A-4)
- Flyash Silo abated by Baghouse (A-4)
- Slag Silo abated by Baghouse (A-4)
- Surge Hopper abated by Baghouse (A-12)

Permit Issued 2018



# Central Concrete Supply Company

## Risk Impacts



- Health Risk Assessment (HRA) conducted to determine impacts of TACs
- Identified unacceptable impacts to workers at Darling Ingredients and Hanson
- Nearest resident not impacted

WSP Meeting March 17, 2021



# Central Concrete Supply Company

Before



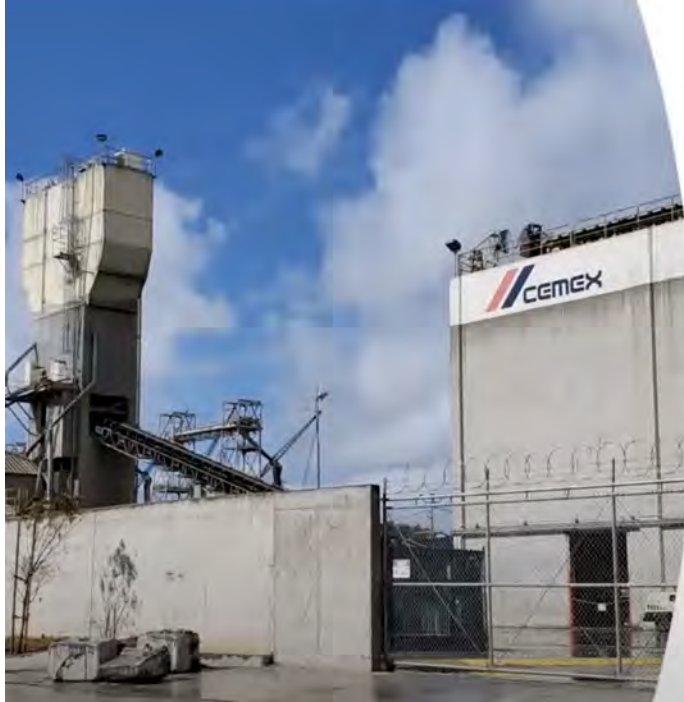
After



## Permitting Results

- Production limits
- Reconfiguration of baghouse (A-4) stack
  - Exhausts vertically upward
  - 25 feet above grade
  - No raincap
- Reduced risk to neighbors

WSP Meeting March 17, 2021



## CEMEX Construction Materials Pacific

### Compliance History

Site visit by Compliance & Enforcement staff identified a throughput violation

- Permit Application to increase sand and aggregate throughput brought to facility by barge.

Permit Issuance Expected March 2021

BVIP Meeting March 17, 2021



## CEMEX Construction Materials Pacific

### Permitting Results

- Production limits
- Limits on number of ship trips and vehicle miles traveled
- Improved monitoring and recordkeeping to ensure ongoing compliance

### Mitigation Efforts

- Improved abatement by upgrading particulate filters
- Testing different abatement to reduce particulate emissions from truck loading



## Mitigation Measures at Both Facilities

- Silos routed to baghouses
- Water trucks used to spray water on stockpiles and unpaved areas
- Water spray used on conveyor systems
- Joint Dust Control Plan
- Sweeper employed
- Inspect for trackout twice a day



## Material Handling Facilities

Hanson Aggregates Mid-Pacific (Pier 92)  
Hanson Aggregates Mid-Pacific (Pier 94)

# Process Description – Material Handling

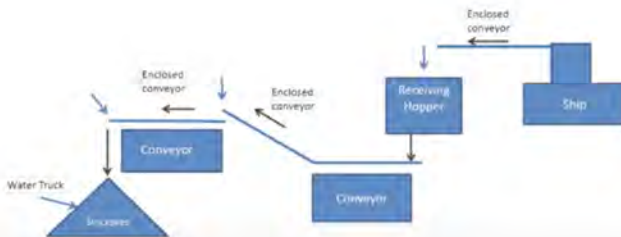
- Material consists of sand and/or gravel
- Sources of air pollution
  - Storage piles
  - Conveyors
  - Dust from vehicle travel
  - Ships transporting material to site

05/07 Meeting March 17, 2011



## Process Flow

- Material brought to facility by barge/ship
- Sand/Gravel transported by conveyors
- Material stored in storage piles
- Loaded onto trucks



05/07 Meeting March 17, 2011

## Emissions – Material Handling

- Particulate Matter (PM) – increased risk of developing cardiovascular disease, asthma, and causes eye and throat irritation.
  - Transfer of materials
  - Wind erosion from stockpiles
  - Dust from vehicle traffic
- Crystalline Silica – lung disease, chronic obstructive pulmonary disease (COPD), and eye irritation
  - Found in sand
  - Transfer of sand and erosion of sand stockpiles





## Hanson Aggregates Pier 92 and Pier 94

Site visit by Compliance & Enforcement identified moisture content of material did not meet exemption requirements

- Sources were previously exempt from permitting (moisture content of material > 5%)
- Permit applications to permit conveyors and stockpiles at both facilities

Permit Issuance Expected March 2021

CVIP Meeting March 17, 2021



## Hanson Aggregates (Pier 92)

### Permitting Results

- Production limits
- Limits barge deliveries and vehicle miles traveled
- No visible emissions requirement
- Water abatement requirement
- Dust reduction requirements for roadways
- HRA conducted and meets Air District Requirements
  - Maximum impact at neighboring facilities
  - Model showed no impact to residences as a result of crystalline silica emissions

CVIP Meeting March 17, 2021



## Hanson Aggregates (Pier 94)

### Permitting Results

- Production limits
- Limits number of ship trips and vehicle miles traveled
- No visible emissions requirement
- Abatement is required
  - Water spray at the conveyors and the stockpile
  - Additional controls are being analyzed
- HRA conducted and meets Air District Requirements
  - Maximum impact at neighboring facilities
  - Model showed no impact to residences as a result of crystalline silica emissions



## Mitigation Measures at Both Facilities

- Joint Dust Control Plan
- Speed limits enforced at facilities (10 mph)
- Trucks leaving sites drive through tire wash rumble system
- Water trucks used to spray water on stockpiles and unpaved areas
- Inspect for trackout twice a day
- Instances of high wind require additional measures







## Rendering Facility – Darling Ingredients

- Located on Amador Street
- Processes chicken carcasses that arrive in covered trucks
- Immediately loaded onto a conveyor for rendering
- Trucks immediately washed
- Animal “protein” and fats shipped offsite for commercial use.

## Darling Ingredients

- Fully permitted with no violations
- Processing equipment exhausts to venturi scrubber and thermal afterburner to control odor (abatement)
- One boiler with selective catalytic reduction system (abatement)
- Facility inspected in February 2021
  - Produced records of stack testing via portable analyzer showed compliance with permit conditions
  - Good housekeeping and no strong odors were noted

**Complaint Line: 1-800-334-ODOR (6367)**



## Air District in Your Community

### Addressing Air Quality Issues on Site

- Since 2016 Inspectors patrolled neighborhood once or more times a week
- Starting 2021 - Inspector patrols increased to daily visits
- Sites last inspected in February 2021

### Addressing Air Quality Issues through Regulations

- Adoption of Regulation 6-6 to prohibit emissions of PM from truck trackout
- Regulation 11-18 – Reduction of Risk from Air Toxic Emissions
  - CEMEX in 2022
  - Central Concrete – Reviewing emissions and screening for inclusion



- Central Concrete Supply Company
  - Compliance History
    - Site visit by Compliance and Enforcement Staff Identified Unpermitted
  - BAAQMD conducted a health risk analysis (HRA) to determine impacts of TACs
    - Identified unacceptable impacts to workers at Darling Ingredients and Hason
    - Nearest residents not impacted
    - Did not issue permit

- Permitting results
  - Made them enforce:
    - Production limits
    - Reconfiguration of baghouse stack (A-4)
      - Exhausts vertically upward
      - 25 feet above grade
      - No rain cap
    - Reduced risk to neighbors (based on their models, within an acceptable level)
- CEMEX Construction Materials Pacific
  - Compliance History
    - Site visit staff identified a throughput violation
    - Permit application to increase sand and aggregate throughput brought to facility by barge
  - Permitting Results
    - Production limits
    - Limits on number of ship trips and vehicle miles traveled
    - **Improved** monitoring (BAAQMD requires them to improve this) and recordkeeping to ensure ongoing compliance
  - Mitigation Efforts
    - Improved abatement by upgrading particulate filters
    - Testing different abatement to reduce particulate emissions from loading trucks

#### Mitigation Measures at Both Facilities

- Silos routed to baghouses
- Water trucks used to spray water on stockpiles and unpaved areas
- Water spray used on conveyor systems
- Joint Dust Control Plan
- Sweeper Employed
- Inspect for Trackout

#### Material Handling

- Process Description
  - Material consists of sand and/or gravel
  - Sources of air pollution
    - Storage piles
    - Conveyors
    - Dust from vehicle travel
    - Ships transporting material to site
- Emissions
  - Particulate matter (PM) - increased risk of developing cardiovascular disease, asthma, and causes eye and throat irritation
    - Transfer of materials
    - Wind erosion from stockpiles
    - Dust from vehicle traffic

Hanson Aggregates Pier 92 and Pier 94

- Site visit by Compliance & Enforcement identified moisture content of material did not meet exemption requirements
  - Sources were previously exempt from permitting (moisture)
- Pier 92
  - Permitting Results
    - Production limits
    - Limits barge deliveries and vehicle miles traveled
    - No visible emissions requirement
    - Water abatement requirements
    - Dust reduction requirements for roadways
    - HRA conducted and meets Air District Requirements
      - Maximum impact at neighboring facilities
      - Model showed no impact to residences as a result of crystalline silica emissions
- Pier 94
  - Permitting Results
    - Similar to 92
- Mitigation Measures at Both Facilities
  - Joint Dust Control Plan
  - Others

#### Rendering Facility: Darling Ingredients

- Located on amador
- Processes chicken carcasses that arrive in covered trucks
- Immediately loaded on a conveyor
- Trucks washed
- Animal products then sent for commercial use
  
- Fully permitted with no violations
- Processing equipment exhaust to venturi scrubber and thermal afterburner to control odor (abatement)
- One boiler with selective catalytic reduction system (abatement)
- Facility inspected in February 2021
  - Produced records

#### Air District in Your Community

- Addressing air quality issues on site
  - Since 2016 inspectors patrolled neighborhood once or more times a week
  - Starting 2021 inspector patrols increased to daily visits
  - Sites last inspected in February 2021
- Addressing Air Quality Issues through Regulations
  - Adopting of regulation 6-6 to prohibit emissions of PM from truck trackout
  - Regulation 11-18 – reduction of risk from air toxic emissions
    - Cemex in 2022
    - Central concrete -- reviewing emissions and screening for inclusion

(End Presentation)

Public comment period:

Question: why is an unpermitted polluter allowed to keep polluting, and also why has BAAQMD ignored our request for a public comment period and public hearing on any permit decision?

Simrun: we are planning to publish plans for public review, so the community will have a chance to review it and make any comments at that time.

Damian Breen: We have a public participation period, which is 10 days, for permits. With some of the permits, we have orders to pass on the engineering reports to the golden gate university. But in terms of the permits themselves, these types of permits don't go on public comment periods. And with regards to the facility being unpermitted, we are in the interim of our investigations to make sure that the regulations are in compliance.

Question: About CEMEX – were they fined at all?

Damian: There were notifications of violations. With CEMEX 1, we are still in an ongoing process with them of settling those violations.

Question: No way to design it so that rainwater's not coming in, but also not stack emissions at human level ?

Simrun: When that was identified as an issue, that was corrected. We weren't going to give them a permit until they fixed the problem. We issued the permit when they made the change for the stack to exhaust vertically upwards.

Dr. Raymond Tompkins: Given the history, (Golden Gate University's Environmental Justice Law Clinic), how is it that, in a five-year span, there was not one inspection of these plants? What are you proposing that is different in your process so that illegal polluting does not occur?

Damian: Our regulations have changed since then. Regulation 6 is a very powerful tool for us. Even though we are short of man power in the city, we are making sure that someone is going there daily to see if there are visible emissions. We are also making sure that they are in compliance with our rules and regulations. We have stepped this up.

Dr. Raymond Tompkins: What PM are you measuring? Is it 10 or 2.5?

Damian Breen: We do look at both.

Tompkins: Which one are you looking at for your model when you approve the permits, are you using 2.5 or 10?

Simrun: Those models are modeling TAC emissions, not PM 2.5.

Tompkins: What exactly are you measuring? Are you looking at particulate matter? We see that Bayview has the highest cardiovascular disease and pulmonary disease in all of San Francisco.

Damian Breen: We look at all of the factors.

Pamela Leong: Any of the particulates that are there, we can model. Diesel particulate does have a risk number for modeling. We are working with the advisory council to get better ability to measure and model particulates.

Tompkins: The streets need to be cleaned. This is over a cumulative time. The trucks just make the streets wet and then it dries, and then the dust is still there. We need fire hoses. This needs to be repaired. Secondly, on the piles of aggregate: there are different sizes and therefore different amounts of dust being generated from those piles. Monitoring the hoses being sprayed upon it, it's a lot of bad science. It doesn't go all the way up to the top, where there is a higher velocity of wind that could then take the dust into the community. What are you doing about this? We need to control the dust.

Simrun: As part of our permit conditions, we require there to be abatements and water sprays to minimize the transport emissions of the conveyors. If you are seeing issues, we need to know that. We can send an inspector to assess.

Brian: On the enforcement side, we do carry out unannounced inspections to make sure that the regulations are being implemented. Now, obviously with daily patrols, they can't be there every single hour of the day. We hope that people can reach out to us.

Tompkins: We need remedy for cleaning these streets.

Brian: That's something I'd like to go back to my inspection staff with. We have been looking at conducting patrols in the area. Regulation 6 does cover trackouts and these types of emissions. If we can confirm that these facilities are impacting the community, we can dispatch staff to take a look at this.

Blair: Why aren't all the transfer points sealed? Well, the answer is that it's more expensive to cover stacks properly. Workers are being harmed. Then, when they are operating in violation of the law, and your response is to then bring them into compliance with the law, and then give them a permit. This just shows that there is no consequence for these actions. And there is no compensation for the workers who are greatly harmed and affected. With the Darling plant – how are these inspections arranged? How long do they know before you come, and how do we know that it's being enforced? -----

The owners are profiting off of the harm to the workers. Your legal processes incentivize breaking the law, and profiting off of breaking the law. My only main question is the Darling plant – did you give them notice?

Damian: We gave them a week's notice, but it didn't seem like it was enough time for them to change their operations drastically.

We as an organization have tried to up the penalties for polluting violations. We have not been able to get a bill forward. We encourage participation in our board meetings so that we can renew these efforts.

**--- end BAAQMD presentation and comment period ---**

**PORT OF SAN FRANCISCO PRESENTATION**

David Beaupre: (Gives following presentation; summarized but not completely extensive notes below slides.)



## PRESENTATION OVERVIEW



- Overview of Waterfront Resilience Program
- Flood risks in Islais Creek
- How Can We Reduce The Risk?
- Stakeholder Engagement
- Next Steps

# WATERFRONT RESILIENCE PROGRAM



The Port's Waterfront Resilience Program efforts ensure the waterfront, and its important regional and citywide assets, are resilient in the face of hazards such as earthquakes, flooding, sea level rise due to climate change, shoreline erosion, and others.



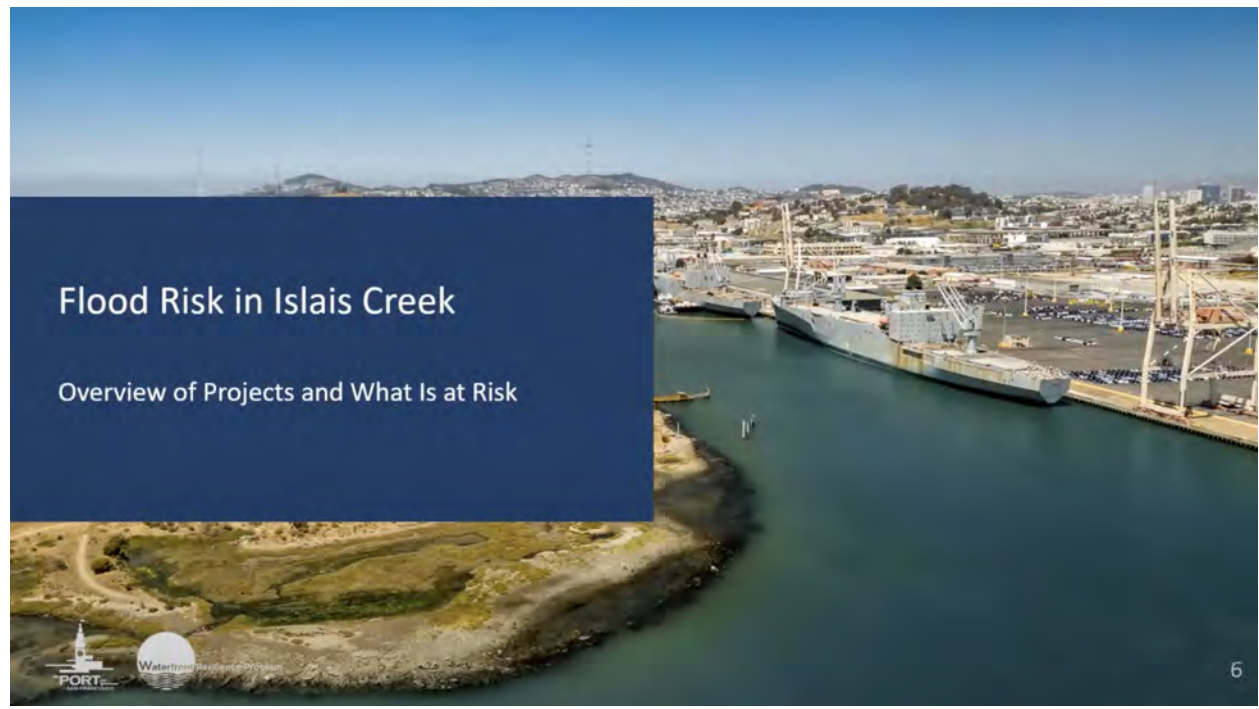
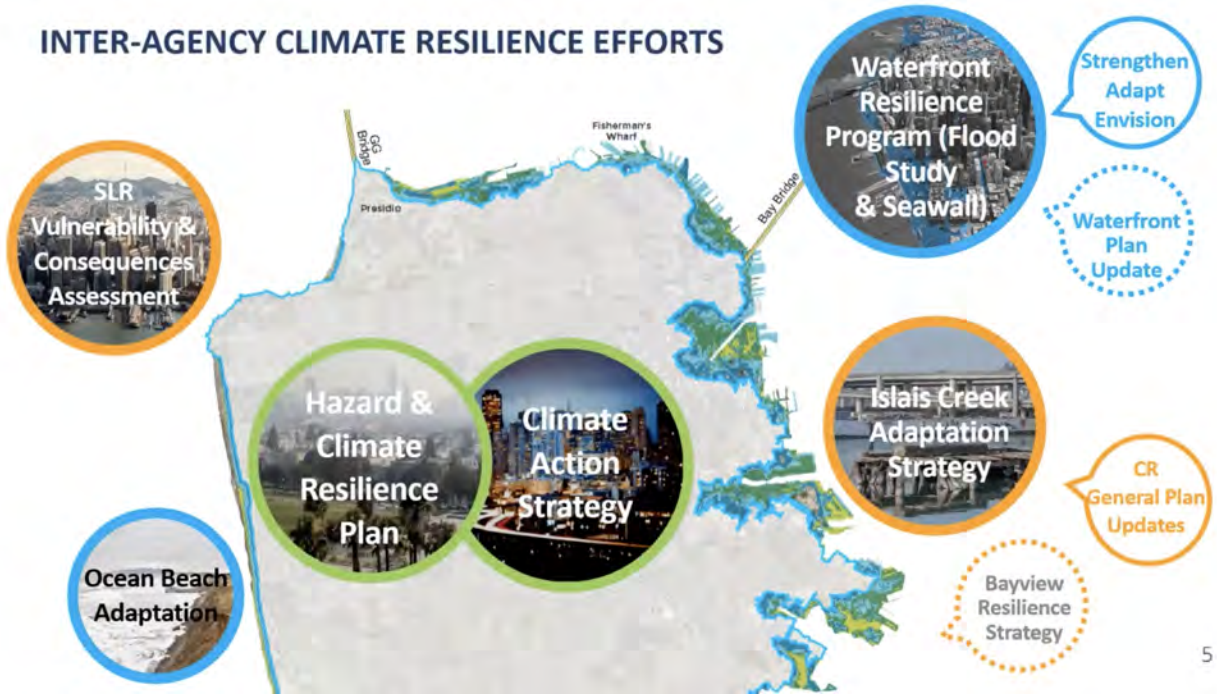
## WATERFRONT RESILIENCE PROGRAM EFFORTS

Program and City Resilience Projects and Efforts





# INTER-AGENCY CLIMATE RESILIENCE EFFORTS



## U.S. ARMY CORPS OF ENGINEERS (USACE) FLOOD RESILIENCY STUDY

### Overview and Key Highlights



- Port is local sponsor
- Study runs from 2018-2025
- Flood risk assessment
- Ongoing robust community and stakeholder input
- If the Federal government partners with the Port on a project, they will contribute 65% of its cost



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## ISLAIS CREEK ADAPTATION STRATEGY

### Overview and Key Highlights



- Led by SF Planning in partnership with Port, SFMTA, SFPUC
- Study runs from 2018-2021
- Includes a community planning process
- Develop a long-range vision for the Islais Creek shoreline and identify near, and mid-term strategies to address sea level rise



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# ISLAIS CREEK ADAPTATION STRATEGY VISION AND GOALS

“Islais Creek adapts to flood risks while ensuring healthy and resilient communities”

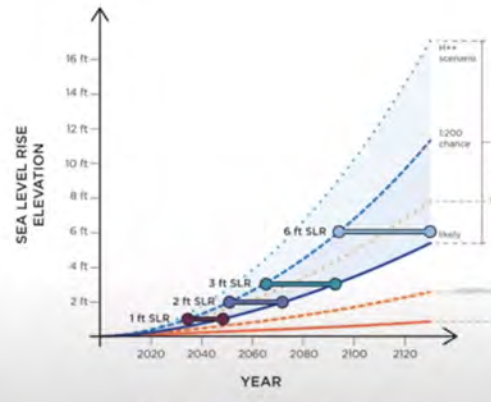


- A socially & environmentally resilient neighborhood
- Authentic & transparent public engagement during & beyond planning
- A transportation system that is resilient & adaptable to flood risk
- A Healthy environment for residents, workers & ecologies
- A sustainable economy that benefits local residents, workers & industries

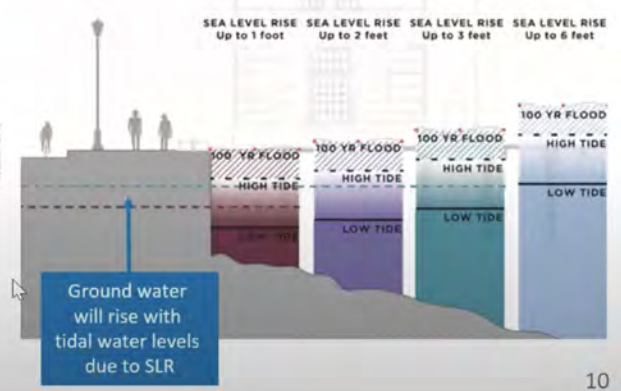


## FLOOD SCENARIOS

Determining Risk Over Time



State of CA – Updated 2018; USACE – Updated 2013



## USACE FLOOD RESILIENCY STUDY ASSESSMENT

### Waterfront Wide Assets at Risk

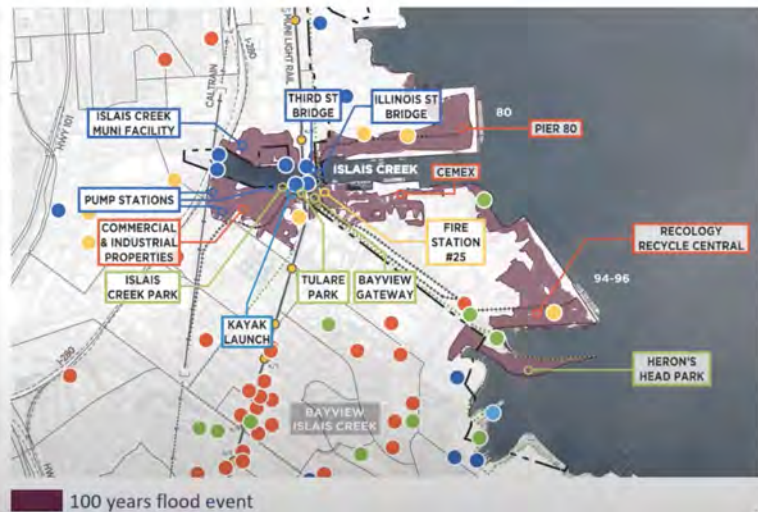


## NEAR-TERM FLOOD RISK IN ISLAIS CREEK / BAYVIEW

### U.S. Army Corps of Engineers Flood Resiliency Study

Assets with current and near-term flood risk include:

- Heron's Head Park
- Recology
- Industrial and Maritime Uses and Jobs
- Pier 94 wetlands

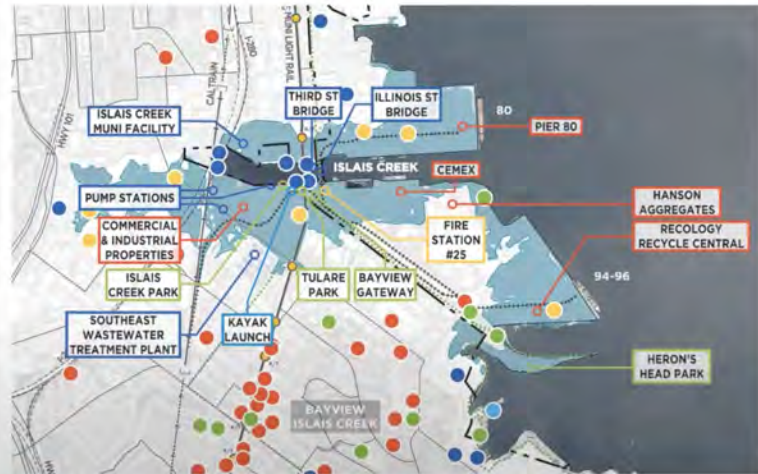


## MID- TO LONG-TERM FLOOD RISK IN ISLAIS CREEK / BAYVIEW

U.S. Army Corps of Engineers Flood Resiliency Study

Mid- to long-term flood risk includes:

- Third Street and Illinois Street Bridges
- MUNI facilities that provide Citywide transit
- Industrial and Maritime uses and jobs
- Parks and open spaces
- Fire Station #25



100 years flood event + 3' SLR

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### How Can We Reduce the Risk?

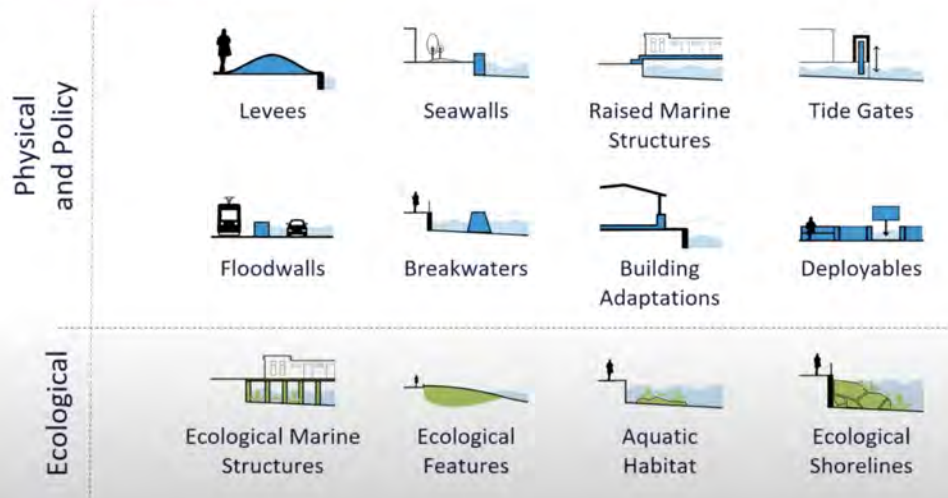
Waterfront measures to reduce risk



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# HOW CAN WE REDUCE FLOOD RISK?

Measures to Reduce Flood Risk



# SAMPLE FLOOD MEASURES

Draft flood improvements under consideration by the Port



Soft Shoreline & Habitat Enhancement  
Heron's Head Park Living Shoreline



South Beach Harbor wave barrier



## HOW WILL WE REDUCE THE RISK?

Based on findings from the MHRA and stakeholder engagement work, Port staff are formulating project options, called alternatives – incorporating both seismic and flood risk reduction measures whenever possible.



CONSTRUCTION PROJECTS



POLICIES



PLANNING



## Stakeholder Engagement

What We've Heard from Islais Creek / Bayview

## HOW THE PORT'S ENGAGEMENT EFFORT INFORMED THE WRP

Community Input Helped Refine the WRP

1

Focus on life safety & emergency response

2

Prioritize assets most loved by the community and most important to the city

3

Put people first  
Assets and services most prioritized: housing, disaster recovery facilities, utilities, transportation and businesses



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## HOW THE PORT'S ENGAGEMENT EFFORT INFORMED THE WRP

Community Input Helped Refine the WRP

1

Focus on life safety & emergency response

2

Prioritize assets most loved by the community and most important to the city

3

Put people first  
Assets and services most prioritized: housing, disaster recovery facilities, utilities, transportation and businesses



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## WRP COMMUNITY AND STAKEHOLDER ENGAGEMENT

### Assets Communities Want to Protect



## EMBARCADERO SEAWALL PROGRAM

### Program Overview



- **Project Area:** Fisherman's Wharf to Mission Creek
- **Timing:** 2017 to 2022 project planning followed by implementation / construction
- **Focus:** Seismic and flood risk associated with the Embarcadero Seawall
- **Funding:** \$425 million General Obligation Bond passed in November 2018

# SOUTHERN WATERFRONT SEISMIC VULNERABILITY ASSESSMENT

## Overview and Key Highlights



- **Focus:** All hazards, broad resilience (Equity, Environment, Economy)
- **Implementation:** Short, Medium, and Long-Term
- **Lead Agency:** Port of San Francisco
- **Timeline:** Complete Summer 2021



## WATERFRONT RESILIENCE PROGRAM STEPS



## JOB AND CAREER OPPORTUNITIES

Coming Soon...



### Job Opportunities May Include:

- Pile Drivers
- Welders
- Laborers
- Cement Masons
- Operating Engineers
- Carpenters
- Painters
- Office Engineers
- Schedulers and Document Controls
- Construction Administrative



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## SMALL & LOCAL BUSINESS CONTRACT OPPORTUNITIES

Coming Soon...



### Upcoming Contracts May Include:

#### Professional Services:

- Engineering
- Design
- Environmental
- Planning

#### Construction

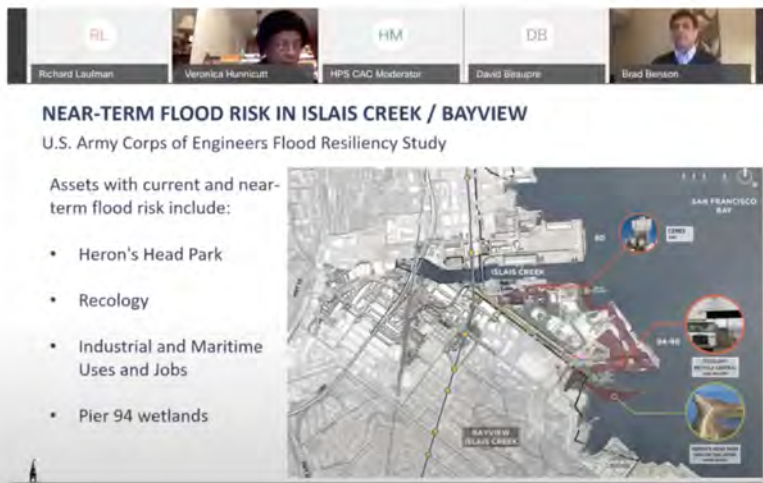
- Demolition
- Excavation
- Pavement and sidewalk removal
- Electrical



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## UPCOMING COMMUNITY ENGAGEMENT

Spring/Summer 2021



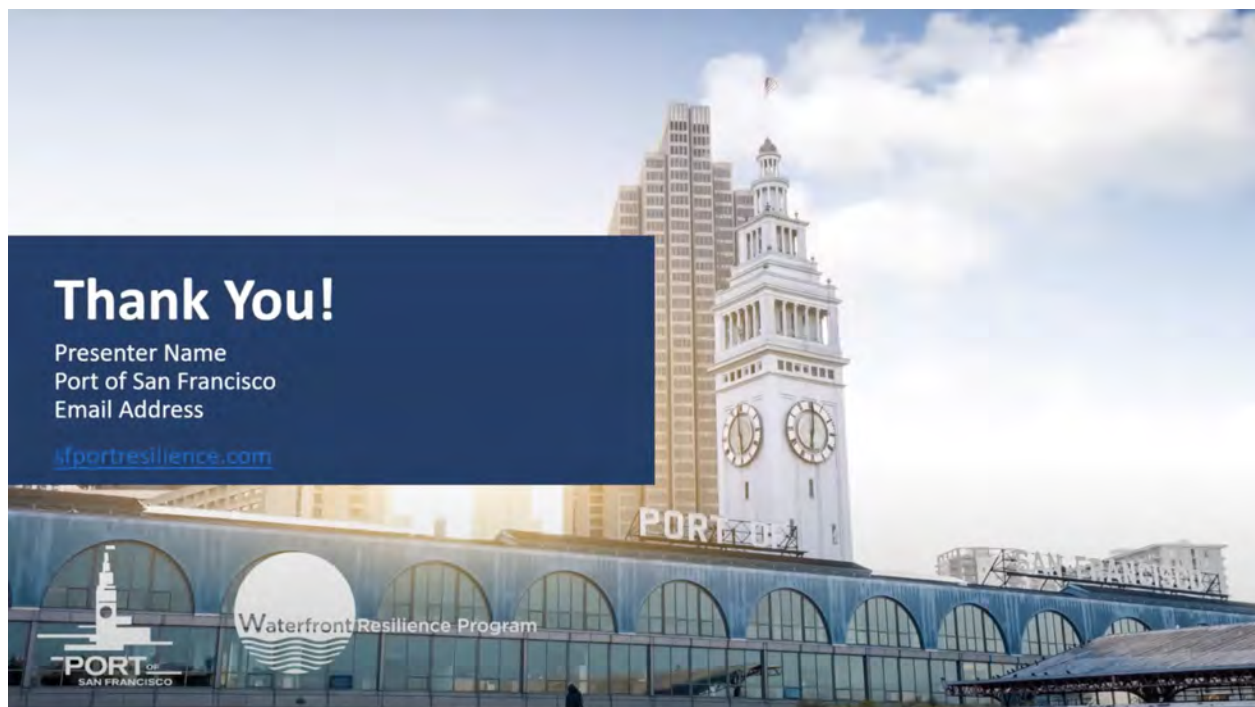
The screenshot shows a video conference with five participants: Richard Laulman (RL), Veronica Munnicat (VM), HPS GAG Moderator (HM), David Beaupre (DB), and Brad Benson (BB). The main slide is titled "NEAR-TERM FLOOD RISK IN ISLAIS CREEK / BAYVIEW" and is part of the "U.S. Army Corps of Engineers Flood Resiliency Study". It lists assets with current and near-term flood risk:

- Heron's Head Park
- Recology
- Industrial and Maritime Uses and Jobs
- Pier 94 wetlands

The slide also features a map of the Islais Creek and Bayview areas in San Francisco, with callouts for various locations and a small inset image of a person.

- Convener Meetings with community-based organizations in Islais Creek / Bayview and citywide
- Ongoing digital engagement
- Ongoing tenant engagement
- Youth engagement with youth-serving organizations
- Follow up: <https://www.sfportresilience.com/-bayview-resilience>

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Notes:

Presentation Overview

Waterfront Resilience Program

- This program's efforts are to ensure the waterfront is protected
- There are several programs and efforts that are underway

- Adaptation plans,
- Resilience studies
- Floodproofing piers
- Seismic Vulnerability assessments
- Islais creek adaptation strategy
- Sea level rise adaptations
- Utilities projects
- Waterfront Plan
- Historic Pier Rehabilitation

#### Inter-agency climate resilience efforts

- Trying to coordinate a city-wide resilience program

#### Flood Risk in Islais Creek

- US Army Corp of Engineers Flood Resiliency Study
  - Port is a local sponsor
  - study runs from 2018-2025
  - Flood risk assessment
  - Led by SF Planning in partnership with Port
  - Includes a community planning process
  - Develop a long-range vision for the shoreline creek area
  - “Islais Creek adapts to flood risks while ensuring healthy and resilient communities”

#### Flood Scenarios

- Determining risk over time
  - There are multiple curves/projections for sea level rise

#### USACE Flood Study

- In 2018, we went through and tried to distinguish which parts of the “at risk” areas for SLR we wanted to protect

## HOW CAN WE REDUCE FLOOD RISK?

Measures to Reduce Flood Risk



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These are the twelve measures that are being considered for resilience protection for the shorelines.

### How Will We Reduce the Risk?

- Based on findings from the MHRA and stakeholder engagement work, Port staff are formulating project operations

### Stakeholder Engagement

- Hundreds of meetings with community groups
- Office hours
- Website
- Focusing on life safety & emergency response
- Prioritize assets most loved by the community and most important to the city
- Put people first - assets and services most prioritized: housing, disaster

### Next Steps

- Embarcadero Seawall Program
  - Implementation starting 2017
- Southern Waterfront Seismic Vulnerability Assessment
  - Identifying vulnerabilities
- Job and career opportunities
  - Prioritizing local workforce
  - Thinking about how to plan and train workers

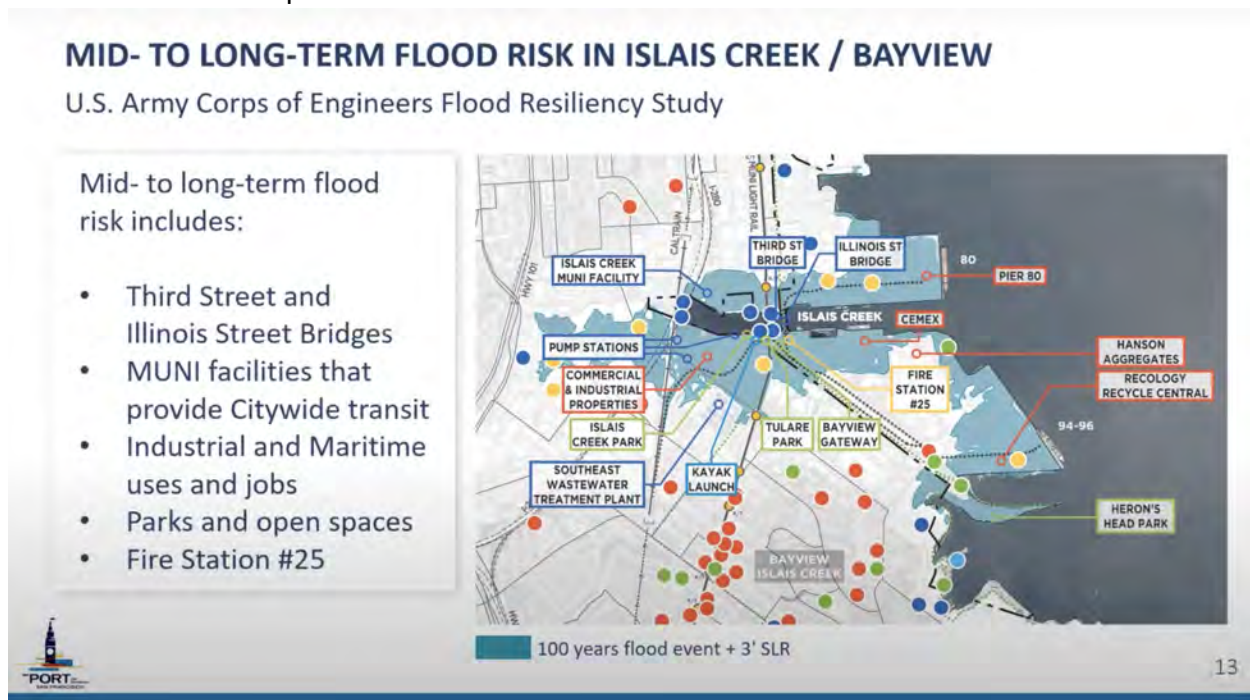
### Public Comment/Questions:

Question: Is there a way to clean the ocean/bay in this process or use plants that clean the soil/air that would be green and sustainable?

David: I mentioned in those different measures, there are the ecological measures where we're talking about kind of living shorelines, and that is one of the benefits of it, it can provide resilience, habitat opportunity and open space opportunities – and even the quality of the bay water!

Raymond: Could you please put back one of your slides that showed the area that you were concerned with?

David: Yes --- shared picture below



Raymond: So my question is, did you do any radiological studies on the mud that is there? Because I sat on the Navy's remediation committee for 12 years, and I chaired the technical committee. Those piers that are jutting out are the former Navy/submarine docs that were radioactive and contaminated. They had to do remediation and cleanup in this area. Therefore, some of this could have easily gone up and contaminated this site. Was there any inspection for radiological contamination?

Dalila: Acknowledge that the meeting is technically done.

David: So, none of the port lands (nothing north of Heron's Head Park) was used previously as part of the military ship operations. But if your question is if we've done any radiological testing on these areas, then I do not know the answer to that question.

Raymond: I would definitely strongly suggest that because those in Parcel B were radioactive contaminated and the Navy had to do cleanup and decontamination and I was part of head oversight. Dr. Ahimsa who chaired our radiological division on the advisory board. I looked at

technical aspects. Given that we're talking about water and the flow and the tides, it is very logical - we're talking about, from WWII on, there's an acute possibility of accumulation. You won't know if you don't test. If we're talking about cleaning up and improving, I would suggest doing that extra step, just to ensure that your designs do not harm people, in the long term. As the bay rises, stuff may come up from the bottom and present another problem.

David: We'll look into that. It just occurred to me that we do in fact do dredging out there, and we should be testing the dredging for disposal. So we can find out if they discovered anything in those tests. I can ask our environmental folks how that works.

Raymond: Just for safety and the future.

Dalila: Question from chat – of the 425 million, how much will be spent downtown on the FIDI (Financial District) and how much on the shoreline?

David: That bond measure was intended to repair the seawall along the embarcadero. So, my understanding is (and I have to check), most of that money will be spent up there. But we also have other funding sources coming in from the state and the port that we can allocate widely. What we're trying to also do is build up the workforce in the southeast community so that they can benefit from the funds being spent on the seawall.

Dalila: There's also a suggestion in the chat, Would be great for the Port to run a recycled water non-potable line from the next door sewer treatment plant to all of the tenants who are currently using drinking water to abate dust emissions.

David: Totally agree, we're working on that. We're putting in purple pipe to accommodate that when the time comes for our rebuilding projects.

Lea: I'm wondering, in these flood risk assessments, what defines risk in these assessments? Like Dr. Tompkins was saying, are potential contamination sites being viewed in these assessments?

David: Yes they are. So the risk assessments are based on future potential flood elevations as I described in those curves. What we look at is we're trying to identify every single asset that's out there. For areas that there is contamination, we're recognizing this. We are looking at how sea levels rise, as does the groundwater table. We're looking into this.

Eric Brooks: Related to that, David can you drop your email in the chat so that we can email you the sources.

David: Yes.

Dalila: This meeting is 10 minutes over, and has been convened.

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## Chat Questions:

### From BAAQMD presentation

14:59:46 From Bradley Angel Greenaction for Health & Environmental Justice : why is an unpermitted polluter allowed to keep polluting, and also why has BAAQMD ignored our request for a public comment period and public hearing on any permit decision?

15:00:25 From crw@eff.org : were they fined at all?

15:00:43 From Rebecca E. Skinner : No way to design it so that rainwater's not coming in, but also not stack emissions at human level ?

15:17:04 From Renay : Other than filing complaints, how is the community or their concerns/voices addressed/heard in this process?

15:19:24 From Bradley Angel Greenaction for Health & Environmental Justice : If BAAQMD is putting the draft permit out for public review, it is improper for them to say the permit will be issued as that makes public input totally meaningless.

15:20:22 From crw@eff.org : heck, were any of them fined?

15:28:44 From Chalam Tubati : Wait so that was a no to PM2.5?

15:29:52 From Renay : Is it possible to get data from the two air monitors set up at the Navy shipyard? Also, are you working with other depts such as CALEPA? and how is this data assessed/analyzed?

15:32:20 From Lea Yamashiro : How often are the "unannounced inspections"?

15:34:01 From Rebecca E. Skinner : Couldn't it be unannounced if the time was variegated ?

15:39:34 From Chalam Tubati : Is the process for fining them longer than the process for giving them permits?

16:02:34 From So Much Beauty : FOR BAAQMD: stockpile wind erosion — why not covered? why are transfers not sealed? workers face worst risks owners get rich "unpermitted sources" = violation of law. Jail terms? Fines? Don't legal violations preclude permitting? This is like Uber and Lyft and Amazon, or the private tech corp buses: they broke the law for years, and their punishment was to obtain legal permits. WTF? permits issued after modifications made. What about reparations (to workers, or city or...) for past violations? not sure why this design? Cheaper and more profitable. chrystalline silica - COPD — ;gChronic obstructive pulmonary disease - co-morbidity factor for COVID!

Darling: facility inspection was pre-scheduled? How far in advance?

### From Port presentation

15:46:52 From Simon Winer : Would be great to have the Port run a recycled water (non-potable) line from the next door sewer treatment plant to all of the tenants who are currently using drinking water to abate dust emissions. This would be a big win-win.

15:53:58 From Renay : If there is a way to clean the ocean/bay in this process? Or use plants that clean the soi/air I would be green and sustainable?