



# MINUTES SPECIAL MEETING

## CITY COUNCIL CITY OF SOUTH SAN FRANCISCO

TUESDAY, MAY 25, 2021  
6:00 p.m.

### **Teleconference via Zoom**

*City Council conducted this meeting in accordance with California Governor Newsom's Executive Orders N-29-20 and N-63-20 and COVID-19 pandemic protocols.*

#### CALL TO ORDER

Mayor Addiego called the meeting to order at 6:00 p.m.

#### ROLL CALL

Present: Councilmembers Coleman, Flores, and Nicolas, Vice-Mayor Nagales, and Mayor Addiego.

#### AGENDA REVIEW

No changes.

PUBLIC COMMENTS – comments are limited to items on the Special Meeting Agenda. *Members of the public wishing to participate were encouraged to submit public comments in writing in advance of the meeting via eComment by 4:00 p.m. on the day of the meeting.*

None

#### ADMINISTRATIVE BUSINESS

1. Report regarding Sea Level Rise at Oyster Point and Expansion of Commuter Ferry Service. *(Philip Vitale, Deputy Capital Projects Manager)*

Deputy Capital Projects Manager Vitale provided an overview of the implications of sea-level rise on the Spit at Oyster Point, as well as regulatory mandates for improvements. He was requesting Council feedback and instruction on how to proceed with design and construction. The three-part feasibility study consists of the following: (1) How to best address Sea Level Rise at Oyster Point's Spit; (2) The possibility of building a ferry terminal building at the Spit; (3) The possibility of expanding commuter ferry service to Oyster Point using the Spit area. In addition, the staff is looking into engineering solutions to address flooding and seawater inundation of the capped landfill at the Spit. Ways to build on the shoring improvement to expand water transportation services and create indoor and outdoor programmable spaces for residents, commuters, boaters, Bay Trail users, and the public.

The city leased the site to The South San Francisco Scavenger Company, a now-defunct landfill operator, from 1956 to 1970. The city maintained the closed landfill from 1970 to 1977. A marina built in 1962 next to a part of the former landfill was administered by the city. Under an Operating Agreement with the City, the San Mateo County Harbor District has operated the municipal marina and a park at the landfill since 1977 and manages property leases for additional facilities.

Following the end of landfill operations in 1970, the City and Scavenger undertook various site closure initiatives. The landfill's upper surface was compacted between 1971 and 1976. Between 1979 and 1981, additional remedial measures were built, including a 2- to 3-foot-thick Bay Mud cap across the site.

The study is being done to comply with Title 27 of the California Water Resources Board's regulations. The city is responsible for ensuring that the Oyster Point peninsula is not inundated with water on top of the landfill and protecting the area from rising sea levels. In addition, the staff is looking into north-south water transit to help manage traffic congestion issues in the future.

Principal Engineer Ruble discussed the engineering portion of the project and provided an overview of the three options to resolve the flooding at the Spit. He indicated that Option 1 and Option 2 both call for the construction of a steel sheet piling retaining wall around the perimeter of the landfill trash and the import of engineered fill material to improve the site's grades. Both alternatives are intended to enable future commercial development on the Spit. Option 3 involves completely removing all soil and trash from the Spit and returning it to the Bay, necessitating the construction of a temporary cofferdam around the perimeter of the Spit to prevent Bay waters from accessing the project area. At the same time, all soil and garbage materials are enclosed within the landfill.

Assistant to the City Manager Fernandez discussed proposed expansions to ferry service. The East of 101 (E101) is one of the Bay Area's most rapidly expanding employment districts. E101 is an international hub for life science and biotechnology and a regional center for industry, logistics, and travel, with around 28,000 employees. E101 is anticipated to add about 13 million square feet of office and research and development (R&D) space over the next two decades, roughly doubling its daytime population to over 55,000 employees. Approximately half of this expansion has already been approved or is in the planning stages. Because there are few places of vehicle access on E101, travel is limited to a few congested traffic bottlenecks, public transportation, and active transportation options are limited.

For the area to remain competitive on a worldwide scale, new transportation options are required. WETA provides the existing ferry service with East-West routes that are now operational. The city engaged Tideline Marine to evaluate and study prospective routes and passengers between Oyster Point Marina in South San Francisco and popular commuter hubs in San Francisco. Tideline conducted a study of possible North-South lines, starting with a look at ridership and farebox recovery.

Based on a 3% year-over-year growth rate, the research predicted increased ridership. From San Francisco to South San Francisco, the total trips include round trip information. Ferry service can rise from a few hundred daily passengers in 2021 to over 1,200 daily riders in five years, with growth rates ranging from a prudent 5% to a vigorous 20%. There are an expected 304 daily passengers at 5% ridership by 2026 and 1,215 daily riders at 20% ridership. The expansion of ferry service remains an appealing option to driving a single-occupancy car. Tideline proposed several paths, with a focus on the North-South connection that Oyster Point Marina now lacks. Ferry service offers services not found on other means of transportation, such as Wi-Fi, onboard eateries, and bike storage.

City Manager Futrell provided an overview of project costs for the Council's consideration and indicated that there would be opportunities for state and federal grants. Assemblymember Mullin proposes a statewide bond on the November 2022 election to address sea-level rise.

Councilmember Coleman inquired about the project's flexibility, given that the sea level is rising and expected to increase significantly. Principal Engineer Ruble stated any design must adapt to changes in sea-level rise. Nigel Cabral of Tideline Marine Group provided an overview of the proposed project for the Ferry Service at Oyster Point.

ADJOURNMENT

Being no further business Mayor Addiego adjourned the meeting at 6:47p.m.

Respectfully submitted by:

Approved:

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Rosa Govea Acosta  
City Clerk, CMC, CPMC

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Mark Addiego  
Mayor

Approved: \_\_\_\_ / \_\_\_\_ / \_\_\_\_