



SAN FRANCISCO PORT COMMISSION

**JUNE 10, 2025
MINUTES OF THE MEETING**

MEMBERS, PORT COMMISSION

**HON. GAIL GILMAN, PRESIDENT
HON. STEPHEN ENGBLOM, VICE PRESIDENT
HON. WILLIE ADAMS, COMMISSIONER
HON. STEVEN LEE, COMMISSIONER
HON. KEN MCNEELY, COMMISSIONER**

**ELAINE FORBES, EXECUTIVE DIRECTOR
JENICA LIU, COMMISSION AFFAIRS MANAGER**

CITY & COUNTY OF SAN FRANCISCO

PORT COMMISSION

MINUTES OF THE MEETING

June 10, 2025

1. CALL TO ORDER / ROLL CALL

Port Commission President Gail Gilman called the meeting to order at 2:30 p.m. The following Commissioners were present: Gail Gilman, Stephen Engblom, Willie Adams, Steven Lee, and Ken McNeely.

2. APPROVAL OF MINUTES – May 13, 2025

ACTION: Commissioner Adams moved approval of the minutes. Commissioner Lee seconded the motion. The minutes were approved unanimously.

3. PUBLIC COMMENT ON EXECUTIVE SESSION

No Public Comment on Executive Session.

4. EXECUTIVE SESSION

A. Vote on whether to hold a closed session and to invoke the attorney-client privilege regarding the matters listed below as Conference with Legal Counsel.

ACTION: Commissioner Adams moved to go into closed session and invoke attorney-client privilege for Conference with Legal Counsel. Commissioner Lee seconded the motion. The motion passed unanimously.

(1) CONFERENCE WITH LEGAL COUNSEL AND REAL PROPERTY NEGOTIATOR – This is specifically authorized under California Government Code Section 54956.8. *This session is closed to any non-City/Port representative: (Discussion Item)

(a) Property: Seawall Lots 323 and 324 and the two adjacent street stubs (Paper Streets), located at Broadway Street and The Embarcadero
Person Negotiating: Port: Scott Landsittel, Deputy Director, Real Estate & Development; Ricky Tijani, Waterfront Development Project Manager
Negotiating Parties: Jay Wallace and Darius Anderson (collectively, TZK Broadway, LLC.)
Under Negotiation: ___ Price ___ Terms of Payment X Both

The Port and TZK Broadway, LLC (“TZK”) are negotiating a proposed amendment to the Land Disposition and Development Agreement (“LDDA”) between the Port and TZK. In this executive session, the Port’s negotiators seek direction from the Port Commission on factors affecting the price and terms of payment, including rental amount and manner and timing of payments of the consideration for the leasing and financing required to develop the subject property as indicated in the LDDA. The executive session discussions will enhance the capacity of the Port Commission during the public deliberations and actions to reset the price and payment terms that are most likely to maximize the benefits to the Port, the City and People of the State of California.

Present: President Gail Gilman
Vice President Stephen Engblom
Commissioner Willie Adams
Commissioner Steven Lee
Commissioner Ken McNeely

Also present: Elaine Forbes, Port Director
Michael Martin, Assistant Port Director
Jenica Liu, Commission Affairs Manager
Scott Landsittel, Deputy Director, Real Estate and Development
Ricky Tijani, Waterfront Development Project Manager
Michelle Sexton, General Counsel

(2) CONFERENCE WITH LEGAL COUNSEL REGARDING ANTICIPATED LITIGATION MATTER (Discussion and Possible Action)

(a) Discuss possible settlement of anticipated litigation matter pursuant to California Government Code Section 54956.9(d)(4) and San Francisco Administrative Code Section 67.10(d)(2) (Discussion and possible action):

As Defendant As Plaintiff

Discussion of settlement terms of anticipated litigation in connection with events of default by (1) Ferryboat Santa Rosa, Ltd. under Lease No. L-1042; (b) Hornblower Yachts under Lease No. L-1250, Lease No. L-12175, and Landing Rights Agreement, License to Land 14948; and (3) Alcatraz Cruises under Lease No. L-16723, Lease No. L-16499 and Pier 3 Encroachment located at Piers 3, 19, 31-1/2 and 33.

Present: President Gail Gilman
Vice President Stephen Engblom
Commissioner Willie Adams
Commissioner Steven Lee

Commissioner Ken McNeely

Also present: Elaine Forbes, Port Director
Michael Martin, Assistant Port Director
Jenica Liu, Commission Affairs Manager
Scott Landsittel, Deputy Director, Real Estate and
Development
Kimberley Beal, Assistant Deputy Director, Real
Estate and Development
Don Kavanagh, Senior Property Manager
Michelle Sexton, General Counsel

5. RECONVENE IN OPEN SESSION

- A. Possible report on actions taken in closed session pursuant to Government Code Section 54957.1 and San Francisco Administrative Code Section 67.12.

No Report.

- B. Vote in open session on whether to disclose any or all executive session discussions pursuant to Government Code Section 54957.1 and San Francisco Administrative Code Section 67.12.

ACTION: Commissioner Adams moved to reconvene in open session without disclosing closed session discussions. Vice President Engblom seconded the motion. The motion passed unanimously.

6. RAMAYTUSH OHLONE LAND ACKNOWLEDGEMENT

The Commission Affairs Manager read the Ramaytush Ohlone Land Acknowledgment.

7. ANNOUNCEMENTS

- A. Announcement of Prohibition of Sound Producing Electronic Devices during the Meeting: Please be advised that the ringing of and use of cell phones and similar sound-producing electronic devices are prohibited at this meeting. The Chair may order the removal from the meeting room of any person responsible for the ringing of or use of a cell phone or other similar sound-producing electronic device.
- B. Announcement of Time Allotment for Public Comments: Please be advised that a member of the public has up to three minutes to make public comments on each agenda item unless the Port Commission adopts a shorter period on any item. Public comment must be in respect to the current agenda item. For in-person public comment, please fill out a speaker card and hand it to the Port Commission Affairs Manager. For remote public comment, instructions

are on the first page of this agenda. During public comment, dial *3 to be added to the queue. An audio prompt will signal when it is your turn to speak.

8. PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA

Public comment is permitted on any matter within Port jurisdiction that is not an agenda item. No Port Commission action can be taken on any matter raised other than to schedule the matter for a future agenda, refer the matter to staff for investigation or respond briefly to statements made or questions posed by members of the public. (Government Code Section 54954.2(a))

Public Comment on Items Not Listed on the Agenda:

JB Davis: My name is JB Davis. I'm here speaking on behalf of Marina Secchitano of the Inlandboatmen's Union. Ms. Secchitano is an executive trustee of the San Francisco Maritime Trades Port Council, which represents over 40 unions in the Bay Area. And there are 40 unions that are affiliated with the council.

And for the past 25 years, they've been having their monthly meetings and luncheons at the Jeremiah -- or onboard the Jeremiah O'Brien. The O'Brien, as most of you probably know, is probably one of two surviving operating ships from the Liberty fleet.

And on May 28th, the Maritime Trade Council received -- or sent out the notice for the June 11th meeting. And then, shortly after that, they received the following email from Memorial -- well, from the people who have the lease on Pier 35.

And the email said, "Unfortunately --" Metro Cruises -- "Unfortunately, Metro Cruises has prohibited us from parking on Pier 35 until further notice. We're trying to resolve the issue. But at this point, we may not be able to provide parking for your group. I'm not sure if you'll want to make other arrangements. But I'll keep you updated as we get nearer to the 11th."

The Jeremiah O'Brien 45th annual memorial cruise, which is the biggest fundraising event for the ship, was set for May 31st. And most of the crew and volunteers had to really scramble in order to find parking for that event in order to get the ship ready as well as to crew it during that cruise.

The previous executive director of the Jeremiah O'Brien Foundation had signed a memorandum of agreement with Metro. But apparently, there was no mention of parking in that. The current executive director for the Jeremiah O'Brien had asked for a copy of that MOA and, after receiving it, has not been able to get anybody from Metro Cruises to talk to him since that time.

And Marina just wanted to make the point that -- well, first, to make sure that the commission was aware of that situation that's going on at Pier 35 and basically to say that this kind of behavior is a slap in the face to the labor on the wharf.

President Gilman: Is there -- I just want to make sure there's no other public comment on this matter in the room. I'd like to direct staff to please follow up with Metro Cruises and with the Inlandboat union on this matter, so we can resolve it. It's really important. They're important constituents. Is there any other public comment in the room? Okay. Is there any public comment on the phone for items not listed on the agenda?

Jenica Liu: I wanted to correct the access code also. For callers on the line, the access code is 26613066031###. Again, that's 26613066031###. And right now, we do have one caller on the line. And we will open up that line.

Greg Champoux: Hi. I'm Greg Champoux, a resident. I was just curious if the commission had any update or comment on the U.S. Army Corps of Engineers study, which was to be submitted to Congress for approval either late this year or early next year. But you know, we do have a new administration. And I didn't know if there were any changes to that calendar or anything else to be updated on.

President Gilman: Thank you for your public comment. Is there any other public comment on the line?

Jenica Liu: There are no other callers on the line. Thank you.

President Gilman: Okay. Public comment is closed. Next item, please.

9. EXECUTIVE

A. Executive Director's Report

- **Economic Vitality**
- **Equity**
- **Resilience**
- **Key Project Updates**
- **Commendation for Port Retiree – Uday Prasad**

Director Forbes: Good afternoon, President Gilman, Vice President Engblom, members of the commission. Elaine Forbes -- I am your executive director. First and foremost, I want to welcome our newest commissioner. Welcome, Ken McNeely. I am so excited to work with you. I know I speak for all Port staff, as we're really excited to begin our working relationship together.

By way of introduction, Commissioner McNeely was a long-serving president of the western region for AT&T. Before his lead role, he was in charge

of the California division. He was VP of law and government affairs, senior attorney all for AT&T. Before joining AT&T, Commissioner McNeely was an attorney with Morris and Van Allen LLP in Charlotte, North Carolina.

In addition to his executive background, Commissioner McNeely brings board of director experience. Most notably, he is the chairman of the board of Sutter Health. He has also served on the San Francisco Museum of Modern Art, the San Francisco Ballet, the San Francisco Symphony, California Chamber of Commerce and the Bay Area Council and Silicon Valley Leadership Group.

He holds a law degree from Howard University and a BA from the University of North Carolina. Mr. McNeely is a self-described long life learner who does not take himself too seriously. Both of those characteristics I seek to emulate. [laughter]

You are joining the commission at a very exciting and important time. And we look forward to you and the rest of the commission driving our efforts for a clean, safe and vibrant waterfront. Now, to my report, I will start with equity. First slide, please.

Happy Pride Month. This month, we honor the resilience and contributions of the LGBTQIA+ communities. San Francisco's 2025 pride theme is Queer Joy and Resistance with events throughout June and the pride parade closing the month out on Sunday, June 29th. The parade stages are within viewing distance of the waterfront at Market and Beale Street. For more details, visit SFPride.org.

Already this month, staff joined the Rec and Park department, the Public Utilities Commission and the human rights service agency for a virtual screening of Who's on Top, a movie documentary about LGBTQ+ climbers, who challenge stereotypes and expanded boundaries of belonging in the outdoor world.

I was also proud to attend to two flag raisings, one at the mayor's office and one with the SF Giants, which was a wonderful experience. And as we know, pride is more than just a celebration. It's a tribute to the courage and activism of queer people. It honors both the progress made and the work ahead for equity and freedom. All the bravery and solidarity of queer communities and allies continue to shape a more just, open and inclusive San Francisco. Our resilience is a source of strength for the entire city.

And onward to Juneteenth -- this month, we also celebrate Juneteenth, honoring black freedom, resilience and the long struggle for justice in America. Juneteenth, observed on June 19th, marks the day in 1865 when Union troops arrived at Galveston, Texas to announce the end of slavery. And that was more than two years after the Emancipation Proclamation.

At the Port, we are proud to support the fifth annual Pop-up in the Plaza Juneteenth celebration. This was held on June 7th. And it is a day where black-

owned local businesses come and are celebrated. And visitors from across the region can enjoy really wonderful businesses and what they produce in terms of craft and food.

I have talked to many of the businesses that have participated in this event. And this is often their fifth year. And they express just the access and ability to take -- to participate in this event is really, really spectacular. And some have graduated into the year-round farmer's market. So we're very proud of this event. And I will note that, in addition to Mayor Lurie and the district supervisor, our own President Gilman was there. And it was a great day.

I have a number of items that are related to Fisherman's Wharf. First, entertainment zones -- Pier 39 has joined the list of entertainment zones that Mayor Daniel Lurie has activated really to bring a sense of place and vibrancy to key areas in the city.

Supervisor Danny Sauter joined CEO Scott Gentner and the mayor in the signing ceremony at Pier 39. This is going to reaffirm this area as a vibrant year-round destination for arts, culture and entertainment.

Also, we welcomed a new business at Pier 39, the Humble Sea brewery. It is a wonderful location. Again, District Supervisor Sauter was there. And this Humble Sea is a business that started in the hills of Santa Cruz in a mother-in-law's garage and now is an award-winning brewery and has multiple locations. It's a great spot on the water's edge. And we are certain that residents and visitors alike will enjoy this brewery.

Onward to Pier Party at the Wharf -- we are once again -- this is our third season. This is a Port CBD-sponsored concert series. This is the third season. And it has transformed our crab wheel into San Francisco's premier waterfront live-music destination.

These free concerts take place on the second and fourth Saturdays from 3:00 to 7:00, June through September, attracting 10s of thousands of people to the heart of Fisherman's Wharf. And this year's programming includes rock, alternative rock, indie, hip-hop, R&B and Latin performers.

More in Fisherman's Wharf -- the ground murals have been installed as the second phase of the Fisherman's Wharf promenade design project. This was designed by street plans and installed by staff at the Fisherman's Wharf Community Benefits District, volunteers and with the assistance of Port staff. You can see these murals are local fish swimming in clusters. And it really amplifies a beautiful public place.

And then, Scoma's celebrated its 60th birthday. This is a family-owned restaurant. It's still owned by second and third generations from the original owners. And there are six decades of San Franciscans who have celebrated their

most special events at this restaurant. And it continues to just be an economic driver and a wonderful restaurant at the Port.

We've rescheduled the wine walk. To keep the inaugural Fisherman's Wharf wine walk an enjoyable, safe event, the CBD had to postpone the event. It turned out there were 40-mile-an-hour winds. And wine tasting and that kind of wind really don't pair well. But we're excited to try this pairing again on June 21st with much gentler breezes predicted. Tickets are available at Eventbrite at FishermansWharf.org/events/wine-walk.

I'm going to leave the wharf and go to other areas of the waterfront. The Ferry Building -- the Ferry Building reported its strongest first quarter on record. The first three months of this year, the Ferry Building saw 2.5 million visitors. It was on an earnings call that Hudson Pacific Properties' CEO, Victor Coleman, announced that it was the best first quarter on record.

We have experienced the Ferry Building as a great partner. It stayed open during COVID. It was one of the first to sustain ferry passengers and commerce. And it is just -- really exploded in terms of interest of the public and also in leasing. So we're very proud of the resurgence of the Ferry Building.

Jamestown -- we're happy to see recent announcements from Jamestown regarding a wave of new tenant signings at Waterfront Plaza on the northern waterfront. The leases include separate deals with several early-stages AI companies that focus on a range of services including loan servicing, lip sync tools for video content creators and tools for manufacturing.

And why this matters to us is to see a cluster of AI tenants coming in to our facility, which is in a very, very beautiful part of town. It's the pristine historic Embarcadero. And it's arguably the most beautiful waterfront in the world. So we're very excited for the news of new leasing.

And now to Mission Rock -- according to multiple media reports, Coinbase has agreed to lease 150,000 square feet of new office space in the Mission Rock development. Coinbase, a cryptocurrency exchange, will have offices on Maya Angelou Way. With this deal, Mission Rock marks another major step in phase one with every building now majority leased.

Coinbase joins companies like Visa with offices in the Mission Rock project. As you know, many retailers have been leasing space at Mission Rock as well including Blue Bottle Coffee, Ike's Love and Sandwiches and Flour + Water Pizza.

I want to point out that the Giants and Mission Rock Partners have done incredible work on the leasing program. We see leases and new restaurants opening in this area at a clip that you do not see in other parts of town. And there is really diligent effort on the part of our partners to see this through.

More beer [laughter] -- Standard Deviant brewery opens in Pier 70 Dogpatch. This grand opening is its second manufacturing facility and taproom. It's in Building 12 -- historic Building 12. The new taproom industrial setting offers 20-plus brews, a 30-foot-long bar, as you see here, an indoor and outdoor picnic tables amid 30-foot-high ceilings. And it has beautiful, beautiful windows overlooking the San Francisco Bay.

This is a very important part of town at Pier 70, important that it's been open to the public. And we invite more and more of the public in to see it. It's important because it's not -- we look for more activity in this place. Also, there will be a taco truck onsite from time to time. We welcome Standard Deviant to the waterfront and to Building 12.

Okay. To the IPI conference -- I was very, very fortunate to be part of a group that accepted the award on behalf of us, Public Works, Tishman Speyer and Mission Rock Partners because we got a gold-level award recognizing the transformation of our 28-acre site from an inferior parking lot to the Mission Rock site you see today.

We have \$218 million of infrastructure in the ground with over five acres of parklands, 2.4 acres of streets and green utility systems including blackwater recycling, district energy to support the residential and commercial buildings. I will note here that, during COVID, this was really the only project that was under construction. And that has much to do with our public-private partnership and our financing but also just the resilience of both the Port and Mission Rock Partners.

We are organizing clean-ups in our park. Port staff are organizing volunteer efforts along the waterfront this summer. The first event was held last month in Crane Cove Park. And thank you to the hardworking community volunteers who joined this event to pull weeds and remove debris and keep our park clean.

We have another volunteer opportunity in June at Rincon Park and another one at Bayview Gateway Park at the end of July. And thank you to the Port team, who is organizing these events.

ArtSpan -- the Ferry Building last week, June 6-8, hosted a joyful summer art exhibition presented by ArtSpan, Arts in Neighborhoods Program. This was a vibrant pop-up transformation in our grand hall just outside these doors. And this turned this area into very exciting gallery space through large-format painting, mixed-medium works and photography prints.

This exhibit invited everyone to enjoy the uplifting energy of summertime. And we are a sponsor of this event. Thank you for that. Now, I would like to talk about our write-off policy. We can end the slide deck, please.

Consistent with the write-off policy adopted pursuant to Resolution 22-11, Port staff provided a report summarizing one recommended write-off account this month to you. You have 30 days to review before we process. If anyone has a concern, please let me know. And we will schedule a commission item to discuss.

That brings me to the Parks Alliance. As you may recall, commissioners, we entered a grant agreement with the Parks Alliance for the organization to fundraise for us. The 3.25 not-to-exceed amount was for a dog run and two children's play areas, a rigger yard and a tot lot at Crane Cove Park.

The project ultimately is going to cost us \$2.51 million, down from 3.25. The project is underway. To date, the organization has paid us \$975,000. As you know from reporting and as we were informed by CEO Robert Ogilvie, the Parks Alliance spent restricted funds on general purposes including our pledges for Crane Cove Park. This leaves us with \$1.54 million to figure out how to fund.

More background -- Mayor Lurie has paused city funds and has called for an audit of this organization. The controller and city attorney are working together. And the district attorney has also launched investigations. And supervisors are preparing hearings to figure out how to recoup these lost funds and safeguard future projects.

Based on everything I've learned, I have grave concerns that we will be able to recover funds to complete this project. Staff and I evaluated options, given that the construction work is already underway. And we could only save approximately 10 percent of project funds if we were to de-scope or demobilize.

And it didn't feel like a good recommendation for us to make, to de-scope one of the key elements of the park, given that there are three, two children's lots and a dog run, in order to save 10 percent of the funds we must raise. So we are going to be doing the hard work of deprioritizing and figuring out ways in which we will complete this work and deliver these improvements for the community. And I will be back to you in July either in the director's report or through an open item for further discussion.

Okay. Now, I'm to a better part of the report. I have a commendation today. And it's for a very long-serving member of our engineering team, someone who has been a soldier through the good times and the bad times of Port projects. He's had to red tag, yellow tag, untag, figure out improvements with little money, figure out how to keep our facilities working.

And our facility conditions are very challenging. And I'm talking about Uday Prasad. And Uday -- he has 23 years of experience at the Port and 33 years at the City and County of San Francisco. And he's leaving us at -- he's retiring at the end of June.

He's served in various capacities and management roles including senior structural engineer, principal engineer, assistant chief harbor engineer and, most recently, acting chief harbor engineer where he managed the Port engineering division from June 2014 and June 2015.

And I worked very closely with Uday both times he was serving as acting director. And you did such a tremendous job for us. Before he came to us, he worked for the Public Works Department. His accomplishments include: the 34th American Sailing Cup; the Pier 29 response to the terrible fire; sea-level rise mitigation and adaptation study; seismic design standards for piers and wharfs; Port facility assessment program and capital 10-year-renewal program; new Exploratorium museum at Pier 15; new cruise terminal at Pier 27; development of Piers 1 1/2, 3 and 5.

You've also served as a committee member on behalf of the Port in various citywide committees including the San Francisco collaborative partnering steering committee and the city's mentor protégé program.

And I get to say my personal experiences with Uday. You're such a great person, Uday. You always come ready to learn, ready to problem solve. You bring inspiration and resilience to teams that you work with because of your willingness to roll up your sleeves and figure out solutions. And you have contributed so much to this organization over your 23 years. You will be very much missed. And that concludes my report.

President Gilman: Thank you, Director Forbes. Now, we're going to open it up for public comment. But I first would like to do public -- I see a lot of staff in the room. So I'm just making a wild guess. It's for Uday, who has done such a great job. So I'd like to first invite people to the podium to speak on behalf of their beloved colleague, public comment about this amazing individual, who has contributed so much to the Port.

Wendy Proctor: Good afternoon, commissioners and Director Forbes. And welcome, Commissioner McNeely. I'm Wendy Proctor. I'm the interim deputy director for the engineering division. And Uday hired me in 2006 as the architecture and ADA coordinator for the Port.

The Port was at a time of incredible transformation at the time. And we worked on a lot of that transformation together. We have revitalized a number of Port properties, bringing those facilities back into a state of good repair. So I'd like to take a moment to thank Uday for his years of service and his leadership at the Port in the engineering division and the Port as a whole.

His dedication and hard work are going to leave a lasting legacy with the Port. He's created a robust, rapid structural assessment program for the engineering group. He's guided a lot of facilities and engineering staff in collaborating with other divisions and reconstructing a number of facilities

including the Pier 29 after the fire in time for the America's Cup, which was quite a scramble.

And then, also, he's been very involved in a number of city partnering programs, which have helped the Port and the city eliminate a lot of construction claims. And he's helped mentor small businesses. And he carries all of this knowledge into his management style.

So he mentors and encourages all of the staff so that they can succeed. So it's been a real pleasure working with you over the last 19 years. And thank you so much for your service.

Erica Petersen: Good afternoon, Director Forbes and commissioners. My name is Erica Petersen from the project management office in engineering. I wrote this down so that I would be brief and not ramble. Just thank you, Uday, for your dedication and service to the Port. You've always been generous with your time and willing to share your deep well of knowledge and very respectful to all of us colleagues.

I've really appreciated that your door is always open if I have to come in with some random question about something. And we will miss you. I will miss you. All of engineering will miss you. And we wish you a wonderful retirement.

Brad Benson: Good afternoon, commissioners, Director Forbes. Welcome, Commissioner McNeely. I'm Brad Benson. I'm the Port's waterfront resilience program director. I've had the pleasure of working with Uday my entire time at the Port.

Just a few things that I'll mention in a little bit more detail than have already been mentioned -- Uday led the first study of sea-level rise along the Port. That was a URS project. And it really demonstrated to us for the first time on the waterfront just how exposed we are to that risk. Some of that work overlapped with a very long project.

FEMA started to map flood hazards along the shoreline. And they really published initial maps that were quite scary for the Port and the Port's development future, thinking about developing piers. And Uday was masterful. He was really in a 10-year debate with FEMA about their mapping conclusions. He produced volumes of calculations about how the piers could withstand wave action. It was really remarkable the amount of patience you showed in that effort.

That also occurred during the America's Cup. Wendy mentioned Pier 29. I also want to talk about Piers 30/32 because that's where the team bases were. And for those who don't know about Piers 30/32 -- not in the best condition. And Uday had to do all of the calculations to figure out the team bases would go there. And it was just amazing that you -- you really made the event happen at that location.

So I want to end with not your professional accomplishments, as amazing as those are, but really the note that Erica and Wendy have talked about, and it's how you are with people. You're so smart, but you're so kind. And you're totally approachable. And you care about your colleagues. So thank you from all of us for how you've been as a colleague, just an amazing career, Uday. Thank you.

David Beaupre: Good afternoon, commissioners. David Beaupre, deputy director of planning and environment. Welcome, Commissioner McNeely. I wanted to thank and provide some gratitude to Uday. Uday and I started within a couple of months of each other. So I've had the pleasure of working with him for his 23, almost 24 years.

I counted out that we've worked together with five other chief harbor engineers, including Uday being one of those. I think where I first began to work with Uday closely is when he started the rapid structural assessments of all of our piers, which was a complex project that hadn't been done for a while.

Uday set up a great system to rank the piers and then had many of the difficult conversations with our tenants about their conditions and the work they needed to do to invest and bring them up to code. As Erica and Brad and Elaine and Wendy mentioned, super kind person, very thoughtful, very friendly and also has a great ability to explain the complexities of engineering to us non-engineers. And I've learned a tremendous amount from him. So thank you, Uday.

Mike Martin: Good afternoon, commissioners. Mike Martin, assistant Port director. I'm a relative newbie compared to the speakers that have come before you. So I'm going to speak a little bit about Uday, not in terms of the long list of achievements he's had but for his approach.

When I first got to the Port, I really realized our engineering division gets put on the spot by Port operating divisions, by our tenants saying, "We need this building to do this. We need this wharf to be able to berth this ship." And engineering are the ones that have to analyze that and say, "That's going to be safe. That's going to work."

And you get a lot of people pushing and pulling to try to get you to an answer that they want to see. And in one of the first meetings I was in with Uday, it was not ending the way that the operating division, which was my division, real estate, wanted to see it end. And he ended the meeting with, "We'll get there. We'll get there."

And he wasn't saying like, "I quit. You guys are right." He was saying, "We're going to work at it. We're going to work at it together." And I've heard him say that in so many different contexts since then. And it really resonates now at a time when the mayor has really sent us out as wanting to help businesses do what they need to do.

And it may not be the easiest thing where they come in with an application, and we just stamp it and say, "Go do it." But we need Port staff to be saying, "We'll get there. All right. We'll work with you. We'll find a way to get there." And Uday personified that throughout his time that I got to work with him here at the Port. So now, I get to say to Uday, you got there. Congrats on your retirement, all the best to you. And thank you for everything.

Steven Reel: Good afternoon, commissioners, Executive Director Forbes. My name is Steven Reel with the waterfront resilience program in engineering. Uday, congratulations. Wish you best of luck on your retirement. You were really helpful to me when I started at the Port.

I think the institutional knowledge not only at the Port but within the City of San Francisco in engineering is -- you know, we're going to miss it, you know. Whenever there's a question, how to reach somebody not only within the Port but within the city, you always know where to go.

And just a few examples for me, when I started, Uday taught me it's a low-tide day. Low tide is when you need to go out in the boat and look at the piles. And that is extremely, extremely important, what is revealed then. And then, we work a lot with the PUC.

And Uday worked on the wastewater program, a lot of the large infrastructure on the waterfront. And he knows how that system works. So that's proven invaluable. And he's just been excellent to work with over the years. So Uday, congratulations. And good luck on your retirement. You will be missed.

President Gilman: Anyone else in the room who'd like to make a comment about Uday before I invite Uday up to make some remarks? I'm going to embarrass you. Is there anyone on the phone who is a colleague or a community member who wants to honor this great Port staff employee?

Jenica Liu: There are no callers on the line.

President Gilman: Uday, you don't have to. But would you like to make some remarks?

Uday Prasad: I have a long speech. [laughter]

President Gilman: Okay. We're waiving the three minutes for you.

Uday Prasad: President Gilman, Vice President Engblom -- did I say it right?

Vice President Engblom: No. But that's okay. [laughter]

Uday Prasad: My apologies --

Vice President Engblom: That's all right.

Uday Prasad: -- and commissioners, Director Forbes and my Port colleagues, thank you for your kind words. It has been an incredible and fulfilling 30-year journey starting with San Francisco Public Works, continuing with the San Francisco Public Utilities Commission and culminating at the Port.

Throughout my career with the city, I had the privilege of contributing to a wide range of impactful programs and projects from the rehab of the city's sewer and transport systems to the construction of fire stations, libraries, the rehab of the Hetch Hetchy water system and the transformation of our waterfront facilities.

When I joined the Port in 2002, the San Francisco waterfront looked very different. Today, it is stronger, more vibrant and more resilient. And I feel truly fortunate to have played a role in that transformation. I want to express my heartfelt gratitude to everyone I had the opportunity to work with over the years. It has been an honor to serve this great city. Thank you.

President Gilman: Thank you. [applause] So commissioners, I believe we are going to present a certificate and do a photograph. But before that, does any commissioner want to make remarks? Yeah.

Commissioner Lee: Well, Uday, I've only been here for three years. But working with all the small businesses and seeing the infrastructure and things that are at the Port -- and I got to visit South Beach Harbor, which is beautiful. I hope there's a good replacement for you because we still live here.

And [laughter] if there's an earthquake tomorrow, I hope we know how to fix it. So thank you for your service. It's just been an honor to be able to see the future of the Port. And because of you, we're still here. So good luck to you.

Commissioner Adams: Uday, you know, I'll tell you some -- a miracle happened in here today. Mike Martin got up and spoke. [laughter] And that doesn't happen very often because we all know Mike is a very quiet guy. When Mike Martin gets up and speaks, you can tell the level of respect that you have from Mike. And Mike got up and spoke. So that says a lot.

But Uday, with almost 33 years in, your quiet manner, your charm, your smile and -- I always notice that you were always here to support Director Forbes and Deputy Director Martin and even when Monique was here. You were that guy from the staff that would come to the meetings, listen.

And also, it didn't have to do with your department, but you were also supporting your other staff members in here when they were giving reports, cheering them on and showing completely what this whole deal here at the Port for you -- it's not about I or me, we and us.

And your life exemplifies that. And you exemplify that in how you've carried yourself with class and dignity. And we definitely are going to miss you. And what you have shown is an example. A lot more of us could follow that. A person has to be the loudest person in the room. But you do it with action. So we appreciate you.

President Gilman: Uday, I just want to thank you for your service to the City and County of San Francisco and particularly to the Port, particularly at a time when I think the public really should be uplifting and honoring public servants like you that make our lives day to day so much better.

I've enjoyed an opportunity to get to know you at my tenure on this commission and want to thank you for your service. And I hope you now have time to spend with your family, on hobbies. And I guess, if you want to do calculation spreadsheets on the best vacations to have, hopefully your family allows you to do that.

I want to thank you for your service on behalf of the commission. We're going to now present you with a certificate and do a photograph.

[photos taken]

Now, is there any public in the room on the rest of the director's report? Seeing no public comment in the room on the director's report. Is there any public comment on the phone for the director's report?

No Public Comment on the Executive Director's Report.

Commissioners' Discussion on the Executive Director's Report:

Commissioner McNeely: I have no comment.

Commissioner Lee: Elaine, thanks for the report. Man, there's a lot of stuff going on, a lot of stuff to prepare for. The entertainment zone is great. I mean, I was on the entertainment commission 10 years. And we've been dying for entertainment zones. It's a good way to bring new people in as a big deal to get all the businesses around them to cooperate.

But I just want to remind all the small businesses that we have to still recreate the experience because, after the entertainment zone for that day is over, people still need to come back and visit us. And I've been explaining that to a lot of people that times have changed. And we do have to reinvent the wheel sometimes to stay in business.

Let's see. Scoma -- I've been going to Scoma as a little kid. And to see the generations of family members to continue the legacy, which is very rare -- because a lot of the legacy restaurants in San Francisco are closing not because

they haven't done good business. It's because their family members have moved on to do something else.

And I think the immigrant families that started these businesses 50 to 80 years ago, you know, wanted their kids to do better and not have to work so hard in a restaurant, which is tough. So I give kudos to Scoma's and their family because it's a great restaurant and a good partner.

Other than that, there's so much to talk about. And I look forward to hearing about the restart and moving forward of the Pier 45 area. And I'm sure there's going to be a lot of input from people. You know, I'm just looking forward to new opportunities that the wharf has not just for the visitors but for the business opportunities that's going to come.

And I just hope that we're still standing -- that our chief engineer is retiring. So I just -- [laughter] let's hurry up. Let's get it moving. So good report, Elaine. Thank you.

Commissioner Adams: A very, very stellar report. You know, it's amazing that -- and also, I want to congratulate you, LGBT month, Director Forbes and also Juneteenth this month and then your great report about the economic vitality. You know, there's more people and what's going on here with the Ferry Building.

I know we look around, and our country -- and we could even just look down the road at what's happening in L.A. But we see a lot of great things happening here within our waterfront here in San Francisco as we're changing, as we're making transition, as we're shifting and we're going in different directions.

And it's good to see the focus. We have to continue no matter the obstacles and the things that are in front of us. And I also appreciate what you said about Fisherman's Wharf. We're going to have a really, really, I hope, robust discussion on that a little bit later today, which I think is really good.

And I'm glad the fishermen and everybody is here because sometimes you have to have those painful conversations. But you've got to put it out there. This is what the Port Commission is for, to air -- put it all out there and to have that discussion because we're all trying to get to the one place. And we may have different ideas on how to get there.

But we want to get there and get our waterfront -- we want to continue to take it to the next level. So I really appreciate your report today. And I can't imagine -- it's been six months already -- first six months of this year. And we've done a lot. And I want to thank you and the staff that work tirelessly. And I want to thank the commission.

Our newest commissioner, Brother Ken McNeely, thank you for joining. We were four. Now, we're five so -- the magnificent five. So let's move forward. And let's do the work and work with our community, work with our partners as we continue to move forward. Thank you.

Vice President Engblom: Director Forbes, thank you very much. Happy Pride Month. I'm proud to be part of this commission. And I want to thank you for your visibility and leadership. I'm proud of the work that the Port does and especially this month to hear about the amazing amount of progress.

I've been on the commission less than a year. And some of the items that you've mentioned are already coming back and paying back some of the discussions that we've had in less than a year. So I think it's important that we celebrate what good governance can do at a time when there's a lot of mistrust in government.

I think that the work that the Port does serves as a great example that -- what is possible when we partner with communities and when we partner with the private sector. Also, happy Juneteenth. I worked on -- my graduate thesis was on the Galveston Port. So it's a good reminder about what you brought up about the history of Galveston.

It's also, you know -- I think it serves as a good reminder about how important ports are to the vitality of a region. You know, our local leadership doesn't need to look further than what we've done with our private-sector partners in terms of how to make deals happen fast and how to make deals that matter work.

You know, to hear that the Port is winning accolades for the work with Mission Rock and Tishman Speyer and the Giants -- that's amazing. Congratulations. The Jamestown team bringing AI to the waterfront is great. And what an amazing stat that Q1 '25 has been the greatest amount ever. That's something we all really should be celebrating.

And then, you know, I want to thank you for your steady hand at leading us through the troubles with the Park Alliance. It's unfortunate. But I'm really proud of the way that you've briefed us on the fiscal responsibility that the Port has, and that we have the stability to be able to navigate a situation like that, I think, is something else the city should be very proud of the Port for.

And then, finally, I didn't get a chance to say it earlier. But Uday, congratulations. Thank you for your 30 years of leadership. And thank you for being an engineer who's also a philosopher. That's a very rare combination. We'll get there is something that I'm going to take with me from today's meeting. Thank you.

President Gilman: Thank you. Director Forbes, thank you for, again, a phenomenal report. I want to echo the sentiments of all my fellow commissioners. And it's so incredible. I just really want to underscore, from Pier 70 to Fisherman's Wharf, to all the activity along the waterfront, to have both economic viability to sure up the places where people live, work and play -- I think we have to really always underscore that, that we are not just a tourist destination.

We are a place where people make their livelihoods at the Port and that all of this development, these private-public partnerships are striving to make us even a better waterfront and that we are upholding in this time our commitment, as the city always has but also as the department, to equity and to inclusion.

So happy Pride Month to everyone and to the staff, employees of the Port and to everyone in the City and County of San Francisco. And I was very honored that I got to attend again the Juneteenth celebration, something that really was a cornerstone of our previous president, President Brandon's, legacy to bring that to the waterfront and to that plaza.

I think it's really important during this time to continue that tradition and to see the makers and the food vendors that have been participating and had the chance to progress through the program. We've always been a commission that, I think, has stood against hate, whether that's been anti-Asian hate or hates of other groups.

And I do just want to acknowledge -- because I think it's important -- that, in the last couple of weeks across this country from coast to coast, we have had anti-Jewish hate. And now, we're witnessing anti-immigrant hate on the coast of California.

And I just want to reiterate that, as a commission, I think it's really important that we acknowledge this is happening around us but that we still live up to our commitment and the trust for the waterfront and that this waterfront was built by immigrants. And many immigrants still work on it.

Our job, I see -- and I don't want to speak for my fellow commissioners, but I think we'd all agree -- is to have a clean, vibrant and safe waterfront for the citizens of San Francisco for those who work and live near it and for those communities that want to visit it.

So I just wanted to make that comment because I think it's important that we acknowledge what's happening around us while we have these incredible accomplishments from the hard-working staff of the Port in everything we're able to achieve. And on that note, next item, please.

10. CONSENT

- A. Request authorization to award Construction Contract No. 2858, Pier 90 Buildings and Wharf Demolition, to Silverado Contractors, Inc., in the amount of \$3,199,000, and authorization for a contract contingency fund of 10% of the contract amount (or \$319,900) for unanticipated conditions, for a total authorization not to exceed \$3,518,900. (Resolution 25-31)**
- B. Request approval of a proposed new lease (renewal), retroactive to February 1, 2025 with Autodesk, Inc., a Delaware corporation (“Autodesk”), for approximately 34,950 square feet of office and shed space located at Pier 9 for a term of 36-months with one 12-month option to extend, subject to Board of Supervisor’s approval. (Resolution 25-32)**

ACTION: Commissioner Adams moved approval of the consent calendar. Commissioner Lee seconded the motion.

No Public Comment on the Consent Calendar.

All Commissioners were in favor.

Motion passed unanimously. Resolutions 25-31 and 25-32 were adopted.

11. REAL ESTATE & DEVELOPMENT

- A. Informational presentation on Fisherman’s Wharf Forward, a plan to engage the community and perform near-term construction of a public plaza and Inner Lagoon berthing improvements as well as a longer-term design process for seismic and flood resilience improvements along the Taylor Street shoreline.**

Director Forbes: Good afternoon, commissioners. Elaine Forbes, the executive director. It's very rare that I introduce an item, but I've chosen to do so today. Michael Martin, our chief operating officer, will be making the complete presentation.

But I wanted to make some opening remarks because this is a proposal you're going to be seeing today for your review and for the public's review that Port staff developed over six months of workshops to really figure out what we believe would be the next best targeted investment in Fisherman's Wharf.

And so I'm also reacting to commissioner comments about transition and renewal. Commissioner Adams in particular, said that. And also, you said we all want the same thing. And I want to start with that. At the wharf, we all want the same thing. We all want Fisherman's Wharf to thrive.

And it's really from our fisheries that anchor our waterfront identity, to our resilient tenants, to the workforce -- the large workforce at the wharf, to the small businesses, to our ENA partner, Wharf Revitalized, to the community benefits district, to the millions of visitors that come from around the world to see the wharf.

And therein is the shared belief in the power and the promise of Fisherman's Wharf. And this belief is really grounded in our history. And the story of Fisherman's Wharf -- you'll see a bit of it today -- is as old as our city. And it began organically, shaped by the working hands of pioneering families and fishers.

Its character emerged not from a blueprint but from a deeply rooted sense of place. And we did embrace this, this history, as we worked through what we're presenting to you today. Taylor Street is the heart of Fisherman's Wharf. And you'll see why. And restaurants like Alioto's paved the way for 60 years of incredible experiences and incredibly economics as well.

And there are many cherished memories at the wharf. You will find, if you talk to people in San Francisco, most everyone remembers their first time at Fisherman's Wharf. And some of those folks came as children. They returned home. And then, they came to live here as soon as they could. And one such person is our own city attorney, David Chiu. And there are many more.

Fisherman's Wharf is a magical place. And it is also a place in transition. And it also a place that needs investment to continue to thrive. But yet, it remains resilient. And the greatest strength is the enduring value and the visitorship that continues to drive the wharf.

It was one of the first areas to bounce back from the pandemic even though maintaining such a public place was hard post-pandemic. And today, it is the most visited place in San Francisco. And again, its strength is reflected in the people who power the wharf.

And we are seeing it an unwavering dedication of many of our restaurants, who reopened in spite of headwinds: Capurro's, Scoma's, Sabella and La Torre, Cioppino's, the crab stand, Boudin's. And we see it in these commitments of our tenants and in the community benefits district and in the everyday work of our Port team.

The wharf has held fast. But it does deserve more than just this resilience. It actually must have renewal investment to continue forward. And it is in this spirit that we recommend Fisherman's Wharf Forward, which Islais Creek bold, integrated investments in both near-term improvements and long-term resilience that we are proposing as a Port team.

We are recommending a new public plaza that opens up Taylor Street into the inner lagoon and gives insight to the Bay and to fishing. It will reconnect people to the Bay in a new way. And it honors our deep maritime history here. And it buoys the future of maritime here.

We are also advancing long-overdue improvements to the inner lagoon. The berths are old and need investment. And we're launching a longer-term design process to rebuild the shoreline for seismic resilience and climate change. We wouldn't be recommending this without the incredible foresight of the San Francisco voters, who approved Proposition A in 2018.

This earthquake safety bond and the prudent stewardship of this commission and our financials allow us to recommend a project in the scale of \$10 million and to have surety that we will come forward with a financing plan. I want to express my deep appreciation of the Port team that came together over six weeks of intense workshops to shape the proposal.

It was inter-divisionary. They did work off workshops to get background information. And it really reflects an opportunity here to build a better future and to create something extraordinary that will benefit future generations to come and the destiny of our great city. So with that, I'll turn it over to Michael Martin.

Mike Martin: Good afternoon, commissioners. Mike Martin, assistant Port director and chief operating officer. I want to thank Director Forbes for introducing this item. It really meant a lot to me that she did because the workshops that she talked about, the development of the strategy that we're talking to you about today -- this is not the easy path.

This is not the path that the board has traveled in the past to sort of let the private economic engine that created the secret sauce of Fisherman's Wharf, sort of do its work while we keep things looking good around the sides. This is really being intentional and intervening at a time where we feel like the Fisherman's Wharf needs to move towards its next generation of entertaining locals and visitors.

And it's been a really exciting experience to work with all of the Port's divisions to come up with a strategy. But we know that it's only a strategy until today. This is the point in time where we kick this off and really try to work with our community support and community stakeholders to improve this plan to realize its potential.

Part of why I love working at the Port is it's this great mix of an entrepreneurial entity that really needs to make its own money to fund its operations at the same time as we're a public agency trying to support the public mission of the waterfront and the public goals of the city and the city's economy.

And I think all of those things fold together in what we're going to be talking to you about today. To walk through the presentation a little bit, a little table of contents here. I'm going to go through the site location to set some context, talk a little bit about the history of Fisherman's Wharf that I suspect many people in this audience right now could do better than me at.

But at least we'll frame a little bit of how we got to here -- talk a little bit about the history of the specific site of Taylor Street and the inner lagoon, talk about the Fisherman's Wharf Forward strategy of near-term and long-term interventions and then detail the deep community engagement we want to have starting today on these ideas so that we can build a better plan.

So this map tries to acquaint us with the site setting here. The red dot is the inner lagoon. To the right of the red dot, as you're looking at it, is Taylor Street. Pier 39 is to the right of this image. Aquatic Park you can just see peeking out from the left.

So Director Forbes's comment about this being the heart of Fisherman's Wharf in part is due to its location. It is right smack dab in the middle of a lot of activity. To the east or the right of this diagram is the triangle parking lot between the Little Embarcadero and Jefferson Street.

To the north is Pier 45 with the western sheds being the long-time home of the fish-processing industry. The eastern sheds are also fishing support as well as other attractions. The eastern sheds plus the triangle lot are also the location of the exclusive negotiating agreement with Fisherman's Wharf Revitalized.

So I wanted to make that clear now to show that this is a different part of the wharf that we're seeking to invest in. But it absolutely needs, because of its proximity, to speak to those investments and designs that are coming together with our partner, Fisherman's Wharf Revitalized.

Fisherman's Wharf history -- the Port has a great set of archives with pictures throughout history of Fisherman's Wharf that both look very much like what's there now but very different. In the early 1900s, the fishing industry consolidated in this location in the northern waterfront due to its proximity to the Golden Gate.

It was very much sort of the edge of the world in some ways. Some streets were paved. Some berms and seawalls were finished. Others weren't. But this sort of conglomeration of the fishing industry and the working waterfront grew.

And as you moved into the later decades in the 1920s, the attraction that we still see today of the working waterfront worked its magic back then. And suddenly, there was a demand for buying the product off the boats. And so we saw crab stands pop up to serve this demand and really become this crossroads

between the land side and the water side and really defines Fisherman's Wharf from then till now.

As the decades went on, we saw these crab stands mature and develop in a bunch of additions and consolidations, some permitted under the building code, some not, to be large full-service restaurants, as you see in the top-right picture, so Alioto's No. 8, Fisherman's Grotto No. 9, looking very much like they did at the onset of the pandemic. But this is back in the 1960s.

1970 saw the Burton Act and the creation of this commission. The 1970s saw even more development and more use of the waterfront as an attraction with the redevelopment of Pier 39 as a mixed-use attraction, attracting visitors and locals to this location and creating even more of a critical mass, bringing people to the unique Bay waterfront.

Things proceeded for several decades under the same lease documents that were signed back in the '70s with all these operators. And as I mentioned in the opening, it was really the Port's role to sort of clear the path for this economic engine to continue to support the city's economy, to attract tourists from far and wide, to really put the Port on the map.

But as we got into the pandemic, we all saw what happened to the city's economy. And Fisherman's Wharf was not spared that. So these large restaurants had to shut down under the public health orders. What we saw was that people came back to the waterfront. Everybody was going stir crazy inside. The waterfront beckoned and said, "Come back. Come back."

But it was very hard to restart a lot of these businesses. And you, the commission, adopted a number of tenant-relief programs and rent-forgiveness programs that tried to get businesses back up and operating again to try to get them back on their feet. But not all of them could do so.

So we saw some of them, like the former Alioto's tenant, come forward and negotiate a mutual termination agreement to end their lease. Others try to tough it out. Others try to fight it out. But ultimately, as things started to come back together, the Port realized we needed to be more intentional. And we had some resources to do so through the stimulus funds under the American Rescue Plan Act.

So we started doing tactical things beyond just cleaning the streets and keeping things safe for the private economic engine to really start improving conditions hopefully faster than the private entities could do so as they struggled to get themselves back on their feet.

Some of those recovery investments are summarized here on this slide. We talked about them in the executive director's report because they're still going strong. The picture to the left, the pergolas and the other tactical urbanism of the

Little Embarcadero, making that a place where people can stay and families can walk around and jump in the spinny chairs and do all the things that -- otherwise, they just walk by to get to the next destination.

We heard about Pier Party going strong in year two. While Pier Party is, again, summarized in that second photo here, we're trying to create more entertainment opportunities, more reasons for locals and visitors to come to Fisherman's Wharf beyond just the brick-and-mortar businesses that are there every day.

The third slide is a vessel berthed next to our new wharf at Wharf J9. We installed that last year. It is now the home of our off-the-boat fish sales program, which is growing in popularity among many San Franciscans. It's also a place that water taxis and excursions can land right in the heart of Fisherman's Wharf -- next to the heart of Fisherman's Wharf off Al Scoma Way and, obviously, yet another place where more access is available now that this is an ADA-accessible float.

And then, to the right, the last picture in the series is the SkyStar Wheel. We partnered with the SkyStar Wheel to bring it two years ago. It's been a new attraction, a different thing to do when you go up to Fisherman's Wharf. And it just adds to reasons for people to come including my son, who demands that we go there every couple months.

A couple other things not pictured here we also invested in -- one was vending enforcement. Unpermitted vending got pretty invasive during the pandemic. But we've been lucky to partner with our sister agencies at Public Works, Public Health and others with the leadership of our security manager, Kyle Thomas, to really take a really sort of forward-looking way of both enforcing against unpermitted vending but still safeguarding the opportunities for permitted vendors to benefit from working and selling their wares here on Port property.

Turning specifically to the inner lagoon and Taylor Street site, I think there's a lot of general points here in the bullets that really kind of drove us to this strategy. There's been limited private investment in the site since the 1970s as it relates to its infrastructure in particular.

The entire Taylor Street set of buildings is both -- is partly on land, partly over water on a wharf, a timber wharf, that is approximately a century old. So it is definitely at the end of its useful life. We inspect it regularly for public-safety and building-code compliance. And it still safe to be in.

But we know that we live in an active seismic area. And our multi-hazard risk assessment that was pursued by the waterfront resilience program showed that, in a moderate-to-large earthquake, these buildings will have challenges performing well. So we know that there's a resilience investment needed.

In addition, as we got Alioto's back -- it was the first termination you approved. So it was our first opportunity to re-market one of these vacant restaurants. And we did an extensive marketing with the help of Maven, our broker.

And what we found after that extensive outreach -- and we looked at both reusing the whole facility but also trying to just activate the ground floor to have some activity in that location -- it was really shown that the investments needed to bring that older facility up to current building code on top of the investments needed for -- to create the new tenant business that's making its own name in this historic space really was not feasible based on what the market was seeing both in terms of the conditions and realizing that this future resilience investment was coming somewhere down the line but also in relation to current trends in the restaurant industry in particular, which really are looking for smaller floor plates and really also looking -- you know, things like fast casual dining instead of the large banquets that people built all of their memories in the former Alioto's restaurant with.

So we want to be responsive to that, as good stewards. We also want to look towards the inner lagoon because, as Director Forbes mentioned, there are definitely operational improvements to support what is really the backbone of Fisherman's Wharf, the maritime and the fishing industry.

So we both want to do those operational improvements. But we also want to do some other things like add some lighting to really make it an attractive thing for people to really -- we know the organic attraction of the working waterfront is important up and down the waterfront, you know.

And it's just a fascinating thing to see happen. And people will stop and look. So we want to make this an attraction on its own because it is. These vessels that work so hard and are out on the bay and on the ocean -- it's absolutely a part of our San Francisco heritage and an amazing thing to see in action.

So with all of these factors coming together, we've decided to step forward and really sort of try to realize some of the goals that we were able to work through with the waterfront plan community working group, our community stakeholders, as well as you, as we approved the waterfront plan several years ago.

And Fisherman's Wharf -- we adopted sub-area objectives that we think really guide what we're talking to you about today. We know that we need to enhance and protect fishing. We know that we need to have vibrancy and uses not only for what people perceive as a tourist area but for locals.

And I will tell you that more locals are coming there now since the pandemic, at least in terms of people that talk to me about it, than ever have

before. And we want to keep that momentum going. We want to activate the public realm. It is an unmatched public realm to be on the edge of the Bay in this location.

It gets lost in all the other stuff and the stores and Pier 39. But just sitting there and looking out at the water, it is a one-of-a-kind location. We want to emphasize connection and access to all parts of Fisherman's Wharf, exemplified by the Wharf J9 access float. We want everybody to be able to enjoy what we can see up there.

And we want to make sure that we're good stewards on the infrastructure and looking ahead to what's needed for resilience so that future generations will have this special location to enjoy as well. So now, I'm going to summarize the near-term and long-term actions that comprise what I'd like to call our first steps in Fisherman's Wharf Forward.

The near-term actions are summarized on this slide. So we would like to start with number one: demolish the former Alioto's restaurant and replace it with a public-access plaza that overlooks the lagoon and connects it visually back with the triangle lot to the east.

We also, at number two, have already received your approval and are moving ahead on contracting for the demolition of a red-tagged, small, pile-supported structure to the left there, number two, which is called the -- we refer to it as the smokehouse right off of Al Scoma Way. And we'd like to build a public overlook there as well to look back. So again, we have a couple new vantage points for this special location of the inner lagoon.

Number three is we'd like to do operational improvements for the lagoon itself, for the berthing as well as the lighting of the harbor. And number four is something that really, we think, is the indirect benefit of these investments, which is that we have vacant facilities at Tarantino's and at Fisherman's Grotto No. 9. The number four is to the right, sort of bookends around the plaza.

We want to see if now having this new attraction instead of a dark facility there would actually improve our prospects of activating those facilities on a shorter-term basis to have more activity and, again, bringing more energy to this important central location in Fisherman's Wharf.

I also do not want to forget that our goal -- well, first of all, our goal for this is to achieve this by next summer. I want to highlight that, by next summer, we also are optimistically hoping that we'll have three other restaurants not the subject of today reopening.

The blue A is Castagnola's at the corner of Al Scoma Way and Jefferson Street. We approved a settlement with that tenant that will have them reopening the restaurant under a new concept in 12 months. And then, we have new leases

that we solicited and you've approved at B and C, the Everett & Jones barbecue restaurant and Chasca Rio, which I believe is going to the Board of Supervisors for its approval next Tuesday so -- or, if not, then the Tuesday after since I think they might be off next week.

Either way, they are fast on their way to reopening. So this picture right now is not -- this picture that we're seeing in the future is a fully activated and improved inner lagoon that we think we can deliver in 2026.

Director Forbes mentioned the projected cost of \$10 million. We don't know the exact cost yet. We'll have to do designs after our community engagement. But we believe that it'll be funded from a mix of prop-A bond proceeds as well as harbor funds.

And obviously, we'll be coming back to you with those final approvals as needed to make this move forward and also subject to your feedback today and the feedback of the community.

We decided to do a little graphic of what we imagine the plaza will bring to us. I want to highlight that this is really meant to sort of tie together that overhead plan view to sort of understand what the connection is we're trying to build here. I want to further highlight that everything you see in the plaza is just meant to describe what we might get to after our community engagement.

But really, we know we want to bring fishing onto the plaza and sort of have that be part of the connection as well as having comfortable places for people to really enjoy this space. And as you can see, it's an amazing opportunity to be able to, say, walk down Jefferson Street, you know, stop by the SkyStar, stop by the Boudin flagship, then walk over here and sort of spend a moment looking out over these vessels hard at work and then seeing the Golden Gate Bridge beyond.

And something that really struck us as we worked through the workshops on this to get to this day is that's a view that you really had to get a specific couple tables at Alioto's to really enjoy. And now, it's there for anybody in the public to come in and say, look at that. That's something that you can only see in San Francisco.

So we're excited to get to this. But we know we have work to do to sort of really fill out this picture. So this is simply something to show us where we're going but not necessarily exactly what it looks like.

We want to pair this near-term effort with work towards what we know we're responsible for in the long term, which is a long-term strategy to bring durable, seismic and flood resilience to this location. So we want to do this through a community engagement that looks at different pieces -- three different pieces primarily to kind of come together to not only sort of allow us to remember

and honor the past but also to look towards the future and really think about what's needed by the fishing industry and by attracting visitors and locals down here to continue the economic engine that's been so successful.

So starting at the north, what we'd like to do is to look at the Fisherman's Grotto building and particularly the booth building, which is the gray rectangle that's sort of in the middle of that purple blob. That is the oldest standing piece of the building. It was the original construction that was originally used as a cannery.

So we would like to evaluate and investigate its architectural fabric to see if it's part of the historic fabric and if there's a feasible way to rehabilitate and restore that building as a nod to that history. If there is that ability to do so, I think we want to pair that with foundation improvements to address that seismic in that location and also potentially adding other space next to it if that works along with the seismic project.

But that's part of the public dialogue we'd like to have. We'd also like to have a public dialogue about the shoreline project for the rest of Taylor going down to that corner with Taylor and Jefferson and understanding what kind of improvements can be made there to create that seismically safe shoreline we need.

And at the same time, we want to engage with the community and our tenants who are there now to understand their desires to continue operating as well as what kinds of other new facilities would be useful in this location to continue to make that connection between the land side and the water side and capitalize just the way those original crab stands did back in the 1920s.

But we want to pair all of that land side as well as with a deeper look at the inner lagoon itself so upgraded and reconfigured berthing to better manage the fleet, obviously doing that with newer building materials and better operational improvements to build on the near-term improvements as well, doing that in a thoughtful way so that the fleet isn't fully displaced during that time but sort of sequencing all of that in a way that's really going to hopefully result after some challenging construction periods in the Fisherman's Wharf for the next generation that hopefully has enough of a nod to the past that everyone will see that this is still that same place that they remembered and loved from long ago.

To achieve any of this, one thing we know as Port staff is that we need to really leverage the knowledge of the people that live and work and play in Fisherman's Wharf. And by that, I mean everybody that's ever been there. So we are going to have a very comprehensive set of community engagements to try to get the feedback we need to improve sort of the stick figure that we're putting in front of you today.

So the challenge is going to be to keep these threads clear for the people giving us the feedback. And the first of these threads is really community engagement on the plaza improvements themselves because that is a fast-moving design process where, if we're going to get it in next summer, we want to have that community engagement together so that we can incorporate it in designs, reflect it back and make sure we're on the right path.

But equally important are -- and probably jumping off, if not right at the same time then almost in parallel, is the community engagement more broadly on the longer-term vision as well so exploring that historic-preservation strategy and, number two, for Fisherman's Grotto No. 9, looking at programming and designing the shoreline-resilience improvements for Taylor and the corner of Taylor and Jefferson that would result in enhanced public-access areas as well as potential new commercial areas and then also a design of the enhanced inner lagoon to have the reconfigured float and berthing, obviously wanting to work very closely with the maritime stakeholders and the fishing industry to make sure the things we're delivering are things that are actually going to benefit them and keep them thriving here in San Francisco for years to come.

So just like any plan that the Port puts out, the fundamental success is going to rise and fall on this slide. All the work we did in the workshop -- it's a good starting point. It allows us to be informed and be a good partner in this dialogue. But we really want to use today as the starter's pistol on really getting people to help us understand what it is that's going to make this project really succeed.

And we're excited to do it. And we're definitely set up to do it. So we look forward to your feedback today. We look forward to the start of community feedback from the folks that took their time to be here today. And we're excited to answer any questions you have. Thanks very much.

President Gilman: Thank you, Mike and Elaine, for the presentation. So now, we are going to open it up for public comment. So I see all these people in the room. So I think you must have some public comment on this hot item. So I'm just going to ask that people just form a line. Someone come to the dais. Start first. You have three minutes each for public comment. Please state your names for the record.

Public Comment on Item 11A:

John Barnett: Commissioners, Director Forbes, Assistant Director, fantastic. Couldn't be more excited about this stuff. I don't want to talk about that. Otherwise, I won't be able to talk about the other things. I think less is more for sure. This is going to be amazing.

A couple things though -- I think we can't lose sight of security down there. And I think we can do all these infrastructure changes that we want. But if the

two-stroke motorcycles are riding wheelies on the sidewalk, it's still the Wild West. And I know that's getting handled. I know you guys are doing stuff about that.

The main thing I wanted to talk about is the history. I love the history part. If there's any way we can save any of the signage from that -- I know there's some proprietary stuff with Alioto's. But whatever we can do to like keep some of that signage and use that maybe in the Fisherman's Grotto area, if that is a historic structure -- because it just -- it really is cool to see the signs. But the structures are just overwhelming.

The main thing is the feluccas, the Montereys. These are classic cars like Commissioner Lee's car. You wouldn't take it to Home Depot or Costco. It's something you work on as a labor of love. And there's about seven or eight of them. And some of the gentlemen behind me are going to talk about their boats.

I think they need to be in the old-style docks, not the new floating docks. They need to be kept together, maybe attract some more. Maybe by doing this, we can eliminate their slip fees. There's no money being made with these boats. There's no reason why you would own one to go make money with it commercially.

It's something that attracts money to San Francisco. They don't get it. So if there's sponsorship we can get, some of the local businesses maybe sponsor the Golden Gate, for instance, and a placard is put next to that boat and that money can then go to a haul out so that these guys aren't putting out money just to keep their boats maintained -- just these little feluccas that were made in Monterey, Sausalito, a placard next to that with the history.

They're the most photographed thing down there. That's what's attracting everybody right now. And they don't pay very much. But they really shouldn't be paying anything. I have a boat -- two boats in the harbor. And I make money with my boats. I should be charged. I get it. But these guys aren't. And I wouldn't want to do all the work they do to these boats. So anyway, that's the main thing. The security -- let's keep some of that history, the signage. And bravo, this is fantastic. Thanks.

Director Forbes: Sir, would you mind stating your name for the record?

John Barnett: John Barnett --

Director Forbes: Thank you, John.

John Barnett:-- president of the Crab Boat Owners Association. And I have a tour boat on the front row, crab boat and a salmon crab boat as well.

President Gilman: Thank you, John. Please come up, next speaker.

Frank Rescino: Hi. My name is Frank Rescino. I'm a third-generation Italian fisherman. My family has had the same berth at Fisherman's Wharf since 1908. I'm a third generation. My son is fourth generation. I want to thank the commissioners and especially Director Forbes, I -- has done fantastic work. She's always had our back. She's always been for the fishermen and Fisherman's Wharf. And I want to really thank you.

I can't say enough. I'm excited about this. I grew up down there. I've seen it. It makes me want to cry when I go down to the wharf now. I want to be a part of this. I want to have my input in there because what happens at Fisherman's Wharf -- at Taylor Street, those restaurants stop the people. It's like a dam.

They don't continue down Jefferson Street. Jefferson Street is dying. They go by it. They go down to Ghirardelli Square. It doesn't even help, you know, The Cannery or anything. It's just -- this is an exciting project. And I think there's a lot of things you could do to help the lagoon.

And especially right now, the security down there is terrible. I mean, I'm afraid -- you know, we have no parking for the people that work down there, those of us that do work. I mean, you take the poor people at Scoma's and us are the only really people working at the wharf on the main street.

And if you've got to park back by the chapel and walk through the little alleyway where Alioto's is, it's scary. I really -- I'm afraid when I walk back there because that's where all the homeless people are. And just recently, we were all vandalized -- our boats were vandalized. They threw our signs in the water.

You know, I got really angry. You know, I reached out to the wharfingers. It's not their fault. I mean, right now, we've got the best wharfingers we've ever had working down there. We've got great people supporting the wharf. Really, the Port is kicking on all cylinders for us. And I mean, they really have our benefit.

And I can't thank you enough. And this project is important. And it's got to be done in the right way. And it's got to -- and we have to really have our say in it. So that's basically all I've got to say. I want to thank you all again.

President Gilman: Thank you, Frank.

Frank Rescino: It is scary back there.

Sal Alioto: My name is Sal Ali --

President Gilman: Sir, can you please speak into the microphone, so we can have it for the record? Thank you.

Sal Alioto: Yeah. My name is Sal Alioto. And I am a third-generation owner of the fishing vessel, the Golden Gate, which is located at the historic fishing vessel row right there in the lagoon that we've been talking about. And I understand that things need to be done. Time moves on. And there is work to be done at the wharf most definitely.

And I support that. But there's one thing that needs to be kept into consideration is the history of Fisherman's Wharf. That's the most important part is the history. The reasons why the visitors come to San Francisco and especially Fisherman's Wharf is to see the history, to see the lagoon, to see what it used to look like back in the day because they don't have that where they possibly came from.

So they come into San Francisco. They look at that lagoon. They see the boats. They just love that whole part of San Francisco. So what do we do? It's up to the commission to make sure that they preserve the history. And I know I mentioned that word several times, the history of San Francisco. And that's the most important part of this whole project that you want to do develop is keeping the San Francisco history alive.

To move some of the boats that I heard might want to be accomplished, especially the main boat -- this historic fishing vessels to move into another spot to open up that lagoon, all of a sudden it looks like a typical -- any other marina. It becomes fisherman's marina. We want to keep it as Fisherman's Wharf.

Some of my pet peeves I'll bring up really quickly is the Jefferson Street -- like Frank said, there's nothing going on there. We need to close that for the pedestrians, especially on the weekends. Let the pedestrians meander up and down the streets. That will also stop the other traffic, motorcycles, all the other noise that accompanies these people when they're walking around. So that could be closed. During that weekends, that would help the people meander through the streets.

The other issues is the people who sit down and have their crab cocktails and their boat of chili. They're sitting there. And what do they hear mostly? At least when I'm down there, which is all the time, they hear all this noise, this constant noise that's coming from the musicians that are there that have nothing to do with Fisherman's Wharf.

So we need to have some different type of music or no music at all. I'm sure the people sitting there would like to watch the seagulls fight over a piece of bread and listen to that as opposed to listening to some of the music that does not fit the theme of Fisherman's Wharf.

So with that said, I know you folks have a difficult choice. And I'm glad I'm not on the board. But please, the history is the most important part. Thank you.

President Gilman: Thank you, Sal. Please come up. Next speaker, please.

Mark Johnson: Good evening, commissioners, Executive Director Forbes. I'm Mark Johnson. I'm also a Monterey owner. I'm right next door to Sal. I have Angelina. What I really want to talk tonight is about -- I'm representing a few of the Monterey owners. We have a few more here.

There's about four good boats. There's about three that are so-so. And a couple of that are -- it's sort of on the last stand. But let me first say we want to work with the Port. We don't want to fight you on development. I spent my life in brownfield redevelopment and environmental cleanup. And how many meetings have I sat through where nothing happens?

We want this to happen. We want to keep it on schedule. And we're going to really work with you. And I think we can really enhance the project. You know, Fisherman's Wharf is one of these truly historic areas of the city. And there's not many of them. And we need to preserve, as a developer told me one time, the historic fabric.

So we want to preserve the historic fabric. But we also realize changes need to be made. We have to come in to modern times. And they have to be economically viable. So we're going to work with you on that. You know, we're all invested in the wharf, I mean, Sal's multiple generations, my family's multiple generations, Frank's multiple generations.

The waterfront or the wharf, yeah, we've been there. We understand it. And we really appreciate it. And we don't want it to fail. We want it to really succeed. And we'll be sharing our -- there's too much to talk about tonight. But we'll be working with members of your staff to share our thoughts and so forth to keep this moving forward.

With respect to this project, you know, this is a -- we want it to be a great project. I worked with several projects with the Port, the city. I mean, I've worked on -- let's start with the Giants stadium, Mission Bay, Crane Cove, Pier 70, the Potrero power plant. And one of my last projects was the Anderson and Cristofani yard at India Basin, 900 Innes.

And I look at some of the best projects -- I would say Crane Cove Park and the historic core of Pier 70 are gems. I've taken people from D.C. out there from EDA and so forth, shown it to them. And it's like, this is absolutely fantastic. US EPA brownfield people -- take them out there. It's like, we need to see more of this.

These were five-star successes. Congratulations. And let's make this one a five-star success. What I really want to talk about tonight though -- my focus is going to be the historic Montereys, they're placed in this project and making sure that they still exist when this project happens. That's the problem.

These boats are about 100 years old. Mine's 101. Sal was 1928. They're expensive to maintain. The problem is most of the boat yards in the Bay Area have closed. You look at India Basin. Anderson Cristofani is gone. The Allemand Brothers are gone. Svendsen's is gone.

We used to pay \$10 to \$20 a day when we had our boats out of the water. Now, it's -- at the ramp, it's \$175 a day -- big difference. You can't afford to leave the boats out of the water and work on them. The result is the boats are dying. End of three minutes? Give me 30 seconds?

President Gilman: Mark, wrap it up.

Mark Johnson: So here's what we're asking out of you guys. Okay. This is the real picture. That was the background.

President Gilman: Okay.

Mark Johnson: Here's what we need. We all agree we need a workshop at the wharf, just a small space where we can set up some woodworking machines, so we can actually do the work on the boats while they're at the wharf because we can't afford to put them into the yards. If they go into the yards, these boats are going to die. That's what we really need.

President Gilman: We hear you. Thank you so much for your comments.

Mark Johnson: Sure.

President Gilman: Next speaker, please.

Taryn Hoppe: Hi, Port Commission and Director Forbes. I'm Taryn Hoppe. I've been up here before. We have -- my family has seven or eight leases with the wharf. I grew up around the wharf. I'm fifth or sixth generation San Franciscan -- I can't even count -- and board chair of the Fisherman's Wharf CBD.

And I am just so happy. And Director Forbes, when I heard this news, I have not -- I don't mean to be cheesy, but I almost cried because this is something that the wharf desperately needs. And we're a very unique sort of district and part of the waterfront because we don't have the San Francisco Giants or the Warriors or these big corporate entities that can do all this private investment.

So having the Port kick start this sort of transformation is just so welcoming -- such welcome news. And we could not be happier. I just want to echo the history -- the importance of maintaining the history. You can totally envision it being like Alioto's plaza and having some signage references and all

that. So hopefully, some of those old-school families are cooperative and interested in that.

And the challenge of connecting it with the triangle space -- and that's sort of the elephant in the room, right, the -- how those are -- how are those plans developing? And how, in such a short period of time, can you make it cohesive with that area so that the whole area flows together, the sight lines are all in line with each other, and it's done to, like Mark said, like a world-class quality?

That Mission Rock award was inspirational. Seeing the stuff at Chase Center and Crane Cove Park -- I mean, I just -- let us know as a community what we can do to help with this process whether it's to start input, ideas. I just think -- it sounds like the fishermen are on board. So that's big news too.

And just let us know how we can help make this work and make it the best it can be. And I implore you guys, as commission, to support this kind of investment because it's really fantastic. Thank you.

President Gilman: Thank you, Taryn. Next speaker, please.

Bri Maughan: Good afternoon, commissioners and Executive Director Forbes. My name is Bri Maughan. I'm the executive director for the Fisherman's Wharf Community Benefit District. And I just want to be here today to share a message of support. The Fisherman's Wharf Community Benefit District supports the Port's endeavors to improve the wharf.

The strategic investment represents exactly the kind of forward-thinking approach that our community has been advocating for. Building on the tremendous momentum that we've built over the last three years, we've created together since 2023. The seismic-resilience improvements along Taylor Street are critical for protecting our local businesses and ensuring the wharf remains a vital destination for generations to come.

We're confident that this evolution will deliver maximum benefit for our local businesses, our fishing community and the millions of visitors who make the wharf San Francisco's most iconic world-class destination. Thank you.

President Gilman: Thank you. Next speaker, please.

Tom Escher: Good afternoon, commissioners. My name is Tom Escher. And I'm with the Red and White Fleet. I'm surprised what's happening here today. Nobody seems to be objecting. And so I want to pass a congratulations on to Elaine, to Mike and to David for the job they've done.

They've planned a bit to the future. And nobody is objecting. You tell me the last time there was a Port Commission meeting where nobody objected. So

I'm saying Red and White Fleet supports this and supports what Elaine and staff and everybody else has done, the fishermen and everything. Thank you.

President Gilman: Thank you, Tom. Is there any other public comment in the room? Yes. Please come up. Don't be shy.

Jeff Sears: Hello, commissioners, Director. My name is Jeff Sears, Fisherman's Wharf Benefit District. I want to thank you for identifying and funding this critically needed transformation of the Alioto's space and inner lagoon. It's a big step forward and will truly imagine what's possible at Fisherman's Wharf.

This project will be a game changer, opening up access to the fishing boats and waterfront views that most of our visitors don't get to see. The upcoming updated triangle parking lot proposal is another exciting opportunity, a chance to combine both of these designs to create a real historic legacy project.

Encouraging a design with pedestrian and view corridors from Pier 39 to the new Alioto's and historic lagoon project will tie the entire wharf together. Preserving an area in the triangle parking lot additionally could serve as a flexible space for seasonal events and special gatherings for the entire city. Thanks again for your forward thinking and commitment to reenergizing Fisherman's Wharf.

President Gilman: Thank you.

Jeff Sears: Thank you.

President Gilman: Sir, please come up.

Mark Schwartz: Hi. Mark Schwartz is my name. I have a couple boats at Fisherman's --

President Gilman: Mark, speak into the mic, so --

Mark Schwartz: I have a couple boats at Fisherman's Wharf. Mark is my name. And one is a classic Monterey in the front row -- been fishing down there on and off for probably 40 years, 45 years, something like that. Anyway, I just want to reiterate a couple things that some of my friends here said, my fishing buddies, about the parking, which there's -- I've been down there for all this time.

Never has there been any parking for the guys that go fishing. They leave their cars wherever they can, blah, blah, blah. There's been various programs. None of them have ever worked. Like I say, over the 40 years, I've seen nothing work. The guys go out fishing. And when they come back, they don't know if things are safe or if their car is still there or anything.

That should be addressed at some point, I would hope. I know Frank said something. And the next thing is the security, which you've already heard about, which is terrible. The only thing I've ever -- whoever is down there right now -- they've had various things throughout the years. I've seen them all.

And the only ones -- there was a couple that weren't too bad, you know, that actually went around and actually did something. And what they do now is basically -- when I see them -- is, you know, they're on their cellphones, or they're sleeping in their little shack. So I really don't see much action there.

And it should be addressed because of all the other things that the people have brought up about -- I don't know. You guys don't go down there. [laughs] But spend a little time at night, or do something like that. And you'll see what happens down there at night and what goes on. Okay.

The other one is just basically the clean -- I hear all this about cleanliness and safety. Well, [laughs] cleanliness -- okay. I am in the front -- there's people -- when they first come down there, one of the first things they look at is the water down in the front row of these boats. And I don't know where all the filth -- well, I - - it all comes from.

But the filth down there and the plastic that comes down -- there used to be -- a couple guys from maintenance used to come down every day and pick up all the garbage in the front. Those tourists come down here. And you're so concerned about them having a great time and worth coming back.

They come down. And I've heard them. And what they say when they first look at the water [laughs] -- and the kids as well, what they say when they first look at the water trying to find sea lions, and all they look at is a bunch of garbage, trash and filth and scum either from the restaurants or wherever it comes from -- I mean, you people should know. I hope somebody knows something about that.

And I know it's been brought to somebody's attention. And you know, it's pretty bad. And I think it's very important -- you talk about cleanliness and again about safety. And those are two things that I'm really -- you know, that's all I wanted to bring up, just -- so thank you.

President Gilman: Thank you, Mark. Okay. Is there any more public comment in the room? Any more public comment in the room? Okay. Jenica, do we have folks on the phone for public comment?

Jenica Liu: Yes. There are four callers on the line. So we'll open that up.

Michael Rescino: Hello.

President Gilman: Yes. We can hear you.

Michael Rescino: Okay. Yeah. My name is Michael Rescino. I'm a fourth-generation fisherman out of San Francisco Fisherman's Wharf. My family has the Lovely Martha. And we've been there since 1908. Really excited about this new plan here.

I'm kind of lost on the floating-dock situation. I don't -- for me personally, I don't want to see a floating dock where my boat is at on Jefferson Street to keep the ladders. And if we use the ladders to make it safer, I think, if they're worried about safety, I think having new ladders put in with wider rungs so that people don't have -- it's not as easy for them to slip when they're climbing up and down that ladder.

And another thing too, I think knocking down that restaurant is going to be great to open up that lagoon there because, as my dad and a few other fishermen have said already, you know, when tourists start walking down from Pier 39 and they see that those restaurants are all shut down, you know, it's like a big dam.

And they turn right around and walk away. And they don't come down to where our boats are at on the front row there where we're trying to draw people to get them on fishing trips, do Bay tours, special events. I mean, it's a total dead zone. They just see those restaurants, and they turn around.

And another thing I'd like to bring up is trash. There's nowhere for the boats to dispose our trash at the end of the day. We'd like to have a designated area to keep the wharf clean. But we'd like to have a dumpster or some kind of area to where we could put our trash at the end of our trips.

And another thing that was brought up a couple times was parking. I mean, we definitely need more parking spaces for the fishermen at the wharf there. But other than that, I'm really excited about this project. We definitely need more security down there.

But I think it's going to be a great thing to open up the lagoon there, so people could view the boats and also to the Montereys. We've got to keep the Montereys down there. We want to keep those visible because that is what's drawing a lot of the tourists down there to that part of the wharf is to see those historic vessels. And it would be a shame to see those things leave or be -- putting in another slip.

And another thing John also said too actually I think would be a cool idea is take those old signs down from Alioto's and maybe hang them up somewhere just to keep the history of the wharf down there. But other than that, I'm really excited about the plan. I just don't want to see a floating dock where my boat is at. And thanks for letting me speak tonight. Thank you.

President Gilman: Thank you. Next caller, please.

Darlene Plumtree: Hello. Good afternoon, commissioners and Director Forbes. My name is Darlene Plumtree. I am the executive director for the San Francisco Maritime National Park Association and the USS Pampanito [crosstalk]. We are very excited about the Fisherman's Wharf Forward plan.

Since the pandemic, the area on Jefferson Street and Taylor Street -- Taylor Street actually has been very dark. And as previous commentators have mentioned, it's been very unsafe. So opening up that area to the Grotto is really a very exciting plan, opens it up -- I'm going to say things that people have already said. But I'm just going to reinforce it -- the historic Monterey fishing boats and the Seaman's Chapel, which is right there at the end, are really, I think, important for the public and for the history of Fisherman's Wharf.

I also think it's an opportunity to honor the Alioto family and their contributions to Fisherman's Wharf by somehow maintaining the signage there to sort of keep -- you know, keep the image alive and something that folks recognize when they're down there. I am really excited about it. And it's a dream come true. Thank you.

President Gilman: Thank you. Next caller, please.

Jennifer Brokaw: Hi there. This is Jennifer Brokaw. I'm a community member and a Bay swimmer for the past 20 years down at Aquatic Park, just west the wharf. I'm also a patron of the Lovely Martha fishing boat for at least 15 years. And I've been participating in the Fisherman's Wharf working group.

And I really want to congratulate Director Forbes and the staff at the Port for coming up with this plan. It's thoughtful, practical, potentially very transformative. And I want to point out that Bay swimming has enjoyed a huge resurgence or renaissance, I should say, since the pandemic.

Unlike other businesses, Bay swimming attracted people who were wanting to interact and get out into nature during the pandemic. The South End Rowing Club and the Dolphin Club traditionally had 600 to 800 members. They now have over 2,000 members a piece and three-year wait lists.

So there are a lot more patrons in the area in the form of Bay swimmers. And I, for one, look forward to inviting my swimming community to enjoy the wharf in a new way when this plaza opens up next summer. So kudos, guys. This is awesome.

President Gilman: Thank you. Jenica, next caller, please.

Hi. Can you hear me?

President Gilman: Yes. We can.

Ben Dorfman: Perfect. Thank you, commissioners and Director Forbes. My name is Ben Dorfman. I'm a coastal planner with BCDC, the San Francisco Bay Conservation and Development Commission. Just a quick comment for you today -- but BCDC and the Port have a strong working relationship. And we've been collaborating on a few projects recently.

Relevant to this item, we've worked very closely on the proposed amendment to our San Francisco waterfront special area plan, which is a BCDC plan with policies that guide permitting along the San Francisco waterfront. This amendment includes revisions that will remove older policies that have historically made development at Fisherman's Wharf a challenge.

A public hearing will be held on this amendment to the special area plan at our July 17th commission meeting. And BCDC just wanted to state our excitement and commitment to continue working with the Port on issues related to Fisherman's Wharf to help ensure that the revitalization of Fisherman's Wharf continues. Thank you.

President Gilman: Thank you. Is there any more callers on the phone?

Jenica Liu: There are no other callers on the line.

President Gilman: No more public comment in the room? Then, public comment is closed. Commissioner McNeely?

Commissioners' Discussion on Item 11A:

Commissioner McNeely: Sure. Thank you. First of all, I'd like to congratulate staff on what appears to be quite an effort and teamwork in reaching out to the community and getting the buy in from stakeholders. I think it's critically important as we endeavor to make changes that are historic in this particular area that we do continue to have the input from as many stakeholders as possible.

And I hope that this process continues as we work through this very critical investment. I think that, from what I'm hearing, quite a bit of work in respecting the history of the wharf while investing in its future. And I think the combination of that approach I think will serve us all well and the community in the future. So thank you for that.

President Gilman: Thank you, Commissioner. Commissioner Lee?

Commissioner Lee: Well, I can't believe this is happening actually because, when I first came here, I inspected Alioto's. And I told Elaine and everybody -- or Director Forbes -- sorry -- it's going to take a miracle to get this place back open especially under the current health department requirements.

And really to figure this out and actually demolish the building was something I really didn't expect that would come out ever because it is historical. I mean, it is a landmark in itself because of the signage. And by the way, you know, Pier 50 has a bunch of the old signs, you know, that they've saved.

And I hope, in the future, that we can have a little signage museum like they do in Las Vegas of all those neon signs, you know, the graveyard there. But that's another story. The thing is, underneath the infrastructure, which is very important, is, if you looked under Alioto's, it's not much holding things up down there.

And I was kind of really worried about that. And that's why I'm a big advocate about this -- whatever development we got that can work with the community and the fishermen especially to make sure that we could still preserve it. Otherwise, when one goes down, they all drag the rest of them down the water. So that's a big thing.

And to remove Alioto's -- it's kind of a Chinese cultural thing where Feng Shui says let the light come in. So now, you're letting that light from Golden Gate Bridge and when the sun sets in the west -- now, the whole plaza and everything is going to be lit up not just with new lights but now with sunlight.

And now, people -- yeah. Now, people can see those boats, you know. Now, they can go walk in there and now enjoy the off-the-boat fishing and things like that. So I'm very supportive about that. And the public comment today is very good because, when I go out and meet with the fishermen on other things, they bring up a lot of good things.

I don't know if we can solve them. But it is expensive to work on those boats, as classic cars that I have. It does cost money. We don't drive them often. So when you start them up, they don't start. So to get them fixed and things like that, it's important.

And you know, there is an exemption -- like if you have a car that's older than 1975, you don't have to smog it. So I like the idea of some kind of relief for those boats that are historic. If they're over a certain age, maybe we can give them a little bit of help and not charge them for the slips or something.

But again, that's another story. So I totally support this. I'm kind of surprised -- it's kind of like where staff is doing these underground things, you know, and then spring it on us and say, "Hey, look. Look what we've done." And that's why the Port has such a great staff. And I'm glad to be on this commission. So thank you, Elaine. Thank you, staff. And thanks to the fishermen. And thanks to everybody. We look forward to really getting Fisherman's Wharf back on its feet.

President Gilman: Thank you, Commissioner. Commissioner Adams?

Commissioner Adams: This has been a great discussion. Director Forbes, I thought it was very appropriate that you took the lead and then Deputy Director Mike Martin to follow up. You're one and two here at the Port. And you lead from the front.

The vision of the Port of San Francisco -- this is pretty great. And this is also the vision of our new mayor who worked under Bloomberg and who has a different vision and who's making things happen. I think we have to move forward with the guts of a gunslinger.

But I will say this. When you hear the -- one thing we have to understand about our fishermen, like the old school longshoremen in Fisherman's Wharf, they're a national treasure. The fishermen -- they are a national treasure. And we have to understand that. And I'm glad that we're giving them a forum.

You know, we come in with a wish list. And we try to get everything. We may not be able to get everything done. But I hope we can get as many of their concerns addressed because it's so important. But I also want to say that, you know, let's also don't be so hasty to be down on ourselves because I'll tell you this. We're going to build up our local -- people coming from nationally and locally to Fisherman's Wharf into San Francisco.

But let's also be honest. It's going to be a while before we get up to the numbers because many countries right now around the world have a boycott on America. And it has nothing to do what's happening here in San Francisco. Let's be honest.

So when we look at the numbers, let's not judge the numbers. And we go, gawd, we're not doing good. Yeah. We are doing good considering. And that has nothing to do with us, the politics in Washington D.C. But there are a lot of countries that have a boycott. And they said, "Do not go to America," because of what's happening with our politics in this country.

And I'm just going to say it like it is because it's true. But that being said, we can do everything locally, statewide, nationally to start bringing that. And eventually, that other thing I believe will address itself.

I want to throw something else out. And even if it doesn't sound like a good idea, I'm going to put it out there. You know, when I talk about that show, Good Morning America, I think we ought to have a Port Commission meeting down in Fisherman's Wharf outside. And we can even call it Good Evening San Francisco or Good Afternoon San Francisco.

And we're out there. And we invite the community out there. They see the commission. They see the Port. Let's get out of the ivory tower. Let's get down on ground zero. Let's have a barbecue. Let's be out there with our fishermen and their families and the members of our community.

And let's keep it real. Let's get down there. People always have to come to us. Why don't we go there? And we sit down, and we have a commission meeting out there. And we talk and -- Director Forbes, you and -- you guys can talk about things. We could talk about things that we can't talk about. But I think it would be good.

And we have like a little town hall there. And we invite the mayor. And the commissioners -- we sit out there, and we talk and the mayor. And we interact with the community and the fishermen and their families and our community and go, hey, we're trying to get this thing going. We want to have this support. We want this energy. We want this groundswell. We're making some changes.

You know, this morning, when I was running, I heard a song called -- I thought I wrote the song down -- called "Brandy." And it was written in 1972. But what it was about was about the Fisherman's Wharf at a bar down there. It says, "Brandy, you're a fine girl." You know, I heard the song, you know. Singing is not my day job. So I'm not going to get there.

But anyway, I think that that would be a great thing to have and to see this come because we know right now this is of importance. And the Port of San Francisco has this up at the top of the list. And you know, like I said, Tom Escher comes out for everything. Tom Escher is one of the few people that I know that comes out for everything in the Port because he supports the Port of San Francisco. And Tom made it here. Right.

So Tom, I appreciate you coming out because you keep it real for everybody. It's just not Red and White. It's for everybody and your love and your heart for this Port. In the 13 years I've been here, you know, you have always come out. So I think this is great to have my support. And I'm hoping that we can find something that everybody can live with.

But we clearly heard the fishermen. They want to keep that history, that culture. That means so much for them. When you're talking about four, five, six, maybe seven generations, right, that is the lifeblood. They died for that. It's their heart and soul. They're not, at times, making a lot of money. But they love and they care. And they are a breathing part of this waterfront. Thank you.

President Gilman: Thank you, commissioner. Vice President Engblom?

Vice President Engblom: I just want to thank everybody. You know, a good plan like this doesn't happen by itself. And hearing all the comments today is very inspiring. I would just say that, you know, I support this. I want to just say that I think that the easy part is taking a building away. The hard part is what do you put there to really make sure that we really think carefully about what that space - - what's the next step in history?

Somebody talked about the importance of history. You know, I'm a firm believer that history is a living organism. It's not just a -- it's not something that's frozen in time. We're part of the history. And what we do is really important. I really appreciated Mike's slides about the different decades, about what's happened.

You know, with best intentions, a building that we all sit here and judge from a certain perspective is now going away. I really love some of the ideas that were talked about and very inspired. Just a couple things that I would say is like, you know, just to make sure that, during the workshop, that we continue -- the community's participation is what makes a project like this come alive.

And the fact that people took time out of their busy lives to come here and share with us their ideas is really important. I think that good urban design principles of making sure that the ends of those buildings and this new square that we're creating is something that's transparent, something that's used at all times of day and night are really important.

So what we don't want to do is, you know, with the best intentions, take it away and then really undercook what happens on the sides of those buildings. And then, just something that didn't get a lot of air time today -- I mentioned in previous I am concerned about just ceding ground in terms of just the smokehouse going away and making that plaza smaller than it was before, the pier smaller than it was before.

I'd really like to encourage the master plan to make sure that we really think carefully about, if that gets smaller, what are we -- what kind of flexibility are we giving up in the future? Maybe we can't afford to replace it right now. But I would love to make sure that we're not ceding any ground. Any square inch that we lose of an existing pier is going to be really hard to get back in the future. So I just want to thank everybody for inspiring me today. That's it. Thanks.

President Gilman: Thank you. Well, commissioners have said a lot and the community has said a lot. I think Tom was right. I was worried you were going to jinx it there for a minute. [laughter] But we have overwhelming support for the concept of removing the building and opening up the plaza.

And then, I think what we have heard today is that we are going to continue through our community outreach to see what that plaza looks like. As someone who, A, has a picture of the Montereys as her banner on her LinkedIn page and lives on Powell and Lombard -- so I'm in that neighborhood every day - - I want to say that we heard the community.

And we are so excited that the community input is not about whether the building needs to come down. It's about how do we have this plaza that works, that lives up to history and works for the men and women who live and work on the waterfront.

And this might be my soapbox. But a successful Fisherman's Wharf in my opinion is one where people remain fishing and working on the wharf and where we re-engage the neighbors of North Beach and other communities to start spending their dollars and their time at the wharf.

Tourism is one thing. But as Commissioner Adams said, tourism can change and go in ebbs and flows. We need to make sure it's a vibrant place for San Franciscans to want to bring their families again. And I think this is a really great start.

I want to thank BCDC for seeming to be on board and our partners in this. I think we need to remember we don't get to make all the decisions about the waterfront. And I really want to thank the staff for their thoughtfulness. And as someone who will be attending some of the [Fish WAG] -- I'm not saying it right -- the Fisherman's Wharf Advisory Committee meetings and wants to stay abreast of this, I'm really excited to see this project move forward.

Elaine, I would like to ask at some point that we get an update in general related to two of the concerns that we heard -- you know, I think parking is a little difficult because our service parking lots is a revenue-generating spot for the Port. I do want to remind the public we are an enterprise department, which is why we can do things like this -- but around the safety concerns and the environmental trash concerns to see maybe if we can get an update and work with the community benefit district on their ambassadors and other programs and maybe if we can also speak to the captain of Central Station, which I believe is the station that, from a police perspective, is part of the wharf.

You're right. I don't go -- I will not go down to that neck of the woods past dark by myself. I don't feel safe. And so I think -- and we have a lot of squatting in that little area. So I think we need to figure out how, in the next year while we do this work, we mitigate it.

And one other cr -- since everyone is throwing out crazy ideas to staff, I'm going to throw out my last crazy idea before we agendize this item. I think we should do this Las Vegas style. And we should have a watch party for the demo of Alioto's. And I think it would be a great thing to have a barbecue and a community event and lawn chairs and all watch the building come down. [laughter] So that's my crazy thought. And I'm going to say to Jenica, next item, please.

12. NEW BUSINESS

Director Forbes: I recorded one item of new business, which is to report on safety and the cleanliness of the inner lagoon. Is there any other new business?

President Gilman: Commissioners, are you requesting any other new business? We'd like you to look at that -- I know we did this in the past. I think, in

general, if we can have mobile commission meetings both at the Fisherman's Wharf and, actually, it would be great also, I think, to have one out at Crane Cove or Pier 70 to bookend our north and southeast waterfront. I know there's logistical --

Director Forbes: There is.

President Gilman: -- concerns. But let's just see if it's possible.

Director Forbes: Okay.

Commissioner Lee: And I just want to further look into what we can do for the historic boats --

Director Forbes: Yeah.

Commissioner Lee: -- whether we could waive fees or help them out. I want more of them to come to that harbor.

Director Forbes: Thank you.

President Gilman: Okay. Do I have a motion to adjourn?

13. ADJOURNMENT

ACTION: Commissioner Adams moved to adjourn the meeting. Commissioner Lee seconded the motion. All commissioners were in favor.

The meeting was adjourned at 5:53 p.m.