



SAN FRANCISCO PORT COMMISSION

**JULY 8, 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 **July 8, 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 – June 10, 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) Discuss 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 X As Plaintiff

Discussion of anticipated litigation by and among the Port, Chevron Environmental Management Company, BP Remediation Management, and Union Pacific Railroad related to contaminated sediments in the

vicinity of the Mission Bay Ferry Landing site and Pier 64 and possible action approving the extension of an existing tolling agreement.

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
Molly Alarcon, Deputy City Attorney
Julie Wilensky, Deputy City Attorney
Michelle Sexton, General Counsel

(b) Discuss 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 X As Plaintiff

Discussion of anticipated litigation by and between the Port and Bauer's Intelligent Transportation, Inc. related to events of default in connection with Port Leases L-16206, L-15004 and Parking Agreement No. 003805 at 401 Terry Francois Boulevard, Pier 50 Shed A and Shed C, and Pier 96, respectively.

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
Kimberley Beal, Assistant Deputy Director, Real Estate and Development
Jennifer Gee, 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. Commissioner Lee 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))

No Public Comment on Items Not Listed on the Agenda.

9. EXECUTIVE

- A. Executive Director's Report**
- **Economic Vitality**

- **Equity**
- **Resilience**
- **Key Project Updates**
- **Honoring Port Colleague and Friend – Byron Rhett**

Director Forbes: Good afternoon, President Gilman, Vice President Engblom, members of the commission, members of the public and Port staff. I am Elaine Forbes, the executive director. And I'm excited to present this month for staff.

First, I would like to share our heartfelt concern and support for citizens and community in Texas. It's truly a tragic event that has been unfolding. And especially as we see so many young people in the room today, just to think young people experience and families experience the tragedy is truly heartbreaking. So our hearts go out to them.

The Fourth of July -- we had a wonderful Fourth of July at the waterfront. I'm really excited to say it was completely incident free. And that doesn't happen without a lot of work. A big thanks to our security, maritime and maintenance teams -- they really executed great operations, did plus-deltas, after-action reports, getting ready for next year.

And these are the people that keep us safe, clean and vibrant so very huge thanks to them. This year, the stage was relocated to Taylor Street and Jefferson. So the fireworks were right in the heart of Fisherman's Wharf, which was fantastic too.

And now to equity, if we could go to the slide soon, I'd like to welcome our interns. On behalf of Port staff, I want to extend a very warm welcome. We have 22 interns this year. Twelve are from San Francisco high school students. They're high school students here. And they are in our eight-week maritime intensive program. One week is going to be spent living on the Cal Academy campus to learn about water safety and personal survival skills.

Then, we have our college and traditional-age youth interns, 10 college students and transitional age have joined seven of our eight Port departments. They'll be contributing to key projects. And our staff will work very closely with them to show them Port work.

Then, we have -- on July 1st, we're also going to welcome five new laborer-gardener interns to a yearlong job-readiness training program. And this cohort will work alongside our maintenance team and will gain really high-quality skills to advance them in work at the Port and across the city.

We have a longstanding tradition of internships at the Port of San Francisco. Some of our interns have gone on to be hired by the Port. We put a lot of energy into making these programs really, really meaningful. So we hope all of you have an incredibly meaningful experience here at the Port.

And I want to give a huge thanks to Tiffany Tatum for her outstanding work coordinating these programs. If the interns could stand up and be recognized -- [applause] thank you so very much. Okay.

On to resilience -- any possibility to get the slideshow up? Great. We have a lot of education to focus on this month. We had an augmented-reality tour June 26th. And this was a partnership with Bay Area climate designers and climate-based fellows. Thank you, Manny.

It was an augmented-reality tour of our historic shoreline. The tour explores past, present and future of the waterfront. It's available to the public as a self-guided experience on our website, SFPort.com. We had a resilience walking tour for the Boys and Girls Club as part of the career-awareness program aimed at middle-school students.

It introduces them to careers in climate resilience and the future of our waterfront. And we know we need our young people to be working on climate change. It will certainly impact that generation.

We also hosted a public presentation at the San Francisco library called Everybody's Climate 2025 Initiative. That is actually coming up July 23rd. The event will connect community members to the climate crisis through science, art and civic engagement.

Now to the living seawall, as you all know, we worked with the -- if I could go back -- as you all know, we worked with the Smithsonian Institute. And our own maintenance division worked to build tiles that monitored how our living sh -- how our shoreline will adapt to help fisheries and help the climate.

We are at the end of three years' monitoring. Those tiles are being removed. And the Smithsonian Institute is analyzing them now. We did see native species thriving, seaweed, oysters, barnacles, snails and sponges. This is going to be really important in how we rebuild the seawall. This offers us a huge opportunity to improve the ecology of our bay.

Okay. Now onward to economic vibrancy -- Fisherman's Wharf Forward -- you saw Fisherman's Wharf Forward at your last meeting, which is, as you recall, a major investment strategy to invigorate the heart of the city's most visited neighborhood, Fisherman's Wharf.

We are beginning our community engagement. In fact, tomorrow, at the Fisherman's Wharf advisory committee, we will have an open public meeting from 9:00 to 10:00. It's easy to join, if you're interested in attending, from our homepage, SFPort.com.

On July 16th, we'll have an outreach meeting at Pier 1 from 5:30 to 7:00. This will be a hybrid meeting so very adaptable for folks to join. And again, you can find information on our homepage, SFPort.com.

And through July, we're doing surveys -- online surveys to get additional feedback. We will continue to brief the commission on Fisherman's Wharf Forward as we march forward. And as you know, we're trying to have our improvements in by summer next year for our first phase.

More economic vibrancy -- we have a new restaurant opening tomorrow at Pier 39, Fire and Ice. This is an all-you-can-eat buffet concept. It has spacious dining for over 150 guests. You'll see a view of Alcatraz. And there's a lot of dishes to enjoy, from vegetarian, vegan and gluten free and other stuff too.

The location is launching now in the high summer season. So that's wonderful. This chain exists in South Lake Tahoe, Anaheim and Boston but is the first one in San Francisco. So we're excited to welcome this new dining experience.

And then, on to rocket-boat rides -- the Blue and Gold Fleet has launched its rocket boat. It's a whirlwind 30-minute ride. It starts with a slow cruise past -- and then the boisterous sea lions at 39. After leaving the marina, it takes off at full speed toward the Oakland Bay Bridge and under the iconic span and offers really beautiful views of the skyline. So I encourage folks to take a look at the rocket-boat rides.

Coming to Pier 70 is a new arts-and-entertainment destination called Elevation Sky Park. This will be a multi-sensory playground. It's an immersive 360-degree experience. The venue will host concerts, transformative art, movie screening and special events.

This will be an interim use until we start building housing and other uses at Pier 70. But this will be a great interim use. And this is -- the location is 22nd Street where that street meets the Bay. And it's scheduled to open early 2026.

We also have Breadbelly opening at Pier 70. This is a top-rated bakery known for extraordinary Asian pastries. It opened July 3rd in Historic Building 12. It was featured on the New York Times list of the 25 best restaurants in San Francisco right now.

It is really a wonderful place to go. Its operating hours are Thursday to Sunday, 8:00 to 2:00. And we hope folks will go and enjoy that. And it's right next door to Standard Deviant Brewing, which is also newly opened. So welcome Breadbelly.

And then, on June 25th, we were thrilled to welcome the United States Coast Guard Cutter Eagle back to San Francisco after 17 years. The Eagle is

290-feet long, features three masts. And it's the largest -- it's the tallest ship in the U.S. Armed Forces.

It serves both as a training vessel and a goodwill ambassador on diplomatic missions around the world. It was moored at the Exploratorium. And it hosted over 3,000 visitors for one day of public tours. We're really glad she chose San Francisco again. And we look forward to her return on July 25th when public tours will again begin.

And that brings me to the Crane Cove Park and the construction of the two children's play areas and dog run. As you know, I shared with you last month that the construction of these improvements was underway. And we learned of the very serious financial challenges from the San Francisco Parks Alliance and subsequently of its dissolutionment.

We analyzed the project. And we could only save \$150,000 if we stopped construction. And we felt that -- we could only save \$150,000. And we would have to give up the riggers yard. So we would be giving up one of the three key elements that the community is really looking to see, one of the children's play areas.

And we just felt that it did not make sense, given the \$2-plus million cost of the project. With that said, we do need to fill a gap of \$1.54 million to complete the project that we will not receive from the Parks Alliance. This is very significant. And we have chosen to recommend the Southern Waterfront Beautification Fund to cover the cost.

This fund is for improvements to the southern waterfront. It receives about \$1.1 million a year. So using \$1.54 million is very significant. This will prevent us from doing some key enhancements and activations along the Blue Greenway, things like planting, furnishing, signage.

It will prevent us from funding moor stabilization at Pier 69 and crane removal at 96. So it is a sacrifice. But it is the sacrifice that we are recommending, given the situation. We will continue to explore legal remedies to recover the cost that -- the funds that were given to the Parks Alliance specifically for Crane Cove Park but were spent elsewhere.

And finally, our staff participated in a softball tournament. There they are. This tournament brings city departments together to go toe to toe with one another. And it is to advance recreation and park scholarship and support college tuition. So there's a really wonderful fundraising part of this tournament.

And our team advanced to the knockout round. So they made it all the way up to the knockout round. This is the first time in over a decade, so that's a huge accomplishment that we made it that far. But then, we were beat by the

Board of Supervisors. So we're going back next year. And we're going to train a little bit earlier. But this is very serious. Okay.

So that concludes my slide presentation if we could go back. So now, I want to move to a very serious moment for us. And this is the closing that we're requesting in the memory of Byron Rhett. So this has been a big blow to staff and a very heavy-hearted blow because Byron Rhett was a friend to a lot of people in this organization. And he made a huge impact.

We send our thoughts to his beloved wife, Andrea, their sons Justin and Zane and their new grandchild during this very difficult time. Byron served the Port for two decades. He was the planning and development director and ultimately the chief operating officer.

Before joining the Port, he spent 21 years at the San Francisco Redevelopment Agency. He led neighborhood redevelopment in Bayview-Hunters Point including the Hunters Point Shipyard. He was visionary, and he had huge humanity. He was a true steward of San Francisco's transformation. And he was really a leader of uncommon vision and quiet determination.

He helped shape many iconic projects including Pier 1, Pier 1/2, 5, the Ferry Building, the Exploratorium, Pier 43, the cruise ship terminal and so, so, so many more. But his legacy isn't just visible along the waterfront, which it really, really certainly is. But it's how he worked and the values he upheld and how he inspired staff and what he meant to everyone.

He believed in lifting up communities especially in the Bayview and in bringing people together. And he did so with a lot of care and integrity. People loved to work with Byron because of his humanity, frankly. He made San Francisco better. He made the Port better. And his lasting impact and memory will always be part of the waterfront he loved. And so today, we'd like to close in the memory of Byron Rhett. And that concludes my report. Thank you, commissioners.

President Gilman: Thank you, Director Forbes. Before we move into general public comment on the director's report, I do want to give an opportunity -- I see a lot of staff in the gallery. And I also want to give commissioners an opportunity. If anyone wants to come to the podium to make comment or remarks and condolences to Byron's family, please feel free to come forward on that topic before we open it up to general public comment.

David Beaupre: Good afternoon, commissioners, Director Forbes. David Beaupre, deputy director managing the planning and environment group. I was lucky enough to work with Byron for 19 of his 20 years. I considered Byron a mentor, a friend. And Byron was also a neighbor. We lived just a few blocks away. So we saw each other quite a bit in the neighborhood.

Some of the things that I remember best about Byron is, one, that he was a relationship builder. He was a great listener and always considered multiple points of views. He had a great interest in people, often asking about family and sharing news about his family.

I found him to be a fair but great negotiator when he was director of planning and environment. In a lot of our projects, there was tensions between the planning group and the development group.

And Byron also often just listened and helped kind of bring the two teams together and resolve issues that might come up either between planning and development or even planning and real estate and often between the Port and the neighborhood. He really had a great ability to listen and bring people together.

I think, as Elaine mentioned, he worked on multiple projects along the waterfront. But I think one in particular that I worked very closely with him on was Pier 70 where Byron had a strong vision and kind of recognized the opportunity there and took the time that we needed to kind of work through the issues between staff, state lands, the community, the preservation community, the open-space community.

And he was just persistent and very patient. I think, ultimately, we ended up with a great plan. And hopefully, in the years coming, we'll have a great place to enjoy and remember Byron and one of his accomplishments. I'll miss him dearly. Thank you.

Brad Benson: Good afternoon, President Gilman, Vice President Engblom, commissioners and Director Forbes, staff and members of the public. I just want to add my voice to those honoring Byron today. You know, he was at the Port the whole time that I worked at the Port up until his retirement.

He really was a model of a colleague and a leader in the Port. I mostly got to work with him on Pier 70 along with David and with the waterfront land-use plan update. And I just remember the way that Byron used to lead discussions, particularly around the waterfront land-use plan, just letting staff add their ideas in. He just created a calm space for people to share their ideas.

On a one-on-one basis, if you ever had the chance to sit with Byron, you may recognize this. He would sort of lean back in his chair. Sometimes, he would have his arms folded. He might close his eyes a little bit. But it was really so that he could listen very intently to what you were saying.

There's something called constructivist listening, which is where you are just sort of creating a space for people to just put everything out there. And really, his approach was to ask questions and let the person he was talking to find the answer on their own. So he was really committed to letting people grow that way.

The other thing I loved about Byron was just his positivity. He had a great good nature, great sense of humor. Some people have that capacity to bring to a room a positive energy. And Byron definitely had that.

If you were lucky and you managed to make him laugh, he had this great joyous laugh and just made you feel really special in the moment. So I'm grateful for the opportunity to have known him. I'm thinking about Andrea and his family. Thank you very much.

Tiffany Tatum: Good afternoon, commissioners, Director Forbes. I didn't think I was going to say anything. But Byron was everything that they've already said. But when I came in -- I haven't been here as long as Brad and David. And he was very senior, and that didn't matter.

He opened his door. He was always available for conversation. He was smart. He was funny. He was quiet. He was gentle. But he was a force. And I'm really grateful that I had an opportunity to work with him, to be led by him, to be listened to him -- listened by him.

And that means a lot. When someone comes in entry level or junior and you have someone that's senior that really sees you and supports you, it matters because it makes you feel like you can be them, do other things, do greater things. And I'm grateful to be a part of an organization that brings along leadership that represents that. And he'll truly be missed. Thank you.

Diane Oshima: Good afternoon, President Gilman, members of the commission, friends and colleagues. I'm Diane Oshima. And I was really lucky because I got to work with Byron for the entire 20 years that he served here at the Port and was an admirer of all of his accomplishments before he came here.

We worked on so many different projects, which have been mentioned here and the challenges and the changes that go along with that, many, many late-night meetings, conversations. There are times with him that I'll always treasure.

We would sit there in that conference room till like 7:00 or 8:00 at night working through details. He had a very special power that just affected the way that you felt and you thought. And he lifted me and others and inspired us. And it's because he had such a big heart, very calm, caring, open.

He saw the beauty in each of us that he befriended, mentored, loved. He often had very unique perspectives and insights. But they inspired us to take a fresh look, to find our passion, to build our confidence and to achieve our truest work.

Byron did all of this selflessly. We really lost a good one. The city has really lost a good one. He was the ultimate public servant. And he was really --

as has been mentioned, devoted himself to strong communities, places and connections where everyone really felt warm and welcomed and that they could enjoy this waterfront that is truly public. It's truly for everyone.

He did this with rare grace, humor and very deep humanity. He made life richer. And really, this is Byron's superpower. It's the thing that we can all carry within us. And it will help lift us and make us better people going forward.

Byron's love for his family, Andrea, Zane, Justin, Maureen and now his new little grandson, Rory -- his love for them is deeper than any words can express. But it flows through Rory. And I truly believe that his spirit is forever and that we will always be able to embrace and enjoy that when we think of him.

And Andrea asked me to share with you that they are planning a celebration of life for Byron at Crane Cove Park on July 31st, 11:00 a.m. to 1:00 p.m. So there will be more details coming forth. But put that in your calendar. And I hope that we can really get together and celebrate him and this organization and this community together. Thank you.

Mike Martin: Commissioners and invited guests, I guess, I'm Mike Martin. And I came very late in Byron's tenure, the last, I think, four to five years. And everything people said was evident from day one. And he really taught me that you can be both empathetic, a good listener, human as well as being strategic and visionary and driving forward a really challenging real estate portfolio like the Port has.

And to get to sort of -- come in to the real estate and development role and sort of learn from him and sort of see the vision that he had and how he crafted what the Port was at that moment, he planted a bunch of seeds that are still growing in me in terms of how I look at this portfolio.

This is both a terrible loss but a great opportunity to celebrate someone who, to me, was a public servant to emulate. So I share my present and former colleagues' sense of loss here but also really want to celebrate someone that was a real great person that really advanced the Port of San Francisco. Thank you.

Bill White: Good afternoon, commissioners. I'm Bill White. I'm an attorney with the law firm Shute, Mihaly and Weinberger. And I had the great privilege of working with the city and the city family for my entire career, almost 30 years. And I've worked with Byron when he was not only at the Port but also when he was with the redevelopment agency.

Working with the city, I've had the great honor of working with some of the greatest public servants that there are in this nation. But I don't think I've ever worked with a public servant like Byron Rhett. He was brilliant, of course. He was strategic. He was tough but always very reasonable.

But most importantly, he just was a kind person. He always thought it was most important to do the thing that was right. And that is something that a lot of people in government today have lost sight of. And we could really learn by his example.

He is, as Diane said, the ultimate public servant. And we have suffered a devastating loss. But he does -- his memory and his lessons do live on in an entire generation of us. And we can carry his memory forward in that way. So my condolences to everyone and particularly his family. Thank you.

Ricky Tijani: Good afternoon, President Gilman and commissioners and the executive director. My name is Ricky Tijani. I'm a friend to Byron Rhett. I work with him at SFRA, the San Francisco Redevelopment Agency. And I work for him and I work with him at the Port.

Byron, to me, is a gentle giant among public real estate development project managers. For many project he has planned and completed for the city beginning with Hunters Point Shipyard, in long negotiations with the Navy and the community and his many years at the Port of San Francisco, I never saw him once to ever raise his voice or ever show any annoyance with anyone.

He was very professional both in private and public meetings, particularly at community meetings where there are many passionate commentators and speakers with different intentions. He was very level-headed, calm in having to maintain decorum.

My thoughts are with his family, especially his wonderful wife, Andrea. And my deepest sympathies go to Andrea and his family members. The world is a stage. Byron, you did your part. And we'll forever thank you for that. Dear Byron, thank you for all you've done for us. May your soul rest in peace. Thank you.

Grace Park: Commissioners, Grace Park with the city attorney's office. I, too, have had the privilege of working with Byron for probably 15 years or so. He was here when I first started almost 20 years ago. One of the first large projects we worked on, he was brought in towards the end of the negotiations.

We had meetings probably till 11:00, 12:00 -- 1:00 a.m. was the absolute cutoff because there were folks who needed to make the BART train to the East Bay. And he was so firm. He was a man of steel -- quiet steel. But at the same time, he was quite disarming in how he negotiated.

I can still picture him doing this to his head and just going, "Let me just try to understand what you're saying." And he would kind of pretend like he didn't understand. But he knew exactly what he was doing. And he was one of the most effective negotiators I've ever seen in my entire life.

He was also a man of integrity, as everybody here has said. There was one moment when the other side questioned the integrity of our executive director at that time. He didn't say anything. All he did was close his binder, and he got up. And all of us on the Port side got up as well.

And he just said, "I am not going to sit here and listen to you make those accusations against our executive director." It was really powerful. It was really powerful to see. He will be missed, a great man, great public servant.

And for those who don't know, he was also an avid pickleball player. I had texted him once. I had seen his son and said, "I texted your dad. But he hasn't responded back." And his immediate response was, "He's probably on the pickleball court."

Byron texts me a couple hours later and says, "Sorry, Grace. I was on the pickleball court," but gave him his thoughts and his support for other personal issues. And he loved his family. He was so proud of Andrea. He was so proud of his sons. He will be missed so greatly. And we were lucky enough to have known him. Thank you.

Anne Cook: Good afternoon, commissioners. My name is Anne Cook. I've worked at the Port twice. And I was gone quite a while in between. And one of the reasons I came back was to work with the waterfront planning team and to work with Byron.

And it has just been one of the highlights of my life to have worked here and to work under someone like him. I wasn't really planning to speak. I knew everybody would recognize the same marvelous things about Byron that I do and we all do.

But I really want to take the moment to thank Andrea and his family because there's no way that he could have been as present for us here if you had not supported him, Andrea and his family, to be here. I missed a lot of ferries talking to Byron. [laughter]

And it was because, when you were talking to him, whether it was about Port matters or personal matters or family matters, you just got wrapped up with him and what he was saying. And so I know that that meant he was here a lot for us. And that meant he wasn't always home on time for all of you.

So I just wanted to thank his family for giving so much of him to us and allowing us to take so much from him and allowing the city to have so much of him. I think we're all in a better place because of it. So thank you.

Alice Rogers: Good afternoon, commissioners and staff. I'm Alice Rogers. And I have to say I barely knew Byron. But for me, he was synonymous really with the Port. I couldn't think of the Port without thinking of Byron. But what I've learned

and especially just today -- I think you, at the Port, have really challenging work. And as part of the community who works with you, I really admire the level of stewardship that you've brought to all of the projects not only in my neighborhood but throughout the city.

And I've marveled at the level of commitment from your staff. And I thought, well, maybe it was just that the Port attracts great people. But I've learned now that, really, the Port staff has also been mentored by this incredible spirit. So I think that he will be with us everywhere that the Port is. Thank you.

President Gilman: Is there anyone else in the room who would like to make remarks on this extraordinary human being? Before we open it up for general public comment on the director's report, which we will, I want to give my fellow commissioners an opportunity to make remarks.

Commissioner Adams: I guess it can be said, even though the heartbeats of Byron Rhett are still forever, he died in a blaze of glory. Byron Rhett was an elder statesman, a hero, an OG. He was old school. I remember when Director Forbes came in as the new Port director. And Byron was one of her deputies supporting her all the way.

He was a man that everybody, you can tell in this room, respected. He was logical. He thought about things. And he gave his heart and soul. Little did I know, when President Brandon had her going-away party in our last Port Commission meeting -- we were outside there -- Byron showed up.

Little did I know that would be the last time that I would see Brother Byron Rhett. I guess, to all of us, we should all remember that we all have an expiration date. And everything we do in life has an expiration and to enjoy life. But he never forgot his Port family.

And I'm sure there's a lot of things that he could have done. But him and President Brandon had a history going back, I think, 28-some years. And he showed back up. And he never forgot that he came from the Port. And I know he was so proud of each and every one of you.

And when I found out from Director Forbes that Byron -- I just couldn't believe it. I just didn't understand that. But anyway, they don't make them like Byron. And the only thing I can say, rest in power, my brother.

Vice President Engblom: Yeah. I would just like to say that I met Byron in working on Pier 70 and didn't know him as well. But I'm really touched by all the comments. And my condolences to the colleagues and friends and family. But I think it's really feeding my soul today to be here with kind of bookends of time with all the interns here and then to hear about somebody who spent their career in public service say -- I hope that it sticks with you as you work this summer and sort of encounter the work that Byron worked on and led and the kind of culture.

And it really makes me feel very proud to be part of a culture where people celebrate our colleagues. That is very rare in our world. And it's very special. And I'm just honored to be here and thankful to Byron for all of his leadership.

Commissioner Lee: Okay. I want to echo my fellow commissioners. I don't know Byron that well because I've only been here three-and-a-half years. But to the interns that are here sitting in the audience, this shows that people can have a career in maritime and at the Port and have the respect and the dignity to have a place to be where you do great work. And you can see it. You can see it all over the seven-and-a-half miles of waterfront that we protect.

And when I came to this commission, it's quite a bit of work. But the staff is so amazing that it makes our life a lot easier to make decisions faster and a lot more accurate. And I just hope, when you guys learn everything you can this summer, that you guys will take a thought and say, hey, you know, there's business opportunities here. There's gardening. There's shops. There's all kinds of things at the Port that, even for me, I didn't realize that was here in this facility.

So in tribute to Byron, I look to you guys as the future Byrons for the Port. So may he rest in peace.

Commissioner McNeely: I'll just say that I never got to meet Mr. Rhett either. This is just my 45th day, I guess, on the commission. But it does occur to me -- and I think what one of my fellow commissioners said before is that, to have this kind of response from coworkers and the community, this outflowing of love really speaks a lot to this organization.

And I agree. To our young people here, this is what it's all about. It reminds me of a quote that I love from Maya Angelou is, "People will often forget what you've said, but they'll never forget how you made them feel." And emotional intelligence and collaboration in the workplace is so incredibly important as we do the day-to-day work that we often are tasked with doing.

But we can't forget the emotional aspect, the empathy, how we make people feel and how we engage them throughout our day. And this is so incredibly important. And it's so -- I'm so delighted to hear the responses and the impact and the collaboration and the collegiality of the group here at the Port.

I regret not having a chance to interact with Mr. Rhett. But I do extend condolences to his family. And thank you for sharing your experiences with him this afternoon.

President Gilman: Thank you, my fellow commissioners. And thank you, staff. I want to send my deepest condolences to Byron Rhett's family, his friends, his community. His work on this waterfront and throughout this city is seen from Pier 70 to Crane Cove Park.

He was an extraordinary individual. And Ricky said it. He was a quiet giant. So for a community where I am from, we will be closing this meeting in memoriam to Byron Rhett and a safe journey home.

We now will be opening up general public comment on the director's report. Is there any general public comment on the director's report in the room? If there is, please come to the podium. I am not seeing any general public comment on the executive director's report. Jenica, is there anyone on the phone?

Jenica Liu: We do have one caller on the line. We can open up that line.

Monique Moyer: Good afternoon, President Gilman, commissioners, Director Forbes, members of the public. This is Monique Moyer. I'm sorry I'm not with you in person today. I would have loved to have been. I want to thank you first and foremost for making this opportunity to recognize and memorialize somebody as significant to the Port's history as Byron Rhett.

In my 12 years with the Port, I had the opportunity to do a lot of research and look for some of the incredible people that helped not only build the Port but make it what it is today. And it was really hard to find that information about these individuals.

So having this opportunity to put into the record how incredibly important Byron's legacy is for the Port is exceptional. And I thank you for taking time out of your busy agenda to do so.

I speak today with a deep sense of gratitude and reverence, as everyone has, as we remember and honor Byron. As you've heard, Byron devoted 41 years to public service. And I had the opportunity to work with him off and on for 20 of those years, 12 of those at the Port.

And as you've heard, he's left a remarkable legacy by any measure. For me, what made his contribution truly transformative was not just the length of his service but his steps. He was obviously instrumental in shaping some of the most significant redevelopment projects our city has ever seen, projects that opened up nearly a quarter of our city by my measure for a new possibility, most especially our waterfront.

That possibility was for all people of all ages, all backgrounds, all walks of life, a legacy for generations of people, which has always made me so proud of his accomplishments. As you've heard, Byron had that rare ability to think broadly and act wisely, always considered him the sage in my life.

He was one of the most contemplative and adaptable professionals I have ever had the privilege to work alongside. And he knew that progress wasn't just

about bricks and mortar but about people and belonging. And he brought that understanding to every decision he touched.

What I cherished most about Byron went beyond his professional brilliance. He exuded a kind of wealth you've heard a little bit about today, a richness not measured in dollars but in joy. He carried a deep pride in his family, a quiet awe for their accomplishments and a presence in his life.

He found fulfillment in his work but even more in the community he helped build and the relationships he nurtured over decades. He made space for others. He made our city and our waterfront better. And he made those of us who knew him better too.

I want to thank you, Byron, for your wisdom, your legacy and the grace with which you lived and served. And I want to thank Andrea, Justin and Zane for giving of him so selflessly to all of us. It's a legacy that he's left, and he will be deeply, deeply missed. Thank you, everyone.

Jenica Liu: There are no other callers. Thank you.

No Public Comment on the Executive Director's Report.

Commissioners' Discussion on the Executive Director's Report:

President Gilman: Public comment is now closed. Commissioners -- Commissioner McNeely, any comments on the director's report?

Commissioner McNeely: No comment.

President Gilman: Commissioner Lee, any comments on the director's report?

Commissioner Lee: Well, I mean, good progress, as usual. I've got a few comments. With the waterfront, especially Pier 45 moving forward -- I mean, it's great vision to expand the -- the thing about what's going on now is sharing that we have to give our visitors and our locals the experience to enjoy the waterfront.

So even tearing down Alioto's, which is kind of heartfelt about that, but it just kind of opens a new gateway for Fisherman's Wharf and for our youth that are here today to have the Sky Park, which is kind of unusual to be down at Pier 70. That just opens the envelope again for some new experience. Maybe that'll be the newest Mission Rock area.

The work that staff is doing to keep things clean and public safety and doing the best we can to work with our tenants and our fishermen is showing that there are more small businesses coming back to the wharf that makes San Francisco a better tourist attraction.

I have a question, Director, about the funds that we're losing down at Crane Cove Park. Are we allowed to have private donations? Or is it strictly only has to be funded by city funds in order to fill the gap?

Director Forbes: Commissioner, you're bringing up the big challenge, which is why we got into an arrangement with the Parks Alliance, which you approved and the Board of Supervisors approved, to fundraise for us. If we were going to do direct fundraising, we need a waiver through the Board of Supervisors related to behested payments.

Commissioner Lee: Mm-hmm.

Director Forbes: So it's not actually easy for departments to raise funds on their own. And we also don't have a fundraiser. So we don't have staff capacity. So my answer is we could potentially do it. But there would be a lot of hurdles to get there.

Commissioner Lee: Well, I think that the public out there listening -- if, you know, a private donor wants to come in and help out, they should reach out to staff and see what possibilities there might be. Hey, you've got to try to fill the hole somehow. Right?

President Gilman: Yeah.

Commissioner Lee: But other than that -- and good job on the baseball team. When are we going to have a bowling team? [laughter]

President Gilman: I'll do that.

Commissioner Lee: I want to propose that in the new business coming up, please. But anyway, that's it. Thank you for the report.

President Gilman: Commissioner Adams, do you have any comments?

Commissioner Adams: Yeah. First of all, I want to give another shout out to all the young interns that are here today. And thank you for your time and your service. You'll know that you don't need a platform or a title to give back to your community. All you have to do is have that heart and that desire to give back.

The late Muhammad Ali always said, "Service to others is the rent you pay for your room on Earth." And we all have an obligation to do that. Director Forbes, I wanted to say on your report -- stellar report. The city and the Port -- we're moving in a new direction. We have a new mayor. We have -- the Port is moving in a different direction.

It's good to hear about the Fisherman's Wharf Forward outreach, Fire and Ice, Breadbelly. And I know a lot of times people are stuck in the future about

how San Francisco was before COVID. Well, we're going to be different. It's going to be a new San Francisco. And that's okay because time changes.

And some of the old will be gone. But some of the new will come in to replace it. And we have a new generation coming in. And we have to hand them the best that we can hand them. And it's exciting. It really is. And I've even said down in Fisherman's Wharf -- which I think would be good -- would be down there to have a Port Commission meeting outside, live like they do those shows, you know, and we're there. And the community comes out.

And we talk about our city and what we want and how we want it to look like and that energy. I just think -- I think it's so good. You know, the Port here and in the city and what's happening in this world and this country -- this is a bright spot on what's happening because it's positive. And it's uplifting. And we're continuing to move forward no matter what the obstacles are that are ahead of us.

So I appreciate your leadership. To the Port staff, thanks for your long, tireless hours and dedication. I know the Port Commission -- we can be a handful. But thank you because we're just as excited as you are. And we have your back. Thank you.

President Gilman: Thank you. Vice President Engblom?

Vice President Engblom: Well, first, I just want to welcome the interns. I'm really excited for you. What an amazing place to have an internship. And I know, when I was a young person excited about working on cities and the environment, this is an incredible place to be. So I hope you have a great summer.

Director Forbes, thank you for the report. Great to hear about all the new openings, like other people have mentioned. But I also want to say thank you for leadership. And on the Crane Cove Park, I think, you know, the whole Port staff deserves a lot of accolades for -- the ability to be able to weather situations like that is very exciting, you know, for the people of San Francisco to have that park open.

Despite the short-term changes, the fact that we have good leadership and stability allowed us to weather that and get through it and deliver the park despite the short-term challenge. That's something that I don't think we should overlook.

And then, as long as we're throwing out big ideas like a bowling team [laughter], I'm excited to hear that the fireworks were incident free. I would love it if that were our last pyrotechnic firework display in San Francisco and that we could explore the ability to go towards drone shows. And I think San Francisco -- there's a lot of exciting potential in that.

And I think, for -- you know, talk about stepping into the future. I think that could be a really exciting idea to explore. I know there's some weather challenges. But we seem to have challenges with fog and weather with regular fireworks anyway. So anyway, just want to put that out. And especially with it being our 250th birthday next year, maybe it could be a really exciting milestone. Thank you.

President Gilman: Thank you. Director Forbes, I think you heard it from everyone. Your leadership and the staff are doing an incredible job. And it's great that we had a safe, clean and vibrant waterfront for the Fourth of July and particularly with moving of the venue -- just really want to say congratulations and want to welcome the interns.

What an incredible opportunity. And really for folks who are entering maritime, it's a fascinating profession. So I really hope you enjoy your time up at the maritime camp. And for the group of interns that gets to be part of the boots on the waterfront, I will say I think it's one -- all of our divisions are incredible at the Port.

But follow us on Instagram. It's one of the most interesting divisions that we have on the waterfront. And I think we might even make you like little removable tattoos with the boots. So boots on the waterfront does a lot of work to keep us safe, clean and vibrant. So welcome.

And thank you so much and really excited about Fisherman's Wharf Forward. And the community outreach is great. I am really looking forward to the briefing and listening to all the feedback tomorrow at 9:00 a.m. so excited to participate and just want to thank the staff and everyone. And again, we will be closing this meeting in memoriam for Byron Rhett. So that concludes the director's report. Next item, please.

10. CONSENT

- A. Request authorization to award a professional service contract for Engineering Services related to Pier 94/96 Seismic Stability Assessment and Design to Moffatt & Nichol, in the amount of \$2,900,500 for an initial term of 3 years. (Resolution 25-33)**
- B. Request authorization to award Construction Contract No. 2885, Maintenance Dredging 2025-2030, to The Dutra Group in the amount of \$31,663,500, and authorization for a contract contingency fund of 10% of the contract amount (or \$3,166,350), for a total authorization not to exceed \$34,829,850. (Resolution 25-34)**
- C. Request authorization to award three Professional Service Contracts for Waterfront Resilience Program (WRP) Embarcadero Early Projects to Moffatt & Nichol AGS Joint Venture (Project 1) for \$9,900,000 for an**

initial term of 7 years, COWI-RJSD Joint Venture (Project 2R) for \$9,900,000 for an initial term of 7 years, and to GHD/Structus Joint Venture (Project 3) for \$4,000,000 for an initial term of 6 years. (Resolution 25-35, Resolution 25-36, and Resolution 25-37)

- D. Request approval of an amendment to Amended and Restated Lease No. L-17134 with the Young Men's Christian Association of San Francisco. (Resolution 25-38)**
- E. Request for retroactive authorization to modify Construction Contract No. 2861, WRP Wharf J9 Replacement Project, Phase 1 – Float & Gangway, to extend the substantial completion date 140 days, for a total duration of 417 days. (Resolution 25-39)**

ACTION: Vice President Engblom moved approval of the consent calendar. Commissioner Adams seconded the motion.

No Public Comment on the Consent Calendar.

All Commissioners were in favor.

Motion passed unanimously. Resolutions 25-33, 25-34, 25-35, 25-36, 25-37, 25-38 and 25-39 were adopted.

11. PLANNING & ENVIRONMENT

- A. Informational presentation on a proposed Central Embarcadero Safety Project and other proposed changes between Broadway and Brannan Street, per the San Francisco Municipal Transportation Agency's Embarcadero Enhancement Program in support of the City's Vision Zero traffic safety goals.**

Jai Jackson: All right. Thank you. Hello, President Gilman and Vice President Engle -- Engblom -- I'm sorry about that -- and commissioners and Director Forbes. Good afternoon. My name is Jai Jackson. I'm a planner at the Port of San Francisco. And I'm here today along with Casey Hildreth of the San Francisco Municipal Transportation Agency, or SFMTA for short, to bring this informational presentation to you on the Central Embarcadero safety project.

I'm just here to briefly introduce the item. And then, Casey will go through the larger presentation and details. So the Central Embarcadero safety project is the latest part of the Embarcadero enhancement program, which is SFMTA's ongoing multi-phase program, meant to improve conditions along the entire Embarcadero for users of all modes of transportation.

And the Port has been coordinating with SFMTA on the Embarcadero enhancement program since 2013. I'll stop there and let Casey jump in and take

us through the presentation, which will follow the outline that you see on the screen. But we'll both be around afterwards to answer any questions that you have. So thank you.

Casey Hildreth: Thank you, Jai. And thank you, President Gilman, fellow commissioners, Director Forbes. My name is Casey Hildreth. I'm the principal planner and program manager at the SFMTA. I'm just going to pause and say that I did not have a chance to work with Byron Rhett. But I did know many of the speakers today and was very moved by the words and his example. So while I'm obviously saddened of his passing -- to hear of his passing, I'm grateful to be in the room today to hear those comments.

On to the Embarcadero enhancement project -- as Jai mentioned, it's an SFMTA-led partnership with the Port and Public Works to improve transportation safety along the waterfront as well as to support economic vibrancy and connectivity.

For well over the past decade, the enhancement program has prioritized community engagement and a phased iterative approach to addressing roadway and promenade safety needs. We've tried to build a shared understanding and consensus around critical transportation needs by implementing and testing quick-build-design measures such as the essential Embarcadero quick builds from Broadway to Folsom and working closely with Port tenants and neighbor and stakeholders to evaluate and discuss those changes.

While this program is focused on retrofitting the corridor with a new protected bikeway, one that is more attractive to a wider range of users and better connects to the larger waterfront trail and bikeway networks, it does so to relieve pressure on the Embarcadero promenade where there are real conflicts with bikes and scooters and to shorten crossings and generally make it a safer and more enjoyable pedestrian experience.

It also does so with a commitment to preserving and promoting curb access for loading, supporting transit reliability and doing what we can to keep people and goods moving along the corridor to reach their destinations safely.

Lastly, we have worked alongside other major planning efforts, namely the waterfront resilience program, to be as strategic as possible in targeting new investments while managing uncertainty and recognizing more substantial changes are to come.

The project itself is roughly divided into two parts, targeted updates on the existing quick-build corridor from Broadway to Mission and a more capital-intensive extension of the bikeway south from Folsom Street to Brannan. I'll share more details on those segments in a moment.

But for this slide, I'd like to point out the rendering of the proposed variable-message sign, which will be placed in between the Washington and Broadway intersections. This sign, which will be the third along the corridor, will extend real-time messaging and wayfinding opportunities along the north waterfront.

For example, it could alert drivers to cruise-terminal congestion and suggest alternative routes. And eventually, it could also share real-time space availability information for area parking lots and garages.

Other quick facts about the project -- it maintains two northbound travel lanes and a wide, welcoming promenade. It is a fully funded project after receiving over \$8 million in competitive grants. And it is informed by deep engagement with key Port tenants and neighborhood stakeholders.

Okay. Let's talk schedule for a moment. The project has had a long road to get to where we are, which is approaching the 65 percent design milestone. This is primarily due to the technical complexity of trying to thread in the bikeway extension as well as the substantial scope of ADA improvements included in the project.

We have somewhere along the line of 50 curb-ramp upgrades, all of which require detailed grading and engineering review. That being said, we are really close to a critical design milestone and are hopeful, with your feedback and support, that we can wrap up project approvals later this summer and the project design by early next year so that we're in a position to start construction later next year.

While much of the construction-phase details remain to be determined, we know it would be ideal to maximize our initial construction window outside of the baseball season and will be spending a lot of time and energy over the coming months to brainstorm ways to minimize construction impacts overall.

Here is an updated project summary map, which highlights the major scope elements as well as the key tradeoffs for the bikeway extension, namely parking removal and the narrowing of center medians, which also has a related impact of new northbound left-turn restrictions proposed at the Folsom and Brannan Street intersections.

I'll speak to those details in a minute but want to point out now the segment between Broadway and Washington. With the exception of that message sign that I mentioned, the project changes in this area are relatively straightforward updates to the existing bikeway, which will be implemented by city crews outside of our main construction contract and won't include major paving and curb-ramp upgrades or disruptions to the corridor.

This strategy helps us avoid those costly disruptive and, frankly, premature updates to the heart of the corridor where, really, the waterfront resilience program planning and design efforts will be leading on shaping and making future changes.

Near the Ferry Building, the project proposes to revise the Clay Street and Ferry Building driveway crossings with a straighter traffic-calmed bikeway and new pedestrian waiting islands. This is aimed at keeping riders in the bikeway as opposed to coming up onto the promenade and reducing the total distance and amount of time needed for pedestrians to cross the northbound vehicle lanes.

While no changes are proposed to the main Ferry Building loading zones, primarily to keep flexibility for farmers-market operations and food-delivery services, the project is including new raised concrete loading islands on the north and south ends of the Ferry Building.

These new islands will better protect the existing bikeway from encroaching vehicles and better protect the pedestrian pass of travel from bikeway traffic. It will also help reduce the maintenance burden on our MTA shops from repeatedly damaged posts.

Quick note on the Clay Street crossing -- as you are likely aware, the San Francisco Recreation and Parks Department is planning major improvements to Embarcadero Plaza and Sue Bierman Park across the street. There's actually a public meeting that I'll be headed to shortly after this meeting.

But there's a desire to improve connectivity between the renovated park and waterfront. They have asked our team to consider more substantial revisions to the multi-leg crossing here, namely straightening and widening the crossing in anticipation of larger pedestrian volumes.

After close examination, the MTA has concluded that doing so would require the removal of the northbound U-turn lane at Clay Street, which would place additional burdens on the already-congested Washington Street intersection and add delay to northbound and U-turning vehicles.

For these reasons, we are not planning to include such changes in our project. But we will continue to explore ways to improve this crossing and coordinate with the RPD project without impacting vehicle circulation.

We want to note and celebrate that the park project is already expected to improve connectivity and capacity of the main Ferry Building crosswalk by removing the edge walls and other barriers you can see in the bottom left of this slide that currently constrict the intersection of Market Street and the Embarcadero.

Let's move further south and preview the bikeway extension. As mentioned earlier, there are three big design requirements to extend the bikeway without substantially impacting the promenade or northbound vehicle lanes, parking removal, median narrowing, which results in the removal of 15 palm trees and the northbound left-turn restrictions mentioned at Folsom and Brannan Street.

So here, you can see the existing conditions just at Pier 28. Here, you can see the proposed conditions. By narrowing the center medians, vehicle lanes can shift closer toward the center trackway, which provides sufficient space for the new bikeway separated from traffic by a raised barrier.

This barrier will be designed in part with cobblestones salvaged from the narrowed center medians and will include the planting of new palm trees, ones that are similar to the existing trees but less susceptible to disease. We are generally targeting a one-to-one replacement of palm trees within the project corridor pending further design and a potential tree-removal public-hearing process that the MTA would conduct in coordination with Public Works, Bureau of Urban Forestry, if necessary.

The median narrowing and shifting of travel lanes will also require new northbound left-turn restrictions at Brannan Street, where turn volumes are quite low, and at the Folsom Street intersection, where turn volumes are moderate but must be restricted to maintain curb access for the Rincon restaurants and will have the added benefit of reducing conflicts with muni light-rail vehicles coming into and out of the Market Street subway portal.

At the Harrison Street intersection, which is a major pinch point, the median narrowing will also result in the removal of an outside platform for the E-line historic streetcar, which has been out of service for many years with no plans for that service to return.

I mentioned parking removal as one of the key tradeoffs. So here's a slide that summarizes those proposed changes. At the Rincon restaurants, a new commercial loading zone will be added to the existing passenger loading zone. This is made possible by those narrowed medians and the turn restriction at Folsom as well as by removing some on-street motorcycle parking that we added in one of our earlier quick-build project but has seen very little use.

Near Pier 24 under the Bay Bridge, parking will be removed in order to fit the bikeway in without impacting the existing promenade. And between Piers 26 and 28, existing parking will be converted to passenger and commercial loading.

In front of Piers 30-32 not shown on this slide, on-street parking would be removed by this project to allow for the bikeway extension south to Brannan. And in the future with the development of Piers 30-32 and/or the South Beach coastal

resiliency project, the promenade the bikeway design would be adjusted to add back on-street loading for that block.

So to wrap up, why are we excited about this project? Namely the benefits -- you know, we're prioritizing the pedestrian promenade experience and making it easier to cross the Embarcadero. We're nearly doubling the length of the two-way protected bikeway, making it more attractive for more users to reach more destinations.

We're bringing wayfinding and better pavement and on-street loading with this project. And we think it's a smart investment that complements and helps set up the future Port projects and development. Those benefits do come with tradeoffs, as we've reviewed. But they represent the most reasonable set of changes that we could identify and have their own side benefits.

We'll have more resilient palm trees. We'll have more commercial and passenger loading. And even with the term restrictions, you know, those will help reduce vehicle rail conflicts and help keep traffic flowing north/south along the corridor.

So in closing, we look forward to the commissioners' comments and questions as we seek to firm up our project design and begin transitioning to the construction-phase-approach planning and complete other interdepartmental reviews and our environmental documentation.

Thank you very much for your time today. For those watching remotely, there's more information provided on the project website. And we do have some pocket slides with additional information if those are handy to reference during the Q&A. Thank you.

President Gilman: Thank you. Thank you, Casey and Jai. Is there any public comment in the room on this item? If there is, please make your way to the podium.

Public Comment on Item 11A:

Alice Rogers: Good afternoon, Chair Gilman. I'm sorry. I need to get used to that. I want to congratulate you on being the chair. But Chair Brandon just sort of comes to mind. [laughter] Anyway, thank you, commissioners. I'm Alice Rogers. I live in the South Beach area. I'm president of the South Beach/Rincon/Mission Bay Neighborhood Association.

And I can attest to a great deal of public outreach that Casey and MTA has done on this project. And I want to commend him personally particularly on the solution of saving the palm trees and putting in these massive plantings as part of the divider instead of the silly little plantings that always die by the bike lanes. So I think that was a masterful touch.

I do have to say that there are still people in the area that are very concerned about the Brannan Street no left turn lane. So I think it just is a condition that will need to be monitored going along with Second Street and lots of no left turn lanes and traffic managed during the baseball season.

It gets to be a very complicated driving situation so -- just to be aware of that. But I want to thank you for all the work that's been done on this. And as a walker along the promenade, we haven't successfully done 100 percent of wheels in the bike lane. But it's much, much improved over the long haul. Thank you.

Commissioners' Discussion on Item 11A:

Commissioner Lee: I'm kind of concerned. The Broadway area has the Ferry Building. You know, I think it's okay. You're not doing much changes there. Brannan Street -- well, first of all, we've got two businesses located -- we have EPIC and Waterbar.

Right now, just to even drop off people there, you know, there's a lot of seniors or people that actually come from out of town to go there. What are you doing to provide unloading for either Waymo, Uber, Lyft or even just your kids dropping you off to go have dinner? What is the plan for that and those two businesses?

Casey Hildreth: Yes. Thank you for the question, Commissioner Lee. So we're actually doubling the amount of loading in front of the restaurants. So there's an existing passenger load zone that we will shift slightly. But then, we'll be adding commercial loading so that -- you know, they do get a number of small truck deliveries. And that will have its own separate zone closer to where they actually deliver into the buildings.

So I think the amount of loading will be plentiful for those that want to drop off. I think, talking to managers of those restaurants, you know, if they were to have continued their valet service that -- I think the left-turn restriction at Folsom might have had more of an impact. But they sort of moved away from that as a business model because so many folks are coming by Uber and Lyft and other modes.

Commissioner Lee: It's expensive too. So --

Casey Hildreth: And it's very expensive. So -- yes.

Commissioner Lee: So that's -- okay. I mean, that's good in a sense depending on how far. My concern is -- so now, when we redo or when you redo the two-way bike lanes, okay, which is kind of needed -- I don't know about two la -- but maybe a little bit wider -- we still get a lot of people riding on the sidewalks.

We still get scooters not even using the lanes, which is -- I mean, which is good. And it's necessary, I believe, for public safety. They should be used. How do you plan in the future? I mean, we're kind of losing cars. You know, we're getting tighter. I'm concerned about the rush-hour traffic.

Even though there's no ballgames, people all trying to cut their way to go up to Second or to First Street, up Harrison. It's always backed up. Sometimes, there's an ambulance or a fire truck stuck in one lane. And then, we're all stuck there for 45 minutes. How much more narrow are you going to make this street -- I mean, are we losing to gain more of the bike lanes?

Casey Hildreth: Well, so I'll try to answer -- you've got two questions in there. So one was, you know, what are we doing for the promenade to keep wheeled users off of the promenade? It remains a shared-use pathway. But I think what we've said all along was that, with the protected dedicated bikeway, you know, we can do more to pedestrianize and prioritize pedestrians on the promenade.

We did evaluate our 2022 quick-build project and did see that we were successful in drawing many more users -- the faster users in particular off of the promenade. But you're right. It's not 100 percent.

And I do think what was not in the presentation is that, you know, with the two-way bikeway where we have it, we are working with Port staff to introduce additional signage and potentially more bollards or constrictions along the promenade to not necessarily block off, you know, access but really discourage and potentially even prohibit, you know, faster users maintaining on the promenade.

I mean, today, if you're on an electric scooter or an electric bike, technically you're not supposed to be on the promenade. You're supposed to be in the bikeway. So we do want to reinforce that message and potentially bring some physical measures as well.

Commissioner Lee: So what about ticketing? Is there going to be any people kind of monitoring this? We almost had a commissioner run down in front of the Ferry Building a year ago -- a couple years ago.

Casey Hildreth: Yeah. I mean, enforcement always remains tricky because it's not something that we can send our parking-control offices like, you know, to control traffic like we can for a Giants game. That's a moving violation. That requires SFPD. So we have not been successful. They have a lot of challenges with maintaining their staffing to address --

Commissioner Lee: Sure.

Casey Hildreth: -- you know, a lot of other challenges throughout the city. Your point is well taken. That could help to send a message.

Commissioner Lee: I mean, there's still kids with strollers. I mean, these people are going pretty fast. So I'm --

Casey Hildreth: Yes. I --

Commissioner Lee: -- really concerned about that. If we're going to do it --

Casey Hildreth: Yeah.

Commissioner Lee: -- you know, if we're going to make this wider, make it efficient, we've got to find a way to get them off there, so they can use it. So I hope you find a way of doing that. And going back to the loading, most of the -- and we're having this issue in Chinatown right now.

We don't want commercial loading after 2:00 if that's possible and turn them into white zones, so people can be left -- can be dropped off, so they can go shopping or have dinner or whatever. Now, is that something that's going to be a loading zone to 6:00?

Or is there going to be some kind of outreach that we can -- that maybe the neighbors or even the business owners that want to do commercial loading stop at 2:00 and then become a white zone so that they can drop off their customers?

Casey Hildreth: Yeah. Our curb-management team has been exploring sort of hybrid zones over the years with some of our other projects. You know, one thing to point out is that commercial load zones are also sort of sneakily five-minute-passenger load zones as well. So that use is still permitted even when the commercial load zone is in service.

You know, we haven't fully dialed in that level of detail in terms of the signage and hours of operation and are happy to work with Port staff and key tenants to make adjustments as needed.

Commissioner Lee: Well, because, for signage, if you have it posted --

Casey Hildreth: Yeah.

Commissioner Lee: -- people will use it.

Casey Hildreth: Yeah.

Commissioner Lee: But when you have it there and it says 6:00, they're not going to park there because, you know, lately, obviously SFMTA has been aggressive with getting tickets. And a yellow-zone ticket is \$106. Right. So any out-of-towner is going to say, "I don't want to come to San Francisco and go to

this nice restaurant when I'm going to get a ticket just dropping somebody off," right, because it happens.

I just want to caution you on all the things that could happen because I ride this particular area a lot and experience it. So I'm not against it. But we've got to tweak it, so we can share it because still people do drive. Especially a lot of out-of-towners feel still more safe in their cars than taking public transportation.

So I just want to protect our small business on the waterfront and also the people walking on our promenade. So other than that, that's the only comments I have. I guess you're going to have more dialogue coming up. Or is this pretty much in action now and --

Casey Hildreth: Well, so we're --

Commissioner Lee: -- is it just a formality?

Casey Hildreth: We're in front of you today with just an informational item. We wanted to get your feedback. If you did have questions that we could go track down a more detailed answer, I'm happy to do that. We are in the midst of interdepartmental review.

So to your question about, you know, are we narrowing the roadway, we are actively in discussion with the fire department to make sure that, you know, our bikeway is designed to maintain emergency-vehicle access to the promenade and make sure that those vehicles have access to the center trackway as well to get where they need to go. So --

Commissioner Lee: Yeah. There's no way to go left. Let's say you take more left turns away and they get stuck there. Pretty much -- what are you going to do? Jump over the curb? You know, like if you're in rush to a meeting or something or maybe it's a medical emergency, you've got to go to Chinese Hospital or something and you're stuck there because you can't turn left because you guys took the left turns away, what's that's going to happen? I mean --

Casey Hildreth: Yeah. I mean, it depends on the nature of the emergency. Right. They can always put the sirens on and be in a code three and --

Commissioner Lee: Okay.

Casey Hildreth: -- cross the trackway. But yes. Those are the types of details that we are --

Commissioner Lee: Okay. These are --

Casey Hildreth: -- actively ironing out with the fire department. So that's why we're here today to get your feedback and questions. Once we are certain that we have our interdepartmental review team, you know, that review is completed. We will come back seeking --

Commissioner Lee: Okay.

Casey Hildreth: -- approval of this project.

Commissioner Lee: These are my concerns.

Casey Hildreth: Yeah.

Commissioner Lee: Other than that, I have no problem supporting wider bike lanes for the bikers. But we share the road. And the businesses still have a lot of people coming by cars. So I know the city wants to go Vision Zero. But COVID kind of delayed that action. So until things get a lot better, you know, people are still going to drive.

Casey Hildreth: Yes.

Commissioner Lee: Okay. I'm done. Thank you.

President Gilman: Commissioner McNeely?

Commissioner McNeely: Sure. Thank you. I want to commend you for, I think, just a great project. I'm an avid biker and have two teenagers who are also avid bikers around the city. And we welcome more protected lanes around the city as well.

I do have a couple questions. One -- you've mentioned about the lane size. My understanding was you're going to take that from the center median. Correct? And so --

Casey Hildreth: Yes.

Commissioner McNeely: -- we expect the vehicular-traffic lanes to remain relatively the same. Is that correct?

Casey Hildreth: The northbound travel lanes may actually get a little bit wider with this project by a few inches. But yes. The two northbound travel lanes that are currently 10.5 feet wide will remain -- and I think we're hoping to add a little bit of a buffer given that there's going to be a harder curb on the right-hand side now.

Commissioner McNeely: Sure. Okay. And I may have missed this. But my understanding was -- I know that there are some significant pedestrian walkways

in the course of these bike lanes. Are there any contemplation of bicycle lights or anything like that that might help pedestrians navigate those -- where those large crosswalks are because they will be crossing over not only vehicular traffic where they have a light but also now bicycle traffic?

Casey Hildreth: Yes. Correct. So I think the main -- what we've currently baked into the design is that, at most of those key crossings -- not all of them but most of them -- we'll be removing the bikeway from the traffic-signal network. They'll have raised crosswalks. So the bikeway itself will be traffic calmed with essentially a speed bump where there is the crosswalk.

Commissioner McNeely: Okay.

Casey Hildreth: We can double down with signage. We can add sort of narrow constrictions to those crossings for the bikeway as needed to really pinch the bikeway where there are crossings to prioritize the pedestrian experience that's going across.

But you know, when you have -- we have bike signals today. And while they're -- the majority of people do follow the rules. We know that there are a lot of folks that kind of blow through the red lights. So there is a concern that the bike-signal system -- because they're all at these T intersections, it's just so easy to go through it. And we don't want to give a false sense of security to those crossing in the crosswalk.

So we do think, by bringing calming to the bikeway, signage while still prioritizing that crosswalk -- we have a lot of tools in our tool belt if there are particular acute issues at certain locations, we can be layering in improvements and changes to make sure that that crossing feels safe.

Commissioner McNeely: That's a great point because I know Masonic at the Panhandle has that. And people ignore the bicycle lights --

Casey Hildreth: Yeah.

Commissioner McNeely: -- all the time.

Casey Hildreth: It's a delicate balance.

Commissioner McNeely: Yes. What about pedi-cabs? Are they on the vehicular lane? Or they're in the bicycle lane?

Casey Hildreth: We fully expect that -- they are a design vehicle for our project. So we expect and hope that they will use the two-way bikeway. They have the option of using the shared vehicle lanes where needed. And I know, based on their -- they know where they're supposed to go and where they can feel comfortable.

We also know they want to be close to the promenade to attract those users and patrons. So we fully expect they will be in the bikeway. But they could also be in other -- you know, on the promenade or in the travel lanes like they are today.

Commissioner McNeely: Great. And just last -- I'll underscore what one of our public speakers mentioned earlier. I love the idea of repurposing the existing cobblestone to create the barrier. I love the idea of one-to-one replacement of the palm trees. They're iconic going down the Embarcadero. Trying to find a place to replace them is essential. And using it as an opportunity to kind of beautify the area is very important as well. So thank you for that.

Also, kudos on your outreach. Public support on these kinds of projects is critically important. Having the community feel as if they have a say in this and getting that kind of feedback is important. And it sounds like you're doing that. So congratulations.

Casey Hildreth: Thank you.

President Gilman: Commissioner Adams?

Commissioner Adams: Stellar report. I think my fellow commissioners have asked all the questions I needed to ask. And I'm glad that you're getting a lot of input from different people. And I know it's never perfect. But you're trying to get it as close as you can to try to please everybody and make it safe. So other than that, I'm supportive. And I have no other questions.

Casey Hildreth: Thank you, Commissioner.

President Gilman: Vice President Engblom?

Vice President Engblom: Yeah. Thanks, Jai and Casey, for all your work on this. And thank you for presenting it. I guess I have a couple context questions. The budget seems like -- when I look at these drawings of redoing the center esplanade and everything and the extent of the project, did I read correctly that this is \$8-12 million budget?

Casey Hildreth: Mm-hmm.

Vice President Engblom: That seems really inexpensive for considering what we're trying to do. Is that -- you feel that that's pretty realistic?

Casey Hildreth: I do think it's pretty realistic. And part of that is -- you know, we've been trying to be really strategic. We know that there's more change coming. We know that there's going to be other projects that might modify what we put down. So we didn't want to shoot for the moon and have it just be sort of

totally built over in the coming years. We will be getting more cost information at our 65 percent design milestone. But I do suspect that it'll be in that range.

Vice President Engblom: Okay. And then, I guess, with that idea in mind, like we're investing \$12 million of public money here. How is that adding up to our resilience vision for this waterfront? Is that helping us incrementally move in the right direction? Or is this something that has a shelf life that, you know, it's like -- well, we're going to spend \$12 million. But in 20 years when we redo this, we're going to have to do it -- rip it all up anyway. Is this helping?

Casey Hildreth: Thank you for that question. I was hoping somebody would ask that because I spend a lot of time working with Port staff attending meetings and really trying to understand, you know, all the other efforts that are underway. And while a lot of those are long term and still don't quite have the definition that we could be reacting to, I do think the narrowing up of the medians is exactly what any future project would need to do and actually, I think, what the South Beach resilience project is contemplating even though it's still early days for that effort.

But by skinnying up the medians at least -- you know, as far as you can up until the trackway, every foot you take there is a foot of flexibility on the seaward side, the Bay side.

Vice President Engblom: Yeah.

Casey Hildreth: So while the elevations might change, you know, it's all going to have to drift back to the trackway. And particularly in the South Beach area where we're proposing this project, you know, that is -- I think the longer-term vision is that we're not contemplating, you know, realigning the trackway because it is such a critical connection to our facilities down south and really for the whole entire rail network.

So just by making that change is going to support any future resilience project. The ADA upgrades that we're making on the city side are things that a future development project or Port project would have to do. So we're just getting ahead of that.

But some of the key challenges and questions that remain really are the interface, you know, with the seawall area and how that transitions back to the roadway level. But the more that we can be pushing our infrastructure away from the seawall, I think the more flexibility we're giving to any and all of your future projects.

Vice President Engblom: Okay. And then, just -- I'm sorry if I missed it. But the diagram that talks about this phase of the work versus the two northern and southern wings -- can you explain what --

Casey Hildreth: Yeah. So central Embarcadero has kind of grown. So southern Embarcadero segment has kind of shrunk as we've taken on this project and expanded it to Brannan. You know, south of Brannan, you have some major pinch point, particularly Pier 38 of the bulkhead building.

So there's really nothing we can do that makes sense until there is that larger project or something changes in that vicinity. So whenever that effort moves forward and is defined, you know, the MTA will be there to support and try and see if we can extend the next phase further south closer to the ballpark.

And then, in the northern Embarcadero segment, we do have some quick builds on Jefferson Street that we want to pursue and will be pursuing in the coming couple of years. But going back to our conceptual planning phase, we realize that the changes needed to get the two-way bikeway all through the northern Embarcadero segment was going to be, you know, very, very expensive and was going to be a very minimal facility so really kind of hoping that the waterfront resilience program will be leading on that planning.

And whatever sort of projects emerge from the Army Corps studies, that will be the mechanism and vehicle to possibly extend the bikeway further north. But it's not going to be out of our Embarcadero enhancement program. We can't figure it out. That's where, I think, the investment now doesn't make sense. It makes sense to coordinate on something larger.

Vice President Engblom: And then, my last comment would be, just as a cyclist, it's important to be able to -- like thinking about what it's like to move through it but also thinking about bike parking is something that's always a challenge. It's hard especially near events or -- so to think about a way to celebrate bike parking instead of leaving it as an afterthought because --

Casey Hildreth: Yeah. We -- I mean, it's especially hard when our scooter companies are just dumping a bunch of scooters on all of the racks that we put out. But I mean, we actually have done some pretty detailed work to add racks particularly around the Ferry Building area.

So we have -- if you notice, we have some hubs by the Pier ½ there. Part of it's fenced off now. We've added a bunch more parking right out in front of the Ferry Plaza and even out on the Harry Bridges Plaza. So we've brought a lot of bike parking with our quick-build project through this area and I think would continue to try and add that parking in a way that's still leaving a lot of the other, you know, wonderful qualities of the promenade the way they area but being very strategic and sort of quiet adding those amenities in.

So I would expect that that would come with our project, you know, something that we could easily add towards the tail end of our design phase.

Vice President Engblom: That's it. Thanks, Casey.

Casey Hildreth: Thank you.

President Gilman: Jai, Casey, thank you. I think my commissioners have really covered it. I just want to underscore three points. And you don't need to comment. I just really want to underscore as a walker the safety for crossing the intersections.

I'm not saying it needs to be bicycle lights. But really, whatever signage we can do -- and please correct me if I'm wrong. But my understanding is, to all my fellow cyclists, that they need to abide by the same traffic regulations as vehicles when it's a stop at a red light and it's a pedestrian walkway. Pedestrians have the right of way.

Casey Hildreth: Always.

President Gilman: Yeah. So anything you can do to uplift that and amplify that, as someone who actually walks the Embarcadero every day, I think that would be appreciated. I had a question because it was brought up by my fellow commissioner about the pedi-cabs. Are they licensed?

Casey Hildreth: That's a good question. I believe they are licensed through the police department. But I would have to either defer to someone else in the room or we'll come back to this group or defer to my colleague, David. Yes. [laughter]

David Beaupre: Good afternoon, commissioners. So the Port does license the pedi-cabs on Port property to operate on the Port property.

President Gilman: Okay. Okay. That's wonderful to know. So I think, too, with this project, if there's anything we can do to notice them or encourage them particularly on the weekends around the farmers market -- I understand that non-motorized vehicles have a right to be on the promenade and that we can't restrict that.

But it's sometimes just really, really -- it's very, very congested as we come back to pre-pandemic levels on Saturdays and Sundays, particularly the Ferry Building to Pier 39 because we have bicyclists. We have pedi-cab drivers. And we have families and walkers. And we have human beings who believe they can walk six or seven deep.

So it's just becoming very, very challenging on the promenade. So anything that we can do from an interdepartmental thought partnership to make it better for folks to come and go, I think -- I just wanted to add that comment -- I think would be phenomenal. And --

Casey Hildreth: Thank you.

President Gilman: -- supportive of the item, so thank you so much, Casey.

Casey Hildreth: Thank you.

President Gilman: Thank you.

Casey Hildreth: Appreciate your time.

President Gilman: Next item, please.

11. PLANNING & ENVIRONMENT

B. Informational presentation on an unsolicited and artist sponsored proposal by the Sijbrandij Foundation in partnership with Building 180 to place temporary public art along the Port of San Francisco's waterfront as part of the Port's Public Art Program.

Amy Cohen: Okay. Good afternoon, commissioners. I'm Amy Cohen. I'm the business-generation manager at the Port. Thank you for giving us this time to present an informational item. I wanted to thank Director Forbes and Mike Martin and especially David Beaupre, who has been helping shepherd this project. I'm here today with Ryan Wassum. And Cathy Hickey is also on our team but couldn't be here today. We're a team from planning and real estate.

I also wanted to thank Meredith Winner from Building 180 for being here today. She'll speak a little bit at the end. And she and her co-producer, Shannon Riley, who is not here today, are our phenomenal partners. So we will be presenting some art. I know it was a sort of very sad and a very serious topic. Now, it's a fun topic.

So we'll be -- we are here because we've had an amazing opportunity come our way. A group called Building 180 and a foundation called Sijbrandij have come to us with the opportunity to place temporary sculpture along the waterfront.

You've heard Elaine talk about this. You've seen some of their sculptures. We are in talks about placing 20 temporary sculptures. And we are here today to show you options for the first 12 sites. We're implementing a phased approach because, as you know, we haven't had a whole lot of temporary sculptures on the waterfront.

We do have some very impactful permanent art. It takes a long time. It costs a lot of money. The temporary sculptures -- the Port doesn't have a lot of experience with it. But we have a lot of interest in having art. And I'll tell you more about that in a minute.

Our intention is to install the first 12 sculptures between Heron's Head and Fisherman's Wharf so along the entire waterfront. But the biggest cluster will be adjacent to downtown. To leverage the investment that this private foundation is bringing forward, we intend to create a waterfront walk, like an experience, which is a Port economic-recovery goal, to connect the existing and the new art together into a guided walk that will have some kind of QR code and a map and some marketing with it.

We've also put together a team that can help with programming and especially with stewardship so keeping an eye on all the sculptures. Our hope is to install the first phase in fall 2025, which is really soon. We're here today to give the sponsors a lead time so that they can go secure the art. They can secure the budget. They can secure our approvals.

Our sponsors are the Sijbrandij Foundation and Building 180. The Sijbrandij Foundation is formed by Sid and Karen Sijbrandij. Sid was the former CEO of GitLab. Their goal is to place 100 pieces of sculpture around the city by 2028. And they have partnered with Building 180, which is an art-production firm, to place these sculptures.

Building 180 has worked with the city in multiple capacities doing complicated public art including placing 250 temporary murals on boarded-up storefronts during the pandemic. They also partnered with Fisherman's Wharf CBD on the murals in the Crab Wheel Plaza and next to 490 Jefferson.

You have seen the very tall piece of sculpture in Embarcadero Plaza. And you've probably seen the art starting to appear at Sunset Dunes and also in Golden Gate Park. This is all them.

The opportunity fits squarely into the Port's public art program, which was finalized in 2023. The program allows Port staff to take advantage of externally sponsored temporary art with the executive director's approval and public presentations to the Port Commission and others, which I'll get to in a minute.

The program has set criteria -- very general criteria for public art and how it should conform to the waterfront and to public access. When we were approached by Building 180, we already had sites for art in mind. We gave them a number of sites.

We also gave them some other guidance in addition to the art criteria including themes that might be specific to the water or even to the climate. We encouraged interactive pieces. There's not a whole lot for families. So there was a desire to create some interactivity.

We gave them some interest around diversity and equity among the artists in terms of where they are from and also their background. And we told them we were interested in creating a trail. They presented us with multiple options for

each site. And then, we started talking to the engineers and to the safety people and the risk managers.

And we honed it down to two options for each site. We're here today with those two options, a top choice and a backup. We are going to carry through this process with the top choice and a backup knowing that we have a number of factors still to finalize.

We are in the review process right now. We will be going to the immediate stakeholders and businesses next to these sites over the next two months as well as doing the licensing and the permitting. I'm going to now turn it over to Ryan to show you the sites and show you the art.

Ryan Wassum: Good evening, commissioners and Executive Director Forbes. My name is Ryan Wassum. And I am a planner with the Port's planning and environment division. And now, I get even the more fun part than Amy had. I get to walk you -- I'm just going to highlight the locations from north to south and then walk you through the art.

So from the northern waterfront, like Amy mentioned earlier, start at Pier 45 Plaza and work its way down on Brannan Street Wharf. And as you can tell by the colors on the right-hand side, we've split up the different installations into three phases. 1A and 1B is the focus of today. There's going to be 12 installations. And then, phase two, we come back hopefully next spring for installation next summer.

Looking at the southern waterfront starting with China Basin Park down to Heron's Head Park -- one note I'd like to make about China Basin Park is Building 180 is working with Mission Rock Partners separately on installations for that area.

And now, we're going to go through some of the top art selections and the backups. So starting from north to south, we're starting with Pier 45 Plaza, the top selection being Desert Shark by Peter Hazel. So for each of these moving forward, you're going to see a rendering on the left-hand side. And then, in the right-hand corner, you're going to see the location and then followed with additional pictures below.

And then -- so for each of these, there will be a backup slide. And then, you'll notice a lot of the backup pieces you've seen before. But that's just k -- they're backup installations. So the backup for Pier 45 Plaza is Coralee by Dana Albany.

Moving down further south to Pier 27 cruise terminal lawn, the installation is called Atabey by the artist El Nino. The backup for that same location is Evolution Field III by Matt McConnell. Now, moving to Pier 7, the top selection

choice is Got Framed by El Nino. The backup for that same location being Toroid by the artist named This is Loop.

Moving a little further south to Pier 1/2 right outside the Port's office is Coralee by Dana Albany. And the backup piece for that same location being Bird's Eye View by Nicki Adani.

Moving to in front of the Ferry Building in Harry Bridges Plaza, the top selection being Echoes by Mathias Gmachl. And the backup for that same location being Toroid, which you just saw for another location prior.

Stepping up into WETA Plaza, Drishti is the top choice by Kristen Berg and the backup piece being Echoes by Mathias Gmachl. Going just slightly south to the Pier 14 area, the top selection being Pulse Portal by Davis McCarty and the backup choice being Bird's Eye View by Nicki Adani.

The next location, Brannan Street Wharf, the top selection being Corpus by Michael Christian and the backup being Atabey by El Nino. For the Pier 52 boat launch location, the top selection is Steelhead by Bryan Tedrick and the backup for that same location being Bloom by Michael Christian.

Moving further south in front of the Chase Center at Bayfront Park, the top selection is Louis by DeWitt Godfrey and the backup being Evolution Field III by Matt McConnell. For Crane Cove Park, the top selection being Dr. Fisherian's Runaway Machine by Chris Wollard and the backup for that same location being Strobilus by Mario Martinez.

And then, the furthest location south for Heron's Head Park, the top selection is Bloom by Michael Christian and the backup being Steelhead by Bryan Tedrick. So before we conclude the presentation and do some Q&A, I'd like to invite Meredith Winner from Building 180 to come up and say a few words.

Meredith Winner: Hello. Good evening. I'm the COO of Building 180, which is the public art agency based in San Francisco. And we are the operating and curatorial partner of the Sijbrandij Foundation and the newly launched initiative called Big Art SF.

We've been working with the Port for over six months now. So it's very exciting to be here to finally present our findings to you. And we couldn't be more thrilled to bring artwork to the waterfront, as the promenade is one of the most iconic stretches of San Francisco and also one of the most beautiful stretches.

Through the generous support of the Sijbrandij Foundation, we're committed to bringing dozens -- the goal of 100 sculptures to San Francisco by 2028. And we're beginning this at the waterfront and what will become an expansive art trail drawing even more visitors to the area.

This is a gift to the city at no expense to the city taxpayers or our partners. These initial 12 sculptures slated to be installed in October of this year will serve as an enhancement to the waterfront and a contribution of the cultural fabric of San Francisco.

It's been a very big and amazing collaborative effort to get to this point with many curatorial iterations, site visits, feasibility studies and meetings with various stakeholders. And we're grateful to the Port's enthusiasm and to Amy Cohen, Ryan Wassum and Cathy Hickey for partnering with us to further develop the Port's public art program.

I think that's all I have to say. So we can start with questions, I guess. Okay. Perfect. Thank you.

President Gilman: Sorry. My mic fell. Thank you, Amy and Ryan. Before we launch into questions from commissioners, is there any public comment in the room? Please just come up to the podium.

Public Comment on Item 11B:

Jane Connors: Good evening, commissioners. I'm Jane Connors. I'm the general manager of the Ferry Building and excited to be here tonight because we want to express our strong support for the Port of San Francisco's public art program.

Activating the waterfront through art not only enhances the visitor experience, but it also strengthens our connection to community and the city's cultural identity. Amy Cohen and Ryan have kept our team thoughtfully informed of the program.

And we are so incredibly excited to see this kind of creative activation along the waterfront and are happy to support it. We know how important and how beneficial activation that we've done at the Ferry Building in the last few years has been and seeing it stretch and sort of connecting our waterfront partners from Heron's Head Park to Fisherman's Wharf. It's really exciting.

And the last time this type of activation happened during the America's Cup, it brought such a sense of cohesiveness and excitement along the waterfront so really, really thrilled to be a part of this, thoroughly support it. Thank you.

President Gilman: Thank you. And happy 127 years.

Jane Connors: Thank you. Thank you. Yeah. [laughter] It's on Sunday. Yeah.

Yennga Khuong: Hello, President Gilman, commissioners, Director Forbes. I'm Yennga Khuong. I'm with the San Francisco Giants. And I work to bring programming and events to the Mission Rock neighborhood. So I'm here to enthusiastically support this initiative, a rare public-private partnership where the city doesn't seem to have to pay anything to bring these fantastic artworks to the waterfront while being anchored by a Port-created art walk to stitch together old pieces and new pieces for really great storytelling opportunities.

We really -- we're so really supportive because, while these are temporary artworks, we believe this is a lasting experience connecting major attractions along the waterfront and Port property. I'm confident that the San Francisco Giants fans will appreciate this additional layer of fun to and from games.

And I absolutely know that the Mission Rock neighborhood, residents, retailers, workers will appreciate the additional footfall from this experience. It's been really great working with Amy, Ryan and Cathy and Building 180 to be a part of this really fun experience at the waterfront. Thank you.

President Gilman: Thank you.

Meredith Winner: I'm reading a letter on behalf of Ariel Sutro, who is the cofounder of Coven. And I am reading her letter. Dear commissioners, on behalf of Coven, I am writing in strong support of the Building 180/Sijbrandij Foundation proposal to place temporary public art along the Port of San Francisco's waterfront.

As our region drives technical innovation, public art provides a human balance, spaces for reflection, connection and creativity that keep our communities grounded. We celebrate the leadership of Amy Cohen and Building 180 and the generosity of the Sijbrandij Foundation, who are working in conjunction with artists, property owners, civic agencies and local businesses and neighboring communities to maximize the impact of the generous temporary public installation proposed.

This project also creates opportunities to involve additional artist communities, engage with residents from across San Francisco along the waterfront making it even more meaningful as everyone's neighborhood. This is exactly the kind of partnership San Francisco needs to keep its waterfront dynamic, inclusive and reflective of the city's spirit. We urge the Port Commission to support this proposal and help make this vision a reality. Thank you for your consideration.

President Gilman: Thank you. Is there any other public comment in the room? Jenica, is there any public comment on the phone?

Jenica Liu: Yes. We have one caller.

Greg Champoux: Hi. This is Greg Champoux. I live in North Beach. And I think that's a beautiful idea and a wonderful donation. I don't mean to deflect from this particular project. But has the Port ever considered working with the city to make it an entire bay-front walk? Because I always hear from tourists and visitors that they love walking to Golden Gate Bridge or from Golden Gate Bridge all the way through Fisherman's Wharf and to the Port.

And I don't think we have anything set up to do a -- quote -- entire waterfront walk. But maybe that's a question for another day. But I think it's a wonderful idea. Thank you.

President Gilman: Thank you.

Commissioners' Discussion on Item 11B:

Commissioner McNeely: Sure. I think this is awesome. I mean, this is just fantastic. I also sit on the board of SFMOMA. And I recall back, when the Fisher Wing was being built, that the museum sponsored art on the go. And nothing really energized the community more than public art. I mean, it was a phenomenal success.

And I think the opportunity to engage audiences is unlimited. I want to thank the generosity of the foundation for coming forward with this tremendous gift. It's fantastic. I love the idea of the guided walks and the trail, something that kind of connects the art together.

I hope we can include more information about the artists and their inspiration maybe through a QR code or something that would continue to educate the community around this wonderful art. But I think it's incredible. It's -- every world-class city needs great public art. And I'm so glad to see it coming to San Francisco in volumes.

President Gilman: Commissioner Lee?

Commissioner Lee: Nothing really to add other than the art itself is really kind of Burning Man style. I mean, it's really -- no. It's different. Right. You know, you think art is like the statue. But each image is so cool and the way it's lit up at night. So the art walk -- it's good.

It kind of reminds me, if you can do something with the QR code that's actually au -- you know, that they can listen to on their phone and kind of have that interactive experience like when we used to go to the zoo. And you put the key in the little box, you know. And then, you heard about the whole story about the art and the founders and where it came from.

So I think it's a great idea and doesn't cost us any money, maybe just a little bit. But it's a great donation. Thank you so much.

President Gilman: Commissioner Adams?

Commissioner Adams: I think this goes really hand in hand with our new warehouse we're going to have with artists. They're going to be in a warehouse --

President Gilman: Mm-hmm.

Commissioner Adams: -- and our waterfront. And it just shows the culture. And you know, they've got a pub crawl. We could have like a walk/crawl seeing all the -- whether it's a first Friday or first Wednesday or something like that. I love it. I think this is great. I think this is on time.

I think this will excite -- as we're trying to get our tourists to come back to San Francisco to see that we're evolving and seeing it. And it's something to look at. So I'm supportive of it. Thanks.

President Gilman: Vice President?

Vice President Engblom: Thank you very much. Thanks to the foundation behind this. It's very exciting. I guess I have two -- one maybe because we just got the presentation on the Central Embarcadero improvements. I hope that we're coordinating the location of these artworks with that construction. So that's just a pragmatic thought.

And then, I noted in the -- I mean, today, we talked a lot about the hardware. But I think this has some incredible opportunities for the programming of bringing people to the waterfront. You know, so thank you very much.

President Gilman: So Amy, Ryan, I think -- you know, 100 percent I think you have absolute enthusiasm from the commission. And I want to thank the Sijbrandij Foundation for bringing 100 pieces of public art to San Francisco. What an incredibly wonderful north star for your foundation and for 180 to have for -- as a San Francisco -- I just want to really thank you particularly as we see the struggling of museums left and right from the Jewish museum and the Mexican heritage museum that are struggling with themselves with their hours and their unsustainability.

To bring this public art to San Francisco, I just really want to commend you for that. And I do just want to encourage -- I don't know the technology behind it. But if there's any way with the QR code or the interactiveness, if it can be dynamic -- I don't know if this is possible.

But if there's a way -- like when we do open studios citywide, to have that pop up on the QR code or when the adjacent neighborhoods for the waterfront -- I always think it's really important that we have a connective tissue back to them. So when Dogpatch or North Beach does what -- you know, their artist walks or their first Friday, which is a North Beach event, it would be a great way if we

could uplift those as part of the QR coding as well to drive tourists to our local makers and our local artists who may not be producing art at this scale.

Those are my only comments for connectiveness. But thank you so much. And you have absolute support from this commission. Next item, please.

12. REAL ESTATE & DEVELOPMENT

A. Informational presentation and possible action to (1) terminate the Exclusive Negotiating Agreement and Term Sheet with 550 The Embarcadero Property, LLC for the proposed Piers 30-32 and Seawall Lot 330 project, generally located along the Embarcadero between Bryant and Beale Streets; (2) approve a new Exclusive Negotiating Agreement and Term Sheet with 550 The Embarcadero Property, LLC for Seawall Lot 330; and (3) approve a new Exclusive Negotiating Agreement with Embarcadero Pier Property, LLC for Piers 30-32. (Resolution 25-40)

Wyatt Donnelly-Landolt: Good evening, President Gilman, Vice President Engblom, commissioners. Wyatt Donnelly-Landolt with the Port's development team, joined by my colleague, Christine Maher and representatives from Strada. And at the end of the presentation, Jesse from Strada will come to give quick comments to add on to my presentation.

So there's a lot of different actions here that we are requesting approval for today. I want to talk about the goal and the intent separate from the actions because these are technical legal actions. The goal -- and we'll talk about why during the presentation -- is to separate the two projects -- we had them moving them forward as one -- is to separate the two projects and advance Seawall Lot 330 on its own, take 18 months and examine Piers 30-32. And hopefully, in 18 months, we'll be in a good position to advance that.

The project always had phasing and separate movement of these. But this will formally separate the two into two projects. So the agenda for the presentation -- I'll go through the timeline of the projects, talk about the development concepts on each side and then talk about the current landscape and then talk about why we are recommending advancing Seawall Lot 330 and evaluating Piers 30-32 and how we will go about doing that and then talk about next steps following this meeting.

So just to go through the timeline in 2019, the Port Commission endorsed the development strategy following the waterfront plan. Piers 30-32 and Seawall Lot 330 were one of the first sites coming out of that. An RFP was issued in 2020. This was right at the beginning of COVID. It was a very different world as a whole but especially specifically in terms of San Francisco real estate.

And a lot has changed throughout that time. So the Port Commission approved the ENA in 2021. 2021 to 2023 was really focused on community outreach and adapting the plan based on community feedback and outreach to state entities and regional entities, specifically the State Lands Commission.

And SB 273 was passed in 2023, which authorized the 30-32 development. And then, in 2024, about a year and a half ago, the Port Commission approved a term sheet. And then, the board endorsed that and approved a fiscal feasibility study.

Over the last year and a half, a lot has changed -- some things have stayed the same. And some things have changed, both not in positive ways as it relates to this project. And the city has also -- continues to face a major housing shortfall. And Seawall Lot 330 is housing focused.

So the concept at the term sheet, Seawall Lot 330 was two residential buildings with about 15 percent inclusionary affordable housing. This could be done in phases or as a single phase delivering 619 units of housing and then land dedicated for 100 percent affordable building, 713 units total, 25 percent affordable.

Pier 30-32 was the reconstruction of a single resilient pier with the vertical improvements on top. The majority of that space is office space, which is the economic driver, the revenues for the pier. And then, on the Embarcadero, really activating that frontage is a market hall.

This also includes strengthening of the seawall and all the substructure. Those are major cost factors, \$400-plus million needed and, finally, an aquatic center and deep-water berth. You can see that in the foreground so taking what's currently mostly used for parking in a challenging condition and reconstructing it into this.

Over time, Piers 30-32 had a funding gap when the term sheet was approved of \$125 million. That's of that \$400-plus million in infrastructure and resilience improvements. We were more optimistic a year and a half ago about outside funding. I think that's one of the key things here is just uncertainty with federal funding and the complex timing of the seawall project.

I think the goal here would be to move a stretch of the seawall together. It's really difficult -- it would be difficult to do things separately. So that complex timing creates uncertainty. Investors don't like uncertainty. And given finally the prolonged weakness in the office market, it creates a combination of factors that make 30-32's feasibility challenged in today's market.

And just to put concrete numbers on this, in 2020 when we started this, the office vacancy rate was in the single digits. You know, we had no idea what was going to happen over the next five years. Today, it went -- the most recent

report was it went down to 35 percent. So it's just a completely different environment there.

And again, office is the economic driver that allows us to make the resilience improvements and build the infrastructure there. Second is the city is facing a housing shortfall. We have a goal of approving 81,000 units. We are nowhere near on track for that.

I think there's a combination of factors really slowing us down. The economy has been a big part of that. But we want to move that forward and build as much housing as possible to support that goal. So we wanted to really focus on, how do we meet the RFP goals, which is about infrastructure, resilience and bringing the maritime goals to Piers 30-32 and meeting the city's housing goals?

So what we believe is the best path forward, given the challenging situation, is to advance 330. So we move forward these homes, 713, 25 percent affordable at completion. And this will also generate funding for Piers 30-32, which I'll talk about in one second.

So again, we've got the 713 homes, land dedicated for affordable housing. This could come in phases or together as one phase. That optionality kind of depends on demand and the market and the timing of it. And affordable would come later, as funding comes in. We're working with MOHCD on timing for that and availability.

And just the lease terms here -- 75-year lease, \$1.8 million in ground rent - this is a key figure. The original term sheet that was approved contemplated \$600,000 in rent. We're now moving this up to \$1.8 million. That was the figure that was tied to nonperformance on the pier. So if they did not complete the piers, it would jump to \$1.8 million.

So there's the stepped increase going from \$600,000 to \$1.8 million. So essentially, what we are doing is -- we knew there was this risk. We knew there was a funding gap. And we're shifting from a subsidized rent of \$600,000 to the more market-based rent of \$1.8 million.

And this equals the net present value of that ground rent. The tenant's responsible for the property. At the end of the lease, it would revert to the Port. And again, you can develop it in two phases. The rent is both 50/50. Most importantly and getting to Piers 30-32, the Port will now control the IFD, infrastructure financing district, and CFD, community facilities district, sources.

These are the public financing sources. It's a novel tool the Port has used at Pier 70 and Mission Rock. And we hope to use it at more sites across the waterfront. It will generate an expected \$60 million to \$70 million to fund resilience improvements, infrastructure and pier rehab in the vicinity of Piers 30-32.

So the \$125 million gap was after this. We still have that. But this is a seed fund to really start Piers 30-32 and hopefully position as best it can be in 18 months to kick start things when it's ready and move. It is insufficient. I don't want to sugarcoat it. It's wholly insufficient for the work that's needed at Piers 30-32. But it starts us.

And delaying Seawall Lot 330 means we have no money. It puts us at zero. So this gets us \$60 million closer to that target. Delaying 330 -- that \$125 million gap is \$185-ish million. It's not the position we want to be in. I think we'd love to have zero and be ready to go. But it's not the market we're in today. So we're trying to best position the property.

Given these challenges and the continued uncertainty in the office market, we want to evaluate Piers 30-32. So the \$125 million gap is there. We want to look for outside sources. We want to also kind of analyze the project itself as the real estate world has shifted during the time that we've contemplated this project.

I'm not going to talk about any specific ideas today. We still really need to dive into those. But we'll be coming back three times over the next 18 months to keep you apprised of our work with the goal at 18 months we'll be approving a new schedule of performance.

So at the six-month mark, we will identify the ideas we are looking at. So we're going to come with ideas for Piers 30-32. There will not be any analysis at that meeting. It will more be here's what we're going to look at. We want to take time, look at the components of the project, think through what different things can we do to improve the feasibility.

And some of that may just be waiting out the market. There are certain market factors that we will know -- know will change over time. Interest rates will change. Part of that is just a business cycle. But there's also a structural factor with the current office market. It's a little beyond what a typical cyclical business market would -- cyclical business cycle would be.

At 12 months, we'll come back with that analysis. So that could be things like cost estimates, different iterations of components. And then, 18 months, we'll come back with a recommendation on actions. Our goal is a schedule of performance related to the project you see here. But we want to be prepared and have the best options on the table and know what else we can do to make Piers 30-32 a reality.

Finally, we don't want to just sit on it as a parking lot. So we're going to work with the developer to explore interim activation prior to redevelopment with the goal being to really enliven Piers 30-32 and bring some of the things that you see in the picture in the market hall, bring some of that energy to the piers as they exist today.

So next steps on Seawall Lot 330 -- we would proceed with negotiating transaction documents. The goal would be to come back in 2026 for that approval. And the developer would submit an application to planning. And then, on Piers 30-32, we'll be back in six months with the update identifying the ideas that we're going to explore and then develop an interim-activation strategy.

So myself and my colleagues are available for questions. I did, before we -
- I want to invite Jesse Blout from Strada up to give quick comments. Thank you.

Jesse Blout: Good evening, commissioners, President Gilman. Jesse Blout -- I'm the founding principal of Strada Investment Group. We're a San Francisco-based developer. I've been working on this project for five years. It's been a labor of love.

I think we've probably done 75-plus meetings in the community. I think we, with the residential project, have ended up in a really good place. One of the things to note on that is we started with a much bigger project, 850 units, two towers. We ended up, through the conversations with the neighborhood, scaling back the project a bit, down to 713 units.

But we feel very good about where we ended up with the design. And we've held that design steady over the last couple years despite the fact there's been additional tools that have been provided at the state level to increase density beyond what we've proposed.

We've just felt it's important to live up to our commitments to the community on the project that we ended up with. It's a delicate balancing act of addressing neighborhood concerns with trying to find feasibility and generate revenue for the Port. So we feel like we're in a really good place there.

We would love to be in a better place on the piers. Obviously, we've spent two years negotiating with BDCD and State Lands. We got a state bill passed in 2023, unanimous actually. Every single Democrat and Republican voted for it. The governor signed it into law.

We would hope to be a little bit further along with the office market today. As Wyatt noted, no matter what happens with the piers, which we are very invested in finding the solution for, moving forward the seawall lot allows a significant infusion of infrastructure funding for whatever ends up happening at the piers.

Hopefully, it'll look like what you saw on the screen. It may have tweaks and value engineering. It may have some differences. We'll get into that over the 18-month period if we're allowed to proceed today. But no matter what, we've always contemplated the seawall lot being sort of the economic engine for the pier.

So I think it's just important to reinforce that. We've always envisioned going first with the seawall lot. And we're 100 percent committed to getting that project built. It's probably about a \$650 million project on the seawall lot. We have built more housing in San Francisco than anybody in the last five years. We've delivered over 1,000 units in the city, all with PLAs with our partners in labor. And we'd be real excited to move this one forward as well. Thank you very much.

President Gilman: Thank you. So commissioners, before we move forward, can I have a motion to move this item?

Commissioner Adams: So moved.

Commissioner Lee: Second.

President Gilman: All in favor?

Vice President Engblom: Aye.

Commissioner Lee: Aye.

President Gilman: Okay. We've moved the item forward. So first, I am going to call for public comment in the room. Is there any public comment in the room? Folks, just line up at the podium.

Public Comment on Item 12A:

Alice Rogers: Good afternoon again, commissioners and staff. I'm Alice Rogers from -- I'm affiliated with the South Beach/Rincon/Mission Bay Neighborhood Association. And I know the item before you is really technical documents. But I just wanted to make a few comments about the hard work that has gone into the project.

The sponsor, Jesse, and his team recently was at our neighborhood association meeting making a presentation. And the hardcore few people that have their views blocked weren't in the room. But really, to a person, the primary concern is making sure that the Piers 30-32 project gets built.

I think everybody does understand the economic situation. But I think two things about that that -- there is a real, real, real, real interest in that project and a concern that it wouldn't happen. But on the other side of that, I think the five years that the team has invested in this project has chipped away -- through numerous coffee hours and meetings with this HOA and that HOA, I don't know if there is another neighborhood where they had two high rises looking at each other whose perspectives were antithetical to find a middle ground.

And I think they've done it. [laughs] So again, I know this isn't the project itself. But I think they've done work. And we hope that the agreements move forward. And we appreciate that you're doing whatever hooks that you can to get the pier-side project built as well. And I'm totally excited to hear about any pop-up activation because it is really a sorry site now. Thank you so much.

President Gilman: Thank you. Before we have the next public comment, I just need to make a clarification because I made an error after us meeting for four hours already today. I was just moving the item forward. We have not taken action so apologies for that because your comments will influence that. Please come forward and give us your comments.

Dan Torres: Good afternoon, President Gilman, commissioners. My name is Dan Torres. I'm a business agent from Sprinkler Fitters UA Local 483. I would be remiss if I didn't start out by offering my condolences for your colleague, Mr. -- or Brother Byron Rhett. Just hearing everybody talk about him, it's a -- it was moving. So I just wanted to offer my condolences. And like Commissioner Adams said, may he rest in power.

I'm here today to speak in favor of the project, Piers 30 and 32. Give you a little bit of history -- in my early 20s, I was a bouncer at Pier 23. And I remember when all the construction was going up. The whole Embarcadero was dug up and everything. And fast forward, you know, 20-some-odd years. Now, here I am in this position as a building trades rep for the Sprinkler Fitters.

And we have an opportunity to build an all-union project and continue to improve the waterfront here. So I'm excited, you know. I represent over 1,250 men and women that do the installation, testing and maintenance of life-safety fire sprinkler systems. And on behalf of my organization, I am here in full support of this project. And I'm looking to move it forward. Thank you for your time.

Arturo Sainz: Good evening, commissioners. My name is Arturo Sainz. I'm also a business agent for the Laborers Local 261 in San Francisco. Born here in San Francisco, all my running around on my high school days, a little bit younger than the gentlemen before me, 16, 17 on muni all through the Embarcadero, trying to get in to that club. [laughs]

But now, I'm a union leader in the city, which I love, which I did move to South San Francisco. And we strongly support the seawall project. The reason my family and I moved out of San Francisco due to fact -- is housing. Any housing -- every little bit helps. It also comes with having a developer who is willing to work with organized labor to give people a living wage.

Where they work is crucial. I've worked all throughout Northern California. And to have this done here at home and I could be a part of it -- we strongly support. Thank you very much.

President Gilman: Thank you.

Rudy Gonzalez: President Gilman, esteemed commissioners and Director Forbes, my name is Rudy Gonzalez. And I am the secretary/treasurer of the San Francisco Building and Construction Trades Council although, I have to say, the work that we did on the city's economic recovery task force that then Board President Norman Yee and then Mayor London Breed set up at the -- what we thought was going to be a very brief period of disruption, which became a global health pandemic.

This was the type of project that we imagined in terms of the city's economic recovery, in terms of finding a local developer who was committed not only to building a project and scoping a project but really was committed to the vibrancy of the city itself and, at its core, the working class that have built this city.

I couldn't think of a better partner. We deal with a lot of developments. And the ones that I think about actually came true during the pandemic. During the height of the pandemic, on time, under budget, 96 units of permanent supportive housing were built right around the plumbers union hall land.

They built The Brady. They recently topped off and finished The Quincy. There's no other developer in San Francisco that has dedicated more time, invested more effort into building relationships in our city, into meeting the community where they are at and to honoring the working class in our city to make sure that we're not just building projects, that we're building lives.

This is a rather technical item before you. We're talking about, you know, bifurcating Seawall Lot 330 and the piers and what's timely now and what's feasible now. But I'll tell you what always pencils out. Living wages always pencils out. Family-sustaining healthcare, retirement security -- those things always pencil in any economy. And there are developers like Strada who really stand out from the rest of the pack.

Infusing the infrastructure, the IFD creativity and opportunity where we've seen it play out with other waterfront developments and even developments like the Potrero power station with an EIFD. These are really creative tools that you can all leverage to spur and really be a catalyst for development in the community.

On the housing piece, you know, it may not have been the original plan. But it certainly meets the moment. It meets the urgency around our desperate need to build more housing. That a private developer is proposing such a rate of affordability when they could otherwise maximize other streamlining and density bonus laws and just maximize and twist every ounce of profit out of this -- that's not what we're seeing.

We're seeing a really thoughtful, well-designed project that will improve our housing stock, that will put people to work. And a final note is I just have to say, in the path of our economic recovery, we haven't been doing so great as a city. We still have around 700 tradespeople who are CityBuild graduates and registered apprentices that are on our benches and out of work right now.

The prospect and the long game of these decisions you're making now will meet the moment and will ensure our economic vitality for years and generations to come. So we urge your support of bifurcating these projects. Thank you.

Chris Rosas: It's hard for me to follow that. But my name is Chris Rosas. And I'll make this short. I'm a business agent for operating engineers. And I've been in it for about 30 years now. I've heard of this project through the grapevine for the last few years. It's super exciting. We hope for the support. Thank you. That's all.

President Gilman: Thank you. Next speaker?

Emmanuel Sanchez: Hi. Good evening, members of the Port Commission and staff. My name is Emmanuel Sanchez. I am a member of the Ironworkers Local 377 based here in San Francisco. Our union prides itself on being an inclusive organization that helps hardworking construction workers advance to the middle class.

Through state-approved apprenticeship and industry-leading training, we turn jobs into good careers. This project represents a real opportunity to put blue-collar workers back into action in our city. And while this project has a long path to completion, we have reached an important milestone. I respectfully urge you to vote to approve the ENA for Seawall Lot 330 and Piers 30-32. Thank you.

President Gilman: Thank you. Is there any more public comment in the room? If there is, please make your way to the podium. Seeing none. Jenica, do we have any public comment on the phone?

Jenica Liu: Yes. We have one caller for this item.

Cameron Robbins: Good evening, commissioners and staff. My name is Cameron Robbins. I'm here in support of the approval of the modified ENA of the Seawall Lot 330. As a skilled operating engineer, I know the power of a good union job. And I'm proud to say that the developer has committed to using union labor and apprentices on the construction.

Moving forward today will allow Strada and the Port to move forward with 715 units of much-needed housing. I respectfully urge you a yes vote. Thank you.

President Gilman: Thank you. Okay. Seeing no more public comment, public comment is now closed. Commissioner Lee?

Commissioners' Discussion on Item 12A:

Commissioner Lee: Question for Strada -- so -- yeah. Once we get the housing seawall started and -- let's say it's built. And you even have to start selling units. How long will it take and how many units you need to sell to get started on Pier 30-32?

Jesse Blout: Thank you, Commissioner. That's a good question. Well, first of all, we're probably -- more than likely, this is going to be a rental project on the seawall lot because it's a ground lease.

Commissioner Lee: Okay.

Jesse Blout: It's difficult to sell units on a ground lease. But you know, typically, you know, it can vary depending upon market conditions as to how long it takes to lease a project like that. Perhaps two years would be a good kind of benchmark to think about in terms of lease-up time.

However, we're not really thinking about waiting that long. I mean, the goal would be to -- through this feasibility period that Wyatt discussed under the Piers 30-32 ENA to come back to you within six to 12 months with real solutions to moving that part of the project forward.

And then, you know, if you like what you're hearing as to the ideas we're coming up with, which could range from kind of more tweaks to the existing project, things that reduce cost, value-engineered elements to other creative ways of revenue side to help finance the project to something, you know, potentially different than what you saw, we could be back very quickly with a plan to go forward on the pier.

Commissioner Lee: You know, things are going to cost 20 percent more, you know, by the time you figure it out. I'm just -- you know, I'm just kind of, you know -- the public kind of wants that pier. Right.

Jesse Blout: Yeah.

Commissioner Lee: I mean, housing -- we need it. Housing is going to -- definitely the project is going to create the jobs we need. But at the same time, it's going to cost you more, you know, the longer you delay. Right. I mean, we all know that.

I was wondering if -- even if you got the structure, even though you can't build out the offices, you've got the frame. You know, you could get the retail going and get some activation. We can have a cruise ship parked there, at least

get the ground floor going. I know that the pier itself is going to cost a lot just to fix it. So probably a lot of your money is going to go there.

Jesse Blout: Yeah.

Commissioner Lee: But I'm just curious. When you guys come back, if there's a way to at least get the frame up and then come back -- you know, when the market's better in the office space, you know, then -- you know, premium office space on the waterfront would be great.

Jesse Blout: Right.

Commissioner Lee: So --

Jesse Blout: And we are -- that is very much one of the ideas that we've been talking about is, could you phase it in a way where you're building the kind of core infrastructure and then come back later when the market's stronger to do the office and other things that kind of community benefit so exactly along the lines of some of the things --

Commissioner Lee: Okay. So --

Jesse Blout: -- we might be coming back with for discussion.

Commissioner Lee: Okay. Great. Because hopefully, I'll be here still. [laughs]

President Gilman: Commissioner McNeely?

Commissioner McNeely: Yes. Thank you. A few questions -- one, I'm -- I compliment Strada for your outreach and for your inclusion of the labor community in this project. The support that you've -- that's been articulated from both the labor community and from the neighbors appears to really bode well for good faith in what you're doing.

I thought this was an extremely interesting project. But I will express some serious concerns around severing the two projects for obvious reasons, the pier being certainly something that's a significant public benefit. But housing, we know, is a significant need as well.

And I'd like to ask, you know, what kind of guarantees can we have from Strada that, having started executing on the housing project, that you'll continue on with your obligations for the piers? And I guess, to staff, to Wyatt, I understand the escalation from the ground lease, which is now, I guess, doubled because of the delay of the pier.

Are there any opportunities there for us to continue to look at that as the project progresses as we look at -- my understanding from the lease is that the

lease -- the full amount of the lease payments happen on the sixth year, I believe -- and whether or not there's any opportunity for us to kind of u -- continue to monitor and to ensure that we're having full performance on both contracts as we continue to move forward on it through some timeline?

Wyatt Donnelly-Landolt: Sure. So just to speak to your first question about guarantees, none of our development agreements have any guarantee. I think that, with any development, there's always risk and uncertainty. And until you really break ground, we don't get to the guarantee level.

Commissioner McNeely: I guess maybe the proper would be -- not guarantee in the legal sense but maybe a commitment from Strada.

Wyatt Donnelly-Landolt: Yeah. And so I will let Jesse speak to the commitment. I will note they've been here a long time and have been a good-faith partner through a lot of work including going to the state and getting specific legislation for that. So we'll just speak to that commitment. Then -- sorry. Your second question was related to?

Commissioner McNeely: Was whether or not there are any opportunities to look at the lease payment --

Wyatt Donnelly-Landolt: Yeah. So I think that lease structure -- and there is a little bit of sausage making in terms of the tiers of rent and going from 600 to 1.8 to accomplish achieving the same -- the highest rent possible under the previous term-sheet scenario.

I think that's something we could look at. I think the Port kind of hit its maximum under the prior structure. But it's something we could look at as a potential additional source to support Piers 30-32 if that was the intent of the Port and the commission.

The projects would become separate at that point. So that's the legal action today is to terminate the existing agreement and separate them under two separate. So there would not be any cross-connection between the two in terms of one agreement having requirements with the other.

Commissioner McNeely: Sure. Before Strada, one more for you, Wyatt. Under SB273, are there any implications for this delay under that particular -- impacting that particular legislation? Are we able to do what you're asking us to do today? Is there any contravention of SB273?

Wyatt Donnelly-Landolt: I'd have to confirm with the city attorney. I don't believe so. It didn't have time limits in terms -- and in terms of the 18 months we're talking about, I think that's still consistent with our previous targets for construction. This is, again, really like an evaluation and revisiting period.

The project was always contemplated to be phased purely from the construction complexity of doing work on both sides of the Embarcadero and the need to get the funding from Seawall Lot 330 to the pier side.

So I don't think there's risk on the SB273 project. And really, that gave some flexibility within the proposal you saw on the pier side. It was an up-to authorization. So I don't think there's any risk there but can follow up with the city attorney.

Commissioner McNeely: All right. Thank you.

President Gilman: Thank you, Commissioner. Strada -- yes. Sorry.

Jesse Blout: I was just going to get back to --

President Gilman: Yeah. Sorry.

Jesse Blout: -- Commissioner McNeely's question for us. Maybe I didn't say it in the beginning. But like it's killing me that we are not moving the piers project more expeditiously. I mean, we put a lot of effort into just getting the project through the state-level process. We're very proud of that outcome, very proud of the work we did with BCDC to get their endorsement, State Lands, etcetera, very much want to do the project as it's been conceptualized.

And the commitment you have from us is to make -- like turn over every stone, make all the investments we need to make over the next 18 months to figure out a way to get that to pencil. You know, as Wyatt mentioned, the Board of Supervisors -- when they unanimously approved the project, which it included both sides of the pier at the time last spring, you know, there was an acknowledged \$120 million gap that we're hoping to fill between a combination of federal resiliency funding and market improvement.

Air Force One isn't flying in with \$120 million, I don't think, to the City of San Francisco. So it's been a little bit of a setback just to look at the federal-funding picture. That said, there are lots of opportunities still out there to find funding. So we'll be doing that as part of this. But we are not resting until we figure out a way to make 30-32 go forward. I've been trying in various ways for 20 years to get the project.

Commissioner McNeely: Well, I appreciate your honesty and your commitment there. I do appreciate your outreach to the labor community, your outreach to the neighbors, the community. And with that and your commitment, I'll support the item.

Jesse Blout: Thank you.

President Gilman: Commissioner Adams?

Commissioner Adams: I want to say that I stand in full support. I think we've got to understand something. Being on this commission for 14 years, things always change. Nothing always goes like you plan it to go. You can ask the Kansas City Chiefs. They didn't change in the Super Bowl against the Philadelphia Eagles, and they lost because they didn't even go in at halftime and change.

And change is evident. And Strada, you've come forward. And you've said you've got to make these changes. And the world has changed. I think this is great. I've seen the Warriors try to go there. I've been on the commission that long. The Lucas Museum -- a lot of people have wanted to go to 30-32. I've been here. I've seen it.

And they were unable to make it happen. And you're committing. And you're going to do this housing piece first while you continue to work on it. Sometimes, you've got to break it up into two parts. And I don't think that's a bad thing. I always was told that, you know, pigs get fed. Hogs get slaughtered.

So sometimes, you've got to do things right. And so I am in support of that. Organized labor has come out strong. I'm a union person myself, very proud of that. And you're talking about working-class jobs. And this is a working-class city. But this is a difficult project. It really is. It's easy for us commissioners to look at this, to sit up here. But we're not doing the work that you guys are doing or investing into it like that.

We're just looking at it as people making a decision as a commissioner. You're the ones that know stuff that we don't get to see, and we don't know the markets, the viability of our economy and a lot of things that are going on right now. And it's okay.

Maybe we don't get it as fast. But if we, at the end of the day, get it, I'm supportive of that. And you have publicly just said in front of everybody, and everybody heard it that you are behind finishing this whole projects -- both of them. So to me, that's good enough.

And we will see what happens as we get through one part of this project and then as we go on to the other. But nobody in this room, you know, can look into the future and say what's going to happen. We've got a lot of stuff happening in our country right now with tariffs. A lot of stuff is happening.

We don't know -- we could be in a recession in three or four months. And we always think, could have, would have, should have. We don't know. But it looks like you're looking at it. You're taking it one piece at a time, you and your team. You're being very strategic. And you have my support. And the way you're doing it, I would do the same thing. And you have my support. Thanks.

President Gilman: Thank you, Commissioner. Vice President?

Vice President Engblom: Yeah. Thank you very much, Wyatt and Jesse, for the presentation. You know, I just think today's conversation in my mind is what making great cities is all about. I mean, having Alice come from the neighborhood to talk and labor being here to support the project and, you know, having a partner who has a track record in delivering high-quality projects, that's exactly what we want.

In my mind, I think that, you know, it's all about timing. And that project is an iconic project -- or the pier that we're talking about is an iconic project that the right time is going to come. And in my mind, I actually think having a high-quality residential project built and constructed is going to help achieve -- I know we were talking about the cost escalation. But there's also a value escalation for a project like that.

And having a high-quality residential neighborhood alive and the kind of project that I know Strada will build -- I think it's going to actually raise the value of that pier. And when the -- that could happen faster than we think. I mean, I think, a couple years ago, people would have been surprised to be reading the headlines that are out now about the value of trophy office leasing setting new records.

So you know, I think we don't know how this is going to end. But I think this is the right next step. Thanks.

President Gilman: Thank you. I think you're seeing a lot of support here at commission. I had just a couple of questions just to remind me just more for my own edification. I support the item. Can you remind me -- just about the housing -- got a little bit in the weeds here.

Can you just remind me -- you are using the state density bonus, but you're not going to use the other levers that have -- you just made a comment about it. And I just think it's really important for the public and because Alice did mention it and we did get a letter of public comment, you know, that you can't please everyone.

But I do think -- this is more to Jesse and Strada -- you have pleased as many humans as you possibly can in San Francisco building housing. And I commend you always as someone who knows your projects extremely well. The house of labor and your P&L agreements, I think, are a standard, what developers should be doing across California and particularly here in San Francisco.

But can you remind me -- you are using the state density bonus. But as you said, you originally envisioned 800 units. You heard the neighbors. You've ratcheted down to 700. So can you talk a little bit about that, and remind me about what the affordability is going to be on the BMR units?

Jesse Blout: Yes. Thank you. We did scale back from our original proposal back in 2020, which we kind of put together in a vacuum because we were competing through an RFP process. So we weren't sure how the community was going to receive it.

At the time, we had two towers, 850 units. We did scale back to 715 units, a single tower. Ninety percent of the site is below 105 feet. There's one tower that's going to be the same height as The Watermark. That's the plan. It's been that way for multiple years.

That does use the state density bonus to achieve that, to get to that level. But we're not trying to expand upon that plan. So in those years since we started, the density bonus went from 50 percent to 100 percent. So technically, we could add more housing. But we've elected to stick with our commitment.

President Gilman: Okay. And do you know what you're going to be targeting the affordability at?

Jesse Blout: Sorry. Yeah. I mean, I think, of the roughly 175 units that will be affordable, a portion of those will be through the land dedication on the site where we partner with an affordable developer, working with MOHCD to select that developer. It's likely to be, I'm guessing, family housing. It'll probably target, you know, 55 --

President Gilman: Okay.

Jesse Blout: -- AMI to get all the financing and tax credits. On the inclusionary basis, we're doing 15 percent inclusionary to satisfy the balance. And that's tiered based on the city rules.

President Gilman: Okay. Okay. I was just cur -- and that is going to be an on-site dedication? That was one of my other questions.

Jesse Blout: Correct. Yeah.

President Gilman: Okay. Great. Thank you.

Jesse Blout: Mm-hmm.

President Gilman: Really appreciate it.

Jesse Blout: Yeah.

President Gilman: Yeah. So I just want to -- I think, again, for everything my fellow commissioners said, it makes sense to bifurcate these two things and to move forward. And I just, you know, do want to remind whoever seems to be

watching this or looks up this hearing or the three individuals who sent in their public comment letter, the world has changed.

We need to develop, whether people think it's ridiculous or not, 82,000 units of housing under our housing element plan for the State of California. And if we don't, we risk three things. We risk all sorts of other public financing from the State of California -- I'm going to use like one minute for my soapbox -- including other funds that could come to this Port for maritime or infrastructure, that come for transportation, that come for a whole host of things.

Our governor is not playing when it comes to that. He is going after jurisdictions that are not building housing. This is a tremendous benefit for that. And we risk what's called triggering ministerial review, which would mean any developer could come to town and bypass our planning department.

This project is needed. I hope all the neighbors that Alice mentioned who might be concerned really hear this and embrace this project and see a developer who is doing the right thing working with the community and who could be building much more housing on this site than even what he originally intended at 800, dropping it to 716.

So I just really want to say I hope the public hears that and understands that change has to happen. And landscapes are not guaranteed in life. So hopefully, we can move this forward and with absolute neighborhood support and streamlining with the whole process to get this through our city and county.

Commissioner Lee: Fast.

Commissioner Adams: You know, I'm a realist. And I think Commissioner McNeely said, you know, there's a possibility that we can't get 30-32 done. I know that. I'm a realist on everything. I know. I think we're going to get it done. But this is difficult because a lot of people have really tried.

I mean, you've been in this city a long -- it's a big -- it's a monumental task. But I think getting the first part done will make it easier. But it's monumental. Wouldn't you say? Okay. Thank you.

President Gilman: With that being said and the goal that we hopefully will get Piers 30-32 done with as much public benefits as humanly possibly -- because you put the pool in the drawings, Jesse. [laughter] And now, everyone wants that public pool. So you know, you're going to have to make that happen somehow. We have a motion. We have a second.

Commissioner Adams: Let's vote.

President Gilman: Let's vote. All in favor?

All Commissioners were in favor.

Resolution 25-40 passed unanimously.

13. NEW BUSINESS

Director Forbes: Commissioners, I have not recorded new business. Is there new business?

Commissioner Lee: We want a bowling team.

President Gilman: Yeah. So I did hear some new business.

Director Forbes: Okay.

Commissioner Lee: [laughs]

Commissioner McNeely: I just wanted to raise an issue that was -- it occurred to be doing some of the consent items around the scale and scope of many of our construction projects excluding LBEs because of the size and scope of those projects.

And I've had this discussion with the director and with staff around really being creative to find ways of looking at some of our general contractors and some of the large builders to really work with them and encourage them to reach out and perhaps some training mechanisms or subcontracting or other opportunities that we can engage small and minority businesses in ways that we won't -- or that we can't with these much larger projects.

And I just wanted -- this was a continuing theme as I kind of looked at some of the projects. And I just wanted to raise that. And I thought this might be an appropriate time to do that.

President Gilman: Absolutely.

Director Forbes: Absolutely.

President Gilman: Maybe there was no other new business.

Director Forbes: I didn't see any -- I didn't hear any.

President Gilman: Yeah.

Director Forbes: Okay. That's recorded. And we will look at that, Commissioner. And we will find a way, whether it's an informational item or a memo, to really think through what we can do. So we're eager to take on that task. Thank you.

Commissioner McNeely: Thank you, Director.

President Gilman: Yeah. Okay. So is there a motion for adjournment?

14. ADJOURNMENT

ACTION: Commissioner Adams moved to adjourn in the memory of our Port colleague and friend, Brother Byron Rhett. And may he rest in power.

Commissioner Lee seconded the motion.

All commissioners were in favor.

The meeting was adjourned at 6:25 p.m. in loving memory.