



SAN FRANCISCO PORT COMMISSION

**OCTOBER 7, 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

OCTOBER 7, 2025

1. CALL TO ORDER / ROLL CALL

Port Commission President Gail Gilman called the meeting to order at 2:00 PM. The following Commissioners were present: Gail Gilman, Willie Adams, Steven Lee, and Ken McNeely.

Vice President Stephen Engblom was excused due to his attendance at the American Association of Port Authorities Annual Convention.

2. APPROVAL OF MINUTES – September 9, 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 REGARDING ANTICIPATED LITIGATION MATTER (Discussion and Possible Action)

(a) Property: Pier 24 Annex

Person Negotiating: Port: Scott Landsittel, Deputy Director, Real Estate & Amy Cohen, Business Generation Manager

Negotiating Parties: Institute of Contemporary Art (ICA): Lauren Hurst & Ali Gass, Representatives

Under Negotiation: ___ Price ___ Terms of Payment X Both

The Port and interested party the Institute of Contemporary Art (ICA) are

negotiating a proposed short-term License for use of the currently vacant Pier 24 Annex (formerly Pilara Foundation). In this executive session, the Port's negotiators seek direction from the Port Commission on factors affecting the price and terms of payment, including rental amount and manner and timing of payments.

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

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

(b) Property: 1300 Battery Street (SWL 319)

Person Negotiating: Port: Scott Landsittel, Deputy Director, Real Estate & Don Kavanagh, Property Management

Negotiating Parties: JPPF 1300 Battery, L.P. ("JPPF"); Alex Schwiebert, Asset Manager

Under Negotiation: ___ Price ___ Terms of Payment X Both

The Port and JPPF are negotiating a proposed Ground Lease restructure. In this Executive Session, Port's negotiators seek direction from the Port Commission on factors affecting the price and terms of payment, including proposed terms of the restructure of the 1300 Battery Street ground lease after the loss of subtenant Fog City, including ground rent, percentage rent, and concessions.

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

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

5. RECONVENE IN OPEN SESSION

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

No Report.

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

ACTION: Commissioner Adams moved to reconvene in open session without disclosing closed session discussions. 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))

Public Comment on Items Not Listed on the Agenda:

Flicka McGurrin: Should we start?

President Gilman: Yes, please.

Flicka McGurrin: Okay, hello, Commissioners. I wanted to bring my family up regarding --

Commissioner Adams: Speak into the mic.

President Gilman: You need to speak into the microphone.

Flicka McGurrin: -- regarding our lease agreement with the Port for Pier 23 Café, I wanted to bring my family up to read and tell you where we stand at, with the problem right now. Thank you.

Meighan Leibert: Dear Port Commissioners, most importantly, we want to thank you for the serious time, thought and obvious care you have given to our situation at Pier 23 Café. We are very appreciative. We have been negotiating a rent restructure proposal with our property manager, Don Kavanagh and Scott Landsittel. They have both been incredible partners and very supportive in trying to help us resolve our lease issues.

However, given that we are fast approaching our slow season, and the departure of President Elaine Forbes, we think it is important we come to the Commissioners directly to voice our request that will allow us to continue our operation of Pier 23 Café into the foreseeable future.

Since March of 2020, restaurant and tourist businesses along the waterfront have experienced historically hard times. Many, if not most of the restaurants on Port property have closed their doors. Fisherman's Wharf lost some of its largest and most iconic restaurants, like Alioto's, Fisherman's Grotto, Castagnola's and Pompeii's Grotto. None of those operations were prepared for the extent of the financial tsunami that hit us and rather than put in personal funds, they closed their doors.

Flicka McGurrin did not do that. She did not give up. Flicka put hundreds of thousands of dollars into Pier 23 Café, our family business, to pay salaries and sustain operations for as long as she should. And as it has turned out, it looks like as a result, Pier 23 Café may survive. Frankly, that was probably not a good business decision and Flicka will never fully recover the losses, but Pier 23 Café is still around while so many other restaurants have closed.

We've not done a survey, but wouldn't be surprised to learn that Pier 23 Café is now one of the oldest remaining full-service restaurants along the waterfront. Please consider the following for revised lease terms. We are reading about inflation daily in the general press. That inflation impacts our overhead and

we cannot raise our prices to match. We suggest that the percentage rent be set at 5% with the base rent to be as Scott and Don have suggested, at \$10,738.75.

Lei Levi: I will go over more of the lease terms that we are requesting. Our operation at Pier 23 Café is unique.

[Tone sounds]

President Gilman: We're resetting the time for each of you.

Lei Levi: Yeah, thank you. Our operation at Pier 23 Café is unique amongst the sit-down full-service restaurants in that most of our available seating is outdoor and not within a building. During inclement weather, our operations are more like Bay Tours on a boat than a restaurant. In the winter, when it is cold, rainy or worse, people may decide to go to a typical restaurant like The Franciscan, where the seating is inside and the room is heated. But they're not going to go on a boat for a bay cruise nor come to Pier 23 Café.

We have limited seating inside and up to 150 seats outside. Through no fault of anyone other than the facility we lease and operate, we simply cannot produce adequate revenue in the winter to sustain ourselves. In other words, we will always be paying the base rent, as we will never get to the point of paying the percentage. As a result, we request that there be a true up at the end of the year to determine the amount of rent we paid in total versus the amount of rent which would be 5% of gross for the year.

Inevitably, we will have paid more than the 5%. We need to be credited with the overpayment which can be applied to the next year's rent or perhaps to capital expenditure requirements discussed below. There is precedent for a true up on Port leases.

After taking into account data that we have sent the Port regarding historical overpayment of over \$400,000, Don and Scott have calculated a balance through various credits for overpayments to be approximately \$142,735 of repayment. We know this has not been presented to the Commission as of yet, however, given the time sensitive nature, we want to discuss the potential repayment at this time.

The suggestion is that Pier 23 Café can simply pay the balance, or pay the balance over time as an additional rent, or payment over the balance of the term. It has also been suggested to allow Pier 23 Café to pay that balance by making capital improvements to the premises. The latter option seems to be reasonable, and we would like to further explore that possibility. Capital improvements would benefit us as a lessee-operators and benefit the Port as the premises belongs to the Port.

We expect there will need to be some reasonable review of the work for which we might seek credit, so details to be worked out. I will reserve the rest of it to be read by my brother, Mac.

McGurrin Leibert: However, Pier 23 Café does not generate the amounts of free cash that would allow us to spend hundreds of thousands of dollars on capital improvements. We would likely have to borrow some of this money. Our lease only has four years left. We would be approaching the Port soon to discuss an extension regardless, so now seems like the time to discuss a 15-year extension.

An extension would give us the term we would need to borrow the money, and the assurances we seek so that we can continue to grow our business. We have no plan to sell the business. We are a multi-generational family operation, and the Port would have to approve of the sale regardless.

We are happy to discuss further, but there is no question that our willingness to keep the restaurant open over the pandemic with our own family funds should have earned the goodwill from the Port to warrant an extension that would keep us operating for the long term. Thank you for your consideration.

President Gilman: Thank you. I want to remind Commissioners, this is not an agenda item, so we cannot discuss it. Sir, I'll get right to you for the next item. I want to say to the family and owners of Pier 23, we are going to ask staff to work with you on this matter and to try to expedite it as soon as possible so it can come to us in Closed Session for consideration, hopefully at our next meeting. But we cannot comment further on this because it's not an agenda item. Sir, your public comment please.

David Lewis: Yeah. My name is David Lewis and I am here, I did not see the Central Embarcadero Safety Project on the agenda today, but I was told it was being brought forward here. And so, I had some public comment about that, if it's being brought up.

President Gilman: I believe --

Jenica Liu: It's being brought up under Consent.

President Gilman: It's on the Consent Calendar --

Jenica Liu: 10B

President Gilman: -- so you'll have an opportunity under Consent to comment on it.

David Lewis: Should I do that --

President Gilman: No, you'll do that under Consent. Is there any other item, any other public comment in the room for items not on this agenda, or the consents agenda? It can be confusing, so it's fine. Is there anyone else who would like to make a comment? Jenica, do we have anyone on the phone who would like to make a comment?

Jenica Liu: We have no callers on the line. Thank you.

President Gilman: Okay, then I am closing general public comment. Next item please, Jenica.

9. EXECUTIVE

A. Executive Director's Report

Director Forbes: Good afternoon, President Gilman, Commissioners, Port staff and members of the public. I am Elaine Forbes, the Executive Director. First I want to share that it's been a whirlwind month since I announced that I'm retiring from City service after 25 years. I'm thinking of it now more as graduating. I just want to really thank Michael Martin and the whole Port staff who are so good at pivoting and adjusting over this last month. It was once again stellar work and stellar ability to deal with dynamic times. So thank you so much.

Mike and I are working on a transition plan with Port Commission President Gail Gilman and our VP and Alicia Jean-Baptiste, leadership, our Chief from the Mayor's Office, and she's been incredibly valuable. I am a short-timer, for sure, but I'm really thinking about what I want to impart on the organization after 15 really, really wonderful years here. Mostly I think it goes towards why the agency is so great, but also what it needs to continue to thrive, which is significant, actually.

So, I'll be working on that. Now, to my report. I want to note that October is Filipino American month, a time for us to celebrate, honor and reflect on the rich cultural heritage and remarkable achievements of the Filipino American community. This month holds special significance, commemorating the first documented arrival of the Filipino community in the United States at Morro Bay, California on October 18th, 1587.

Filipino American month offers this opportunity to recognize the deep traditions, core values and substantial contributions of the community. Approximately 7% of Port employees proudly identify as Filipino highlighting both the significance of this community and the diversity of our workforce. I want to make a shout out to my great grandmother on my father's side, Pilar Horchata as everyone called her, a very proud Filipino. Raised there until she moved to San Francisco in her 20s.

Now, I'm excited to report on the many efforts Port staff are advancing along our major, our dynamic waterfront. To Economic Vitality, this is the Portola Music Festival. Last month was the fourth time we've hosted this festival. Nearly 70,000 people came to the waterfront during the concert, September 20th and 21st. Pier 80 positively hummed with the energy and music and culture of this event. Mayor Lurie got the crowd fired up on the first night and I believe Michael Martin may have too.

So, crowd was fired up and then Christina Aguilera pulled it across the line. The sound mitigation strategies that have been deployed are helping with the concerns on sound. Decline of 31% from the previous year. I want to note that there's been a lot of coordination to make this happen well, and a lot of community engagement. We've had close collaboration with other City agencies. We collaborated with the City Attorney's office to execute a license for the property. And this brought the Port nearly a million dollars in revenue. So very strong contributor to our balance sheet.

We supported the event producer to engage with District 10 businesses to really find ways in which local businesses could contribute and be part of this event. That was in food service and security. And all in all, we're really underscoring how the Port advances Mayor Lurie's strategy around arts and culture to revitalize the city. Thank you to all the Port staff that made that happen.

Okay, and now we have the Big Art Loop launch. We're very, very proud to be the backdrop for a citywide announcement about the Big Art Loop. This is an initiative that plans to bring 100 temporary art scale sculptures to San Francisco over the next three years, basically making an art gallery that you can walk through, transforming public spaces. Mayor Lurie joined Sijbrandij Foundation to announce this effort during a September 30 press event near the Ferry Building.

The Port will host more than a dozen Big Art Loop pieces along the waterfront. You can see the first one, "Coralee", an 18-foot long mermaid made from recycled metal and glass. And staff and I, we're seeing many members of the public engaged in this piece, so she's very exciting. So please keep an eye on this intriguing art exhibit and additional exhibits that will complement the waterfront and really showcase our city.

More to economic vitality. We have new restaurants coming. Ferry Building operator announced that Kaïs Bouzidi -- I hope I have that right, that name right -- will take over the restaurant that was formerly occupied by Boulettes Larder. They were there for many, many years. The idea is a Mediterranean restaurant and it will be called "Hayati" which means "My love" in Arabic.

The Ferry Building location is expected to open Summer, 2026. We also have a new Italian restaurant, Via Aurelia, opened in Mission Rock late this

month. This restaurant is from the Che Fico team and it will feature fine dining, Tuscan cuisine. And this continues to build really on the incredible, incredible retail and restaurant scene that has taken root at Mission Rock.

And to Pier 39. This past Saturday, Pier 39 launched it's new Entertainment Zone. This is, they also used it to celebrate their 47th birthday. I see some Pier 39 folks in the room today. They had a live music DJ, arts, face painting. This Entertainment Zone allows guests to have alcoholic beverages in a contained area and as you may recall, Mayor Lurie used 39 as the backdrop earlier this year to announce the creation of five of these Entertainment Zones in San Francisco. We look forward to future Entertainment Zones at Pier 39.

And now to Cruise. 2025 has been an extremely successful year with cruise. Yesterday, the Carnival Legend concluded her seasonal home port operations. Beginning in May through October, 2025, the Port hosted 21 full turns and two operations at Pier 80. 2025 season brought 80,000 cruise passengers to San Francisco representing a 12% increase from the prior year.

Looking ahead, Carnival is continuing to expand its San Francisco presence. The Carnival Luminosa, the Carnival Luminosa is scheduled to be home ported in San Francisco in 2026 with 22 full-turn calls planned. Thank you to the ILWU. Thank you to our cruise partners and thank you so much to the Maritime team for making all of these wonderful things happen.

Okay. To Fleet Week 2025. We are having a Fleet Week. There is good news here despite the Federal shutdown. Fleet Week is moving forward. They have confirmed international partners in Canada and Colombia with events taking place across San Francisco. From waterfront celebrations featuring a variety of entertainment to neighborhood traditions such as our Italian Heritage Festival and parade in North Beach.

This year's Fleet Week will feature a new event, the Heroes Block Party, presented by American Legion's Post 384. This celebration will bring together military, first responders and the community for an evening of music, food and civic pride. This event honors the spirit of public service and unity that defines the San Francisco Fleet Week, inviting San Franciscans and visitors alike to celebrate those, "To Protect, Heal, Teach and Strengthen our City."

This event is Thursday, from 5:00-9:00 PM at the 1500 block of Powell Street between Vallejo and Green Street. Mark your calendars. Fleet Week has always been as much of a civic tradition as a military tradition and it continues to honor all who serve, from our sea service partners to first responders to the broader community.

On to Equity. We have a new format for our, "Keepin' it Reel" series. I'm not sure if the Commissioners are aware of this, but staff has been doing a wonderful, "Keepin' it Reel" film series that started in pandemic. It really focuses

on the heritage month, the community that's being honored and has films that are thought-provoking and conversation provoking. So, staff can really come and have conversations and share powerful stories of resilience and creating more of our core value to thrive which is a commitment to creating a workplace where everyone can show up as themselves and feel connected.

On to Equity. We submitted our ORE report which is required by Board of Supervisor legislation through the Office of Racial Equity. We are very proud to highlight the accomplishments we've made in our Equity program these past years and to highlight what we're prioritizing for the current year. And you will hear more about this as we update our Strategic Plan, but that is really focusing on hiring and recruitment, improving retention and promotion practices, fostering a culture of inclusion and belonging which includes psychological safety and advancing workforce development opportunities. Again, this really reflects the ongoing commitment to creating a fair and inclusive work environment and a true place of belonging for all employees who serve.

To Resilience. Fisherman's Wharf Forward construction starts. I'm so proud to announce that this is happening for all those staff who have been involved in this from the design table. This construction gets underway this month with demolition of the smokehouse first. That's a red tag facility located on Al Scoma Way. And the demolition will open up new public outlook for views to the inner lagoon and the fishing boats and so much history that's held in that lagoon.

The demo and pile removal should be complete in December and overlook improvements occur after that demo. We anticipate the demolition of Alioto's to start in November and we'll issue a construction build, bid to build the new plaza as soon as next week. And we're on track for the plaza to open in Summer, 2026. So, we are on track. Congratulations staff and congratulations to the public as we keep moving this forward.

Project updates. Crane Cove Park construction, I'm really happy to announce that that is moving forward. We expect completion late this month. The project is constructing a dog park and two children's play areas, a traditional play structure as well as a Rigger's Yard which is a play area with elements inspired by the site's shipbuilding history using blocks, ghost piles, cribbing units to form climbing and seating structures. We're really glad we've been able to fulfill the commitment despite the headwinds we faced with the Parks Alliance. Congratulations and I see the Project Delivery folks in the room. And thank you for all the work.

Major Maintenance Efforts. I'd like to congratulate our busy Maintenance Division for some recent efforts. First, I'd like to note their excellent work repaving Gilman Street, a busy street in our busy waterfront that was in much need of repair. After their focused effort, the street looks great and also you can drive on it. Much better. Much smoother ride. Needed, needed improvement. This is an

example of Port fulfilling our commitment to ensuring our Southern Waterfront remains clean, safe and accessible.

And I also have good news on Warm Water Park. It received a major boost thanks to the dedication of our volunteers you see there. Our Maintenance team led it. Everyone rolled up their sleeves to clean and green the space. In addition to removing debris, they transformed a wall once covered in graffiti into a vibrant mural bringing new life and color to the park. This is a wonderful example of how our work, combined with community's passion, creates spaces that people can proud to enjoy.

And I think this is, "Finally." Yes. I am proud to announce that we are going to receive recognition from the Wellness work that the Port does internally. And I really want to acknowledge Wendy Proctor. I think she's in the room. Can you raise your hand, Wendy? Wendy is always behind the scenes on this work. We're winning the top award this year from the San Francisco Health Service System. And this is really around the efforts, 2023-24 and 2024-25.

We raised awareness of well-being resources and activities. We did programming to do on-site health resources and created a culture of recognition and appreciation, sharing information and healthy activities. We will earn our award November 19th and I plan to be there.

Write-off Policies Commissioner, consistent with the write-off policies adopted pursuant to Resolution 22-11. Port staff provided a report summarizing six accounts which are recommended for write-off this month. You'll have 30 days to review this before we proceed. If anyone has concerns, please contact me within 30 days and we will schedule an item to discuss.

That concludes my presentation and I'm happy to take any questions. Thank you.

No Public Comment on the Executive Director's Report.

Commissioners' Discussion on the Executive Director's Report:

Commissioner Lee: [Laughs] At least I'm the first one. Elaine, great report as usual. And I'm so sad that it's only a few months before you leave. And I don't know what to say about that. But, okay, we'll survive it. The Portola Music Festival. That's a great thing for us revenue-wise. I'm glad that we reduced the noise mitigation because, you know, I was on another Commission that had to deal with that all the time.

And also the safety of the people. I remember the first time we tried it, they were climbing over the fence, things like that. So I'm glad that's over with. That thing, especially under Mayor Lurie's mandate to really get the city back going

again on nightlife and entertainment. I mean that's, the Port is doing their part which is great.

And what little resources and all the write-offs we've been doing to try to balance our books, we're still able to support Southern Waterfront and clean up all those spaces that've been forgotten with all our new parks. And especially at Crane Cove with the money shortage. That's a great thing. I mean this Commission and this whole Port, the way they do things is just amazing.

As far as the art on the waterfront, I was there. And I have to say, the artwork that's on this, on the waterfront is so high end. I mean, for these artists to donate, or whatever money it cost them and use recycled materials, it's just amazing. That mermaid is unreal. I mean, and listening to her, how she made it, it's great.

As far as Fleet Week, it's very sad that we're, you know, it's going to size it down. In fact, I helped. I'm volunteering to put the first car show on the pier. I have 20 cars on Saturday and 20 cars on Sunday. But it looks like that we're going to be moving inland. So I haven't got the word yet. But if you guys are into classic cars, come to see. I have my car there. I hope Mr. Rodney Fong will bring his car there. I don't know how you fit in that car, but, you know, he's got a great car.

But that's about it. And great work, Elaine. And it's going to be sad in December for me.

President Gilman: Thank you, Commissioner.

Commissioner McNeely: Yeah, thank you. Just a few observations. Director Forbes, thank you for that presentation and for the work that you continue to do, particularly in this transition and working together with Mike Martin at this very important time. And we are clearly at a crescendo of the work that the Port and the Commission's doing, the staff is doing on the waterfront. And it's great to see the momentum continue. So, I thank you for your continued leadership, and Mike, for the work that you're doing to help bridge this time. It's such an important time for us.

Congratulations Wendy, and the staff on the Wellness work that you're doing. That's great to hear. And lastly, as my fellow Commissioner mentioned, the art has just been fantastic. I paused on my way here because there were a group of kids with their parents in front of the mermaid and you could just, I mean their excitement was palpable.

And to hear them say that they'd like to see more of that and to try to tour the city to try to see where the rest of the art is, it's really fascinating. I think it actually goes to serve, it's doing exactly what we hoped it would do. And so, congratulations on that. It's great to see it executed.

President Gilman: Thank you. Commissioner Adams.

Commissioner Adams: Director Forbes. That report was stellar. It's full of high octane. There's so much going on, right? You can just feel the vibration, right? It just makes you want to get up and just do something, right? So much is happening. And it's so well thought out, I really appreciate the report.

But also, I think how you went through it and you dissected it and you broke it down, and I think when we get to the end of the year, we have to look at so much has happened. And this year is almost over. I mean, we're moving at lightning speed, right? It's been like a bolt of lightning. But we're almost there. And the work that you've done is just, and your team, and working with Mike, it's just been impeccable.

I'm going to give Mike a shout out. Mike, I've never seen you like this before. But you introduced the Mayor at the concert and I said, "Man, Mike's got gravitas." Mike, Mike was awesome. Like a different side of you came out. Daniel Day Lewis is my favorite actor. You know, whenever he gets a part, he becomes that person. I was like, "I'm seeing a different person." Like Mike evolved. Mike, great job. And I really like the work that you did.

And I want to give a really special shout out to our President. Gail Gilman, you have done a good job in this time that leading this Commission. And I appreciate all your hard work and your steadiness.

President Gilman: Thank you.

Commissioner Adams: And you've done an excellent job. Also, I wanted to say that it's so exciting about what's happening at Fisherman's Wharf. You know, what's really going on and to see that and a part of your legacy, and things like that, right? And it's really funny to see this transformation happening right in front of all of our eyes, right? That's just what makes it so energetic and energizing. And people said that San Francisco would never come back. But never bet against San Francisco. We have such a resilience and a deep faith, and everything like that.

And also, I'd be remiss if I didn't acknowledge, this is Cancer Awareness Month. And I want to acknowledge that. And I'm wearing pink today in favor of that, to acknowledge that. Because cancer affects so many people in our society, people that we know, people that we don't know. And we've lost a lot of good people. And I hope that we will continue to put this out in the forefront and to take care and contribute and do everything that we can for those that are battling and fighting cancer.

I just wanted one other thing to say. There was a guy, his name was George Hardy. And I'll wait until the end. I would like to dedicate this meeting to him. But George Hardy was the last of the Tuskegee Airman. And he was born

June 8th, 1925. He died September 20th, September 25th, 2025. In World War II, he flew 21 combat missions. In the Korean War, he flew 45 combat missions and in Vietnam he flew 70 combat missions.

He was a motivational speaker and a historical educator. And when we leave today, and when we dismiss, in honor of him. Because he was one of the last of the original Tuskegee Airmen that served this country. And he treated this country better than this country ever treated him.

President Gilman: Absolutely.

Commissioner Adams: Thank you.

President Gilman: Absolutely, Commissioner. Thank you. Director Forbes, I think, as you can see, as a testament to all the comments said today, the Port is, with its staff, with your leadership, the leadership of Mike, really moving us forward to this next chapter. Whether it's from the Big Art Loop, or to the 80,000 passengers who came through on cruise, we really are in the midst of sort of a phoenix rising from the ashes. And it's very exciting to see so many of the initiatives that you started and that you've been working on truly come to fruition.

Wendy, I really want to acknowledge you. I wish we had known, could've gotten flowers. On the Wellness Award. I think we forget sometimes how important Wellness is for all of us and all employee groups, but particularly for those in the public sector who often don't, times don't have the same kind of access to resources, professional developments or coaching that we see in the private sector, or in the non-profit sector.

And so, for you to really champion these Wellness initiatives for our public sector employees who often have to work on the weekends, who are called in when there are disasters to respond, who are reassigned, I think it's really important. So on behalf of the Commission, I really want to honor you for your work on these initiatives and acknowledge that.

Before we move on, one thing coming up from your report that I would like to place on New Business, I think, particularly with your transition and as you hand over the mantle to Mike Martin who will be the Acting Director of the Port as we conduct our search for the next permanent Director, it would be great if you could do a little reflection, lookback, institutional memory on lessons learned. I think particularly in the key areas of Resiliency, of Economic Vitality, of any kind of Key Project Updates.

And also, I think, on our Real Estate Portfolio. We have some deals we still need to push forward around Phase II of Mission Rock, Pier 70. And I don't, well, I know a lot of the staff have worked for you for a long time. Your tenure, first in the City, of over 25 years, starting in the Budget Analyst's Office to working your way up. I think it would be really instructive for you to leave that

document both for us as a Commission and for the staff. So I'd like to add that to New Business.

And on that note, let's move on to the next item.

10. CONSENT

- A. Request Port Commission acceptance of Mission Bay Park improvements for Park P19 located on the west side of Terry Francois Boulevard between Mission Rock and China Basin Streets into the Port's park system upon receipt of the San Francisco Public Works Determination of Completion. (Resolution 25-63)**
- B. Request approval of 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. (Resolution 25-64)**
- C. Request authorization for the Department of Public Works to advertise, award, and oversee construction of Contract No. 2888, Pier 80 M&R Roof Replacement, with a not-to-exceed budget of \$3,390,000. (Resolution 25-65)**
- D. Request authorization to advertise Construction Contract No. 2879, Pier 80 Improvements. (Resolution 25-66)**
- E. Request authorization to advertise Construction Contract No. 2880, Pier 40 East Apron Repair, generally located at the intersection of Townsend St. and The Embarcadero. (Resolution 25-67)**

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

Public Comment on the Consent Calendar:

David Lewis: Okay. My name is David again, and I am speaking on the public, or the Central Embarcadero Safety Project. So, I'm not sure if the final designs have gone through yet, but I do work on Embarcadero, I am one of the bicycle taxis that go up and down the Embarcadero every single day.

I just want to address concerns that we may have as pedicab drivers. I now that the project is great for safety. I'm for this project. I am for voting for it and getting it done. But I see the part that goes from let say the Oakland Ferry towards EPIC Steakhouse, it kind of locks in a little bit, so that is a cement barrier that protects us from the cars. I'm all for doing that. But I want to make a request that, two things.

One, we can't stop kids from having fun, going up and down the street, popping wheelies on their bicycles. But we can keep little gaps so they can go in and out and keep it safe that way. We can't stop the motorcycles that are doing their fun up and down the street, popping their wheelies, but what we can do is make gaps in it so that way they can get in and out. So, what I'm requesting is that we do create little gaps. That way, a bicycle can, or a pedicab, can be able to fit outside and exit this safety barrier. That's kind of important.

Right now, the safety barrier that goes between EPIC and the Oakland Ferry has small gaps, small enough for a bicycle, but not big enough for a, let's say, pedicab. I have customers that, continually, all day, raise their hand and go, "Oh, can I get a ride? Oh, but I need to go that way." We may need to make a U-turn.

So, two things. We need wider gaps so that way we can get in and out and two, we need to be able to be wide enough to have to do an emergency U-turn. Because there's a lot of activity I see. There's a lot of tourists that they see a red light and they're going to come to a full stop. And now everybody in the bike lane comes to a full stop. So, since this is a dedicated bike lane, can we make it so that way the bicycles know that they don't have to stop at that red light. The cars have to stop at the red light.

And then, my final request. Can we get it to go from Broadway towards, and you already know where I'm going to go with this, Pier 39. And, can we get it to go from Brandon all the way to Oracle Park? I know this is a big request right here. It would require people to be diverted from the Embarcadero over to Bay Street or something and eliminate one lane of traffic. But that's my, that is my wish, that we can get this done. And thank you for listening to me today.

President Gilman: So, thank you David, for your comments. What I am going to do is I'm going to ask staff to forward the minutes of public comment to the SFMTA who actually is in charge of design. We coordinate with them. This is a joint, interdepartmental project. We, today, on the Consent Calendar, will be moving to approve it because of the Promenade and the streets, but the actual design and the bulk of the funding for this program unfortunately comes from SFMTA. So, I love your comments, but we need to make sure that the SFMTA and their Commission and their staff, as well, hear them. So, we will forward your public comment to them.

David Lewis: Great. Now that I've been to you, I'll talk to them.

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

Jenica Liu: We have no callers, thank you.

President Gilman: Okay then, public comment is closed. Commissioners, we do have a motion, and we do have a second. Is there any discussion on the Consent Calendar or can we move forward?

Commissioner Adams: Move forward.

President Gilman: Okay. We have a motion, and we have a second. All in favor?

All Commissioners were in favor.

Motion passed unanimously. Resolutions 25-63, 25-64, 25-65, 25-66, and 25-67 were adopted.

11. WATERFRONT RESILIENCE PROGRAM

A. Request approval to execute an amendment to the professional services contract with CH2M HILL Engineers, Inc., for planning, engineering, and environmental services for the Waterfront Resilience Program, which includes the Embarcadero Seawall Program, the U.S. Army Corps of Engineers Flood Resiliency Study and related activities, to increase the contract by \$500,000, resulting in an amended contract amount not to exceed \$60,477,071 with a term of ten years and the Port's option to extend the term for one additional year. (Resolution 25-68)

Carlos Colon: Good afternoon, President Gilman, Commissioners. Executive Director Forbes, it's good to see you. My name is Carlos Colon. I'm with the Waterfront Resilience Program and I'm going to present here and request approval of an amendment, as Jenica said, for the planning, engineering, environmental services contract with CH2M HILL Engineers.

During this presentation, I'll talk about the contract history, the current Army Corps Flood Study, why need this contract amendment, the scope of work, the current LBE participation status and then summarize with a request for approval.

So back in 2017, we entered into a contract with CH2M HILL to work on the Embarcadero Seawall Project. Back then it was a \$500 million program that we envisioned, with maybe impacting a quarter mile of work along the Seawall. In 2018, the Army Corps awarded us the Flood Study which encompassed the full seven and a half miles of Port jurisdiction. Director Forbes created the Waterfront Resilience Program to address this work. I just want to thank you, Director Forbes. This program is part of your legacy as well.

In order to address this work, we came back to the Commission in 2019 for a contract amendment of \$20 million. We are currently at the end of that

contract. Oh, let me step back. We're near the end of this contract and this is one of the reasons why we're here for this amendment.

I think the last time we discussed the Flood Study was back at the end of 2024, but just to rehash it, it's a 50/50 cost share agreement which means we are responsible for half of the cost. It's currently at \$19.2 million. The Port pays for its half in either direct cash payments to the Army Corps or through working through the CH2M HILL contract and Port labor.

There are three key milestones to complete this Flood Study. The first one was just completed in September. It's the District Quality Control Review. The next two reviews -- is this on?

President Gilman: Mm-hmm.

Carlos Colon: All right. The next two reviews are upcoming. The Agency Technical Review, we're actually having a kickoff tomorrow. The Policy Review will be in early 2026. These three reviews are needed to complete the report, which will get us to the Chief's Report to be submitted to Congress in the Summer of 2026 and we hope to get Congress to vote on it in Fall of 2026.

Currently, the CH2M contract is expected to exhausted out of funds by the end of this month. We do not have a new contract to support us with this work until early 2026. We have a lot of critical work that needs consultant support, as I mentioned before, those two reviews. And this amendment will ensure us that we continue this work to the highest standards.

This is a more detailed list of the scope of work for the contract amendment. I won't go into details, but in essence will support us with the Technical Review and Policy Review.

I always like to bring up LBE participation because you usually ask. So, we are, right now, when it was contract awarded in 2020, 2017, the requirement was 21%. Currently at 99.9% completion of the contract, CH2M Hill is at 27.5%. To put that into dollars, that's an additional \$4 million for LBEs. This amendment does not exceed the threshold to get CMD approval, however we have notified them that we are going to do this work and they're in full support.

So just to summarize, this contract amendment will not exceed \$500,000. It'll be funded by the Seawall Bond. It does not require Board of Supervisors' approval, but we will be going to Civil Service Commission October 20th. And if we get this Commission's approval and Civil Service, we can execute the amendment then.

Thank you. I'm here to answer any questions. I also am here with Brad Benson and Steve Reel from the program to talk about anything you may need to ask about.

President Gilman: Thank you, Carlos. So before we get to public comment, Commissioner discussion, do I have a motion to move the item?

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

No Public Comment on Item 11A.

Commissioners' Discussion on Item 11A:

Commissioner McNeely: I have no questions. Carlos, it was well presented and well documented. I have no questions.

President Gilman: Commissioner Lee?

Commissioner Lee: No questions other than, you think this is all you need to get it going to Congress? Because we've been extending a lot of funds the last few years for this and with the, what's happening in Washington, you think they're going to come up with their 50%? Or is the City going to have to pay for all this?

Carlos Colon: So, for the Flood Study, and I can, Brad, if you want to talk. For the Flood Study, I think we're okay, right? It's Congressional approval at the completion of the Flood Study, I don't, I don't have an answer for that.

Commissioner Lee: Okay, well.

Carlos Colon: Sorry, Brad, do you want to add anything?

Commissioner Lee: Let's just see what's going to happen.

President Gilman: And it is Bond Funds.

Brad Benson: Commissioner, it is a cost-shared agreement. And you're right to point out the, sort of, dysfunction going on in Congress and so there hasn't been funding for the Army Corps. And, thankfully with your support, you approved an agreement with the Army Corps that allows the City to accelerate some funding to the Corps if they are not funded by Congress. So, we started to take advantage of that and that enables the federal workers to keep on working on the study during the shutdown. So, just wanted to share that with you.

Commissioner Lee: Okay, thank you.

President Gilman: Commissioner Adams?

Commissioner Adams: I'm supportive of the item, thanks.

President Gilman: Okay. I'm supportive of the item as well. Thank you, Carlos, for your presentation. Commissioners, we have a motion and a second. All in favor?

All Commissioners were in favor.

Resolution 25-68 passed unanimously.

12. REAL ESTATE & DEVELOPMENT

A. Request authorization to advertise a Request for Proposals (RFP) for Parking Facilities Management Services for up to three (3) contracts, each for a three (3) year term with two (2) three-year options to renew. (Resolution 25-69)

Kimberley Beal: Good afternoon, President Gilman, Commissioners, Executive Director Forbes. My name is Kimberley Beal, I'm the Assistant Deputy Director of Leasing for Real Estate. And I don't believe Alysabeth is here, but before I get started, I want to just recognize the efforts of Alysabeth Alexander-Tut and Peter Albert in their efforts in helping form and shape this RFP. Their efforts were indispensable and definitely helped get us to this point. So, I just want to point out their contributions and thank both of them.

So, whoops. Backwards. So, today I'm here to request your authorization to advertise a Request for Proposal for Parking Facilities Management Services with a goal of improving efficiency, enforcement and customer experience for facilities which serve Port tenants, Port maritime tenants and fleet operations. This RFP will allow us to engage up to three qualified firms to manage 13 Port facilities for parking. Each contract would be for a term of three years with two three-year options to extend.

So, this initiative supports three key Port objectives. The first being Economic Recovery as it improves efficiency and generates net revenue. Economic Growth in that it enhances the value and functionality of the adjacent Port properties and Equity as it will encourage the participation from Local Business Enterprises and BIPOC-owned firms.

So as mentioned, the Port currently manages 13 parking facilities that serve Port tenants, maritime users and commercial fleet operators. These are not lots or areas that are open to the general public. So again, they serve specific operational needs across the Port Waterfront. So, this is from Fisherman's Wharf down to Pier 96.

Historically, these areas have been managed through expired leases or directly by Port staff. And so, what we're talking about here is approximately 770 stalls, each of those are managed by a separate license agreement. Of that 770, approximately 650 are managed directly by Port staff. So, these are outside of

the leases that we are already managing, so as you can imagine it is a lot of work and not being managed very efficiently. So, this has led to inconsistent enforcement, maintenance issues and operational inefficiencies.

In September of 2024, we issued a RFI, a Request for Information, to assess industry capabilities. The responses confirmed strong interest and helped us shape a more informed RFP. This RFP represents a strategic shift to professionalize our parking operations. It will bring in specialized expertise, improve service delivery and ensure consistent enforcement.

So, with the Scope of Work, it covers three types of parking operations. As I mentioned, Group A is tenant-only parking. So, the scope will include inspection, enforcement and maintenance. Group B is our maritime tenant parking so the services will be tailored then to specific maritime operations. And Group C is monthly fleet parking which includes daily inspections, compliance enforcement and waitlist management. And with all three groups, it will also cover collection of the license fees due.

So, with regard to the selection process, the RFP will follow a fair, competitive process. A diverse evaluation panel including CMD will review the proposals, and the evaluation criteria will include technical experience, respondent qualifications and the approach. We're working with CMD to set LBE participation goals and to ensure inclusive outreach.

And in speaking of outreach, we will advertise the RFP through the City's Supplier Portal, regional Chambers of Commerce, trade organizations that were identified in our Racial Equity Action Plan, and we'll also reach out to firms that responded to the 2024 RFI and others identified through market research.

So, our proposed timeline for this is fairly aggressive. So, we're showing October, which is where we are now, seeking Port Commission's authorization to advertise. November, announcing the RFP advertisement and December, proposal submissions will be due. January, awarding the contract and then in February, hoping that these contracts will commence. These contracts will be funded through the Real Estate and Development Operating Budget with the costs being offset by the revenues that we collect, resulting in net profit to the Port.

So, in closing, I respectfully request your approval to authorize the RFP. And thank you for your time and consideration and I am here to answer any questions you may have.

President Gilman: Thank you, Kim. Commissioners, is there a motion?

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

No Public Comment on Item 12A.

Commissioners' Discussion on Item 12A:

Commissioner McNeely: I have no questions. Great work on this. Good information for us to contemplate, thank you.

Kimberley Beal: Thank you.

President Gilman: Commissioner Lee?

Commissioner Lee: No comment.

President Gilman: Adams?

Commissioner Adams: I support the item.

President Gilman: Thank you for the presentation. I support the item as well. Commissioners, we have a motion, and we have a second, all in favor?

All Commissioners were in favor.

Resolution 25-69 passed unanimously.

B. Informational presentation on an update on the Fisherman's Wharf Revitalized project and a potential "Phase Zero" activation of a portion of the Eastern half of SWL 300/301.

Carrie Morris: Good afternoon, President Gilman, Commissioners, Director Forbes. My name is Carrie Morris, and I am on the Port's Waterfront Development Team. I'm joined here today by Wyatt Donnelly-Landolt, Assistant Deputy Director of Development as well as Seth Hamalian and Chris McGarry from the Fisherman's Wharf Revitalized, the project sponsor. And we're here to provide an informational presentation on the development of the project at Pier 45 and Seawall Lots 300 and 301.

It was almost exactly a year ago today that this project was last in front of you. So, I'll start with what I hope is a helpful refresher on the background and goals of the project. I then have an update on what the developer has been working on over the last 12 months and finally, I'll share the developer's Phase Zero proposal which we think will both advance the project and contribute to the many efforts to activate Fisherman's Wharf that are already underway.

Let's start with the project goals. Fisherman's Wharf Revitalized seeks to support, preserve and promote the fishing industry, to upgrade critical Port infrastructure and address risks associated with seismic, Sea Level Rise and deferred maintenance issues, to restore vitality to the Fisherman's Wharf

neighborhood as a destination for visitors and locals alike, and most importantly, or as importantly, to generate revenue and economic benefit to the Port.

I also want to remind us where we are in the development process. You may recall that the original proposal from Fisherman's Wharf Revitalized came to the Port in early 2023 after the pandemic had wreaked havoc on the fishing industry and the regional and local economy. A dramatic decline in tourism, multiple restaurant closures and significant seismic and sea level risk combined with a decades-long period of little investment to create an urgent need for action.

The proposed project sought to address these pressing needs by bringing much needed investment and support to the industry and Fisherman's Wharf. By the end of 2023, the Port Commission and Board of Supervisors entered into an Exclusive Negotiating Agreement for the development of a portion of Pier 45, Shed A and the site where former Shed C stood, and Seawall Lots 300 and 301, also known as the Triangle Lot.

In 2024, the developer began a public engagement process to solicit feedback on the project concept, and we negotiated a non-binding Term Sheet that outlined economic, schedule and regulatory requirements of the deal. The Term Sheet was approved by the Port Commission in October and endorsed by the Board of Supervisors in December of '24.

Today, we're in that third row of the timeline shown on this slide outlined in green. And over the last 12 months, the project sponsor has been working on conceptual designs and studying various aspects of the site, like the structural conditions of Pier 45, traffic circulation, regulatory requirements as well as the needs of the fishing industry. We've also been working to negotiate transaction documents for the project. The developer is now ready to kick off another round of community engagement in order to get feedback on progress to date and input for further refinement to design work.

So, progress to date. On Pier 45, the focus can be described as largely technical in nature. That is, studying the many components that are needed to meet both the needs of the fishing industry and create a compelling visitor experience. Things like, "How much square footage is needed for fishing gear, storage, and other back of house uses of the fishers and crabbers?" As well as, "How much square footage is appropriate for other uses like special event spaces, exhibition halls, seafood market and public open spaces?" The developers also had consultants working on a review of the structural conditions of the apron and pier, parking and traffic circulation, as well as BCDC and Planning Department requirements.

The design work to date is still largely schematic in nature and limited to conceptual floor plans that the project sponsor will share in targeted community meetings. These initial meetings will include the commercial users of Pier 45, the

crabbers, fishers, processors and wholesalers, as well as existing tenants such as Red and White Fleet and the Pampanito.

These meetings will be facilitated to solicit specific input on a wide variety of operational issues to address concerns about any potential conflicts arising from the intensive mix of industry and visitor-serving uses. The developer intends to start scheduling these meetings in the next couple of weeks and plans to iterate the design over the next few months.

On to the Triangle Lot. This slide here shows the layout of the Triangle Lot last year at this time and highlights some of the challenges and concerns that were raised by the community about view corridors, traffic pinch points, the sizing and location of various elements of the public realm.

This slide is the site plan today which has been revised based on that early community feedback. Some notable changes I want to highlight here are the elimination of the short-term vacation rentals and a rerouting of a portion of the Little Embarcadero through the site to connect to Mason Street. The site plan now also includes designated drop-off and loading areas for buses and private vehicles and other changes that were made to better protect Bay views.

The design objective for this area of the site is really to create a welcoming and vibrant public open space while addressing some of the same challenges that are present on Pier 45 given the mix of visitor and industry uses. I want to point out some of the key features that have been included to meet that objective.

The site's been redesigned to include multiple multi-purpose plazas that can be use in a variety of spaces as well as an expanded pedestrian promenade. On the Western side of the lot will be an interpretive walk showcasing the history of the area in the fishing industry. In the center of the site, you'll see a large open space garden and children's playground and next to that green space and play area is now proposed to be a low-rise conservatory building that has both public access and private event spaces. And the glass construction is designed to preserve views from Jefferson Street to the Bay.

The Visitor's Center has been changed to be a single-story building with a rooftop bar and has an adjacent retail beverage garden. Again, this change to a single-story design removes the second-floor short-term rentals and preserve the Bay view for our upper floor neighbors across Jefferson Street. And finally, while not shown on this plan, I'm happy to report that the project sponsor is actively exploring the feasibility of integrating the SkyStar Wheel into the layout of the Triangle Lot.

As with the public outreach on Pier 45, the developer intends to begin scheduling meetings with various community groups in this next few weeks to get input on that plan. The meetings will include Fisherman's Wharf Advisory

Committee, the Fisherman's Wharf Community Benefits District, local businesses and neighborhood organizations, and other community groups to discuss the evolution of the design to date and get feedback on this proposed plan.

This brings me to the final piece of our update today which is with respect to the developer's proposal to activate the Triangle Lot for next Summer, 2026. Phase Zero is a term used in mixed-use developments to refer to interim uses on a site while the first phases of construction are still being planned and negotiated. Fisherman's Wharf Revitalized has proposed licensing a 12,000 square foot portion of the Triangle, between the SkyStar Wheel and Mason Street for temporary use as a family-friendly beverage garden.

We think this will be a great addition to the ongoing placemaking efforts by the Port, the Fisherman's Wharf CBD and others to drive more foot traffic to the neighborhood. It will also serve as a practical way for the project sponsor to test out various features of the larger development before major investments are made.

Terms for the license have not been negotiated yet and plans for the concept are in early stages, but the general idea is to have the beverage garden open to the public seven days a week and offer beer and wine, coffee drinks and other nonalcoholic drinks as well as some light food service. The concept also includes turf ground covering and planters demarking the area, a variety of seating and public, and picnic areas, firepits, cabanas and lounge areas, a small children's play area and play equipment, a small stage for individual performers, high quality modular restrooms and festive lighting. The images on this slide are representative of the look and feel of the proposal, but the final design is still being studied.

So, I'll finish up today by highlighting the next steps for Port staff and project sponsor. As I mentioned, this presentation is really the kickoff to the next round of public engagement beginning immediately and continuing into the first quarter of next year. With that feedback from the community in general and the fishing community in particular, the developer will iterate and refine designs for the project. At the same time, we'll be negotiating transaction documents, specifically an LDDA and terms for the license on Phase Zero which will be brought to you at a later date.

And finally, they'll be working on the submission of a planning application and other various regulatory work. So thank you very much for your attention. I want to hand it over right now to Seth Hamalian from the project sponsor team to share a few words, and after that, Wyatt and I and the project team are here to answer any questions.

Seth Hamalian: President, Commissioners, Director Forbes, staff, thank you very much. We're very appreciative of the opportunity to be working on this

project. We know these are very important spaces for the neighborhood, for the City and for the Port. And we take that very seriously.

If there's any takeaway that I would want you to have from today, it's that we're listening, we're making changes to the plans in responses to what we're hearing. That's, you saw a lot of changes on the Triangle Lot today, and things that we're really excited about and are direct reflections of feedback and comments that we got from folks. Desires to keep better visibility of the Bay from Jefferson Street, desires to bring down the massing and have more open space, to have really family-friendly spaces in that area.

We heard concerns around circulation. An idea, our original proposal had included flexing the Embarcadero, sometimes open, sometimes closed. Now we've kind of threaded the difference of there's a section that can become more just pure waterfront, uninterrupted by vehicular traffic, while preserving the circulation and the drop off, the loading and two routes on and off Pier 45 which was really important feedback we especially heard from the industry.

What you're not seeing today are a lot of details around Pier 45 and that's very intentional. We've been doing a lot of technical studies and putting together a lot of diagrams that we need now to sit down with the fishing community, with the industry and the other tenants out at Pier 45 and review those in detail, gather feedback on that, make iterations to our plans and then come out to the public with those plans for greater, broader feedback.

But until it's right for the fishing industry, it's not right for us to be discussing. So that's, that's the nature of why this has been broken into two parallel processes that we're really excited about. So available for any questions you might have today and again, thank you for this opportunity.

President Gilman: Thank you. And thank you, Carrie. Okay, before we go to Commissioner comment, I am sure, since I see unfamiliar faces, that there is public comment in this room on this item. So, if there's public comment in the room on Item 12B, please make your way to the podium.

Public Comment on Item 12B:

Rodney Fong: Yes, I see everybody. Director Forbes, congratulations. All the contributions are too long to list. I'm sure they'll be celebrations of which we get a chance to celebrate those things. But there is a legacy that you have built here, and this being one of them. This one that I have concern about and concern that it's a moving of the goal posts of what the Exclusive Rights Negotiate originally called for.

I think this is in reaction to what the community has voiced, which is great. Fisherman's Wharf, which you all are witnessing, is in this great transitional period right now. But a brick has not been moved, and it's really been all good

hype and discussion which is going forward, and I'm part of that, which is fantastic. We need solutions and world-class solutions today. Not an interim park. Not one with tires and barrels of water and a land bank opportunity to hold other space for future development, or to find funding next, a mechanism for that.

Take a look at world-class waterfronts around the world. Sydney Harbor, Darling Harbor, Auckland, New Zealand, Vancouver just to the North. These are world-class waterfronts and San Francisco and Fisherman's Wharf and the Port really, truly do deserve a world-class waterfront. So, I think there's more work to do and not a pop-up, interim use at this particular time.

You see the power of making announcements. Announcing a world-class park and dedicated space would be fantastic for the city. Thank you.

President Gilman: Thank you. Is there anyone else in the room who would like to make public comment on this item? Yes, please. Just come on up. Don't be shy.

Michael LaRocca: Good afternoon.

President Gilman: Sorry. I need you to talk into the microphone.

Michael LaRocca: Excuse me, good afternoon, President Gilman, Director Forbes, Commissioners. As you know, we've been rebuilding San Francisco for more than 100 years, 200 years and about that same time in 1906 is about when my great grandfather started his business here in San Francisco delivering seafood on Fisherman's Wharf and the North Beach area.

I am proud to be the Acting President of A. LaRocca Seafoods. I'm also happy to serve on the Board of Directors at the Fisherman's and Seaman's Memorial Chapel on Pier 45. I'd like to mention briefly that in 1985, I had the honor of sitting on the Port's Advisory Board representing the fishing industry.

At that time, 300 hotels rooms were proposed to be built on Pier 45. That was the same time James Bond's movie, "A View to a Kill" was being filmed in San Francisco and that would've been the end of the industry if the City and the Port would've let that happen. But they didn't.

This project is the complete opposite of that project. I feel that the fishing industry is well-acknowledged in the plans. Ice machines, freezers, new hoists to offload fresh seafood or unloading or loading of crab pots and gear onto the vessels. There's talk about a seafood market to bring the residents of San Francisco back to Fisherman's Wharf.

The Wharf not only needs the citizens of the world, we need the citizens of San Francisco to come back to the Wharf. The revitalization of this community is extremely important to our city. And if I may quote, I'm going to quote something

from the "Protecting the Fishing Fleet, Building of the Breakwater" 1985. It says, if I may quote, "Perhaps, no single area is more identified in the public's mind with San Francisco than Fisherman's Wharf. Protecting the Fishing Fleet and the Building of the Breakwater, 1985-1988."

Ten years later, the Port and the City brought the F line back to Fisherman's Wharf. That also helped revitalize the Wharf. Then in 1989, after the earthquake, the Port and the City and FEMA rebuilt Pier 45 for the fishing industry. With the help of my friend Peter Dailey, I was the first business to sign a lease on that new facility on Pier 45.

I mention these projects because I know firsthand it takes a lot of coordination and planning and input from the community not only to get these projects started, but to keep them running smoothly. Every Mayor and every Port Director has to look far into the future and determine what is best for Fisherman's Wharf. How do we keep Fisherman's Wharf one of the top destinations in the world? I think this project looks deep into the future and will help keep Fisherman's Wharf not only as top destination for the people of San Francisco, it will keep Fisherman's Wharf one of the top destinations in the world.

As my dear friend, Mr. Alessandro Bacari said, "We need to keep the fish in Fisherman's Wharf." And I think this project will help do that. Thank you for your time.

President Gilman: Thank you, sir.

Jenica Liu: Could you please state your name?

President Gilman: We need your name for your record, sir.

Jenica Liu: I didn't catch your name.

Michael LaRocca: Michael LaRocca

President Gilman: Thank you, sir.

Jenica Liu: Thank you.

Michael LaRocca: Sorry about that.

President Gilman: It's okay.

Taryn Hoppe: Hi. Hi Commission and staff.

President Gilman: A little closer to the microphone.

Taryn Hoppe: Hi. I'm Taryn Hoppe, local business owner and also on the Board of the Fisherman's Wharf CBD. Hi Miss Forbes.

I definitely want this project to work, and I am just a little bit frustrated with the timing of everything. Because of the nature of the ENA and how it happened so fast, you know, as a result, we've sort of all been held hostage by it, for better or worse. And, you know, now we're talking about Phase Zero two years in. So, we are where we are, but with Phase Zero, you know, how quickly can we get that going? How can the Port Commission and Port staff facilitate that happening sooner?

And looking at what Phase Zero entails, you know, I really appreciate that FWR is just trying to do something to help. But it's not very elaborate and it's something, you know, that could've been done two years ago, or a year ago. And they're the only ones with the [quote the] power to do it because of the situation.

So, you know, I wish it was more. I wish it was something that could utilize maybe more of the space or be more substantial or, you know, take advantage of different events that could happen there in the interim in Phase Zero, like what's happening with Fleet Week. The quick pivot over to Fisherman's Wharf/Triangle area is such an amazing thing to happen. And, you know, I think it will show this coming weekend how easy that is. Not easy, but how feasible that is if we all, you know, work together.

So, you know, I want this to work. I have so many ideas and certainly I look forward to giving my input on the permanent design, but I'm just stating my concern and hope that we can really get something in now and not in another year of Phase Zero and so forth. Thank you.

President Gilman: Thank you. Is there any other public comment in the room before I transition to the phone? Yeah, please just, everyone just keep coming up. Don't be shy. And we can also do a line.

Sarah Bates: Thank you, President Gilman, Director Forbes. My name is Sarah Bates, Crab Boat Owner's Association, San Francisco Community Fishing Association, active member of the commercial fishing fleet at Pier 45. I didn't have any prepared comments today because we actually haven't seen, this is the first we've seen of any of the proposed development at Pier 45 and this phase of the proposed development.

I would like to amend Alessandro Bacari's quote. It's not about the fish at Fisherman's Wharf. There is plenty of fish at Fisherman's Wharf, most of it's coming in on airplanes these days. We need to keep the fisherman at Fisherman's Wharf as well. And I would just like a friendly reminder to the Commission that our commercial fishing fleet and now our historic boat owners as well are members of an organized Boat Owner's Association, and we would

like to maintain our relationship with the Commission during this process of development. Thank you.

President Gilman: Thank you. Is there any other public comment in the room? And I know we're going to have a rich conversation in a minute but is there any public comment on the phone?

Jenica Liu: We do not have any callers on the phone.

President Gilman: Okay. So, I am officially closing public comment before I transition to Commissioner discussion, because I think there's going to be a rich discussion. I do think it would be a great point of clarification, first of all, this is an informational item only on this design for the Triangle Lot. I do just want to assure the public, we're taking no action today. I do think it also would be helpful, since it's come up in many of our comments. Wyatt, could you come up for a minute and if you can't, it's fine, but can you remind us of the milestones of the ENA negotiations?

Wyatt Donnelly-Landolt: Sure. So, the ENA process, originally outlined two years. That is a very aggressive timeline. I will note that many of our other ENAs are in four, five plus year timelines. We knew about the urgency of Fisherman's Wharf. We wanted to move quickly and we're moving relatively quickly for development. It is very slow. I echo the concerns about wanting to do things today but there's extensive planning, environmental review process and negotiation process to ensure all the goals that we heard today are met.

We want to ensure that there's open space, that the public needs are funded, that this is done successfully and that takes time. We try to balance that with the need for urgency. Speaking to Phase Zero, I think that is part of the urgency. It is, frankly, small. It's not the whole Triangle Lot. It's a small pop-up to complement some of the other efforts with Fisherman's Wharf Forward, with leasing that we are doing in the area and focusing on this area in a way to pilot some of the things that they're doing.

We don't, however, want it to get in the way of the project that you saw today. And you saw high level today, and that was intentional because really these are preliminary designs that Revitalized is going to go out into the community and get feedback on and then iterate again. You've seen a lot of changes, we expect when you see this again, there will be more changes, so we didn't want to get too into that.

But we don't want Phase Zero to get in the way of that. So, this is a short-term pop-up. Any investment there is going to extend that. We don't want this to be a five, 10-year Phase Zero. We want it to be until they're ready to break ground on the Triangle Lot and Pier 45 Development. But not just leave it as parking and really activate that space in the near term.

There's a balance there and we're going to work on that. The goal is to open that for next summer, aligned with Fisherman's Wharf Forward opening. So, when you go out to Fisherman's Wharf next summer, it looks like a different space. There's much more to do. It's very active. And the urban environment has changed a lot. We'll be working over the next few months. First, the community outreach will also seek input on Phase Zero to ensure they're doing things that people want to see. And that will inform the design. And then we'll negotiate a lease or license for that space for the short term. That does take time.

Short-term events are easier. There's a process set up where we can do that administratively. A long-term lease or license requires a higher level of approval, more details, which is why it takes time. We want to make that happen in months and not years though. So, it's really a balancing act of moving quickly and moving effectively and we're doing our best to accomplish that.

President Gilman: Thank you, Wyatt. I'm going to transition now to Commissioner comment, but I thought it was important to address that in the room, since it came up from multiple stakeholders. So, I'm going to start with Commissioner Lee.

Commissioners' Discussion on Item 12B:

Commissioner Lee: Okay, so this thing is actually moving faster than you think because actually, I did bring it up that it wasn't moving fast enough. And, you know, having a conversation with the fisherman is very important. As a small business representative, you know, I do support the people that don't get a paycheck every two weeks.

And the thing is is, Pier 45 is so complicated because of the mixed use, but I'm glad that they kind of separated the two issues now. We can work on the parking lot area and get that going for the CBD, I mean for the Fisherman's Wharf CBD. I'm glad that they're trying to get, keep the Star Wheel, or the Sky Wheel there because that brings in a lot of people.

And as Rodney said, I believe, like every Port has a Sky Wheel. I mean, not to have it there. And plus, it's a revenue generator for the sponsor. At the end of the day, the sponsor has to pay for all this. It's not coming out of the City's funds although the Port is supporting them. And for my amazement, to tear down Alioto's to enhance what's going on at the Port, it's a big deal.

And this stuff doesn't happen so quickly. And right now, we're trying to hurry up and catch up so we can lease the properties down there. There's still a lot of properties that are empty. So, I applaud that at least we've got something on paper. And the thing is is, and now that the fishermen are engaged and they see something, now we've got something to talk about. Before, it took time for sponsors to really get to hear from everybody. And it's very complicated.

I'm happy that they are not going to build their little vacation rental when we still have motels in the area that are not occupied. So that's important for me, for those small business owners. Sky Wheel's important. Again, you know, Pier 45, it's all going to be about experience. Right now, the current generation is about experience. If they don't have a good experience, they're not coming down there.

And things that have been a legacy for a while, even I have a legacy business, you have to modernize it somewhat in order to get the new generation. So, it's a start. It's going as, I think it's faster than I've ever seen anything on this Port. And I'm just glad that we're all on the same page. And the key issue is, yes, it's about the fishermen. And there's plenty, like they said, there's plenty of fishes there coming in, but we need to sell more and get the San Francisco people to come down and support our local businesses.

So, I'm glad this is there. I'm glad this is, now we have a talking point. So, I kind of applaud the sponsor for kind of listening to me complain behind the scenes, you know, "Why is it taking so long?" And now we've got something. And it maybe not be perfect, but we've got something that we can discuss. And I'm sure the fishermen are actually waiting to have their input. And I'm glad Pier 45 is kind of separate. And let's get the Triangle going right now for the small businesses in the area. So that's my comment.

President Gilman: Thank you. And no questions. That's great. Commissioner McNeely.

Commissioner McNeely: Yes, comments as well. First of all, I want to congratulate the team on this. I mean, I can only imagine the time and effort. It's such a dynamic project. The project managing something of this magnitude with so many communities of interest can be so very challenging. And you're doing a great job. I love to see the dynamism of your, of the management where you are gathering intake and then making changes in real time as you gather that input. It's so incredibly important.

And as you can hear from the public today, there's lots of interest in these projects. A lot of competing interests. And I think it's incumbent upon us to kind of bring it all together and try to do what's in the best interests of the city, balancing all of these sometimes-competing interests. But I think you're doing a fantastic job. I know it's very challenging and I think we all should be very proud of the work that's going forward. And the speed at which it's going. Again, very impressive.

President Gilman: Thank you. Commissioner Adams.

Commissioner Adams: This has been the highlight of my day, this conversation. As my grandmother Hattie used to always say, "You don't know people until you argue with them or disagree with them." Which I find good,

because I always believe there has to be a forum. And this is the forum to agree to disagree. This is important.

And I appreciate what she had to say today. Rodney, I really do. But, and you know what? There's going to be more painful conversations along the way. This is painful. But we need to hear from everybody. I was here on this Port Commission when we talked about putting that homeless shelter down there on the waterfront down there. And boy, there was about 600 people in this room and there was about 15 police officers in the room. It was crazy. It was like a seven-hour meeting. I chaired that meeting.

But you know what? It was, people for and against. And this is good. But I will just say this. I appreciate the community engagement. You've got to get the input from the community. We've always done that at the Port. And this is challenging. And, but that's good. And you know what? It's not going to be perfect. There's going to be some ups and downs. This thing is going to go all over the place.

And sometimes the timeline may not get in. But we have to talk about it. But Rodney, I have to say this. As a person, you know, I did 46 years at the ILWU. And I've been to 80 countries. The waterfront in San Francisco is just as comparable to Sydney, to Melbourne, to Singapore, Malaysia, Cape Town, Rotterdam, Hong Kong. I've been to ports all over the world. And believe me, we are not behind. We have a beautiful waterfront.

So, when, you know, and I will say this. I will defend this San Francisco Waterfront. Because the history that I have started here with the ILWU, 1934. So San Francisco is in the elite class with the rest of the ports. Now how we get to where we're going to get to? It's okay. Now, everybody, some people may think we're going too fast. Some people may think we're not progressing enough. Well, then we need to have this conversation.

But this Commission, along with the direction of our Executive Director and our Deputy Director Mike Martin, you know, we took a leap of faith and we said, "Hey, we're going to get behind this." And also, everybody has got to remember one thing. We're going through a transition right now that we're losing our Executive Director who was here for 10 years.

And she's handing that baton off to Mike, as Mike is the Acting Director. And I can tell you from the commitment of these Commissioners here, we're locked in. We're dialed in. We want to hear what everybody has to say. We're obligated and committed to delivering this project. Don't think that for one minute. I've been on this Commission for 14 years. We're just as committed on every project that we do.

Please, come say something. Don't talk behind our backs. Don't go talk to the press. You got something to say, you come say it to our face. We're here.

We're ready to go to work. The staff, they've been putting in the hours. They've been putting in the time. And things like this are very, very complex. And you know what? I'll tell you one thing I've learned in my life, you can try to get a whole bunch of people together, I have never known a whole group of people to ever agree on anything. But we try to get there and we're doing our best.

And as I said, I appreciate your comments, Rodney's, okay. We'll talk to the staff. Tell us what we've got to do to get there that you've got that confidence. And we need you pulling in the same direction as we're trying to get because we want to deliver this. We're not taking this shit for granted, I'll just say it. There's a lot out there. Everybody's got a lot. Director Forbes, her legacy's on the line. Now Mike's going to have that baton. And this Commission. Our credibility is right here with this Commission. The buck stops with us. The Mayor appointed us to make the tough decisions. And we're here to do it.

If you want to come at us, come at us. But come with some solutions and how we can get there. And what's important. Because we want to accomplish this. This is for the next generation of San Francisco and tourists. This used to be a city that we had over 30 million tourists a year. We want to get back there. And we're committed.

So keep coming to the meetings. Keep telling us what you're unhappy about so we can know so we can make those adjustments. Please show up to all those meetings in the community when Port staff, so we can try to get it right. It's never going to be perfect, but what we want to deliver is a world-class, new transition, a new reinvention of Fisherman's Wharf, bigger and better for generations to follow. Thank you.

President Gilman: Thank you, Commissioner Adams. There's always a setup that the President has to go after Commissioner Adams.

[Laughter]

President Gilman: No, no. So besides echoing many of his comments, I do want to articulate that we are in ENA negotiations with this entity and we are committed to this project. And we are making other decisions, like Fisherman's Wharf Forward and the demo that is starting later this month on Alioto's and creating a public plaza out of our enterprise funds because of our belief in Fisherman's Wharf and that we need to revitalize this community with all of its stakeholders.

As someone who is part of a social media post/commercial that we are putting out for the historic Monteys and to see our men and women who are working in our fisheries bring that fish both to our restaurants and to your tables, we understand the importance of this.

And, I understand the frustration from a small business perspective or for folks that are down there every day, it's moving slowly. But I do need to reiterate, actually, for a public-private partnership, this is moving incredibly quickly. And the fact that we were granted the authority, the Board of Supervisors also, and then Mayor Breed, that we are in these negotiations, has fast-tracked this process and we all are committed.

I wanted to commend the project sponsor. This proposal, which is just a proposal right now, for public feedback is vastly different than what they originally came to us with. And I really want to commend a couple of its points. I too was, I am and will always remain a critic of more short-term rental properties, particularly when we have hotel vacancies in our community. So, I want to commend you that that is no longer part of the economic equation for this project.

The through street and the secondary access coming off of Pier 45 onto Jefferson Street around the Boudin Bakery, I also think was a really smart move and to me seems like direct feedback from individuals who are down at the waterfront every day. And the changing of the massing of the structures to make them glass with see through I think is really important. I have to, I think we all do need to also remember that as we strive for what we see the waterfront being 20, 30, 40 years from now, and preserving its history, the community around is changing.

The complete zoning is changing for my neighborhood. I live in North Beach. Lombard and Powell. I see that Sky Wheel. I see the Bay. And we're going to have more residents moving in and we're going to have higher density because we have to build housing in this city. And the density is going to change and that's going to change the community. Whether it's Bay Street, whether it's Beach or whether it's Jefferson. And so, things have to change.

But what I see here is a responsive project sponsor who is making changes and who is still making, willing to make more. Because this is what's being shopped now for feedback. So, this is the starting point. And I am supportive of activation of those parking lots while we bring on our plaza that will be coming online, while we have new restaurants like Everett Barbecue and I just can't remember the name of it, the Peruvian restaurant that's coming in.

Because with all due respect, while I note everyone who is younger than me is super excited about a Taco Bell that serves beer, I would like to see less chain restaurants on our waterfront and more local small businesses, or mid-sized businesses who are operating restaurants and bringing people forward, so tourists and residents alike start coming back to the waterfront.

So that concludes my comments. Commissioners, anything else? I am closing this item. We wish the project sponsor and Port staff good luck with all of the community outreach you are going to do. I can't wait to see how this will change from that. And Jenica, next item please.

13. NEW BUSINESS

Director Forbes: I have recorded an item for, in my departure, to work on lessons learned to share with this Commission related to Resilience, Economic Vitality and specifically Real Estate and Development. Is there any other New Business?

Commissioner Lee: I have --

President Gilman: Okay, so sorry. I'm hearing from --

Commissioner Adams: I'm sorry Steve. Go ahead. I'm sorry.

Commissioner Lee: So we passed the Central Safety Plan which was well needed because I drive through that Embarcadero and there's only one lane for the bikers. But I do want to call a hearing in the future, after they've built this thing. I mean, SFMTA is putting so much money, they're getting a big grant for this. The Port is actually losing because we're losing meters, we're losing space. But the safety is there needed for those bikers.

However, I want to make sure that there's safety for people walking on the promenade. I want to have a hearing on how we can improve, you know, once we've built this double lane for these bikes, that we eliminate at least, maybe zero, you know, biking except for maybe the little kids with their family, to be on the promenade when we have this multi-million-dollar bike lane.

So I just want to call a hearing and hear what the public has to say about it, how we can improve public safety. So, maybe you're not going to be here, but I'd like to have that in the future.

President Gilman: Absolutely. And actually, before we get to Commissioner Adams who has New Business, on that front, I just think you might be, I just want to make a comment on process for that. I think it would also be smart for staff to publicize that and socialize that with stakeholders before you come to Commission to get feedback. Because I love the industry, but with all due respect, one of the culprits that is often on the promenade is our pedicab drivers, which my understanding is we license.

And so I think it might be good for staff, before you come to us with ideas, proposals, that you socialize it with stakeholders and with the Bicycle Coalition before you come to Commission. It might just make a smoother hearing. It might make it more productive to be solution oriented for Commissioner Lee. Commissioner Adams has some New Business, and we also have an In Memorium before we close.

Commissioner Adams: Can we get an update on the negotiations with Bauer. I would like to get that. And I would still love to have a Port Commission meeting

down at Fisherman's Wharf, down at the Cruise, as close as we could, down at Ground Zero. So, we can see. I don't know if that's possible, but anyway, maybe in the future. Mike can maybe do it, or whatever. Thank you.

President Gilman: Thank you. Is there any other New Business Commissioners?

14. ADJOURNMENT

ACTION: Commissioner Adams moved to adjourn the meeting in the memory of Lieutenant Colonel George Hardy, Tuskegee Airman. Commissioner Lee seconded the motion.

President Gilman: We are In Memorium, closing this meeting in his honor. I have a motion and a second to close this meeting at 4:57 PM. All in favor?

All commissioners were in favor. The meeting was adjourned at 4:57 PM.