



**Meeting of the Port Fisherman's Wharf Advisory Committee (FWAC)
November 1, 2023 (9:00 to 11:00 AM)
Virtual Public Meeting via Teams**

Meeting Notes

FWAC Attendees

John Barnett (Crab Boat Owners)
Sarah Bates (Fishers)
Jenn Brokaw (Swimmers)
Joe Burgard (Excursion Operations)
Mariann Costello (Restaurants)
Taryn Hoppe (Retail)
Mike LaRocca (Fish Processing)
Darlene Plumbtree (Museums)
Mike Rescino (Charter Fishing)
Dante Serafini (Restaurants)
Sina von Reitzenstein (Pier 39)

FWAC Members Absent

None

Port Staff

Ming Yeung, Assistant Deputy Director, Port Planning and Environment
Don Kavanagh, Senior Property Manager – Fisherman's Wharf
Harold George, Property Manager – Fisherman's Wharf Amy Cohen
Tedman Eng, Port IT
Wendy McArthur, Port Maritime
Gabe Mikulich, Port Maritime
Dominic Moreno, Port Maritime

Presenters

Kirsten Southey (Port)
Meghan Wallace (Port)
Steven Reel (Port)

Announcements and Introductions

Member Introductions

FWAC Ground Rules for Meetings

Selection of Chair and Co-Chair

Announcements

Presentations

1. APEC and SkyStar Relocation

Kirsten Southey, Port Communications

2. Fisherman's Wharf Economic Recovery Strategy

Meghan Wallace, Port's Economic Recovery Manager

3. Wharf J9 Early Project

Steven Reel, WRP Deputy Program Manager, Engineering & Projects

Agenda Setting for Future Meetings

1. APEC and SkyStar Relocation

Kirsten Southy, Port Communications project manager for APEC presented information about APEC and the SkyStar Observation Wheel.

APEC. San Francisco will host be the host city for Asian Pacific Economic Cooperation gathering from November 11th through 17th. Officials in attendance will range from working level experts to heads of state. The event is estimated to bring in thousands of visitors and guests, and the Port is excited to host them on our waterfront. The Moscone Center is the key location for this event, but the Exploratorium is also a venue for an evening event on Wednesday, November 15th.

The US Secret Service has indicated that the Wednesday event will close the Embarcadero between Broadway and Battery Street, for up to 24 hours beginning early morning on Wednesday, November 15th, until the morning of November 16th. During this time, there will be transit reroutes, extremely heavy congestion and lack of parking, resulting in delays getting around the Northern Waterfront. SFMTA will have signage and parking control officers on the Embarcadero.

SkyStar Observation Wheel. Port has completed a six-month special event license for the SkyStar Observation Ferris wheel ("Wheel"). The Wheel will be placed in the Fisherman's Wharf Triangle parking lot. Ideally, this move would take place before the APEC gathering, but SkyStar must secure permits from the Port and other agencies before relocating the Wheel.

Question: What is the general plan for the Wheel? The only public information is that there is a desire to be in place APEC. Is the license "temporary" so it can remain? Did this happen before APEC?

Port: The initial goal is to bring them in for six months, but potentially to extend it to two years. Even at two years, this is still a relatively short-term activation. Our engineering team is working closely to make sure that they're meeting all geotechnical requirements and BCDC has approved the move.

[Editorial Note: The Observation Wheel installation is complete and commenced operations on November 10, 2023]

2. Fisherman's Wharf Economic Recovery Strategy

Meghan Wallace, Port Economic Recovery Manager, presented information about Fisherman's Wharf Economic Recovery.

Port is working to help tenants restore revenues to pre-pandemic levels to sustain the Port as well as its tenants. For the fiscal year through February 2023, there are positive trends in all Port portfolios, except for full-service restaurants in Fisherman's Wharf. Overall revenue is starting to improve and is reaching or exceeding pre-pandemic levels.

The restaurant revenue in Fisherman's Wharf has not recovered because five full-service restaurants are closed, and one is operating but producing low sales. 490 Jefferson Street is a two-story office building that has been closed for a long time, but it represents an opportunity for re-leasing to start generating revenue.

Port staff engaged a consultant team, and they helped us refine our future vision and suggested that the Port should leverage the unique features and history of Fisherman's Wharf, while also offering new draws. The goal is to make Fisherman's Wharf a destination for visitors and to attract more local residents.

Port is looking at potential development partnerships for the near-term which is not only important for economic recovery, but also setting the stage for those longer-term transformations.

Investments in new or rejuvenated attractions and improvement to the social spaces and amenities will help support retail, which in turn provides the Port funds for investments. Here are a few options being looked at:

- Activating the Crab Wheel Plaza at Taylor and Jefferson Streets. The Fisherman's Wharf Community Benefit District ("FWCBD"), through a grant provided by the Port, set up numerous activations in the summer and fall at the Crab Wheel Plaza including concerts.
- The Port is considering improvements to the Taylor Street corridor and its facilities.
- Wharf J9 on Al Scoma Way will be the site of a floating dock for off-the-boat fish sales in late 2024.
- We are finalizing what we can do to improve portions of Pier 45, including repairing the west apron, and improvements to Sheds B & D to support the fishers and processors.
- Installing a new ice machine for the fishing fleet in Pier 45 Shed D.

Sources of funding include the seawall bond for resilience work at Wharf J9, Federal stimulus funds to support work such as the FWCBD grant, as well as Port capital.

Questions:

Question #1: I like the fact that there is concern and emphasis being put on the whole Fisherman's Wharf area. The closed restaurants perpetuate the shuttered feeling of Fisherman's Wharf and have emboldened the unhoused population to camp and loiter in the area. When the restaurants were open the problem was not as bad.

Even if the restaurants don't reopen, if we make the area feel safer, I think people will start to come back making it more likely restaurants will reopen.

Some of the picturesque 100-year old Monterey boats (Feluccas) were built in San Francisco on Al Scoma Way. The Port should allow free (or nominal cost) mooring of these boats through low rent (\$1.00) and annual payment (\$500) to enable boat owners to haul their boats out for maintenance and upkeep. Suggest putting signage to explain the history of the vessels and acknowledge the people behind the boats. People don't realize these vessels are more than 100 years old.

Question #2: Question about the long-term infrastructure mitigation at Fisherman's Wharf and the Hyde Street Pier. There is concern about seepage of oil and its effect on swimmers. What is the Port planning to do about this?

Port: The diesel provider is taking a lead role in remediating the seep and our long-term plan is to continue to keep a fuel source in the Hyde Street area for the commercial fishing fleet and other emergency response vessels.

3. Wharf J9 Early Project

Steven Reel, Port's Waterfront Resilience Program ("WRP") Engineering Manager, provided an update on the waterfront resilience program and Wharf J9 ("J9") float.

We are looking at delivering resilience work at J9 in two phases - first the installation of the floating dock by November of 2024; and second the complete replacement of the seawall and wharf.

The goal is to take action to reduce seismic and climate change risks to support a safe, equitable, sustainable, and vibrant waterfront including the 7.5 miles of the Port's waterfront with funding from the Embarcadero Seawall bond.

Port has been partnering with the Army Corps of Engineers ("Corps") on a "flood study" for the past five years. We are approaching a pivotal point where the Corps hopefully will come forward and recommend an investment in San Francisco's waterfront that meets the federal interests for sea level rise and flooding. The Port also wants the Corps to help reduce earthquake risk, prioritizing life safety and disaster response capability while reducing near term flood risk.

Float. Port has decided to approach J9 in two phases and the first phase will be to construct the float and gangway and have it installed by November 2024 to support off-the-boat crab and fish sales.

The concrete float is 12 feet wide and approximately 270 feet long, including a gangway and a landing. Before we bring in the float, we plan to dredge the outer lagoon. There are timing issues with dredging, but we hope to have the float in place in September 2024 and open to the public in November 2024.

Questions:

Question #1: Does the plan for Phase 2 anticipate relocating the floating dock and if so, will it still be active? Or would it have to be segmented and stored until the resilience work at J9 is completed?

Port: That remains to be determined. The float will probably be built in 30-foot modules, post tensioned together and once joined, very difficult to segment. We may be able to move it to a nearby location then move it back in place. This is a preliminary concept, and the final answer will come from the construction sequencing which is not yet complete.

Question #2: Why did the Port choose to construct the floating dock first? It seems like this will block access for the subsequent resilience work.

Port: We decided to do bring the float in early to bring more people to the area and support the off-the-boat fish sales as soon as possible.

Question #2 Follow Up. Is there any more information about how the Port plans to facilitate opening the backside of the retail and restaurant to J9? Will there be tenant improvement dollars to help, or will tenants have to pay for this?

Port: If a property became vacant, such as the warehouse at 360-A Jefferson Street and if a new tenant wanted to open the back it could be considered as part of tenant improvements which are negotiated. Otherwise, existing tenants would need to design and pay for changes like this.

It all depends on how the leases are negotiated, but the intent is to activate that area. At this point, we have not contemplated offering money to existing tenants to open the properties to J9.

Question #3: One issue for the float is where will customers park for five to ten minutes to walk to the float and make purchases? Is the goal of the plan to provide vehicular access on the improved J9? Is the gangway just for the off-the-boat sales or can buyers walk down the gangway to buy products?

Port: No specific parking will be provided to access the float so customers will likely park in the immediate area and walk to the float. However, Port continues to investigate options. J9 will be designed to allow emergency vehicle access, such as fire trucks and ambulances, but as we are envisioning it today, it is more of a space for people than vehicles. Port believes this plan is integral to make the project successful. Buyers will walk down the gangway to the float to make purchases.

Question 4: Many of the buildings nearby are historic and need work. How does that fit into the plan? Will there be a redevelopment plan for the whole block which will thoughtfully address the needs of retail tenants?

Leasing property in the area piecemeal is probably not the highest and best use for those buildings and cohesive development plan for the area would be incredible.

To add to the conversation on off-the-boat sales maybe there is a way to primarily have this activity in the morning, before the other businesses open, to make it easier for locals to come and make purchases.

Next Meeting

The next FWAC is scheduled for January 3, 2023 which is the first Wednesday of the month. Since this date is so close to the New Year holiday Port proposed holding the next meeting on January 10, 2023, the following Wednesday. There was general agreement that this is acceptable, so the next FWAC meeting has been moved to January 10, 2023.

If there are other agenda items that members of the committee would like to discuss in future meetings, please reach out to any of the Port representatives.

We have a couple of items, including issues with unpermitted vending, lined up for January's meeting, and are looking to add other topics.

The meeting was adjourned at 10:28 AM.