



# **SAN FRANCISCO PORT COMMISSION**

**JULY 13, 2021  
MINUTES OF THE MEETING**

**MEMBERS, PORT COMMISSION**

**HON. KIMBERLY BRANDON, PRESIDENT  
HON. WILLIE ADAMS, VICE PRESIDENT  
HON. JOHN BURTON, COMMISSIONER  
HON. GAIL GILMAN, COMMISSIONER  
HON. DOREEN WOO HO, COMMISSIONER**

**ELAINE FORBES, EXECUTIVE DIRECTOR  
CARL NICITA, COMMISSION AFFAIRS MANAGER**

# **CITY & COUNTY OF SAN FRANCISCO PORT COMMISSION**

## **MINUTES OF THE MEETING July 13, 2021**

### **1. CALL TO ORDER / ROLL CALL**

This meeting was held by teleconference pursuant to the Governor's Executive Order N-29-20 and the Fifth Supplement to Mayoral Proclamation Declaring the Existence of a Local Emergency.

Port Commission President Kimberly Brandon called the meeting to order at 3:15 p.m. The following Commissioners were present: Kimberly Brandon, Gail Gilman and Doreen Woo Ho. Commissioner John Burton joined the meeting at 3:21 p.m. Vice President Willie Adams joined the meeting at 3:43 p.m.

### **2. APPROVAL OF MINUTES – June 8, 2021**

ACTION: Commissioner Woo Ho moved approval of the minutes. Commissioner Gilman seconded the motion. In a roll call vote, the minutes were approved unanimously.

### **3. PLEDGE OF ALLEGIANCE**

### **4. ANNOUNCEMENTS**

- A. Announcement of Time Allotment for Public Comments: Please be advised that a member of the public has up to three minutes to make pertinent public comments on each agenda item unless the Port Commission adopts a shorter period on any item. Please note that during the public comment period, the moderator will instruct dial-in participants to use a touch-tone phone to register their desire for public comment. Audio prompts will signal to dial-in participants when their Audio Input has been enabled for commenting. Please dial in when the item you wish to comment on is announced.

### **5. PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA**

### **6. EXECUTIVE**

- A. Executive Director's Report
- Economic Recovery
  - Equity

- Key Project Updates
- Commendations: Diane Oshima and Kari Kilstrom and the occasion of their retirements

Director Forbes: Good afternoon, President Brandon, commissioners, members of the public, Port staff. I am Elaine Forbes, the executive director of the Port of San Francisco.

In my report today, I will update on: the Port's economic recovery and really exciting summer and fall events, which will support our economic recovery and provide exciting options for our public; a successful implementation of a recommendation in the race-equity action plan that I think you'll be proud of; and finally, I will bid farewell to two long-serving Port staff who retired this year.

On economic recovery, July 1 marked the start of this fiscal year. The full board of supervisors will consider the Port's amendments to this budget next Tuesday with final approval expected on July 27th.

The budget legislation makes wholly the commission's approved changes for our budget with the exception of the interfund loan. As you will recall, the city graciously agreed to fund an interfund loan for the Port to help us avoid staff layoffs and stay fiscally solvent as we recovered from the pandemic.

And very fortunately for us, we will instead rely on federal stimulus funds that we do not need to repay. Finance staff will soon begin working with the leadership team on the FY '22-'23 and FY '23-'24 budgets.

This budget effort will be focused -- laser focused on addressing long-term impacts of the pandemic on Port revenues and pay special attention to spending on investments that advance the Port's enterprises' stability vitality.

These investments will include: funding key staff resources -- our Port is small but mighty, and we need our resources and other operating expenditures; key capital improvements that retain and expand revenues, help us grow over the long run; [and/or] advance a key Port mission in the strategic plan and in our fund balance, our savings account to build back the Port's reserves, key really to our stability and for buttressing our organization against emergencies and unexpected challenges.

And based on the last 15 months, we certainly know we have those. As we have discussed, the Port continues to face serious financial challenge because COVID impact of -- will span five-plus years until the point that we get back to our pre-pandemic revenues.

The American stimulus funding is incredibly important, and it helps repay the revenue losses from the pandemic. But we still need to solve for our structural deficit over the recovery period. We will internally continue to identify efficiencies and new revenue streams that will aid us on the road to recovery.

And that initiative internally is called the ERI initiative, economic recovery initiative, which you've heard CFO Deputy Director of Admin Finance, Katie Petrucione, speak of.

To the American's rescue funding and the state plan, on June 29th, the legislature passed the state's 2020-21 budget act including a 250 million allocation from federal American Rescue Plan Act of 2021, as we've been reporting.

This is the first COVID financial relief available to public ports. The State Lands Commission is the public agency responsible for allocating the funds. Ports are now working with the State Lands Commission on the funding guidelines.

We've done an internal review. And they're very strong, very clear. And our staff will be meeting with them on Friday along with other ports to suggest any amendments that are required. And State Lands has stated that is its goal is to request the funding as quickly, efficiently and as effectively as possible. So that's extremely good news for us.

And to summer and fall events, the Port is very excited to continue safely reopening the waterfront. And it couldn't be a better time because summer is here. Not every day does the weather comply with that feeling. But certainly, the spirit does.

There are so many adventures that will be had here on the Port. And we're very lucky to host seven-and-a-half miles of beautiful property for enjoyment. The return of the Fourth of July fireworks is just the beginning of bringing back events, activities and transportation along the waterfront.

So in addition to the fireworks, on July 1, the Exploratorium reopened to the public. Our partners at the Water Emergency Transportation Authority have increased ferry services and have lowered fares.

The SS Jeremiah O'Brien has reopened to the public at Pier 45. Oracle Park has started operating at full capacity. And it's a nice fact that the San Francisco Giants are in first place. Next month, we will have the return of cable cars.

And meanwhile, we have the F Line running up and down the Embarcadero. We will have Fleet Week this October. This fall, the Port will begin activities on opening public spaces along the waterfront with events and activities including cultural events, art installations and exhibits, retail markets, food, beverage, concessions and more.

We're very excited about this opportunity. This September, we will welcome back cruise ships, which bring about 300,000 visitors to the waterfront each year. Cruises will follow CDC guidelines with vaccinated passengers and crew.

To a COVID update, while we're definitely in a much better place, we're not at the end of the COVID pandemic. San Francisco continues to reduce cases and hospitalization and increase vaccination.

But it's important to follow public health guidelines to enjoy summer activities safely. Vaccination is the most effective tool to beat the virus and stay safe. The data available and the message from our public health director is that they're proven to be highly effective against COVID-19 including the delta variant, which is currently most prevalent in California.

At this time, a very high number, 82 percent, of San Franciscans 12 years and older have received their first dose of vaccine with 75 percent being fully vaccinated. And that number climbing up, up will continue to keep our city safer.

In light of the city's progress on vaccination, the city and county department of human resources has implemented an important policy for our workforce. It requires employees to report their current vaccination status by July 28 and to be fully vaccinated and report vaccination information no later than 10 weeks after the FDA gives final approval of at least one COVID-19 vaccine.

There will be exceptions based on health and religious reasons. That will be reviewed by the department of human resources. We are working on a return-to-the-office rollout that prepares our staff to very successfully return to the office while we continue to support our essential workers who have been onsite throughout the pandemic. We celebrate that team.

To equity, as the Port continues to do the hard work of championing racial equity and works toward creating an anti-racist organization, I'd like to bring the commission's attention to a great win for our local community.

Recently, the Port led an effort to promote a partnership between the Boys and Girls Club in District 10, the South Beach Yacht Club Youth Sailing Program at South Beach Harbor and our Pier 80 terminal manager, Pasha Automotive Services.

This successful partnership has led to full scholarships for two junior sailors from the Boys and Girls Club. Through this partnership, two young women were selected and have been participating in the camp.

We understand they're well on their way to developing long life skills connecting them to the Bay and a love of sailing. Pasha will be sponsoring additional students for the next month's sailing camp commencing July 19th. As we see more successes with these and other Port-initiated partnerships, we will bring them to the commission's awareness.

Now, sadly for the Port but happily for two staff, I'd like to make commendations for retiring staff, first to Kari Kilstrom. Kari's retirement comes after 19 years of devoted public service that includes two tours of duty at the Port.

Kari was most recently working with the waterfront resilience program helping to lead their community engagement effort. She has been instrumental in communicating complex technical information to the public and engaging in conversations that support progress in our organization.

In her time with the Port, she did extensive community-engagement work with the planning division and was project manager on two very important projects, the ballpark and Ferry Building. Through her years, Kari's compassionate, wise and human approach exemplifies true dedication and collaboration, building trust and strong partnerships across public agencies, residents and colleagues. We'll miss you, Kari.

And secondly, I'd like to commend Diane Oshima, our most exceptional deputy director of planning and environment. She retired at the beginning of last month or the last day of last month, the 30th of June.

Diane dedicated 41 years of service to the city and the Port. Her work over the years has been instrumental in shaping today's waterfront and establishing the deep relationships we have with so many of our neighboring communities.

She began her remarkable career in public service in 1989 as a planner intern with the city's planning department. In 1989, she joined the Port on a temporary assignment only to help draft what would become the Port's first waterfront land use plan, published in 1997.

I don't think anyone thought that this temporary assignment would be so long or impactful. I wonder what Diane's thoughts were going over for that temporary assignment. Without exaggeration, Diane's work literally has

helped us plan, program and prepare every inch of the Port's seven-and-a-half miles of waterfront property.

She has been a tireless champion, like Kari, for the community and worked to ensure that our community advisory groups and partners had a seat at the table and were part and parcel of all Port planning processes that really helped cement the Port's reputation as a community leader in engagement across city departments.

And finally, Diane will be remembered for being an outstanding thought partner and manager that always worked to advance the greater good while recognizing everyone's unique talents and contributions.

Her knack for drawing people in and helping them see how they fit into the larger mission was truly astonishing. Please join me in congratulating Kari and Diane and wishing them well on their very well-earned retirements. That concludes my director's report. Thank you.

President Brandon: Thank you, Elaine, for a great report, lots of great stuff happening along the waterfront. I think that, before we open it up to public comment, we want to give the staff an opportunity to say whatever they would like to about Kari and Diane. And I think we should do it separately.

It might be hard. But let's try and do it -- let's try and do Kari first because they both deserve all of the acclamations that they're going to receive. So let's start with Kari. Whatever staff member would like to go first, feel free. Rebecca, I think you're first.

Rebecca Benassini: Thank you so much, President Brandon. I thought I'd raise my hand by just showing my face. I'm so happy to speak on behalf of real estate and others with regard to Kari Kilstrom. Kari and I sat next to one another for the last five years.

I had -- excluding COVID, of course -- but I had a front-row seat to the expertise that she would provide to staff in such a calm, soothing and yet precise manner. Through her work with the real estate team and her expertise that she had in her prior work when she was first with the Port, she really helped integrate real estate's concerns and questions into all of the planning documents.

So that link that Kari played was so critical. And it was so wonderful to watch her and Diane work through the issues in the waterfront plan. They had to juggle so many competing demands. And Kari would always start her questions with something big. We just need to plan where all the maritime berths are.

And it would be this sort of hard, difficult question that you didn't think you could answer by the end of the meeting. But the preparation that she took to prepare for the meeting and to get insights from staff who she knew would have a concern about the thing we were talking about helped get us to the finish line in, I think, a way that really made us feel good and listened to.

And Kari, learning about your previous work in the development team just made me feel so impressed that you could go from that development background to the planning work. And then watching you work through resilience, I feel like there is no bounds to what you can set your mind on.

You can apply your great gifts to many different areas and many different disciplines. And that's just a really special skill that you have. And I so enjoyed hearing about your family and getting those personal moments with you in the upper deck of Pier 1.

And I'm going to miss walking by your desk when we go back to Pier 1. Don't be a stranger. [laughs] Come back, and keep in touch with us. And congratulations on your retirement.

Kari Kilstrom: Thank you, Becca. So sweet.

Brad Benson: So maybe I'll follow. Kari, you know, I owe you a deep thanks for the work that you've done with the resilience program over the past year. It's really been remarkable the shoes that you stepped into. Then, you played a big role in the program.

And like Becca said, you're fearless. You're willing to tackle any challenge. We're celebrating two careers at the Port. And I wasn't around for the first part of it. But that work on the waterfront plan and as a development project manager, you know, clearly you came back with this deep knowledge about the Port and brought that into the work that you did in the second tour of duty with the waterfront plan update.

You've taught me a lot about how to be a member of a team and a leader of a team. Your ability to listen, make everybody feel heard. You come at the work without an agenda. You're the most organized person I've ever encountered. You're so on top of everything that needs to be done.

You're kind in all of your interactions with people. And you've just been remarkable in terms of how you help knit together the resilience team. So I can't thank you enough. Just enjoy your retirement, Kari.

Kari Kilstrom: Thank you, Brad. So kind. Thank you.

President Brandon: Thank you. Diane, did you want to say something?



Diane Oshima: Hi, Kari. I guess I'll jump in. It's great to follow Becca and Brad because they capture your spirit. You know, you've been my constant partner and confidante on so many things. You always had the public's heart and mind as your center focus and your compass for your work.

And you know, you've really been indispensable on both of the waterfront plan efforts. I had the privilege of working with you and watching you transfer from the first waterfront plan to the ballpark and the Rincon Park restaurant and all of the projects that you developed.

So I knew that I had to call you back to the corps when it came time to do that update. And we wouldn't have made it without you. I just am so ever thankful for you for all of that. And the ground that you laid through the waterfront plan was the perfect jump-off point for then taking on the whole waterfront resilience program and really making it real for the Port staff and the consultant team to integrate and understand the scope of what we need to do to work together on the adaptations and the future planning.

So that too will be just a lifelong mark that you make. And it's really, through all of that work, you know, your warmth, your kindness, your smarts -- it really does bring out the best in everyone.

And it motivates everyone to do their best work. And the collaborations that come from that will serve the Port well for many decades to come. So I really appreciate that. I'm so happy that we get to graduate -- graduate -- retire together and go to the next phase and sort of enjoy the waterfront from a different vantage point together but never be far away. So let's keep it going. Thank you so much, the best.

Kari Kilstrom: Thank you. This will be a great chapter for both of us.

President Brandon: Thank you, Diane. Dan Hodapp has his hand up.

Dan Hodapp: Kari, congratulations on such a career and all you've accomplished and how you've shaped the waterfront with what you've done. And what I think is so special about you is how you've always brought others into the decisions and the plans that you've made for the Port.

You've reached out to other staff, to the public, to our partners along the waterfront, our tenants, the Giants. You've always looked for how you ask the best and the brightest around you to be part of your ideas.

Then, you've brought those in. You've brought everybody together. It shows your incredible people skills. And that has made such a difference along the

waterfront. And it's enabled you to get so much done. It's something to be proud of.

And it really adds to what you can look back on and say you've done. We can look at the physical things. But the physical things are the result of working with people. So hats off to you. Congratulations. And it's been such a pleasure working with you. Thank you.

Kari Kilstrom: Thank you, Dan, so much.

President Brandon: Thank you. Jack, did you want to say something?

Jack Bair: Absolutely. Hey, Kari.

Kari Kilstrom: Hi.

Jack Bair: I just wanted to say I had the great pleasure to work with both Diane and Kari over the years. These are two incredibly outstanding individuals, exceptional public servants and have really represented the Port and the city in the most professional and profound ways.

I really mean that, that these are the two of the finest people I've worked with in my years at the Giants. And Diane has -- I've seen her handle situations with such deft. I was on the Pier 30/32 advisory committee. And she was masterful.

And I will also say, Kari, you know, there were a lot of people that touched the ballpark. But you were central for the city. You were a real key player. In fact, I felt like you were my major collaborator throughout the whole process.

And it was an absolute joy to work with you. So we wish you -- the Giants wish you, I wish you the best in your retirement. And know that your work is really profoundly appreciated.

Kari Kilstrom: Thank you, Jack. Stay in touch.

President Brandon: Thank you. David?

David Beaupre: Yeah. Hi. Thanks, Commissioner Brandon. I just wanted to thank Kari for all of her time. I'm fortunate to have served about half of her time with her, five years in the first stretch and five years on what's considered the second tour of duty, which sounds like war, which in some cases maybe it felt like it for Kari.

But I really enjoyed working with her. When Diane brought her back for the waterfront plan update, I was really, in a sense, relieved because I knew she

brought a ton of knowledge and was able to collaborate and look out for everyone.

So Kari, I've loved working with you. I've really learned a lot from you. And I really appreciate the friendship that we've gained over the years. Good luck, and enjoy retirement.

Kari Kilstrom: Thanks, David. The feeling is mutual.

President Brandon: Thank you. Anyone else want to say anything to Kari? Thank you, Kari. I've had the pleasure -- the commission is going to speak after public comment. So I'll hold mine. So now, it's Diane's turn. So if anyone would like to say anything about Diane, please feel free.

But first, I would like to read a short statement from Larry Goldzband, the executive director of BCDC, who wants his statement read into the record.

"There are few people with whom -- who I like being in meetings more than with Diane Oshima in person or virtual. It doesn't matter if I agree or disagree with her, whether I'm having a good day or a bad one. Diane always makes me smile at the beginning at the end of the meeting.

"She commands respect due to her experience, her ability to respect differing views and her unfailing optimism. And she believes in each Bay-centric organization's mission that is designed to protect and make the best uses of our resources.

"I've only been at BCDC for a fraction of the time that Diane has been at the Port. But I'll miss her, and the Bay will miss her." Wasn't that nice? Yes.

Diane Oshima: Wow. I didn't expect that one.

Rebecca Benassini: Thank you, President Brandon. I'll start us off again. I have my finger on the pulse, I think, of the next one to go. Diane, I heard your name back in 2010. When I joined the Port in 2016, I felt like I had joined a championship team because your reputation preceded you so strongly that you had planned the waterfront.

I know that is not correct. But your reputation was such that it was so, so your waterfront. And I can't believe how much you trusted me and welcomed me. And it just shows the spirit that you have, that you are so generous in terms of sharing leadership roles and making sure that others get their chance to provide the input.

You welcomed me. You challenged me. There were many times we had lots of conversations where I had to hear you so clearly. And you made such

fantastic points. I felt as though I was bathed in just a giant bath of words and concepts.

And one thing I so admire that I hope I can take with me is learning about your communication style. When you have concepts that you're trying to convey that are complex and nuanced, you really take the time to make sure that people understand where you're coming from.

And that shows such respect that you want everyone to have the chance to have the same understanding that you do. And we also sat near one another. And I missed so many a BART train because I asked you something about why something is the way it is.

And you took such time with me to explain and to help me understand how the waterfront is -- why the waterfront is the way it is and why we do things in the way that we do them. And you really invest in people. And that's something that I think is a gift that keeps giving to the Port.

And there are so many sad things about you two retiring. But there is one really good thing. And that is that you are now part of our pool of waterfront watchers, waterfront experts, future advisory group members.

So we hope that we can continue to have you engage in the waterfront in your post-retirement world to help make sure that we're doing it right and doing it the way that you -- take into consideration all the things that you wanted us to take into consideration.

So thank you for your friendship and your mentorship. And I think I speak on behalf of the entire real estate and development staff that everyone feels that way about you. And we're going to keep you in our -- on speed dial going forward.

Diane Oshima: Thank you, Becca. You're stuck with me. Too bad. I'm here. I won't leave.

President Brandon: Thank you. Brad?

Brad Benson: Diane, I just want to thank you for your friendship and your mentorship. You know, you and Noreen, I think, were the two people who really took me under wing. You know, I came in from City Hall thinking, you know, I knew a lot.

Of course, you arrive at the Port. You're confronted with this amazingly complicated, beautiful public waterfront. You know, I think it was from the two of you that I learned that value of a public waterfront, what it means to be a steward of the public trust, accountable to the public.

And because it is a public waterfront, we need a consensus in order to move forward. Everybody gets a say, you know. And that's appropriate. And there have been just two times when the voters have weighed in, you know, in 1990 with Prop H and in 2014 with Prop B where we were losing that consensus in order to do what we needed to do.

And in both instances, you just stood up, said we've got to engage the public. You assembled a team. We put together a broad group of San Franciscans to consult with. And the patience that you showed in that entire effort is just remarkable.

I looked back -- I won't go over all of it. But I looked back at all the work that I've done at the Port over 17 years. And in each and every case, you played a vital role in the work. So I'm glad that you're not going to do that thing of retiring and going off and coming back infrequently.

I think it's going to be great to continue to collaborate with you a little bit in this new phase. And I'm just so happy to call you my friend. Thank you, Diane.

Diane Oshima: Thank you, Brad. Really priceless. Thank you so much.

President Brandon: Thank you. Dan?

Dan Hodapp: Diane, you are the enabler. And that's the first thing I want to say. The power of one has enabled so many people to come and accomplish things around you. So your efforts have really influenced and spread out and allowed so much to be done by helping others do what they need to do within the organization and on the public side.

What an accomplishment, as you shaped the waterfront as others are describing. The other thing is you understand public. You know that this is a public waterfront. It is for the people. And you continue to enforce that in all your actions.

That's a beautiful thing to understand who we really work for, who is benefitting from our actions here. So that's a guidance I've always enjoyed and I will always appreciate. Thank you very much. And it's been such a pleasure. Thank you, Diane. And congrats on phase whatever it is you're entering. [laughter]

Diane Oshima: Dan, you're close behind me with your accolades. So I'll be there for your hearing too. Thank you.

President Brandon: Thank you. Would anyone else like to comment?

David Beaupre: Hi, Diane. Thank you for your 40 years of service. Like Kari, I don't know what the ratio is. But I've been there for about half of them. And Diane and I worked very closely together for my first 19 years or 18-and-a-half years.

And I've really appreciated the leadership that she brought and the companionship and the mentorship. So thanks very much, Diane. I know you're not going far. But I do want to recognize your contributions and your help and your personal friendship as well. So thanks, and enjoy. I hope Paul is getting more of your time as we speak. Thank you.

Diane Oshima: Thank you, David. Yeah. We'll see how it goes. I'm still making that transition.

President Brandon: Thank you. Would anyone else [like to speak]?

Kari Kilstrom: Can I jump in? Diane, we have such a long history together at the Port. I'll always feel so grateful that my entry point to this work was with you, Noreen Ambrose, Anne Cook holed up in a little corner of the Ferry Building before it was renovated.

And it was like a graduate program. You and Noreen had come off Mission Bay. And so everything I needed to know about environmental analysis in San Francisco and the public trust and -- I just absorbed as much as I could from you brilliant women.

And even though I went on to do other things for the Port and I left, you're like this -- as Dan said, you're an enabler. You're the pied piper of the Port. And it was irresistible when you stood -- we were having lunch in my living room. I don't know if you remember this -- lunch, four people.

And you stood -- your little self stood to pitch why Anne and I should come back for the waterfront plan update and how important it was. We were sold. We couldn't say no. So that's just a small anecdote.

But to me, it just symbolizes who you are and the power of your personality and the print that you've put on the city -- 41 years. I'm just so glad to call you my friend and that we're sharing this moment. But [claps] congratulations. You're amazing.

Diane Oshima: Thank you. Yeah. It's a forever partnership.

President Brandon: Thank you. Would anyone else like to comment? Okay. Before we open it up to public comment, on our consent calendar, we have a resolution for Diane. And seeing how she has given over 40 years to the Port,

I am going to read every word of this resolution so that it is in the record. So here we go, Diane.

"Diane Oshima has dedicated her 41-year career to improving the City of San Francisco and the Port of San Francisco waterfront. And whereas, Diane began her career with the City and County of San Francisco in 1980 as a planner intern.

"And whereas, from 1980 through 1990, she quickly rose through the ranks from a copy reader to a planner II to a planner IV specializing in environmental review. And whereas, the Mission Bay EIR, which Diane coordinated, won a national award for excellence from the American Planning Association.

"And whereas, in 1999, Diane agreed to be loaned to the Port to help champion the development of the Port's first waterfront land use plan. And whereas, unbeknownst to her, this began a seven-year journey during which Diane led hundreds of community meetings towards the seemingly impossible goal of building consensus for adoption of the Port's waterfront land use plan in 1997.

"And whereas, Diane then accepted a permanent position at the Port of San Francisco in 1998 as manager of regulatory and environmental affairs.

"And whereas, Diane continued her Port [odyssey] by collaborating for two years with San Francisco Bay Conservation and Development Commission staff to ensure consistency between the Port's waterfront and BCDC San Francisco special area plan, completing these negotiations in 2000.

"And whereas, upon adoption of the waterfront plan and the amended special area plan, Diane and the Port began a non-stop years-long effort towards achieving the waterfront plan's overarching goal of reuniting the city with its waterfront, pursuing to completion a multitude of public-access, open-space, maritime, mixed-use, historic-preservation, planning-and-development projects.

"And whereas, for many years, Diane led the development and organization of the Port's advisory committees for these projects including the Southern Waterfront Advisory Committee, the Maritime Commerce Advisory Committee, the Northeastern Waterfront Advisory Group, Ferry Building and Fisherman's Wharf Advisory Group.

"And whereas, Diane also led the planning division and supported many major development projects to enhance the San Francisco waterfront including the Ferry Building, Giants ballpark, Pier 1, Piers 1 1/2 through 5 and Exploratorium.

"And whereas, Diane led the Port team that worked with city, regional, state and national historic preservation and planning agencies to establish two national register historic districts at the Port: the Embarcadero and the Union Iron Works.

"And whereas, Diane supported the advancement of many maritime projects during her 30-year tenure at the Port including: Piers 90 through 94 aggregate and batch terminals; Pier 27 cruise terminal; the downtown ferry terminal; and Hyde Street Harbor improvements.

"And whereas, Diane supported the decades-long planning initiative that led to the eventual development of Piers 70 and Mission Rock projects. Whereas, Diane facilitated delivery of a necklace of waterfront open spaces including: Pier 43 promenade; cruise terminal plaza; ferry plaza; Pier 14; Brannan Street Wharf; Crane Cove Park; Bayview Gateway; and Heron's Head Park.

"And whereas, in 2015, Diane began leading multidisciplinary Port and agency teams and a 30-member working group that diligently for three years including over 100 public community meetings to update the waterfront plan to guide Port developments for many years to come.

"And whereas, in 2018, a new draft waterfront plan was released and is now undergoing environmental review, and appropriate amendments to the BCDC special area plan are underway.

"And whereas, despite the monumental workload, Diane has found time to actively participate in Port extracurricular activities including: rowing on the [Ma, the Port] whaleboat; the Port's bocce ball team; and Port runners.

"Now therefore be it resolved that, as a result of Diane's never-wavering work, collaboration and dedication, the Port today is a world-class destination that also serves and benefits city and regional workers, visitors and residents from all walks of life.

"And therefore be it resolved that the Port of San Francisco will forever be grateful to Diane and the entire Oshima-Maltzer family who supported her as she devoted countless hours, weekends, years and ultimately decades to public service first with the Planning Department and then with the Port of San Francisco.

"And therefore be it resolved the Port of San Francisco Commission recognizes Diane for her 30 years of truly remarkable contributions to the success of the Port of San Francisco waterfront." Thank you, Diane.

Diane Oshima: Wow.



President Brandon: Thank you. And that doesn't even touch what you've actually done to the Port. But now, we will open it up to public comment. And we will take public comment on the executive director's report from members of the public who are joining us on the phone. Jenica will be our operator and will provide instructions now for anyone on the phone who would like to provide public comment.

Public Comment on the Executive Director's Report:

Alice Rogers: Hi, Diane and Kari. This is Alice Rogers. It's a little teary over here at my desk. But I just want to remind you that I'm one of your 30 working group members and also a neighborhood advocate for our area.

And I'm calling to offer you my warmest, warmest wishes on your respective retirements. You two are my role models. You both share a unique ability to meet people where they stand and work collectively to knit a full spectrum of perspectives into [whole sauce] most spectacularly during recent waterfront-land-use-plan-update process but with equal finesse over the decade [of wrangling] other gargantuan projects into implementable plans.

Godspeed to both of you. And I hope we can have a leisurely [lunch] together soon. Bye.

Diane Oshima: Thank you, Alice.

Janice Li: Hi, commissioners. This is Janice Li. I am wearing just my Janice hat. I know I've probably been bothering y'all about bike stuff. But I'm really here to thank Diane for all that she's done in 41 years with the Port.

Another hat I wore is that Diane trusted me. I was like a 20-something year old. And she was like, "Hey, do you want to be on this waterfront land use plan working group?" I was like, "Yeah. Yeah. That would mean a lot."

And she was like, "Do you want to chair it with this guy named Rudy Nothenberg?" And I was like, "I don't know who Rudy is. I'll have to Google him." And I was like, "My gosh, are you really entrusting me with this?"

And it was just this really incredible civic-engagement process where Diane really was our tour guide, our expert. She brought us together. And it was just this beautiful culmination, I think, of her career at the Port.

So Diane, you've done so much to make our beautiful Port, our beautiful shoreline just absolutely gorgeous with beautiful park spaces and so many important places for San Franciscans to enjoy and celebrate. So I'm

congratulating you on your retirement. And you will be very, very much missed. Thank you for all you've done.

Diane Oshima: Thank you, Janice.

Alec Bash: Hello, commissioners. This is Alec Bash. And I'm calling in to say how much I appreciated my 20 years working with Diane and my five years with Kari and to just express that I will be overjoyed if they would join me in my third career as a waterfront watcher. So Godspeed to all of you. And bless you for all you've done and [the places and] the times we spent together. Thank you. Bye.

Diane Oshima: Thank you, Alec.

Kris King: Hi. Good afternoon, President Brandon and commissioners. My name is [Kris King]. I am a resident of Supervisorial District 3. And I am calling in support of the safety improvements included in the Central Embarcadero project.

Personally, I walk, run and bike along the Embarcadero to exercise, [reach] local businesses and enjoy the city I live in. But right now, I don't feel safe when I am on the Embarcadero. People walking, jogging, biking, scootering and stopping at the Ferry Building all fight to share the same promenade space since the on-street space is quite deadly.

But this project would make it safer for me and others to use the Embarcadero. Particularly, I would appreciate the road diet removing a traffic lane and making a wide two-way bikeway, which will give people on bikes and scooters a safe space outside of the promenade.

I ask that you support these safety improvements and approve of this project. On a street where three people have died in traffic crashes in recent years, we need to do everything we can to stop more preventable crashes from injuring and killing our neighbors. Thank you so much.

Laura Schaefer: Hello, everyone, commissioners, President Brandon, Director Forbes and Port staff. My name is Laura Schaefer. I'm the deputy director and director of communications for the Fisherman's Wharf Community Benefit District.

I have not had the privilege of working with Kari though I have observed the project since I started five-and-a-half years ago. But Diane is really a special force at the Port. She has the grace, is so knowledgeable, such an incredible advocate and has worked tirelessly on behalf of the Northern Waterfront, which is how I had the privilege of working with her.

I know that she will still be here, and she will still excitedly contribute as she assured me when I saw her in person. So Diane, we are going to have a coffee and chat. But it's wonderful -- wonderful to see this legacy that you've built.

And also, thank you to Dan Hodapp for all of his continuing work on the waterfront. So just want to say congratulations. And thank you.

Diane Oshima: Thank you so much.

Byron Rhett: Okay. I just wanted to congratulate both Diane and Kari on their retirement. I had the privilege of working with both of them when I started at the Port 20-something years ago. They were both wrapping up the completion of the waterfront plan.

And we were embarking on the development of reconnecting the city with the waterfront. Diane was, you know, just instrumental in leading to all the development that followed, as was mentioned earlier, the Ferry Building and all the developments that happened but was really such a partner for me and made it possible for me to have any success at the Port.

Diane, I still remember our desks were adjacent to each other. And we talked often into the night -- thank you, Paul [laughter] -- and our walks to the BART station about the future of the Port, how we could move forward with the implementation of the plan.

You were just amazing and continue to be that and such a resource to the Port but such a great partner and friend. And I look forward to continuing that into retirement. It's great on this side, as Alec has said. And hopefully, I'll get more of your time once you retire.

And Kari, I just want to acknowledge also that you were in the development group at the time I joined the Port. But all the background that you brought from your years developing the plan were so key to the implementation.

And your -- I heard Jack Bair speaking earlier. Your relationship with the Giants and what you were able to do in working closely with them to develop the ballpark were so key in our working together on what now is [unintelligible].

And you laid the groundwork for that. And you should congratulate yourself on the recent groundbreaking for that project because what you did was so key to what eventually is being developed there. So again, I want to just congratulate both of you in your retirement. And I'm hoping that I'm going to see more of both of you in your new role and in your new situation as retirees. Thank you.

Kari Kilstrom: Thank you, Byron.

Diane Oshima: Thanks, Byron. Miss you.

Jonathan Griffin: Hello. My name is Jonathan Griffin. I am a resident of Telegraph Hill so District 3. I use the waterfront daily as a cyclist and also as a runner. And I fear, if we do not get this done and if we do not get this in the ground this year, this will never happen.

I'm commenting on 6A. I am an SF commuter. I'm a pedestrian. And all of the improvements to safety and accessibility for cyclists and pedestrians increases San Francisco's status as a world-class city for residents and for tourists and for people like me.

So I just think we have to urge the commission today to move forward on this initiative. And I also just wanted to support the District 3 staff who are working on this project and who have supported this project.

And I think that coming to fruition the safety of residents but also the status of San Francisco as a global place is essential. So I just wanted to put that out.

Katy Liddell: Good afternoon, President Brandon and commissioners. My name is Katy Liddell. And I'm calling in to say thank you to Diane and to Kari. You are both such great female leaders. Thank you. Thank you.

Diane, over the years, you have worked with us, the neighborhood association, the neighbors, with me personally. You've been such a great comrade and teacher. And Kari, you were my co-panelist on evaluating the bids for Piers 30/32. And I learned so much for you. Thank you both, ladies. You are terrific.

Kari Kilstrom: Thank you, Katy.

Diane Oshima: Thank you, Katy.

Jim Levine: Yes. Thank you, commissioners. This is Jim Levine calling. I've worked with Diane for over 30 years starting when I founded Levin-Fricke. And we worked on Mission Bay and all through the years when I was on -- I was a BCDC commissioner when we approved the Ferry Building and the ballpark and then, more recently, just working on waterfront development and our role as the owners of Montezuma Wetlands where the Port has been beneficially reusing sediment from all dredging activities.

And we work all around the country. And I just have to say Diane is at the top of the list of professionals that we work with anywhere. So I know she's going to do great whatever she does next. But Diane, thank you so much for everything you've done.

Diane Oshima: Wow. Thanks, Jim, so much.

Ellen Johnck: Great. Diane and Kari, you are both so amazing and so awesome. Thank you for your tireless work and leadership at the Port. I think I've known both of you for the majority of years that you've worked at the Port.

And primarily, it's been the waterfront-land-use-plan process. And the public process that you enabled for both of those plans is a role model for every single Port in the nation. You have had an immeasurable impact on the success of the Port.

And I have enjoyed so much being a part of your lives and all of the lives and the people who've been working at the Port in the past years. And I look forward to seeing you on the waterfront. And I know I'll see you, Diane, for other projects you're working on in your shorter-hour capacity. So good luck in your retirement. You're both so wonderful. Thank you so much.

Diane Oshima: Thank you, Ellen.

Kari Kilstrom: Thanks, Ellen.

#### Commissioners' Discussion on the Executive Director's Report:

Commissioner Woo Ho: I said I was going to say that I'm going to make my comments short because I don't know how much more that I could add to all the great comments that everybody has made about you. I think that you are both amazing.

I know Diane better. I have not seen Kari as much because she's been more behind the scenes as far as on the commission side. But hearing all of the stories about you and that you're both so amazing and your dedication and the quality and the excellence of your work and your contribution has made what we do at the commission so much easier and that we can do our jobs as commissioners because we have such, such great staff like you and that we will miss you so much.

I remember, in particular in Diane's case -- I was not here for the first waterfront land use plan. I was here for the second. And when we launched that, I was thinking, my gosh, how complex this is. And we were going to organize.

And we encouraged the outreach and the organization [of the team]. And I thought this was just going to be a gargantuan impossible task. But Diane had -- it was absolutely -- she was never nonplussed about it. She took it very calmly. She organized it.

We had conversations about who should be on the task force. And I will never forget that, Diane, because you just have that calmness about you. You made a lot of sense out of this very complex work that we had to do.

And you came back, and you sorted it out with us. And as many people have said, your communication skills really came through to be able to make something so difficult. And I just remember going to one of the first meetings.

I did not go to a lot of the other meetings. And I was thinking, you know, we knew that we had so many diverse points of view in those working groups. And we knew that it wasn't going to be easy. I mean, they were there for a reason. And we put them there for a reason.

And I was just wondering how are we going to herd all these cats to come to consensus? I was amazed when you came back to the commission and said we have 161 recommendations. And this is unanimous consent.

I was just floored and impressed. How could you get that out of this large group? I don't remember exactly how many people. But it was a tremendous group of people that you were able to drive them into consensus and to the final recommendations.

That is absolutely one of the most amazing skills that I've ever seen that I could say I witnessed firsthand and certainly not all the work that everybody else said that they worked with you directly day to day. But I was most impressed.

And I know that many times you passed on some compliments to me about my comments, which I appreciated very much. And you were always very, very centered, very calm. And nothing could floor you.

And I appreciate that. We're going to miss you. But I think you really shine. You make the Port shine. You make the commission look good. You make our job so much easier, the two of you, in terms of what you've contributed.

I'm very proud to be on this commission because we have such great staff that help to guide us even though we sometimes -- we have our conversations. And we may not always have the same point of view.

But you help us to understand the issues and to serve the public. And you are absolutely, absolutely the pinnacle of public service. So thank you so

much for all your years. And I want to commend you and wish you all the best.

And I'm glad to hear that you're not disengaging from the waterfront. And I hope that you will continue to come back and comment and let us know what you think. And if you think we're heading in the wrong direction, let us know.

Come back because you have such a wealth of experience, both of you, in terms of understanding the history and what we've done so far. So thank you so much. And all the best in your retirement.

Diane Oshima: Wow. Thank you so much, Commissioner Woo Ho. Words mean a lot.

Kari Kilstrom: Thank you.

President Brandon: Thank you. Commissioner Gilman?

Commissioner Gilman: Wow. So much has been said. But Kari and Diane -- I still say this three-and-a-half years in, you know, as a newer member of the commission. Again, Kari sort of was -- saw you less, interacted with you less.

But one thing I heard which was a through line from all the comments both from your colleagues, from the declaration that President Brandon reads is that you both had the ability to break down incredibly complex concepts and build consensus, Kari, whether that was through you with your colleagues who commented on that or, Diane, with the community.

So collectively, almost 60 years of public service to the Port. I want to thank you and your family so much for your service. I want to wish you nothing but prosperity, relaxation in your time to come. And I will say Diane, in particular, when we looked at the 2019 update to the plan, the community in your process is unparalleled to anything that I've experienced or seen. As someone who's interfaced with the city in many different facets and interfaced with many different departments, you should be so proud of that.

You were so beloved by everyone. And I wish both of you so much happiness moving forward. And we hope to see you and hope that you'll come and point out when we need to be doing things better, when we need to be involving community more or we need to be doing things more equitably. So congratulations to you both.

Diane Oshima: Thank you so much, Commissioner.

Kari Kilstrom: Thank you.

President Brandon: Thank you. Commissioner Burton?

Commissioner Burton: Well, I haven't been on the commission that long. But I've heard the stories about both of you. If you want to give thought to saving another couple years so I can get to know you even better [laughs], you'd be crazy.

Diane Oshima: You're on.

Commissioner Burton: Best of luck to both of you. Thanks for your contributions not only to the Port but to the City of San Francisco.

Kari Kilstrom: Thank you, Commissioner.

President Brandon: Thank you. Vice President Adams?

Vice President Adams: Wow. Kari and Diane, two [she roles]. Wow. What can I say? There are some people that need recognition for what they do. And there's just others that get up every day, and they just do it. And that's what you both have done.

I mean, it's just unbelievable. And this is just so well deserved. Wow. Diane, you know, you're a [soul force], class act. Your tenacity and both you and Kari's historical knowledge -- once again, the Port is losing so much of our history with your departures.

You're visionaries. But you both have something that a lot of people in life will never have. You have credibility. And Diane, I don't know if you ever knew this. But Corinne was a big fan of yours. And you, like Corinne -- the community trusted you.

A lot of people aren't trusted in life. You can work with people. But to trust people, that's something different. You have the trust of the community. And most people -- that ain't for sale. You can't buy it. That goes a long way in my book.

I work with people. But a lot of people I'll never trust them. You -- they always say that dogs and children can spot a fake anywhere. Or they can tell when people aren't real.

You both have that credibility, that God-given, that people trust you. And you have integrity. Thank you for sharing it with us. Kari and Diane, what you both have, please leave it upon us that more of us in the world can have what you have.



And the world will be a lot better place with the integrity and the credibility that you have because you always kept your principles first. You looked out for the community. And they always knew both of you were looking out for those that couldn't fight for themselves.

And you know what? At the end of the day, you know where you go. Somebody's got to speak for them. And they trusted you. I want to salute you both. You're women of honor and courage not only to this Port, in the city [OU], courage and a salute. Thank you very much. Appreciate it.

Diane Oshima: Wow. Thank you so much.

Kari Kilstrom: Very kind. [crosstalk]

Diane Oshima: Yes.

President Brandon: Thank you, Vice President Adams. [audio gap] -- anything left to say. But I guess I do have to add my two cents. So I'll start with Kari. I have been fortunate to be able to be there through both of your stints at the Port of San Francisco.

And it's just been such a pleasure to work with you. I remember when I first joined the commission. And the waterfront land use plan had just been adopted. We just were getting ready to put the shovel in the ground for the Giants ballpark and how you were just so involved and engaged in that project and several other projects along the waterfront.

And I do remember that we worked together to design the Port Commission hearing room. So I will always remember you. Every time we have a commission meeting, I'll -- like Kari did this. [laughter] Kari, it has just been so wonderful working with you over the years.

And I think that Diane was just so inspirational in bringing you and Anne back to do the waterfront [update] because you guys did it in half the time. And that wouldn't have happened without you two with all of your historical knowledge, with all of your community knowledge and engagement and trust, as everyone has said.

So it's just been an absolute pleasure working with you. And I wish you the absolute best in your retirement. And hopefully, you will become a waterfront watcher also.

Kari Kilstrom: Thank you, President Brandon.

President Brandon: And Diane -- Diane, I could just go on and on and on. You know, starting with the waterfront plan and all of the special area

documents and the joint meetings with the redevelopment agency, the BCDC meetings -- we were engaged at the hip for like my first two or three years at the commission as we were putting the plan in place from all of your brilliant work.

And throughout the years, I always say, Diane, you are the waterfront plan. The waterfront plan is you. We would not be where we are without you and all that you put into the adoption, the updates and the community engagement.

As everyone has said, you know, you are just so trustworthy. You have touched every inch of our seven-and-a-half miles in some way. So you have left just such a phenomenal legacy here at the Port. And you have always done it with a smile on your face, with patience, with calmness regardless of if I understood what was going on or not.

You're like, "But Commissioner Brandon, just let me explain." So I just -- I'm so in awe of you. Thank you for your commitment to San Francisco, to the waterfront, to the staff. And it's just -- you know, the Port is just such an incredible place.

Everyone that came on is like it's my 17 years, my 19 years, my 22 years. It's like -- no one wants to leave. So you guys can't go anywhere. You have to stay engaged and involved because you have truly transformed the waterfront. So thank you so much, both of you.

Diane Oshima: Thank you so much, President Brandon.

President Brandon: So now, I will give you two the opportunity to say something.

Diane Oshima: Kari?

Kari Kilstrom: Maybe I'll go first because I really don't want to share -- I don't want to detract from your -- this is such a huge moment, Diane, your legacy with the Port. But I was reflecting about -- we all have an origin story. Right.

How did we get to the Port? And why? And I think, for me, it might have been part of my childhood. And this is a short story, I promise. But when I was about 10, my dad bought an old wooden sailboat, 26-foot sailboat.

And it was a train wreck. It was a mess. But it came with a slip in Long Beach Harbor right near the Port. So for two years, every weekend was spent working on the boat. We learned that all of the dull and overexposed wood and brass, it was all considered brightwork that could be, you know, returned to its former glory if you painted and varnished and sanded and more varnish.

But the point is it was kind of boring as a kid. But all those hours, you sort of take in the sensory experience of a waterfront and the sounds of halyards clanking against masts and big ships coming by and the wake, you know, bobbing the docks around and that salty smell. You know it from whaleboating. Right.

You're just on the water. And it's a working harbor. And I feel like I came to the Port because I was impressed with you and the work. But I think it was because it felt familiar on a lot of levels. I'm just so grateful to all of you for letting me work here and make a contribution to a place that feels like a little part of my DNA. So thank you.

Diane Oshima: It's not a little part. It's not a little part, Kari. President Brandon and Port commission members and colleagues, I actually had to get my head together around this because it is a big milestone. So I hope if you can just indulge me for a few minutes just to share some of my thoughts because it is -- it's been a total honor for me to be caring for the waterfront with you.

And really, the Port has the most incredible and talented people to meet all needs day to day and long term. It's an amazing combination of expertise and passion. The public too loves this waterfront. It's a special resource.

And so to be able to bring it all together in these amazing collaborations with our tenants and with the community and with our partners across the state and region, it's -- really, where else can you get that kind of opportunity?

It's been a real blessing for me. Elaine, I want to extend a special thank you for letting me be part of the leadership team. You have created an incredible brain trust. I love that camaraderie. And everybody is -- no one is beneath rolling up their sleeves and getting into the mud and working through the problems and coming up with the new solutions and opportunities.

It's a thing that's going to continue to make this waterfront amazing and wonderful. I want to also extend a special thanks to my team and the planning and environment division. Sometimes, they're under the radar. But [audio gap] body of expertise and commitment and patience in the staff in the planning and environment division.

Whatever you do along the waterfront, it will be well planned. They will ensure that it's well planned. It's sustainably designed. They'll be working to combat climate change, to create healthier communities and to bring joy for the public's benefit because we all live the fact that this is a public waterfront.

And thank you, Port Commissioners, for your extraordinary leadership. Commissioner Burton, we may not know each other personally. But I know the Burton Act. And I've been working towards that every day.

And like the waterfront, the Port Commission has had to evolve to meet the constant changing public and economic needs that the city faces. Your ability to dive into the complicated details and requirements that it renders is really amazing.

You provide a true public forum to make everyone feel welcome to come and talk about what's important to them about the waterfront and that then you model that accountability by making sure that we are responding to those needs and desires.

So thank you so much for supporting the staff, for doing its work and for the contributions that you make to the city and the state, for all the work and hours that you put in.

And I want to express a special thank you to you, President Brandon. You know, much of this waterfront has been reunited with the city under your watch. There's still more exciting developments ahead, I know.

But I really, truly appreciate your early leadership before it was fashionable to recognize the historic disparities and to direct actions to create an inclusive and equitable waterfront. And I can't wait to watch for the future collaborations that will come of it, just like Elaine was citing in her ED report today, because those will make the San Francisco waterfront even greater.

And then, finally, I need to give a shout out to my husband, Paul. He's my rock and my best friend. He's really, as a city veteran employee, [audio gap] provided me with the space and the wisdom and the counsel to support my work ethic but also my home and work family balance because the waterfront really is a family in my heart.

And he, too, shares passions for the waterfront. So you can be assured that we are not going away and that we will be stewards along with you no matter what. So thank you for allowing me to take a few minutes here to just collect my thoughts and to express my gratitude for your support and friendship.

There's really no better way to spend a career serving the public. And it's great really to know that the [Port] -- such strong and caring hands. And I will be with you in mind and spirit to support your efforts always. So thank you so much.

President Brandon: Thank you, Diane. Thank you very much. We're really going to miss you. But we know you're going to be right here with us. Right?

Diane Oshima: Absolutely. I will be there.

President Brandon: Thank you. Thank you so much for all your years of service and your commitment to the waterfront. Thank you. Carl, next item, please.

## **7. CONSENT**

- A. Request authorization to Advertise Request for Qualifications for Implementation of Governmental Accounting Standards Board Statement No. 87. (Resolution 21-27)
- B. Request approval of a resolution commending Diane Oshima, Deputy Director of Planning & Environment, on the occasion of her retirement after 41 years of dedicated service to improving the City of San Francisco and the Port of San Francisco Waterfront. (Resolution 21-28)

ACTION: Commissioner Gilman moved approval of the Consent Calendar. Commissioner Woo Ho seconded the motion.

No Public Comment on the Consent Calendar.

Roll Call Vote:

President Brandon – Yes  
Vice President Adams – Yes  
Commissioner Burton – Yes  
Commissioner Gilman – Yes  
Commissioner Woo Ho – Yes

President Brandon: The motion passes unanimously. Resolutions 21-27 and 21-28 are adopted. Carl, next item, please.

## **8. PLANNING & ENVIRONMENT**

- A. Informational presentation on proposed 'Quick-Build' traffic and curb management changes in the Central Embarcadero between Mission Street and Broadway, per the San Francisco Municipal Transportation Agency's Embarcadero Enhancement Program in support of the City's Vision Zero traffic safety goals.

Dan Hodapp: Good afternoon, President Brandon, Vice Chair Adams and members of the commission. Dan Hodapp with the Port's planning and environment division. We are here again today to discuss the Embarcadero enhancement project, which is a San Francisco Municipal Transportation Agency Vision Zero transportation and streetscape effort to promote safety, mobility and connectivity for all modes of travel along the Embarcadero.

Thank you for your comments a few weeks ago on June 8th and May 25th. We also found valuable the many public comments from the May 25th Port Commission meeting. And at today's meeting, we will address those comments and questions.

We're going to start with Casey Hildreth and then Mark Dreger and Gabriel Ho, all of SFMTA, who will provide most of the presentation. I'm not -- can I have the Power Point, please? Thank you.

In the presentation, first they will describe some of the recent Vision Zero improvements along the Embarcadero and then next describe the public-outreach efforts that have shaped the proposed plans before you and then describe an approach and provide examples of proposed signage on the promenade to encourage wheeled vehicles to use the proposed bike lanes.

They will provide an explanation of traffic flow and signal timing with extra focus on the Broadway intersection and on evaluation of the proposed improvements. And then, I will come back and provide -- describe options for regulating uses on the promenade. And I'll finish up with that.

First, I would like to touch upon what Vision Zero is and why this project is before you. Can I have next slide, please? Vision Zero is the city's road-safety policy that will build safety and livability into our streets.

The goal is to create a culture that prioritizes traffic safety and to ensure that actions on our roadways do not result in injuries or death. The Port Commission adopted the city's Vision Zero policy in 2016 showing its support for this goal. Could I have the next slide, please?

The experience today -- what it feels like now -- the Embarcadero roadway is, for many people, is felt to be unsafe for either walking or cycling. The crossing distances are very wide. Traffic can move -- when it is moving well, it moves quite quickly.

The bike lane is narrow. A lot of people are not comfortable on it. On the promenade, it's uncomfortable because so many of the wheeled vehicles, whether they're bicycles or scooters or other personal mobility devices that we see now, are all trying to share that same space.

And I think what these point out is the challenge and why we're here today, to improve the safety along the roadway, for pedestrians, for cyclists, for the other mobility devices and for the vehicles as well. And we're going to, at the same time, look at how we can efficiently move.

So that's the challenge in front of us. Now, I'd like to hand it over to Casey Hildreth to begin our presentation on addressing the questions that you've had in the previous meetings. Thank you.

Casey Hildreth: Thank you, Dan. Thank you, commissioners, Director Forbes. Slide, please. So you know, we started back in 2013 with the planning process known as the Embarcadero enhancement project to envision a complete street for the corridor to improve safety, which, you know, does mean adding protection for people biking.

And that's a pr -- [audio gap] to increase safety, increase the share of people cycling and to support sustainable economic growth. But because we had a sense of urgency [unintelligible] to address safety, you know, and wanting to leave no stone unturned, SFMTA and Port staff have moved forward with a number of spot-safety fixes over the years to achieve near-term-safety fixes while continuing to build towards the longer-term vision.

So these are just some representative samples of really trying to, again, maximize safety of sort of the existing framework of what's out there before we would move to something more potentially disruptive. Slide, please.

You know, safety really came into stark relief in 2018 with the death of Kevin Manning, a pedicab driver and beloved member of the waterfront who was killed at the hands of a hit-and-run driver.

So in addition to some of our other spot-safety fixes, SFMTA and Port staff moved forward with a response that included a partial road diet to southbound Embarcadero, which you see here at the bottom -- slide, please -- while also moving forward with safety fixes to the intersections of Battery and Embarcadero and Sansome and the Embarcadero.

And really, these were sort of quick-build treatments before we had solidified on the name quick build. What's also important to note with this project is that we had already -- because we had been talking to the community over many years about the Embarcadero, we knew that the northern segment of the corridor was particularly challenging when thinking about a longer-term vision.

So as we address safety on the Embarcadero, we also implemented sort of an alternative bike route off of the waterfront to support the overall network and building safety not just on the waterfront but to and from the city. Slide, please.

So that was the safety fixes that really kind of go hand in hand with the outreach that we conducted over seven-plus years. Slide, please. Just to I think remind some of the folks that are listening in and the commission, we

really kicked off our process in 2013 [into] 2014 with a series of design workshops using sort of a game-board format to really understand from stakeholders what they cherished most and what was potentially up for a change to improve safety.

We had over 100 participants in these workshops. And they did represent, I think, a full range of opinions and visions for the waterfront. We used an outside facilitator to provide sort of a welcoming and unbiased format.

And I think that was reflected in a lot of the feedback that we received. And since we developed the sort of list of sort of key themes that we used throughout the remainder of our planning process -- and that included really looking at Fisherman's Wharf and Pier 39 separately from the remainder of the corridor due to the somewhat separate issues up in that neck of the woods. Slide, please.

We returned in 2016 really focused on taking that feedback from the workshops in 2014 and then applying a rigorous assessment of the bikeway-alignment alternatives. We needed to settle on how we were going to move forward with protecting people bicycling in order to really round out the vision of the complete street and understand where we could improve conditions for all modes.

We had over 200 people attend this open house and contribute to a project survey and, clearly out of that, was that the two-way alignment was preferred for a variety of reasons and that the folks who did weigh in, you know, most of them worked or lived or used the Embarcadero daily. And a good number of them actually had businesses or lived on the corridor. Slide, please.

That all was solidified in 2018 when we presented a more refined concept for a two-way bikeway along the waterfront. That goes along -- these sort of larger meetings go along with numerous, countless meetings with virtually everybody that would be willing to talk with us over the years.

On the right, there's two images here I want to just point out. One is just media so having -- trying to reach the broadest possible audience, even a regional audience through some leveraged media as well as seeking out alternative perspectives that we might have missed with our stakeholder meetings and our workshops.

And this is one example where we actually shadowed some of the vendors that deliver goods along the waterfront to understand where their pinch points were and what their challenges were and how we might be able to accommodate that in our project so, overall, I think, a very robust and comprehensive outreach process over many years to help lead to where we are today. Slide, please.



So again, we're here to talk about Central Embarcadero. And this is the map that summarizes the proposal. We'll go into some of the details particularly at Broadway later in the presentation. But what I've just talked about was really just the planning process leading up to the specific project in front of us today.

I'm going to turn it over to my colleague, Mark, to walk through the specifics of the more recent outreach that we conducted particular to this Central Embarcadero segment.

Mark Dreger: Thank you, Casey. Slide, please. I'll now outline our outreach as we have taken this conceptual design for safety improvements and applied it to the Central Embarcadero area so from Mission Street to Broadway, really leveraging the engagement and the trust building that we've had with the community since 2013.

So we applied a variety of methods to engage the community to understand how the design interfaces with waterfront businesses, residents, commuter traffic, transit, all of the above with the Central Embarcadero project.

I'll point out, as I have in previous presentations, that most of this outreach occurred during the peak of the pandemic. So a lot of it was virtual. Yes, we're happy to be seeing each other once again. But a lot of the tools that we used during this period we intend to apply going forward.

So we applied interactive materials online, interactive fact sheets and project materials and really centered on an interactive survey, which we also physically mailed to 17,000 addresses. I'll share more on that in a moment.

And also, we leveraged our long stakeholder list. You know, since 2013, we've been pulling people in from all corners of San Francisco and the region actually who have an investment in the Embarcadero and the waterfront and who want to stay involved.

So this was one of those moments where we're asking folks for feedback on actual changes happening to apply these safety improvements, the conceptual design. This is just a short list of some of the key groups that we worked with in the Central Embarcadero area that we've been having an ongoing dialogue with about these changes.

So at the Ferry Building, you know, we've been working with Hudson. We've been working with CUESA, who operate the farmer's market, trying to understand best how to integrate these safety changes with their operations.

We also have continued to work with the Barbary Coast neighborhood. We really started to build that relationship up with the Battery and Sansome connections project, which Casey just shared about.

And it's been very helpful. We had a wonderful walking tour with them and other dialogue to really understand the issues that they're seeing day in and day out on and around the waterfront in their neighborhood but then also on the Embarcadero itself.

We've worked with Chinatown TRIP, the transportation and research improvement project. A lot of the routes that folks in their neighborhood use to get in and out of Chinatown include the Embarcadero. So they've had a lot of valuable input into the various configurations that have gone into the proposal.

And then, lastly, I'll mention that, you know, it was very helpful to present to the Port's Northern Advisory Committee, who as you know have representatives from a variety of contexts and connections to the waterfront. And their feedback as well as everyone else's was very helpful in developing the project. Slide, please.

So I want to share a little bit more information on the project survey. There were a few questions on that the last we presented. So as we shared earlier, we sent this survey to 17,000 addresses along the entire waterfront from Bay Street down to Townsend Street so not just in the Central Embarcadero project area but also deep into the surrounding neighborhoods.

And as I mentioned just a moment ago, we've also developed a list with thousands of community members since 2013 and continue to be sent project materials. So this was a good moment for people to really come in and provide their feedback.

We received a very healthy response rate to the survey, 1,400 responses again with folks that have a variety of connections to the waterfront, people who primarily drive it, people who primarily bicycle or walk, people who do their daily errands, go to the farmer's market, people who use this street to get to other neighborhoods in San Francisco, as the arterial connection that it is, people who take transit on the Embarcadero.

But I want to point out a few key points from the survey, in particular that which was centered on the promenade itself because that really was a core theme that we took out of the outreach process.

So I want to point out 81 percent of people believe that those walking on the promenade will benefit from the on-street bikeway providing a facility that's between vehicle traffic and the promenade itself.

You know, Dan pointed out a moment ago that, you know, we have issues in the roadway for safety. People don't feel safe there. People are getting hit and injured far too frequently. But then, we also have issues with safety and comfort on the promenade.

In some cases, those who use wheeled vehicles -- they feel like that's the only place they can be. But then, that creates a lot of stress because there's so much else going on on the promenade, people walking and cruising the farmer's market.

A strong majority from the survey also supported the inclusion of education efforts to promote a safe promenade. And a lot of the particular and specific feedback centered around electric bikes and scooters. So I'll address that in a moment with the sign plan. Slide, please.

So public feedback that we've had as well as the feedback of this commission from previous meetings was instructive for us to develop a more comprehensive plan, which I'd like to share an overview of right now. Slide, please.

So first of all, I want to point out our citywide bicycle way-finding system. So this is something that we've rolled out now throughout San Francisco over the past two or three years. And it replaced the old signs from the 1990s with the Golden Gate Bridge in the fog which didn't serve too much of a purpose.

But these signs, in addition to having destinations on them, arrows, time and distance estimates, these are helpful for helping people get through tricky intersections, tricky junction points or maybe helpful for coming on and off paths.

So these are the sort of things that people -- the signs that people who ride bikes in San Francisco are used to seeing in all of San Francisco's neighborhoods. So we already have them on the waterfront. We've used them with the quick build last year between Folsom and Mission Street.

And we intend to leverage these signs, to adjust them, add new ones to show people where they should -- you know, where the bikeway begins and encourage them to go into it. Slide, please.

But we know this is not enough. We also need signs that promote explicitly pedestrian priority. So what you see here are signs that are modeled after the Bay Trails design scheme. The Bay Trail, as I'm sure many are familiar, is the multi-use pathway that rings the entire San Francisco Bay.

And it has a certain design scheme to it that people are used to seeing. So we have two goals with these signs. Firstly, we think they should guide people where to be so, where there is a bikeway, to show this is the place to ride your bicycle, to ride your scooter. And this is the promenade.

Dan Hodapp will share in a moment options for changing promenade uses. But we currently have today an existing restriction on electric bikes and scooters on the Embarcadero promenade, which I don't think many people are aware of.

So having signs that explicitly call this out and make it clear to folks that electric bikes and scooters are not permitted on the promenade -- that needs to be a part of this as well.

And then, the other angle -- not just guiding people where to be -- is to encourage safer behavior, encouraging people to ride slow, to yield, to really be considerate of others on the promenade. You know, we have stencils that we have installed south of the Ferry Building with these sorts of messages.

You see in the bottom-right corner an example of a different design which we could use at the beginning of the bikeway to share with people that they should be going into it at that point. Sometimes, especially if you're riding a bike, it could be more easy to see something on the pavement, not just a sign on a pole. So we think including both of these sorts of designs would be important. Slide, please.

It's also critical to have signs in place to share with people driving what to expect ahead. So these are a couple of examples of advisory and lane-assignment signs that we would place approaching Broadway.

We'll share in a moment -- my colleague will -- different designs at Broadway that we've looked at. But we would include these sorts of signs in all cases. It's important for people approaching a situation where the lanes change that they know which lane that they need to be in. And that can help to reduce the friction that people will see when they get to some place where there's a complicated junction or complicated intersection. Slide, please.

I'll now turn it over to Gabe Ho. He's our lead traffic engineer on the project. He's been working on the Embarcadero for several years. I want him to talk through the Embarcadero's traffic operations and how they interface with the project proposals.

Gabriel Ho: Thanks, Mark. Again, my name is Gabriel Ho. And I will be summarizing our traffic analysis for the Central Embarcadero. And I will also go into greater detail about our proposed design at the Broadway intersection. Slide, please.

As I begin, I'd like to go over just a couple of fundamental ideas which will help us contextualize the remainder of the presentation. The first one is about a traffic-signal cycle. Every traffic signal is governed by a cycle which proportions time for different traffic movements to safely pass through the intersection.

When we design the signal program, we must create a margin of safety for all traffic while balancing the needs of multi-modal traffic from multiple directions as it fluctuates by time of day. In simple terms, when we give one traffic movement more green time, all others will be stopped on a longer red time.

So this is inherently a process of balancing competing demands while maintaining safe movements for all traffic. The second idea is about signal coordination. We can link together multiple signals on a corridor such as the Embarcadero.

And we coordinate and synchronize the entire system of signals so that we can help vehicle traffic flow smoothly along the corridor. Slide, please.

So now, I'll share a bit more of the specifics about the Embarcadero corridor and the unique characteristics of its traffic-signal system. So as Dan mentioned previously, we have a particularly wide roadway, which creates long crossings for pedestrians.

In order to accommodate safe crossings for people of all ages and abilities, we apportion about half of the signal cycle time to pedestrian crossings during which all Embarcadero traffic is stopped.

Our Embarcadero traffic-signal system also includes a transit-priority system that detects munis, streetcars and adjusts the signal timing on the fly in order to keep the trains moving between Fisherman's Wharf and Market Street. Slide, please.

We've also implemented a coordination system on the Embarcadero where all the signals are tied together to move vehicle traffic as efficiently as possible. Historically, northbound vehicle traffic is heavier in the morning while southbound vehicle traffic is heavier in the evening.

And our signal coordination is designed to respond to these overall vehicle flows. However, dynamic conditions on the roadway reduce the efficiency of the signal coordination, conditions such as fluctuating traffic demand, double parking, drivers entering or exiting driveways.

All of these things diminish some of the benefits of signal coordination. But our quick-build project attempts to address some of these issues through improving loading zones and clarifying where -- the locations of driveways to reduce this friction. Slide 22, please. Thank you.

So as part of the Central Embarcadero quick build, our project will pursue various strategies to minimize vehicle travel times on the Embarcadero corridor. We will further optimize all of the traffic signals to serve northbound traffic to minimize vehicle travel times on the entire Embarcadero corridor as well as through the project area.

We are also proposing to restrict southbound U-turns at Broadway. And this allows us to free up some of the signal-cycle time for northbound and southbound vehicle traffic.

Lastly, we have a strategy for shortening our long pedestrian crossings to not only create a safer experience for people on foot. But this will also allow us to give more green time to Embarcadero traffic.

I do want to note that this improvement is only feasible in a future capital project on the Central Embarcadero due to the complexity of building these islands and moving our traffic-signal infrastructure onto them. However, our quick-build project will provide a stepping stone to these long-term improvements. Next slide, please.

Lastly, I'd like to zoom in on the Broadway intersection, as it's a critical location for the success of our project, given the number of crashes that have occurred here, the congestion that we see on the promenade and off the promenade here.

And of course, Broadway is a key arterial connection for vehicle circulation in this part of the city. So the existing northbound roadway consists of two through lanes, two left-turn lanes and one unprotected bike lane.

In order for us to construct the two-way protected bikeway as shown in the plan to relieve the congestion on the promenade here, we must remove one of these lanes. And we are left with only three vehicle lanes.

So our team has studied intensively the various options for configuring northbound lanes here. We've created dozens of traffic models to evaluate and compare the performance of the various options.

The design shown in this image with two left-turn lanes and one through lane is the staff-recommended design as it minimizes traffic congestion compared to the alternatives. However, we understand that this is a critical

intersection for us to get right. And we continue to hear valid skepticism from our stakeholders about how this design will efficiently move vehicle traffic.

So in response to this feedback, we are proposing that we conduct a field test of the northbound land configurations here as part of the implementation of our quick build. Next slide.

Here, I will walk through in more detail about the main configurations we have considered, as shown in designs A, B and C. Design A maintains two through lands and eliminates one of the turn lanes onto Broadway.

This is an intuitive design given that two through lanes would match the rest of the corridor. It would match upstream and downstream conditions of the Broadway intersection. However, our analysis shows that, during peak traffic, the left-turn pocket is susceptible to overflowing and blocking one of the through lanes of traffic.

This will likely cause drivers with destinations on westbound Broadway to find alternative routes while also constricting the two through lanes down to one through lane.

Design B is the staff-proposed design. And according to our modeling, this is the most efficient design of the three in terms of moving vehicle traffic efficiently. In our signal program here, the through movement gets three times the amount of green time compared to the turn movement.

So even though there are more vehicles going straight than turning left, design B is able to accommodate the driving patterns at this intersection due to the long green of the through movement.

Lastly, we have also studied design C, which assigns the center lane as a combined left and through lane. This is an attractive design due to the flexibility of the center combined lane.

However, design C does not allow for northbound and southbound traffic to move at the same time, which will create severe congestion and delays based on our modeling. As such, we do not recommend including design C within the Broadway field test.

But instead, we are recommending that we test designs A and B and evaluate them critically to understand which will perform best in moving vehicle traffic. I will now hand things back to Casey, who will speak more about our evaluation plan for both this field test at Broadway as well as the overall quick-build project.

Casey Hildreth: Thank you, Gabe. Slide, please. So I'll try and be brief here, as I know we're trying to wrap up. I hope that we have provided greater context to how we got to our current proposal and have that help to answer some of the commission's questions from the previous meetings.

I do think it all kind of boils down to an evaluation so that, you know, if we were move forward with this project, that we are continuing our sense of urgency to address safety along the corridor, that we are continuing to be responsive to the public and to the commission's concerns.

But ultimately, we need to be accountable to what's happening on the ground. So our whole approach with the quick-build program and the quick-build project is centered around evaluating those real-world conditions.

So the idea of a Broadway field test to really compare the impacts of where, I think, the values and tradeoffs and issues and pinch p -- challenges are really crystallizing at Broadway. We hope that is a responsive -- a response to the issues and concerns that have been raised.

You know, we have a series of metrics that we would use to evaluate the conditions, you know, namely with respect to Broadway, the congestion and travel time. And we would come back to the commission with a more detailed plan based on comments from this evening.

The overall project evaluation is going to involve lots of data. But it also will involve more community feedback. We've continued to keep the community engaged throughout the planning process. We'll continue to do that post-implementation as we look to make this the best project for the city.

And you know, we will be able to make real-time adjustments. Gabe talked about signal timing. We can make those during the field test to really give us the information we need to know that we're making the best choice. Slide, please.

So we're hopeful that we can take feedback from this evening and come back to the commission soon to sort of stay on the schedule that we've envisioned. That schedule really tries to take advantage of the upcoming winter months to get that construction in the ground and begin the process of evaluation, you know, not during the summer months I think when we're all hopeful for economic recovery to really take the lead.

We can also work in the shadow of the existing PUC project, which is out there today and is affecting travel along northbound and southbound Embarcadero. Ultimately, that PUC project and the need for that to be completed before we start our true evaluation, that will have to be worked out in early to mid-2022.



But certainly, we plan to be responsive to the issues and concerns that have been raised and really be able to come back to the commission very quickly after the PUC project is done, and our project would be in the ground to present our findings and chart a path forward beyond 2022.

So looking forward to your comments and questions. But before we wrap up, turn it back to Dan to speak specifically to the promenade [all season] separate from the quick-build project.

Dan Hodapp: Next slide, please. I want to touch on the process to change the promenade uses, which was a request to the commission at our last meeting. And this is a process that would likely be outside of the quick-build project run on its own timeline. Next slide, please.

So about the promenade, the current regulations on the promenade -- well, this is not -- the promenade is not a city sidewalk. It is a Port park. So it's a little different. You are allowed to ride a bike on it. You are not allowed to ride a motorized vehicle on that.

That includes motorized bicycles, motorized scooters and anything else you can tack a motor onto, which we see up and down. They look very fun, but those are not permitted on there. It's not really enforced at this point in time.

Enforcement -- the Port has not chosen to do that. There is an expense associated with that. The promenade is also the Bay Trail, per the Metropolitan Transportation Commission and the Association of Bay Area Governments -- Bay Trail project. And it's a multi-use pathway.

So they don't have necessarily jurisdiction. But they have adopted it as part of this. And the promenade is dedicated public access through a permit the Port has for the roadway through the Bay Conservation and Development Commission. So any change to it would require their approval to do so, or that is our belief at this point in time. Next slide, please.

So for options for regulating uses -- well, what we've heard a lot about is the enforcement of the existing regulations just described earlier, doing greater signage to do that. Probably the first thing to do to make that reasonable is to provide a facility for others to get off.

The reason -- a reason that people may be using the promenade with all the different wheeled vehicles is that there's not a safe place to be otherwise. Getting back to the existing bike lane feels scary. It's just not wide, and there's fast-moving traffic.

So the first thing that'll make enforcement easier is providing a safe place for all the vehicles to go whether they're motorized or not. To accomplish -- to change the regulations, the commission could amend the Port code prohibiting all bicycles and other wheeled devices.

There would need to be exceptions for wheelchairs and baby strollers. And then, they may also want to look at ages. Would the new bike facility be comfortable for families that have children learning to ride bikes as the promenade is used now.

It'll bring up some questions. I don't begin to have the answers for that. There are a couple of other options. If the commission was to amend the Port code, it also would require approval by the Board of Supervisors, not just the Port Commission.

A couple of other options -- explore the existing Port code authority which allow us, the Port Commission or the executive director, to close a park area under certain circumstances. We don't say with complete confidence that this is allowed, but it's something we could explore further.

And there's also an option to amend the Port harbor code and traffic code, which are not part of the municipal code and therefore do not require Board of Supervisors approval. And we could look into that further.

So any action to prohibit a use on the promenade would be preceded by a thorough public-outreach process for the many types of users from many different places that use the San Francisco waterfront.

The problem on the promenade is the mixing of pedestrians with faster-moving wheeled vehicles, no doubt, no matter what kind of wheeled vehicles they are, motorized or not. Building a protected bike lane on the Embarcadero would provide a safe place for these wheeled users and may go a long ways towards solving the problem.

So it would be the commission's decision if they also want -- if you also want to pursue changes to the code to prevent all wheeled vehicles from using it. That concludes our comments, SFMTA's and mine. And we look forward to the public comment and commission comment. And we are, of course, available to answer any questions this evening. Thank you very much.

President Brandon: Thank you, Dan, Mark, Casey and Gabriel for this presentation. It's very informative. Thank you for addressing some of our concerns. Before I open it up for public comment, Supervisor Peskin's chief of staff, Sunny Angulo, would like to make a comment.

Public Comment on Item 8A:

Sunny Angulo: Thank you so much, President Brandon. I first just want to say that I -- in thinking about this project and how long I have been working on this project, I was reminded of one of the very first open-house meetings that I attended with Diane.

So before kind of saying anything, I just wanted to also recognize what an incredible asset she has been not just to the Port and the waterfront communities in District 6 and 10 and 3 but -- and 2 but, I mean, really as a city public servant. So Diane, I just want to wish you well. I'm definitely going to miss getting a chance to work with you.

I have actually had also the privilege of working in the District 6 office when this project, as a much larger public-safety project, was first envisioned. That was with Supervisor Jane Kim when she first came into office.

A lot of the community organizing and outreach that I was doing at that time was around -- this was before Vision Zero in 2013 but was really around pedestrian and bicycle safety and really trying to help our constituents understand tradeoffs and what it meant to be able to envision a neighborhood safety project that did not pit people against each other, did not pit small businesses and merchants and seniors and youth and families against each other.

I really feel like the SFMTA staff -- and I want to give a special shout out to Casey and to Mark who have been wonderful to work with over the course of the several years that we have been trying to get a safety project into the ground on the Embarcadero.

They have really tried to balance the feedback and the concerns of the community with the very real safety issues that we are facing, you know, along this stretch of road. I remember one of the original angles that we were trying to work with then SFMTA Director Ed Reiskin on, you know, how do we -- you know, what can we do to mitigate the safety issues along this like really highway, you know, while we're waiting for this project to go in -- this longer-term project to go into the ground?

And one of the ideas was, well, let's see if we can use the Port's -- you know, the Port gets traffic-control officers and has SFPD officers that are tasked with doing enforcement along the Embarcadero.

Maybe we can really try and work with the Port to make sure that we're not having motorized scooters on the promenade, that they feel safe enough to go into the roadway, that we're making sure folks aren't double parking in the bike lane, that we don't have the speeding, that we don't have all of these driving behaviors that have really actually cost people their lives.

And in the end, you know, we realized that nothing is going to change unless we take, you know, expeditious, urgent action to put engineering into the ground that is going to forcibly, you know, mitigate some of these transit mo -- some of the more reckless, you know, behaviors of these different transit modes.

And as you know, my -- the person I'm representing, Supervisor Peskin, has been a huge champion of trying to do more sooner. We have also been very active in the seawall conversation. That is another major capital project that we have tried to hopefully kind of align with the safety concerns in this area and have helped to secure funding for.

And we have secured funding for this project to the tune of a million dollars. We were a little surprised that the item was continued. As you've read in Supervisor Peskin's letter, he has been disappointed that this has not been scheduled for an approval action.

But I'm hopeful that, after hearing from SFMTA staff today, that we can really move this forward so that we can get it into the ground before the end of the year and really have a beautiful, world-class waterfront that everyone can enjoy including our seniors, including my families that are walking from Chinatown to get down to the fishing boats to get their fish, including the cyclists that are commuting.

So I just want to thank you all for your collaboration and really the urgency that you are hopefully going to be putting to moving this forward. So thank you very much. And I'll stick around if there's any questions.

President Brandon: Thank you so much. I really appreciate your comments. Thank you. Now, let's open it up for public comment. We will now open the phone lines to take public comment on item 8A from members of the public who are joining us on the phone. Jenica will be our operator and will provide instructions now for anyone on the phone who would like to provide public comment.

Luke Bornheimer: Hi there. My name is Luke Bornheimer. And I am a father of one and one of the leaders of Kids Safe SF. And I'm just calling in support of this project. I urge the commission to move it forward with a vote in the weeks to come.

This project, as Sunny highlighted, is desperately needed both for people on the promenade working but also for people who like to use bikes along the Embarcadero. Also, this project will create a more predictable and safe environment for cars moving along the Embarcadero, as we know separating modes of traffic and travel makes a space safer for everyone.

So I urge the commission to move this project forward. I thank the MTA team and staff that has worked tirelessly on this and all of the advocates and supervisors' offices who have worked on this for many years.

This is a great opportunity for us to move the Embarcadero, the promenade and our waterfront even further into the world-class category that it is known for being. And I hope that you take this opportunity to move this project forward. Thank you for your time, and thanks again to all the staff and advocates who have worked on this tirelessly. Thank you.

Cliff Bargar: Hi. Thank you. My name is Cliff Bargar. I live in Potrero Hill. I'm lucky to be able to frequently get to the waterfront to walk, run and bike both for transportation and recreation. There's a number of great destinations that I can reach along the waterfront.

I want to thank staff for all the great work that they've done on this so far and thank the supervisor's office and the commissioners for hearing this item today. I think we just really need to move ahead with this quick build as soon as we possibly can and put staff's hard work into the ground here and see what happens.

We know that some of the proposals would save lives like those of Kevin Manning's. And we know that they're also vital to getting more people to feel safe walking and biking along our waterfronts. We have a great transportation agency here in San Francisco.

And I think the Port is wise to defer to their expertise on transportation planning and traffic management rather than to second guess what the impacts would be. We have people coming here from all over the world to bike on our waterfront and bike and walk across the Golden Gate Bridge.

And this part of the Embarcadero is often a crucial part of their journeys. And I think we should be bold here and just really make it an even safer place than it is today. It's been a tremendous transformation since the Embarcadero freeway came down. And I think we can do so much more in the same direction. Thank you.

[Kenneth Russell]: Good afternoon, commissioners. Thank you for holding a hearing on the Embarcadero today. My name is Kenneth Russell. And I'm a renter here in San Francisco in District 7, [unintelligible] part of our city.

Fortunately, I'm in walking distance to the Daly City BART stop and, pre-pandemic, would take BART to the office downtown at Market and First. And often on my lunch breaks, I would walk along the Embarcadero appreciating this wonderful part of our city.

And even now as I'm working from home, I still make trips to the Embarcadero, as it's a great place to enjoy being outdoors. I was disappointed to hear that there would be no action to approve the protected bike lane on the Embarcadero today.

You know, as somebody who often visits and walks there and occasionally bikes, I know that having more separate space will improve the Embarcadero for everyone. For people walking around, it's better when bikes have a protected space they can use.

And for bikes, it's much better when you don't have to mix with cars and pedestrians. I want to live in a city where people don't have to worry about the safety of their loved ones because our streets work for all bikers and walkers, not just fearless seasoned bike riders.

I want to live in a city where we take Vision Zero seriously and act with haste to protect people's wellbeing and lives. I strongly urge you to take action to approve this project as soon as possible. Thank you.

[Jack Lipton]: Good afternoon, commissioners. My name is Jack Lipton. I'm a San Francisco native. And I'm calling today because I heard about the decision to delay the approval of this vitally necessary project. While I bike on the Embarcadero sometimes, I'm calling because I'm worried about my dad.

He started riding a bike during the pandemic. And living near the Embarcadero, [unintelligible] bikes along it pretty much daily for recreation and to shop at local businesses and the Ferry Building. And because I know firsthand how wildly unsafe the bike lanes on the Embarcadero are right now, I'm worried for his safety and especially worried the project is being delayed yet again.

The people I see trying to ride bikes on the Embarcadero are not spandex-clad avid cyclers but are usually terrified families with small children, visitors trying to visit the waterfront and seniors, like my dad, who deserve safety and San Francisco's precious water.

The small section of protected bike lanes from Folsom to Mission have worked so well. And there's such an urgent need to extend it down the waterfront. As this presentation mentioned, the design and community-input process has been running for over seven years.

And it's honestly -- I'm just appalled that this has taken so long when lives are literally on the line and that it's still not being approved today. I'm tired of worrying on a daily basis that my dad is going to get run over on the Embarcadero.

For the sake of his safety and everyone else's, I'd really like to see some urgency here and hear a plan to approve this project at the next commission meeting. Thank you.

[Parker Hay]: Hello, Port Commission. My name is Parker Hay. And I'm a resident of District 3 and Nob Hill. First of all, I want to say that I appreciate the commission having this opportunity today to give feedback on the future of San Francisco's promenade.

As a direct neighbor, the Embarcadero is somewhere my partner and I frequent many times per week for transportation, for entertainment and to just generally be outside near the water. It's deeply important to us in our day-to-day lives like it is for many San Franciscans.

Although we enjoy the Embarcadero as it is today, it's clear that there is still a lot of room for improvement in how this public space is used. Specifically, we notice there is a desperate need for better bike lanes along the waterfront.

That is why I'm disappointed that there will be no action to approve the protected bike lane extension today. The protected bike lane would make the Embarcadero safer for everyone who uses it and provide a better buffer between the fast car traffic and people who walk and bike.

It'll allow members of the public to enjoy San Francisco's waterfront safely and comfortably. The first segment of protected bike lanes between Folsom and Mission have been a great success. They have made both the sidewalk and bike lane much more pleasant.

Drivers seem to drive with more care. And crosswalks are shorter. That allows people who are slower to walk to be able to cross the Embarcadero easier and safer. But those improvements are just for a few blocks. It needs to go further.

I remember in the past members of the commission made comments recognizing the build protected bike lanes along the Embarcadero as soon as possible. Let's stop delaying. And as a neighbor, I ask you to follow through and take action to approve this project as soon as possible. Thank you for hearing my comments.

Brian Haagsman: Good evening, President Brandon, commissioners and Director Forbes. My name is Brian Haagsman. And I'm Walk San Francisco's Vision Zero organizer. I wanted to share Walk SF's strong support for the Central Embarcadero safety project as part of the larger Embarcadero enhancement project.

Walk San Francisco, as the city's pedestrian advocacy organization, works to transform San Francisco streets, specifically its most dangerous streets so that everyone is safe walking. And right now, the Embarcadero is one of those dangerous streets.

It's on the list of the city's high-injury corridors where preventable crashes regularly seriously injure or even kill people walking, biking and driving along the Embarcadero. In fact, each year, on average, 15 people are injured in crashes just in these couple blocks between Mission and Broadway, a majority of them walking and biking.

And because the street is unsafe, you know, we've heard a lot. You know, many people biking and scootering avoid the on-street bike lanes. And they use the promenade, which makes it cramped and creates additional hazards for people traveling on foot.

We hear this quite regularly from especially older adults we work with that, even if they avoid a crash on the promenade, close calls with people biking make it feel especially unsafe for them. So we strongly support this first round of improvements.

Yes, the wide bikeway is definitely a better alternative to the promenade for people on bikes and scooters. But it's bigger than the bike lane. Road diets bring down dangerous speeding for everyone. And the pedestrian islands and painted safety zones will shorten crossing distances, which is especially important for those who need more time to cross, like older adults and people with disabilities.

We know these improvements work because, you know, we've seen them lead to real changes in similar projects across the city. These lane and signal changes like this can bring down high speeds, which is the number one crash -- for crashes that kill and seriously injure people.

And you know, as others have noted, this project is now years in the making and has really been improved through planning with citywide partners, neighbors, neighborhood groups and really appreciate the SFMTA and the Port's work on this.

And we ask you to support this proposed project so that we can all benefit from these urgently needed safety measures. Thank you so much.

Joanna Gubman: Hi. My name is Joanna Gubman. I live in the Castro. I'm a co-lead with Urban Environmentalists. And I've lived in SF as both a renter and a homeowner since 2007, more or less, and the Bay Area since 2002.



I appreciate the staff presentation. But to echo Supervisor Peskin's office and several of the other commenters, I am disappointed that you won't be asking to approve the protected bike lane today. For a quick-build project, this process seems to not be very quick at all.

I hope the Port can move quickly based on staff recommendations. And then, we tweak as we go along. I know that many other cities have acted quickly on bike lanes. And so can we.

To share a bit about why this particular bike lane is important to me, one example, I am pregnant. And I most recently biked along that part of the Embarcadero last week to get to my OB/GYN at Chestnut, which is just a bit past that way a block from the waterfront.

And I just don't feel very comfortable biking along the promenade because I don't want to interfere with pedestrians. So I bike in the bike lane. But it's really dangerous. And the cars are very fast. And really, the more pregnant I get, the more uncomfortable I get doing this not because I'm physically unable to bike. But I just feel unsafe with my pregnancy.

And when I have a kid, I want to be able to take my kid by bike places like the Exploratorium and the aquarium and the ferry without having to worry about safety. And if I'm already worried now with my fetus protected inside of me, how much more worried am I going to be when I have a three-year-old sitting in my bicycle.

I have another example. About two weeks ago, I took my four-year-old niece to the Embarcadero. We went on muni. I would have loved to have biked around the Embarcadero with her to enjoy the waterfront and get her used to an active and healthy lifestyle.

But I just -- I didn't feel safe doing that, not even on the promenade. The cars are there, and they are fast. And it's just scary with a small child. Beyond all my personal experiences, I'll also note that we do need to better support active transportation in SF.

Transportation is responsible for half of our local carbon emissions. And if we can't support people-powered transportation on our waterfront, which is full of great destinations that many people want to access by foot and bike, I just don't know how we can [meet our climate goals].

So I hope you'll consider making the Embarcadero safer for families, tourists, anyone else who wants to be outside and enjoy our waterfront and get from point A to point B in a low-carbon manner. Thanks.

Evan Goldin: Hi, commissioners. My name is Evan Goldin. And I'm a member of the SoMa advisory commission, a lifelong Bay Area resident. My wife and I and my parents, who are in their 70s, all live right next to the Embarcadero in SoMa, all D6 residents.

And my family and I all use the Embarcadero constantly as drivers, pedestrians, cyclists. Both my wife and I even use the Embarcadero to commute to work around Embarcadero Center. And I really want to call in and encourage you guys to move this quick build forward as soon as possible.

The Embarcadero is just not safe to bike or scoot or ride a skateboard safely today outside of the quick-build section. I've been yelled at by my neighbors for riding on the promenade, which is r -- it's pretty understandable because it's a tight space.

And I understand their concerns. The quick-build section has made such a huge drastic difference to making it safe to bike, scoot or skateboard but just for those two blocks. And I really want to see that safety extended to the rest of the Embarcadero.

Additionally, the roads are just too wide as they stand today. I know because I watch, and I hear cars roaring up and down the Embarcadero at 60 miles an hour. And reducing the vehicle travel space would really help reduce speeds in the area.

I want my family, including my parents, to be able to get around our neighborhood safely. And I urge you not to delay this project. I want to be able to get around safely without risking my life. And I don't think that's too much to ask. Thank you.

Alice Rogers: Good evening, President Brandon, commissioners and Director Forbes. This is Alice Rogers. I'm a neighborhood advocate for the South Beach/Rincon/Mission Bay neighborhood area. And we have worked closely over the years with your staff and the MTA staff on trying to make the Embarcadero promenade a safer, better-managed space for everyone who uses it.

The multi-part Embarcadero enhancement program is fundamental to making progress on that goal but only if all of the segments are implemented and in quick succession. Protected-bike-lane connectivity is key to getting faster-moving wheels off the sidewalk and reducing conflicts.

And [to have protected segments live] together, they will be underused and fall well short of achieving our safety and load-shift goals. So the sooner protected bike lanes become a network, the sooner they will prove the wisdom of the investment.

With this current proposal, improved signage and pilot performance testing, please do your part to make the Embarcadero exemplary, and do it now. We need connected bike networks throughout the city. But only you can make the Embarcadero a multi-model network happen now. Thank you so much.

Katy Liddell: Good afternoon, President Brandon and commissioners. My name is Katy Liddell. And I've been here in the neighborhood for 26 years, many of those years involved with pedestrian safety, the Port and the MTA.

As Alice just said, our South Beach/Rincon/Mission Bay Neighborhood Association has worked tirelessly along with the bike coalition, other neighbors and other organizations with the MTA and the Port to make the Embarcadero safer.

As Casey and Mark mentioned earlier, we've had numerous meetings and charrettes to collect feedback and have spent hours and hours deciding how to best go forward. It's time to make it happen.

I understand that there are concerns around the Broadway intersection. And they're legitimate concerns. We need to assure that this busy intersection is configured correctly for everyone, walkers, bikers, autos.

But we cannot let this one intersection hold up the entire project. The field test proposed by Gabriel Ho today should be incorporated into the project and approved. The Embarcadero is one of the most dangerous streets in the city and is on the list of high-injury corridors.

We can't wait any longer. Please approve this plan with the field test. But I ask you, do not delay this important work any longer. Thank you.

[Raul Maldonado]: Hello, Port Commission. My name is Raul Maldonado. I'm between District 7 and 11 [unintelligible] the past five years. And I'm calling in support for immediate approval to proceed with the protected bike lanes on the Embarcadero.

I love and appreciate the comment made in regards to Diane Oshima and Kari Kilstrom's retirement. They're very heartfelt and warming, reminded me, myself, and [like my memories in the --] y'all are young. I guess I am as well.

But there was one part in particular in those comments that really made me think about the [simulation] to the protected bike lanes which is a place of origin of where we all came and interacted with the Port.

Me, myself, I -- my place of origin of where like I came to embrace the Port a lot more was back in 2010 when I came by the high school, senior

graduation [unintelligible] out here. And what I was hoping is that we can have these protected bike [signs or to create] different narratives for other people's places of origin where they've encountered and appreciated support.

An example -- there are minority kids in my original [unintelligible] [Central Valley] [unintelligible]. So their modes of transportation are mundane. And it's quite hot out there. There's no protection out there [for their] skating or bicycling [that they're going through].

But then, coming to SF and these protected bike lanes as tourists themselves, they can have an opportunity to, once again, have that place of origin to love and appreciate the Port SF and also the community in general and also for SF locals in general. But I'll let them speak to that as, you know, I guess I'm not a native. I'm sorry.

Anyways, I'm calling again to support for the protected bike lane approval and seeing this all started. Yeah. I hope y'all have a good day. And congratulations on the approval for their retirement. Yeah. Bye.

Adina Levin: Hello. Good afternoon, commissioners. My name is Adina Levin. And I live down on the peninsula. But among other things in San Francisco, I serve on the Metropolitan Transportation Commission's policy advisory council and some of its committees. And that is one of numerous reasons that, before the pandemic, I would come up to San Francisco on a regular basis and use the Embarcadero by bicycle to connect to my destination.

I use a bicycle for transportation along with public transit. I am not an athlete. I am not fast. I am just trying to get to where I'm going safely.

And having seen the news stories over the years about injuries and fatalities on the Embarcadero, that is really a frightening place to be and will urge you to approve the protected bike lanes as quickly as possible to protect the safety of people who are bicycling for transportation as well as, you know, if you're not bicycling in the unprotected lane, then you're going on the path with pedestrians including people who are older, people who have disabilities.

And it's really not a very safe thing to have the bicyclists competing with the pedestrians. So in the interest of safety for people that are walking on the path and for the interest of people that are bicycling and we really have the staff [for] the lack of safety, please do approve these.

We've learned over the last year with the pandemic that, you know, the ability to move more quickly and have quick build has had a really transformative impact in cities around the world and would urge you to learn

from those lessons and improve safety for people who live or visit San Francisco. Thank you.

Ben: Hi there. My name is Ben. I'm a resident of San Francisco. I live in the Lower Haight neighborhood. I can't say I spend a whole lot of time on the Embarcadero. I don't go there every day or anything. But I spend a good chunk going to the farmer's market and visiting the amenities down there.

I'm always struck by how beautiful the Embarcadero is but how uncomfortable it can be for not just bicyclists but also pedestrians. I think a lot of callers have mentioned, you know, when there's no safe place for a bicyclist -- and there definitely is not a safe place for bicyclists in its current configuration, right, going right back to the 30-mile-an-hour, 40-mile-an-hour cars is not safe at all.

What it does is it forces the bicyclists onto the pedestrian walkway and then makes things uncomfortable for the pedestrians as well. So you know, it's a street that really strikes me as one that prioritizes a lot of space for the cars but really doesn't have much consideration for other people using the space.

You know, I have family visiting later in August. And one of the things I kind of wanted to do with them is go and visit the Embarcadero because there is so much that's amazing in that location, a lot of restaurants, a lot of sights, you know, to see.

But it's hard for me to really think about how I would recommend that when biking is not safe there. And sure, we could walk. But again, it's not the most pleasant experience to go a long distance when there's such crowded conditions there.

So the solution, I think, is pretty straightforward. I think you guys have done a great job at the Port Commission of identifying what could be done with this plan here. I guess I'm just strongly urging you guys to finish the -- you know, cross the checkered flag and actually get this built.

I think it would improve the situation down on the Embarcadero amazingly. And I think it would attract a lot of people. You know, I guess one last little point here is, you know, a lot of the people who are driving through the Embarcadero aren't actually stopping and visiting restaurants and the businesses here whereas a lot of people on slower-speed vehicles and pedestrians actually are.

So you know, I think that the businesses will also benefit a lot from having a street that is more comfortable for people who are more likely to actually stop. So -- yeah. I hope that you guys can quickly get this built in place. Thank you.

Alec Bash: President Brandon, members of the commission, this is Alec Bash again. And I just wanted to say that I believe the MTA staff has been very responsive in coming up with the proposed field testing at the Broadway intersection and also really appreciate the comments of the commissioners at your last meeting on this and the staff responsiveness at today's meeting on issues regarding safety on the Embarcadero promenade. So again, thank you very much for taking the time to really consider this before going forward.

[Jeff Carter]: Yes. Good afternoon. My name is Jeff Carter. I live on the peninsula. And I do ride my bike via Caltrain and up to the city. Full disclosure, I am a Port employee. However, I do urge that this project be put on the agenda to be approved because it's very important to make the Embarcadero much safer for both bicyclists and pedestrians because it's a very well-used thoroughfare for bicycles and pedestrians.

And I think this is great all the work that's been done by staff to see that we can make the Embarcadero much safer for all. You know, myself, I do use it to get around, you know, on the Embarcadero in my duties. Thank you.

#### Commissioners' Discussion on Item 8A:

Commissioner Burton: Thank you, Madam Chair. I just have a statement and a couple questions. First of all, to those who are concerned about safety and wanted us to move immediately on this, if the commission hadn't sent back to ask for more safety provisions in this, we would have a lot less safety going on had we adopted the proposal yesterday.

I'd like to ask department of traffic just a couple questions. You sent out 17,000 questionnaires or comments. Was that by mail or email or what?

Mark Dreger: Thank you, Commissioner Burton. The 17,000 were mailed. Those were mailers.

Commissioner Burton: And you got back a response of about 1,400.

Mark Dreger: The 1,400 were total responses. Correct.

Commissioner Burton: So it's about a 10 percent response to the inquiry. All right. And then, somebody mentioned there were several community meetings. And there were like 100 people total attended, 200 attended? I couldn't quite hear the number.

Casey Hildreth: Yes, Commissioner Burton. The original workshops in 2014 were attended by over 100 --

Commissioner Burton: Not 2014. I'm talking about now. 2014 was quite a while ago.

Casey Hildreth: Yes. And in 2016, we had over 200 people participate in the open houses. In 2018, I believe we were also over 200 physical attendees and survey respondents.

Commissioner Burton: So 200 live people and 1,400 by mail. And then, there was something that I forget. But it was -- there had to be permission to do something. But it didn't have to go to the Board of Supervisors. But it had to go somewhere for a permit. Who is the permitting authority? And I'm sorry if I'm not so clear. But --

Dan Hodapp: Commissioner Burton, this is Dan Hodapp with Port staff. I was speaking on possible changes to regulating users on the promenade. The promenade is also governed by a BCDC permit, Bay Conservation and Development Commission.

Commissioner Burton: I understand that.

Dan Hodapp: And it's part of the roadway permit. So that's what would -- they would have to act on it is what we're saying.

Commissioner Burton: So before you could do something [addition], you had to get BCDC approval?

Dan Hodapp: That is correct.

Commissioner Burton: Okay. I think it was good that the commission asked you to go back to the drawing board. [Unintelligible], I guess we'll have to look at what the last thing you did. But several of the speakers like wished we could have acted like right now.

And had we acted at the last meeting, none of the safeguards would be present. So sometimes haste makes waste. And if you're going to -- [accuracy] first and speed second. So thank you, Madam Chair. Thank you, commission members for indulging me.

President Brandon: Thank you. Commissioner Woo Ho?

Commissioner Woo Ho: Yeah. Thank you. I think I would like to also, I guess, echo Commissioner Burton's comments. I think that there is no question that this commission supports safety for the constituents that this project is addressing, which is the bicyclists, the pedestrians.

And we also added in terms of just understanding the congestion of the autos as a result of changing traffic lanes and the impact of that. So we did pose more questions to the MTA. And I believe that they did flesh out more information, which maybe we didn't understand, or we didn't understand -- and they also are looking at more safeguards as Commissioner Burton.

So I think it would be a misperception to say that we were delaying this because we did not think safety was important. I think it's because we think safety is important. There's two other points that I'm going to make because I am supportive of what we're going to do.

But we wanted to clarify this quick-build project, as it's called, is addressing just a segment of the Embarcadero. And we know the Embarcadero -- obviously, people don't all of a sudden, as far as autos are concerns or even bicyclists -- it is a larger section.

They are concentrating in this project on the area that they think where the problems are most. And we agree with that and appreciate that. But from the Port Commission point of view, we want to see a strategic roadmap that addresses the entire Embarcadero and the issues related to traffic flow for all modes of transportation which is something that I think that, in our conversations offline with the MTA, that they have said that they will address in the long term.

It's not something part of this project. I think that's important that you can't just address one section of the Embarcadero. And later, you find that the before and after that section, you still have problems.

They may be not as big as the section that we're addressing. But they're going to create problems. And we wanted to have an understanding that those areas would also be addressed in the long term because that's only going to -- it's not going to help if you just unplug one area of the Embarcadero.

It really has to really address it. So it has to be a holistic strategy. I think the commission -- because our responsibility and fiduciary responsibility is for the entire Embarcadero and not just the section that the quick build is addressing.

I think we're just making that statement and want the public to understand that we're looking out for their interests in that regard and also for all the constituents even though this project is focused on where the issues have been, which has been bicyclists, pedestrians and the accidents that have occurred in that area.



But we're also looking at just overall traffic flow. And today, we heard a lot more about the signals, which we asked about. Can traffic signals be re-looked at? And that was not clear to us in the first presentation.

So today was to help us understand more in depth. I think the MTA has come back to us with more answers. There's more work to be done. This, in my mind, is not the end all and be all of the issues of the Embarcadero.

This is a first step. It's a very important first step. It's an important sort of deposit that we're making here. But I think we all want to recognize that more work has to be done. And the Embarcadero is just not a narrow section of where the quick build is going to be. But it's a much longer roadway.

And you know, it goes all the way from where you come off the 280 freeway all the way up to Fisherman's Wharf. So that's the point of what our responsibility is to make -- make sure is that the links in the chain make sense and that there is a sense of -- you know, there is something that we're thinking about.

And strategically, we hope that the MTA, in addition to quick build, will come back to us and look at all of the before and after this section and give us solutions both in the interim and long term.

So what we're requesting is really a strategic roadmap for the future of the Embarcadero for the safety and for the ease as much as you can. And as one speaker called in and said there are tradeoffs here.

We're just trying to understand what the clear tradeoffs are and to make sure that we're not going to make any particular group 100 percent happy with everything. But the tradeoffs are clear and that they are the best tradeoffs that we can make given that there are many constituents here to be concerned with: pedestrians, motorized vehicles, bicyclists, cars, whatever.

And that's what I think the point of this commission is about. So I hope the public understands that, that we feel that we're just going about our duty to make sure that we understand those issues. But I am supportive of what the quick build is trying to achieve in itself.

But we just wanted to make those points. And I think we are happier with understanding some of the things that got fleshed out more in offline conversations as well as the presentation today. Thank you.

President Brandon: Thank you. Commissioner Gilman?

Commissioner Gilman: First, I want to thank my fellow commissioners for all their comments at the last meeting. I do also want to thank the Port

staff and MTA staff for a litany of changes that they made in response to commissioners' concerns and questions. I do want to highlight them just again to -- both for my fellow commissioners and for the public to know how much actually was changed.

Preparing the more detailed signage and way-finding plan was a vast improvement over the last presentation. The traffic analysis and evaluation, too, I think are things that hopefully will make this a project that all commissioners can support and vote on.

So I do want to thank you for hearing the commission. You know, we did have an informational on this. And last month, it came back as an action item. And many commissioners still had concerns. So I do want to commend the departments for, as quickly as possible, bringing it back to us with these amendments, which hopefully make it a unanimous project moving forward.

I did have a question though for -- a few questions. One is -- I do want to also commend the million dollars that were secured for this project through a lengthy community process now, many, many years ago by both the MTA and the District 3 supervisor's office.

I'd like to know from staff if there's any risk of those funds not being able to be utilized due to these delays.

Casey Hildreth: This is Casey Hildreth, the MTA. There is no current risk with those funds being delayed or losing access to them at this time. No. So I think there would have to be a much more prolonged issue for -- issues related to the funding to come into the forefront.

Commissioner Gilman: Okay. Okay. Just overall, if we do not take action on this item until next month, how does that disrupt the timeline versus if we had taken action today?

Casey Hildreth: If there's action next month, there's really no impact to our schedule. You know, we will -- we sort of frontloaded some of the work that we needed to do anyway based on commission's questions and concerns.

So we will continue to sort of move forward "at risk" with the hope and expectation that we will be able to get approval and proceed as planned.

Commissioner Gilman: And we're the last approval process?

Casey Hildreth: Correct. I think there would be one additional step, which would be an encroachment permit that we would apply for officially through -- to the Port. And we'll work with staff to do so. And that, I believe,

would be the final sort of formal step before we could actually have our crews out there on the ground.

Commissioner Gilman: Okay. And then, this is a question for our commission secretary. I was curious, can you please tell me the tally of letters that were sent in support for this item?

Carl Nicita: We received 110 as of yesterday at 5:00 p.m. I'd have to count the letters that came in today to be certain. But I think there's an additional 10 or so.

Commissioner Gilman: Thank you so much. That answers my questions. I think this is just a comment. Again, I believe that many of the improvements that were made between our last presentation and this one will benefit the public and the Port.

I do want to reiterate something that Dan reminded us of all of. The use of the promenade and what vehicles can and cannot be on that promenade is an issue for the Port and BCDC to decide. That is not an MTA issue.

And I think putting up signage that reminds folks that electric bicycles and scooters are not permitted even today on the promenade is an important first step. But that will be a much longer conversation for us as a Port Commission and a policy decision along with BCDC to decide whether or not there is any kind of enforcement around those vehicles being on the promenade.

This quick-build project was around really getting bicycle and other non-motorized vehicles to feel safe along the Embarcadero so that they get off the promenade and to look at the traffic flow. So I really do appreciate the traffic-flow study at Broadway and the evaluation that you'll be doing by using one configuration for four weeks and then one configuration to it next.

But I do really want to acknowledge -- someone who particularly lives on -- you know, close to the waterfront -- the public frustration. And I think, you know, it's rare that we receive 110 letters on any issues.

I think that the Embarcadero Navigation Center maybe brought in a similar flow of public interest and comment. And we have been talking about the quick-build projects, all segments of them since I've been on the commission for the last three-and-a-half years.

And I know the conversation predates me. So I guess I do want to acknowledge the frustration from a public perspective that this is the third time we're hearing this item, and we're still not acting on it.

So I would love to hear from Vice President Adams and Vice President Brandon. But I would like to consider a motion of a special meeting before our next for this single item since we are meeting virtually to take action quicker in a way to appease the public who I think has -- you know, who is not -- you know, we're a part of this public process.

We have all signed up for the civic responsibility. But I think we need to acknowledge the folks that were disappointed that we didn't take action last month even though I do believe the product we are delivering now is a better one for us and all San Franciscans.

So I hope my fellow commissioners would consider supporting me in a motion for a special meeting on this single item before our next commission meeting. Thank you.

President Brandon: Thank you. Vice President Adams?

Vice President Adams: I want to thank Dan, Casey, Mark, Gabe, Port staff. I think this was a very, very good conversation today. I appreciate hearing all from the community. I think that that was good. But as commissioners, we have a responsibility.

And that is to make a decision on intelligence and proper information, not on politics and emotions. I think that we have to hear the plan out. I think Commissioner Woo Ho was spot on the way she laid it out with such articulation about what we have got to do.

And we've got to look at the bigger picture. I appreciate Supervisor Peskin's contribution. I understand what Gail is saying. I have no problem. But in something like this, there's a lot of moving parts to this.

And we have to get this right. And as commissioners, that's our responsibility to make decisions, as I said, that everyone is safe and looking at the big picture, not so much just because one group wants this or one group wants that.

We have a responsibility to take care of all the citizens of San Francisco. And things have to be thought out. Leadership is tough sometimes. Sometimes, you've got to do the right thing. And we asked the staff, Dan and Casey -- they all came back with more stuff.

And I think we're getting there. But for me, this is a process. And we're going to get there at the end of the day. And I like to see the process move. And it will continue to move. And at the end of the day, we're going to get there.

And I think we're going to have the best product. I think the staff laid out stuff this time that they didn't lay out last time. And for me, I listen to everything that the community has to say. But I also listen to those that didn't respond and people that have called me and said their concerns.

So this is a bigger thing than all of us. So I know at the end of the day we're going to get there. And whatever I think, Commissioner Gilman, you have -- but I think, at the end of the day, we have an obligation to make sure the community is safe and responsible, not because one faction wants this or that, that we look at the whole thing.

That's why we were appointed to this job. And I'll tell you, leadership is tough sometimes. Sometimes, the crown is heavy. Thank you.

President Brandon: Thank you, Vice President Adams. Again, Dan, Casey, Mark, Gabriel, thank you so much for the presentation. Thank you so much for your patience with us. Thank you so much for sharing all of your expertise and knowledge with us.

And this is a complex project. It's a quick build. But it's complex. And I think that, over these last few presentations, more questions have arisen. And from those questions and from those inquiries, I think we have a better, safer project.

And I think that all of the [commissions] agree that they want the Embarcadero safe for all modes of transportation. Safety is definitely not the issue because we all support safety. But what we want is to make sure it's safe for all modes of transportation.

And I think -- I really appreciate you coming back with doing the traffic analysis and the flow study at Broadway because, you know, I stood in front of Pier 1 last week. And there are six lanes, three lanes that go forward.

When we get to Broadway, we're narrowing those three lanes down to one lane. And I do think it's very important that that one lane may back up the entire Embarcadero. And if it does, okay. But let's understand what we're really doing here.

So I really appreciate you making that change, coming back with the study, so we can really see if we need to have two lanes, one lane. But we all support the quick-build project. We just have to make sure we're doing it in the right way.

So I think that, from the comments today, I think that everyone supports all of the changes, all of the signage, all the improvements that you have come

back with. So if there's no objection, at our next meeting, we can probably just put this on the consent calendar to move forward.

And again, I want to thank you all. And as you said, you know, coming back in August, there is no delay of funding. There is no delay of implementation. So I think it's reasonable that we just come back in August. We put it on the consent calendar, and we move forward.

So I thank you all for your patients with us as a commission and helping us to come out with a really good product for everyone to make the Embarcadero safer. Thank you. Carl --

Casey Hildreth: Thank you very much.

President Brandon: Carl, next item, please.

Commissioner Burton: Madam Chair?

President Brandon: Yes.

Commissioner Burton: I'm new to this process. Putting it on consent calendar means its open for discussion, right?

President Brandon: If you would like to -- [crosstalk]

Commissioner Burton: It doesn't mean there's going to be an automatic vote until we know what the changes made are. Am I right or wrong? I'm just trying to find out.

President Brandon: Well, today, they discussed all of the changes that are going to be implemented going forward. Do you still have questions regarding any of the changes?

Commissioner Burton: I mean, it's open for discussion --

President Brandon: You can [pull it off of] the consent calendar.

Commissioner Burton: -- [on the commi --]

President Brandon: If you still have questions next time, you can pull it off of the consent calendar.

Commissioner Burton: And then, at that time -- as I understand it, they're to come back with some of the answers to points that have been raised today.

President Brandon: No. There were no further points raised today. They responded --

Commissioner Burton: Well, there was a point raised -- and pardon, I thought somebody's raising a point about the Broadway Street and some other stuff.

President Brandon: Right. They're going to do an analysis of the traffic flow for the next couple of months and then come back to us with an analysis.

Commissioner Burton: And what if the analysis --

President Brandon: Then, we can make changes.

Commissioner Burton: Make chan -- okay. Yeah. I'm sorry. I didn't understand the process. Thank you, Madam Chair.

President Brandon: No problem.

Vice President Adams: Madam President, I would just like to say I would hope that Dan and Casey and Gabe and the crew -- maybe they can meet with Commissioner Burton before the next meeting and make sure all his questions are answered because we would like to eventually move on on this.

And I want Commissioner Burton to feel comfortable with this. And if any other commissioners, Commissioner Woo Ho or Gilman or myself, please make it available that we all can get briefed to meet with everyone, so we can get everything.

And then, we'll be ready, as you say, to move forward at the next meeting if there's any questions, so we're all clear. And I want Commissioner -- everyone to feel comfortable. That's just my thought. Thank you, Madam Chair.

President Brandon: That is a great recommendation. Commissioner Woo Ho and I met with the team last week. And they were great. So that is a great recommendation. Commissioner Gilman? You're on mute.

Commissioner Gilman: Sorry. I just wanted to thank you, President Brandon. While there was no support to have a special meeting, which I understand, I want to actually really thank the commission that we're considering putting it on consent since I did not hear any other points raised today about wanting to make amendments.

And again, I do want to say I think what we'll be voting on in consent is a much better fleshed-out project than we had before. So I think those comments were valid. I just wanted to acknowledge the public perception.

So I appreciate President Brandon and Vice President Adams, your willingness to put it on consent. I think that sends a message to the public that we are going to be -- that we hopefully will be passing it [crosstalk] and that we have support.

President Brandon: Thank you so much. I do hope that the public understands that the commission is in complete support of this project and in complete support of the safety of all modes of transportation on the Embarcadero. I do hope that -- all commissioners have made that point very clear: safety on the Embarcadero.

Vice President Adams: And I have to say one other thing, Commissioner Gilman. I don't know if you heard President Brandon. When Commissioner Burton asked, she told him that, if you don't want it on consent, we can take it off.

Commissioner Gilman: Right. Yes.

Vice President Adams: And I just want to make sure because you just got done saying that President Brandon, Vice President Ad -- if a commissioner requests that it be taken off consent, it can happen. That's why I'm hoping that the committee will meet with any commissioner between now and then. And we can get to where we need to get to. I just want to make that correction, so we're clear on the record. Thank you.

Commissioner Gilman: Thank you for that clarification. I hope it stays on consent.

President Brandon: Okay. For the record, Dan, please make sure to reach out to all commissioners prior to -- within the next two weeks before we do agenda setting to make sure that everyone is okay with us putting it on the consent calendar. And if not, it will just be on the open calendar. But we will be voting on it in August.

Dan Hodapp: I shall do that. I shall do that. Thank you for your comments today.

President Brandon: Thank you so much, everyone. Great discussion.

Casey Hildreth: Thank you, commissioners.



## 9. REAL ESTATE & DEVELOPMENT

- A. Informational presentation on (1) Phase 1 Revised Budget; (2) Modified China Basin Park Construction Sequencing for the Mission Rock Project at Seawall Lot 337, bounded by China Basin Channel, Third Street, Mission Rock Street and San Francisco Bay.

Phil Williamson: Okay. Thank you, Carl. My name is Phil Williamson, Port project manager for the Mission Rock project. Good evening, President Brandon, Vice President Adams, commissioners. I am here this evening to give you an update on the project background, first of all, and then get into some detail about phase-one budget challenges and proposed budget solutions before offering some next steps moving forward. Next slide, please. Next slide, please. Thank you, Carl.

Mission Rock phase one, as you know, is underway. Project work has been going on for some months now. And at the end of phase one, the project will include: two residential buildings with 537 units of housing, 199 of those being affordable; two office buildings, a commercial building that will be the future home of Visa International, their global headquarters, and a life sciences building; ground-floor retail; and an expanded and new China Basin Park on the north side of the project.

Recently, the project has reported they are approximately 30 percent complete of the horizontal work for phase one, the streets and utilities and all the supporting infrastructure. And vertical work is underway on parcels A, B and G. Next slide, please.

This slide shows some progress that the team has made, a considerable amount of progress since you approved the phase-one budget in September of 2019. I'd like to highlight four items on this slide for your just consideration and to acknowledge that significant progress is happening.

First of all, the project team secured bond financing for district utilities in 2020. In that same year, we also closed on the first vertical leases, the parcel leases for phase one. All four parcel leases have closed. And that was a significant milestone last year.

This year, we were successful to gain approval from the Port Commission and the Board of Supervisors for two new street names, Dr. Maya Angelou Way and Toni Stone Crossing. And those will be part of the phase-one infrastructure opening up next year. We were also successful just this past May in issuing the project's first bonds at approximately \$43 million. Next slide, please.

Looking ahead to the rest of this year and into the future a few years, just a few items to highlight here that the team is currently pursuing a second phase of bond issuance for the project supported by the increasing values on the site as construction advances.

We will also be starting work on China Basin Park later this year and, later this year or early next year, starting work on the second residential tower at Parcel F. Looking ahead to next year, we'll be delivering an accepting the phase-one streets and utilities, also delivering and occupying Parcel G, the Visa headquarters and then, in the following year, 2023, delivering and occupying: Parcel A, a residential tower; Parcel B, the life sciences building; and China Basin Park. Next slide, please.

It's important to note that the project has advanced without major slowdowns during the COVID-19 pandemic including commencing construction on over \$1 million in horizontal and vertical work.

A majority of this investment has been on the vertical side, which, as I mentioned a few seconds ago, helps to enhance the appraised values of these parcels and therefore increases a project's bonding ability. So the second bond issuance will reflect that effort. Next slide, please.

Here's a recent image of the project under construction. Most of you are familiar with the site. But on the left, you have Parcel G, the future Visa headquarters coming out of the ground several stories now and expected to top out vertical construction next month in August.

Just adjacent to that, a new tower crane has gone up on Parcel A. And you can see work beginning there on the foundation. And that project or that building -- residential building will come out of the ground with erection of steel in the next couple weeks. And behind that, you see pile-driving work underway on Parcel B, the life sciences building. Next slide, please.

The project team is working diligently to involve local businesses in the Mission Rock project including outreach to assist local and historically underrepresented businesses. To date, the project has awarded \$31 million in contracts to local businesses.

That represents 19 percent of our 20 percent goal for the horizontal work and 4 percent of our 20 percent goal for the vertical work. We have \$63 million in commitments to LBE contractors in the near future. And that work is primarily on the vertical side, which should take our 4 percent and move it much closer to our 20 percent goal.

Recent activity here includes \$1.5 million being awarded to women-owned small businesses in San Francisco and \$3.8 million awarded to minority-owned businesses in San Francisco. Next slide, please.

Pursuant to the DDA, the developer is required to notify the Port of cost increases for the phase. And we, in fact, received that notice earlier this spring for phase one with a cost increase of approximately \$62 million over the \$145 million that was approved in September of 2019.

Later on in today's presentation, we will talk about proposed solutions to this budget increase that help bring this number down to a more manageable and feasible level. The DDA provides the following criteria for considering such a modified phase budget.

And these are listed here and include that the request much be consistent with the funding goals of the project. It must be based on reasonable projections which the Port verifies through third-party review.

It must provide sources to fund the phase and the modified phase improvements. And it must not adversely affect project payment sources and must not impair the Port's fiduciary obligations. So the Port staff is reviewing all of those factors and believe that this request conforms with these requirements. Next slide, please.

As to what has caused the increased costs for phase one, I've listed here the primary drivers. The lightweight cellular concrete, the LCC, cost to review and approve this material for the site's use has been a significant cost to the project but an important one because the LCC will help raise the site five feet to address future sea-level-rise increases.

Increased costs have also come from enhanced park design elements, rising construction material and labor costs, design changes requested by the city, unforeseen subsurface conditions that were discovered upon starting the subsurface ground-improvement work, unanticipated electrical-utility modifications and increased city-agency-review costs. Next slide.

Noting the challenges to the phase-one budget, the team has looked hard at cost-management tools. And the fruits of these efforts are shown on this slide. For instance, reduced scope of improvements for the project has led to a savings between \$300,000 to \$600,000 for phase one.

We've also looked at lower-cost design alternatives that has saved at least \$6 million and as much as \$10 million in our budget. Strategically procuring materials results in \$600,000 in savings. And efficiently managing site resources including on-site wastewater treatment results in at least \$500,000 in savings. Next slide, please.

In this image, you see a comparison of what was approved in 2019 -- the 2019 Port-approved budget next to the proposed budget we're considering today and presenting to you today. And on this slide, I'd like to point out two primary line items that are the bulk of the increase.

On the top part under hard costs, you see a \$16 million increase here on the top right. And this is primarily due to the increased material-and-labor-cost issues I mentioned. There are other factors as well. But these two items are the primary reason for the \$60 million change.

Then, coming down to soft costs -- again, there are multiple reasons and multiple factors. But the \$15 million on the top right here under soft costs is the primary driver here for this portion of the increase. And this is attributable to increased legal costs, consultant fees, design-change costs and regulatory fees and permitting.

I'd now like to invite Rebecca Benassini to take the presentation forward to discuss proposed budget solutions for the phase-one budget. Becca?

Rebecca Benassini: Thank you so much, Phil. Good evening, commissioners. And good evening, members of the public. You can go to the next slide. Phil has given you -- or graciously taken on the tough part of the presentation providing you the challenge -- the budget challenge, the sort of bad news.

And I'm going to talk to you about the solutions and sort of processing we've been doing since receiving this information. There are three solutions that we've outlined in the staff report that I'll go over briefly. The first one -- in the next slides, we'll kind of go into them in a bit more detail. So if we can go to the next slide, I'll go through them one by one. Thank you.

The first one is modifying the sequencing of China Basin Park. The phase-one China Basin Park is a critical part of the project. And we are not proposing to modify that. China Basin Park will be delivered in phase one.

The sequencing aspect is depicted in this map. You can see the red streets in phase one that are underway and being delivered. You can see the green portion of the park also to start very shortly here to time with delivery of the first building.

Those will be part of phase-one budget. What we're proposing to sequence is the orange section and that little sort of light-blue section within the green area. These are the shoreline sections and the food-and-beverage pavilion.

The green section includes the Bay Trail. So people -- when the park is opened, people will still be able to traverse the park with their bicycle and walking. And that will all be delivered. And as we're delivering the green section of the park, the team will be working on in-water permits, which, as we've experienced, sometimes can take longer than on-land permits.

Once the permits are procured from Army Corps and Regional Water Quality Control Board, potentially we also will need to comply with the work window. So there will be limitations on when they can deliver that orange section.

Under our current planning, the green section will be built out. And then, the orange section will be built out next. And it will appear to the public as though a seamless park has been delivered. However, if phase two comes in later than we're anticipating, then the team would deliver all of the green sections.

They would pause at the shoreline, put some temporary plantings in so that the public's enjoyment of the park can continue as we gear up for phase two. And then, when it's time to provide the in-water work construction, they would start from the water.

And there would be some appropriate barriers that allow the public to continue to enjoy the green section while they're working from the water side to deliver that in-water construction, those tidal shelves, that sort of sea-level-rise resilient edge.

So that's the China Basin Park sequencing. And the key benefit to the budget is we delay about \$23 million worth of spending to match with phase-two sources. So it's not a budget reduction. It's a budget delay, which is really important as we're matching sources and uses at this massive project. Next slide, please.

The second solution is one we already have in hand. The DDA when we were going through approvals -- some of you may remember we were concerned about how big phase one is. The horizontal is sort of out of sync with how much vertical is being delivered, how much value is being delivered.

So we, in the DDA, negotiated this concept wherein, if the developer's budget goes over the initially approved budget, then the first \$10 million of overage will be repaid but at a reduced return rate.

The developer typically receives an 18 percent return. This reduced return rate is tied to bond rates, LIBOR rates. So that return rate may be about 4.1 percent. So that would be the lower return on the first \$10 million, which is helpful in the modeling and helpful in our sources and uses balancing.

And the last solution is on the next slide. And that one is focused on -- if we could go to the next slide, please. That one is focused on a new concept. So this project will be successful as subsequent phases come in in a timely fashion.

We know that. The developer is well aware of that. We are very aligned in wanting more vertical value to come to the site to pay for all these wonderful horizontal improvements. So we've negotiated with the developer to memorialize that shared alignment.

We both want phase two to come in quickly by proposing new penalties if phase two doesn't come in by the end of next year. So phase two doesn't have to come in in the DDA for a number of years. They have a number of years to ramp up for phase two without having any penalties or being in any breach of any agreement.

So this would be a new concept. And then, the penalties that we show here are in line with penalties we've instituted on the vertical side. On the vertical side at approvals, we instituted or negotiated these penalties to sort of signify how important it is that those buildings actually get built.

So they have to sign the leases and then build the buildings in a certain timeframe. So we've mirrored that same concept here and applied it to phase two because phase-two value can come in and make sure we can deliver that park or that park edge on a timely fashion and really give a boost to the project.

So the next slide will show some items we discounted. We also considered other solutions. But we are not proposing them to you today. One would be Port capital. We can insert money into the project. That would help the project. But we don't have capital at this moment.

So we are not recommending Port capital, which could get us over some of the budget difficulties. We also could recommend that we don't increase the budget, that we stop at the previously approved 2019 budget. And the developer would have to spend up until that point and then stop spending.

We don't recommend this because then we put in peril some of our great improvements we're looking for, most importantly of course the park and the full green section of the full inland portion of the park.

The last one we could talk about is inserting other sources. And these are primarily the Port sources. So this would be, for example, the shoreline tax, which, in subsequent phases, we've earmarked for other shoreline improvements throughout the Port.

We could propose that here, which would allow the developer to deliver the entire water section of the park. But we're not proposing that because we think it's really important to balance the sources and uses. And the phase-one sources are what they are.

And we need to kind of match the infrastructure we can deliver with what we can provide in terms of the value from phase one. Next slide will then talk about sort of the overall results of what we're -- the punchline, if you will. What does this mean for the Port in terms of our projected revenue from the project?

So I'm just going to take you through this table from left to right. The two numbers that are reported are the Port's nominal revenue from the project over all phases and the Port's NPV revenue from the project over all phases.

The 2019 number is what was reported at the time of that budget approval. And these are in millions of dollars. So it's \$1.7 billion dollars nominal over 75 years and \$190 million NPV discounted at 6 percent. So those are sort of like our 2019 baseline.

The first column that you see shows just updates to the model based on new information, no cost increases on the horizontal, just reflecting how the model has been updated because a CFD bond was issued at a certain time that wasn't reflected in 2019 because we were projecting the future, the actual spend of horizontal dollars.

So that first column is nothing to do with approvals. It's just how the project has unfolded. So you can see we got a bit behind on an NPV basis but ahead on a nominal basis. You'll see that throughout the table.

And the reason for this is that vertical costs are going up. And strangely, the Port benefits from that because we anticipate our IFD revenue, our tax-increment revenue will go up as vertical construction costs go up.

So on a nominal basis, we usually do a little bit better because those are outyear monies. But on an NPV basis, clearly money being spent and CFD bond revenues coming in later than we think, that's worse for us on an NPV basis.

So that first column is just where we are today based on information we have. The next column anticipate -- or scenario is a scenario where we build the whole park. We don't care really that we don't have sources for it.

And that's a real difficulty for the Port because we don't have sources. And we're kind of spending beyond our means at that point. That one isn't recommended, but it's shown for informational purposes.

The next one after that shows sort of what we're recommending. So this one is the cost increase with the park sequenced over time. And that's what we think our result may be without other measures coming in. So that's \$181 million in NPV and \$1.9 billion in nominal.

Then, we go through other scenarios because we don't know what we don't know, of course. So these indicate, for example, what if we did decide in the future to -- and I'm sorry. I misspoke just a little bit. That \$181 million that I was stating is what we were anticipating actually doesn't include that in-water work. I'm sorry about that.

So that's actually if we cut our cost and didn't do the in-water work and didn't do the tidal shelves. So we actually do a little bit better in terms of money. But we don't get that tidal shelf beautification on the edge and that good sea-level-rise protection.

So 2B is sort of like the best case scenario if we shrink the park scope a bit. Item three is getting what we want in terms of that beautiful park design and trying to manage around that the cost of that.

So one potential way that we could do -- revive some of our revenues a bit is if we put in some of the shoreline tax in subsequent phases. That's not asked for approval. That would be a subsequent phase decision. But that could bring our revenues up a little bit.

Alternatively, if the market increase is a little bit better than we project -- right now, we're projecting it relatively flat. So in this scenario, item four that's shown here, market upside, this is if office rents go up by about 4 percent in phase two relative to what we had them in phase one.

Then, we would see this uptick as well without dedicating more taxes to the park. So those are the different scenarios we've gone through. And the key aim we had in doing this was to show where we are in 2019 given what we know -- sorry -- where we are today given what we know in terms of spending and revenues and how the future may lay out even if we increase the budget as Phil went through earlier up to that \$184 million level. Next slide, please.

So what we've done thus far is worked on the costs. We've had our third-party consultant working through all of the elements of the projections. We've also had our economic consultant helping us run these various scenarios.

We've proposed the tools that I mentioned earlier, the penalty for phase two, using the DDA tool on the first \$10 million, which is -- we've already -- have in our documents -- and sequencing the in-water portions of the park to



align with phase two and to align with the time at which we actually think we will get those in-water permits.

So those are three tools to help us with this budget challenge. And we ultimately view the next budget approval that we think the Port Commission will see next year for phase two as giving us even more tools.

And we'll have more information at that time to understand where we are for the whole project. We're only in phase one at this point -- in the middle of phase one or less than the middle of phase one. So there's still a lot more information that's going to come in.

So that summarizes the presentation. Phil and I are available for questions. And I think we also have a couple folks from Mission Rock on the line as well in case he or I need some detailed support. Thank you so much, commissioners.

#### No Public Comment on Item 9A.

#### Commissioners' Discussion on Item 9A:

Commissioner Gilman: Thank you, Rebecca and everyone, for the report. Knowing this is an informational item, I just wanted to make sure there was a couple things that I was understanding correctly. And I do understand why we're in this predicament.

Costs on everything -- vertical construction -- is going up. So my two questions are just sort of around community and consumer and equity uses. So the way I read the staff report and the way I looked at the drawing is that, if this delayed till phase two, that, when the park is delivered from a user's experience, the park will completely be usable and that there will be some sort of beautification barriers holding it off from the water versus ugly fencing or looking like a construction zone.

So I just wanted to clarify that and that, when construction starts, the park will remain online. And there won't be any inconvenience to the public or to the surrounding businesses. Am I understanding that correctly?

Rebecca Benassini: You are understanding correctly. The green all the way up to the Bay Trail will be open throughout the construction. What's anticipated then are those sort of temporary plantings if we need to do that, if the permit is not ready and phase two is not ready.

And then, once construction starts from the water side, then there would be some sort of security barriers. We can inquire a bit as to what those might

look like. There is that dip that goes down into the water. So it might not visually be a real impediment.

But the park will remain open and the Bay Trail. That was the key thing for us is, once we open that segment up, we're going to see -- we already see there's still quite a number of people who use the Bay Trail even with the construction the way it's configured today. So we definitely don't want to impair that at all. Did I miss anything, Phil? Got it?

Commissioner Gilman: I just think, you know, Phil and Rebecca, when you come back on this -- I was just down there this weekend. I walked from Oracle Park all the way back to the Ferry Building. And people were using the Bay Trail even in the middle of a construction zone.

I guess I would just want to really inquire that, by pushing this off to phase two and doing this construction, that it won't have a negative impact or mitigate park usage. I think folks are looking forward to having this and the Bay Trail connecting the Blue Greenway.

So that's just one thing I just would want to sort of double click on before it comes back to us. And then, I also wanted to just double check. The way I, again, read the staff report and -- while I do understand that there's \$31.3 million for LBE contracting that's in contract, the funds that have been awarded seem a little low to me.

Does this disrupt in any way contributions in phase one to our LBEs or the LBE commitments made by Mission Rock?

Rebecca Benassini: I can start, Phil, and maybe you can answer because, when Phil showed that slide, I was kind of like that looks lower than I thought. And I looked up the report. And maybe the staff report was more clear. He was quoting what was completed in Q4, that smaller \$1.2 million and \$3 million.

And just to be super clear, those cumulative numbers are much higher. They're up over \$20 million for DBE businesses and -- I'm sorry women-owned businesses -- and \$13 million for DBE businesses. So I hope the staff report was more clear about the cumulative versus that quarter.

But to your question about disruption of contract, we'll definitely be able to speak to that more. But each contract is let, you know, for the park and then the segment of the inland work. And then, the water side will be let at the appropriate time.

So we can come back with a little bit more information as to how that outreach is occurring particularly for those types of contractors that work in water.

Commissioner Gilman: Okay. And then, just to understand the penalty phase, that was just for -- to present to us and have us approve a budget and a financing package by the end of 2022 sort of with zero sort of -- so it's intellectual and professional services work on phase two. There would be no start of phase-two construction until 2023. Am I understanding that correct?

Rebecca Benassini: Good question. What we would implement is the DDA allows them to submit a budget to the Port over the next several years for phase two without penalty. Because of this increase that we're proposing, we want phase two to be incentivized to come in earlier.

So if the developer does not submit a complete phase budget to staff, which we -- as soon as we review it, we have 15 days. And we bring it to the Port Commission for approval. If they don't do that by the end of next year, then they start paying us those 25,000 -- I can't remember what the fee starts at --

Commissioner Gilman: Right. Yeah. Yeah.

Rebecca Benassini: -- but \$25,000 fee per month. So that's what the milestone is. It's the phase budget -- submittal of the complete phase budget.

Commissioner Gilman: It just seems like a long time. I guess I was just -- this is your recommendation that we give till the end of 2022 instead of maybe a year from now.

Rebecca Benassini: Right. That's correct. The model that we were showing scenarios on indicates -- or I'll get it exact. I think it indicates that phase two starts the first quarter of 2023. So that deadline -- if they meet the deadline, then we're working with the model that spit out those numbers that I was describing to you.

If they don't meet the deadline, then the model is off. And we are worse off - if that makes sense. So the model anticipated -- [crosstalk]

Commissioner Gilman: Yeah. I guess -- and I apologize because I wasn't able to make a briefing. I guess I'm just wondering why would you want to cut it so close. If this model says, if we have an approved budget in staff hands by December of 2022 with things starting in 2023, why wouldn't we set the deadline, as an example, to be August 1st of 2022, a year from today when we're getting the information to give staff more time and then give more time so that that deadline of construction start doesn't slip?

I guess it seems to close to me. And I'd like to staff to consider pushing up that deadline to give everyone more room and more margin.

Rebecca Benassini: We can definitely get that together, get the milestone schedule. And how can they make -- we want to make sure they -- they want to make sure they can make it. We want to make sure they can make it too. So that's a really good point. We'll lay out the milestones in a lot more detail.

Commissioner Gilman: Thank you so much, Phil and Rebecca. That concludes my questions.

Phil Williamson: Thank you.

President Brandon: Thank you. Vice President Adams?

Vice President Adams: Yeah. I wanted to say to Rebecca and Phil, great presentation. You answered a lot of my questions. At some point -- I know I've been doing the best I can. President Brandon has been doing so much. I'd like to maybe try to catch up with you guys and have a one on one with both of you and get a little more.

But I appreciate what's going on. I also understand the circumstances of -- things constantly are changing especially with coming out of COVID. And just so much has happened that, when we started this thing -- and this thing has taken a lot of turns and ups and downs. So we've had to adjust.

I appreciate it. I appreciate the presentation. I know we're going to get there. This is going to be a great project. I'm sure, before it's over, we're going to have a couple more twists and turns along the way. But I like it that we're being proactive.

And as soon as something goes, it seems like you're playing offense. You're on the offense. But also, you're playing good defense too. So thank you. I'll be looking forward -- I'll reach out to you both, so I can get a one-on-one with you both. Thank you.

Rebecca Benassini: That would be great, Commissioner.

President Brandon: Thank you. Again, Rebecca and Phil, thank you so much for the presentation. Thank you so much for all the work that has gone into this revised budget. I do want to mention that the contracting piece is not clear in the report.

The numbers do seem low. And it doesn't have the total dollars spent. So it's like [one point] million out of what's spent for the quarter. And I know we

were supposed to have an update within the last few weeks, which has been postponed.

But I really would like to get an update on the contracting and find out where we are with it. I do think that -- I understand that costs are going up all over. And I do understand that there are going to be -- there may be other cost revisions in phase two, phase three, phase four.

But I do want to make sure that the Port is protecting itself, you know, from the cost increases that make sure that we are not putting in more equity than we started out with, meaning we need to be very conservative and really understand the project and what may be coming up in the future.

And I think Commissioner Gilman asked a lot of great questions. But I think, with all these projects, we just have to be very aware of what's going on so that the cost increases don't continue to get us off guard, you know.

But I do think you guys have done a great job in putting in some solutions to help with the revised budget and to make this project extremely successful. So do you have any recommendations for us of how to go forward with this?

Rebecca Benassini: Commissioner Brandon, that's a curveball. You never ask that. [laughs] I think laying out the phase two -- I have so many thoughts about how subsequent phases might go better because we've learned so much.

And one thing I hope is very helpful is we've started partnering sessions. The developer -- one of their difficulties is they're building us a park. They're building public works roads. They're building PUC water. They're building PUC power.

And it's been very interesting because they have so many clients. So one thing we've started that started about eight months ago is we're meeting with the department heads on a quarterly basis to just kind of give progress reports on construction.

And we are going to start giving progress reports on cost just so we all have an awareness of how much things cost and what the budget was and what they're actually costing. We are -- I think the recommendation on phase two is the key one.

What is the real timeline? What do we think it takes for all the steps? We went through them already for phase one. We have a better idea there. So I'd like to lay out that timeline really specifically.

And that -- for us, if we can get to phase two, I don't want to say the whole project is easy. Every single phase -- that's why we have these built-in budget check-ins with you all. You all held that power, which was very good because you know the budget -- we have to come to you when the budget goes up.

They don't get reimbursed for any dollar beyond the Port Commission-approved budget. So that's a really important tool. And it really holds us all accountable. So I think phase two and then more descriptions on these efforts to control costs particularly because the developer has three clients they're working for who are going to accept whatever they build.

President Brandon: Thank you.

Rebecca Benassini: Of course.

President Brandon: Thank you both. Good luck.

Rebecca Benassini: Thank you.

Phil Williamson: Thank you.

President Brandon: Thank you for the update.

Phil Williamson: You're welcome.

- B. Request approval of a resolution supporting the proposed City ordinance regulating mobile vending and an informational presentation regarding the establishment of a licensed vending pilot program on Port property and associated regulations. (Resolution 21-29)

Assistant Director Martin: Good afternoon, commissioners. Mike Martin, assistant Port director. I'm joined today by Boris Delepine, our legislative affairs manager who is going to handle the bulk of the presentation. But I wanted to make a few remarks to sort of set a little bit of the frame for what we're bringing to you today.

This is a follow up from the information item we provided back in June regarding the effort to bring city law into compliance with state law as it relates to mobile vending and sidewalk vending. After that information item, we've had progress both internal in terms of our development of the program on the pilot program as well as external in terms of the Board of Supervisors ordinance.

So today, we wanted to update you on both of those pieces. The first piece, obviously, is to give you an update on that Board of Supervisors progress and

hopefully request your approval of a resolution supporting that ordinance as it reaches the full Board of Supervisors.

Then, the second piece, we wanted to outline for you the overall sort of thinking we have regarding the program and especially the rules and regulations. We've attached a summary of our approach to those rules and regulations to the staff report.

And we're very interested in your feedback so that we can incorporate that as we bring back to you a more formal proposal of operational constraints and rules and regulation -- operational rules and regulations -- excuse me.

That will be formed for your review and approval and consideration in August. Also, we've made progress in retaining a consultant, an outside technical-assistance consultant to help vendors come into compliance to hopefully launch the program with success.

So we're looking forward to your feedback and hopefully moving ahead and designing this pilot program to better move forward with dealing with these issues on the waterfront and offering these important entrepreneurial opportunities while still safeguarding the opportunities to enjoy the recreational benefits of the waterfront and the natural beauty, which is called for under the state law. So with that, I'll hand off to Boris to take us through the slides.

Boris Delepine: Good afternoon, commissioners. Boris Delepine with the external affairs team. I've just gotten a notification that my camera is not working. I apologize. But we'll go through the presentation quickly because I know you've had a long agenda today with many more items to come. Next slide, please.

The item before you is twofold. One, it is to request your authorization to endorse Supervisor Peskin's mobile vendor regulation ordinance and, two, to provide you with an informational preview of proposed rules and regulations governing vending on Port property that we'll bring to you as an action item in August. Next slide, please.

As you'll recall, SB 946, the Safe Sidewalk Vending Act, established a new regulatory regime for street vending and makes San Francisco's existing vending regulations unenforceable and inoperable. Next slide, please.

As you heard in public comment last month and evidenced by the photograph on this slide, we saw an increase in vending activity during the pandemic, most notably in Fisherman's Wharf, that raised a number of concerns, both public health and safety and compliance with traffic and parking laws, maintaining accessible path of travel and unpermitted alcohol

sales were some of the concerns raised that we discussed at our last meeting. Next slide, please.

In response, Supervisor Peskin introduced the mobile vendor regulation ordinance to bring our existing local law into compliance with SB 946. The new law removes antiquated language, consolidates permitting provisions from various code locations and removes police-code language that is illegal under SB 946.

Most importantly, the law authorizes the Port Commission to adopt specific time, place and manner requirements for vending along the waterfront. The ordinance was heard by the Board of Supervisors land use committee yesterday and was recommended for approval.

It will be considered by the full Board of Supervisors one week from today on Tuesday, July 20th. Before you is a request for approval of a resolution supporting and endorsing Supervisor Peskin's mobile vendor regulation ordinance. Next slide, please.

While the proposed ordinance provides some minimum standards for permit program, the operational standards and administrative regulations will govern all sidewalk vending activities, application requirements and enforcement actions.

The purpose of the operational standards is to provide additional detail and guidance in the administration of the program as well as to delegate authority to the executive director to promulgate administrative regulations to implement the commission's operational standards.

This path will provide more flexibility to change the rules without going back to the commission so long as the rules continue to implement your guidance. Attachment B of your report provides examples of operational standards and administrative regulations. Next slide, please.

The permit fee would be an operational standard subject to Port Commission approval. In an effort to establish a low barrier to entry, at the onset of the Port's program launch, staff proposed \$100 annual fee for the first year of operation.

And that's an amount comparable to that implemented by the City of Santa Monica for the kickoff of their program. Once more data is available regarding the number of vendors wishing to participate in the cost of administering the Port's program, staff will return to the commission with recommendations on whether and by how much to adjust the annual fee. Next slide, please.



In order to balance the health, safety and welfare concerns while protecting the scenic and natural character of the waterfront as allowed under SB 946, vending will only be permitted in designated vending locations.

A map of proposed locations is included in attachment B of this report. Each designated location will allow up to three vendors. During a trial period, locations will be made available to permanent vendors on a first-come, first-serve basis.

We're initiating the program with 17 locations. They may add, remove or alter designated vending locations as deemed necessary. BCDC approval will be required for most of our proposed locations. Next slide, please.

SB 946 outlines enforcement methods for noncompliance including administrative finds and impoundment of vending equipment. The table on this slide lays out the fine and citation schedule for noncompliance with a valid permit and without.

We cannot modify citation amounts, as they prescribed by state law. The mobile vendor regulation ordinance authorizes the Port's executive director to designate enforcement officials to ensure compliance. Next slide, please.

This project is a heavy lift. And a key to launching a successful program will be outreach and education to the existing vendor population. The Port, working with OEWD and with the support of a supplemental budget appropriation sponsored by Supervisor Peskin, is engaging the services of the Mission Economic Development Agency, or MEDA.

MEDA will lead an outreach campaign to inform existing vendors about the city's new vending regulations in English and Spanish. The scope of work includes individual technical assistance on how to apply for a business license and vendor permit, a series of bilingual application workshops to support vendors through the application process and feedback to the Port on how the program can achieve maximum vendor compliance. Next slide, please.

Again, the mobile vendor regulation ordinance will be voted on by the full Board of Supervisors next week. If approved, the law could be signed by the mayor as early as July 30th. It would then sit for 30 days before becoming effective in late August or early September.

In the meantime, we will return before you on August 10th to request authorization to implement operational standards and administrative regulations. Thank you for your diligence. That concludes our presentation. Michael and I are available to answer your questions. And again, I apologize that my camera is not working.

ACTION: Vice President Adams moved approval of the resolution.  
Commissioner Gilman seconded the motion.

Public Comment on Item 9B.

[Edwin Rodriguez]: Good evening, commissioners. My name is Edwin Rodriguez. I'm with the Mission Economic Development Agency, MEDA. We're located in the Mission District. But we've been working with OEWD for years now in a variety of programs providing support, resources, technical assistance [unintelligible] around the city.

We would like to give you -- to thank you for this opportunity and to provide our support for this project. We believe that, for anyone who is selling with not the appropriate permits at the Port right now, they shall have the opportunity and the resources and the assistance available before any enforcement.

And that's why we are happy to be part of this project because that's part of our work, to provide [unintelligible] services and assistance to [unintelligible]. And we're more than happy to continue doing that to those who are in the Port selling [full] merchandises, they will be more than happy to continue doing that. So thank you again for this opportunity. And we really support this project.

Lee Hepner: Hello, commissioners. Hello, Commission President Brandon. This is Lee Hepner from Supervisor Peskin's office. I want to thank the commission for taking up this legislation this evening. You know, after SB 946 passed -- and I think there was a really positive intent behind SB 946 to decriminalize violations of street-vending-permit regulations throughout the State of California.

That did kind of disarm our program here in San Francisco and left us with little in the form of public health and safety regulations. So this conversation is really the culmination of multiple years of work, interdepartmental coordination between BPH, Public Works, the Port, fire, the administrator's office.

This has been a really vast effort across the City and County of San Francisco to come up with a scheme that works so that we can ensure the highest and best use of our waterfront and really improve the quality of life along the Port while providing those opportunities for entrepreneurship for independent, small vendors, push-cart operators who are trying to operate in good faith and safely on Port property.

So this, I think, is trying to craft something that looks a little bit like street artists, that looks a little bit like farmers markets or swap meets. And having

these regulated zones, these areas where pushcart vendors can set up and conduct their business without obstructing public rights of way, without conducting in behavior that is unsafe whether for fire standards or food health and safety standards.

This really gives the city and the Port the mechanism to produce that really positive experience along the waterfront. So I'm really grateful to the Port for taking this up. Thanks, in particular, to Boris Delepine -- he's been fantastic to work with on this -- Jennifer Johnston in the administrator's office, everybody who has been at the table, Randall Scott and Laura Schaefer from the Fisherman's Wharf CBD have been great partners as have the folks at Pier 39.

I look forward to the meeting in August and appreciate your consideration of this item today. And that's all I've got. Thank you so much.

Randall Scott: Good evening, President Brandon, Vice President Adams, esteemed commissioners and Director Forbes. My name is Randall Scott. I'm the executive director of the Fisherman's Wharf Community Benefit District.

As Lee just outlined fully, you know, this has been a heavy lift by the ent -- basically the entire city including the Port. You know, a lot of it fell on Lee and Boris. So thank you, gentlemen, for really doing the heavy lift, Mike Martin for your leadership as well as Elaine, and SFPD, Jennifer Johnston, city administrator's office.

This piece of legislation is health and safety related, you know, as well as geared for entrepreneurship and stewardship. Health and safety are my biggest concerns on the wharf. Fourth of July, a bunch of propane tanks out on the wharf, a bunch of people around them, you know, that kind of scared me.

So yes, I would like to see the entrepreneurs out there but in a safe and sane manner so to speak. But nonetheless, this is a great piece of legislation. It will help the wharf thrive as well as keep everyone safe and healthy. So thank you very, very much for your time.

I appreciate all of the hours and hard work you and the Port staff, you know, address all the issues and protect and preserve the waterfront for all to enjoy. Thank you very much. Good evening.

Taylor Safford: Good evening, Executive Director Forbes, President Brandon and commissioners. This is Taylor Safford of Pier 39. I want to thank Supervisor Peskin and his staff for bringing this ordinance forward and Executive Director Elaine Forbes and Assistant Port Director Mike Martin for

all their work behind the scenes to get this pilot program ready for presentation.

The unlikely [spending] situation has gone on for too long. And this ordinance is the right next step to protect visitors and small businesses at the wharf. I strongly encourage you to support this pilot program. Thank you.

Darlene Plumtree: Hello. I'm Darlene Plumtree with the San Francisco Maritime National Park Association. And thank you for providing this session and an opportunity to comment on the resolution. I'm calling in support of the resolution so that all businesses and business operators on Fisherman's Wharf will have a nice environment to operate in and also increases visitor safety. Thank you very much.

Commissioners' Discussion on Item 9B:

Commissioner Gilman: Thank you, Boris and everyone, for the report. I want to thank Supervisor Peskin's office for leading the charge on this legislation and to his staff, Lee Hepner, who has been point, and for including in the budget funds for the multilingual outreach through OEWD through MEDA, which is a great organization which I'm familiar with.

So I just want to say thank you for that. And I'm fully supportive of moving this forward and looking forward to its implementation. The one thing I just wanted to add for note when we're looking at the permitting process is we did receive several letters of support from artisans who already have been participating bringing their art to the waterfront particularly around the Ferry Building and Pier 1.

And I do hope that, when we prioritize issuing permits to folks, that we prioritize small local artists and artists of color in the application process. Currently, what we're seeing right now is almost a flea-like market along the [whole] Embarcadero.

And while I think those vendors are important, they look very different than the vendors that we're seeing leading up the Ferry Building who are mostly folks who are either artisans or making their own wares. So I just hope that, when we are issuing permits, that we prioritize small artisans in that process to avoid almost like a chain or formula retail look of goods being sold on the waterfront. I support the item, and that's my only comment.

President Brandon: Thank you. Vice President Adams?

Vice President Adams: Thank you, Commissioner Gilman, for your comments. I couldn't agree more. Thank you, Supervisor Peskin, for moving

this and thinking out of the box and being on the offense. I think this is a great thing.

And Mike, Boris and staff, Director Forbes, thank you. This is well needed. And we just didn't sit by. We moved. And I am in full support. Thank you.

President Brandon: Thank you. Mike and Boris, again thank you for the presentation. I too want to thank Supervisor Peskin for taking the lead on this and to help us come up with a pilot program along the waterfront where we can have a vending program that's for everyone.

I'm in full supportive of this also. And I look forward to it coming back in August. And with that, Carl, can we have a roll-call vote?

Roll Call Vote:

President Brandon – Yes  
Vice President Adams – Yes  
Commissioner Burton – Absent  
Commissioner Gilman – Yes  
Commissioner Woo Ho – Absent

President Brandon: The motion passes unanimously. Resolution 21-29 is adopted. Carl, next item, please.

- C. Informational presentation on the Piers 38 & 40 development project with San Francisco Waterfront Partners III, LLC on the lease and development of a project including commercial, retail, maritime, and public access uses for Piers 38-40 located along the Embarcadero.

David Beaupre: Good evening, commissioners. David Beaupre with real estate and development, President Brandon. I am joined today by San Francisco Waterfront Partners team to present an update on the Piers 38 and 40 historic piers project including the diversity, equity and inclusion plan.

I wanted to recognize the support today I have from Rebecca Benassini and Eileen Chauvet from the city attorney's office. And I also wanted to recognize the assistance I received from Tiffany Tatum, Toni Autry and Stephanie Tang, who assisted with the diversity, equity and inclusion plan.

And then, lastly, I wanted to recognize the support that I've gotten from the South Beach Harbor staff and the resilience team staff for their assistance on the project as we advance it. Next slide, please.

So this is an outline of the presentation we plan to give this evening. I will review items one, two and three. And then, I'll turn it over to the San

Francisco Waterfront Partner team to present on items four and five. And I'll close it out on item six. Next slide, please.

We wanted to remind the commission and members of the public of the typical Port development process and where we have been and where we're headed to and where we're at today. From the ENA to a shovel in the ground typically ranges between two and seven years in the process.

We're aiming for closer to the two year. And we're at the task outlined in green on the upper right where we're in negotiations for the term sheet and project description, doing outreach to our regulatory partners and outreach to our community stakeholders. Our next step is hoping to return to the commission in the first half of 2022 for approval of the term sheet. Next slide, please.

Just as a reminder, the development offering is both Piers 38 and Pier 40 within the South Beach neighborhood including the sheds, the apron areas, the bulkhead building and, on Pier 40, the Pier 40 parking lot. Next slide, please.

A successful project will address five of the strategic objectives we have with the strategic plan of the Port including productivity, stability, resiliency, engagement and equity. Next slide, please.

Just wanted to remind the commission of the process that we've been through to date. I'm not going to go through each of these time slots. But we started in January with the issuance of the RFP. We received two RFPs in March.

We had the scoring panel. We presented the two responses to the commission in July of 2020, presented to our Northern Advisory Committee, went back to the Port Commission to seek authorization to enter into the ENA in August of last year and then, in 2021, went to the Port Commission and got approval to enter into the ENA.

And since then, we've been working on the DEI plan, the stakeholder outreach and begun the project negotiations. Next slide, please.

Again, a little bit of background of how we arrived at where we're at -- we're working off the Port's strategic plan. The outcome of the original RFP for the historic piers program was an outgrowth of the waterfront plan update process.

And we're continuing to collaborate with the Embarcadero -- the waterfront resilience program, all of which is part of the Embarcadero historic piers rehabilitation program. Next slide, please.

Just a reminder of the proposal that we have in front of us from San Francisco Waterfront Partners includes a mix of uses including: office -- that's illustrated in the gray color; restaurant and retail, which is illustrated in the orange and pink areas; the production, distribution and repair related to the Pier 40 South Beach Harbor operations that exist in Pier 40 today; commercial and recreational berthing highlighted in green and in the water areas; and then public open space identified in the lighter green color. Next slide, please.

So since February when the commission approved the ENA, we've been working collaboratively with San Francisco Waterfront Partners on doing stakeholder and community outreach, which their team will talk about in a little bit, including to the Northern Advisory Committee, the South Beach Harbor stakeholder and Pier 40 tenants and neighborhood groups.

San Francisco Waterfront Partners has prepared a DEI plan, which we'll be reviewing in a little bit. We started outreach to the San Francisco Planning Department and SFMTA. And we've been collaborating closely with the resilience team in refining the concept.

I'll note that, on June 24th, San Francisco Waterfront Partners requested amendment to the time extension to the ENA performance benchmark schedule. And in section 3.2 of the ENA, it requires an allows the Port's executive director to approve the extension to the performance benchmarks so long as certain conditions were met, which they were.

The Port's executive director approved the time extension. And the time extension was largely due to the additional time required to address sea-level rise and seismic adaptation to the project. This will be the first development project on the historic piers that addresses resiliency.

And it's important that the design and analysis is coordinated with the Port's resilience team since it's a [gating] topic. And with that, I'll introduce Simon Snellgrove, who will introduce his team, and advance through the presentation. Simon?

Simon Snellgrove: Thank you, David. Good evening, commissioners, Executive Director Forbes. Thank you for receiving our presentation. May we have the next slide, please?

Tonight, we're going to be covering two aspects. One is progress on our diversity, equity and inclusion. And the other is community outreach update, a review of opportunities and challenges. We believe this project provides us with an exciting opportunity to not only achieve an outstanding DEI program

but to partner with the Port in establishing an historic model for other public-private partnerships to emulate.

Our main message to you today is that we are starting now in 2021. Please say hello to our team: April Fame, our vice president of development, who is managing all of this; Wayne Perry of Cornerstone Concilium, who is our 50/50 joint venture partner in the project management and will participate in the equity and help us drive the DEI program; Dwayne Jones of RDJ Enterprises, who I think you all know, who will keep us and our contractors and help us meet and exceed the 25 percent LBE targets we have set.

On partnering to embrace restaurants and hospitalities, Pooja Rajani and Andrea Baker of En2Action have agreed to join us in our mission. Claudia Tomasi, our community relations manager, who will coordinate with En2Action and other nonprofits in the mentoring of people from disadvantaged backgrounds to become successful restauranteurs and operators.

You will see the subsidies -- in the interest of time, won't go through all the subsidy program that we embrace. And all of this will -- while providing the Port with a [firm] team for future Port projects while lowering dining costs for the community. Now, let me hand it over to my friend, Wayne Perry. Next slide, please.

Wayne Perry: Thanks, Simon. Hi, commissioners and Executive Director. Thank you for this opportunity to highlight a couple of really significant parts about this development. I'm really excited about the partnership with not only Simon but with also the Port.

I think the vision is fantastic. But it wouldn't be fantastic if we didn't include all parts of San Francisco who could participate in this big opportunity. I think that, in this case, diversity, equity and inclusion starts at the top. I've known Simon for about 20 years. We got together and put together this team, which is fantastic. Next slide, please.

The important opportunity in this development will be to build capacity for San Francisco not just for the residents of San Francisco but also for the contracting community, LBEs, women-owned businesses, local businesses who can benefit both in the design, planning and construction of the project but also in the entrepreneurial opportunities that will be created.

And some of those entrepreneurial highlights will be addressed by my colleague, Andrea Baker. Cornerstone has two basic roles on the team. Our first role is to provide project management through the design and construction phase and to help this team deliver the project and deliver the vision as the Port has envisioned it.



And also, our role will be to provide mentorship for some of the local businesses that will be participating in this project. We've already identified 26 firms on the team, architectural engineering planning firms, who have created -- we worked together to create opportunities for local businesses.

And then, we've also created opportunities for employment, part-time employment, full-time employment and also internships for members of the community. Next slide, please.

We're going to implement this through a five-pillar system that will include training, job opportunities and also access to contracting opportunities. As Simon mentioned, Dwayne Jones with RDJ and I will be reaching out to the local businesses.

And we've already identified some opportunities with members of our team for employment and contracting opportunities. You'll see here this five-pillar program that will start with the assessment of the needs in the community. And whatever the job opportunities are, wherever the local businesses are, we're going to meet them where they are.

And through the Cornerstone Institute, we're going to train them up in a very accelerated process. We've done this for about 30 years successfully. We're going to identify opportunities for employment and contracting.

So we're excited to be part of a team. We thank you for this presentation. I'd like to -- for allowing us to make this presentation -- I'd like to hand it over to my colleague, Andrea Baker, at this time.

Simon Snellgrove: Next slide, please. Andrea, you may be muted.

Andrea Baker: Good evening, commissioners and Director Forbes. My name is Andrea Baker. And I am the CEO of En2Action. Our mission at En2Action is to engage, empower and inspire action to promote equitable growth, build resilient communities and achieve transformative social good.

As you just heard from my team member Wayne, DEI is not simply an accommodation within this project. It is part of the framework of this project. And so with the Port and the San Francisco Waterfront Partners, En2Action will create Seat at the Table.

Seat at the Table will target members of the BIPOC community and create access, multiple points of entry into the hospitality sector of this program. Our goals include a hospitality training program for front and back of the house augmented with internship and future employment opportunities at local businesses, some of which are your own Embarcadero restaurants.

We are also planning to establish an accessible pathway for BIPOC food-and-beverage operators to own and operate those eight restaurants in the covered plaza of Pier 40.

Additionally, we're committed to the search -- we're committed to integrating the search for BIPOC chefs and businesses into the interim activation at the site. We believe these goals support and facilitate the Port's desire and commitment to create an equitable waterfront. Next slide, please.

So there are two pathways to Seat at the Table: Cook's Kitchen, to support restaurant ownership track that is targeted at caterers and small restaurant operators; and then Ready to Work, a hospitality training program for young adults who want to explore the food-and-beverage industry.

En2Action will work with existing programs like Renaissance Entrepreneurship and others to ensure that the outreach to the BIPOC community will be deep and robust. We are looking for a start date of fall 2021. And with that, I'll pass it to Simon.

Simon Snellgrove: Next slide, please. Thank you, Andrea. In addition to reaching out to Andrea and Wayne and Dwayne, we've been fortunate to be helped by old friends from China. Our Asian community is the largest segment of our minority population.

And we've been looking for ways to round out our program to include significant Asian representations. Shanghai K Charitable Foundation is a very successful organization from China. And it's interesting, if you look at their mission, that it is so closely aligned to those of Cornerstone Institute in interaction.

We've met with them with Andrea and with Wayne. And we're very excited at the prospects of this collaboration. We'll also be working with them in various local Asian communities in the Bay Area. We're very excited about this initiative.

And just to add to what Andrea has said, Claudia and Andrea have already rounded up, among our existing tenants and relationships, 14 positions for [menteeships]. So we're very excited.

Now, if I could have the next slide, please, I'd like to go on to our second part, which is the community outreach. And I'm going to hand it over to April.

April Fame: Thank you, Simon. Good evening, Port commissioners. There are two main goals that we have established in partnership with the Port for

community outreach. The first is to listen to community input and to help shape and deliver a waterfront asset that is consistent with the Port's values.

Second, with the input we receive, we strive to bring a preview of the transformation and positive social impact of the development through in-person experiences and events before we break ground. as a way to understand what resonates with neighbors and visitors in real time. Next slide, please.

Our three-part outreach plan consists of close-up conversation, community outings and local partnering. We began meeting with existing tenants and neighborhood groups in April of this year. And in total, we've had 13 meetings so far.

We will continue to meet with the community through March of 2022. Our second segment, community outings, builds upon the initial feedback we receive to plan informed, in-person experiences and engaging events such as an augmented reality tour, a floating cinema and tastes of the world where people can sample the cuisines prepared by the cohort from the Seat at the Table program.

Lastly, outreach to local businesses involves helping others to thrive alongside us and the Port. By connecting with local businesses that offer water recreation and transportation, arts, entertainment and hospitality, these piers are poised to be a truly vibrant, community-driven asset. Next slide, please.

What we've heard so far during close-up conversation is excitement, enthusiasm and positive support for our concept of the waterfront playground. Great ideas we have heard include recommendations that consider revenues, sensible design and successful programming.

Some highlights include how much the neighbors love the diversity of the restaurants on the plaza. And many look forward to the integration of the refreshment kiosks that will animate the Brannan Street Wharf Park and serve as a beacon for South Beach.

People are also interested in additional recreation and are intrigued by the idea of sports courts such as half-court basketball or beach volleyball on our city's waterfront. Next slide, please.

There are, of course, challenging points that have been raised by neighbors and tenants related to the environs such as noise, traffic and construction. One of the most challenging issues that is not directly under our purview is the reduction of parking.

And we're assisting the Port as its partner in a way that makes sense to overcome this concern voiced by slip holders in South Beach Harbor. We look forward to continuing our outreach and keeping the commission and the community apprised of our progress. Thank you for your time. And I will now turn it over to David.

David Beaupre: Next slide, please. Thank you, April, Andrea, Wayne and Simon. The next steps for us are to: continue the outreach, as April mentioned; continue the coordination with our resilience program, which we've had a lot of great success with to date; continue the outreach and coordination with our regulatory partners; continue the negotiations and track the diversity, equity and inclusion plan.

And again, I hope to return to the Port Commission in the first part of next year with a term sheet for negotiations. And with that, we're all available for any questions. Thank you.

#### Public Comment on Item 9C.

Alice Rogers: Good evening, [unintelligible] President Brandon, commissioners and Director Forbes. This is Alice Rogers from the South Beach area. And I'm really calling in just to let you know that you do have an audience for this presentation here on Piers 38 and 40.

And I and many of us in the neighborhood are really cheering on all of this important work that Pacific Waterfront team is doing on equity and inclusion. Thank you very much.

Alec Bash: Hi. Alec Bash again, commissioners. I want to associate myself with the comments from Alice Rogers up here at the Gateway Apartments where I walk past this project opportunity many times. I'm really looking forward to it, as I know many other people are also. So thank you for still being with us this evening.

#### Commissioners' Discussion on Item 9C:

Commissioner Gilman: Sorry. I want to thank you for an incredible presentation. Wayne, April, Andrea, your vision for this project is commendable. I think the only thing I want to say since this is an informational item is I hope that everyone else doing development on the Port with us actively right now and who we're still in negotiations with sees this presentation and sees this team and sees the commitment to equity and diversity that Simon and his partnership has brought to this table.

I was impressed by day one from the award. April, welcome to the team. And I'm excited about the equity that is being brought forward in this project. I mean that sincerely at this late hour.

For many other folks, it's been an afterthought. And I think, right now, in this day and age, we have a commitment to make the waterfront accessible to all San Franciscans and particularly to communities that have been left out of that access.

So I just really want to commend you all on your presentation. I have no detailed questions at this time. Thank you so much for sticking through us this evening with this late hour.

President Brandon: Thank you. Vice President Adams?

Vice President Adams: Just to Simon, April, Wayne and Andrea, this project will be a beacon of light on our waterfront. And I'm really happy about it. After coming out of this COVID, this city could use a shot in the arm in our waterfront.

And what you're doing is taking things to the next level. And this will be something that our 30 million tourists a year and our citizens of San Francisco will be able to enjoy and especially our younger generation.

I think what you're doing as -- when people want to come to San Francisco, Simon -- I want you and your team to know this -- we can point to you on how to do it right. This is a project that you can point on how to work with the community, how to work with your partners.

And it's a love of we and us. And you're getting it done. And I'll tell you what. I would take being here and what you're doing here in San Francisco over any city in the world. Thank you.

President Brandon: Thank you, Vice President Adams. Again, David, Simon, Andrea, Wayne, April, phenomenal presentation. You guys did a great job. I think this is a historic event. I think, in my 24 years on the commission, I have never seen a project that, upfront, really wants to address equity.

So Simon, I really want to thank you because you come to us with so many projects. But this one, as Vice President Adams says, is a beacon of light. You have a 50-50 joint venture. You're not trying to do the minimum LBE requirement that every other developer is trying to do.

You guys are really trying to make this a team. And you're doing it because it's the right thing to do, not because you have to. So I just -- and you couldn't have picked a better team. I mean, Wayne with his construction management

expertise and all the projects that he's done over the year, and Andrea with all the restaurants that she has helped survive throughout this entire city -- I mean, you just -- and April, I know you're going to be a great addition to the team.

So you have a great team. You guys are starting out on top. Nowhere to go but up. And the fact that you are addressing resiliency now is so incredible because that is something that we have to do across the waterfront.

And you're taking the time to make sure it's at the forefront of the project not an afterthought. I think that's commendable also. So I just want to thank you guys. I can't wait till you come back again early next year, and we start talking real details. But I am so looking forward to the success of this project. So thank you again for this presentation.

Simon Snellgrove: Thank you, commissioners.

David Beaupre: Thank you, commissioners.

Andrea Baker: Thank you.

Wayne Perry: Thank you, commissioners.

## **10. MARITIME**

- A. Request approval of a 15-year lease with two five-year options between the Port of San Francisco and the Bay Area Council (BAC) (Lease Number L-16724) for the mooring of the historic ferryboat Klamath to be located at Pier 9 South at The Embarcadero and Broadway along the San Francisco waterfront. (Resolution 21-30)

Dominic Moreno: Good evening, President Brandon and commissioners, Director Forbes and public, my name is Dominic Moreno with the Port's maritime division. For today's presentation, I am joined virtually by the Port's maritime director, Andre Coleman, Jim Wunderman, CEO, and John Grubb, COO, of the Bay Area Council. Keith Garner and Ellen Johnck are also online representing BAC.

Today, we bring before this commission for your consideration and approval Lease 16274 and Resolution 21-30. That would return the historic ferryboat Klamath back to the San Francisco waterfront. Next slide, please.

This item was presented as an informational item to the Port Commission at its September 22, 2020 meeting. Since then, Port staff have been working closely with Bay Area Council staff to deliver a lease that meets the originally proposed term.

While there was much work to be done to return to this commission, we believe we have an agreement that is mutually beneficial not only for BAC and the Port but also the general public that will have new access to a genuinely significant piece of San Francisco's beautiful maritime history.

I would like to offer huge thanks to the Port's divisions that supported the work in bringing this item before you including planning and environmental, maintenance, engineering, real estate and development and executive staff. Next slide, please.

Since our last time before this commission, the Bay Area Council has been working to repair and rehabilitate the historic ferryboat Klamath to moor it alongside the south side of Pier 9. With Port Commission approval, the vessel will serve as the headquarters for the Bay Area Council with office and conference room space that will allow the Klamath to become an important historic meeting place and regional destination for leaders, partners and the broader Bay Area community.

Additional office space would be available to rent to subtenants on the main deck with priority given to maritime tenants. Next slide, please.

As described previously, the BAC would also provide improved public access to all levels of the vessel compliant with the American Disabilities Act, ADA including the roof deck with new publicly accessed views of the Bay as well as exhibition space likely dedicated to the Klamath and history of ferry service on the Bay.

The Bay Area Council would provide event tours with maritime education through historic points of interest throughout the vessel. Klamath's [draft] would require a minor amount of dredging to safely moor at Pier 9 and minor construction to provide electrical, water and other considerations to landside utilities.

BAC will open the Pier 9 apron from the Embarcadero to the Klamath that will activate currently inaccessible public space in alignment with BCDC provisions. Next slide, please.

The proposed maritime lease is expected to contribute in a substantial way to meeting multiple objectives of the Port's strategic plan including evolution, productivity, equity and engagement. Next slide, please.

In fulfillment of the requirements of the California Environmental Quality Act, CEQA, on August 27, 2020, the San Francisco Planning Department issued addendum three to the certified final environmental impact report, FEIR, for the proposed 34th America's Cup and James R. Herman Cruise Terminal and

northeast wharf plaza projects, which included a mitigation monitoring and reporting program, MMRP, for both projects.

On July 9, 2021, the planning department prepared a note to file explaining that minor modifications to the mix of office uses on the Klamath do not require further environmental review. I would like to add to the record that the staff report and resolution have been updated to reflect the July 9th date. And the date is mentioned several times in whereas and resolved clauses and that no other changes were made.

The addendum concluded that mooring the Klamath at Pier 9 would not cause new significant impacts not identified in the FEIR. And no new mitigation measures would be necessary to reduce significant impacts.

In addition to the San Francisco Planning Department CEQA environmental review of the project, Port planning staff have coordinated with BAC and its consultant team to guide the design of proposed alterations to the apron and the ferry vessel.

The focus of this staff guidance is to ensure that the work within the Embarcadero Historic District and to the historic ferryboat Klamath is consistent with the secretary of interior standards for the treatment of historic properties, also known as the secretary standards and Port Commission resolution 04-89.

The Port Commission adopted solution 04-89 in 2006 requiring that all work within the Embarcadero Historic District comply with the secretary standards and supports the Port's stewardship of the historic district.

The staff review and determination that all components of the proposed project will be consistent with the historic standards. And Port stewardship best practices will support other agency approvals. These approvals include a BCDC permit authorizing new Bay fill and an Army Corps of Engineers permit to authorize dredging and installation of anchor-support piles. Next slide, please.

As stated, the proposed term presented to the commission in September returns with no material change. In summary, Bay Area Council is seeking a long-term maritime lease with the Port at 15 years with two five-year options.

The proposed lease premises include apron space for non-exclusive use and approximately 18,000 square feet of submerged land for the safe mooring of the historic ferryboat Klamath. To be included in addition to tenant monthly base rent and annual CPI, BAC agrees to pay on a monthly basis a percentage of subtenant rent plus a percentage of all special-event revenues. Next slide, please.



In addition to contributing to the regional and local economic recovery, the return of the Klamath meets a key public-trust objective. As per our waterfront plan update, the Port is required to foster activities that draw the public to the waterfront for recreation and enjoyment and to experience San Francisco's maritime history and architecture especially within Embarcadero Historic District pier facilities.

The Klamath at Pier 9 would sit approximately 500 yards from one of her former service slips at the Ferry Building and 150 yards from her previous berth at Pier 5, offering the public a unique opportunity for an immersed maritime experience.

The Klamath would balance the Broadway open-water basin along the Embarcadero, which also features the historic ferryboat Santa Rosa at Pier 3. Next slide, please.

Port staff has determined that the proposed lease with Bay Area Council, the proposed capital improvements and associated lease term meet the criteria in the historic vessel policy. As described, Port staff has evaluated the proposed use and revenue projections as viable and have determined that the anticipated capital improvements will likely generate an additional long-term gain for the Port. Next slide, please.

In summary, Port staff concludes the proposed location would activate a maritime berth facility that has long stood vacant and create increased public access, infrastructure improvements, financial stability and favorable conditions for recovery in a post-COVID economic climate.

The return of a historic ferryboat to the San Francisco waterfront for use as the headquarters of the Bay Area Council brings focus and attention to the gateway of our world-class city and our [unintelligible] maritime Port, providing increased revenue-generating opportunities, securing a location that can be used for public education and inspiration while improving views and enhanced public experiences along the Embarcadero.

And finally, the proposed new lease term is reasonable in relation to the size of the operation and the need to amortize the tenant's investment over a manageable period. Next slide, please.

This does seem like hours ago. But with another example of Diane Oshima and Kari Kilstrom's strategic vision, our San Francisco waterfront land use plan states, "The evolution of the waterfront from its beginning to the present reflects San Francisco's colorful history. The waterfront should continue to serve as a repository for memories of past events while also providing the stage for new experiences."

It is in this sentiment of stewardship that Port staff recommends the Port Commission approve the proposed maritime lease, lease 16724, with the Bay Area Council on the terms and conditions described to return the historic ferryboat Klamath back to the San Francisco waterfront. Next slide, please.

That concludes my presentation. At this time, with your continued consideration, I would like to invite Jim Wunderman, CEO, and John Grubb, COO, of the Bay Area Council to address the commission, after which the Bay Area Council team and Port staff will be available to answer your questions. Thank you. Jim?

Jim Wunderman: Thanks very much, Mr. Moreno. Appreciate your presentation and President Brandon and members of the commission and Director Forbes and the team. It's a very impressive day to listen in on all of the items before and, you know, a tremendous amount of respect for the Port of San Francisco, which I worked with during two administrations that I served in San Francisco and just have the greatest regard for what you do.

This is a really big day, I think, for the Bay Area Council, long awaited, as well as for the Port of San Francisco and the City and County of San Francisco. What we're doing, as I think you described, is we're bringing back a historic -- a large historic artifact back to the waterfront.

This vessel served as the headquarters for Landor Associates for decades at Pier 5 and then ultimately was sold to another company that took it to Stockton. And that's where it's been for the last three decades.

And we made the decision to purchase it back after a lot of discussion with our board who are business leaders and organization leaders, university presidents and others who felt that we should have a special place for an organization like the Bay Area Council, which is 76 years and running, but also to do something special for the city that's always been our home.

So it wasn't an easy thing to do. It's kind of complicated. We've had a lot of discussions going back now -- this preceded the pandemic and -- the actual purchase of the vessel preceded the pandemic. So we've been -- in all of this time, we haven't been able to see you in person as we've been working through a lot of the issues.

But I know from working closely with my long-term colleague, Mr. Grubb, that there's been a lot to it. It's a very -- from everything I could see, it's been tremendous give and take on everybody's part. And we've learned a lot.

And we've worked with the Port as well as the regulatory agencies along the way. And it's all about doing things that make the Port better and add value to

the existing facilities and create avenues of accessibility for the public, which is kind of the -- such an important order and are very, very high level.

So by bringing this vessel in, you know, we're going to create tremendous amounts of opportunities for the public to experience really a big part of history here and not just look at it from a distance but to be able to board the vessel and take advantage of the roof deck, which we're actually investing on putting on a roof deck -- we didn't have that before -- at fairly great cost.

Thoughtfully -- we're not really changing any of the historic features, of course, but redesigning it in a way that can be sort of a great meeting place for San Francisco and for the Bay Area. And it's our intention that there will be some important conversations that happen aboard this vessel in the future and that that will be, you know, great features of our kind of day-to-day life there.

So I just want to thank everyone for your work and your consideration on this. We're happy to discuss it and answer any questions about it. Mr. Grubb has worked tirelessly with you and with others, I know, on this from the get-go to see it through.

And this is a really big -- I think this is a really big opportunity for us all. So with that, I'll turn it back to you.

John Grubb: Thank you, Jim. Commissioners, I would like to just acknowledge the team that you have here is a pretty spectacular team. So Dominic Moreno, Andre Coleman, Rona Sandler in particular, of course Director Elaine Forbes have really been incredible partners.

I'm going to do a very quick presentation. I realize how long we've all been in the meeting. So this really quickly, if you can see the screen here, so this is Walter Landor, who first had the ship and made it really famous.

This is the Klamath being built in San Francisco at Bethlehem Steel. And then, this is actually one of her last journeys as an actual ferryboat going across the San Francisco Bay. Let me move to the next slide.

So Dominic already covered where the location is. So I'll move past that. This is the boat today. And we're already doing the work on it. So we've removed the docks that were around her to be able to get her back to San Francisco.

We've started -- have been working on demolition, doing all kinds of work. I'll just quickly go through these pictures -- clearing it out. We're building a lot of new structural support to do that roof deck that Jim was talking about.

Because there was limited power supply at Pier 9, we've actually made a really good decision to get rid of all gas. So we're going to be all electric on this vessel. And we've removed a lot of the old heating and cooling systems and will be a very efficient system as we operate.

We're starting to build the walls in there. We've been preserving the history. This is a crane removing the pilot houses from the top of the Klamath so that we can build this super strong, very well engineered, very strong roof deck that we're going to have on top. And then, we'll be putting the pilot houses back on as well as some other historic structures.

And then, really quickly, this is just a walk down the Embarcadero. And as you would walk into the Klamath, this is the front lobby, walking upstairs to the second floor. Then, you're going up into the -- this is a history museum that we would have.

This is the ship's wheel. And then, this is called the telegraph, I've learned, the power that used to drive it. You can stand here -- I'll show you a picture at the end. And then, this is some renderings of the roof deck that we will have, which will be a really stunning space that you're all welcome to come to.

This is the current captain. This can be you in the future when you'll come and stand there. He's going to be removed. And regular members of the public will be able to go there. So really quickly, that's what -- there's a lot of details involved here.

But thank you. We're really looking forward to trying to be excellent neighbors, great tenants. And we're very excited to be coming to the Port of San Francisco.

**ACTION:** Vice President Adams moved approval of the resolution.  
Commissioner Gilman seconded the motion.

#### Public Comment on Item 10A.

Alice Rogers: Good evening again, President Brandon, commissioners and Director Forbes. This is Alice Rogers coming back one last time to encourage and support your positive vote on the lease for bringing the ferryboat Klamath back to our north-central waterfront.

It seemed a natural part of the waterfront seeing when it was docked here decades ago. But on return, I feel its presence will be even more valuable. As an authentic [based] veteran of the Bay waters, the Klamath will be more visible than it has been before.

[In this progressive] public-access program, it will offer waterfront visitors a close-up experience of adaptive reuse and great educational opportunities. In addition to feeling this new tenancy is really in sync with our recent waterfront land use plan update effort to support maritime and authenticity on the waterfront, I also personally had the great good fortune to live on a ferryboat in Sausalito many years ago.

And I am eager to see others have the opportunity to get acquainted with these charismatic vessels and continue to support our maritime heritage. Thank you so much.

Alec Bash: Good evening, commissioners and staff. This is Alec Bash again. This is an excellent example of the flexibility and opportunities that were allowed by the waterfront land use plan and BCDC's collaboration with the Port in the special area plan.

The Broadway Open Water Basin is the perfect place to add the sister ship to the ferryboat Santa Rosa. And this is right in my front yard. And I'm looking forward to having the Klamath as an addition to the San Francisco waterfront. Thank you again for your service. And have a good evening.

Chad Mason: Good evening, President Brandon, commissioners and Director Forbes. My name is Chad Mason, a senior planner and project manager with the San Francisco Bay Area Water Emergency Transportation Authority.

WETA is very excited for the return of the historic ferryboat Klamath to the Port of San Francisco. We are particularly excited to have it located next to WETA's main office at Pier 9. Mooring this historic vessel at Pier 9 ensures that continue to celebrate the maritime industry and retain maritime uses on the waterfront.

New public access fosters educational opportunities for the public to learn about various maritime industries including the ferry system and its history. We know firsthand from many of our captains and deckhands that enjoying the waterfront as a child is one of the main reasons they chose to become a career maritime professional.

We believe it is critical to preserve these areas on the waterfront to maintain these opportunities. When considering approval of this lease, we hope the Port will continue to consider the importance of retaining the integrity of Pier 9 for maritime commercial, industrial and public recreational use. Thank you very much.

Commissioners' Discussion on Item 10A:

Commissioner Gilman: I just want to thank you everyone and Andre and the team for the presentation this evening. Thank you to Jim and John and Dominic and everyone. I am so happy. I was happy when we did our negotiations. I have been enthusiastically wanting to welcome this back to the Port.

So I'm just happy to see that we're executing on this and that there was no changes due to the pandemic. I'm excited for its opening and to tour it. I enthusiastically support this motion.

President Brandon: Thank you. Vice President Adams?

Vice President Adams: Yeah. I think today is -- this is the climax, I think, of our meeting today. And as president of the ILWU and thinking of our founder Harry Bridges and what San Francisco waterfront means and maritime and also in line with the James Herman Cruise Terminal bringing this ferryboat back, this speaks to the aspiration of what San Francisco was from the Gold Rush and then in those days and is continuing.

So this will add to that Midas touch that the Port of San Francisco has for students and for everybody that comes and the 30 million tourists that come to San Francisco a year to see this ferryboat, to see what we have and how we have preserved it.

And this will clearly be a symbol of aspirations that will light all over the world. So I am totally on board with this and want to say to everyone on the board, thank you very much.

President Brandon: Thank you. Again, Dominic, Jim, John, Andre, the entire team, I think this is going to be a great addition to the waterfront. And we look forward to welcoming the Klamath back. And we look forward to visiting and steering. [laughter] With that, Carl, can we please have a roll-call vote?

Roll Call Vote:

President Brandon – Yes  
Vice President Adams – Yes  
Commissioner Burton – Absent  
Commissioner Gilman – Yes  
Commissioner Woo Ho – Absent

President Brandon: The motion passes unanimously. Resolution 21-30 is adopted. Carl, next item, please.

**11. NEW BUSINESS**

Commissioner Gilman: I know it's late. And this does not need to be at our next meeting. But this is -- I wonder if we could have the real estate division or our contract division think about, within the framework of what we can do in terms of Prop 19, if there's ways to either incentivize or, in the future, structure our RFPs to not make what Waterfront Properties did with coming in with their team on the forefront the exception but making that the standard.

So I guess I'd be interested in having the Port explore and talking with the city attorney and also the contracting division under the city administrator's office to see what we could do to model that success to make it the standard or the floor, not the exception. So that was my only part of new business.

Director Forbes: Commissioner, we'd be very happy to add that to an upcoming item. I will tell you that staff feels really proud of the 38-40 proposal because of changes we've made over time in our RFP package. But it's a perfecting art, as President Brandon will tell you.

But we have -- there was innovative language in the Pier 38-40 RFP. And I think it's incumbent on us to come back and see how to perfect and continue the progress we're making in our solicitation processes. So thank you very much for the question. We look forward to that being a future item.

Commissioner Gilman: Yeah. I think we're doing a great job. It was not to diminish that. It was [unintelligible] Commissioner Brandon and Commissioner Adams comments. I would hope, moving forward -- and I hope the public is listening or future contracts -- to me, that's the standard. It shouldn't be the exception.

Vice President Adams: Madam President, I would like to thank you and Commissioner Gilman for staying, so we were able to get our work done and to the staff, Director Forbes. Thank you. It was a long day. But I appreciate the commitment of my fellow commissioners. It just really means a lot to me that -- it's 8:00 at night. Thank you both. Appreciate it. So we were able to get our business done. Thank you.

President Brandon: Thank you for --

Commissioner Gilman: Thank you.

President Brandon: -- joining us at 8:00.

Commissioner Gilman: Yes.

## 12. ADJOURNMENT

ACTION: Commissioner Gilman moved to adjourn the meeting. Vice President Adams seconded the motion. In a roll call vote, the motion passed unanimously.

President Brandon - The meeting is adjourned at 8:10 p.m.