

An aerial photograph of San Francisco, California, showing the city's dense urban landscape and the San Francisco Bay. The image is overlaid with a soft, blue, misty or smoky effect, particularly concentrated in the foreground and middle ground. The text is overlaid on this image.

Port of San Francisco

Port Historic Resources and Stewardship

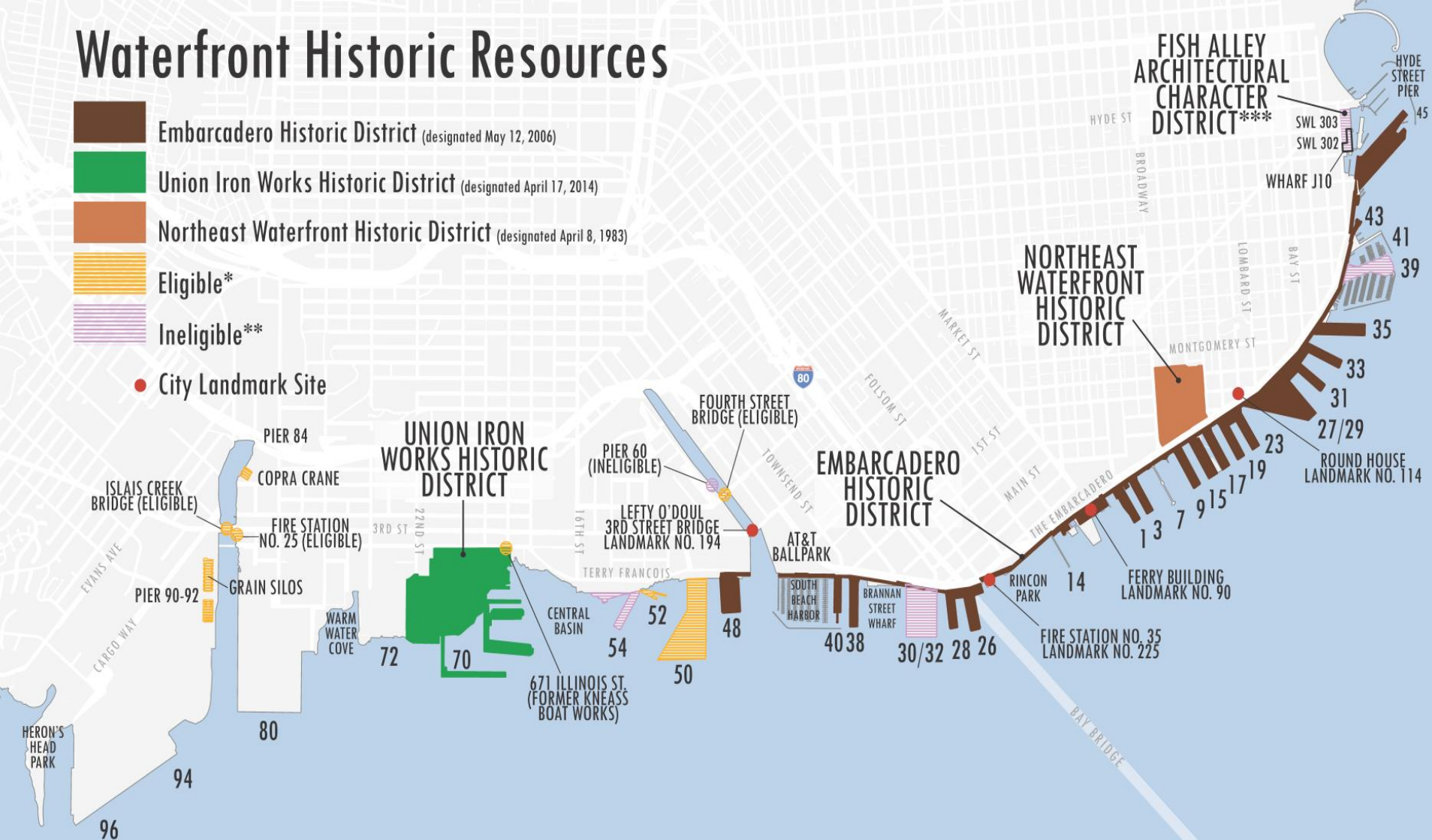
Waterfront Land Use Plan Update

April 27, 2016

Waterfront Historic Resources

-  Embarcadero Historic District (designated May 12, 2006)
-  Union Iron Works Historic District (designated April 17, 2014)
-  Northeast Waterfront Historic District (designated April 8, 1983)
-  Eligible*
-  Ineligible**

 City Landmark Site



* Eligible Resources include Port or City owned buildings, structures and objects that are 45 or more years of age that that appear, or have formally been determined, to meet the criteria for listing as an historic resource in the California Register or National Register of Historic Places.

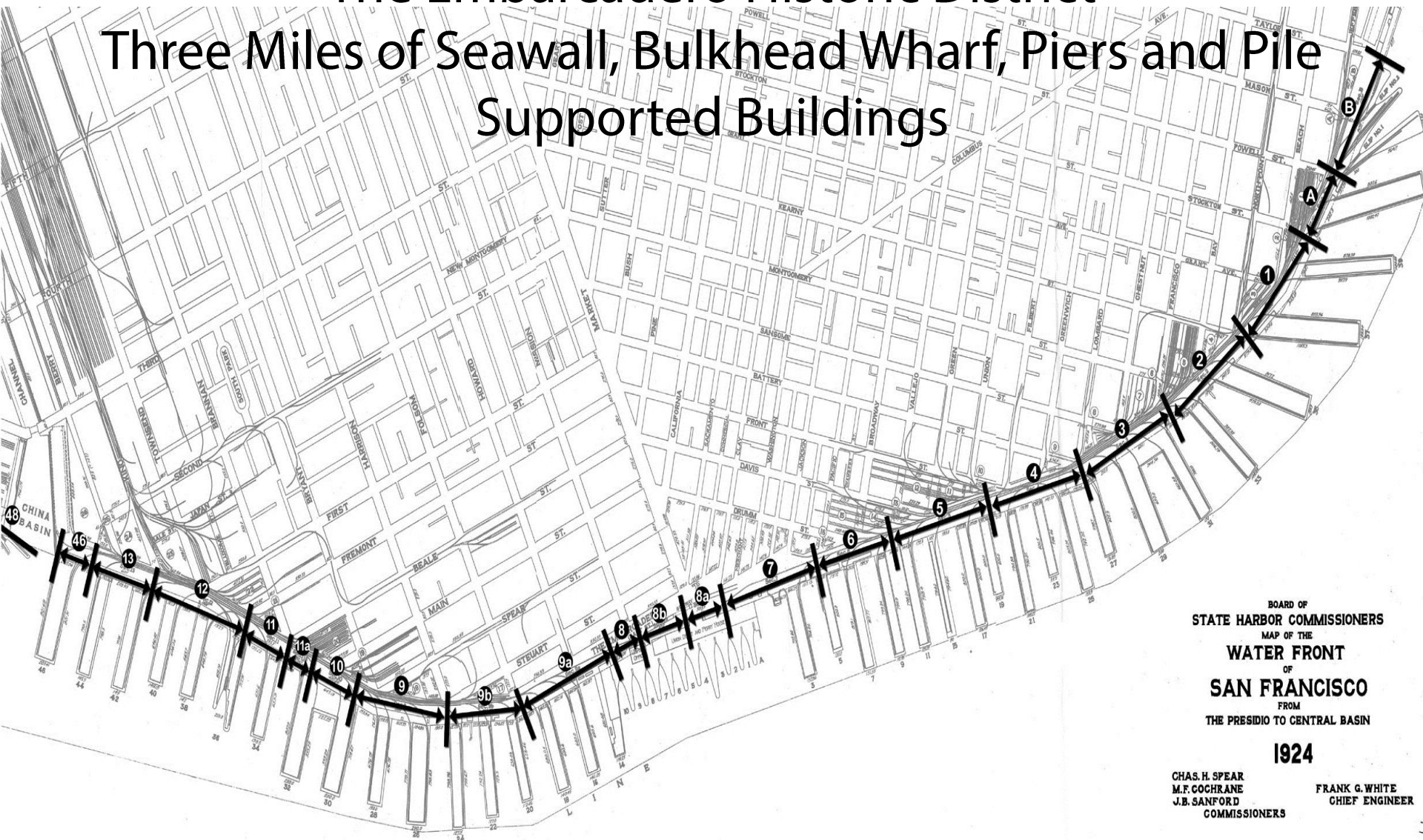
** Ineligible resources include Port or City owned structures and objects that are 45 or more years of age that that have been formally evaluated and determined not to meet the criteria for listing as an historic resource in the California Register or National Register of Historic Places.

*** Fish Alley Architectural Character District was created by the Port Commission in 2001 to recognize the fishing industry character of the resources located on Seawall Lots 302 & 303 which were otherwise determined to be ineligible because they lack integrity. A grouping of four resources along Al Scoma Way (2407, 2409, 2411) and Wharf J10 were also identified as a potentially eligible California Register Historic District. However, Wharf J10 was demolished due to an imminent threat of collapse caused by structural failure.


(NOT TO SCALE)

The Embarcadero Historic District

Three Miles of Seawall, Bulkhead Wharf, Piers and Pile Supported Buildings



BOARD OF
STATE HARBOR COMMISSIONERS
MAP OF THE
WATER FRONT
OF
SAN FRANCISCO
FROM
THE PRESIDIO TO CENTRAL BASIN

1924

CHAS. H. SPEAR
M. F. COCHRANE
J. B. SANFORD
COMMISSIONERS

FRANK G. WHITE
CHIEF ENGINEER

Area of Significance: Government
CA State Board of Harbor Commissioners



Area of Significance:
Maritime Commerce



Area of Significance: Transportation
1913: Belt Railroad, linking all piers

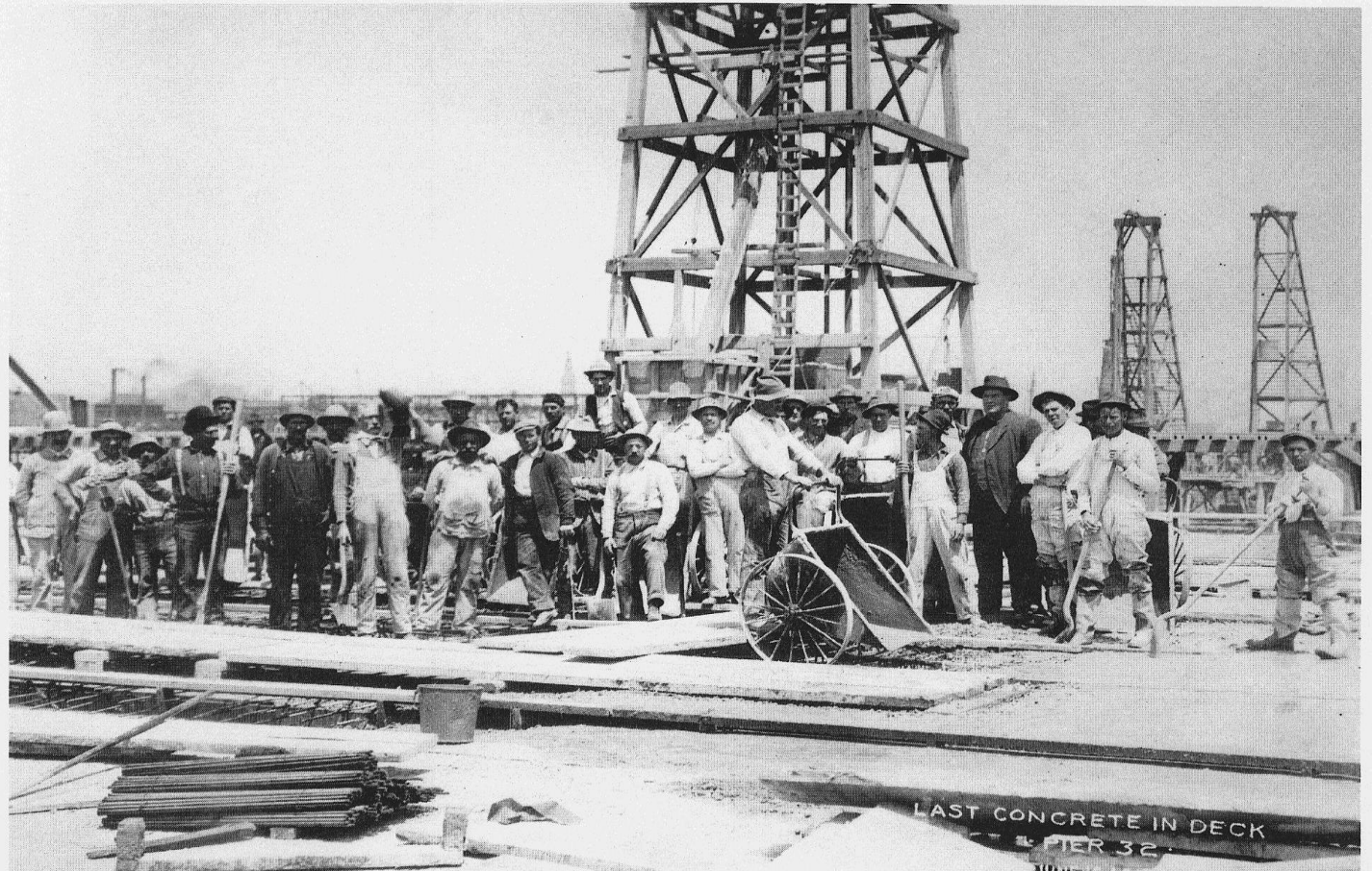


Area of Significance: Engineering
The Port's Engineers Designed & Oversaw
Waterfront Construction



San Francisco Maritime National Historical Park

Area of Significance: Labor
Laborers Built and Operated the Port



Area of Significance: Labor

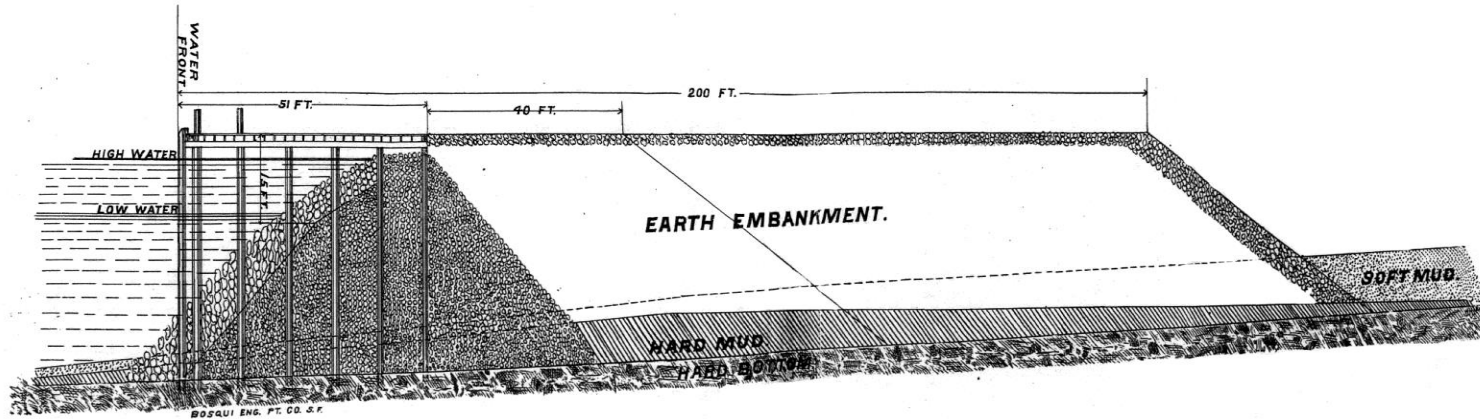
Harry Bridges, Leader of ILA & ILWU



Area of Significance:
Architecture, Community Planning & Development



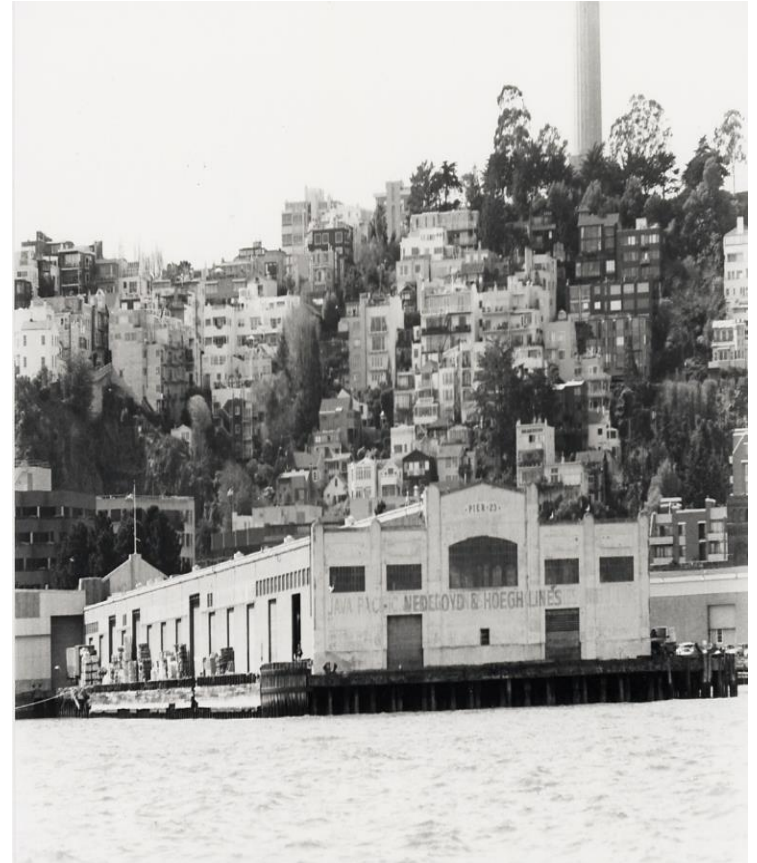
Seawall & Bulkhead Wharf Individual Contributing Resources



TRANSVERSE SECTION of SEA WALL and THOROUGHFARE.

SCALE 20 ft. = 1 INCH.

Contributing Resources: Piers



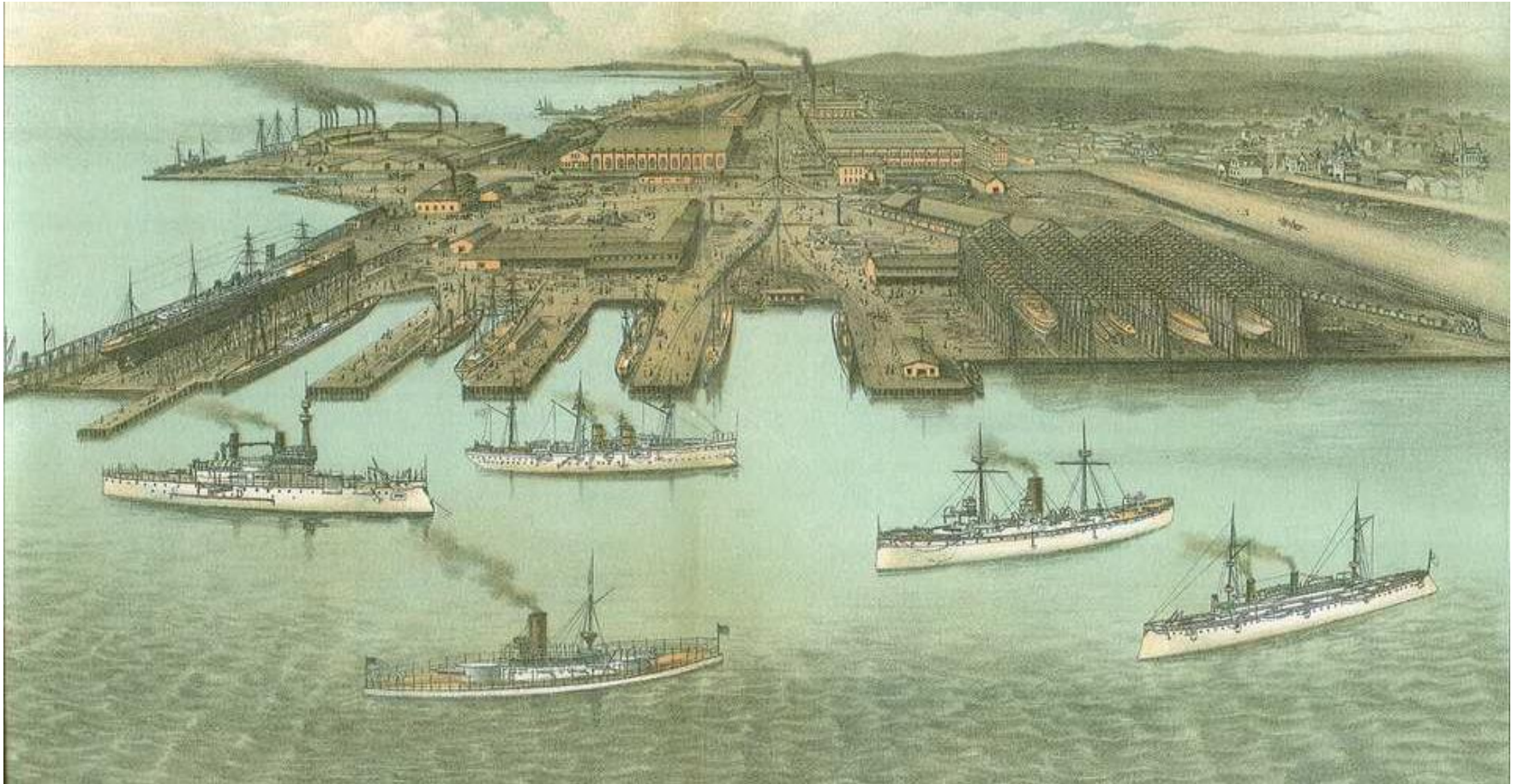
Other Waterfront Structures



BCDC and the Port Integrated Historic Preservation Into its Policies



Union Iron Works at Pier 70

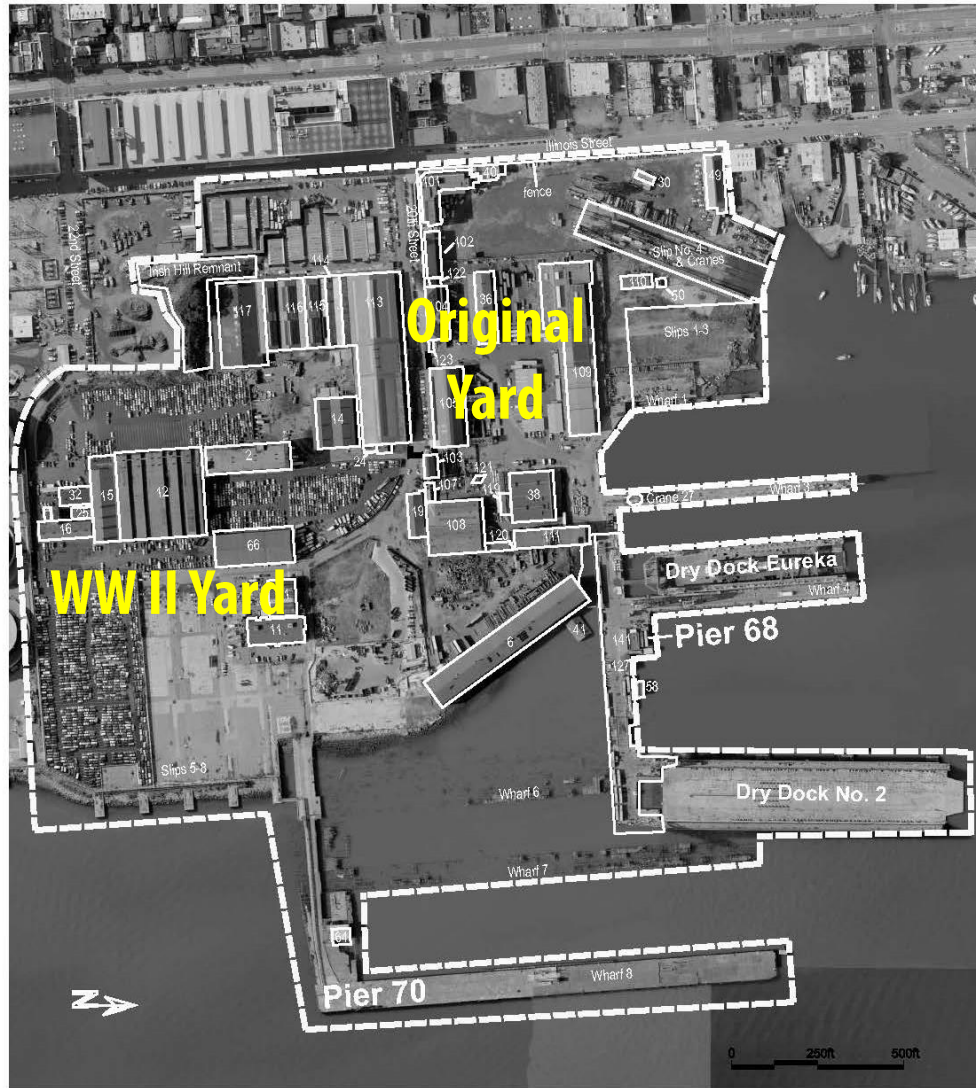


A Microcosm of American Shipbuilding

Union Iron Works Historic District at Pier 70



District Boundary Map

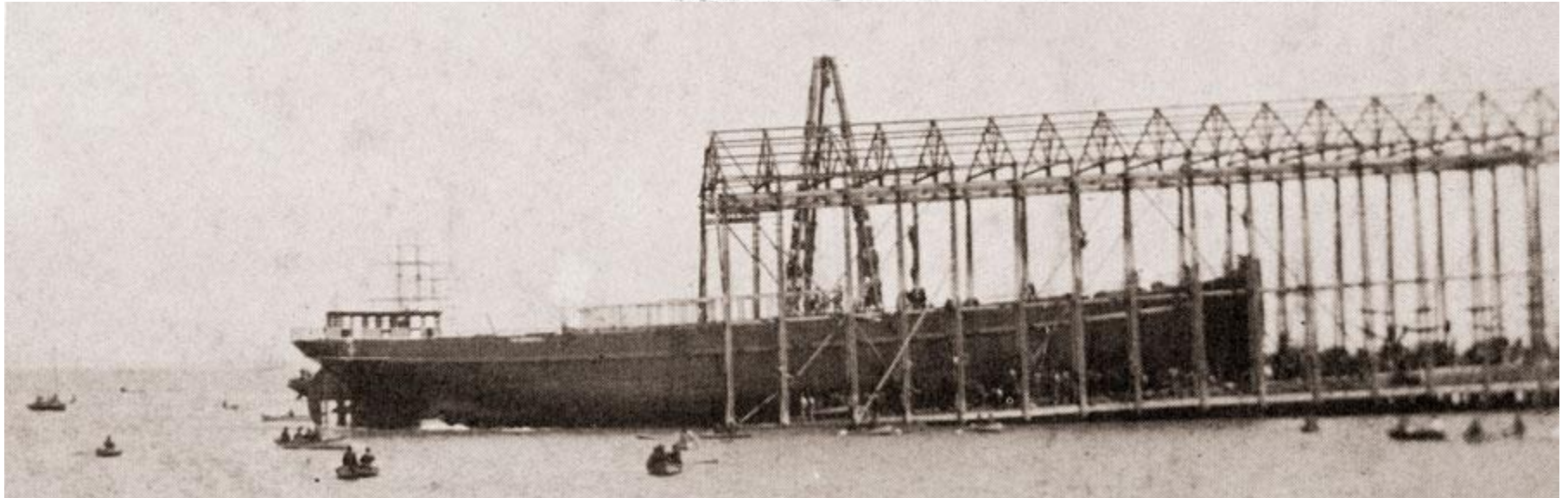


-  District Boundary
-  Contributing Resources

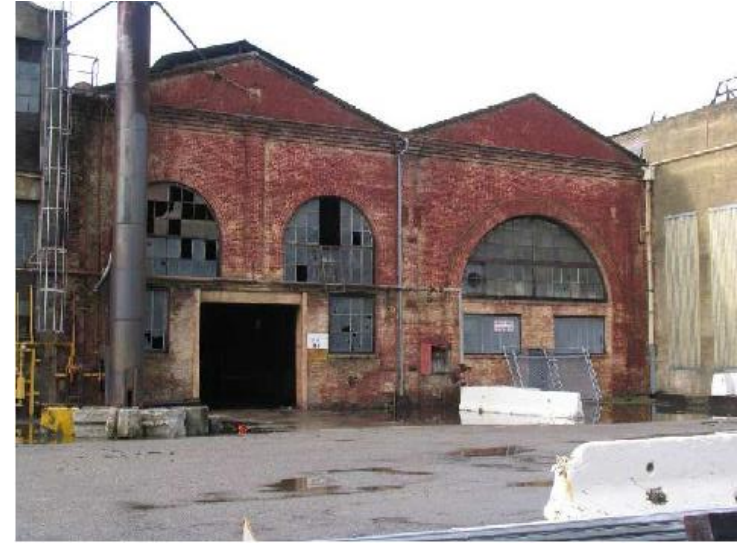
UIW 1880s



The Arado



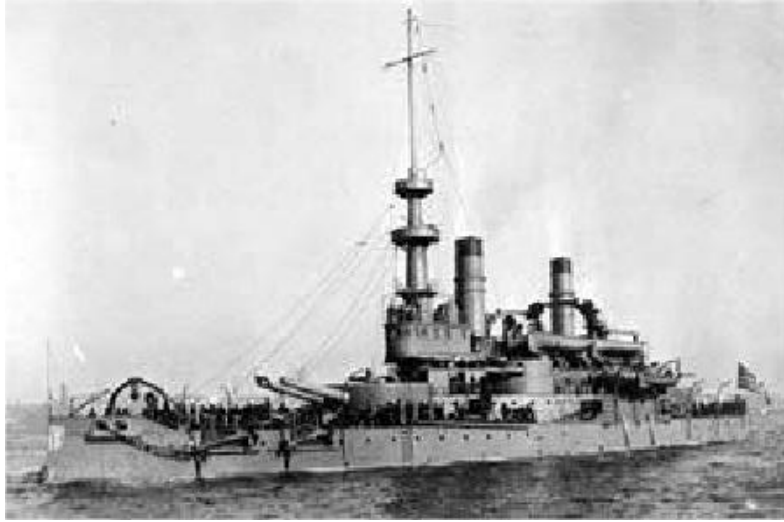
Building 113 and 114



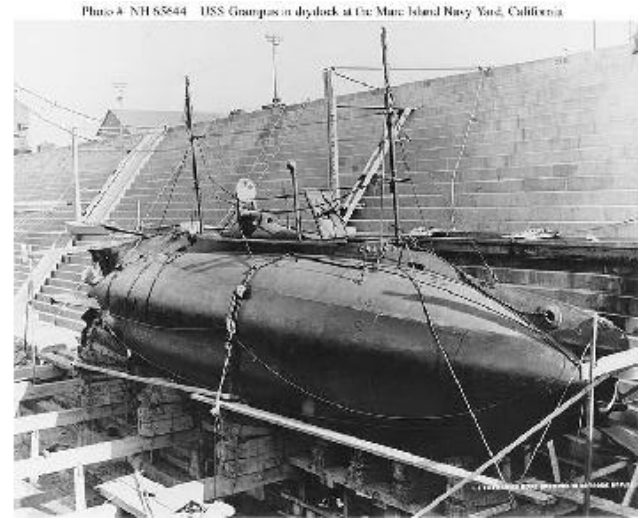
Building 104



Ships



U.S.S. Oregon



U.S.S. Grampus



U.S.S. Olympia



U.S.S. Pike

Building 102



World War I



Building 115 and 116



Building 101



Shipyard World War II





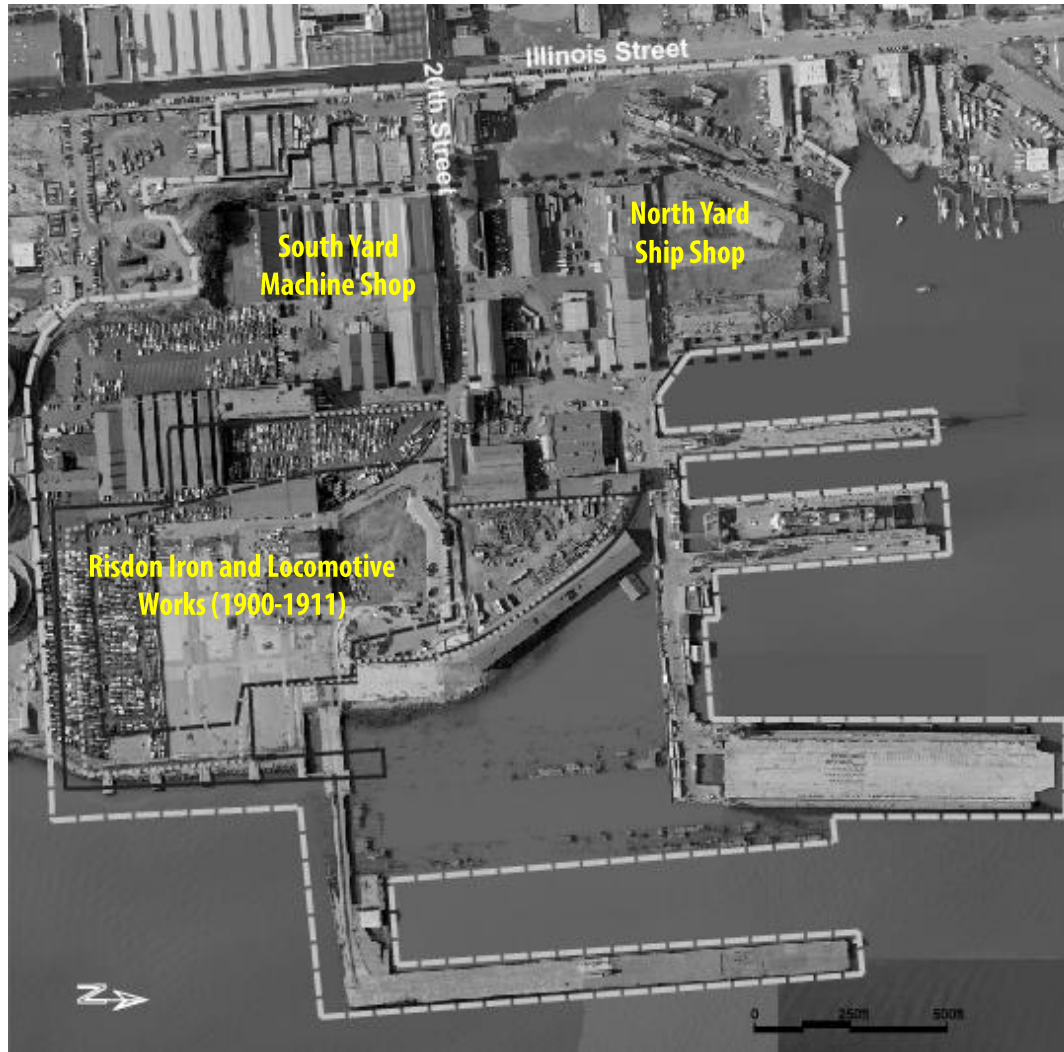
7th
THEY RAISED THE FLAG
WAR LOAN DRIVE
WE MUST RAISE THE MONEY
IF THEY CAN DO IT — WHAT'S TO STOP US?
7th






STOP

Building 12 Complex



Eras of Development



-  Union Iron Works District Boundary
-  Pacific Rolling Mills (1868-1900)
Boundary estimated from 1886 Sanborn
-  Union Iron Works Shipyard in 1884
Boundary estimated from 1886 Sanborn
-  Risdon Iron and Locomotive Works
(1900-1911)
-  Boundary of the WWI U. S. Destroyer Plant operated by Union Iron Works Company
Owned by the U. S. Steel Products Company (U. S. Steel Corp. Subsidiary)

Irish Hill



Slipways and Wharfs





PIER 70

PREFERRED MASTER PLAN



PORT OF SAN FRANCISCO
APRIL 2010

HISTORIC RESOURCES

- 114 *VERY SIGNIFICANT*
- 109 *SIGNIFICANT*
- 2 *CONTEXT*

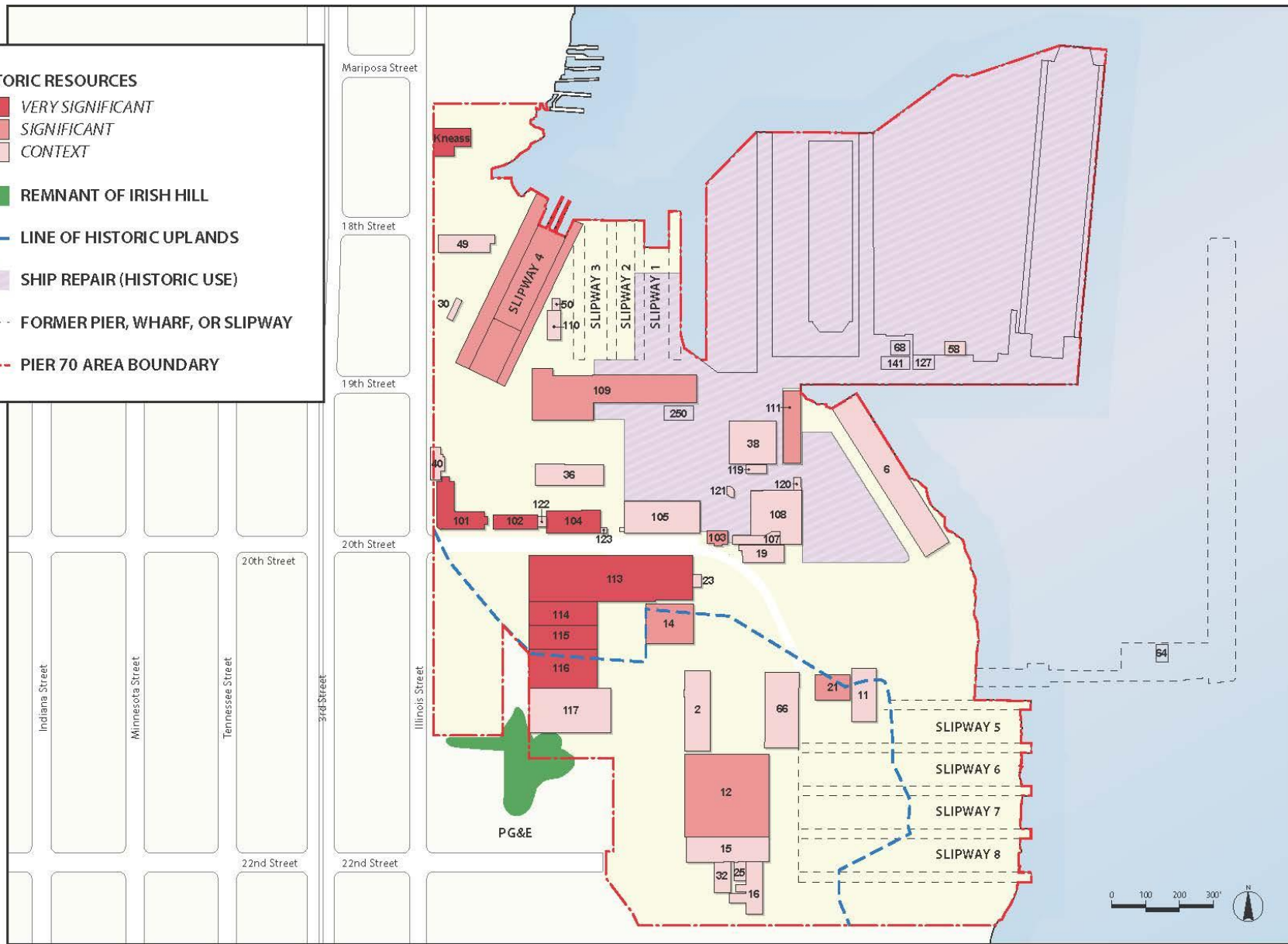
REMNANT OF IRISH HILL

LINE OF HISTORIC UPLANDS

SHIP REPAIR (HISTORIC USE)

FORMER PIER, WHARF, OR SLIPWAY

PIER 70 AREA BOUNDARY



Project Implementation



LEGEND

- PILE SUPPORTED PIER
- PRESENTLY SUBMERGED

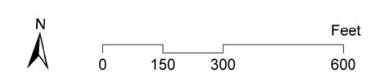
LAND USE

- COMMERCIAL OFFICE
- INNOVATION RETAIL
- RESIDENTIAL MIXED USE
- PARKING
- OPEN SPACE
- SHIP REPAIR / INDUSTRIAL
- LIGHT INDUSTRIAL
- FUTURE DEVELOPMENT

SUB AREAS

- COVE (PORT)
- SHIP REPAIR (BAE SYSTEMS)
- WATERFRONT SITE (FOREST CITY)
- HISTORIC CORE (ORTON)
- HILL

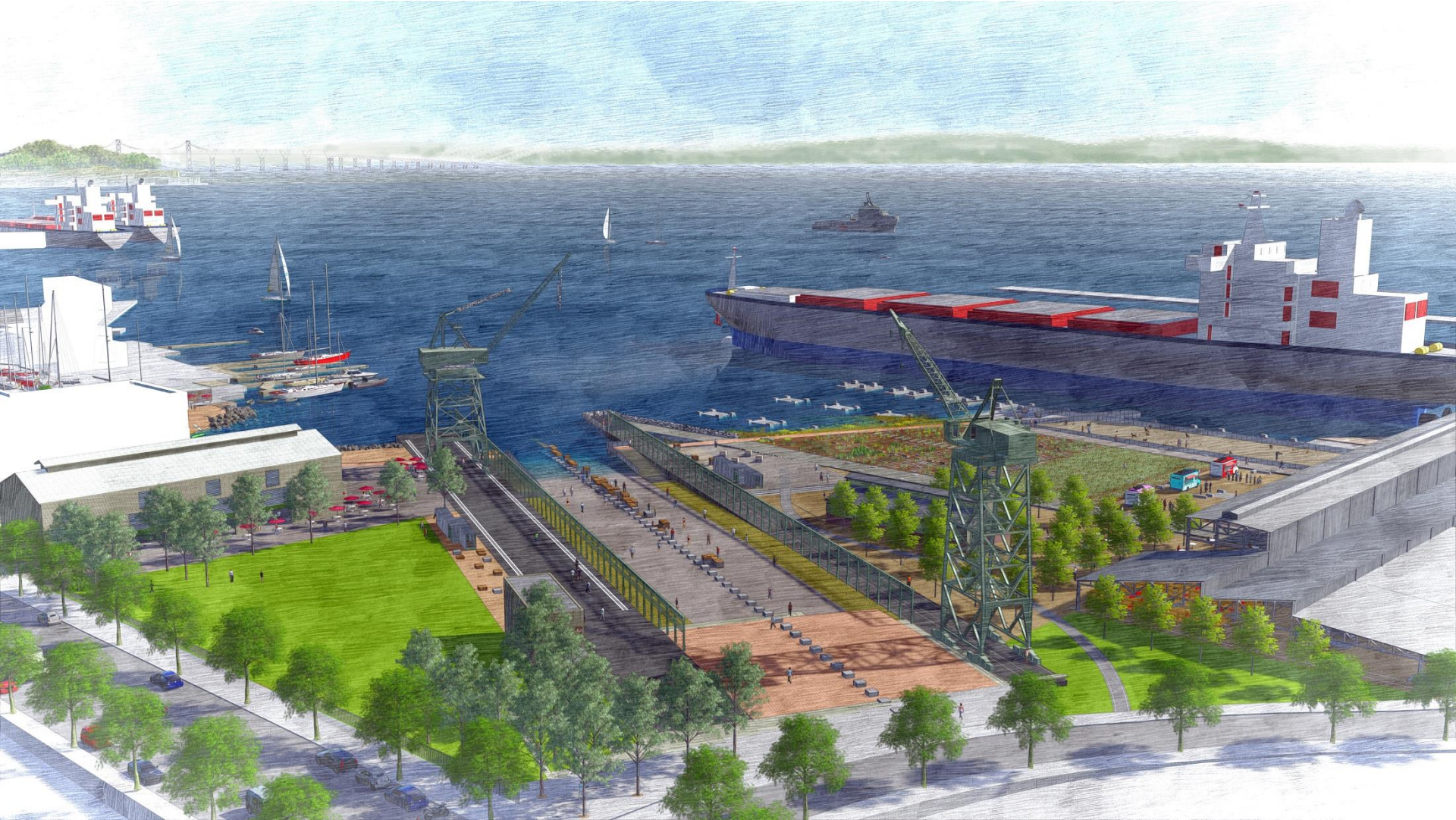
PIER 70 SUB AREA MAP



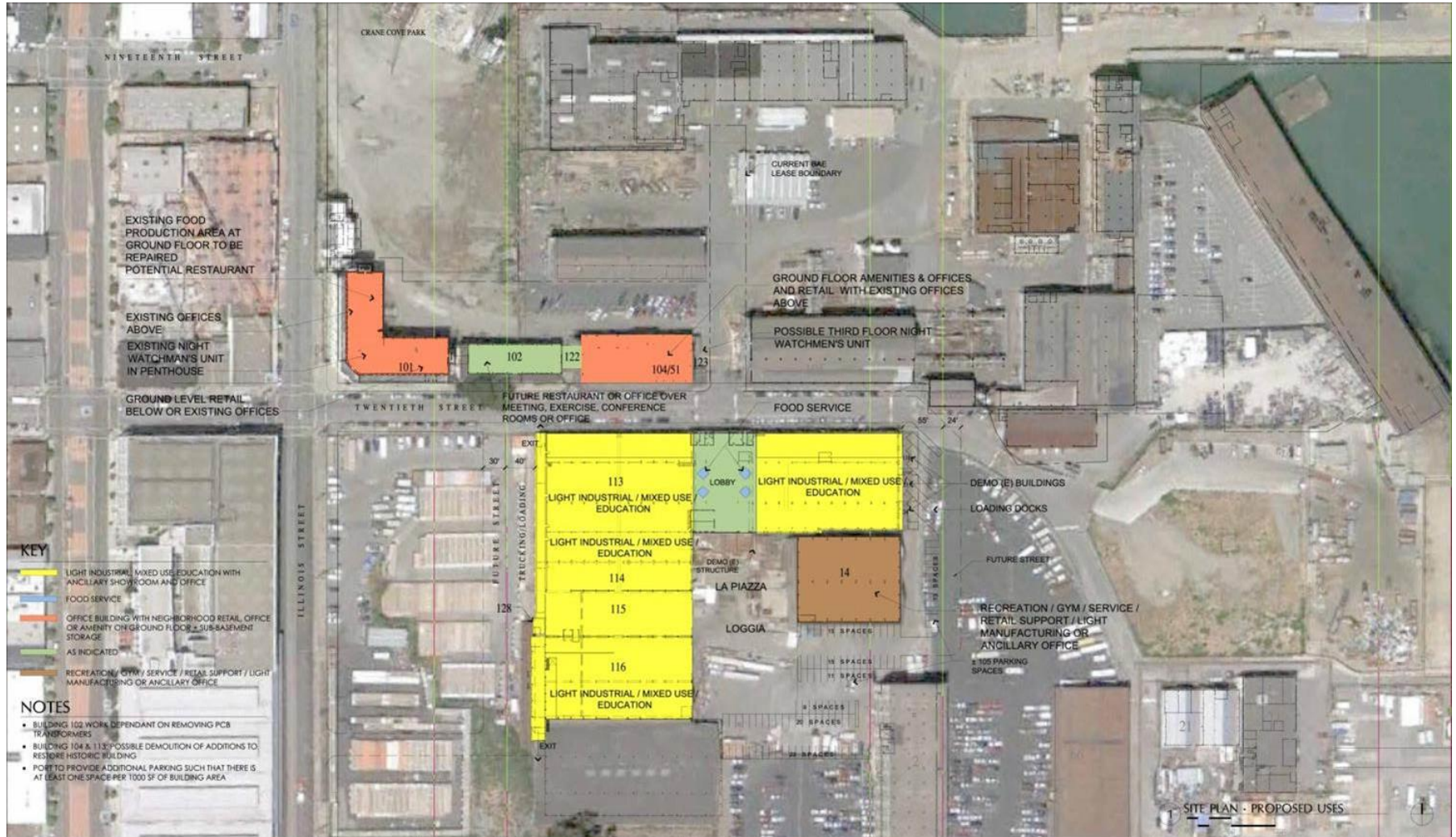
BAE Ship Repair



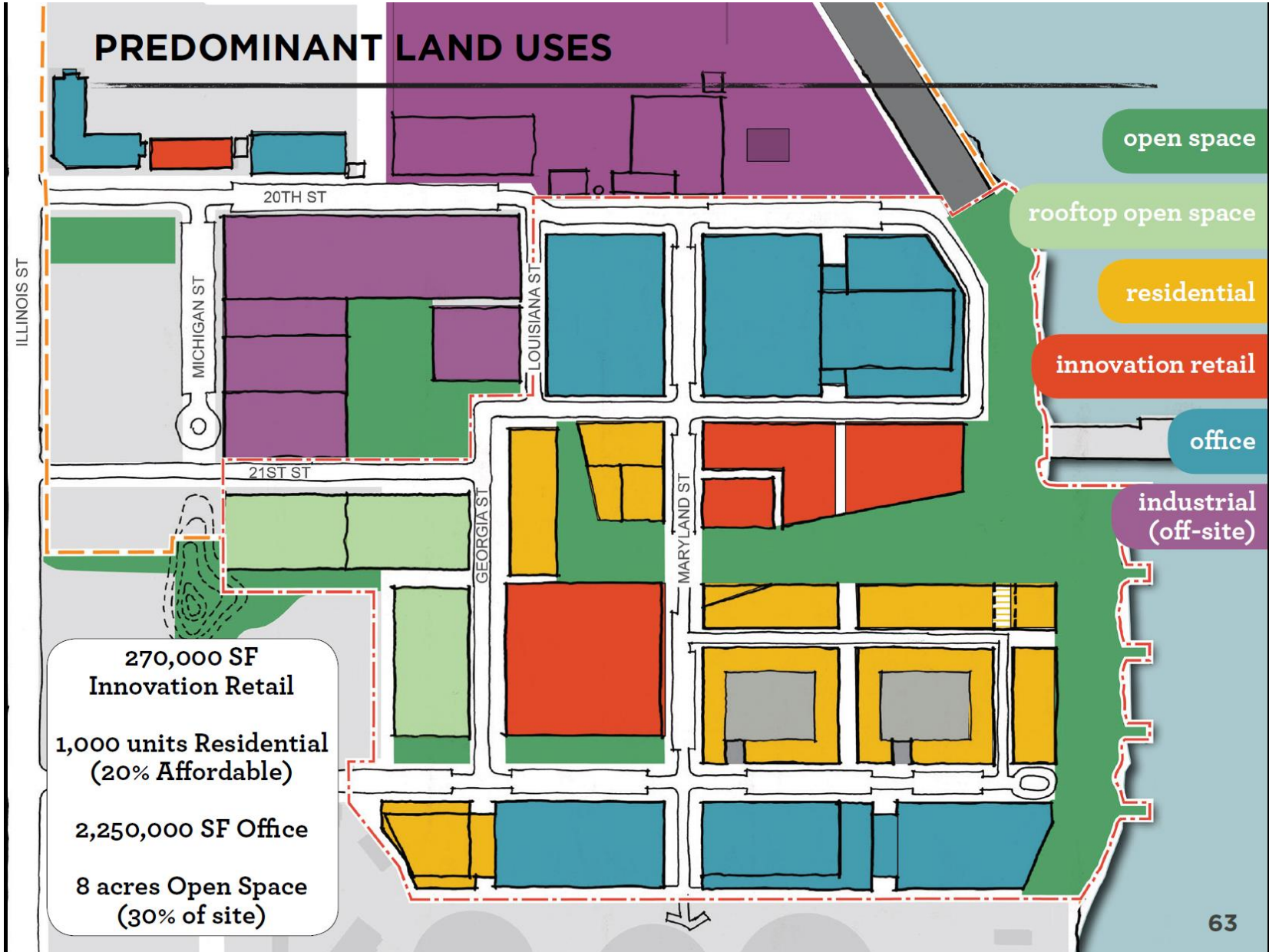
Future Crane Cove Park



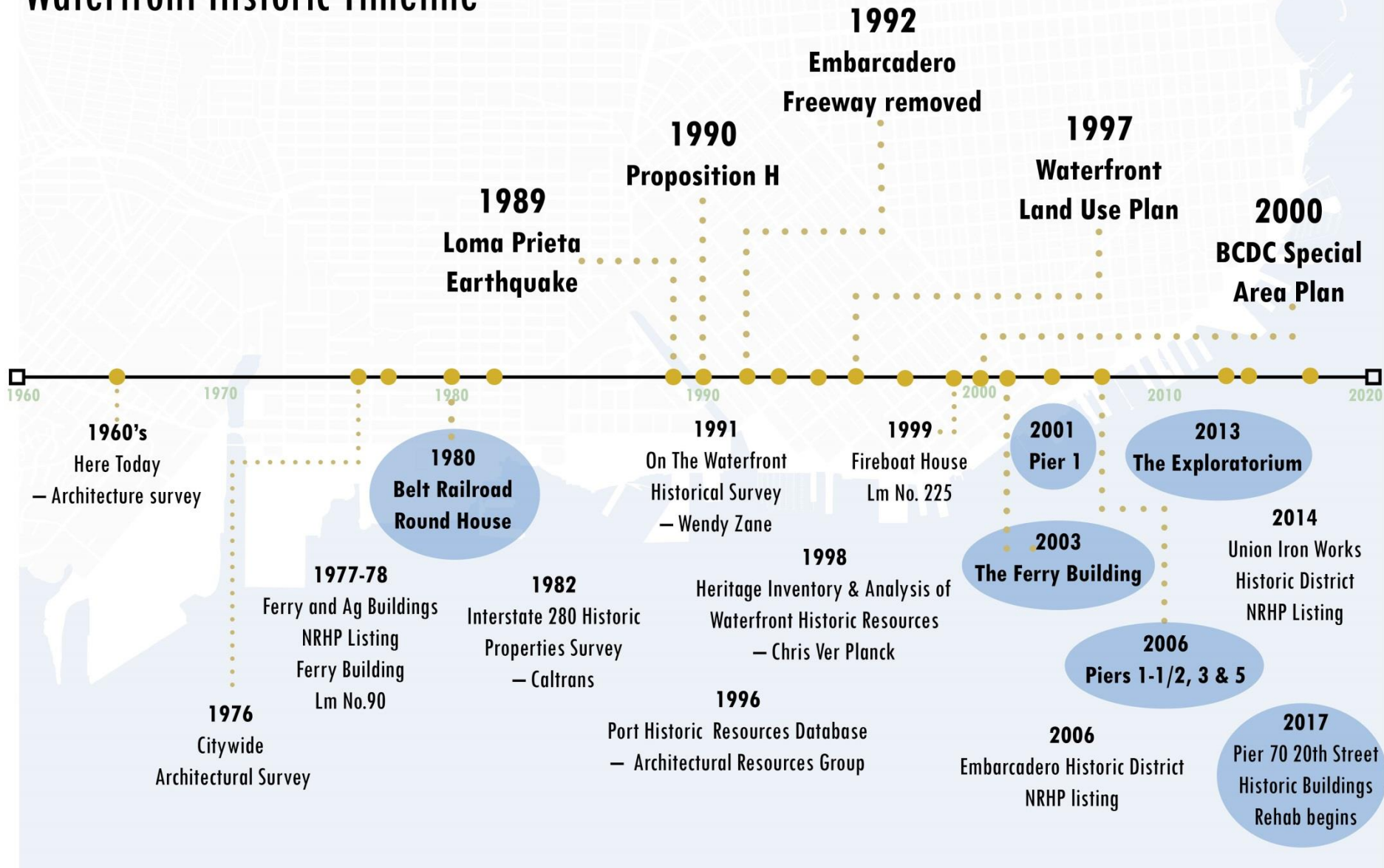
20th Street Historic Buildings



Waterfront Site



Waterfront Historic Timeline





The Ferry Building – City Landmark No. 90

Belt Railroad Round House

City Landmark No. 114



Pier 22-1/2 Fireboat House City Landmark No. 225



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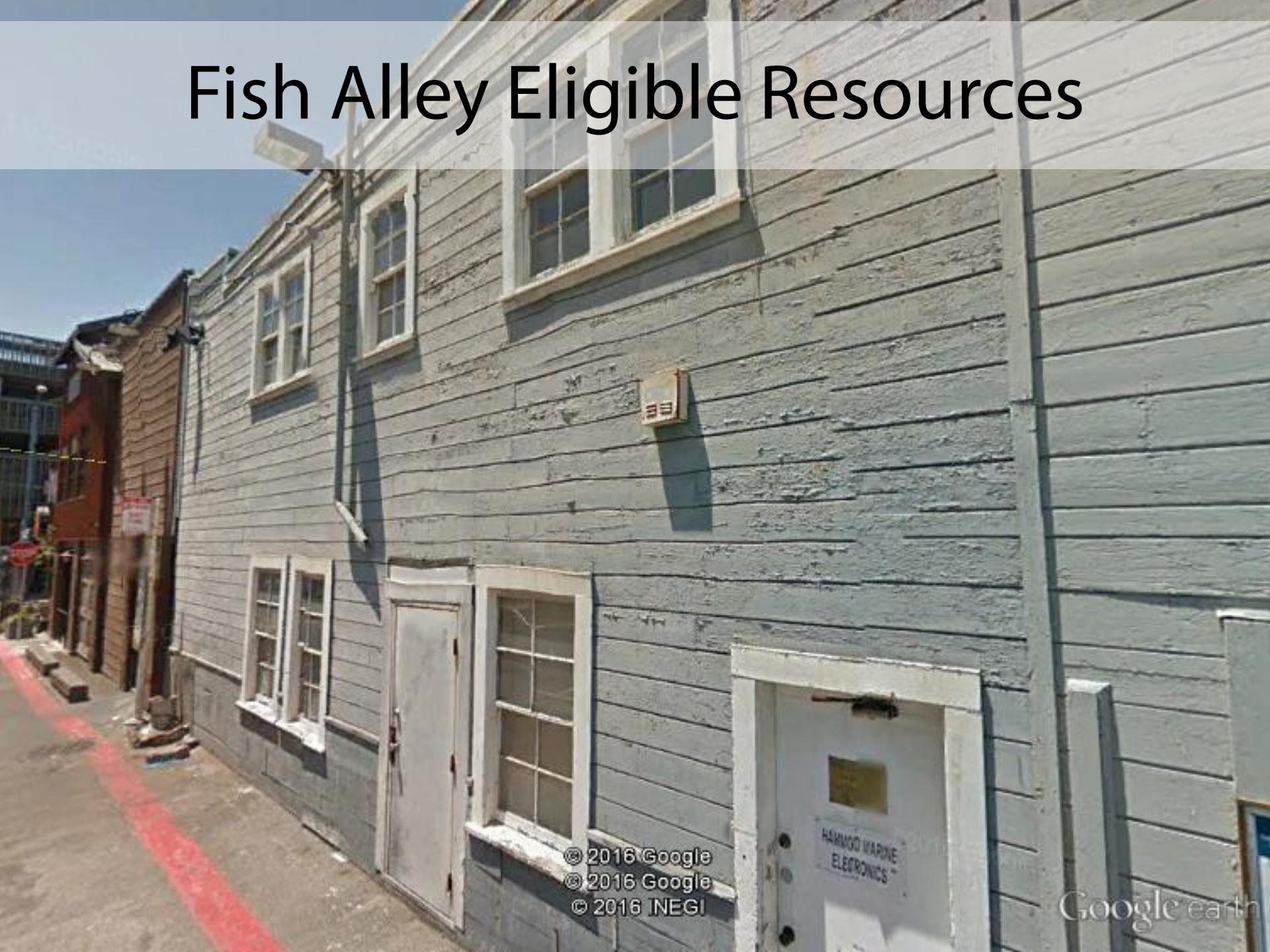
© 2016 Google

Google earth

Seawall Lots within Northeast Waterfront Historic District



Fish Alley Eligible Resources



© 2016 Google
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© 2016 INEGI

Google earth

671 Illinois Street - Kneass Building Eligible Resource



© 2016 Google

© 2016 INEGI

© 2016 Google

Google earth



The Ferry Building Rehabilitation
Cost \$100 Million
Received \$17 Million Tax Credits

Pier 1 Rehabilitation Cost \$40 Million
Received \$8 Million Tax Credit



Piers 1-1/2, 3 & 5 Rehabilitation
Cost \$65 Million
Received \$12 Tax Credit



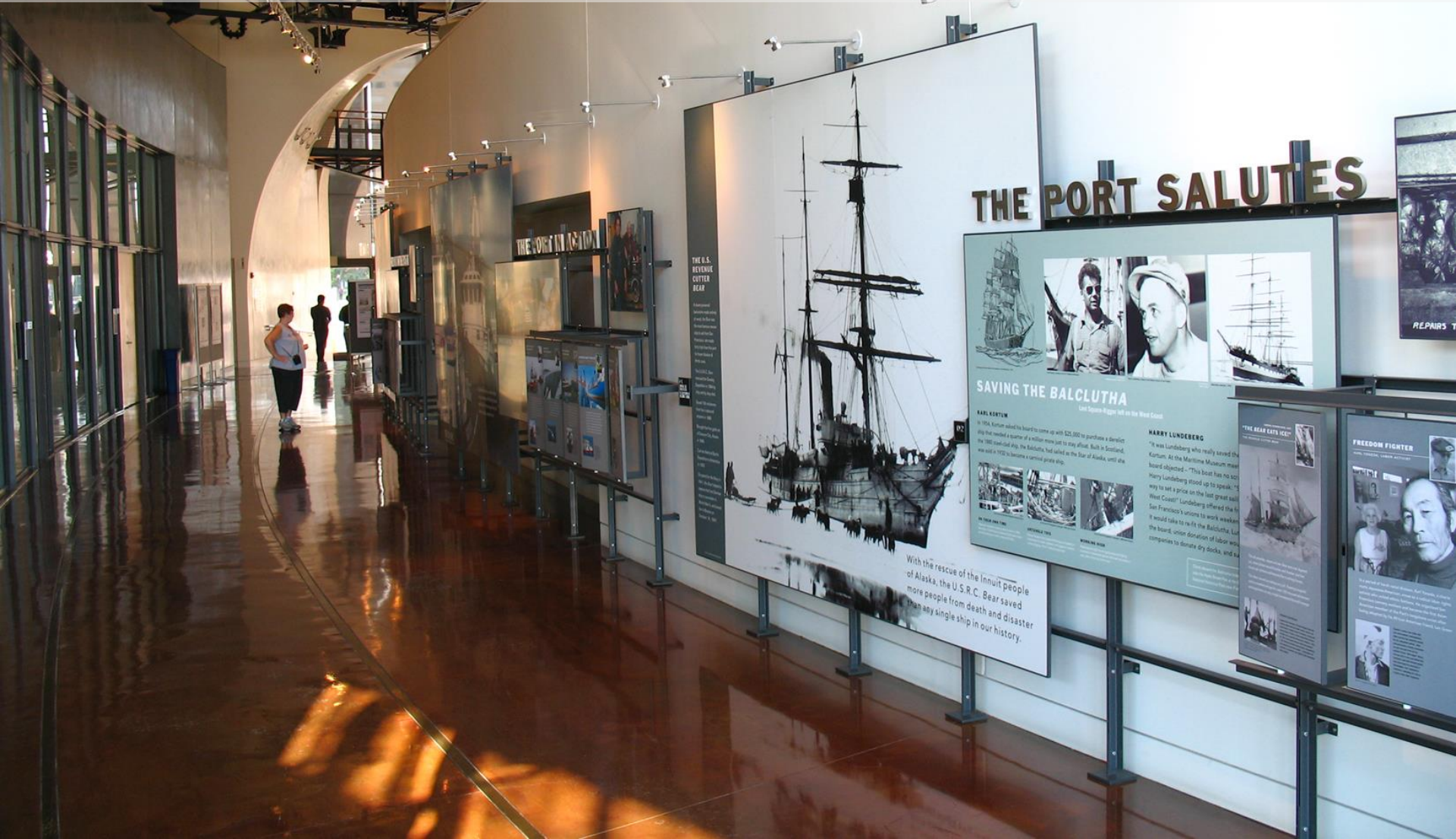
Pier 15 The Exploratorium Rehabilitation Cost \$200 Million and Received \$49 Million Tax



20th Street Historic Buildings Rehabilitation
Cost \$80 Million
Tax credit TBD, estimate 15%



Pier 1 Rail Corridor – Bayside History Walk Public Access and Interpretive Exhibit



THE PORT SALUTES

THE U.S. REVENUE CUTTER BEAR

Commissioned in 1880, the U.S.R.C. Bear was the largest cutter in the U.S. Navy. She was built in Scotland and was the first cutter to be built in the United States. She was the first cutter to be built in the United States. She was the first cutter to be built in the United States.



SAVING THE BALCLUTHA

Carl Spang Fugate left on the West Coast

KARL KURUM
In 1904, Kurum asked the bear to come up with \$25,000 to purchase a diesel ship that needed a tonnage of a million more just to stay afloat. Built in Scotland, the 180-ton diesel ship, the Balclutha, had sailed on the Star of Alaska, until she was sunk in 1902 to become a cargo pirate ship.



HARRY LUNDBERG

"It was Lundberg who really saved the Kurum. At the Maritime Museum meeting, Lundberg stood up to speak. 'The West Coast' Lundberg offered the U.S. Navy to buy the Balclutha. Lundberg would take to verify the Balclutha. Lundberg would take to verify the Balclutha. Lundberg would take to verify the Balclutha.

THE BEAR GAVE ICE!

The Bear gave ice to the Balclutha. The Bear gave ice to the Balclutha. The Bear gave ice to the Balclutha.

FREEDOM FIGHTER

Freedom fighter. Freedom fighter. Freedom fighter.

With the rescue of the Inuit people of Alaska, the U.S.R.C. Bear saved more people from death and disaster than any single ship in our history.

Brannan Street Wharf Public Access & Interpretive Exhibit



Temporary Pylons

Waterfront Railroad



Construction of the State Belt Railroad began in 1887, making it possible to load and unload ships directly to railcars on the piers. At first, rail spurs ran down the center of piers inside the sheds. After 1980, most tracks were laid on the pier aprons outside the sheds. In both cases doorways had to be large enough for trains to pass through the front. At its height, the Railroad covered 67 miles of track. It ceased operation in 1991.



PROLOGIS

Congratulates the Port of San Francisco on its 150th Anniversary
sfport.com

PIER 28



HIDIVE

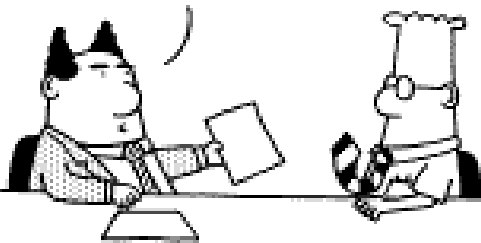


Wendy Proctor
Port of San Francisco
Port Engineering
Architect, Project Manager, ADA Coordinator



Port Engineering

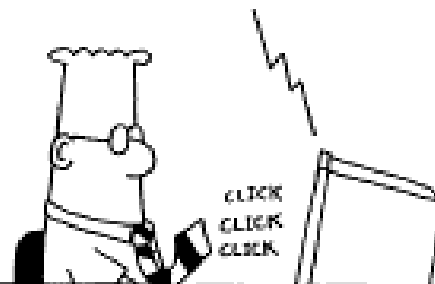
WE'LL NEED A RISK ANALYSIS ON THIS PROJECT BEFORE I CAN APPROVE IT.



www.unitedmedia.com

J. Adams

RISK 1: INDECISIVENESS
RISK 2: OVERANALYSIS
RISK 3: CLUELESSNESS
RISK 4: MICROMANAGEMENT...



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I DON'T UNDERSTAND THESE RISKS.

THAT'S NUMBER THIRTY-SIX.

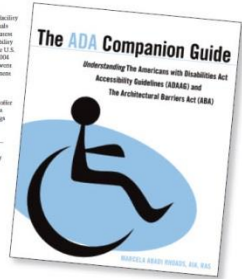


The ultimate reference to the latest ADA and ABA Accessibility Guidelines for Buildings and Facilities.

Architects, interior designers, engineers, facility managers, and related building professionals will find this to be a handy guide to the latest Americans with Disabilities Act Accessibility Guidelines (ADAAG), as published by the U.S. Access Board in the Federal Register in 2008 and subsequently updated. As this book went to press in 2010, the U.S. Justice Department was expected to soon adopt the latest ADAAG, as covered in this book.

These guidelines have been reorganized to offer more cohesive architectural guidance that addresses the accessible design of buildings for individuals with special needs. Lists when the provisions of these critical guidelines are with the handy reference—what has changed, what hasn't, how to apply the guidelines, and what others they will face on both the public and private sectors.

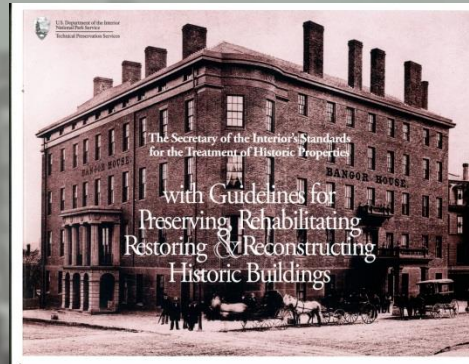
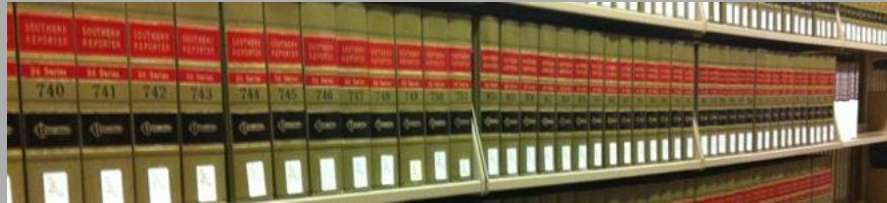
The ADA Companion Guide combines the complete ADAAG and ABA guidelines with regulations, commentary and dimensions, offering easy-to-follow guidance on how to eliminate unnecessary architectural barriers for persons with disabilities.



ISBN: 978-0-470-33091-0, Paperback, 402 pages, April 2010, \$45.00

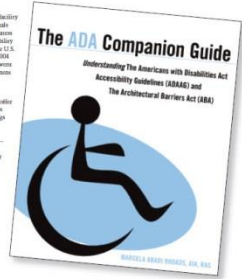
WILEY
Now you know
wiley.com

Port Engineering



The ultimate reference to the latest ADA and ABA Accessibility Guidelines for Buildings and Facilities.

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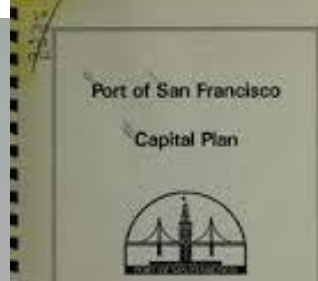
These guidelines have been reworked to allow more extensive architectural guidance that addresses the accessible design of buildings for individuals with special needs. Like any other accessibility design criteria, they apply the guidelines, when there is no conflict, to apply the guidelines, and when there they will fall on both the public and private sectors.

The ADA Companion Guide combines the complete ADAAG and ABA guidelines with regulations, commentary and diagrams, offering easy-to-follow guidance on how to eliminate unnecessary architectural barriers for persons with disabilities.

WILEY
Now you know
wiley.com

ISBN: 978-1-4210-0101-0, Paperback, 482 pages, April 2010, \$45.00

Port Engineering

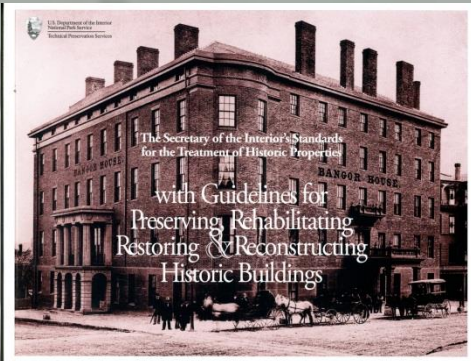


Information Regarding Facility Roofs

Condition	# of Squares	Total Square Ft	Roof Description/Life Expectancy	Cost*	Roofing Priority	Remaining Cost	Remarks
FLASHING NEEDS REPAIR	650	85,000	MB-Technology (SBS) modified 3 py / 20 years	850,000	26	\$50,000	2 weeks into-2014, 4 weeks subsequent
FLASHING NEEDS REPAIR	650	85,000	MB-Technology (SBS) modified 3 py / 20 years	850,000	27	\$50,000	2 weeks into-2014, 4 weeks subsequent
FLASHING NEEDS REPAIR	650	85,000	MB-Technology (SBS) modified 3 py / 20 years	850,000	29	0	2 weeks into-2014, 4 weeks subsequent
FLASHING NEEDS REPAIR	650	85,000	MB-Technology (SBS) modified 3 py / 20 years	850,000	28	\$50,000	2 weeks into-2014, 4 weeks subsequent
in Progress	2400	34,000	Springs / 40 years	340,000	2	\$15,000	already started, 2 weeks into-2014, 4 weeks subsequent
POOR	1273	127,300	5 ply 15# hot bit gravel / 30 years	1,273,000	5	\$1,273,000	roomed out
POOR	1200	125,000	5 ply 15# hot bit gravel / 30 years	1,250,000	6	4,125,000	roomed out
POOR	1430	143,000	1 ply 15# hot bit gravel / 15 years	1,400,000	30	5,100,000	roomed out
GOOD	2009	200,900	5 ply 15# hot bit gravel / 30 years	2,009,000	NA	0	
POOR	1050	105,000	3 ply 15# hot bit gravel / 20 years	1,050,000	NA	7,100,000	roomed out

*Rents to costs determined Spring 2004. Cost includes: demolition and hazard, new roofing, roof framing, and drains.

11/27/2009



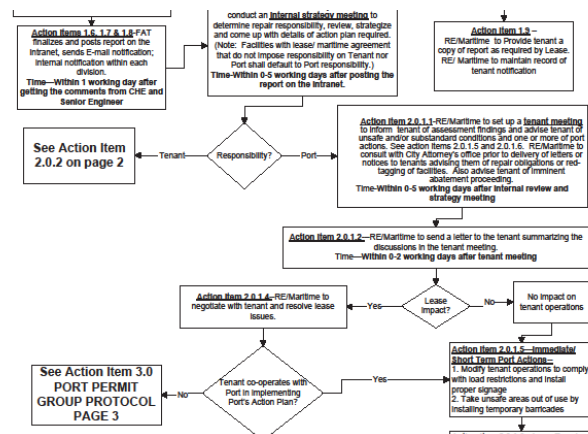
Port of San Francisco
Port Commission

Finger Pier Exiting Guidelines



Best Practices

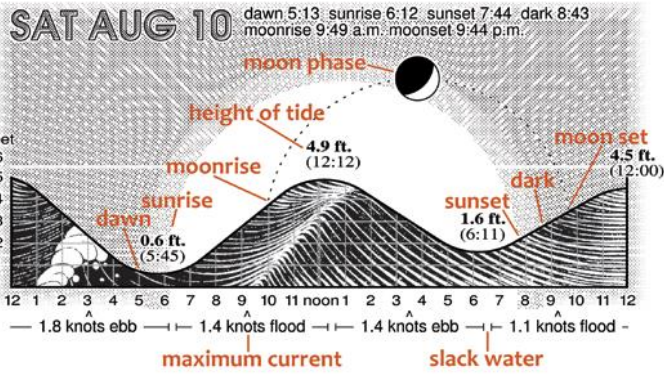
- Applicable Codes
- 2013 Port of San Francisco Code
 - 2013 San Francisco Fire Code
 - 2013 California Building Code
 - 2013 California Mechanical Code
 - 2013 California Historical Building Code
 - 2013 NFPA 13
 - 2013 NFPA 14
 - 2013 NFPA 72



* For dangerous conditions having immediate impact on life and property of tenant and public. FAT will inform CHE and Port Executive Director same day and proceed to implement all the safety measures (e.g. vacating facility, installing barricades, safety signs, etc.)

Note: Time durations are approximate and can be changed on a case by case basis.

Last updated 2/2/10



- Tides
- Fish Spawning Season
- Migratory Bird Treaty Act
- Cruise Calls
- High Visitorship
 - Giants Season
 - Fisherman's Wharf

NAVIGATING WORK RESTRICTIONS



Attachment 1 - Structural Rating-Page 1 of 5 Over All






Facility Assessment Program

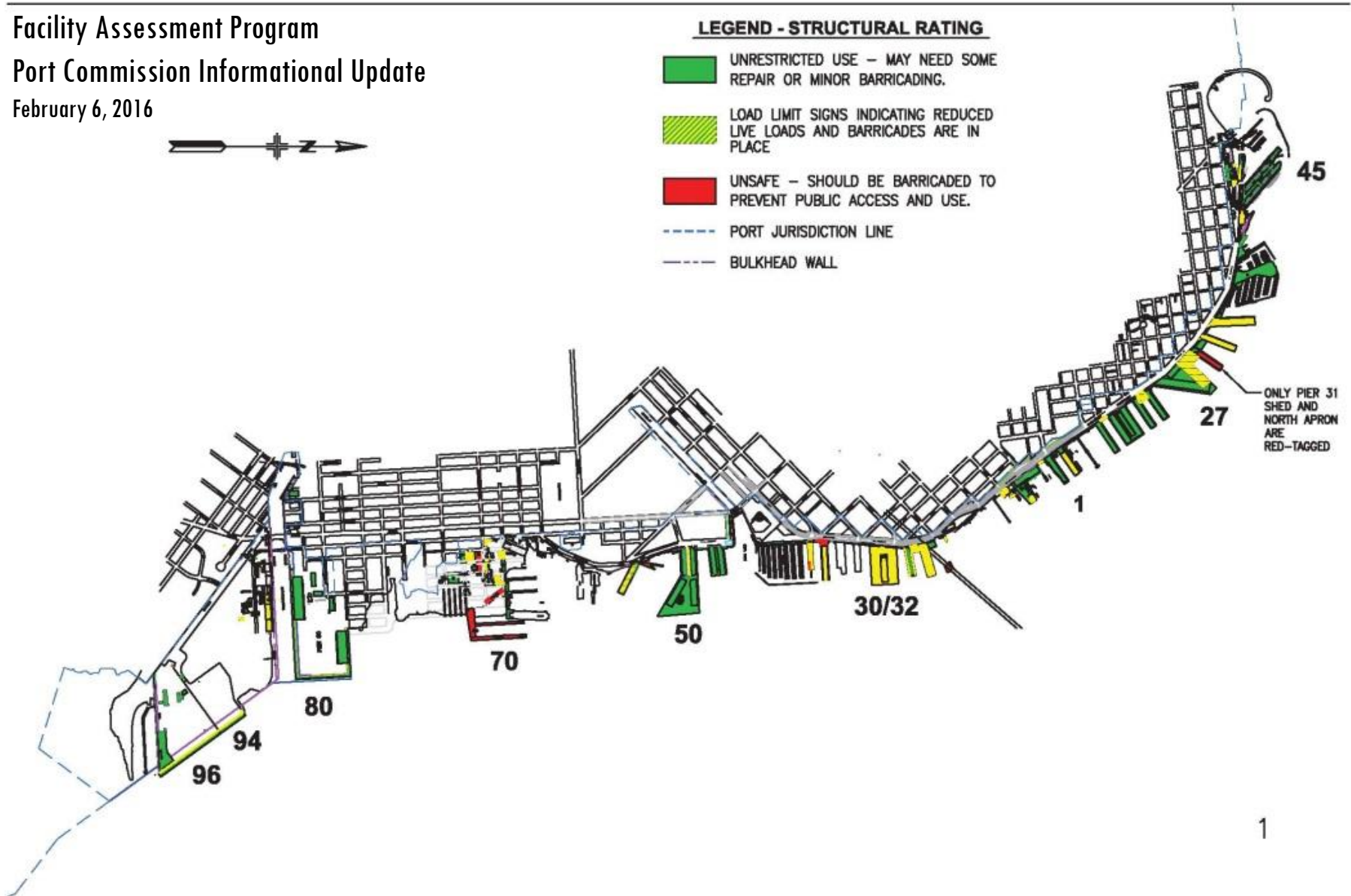
Port Commission Informational Update

February 6, 2016

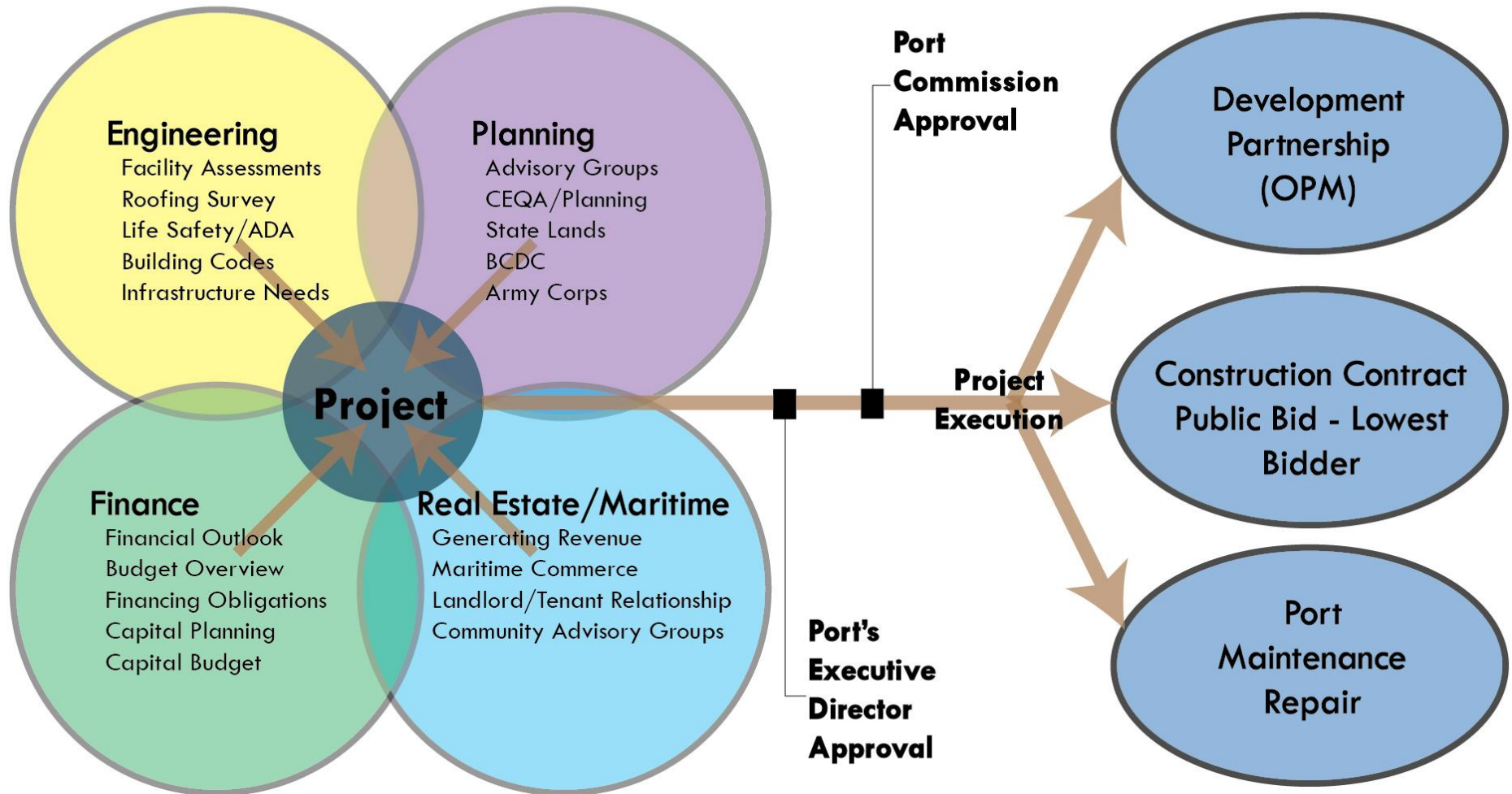


LEGEND - STRUCTURAL RATING

-  UNRESTRICTED USE -- MAY NEED SOME REPAIR OR MINOR BARRICADING.
-  LOAD LIMIT SIGNS INDICATING REDUCED LIVE LOADS AND BARRICADES ARE IN PLACE
-  UNSAFE -- SHOULD BE BARRICADED TO PREVENT PUBLIC ACCESS AND USE.
-  PORT JURISDICTION LINE
-  BULKHEAD WALL



Historic Rehabilitation & Maintenance Project Collaboration



Pier Rehabilitation Projects in Historic Districts

Public Private Partnerships

Pier 15 Exploratorium	Pier 38
Pier 17*	Pier 48
Piers 1-5	295 Terry Francois Blvd
Ferry Building	Atwater (formerly Jelly's)
Agriculture Building East & South	AT&T Park, Pier 66
Aprons (WETA)	20th Street Historic Buildings
Pier 22.5, Fireboat House	Rehabilitation Project
San Francisco Fire Dept**	Pier 70 Waterfront Site (Forest City)
Pier 24 Annex, Pilara Foundation	

DOGPATCH HISTORIC DISTRICT

UNION IRON WORKS
HISTORIC DISTRICT

JACKSON SQUARE
HISTORIC DISTRICT

NORTHEAST WATERFRONT
HISTORIC DISTRICT

EMBARCADERO
HISTORIC DISTRICT

FISH ALLEY
ARCHITECTURAL
CHARACTER DISTRICT

* Pier 17 Future Exploratorium expansion

** New Fireboat House & Pier proposed

Pier Rehabilitation Projects in Historic Districts

■ Port Capital, G.O. Bond, and Grant Funded Projects

- | | |
|---------------------------------|-----------------------------|
| Pier 45 | Pier 0.5 Plaza |
| Fisherman's Chapel | Pier 50 |
| Pier 43 Ferry Arch | 401 Terry Francois Blvd. |
| Pier 35 Cruise Terminal | Pier 70 Crane Cove Park |
| Pier 33.5 | Pier 70 Building 21 |
| Pier 33 | Pier 84 |
| Pier 31-29.5 | Beltline Railroad Annex |
| Pier 29 Bulkhead | Copra Crane |
| Pier 27 Cruise Terminal & Plaza | Bayview Gateway Scale House |
| Pier 23* | |
| Pier 19 | |

DOGPATCH HISTORIC DISTRICT

UNION IRON WORKS
HISTORIC DISTRICT

JACKSON SQUARE
HISTORIC DISTRICT

NORTHEAST WATERFRONT
HISTORIC DISTRICT

EMBARCADERO
HISTORIC DISTRICT

FISH ALLEY
ARCHITECTURAL
CHARACTER DISTRICT



Pier Rehabilitation Projects in Historic Districts

Unfunded Repair Needs

- | | |
|------------------------------------|-------------------------------------|
| Pier 43.5 Ferry Arch SubstructureS | Pier 40 Shed & Pier |
| Pier 35 Cruise Terminal | Pier 52 Rail Pier Substructure |
| Pier 33 Aprons & Substructure | Pier 60 Substructure Removal |
| 31.5-9 Bulkead/ Marginal Wharves | 671 Illinois Street |
| Pier 31 Bulkhead/ Marginal Wharf | Kneass Building |
| Pier 29 Shed | Pier 70 Building 6 |
| Pier 9 North & South Aprons | Pier 70 Building III |
| Pier 19 Apron | Shipyards Office/Warehouse Building |
| Pier 19.5 | Pier 90-92 Grain Silos |

- Agriculture Building
- Pier 26
- Pier 26 Annex
- Pier 28
- Pier 30-32

DOGPATCH HISTORIC DISTRICT

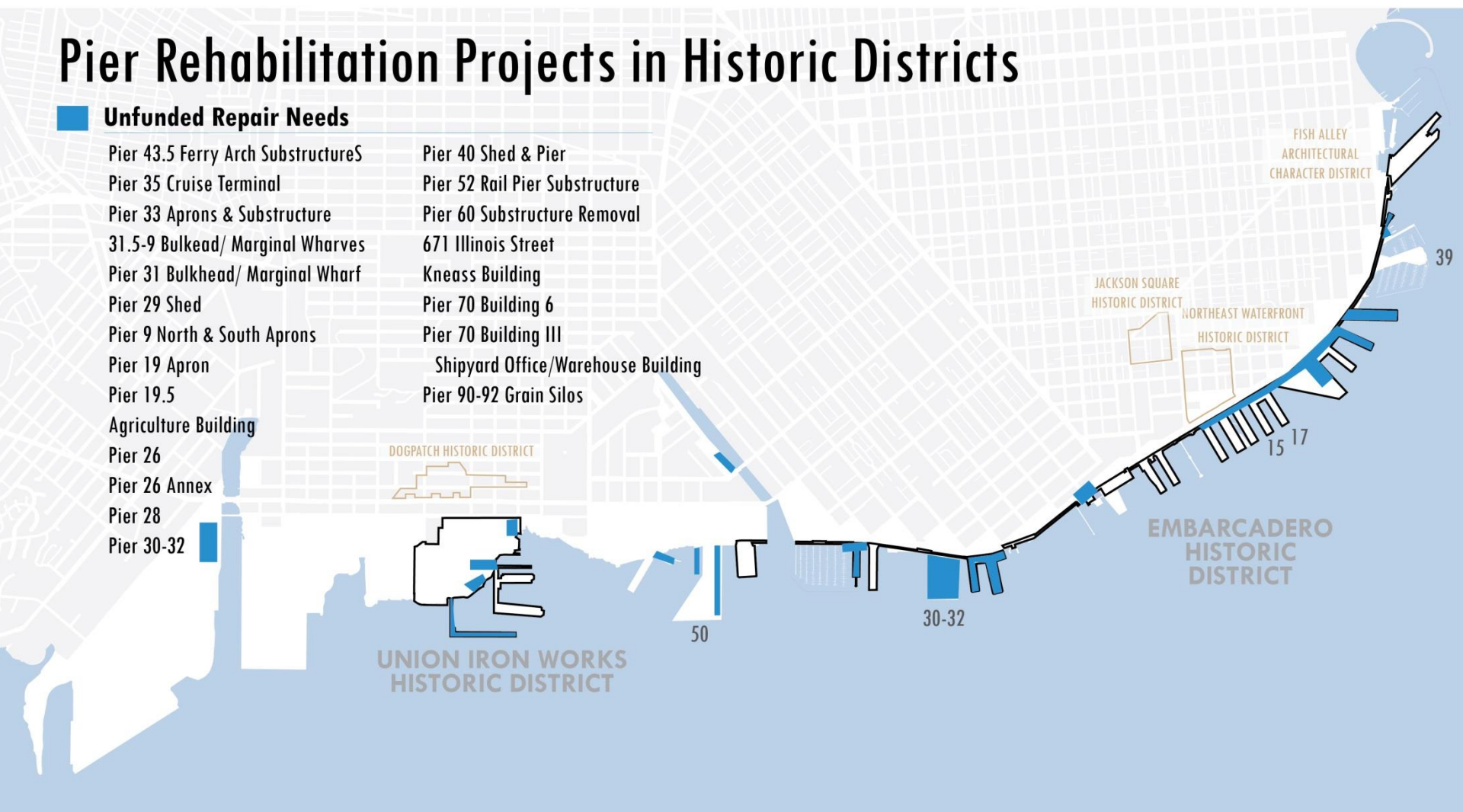
UNION IRON WORKS HISTORIC DISTRICT

JACKSON SQUARE HISTORIC DISTRICT

NORTHEAST WATERFRONT HISTORIC DISTRICT

EMBARCADERO HISTORIC DISTRICT

FISH ALLEY ARCHITECTURAL CHARACTER DISTRICT



Significant Projects Completed by Construction Contracts



Pier 35 Façade Repair Project — 2007

Before & After



Significant Projects Completed by Construction Contracts

Pier 33 Roof Repair Project — 2007

Before & After



Significant Projects Completed by Construction Contracts

Pier 19 Roof Repair Project — 2011

Before & After



Significant Projects Completed by Construction Contracts

Pier 33 ½ Improvements Project – 2012

Before & After



Significant Projects Completed by Construction Contracts

Pier 29 Fire Repair Project — 2012

Before & After



Smaller Safety Projects Completed by Maintenance or Others

Apron Repairs / Exiting Upgrades - continuous

Before & After



Smaller Safety Projects Completed by Maintenance or Others

Exiting Upgrades - continuous

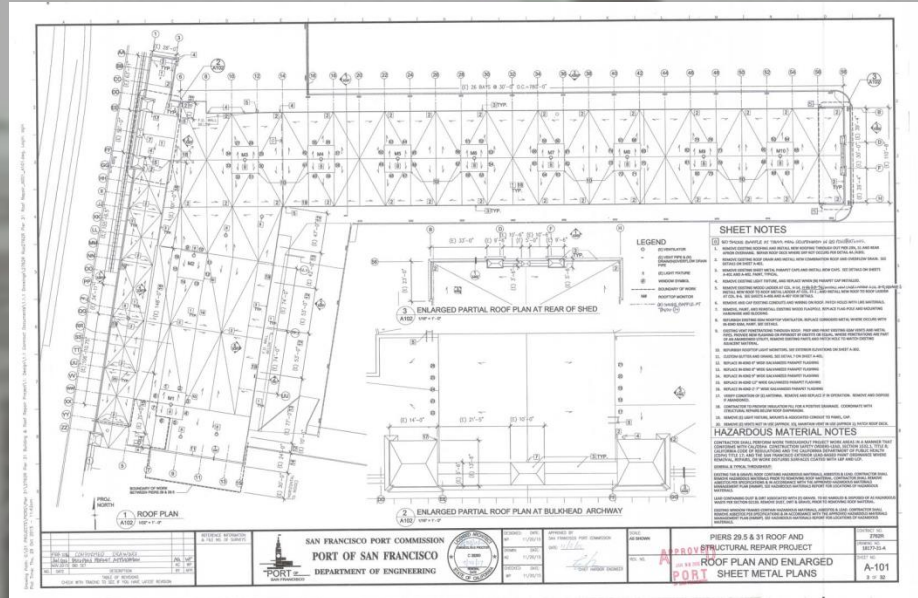
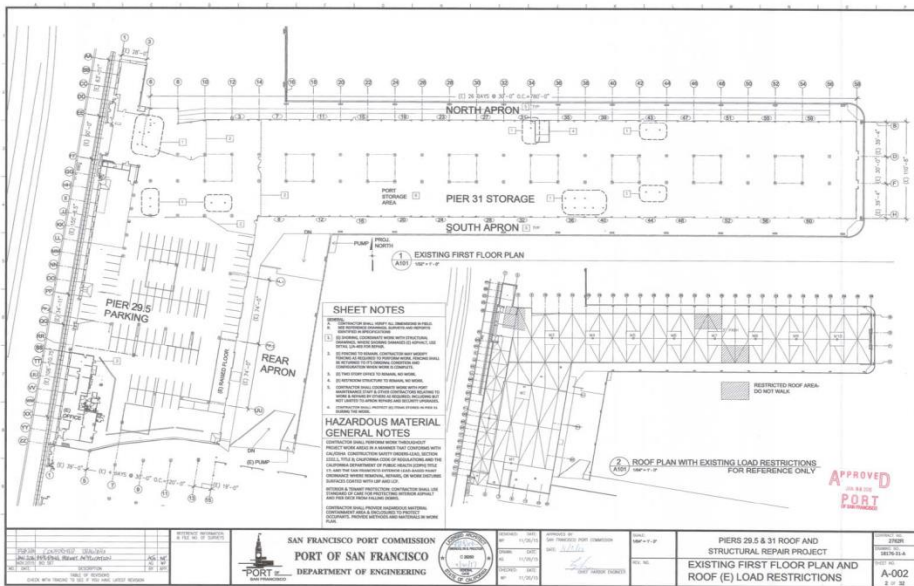
Before & After



Case Study

Pier 31

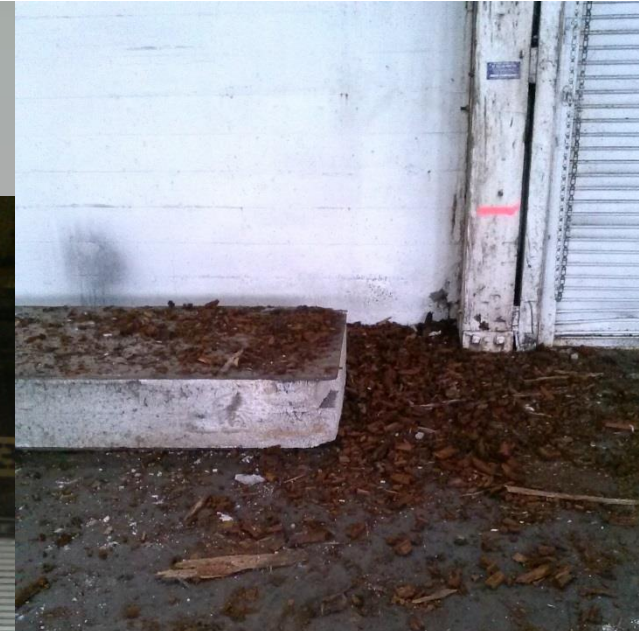
- Contributing resource within Embarcadero Historic District
- Built: 1918
- Last roofed: 1946
- Mixed Use Recreation Project rejected: 2005
- Shed Red-tagged: 2009
- Targeted & approved for funding: 2013/2014
- Contract Awarded for Roofing & Structural Repair Project: 2016
 - 150,000 Square Feet of Roofing
 - Additional improvement work to occur in following phases with additional approved funding



Pier 31 — Existing Roof Condition



Pier 31 - Interior



Pier 31 vs. Pier 29





Pier 38 Case Study

PROJECT CONTEXT



AERIAL VIEW



Building History

**Pier built in
1908, Bulkhead
in 1936**

**Recent Tenants
(1980s-1990s)**

**Accommodated
shipping for
companies
serving the
Pacific Coast, East
Coast, and West
Indies**

**Southwest
Marine Ship
Repair**

Interim leases with:

- **DPW (Waterfront streetcar project)**
- **Muni (storage)**
- **Film editing co.**

Building History

1996

**20-year Lease
with Maritime
Recreation
Center**

2013

**Bulkhead
RFP
issued**

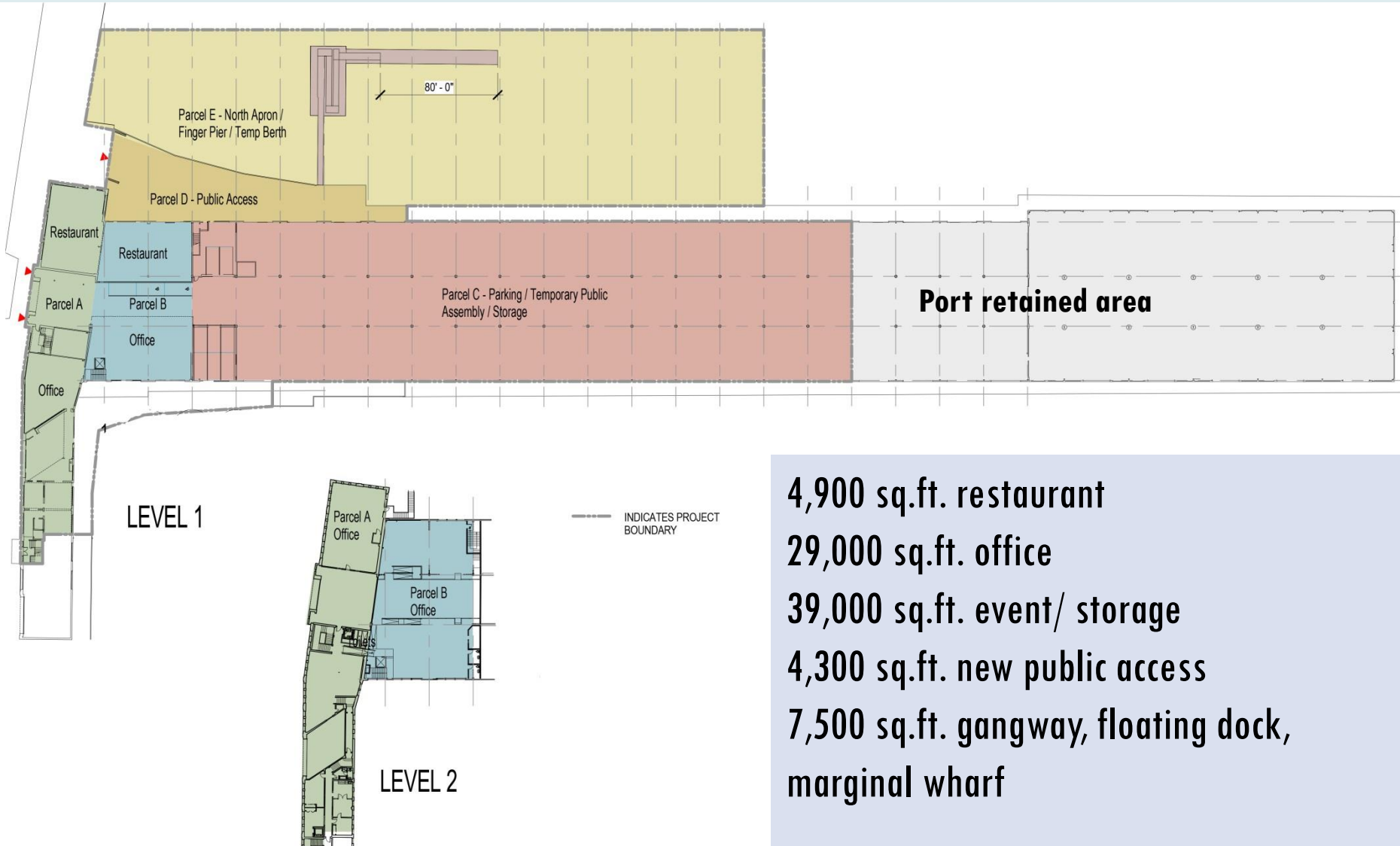
- **Lease for boat repair uses**
- **Portions of shed space illegally converted to office**
- **Legal actions between 2004-11 related to disputes with tenant**

TMG selected

RFP Goals

- ▶ Bulkhead Restoration
- ▶ Re-tenanting to generate on-going Port revenue
- ▶ Office, visitor-serving commercial and maritime uses
- ▶ Historic rehabilitation

Proposed Uses in Plan



4,900 sq.ft. restaurant

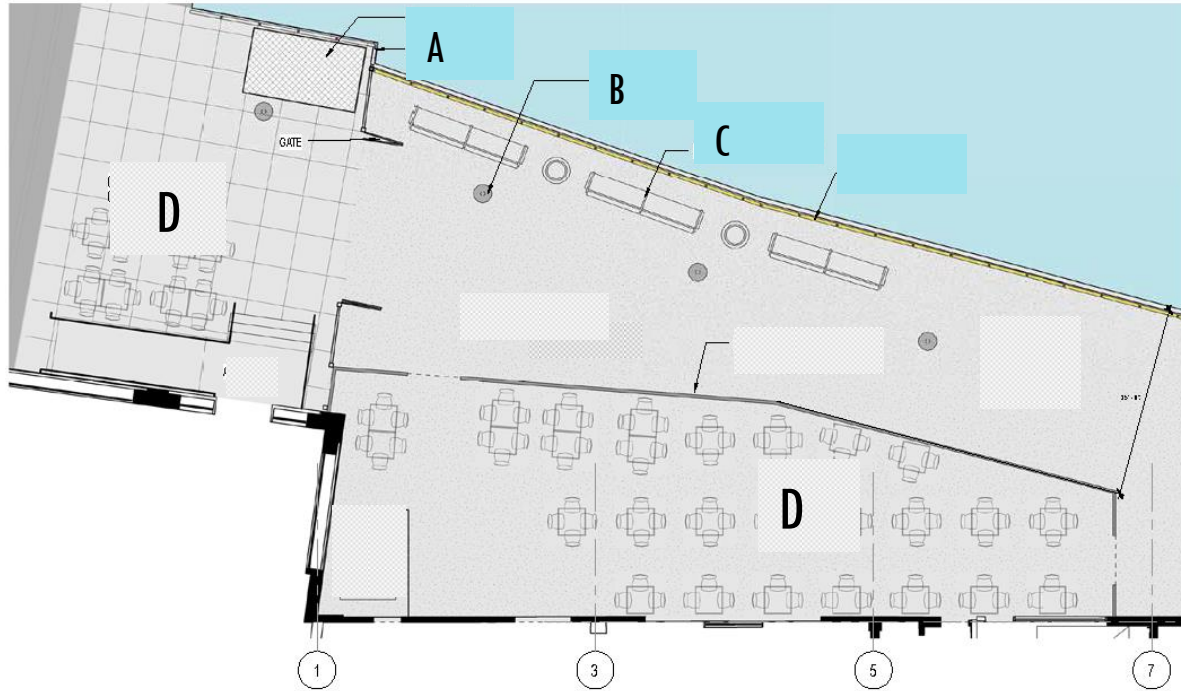
29,000 sq.ft. office

39,000 sq.ft. event/ storage

4,300 sq.ft. new public access

7,500 sq.ft. gangway, floating dock,
marginal wharf

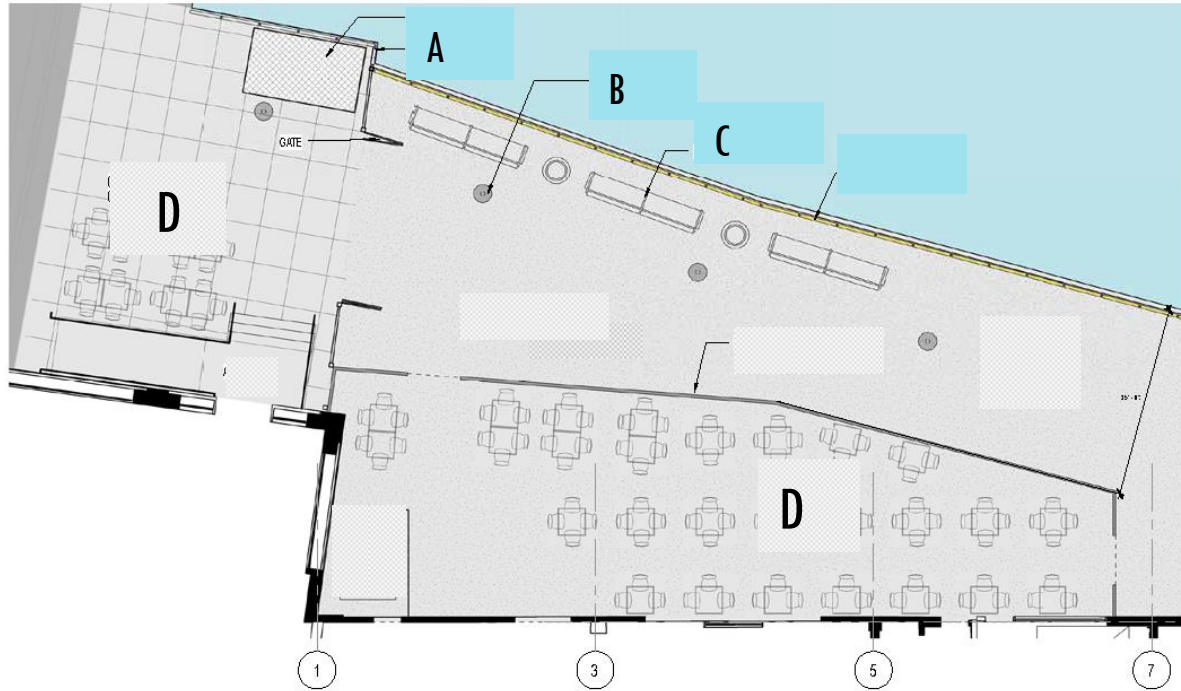
Trust Consistency



- A: Mobile kiosk**
- B: Lighting**
- C: Benches, Trash Bins, Railing**
- D: Outdoor dining area**



Trust Consistency



- Significant exterior public access
- Maximum feasible interior access
- Restoration of water access



Preliminary Development Budget

Hard costs	\$7,996,033
Soft costs	1,999,008
Initial tenant improvements	1,513,200
Initial leasing commissions	<u>382,442</u>
Total	\$11,890,683

Opportunities and Limitations

Maximizes private investment into red-tagged property with limited lease-term (25 years), given:

- **Condition limits occupancy and revenue-generating space**
- **Lease term excludes use of historic tax credits**

Port Commission makes Trust consistency finding, allowed under Burton Act

Proposed Project

Opportunities and Limitations

- **Introduces new model of Port as investor into its own assets**

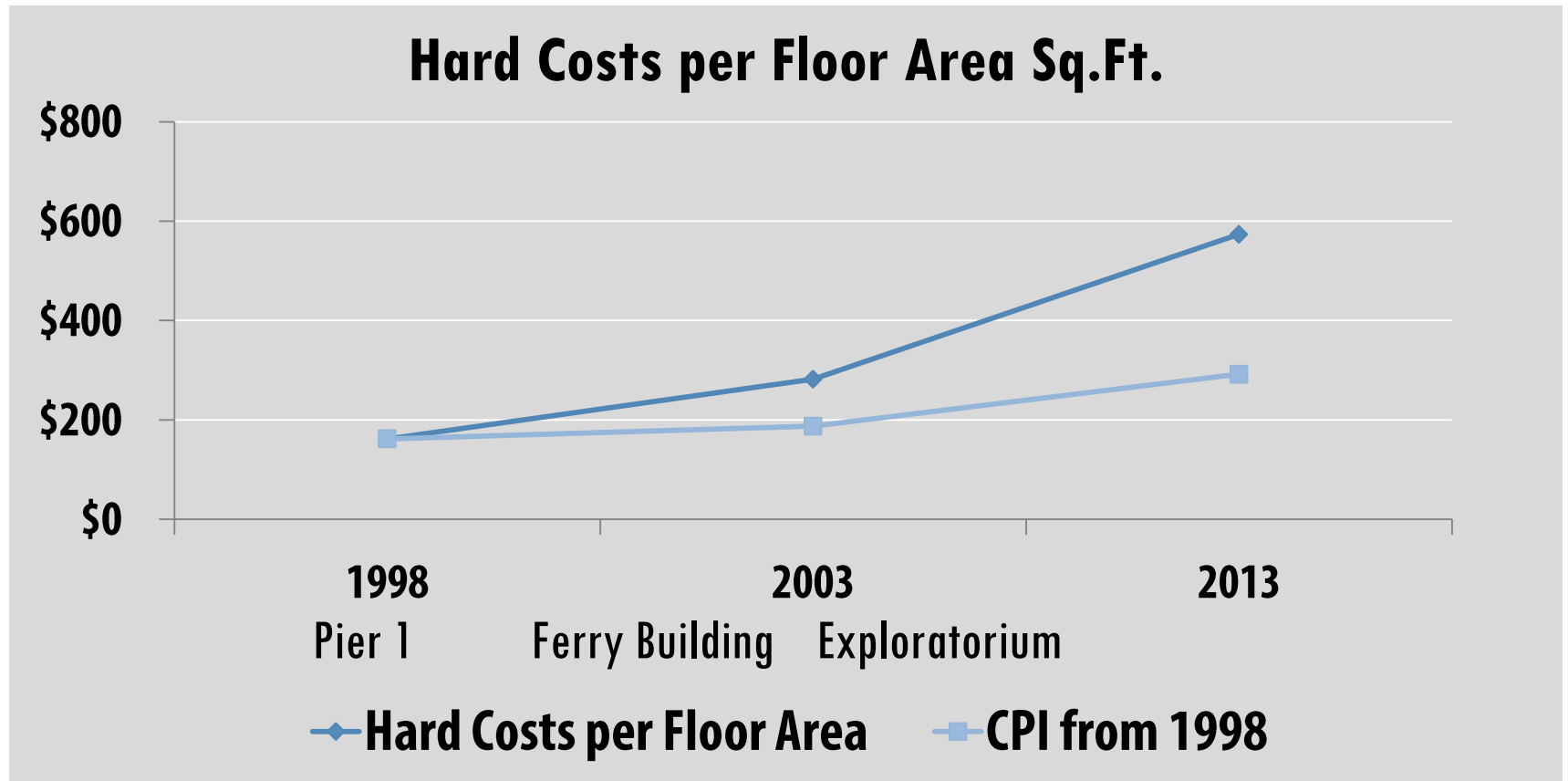
However..

- **Proposed project does not consider Seawall repairs (newly completed analysis) and**

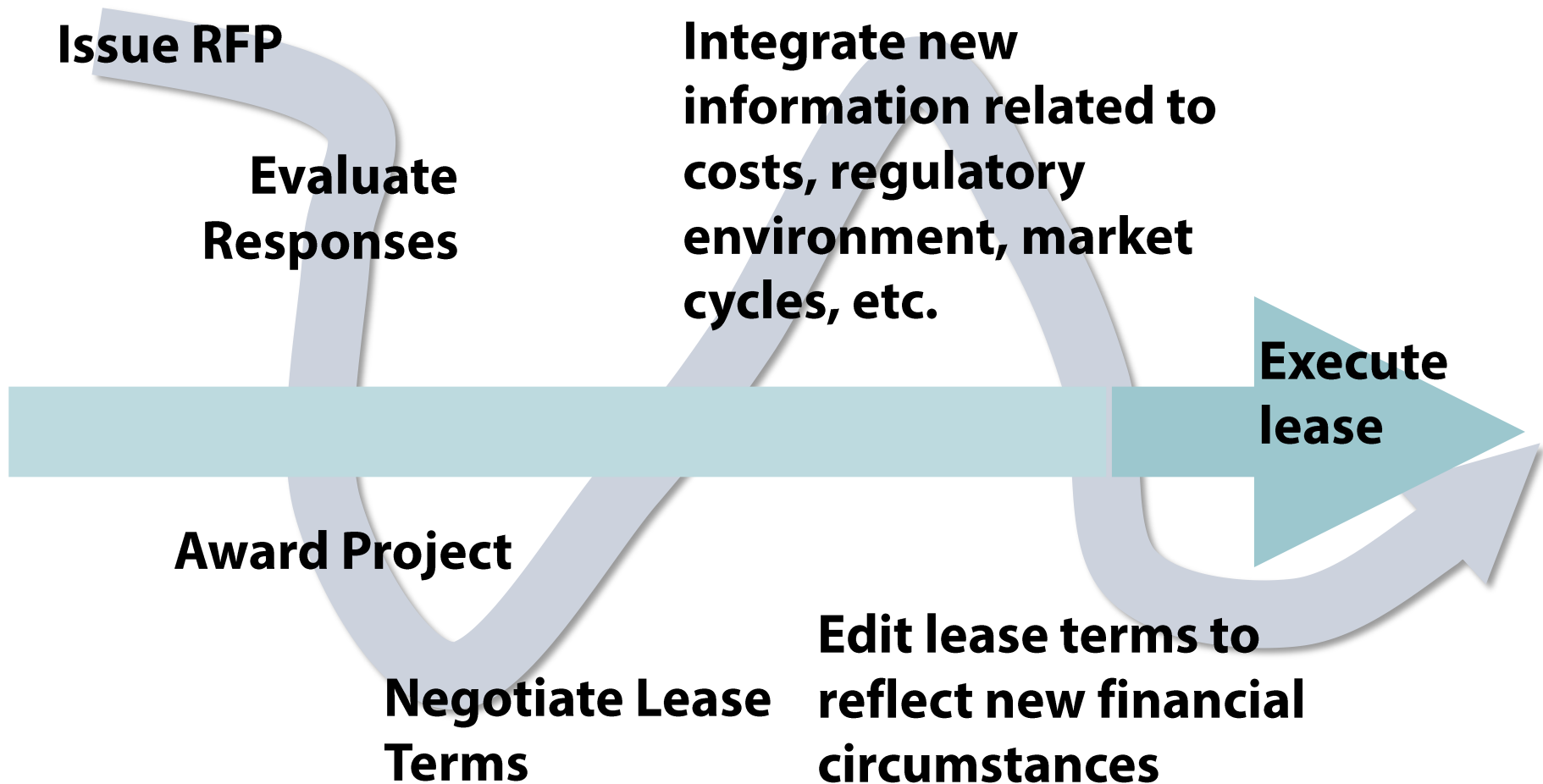
Proposed Project

Opportunities and Limitations

- Does not address needed substructure repairs



Port Projects Routes to Rehabilitation





Pier 38