



Port of San Francisco

REQUEST FOR PROPOSALS FOR RETAIL LEASING OPPORTUNITY PIER 29 BULKHEAD BUILDING

RFP QUESTIONS AND ANSWERS

- 1) Other than the costs associated developing and operating the 20,000 square feet within the Pier 29 bulkhead, are there any other monthly/annual fees that are unique to this property, that a buyer should be aware of? (i.e. special tax assessments, CAM charges, marketing fund commitments, etc.)

ANSWER: No, there are no special assessments at this time. However, the tenant will be required to pay possessory interest tax.

- 2) How does the city propose water and electricity be metered?

ANSWER: Tenant will be responsible for separately installing its own meters and paying for all utilities.

- 3) Are the operating hour restrictions for the business(es) going into the bulkhead?

ANSWER: There are no specific Port restrictions, however, specific operations and uses at the premises may require permits and/or licenses that would place restrictions on hours of operations.

- 4) Are there any existing contracts, that need to be honored when the proposed development opens?
- Maintenance
 - Janitorial

ANSWER: There are no existing contracts that need to be honored for maintenance or janitorial services at Pier 29 at this time.

- 5) What licenses/permits will come with the sale?
- Entertainment?
 - Liquor license type?
 - If not, will the city ensure that they are easily obtainable and at what costs?

ANSWER: There are no licenses or permits that come with the premises. Tenant is responsible for obtaining, at tenant's sole cost, all necessary licenses and permits required for tenant's operations at the premises.

- 6) Are there any restrictions to changing the face of the building other than the signage?

ANSWER: Changes must be determined consistent with the Secretary of the Interior's Standards for Historic Rehabilitation and approved by the Port. Attached to these responses are excerpts from the Port's Draft Sign Guidelines that provide guidance for awnings, canopies and signage.

7) Where are the loading and unloading areas for the building?

ANSWER: Although it has not been designated as such, the most logical loading and unloading area is on the the south side of the buliding.

8) Can you provide any sort of map of the space; detailed CAD or PDF drawings are preferred?

ANSWER: An AutoCAD Plan (map of the space) is posted on the Port's website here: <http://www.sfport.com/index.aspx?page=2796>.

9) What are the rules around using the area outside of the 20,000 sf development? I understand that is possible to use the area as storage, provided that it doesn't block the path of travel to the shed, the location of the future pedestrian corridor, and the walkway for the historic rail alignment;

- a. Can we utilize it as storage for our tenants, or will we need to contain that within the 20,000 ft.
- b. Can we utilize it as a showroom for arts and crafts provided that no pedestrians are allowed to walk through that area
- c. Would that usage come free of charge, or a price?

ANSWER: Any uses outside the 20,000 square foot space are limited to existing uses, such as storage. The space cannot be used as a showroom for arts and crafts. All lease of space is subject to fair market rent.

10) Can you provide complete as-built and CAD drawings of the structures (only a plan was provided to date)?

ANSWER: PDF of original drawings are available for viewing on the Port website here: <http://www.sfport.com/modules/showdocument.aspx?documentid=11241>.

11) Are we required to maintain a rated wall on the south side of the building for exterior egress?

ANSWER: No, in its current state the south side of the building exterior egress does not need to be maintained as a rated wall. However, respondents should refer to the Fire Code for any changes to the existing use.

12) Are their restrictions (such as req'd with for egress, use, etc) for the walkway adjacent to the south side of the shed that leads to the end of the pier?

ANSWER: Dimensions for public use would be dependent on exiting requirements and Bay Conservation and Development Commission (BCDC) permit requirements through an amended permit.

13) Per historic resources, may we consider converting 1-4 of the south-facing windows into doors?

ANSWER: Changes must be determined consistent with Secretary of the Interior's Standards for Historic Rehabilitation and approved by the Port.

14) What is the intent behind preserving the historic rail corridor and labeling it as pedestrian walkway?

ANSWER: Possible future pedestrian access to the north apron of Pier 29.

15) Your plans say that the future pedestrian corridor is in an "approximate location." Are you amendable to moving the walk way?

ANSWER: Yes, the intent is to provide access from the Pier 27 Ground Transportation Area to the north apron of Pier 29 consistent with the requirements of the BCDC permit for the piers.

16) Is the future pedestrian corridor excluded or included in the leasable space?

ANSWER: The pedestrian corridor is excluded from the leasable area.

17) Is it required for the "potential public walkway" to be in the footprint of the proposed RFP or may it be left out of the footprint? If it is left out of the footprint will the Port be responsible for creating it? Is the intention of the pedestrian pass-through to connect the cruise ship terminal area to the water on the north side/pier 31-side of the pier? If not, what is the intention of this pass-through?

ANSWER: Potential public walkway does not have to be within the footprint of the proposed lease. The Port will be responsible for improving the walkway. The Port's intent is to provide access from the Pier 27 Ground Transportation Area to the north apron of Pier 29 consistent with the requirements of the BCDC permit for the piers.

18) Can the 20,000 sf of program in the proposal be located anywhere within the entire building (bulkhead + shed)? Or is this programmed area to be limited to the bulkhead only?

ANSWER: The 20,000 square foot area is limited to the bulkhead only.

19) Can you provide a drawing or a plan diagram of the recent rehab or area of reconstruction of the bulkhead after the fire?

ANSWER: Reconstruction permit drawings have been posted on the Port's website here: <http://www.sfport.com/index.aspx?page=2796>.

20) Is the new bulkhead currently classified as occupancy B?

ANSWER: Yes, the new bulkhead is currently classified as occupancy B.

- 21) Can the \$2.7 million Capital Budget substructure repair fund that will occur in 2016/2017 be repositioned anywhere within the entire building, or is it explicitly allocated for the bulkhead only?

ANSWER: The capital budget funds are allocated for and limited to the bulkhead area only.

- 22) Where is the exact line that demarcates the extent of the bulkhead improvements that occurred in 2012/2013? Is this the same line of demarcation that defines the "Bulkhead area" in the RFP?

ANSWER: The bulkhead is the wood framing construction along the Embarcadero with double window height; the shed is the portion with concrete walls and a wood triple ridge roof.

- 23) What is the frequency of cruise ship operations and how many people embark and disembark at the cruise terminal as well as how many people who disembark are tourists in San Francisco?

ANSWER: In 2015, there were 82 cruise ship calls at the Port of San Francisco (70 calls at Pier 27 and 12 calls at Pier 35). 2015 ship schedule is attached. The 2016 ship schedule can be found on the Port's website here:

<http://sfport.com/index.aspx?page=2671>. In 2015, the total number of passengers was 297,504. 116,144 disembarked in San Francisco, 67,494 were in transit and 113,866 embarked on ships in the City. A breakdown of previous year's passenger statistics can be found on the Port's website here: <http://www.sfport.com/index.aspx?page=163>.

Approximately half of the cruise passengers reside in the San Francisco Bay Area, while the other half, potentially visit San Francisco as a tourist before or after their cruise.

- 24) Can the general public walk out to the end of the shed based on the allowable loads and structural condition of the existing structure?

ANSWER: Yes, the general public can walk to the end of the shed.

- 25) Who will maintain control of the remaining portion of the Pier 29 and what will likely occur in the remaining shed space? Will it be used for storage? Parking? What are the exact access requirements (if any) through the bulkhead to reach the shed space? (Size/Turning Radius/Point of Access/Time of Access)

ANSWER: Long term uses for the Pier 29 shed have not as yet been determined. There will be a more extensive planning process in the future to determine long term uses of the pier. The Port is currently in the process of revising the Waterfront Land Use Plan (WLUP). Recommendations in the WLUP will help to determine the future disposition of the Pier 29 shed.

- 26) Are there any planned improvements to the public right of way in front of Pier 29 on the Embarcadero that might be executed in conjunction with improvements to the shed/pier?

ANSWER: There are no planned improvements to the public right of way in front of Pier 29 on the Embarcadero at this time.

- 27) Are there any restrictions in use for the adjacent plaza on the south side of the Pier? Are there any utility hookups located in the plaza?

ANSWER: Use for the area to the south of the Pier 29 bulkhead has not been contemplated by the Port and there are no utility hook-ups. A use in this area would require an amendment to the requirements of the BCDC permit.

- 28) What is frequency of cruise ships at the terminal? What are demographics of cruise ship patrons? What is portion/number of cruise ships docking temporarily versus ending or beginning their voyage in San Francisco?

ANSWER: In 2015, there were 82 cruise ship calls at the Port of San Francisco (70 calls at Pier 27 and 12 calls at Pier 35). The 2016 ship schedule can be found on the Port's website here: <http://sfport.com/index.aspx?page=2671>. Approximately half of all cruise ship passengers are from the San Francisco Bay Area including Sacramento, 25% are from elsewhere in California, 20% are from other places in the United States and Canada, and the remaining 5% are from elsewhere in North America. In 2015, 53 ship calls were full-turn or partial-turn (passengers disembarked and embarked); 28 ship calls were in-transit (passengers ashore for sightseeing, dining, shopping, but sail with the ship); 1 ship call was a charter.

- 29) Please confirm that the Live Loads indicated on the latest Load Rating Map included with Appendix B of the RFP, can be relied upon by the development team for the design and permitting of tenant improvements within Pier 29. It is also understood that the Port is responsible for implementing a repair project to the substructure that will maintain the gravity load carrying capacity of the pier. Please confirm.

ANSWER: Port Engineering is in the process of contracting with an engineering consultant to design structural repair drawings for 20,000 square feet of Pier 29 substructure, comprised of the Bulkhead Building substructure and a portion of the Shed substructure. The Port has included the hiring of two new shotcrete crews in its proposed Fiscal Year 2016-18 Capital Budget. If their hiring is approved, these shotcrete crews will likely execute the substructure repair work.

- 30) Can the Port provide any detail on the Live Load (LL) and Superimposed Dead Load (SDL) carrying capacity of the existing shed roof? Does the 2012/2013 improved portion of the Bulkhead building have a higher LL or SDL carrying capacity than the remainder of the shed structure?

ANSWER: The Port can't provide any detail on the Live Load (LL) and Superimposed Dead Load (SDL) carrying capacity of the existing Shed roof. The recently rebuilt

Bulkhead Building Roof is designed for the 2010 Port of San Francisco Building Code roof live load.

31) Who owns the utility equipment?

ANSWER: The Port of San Francisco owns the utility equipment.

32) What are the required clearances around and above the electrical equipment?

ANSWER: Electrical clearance shall be per NEC Article 110.26 and per electrical Utilities (PG&E and SFPUC). For the 12KV switchgear the minimum clearance is 8ft front and back and 4ft on the sides.

33) Please identify what utilities are currently available on site including electrical service to the building, domestic water, sewer, storm, and gas.

- a. We understand there is a significant electrical service near the building which provides hookup for docked cruise ships. Please clarify the relationship of that service to any capacity serving the Pier 29 Bulkhead Building

ANSWER: Currently there is domestic water, gas, and electrical service to Pier 29, all are metered. The gas service is located within an enclosed gas service meter room. There is an existing sewer sump pump in the bulkhead area that is available for a future tenant use. Storm water is handled by a typical water lead system in the building.

34) Please identify if there is any existing HVAC for the Pier 29 Bulkhead Building and if so what components are currently installed.

ANSWER: Currently there is no HVAC system in the Pier 29 Bulkhead Building. There is an exhaust system inside the gas meter room, which is exclusively used to ventilate the gas meter room.

35) Please identify any regulations regarding equipment located on the building roof

ANSWER: All regulations regarding equipment located on the building's roof are subject to building design and review by the Port's Planning Division regarding historic building considerations.

36) Did the bulkhead construction undergo any seismic upgrade as part of the post-fire rehabilitation?

ANSWER: No, the bulkhead construction has not undergone any seismic upgrade as part of the post-fire rehabilitation.

37) Can electrical equipment be enclosed, or partitioned from the space, provided access is maintained?

ANSWER: Enclosure of electrical equipment requires maintaining electrical clearance per NEC Article 110.26 and Per Electrical Utility. Enclosure shall include ventilation, lighting, and access for removal of equipment.

38) What are the present utility services to the site (capacity and location) including electricity, gas, sewer and water?

ANSWER: Electrical service available for Pier 29 bulkhead buildout is three phase 480V @ 200amp from existing electrical switchgear.

39) Can you provide us with the construction drawings for the Pier 29 Fire repair?

ANSWER: Construction drawings of Pier 29 fire repair are posted on the Port's website here: <http://www.sfport.com/index.aspx?page=2796>

40) Are the existing life safety systems capable of expanding to support tenant improvements?

ANSWER: Pier 29 already has a fire sprinkler system and fire protection panel. Upgrade to the fire protection panel depends on the proposed development by the tenant and applicable NFPA code.

41) What is the current level of sprinkler fire protection?

ANSWER: The building is currently sprinkler per the Fire Code for its existing use as shed space.