

MEMORANDUM

DATE February 29, 2024 PROJECT # 18150C
TO Mark Parry PROJECT Ferry Building, San Francisco
Director of Construction
OF Hudson Pacific Properties FROM Peter Birkholz, Principal,
Page & Turnbull
CC Amanda Kost, Hudson Pacific VIA Email
Properties
Lada Kocherovsky, Page & Turnbull
Tara Ogle, Page & Turnbull

REGARDING Ferry Building – Secretary of the Interior’s Standards Compliance Analysis

INTRODUCTION

This Preliminary Assessment Memorandum has been prepared by Page & Turnbull at the request of Hudson Pacific Properties. This memorandum reviews the historic significance of the Ferry Building and describes the proposed project’s effects on the historic resource and the continued ability of the Ferry Building to express its historic significance, and provides a preliminary analysis regarding the project’s compliance with the *Secretary of the Interiors Standards for the Treatment of Historic Properties*, specifically the *Standards for Rehabilitation* (the Standards).

HISTORIC SIGNIFICANCE

Located on the Embarcadero waterfront at the base of Market Street, the Ferry Building opened in 1898 as the Union Depot and Ferry House and functioned as a main transportation hub connecting the city of San Francisco with communities throughout the Bay Area. Before the construction of the Golden Gate and Bay Bridges, ferry and rail travel were the main means of transportation for visitors from the north and east bay, and the Ferry Building was one of the busiest transportation centers in the world. Initially the ground floor was used primarily for ticketing services, baggage and freight handling, and storage, while the second floor served as the primary circulation path for ferry arrivals and departures. The 235-foot-tall Ferry Building Clock Tower, with its four 22-foot diameter clock faces, provides a focal point at the end of Market Street and at the edge of San Francisco Bay.

After the untimely death of the Ferry Building’s architect A. Page Brown in 1896, his supervising architect Edward R. Swain carried out the completion of the building which was opened in 1898 and

fully completed in 1903 (**Figure 1**). The 1906 Earthquake severely damaged the Ferry Building's clock tower, and repairs replaced the Colusa sandstone cladding with lightweight reinforced concrete.



Figure 1: Aerial view of Ferry Building, looking east (February 23, 1926). Source: San Francisco Public Library.

As the automobile gained dominance, ferry transit decreased and fell off sharply with the opening of the San Francisco-Oakland Bay Bridge in 1936 and the Golden Gate Bridge in 1937. In the 1950s, ferry service was suspended, and the Ferry Building was converted to office use for the World Trade Association. The 1959 construction of the double-decker elevated Embarcadero Freeway cut the Ferry Building off from downtown for decades. Ferry service resumed in 1970.

The Ferry Building was designated a City and County of San Francisco Landmark in 1977 and listed in the National Register of Historic Places (National Register) in 1978. The Ferry Building underwent a full rehabilitation in 2003 that was respectful of its status as a landmark of architecture and engineering and its position on the National Register. In 2006, the Ferry Building was also listed as a contributor to the National Register Port of San Francisco Embarcadero Historic District. Taking advantage of the demolition of the Embarcadero Freeway following the 1989 Loma Prieta Earthquake, and undoing layers of renovations from the 1950s, 1960s, and 1970s, the 2003 restoration made alterations to the building to improve economic viability and openness, while

restoring much of the exterior—and the second-floor nave—to their historic configurations. These improvements made the Ferry Building a destination for new generations of San Francisco residents and visitors and is credited with revitalizing the San Francisco waterfront.

PROPOSED PROJECT DESCRIPTION

The following description of the proposed project is based on the Ferry Building Enhancement Port Presentation, dated February 26, 2024, developed by Page & Turnbull. The proposed project includes interior and exterior alterations to the Ferry Building at the building’s entry portico and arcades at the west façade, the addition of façade lighting on all façades of the building, as well as alterations to Ferry Plaza, at the south and east sides of the Ferry Building. The areas of interventions at the Entry Portico and arcades, and Ferry Plaza are addressed individually, below.

Entry Portico Glazing and Arcades

The west elevation consists of the five-bay central entrance portico, flanked by open and enclosed arcades that extend to the north and south.

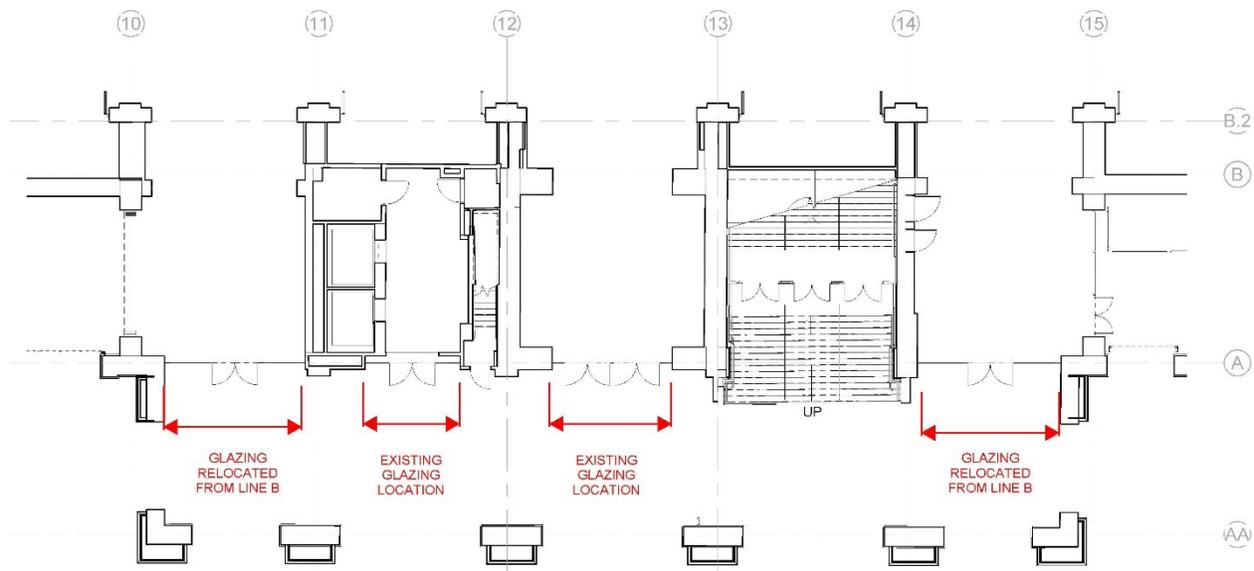


Figure 2: Proposed glazing locations at entry portico. New glazed walls and doors identified with red arrows.

Within the entry portico, non-historic glass partitions and glazed doors are located at column line A within bay two (containing the elevator vestibule) and bay three (containing the central breezeway), and at column line B in bays one and five, which provide access to the ground-floor marketplace. A glazed wall with glazed doors is also located partway up the historic main stairs at bay four. These

non-historic partitions were installed during the 2003 Ferry Building rehabilitation project. As proposed, the glazing within bays one and five will be moved forward from their current location at column line B, to column line A. This will bring the glazing of these two outer bays in line with the existing glazing at the elevator vestibule and the central breezeway (**Figure 2**). These new glazed walls and entrance doors will be installed in a phased approach with bay one installed when work is undertaken at the north arcade, and bay five installed when the south arcade is enclosed at a future date (proposed work at the arcades is described immediately following).

Proposed changes to the Ferry Building along the open-air portions of the north and south arcades include alterations to the arcades and interventions in the plaza directly in front of the primary façade, along the Embarcadero. The project sponsor seeks approvals from the Port under the terms of their ground lease for alterations to both the north and south arcades of the primary façade and their respective plazas; the schedule for the south arcade and plaza is to be implemented at a later date that will be coordinated with future leases and/or lease renewals for those areas.

Alterations to the front plaza (also referred to as the “Café Zones”) include the introduction of furnishings and the construction of two lightweight metal-framed canopy structures that are freestanding and structurally independent of the Ferry Building. These structures will define and environmentally protect outdoor seating areas. The canopy structures will contain lighting, signage, fixed louvers to provide shade and weather protection, and moveable furniture. The canopy structures will extend between column line 5 to 9 and 16 to 20 of the Ferry Building. The canopy structures will be discussed in the following analysis as adjacent new construction (refer to Standards 9 and 10), while the proposed furnishings, which are movable, temporary, and do not touch the historic fabric of the building, will not impact the historic building and are not discussed in the project analysis.

Each open-air arcade along the west façade of the building contains approximately 4,130 square feet that is currently used in a variety of configurations including storage, commercial units, and unprogrammed space. The project proposes to initially enclose the north arcade to create two or more additional commercial units. The south arcade is encumbered with a subtenant lease obligation so the enclosure of this space will commence after sublease expiration in 2027. The existing roll-down metal grille system that is mounted behind each opening of the arcade will be removed, and glass partitions, consisting of an operable glass wall system with fixed transoms within the arched openings above, will be installed behind the openings to the arcades at their west wall from column line 5 to 9 and 15 to 20 (**Figure 3**). The larger rectangular opening between column line 9 and 10 will have a similar operable glass wall system that will be full height to the bottom of a fixed grille supplying air intake to the interior space. This operable glass wall system will be hidden

behind each column when fully opened and retracted. The large rectilinear openings between column lines 4 and 5 at the north arcade and column lines 20 and 21 at the south arcade will be left open to the exterior and will contain mechanical vents with decorative grilles at the top portion of their openings to provide required fresh air and exhaust for the spaces within the arcades. These necessary vents with decorative grilles will replace the rolling overhead doors and decorative grilles that were installed as part of the 2003 renovation. A glazed wall with glazed doors will be installed at the north end of the arcade at column line 5 and a glazed operable partition at column line 10 to allow the arcades to be closed and secured. This pattern will be replicated and reflected in the south arcade at column lines 15 and 21 as a future phase.

Within the arcades, one or more demising walls will physically separate the various commercial units. The forward portion of the demising wall (closest to the Embarcadero) will be both transparent and operable. This will allow each commercial area to be secured when necessary, while also ensuring that each arcade remains a single volume with views and movement along the length of the space.

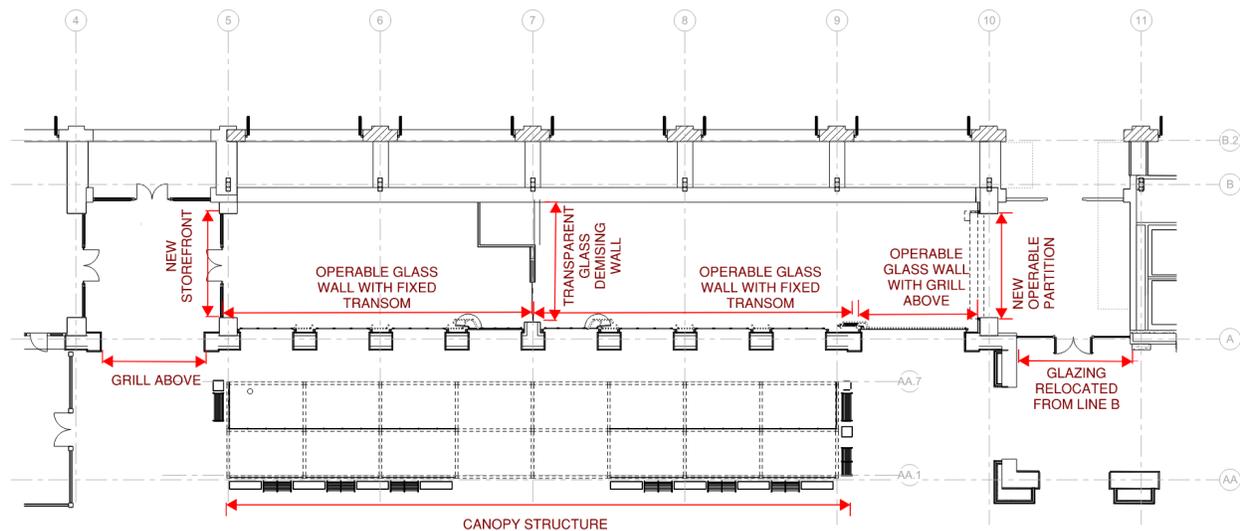


Figure 3: Proposed glazing systems and enclosure at north open-air arcade of primary (west) façade.

Ferry Plaza

The Ferry Plaza project proposes changes to the finishes, programming, lighting, and furniture of the rear plaza. The proposed project would repair the existing concrete deck and erect new light poles, signage, cornerstone elements (which serve as both signage and seating), and a freestanding metal “gateway” portal. The proposed alterations to Ferry Plaza would not touch the historic material of

the Ferry Building, and will not block the view or significantly change the relationship between the Ferry Building and the Bay.

DISCUSSION OF SOI STANDARDS FOR REHABILITATION COMPLIANCE

Proposed projects that alter listed historic resources must be consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, in this case, specifically the Standards for Rehabilitation (the Standards). Consistency with the Standards avoids additional review under CEQA, which would require an Environmental Impact Report (EIR) if the project is found to have a significant or unmitigated impact on a historic resource.¹ The Standards provide guidance for reviewing proposed work on historic properties, with the stated goal of making possible “a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.” Furthermore: “The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.”²

The following discussion considers the proposed project’s potential effects on, and compatibility with, the Ferry Building, and provides comments on whether the project appears to adhere to the ten *Standards for Rehabilitation*.³

Rehabilitation Standard 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*⁴

Discussion: Since the 2003 rehabilitation of the building, the Ferry Building has served as a mixed-use building, with retail space and food and beverage services at the first floor and office space at the second and third floors. The proposed project does not change the existing use, which was determined to be Standards compliant during the certification of the 2003 rehabilitation and federal tax credit project. The proposed project will establish a program of food and beverage service along the primary façade with the installation of commercial units within the north and south arcades that

¹ CEQA Guidelines section 15331.

² National Park Service, “The Secretary of the Interior’s Standards for Treatment of Historic Properties,” Accessed February 23, 2022, <https://www.nps.gov/tps/standards.htm>

³ Anne E. Grimmer, *The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*, (U.S. Department of the Interior National Park Service Technical Preservation Services, Washington, D.C.: 2017), accessed February 23, 2022, <https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf>.

⁴ This and the following Standards are listed in Grimmer (2007) and also at National Park Service, U.S. Department of the Interior, “Technical Preservation Services: Rehabilitation as a Treatment,” accessed February 23, 2022, <https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm>.

extend into the front plaza with two proposed canopies. These two arcades, which were originally open-air spaces and were returned to an open-air configuration during the 2003 rehabilitation, will be enclosed to provide new public-serving restaurant spaces. While the arcades will be enclosed, they will retain the ability to be opened to the Embarcadero with operable glazed partitions and will retain an overall pattern of permeability between the Ferry Building and the Embarcadero.

Historically, the area of the current front plaza was much narrower in its width and served a utilitarian function where goods that arrived at the Ferry Building via boat could be loaded onto trucks, carts, and railcars for distribution. The open-air arcades were originally the location of ticket and service windows, and the arcades provided a covered, lateral path along the primary façade for pedestrian circulation and weather protected storage. Due to the high level of activity that involved the movement of freight and goods between the ships of the waterfront and other modes of transportation within the city, by the 1920s, pedestrian circulation was moved from the street up to a new pedestrian bridge that crossed the Embarcadero and connected to the second floor of the building. This pedestrian bridge was removed during World War II. In the 1950s, when the north half of the building served as the World Trade Center, the openings along the north arcade were infilled with glazing, thereby becoming interior space. The 2003 rehabilitation returned the arcades to their open-air configuration, removing the non-historic alterations of the 1950s. Since 2003, the front plaza and arcades have been used for some small retail functions and as flexible space for a variety of programming including markets, events, and dining.

In 2014, the use of the arcades was again modified, adding steel storage units for the Center for Urban Education about Sustainable Agriculture (CUESA) within the volume of the south arcade, and five painted steel retail kiosks within the volume of the north arcade. At this time, the use of the north arcade was modified to function as retail and informal dining areas for commercial tenants. The proposed project will continue to provide a retail-serving space at the north arcade and will transition the north arcade from a mixed public-private zone into public-serving restaurant spaces. The proposed use of the south arcade will be determined during the second phase of the project (depending on final tenant selection and related requirements). The proposed use may retain the current use or reconfigure the arcade for a similar public serving commercial use as at the north arcade. The overall pattern of access, with visitor circulation between the Embarcadero and the arcades, will be maintained.

Overall, the proposed project will retain the existing pattern of use of the greater building and site, and will maintain or improve the level of public access that currently exists. Therefore, the proposed project is consistent with Standard 1.

Rehabilitation Standard 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.*

Discussion: The proposed project retains the features and materials that reflect the historic character of the Ferry Building.

At the entrance portico, the addition of glazed partitions and doors at the first and fifth bays along column line A will enclose two additional bays of the building, but are in keeping with the existing treatment of the other openings within the entrance portico. Moving the glazing forward, from column line B to A, is consistent with the glazing of bays two and three and will not impact the character, materials, or features of the entrance portico, which will continue to be the primary entrance to the Ferry Building,

The alterations currently proposed for the arcades will minorly alter the existing open-air arcades along the primary façade, features that are considered of primary significance to the character of the building (refer to Significance Diagrams, attached as **Appendix A**). As described within the attached Significance Diagrams, areas and features of primary significance are those which date from the building's original construction in 1898 through repairs completed in 1906; these features and materials are the most historically significant components of the building. While interventions in the form of glazing will infill the openings of the north and south arcades, the proposed wall system is transparent, mounted along the interior of the arched opening, and operable with fixed transoms, allowing the wall system to be retracted and hidden behind each pier. As the glazing systems will be substantially transparent and operable, the arcades will be able to remain open to the air, which is a key characteristic of the historic building.

To provide for restaurant cooking requirements, fresh air intake and exhaust vents with decorative painted grilles are proposed, these vents are located at the upper portion of the rectilinear openings at the north arcade (column lines 4 to 5 and 9 to 10) are set back from the primary plane of the façade to ensure that the historic fabric of the façade and the character of the arcade is retained. Due to the proposed setback, the ventilation grilles will be visually deferential to the proportions and size of the overall opening and will not impact the viewers ability to visually read the arcades as a series of regular and repeating openings. This treatment will be repeated at the south arcade in the future.

Within the arcades, one or more partially operable and partially transparent demising walls will be installed that allow for the securing of each new commercial unit when it is not in operation. These

demising walls will be operable and can be pulled back to allow lateral movement through the arcade. They will also allow for an uninterrupted view of the length of the arcade. For these reasons, the placement of the demising partitions does not create an impact to the spatial character of the arcades, and the character of the arcades as uninterrupted volumes that provide a transitional space between the Embarcadero and the Ferry Building will be retained.

The proposed alterations to Ferry Plaza are limited to the installation of furniture, light posts, signage, and plantings, and the repair of non-historic hardscape, which will not touch the historic fabric of the building and therefore will not impact the historic character of the Ferry Building.

The project has been designed to retain and preserve the historic character of the Ferry Building without impacting the character of the entrance portico or the overall length and quality of openness of the arcade spaces. While the arcades will be enclosed with glazing, they will still be opened to the exterior through operable partitions and experienced as a single space that continues to link the Embarcadero and the city to the interior of the Ferry Building and the Bay beyond. Therefore, the project is consistent with Standard 2.

Rehabilitation Standard 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.*

Discussion: As currently proposed, the project does not add historic features from other properties or add conjectural features that would create a false sense of historical development. Areas of modern intervention are clearly differentiated as new through their materials, design, and detailing. Therefore, the project is consistent with Standard 3.

Rehabilitation Standard 4: *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

Discussion: Alterations to the Ferry Building since its opening in 1898 and its completion in 1903, include its repair following the 1906 earthquake and the extensive rehabilitation of the building in 2003, which removed a number of non-historic accretions and alterations from the 1950s through the 1990s. The alterations and repairs to the building that were completed in the early decades of the twentieth century are considered significant to the building, but changes since that time have not been determined to be significant.

The 2003 rehabilitation was a historic tax credit project that was certified by the National Park Service and determined to be fully compliant with the Secretary of the Interior's Standards. The contemporary alterations that were made to the property were determined to be compatible with the historic resource as well as adequately differentiated and not false or historicist. The project remains highly regarded and several design choices and architectural features of the 2003 rehabilitation may, with the passage of time, eventually achieve historic significance in their own right due to their role in the rehabilitation of the Ferry Building and the revitalization of the eastern waterfront. However, the rehabilitation was completed only two decades ago, and not enough historical distance has passed to establish significance of the 2003 alterations at this time. As such, the alterations from 2003 are not historic and the currently proposed alterations do not need to be analyzed for consistency with the design treatment of the 2003 project. In addition, as currently proposed, the features of the proposed Ferry Building project do not make substantial changes to features of the 2003 rehabilitation that would require their additional study at this time. Future proposed alterations to the Ferry Building will need to revisit the significance of these features once more time has passed.

As proposed, the project is consistent with Standard 4.

Rehabilitation Standard 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Discussion: As described under the discussion of Standard 2, the proposed project retains and preserves the distinctive features and materials of the Ferry Building. While Standard 2 looks more broadly at the historic character of the resource, Standard 5 is primarily focused on the specific details regarding materials, features, and finishes. Overall, the proposed project has been designed to be highly sensitive to the extant historic materials of the Ferry Building. Where glazed partitions will be erected at non-historic locations, including along the arcades, the partitions have been designed to minimally touch the historic cladding of the building. In the case of the arcades, the fixed transoms and operable glazing systems will be mounted behind the opening of each arch, ensuring that there is no impact to historic materials. These alterations have been designed to be fully reversible (refer to Standard 10).

The additional furnishings and structures to be located along the Embarcadero (the outdoor seating areas of the Café Zones) and Ferry Plaza, will be located on non-historic hardscape and will not touch or impact the historic features or materials of the Ferry Building.

Therefore, the proposed project is consistent with Standard 5.

Rehabilitation Standard 6: *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

Discussion: As designed, the proposed project does not specify removal or replacement of deteriorated historic features. In the event that any deteriorated features are encountered during the course of the project, the *Standards for Rehabilitation* recommend repair rather than replacement. Any features that may require replacement due to a degree of severe deterioration beyond repair should be replaced in-kind based upon physical evidence. As long as the project follows the standard guidance of the *Standards for Rehabilitation*, the project will be consistent with Standard 6.

Rehabilitation Standard 7: *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

Discussion: The proposed project does not propose the use of any chemical or physical treatments on historic materials. If any treatments become necessary, as long as they undertaken using the gentlest means possible and follow the guidance of the Standards and the National Park Service's Technical Preservation Briefs, the project will be consistent with Standard 7.

Rehabilitation Standard 8: *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

Discussion: The proposed project does not currently propose excavation at the property. If any excavation does occur and archaeological material is discovered during the course of the project, as long as standard discovery procedures for the City of San Francisco are followed, the proposed project will be consistent with Standard 8.

Rehabilitation Standard 9: *New additions, exterior alterations or related new construction will not destroy historic materials, features and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*

Discussion: The proposed new additions and alterations are differentiated in design and compatible with the historic features of the Ferry Building.

As discussed within the analysis of Standard 4, alterations to the building that have occurred since the early decades of the twentieth century are not considered historic, and any non-historic alterations – including contemporary alterations completed during the 2003 rehabilitation project – do not need to be retained or preserved.

As discussed under the analysis of Standard 3, the various project areas do not propose the addition of false or historicist materials or features that would be mistakenly interpreted as original to the building. Instead, areas of intervention are either clearly differentiated through changes in material, changes in detailing, or are limited to the introduction of furnishings that are movable and therefore non-permanent.

Exterior alterations to the primary façade include the enclosure of the two open-air arcades to the north and south of the entrance portico, which are also discussed under Standards 2 and 5. The glazed partitions to be installed at the historic openings of the north and south arcades will be detailed to be clearly identifiable as contemporary glazing systems, and the use of an operable glazing system identifies the intervention as a modern design. As discussed in Standard 5, the proposed glazing systems have been designed to minimally touch the historic fabric of the building and will not damage or destroy historic materials of the Ferry Building (refer to Standard 10 for a discussion of reversibility).

The partially operable and partially transparent demising walls within the arcades will be contemporary in their design and therefore differentiated from the historic fabric of the building. The introduction of these demising partitions will allow each leased commercial space to be secured when it is not in use but ensures that the arcade will retain its historic spatial configuration as a single volume—both physically and visually—when the partitions are open. This solution, which balances security and access, allows the arcades to retain their historic spatial qualities, which are a character-defining feature of the Ferry Building.

The proposed canopies located in front of the north and south arcades have been designed to be freestanding and will not touch or destroy any historic material. The canopies are clearly differentiated from the historic resource in their materials and design. While the canopies are new structures at the primary façade of the Ferry Building, they are intended to be largely transparent, thereby minimally impacting the public's view of the Ferry Building.

The proposed project is respectful of the historic features and spatial relationships of the Ferry Building. New construction has been designed to minimally impact the historic resource and does

not destroy any historic fabric of the building. As discussed in the analysis of Standard 2, while the project will introduce glazing and operable glazed wall systems along the primary façade of the arcades and within the arcades as demising walls, these changes still allow the building to retain its historic character and its quality of openness at its primary façade. The erection of the two canopies along the primary façade of the Ferry Building will not touch any historic material and have been designed as non-permanent, visually transparent structures that do not impede the public's ability to understand the historic resource.

Therefore, the proposed project is consistent with Standard 9.

Rehabilitation Standard 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Discussion: If the proposed new alterations, additions, and related new construction were to be removed in the future, the Ferry Building would retain its essential form and integrity. The proposed alterations along the primary façade—including the relocation of glazed walls to line A along the rear of the entrance portico, the enclosure of the north and south arcades with fixed and operable glazing systems, the installation of furniture, and the erection of two metal-frame canopies at the Cafe Zones—have been designed to be entirely reversible and will not damage the Colusa sandstone façade.

The Ferry Plaza to the east of the Ferry Building is not considered a contributing element to the historic resource as changes to the Bay side of the Ferry Building and its piers have been numerous. However, as an open space located directly between the historic resource and the Bay, changes to the Ferry Plaza, including the addition of moveable furnishings, must not negatively impact the historic resource and its spatial relationship to the Bay. The placement of moveable furniture in this space, where no historic fabric is present, will not impact the Ferry Building and are fully reversible. In addition, awnings, canopies, and moveable street furniture installed with the Café Zones are considered temporary fixtures and will not create a significant impact on the historic resource. As temporary and movable elements, the proposed changes are reversible and do not impact the historic significance of the Ferry Building.

The proposed project is consistent with Standard 10.

CONCLUSION

The proposed project is fully compliant with all of the ten Standards.

The proposed project will not result in a loss of the building's overall historic integrity or eligibility, and the Ferry Building will remain eligible as a historic resource. No substantial adverse change in the significance of the resource as defined by CEQA will be caused by the proposed project.

APPENDIX A

Significance and Historic Materials Diagrams of the Ferry Building



Ferry Building: Significance and Historic Materials Diagrams

THE EMBARCADERO, SAN FRANCISCO, CA

PAGE & TURNBULL

LEGEND

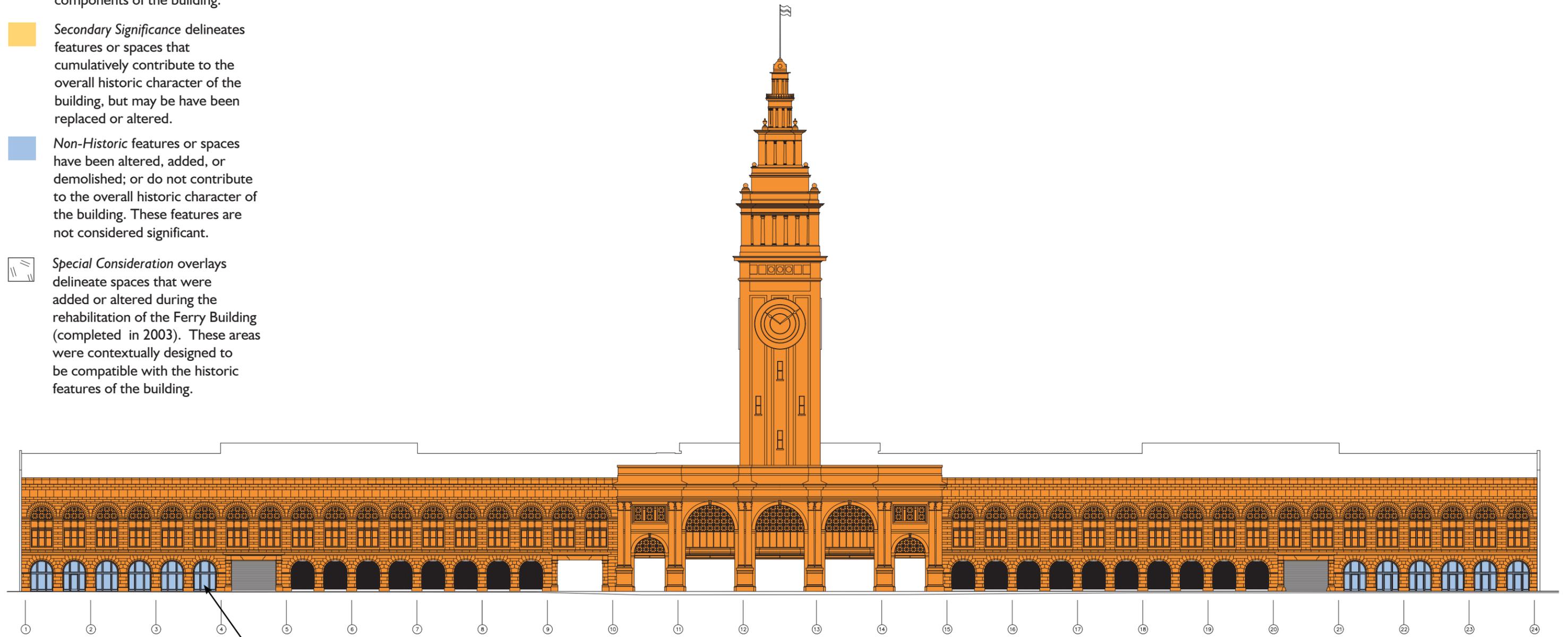
Primary Significance delineates features or spaces that date from the building's original construction in 1898 through repairs completed in 1906 and are the most historically significant components of the building.

Secondary Significance delineates features or spaces that cumulatively contribute to the overall historic character of the building, but may have been replaced or altered.

Non-Historic features or spaces have been altered, added, or demolished; or do not contribute to the overall historic character of the building. These features are not considered significant.

Special Consideration overlays delineate spaces that were added or altered during the rehabilitation of the Ferry Building (completed in 2003). These areas were contextually designed to be compatible with the historic features of the building.

West Elevation - Significance Diagram

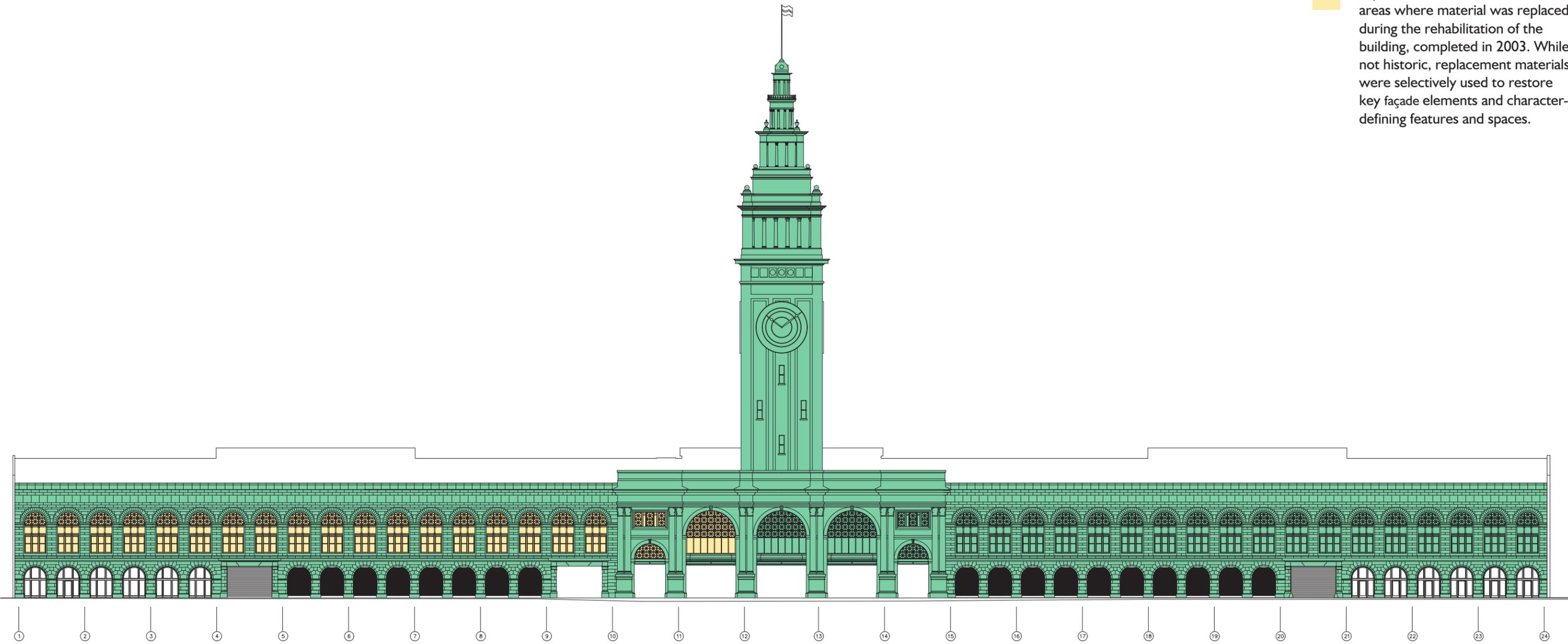


The six north bays were originally part of the open-air arcade, while the six south bays were originally enclosed with Clathri screen doors and windows. During the 2003 rehabilitation the six bays at north and south ends were enclosed, providing additional retail space while using historic precedent and maintaining the symmetry of the facade.

 Page & Turnbull diagrams 12.19.2019
Base drawings by
Foster + Partners 11.08.2019
Not To Scale

West Elevation - Historic Materials Diagram

- LEGEND**
- *Historic Material* delineates materials that date from the original construction of the building in 1898 through repairs completed in 1906.
 - *Replacement Materials* illustrates areas where material was replaced during the rehabilitation of the building, completed in 2003. While not historic, replacement materials were selectively used to restore key façade elements and character-defining features and spaces.



Page & Turnbull diagrams 12.19.2019
 Base drawings by
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LEGEND

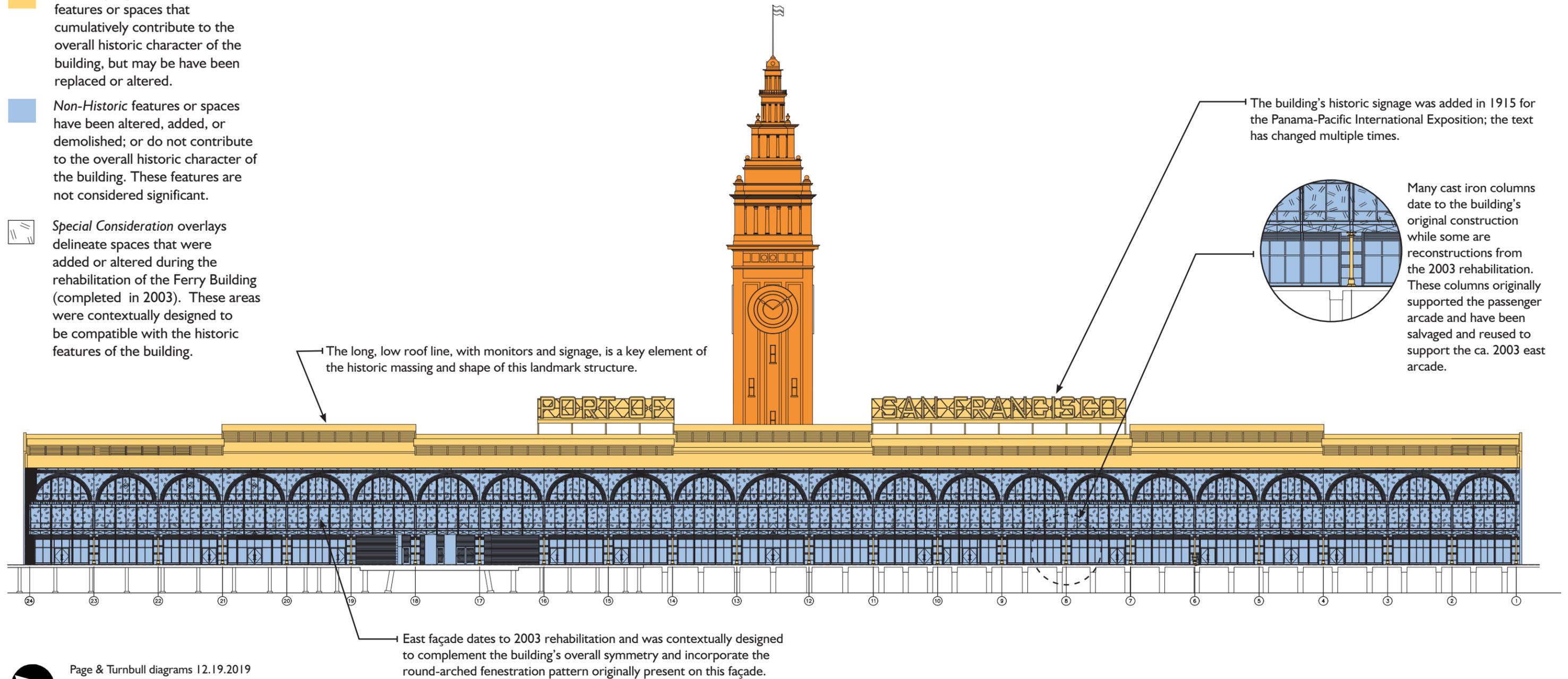
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East Elevation - Significance Diagram

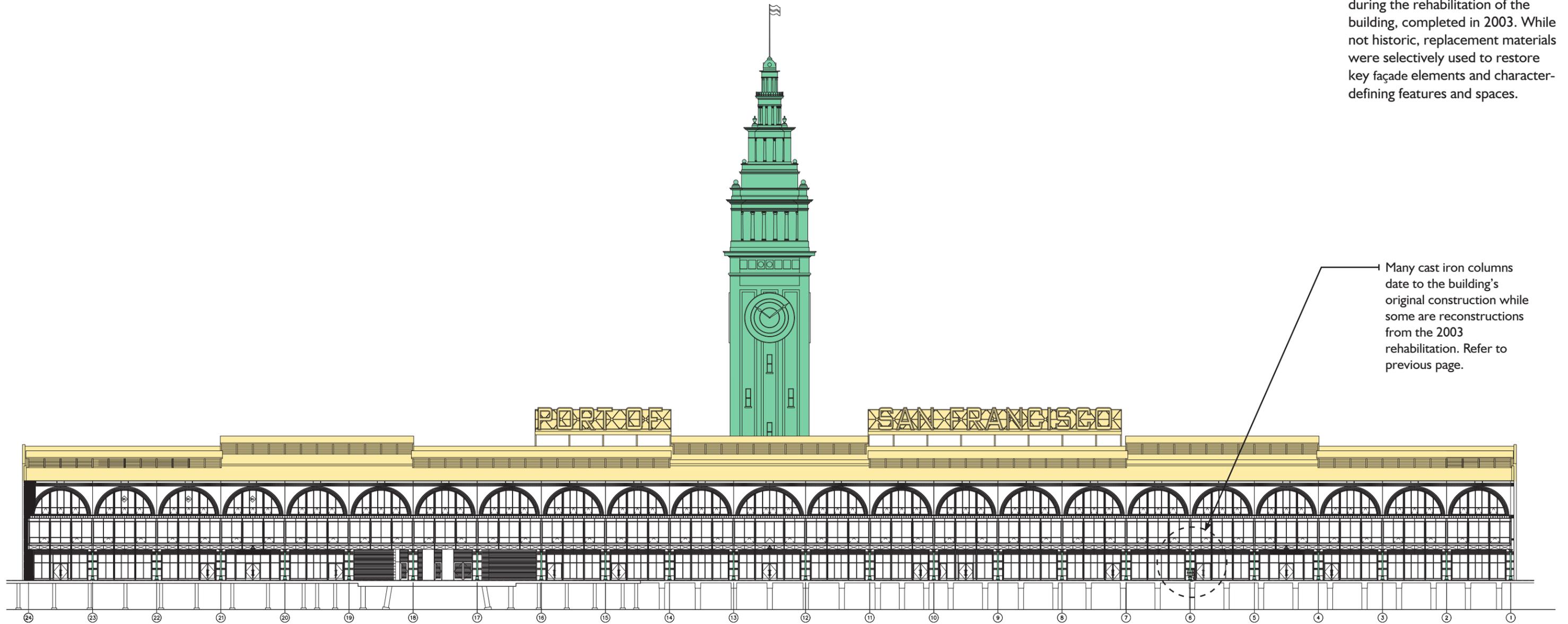


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LEGEND

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LEGEND

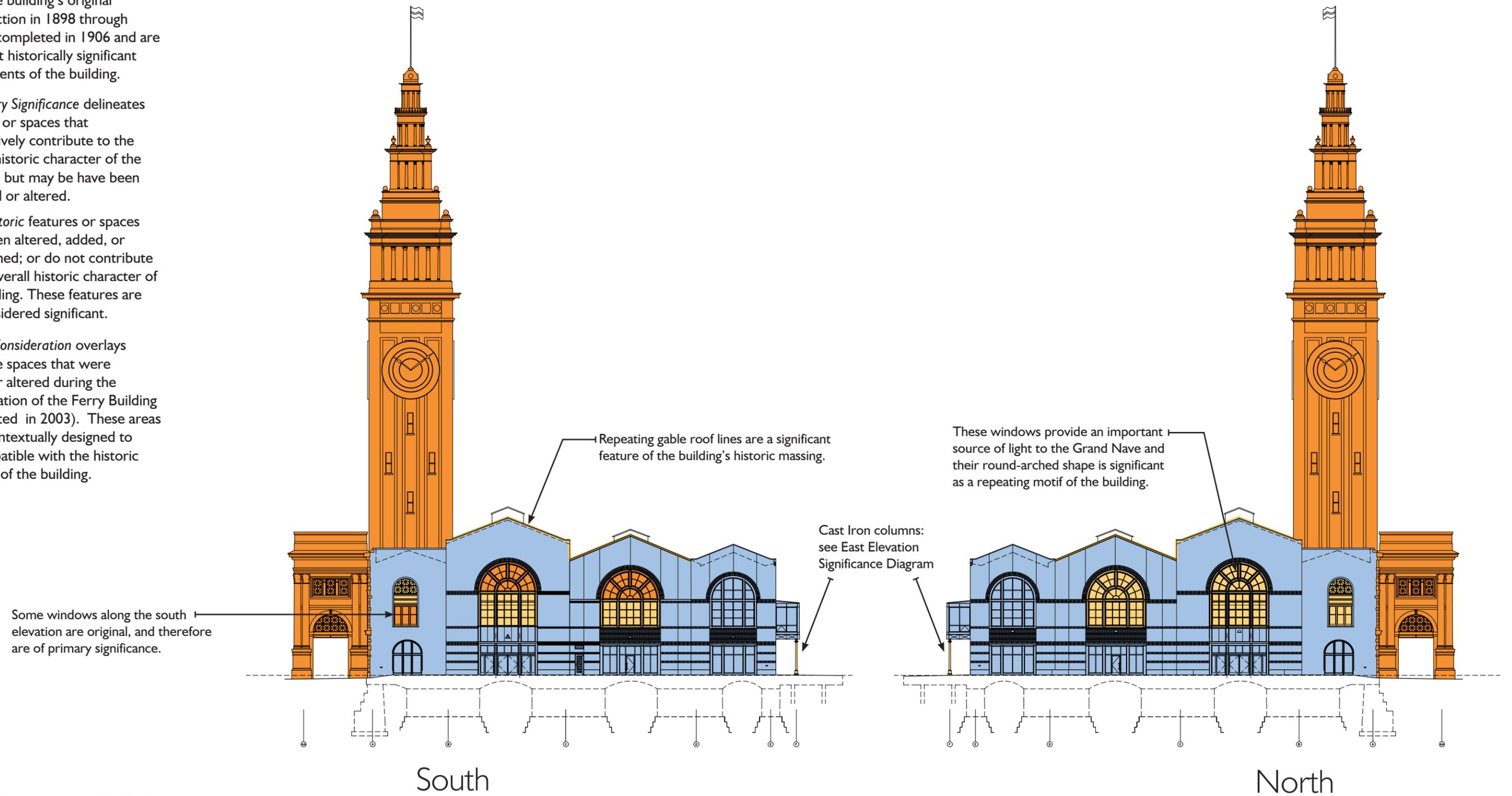
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North and South Elevations - Significance Diagram

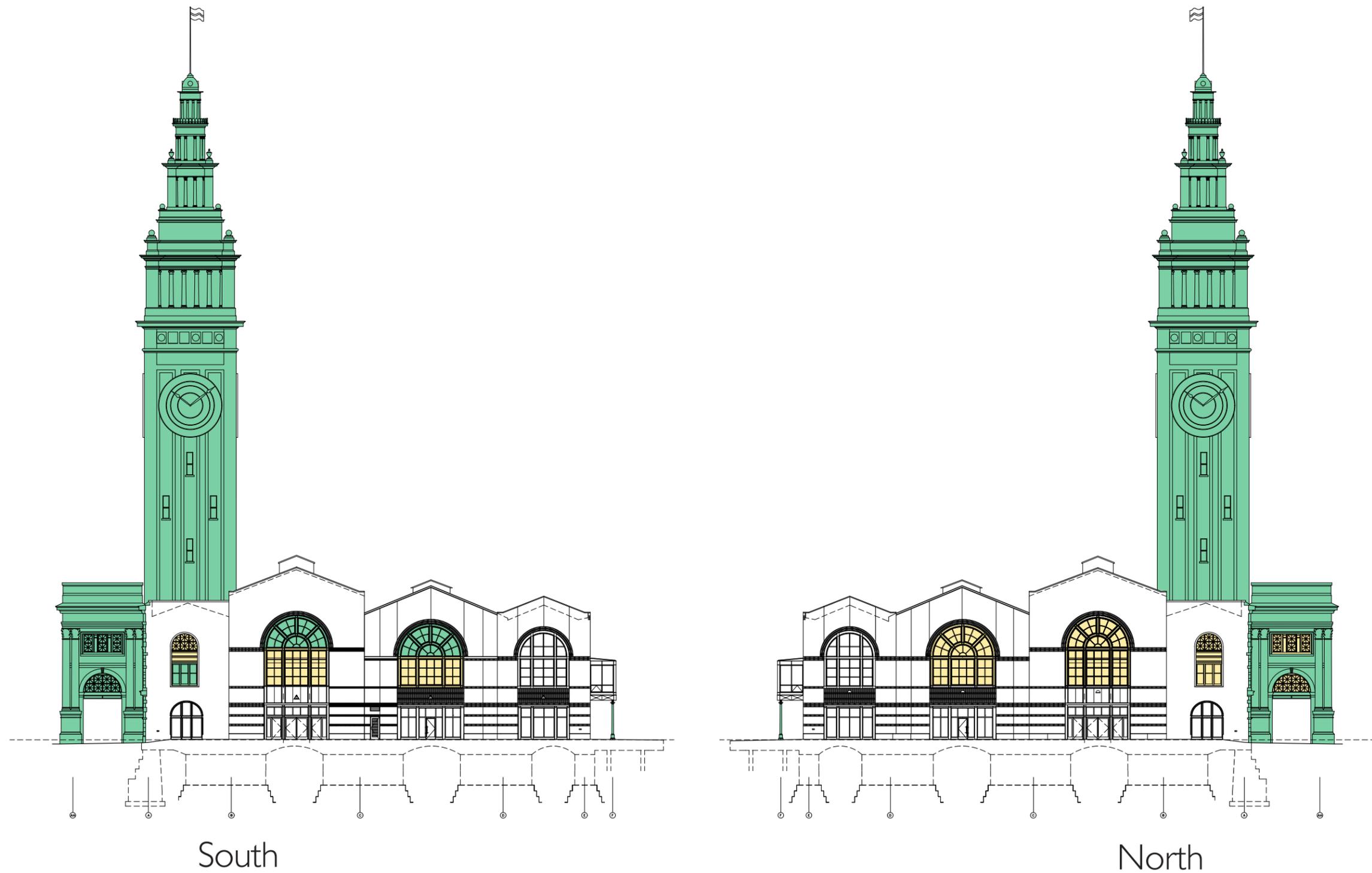


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North and South Elevations - Historic Materials Diagram

LEGEND

-  *Historic Material* delineates materials that date from the original construction of the building in 1898 through repairs completed in 1906.
-  *Replacement Materials* illustrates areas where material was replaced during the rehabilitation of the building, completed in 2003. While not historic, replacement materials were selectively used to restore key façade elements and character-defining features and spaces.



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Ground Floor Plan - Significance Diagram

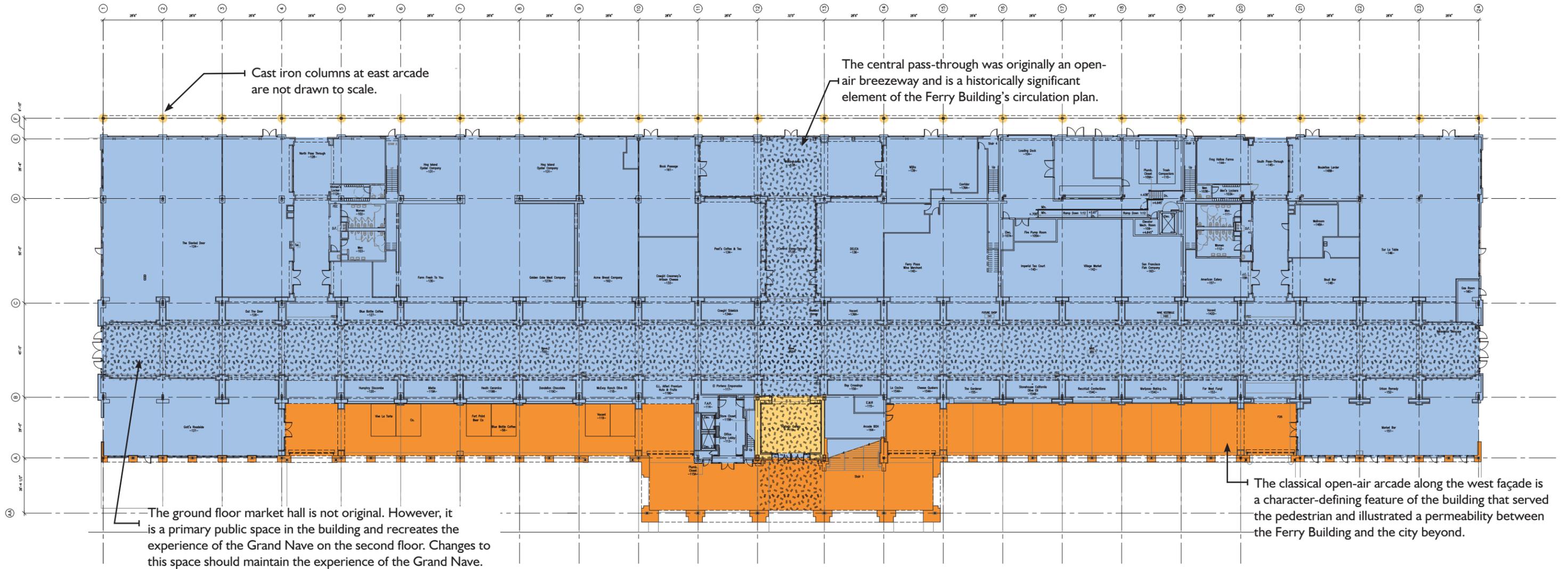
LEGEND

Primary Significance delineates features or spaces that date from the building's original construction in 1898 through repairs completed in 1906 and are the most historically significant components of the building.

Secondary Significance delineates features or spaces that cumulatively contribute to the overall historic character of the building, but may have been replaced or altered.

Non-Historic features or spaces have been altered, added, or demolished; or do not contribute to the overall historic character of the building. These features are not considered significant.

Special Consideration overlays delineate spaces that were added or altered during the rehabilitation of the Ferry Building (completed in 2003). These areas were contextually designed to be compatible with the historic features of the building.



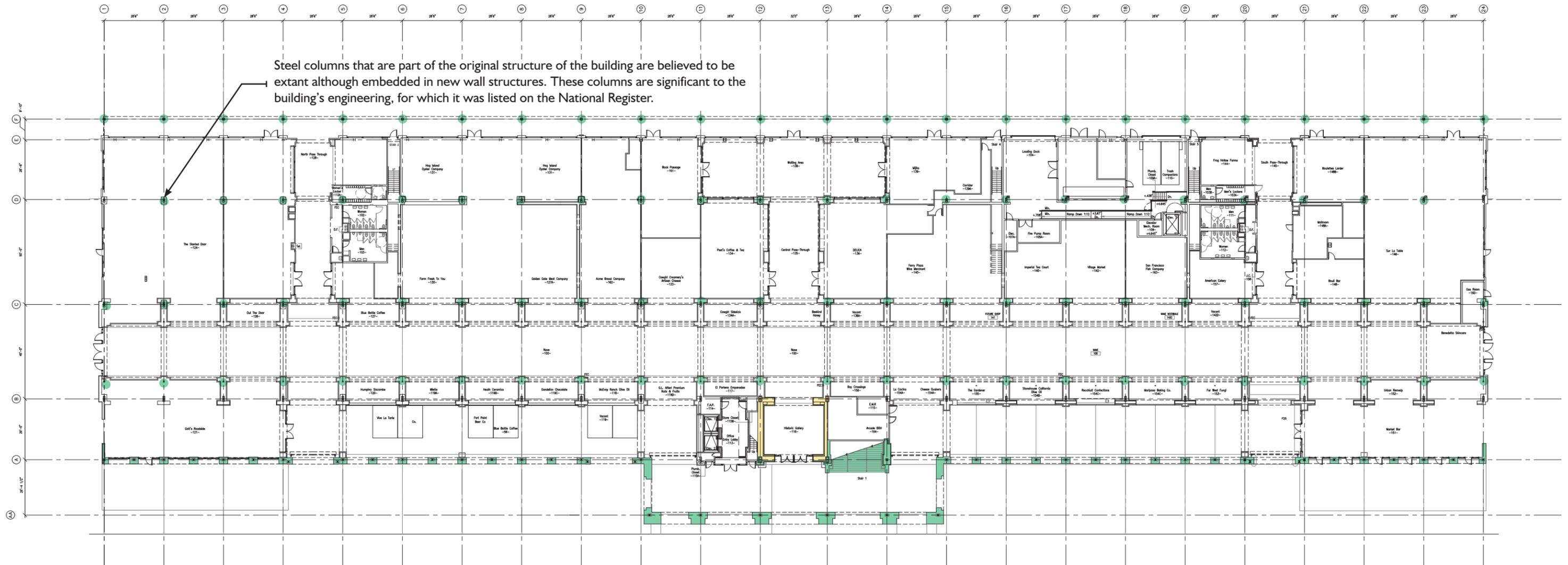
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Ground Floor Plan - Historic Materials Diagram

LEGEND

 **Historic Material** delineates materials that date from the original construction of the building in 1898 through repairs completed in 1906.

 **Replacement Materials** illustrates areas where material was replaced during the rehabilitation of the building, completed in 2003. While not historic, replacement materials were selectively used to restore key façade elements and character-defining features and spaces.



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Second Floor Plan - Significance Diagram

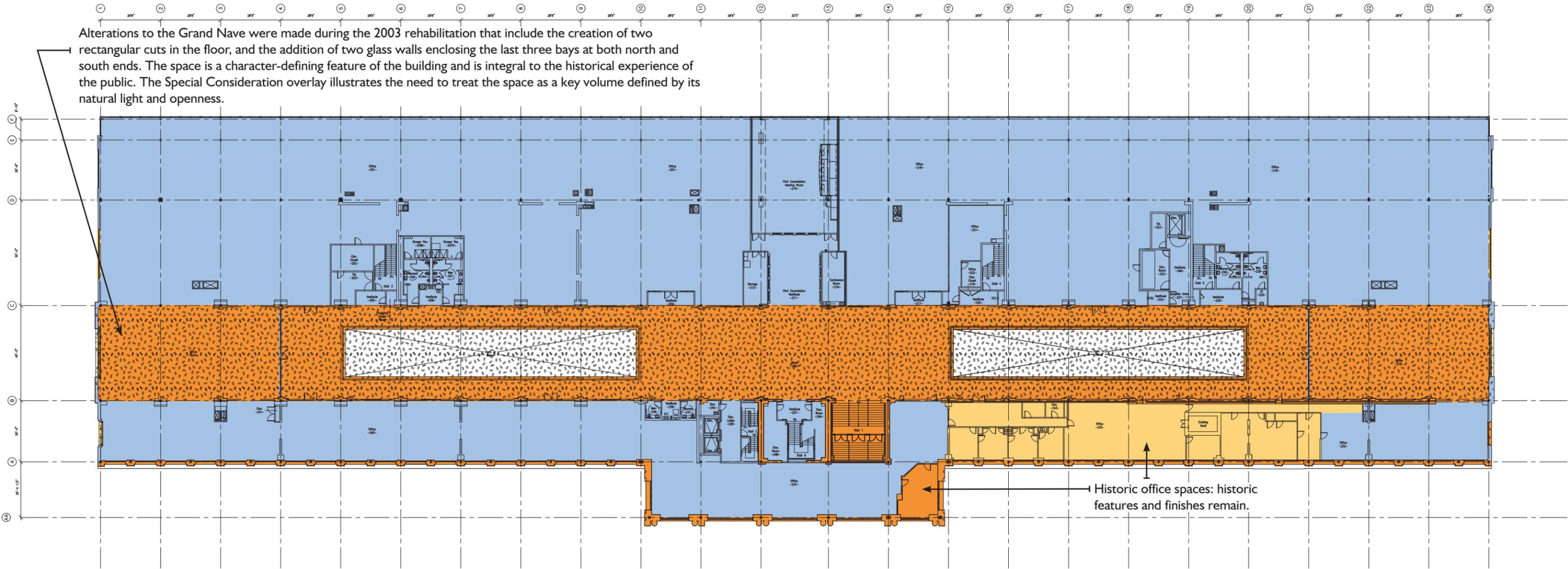
LEGEND

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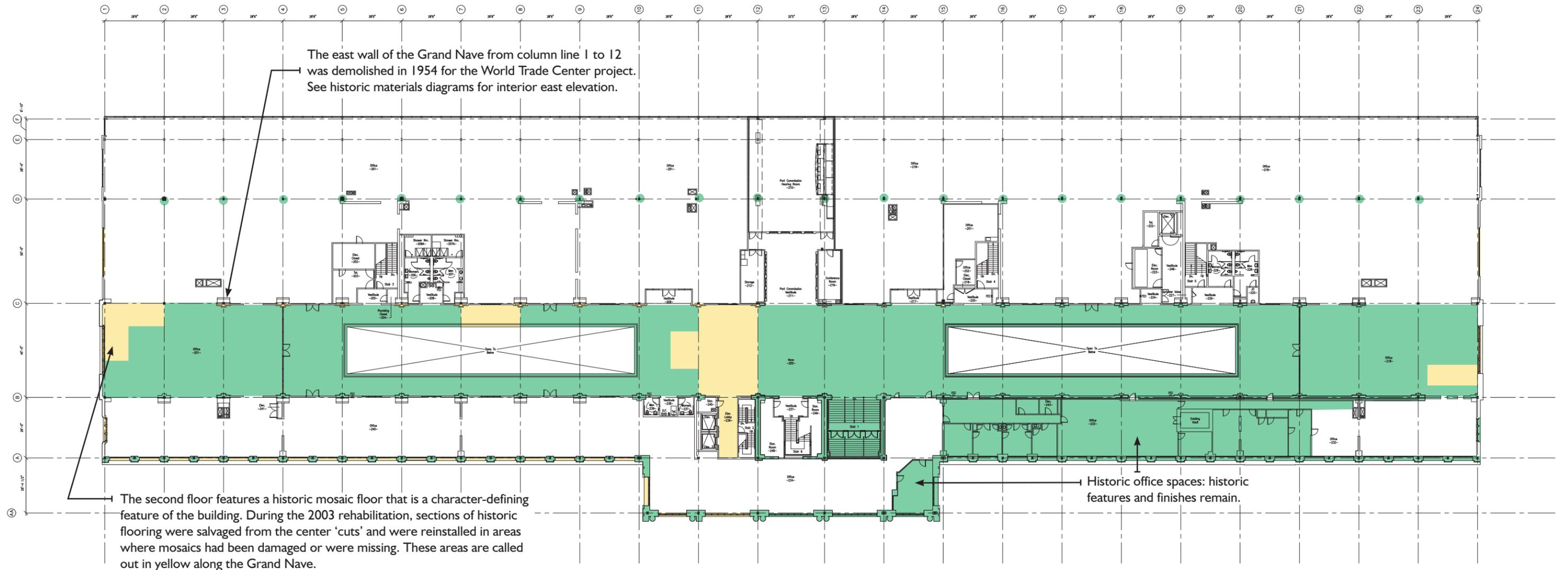
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Second Floor Plan - Historic Materials Diagram

LEGEND

 *Historic Material* delineates materials that date from the original construction of the building in 1898 through repairs completed in 1906.

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Third Floor Plan - Significance Diagram

LEGEND



Primary Significance delineates features or spaces that date from the building's original construction in 1898 through repairs completed in 1906 and are the most historically significant components of the building.



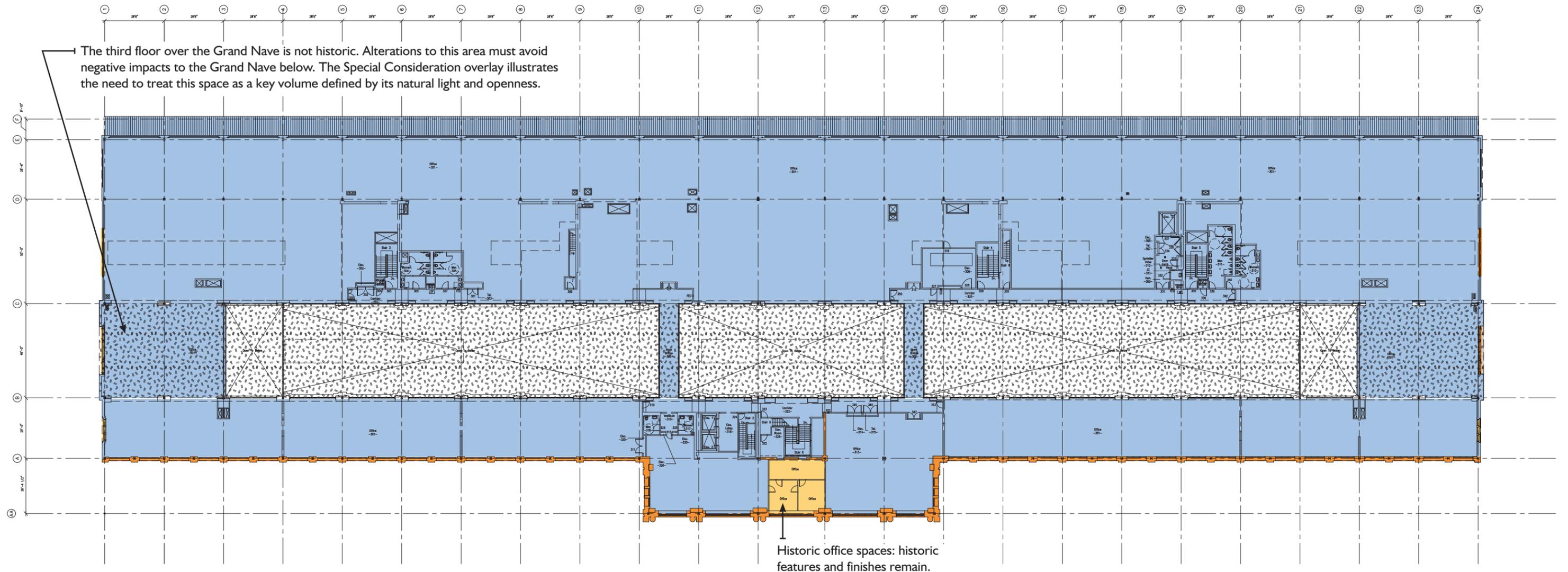
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Special Consideration overlays delineate spaces that were added or altered during the rehabilitation of the Ferry Building (completed in 2003). These areas were contextually designed to be compatible with the historic features of the building.



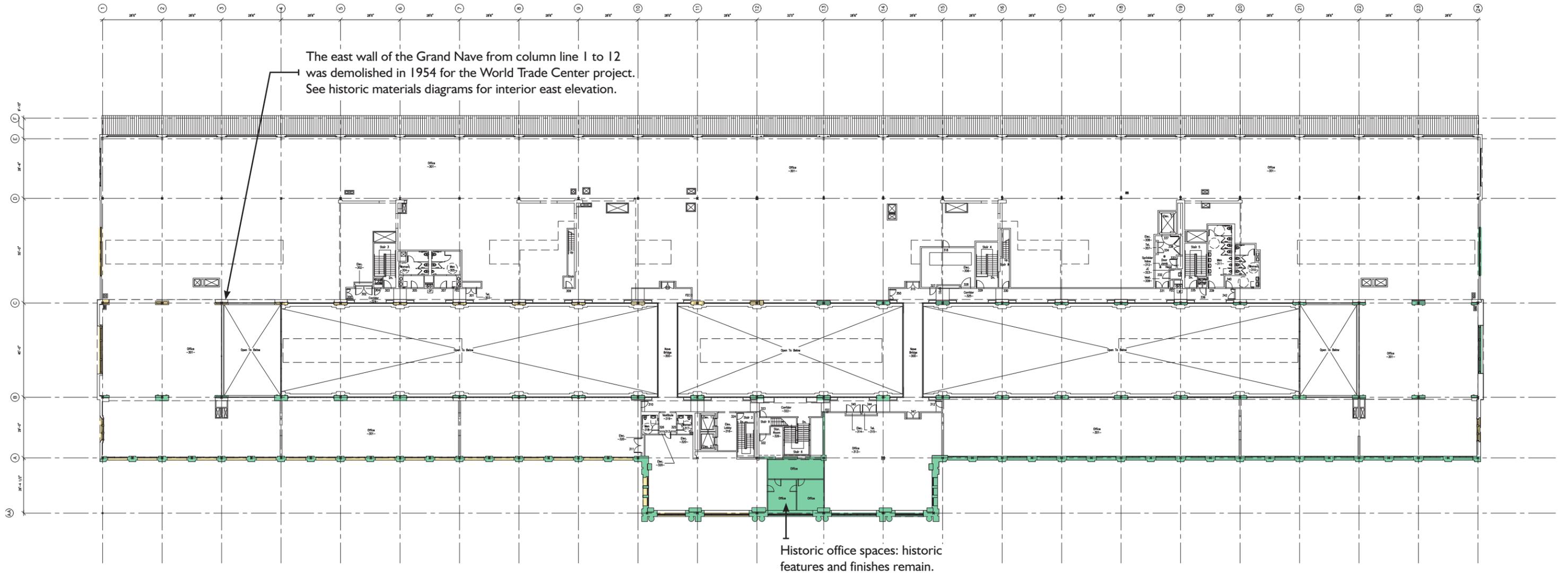
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Third Floor Plan - Historic Materials Diagram

LEGEND

■ *Historic Material* delineates materials that date from the original construction of the building in 1898 through repairs completed in 1906.

■ *Replacement Materials* illustrates areas where material was replaced during the rehabilitation of the building, completed in 2003. While not historic, replacement materials were selectively used to restore key façade elements and character-defining features and spaces.



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Roof Plan - Significance Diagram

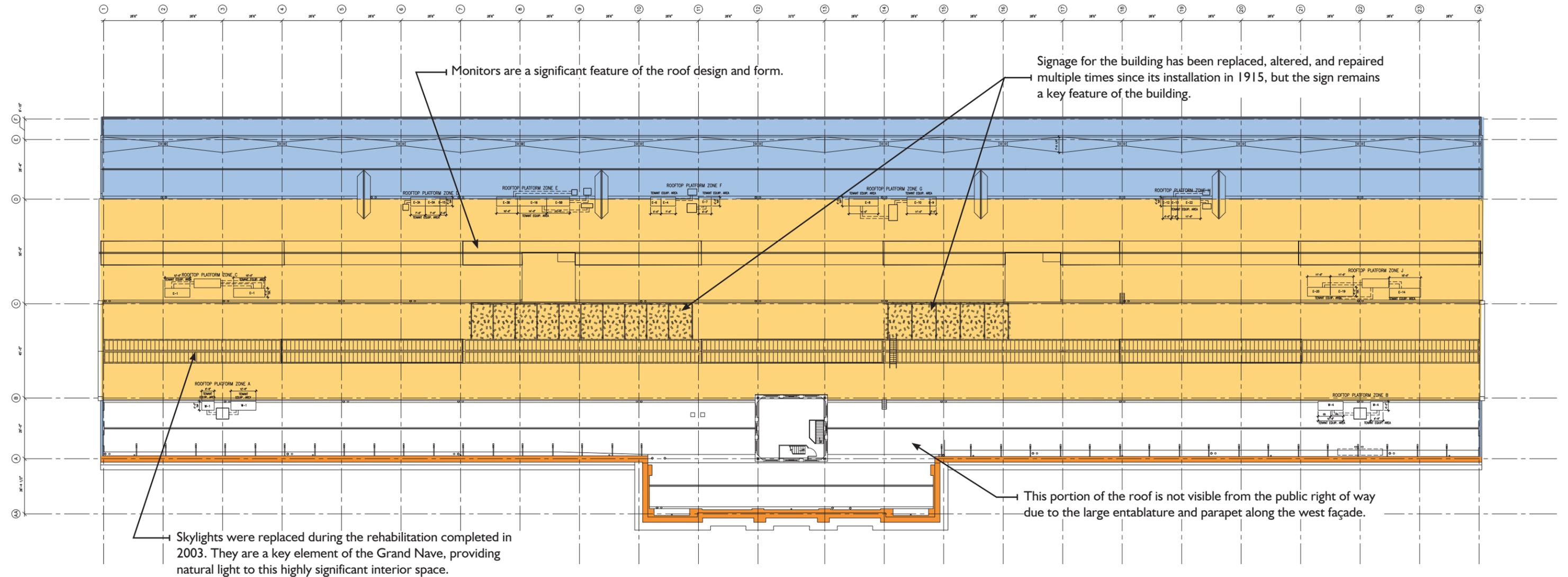
LEGEND

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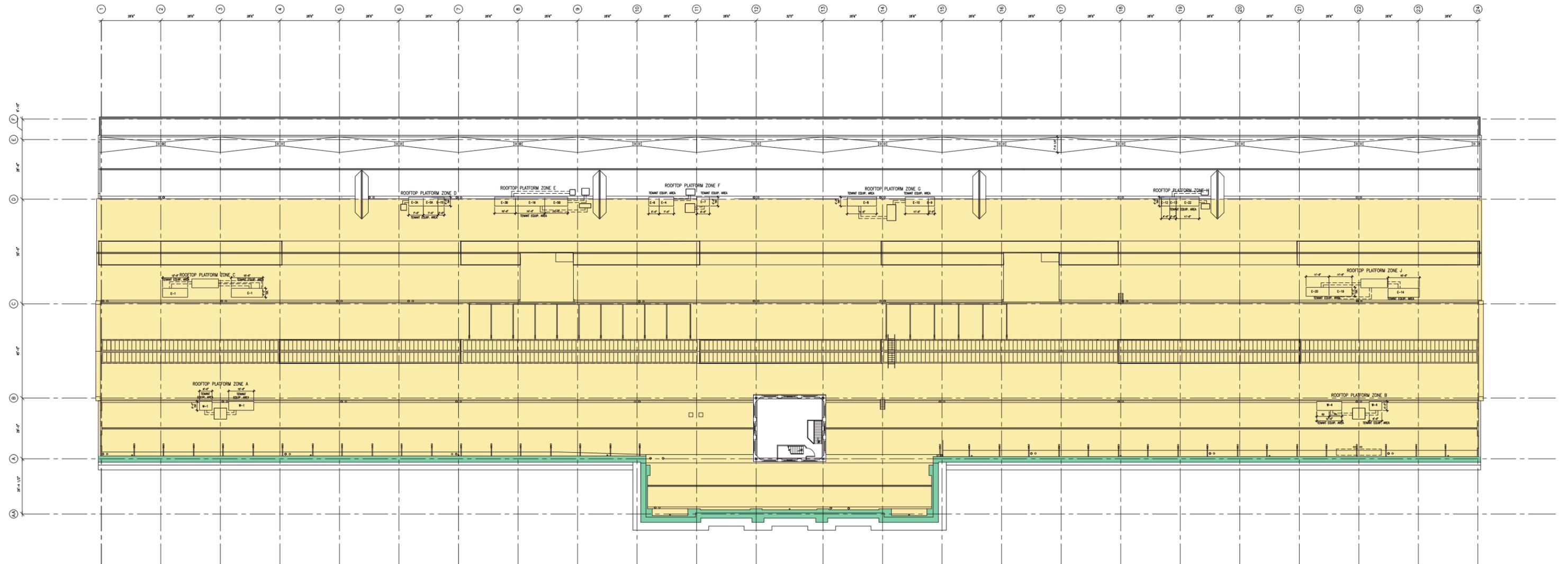
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Roof Plan - Historic Materials Diagram

LEGEND

 *Historic Material* delineates materials that date from the original construction of the building in 1898 through repairs completed in 1906.

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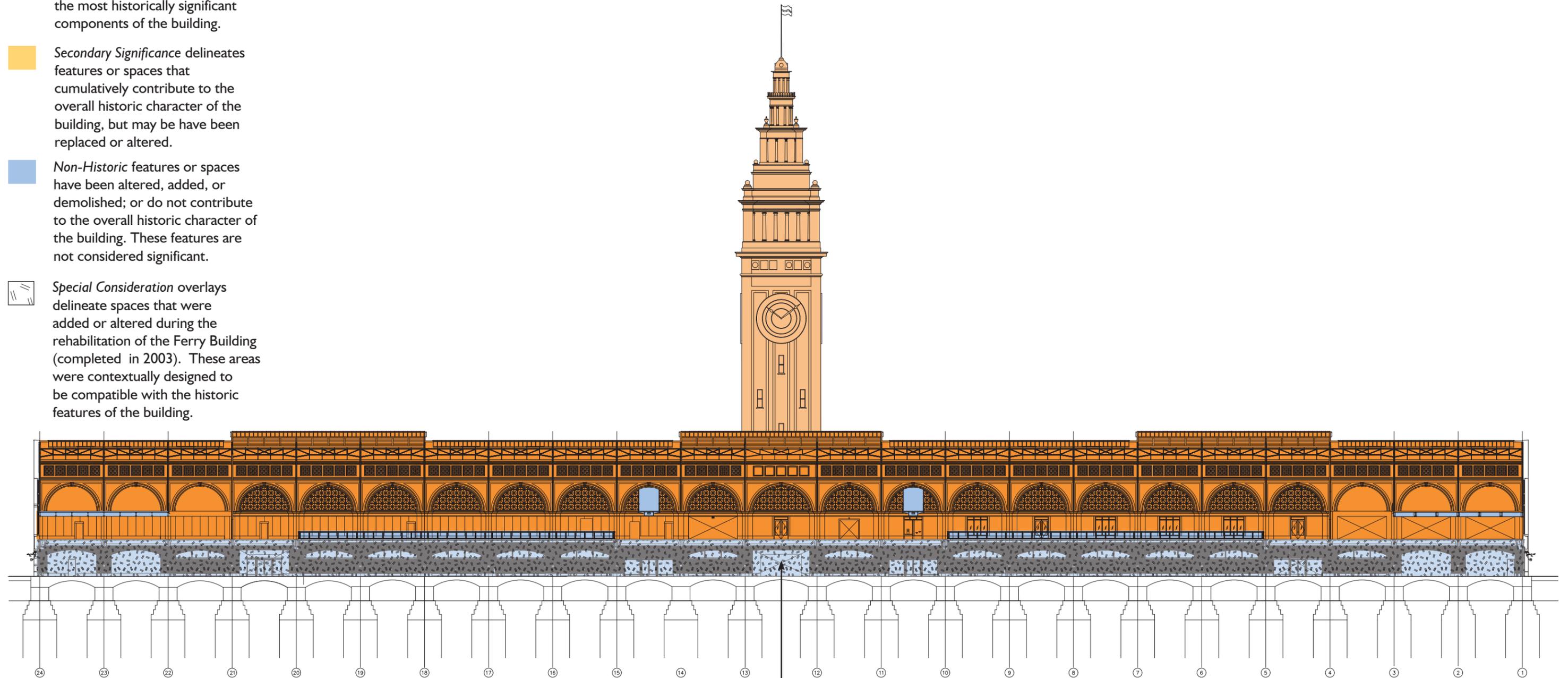
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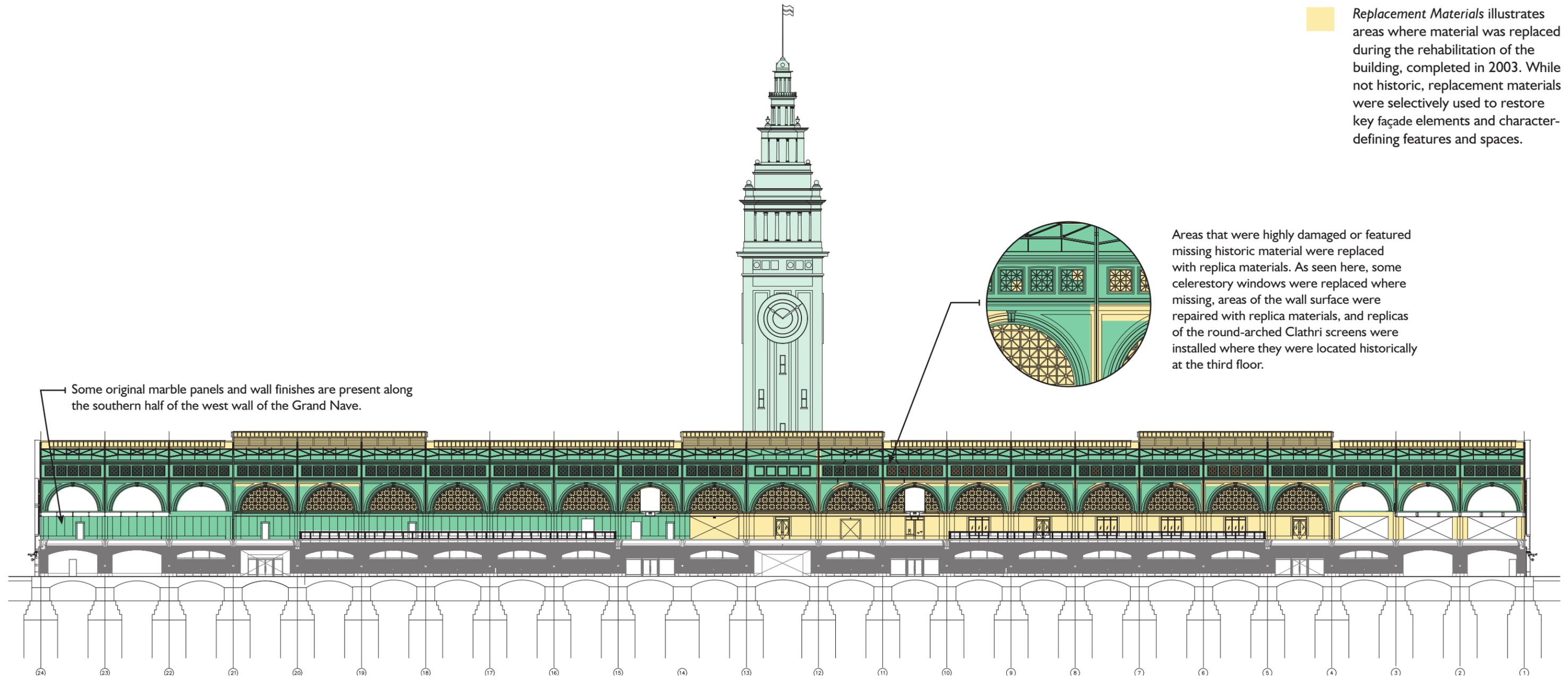


Material and design of the ground floor market hall date to the rehabilitation completed in 2003. The ground floor is now the primary public space of the building. Segmental arches were used to differentiate new construction from the old – which uses the round arch – while complimenting the building's overall design.

Interior Elevation - Looking West - Historic Materials Diagram

LEGEND

- *Historic Material* delineates materials that date from the original construction of the building in 1898 through repairs completed in 1906.
- *Replacement Materials* illustrates areas where material was replaced during the rehabilitation of the building, completed in 2003. While not historic, replacement materials were selectively used to restore key façade elements and character-defining features and spaces.



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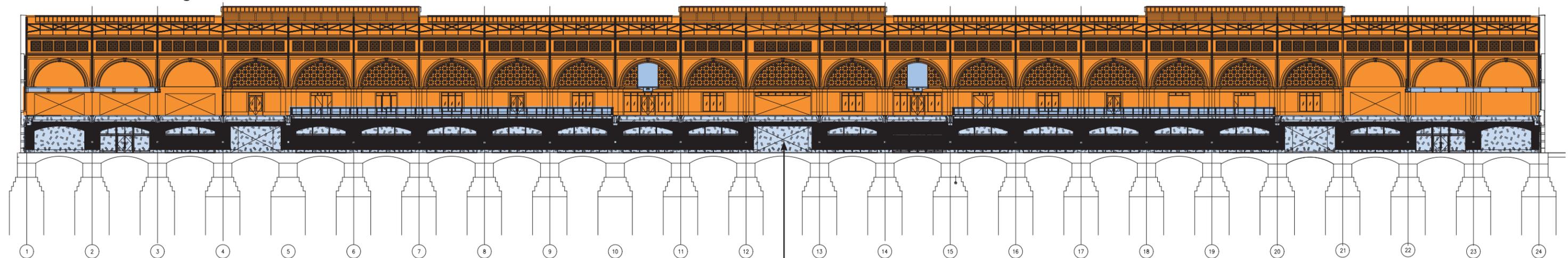
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Interior Elevation - Looking East - Significance Diagram

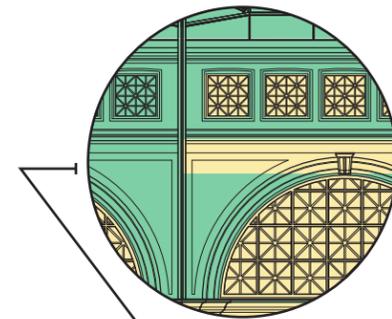
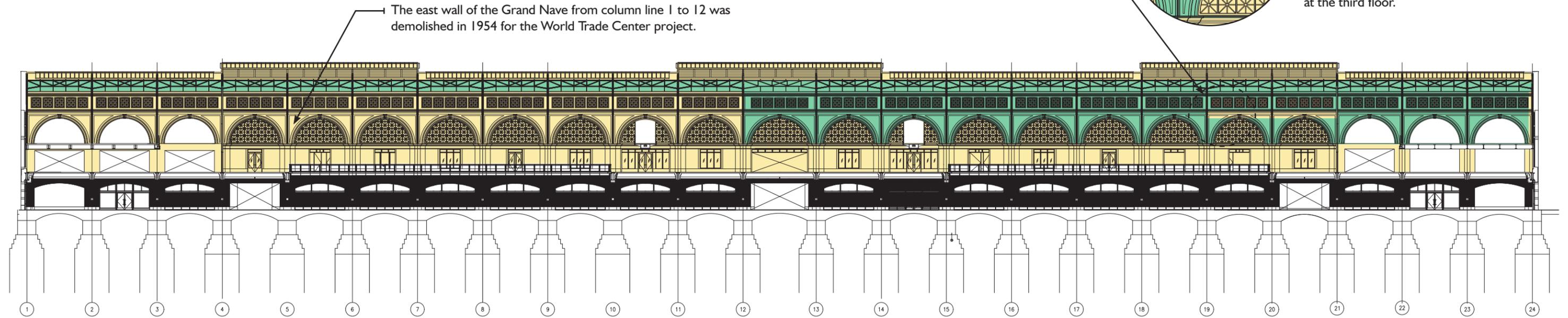
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Not To Scale

Material and design of the ground floor market hall date to the rehabilitation completed in 2003. The ground floor is now the primary public space of the building. Segmental arches were used to differentiate new construction from the old - which uses the round arch - while complimenting the building's overall design.

Interior Elevation - Looking East - Historic Materials Diagram

LEGEND

- Historic Material* delineates materials that date from the original construction of the building in 1898 through repairs completed in 1906.
- Replacement Materials* illustrates areas where material was replaced during the rehabilitation of the building, completed in 2003. While not historic, replacement materials were selectively used to restore key façade elements and character-defining features and spaces.



Areas that were highly damaged or had missing historic materials were replaced with replica materials. As seen here, some celerestory windows were replaced where missing, areas of the wall surface were repaired with replica materials, and replicas of the round-arched Clathri screens were installed where they were located historically at the third floor.

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