

HISTORIC PIERS REHABILITATION PROGRAM

Piers 38 & 40 - South Beach Piers

Piers 19-23 & 29-31 - Northern Waterfront Piers

MCAC meeting, July 19, 2019

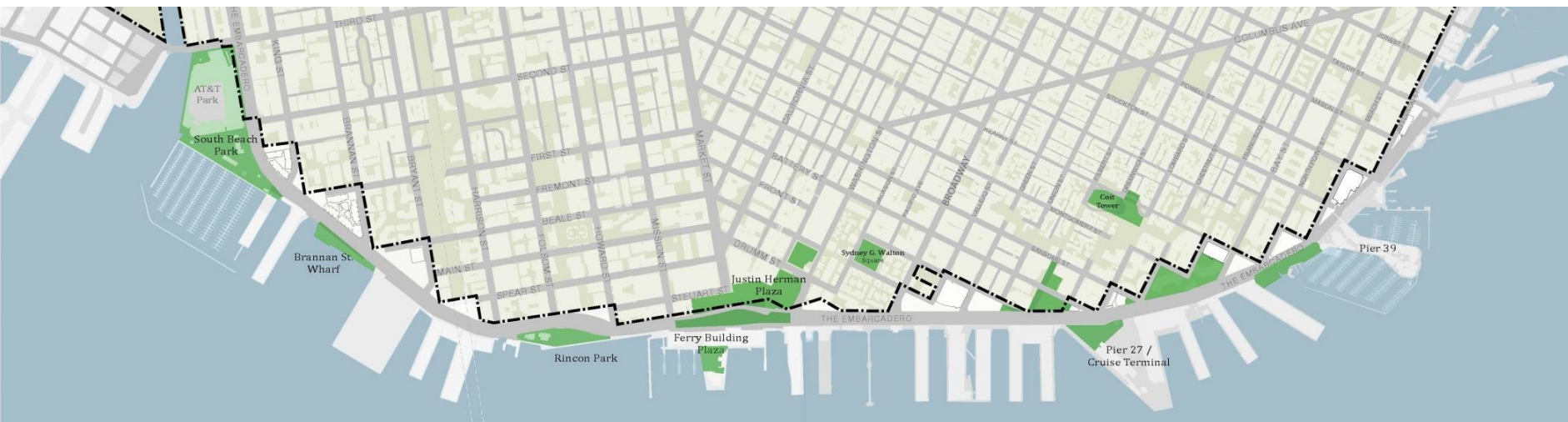


PRESENTATION OVERVIEW

1. **Historic Piers Solicitation: Background & Rationale**
2. **Site Conditions & Solicitation Strategy**
3. **Public values guiding RFP solicitation**
4. **Next Steps**



1. BACKGROUND: EMBARCADERO HISTORIC DISTRICT



SAN FRANCISCO WATERFRONT AND EMBARCADERO HISTORIC DISTRICT

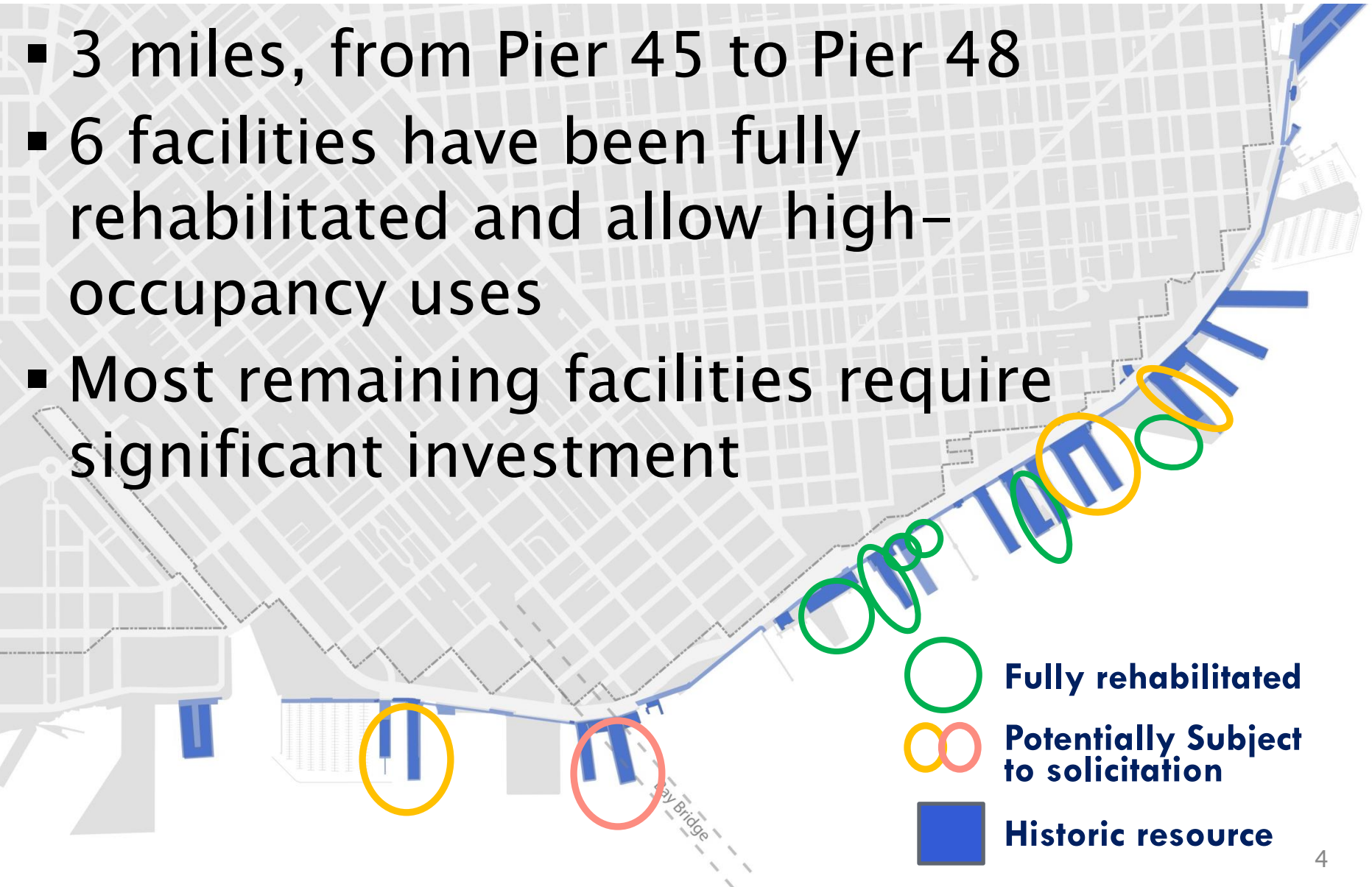
24+ mil YEARLY VISITORS	\$1.6B in public/private INVESTMENT	63+ acres of waterfront OPEN SPACE
300,000+ CRUISE PASSENGERS annually	25,000 attend Saturday FARMERS MARKET	
1 mil sq. ft. COMPLETED new development	6.5 mil sq. ft. PLANNED new development	5+ mil FERRY RIDERS each year



1. BACKGROUND:

EMBARCADERO HISTORIC DISTRICT

- 3 miles, from Pier 45 to Pier 48
- 6 facilities have been fully rehabilitated and allow high-occupancy uses
- Most remaining facilities require significant investment



1. HISTORIC PIERS BACKGROUND: WATERFRONT PLAN UPDATE

Objectives and Draft Plan Proposed Policies:

- Public trust objectives and financial strategies to support economically feasible pier leases and projects

Public Trust Objectives

- Historic preservation
- Seismic/life safety
- Maritime & Public access
- Generate Port revenue for improvements to other Port facilities
- Public-oriented uses

Financially Feasible Projects

1. BACKGROUND

TIME IS NOT ON OUR SIDE...

Risks to Historic District

- Flooding
- Earthquake
- Deterioration



SEA LEVEL RISE LINE OF DEFENSE

← 2015 2020 2030 2040 2050 2060 2070 2080 2090 2100 →

Piers
subject to wave overtopping

Seawall
subject to wave overtopping

More frequent wave overtopping

Piers flood regularly

Planning & Conceptual Design

CEQA, Permitting, Funding

Construct the City's Line of Defense

← Piers become difficult to maintain due to work window < 6 hrs/day

Burton Act Maximum Lease Term

66 yrs

Term of Lease for Private Financing*

*could be shorter for smaller scale projects

50-55 yrs

Term of Lease for Historic Tax Credits

39-47 yrs



..AND THE OPPORTUNITY IS NOW TO:

- Leverage **private resources** for Seawall Program
- Deliver **public benefits** called for in Waterfront Plan
- Pier **adaptation demonstration**





2. SITE CONDITIONS & SOLICITATION STRATEGY

2. STAFF ANALYSIS – PIER CONSIDERATIONS

Locational
Considerations

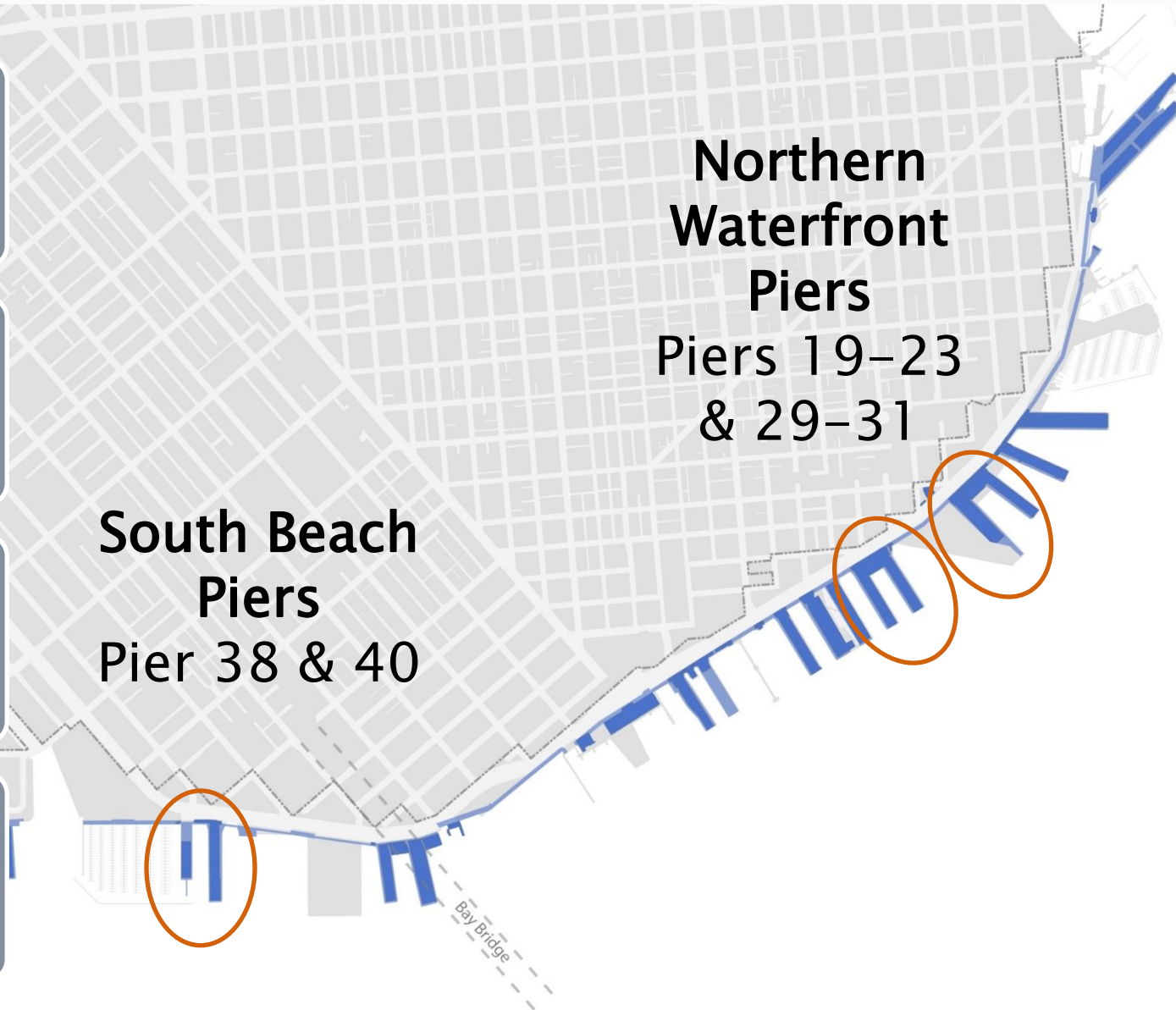
Facility
Condition

Financial
Feasibility

Seawall
Integration

**Northern
Waterfront
Piers**
Piers 19–23
& 29–31

**South Beach
Piers**
Pier 38 & 40



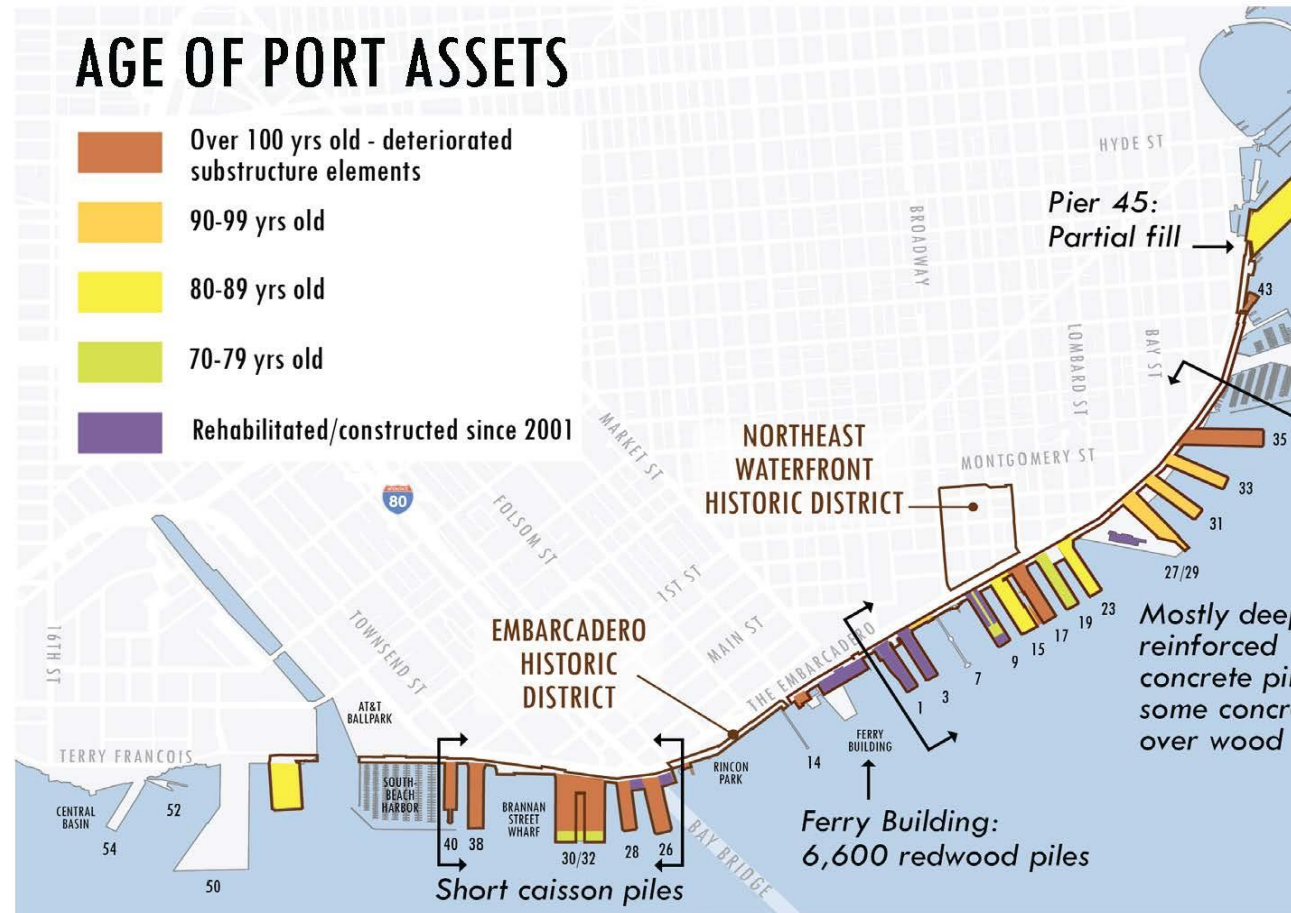
2. SOLICITATION CONSIDERATIONS

Northern Piers

1. Better condition
2. Larger offering
3. More defined RFP criteria

South Beach Piers

1. Moderate to worse condition
2. Smaller offering
3. More flexible RFP criteria



2. SOLICITATION STRATEGY

1. Pursue two RFPs, one for South Beach Piers and one for Northern Piers
2. Overlapping but Staggered Release of Solicitations
3. Greater Definition for Northern Piers RFP and More Flexibility for South Beach Piers RFP



2. SOLICITATION STRATEGY

Values unique for Northern Waterfront Sub–Area Piers

1. Early public–activation strategy for portion of project
2. Abundant & diverse spaces for public, visitors and maritime & water dependent uses

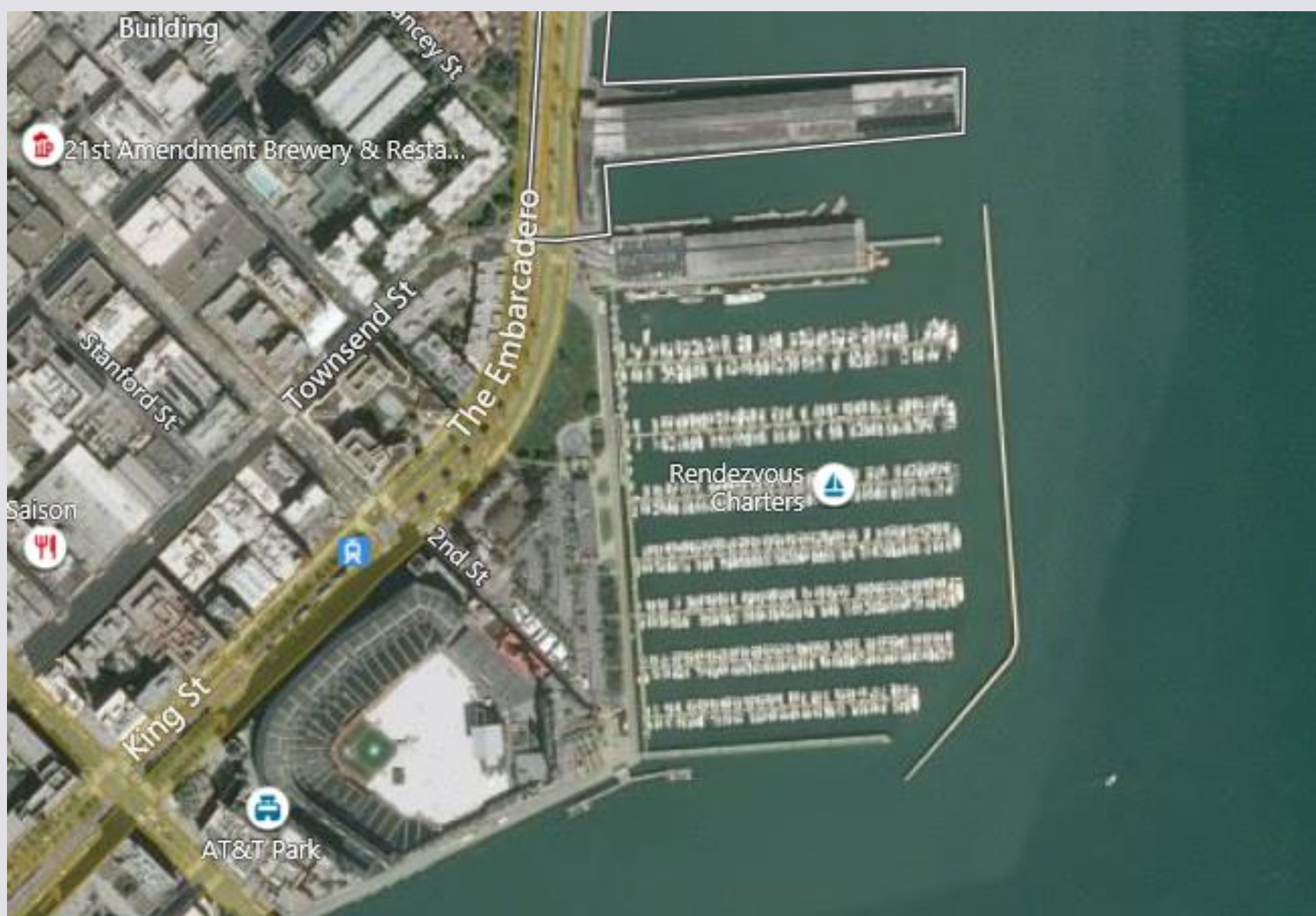
Values unique for South Beach Waterfront Sub–Area Piers

1. Enhancement of water recreation offerings at Pier 40
2. Enhance use and activation of Brannan Street Wharf and South Beach Park

2. SOUTH BEACH PIERS CONDITIONS

- Very good location (between Brannan St Wharf and Ballpark)
- Relatively challenged in terms of rehabilitation costs
- Pier 40 offers a distinct opportunity for intensification of surface lot and shed while maintaining/ enhancing water recreation anchor use









REGAL

PASSENGER
VEHICLES ONLY
PICK-UP &
WEIGHT LIMIT
10 TONS GROSS.





40
SOUTH BEACH HARBOR

RENDEZVOUS
CHARTERS
NORTH BEACH
MAPLE CAYAS

SPIRIT SAILI
415-543-7333
South Beach, RI
415-9

08/17/2016

SOUTH BEACH PIER 40 HARBOR

08/17/2016

NORTHERN WATERFRONT PIER CONDITIONS

- Desirable area for public-oriented & other commercial uses
- Less challenging in terms of rehabilitation costs
 - though cost of seawall safety improvements is evolving factor
- Key site attributes are many including:
 - Pier 29 tip
 - Pier 29 connection to Emb
 - Pier 19 ½
 - Two water basins

Piers 19, 19½ and 23 Two Bulkheads and Large Shed Built 1936, 1961, and 1931



Opportunity Piers 19, 19½, and 23, if combined, would comprise the largest facility in the RFI. Respondents interested in these piers may provide a concept for all three or target responses to one of the structures or spaces. Recent upgrades include new roofing and utility improvements. Vessel berthing may occur alongside the north apron of Pier 23 and the south apron of Pier 19, which may include some auxiliary pier-shed support area. Foot traffic includes tourists between the Ferry Building and PIER 19, Exploratorium visitors, and workers and residents from Telegraph Hill.

Area / Dimensions Piers 19, 19½ and 23 have 130,000, 10,000 and 130,000 sq. ft. floor area respectively, totaling about 300,000 sq. ft. Together, the piers front over 500 ft. of The Embarcadero and the finger piers extend 800 ft. long. Aprons are about 19 ft. wide and water depth is about 10 to 12 ft.

Character-Defining Features Both Pier 19 and 23 have classical detailing, with a broad central pavilion

with a monumental arched entry, monumental piers that flank the arch, and a gabled parapet.

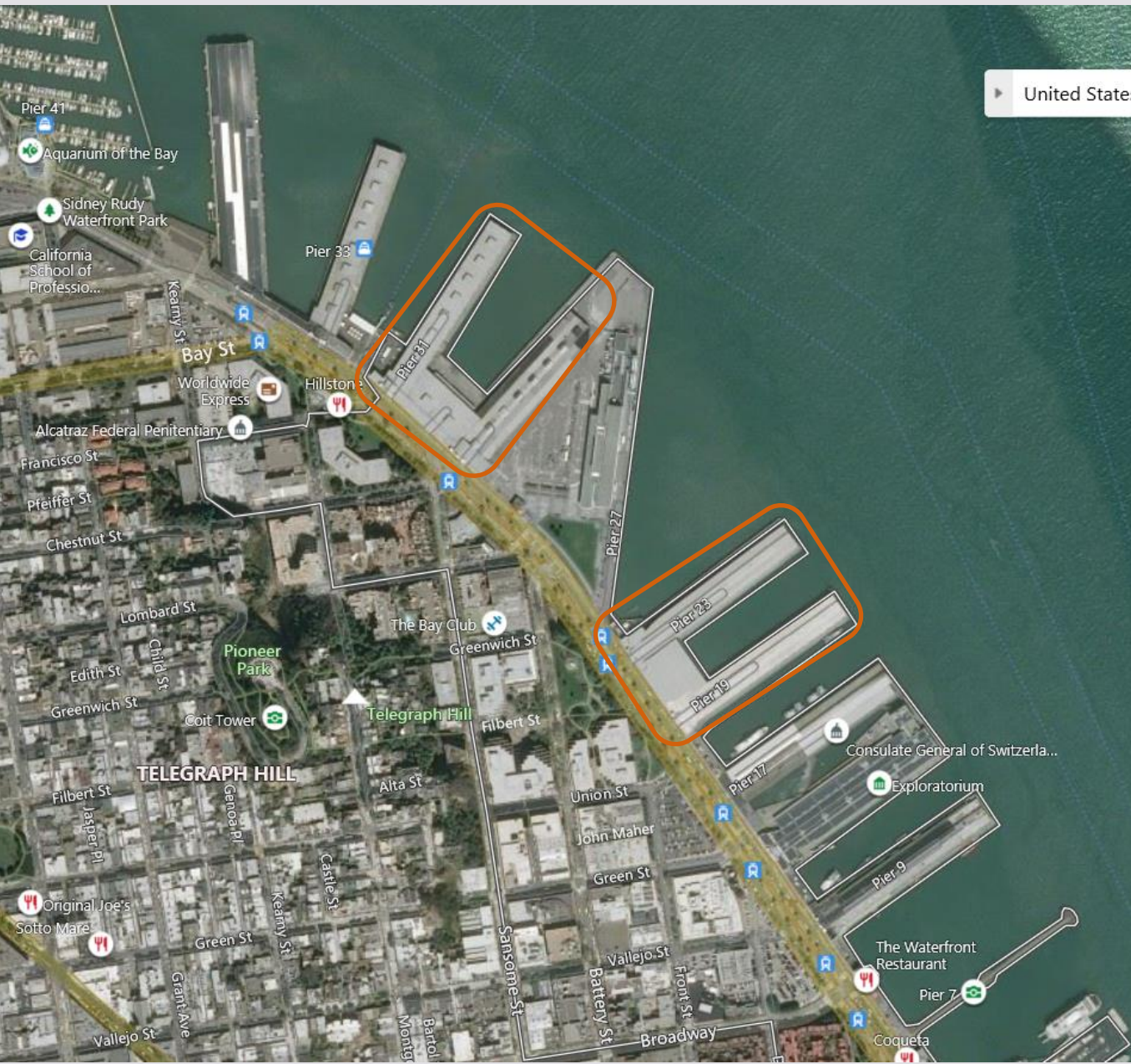
Architectural History Pier 19 was constructed between 1936 and 1938 while Pier 23 was built between 1931 and 1932. Pier 19½ was added in 1961, linking the two spaces, and is non-historic. This construction resulted in the obscuring of the south elevation of Pier 23 and the north elevation of Pier 19, and partial removal of the transit shed south wall. In 1970, Pier 23's north apron was widened, and the apron's depressed rail spur was relocated and made flush with the deck.

Pier Construction Type Piers 19 and 23 have steel framing, pre-cast reinforced concrete walls scored on the exterior with depressed panels on the inside surface. The wood roof rest on longitudinal and transverse steel trusses supported by I-beams. Pier 19's structure consists of concrete jacketed wood pilings, reinforced concrete caps, and a reinforced concrete deck, while the apron is made of wood piles, caps, stringers, and deck with an asphalt surface. Pier 23's structure is made of reinforced concrete piles, caps, and deck.



View of combined Pier 19, 19½, and 23 would have 300,000 sq. ft. of floor area. Northern Pier 19 of 23 has steel roof resting on longitudinal and transverse steel trusses supported by I-beams.

 308,000 sq. ft. of floor area	 Recent upgrades to roof and utilities	 Next door to Exploratorium	 Heavy foot traffic between Fisherman's Wharves and Ferry Building	 5-minute walk to E and F-line stop	 Largest facility in the RFI
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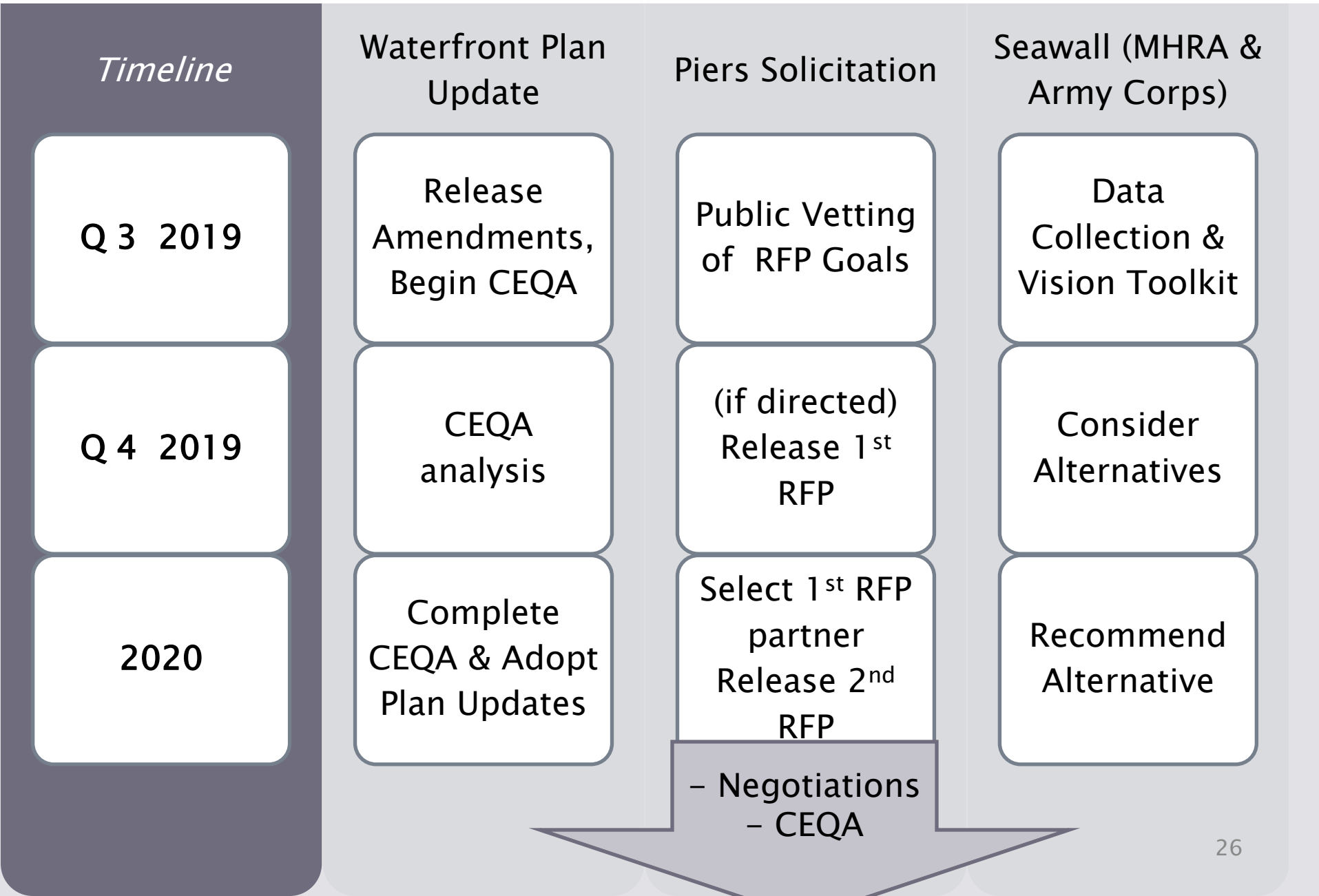
3. GOALS, OBJECTIVES, AND POLICIES GUIDING SOLICITATION PROCESS

3. GUIDING THE SOLICITATION PROCESS

Community Engagement Process Waterfront Plan Policies (pg. 117)

1. Conduct robust community input process
2. Port Commission and CAC meetings on RFP public trust goals and objectives
3. Balanced Review Panel for responses
4. Present Qualified proposals to Port Commission

4. NEXT STEPS: WATERFRONT PLAN, RFPs, & SEAWALL



4. NEXT STEPS

May 2019

- Port Commission RFP Strategy Informational Report

June – Aug 2019

- Bring RFP goals to affected Port advisory group.

Sept–Oct 2019

- Action item at Port Commission, RFP(s) authorization

Nov–Dec 2019

- Release 1st RFP

Feb–Mar 2020

- Select 1st RFP partner
- Release 2nd RFP

Optional slides

2. PIER 38 SITE CONDITIONS

Pier 38 Recent History

- 2012: Pier 36 removed to make way for Brannan Street Wharf
- 2012: Tenant evicted and facility red-tagged for code violations
- 2013–2016: Negotiations for Bulkhead Rehabilitation Project which ultimately failed.
- 2019: Limited Port capital investments including painting and security

2. PIER 38 SITE CONDITIONS

Pier 38 Other Attributes

- Costly rehabilitation
 - Older pile construction type
 - Relatively long bulkhead wharf adds costs to improving seismic performance
- Desirable location
 - Received bids in 2012
 - One of the top RFI respondent sites
 - Opportunity to activate Brannan Street Wharf

2. PIER 40 SITE CONDITIONS

Pier 40 History:

- 1986: Redevelopment Agency created Harbor and public access but unsuccessful at pier redevelopment efforts
- 2009: Redevelopment Agency renovates pier for industrial and low occupancy water-oriented use, but no seismic improvement; pier is deteriorating
- **Today:** Pier 40 is a unique location for water recreation uses and public access

NORTHERN WATERFRONT PIER ATTRIBUTES

Facility	Bdg. Sq.Ft.	Important Characteristics
Piers 19–23	Approx. Total: 234,800	<ul style="list-style-type: none"> • Relatively large building complex. • Connector building is non-historic • Water basin provides flexible maritime use opportunity. • Recent Port Investments include building core,
Pier 29	165,000	<ul style="list-style-type: none"> • South-facing shed is uniquely connected with the Embarcadero & Pier 27. • Open air “tip” • Recent Port investments in bulkhead substructure; utilities, and bulkhead repairs
Pier 29½–31	Approx. Total: 141,000	<ul style="list-style-type: none"> • South water basin provide flexible maritime use opportunity • North water basin is occupied by Alcatraz ferry for the long-term • Recent Port investments in roofing, utilities, and restroom repairs

2. SOLICITATION STRATEGY

Values unique for Northern Waterfront Sub–Area Piers

1. Early public–activation strategy for portion of project
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Values unique for South Beach Waterfront Sub–Area Piers

1. Enhancement of water recreation offerings at Pier 40
2. Enhance use and activation of Brannan Street Wharf and South Beach Park

3. PUBLIC VALUES

Public Comments on:

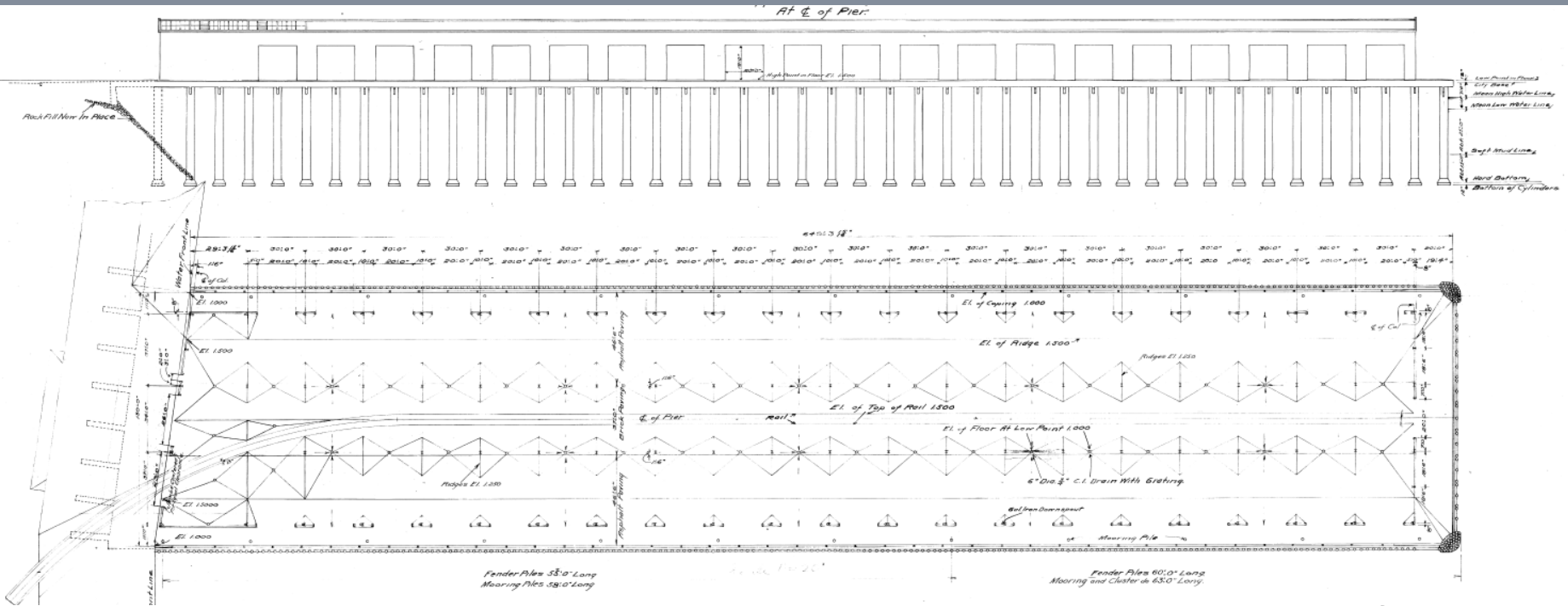
1. Embarcadero Public Trust Objectives
2. Public-oriented uses
3. Comments/ additions to site attributes
respondents should pay attention to
4. Others?

3. SOUTH BEACH PIERS – PIER 38

Pier 38

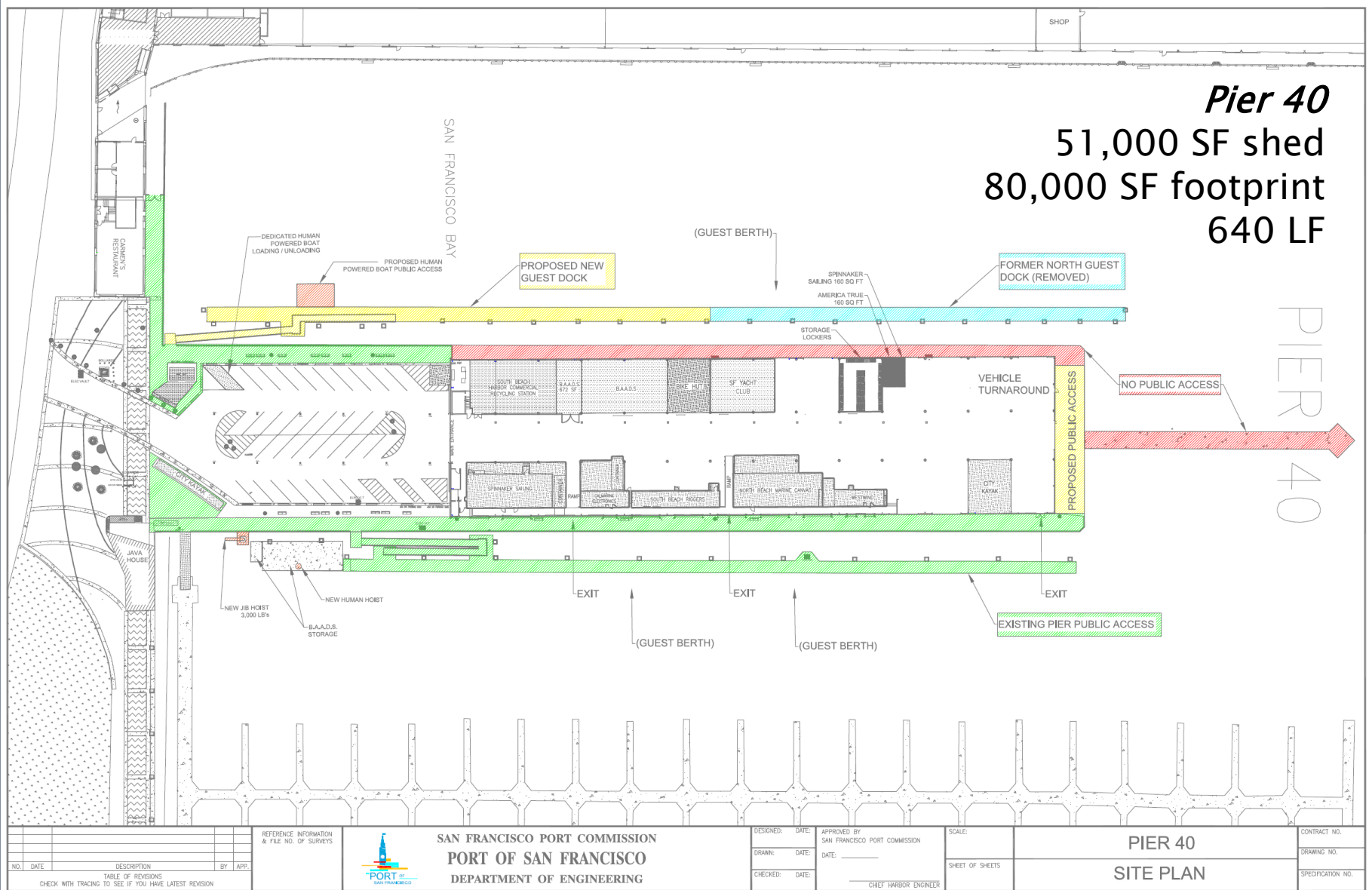
150,000 SF

885 LF



Front Elevation
Scale 1/4" = 1'-0"

3. SOUTH BEACH PIERS – PIER 40



PIER 40 & PIER 38 STREETVIEW



1. GOALS DRIVING HISTORIC PIERS SOLICITATION

- financially feasible historic rehabilitation projects
- multiple Public Trust benefits:
 - historic rehabilitation,
 - seismic improvement and pier repairs,
 - maritime uses and berthing,
 - public access, public-oriented uses,
- revenue generating uses necessary to finance these improvements

4. SOLICITATION STRATEGY

Full Pier Rehabilitation
Maximum Investment
50+ years

Vs

Partial Pier Rehabilitation
Moderate Investment
11-49 Years

5. PROJECT GOALS - USE TYPES

PUBLIC ORIENTED :

- Artist/Designer Studios and Galleries
- Academic Organizations
- Assembly and Entertainment
- Museums and Cultural
- Recreational Enterprise
- Retail
- Visitor Services

COMMERCIAL AND INDUSTRIAL

- Warehousing
- General Industry
- General Office
- PDR
- Parking

OTHER

- Transportation Services
- Community Facilities
 - Sports Facilities

1. WATERFRONT PLAN OBJECTIVES

- MARITIME
- DIVERSE USES AND PEOPLE
- PARKS AND OPEN SPACE
- QUALITY URBAN DESIGN
- FINANCIALLY STRONG PORT
- SUSTAINABLE TRANSPORTATION
- ENVIRONMENTAL SUSTAINABILITY
- A RESILIENT PORT
- PARTNERING FOR SUCCESS

4. SOUTH BEACH PIERS

Among South Beach piers, Pier 38 is best opportunity:

- Attractive site for private partners
- Limited success in interim leasing due to code violations

Add Pier 40 (water recreation focused) along with Pier 38 to offering to improve feasibility, potentially leveraging Pier 40's:

- Maintain and/or enhance water recreation public-oriented uses
- Revenue stream
- Parking lot area which could be intensified
- Intensify use of pier shed



3. COMMON GOALS FOR EMBARCADERO PIER RFPS

Public–Oriented Uses:

- Artist/Designer Studios and Galleries
- Academic Organizations
- Assembly & Entertainment
- Museums and Cultural Uses
- Recreational Enterprise
- Restaurants and Retail
- Visitor Services

3. COMMON GOALS FOR EMBARCADERO PIER RFPS

Consistency with Draft Waterfront Plan Embarcadero Historic District Public Trust Objectives:

- Consistent with Secretary Standards for historic rehabilitation
- Seismic and capital repairs, and resilience adaptation
- Exterior Maritime and Public Access
- Interior public-oriented and trust uses
- Revenue generation to finance project and support other Port capital improvements
- Lease term that supports amortization of investment

3. COMMON GOALS FOR EMBARCADERO PIER RFPS

1. Maximum feasible investment in historic rehab & seismic safety
2. Activating bulkhead uses & other places that welcome public
3. Development program that benefits a broad variety and number of users, employees, visitors
4. Experience with marine construction, meets or exceeds Green Building Code and environmental sustainability standards
5. Financially feasible project, with market rent to Port
6. Strong community engagement experience and plan

3. PIER 38 & 40 PUBLIC VALUES

Public Comments on:

1. Embarcadero Public Trust Objectives
2. Public-oriented uses
3. Possible activation ideas for Brannan Street Wharf or South Beach Park
4. Retaining/enhancing water recreation at Pier 40
5. Others?