

Request for Interest



Bryan Allo
Photography

Preserve and Honor the Past, Prepare for the Future
Waterfront Activities and Destinations for People



San Francisco's Waterfront: Who Has the Next Great Idea?



The Port seeks a diversity of publicly-oriented concepts for its beautiful historic piers.

Welcome to this Request for Interest. San Francisco has a one of a kind National Register-listed Embarcadero Historic District of 20+ piers that is the interface between San Francisco and the Bay. The State of California built these piers as public works projects starting in 1908 to receive cargo to support San Francisco's early growth. The facilities and the location are breathtaking.

After the Embarcadero Freeway came down in 1989 as a result of the Loma Prieta earthquake, a remarkable urban waterfront renaissance began. Hidden for decades, the Ferry Building was rehabilitated through a successful public private partnership. This jewel is now considered one of San Francisco's most iconic destinations and draws visitors and locals alike. Successful public-private partnerships also resulted in the beautiful rehabilitation of the Exploratorium at Pier 15, Pier 1, and Piers 1½, 3 & 5. These restored facilities add to attractions at the waterfront, alongside PIER 39, Fisherman's Wharf, and the ballpark. Now, over 24 million people a year come to experience the waterfront.

This remarkable urban waterfront renaissance story is not over yet. The Port has thirteen piers and the Agriculture Building that are in need of significant investment and inspiring reuse. Deferred capital maintenance is harming these facilities and is turning the public away. With sea level rise on the horizon and plans to strengthen the Seawall, the time is now to investigate what is possible. These historic facilities should be saved and should invite the public in to enjoy and experience San Francisco's unique waterfront.

This RFI is looking for the next generation of great ideas.

The Port has been engaged in extensive stakeholder engagement through the process to update the Waterfront Land Use Plan. The public has challenged the Port to develop more desirable places, while recognizing the high costs of such projects. To meet this challenge, the Port is asking for real-world, market-based concepts that invite the public in. We envision spaces for artists, for active recreation, for restaurants, for local makers to manufacture and sell goods, for maritime, for education and culture, and for museums. We want to engage everyone from experienced developers, to our small businesses, and our not-for-profits. Organizations that may have felt excluded from the San Francisco waterfront in the past, please consider this an open invitation. We are asking, how do you see the public enjoying these special historic facilities? What does your organization bring to the San Francisco waterfront and how would it benefit from this unparalleled location?

Following this RFI, the Port will work with the Port Commission to consider development of Requests for Proposals to identify partners to see great concepts achieved on the waterfront.

I welcome you to explore this opportunity, to explore the waterfront, and to participate in this RFI. We look forward to learning from you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elaine Forbes'.

Elaine Forbes, *Executive Director*
Port of San Francisco







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Overview

Request for Interest The Port of San Francisco seeks responses from tenants, developers, or both indicating interest in bringing a great public-oriented concept to life in one or more of the Port’s remarkable waterfront facilities.

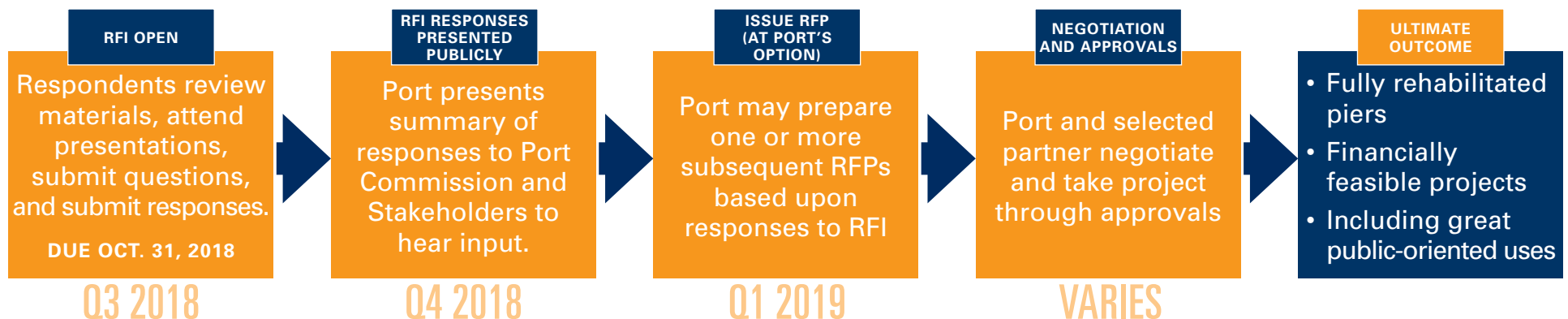
Public-Oriented Concepts For this RFI, public-oriented concepts are activities that invite the public into the Embarcadero Historic District facilities. These concepts may include arts and culture, assembly and entertainment, education, food and beverage, maritime (excursion and leisure), museums, recreation, and specialty retail. Other uses that attract the public—such as movie theaters, grocery stores, or general retail—are unlikely to fit this public-oriented definition as these categories do not promote and highlight the historic, waterfront facility as part of the primary patron experience.

Locations 13 piers and Agriculture Building, generally between PIER 39 and the San Francisco Giants’ Ballpark. [See RFI Site Map on pages 18 and 19.](#)

Objective of RFI To provide the Port with market-based input on public-oriented concepts which can activate and, either on their own or in combination with high-revenue generating uses, provide a financial engine for rehabilitation of facilities in the Embarcadero Historic District. The responses to this RFI will inform a recommendation to the Port Commission regarding a strategy for one or more subsequent Request for Proposals (RFP). The ultimate goal of this two step process is a partnership to rehabilitate the historic pier(s) with financially feasible use programs that can achieve public support and policymaker approval.

Respondent Qualifications Respondents must have the relevant experience to implement their concept and the appropriate access to financial resources to execute the vision.

Process



Note The process set forth in this RFI is non-binding on the Port and the respondents. The projects that may be identified through this process must go through applicable environmental review, permitting, and approval.

Important Dates

Response Due Date

5 p.m., PDT, Wednesday, October 31, 2018. Submittals received by the due date will be included in the process described on the previous page.

Submittal Requirements

Express your interest in this opportunity by completing the application form available on the [RFI website](https://sfport.com/historic-pier-opportunities-partnership). In addition to the completed application form, respondents may choose (but are not required) to submit additional, pertinent information by emailing historicpiers@sfport.com a single, Microsoft Word or Adobe Acrobat file. (Please keep these non-required submittals to fewer than 15 pages.)

Online Presentation and Q&A

Wednesday August 22, 2018, 11 a.m.

On-site Presentation and Q&A

Thursday, September, 13 2018, 11 a.m.

Questions Regarding this RFI

Questions and concerns may be raised at the on-site presentation and Q&A or by writing to Rebecca Benassini at the Port by email to historicpiers@sfport.com. Questions received by Friday, October 12 will be answered and posted to the RFI website.

RFI Website

<https://sfport.com/historic-pier-opportunities-partnership>

Online Application Form

<http://bit.ly/PiersRFI>

Contact

Rebecca Benassini, Assistant Deputy Director, Waterfront Development
(415) 274-0548, historicpiers@sfport.com



Western view from Pier 35 north apron



About the Port of San Francisco

The Port of San Francisco is a public enterprise agency of the City and County of San Francisco committed to promoting a balance of maritime, recreational, industrial, transportation, public access and commercial activities on a safe, secure and self-supporting basis through appropriate management and development of the waterfront for the benefit of the people of the State of California. This core mandate is stipulated in the Burton Act that entrusted the Port to the City and County of San Francisco in 1969.



Herb Meyer Regatta off Pier 48

The Port's 7½ miles of waterfront property (over 25 million sq. ft.) is diverse and draws people to the waterfront for employment, transportation, exploration, entertainment, recreation, or simply to enjoy the Bay. The richness and diversity of these experiences, connected by generous public open spaces at the edge of San Francisco Bay make the Port's waterfront a world-renowned attribute of a top international city — yet the Port remains true to its heritage — preserving its working waterfront and its history.

ABOUT THE PUBLIC TRUST

The Port manages lands for the benefit of the people of the state of California consistent with the Public Trust Doctrine. Under the Public Trust Doctrine, the Port must manage trust property to promote public trust purposes.

PUBLIC TRUST USES

Originally, the purposes of the public trust were described as “commerce, navigation and fisheries.” But the public trust is an evolving doctrine and the scope of trust purposes has expanded over time to include recreation, environmental protection, scientific study, and providing services to visitors.

TRUST-CONSISTENT USES

Examples of common trust-consistent uses include: water-dependent uses, maritime uses, parks and open space, historic preservation, and visitor-serving retail.

WHAT'S NEW?

[Pages 10-13](#) describe an emerging public consensus which recognizes the urgent need for rehabilitation of the Embarcadero Historic District facilities. The emerging consensus also prioritizes public-oriented uses as part of a mixed-use program in the piers designed to maximize public access while generating the revenue necessary to fund improvements and lease the property.

San Francisco and Bay Area

San Francisco is at the heart of one of the most dynamic, connected, innovative, and culturally-rich regions in the nation, the 9-county San Francisco Bay Area. As of 2016, the Bay Area created \$780 billion in goods and services making it the 18th largest economy in size compared to countries worldwide.¹ The Bay Area led all other California regions in growth in gross domestic product, growing 5.2% in 2016 compared with 2.9% statewide and 1.5% nationwide.

Key Industries

The region's key industries include technology, multimedia, software, and biotech. The Bay Area is the home of respected academic institutions including UC Berkeley, Stanford, and UCSF and it is the premier location for venture capital with 40% of such investments globally in 2016.² Between 2015 and 2040, the Bay Area is projected to grow by 1.85 million people (25%) and 672,800 jobs (18%).



Public Pier 14, just south of the Agriculture Building

DEMOGRAPHICS	2010	2015	2040	VARIANCE, 2015-2040	
Population	7,166,700	7,718,700	9,571,400	1,852,700	24.0%
Total Jobs	3,410,000	4,025,600	4,698,400	672,800	16.7%

SOURCE PLAN BAY AREA 2040, REGIONAL FORECAST OF JOBS, POPULATION, AND HOUSEHOLDS, JULY 2017.

¹See Center for Continuing Study of the California Economy, September 2017 report entitled *The Bay Area Led the State and Nation in GDP Growth in 2016*.

²See *Rise of the Global Startup City, the Geography of Venture Capital Investment in Cities and Metros Across the Globe*, Richard Florida and Karen M. King, January 2017.

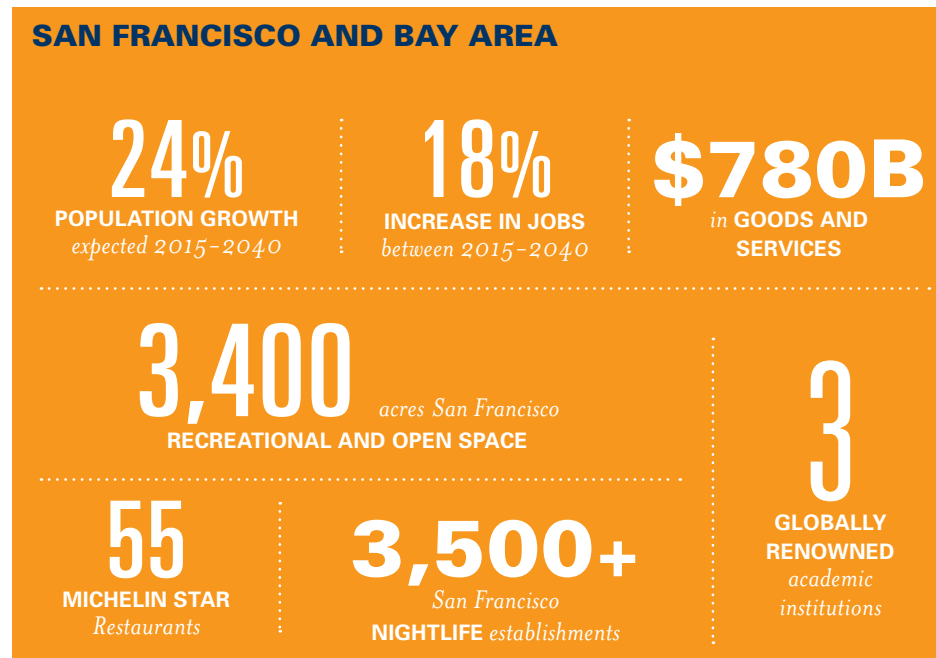


San Francisco and the Waterfront

The City of San Francisco is one of the most desirable places to live, work, and visit. Its scenic beauty, cultural attractions, weather, public transportation, educated workforce, and social values make the City a popular destination for residents and employers. The Embarcadero and adjacent Financial District are home to 11 of San Francisco's Fortune 500 Companies. Over 24 million visitors come to the waterfront annually, including over five million ferry riders and over 300,000 cruise passengers that travel through the Port.

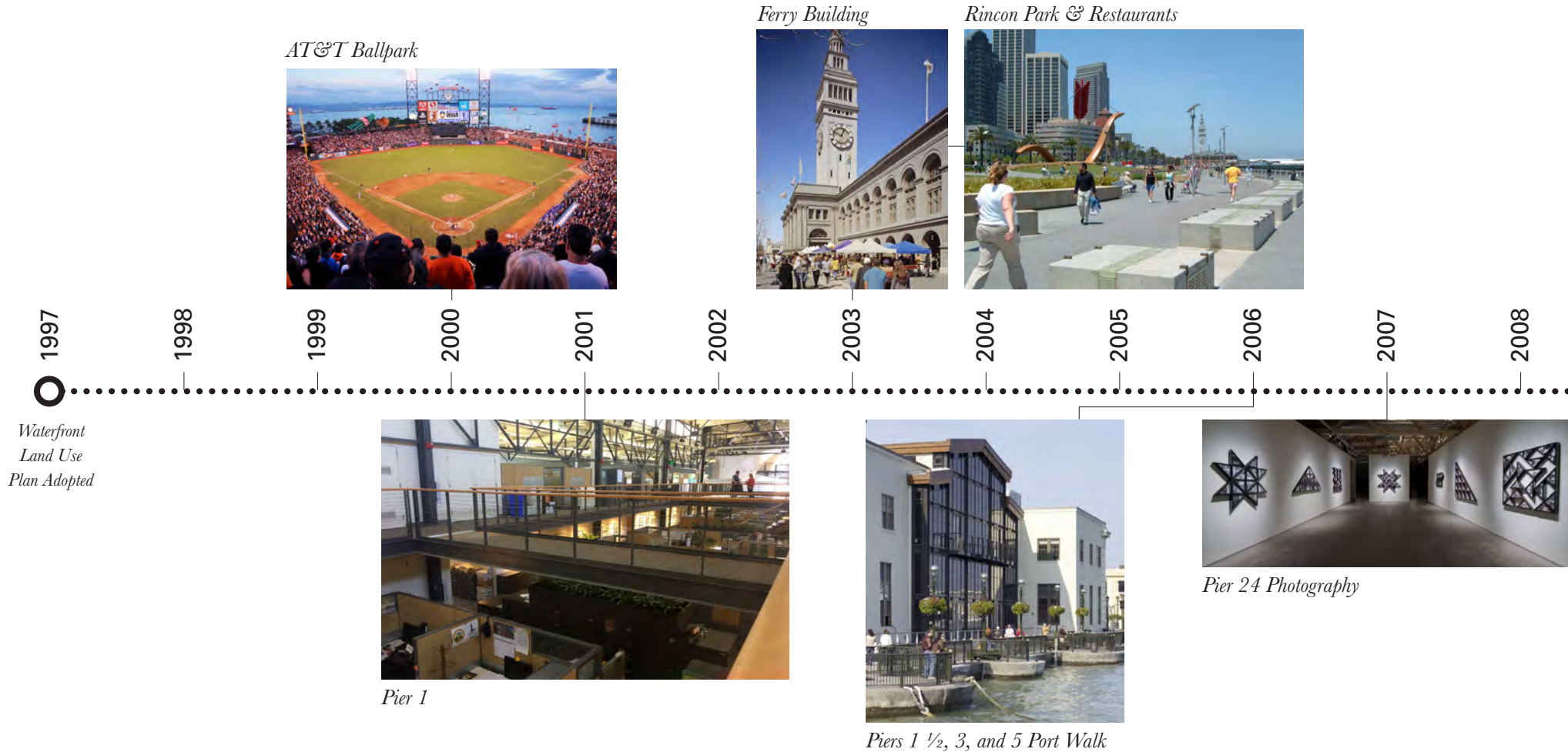
The San Francisco waterfront is a premier destination in the City with \$1.6 billion in public-private investment since 1997 and nearly 6.5 million sq. ft. of San Francisco's approved new development. The waterfront's transformation over the last 20 years has been guided by the [Waterfront Land Use Plan](#) (Waterfront Plan), the Port's master plan for the 7½ miles of property under its jurisdiction.

Within a diverse portfolio, the Port operates 20 historic pier structures within the Embarcadero Historic District (Historic District), which is listed on the National Register of Historic Places. This collection of piers (finger piers, bulkheads, and iconic buildings) reflects San Francisco's rich maritime history and one-of-a-kind built form. Most of these industrial structures are currently leased by many types of tenants. To adapt these facilities for people-intensive activities, most require seismic strengthening to meet Port Building Code and life safety requirements, consistent with historic preservation standards to restore them for enjoyment by a new generation.



Waterfront Land Use Plan: 1997 to Current

Figure A. Timeline of Projects Built or Approved under Waterfront Plan



Over the last 20 years since the Port first adopted the Waterfront Plan, the projects shown on the above timeline, plus many other tenant businesses within the Historic District, have activated and reunited the City with its waterfront. The Ferry Building, Piers 1-5, Pier 15 Exploratorium,

and Pier 24 Pilara Photography projects all restored historic piers, and have been key in the waterfront's transformation. The Port Commission and public interest in promoting rehabilitation of more Embarcadero Historic District piers is the driving force behind this RFI opportunity.



Since 2015, the Port has sponsored a public planning process to update the Waterfront Plan. The Waterfront Plan Working Group, made up of citizen volunteers from throughout San Francisco and the region, hosted many public meetings and produced recommendations on a

broad range of policy issues to update the Waterfront Plan, including several focused specifically on the Embarcadero Historic District. (For more information see <https://sfport.com/waterfront-plan-update>.)

Embarcadero Historic District Needs

The Waterfront Plan Working Group learned about the challenges and financial requirements of repairing and preserving the Port's aging piers, bulkhead buildings and historic structures. The public discussions included review of financial model analysis, public trust principles, and public desires for how these facilities should be improved to increase public use and enjoyment of the waterfront. The participants expressed a great desire to open up more piers to new types of public-oriented uses that look beyond the traditional mix of waterfront retail and restaurant businesses.

The Working Group recommended that specific **Public Trust Objectives** be established for the Embarcadero Historic District, tailored to address the historic preservation, financial feasibility, public safety, revenue generation for Port capital improvements, and use programs for leasing and development of these facilities.

PUBLIC TRUST OBJECTIVES

- Historic preservation consistent with Secretary of Interior Standards
- Interior uses serving trust purposes, including traditional maritime operation and maritime office, visitor-serving retail, restaurants, water-related recreation, and public access trust uses; and new types of public-oriented uses that attract people to the waterfront
- Lease term flexibility that allows the facility to accommodate changing uses and amortize improvement costs
- Seismic/Life Safety and capital improvements
- Exterior public access and/or maritime berthing
- Revenue generation to finance improvements and support the Port Harbor Fund, which may include high-revenue uses in the development program to finance facility improvements balanced with lower-revenue generating interior trust uses (including new types of public-oriented uses)



The working waterfront of the past



Military ships docked at Pier 33

The recommendations also recognized that, while it was not possible for a historic pier project to meet every Public Trust Objective, the Port could maximize achievement of those objectives by, among other things, allowing longer term (50-66 year) leases of the piers, with public-oriented uses in the bulkhead buildings, but with some higher revenue generating uses (including general office and PDR) in the pier sheds to finance full seismic and structural rehabilitation, sea level rise adaptation, and public access and/or maritime use on the pier aprons.

Public-Oriented Uses

The Public Trust Objectives provide for pier rehabilitation projects to deliver these public benefits in different ways. The structural condition and cost of improvements differ by facility and will require different investment strategies and use programs to meet financial feasibility requirements of new leases and developments. Developers and business operators bring different project visions and desires for creating unique waterfront experiences.

The Working Group recommendations emphasize the desire for promoting a diverse mix of public-oriented uses, so that the waterfront has something to offer to all, with priority given to locating them in bulkhead and portions of piers close to the Embarcadero Promenade.

WHAT ARE PUBLIC-ORIENTED BUSINESSES AND ORGANIZATIONS?

The Waterfront Plan promotes activities that offer different ways to attract public use and enjoyment of the waterfront. Traditional waterfront retail and restaurants currently provide public-oriented uses. This RFI seeks additional types of activities to broaden the palette of experiences, and appeal to diverse populations from near and far.

The following categories of uses are not traditional public trust-consistent uses but, depending on the specific proposal and using the [Public Trust Objectives Matrix](#), could be considered to further public trust purposes and values.

- Artist studios and galleries
- Assembly and Entertainment
- Specialty food and beverages
- Education and cultural institutions
- Leisure and passenger maritime
- Recreation
- Maker products and unique retail experiences



TOP Autodesk's Pier 9 Workshop; BOTTOM Ferry Building Marketplace

Seawall Program

The activation and investment in Embarcadero historic structures sought under this RFI are intended to work hand in hand with another priority effort being led by the Port and the City of San Francisco—the Seawall Earthquake Safety and Disaster Prevention Program ([Seawall Program](#)).

The Port is in a seismically active location with unstable filled lands along the shoreline. In recognition of this reality, the Port has been evaluating the level of risk to the public, the Port, and the City from current and future hazards. These screening level assessments have identified a seismic risk to the historic Embarcadero Seawall, which supports the segment of waterfront from Fisherman's Wharf to Mission Creek. Indications from these assessments are that the Seawall will likely suffer significant damage during a major earthquake. The Seawall segment of the waterfront is also at risk from current and future flooding, with the risk of flooding increasing over time as sea levels rise.

The City and Port created the Seawall Program to ensure the stability and security of this section of the waterfront. The Board of Supervisors passed an ordinance in June 2018 placing a \$425 million General Obligation Bond on the November 2018 ballot. More information can be found at <https://sfseawall.com>.

Any eventual negotiation for a long-term lease to rehabilitate a pier structure intersecting the Seawall will include a process by which the selected respondent and the Port's engineering staff will analyze and develop a rehabilitation solution that either complements a seismic upgrade project for the Seawall led by the public sector or allows the respondent to design a solution, inclusive with the pier rehabilitation project.

Embarcadero Seawall at Rincon Park looking north with Agriculture and Ferry Buildings in the background



Request for Interest Objectives

UNDERSTAND THE MARKET • ENCOURAGE PUBLIC-ORIENTED USES • IDENTIFY FEASIBLE CONCEPTS

Understand the Market

“The Idea Phase”

The Port is issuing this RFI to better understand the potential universe of businesses and organizations as well as pier developers interested in participating in Port historic rehabilitation projects with a public-oriented use concept. The Port will share all RFI responses with the Port Commission and the public for review and discussion. The Port Commission will decide whether or not to issue competitive solicitations (i.e., RFP) for development of specific pier projects.

The RFI is the central effort of the Idea Phase which allows the Port, its policymakers and the stakeholders at large to better understand the possibilities for proposals to rehabilitate these historic assets. The Idea Phase has two separate but equally critical goals (1) to identify and encourage the development of new public-oriented uses and (2) to identify financially feasible pier use concepts that incorporate some appropriate measure of these valuable public-oriented uses.

“The Transactional Phase”

Next comes the Transactional Phase which is where the Port will create one or more RFPs to receive, select and contract with a viable proposer.



Fireworks after a Giants baseball game over Pier 48

Encourage New Public-Oriented Uses

The RFI is intended to build upon a public consensus for an increase in the diversity of public-oriented activities in the historic piers. The Port seeks to attract interest from potential pier tenants who see an opportunity to contribute to a vibrant waterfront that honors its past through preservation but enlivens the structures through rehabilitation and programming with a new vision for what these unique spaces can become.

Identify Feasible Pier Use Concepts

The Port is an enterprise department that relies upon the revenues generated by its properties to pay its cost of operations. Accordingly, the Port often relies on its partners to finance their projects from conception to rehabilitation to operations. Unless a project can pay its way, the goal of historic rehabilitation and public enjoyment of the waterfront cannot be realized.

The challenges of the unique [regulatory framework governing Port land](#) plus the physical condition of the Port's assets require creative partnerships to deliver projects. The Port has a strong track record of working with a wide range of financing and revenue sources to approve and construct beneficial private developments. The results of this creativity can be seen throughout the Port's portfolio, from the Exploratorium at Pier 15 to the recently approved mixed-use projects at Mission Rock and Pier 70.

The Idea Phase also therefore includes an invitation for responses from potential pier developers who have the capital needed for a historic

rehabilitation project and/or a novel or interesting use or commercial concept that can achieve the Port's policy goals while eliciting the required private investment needed to realize the concept. The Port encourages developers to participate at this stage because as more information is shared, the Port can better evaluate the concept for potential inclusion in the Transactional Phase to competitively solicit requests for development proposals (RFP).

Ultimately, the desired outcome of the Transactional Phase is the selection of a tenant or group of tenants that includes sufficient revenue generation to pay for a rehabilitation project as well as publicly-oriented uses to satisfy Public Trust Objectives and the community's desire for more engagement with the rehabilitated facility. The Port anticipates achieving this through the issuance of an RFP, if directed by the Port Commission.



Pier 1's rehabilitation was completed in 2001



The Port Walk at Piers 1 1/2, 3, and 5 was completed in 2006

Sites Included in the RFI

Respondents can express interest in one or more of the 14 facilities indicated in the **RFI Map** in the following pages. The locations include

- **Piers 35 to 29** The northern part of the waterfront is a primary visitor destination. These structures are located at the foot of iconic Telegraph Hill.
- **Piers 23 to 19** Three structures which could be combined into a very large footprint of 300,000+ square feet.
- **Agriculture Building** This historic building, adjacent to the Ferry Building and Downtown Ferry Terminal and near the Embarcadero BART station, is an incredible opportunity.
- **Piers 26 to 40** Structures connected with the City's South of Market area.
- **Pier 48** A large facility across from AT&T Park, home of the S.F. Giants, on the waterside of the new [Mission Rock](#) neighborhood.

Sites Arrayed from North to South

A map of the sites is on pages 18 and 19. See **Appendix A** and <https://sfport.com/historic-pier-opportunities-partnership> for detailed information on each facility.

1. Pier 35

(Concepts must accommodate current uses or have a long-term implementation horizon)

2. Pier 33

(Future tenancies must coexist with space dedicated to Alcatraz embarkation)

3. Pier 31

(Future tenancies must coexist with space dedicated to Alcatraz embarkation)

4. Pier 29

5. Pier 29½

6. Pier 23

7. Pier 19½

8. Pier 19



Western view from Pier 35 south apron

9. Agriculture Building

10. Pier 26

11. Pier 28

12. Pier 38

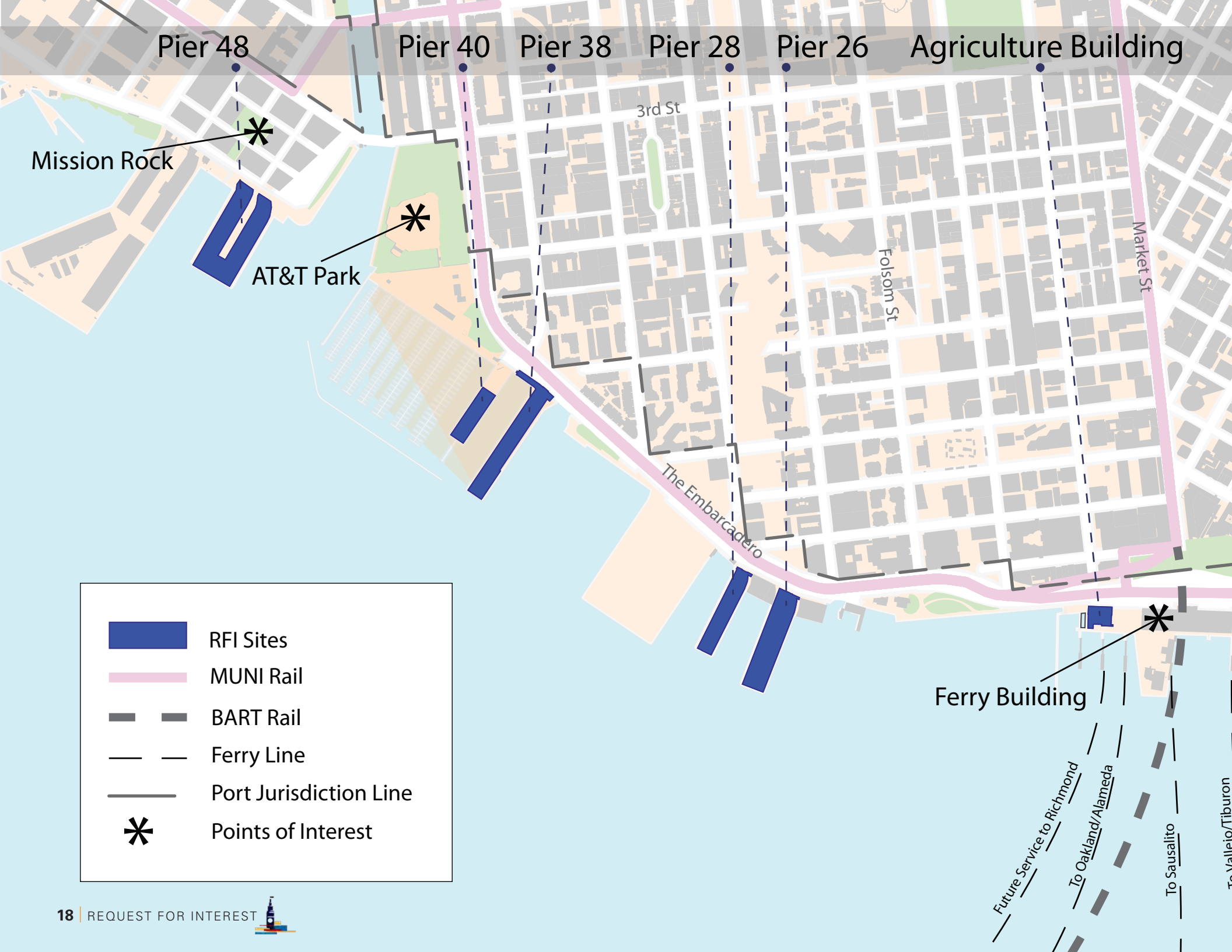
13. Pier 40

(Continuation of water recreation space)

14. Pier 48

(Respondents must be willing to partner with Mission Rock development entity as Master Tenant)

Note Most of the facilities in the RFI are occupied by interim tenants. If through the RFI process, the Port elects to issue a solicitation for a specific site, the Port will plan for a transition from interim tenancies to a long-term lease.



Pier 48

Pier 40

Pier 38

Pier 28

Pier 26

Agriculture Building

Mission Rock

AT&T Park

3rd St

Folsom St

Market St

The Embarcadero

Ferry Building

Future Service to Richmond

To Oakland/Alameda

To Sausalito

To Vallejo/Tiburon

- RFI Sites
- MUNI Rail
- BART Rail
- Ferry Line
- Port Jurisdiction Line
- Points of Interest





Piers 23, 19 1/2, & 19

Pier 29 & 29 1/2

Piers 31 & 33

Pier 35

Columbus Ave

Broadway

Stockton St

Fisherman's Wharf

PIER 39

The Embarcadero

Exploratorium

Pier 27 Cruise Terminal

Alcatraz Landing

To Alcatraz Island

N

Response Requirements

The Port is seeking responses with public-oriented concepts tailored to two categories: (1) Full building(s) or Master Tenant Responses and (2) Less than a full building or Smaller Tenant Responses.

This RFI seeks development concepts from Master Tenants that promote public-oriented uses to the maximum extent feasible consistent with the delivery of full seismic and structural rehabilitation of the historic piers, sea level rise adaptation, and complete repair of pier aprons for public access and/or maritime use.

From Smaller Tenants, the Port seeks public-oriented use concepts that could be integrated into a master development for a pier.

Respondents in the **Master Tenant** category are entities with a vision for entire buildings, including one or more structures named in this RFI. Master Tenant respondents have the experience to execute a complex rehabilitation project for a historic structure over water and to operate such a facility under a long-term ground lease.

Respondents in the **Smaller Tenant** category are experienced in managing a tenant improvement-type of project and in operating the public-oriented use described in the response. The Smaller Tenant respondents would rely on the Port or another entity to deliver the facility in a tenant-ready condition.

All RFI responses should be submitted through the [online form](#).



Embarcadero Promenade in front of Pier 27 Cruise Terminal

Respondents who feel they qualify for both categories (a Master Tenant candidate that also operates a public-oriented use) may respond to all questions.

Additional, pertinent information may be supplied by emailing a single Microsoft Word or Adobe Acrobat file to historicpiers@sfport.com.

A link to the online form can also be found at <https://sfport.com/historic-pier-opportunities-partnership>.

See **Appendix B** for Response Questions.

Review Process and Next Steps

After review for completeness, all responses will be made publicly available. Port staff will summarize responses to the RFI in a staff report and will make presentations to the Port Commission and stakeholder groups, like the Northeast Waterfront Advisory Group and Central Waterfront Advi-

sory Group. Respondents are encouraged to attend these public meetings to hear comments on the RFI responses by the public and public officials.

The Port will not rank, score, or otherwise evaluate responses nor will the Port use the responses to create a pool for potential future solicitations.

Note While the Port is not obligated to undertake a solicitation from this RFI, Port staff may use responses to develop a solicitation recommendation to the Port Commission. Port staff envision transforming information from the RFI responses to draft a Request for Proposals strategy for Port Commission consideration. Such recommendations could include a strategy of soliciting whole-pier projects with a desired, financially feasible use, or instead target categories of uses whereby Master Tenants and Smaller Tenants could join together to provide responsive proposals.



Opened basin between Piers 15-17 at the Exploratorium

Appendices



Appendix A RFI Facilities

13 HISTORIC FINGER PIERS AND THE AGRICULTURE BUILDING

Note Reuse concepts will be required to maintain the interior and exterior character defining features of the contributing resource.





Pier 35 Bulkhead and Shed

Built 1914-1916



Opportunity Pier 35 has unobstructed views of the Bay, Golden Gate Bridge and Alcatraz and is well-located, with Fisherman's Wharf and PIER 39 visitor destinations to the immediate

west as well as Alcatraz landing and the Port's new Pier 27 Cruise Terminal located to the east. Pier 35 continues to function as the Port's secondary cruise terminal and as a special events facility. The Port seeks interest in the facility for uses that are able to work in tandem with the cruise terminal and special events schedule or as alternate uses after existing agreements on the facility expire, between 2024 and 2029.

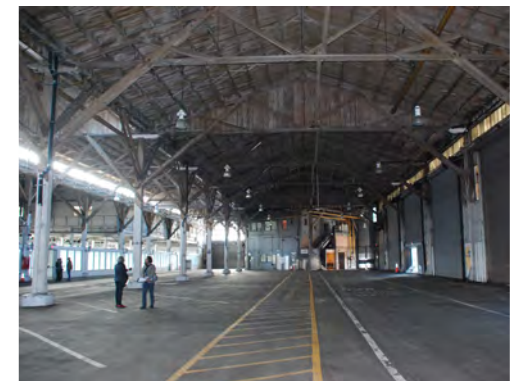
Area / Dimensions Pier 35 contains over 170,000 sq. ft. of floor area. The pier is 200 ft. wide, 975 ft. long on the east side, and 817 ft. long on the west side. Aprons are 19 ft. wide and dredged water depth is approximately 30 to 35 ft.

Character-Defining Features Notable features include the triple gable roof design, timber structural framing, and the monumental arch with a keystone

and voussoirs as well as columns with quoins that give the building an appearance of masonry and permanence. The interior defining features include the open volume, structural framing, passenger galleries and cargo openings.

Architectural History A.A. Pyle designed the bulkhead building in the Neo-classical architectural style and A.C. Griewank under the supervision of Jerome Newman, Chief Harbor Engineer, designed the pier substructure and shed in 1914.

Pier Construction Type The substructure is a reinforced concrete deck supported by reinforced concrete piles. The pier shed and structural framing are timber construction. The bulkhead building is timber construction with stucco exterior. The historic cargo aprons are of concrete construction and are integral with the substructure below the shed building.



TOP Pier 35 is the secondary cruise terminal and a special events space. **BOTTOM** Pier 35 has an open volume, structural framing, passenger galleries, and cargo openings.



170,000
sq. ft. of floor area



**Adjacent to
San Francisco's
top tourist
attraction PIER 39**



**Open water views
to north and east**



**Primary
pedestrian route
to Fisherman's
Wharf**



**1-minute walk to
E and F-line stop**



**Accommodate
existing uses or
have a long-term
implementation horizon**



Pier 33 Bulkhead and Shed

Built 1917-1919



Opportunity This pier is the front door to the Alcatraz Welcome Center between the Pier 27 Cruise Terminal, Fisherman's Wharf, and PIER 39 visitor destinations, creating a high volume of

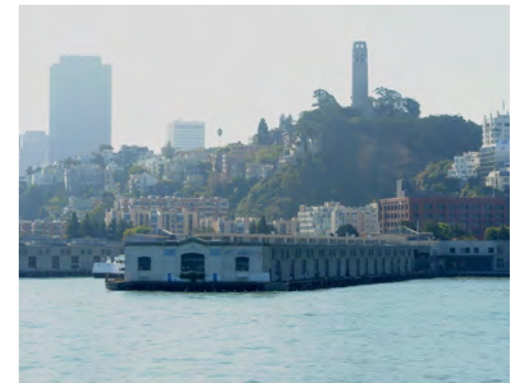
pedestrian traffic. The Port is in negotiations with the National Park Service to extend the operation of the embarkation point to Alcatraz Island, which if successful will occupy a footprint of approximately 9,500 sq. ft. of the pier which fronts Pier 31½ marginal wharf for the long-term. The remaining roughly 96,500 sq. ft. of space is the subject of the RFI. Vessel berthing may occur alongside the pier aprons, with some ancillary pier-shed area to support maritime operations.

Area / Dimensions Pier 33 contains 16,000 sq. ft. of second floor office space and ground floor retail space in the bulkhead building. The pier shed contains 90,000 sq. ft. of shed space. The pier is 150 ft. wide and 800 ft. long. Aprons are 19 ft. wide and water depth is approximately 12 ft.

Character-Defining Features Notable exterior features include the flat roof design with roof monitors, timber construction and structural framing of the monumental arch with a keystone and voussoirs as well as columns with quoins that give the building an appearance of masonry and permanence. On the interior, the open volume, structural framing, and cargo openings are important defining features.

Architectural History Oliver W. Jones and A.A. Pyle designed the bulkhead and shed in 1918 in the Neo-classical architectural style. G.A. Wood designed the substructure under the supervision of Chief Harbor Engineer Frank G. White. There is a narrow apron behind the bulkhead building between piers 33 and 35 that supports waterside fire fighting.

Pier Construction Type The substructure is constructed of reinforced concrete piles, caps and deck. The shed is constructed of timber structural framing and reinforced concrete walls with a timber roof. The bulkhead building is constructed of timber with a stucco exterior. The historic cargo aprons are of concrete construction and are integral with the substructure below the shed building.



TOP Home to Alcatraz Welcome Center and located between Fisherman's Wharf and Pier 27 Cruise Terminal, Pier 33 gets a lot of foot traffic. **BOTTOM** With a water depth of 12 ft., vessel berthing may occur alongside the pier, as with most facilities in the RFI.



96,500
sq. ft. of floor area



**Alcatraz
Welcome Center
with 1M visitors
per year**



**\$35M private
investment
in Alcatraz
embarkation**



**Along primary
pedestrian route
to Fisherman's
Wharf**



**5-minute walk to
E and F-line stop**

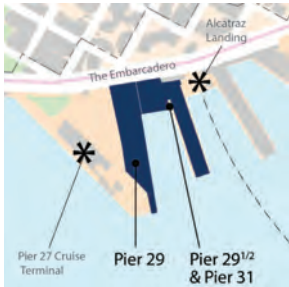


**Future use may
not affect Alcatraz
embarkation**



Pier 31 Bulkhead and Shed

Built 1917-1918



Opportunity Pier 31—midway between the Pier 27 Cruise Terminal and the City’s number one tourist attraction, PIER 39—forms the entryway for more than one million visitors to Alcatraz Island

each year. Pier 31 has a new roof and window repairs are planned in 2018. Per negotiations now underway with the National Park Service, the Alcatraz embarkation point will take about 10,000 sq. ft. of the pier fronting the Pier 31½ marginal wharf for the long-term. The remaining roughly 89,000 sq. ft. of space is the subject of this RFI. Vessel berthing may occur alongside the pier aprons, with some ancillary pier-shed storage area to support maritime operations.

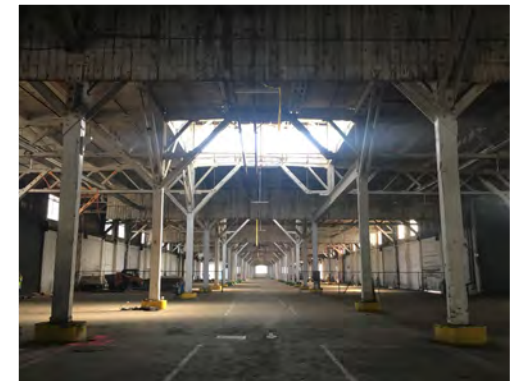
Area / Dimensions Pier 31 contains approximately 99,000 sq. ft. of floor area. The pier is 150 ft. wide and 800 ft. long. Aprons are 19 ft. wide and water depth is approximately 12 ft. on the north and 23 ft. on the south.

Character-Defining Features Notable features of Pier 31 include the flat roof design with roof monitors,

timber construction, and structural framing of the Neo-classical bulkhead building with a monumental arch with keystone and voussoirs as well as columns with quoins that give the building an appearance of masonry and permanence. The interior features include the open volume, structural framing, and cargo openings.

Architectural History Oliver W. Jones and A.A. Pyle designed the bulkhead and shed in 1918 in the Neo-classical architectural style. Pier 31 has minor alterations and a high degree of historic integrity. From 1918 to 1935, Pier 31 was occupied by the China Mail Steamship Company that transported cargo between San Francisco and China.

Pier Construction Type The substructure is constructed of reinforced concrete piles, caps, and deck. The pier shed is constructed of timber structural framing and reinforced concrete walls with a timber roof. The shed was extensively renovated from 2016 to 2018. The bulkhead building is constructed of timber with a stucco exterior. The historic cargo aprons are of concrete construction and are integral with the substructure below the shed building.



TOP The Alcatraz embarkation point will take about 10,000 sq. ft. between Piers 31 and 33, which brings over 1 million visitors yearly. **BOTTOM** The Port constructed shed is timber and was extensively renovated from 2016 to 2018.



89,000
sq. ft. of floor area



**Alcatraz
Landing Café
with 1M visitors
per year**



**\$35M private
investment
in Alcatraz
embarkation**



**Along primary
pedestrian route
to Fisherman's
Wharf**



**5-minute walk to
E and F-line stop**



**Future use may
not affect Alcatraz
embarkation**

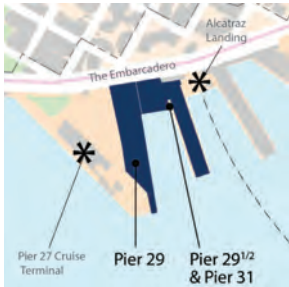


PIER 29

PIER-29

Pier 29 and 29½ Bulkhead, Shed and Open-Air Inner Lot

Built 1915 – 1918



Opportunity With its 760 ft. of length located along a triangular lot serving the Pier 27 Cruise Terminal, Pier 29 is a unique pier in the District because (1) it is accessible and visible from

the Embarcadero Promenade and (2) it has an open-air space at the tip. Notable destinations nearby include Levi's Plaza park and office complex, the Cruise Terminal Plaza open space, and the historic Belt Railroad Annex building. Vessel berthing may occur alongside the Pier 29 apron, with some ancillary pier-shed storage area. In 2012, the Port repaired the building façade and upgraded the utilities.

Character-Defining Features Pier 29 includes a gabled roof design with roof monitors that allow natural light into the pier shed, timber construction, and structural framing of the Neo-classical bulkhead with a monumental arch with keystone and voussoirs as well as columns with quoins. The interior features include the open volume, historic rail spur corridor that connects the bulkhead building and the north apron, structural framing, and cargo openings.

Area / Dimensions Pier 29 and 29½ contains 124,000 sq. ft. of enclosed floor area and an open-air 22,500 sq. ft. tip on the east end. The pier is 161 ft. wide, 800 ft. long, and 23 ft. tall from floor to truss. Aprons are about 20 ft. wide and water depth is approximately 23 ft.

Architectural History L. Alden and A.C. Griewank designed the Pier 29 substructure, bulkhead building, and shed in the Neo-classical architectural style under the supervision of Jerome Newman, Chief Engineer in 1915. The bulkhead building was designed to connect to Pier 33. Pier 29 has experienced some significant alterations including the extension of the Pier 27 substructure and removal of the outboard end of the pier shed in 1965. Despite these alterations, the pier still has a high degree of historic integrity.

Pier Construction Type The substructure and north apron are constructed of reinforced concrete piles, caps, and deck. The building is constructed of timber and stucco exterior, timber framing, and reinforced concrete walls with a timber roof.



TOP The open-air inner lot between Pier 29 & 29½ is unique to this facility. **BOTTOM** Space in Pier 29 & 29½ was used during America's Cup in 2013.



124,000
sq. ft. of floor area



22,500
sq. ft. open-air tip



Heavy foot traffic
between Fisherman's
Wharf and
Ferry Building



Recent repairs
to façade
and utilities



300,000+ cruise
passengers
travel through
area yearly

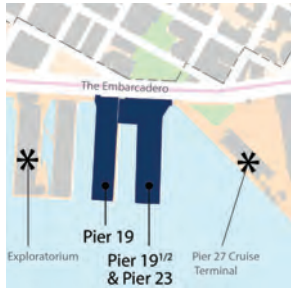


Ground access
along 800-ft.
south face



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 ancillary pier-shed support area. Foot traffic includes tourists between the Ferry Building and PIER 39, Exploratorium visitors, and workers and residents from Telegraph Hill.

Area / Dimensions Piers 19, 19½ and 23 have 130,000, 40,000 and 138,000 sq. ft. floor area respectively, totaling about 308,000 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 Piers 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 roofs rest on longitudinal and transverse steel trusses supported by I-beams. Pier 19's substructure 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 substructure is made of reinforced concrete piles, caps, and deck.



TOP If combined, Piers 19, 19½, & 23 would have 308,000 sq. ft. of floor area. **BOTTOM** Piers 19 & 23 have wood roofs 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
Wharfs and
Ferry Building**



**5-minute walk to
E and F-line stop**

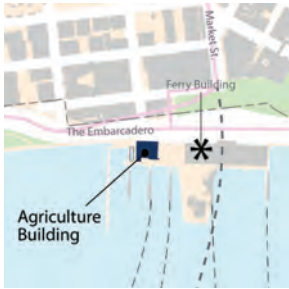


**Largest facility
in the RFI**



Agriculture Building—101 The Embarcadero

Built 1914-1915



Opportunity The Agriculture Building is prominently located at the foot of Market Street, 200 ft. south of the Ferry Building, a 7-minute walk from the Embarcadero BART station, and at the

front door of the expanded Downtown Ferry Terminal (opening in 2019). Concepts for this pile-supported building should take advantage of the heavy pedestrian foot traffic and high-profile location.

Area / Dimensions The Agriculture Building contains approximately 33,000 sq. ft. in a 2-story office building that is 170 ft. wide and 120 ft. long. Preliminary analysis by the Port's historic architectural consultant indicates that a one story east portion of the building could be modified to accommodate a total of about 57,000 sq. ft. of floor area, consistent with preservation standards.

Character-Defining Features The building is an example of Mediterranean-style architecture. It has brick cladding, terracotta trim, a granite base, a copper cornice, wood casement windows,

and iron doors in cast iron materials which define some of the key historically significant features of the building.

Architectural History The Agriculture Building was built in 1914-15 and enlarged in 1918. It is a two-story steel-frame building partially built on piles over the water. This building, designed by Board of State Harbor Commissioners staff engineer A.A. Pyle, was originally built as the Ferry Station Post Office. The building was later occupied by the State of California Agriculture Department earning its name as the Agriculture Building. The building was individually listed on the National Register of Historic Places in 1978.

Pier Construction Type The substructure consists of a reinforced concrete deck, beams, and girders supported by reinforced concrete piles. The building is made of a riveted steel frame, concrete slab floors, ornamental brick façade, and a wood plank sheathed roof with clay tile.



TOP The brick-clad, Mediterranean-style building could be expanded to 57,000 sq. ft. **BOTTOM** The expanded Downtown Ferry Terminal will open in 2019 increasing the already heavy and consistent foot traffic.



33,000
sq. ft. of floor area



**Potential
expansion to
+55,000 sq. ft.
floor area**



**Convenient transit
access in all
directions**



**Ferry Building
is neighbor
to north**



**Downtown
Ferry Terminal
neighbor —
expansion, 2019**



**Matchless location
for many concepts**



Pier 26 Embellished Front Structure and Shed

Built 1912-1913



Opportunity In addition to Pier 28 and the Agriculture Building, Pier 26 is one of three sites in the RFI located nearest to downtown. Pier 26 is a short walk to the nearly-completed Salesforce Transit

Center and is located just east of the energized Transbay and Rincon Hill neighborhoods where billions of dollars have been invested in the past decade. Pier 26 is one of the Historic District's few Mission Revival-style resources. Vessel berthing may occur alongside the pier aprons, along with some ancillary pier-shed space to support maritime operations.

Character-Defining Features While Pier 26 has no separate bulkhead building that fronts the transit shed, it does have an architecturally embellished front of similar scale and level of detail as is found elsewhere on the waterfront. The structure is clad in rustic siding except on the front, which is clad in stucco. The steel columns were built to support traveling cranes, one on either side of the single row of interior columns. The exterior is distinguished by

its largely intact Mission Revival front, its unaltered east end facing the bay with its "Pier 26" sign and sliding wood doors, and the design of its side walls with continuous rows of steel roll-up cargo doors.

Area / Dimensions Pier 26 contains approximately 152,000 sq. ft. floor area. The pier is 200 ft. wide and 770 ft. long. The floor to truss height is 27 ft. Aprons are 20 ft. wide and water depth is approximately 12 to 15 ft.

Architectural History The planning, design, and award of the construction contract were carried out during the tenure of A.V. Saph as Assistant State Engineer. Construction began under the subsequent Assistant State Engineer, Jerome Newman. The drawings for Pier 26 were prepared under the direction of Charles Newton Young.

Pier Construction Type The substructure is built on a grid of 676 reinforced concrete piles (13 across, 52 long) with a concrete deck. The transit shed is structurally mixed with steel columns and heavy timber trusses.



TOP With a water depth of 12-15 ft. vessel berthing may occur alongside, as with most facilities in the RFI. Pier 26 is located just east of energized Transbay and Rincon Hill Neighborhoods. **BOTTOM** The transit shed is structurally mixed with steel columns and heavy timber trusses.



152,000
sq. ft. of floor area



**Mission
Revival Front**



**5-minute walk to
Salesforce Transit
Center**



**2-minute walk
to KT and N
Muni Metro Rail**



**5-minute walk to
Rincon Park &
Brannan Street
Wharf**



**Along key
pedestrian route
to AT&T Ballpark**



Pier 28 Embellished Front Structure and Shed

Built 1912-1913



Opportunity Pier 28 is one of three facilities in the RFI located nearest to downtown. Pier 28 is a short walk to the nearly-completed Salesforce Transit Center and is located just east of the energized

Transbay and Rincon Hill neighborhoods where billions of dollars have been invested over the past decade. Pier 28 has unobstructed water views on roughly 680 ft. of length on the south side and the 150 ft. wide east end. Vessel berthing may occur alongside the pier aprons, along with some ancillary pier-shed space to support maritime operations.

Area / Dimensions Pier 28 contains over 100,000 sq. ft. of floor area. The pier is about 150 ft. wide and 680 ft. long. Aprons are 19 ft. wide and water depth is approximately 15 ft.

Character-Defining Features While Pier 28 has no separate bulkhead building that fronts the transit shed, it does have an architecturally embellished front of similar scale and level of detail as is found

elsewhere on the waterfront. The style is Mission Revival and the façade features a “Pier 28” sign above the monumental central arch flanked by two slightly smaller arches.

Architectural History Piers 26, 28, 30, and 32 were built with fronts designed in the Mission Revival style and formed a harmonious ensemble. Today, only Piers 26 and 28 retain this form. Assistant State Engineer A.V. Saph presided over the planning, design, and award of the construction contract. Construction began under the subsequent Assistant State Engineer, Jerome Newman. The designers adopted a type of suspended fender to decrease the heavy maintenance costs and adopted a modified Mission-appearance to make a more attractive waterfront.

Pier Construction Type The substructure of Pier 28 is made of reinforced concrete piles, caps, and deck. The transit shed has a steel frame and its walls, roof, and monitor are made of reinforced concrete. Longitudinal and transverse steel trusses, in turn supported by steel columns, hold up the roof.



TOP The façade of Pier 28 has a central monumental arch and is flanked by two slightly smaller arches. **BOTTOM** The pier has unobstructed water views along the south side and at the east end.



100,000
sq. ft. of floor area



**Mission
Revival Front**



**10-minute walk to
Salesforce Transit
Center**



**5-minute walk
to KT and N
Muni Metro Rail**



**5-minute walk to
Rincon Park &
Brannan Street
Wharf**



**Along key
pedestrian route
to AT&T Ballpark**



PIER 38.

PIER 38 MARINE RECREATION CENTER
BOAT STORAGE • LAUNCH
BOAT REPAIR • BOAT RENTAL
BOAT TRAILER RENTAL
A PUBLIC / PRIVATE PARTNERSHIP BETWEEN
PIER 38 MARINE RECREATION CENTER INC.
AND THE CITY OF SAN FRANCISCO

PASSENGER
VEHICLES ONLY
NO PICK-UPS OR
DROPS-OFFS
NO TOW TRUCKS



Pier 38 Bulkhead and Shed

Built 1908-1909



Opportunity Pier 38, in the South Beach neighborhood, has striking views of the Brannan Street Wharf along its north side, and it is a short walk to the South Beach Marina, AT&T Park, and

regional transit facilities. Respondents may consider concepts encompassing neighboring Pier 40 and marina facilities. Vessel berthing may occur alongside the pier aprons, along with some ancillary pier-shed support space. The pier is currently vacant.

Area / Dimensions Pier 38's floor area is approximately 153,000 sq. ft. The pier is 120 ft. wide, 880 ft. long, and has floor to truss heights of 27 ft. along the center bay and 22 ft. along the side bays. Aprons are about 17 ft. wide and water depth is approximately 10 ft.

Character-Defining Features The bulkhead features a monumental pavilion with a central arch and a gabled, Spanish-tiled roof with wood bargeboard, carved purlins, and rafter ends. Pier 38 is the last remaining bulkhead in this style. The arch is

filled by a roll-up metal door, a sheet metal transom bar, and a large steel sash window. "Pier 38" in cast iron is above the arch, topped by a flagpole. Two paneled pedestrian doors have been replaced. A reinforced concrete partition wall divides the transit shed into two spaces.

Architectural History Pier 38 was part of a group of three piers built of reinforced concrete in 1908-1909, all originally without decorated pier fronts, marking the beginning of the modern reconstruction of the Port. Pier 38 was built in four phases, mostly between 1908 and 1909, with alterations and additions in 1916, 1931, and 1934.

Pier Construction Type The substructure has reinforced concrete piles and steel framing supporting the concrete slab beneath the transit shed and timber piles beneath the aprons. The shed has a steel frame and reinforced concrete walls. Steel trusses support the concrete roof. The bulkhead has a steel frame and the surface is coated in stucco.



TOP The roof is Spanish-tiled with wood bargeboard and carved purlins and rafter ends. Pier 38 is the last remaining bulkhead in this style. **BOTTOM** The shed has a steel frame and steel steel trusses and I-beams support the concrete roof.



153,000
sq. ft. of floor area



**Potential
pairing with
Pier 40
response**



**Unobstructed
views along 880 ft.
length to north
and 120 ft. east**



**15-minute walk to
Salesforce Transit
Center and
Caltrain Station**



**5-minute walk
to KT and N Muni
Metro Rail**



**5-minute walk
to AT&T Ballpark**



Pier 40 Shed and Parking Area

Built 1908-1909



Opportunity Pier 40, in the South Beach neighborhood, is unique because the front was removed and there is currently a surface parking lot. Pier 40 is a short walk

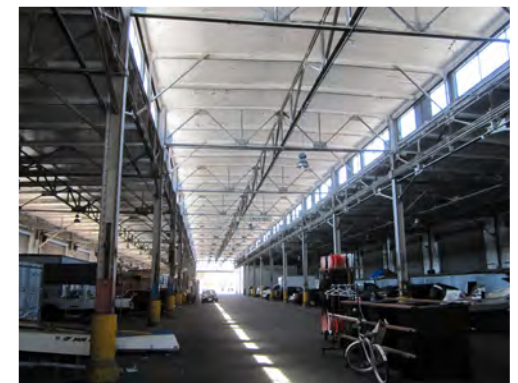
from the South Beach Harbor Marina, AT&T Park, and regional transit facilities. Responses identifying Pier 40 as a preferred location must recognize the continuation of water recreation space at the pier. Respondents may consider concepts encompassing the neighboring marina, Pier 38, and new infill development in front of the pier. Vessel berthing may occur alongside the north apron, along with some ancillary pier-shed support space.

Area / Dimensions Pier 40's floor area is approximately 88,000 sq. ft. and the paved parking area is about 46,000 sq. ft. The pier is 130 ft. wide, 650 ft. long, and the floor to truss heights are 25 ft. along the center bay and 12 ft. along the side bays. Aprons are 10 ft. wide and water depth is approximately 11 ft.

Character-Defining Features The transit shed was originally twenty-three bays long with steel rolling doors in each bay and a steel sash in the monitor. The two ends were of undecorated concrete. The nine westernmost bays and the steel sash have been removed and the current façade was constructed in 2007.

Architectural History Pier 40 was the first pier built of reinforced concrete in 1908, originally without a decorated pier front. The substructure and the surviving portions of the transit shed constitute the oldest pier on the waterfront. Like Pier 38, the substructure and transit shed of Pier 40 were built in 1908-1909, and a bulkhead building linking the two piers was built in 1934-1935. In recent decades, the Pier 40 bulkhead building was removed and a modern façade was constructed.

Pier Construction Type The substructure of Pier 40 consists of a reinforced concrete slab measuring 130 by 650 ft. supported on a steel framed grid and reinforced concrete piles. The transit shed is a steel-frame structure with poured concrete walls and a concrete roof.



TOP Continuing water recreation is essential at Pier 40. Concepts could consider pairing with South Beach Marina.
BOTTOM Pier 40 was the first reinforced concrete pier. The steel-frame shed has 6-inch concrete walls and the roof is 2¾-inch poured concrete.



88,000
sq. ft. of floor area



**Potential
pairing with
Pier 38
response**



**Potential pairing
with South
Beach Marina**



**15-minute walk to
Salesforce Transit
Center and
Caltrain Station**



**3-Minute walk to
AT&T Ballpark and
KT Muni Metro Rail**



**Continuation
of water
recreation space**



Pier 48 Two Bulkheads and Three Sheds

Built 1926-1930



Opportunity Pier 48, including Sheds A, B, and C, is one of the largest piers in the District. It is part of the [Mission Rock Project](#) that includes 2.8 million sq. ft. of new commercial, residential,

and production, distribution, and repair space along with 8 acres of parks. Pier 48 is the only historic resource in the Mission Rock area. Seawall Lot 337 Associates LLC (the Mission Rock developer) and the Port are jointly seeking tenants to work with the developer as the Master Tenant. Pier 48 has been cleared through California Environmental Quality Act for 242,000 sq. ft. of industrial, restaurant, active retail, tour, exhibition, and meeting space. The [Mission Rock Special Use District \(SUD\)](#) designates Pier 48 for production uses. Concepts that do not match the currently-approved SUD may require additional review. Vessel berthing may occur alongside the pier aprons, along with some ancillary pier-shed space to support maritime operations.

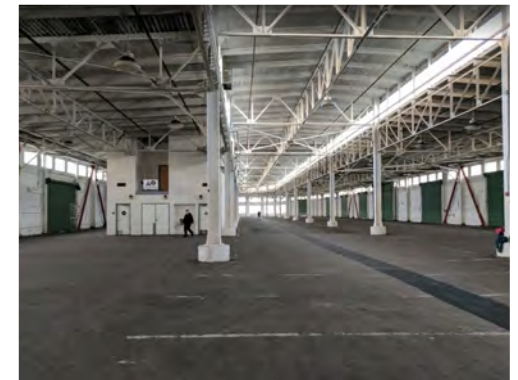
Area / Dimensions Pier 48 contains over 180,000 sq. ft. of improved shed area, increasing to roughly

212,000 sq. ft. when the valley between the sheds is included. The pier is about 380 ft. wide, 640 ft. in length, and has floor to truss heights of 24 ft. along the center bay and 18 ft. along the side bays. The approximately 26,000 sq. ft. aprons are 12 to 29 ft. wide and water depth is about 10 to 15 ft.

Character-Defining Features Pier 48's twin architectural fronts are Gothic in style and retain their original treatments and details. Pier 48 is unique in its style compared to other facilities in the Historic District.

Architectural History Pier 48 consists of a pier substructure with three sheds built on top. The facility was largely built between 1929 and 1930 with the small Shed C area added in 1937 between the outer ends of Sheds A and B. The eastern third of the pier was largely rebuilt twenty years ago.

Pier Construction Type The substructure consists of a reinforced concrete flat slab supported by reinforced concrete piles with capital. Each shed is constructed with a steel frame and pre-cast reinforced concrete walls. A wood roof is laid on steel rafters supported by steel trusses.



TOP Pier 48, located in the \$1 billion Mission Rock Project, consists of three sheds with as much as 212,000 sq. ft. of area. **BOTTOM** Each shed has a steel frame and pre-cast reinforced concrete walls.



212,000
sq. ft. of floor area



**Unobstructed
views of
AT&T Ballpark**



**\$1B+ to be
invested in Mission
Rock Project**



**New
neighborhood
in heart of Central
Waterfront**



**Adjacent to
growing
Mission Bay**



**Partner with
Mission Rock
development entity
as Master Tenant**

Appendix B Response Questions

All Respondents should provide the information requested in the online form <http://bit.ly/PiersRFI>. The form includes the following categories of information. Responses are due by **5 p.m. PDT, Wednesday, October 31, 2018**.

All Respondents

1) RESPONSE CATEGORY	Indicate whether response is for the Master Tenant or Smaller Tenant category
2) ENTITY	Name of responding entity
3) PERSONNEL, ROLES, AND BIOGRAPHIES	Names of key personnel Describe role of each Detail relevant experience
4) USE(S)	Describe proposed use(s) of the Port's Historic Piers. Include <ol style="list-style-type: none">A description of the use(s)What is public-oriented about the conceptTypes of populations targeted for serviceHow it complements and responds to existing nearby uses and conditions in the Embarcadero Historic District
5) EXPERIENCE	Provide a summary of Respondent's experience related to the uses described in (4)
6) LOCATION(S)	Provide information about your preferred location <ol style="list-style-type: none">Rank your preferred pier facility location(s)Select preferred area(s) of the pier facilityDescribe the areas and the size of the site(s) you propose to occupySelect all aspects of your preferred site(s) that influence your pier selection, e.g., location relative to transportation network and complementary uses, etc.; building characteristics like width, height, ingress/egress, apron access, etc., and availability of aprons, berthing space, and access to water, among others.



Master Tenant Respondents Additional Response Requirements

Respondents in the Master Tenant category of responses provide the following information via the online form

7) SITE CONCEPT (OPERATIONAL)	<p>Describe in paragraph form the operational concept including public-oriented use mix, such as: Where in the facility would different uses be located? Approximately how much space would be dedicated to different use-types (e.g., publicly-oriented uses, high-revenue generating uses)? How would the public experience of the facility, including public access to the building perimeter, views of and access to the Bay, maximizing access to and enjoyment of the historic elements of the building interiors, and minimizing the private feel of non-public uses?</p> <p>If you as Master Tenant are not the operator of the public-oriented use, identify specific relationships you have with potential public-oriented users or relationships you are seeking</p>
8) SITE CONCEPT (PHYSICAL)	<p>Describe in paragraph form the physical improvements concepts. Please keep in mind that enhancements and alterations to the structures must be consistent with Secretary of the Interior Standards for Historic Rehabilitation</p>
9) CAPITAL	<p>Describe in paragraph form how you would access sufficient capital to complete an undertaking like the rehabilitation of a full pier structure or structures</p>

Smaller Tenant Respondents Additional Response Requirements

Respondents in the Smaller Tenant category should provide the information requested in the online form.

7) PROPOSED RENT	<p>Provide a range of rental rates in dollars per leasable square foot per month for a Triple Net lease that the proposed operation can pay</p>
8) CAPITAL IMPROVEMENT	<p>Describe your willingness and provide an approximate amount of tenant improvement funding you can advance to prepare space for your operation</p>
9) LENGTH OF LEASE TERM	<p>Provide a range of number of years of lease term you would anticipate requiring to amortize the tenant improvement investment in (8)</p>



PHOTOS BY JAY ACH, BRYAN ALLO, COLETTE BORSODI, EXPLORATORIUM, TIM GRIFFITH, BILLY HUSTACE, PIER 24 PHOTOGRAPHY, PORT OF SAN FRANCISCO,
PAM PRENTICE, DAVE RAUENBUEHLER, MARIKO REED, SITELAB, AMANDA STAIGHT, JAKE TOMLINSON, BILL ULATER, GARY YOST