

**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



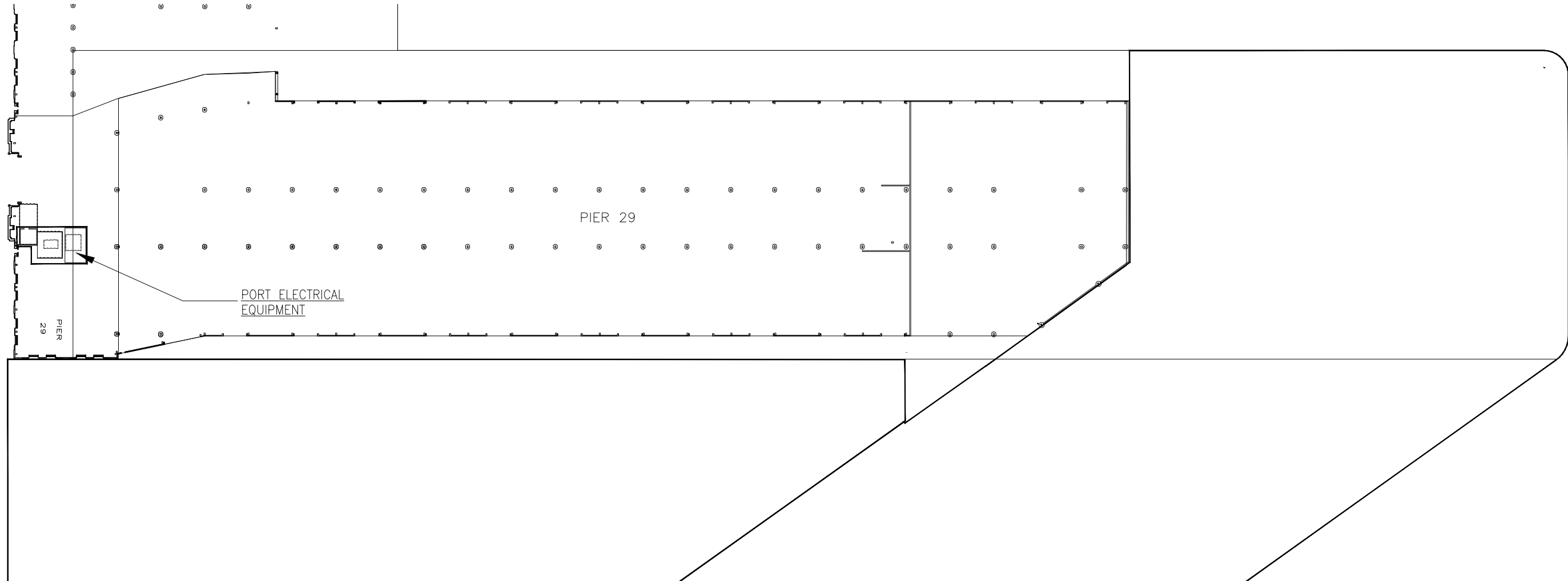
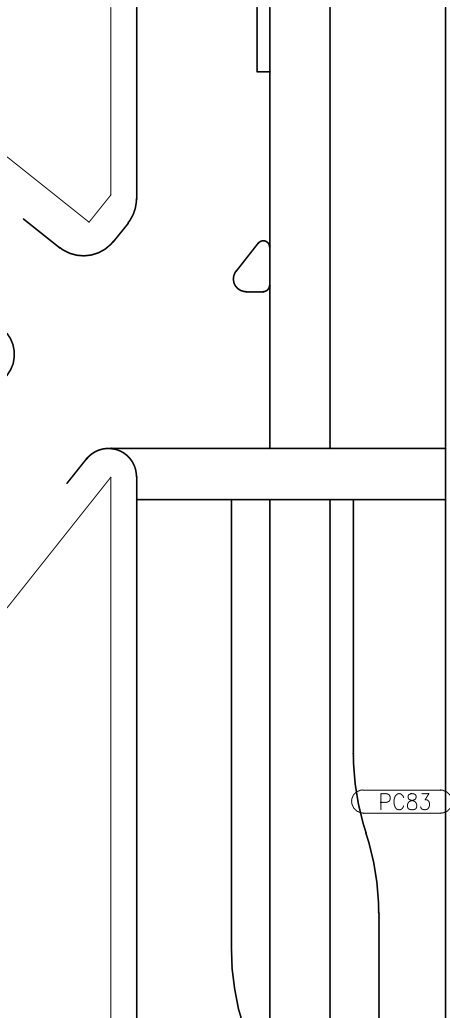
**Recent repairs**  
to façade  
and utilities



**300,000+** cruise  
passengers  
travel through  
area yearly



**Ground access**  
along 800-ft.  
south face



# 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**



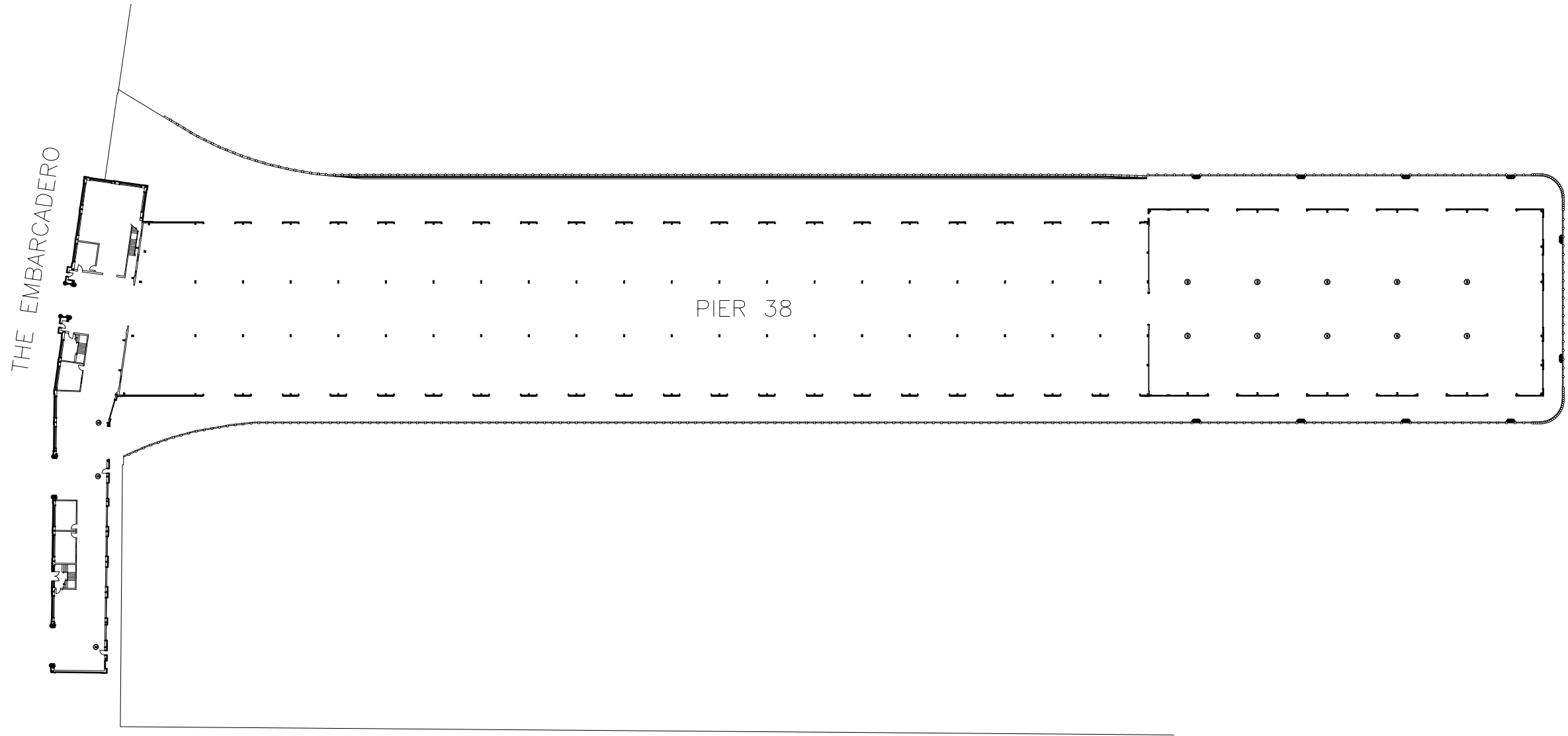
**15-minute walk to Salesforce Transit Center and Caltrain Station**



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



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



PIER 40

# 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**

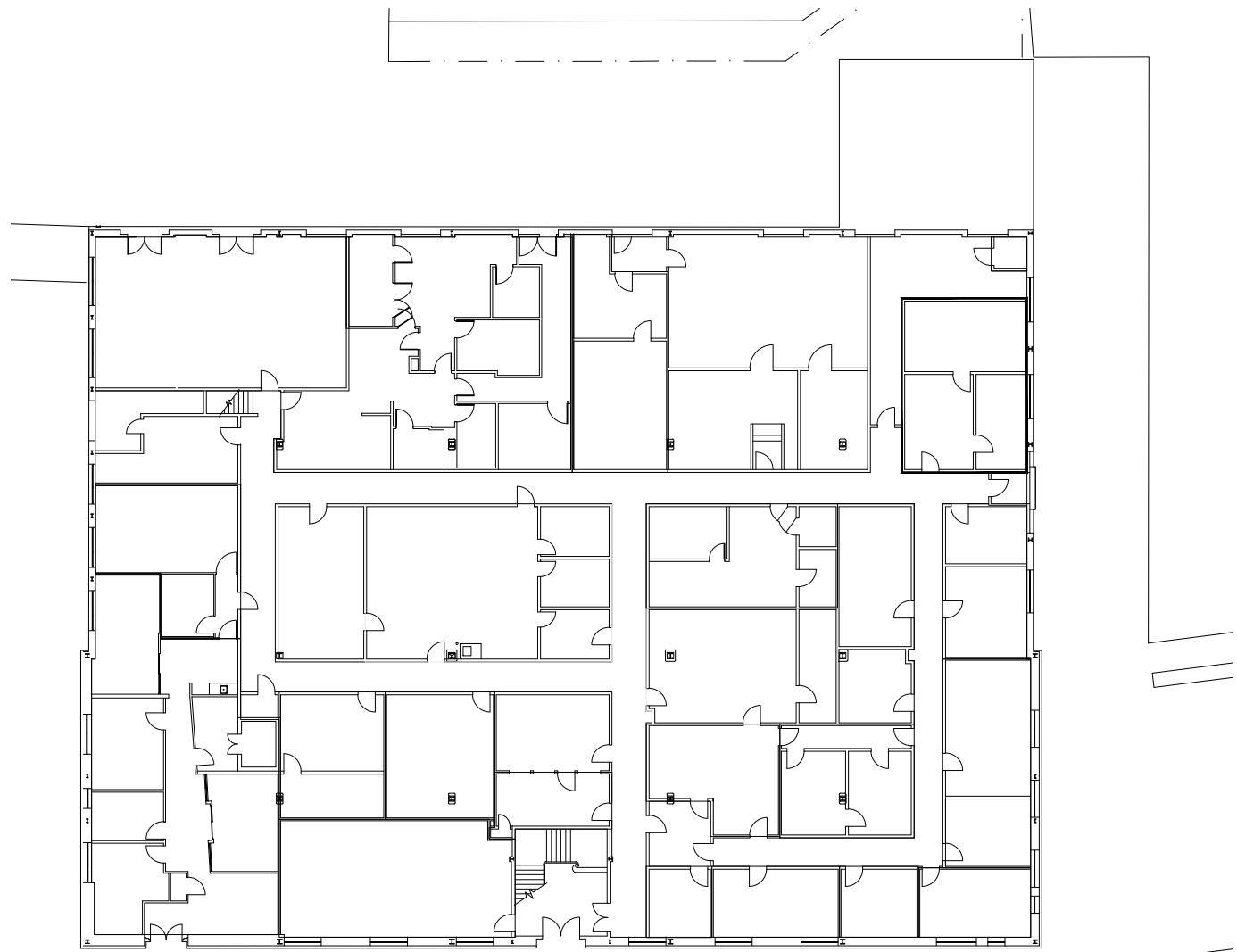


**Downtown Ferry Terminal neighbor — expansion, 2019**

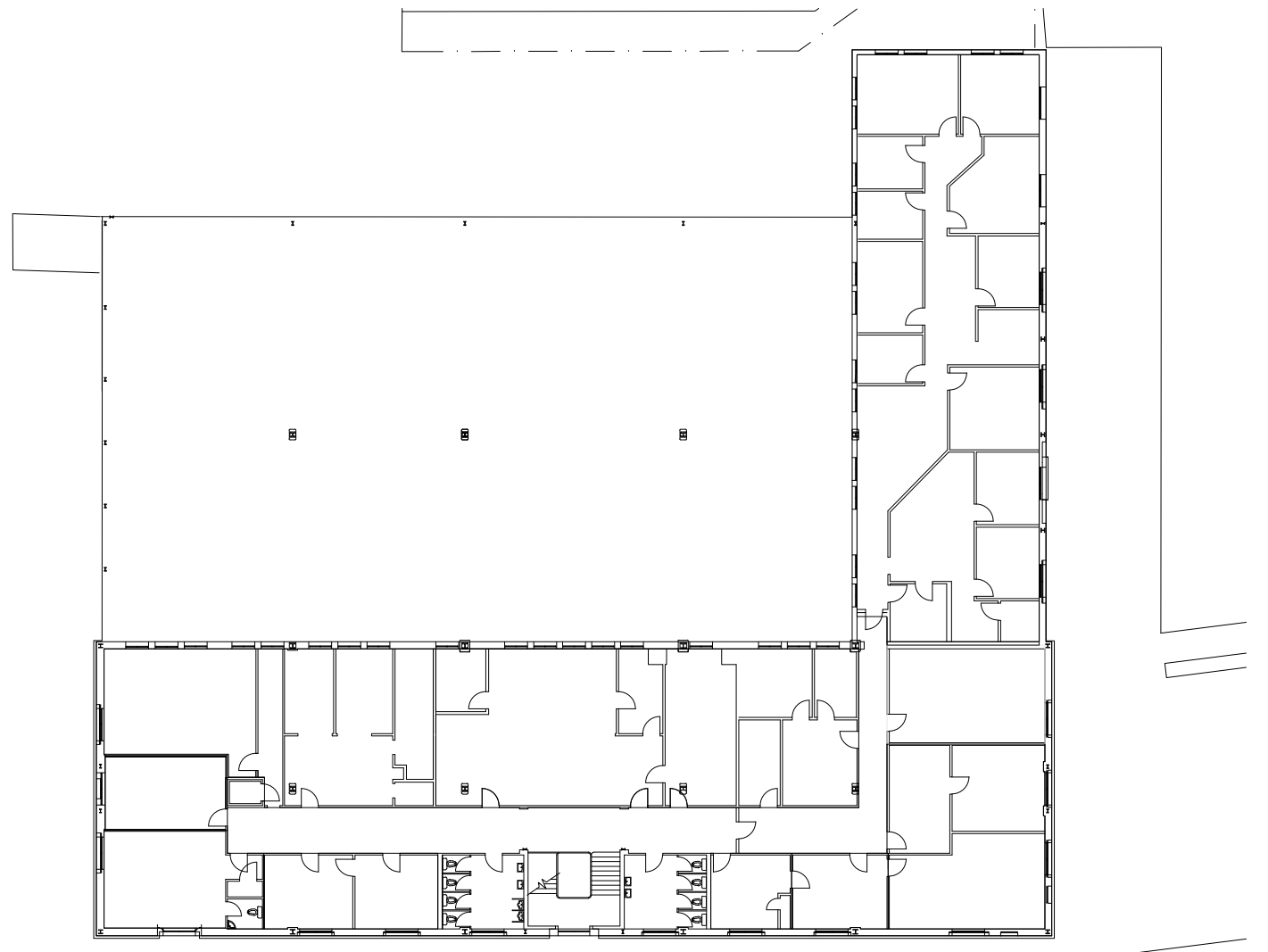


**Matchless location for many concepts**





AGRICULTURE BUILDING – FIRST FLOOR



AGRICULTURE BUILDING – SECOND FLOOR