

Embarcadero Historic District Request for Information (RFI)

Objective: Open more historic pier facilities for public-oriented uses, maritime and business partnerships to activate and invite the public to enjoy the Embarcadero Historic District and public waterfront at the Port of San Francisco.

<p>The Embarcadero Historic District RFI process was initiated in response to citizen recommendations and desire to open more piers to public use and economic productivity. The RFI focuses first on inviting concepts that can expand recreational, maritime and public-oriented activities within pier facilities that attract people of all ages and backgrounds to the waterfront, and to solicit public input about desirable activities. To incorporate these types of uses and reopen piers to the public, lease and development plans also will need to satisfy other objectives and requirements, described below. The unique mix of uses and pier structural conditions in any project will vary and influence how these objectives and requirements are addressed in the project.</p>	
Historic Preservation	<p>Port pier rehabilitation projects must meet federal historic architectural and preservation standards (“Secretary of Interior Standards”) targeted at preserving the “character-defining features” which reflect the historical maritime activities and history represented in the facility and Historic District. Any pier projects for public-oriented and other uses need to be designed to comply with Secretary of Interior Standards.</p>
Capital Repairs	<p>Embarcadero Historic District pier facilities are approaching 100 years old or older. They are in varying states of deterioration which require structural, utility and capital repairs to meet applicable Port Building Code requirements for any pier use program.</p>
Seismic & Life Safety	<p>Pier facilities were built for maritime and industry, prior to modern seismic building requirements. Opening up piers for public use typically will trigger seismic improvements to the pier deck and piles (“substructure”) and/or pier bulkhead and shed (“superstructure”).</p>
Exterior Public Access & Maritime Improvements	<p>The walkway or “apron” around the perimeter of piers are valuable for providing public access to the Bay and/or maritime work space and berthing for ferries, cruise ship, tug boats and other harbor vessels. Any pier development project will include public access and/or maritime public trust benefits.</p>
Interior Uses in Pier	<p>Traditional maritime public trust uses and visitor-serving and public-oriented uses (including public access) are highly desirable inside piers. The more area occupied by these types of uses, the better, with the bulkhead buildings that front on the Embarcadero Promenade being the most desirable for public-oriented attractions and activities.</p>
Revenue Generation	<p>Historic pier rehabilitation projects are expensive and will likely require high revenue-generating uses or other strong economic engine to fund pier repairs, seismic retrofit and historic preservation costs. The Port, as an enterprise agency, also must generate revenue to finance other capital improvements to maintain the waterfront.</p>
Length of Lease Term	<p>The length of a Port lease is based on the amount of time required to amortize (pay off) pier improvement costs. The more expensive the repairs and improvements, the longer the lease term. The Port may enter into leases for up to 66 years.</p>