AGENDA:
- ESER 2014 Background
- Site and Project History
- Design-Build Procurement
- Project Approach
$400M General Obligation Bond authorized in June 2014 with approval by 79% of voters

- Neighborhood Fire Stations $85M
- Emergency Firefighting Water System $55M
- District Police Stations and Infrastructure $30M
- Motorcycle Police and Crime Lab $165M
- Medical Examiner Facility $65M
AERIAL PHOTO OF EXISTING SITE
SITE HISTORY

1915
- Pier 22 ½ built
- Fire Boat Headquarters Building constructed

1980s
- Non-historic Fireboat Pier constructed

1987
- Storage Shed on the Fireboat Pier constructed by San Francisco Port Commission Department of Engineering
- 2 parking lots constructed
- Wood decking at east side of the Fire Boat HQ Building was replaced
- Pier substructure was strengthened with installation of concrete drums at the pilings
- Electrical wiring for the building was reconfigured and electrical equipment was installed at the rear of the building

1999
- Fire Boat Headquarters Building designated as San Francisco City Landmark #225

2006
- Fireboat Headquarters Building listed as contributing resource of the POSF Embarcadero National Register Historic District
- Bulkhead Wharf is not listed (non-contributing resource)
- Important feature of Pier 22 ½ is its connection to the bulkhead wharf and the seawall.

2010
- Pier Strengthening at Pier 22 ½
- Emergency stabilization of the pier structure
- AWSS Hydrant Removed
- $2.3M
- Cowhey Pacific Drilling; Vortex Marine
- ESER 2010 Bond passed
- Doesn’t include Fire Boat Station project
PROJECT HISTORY

2011
• June 23: Fire Commission approved concept of new concrete pier and boathouse structure
  • Preliminary Budget: $20M

2012
• February 29: Fire Commission approved ESER 2010 NFS project portfolio
• Slab replacement project completed in June 2012
  • $437K (non-ESER funds)
• Modification to (E) gas line completed in April 2013
• November 2012: Warriors presented proposed development project at Piers 30/32 included a new Fire Boat Station #35 at the site

2013

2014
• April 2014: Warriors proposed project site moved away from Piers 30/32
• June 2014: SFFD directed Public Works to resume project planning at Pier 22 ½
• November 2014: ESER 2014 Bond passed

2016
• Introduction of Sea Level Rise (SLR) floating barge solution
• Budget: $39.9M
• Public Works’ proposed Design-Build project delivery method approved by Fire Administration
• RFQ for Design-Build Services advertised in August

2017
• RFP for Design-Build Services advertised in February to RFQ successful respondents
• RFP Step 1 submissions received in March
• RFP Step 2 submissions due in May
• Selection of Design-Build in June
• Target NTP August 1
## LIKE-JURISDICTION COMPARISON

<table>
<thead>
<tr>
<th>City</th>
<th>Operations</th>
<th>Daily Staffing</th>
<th>Approx. SF</th>
<th>Marine Assets</th>
<th>Special Elements</th>
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<tbody>
<tr>
<td>City of San Francisco</td>
<td>Fire Station 35</td>
<td>3</td>
<td>16,339</td>
<td>88’ St. Francis</td>
<td>Historic Station to Remain</td>
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<tr>
<td></td>
<td>Fire Boat</td>
<td>3</td>
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<td></td>
<td>Engine Company</td>
<td>4</td>
<td></td>
<td>90’ Guardian</td>
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<td></td>
<td>Future Engine/Rescue</td>
<td>4</td>
<td></td>
<td>90’ Phoenix</td>
<td>Only water Rescue unit in the City with direct water access</td>
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<td></td>
<td>Commander</td>
<td>1</td>
<td></td>
<td></td>
<td>Current staffing is 7 per shift</td>
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<tr>
<td></td>
<td><strong>Totals:</strong></td>
<td><strong>12</strong></td>
<td><strong>16,800</strong></td>
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<td>Population served – 900K (Residents only). The fireboats provide protection for the entire bay area waterfront from the South Bay to Vallejo</td>
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<tr>
<td>City of Long Beach</td>
<td><strong>Totals:</strong></td>
<td><strong>16</strong></td>
<td><strong>44,000</strong></td>
<td></td>
<td>Population served – 500K (Residents only). Serves the Port of Long Beach and adjacent beach areas of the city. The Port provides a marine-based EOC.</td>
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<td>City of Los Angeles</td>
<td><strong>Totals:</strong></td>
<td><strong>22</strong></td>
<td><strong>42,000</strong></td>
<td></td>
<td>Population served – 13M Greater LA Basin (Residents only). Serves the Port of Los Angeles and adjacent beach cities. The Port provides a marine-based EOC.</td>
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<td>City of Portland</td>
<td><strong>Totals:</strong></td>
<td><strong>12</strong></td>
<td><strong>26,000</strong></td>
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<td>Population served – 800K (Residents only). Serves Port of Portland. The Port provides a marine EOC.</td>
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<td>City of Seattle</td>
<td><strong>Totals:</strong></td>
<td><strong>12</strong></td>
<td><strong>16,000</strong></td>
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<td>Population served – 662K (Residents only).</td>
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<tr>
<td>New York City</td>
<td><strong>Totals:</strong></td>
<td><strong>96</strong></td>
<td><strong>90,000</strong></td>
<td></td>
<td>Population served – 8M</td>
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</table>
FIRE STATION EXISTING CONDITIONS

EXISTING CONDITIONS:
- Current facilities are over 100 years old – costly repairs continue to mount
- Two piers, both deteriorating
  - One is completely unusable, the other is in poor condition
- Fire Station not seismically retrofitted
- Storage offsite, so equipment is out of reach in emergency situations
- Spill response containment booms stored in trailers away from water
- Split operations

EXISTING FACILITY DEFICIENCIES:
- Current facility space is grossly undersized for the operation program
- Locker facilities and restrooms are inadequate
  - Only station with no equal accommodations for female firefighters
- Ongoing fireboat maintenance including welding and other metal work currently done in the existing (unsuitable) wood framed shed structure
- No ambulance access to back of fire station for transfer of injured
- No decontamination space for firefighters and equipment
EXISTING CAPACITY

**EXISTING STATION 6,100 GSF**

**ASSETS**
- Two Fire Boats
- One Fire Engine

**LIABILITIES**
- Deteriorated Berthing Areas
- No Environmental Responses Equipment Storage, e.g. Oil Spill Boom
- No capacity for: Jet Skis, Small Craft Rescue Equipment, Dive Boat, e.g. Small Rescue Watercraft
- No Storage Areas
- No Decon Area and No Dive Equipment Area
- No Rescue Unloading Area
- No Changing Facilities for Firefighters

Historic FS #35 is 4,736 GSF
Shed is 1,720 GSF
Existing Pier/Dock/Parking Lot: 14,820 GSF
### Fixtures and Furnishings Chart

<table>
<thead>
<tr>
<th>Space</th>
<th>Component</th>
<th>1 Company</th>
<th>2 Companies</th>
<th>3 Companies</th>
<th>ADD per Battalion Chief or Rescue Captain</th>
<th>ADD per Incident Command Specialist</th>
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<tr>
<td>Dormitory</td>
<td>Assigned beds</td>
<td>13</td>
<td>26</td>
<td>36</td>
<td>4</td>
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<tr>
<td></td>
<td>Unassigned beds</td>
<td>3</td>
<td>3</td>
<td>5</td>
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<tr>
<td>Officers Quarters</td>
<td>Bedroom with Restroom</td>
<td>1</td>
<td>2</td>
<td>3</td>
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<td></td>
<td>Lockers</td>
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<td>8</td>
<td>12</td>
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<tr>
<td></td>
<td>Assigned beds</td>
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<td>8</td>
<td>12</td>
<td>4</td>
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<td>Firefighter Lockers</td>
<td>Male</td>
<td>14</td>
<td>28</td>
<td>42</td>
<td>3</td>
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<tr>
<td></td>
<td>Female</td>
<td>3</td>
<td>5</td>
<td>7</td>
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<tr>
<td>Male Firefighter Restroom</td>
<td>Toilets</td>
<td>2</td>
<td>3</td>
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<td>Urinals</td>
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<tr>
<td></td>
<td>Lavatories</td>
<td>2</td>
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<tr>
<td></td>
<td>Showers</td>
<td>2</td>
<td>3</td>
<td>4</td>
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<tr>
<td>Female Firefighter Restroom</td>
<td>Toilets</td>
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<td>Showers</td>
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<tr>
<td>Dining Room and Day Room</td>
<td>Dining Chairs</td>
<td>8</td>
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<td>17</td>
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<td>Day Room Seating</td>
<td>4</td>
<td>9</td>
<td>13</td>
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<tr>
<td>Turnouts</td>
<td>Turnout Lockers: 36-inch wide</td>
<td>20</td>
<td>40</td>
<td>60</td>
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<td>Drying Hooks</td>
<td>10</td>
<td>20</td>
<td>30</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Specialty Gear Bags</td>
<td>Above Each Turnout Locker: (2) bags on 36&quot; deep open rack</td>
<td>40</td>
<td>80</td>
<td>120</td>
<td>8</td>
<td>8</td>
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<tr>
<td></td>
<td>In Storage Room: (2) bags on 36&quot; deep x 24&quot; tall open racks</td>
<td>40</td>
<td>80</td>
<td>120</td>
<td>8</td>
<td>8</td>
</tr>
</tbody>
</table>

Note: in addition to these restroom guidelines: each fire station, regardless of size, will have one all-gender ADA-compliant full restroom with toilet, lav and shower.
PROPOSED CAPACITY

NEW STATION 16,339 GSF

ASSETS
• Three Fire Boats
• Rescue Watercraft
• Jet Skis
• Dive Boat
• One Fire Engine

FEATURES
• Addresses all liabilities of existing facility
• Construction to Essential Facility Standards
• Storage Areas Consolidated for Emergency Response Equipment
• Ambulance Access
• Equipment for Boat Access, Rescue, and Loading and Unloading

Historic FS #35: 4,736 GSF
Existing Pier to remain: 7,000 GSF
Proposed New Barge*: 19,400 GSF
Total Shadow (Remaining + New): 26,400 GSF
*includes: Barge = 14,400 sf; Ramp = 2,000 sf; Float (200’x15’) = 3000 sf
for total shadow of all three NEW components on the Bay
RELATIVE SCALE

Pier 26 - Adjacent Pier

Pier 28

Pier 15 - Exploratorium

Pier 27 - Cruise Ship Terminal

Pier 22.5 - Fire Station 35
SEA LEVEL RISE

+14.30’ Projected 2070 MHHW (50 yrs)
+3.0’ Wave Action & 3.5’ 100-Yr Flood
+12.72’ Current MHHW
+3.0’ Wave Action & 3.5’ 100-Yr Flood
+10.90’ Current Top of Pier
+7.77’ Projected 2070 MHHW (50 yrs)
+6.22’ Current 2015 MHHW

BARGE FLOATING STRUCTURE
Marine Engineering: STEEL BARGE

Steel Barge

Steel Barge with Deck Slab

Steel Barge with Guide Piles and Ramp
### Marine Engineering: COMFORT CRITERIA

<table>
<thead>
<tr>
<th>Movement</th>
<th>Comfort criteria, RMS value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roll</td>
<td>$2^\circ$</td>
</tr>
<tr>
<td>Vertical acceleration</td>
<td>$0.02 \text{ g or } 0.66 \text{ ft/s}^2$</td>
</tr>
<tr>
<td>Lateral acceleration</td>
<td>$0.03 \text{ g or } 0.98 \text{ ft/s}^2$</td>
</tr>
</tbody>
</table>

- Limit of comfort values for roll, vertical and horizontal accelerations in cruise liners (Faltinsen, 1990).
- Criteria to be satisfied under operational conditions.
- During episodes of extreme weather conditions (design conditions), some people will feel uncomfortable.
Marine Engineering: EXAMPLES OF BARGE SUPPORTED STRUCTURES

**Gildersleeve School (Ketchikan, Alaska)**
The Gildersleeve School in Ketchikan, Alaska was constructed on a 68 ft x 80 ft reinforced concrete barge. The school building has two levels with an apartment on 2nd level.

**Vermont C. Bain Prison Barge (New York, NY)**
Built in New Orleans along the Mississippi River brought to New York in 1992. The 695 ft x 125 ft steel barge is equipped with 14 dormitories and 100 cells for inmates.

**Brook St. Pier Ferry Terminal (Australia)**
Concrete Barge, Ferry Berth, snack and Restaurants.

**Barge 225 Floating Offices (Cleveland, OH)**
130 ft x 45 ft Steel barge was converted to a restaurant and then in 2013 to an office space.
**NEW FIRE BOAT STATION 35 AT PIER 22.5**

**Central Waterfront Advisory Group | July 19, 2017**

**DESIGN-BUILD PROCUREMENT**

**Panel 1:** 4 members (1 SFFD & 1 Port)

**Panel 2:** 5 members (1 SFFD)

**Panel 1:** 4 members (1 SFFD)

**Minimum Qualification Application (MQA) Technical Submittal**

**Creative Interpretation Exercise (Design Competition)**

**Price Proposal (35%) to be responsive price proposal must be <= $29.9M FBL**

**Schedule, Project Approach Technical Level Design, Oral Interview (65%)**

---

**RFQ**

5 teams submitted and 5 shortlisted:
- Overaa/Dutra, JV
- Nibbi Brothers
- Plant Construction and TEF/KRA, JV
- Swinerton/Power, JV
- Turner/Pfau Long, JV

---

**RFP Step 1**

3 teams submitted and 2 shortlisted:
- Overaa/Dutra, JV
- Plant Construction and TEF/KRA, JV
- Swinerton/Power, JV

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**RFP Step 2**

1 responsive proposal submitted:
- Overaa/Dutra, JV
- Swinerton/Power, JV

Total Project Budget: $39.9M
Design-Build Budget: $29.9M
Design-Build Proposal: $29.82M

---
CONCEPT 1ST FLOOR PLAN
CONCEPT 2ND FLOOR PLAN
“The first piers ....beginning in 1908, were built south of the Ferry Building with façade designs drawing on Spanish missions of California and more generally on Mediterranean vernacular architecture” National Register of Historic Places
“The fireboat house can be seen as a Renaissance Revival structure for its elegant proportions and perfect axial symmetry and for its appearance as a “tightly contained cube”” City of SF Landmarks Designation Report
“Maintain the finger pier configuration of the waterfront.” BCDC
CONCEPT ELEVATION - SOUTH
CONCEPT HARRISON STREET VIEW CORRIDOR
CONCEPT SOUTHWEST VIEW FROM THE EMBARCADERO
CONCEPT NORTHWEST VIEW FROM THE EMBARCADERO
CONCEPT VIEW FROM THE BAY
BOAT STATIONS IN OTHER CITIES – MATERIALITY
PROPOSER’S METHODOLOGY

APPROACH

• Barge Design and Fabrication team:
  • Power Engineering
  • Liftech Consultants Inc.
  • Shanghai Zhenhua Heavy Industries Co. (ZPMC)

BUILDING CONSTRUCTION IN SAN FRANCISCO

• Once fabrication is complete, dry barged to San Francisco.

• The building will be assembled on top of the barge docked at Pier 1, Treasure Island.
PROPOSER’S SCHEDULE

<table>
<thead>
<tr>
<th>Q1</th>
<th>Q2</th>
<th>Q3</th>
<th>Q4</th>
<th>Q1</th>
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<th>Q3</th>
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July 19, 2017
CONCEPTUAL PLANNING PROCESS FLOWCHART

Concept Phase
- Begin Concept Phase
- Present to Fire Commission
- Present to WDAC & DRB
- Present to Port Commission
- Present to San Francisco Heritage
- Present to ARC of the San Francisco HPC
- Present to South Beach, Rincon Hill, Mission Bay Neighborhood Associations
- BCDC Follow-Up Meeting
- Concept Design Complete

Design Phase
- Fire Commission Follow-up
- WDAC & DRB Follow-up
- Port Commission Follow-up
- San Francisco Heritage Follow-up
- Port Engineering Peer Review
- Port Permit Review
- CWAG Follow-up
- ARC Follow-Up
- BCDC Follow-up
- South Beach, Rincon Hill, Mission Bay Neighborhood Associations Follow-up
- Follow-up Meetings: JARPA, Army Corps., RWQCB, etc.
- 100% DD Complete
- 100% CD Complete

City PM will coordinate scheduling & presentations; meetings will be combined wherever feasible.
# PERMITTING AGENCIES

<table>
<thead>
<tr>
<th>Agency</th>
<th>Type of Application</th>
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<tbody>
<tr>
<td><strong>City Agency (Approval)</strong></td>
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<tr>
<td>SF Port Building Permit Division</td>
<td>Port Building Permit</td>
</tr>
<tr>
<td>SF City Planning Environmental Planning Division</td>
<td>CEQA Review and Determination including procedures for historical resources</td>
</tr>
<tr>
<td>San Francisco Fire Department (SFFD) Administration</td>
<td>Design Review</td>
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<tr>
<td><strong>City Agency (Advisory)</strong></td>
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<tr>
<td>San Francisco Fire Commission</td>
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<tr>
<td>San Francisco Port Commission</td>
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<tr>
<td>Central Waterfront Advisory Group (CWAG)</td>
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<tr>
<td>Citizen Advisory Committees (CAC)</td>
<td>Public Design Review</td>
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<tr>
<td>Waterfront Design Advisory Committee (WDAC)</td>
<td>Public Design Review</td>
</tr>
<tr>
<td><strong>Regulatory Agency Approvals</strong></td>
<td></td>
</tr>
<tr>
<td>San Francisco Bay Conservation and Development Commission (BCDC)</td>
<td>1) BCDC Permit; Design-Build team to confirm whether Major or Administrative 2) Engineering Criteria Review Board (ECRB) 3) Design Review Board (DRB)</td>
</tr>
<tr>
<td>US Army Corps of Engineers (USACE)</td>
<td>Sec. 10 (RHA) / Sec. 404 (CWA) Permit for discharge of dredged or fill material (33 CFR 323)</td>
</tr>
<tr>
<td>National Marine Fisheries Service (NMFS)</td>
<td>1) Consultation under Sec. 7 (FESA) 2) Incidental Take Authorization under Marine Mammal Protection Act (MMPA)</td>
</tr>
<tr>
<td>San Francisco Bay Regional Water Quality Control Board (RWQCB)</td>
<td>Sec. 401 (CWA) Water Quality Certification</td>
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<tr>
<td>CA Department of Fish and Wildlife (CDFW)</td>
<td>Incidental Take Permit Sec. 2081 (FGC)</td>
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<tr>
<td>US Coast Guard</td>
<td>Maritime Transportation Security Act of 2002 (33 CFR)</td>
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<tr>
<td><strong>Regulatory Agency Consultation</strong></td>
<td></td>
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<td>US Fish and Wildlife Services (FWS)</td>
<td>Consultation under Sec. 7 (FESA)</td>
</tr>
<tr>
<td>CA State Lands Commission</td>
<td>Use plan consultation</td>
</tr>
<tr>
<td>State Historic Preservation Officer</td>
<td>Sec. 106 (NHPA) consultation</td>
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</tbody>
</table>
Project website: www.sfearthquakesafety.org/fireboatstation35

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