

Earthquake Safety and Emergency Response

Fireboat Station 35 at Pier 22 ½ Q&A Sheet (December 2017)



SWINERTON-POWER
a joint venture



Why is the new building 32 feet tall from the top of the float? The floor to ceiling heights seem excessive; why are they so high? The ceiling heights are standard ceiling heights for this type of facility. The spaces with higher ceilings need additional vertical clearance for vehicles, which can be up to 12 feet tall, and equipment that must be able to reside above vehicles and below permanent structure and mechanical systems. The structural system, which is steel, and mechanical systems are required to be separated vertically at second floor and roof level so that they are not in conflict with one another. The roof, which will be designed to be PV-ready, requires a high continuous parapet above the roof for fall protection as mandated by the building code.

What is the height of the existing Fire Station 35 and of the proposed Fireboat Station (from the top of the float)? The existing Fire Station 35 is 28 feet above the pier. The proposed Fireboat Station is 34 feet above the float at the parapet and 36 feet above the float at the mechanical screen.

What is the capacity of the dormitory on the second floor? The main dormitory will have 16 beds. Each of four officer dormitories will have (3) beds. The total capacity is 28 beds.

What is the purpose of the private deck on the east side of the second floor? Fire personnel live at the station during a 24hr or more shift. Stress levels during emergency incidents can be high. Most fire stations have an exterior area to decompress between calls. This is the purpose of the deck. The deck also overlooks the Fire Boat mooring locations and operations.

Why were the second floor plans left out of the public presentation on 10/24? For the sake of brevity – and in expectation that all images would be subsequently published.

During the Project Informational Meeting on 10/24/17, you only showed one elevation. Is that because the design is not complete? For the sake of brevity – and in expectation that all images would be subsequently published.

Does the project's concept design take into account the Secretary of the Interior's Standards for the Treatment of Historic Properties? Yes, the concept design would be analyzed for consistency with the Secretary Standards. The project design would be required to meet the Standards by the CEQA environmental (Mitigated Negative Declaration) review process in order to support a finding that the project work would have a less than significant impact on historic resources. Further because the proposed project would not result in alterations or new construction on the designated landmark site (firehouse) or within the Embarcadero Historic District, the conceptual design would be reviewed for consistency with the standards with a particular focus on compatibility with adjacent historic resources.

What is the difference in tide levels at Pier 22 ½? The typical daily height difference between high and low tides fluctuates between five (5) and six (6) feet. The maximum historical high tide is 9.4 ft. and the maximum historical low tide is -2.8 ft.

How much sea level rise is being anticipated and how much is the project being designed for? We are currently designing for 2.8' of sea level rise by 2070 based on studies performed by Public Works for the RFP on this project. This takes into account considerations from the San Francisco Sea Level Rise Action Plan and NOAA Tides and Currents data for the project site.

Is the rendering on Slide 27, of the presentation shown at the Project Informational Meeting on 10/24/17, depicted at low tide or the lowest current sea level? The rendering is depicted at current mean low tide. It has been revised to be shown at current mean high tide.

The renderings shown at the first public presentation on October 24, 2017 depict the new facility from far away and at low tide. Why are you trying to hide the actual height of the structure? Are you worried it blocks the Harrison Street view corridor? The rendering is shown at high tide from the view corridor (between the buildings). There are also views closer in where the building is not framed by buildings. We would be happy to prepare a photomontage closer in at the transition point where only one to two feet of the buildings frame the corridor.

Could the existing firehouse be renovated to house the living quarters since most of the other functions have been moved to the new floating structure? Wouldn't this keep the height to a minimum, preserve the view, as well as save tax payer dollars? The existing firehouse living quarters is not according to current building code regarding life-safety and not conforming with accepted standards for firehouse design, including adequate toilet, shower and locker room facilities. Officers' quarters are also not adequately provided for. Its building areas are not sufficient to allow for a modern facility serviceable for another generation or more of use.

Why does the project website not have a proper project description with renderings easily accessible? It seems like information is trying to be kept at a minimum. The project website has been updated – and will be kept up-to-date as the project is further developed.

Why are there four (4) private suites with bathrooms? The presentation states that the crew is only a total of 7 people. The four private rooms are required for the station's four officers: Engine Officer, Fireboat Officer, Fireboat Pilot and the Fireboat Engineer. These critical positions are staffed each day.

Why can't the program on the second floor be accommodated inside the existing historic firehouse? Wouldn't this help preserve the view? This is a very important historic view, and the proposed building size and height seems excessive. Surely, the existing historic firehouse could be renovated to accommodate the living areas? This would limit the barge to a single story, which would be better for the Harrison Street view corridor. The current historic firehouse does not have the necessary square footage to accommodate the facilities and equipment that is required for staffing and docking the marine vessels. The existing historic firehouse also does not meet current seismic codes, posing a threat to operations.

Do you anticipate any public access to the facility on the float? The historic firehouse will remain open to the public on designated "Open House" days. There will probably be limited access to the barge on open house days due to safety concerns for the public.

Will the existing Fire Engine continue to operate out of the historic firehouse? The existing fire engine will continue to be housed and will operate out of the historic firehouse during and after construction of the float.

Why fabricate the float in China, just to have it carried across the Pacific Ocean? Why don't we have San Francisco or a local company build the float? The scoring system included in the City's Request for Proposal (RFP) favored the Design-Build team that submitted a proposal with the lowest possible cost. The Swinerton-Power JV team reviewed proposals from domestic (local and non-local), and international shipyards, and found the ZPMC shipyard in Shanghai, China to be the most cost effective.

The BCDC Special Area Plan identifies this location as an open water basin, which would not allow the float structure. How do you intend on dealing with this inconsistency? Per BCDC's San Francisco Waterfront Special Area Plan (2012), the "Rincon Point Open Water Basin" is defined as being "from the southern end of the Agriculture Building and Downtown Ferry Terminal breakwater to Pier 22 1/2." (SFWSAP p. 24) The new floating fireboat station will be located south of the "Rincon Point Open Water Basin."

The City's General Plan and the BCDC Special Area Plan identify an open water view corridor down Harrison Street, and this new floating structure would be within this view corridor. A one story structure would largely avoid the impact on the view corridor. How do you respond to this issue? See BCDC SFWSAP p. 10 for complete definition of "View Corridors" and permitted minor encroachment conditions. The Harrison Street View Corridor is called to maintain views of the "Bay" and the "Bay Bridge". Per the Design-Builder's current renderings and before/after photo montages, the float appears to encroach on the view of Treasure Island. Renderings of the proposed facility from different vantage points can be developed.

Will the views from the surrounding public areas be effected? Five (5) Photomontage images showing both before and after views from Rincon Park, the Embarcadero pedestrian walkway and the Harrison Street corridor have been prepared and will be made available on the project website.

What are the Fire Station floor areas? The New Fireboat Station first floor is 7,628 sq. ft., 7,714 sq. ft. on the second floor plus a 424 sq. ft. 2nd floor exterior deck, for a total of 15,766 gross square feet.

Is there a Local Business Enterprise (LBE) goal for this project? Yes, the design LBE subconsultant participation requirement is 10% of the total design services and the construction LBE subcontractor participation requirement is 15% of the total direct cost of construction.

Will the new facility be ADA accessible? Yes, the facility will be ADA compliant.

Will the new facility be LEED Gold certified? The new facility will be designed and constructed to the United States Green Building Council's (USGBC) LEED Gold standards. The USGBC does not currently certify floating structures.

What is the overall schedule for the project? The Programming phase is anticipated to complete in January 2018, which will kick off the design phase which is expected to last until September 2018. The float will then be built from November 2018 to June 2019, which will then allow the Fire Station to be atop the float. Final completion of the Fire Station is forecasted for November 2020.

Where on Treasure Island will the building be built? The current plan is to moor the float at Pier 1 on the Southeast side of Treasure Island and construct the Fire Station atop of it.

What is the existing versus new shadow areas? The existing shadow area being removed is 7,800 GSF, and the new shadow added is 20,437 GSF for a net addition of 12,637 GSF.

What is the anticipated staffing and how many beds and living area facilities are there? The station will be manned by 7 firefighters. 16 beds in main dormitory and 4 officer rooms with 3 beds each for a total of 28 beds. 26 mens lockers, 3 mens toilets, 2 mens urinals, 3 mens sinks, 3 mens showers, 5 womens lockers, 2 womens toilets, 2 womens sinks, 2 womens showers, 10 dining chairs, 9 dayroom seating, 34 specialty gear lockers and 9 wetsuit/life jacket lockers.

How will the demolition work proceed? Approximately 800 cubic yards of debris is to be removed. Disposal is anticipated to be taken to the Ox Mountain site in Half Moon Bay, and Recology Pier 96, San Francisco. Primary demolition will be performed from the waterside from material barges and excavators with derrick barge support. Debris would then be transported via barge to Pier 96, San Francisco for disposal or transfer to truck for disposal at Ox Mountain. Small demolition would be performed with hand tools (jackhammer, etc.) from the Embarcadero promenade.

For more information, visit sfearthquakesafety.org/fireboatstation35 or contact the Project Manager **Magdalena Ryor, San Francisco Public Works (415) 557-4659 / Magdalena.Ryor@sfdpw.org**