

DESCRIPTION OF THE GSA-FLEET CENTRAL SHOPS PROPOSED RELOCATION

The City and County of San Francisco General Services Agency (GSA) operates the “Central Shops” facility, located at 1800 Jerrold Avenue in the Bayview neighborhood. The facility is an approximately 5.5-acre site used to maintain the City’s service vehicle fleet (including police, fire, and ambulance). The site is immediately adjacent to the San Francisco Public Utility Commission’s Southeast Water Pollution Control Plant (SEP). SFPUC is also facing a space shortage for staging necessary to maintain and repair its aging SEP facilities, as well as related capital improvement projects. The City now proposes to relocate the Central Shops from 1800 Jerrold Avenue to two new sites, which will facilitated needed upgrades and modernization of the Central Shops facility and allow SFPUC to use the 1800 Jerrold Avenue site for its on-going repair and maintenance. The proposed project will include the demolition of two existing buildings, the construction of a new single story building with a mezzanine and tenant improvements to the existing building on one of the parcels.

Proposed Activities at New Central Shops Sites

Selby/Galvez Street Site

555 Selby Street is a 72,788 square-foot lot with a 9,600 square-foot, 30 foot tall corrugated metal building used by two taxi companies for dispatch, maintenance repairs, and storage of approximately 150 taxi cabs. 1975 Galvez Avenue is a 48,338 square-foot parcel with a 7,050 square-foot 30 foot tall corrugated metal warehouse building.

The proposed project would demolish the two existing buildings on 555 Selby Street and 1975 Galvez Avenue properties, remove two above ground fuel storage tanks, and construct a 53,690 sq. ft. building that would be within the two lots. The lots would be merged prior to approval and issuance of the building permit. The proposed new building would be a triangular-shape 35 foot tall single story structure with a mezzanine that would be 240 feet wide on average and 286 feet long (See Sheet A1 Central Shops Relocation Project Plans). Maximum depth of excavation for the proposed building would be down to seven feet and pilings as needed for the foundation would be drilled as deep as 90 feet below grade. The new building would be used for maintenance and repair of medium and heavy duty vehicles, such as fire trucks, heavy equipment transporters, dump trucks, and street sweepers, as well as for administrative offices, support functions, and employee amenities.

Specifically, the facility under a common roof is proposed to consist of three functional programs (Medium Duty Shop, Heavy Duty Shop, and Administrative Services) with support services for approximately 50 employees:

1. The Medium Duty Shop is proposed as a 28,114 sq. ft. space that will provide 14 service bays for medium and large vehicle service (sweepers, dump trucks, pumper trucks, backhoes, etc.). Infrastructure such as vehicle lifts, pneumatic, hydraulic, and ventilation systems will be installed to support vehicle repair activities.
2. The Heavy Duty Shop is proposed as a 16,262 sq. ft. space that will provide 10 service bays for SF fire equipment and other large vehicle repairs. Infrastructure such as vehicle lifts, pneumatic, hydraulic, and ventilation systems will be installed to support vehicle repair activities.
3. Customer service and employee amenities are proposed as a 9,314 sq. ft. space. In addition to customer service center and employee amenities, this space will provide a parts storeroom and building support infrastructure systems.
4. Mezzanine (depicted on Sheet A2) is proposed as a 7,859 sq. ft. space. This area will provide space for administrative offices, staff training/development, and storeroom parts storage.
5. Vehicle staging and circulation not under roof is proposed to total 19,098 sq. ft., which will be graded and paved to support the designed function, and secured with security systems, lighting, and perimeter fencing.

450 Toland Street

450 Toland Street has an approximately 45,000 square-foot industrial building onsite. The building is approximately 170 feet wide, 250 feet long, and 28 feet tall (depicted on Sheet A3).

The proposed project would make improvements to the existing building without any changes to the footprint or height. The majority of the work would be interior modifications including installation of new partitions, new plumbing and construction of ramps and an elevator, which would bring the building into compliance with Americans with Disabilities Act (ADA) requirements and current building code standards. Exterior work would consist of regrading loading dock area, replacing three existing 8-foot wide by 10-foot tall roll up doors on the southern face of the building with three larger roll up doors each 14 feet wide and 14 feet high, replacing existing 6-foot tall chain link perimeter fence with new 10-foot high chain link perimeter fencing, and restriping - the parking spaces. Excavations would be limited to required seismic and code compliance as required, and for the installation of the elevator shaft.

Specifically, 450 Toland under a common roof is proposed to consist of three functional programs (Light Duty Vehicle Shop, Body/Paint Shop, and Ladder Shop) building systems and related employee amenities for approximately 40 employees. The programed space is depicted on Sheets A3 and A4:

1. Light Duty Shop is proposed as a 24,400 sq. ft. area for light duty (sedans, vans,

and pickups) repairs with 22 service bays. Infrastructure such as vehicle lifts, pneumatic, hydraulic, and ventilation systems will be installed to support vehicle repair activities.

2. Paint and body shop is proposed as a 10,370 sq. ft. area with an enclosed paint booth, 8 service bays for both heavy duty and light duty body repairs, metal fabrication/welding area, and frame straightening equipment. Infrastructure such as vehicle lifts, pneumatic, hydraulic, and ventilation systems will be installed to support vehicle body/paint repair activities.
3. Ladder shop is proposed as a 3,760 sq. ft. area with an enclosed paint booth and equipment associated with the fabrication of wooden ladders used by the San Francisco Fire Department. Infrastructure such as wood working saws, drills, lathes, sanders, and planers and associated ventilation systems will be installed. An enclosed paint booth will also be installed in this area.
4. The mezzanine (depicted on Sheet A4) is proposed as a 3,480 sq. ft. area for employee amenities, and employee training area.
5. Vehicle staging not under roof is proposed for an 11,000 sq. ft. area located between the public right-of-way and the building. The area will be graded to allow access into the building from the street grade, and painted to direct vehicle staging.