

MEMORANDUM

May 19, 2011

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Ann Lazarus, Vice President
Hon. Francis X. Crowley
Hon. Doreen Woo Ho
Hon. Leslie Katz

FROM: Monique Moyer *M Moyer*
Executive Director

SUBJECT: Request authorization to advertise for Competitive Bids for Contract No. 2723, Pier 70, Building 113 Temporary Shoring/Stabilization

DIRECTOR'S RECOMMENDATION: Approve Attached Resolution

Overview

Port staff requests Port Commission authorization to advertise for competitive bids for Contract No. 2723, Pier 70, Building 113 Temporary Shoring/Stabilization. As part of the base bid, the project scope will provide installation of temporary shoring for the existing roof trusses for the building and safety drape on multiple exterior walls. Additive alternate bid item 1 will be dismantling and storing the existing overhead cranes. Additive alternate bid item 2 will provide installation of secondary structural support for the mezzanine.

Background

Building 113 is the former Union Iron Works/Bethlehem Steel Machine Shop, the oldest and most significant historic resource at Pier 70. Building 113 was constructed in 1886 and served as the foundry and machine shop for the Pier 70 ship fabrication and repair for 125 years. The building, now vacant due to its hazardous condition as a result of structural deficiencies, was still a functioning part of the Pier 70 ship repair yard as recently as 2001. The building has a timber and steel structural system and exterior load bearing masonry walls and is a rare surviving industrial structure from this period and is historically significant on the local, state and national levels. The building is both a contributing resource to a Pier 70 Historic District and individually eligible for listing in the National Register of Historic Places. The building is cornerstone and key element of the Pier 70 Preferred Master Plan and rehabilitation of it is a critical component of the success of the entire Pier 70 project.

This Print Covers Calendar Item No. 8B

Building 113 is a red-tagged, unreinforced masonry building. The unreinforced masonry bearing walls are severely deteriorated and are in danger of settlement or collapse. As-needed consultants Creegan+D'Angelo Engineers, Inc./ F.E. Jordan Joint Venture are finalizing the design of an independent vertical support system for the roof trusses that bear on the deteriorating unreinforced brick perimeter walls for gravity loads only. As part of this proposed project, a safety drape will also be installed on multiple exterior walls to protect the public from falling debris if the wall collapses in the future.

During the design phase for this project, multiple potential seismic risks were identified. The overhead cranes inside the building will be dismantled because they may damage the crane girders and cast iron columns for the building during a seismic event. A secondary vertical and lateral system will also be designed as part of the project for the mezzanine to prevent damage the mezzanine may cause to other components of the building during a seismic event. The Port has taken a comprehensive approach to designing the temporary shoring for the building by including Carey and Company, Inc., historic preservation architect, on the design team. Because the building is an important historic resource, the Port collaborated with Carey and Company within the engineering team to design a shoring plan that leaves the building intact and minimizes interventions to do as little harm as possible. Carey and Company's work has resulted in a design that is consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties and therefore appropriate for Building 113.

The proposed temporary shoring will reduce the risk of potential failure of the masonry walls and collapse of Building 113 while the Port seeks a development partner to undertake the necessary building rehabilitation. This project does not bring the building up to current seismic standards nor make the building safe for occupancy. Responses to the current Pier 70 Request for Interest (RFI) for the 20th Street Historic Buildings are due to the Port on June 1, 2011. However, even in a best case scenario the rehabilitation of Building 113 is not likely to commence for several years making the shoring/stabilization project a priority now.

The project will be advertised through the following channels:

- Human Rights Commission list of contractors
- Human Resources Outreach list of contractors
- Port Internet site
- City and County of San Francisco purchasing internet site
- Plan Rooms (Builders Exchange, Contractors Information Network, etc.) 18 total
- Newspapers (SF Examiner and Small Business Exchange)

Port staff will adhere to San Francisco Human Rights Commission (HRC) bidding procedures and requirements for this project. The Human Rights Commission staff is in the process of reviewing the project scope and will provide recommendation of subcontracting goal for Local Business Enterprises (LBE), including small and micro LBEs.

Regulatory Approvals

The Port has submitted an Environmental Evaluation Application to the San Francisco Planning Department and anticipates its issuance of a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA). The Categorical Exemption must be approved prior to the award of the contract.

Funding

The total estimated construction cost for the base bid for this project is \$1,058,128 and \$330,000 for the additive alternate bid items. 10% contingency for the project is \$138,800. The total construction project required funding is \$1,526,928. \$500,000 is currently appropriated for this project. Staff has also identified funds remaining in two completed capital projects (the Illinois Bridge Project - \$434,870 and the Noonan Building Project - \$200,000) which can be reallocated. Further, staff has identified projects which can be delayed (Pier 70 Building 2 - \$300,000, and the Ferry Terminal Floats – \$185,130). Port staff will submit these capital budget changes to the Board of Supervisors for final budget approval in July 2011, and will report back to the Port Commission this and any other changes to the Port's FY 2011-12 capital budget from the proposed budget the Port Commission approved on February 22, 2011.

The project base bid, additive alternate bid items, and contingency are financed by CPO793, Pier 70 Historic Building Stabilization and Repairs, and by delaying funding for two capital projects and defunding surplus funds remaining in two completed capital projects. It is Port Staff's opinion that these actions will not have a negative impact on Port operations or the Port's Capital Program.

Summary of funding required:

Construction base bid	\$1,058,128
Construction Additive Alternates	\$ 330,000
Construction 10% Contingency	\$ 138,800
Total funding required for construction	\$1,526,928

Schedule

The anticipated construction start date is October 2011, and the anticipated completion date is May 2012.

The project schedule is noted below:

Commission Approval to Advertise	May 24, 2011
Advertise for Bid	June, 2011
Bids Due	July, 2011
Award of Contract	September, 2011
Notice to Proceed	October, 2011
Final Completion	May, 2012

Summary

Port staff is prepared to seek competitive bids for the subject project. Port staff requests Port Commission authorization to advertise for competitive bids for Contract No. 2723, Pier 70, Building 113 temporary shoring/stabilization.

Prepared by: Winnie Lee
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Planner

For: Edward F. Byrne
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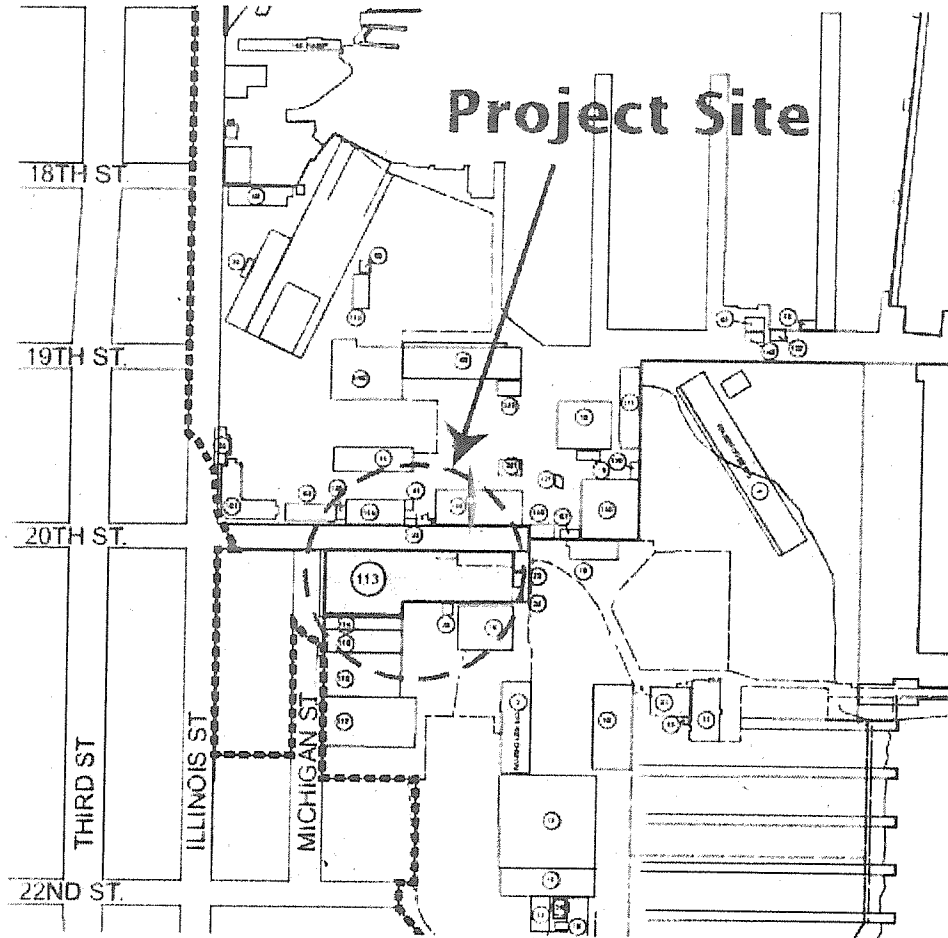
**PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 11- 32**

- WHEREAS, Port staff is prepared to advertise and seek competitive bids for Contract No. 2723, Pier 70, Building 113 Temporary Shoring/ Stabilization (the "project"); and
- WHEREAS, the construction work for this project will provide temporary shoring for the existing roof trusses, dismantle and storage of existing overhead cranes, installation of safety drape on multiple exterior walls, and a secondary lateral and vertical support system for the mezzanine; and
- WHEREAS, Building 113, the former Union Iron Works/Bethlehem Steel Machine Shop is a rare surviving industrial structure that is historically significant on the local, state and national levels, and the building is both a contributing resource to a Pier 70 Historic District and individually eligible for listing in the National Register of Historic Places; and
- WHEREAS, the Port's as-needed consultant, Creegan+D'Angelo Engineers, Inc./ F.E. Jordan Joint Venture, has nearly completed the design drawings and specifications for this project; and
- WHEREAS, the current engineering construction cost estimate for the project base bid is \$1,058,128 and for the additive alternate bid items is \$330,000, with a 10% contingency of \$138,800, for a total estimated cost of \$1,526,928; and
- WHEREAS, the estimated project cost, including 10% contingency, has been fully funded by CPO793, Pier 70 Historic Building Stabilization and Repairs, delaying funding of some capital projects and defunding surplus funds remaining in other completed capital projects; and
- WHEREAS, The Port anticipates a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA), and the Categorical Exemption must be approved by the Department of City Planning prior to the award of the contract; and
- WHEREAS, in the solicitation of bids for this project, Port staff will incorporate the subcontracting goal for Local Business Enterprises (LBEs) as recommended by the Human Rights Commission (HRC); now, therefore be it
- RESOLVED, that the San Francisco Port Commission hereby authorizes Port staff to advertise for and accept competitive bids for Contract No. 2723, Pier 70, Building 113 Temporary Shoring/ Stabilization.

I hereby certify that the foregoing resolution was adopted by the San Francisco Port Commission at its meeting of May 24, 2011.



Secretary



Pier 70 Building 113 Site Plan

Not to Scale

Pier 70, Building 113 Temporary Shoring/ Stabilization –
Contract No. 2723