

IN THE WORKS

A Digital Journal: San Francisco Public Works

October 2020



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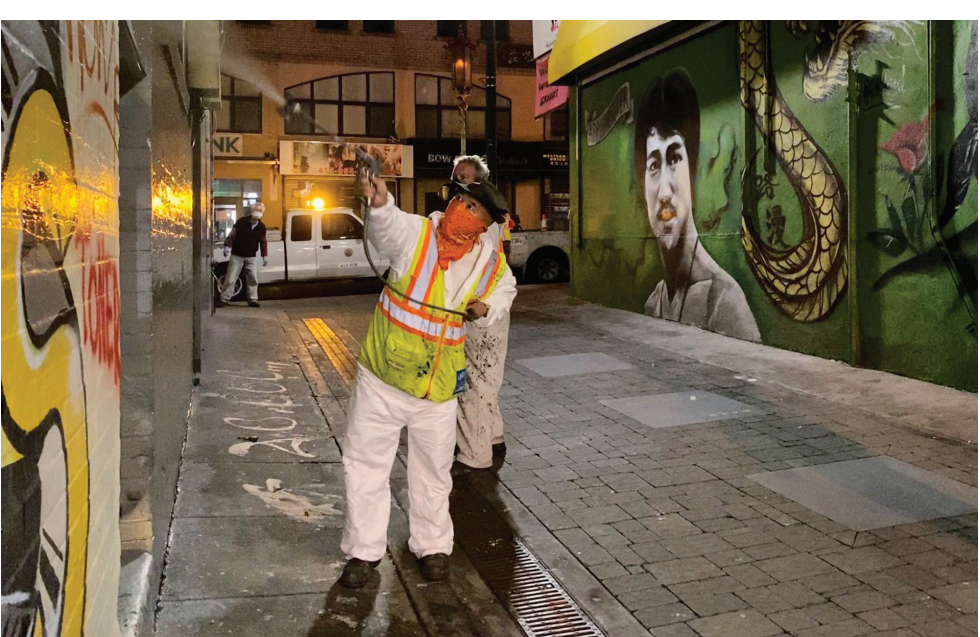
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VIRTUAL OPEN HOUSE NOVEMBER 2-13



BetterMarketStreetSF.org

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ONLINE MEETINGS

Wednesday, November 4

noon - 1 p.m.

Monday, November 9

4:30 - 6 p.m.

More details to follow



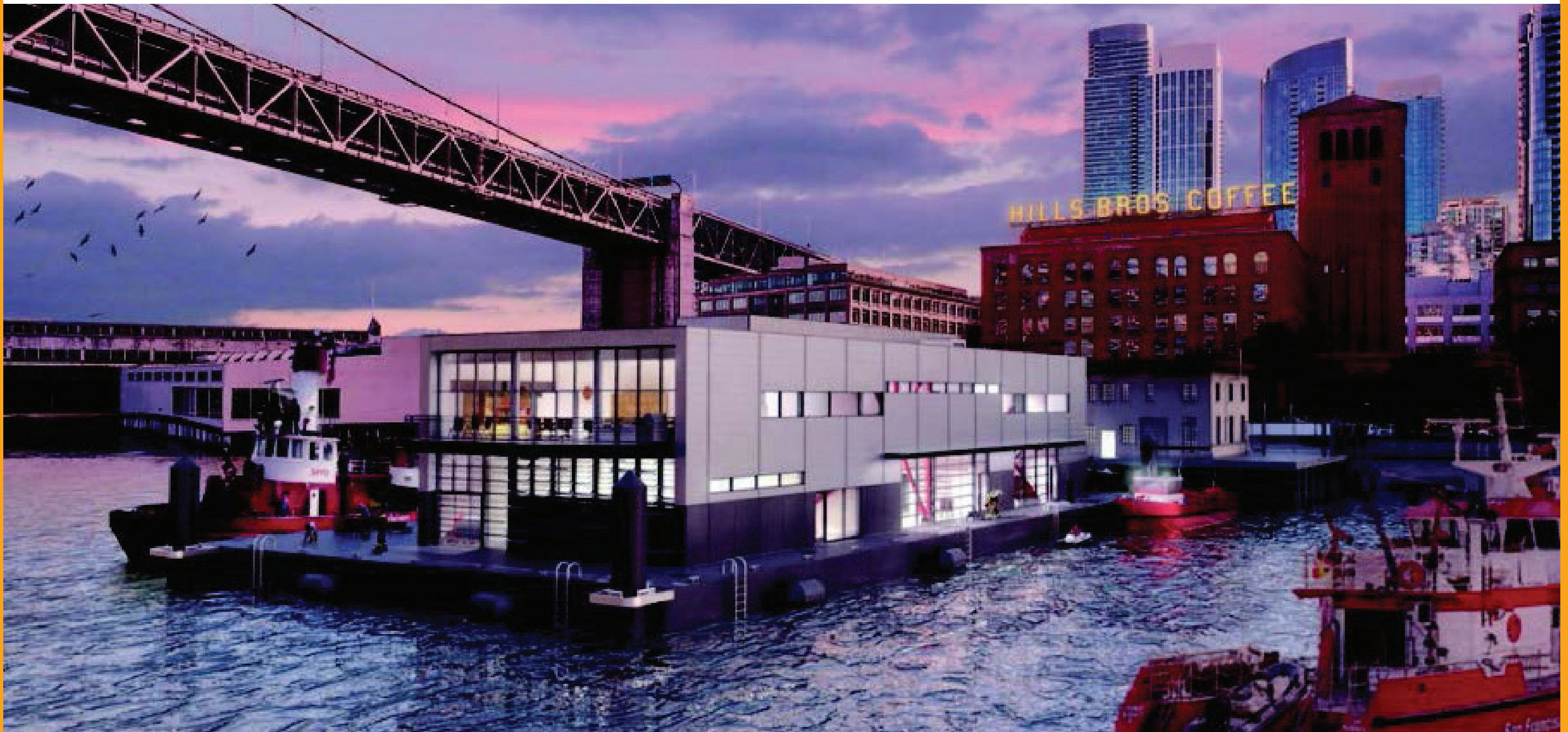
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Get the flu shot.**

**Reduce your risk of
the flu.**



City & County of San Francisco
sf.gov/FluShot

San Francisco's New Fire Station Will Float Your Boat



Renderings of the new floating Fire Station 35.

Construction progress continues on San Francisco's new state-of-the-art floating Fire Station 35, which is scheduled for completion in spring 2021.

Construction progress continues on San Francisco's new state-of-the-art floating Fire Station 35, which is scheduled for completion in spring 2021. Want to learn more about the project? Watch the newest installment of [Snapshots LIVE!](#), Public Works' new webinar series, to get the inside scoop on this innovative project from Public Works project managers Magdalena Ryor and Charles Higuera, San Francisco Fire Department Assistant Deputy Chief Dawn DeWitt, SFFD Fireboat Capt. Jeff Amdahl and SFFD Engine 35 Capt. Shane Francisco. Located at Pier 22 ½ along The Embarcadero,

the existing Station 35 is a historic landmark that has served as the home of the City's fleet of fireboats for more than 100 years. Despite its long and storied history, which includes dispatching fireboats to combat fires caused by the Loma Prieta Earthquake in 1989 and the Pier 45 blaze this spring, Station 35 is nonetheless too outdated now to keep up with the evolving needs of a modern city. The new structure will provide firefighters with operational upgrades to handle the newest equipment, more spacious living quarters for the staff assigned there and meet today's

building and life-safety codes. The station will be built atop a floating steel barge just offshore, allowing it to withstand future sea-level rise. Once completed, Station 35 is thought to be one of just two floating fire stations in the world; the other is located in Japan, near Tokyo. The Station 35 rebuild project is part of the City's voter-approved [Earthquake Safety and Emergency Response \(ESER\) Bond](#) initiative, which funds critical improvements to San Francisco's emergency-response infrastructure to make it more resistant to earthquakes and other natural disasters.



The existing fire station at Pier 22 ½ along The Embarcadero will be replaced with a new structure.

Snapshots LIVE! is a live webinar occurring every third Thursday that gives us an opportunity to hear from our colleagues about one of our department's many impressive projects. Join us!



**snapshots:
LIVE!**

webinars produced by
San Francisco Public Works

Upcoming topics include Jefferson Streetscape and emergency storm response. Let us know what project you'd like to hear more about by e-mailing us at hello@sfdpw.org.



In commemoration of the Loma Prieta Earthquake,
hear more about our efforts to become a more resilient city with a presentation on:

What are ESER bond projects?
Benefits of having a floating fire station
Behind the scenes at Fire Station No. 35
Architectural and design elements
Followed by questions and answers

THE PANELISTS:

Charles Higuera
Bureau & Program Manager
SF Public Works

Magdalena Ryor
Project Manager
SF Public Works

Shane Francisco
Captain
SF Fire Department

Jeffrey Amdahl
Pilot of Fire Boats
SF Fire Department

Dawn DeWitt
Assistant Deputy Chief
SF Fire Department

A Rec Space Reborn



View of the playground from above, looking south.

Transformative. Inspired. Community. Those three words begin to capture the essence of the freshly remodeled Margaret Hayward Playground in the heart of San Francisco that's set to open soon.

Bounded by Turk, Golden Gate, Gough and Laguna streets on the eastern edge of the Western Addition, the reimagined 6-acre community hub is sure to be a crowd-pleaser.

What once was a hodgepodge of buildings, sports fields, tennis and basketball courts and a playground has been knit together “to provide a unified design that brings all the elements together,” said Eoanna Goodwin, an architectural associate with the Public Works Bureau of Architecture who worked on the project.

There's a newly constructed clubhouse that opens to a plaza through large sliding glass doors, creating a more holistic connection between the interior and exterior.

The indoor space has a teaching kitchen, room for dance classes and a wide variety of other activities. The elevated portion of the plaza can double as a stage for community

theater. “It was designed for multi-generational use,” Goodwin said.

The outdoor recreation area, once split by a wide driveway that long ago was part of Octavia Street, is combined more intuitively now, with a plaza and playground at the center of the space and the playfields and courts on the east and west ends. The topography, with a 20-foot change in elevation, provided challenges and opportunities. The improved circulation and expanded landscaping offer a more inviting space that “was driven by what the community wants,” said Lizzy Hirsch, the lead landscape architect who headed the Public Works project team. “This design realizes the hopes of the neighborhood residents.”

Public Works provided architectural and landscape architectural design services, engineering services and managed construction for the San Francisco Recreation and Park Department-owned property.

Rec and Park served as the project manager. Funding for the \$28 million project comes from a variety of sources, including the voter-backed 2012 Clean and Safe Neighborhood Parks Bond. The makeover has been underway for nearly six years – starting with the design process and ending with the completion of construction.

City Architect Ron Alameida, a deputy director at Public Works, suggested that the project design will prove an iconic urban attraction “by seizing the vista to City Hall, creating comfortable paths and activity places, as well as seamlessly integrating the operational side with the public side of the facility with the landscape and building.”

The true test, of course, will be when the playground comes alive with kids, the softball and pickup basketball games resume and the clubhouse welcomes its first visitors.



Aerial view of the athletic fields, playground and clubhouse.



Top left: Batters can aim for the City Hall dome. Top right: Kids will get a kick from the play structures that they can climb on and spin around. Bottom: The light-filled clubhouse seamlessly marries the indoors with the outdoors.



Top left and bottom: Drought-tolerant landscaping borders the playground. Top right Wooden climbing poles offer young adventurers a fun challenge.

Pedaling a Bike-Safety Solution



A total of 49 concrete islands, hand-built by Public Works crews, separate bikes from vehicles.

Prior to the COVID-19 pandemic, more than 300,000 people walked, rode transit, bicycled or drove on The Embarcadero on a typical weekday, making it one of San Francisco's busiest corridors.

Although commuter traffic has subsided for the greater part of 2020, The Embarcadero remains bustling with San Franciscans and visitors who use this route, with its rich mixture of scenery that includes the downtown skyline, the Bay Bridge, Alcatraz and the Ferry Building, for recreation and exercise.

To ensure that this important route remains safe and efficient for cyclists and drivers alike, Public Works has teamed up with SFMTA and the Port of San Francisco on the Ferry Terminal Quick-Build project, which separates vehicles and bicycles with 49 concrete islands from Folsom to Mission streets northbound on The Embarcadero.

The quick-build program is an aspect of the City's [Vision Zero Initiative](#), which focuses

on improving the 13 percent of City streets where 75 percent of San Francisco's severe and fatal pedestrian injuries occur. Quick-build projects are one tool the City uses to help implement safety projects faster on the streets where engineering improvements can have the biggest impact in reducing these types of fatalities and injuries.

With our wide range of project management and construction services, Public Works plays a vital role in the quick-build process. On the Ferry Terminal Quick-Build project specifically, our Bureau of Urban Forestry's Cement Shop is constructing the islands. Each island is 2-feet wide and will be equipped with railings to provide more secure separation between cyclists and motorists. This two-way protected bikeway will serve as a preview of The Embarcadero Enhancement Project's planned safety

improvements for the remainder of the corridor.

Metered parking was removed along the two-block stretch and SFMTA and Public Works crews are adding new paint to the road and curbs. In addition, crossings with separated waiting areas for bikes and cars, right-turn-on-red restrictions for vehicles and improved signal timings will be enacted to enhance safety between the ferry terminal and the South of Market neighborhood. These types of investments in critical infrastructure support San Francisco's renewal and recovery while protecting public safety.

Staying true to its name, the Ferry Terminal Quick-Build project is expected to take only about a month to complete. Construction began on October 7 and should wrap up the first week of November.



A lone cyclist tests the new protected bikeway before construction is complete.



Top left: Public Works Cement Mason Ernesto Munoz smooths out a new island. Top right: A finishing trowel is used to achieve a smooth texture. Bottom: Cement Mason Gabriel Arteaga from our Bureau of Urban Forestry Cement Shop stands watch as crews build the wooden frames to support the freshly poured islands.

A Reimagined Sunset Boulevard



A bird's-eye view of the tree-lined Sunset Boulevard.

Volunteers and Public Works crews – socially distanced and wearing masks – have been planting native wildflowers, trees and shrubs along a short stretch of Sunset Boulevard this month as

part of a long-term endeavor to improve the 2-mile-long greenbelt that connects Golden Gate Park and Lake Merced.

The volunteer workday on Oct. 24 brought out folks with the local chapter of the [California Native Plant Society](#) who scattered wildflower seeds, including California poppy, lupine, yarrow and clarkia, along Sunset Boulevard between Santiago and Taraval streets.

The Climate Action Now! environmental organization also is on the block with an aim to plant 200 native trees and shrubs, including

Monterey cypress, Coast live oak, Catalina ironwood, California buckeye and California sycamore, by Thanksgiving.

The focused planting will serve as one of two demonstration blocks (the other is between Kirkham and Lawton streets) to show what's possible along Sunset Boulevard – a 6-lane roadway in western San Francisco that has a planted median and greenbelts on each side.

With the changing climate and periods of drought, the City is looking to reimagine the corridor to support sustainable, drought-

tolerant plantings and a beautiful design. The days of lush green lawns, while popular with many neighbors, no longer make sense ecologically.

The [Sunset Boulevard project](#) is led by the Public Works landscape architecture bureau and the Bureau of Urban Forestry's landscaping team.

You can learn more about the project by watching the "[Sunset Boulevard: Reimagined](#)" episode of Public Works TV.



Prior to planting, cardboard is laid down to keep weeds from sprouting.

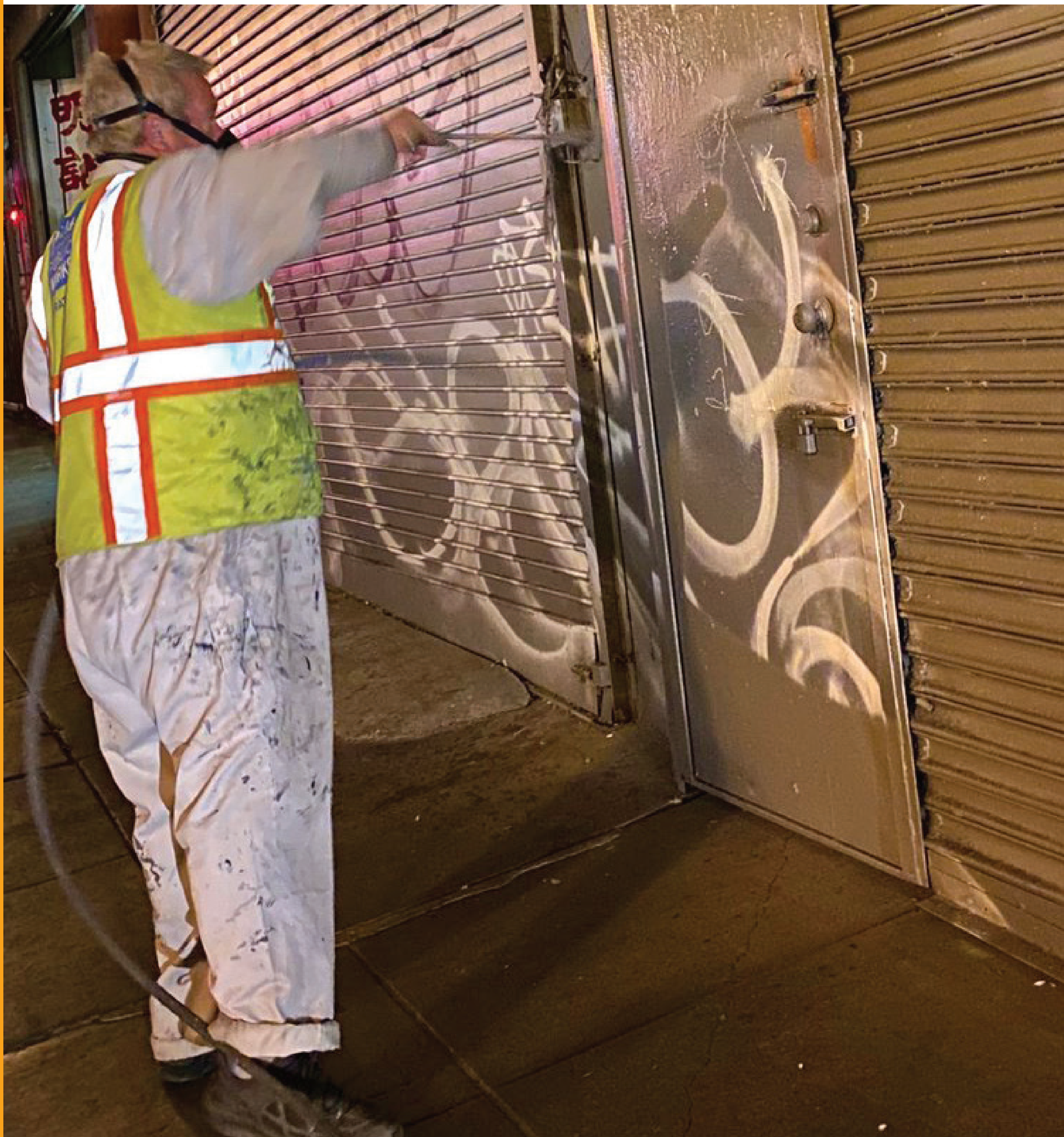


A lot of work goes into preparing the ground for new plants.



It's never too early to show kids that volunteering to help improve our shared public spaces can be fun and rewarding.

Graffiti Wipeout!



Dan Feerick spent the early-morning hours wiping out graffiti tags on roll-up gates in Chinatown. “All the tags? They’re horrible,” he said. “I take pride in my city. I wish everyone would.”

As the City slowly reopens with the easing of the Shelter-in-Place Health Order, our graffiti abatement crews have been doubling

down to wipe out tags in two commercial corridors hit particularly hard during the shutdown.

Twice a week this past month they hit the streets at 4 a.m. before businesses open in the Mission and Chinatown to paint out graffiti on storefront security gates, utility boxes, street signs and other surfaces where the vandals leave their mark with spray paint and markers.

Normally, private property owners are required to remove graffiti from their buildings and utility boxes, but the onslaught of tags prompted us to temporarily provide courtesy service in the

two hard-hit neighborhood as struggling businesses are starting to open back up.

While we put a pause on issuing citations to private property owners who don't remove graffiti from their properties, we're starting to enforce the [graffiti law](#) again now that the City is opening back up. We always will work with property owners who face excessive tagging and hardship.

Dan Feerick tackled tags on Grant Avenue in the heart of Chinatown before the sun came up one recent day, using a power paint sprayer to eradicate graffiti from alleyways and roll-up gates. "All the tags? They're horrible," he

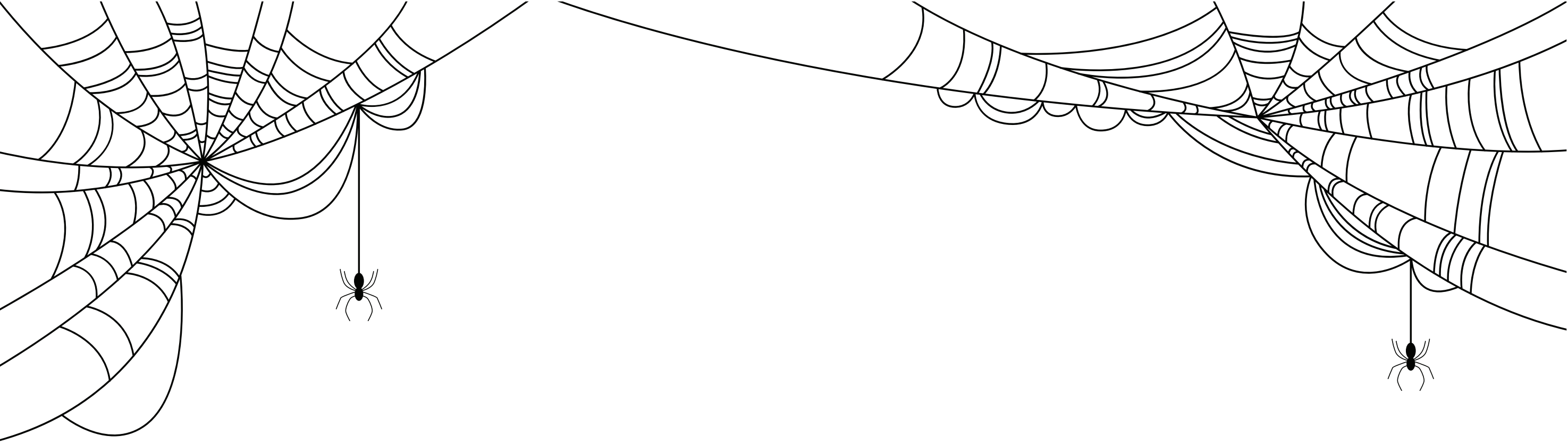
said. "I take pride in my city. I wish everyone would."

Last year, the number of graffiti complaints we've fielded through the 311 customer service center averaged 2,634 a month; this year, the monthly average has been 3,134. Meanwhile, the special operation in Chinatown and the Mission doesn't wait for the complaints to come in; the crews drive slowly up and down the quiet blocks and when they spot a tag, they grab their paint and tools and get to work.

Alberto Zapata, who heads the team, looked at a freshly painted green utility box and said, "We're making good progress."



Across from the alleyway mural depicting Bruce Lee, Yizheng Yu, on our graffiti abatement team, worked the Chinatown beat removing tags before sunrise.



Thanks for reading!

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