

MEMORANDUM

To: Matthew Bell
Contract: Port of San Francisco As-Needed Engineering & Related Professional Services
Parsons/Lotus Water JV (PL 05)
Date: September 6, 2017
From: Paul Osmundson, Premier Structures
Eric Zickler, Lotus Water
RE: Pier 33.5 Restaurant Lease Condition Assessment

SUMMARY OF PURPOSE

The Port of San Francisco is preparing an RFP for restaurant operators to lease an existing space at Pier 33.5 that most recently housed the Butterfly restaurant. As part of the RFP, the Port seeks an accurate assessment of existing conditions and recommended improvements to the leasehold. The memorandum summarizes the assessment of the adequacy and functionality of existing MEP / fire protection systems, plus architectural / ADA / SFDPH code compliance considerations.

PIER 33.5 RESTAURANT LEASE ASSESSMENT

The following is a summary of observations and recommendations for the restaurant space at Pier 33-1/2. Photos and Figures are in Appendix A. Original drawings from past tenant improvements are in Appendix B.

I. Mechanical, Electrical, Plumbing, Fire Protection and Life Safety

A. Fire Protection Systems

1. Fire Sprinkler System
 - a. There is no fire sprinkler system in the space. The Port is requiring that the new tenant install a complaint fire sprinkler system as part of the new lease agreement.
 - b. There is a Port-maintained main fire riser assembly for the Pier 33 shed on the south side across the driveway in the shed (Figure 1). The new tenant's fire sprinkler system could be fed from here. Testing and certification of the tenants system would likely need to be perform simultaneously with the rest of the Port-owned system.
 - c. The restaurant operator also has the option to obtain and install their own fire main fed from the Embarcadero.
2. Fire Detection and Alarm Systems
 - a. There is no fire alarm system or smoke detection in the space. It is recommended that a fire life safety system be required as part of the new lease, even it is not required by Code.
3. Kitchen Fire Suppression System

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- a. The existing system is a Pyro-Chem wet chemical agent system with a 5.5 gallon cylinder serving the front kitchen hoods and a 3.5 gallon cylinder serving the back kitchen hood (Figure 2). The cylinders were manufactured in 1997 and the entire system was likely installed as part of the 1997 Samos Restaurant Remodel permit set.
- b. There are two manual pull stations adjacent to the front and back kitchens (Figure 3). Automatic fire detection is provided by fusible links along a tensioned line in the hoods. Fusible links were not field verified.
- c. The kitchen fire suppression system is set up for the previous kitchen equipment layout. Nozzles are directed at burners that are no longer in place. It is recommended that the entire system be replaced if the kitchen layout is modified.
- d. The latest maintenance tag is dated December 2015. The existing kitchen fire suppression system was not tested as part of this evaluation.

B. Mechanical Systems**1. Restroom exhaust system**

- a. There are two restrooms located on the northwestern portion of the space. They are ventilated by a single roof-mounted exhaust fan that appears operational. Each restroom has a ceiling-mounted exhaust grille. The exhaust fan should be tested for the rated airflow of 320 CFM, as indicated on record drawings from 1997. This rated airflow meets the minimum code requirement of 50 CFM per toilet or urinal with the existing four toilets and two urinals. However, if a toilet or urinal is added, then a new fan rated at a higher airflow will need to be specified.
- b. There is a staff unisex restroom on the eastern side of the space. It was not determined what type of exhaust system is serving this restroom.

2. Heating and Cooling System

- a. There are two split-system heat pump units that serve the space. The two fan coil units and two condensing units (heat pumps) are located on a mechanical penthouse above the space in the shed of Pier 33 (Figure 4) and the associated ductwork is running exposed with sidewall grilles. Each has four-ton capacity, which differs from the specified capacities on the 1997 plans but match the total capacity of the two specified (one at 3-tons and the other at 5-tons). It could not be determined if these units were operational, but with an approximate age of 20 years, it is recommended to replace them with higher efficiency units that would meet current Title-24 energy efficiency requirements. The ductwork and grilles appear serviceable but should be cleaned.
- b. Outdoor air to the space is provided by outdoor air ducts connected to the intake/return air plenum on the fan coil units. The ducts are routed to an outdoor air louver located at the pier deck area (Figure 5). These all appear serviceable but should be cleaned.
- c. There is a packaged terminal air conditioner (PTAC) for the back office (Figure 6). The unit is installed through the wall at the pier deck area. This unit appears serviceable. If the unit is replaced, makeup air calculations should be performed to provide sufficient outside air per current code requirements.

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- d. The outdoor deck area is heated by three infrared radiant heaters (Figure 7). It could not be determined if these were operational, but they appear serviceable. The heaters were added as part of the 1999 tenant improvement plans.

3. Kitchen Ventilation System

- a. There are four Type I commercial hoods. The CFM capacity should be sufficient for new kitchen equipment but this will depend on the type of equipment the new operator uses. One, roughly 10 feet long, is the main hood facing the dining space, and it is served by a roof-mounted utility fan labeled as EF-1 on the 1997 plans and rated at 3,750 CFM. The second hood, on the back of the main hood and roughly 6 feet long, is served by a roof-mounted utility fan labeled as EF-2 on the 1997 plans and rated at 3,400 CFM. The third and fourth hoods are back-to-back and are roughly 4 feet long. They are served by a common duct and roof-mounted utility fan labeled as EF-3 on the 1997 plans and rated at 3,690 CFM. The outlets of all three fans are upwards with duct meeting the code requirement of minimum 40 inches from the roof surface. The terminations meet the code requirement of 10 feet horizontal clearance from property lines and air intakes. All three fans have grease traps as required per code. However, they do not have vibration isolators. It could not be determined if all these fans were operational. There are grease cleanouts at the roof. Upon visual inspection of the duct collars in two of the hoods (Figure 8), it is recommended that a thorough cleaning of all the grease ducts via the cleanouts on the roof be conducted. See Figure 9 for kitchen hoods and Figure 10 for roof-mounted fans.
- b. Makeup air is provided by three air handlers located on top of the plywood deck above the space and through ceiling supply diffusers lining the front of the hoods (Figure 11). The air is drawn from the same outdoor air louver mentioned above that is used for the outdoor air into the dining space. Air handler, labeled AH-1 on the 1997 plans, is rated at 3,750 CFM and appears to be interlocked with EF-1. Air handler AH-2 is rated at 3,400 CFM and appears to be interlocked with EF-2. Air handler AH-3 is rated at 3,688 and appears to be interlocked with EF-3. All the makeup air diffusers appear to be serviceable but require thorough cleaning. It could not be determined if these air handlers are operational. See Figure 12 for air handlers located at the mechanical mezzanine and Figure 13 for the interlocked pushbutton starters.
- c. There is a dishwasher hood that is served by a roof-mounted centrifugal fan. It could not be determined if this fan was operational. This fan does not appear in the 1997 plans, so there is no information on its airflow capacity.

C. Plumbing Systems**1. Cold Water**

- a. The existing water meter is located in the south side of Pier 33 across the driveway in a utility room within the shed. The water line is two inches, which appears to be properly sized for the load in the previous restaurant. See Figure 14 for a photo of the water line where it enters the restaurant.
- b. Existing water service is a deduct service which is connected to the water main serving the Pier 33. See Figure 15 for a photo of the existing deduct meter. The Pier 33 main is owned and maintained by the Port of San Francisco. The restaurant operator has the option of obtaining and installing their own water main directly from the SFPUC.

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2. Hot Water

- a. There is a gas water heater for the kitchen, and it is a 100-gallon Rheem model G100-80N, input rating of 76,000 Btuh/hr, 73.7 recovery gal/hr (Figure 16). The base of the water heater where the burner is located is blackened with soot and/or debris and may indicate issues with the burner. If the heater is replaced, a new hot water demand calculation will need to be performed for the kitchen to confirm rating and capacity of the new heater.
- b. There is a second gas water heater for the restrooms and bar area, and it is a 48-gallon Rheem model 22V50FN, input rating of 40,000 Btuh/hr (Figure 17). This water heater appears serviceable, but a new hot water demand calculation will need to be performed with the future bar equipment and any new lavatories added to the restrooms to determine adequate sizing.
- c. Both water heaters appear to vent to the roof of the shed building, which is required.

3. Waste and Vent

- a. The existing waste and plumbing lines are all routed under the pier deck and are exposed to sea water, wave action and occasional floating debris, as is typical with most existing plumbing at Port facilities built over water. See Figure 18 and Figure 19 for photos of the under-pier plumbing taken by the Port in 2011.
- b. The existing waste plumbing discharges into a sewer pump station serving all of Pier 33, located approximately 80-90 ft from the edge of the lease boundary via under-pier plumbing. The main line to the pump station is 4 inch and sizes of the branch lines are shown on the 1997 plans. Regular maintenance of this sewer pump station by the Port will likely cause downtime. See Figure 20 for a photo of the pump station sump taken by the Port in 2011.
- c. For improved reliability, it is recommended that the waste lines be rerouted to discharge directly to the sewer transport storage box in the Embarcadero. This will require trenching on the Embarcadero to install a gravity sewer line. The new waste lines will still be exposed under the pier, but a shorter run of pipe will be less susceptible to damage, and will not be affected by potential issues with the pump station.
- d. Vent pipes could not be verified within the walls, but the vent pipes through the roof appear serviceable.
- e. There appears to be enough floor sinks throughout the kitchen, preparation and bar areas. However, this will need to be confirmed by future food service designer.
- f. There is one floor drain in each of the restrooms, which is required.

4. Grease trap or interceptor

- a. There is a floor-mounted grease trap in the back preparation area, which appears to have served a previous 3-compartment sink, no longer in place (Figure 21). It is recommended that this be replaced with a new grease removal device under a future 3-compartment sink that complies with the FOG Ordinance as a Class 1 Facility, as approved by the SFPUC.

5. Natural gas

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- a. The gas meter is in a closet on the south side by the driveway and it is a Dresser Roots Rotary meter model 1.5M125, with 1500 CFH rated maximum capacity (Figure 22). Actual maximum gas flowrate should be confirmed with PG&E prior to specifying new gas-fired equipment. The gas meter closet/enclosure does not meet current PG&E standards, and will need to be updated to meet PG&E manual J-16 if any modifications are made (either by the tenant or mandated by PG&E). A new mechanical ventilation system for the closet will need to be provided. The existing gas meter closet should not be used for storage.

D. Electrical Systems

- a. The main switchgear for Pier 33 is located at the electrical room on the northwest portion of the pier shed. There is a separate meter for the restaurant and the service for the restaurant is rated at 225A, 277/480V, 3 phase. In order to verify that the existing service is sufficient, it is recommended that a more thorough electrical load calculation be performed. However, it is expected that the existing service should be sufficient for a new restaurant use.
- b. The feed continues from the meter through a 150 KVA, 480V-208/120V, 3 phase transformer located on the plywood deck above the space in the pier shed. It is a Square D by Schneider transformer model EE150T3H, which appears serviceable.
- c. There are five subpanels:
 - i. K1, K2 and K3 which are located by the staff restroom (Figures 23, 24 and 25). These feed kitchen equipment, outlets, light fixtures and other miscellaneous items.
 - ii. B1 which is located in the janitor room by the back bar area (Figure 26). This feeds bar equipment, outlets, light fixtures and other miscellaneous items.
 - iii. A subpanel is located on the plywood deck above the space. This serves all the mechanical equipment. (Figure 27)All subpanels appear to be serviceable.

II. Egress, Fire Rating, Accessibility, Building Code Classification

The intent of this assessment is to evaluate the existing architectural conditions for potential changes needed to achieve the appropriate level of code compliance for use and accessibility. The review was conducted consistent with the scope of effort agreed upon and was based on review of available drawings, previous reports and site visits.

In addition to a review of all provided documents, on June 16 & 20, 2017 we conducted an on-site visual survey of the property. Our site assessment was limited to the existing architectural conditions, equipment and systems, which were discoverable by a visual inspection. No finishes were disturbed or removed and no destructive testing was performed for this review. This report should not be considered as an acceptance of responsibility for, nor an endorsement of, any aspect of the design, construction, or condition of the property.

This report describes the minimum Architectural, Access and Egress deficiencies that need to be addressed to meet building code compliance for restaurant occupancy. Any future tenant improvements within the restaurant space have to be designed and constructed to provide code

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compliance. The tenant will be required to submit plans and obtain a building permit from the Port of San Francisco Building Department and complete construction in compliance with Port Building Code, Inspection and Permit requirements.

A. Egress

Based on the occupant load of the restaurant two exits are required for occupant loads over 50. A review of the 2006 Butterfly Restaurant Proposed Dance Floor permit drawing set indicates the existing diagonal distance of the tenant space to be 112'-8". This requires that for ½ the diagonal distance for non-sprinklered construction the exit separation distance shall not exceed 56'-4" between exit doors.

The existing separation distance between exits indicated on those drawing is 59'-9" which exceeds the required separation distance. In addition, the distance is actually greater than indicated because the main entry door (Figure 28 and Figure 29) is installed on the opposite side of the existing wall opening than what shown what is shown on permit set. There is no information available for review on when the existing glass entry was installed. The entry door layout may need to be altered to reduce the entry separation distance.

There is an illuminated exit sign installed above the door that leads from the kitchen to the shed however this door does not swing in the direction of egress and is not compliant as an exit (Figure 30).

The current widths of the path of egress between exits are in general conformance with requirements based on occupant loads.

B. Fire Rated Construction

The 2012 Improvement Project adjacent to this lease assumes an S-2 occupancy at the shed and provides a 2-hour rated wall between its B and S-2 occupancies.

Table 508.4 *Required Separation of Occupancies* requires a 1-hour separation between A-2 and S-2 for non-sprinklered construction. No separation is required for sprinklered construction. Since the Port intends on requiring sprinklered construction, a 2-hour rated separation between the B and S-2 occupancies would not be required.

The majority of the construction of the kitchen space that extends into the shed was prepared as part of the 1997 Samos Restaurant Remodel permit set. The plans indicate the new shaded stud walls to be a one hour rated, non-load bearing 2x4 walls @ 16" o.c. with 5/8" Type X gypsum board on both sides. There is no specific UL or GA rated wall assembly indicated in the documents. The Structural drawings also call for ½" plywood sheathing on the exterior envelope wall between the restaurant and the shed space to create a perimeter shear wall. The existing finish on the shed side of these exterior perimeter walls is exposed plywood, see Figure 31 . It could not be determined as part of the visual survey if the gypsum board is installed underneath the plywood, omitted entirely, or a second layer of plywood sheathing was installed over the gypsum board and structural plywood sheathing as a finish surface. Some destructive investigation should be performed to determine the exact as-built construction of the perimeter wall to confirm that both layers of gypsum board are present for a 1-hour wall construction per the permit drawing and could provide the required occupancy separation at the wall.

To summarize, the walls of the restaurant inside the Pier 33 shed are required to be fire rated, the existing construction does not appear to match what was on the permit drawings, and the fire rating

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cannot be conclusively determined without destructive testing. If the destructive testing confirms that the existing walls are not fire rated they will need to be retrofitted with new gypsum board.

Per CBC 508.4.4.1 *Construction*, required occupancy separations shall be fire barriers or horizontal assemblies, or both, so as to completely separate adjacent occupancies. In reviewing the existing drawings from the 1997 Samos Restaurant Remodel project and subsequent available drawings no indication was found of a horizontal assembly or notes indicating a rated horizontal floor assembly at the mechanical penthouse where it extends into the adjacent shed occupancy when it was constructed that would provide a horizontal rated assembly. Portions on the previous restaurant that predate the 1997 set also extend into the shed space and were not available for review of this earlier construction to determine if it provided a rated separation between occupancies. The required horizontal occupancy separation cannot be confirmed based on the visual observation or review of the existing documents. Additional construction at the existing mechanical penthouse floor assembly may be required to create a horizontal occupancy separation.

There are several rated doors and frames at the envelope between the kitchen and the shed but their locations and ratings are inconsistent or cannot be verified. The door between the kitchen and the shed has labels but are painted over or rusted to a degree that makes it illegible. Other doors have a rated label on the frame but not the door. These doors and frames would need to be inspected and relabeled or replaced. A new unrated door and frame opening and a small residential window was added at a later date, in what was previously called the wood storage room, both reducing the amount of perimeter shear wall and interrupting the rated wall construction indicated in the 1997 set, see Figure 32. The mechanical penthouse is accessed by a ladder and hatch opening in the penthouse floor assembly in this same room. This opening would also need to be provided with the rating hatch to maintain a rated horizontal assembly.

There are three major mechanical shaft walls extending from the top of the plywood deck of the mechanical penthouse to the underside of the wooden roof deck of the shed for the exhaust ducts from the kitchen equipment (Figure 33). There are two details on the 1997 set that address the construction of the mechanical shafts but the information shown conflicts with each other. The canopy hood detail 5/A13 calls for a one hour rated shaft and the observed construction appears to generally conform to this detail. The Exhaust Shaft/Duct Reference Specification Detail 3/A13 shows the shaft construction extending above the roof. There is no specific UL or GA rated shaft assembly indicated in the documents. The outside face of the gypsum board stops at the bottom of the wood roof deck. The mechanical units would need to be removed to confirm if the gypsum board shaft construction was continuous on the inside of the shaft to above the roof. The existing shaft construction appears inconsistent and somewhat incomplete. They are not fully taped and floated on the exterior and what appears to be existing fire caulking at joints between floor and roof assemblies is minimal with potential gaps and appears to be missing at one location.

The condition of this mechanical shaft is a significant concern and requires further investigation, including destructive testing, removal of the units, and a visual survey following this effort.

On the shed side of the perimeter wall there is an existing two-story addition of storage rooms and a single story storage room constructed at a later time (Figure 34). The construction appears to be separate and from visual observation does not appear to impact the 1997 restaurant construction of the potentially rated perimeter wall. There were no existing drawings available of these later additions to review as part of this assessment and these spaces have been excluded as part of the restaurant square footage. It is not known if these are permitted construction from the information available.

C. Accessibility

The path of travel at the existing main entry is in general conformance with accessibility requirements with the exception of the door pull. The existing horizontal pull on the glass door is mounted over 44" above the finish floor which exceeds the required 34" minimum to 44" maximum range for the operable parts of door hardware and will need to be revised or replaced. The main entry door is recessed greater than 8 inches and has sufficient latch side clearance at the exterior pull side and level landings on the interior and exterior. The existing glass door bottom rail provides a 10" smooth surface at the push side. The existing threshold appears to be compliant. The existing main entry door does not have an automatic operator or door closer installed. If the existing door hinges provide self-closing action, their closing speed and operating force could not be confirmed as part of this survey.

The path of travel to the existing take out door has accessibility issues. The existing historic facade does not provide enough width at the door opening for a compliant level landing at the exterior. An existing automatic power operator has been installed to compensate with an existing push plate mounted at 42" above finish floor (Figure 35) at both the interior and exterior which is compliant with the 30" minimum to 44" maximum range. It is missing the required lower push plate mounted at 7" minimum to 8" maximum above finish floor at the interior and exterior. A second lower push plate will need to be installed or the existing upper replaced by a compliant vertical push plate to cover the upper and lower requirement. The closing speed and operating force of the existing automatic operator could not be determined as part of this survey. A compliant level landing is provided at the interior side of the takeout door with sufficient space for a 5'-0" turning radius. The existing threshold and door hardware appear to be compliant.

The accessible path of travel to the public Men's and Women's restrooms is in general conformance with required accessibility clearances except where the furring added around the wood post at the Vestibule encroaches into a 5'-0" turning radius required to access the restroom doors. A case could be made for access being achieved with a T-shaped turning space however the furring creates access challenges.

Signage at both public restrooms is not compliant. The color of the existing accessible geometric symbol door signs does not contrast with the color of the background door and the edges and vertices are not eased or rounded as required. The pictogram restroom wall sign with text descriptors and braille are missing at both restrooms. The signage at the Staff Restroom is in general conformance with most accessibility requirements but the braille wall sign does not have the gender pictograms and the geometric symbol door sign does not have eased or radiused edges.

Men's Restroom:

The overall dimensions of the accessible stall are in general conformance for a front approach with an out swinging partition door with a 32" minimum clear opening width. The door opening is however located more than the required 4" maximum from the side wall. The existing coat hook on the accessible stall door is installed too high and needs to be installed at a height not to exceed 48" above finish floor. An accessible pull is required at both sides of the stall door. The existing accessible water closet fixture seat height is below the 17" minimum and 19" maximum range to the top of the seat. The water closet distance from adjacent wall of 17" minimum to 18" maximum to centerline is minimally out of conformance and may be able to be adjusted to achieve compliance. There is sufficient space provided within the stall for a 5'-0" turning radius however the

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compartment is less than 66" wide so the exception for the required toe clearance at the side partition is not achieved and needs to be corrected. Nearly all toilet accessories including grab bars, toilet paper and seat cover dispensers, soap and paper towel dispensers do not meet accessible mounting height or location requirements and require being either replaced or reinstalled to meet accessibility criteria (. One of the two existing urinals provided is installed at a compliant accessible height and provides for the required clear floor space. The built in lavatory dimensions and clearances are in general conformance with accessibility requirements. The lavatory fixtures and controls are within accessible reach ranges and the angled mirrors above the lavatories appear to meet accessibility requirements.

Women's Restroom:

The overall dimensions of the accessible stall are in general conformance for a front approach with an out swinging partition door with a 32" minimum clear opening width. The door opening is however located more than the required 4" maximum from the side wall. The existing accessible water closet fixture seat height is below the 17" minimum and 19" maximum range to the top of the seat. The water closet distance from adjacent wall of 17" minimum to 18" maximum to centerline is minimally out of conformance and may be able to be adjusted to achieve compliance. There is sufficient space provided within the stall for a 5'-0" turning radius and the compartment is approximately 66" wide so the toe clearance at the side partition would not be required. Nearly all toilet accessories including grab bars, toilet paper and seat cover dispensers, soap and paper towel dispensers do not meet accessible mounting height or location requirements and require being either replaced or reinstalled to meet accessibility criteria. The built-in lavatory dimensions and clearances are in general conformance. The lavatory fixtures and controls are within accessible reach ranges and the angled mirrors above the lavatories appear to meet accessibility requirements.

Staff Unisex Restroom:

The overall accessible stall dimensions in general conformance for a single occupant unisex restroom with a front approach with an out swinging door. The existing accessible water closet fixture seat height is below the 17" minimum and 19" maximum range to the top of the seat. The water closet distance from the adjacent wall of 17" minimum to 18" maximum to centerline is approximately 1 1/2" out of conformance. Modifications to the fixture or the adjacent wall may be required to achieve conformance. There is sufficient space provided within the room for a 5'-0" turning radius. Nearly all toilet accessories including grab bars, toilet paper and seat cover dispensers, soap and paper towel dispensers do not meet accessible mounting height or location requirements and require being either replaced or reinstalled to meet accessibility criteria. The front rim of the existing lavatory mounting height is at approximately 35 1/2" above the finish floor which exceeds the required 34" maximum mounting height and needs to be corrected. The existing exposed piping at the lavatory is not insulated against contact and needs to be corrected. The existing urinal provided is installed at a compliant accessible height and provides for the required clear floor space.

Bar and Take Out accessible counter:

There is a section of the existing bar with a counter height and knee clearance designed to accommodate a single front approach wheelchair clear floor area space and it is in general conformance with current accessible requirements (Figure 36). The take-out counter is also designed to a 34" maximum height with sufficient space for a wheelchair side approach and a 5'-0" turning radius.

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D. Code Analysis

Existing Tenant occupancy: A-2, for assembly uses intended for food and/or drink consumption
 Existing Shed occupancy: S-2, Low-hazard storage
 Existing Construction Type: VB
 Fire Sprinkler System: No

Gross Floor Area Restaurant: 4615 sf

Occupant Load:

Public Areas	565 sf (1/100 sf) =	6 occupants
Dining & Bar Area	2055 sf (1/15 sf) =	137 occupants
Kitchen/Food Prep	1995 sf (1/200 sf) =	10 occupants
Total	4615 sf	153 occupants

$153/2 = 77$ occupants at each exit (0.2) = 15.4 inches wide exit required

E. Plumbing Counts

Between the existing staff restroom at the Men's and Women's and Staff Restroom a sufficient number of plumbing fixtures have been provided.

2016 CPC Table A *Occupant Load Factor* for Group A 2 = $30 \text{ sf}/4615 \text{ sf} = 154/2 = 77$ Male, 77 Female.

Existing Plumbing Count:	Male	Female	Unisex
Water Closets	2:51-150 (2 provided)	3:51-100 (2 provided)	(1 provided)
Urinals	1:1-200 (3 provided)		
Lavatories	1:1-150 (2 provided)	1:1-150 (2 provided)	(1 provided)

F. Governing Codes for Tenant Improvements

ALL WORK SHALL COMPLY WITH THE APPLICABLE CODES, AMENDMENTS, RULES, REGULATIONS, ORDINANCES, LAWS, ORDERS, APPROVALS, ETC. THAT ARE REQUIRED BY PUBLIC AUTHORITIES. IN THE EVENT OF CONFLICT, THE MOST STRINGENT REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO, THE CURRENT APPLICABLE EDITIONS OR PUBLICATIONS OF THE FOLLOWING (OR OTHERWISE NOTED):

THE 2016 CALIFORNIA CODE OF REGULATIONS (CCR), TITLE 24 CONSISTING OF:

PART 1 - CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE

PART 2 - CALIFORNIA BUILDING CODE (CBC) - 2016 EDITION

PART 3 - CALIFORNIA ELECTRICAL CODE (CEC) - 2016 EDITION

PART 4 - CALIFORNIA MECHANICAL CODE (CMC) - 2016 EDITION

PART 5 - CALIFORNIA PLUMBING CODE (CPC) - 2016 EDITION

PART 6 - CALIFORNIA ENERGY CODE - 2016 EDITION

PART 9 - CALIFORNIA FIRE CODE - 2016 CFC EDITION

PART 10 - CALIFORNIA EXISTING BUILDING CODE - 2016 EDITION

PART 12 - CALIFORNIA REFERENCE STANDARDS CODE - 2016 EDITION

THE NATIONAL FIRE CODES STANDARDS AND THE FIRE PROTECTION HANDBOOK OF THE NATIONAL FIRE PROTECTION ASSOCIATION

ALL APPLICABLE NFPA CODE SECTIONS, INCLUDING BUT NOT LIMITED TO:

CITY AND COUNTY OF SAN FRANCISCO (CCSF) FIRE MARSHALL ADMINISTRATION BULLETINS

2010 ADA STANDARDS

AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) 2010

2016 PORT BUILDING CODE

2016 PORT ELECTRICAL CODE

2016 PORT MECHANICAL CODE

2016 PORT PLUMBING CODE

2016 PORT GREEN BUILDING CODE

APPENDIX A: Photos



Figure 1: Existing fire water riser in Pier 33 shed, across the driveway from the restaurant back entrance (galvanized pipe in un-faded portion of photo).



Figure 2: Pyro-Chem wet chemical fire suppression system.



Figure 3: Manual pull stations for kitchen fire suppression system.



Figure 4: Heat pumps at mechanical mezzanine.



Figure 5: Outdoor air louver above restaurant's outdoor area on the Pier 33 apron.



Figure 6: Office PTAC unit.



Figure 7: Radiant heaters for outdoor area. Intake for PTAC unit is at lower left.



Figure 8: Hood duct and fire suppression nozzles covered in built up grease.



Figure 9: Front kitchen hoods.



Figure 10: Roof mounted hood fans.



Figure 11: Makeup air diffusers at the front kitchen.



Figure 12: Air handling units AH-1, AH-2 and AH-3 located on the mechanical mezzanine.



Figure 13: Exhaust fan and makeup air handler pushbutton starters, appear to be interlocked.



Figure 14: 2 inch copper water line entering the restaurant from the Pier 33 shed (highlighted in red).



Figure 15: Deduct water meter for the restaurant located in the Pier 33 bulkhead utility room.



Figure 16: 100 gallon Rheem water heater located in the kitchen.



Figure 17: 48 gallon Rheem water heater located in the bar and restroom area



Figure 18: Under-pier plumbing lines (Record photo from Port taken in 2011).



Figure 19: Under-pier plumbing lines (Record photo from Port taken in 2011).



Figure 20: Location of pump station sump that currently serves the restaurant's plumbing system (Record photo from Port taken in 2011).



Figure 21: Existing grease trap.



Figure 22: Gas meter located in utility closet. Gas meter closet should not be used for storage.



Figure 23: Panel EF-1 located in the kitchen.

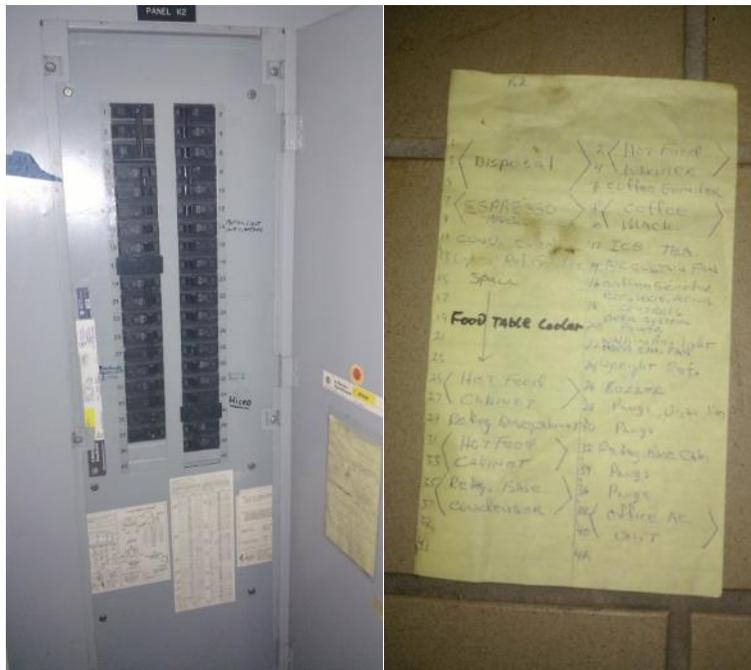


Figure 24: Panel EF-2 located in the kitchen.

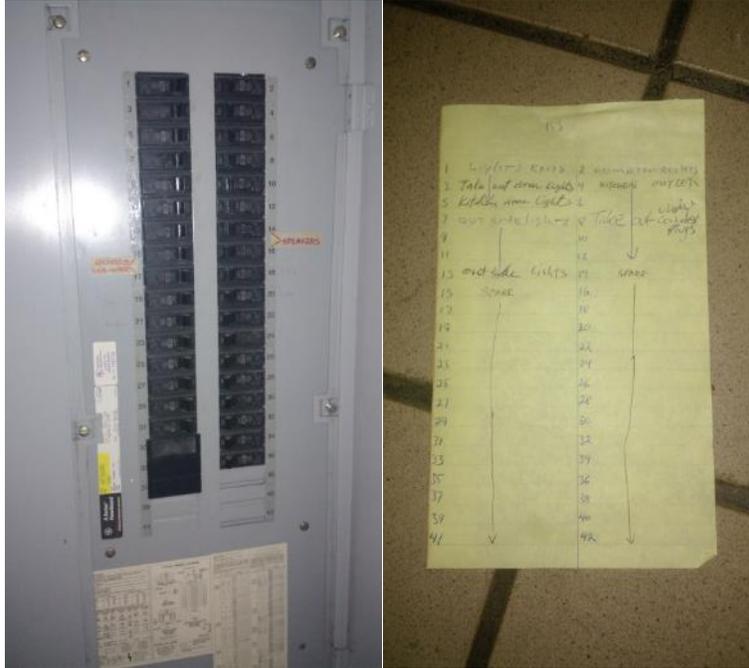


Figure 25: Panel EF-3 located in the kitchen.

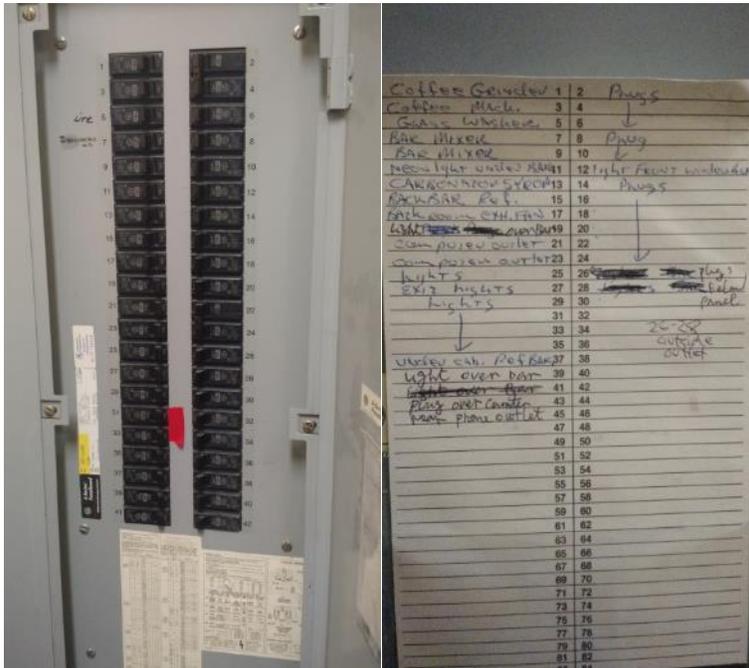


Figure 26: Panel B-1 located in the janitor closet near the bar and restrooms.



Figure 27: Subpanel located on the mechanical mezzanine.



Figure 28: Existing main entry door exterior



Figure 29: Existing main entry door interior



Figure 30: Exit from restaurant to shed



Figure 31: Existing finish on the shed side of these exterior perimeter walls



Figure 32: Unrated door and frame opening and a small residential window



Figure 33: Three mechanical shaft walls



Figure 34: Existing two-story addition of storage rooms



Figure 35: Existing compliant push plate



Figure 36: counter height and knee clearance designed to accommodate a single front approach wheelchair

APPENDIX B: Original Drawing from Past Tenant Improvements

Download Port's permit record drawings for past major tenant improvements here:

<https://sfport.box.com/v/P33RestaurantRFP>

Drawings are in PDF format