

Appendix N.2

Brisbane Baylands Fire Protection Services Plan

Formed in 2003, the North County Fire Authority (NCFA) is a Joint Powers Authority whose mission it is to provide fire protection, emergency medical, and other hazardous assistance services to the cities of Brisbane, Daly City, and Pacifica. NCFA will be responsible for providing fire protection services to the Baylands.

1.0 NORTH COUNTY FIRE AUTHORITY EXISTING FACILITIES

The NCFA currently operates eight engine companies and one aerial ladder company from eight stations within its 60-square-mile service area. NCFA fire stations include:

- City of Brisbane
 - Fire Station No. 81 at 3445 Bayshore Boulevard (engine company)
- City of Daly City
 - Fire Station No. 91 at 151 Lake Merced Boulevard (engine company)
 - Fire Station No. 92 at 18 Bepler Street (engine company)
 - Fire Station No. 93 at 464 Martin Street (engine company)
 - Fire Station No. 94 at 444 Gellert Boulevard (engine company)
 - Fire Station No. 95 at 191 Edgemont Drive (engine and aerial ladder company)
- City of Pacifica
 - Fire Station No. 71 at 616 Edgemar Avenue (engine company)
 - Fire Station No. 72 at 1100 Linda Mar Boulevard (engine company)

There are at least three firefighters, including at least one paramedic, assigned to each engine while the aerial ladder truck is staffed with four personnel. In addition, a minimum of two battalion chiefs and one deputy fire chief are on duty 24/7. Currently, the NCFA maintains 30 personnel on duty daily.

NCFA Fire Station No. 81, which is located at the southwestern edge of the Baylands at 3445 Bayshore Boulevard, currently serves Brisbane and the Baylands. The station is staffed 24/7 by one three-person engine company. A total of 13 personnel are assigned to Station No. 81, including one Assistant Fire Marshal, 3 Captains, and 9 firefighters.

Fire Station No. 93, located at 464 Martin Street in Daly City approximately one mile from the Baylands, is the next closest NCFA station. This station is also staffed by a three-person engine company.

2.0 EXISTING AND PROJECTED SERVICE DEMAND WITHIN THE CITY OF BRISBANE

In 2022, Station No. 81 received 822 calls for service, 626 of which originated from within the City of Brisbane as follows:

- Alarm - 149
- EMS - 181
- Fire - 31
- Other - 154
- Public Assist - 49
- Traffic Collision - 62

The average response time to calls from within the City of Brisbane was 5 minutes and 50 seconds.

Year 2022 calls for medical emergencies, structural fires, and other purposes within Brisbane were generated by a Brisbane resident population of 4,721 and 13,000 employees. At buildout, the Baylands' resident population (4,905) and its employment base (19,480) is anticipated to approximately double the total number of fire service calls from Brisbane.

In addition, many Baylands residential dwellings and nearly all commercial office square footage is anticipated to occur within buildings that are 75 feet or more in height, including six towers proposed to be more than 250 feet (20+ stories) in height, necessitating emergency response by a ladder company. NCFAs existing aerial ladder company at 191 Edgemont in Daly City is more than 6.5 miles running distance and more than 15 minutes running time from the closest portion of the Baylands.

3.0 PERFORMANCE STANDARDS FOR BAYLANDS FIRE PROTECTION ESTABLISHED BY THE BRISBANE BAYLANDS PROGRAM EIR IN 2018

As part of the environmental review for the City's Brisbane Baylands Program EIR in 2018, the City of Brisbane and the NCFAs set the following performance standards for emergency response within the Baylands:

- Total Reflex Time¹

¹ "Total Reflex Time" is measured from the time a call is received at the county communications center to the arrival of the first apparatus at the scene. Typically, for the public, the response time clock begins when an individual becomes aware there is an emergency incident occurring. While the difference between the two may vary by only a minute or two, the distinction is significant in that fire service response time goals are set to measure fire service performance from the moment the emergency enters the system.

- Seven-minute Total Reflex Time (four-minute travel time) for the first responding fire company for 90 percent of incidents; and
- Eleven-minute Total Reflex Time (eight-minute travel time) for multiple fire companies for 90 percent of all structure fires.
- Fire Station Location and Reliability
 - All Baylands development to be within 1.5 miles of a fire station;
 - All Baylands development to be within 2.0 miles of a ladder truck; and
 - Fire Confinement Success Rate. Hold structure fires to floor or origin (i.e., preventing the fire from spreading to additional floors after first arrival on the scene) for 90 percent of structure fires.

4.0 FIRE FACILITIES NEEDED TO ADDRESS DEVELOPMENT OF THE BAYLANDS

To accommodate the anticipated doubling of Brisbane’s population, employment base, and calls for emergency services anticipated as the result of Baylands development requires an aerial ladder company to serve buildings over 75 feet in height and a squad² to provide primary response to calls for medical assistance, rescue, hazmat, and other special functions within Brisbane. To provide adequate emergency response, the aerial ladder company should be operational at the start of construction for the first building(s) within the Baylands over 75 feet in height.

4.1 Available Options for Adding an Aerial Ladder Company and Squad to the Existing Engine Company No. 81

Because of the small size and shape of the existing Fire Station No. 81 site and to avoid the disruptions that would be caused by construction activities, expanding the existing Station No. 81 to add a ladder company and a squad to the existing engine company would not be feasible. Three available options were considered to accommodate the existing engine company, along with a new aerial ladder company and a squad within Brisbane, including:

1. **Construct a new station within Brisbane for Engine Company No. 81, an aerial ladder company and a squad.** A new fire station could be constructed to accommodate the existing Engine Company No. 81, an aerial ladder company, and a squad, replacing the existing Fire Station No. 81. Because this single station alternative would result in increased response times to portions of Brisbane east or west of Bayshore Boulevard depending on the location of the station, it was rejected from further consideration.
2. **Construct a new fire station within the Baylands to house an aerial ladder company and a squad, leaving Fire Station No. 81 in its present location.** Construction of a second fire station within the Baylands Specific Plan area would provide adequate

² “Squad” refers to a specialized company whose primary focus may be suppression but carry specialized equipment and are trained to perform hazmat, rescue, and other special functions.

coverage and response times for the existing Brisbane community as well as Baylands development. The new Baylands fire station would house the added aerial ladder company since the buildings to which the ladder company would be responding (buildings over 75 feet in height) would be concentrated within the Baylands and Sierra Point areas. The Baylands fire station would also house the new squad.

The ideal location for a station within the Baylands would be within the northeastern portion of the Baylands close to the existing US 101 freeway interchange between Beatty Avenue and the future Geneva Avenue extension since it would provide adequate separation from Station No. 81. However, until such time as Baylands development would extend Geneva Avenue from Bayshore Boulevard to the US 101 freeway, including a bridge over the Caltrain right-of-way, the aerial ladder company housed in the Baylands fire station east of the Caltrain rail line would only be able to respond to emergencies within the western portion of the Baylands via a circuitous route through portions of San Francisco to the north or via the freeway and Lagoon road to the south. Thus, this option was rejected from further consideration.

3. **Relocate Existing Station No. 81 and Construct a New Fire Station within the Baylands.** The recommended solution to expanding service within Brisbane to accommodate Baylands development and maintain current response times is to relocate Station No. 81 to 140 Valley Drive, across from Brisbane's existing City Hall and close to the City Hall annex building that will also serve as NCFAs headquarters. The relocated Station No. 81 would house the existing Engine Company No. 81 and temporarily house the new aerial ladder company until such time as the Geneva Avenue bridge over Caltrain and the new Baylands fire station are constructed and operational. Following completion of the relocated fire station, existing facilities at 3445 Bayshore Boulevard would be used for training purposes.

Relocating the existing Station No. 81 and adding the aerial ladder company at that location would allow construction of tall buildings (75 feet in height or more) on the Baylands to begin before the Geneva Avenue extension is completed.

4.2 Recommended Plan for Adding an Aerial Ladder Company and Squad to the Existing Engine Company No. 81

The recommended solution -- relocating Station No. 81 to Central Brisbane and constructing a new station for an aerial ladder company within the northeastern portion of the Baylands adjacent to the US 101 freeway -- would provide adequate separation between the two stations and improve NCFAs coverage for residential and other use throughout Brisbane. Establishing an aerial ladder company within the Baylands will also provide needed coverage for multi-story office and residential buildings over 75 feet within the Baylands and improve NCFAs service for the Sierra Point area.

Relocation of Fire Station No. 81

The architectural firm, Ten Over Studio, was retained by the City of Brisbane to work with the NCFCA to prepare a feasibility study along with a site plan and floor plan for the relocated Station No. 81. The feasibility study explores constructing a new fire station with training classrooms at 140 Valley Drive, Brisbane.

The relocated fire station would occupy the entire first floor of a new two-story facility. The fire station would consist of three drive through apparatus bays with suppression support spaces, such as turnout storage, clean-up, workshop, and medical storage. The sleeping quarters would consist of six bunk rooms with adjoining restrooms. The firefighter living quarters would include a kitchen, dining area, dayroom, laundry/janitor room, and exercise room on the second level. The administrative spaces include a captain's office, shared firefighter work area with reception counter connected to the secured lobby.

Stairs and an elevator would lead to a second-floor secured lobby. On the second floor would be a training classroom that could be partitioned into two rooms, a conference room, and two offices for fire fighter training. Public restrooms, along with a work room, break room, server room, and other support spaces would be provided on the second floor, which could also accommodate the Authority's Emergency Command Center when needed.

The relocated fire station site would be accessible from Valley Drive with front and rear aprons to accommodate the full length of the station's fire apparatus. Dedicated public parking would be within the front portion of the site near the building entrance. An additional 35 secured parking spaces would be provided for fire personnel behind a security gate. A 1,000-gallon above ground fuel tank and emergency generator would also be provided behind the security gate.

Relocation of Fire Station No. 81 would also require relocating an existing bus stop and crosswalk, which is illustrated on the proposed site plan.

New Fire Station within the Baylands

To accommodate the doubling of service calls NCFCA now experiences within Brisbane due to proposed development within the Baylands, establishment of a second Brisbane fire station within the Baylands will be needed. The fire station within the Baylands would be designed to accommodate an aerial ladder company to serve the large number of residential and office buildings within the Baylands that are planned to be 75 feet or more in height, including six towers more than 250 feet in height planned along the west side of the Caltrain rail line. Establishment of an aerial ladder company within the Baylands would also achieve the performance standard set by the NCFCA as part of the Brisbane Baylands Program EIR that all Baylands development be 1.5 miles running distance of a fire station and within 2.0 miles of a ladder truck company. This second fire station within the Baylands would also improve aerial

ladder response to existing and future multi-story office buildings within the Sierra Point portion of Brisbane.

As the Baylands is built out and the City doubles its population and employment base, service calls for specialized services including but not limited to rescue and hazmat will also increase. Establishment of a squad within the Baylands will enhance NCFAs ability to provide specialized services both as first responders and as support for other NCFAs companies.

Timing for Relocation of Fire Station No. 81 and New Baylands Fire Station

To provide adequate protection for multi-story buildings, the addition of a ladder company would be needed at the start of construction of the first building 75 feet or more in height within the Baylands. Because the existing Fire Station No. 81 cannot accommodate a ladder company, either the relocated fire station or the new Baylands fire station would need to be operational upon start of construction of the first Baylands building 75 feet in height or more. Establishment of a new ladder company at the 140 Valley Drive relocation site is the preferable short-term solution since it would not require construction of the Geneva Avenue bridge over the Caltrain right-of-way to provide emergency access between the eastern and western portions of the Baylands.

When construction of the Geneva Avenue bridge over the Caltrain right-of-way is completed, the new fire station within the northeastern portion of the Baylands would be established. At that time, the ladder company temporarily housed at 140 Valley Drive would be moved to the new station and a squad would be added to the new station.

4.3 Sequencing of Fire Facilities Improvements

Relocation of the Existing NCFAs Fire Station No. 81

1. The existing NCFAs Fire Station No. 81 would be relocated to 140 Valley Drive.
 - 1.1. The relocated fire station would be constructed, equipped, and operational with the existing Engine Company No. 81 and a new aerial ladder company prior to the start of construction of any building within the Baylands 75 feet in height or more.
 - 1.2. Development and construction plans for the relocated station would be consistent with Attachment A or as approved by the North County Fire Authority and the City of Brisbane.

New Fire Station within the Baylands Specific Plan Area

2. A new fire station would be constructed and operational at a location within the northeastern portion of the Baylands prior to certificates of occupancy for 50 percent of either (1) Mid- and High-Density Residential or (2) Mid- and High-Density Commercial areas identified on Baylands Specific Plan Figure 2.1, Land Use Plan (see Attachment B).

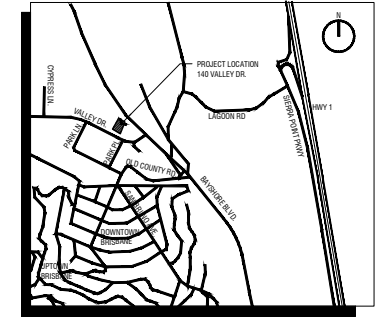
3. The specific location, site plan, and building plans for the new station within the Baylands would be consistent with the following criteria or as approved by the North County Fire Authority and the City of Brisbane:
 - 3.1 The Baylands Station would have easy access to the US 101 freeway and the Geneva Avenue extension, be in a functional location based on the land use plan for the Baylands Specific Plan, and able to remain operational with minimal or no interference from future improvement of the Candlestick Interchange based on the most recent plans identified and maintained by the Brisbane City Engineer for such improvements.
 - 3.2 The fire station would be provided with three drive through apparatus bays with suppression support spaces, such as turnout storage, clean-up, workshop, and medical storage.
 - 3.3 Sleeping quarters would consist of an adequate number of bunk rooms with adjoining restrooms for the aerial ladder company that will be initially housed at the 140 Valley Drive station and an additional squad.
 - 3.4 Firefighter living quarters would be provided with a kitchen, dining area, dayroom, laundry/janitor room, and exercise room.
 - 3.5 Administrative spaces would include a captain's office and shared firefighter work area.

NEW BRISBANE FIRE STATION & TRAINING FACILITY

140 VALLEY DR. BRISBANE, CA 94005



VICINITY MAP



SHEET INDEX

COVER SHEET / ZONING

T1.0 COVER SHEET
T1.1 ZONING SITE PLAN

ARCHITECTURAL

A1.0 SITE FEASIBILITY STUDY
A2.0 BUILDING FEASIBILITY STUDY

LAND USE REQUIREMENTS

ADDRESS	140 Valley Drive, Brisbane CA 94005
APN	005-211-060
ZONING	Trade Commercial (TC)
SPECIFIC AREA DESIGN GUIDELINES	Crocker Park District
PROPOSED USE	Brisbane Fire Station and Training Facility
ALLOWED USE IN ZONE	Commercial gyms and health facilities, food production, light fabrication, media studios, offices, personal services, printing, research and development, restaurants, retail sales and rental, and warehousing.
LOT SIZE	60,360 SF
MAX SITE COVERAGE	ALLOWABLE 80% PROPOSED 20%
FAR	ALLOWABLE 2 PROPOSED 0.3
HEIGHT LIMIT	ALLOWABLE 50'-0" PROPOSED 33'-0"
BUILDING FOOTPRINT	10,809 SF PROPOSED FIRE STATION FIRST FLOOR 6,313 SF PROPOSED FIRE STATION SECOND FLOOR 2,880 SF PROPOSED VEHICLE & COVERED TRAILER STORAGE 19,222 SF PROPOSED TOTAL
ADJACENT ZONES	NORTH TC-1 EAST TC-1 SOUTH TC-1, PA02-1 WEST TC-1
SETBACKS	FRONT 25'-0" SIDE 10'-0" REAR 10'-0"
PARKING REQUIREMENTS	STALL 9'-0" x 18'-0" AISLE Two Way Min. 28'-0" CLEAN AIR SPACES 3 BMC 17.34,020 MIN. PARKING SPACES REDD 1 SPACE / 300' = 12,823 SF / 300' = 40 SPOTS, 40 PROVIDED

PROJECT DESCRIPTION

The existing Brisbane Fire Station, located at 3445 Bayshore Blvd. will be relocated to a new site.

This feasibility study explores constructing a new two company fire station with training classrooms at 140 Valley Drive. The existing fire training structures and grounds would remain at the existing location that is south of the existing fire station.

The new fire station will occupy the entire first floor of this new two story facility. The fire station would consist of two drive through apparatus bays with suppression support spaces, such as turnout storage, clean-up, work shop, and medical storage. The sleeping quarters will consist of six bunk rooms with adjoining restrooms. The firefighter living quarters will include a kitchen, dining area, dayroom, laundry/janitor room, and exercise room. The administrative spaces include a captain's office, shared firefighter work area with reception counter connected to the secured lobby.

There are stairs and an elevator to the second floor secured lobby. The second floor includes two training classrooms, two conference rooms, and two offices for fire training. There are public restrooms, work room, break room, server room, and other support spaces. The second floor spaces in an emergency activation would accommodate the Fire District's Emergency Command Center.

The site is accessible from Valley Drive with front and rear aprons to accommodate the full length the station's fire apparatus. There is dedicated public parking at the front of the site and near the building entrance. 38 secured parking spaces are provided for fire personnel. There is a space to accommodate a new emergency generator. No separate above ground fuel tank is included.

At the North end of the site is located a new back-in fire apparatus storage building and covered storage for trailers and equipment.

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FEASIBILITY STUDY - 140 VALLEY DRIVE

SHEET T1.0

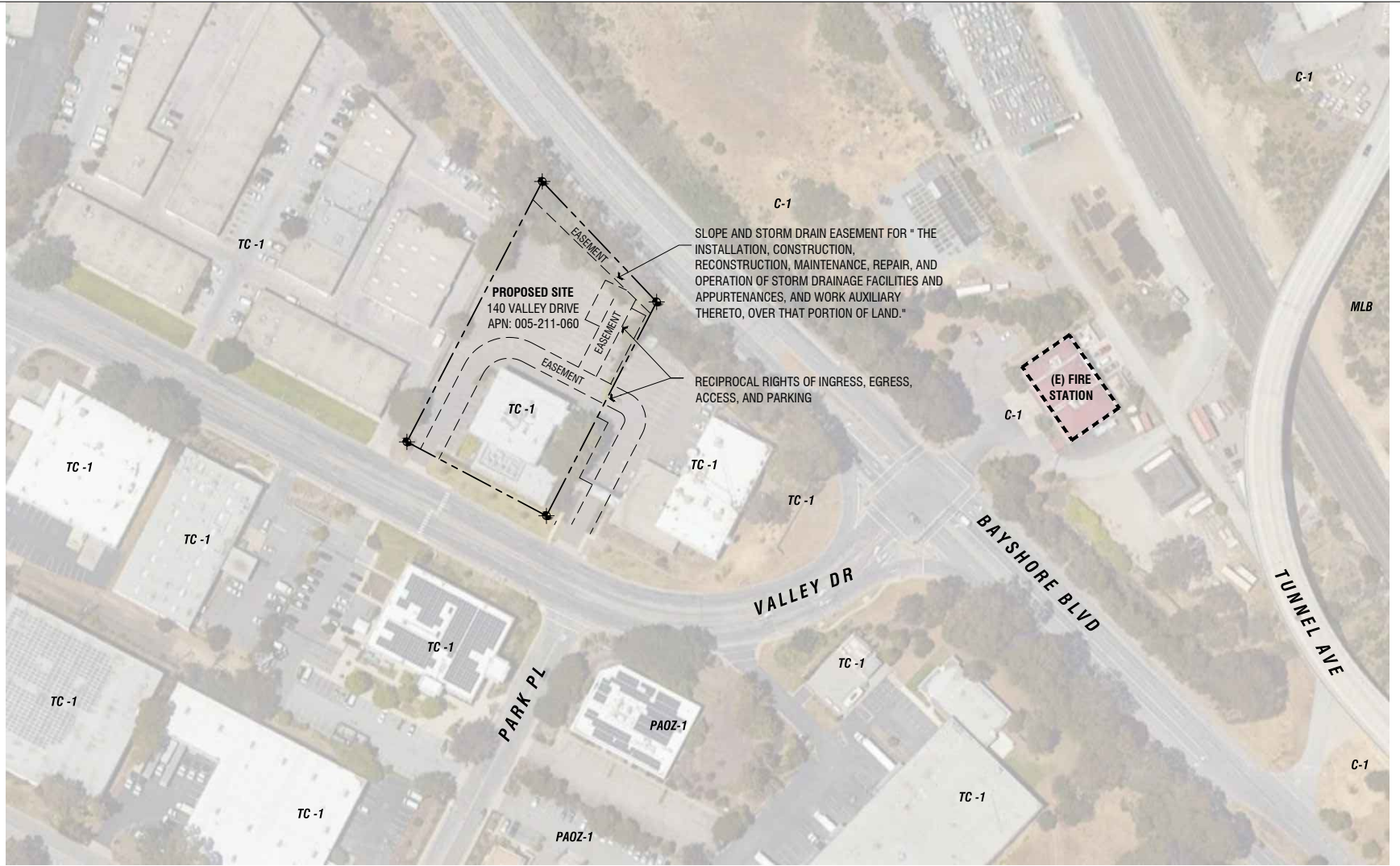
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2	FINALIZED FEASIBILITY STUDY	05/23/2023
1	FEASIBILITY STUDY FOR CLIENT REVIEW	03/22/2023
	REVISIONS	DATE



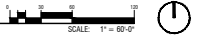
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BRISBANE

CALIFORNIA



1 ZONING SITE PLAN



DRAFT
SITE FEASIBILITY - 140 VALLEY DR.

SHEET T1.1

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2	FINALIZED FEASIBILITY STUDY	05/23/2023
1	FEASIBILITY STUDY FOR CLIENT REVIEW	03/22/2023
	REVISIONS	DATE



ORIGINAL SCALE IN INCHES FOR REDUCED PLANS

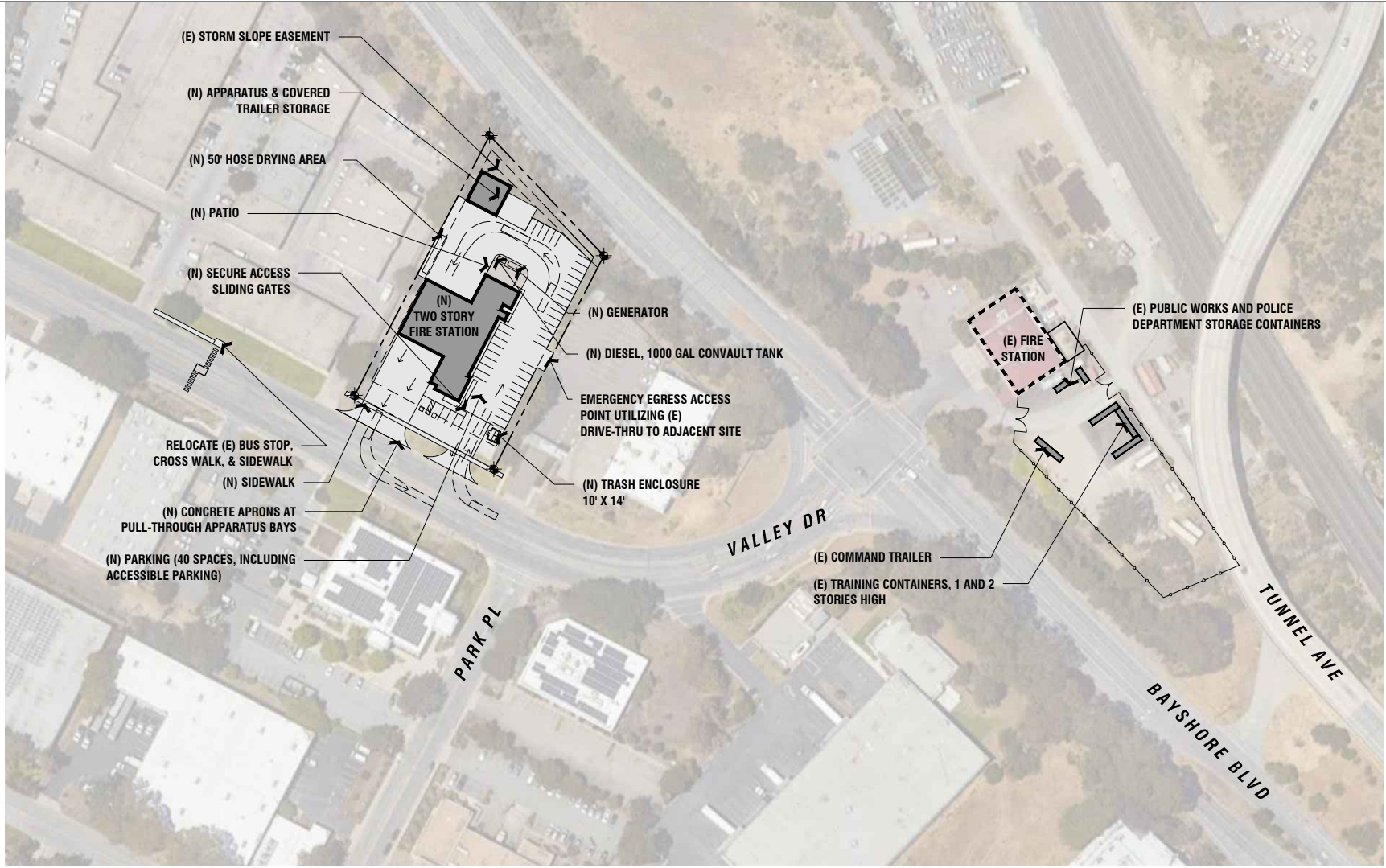
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 BRISBANE, CALIFORNIA**

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**MIR RANDY BREAUULT
 DIRECTOR OF PUBLIC WORKS**

FILE NO. _____



1 SITE PLAN STUDY



DRAFT
SITE FEASIBILITY STUDY - 140 VALLEY DRIVE

SHEET A1.0

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2	FINALIZED FEASIBILITY STUDY	05/23/2023
1	FEASIBILITY STUDY FOR CLIENT REVIEW	03/22/2023
	REVISIONS	DATE



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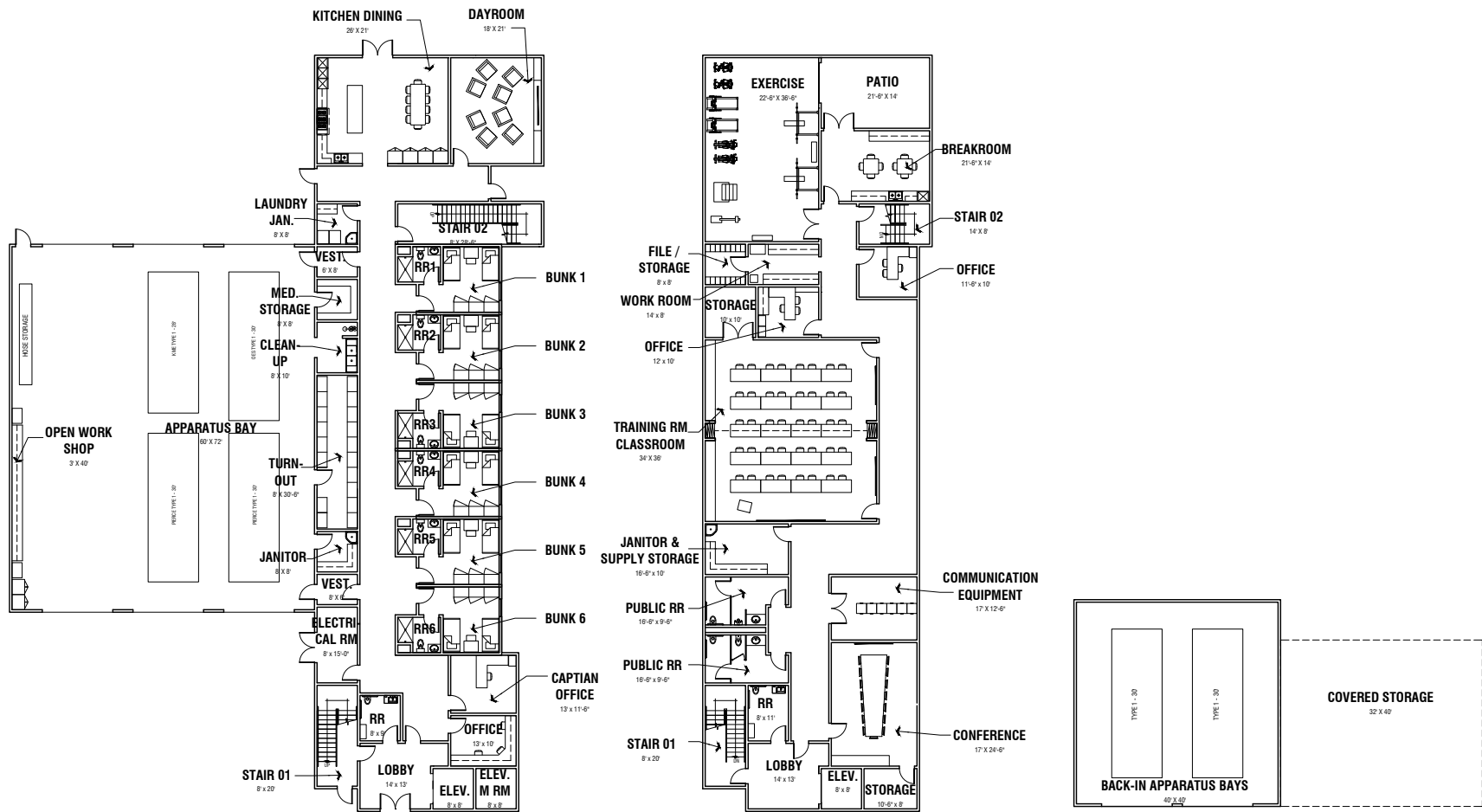
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MIR RANDY BREault
 DIRECTOR OF PUBLIC WORKS

FILE NO. _____



1 FIRST FLOOR PLAN STUDY

10,000 SF

SCALE: 3/32" = 1'-0"

2 SECOND FLOOR PLAN STUDY

6,310 SF

SCALE: 3/32" = 1'-0"

3 APPARATUS & TRAILER STORAGE STUDY

2,000 SF

SCALE: 3/32" = 1'-0"



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BUILDING FEASIBILITY STUDY - 140 VALLEY DRIVE

SHEET A2.0

6		
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2	FINALIZED FEASIBILITY STUDY	05/28/2023
1	FEASIBILITY STUDY FOR CLIENT REVIEW	03/22/2023
	REVISIONS	DATE



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BRISBANE, CALIFORNIA

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MR RANDY BREAUULT
DIRECTOR OF PUBLIC WORKS

BRISBANE

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