

CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

MEMORANDUM

Date: November 20, 2014
To: Harbor Commission
From: Scott Riedman, Waterfront Director
Subject: **Facilities Management Report**

FEDERAL CHANNEL DREDGING

The fall cycle of dredging the Federal Channel will begin just prior to the Thanksgiving day weekend. The dredge contractor, AIS Construction, Inc., will begin mobilization in mid-November by reestablishing the dredge yard on West Beach and re-commissioning the dredge. The dredge pipe will be reinstalled across the harbor and the discharge will be located opposite the terminus of Calle Cesar Chavez. AIS's contract with the Corps allows for dredging 150,000 c.y. of sand for both the fall and spring cycles. Unlike last fall, AIS is currently under contract with the Corps and is in the second of a 3-year contract.

The President's FY 2015 budget includes a \$2,380,000 appropriation for dredging Santa Barbara Harbor. Since congress has not approved the budget, a Continuing Resolution has been approved providing adequate funding to proceed with fall cycle dredging. Funding for the spring cycle dredging will be contingent upon approval of the President's budget or a successor Continuing Resolution.

Although the Corps lets a 3-year contract, funds for each year are appropriated through the Federal budgeting process. The Corps recently suggested that the Waterfront commission an Economic Impact Analysis to quantify the harbor's benefit to the local, State, and Federal economies. The Waterfront hired the firm, California Economic Forecast, to prepare the analysis similar to what they did for the Ventura Harbor in 2012 when Ventura was excluded from the Federal budget. The analysis identified direct, induced, and indirect economic effects from a variety of activities at the harbor.

Direct effects are defined as the sales that are generated by the businesses at the harbor, as well as the number of workers that these businesses employ. Indirect effects, on the other hand, are the result of *business* spending in organizations that are influenced by activity at the harbor. Induced effects are the result of spending by *individuals* that are influenced by activity at the harbor. According to the analysis, Santa Barbara Harbor had a total economic impact of \$125 million in 2013. The analysis demonstrates the significant benefit to the local, State, and Federal economies and helps justify continued funding by the Federal Government for dredging Santa Barbara harbor.

SAND BERMS

Sand berms are commonly constructed along the southern California shoreline to protect coastal infrastructure. These berms are constructed seasonally in anticipation of large waves associated with winter storms. As opposed to seawalls, breakwaters, or other “hard” coastal structures commonly discouraged by regulatory agencies such as the Coastal Commission, sand berms are considered “soft” structures and acceptable solutions in dealing with coastal erosion. The Waterfront has routinely constructed two separate sand berms at Leadbetter Beach and at the mouth of Mission Creek.

1. Leadbetter Beach Berm – This berm extends from the breakwater westerly towards the Harbor West parking lot. The berm provides protection for the Santa Barbara Yacht Club, its parking lot and storage facilities. The berm also provides protection for the Harbor Marine Works boatyard, and the Waterfront Maintenance’s yard. Erosion, or overtopping of the berm, has resulted in flooding of Harbor Way and the harbor commercial area. In general, this berm has provided consistent protection from large waves and winter storms.
2. Mission Creek Berm – This berm is constructed along the east side of Stearns Wharf and extends along the south side of the Mission Creek lagoon. Flood flows from Mission Creek have historically flowed underneath Stearns Wharf scouring the base of the piles along the roadway. Excessive scouring could result in the piles failing and a section of the wharf collapsing. The berm diverts Mission Creek’s flows to the east causing them to coalesce with the outflow from the Laguna Channel. This causes the Mission Creek and Laguna Channel lagoons to combine creating a larger lagoon and increased/improved habitat for sensitive species.

Lapidus Construction Company recently submitted a low bid of \$45,000 annually to construct the two sand berms. This project is paid for out of the Facilities Division operating budget.

Prepared by: Karl Treiberg, Waterfront Facilities Manager