

CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

MEMORANDUM

Date: November 15, 2012
To: Harbor Commission
From: Scott Riedman, Waterfront Director
Subject: **Marina One Replacement Project – Phase 4 Construction**

RECOMMENDATION:

That Harbor Commission receive a report on the Marina One Replacement Project – Phase 4 Construction

Marina One Replacement Project – Phase 4 Construction

The multi-phased Marina One Replacement Project commenced in 2009 with the construction of Phase 1, replacement of the main headwalk. Staff combined Phases 2 – 4 into a single bid package in 2010 with Bellingham Marine Industries (BMI) submitting a low bid of \$4,215,000. Phase 2, including “O” and “P” fingers, was completed in the spring of 2011 and Phase 3, including “N” finger, was completed in the fall of 2011.

Phase 4 construction includes the complete replacement of “L” and “M” fingers. The project includes installation of new concrete docks, electrical system, dock boxes, power centers, domestic and fire water systems. Significant work on the utility system was completed during Phase 1 along the main headwalk in anticipation of building out future phases with the expectation that the duration of construction during future phases would be minimized.

Similar to the recently completed Phases 2 and 3, construction consists of three main tasks: demolition, dock installation, and utility installation. A considerable amount of pre-project planning has gone into Phase 4 with the expectation that construction will be completed in 5 – 6 weeks for each phase, including the time necessary to relocate vessels. Construction will begin with the replacement of “M” finger starting December 3.

“M” finger consists of (36) 40’ slips and one 90’ endtie. Although the Waterfront has approximately 35 slips available for transient vessels per the SBMC (most are less than 40’ long), slips available for relocation of vessels is contingent upon the number of slips on Temporary Cancellation (TC) status. The number of slips on TC status has declined recently, posing significant challenges for staff in reassigning slips for vessels displaced by construction. This is a greater challenge for the larger vessels on “M” finger than it is likely to be for the smaller (30’) vessels on “L” finger. Furthermore, there is a significant demand for transient commercial fishing vessels such as a kelp cutter and several other commercial vessels that do not have slip permits. In an effort to provide at least minimal transient berthing for commercial fishing boats and slip permittees displaced by

construction, staff is looking at a variety of berthing options for the 3-month construction period, including rafting and/or relocating to a different harbor (likely Ventura or Channel Islands harbors).

A letter was recently sent to each slip permittee informing them of the proposed project schedule for their finger. Slip permittees were asked to contact the Waterfront Department and inform staff of their willingness/ability to raft or temporarily relocate. Assuming several slip permittees volunteer to raft or relocate, accommodating the remaining vessels in Santa Barbara should be feasible. If few or no slip permittees volunteer, staff will select several vessels based on chronological date of slip assignment (i.e. the shortest amount of time as a slip permittee, the more likely a boater would be asked to temporarily raft up or relocate to an alternative berthing location.) If a slip permittee volunteers or is required to locate berthing elsewhere, they will be compensated the difference between their slip rate in Santa Barbara Harbor and the temporary host harbor for the duration of construction of their dock.

Funding for Phase 4 has been provided through a \$1.7 million loan from the Department of Boating and Waterways (DBW). Staff submitted a \$7.3 million loan application to DBW for the eventual construction of Phases 5 – 8, the remainder of Marina One. DBW has included \$1.9 million in their current budget for Phase 5 pending review of the Waterfront Department's financials and approval by the DBW Commission. Assuming additional funding will be secured, preliminary design for Phases 5 – 8 will take place in FY2014 with construction of Phase 5 in FY2015.

Prepared by: Karl Treiberg, Waterfront Facilities Manager