

CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

MEMORANDUM

Date: January 22, 2015
To: Harbor Commission
From: Scott Riedman, Waterfront Director
Subject: **Facilities Management Report**

FEDERAL CHANNEL DREDGING

Fall cycle dredging of the Federal Channel was completed December 23. The dredge contractor, AIS Construction, Inc., removed 122,000 c.y. of sand from the channel, the maximum allowable under the current Corps contract. The dredge and floating pipeline are secured inside the breakwater extension for the next several months until spring cycle dredging resumes in March. The discharge location will be moved further down-coast during spring cycle dredging to nourish the section of East Beach near the Cabrillo ball fields eroded during the large swells that occurred last winter. Despite the Federal budget operating under a continuing resolution, the remainder of the \$2,380,000 appropriation has been released to the Corps to fund the remaining dredging scheduled to occur in the spring.

MARINA 4A ENDTIE PROJECT

Marina 4 A & B fingers were extended in 1999 to provide additional berthing in Santa Barbara Harbor. All endties in Marinas 2, 3, and 4 were constructed 4' wide and no longer comply with State guidelines for marinas. Marina 3B and 4B endties were widened in recent years to meet State guidelines and in the case of Marina 3B endtie, to comply with the Americans with Disabilities Act. In an effort to meet the State's guidelines for all endties, projects have been included in the Waterfront's Capital Improvement Plan (CIP) for several years.

The 87' sailing catamaran, *Channel Cat*, has occupied Marina 4A endtie since the 1999 expansion. With the endtie at only 4' wide, dock steps and other amenities for this exceptionally large vessel took up a large portion of the dock restricting access to adjacent vessels. Staff recently constructed a 6' wide endtie in two sections at the Waterfront's maintenance yard. Using our unique dock launching trailer, the two sections were floated at the launch ramp and taken to the endtie for installation. The project included a new power pedestal and water service.

The Waterfront's CIP includes replacement of Marinas 2, 3, and 4 endties over the next several years. Staff constructed and installed Marina 4A endtie at a cost of approximately \$20,000 (labor and materials), significantly less than the cost of replacing 4B endtie in 2013 by contract. Marina 3C endtie will be replaced by staff after Phase 5 of the Marina One Replacement Project is completed at the end of March.

MARINA ONE REPLACEMENT PROJECT – PHASE 5

Bellingham Marine Industries (BMI) has made good progress on Phase 5 of the Marina One Replacement Project consisting of “J” and “K” fingers. Demolition of “K” finger began January 12 with new docks scheduled to arrive January 20. BMI will install the main walk and rough in utilities (electrical and water) prior to installation of the finger docks the following week. Construction on “K” finger will conclude with the installation of new docks boxes, power centers, and a transformer. BMI will take a one week break to allow slipholders to return their boats to “K” finger freeing up berthing space for “J” finger slipholders to move their boats to temporary slip assignments during construction. The entire project should be completed by the end of March.

“K” finger consists of (20) 35’ slips, (19) 40’ slips, and one 87’ 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. At this time, all “K” finger vessels have been reassigned to other slips in the harbor. Unfortunately this has eliminated almost all transient berthing for our local commercial fishing vessels that do not have slip permits as well as recreational boaters transiting the area. In an effort to provide at least minimal transient berthing for commercial fishing boats, several vessels will tie up along the marina walkways for the duration of construction. If storms are forecast and vessels seek refuge in the harbor, accommodating transient vessels may include rafting, tying up at the accommodation dock and/or the launch ramp. “K” finger is one of the largest docks in Marina One accommodating some of the longer vessels and thus poses the greatest challenge. Vessels on “J” finger and the subsequent remaining docks are typically smaller and should be easier to accommodate along with transient vessels.

Funding for all eight Phases of the Marina One Replacement Project has been provided through a series of loans totaling \$14.5 million from the California Department of Parks and Recreation, Division of Boating and Waterways (DBW). Phases 1 – 4 were constructed at a cost of \$6,648,000. BMI submitted a low bid of \$6,851,250 to construct Phases 5-8. Although adequate loan funds have been secured to construct all eight phases, Phase 8 may be funded out of the Waterfront’s Harbor Preservation Fund to reduce the amount of debt service for this project.

Prepared by: Karl Treiberg, Waterfront Facilities Manager