

CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

MEMORANDUM

Date: July 21, 2016
To: Harbor Commission
From: Scott Riedman, Waterfront Director
Subject: **Facilities Management Report**

HARBOR PATROL BOAT 1 REPLACEMENT

Radon Boats submitted a low bid of \$214,000 in January to replace Harbor Patrol Boat 1. The new boat is 22' long and 8'6" wide and will have firefighting capability similar to Boats 2 and 3. Staff worked closely with Radon to refine the design and approved shop drawings in June. Radon recently began construction of Boat 1 at their Goleta boatbuilding facility and to date the hull has been laid up with bulkheads, stringers, and runners installed. The fiberglass hull has been removed from the mold and Radon will begin work on the engine(s) and other storage compartments over the next few weeks. The deck will be laid up separately and attached to the hull once the compartments have been installed, trimmed, and finished to fit their intended equipment.

Boat 1 will have a center console containing electronics, steering, and the firefighting monitor. The console will be laid up separately and attached to the deck. Once the console is attached, Radon will begin installation of the engines and other equipment. The hull will be painted and electronics installed as the final few items prior to commissioning. Delivery is expected near the end of the year.

STEARNS WHARF GUARDRAIL

Stearns Wharf was acquired by the City in 1973 from the Castagnola family. The wharf was in a state of disrepair at the time and underwent significant upgrades prior to allowing public access in 1981. At the time, Stearns Wharf was still considered a working wharf with consideration given to maintaining the historic character of the wharf as well as the ability to load and offload cargo from the seaward finger. Working wharves typically do not have guardrails as is the case at the seaward finger on Stearns Wharf and the south side of the City Pier in Santa Barbara Harbor. A guardrail was installed along most of Stearns Wharf when it was acquired by the City. Since then, building codes have changed and the existing guardrail no longer meets current building code requirements.

The Waterfront has incrementally been upgrading guardrails along the harbor to meet current building code requirements. Staff has proposed a similar upgrade to Stearns Wharf which is currently under review by the City's Architectural Board of Review (ABR). Making a guardrail compliant with the current building code requires that no opening in the guardrail exceed 4". The existing guardrail on Stearns Wharf is comprised of 2" x 6"

horizontal boards with an approximately 13" opening between boards. A simple solution is to add boards (2" x 4" and/or 2" x 6") to reduce the existing openings to 4" or less.

Staff consulted with the City's Chief Building Official to discuss making the wharf's guardrail building code compliant. He suggested that the lack of a guardrail at the seaward finger may be an issue with the Building and Safety Division. Although Stearns Wharf was considered a working wharf for many years, its primary function has gradually changed to that of visitor serving and cargo is rarely loaded or offloaded from the wharf. Therefore, he suggested that Building and Safety Division review and approval of the project would likely require the addition of a guardrail along the seaward finger consistent with the upgrades to the existing guardrail to make it building code compliant.

Although staff has proposed adding horizontal boards to meet building code requirements, preliminary review from ABR suggested that staff consider installing vinyl coated wire mesh between the existing boards to maintain the view through rail. Staff has agreed to consider this alternative as well as an alternative to add narrower boards to preserve more of a view through the guardrail. There is over 3,000' of existing guardrail and 770' of the seaward finger without guardrail. A cost estimate for each alternative will be prepared and considered with each alternative. This project is scheduled to go before full ABR review on August 1, 2016.

Prepared by: Karl Treiberg, Waterfront Facilities Manager