

CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

MEMORANDUM

Date: March 15, 2018
To: Harbor Commission
From: Scott Riedman, Waterfront Director
Subject: **Facilities Management Report**

FEDERAL CHANNEL DREDGING

Pacific Dredge is scheduled to begin the spring cycle dredging on March 19. This is the fourth out of six dredge cycles conducted under a 3-year contract with the Corps of Engineers. This winter has been relatively mild and the allowable dredge volume of 120,000 c.y. per cycle under the Corps' contract should be more than enough to remove sand deposited in the Federal Channel since the fall cycle was completed in December.

The Waterfront has contracted separately with Pacific Dredge to remove the large shoal located off West Beach adjacent to the Federal Channel. Although this winter has been mild, several large swells during the preceding three winters deposited over 70,000 c.y. of sand in this area creating a very shallow area just outside of the routinely dredged channel. This area is also very popular for non-powered watercraft since it generally lies within wave shadow of the breakwater and is the most sheltered water area for beginning paddlers and dingy sailors.

The shoal off West Beach accumulates sand relatively slowly compared to the Federal Channel but requires dredging, or removal by other methods, about every five years. Sand from this area has been used to nourish the eroding Goleta Beach several times over the past 20 years. Staff contacted the County of Santa Barbara Parks Department offering the sand for Goleta Beach again, but there were no funds available so removal of the shoal will be funded by the Waterfront. The contract with Pacific Dredge is for \$722,646 which includes the removal of 71,000 c.y. of sand and remobilization necessary for the dredge to access areas outside of the Federal Channel. Dredging the West Beach shoal will occur during the spring cycle to take advantage of the more significant mobilization and demobilization required under the Corps contract. All dredging should be completed by the middle of April.

MARINA ONE REPLACEMENT PROJECT – PHASE 8 CONSTRUCTION

Bellingham Marine Industries (BMI) recently completed Phase 8 of the Marina One Replacement Project, including replacement of "A", "B", "C", and "D" fingers. Construction began in early December with the replacement of "B" and "C" fingers. BMI completed "D" and then "A" fingers on March 1. This was the final phase of the project.

The Marina One Replacement Project was conceived as a multi-phase project in 2004 to allow the Waterfront Department to incrementally borrow money from the Division of Boating and Waterways (DBW) and gradually service the ever increasing debt. This allowed for nominal slip fee increases over the years as opposed to borrowing all the money at once with a corresponding large increase in debt service and the need to significantly increase slip fees. Another advantage was to allow boats that were displaced during each phase of construction to be relocated within Santa Barbara Harbor as opposed to being required to relocate to another harbor such as Ventura and/or Channel Islands Harbors located over 25 miles to the south. For these two reasons, the project has been completed with minor impacts to boaters and virtually no complaints.

The original cost estimate was \$14,000 to replace A – P fingers. Waterfront staff secured loans from DBW for this amount although the project was completed under budget and Phase 8 was paid for out of the Waterfront's reserve funds limiting the total amount borrowed to \$11,055,980 with a corresponding annual debt service of \$892,633 for a 20 year term. The total project cost including Phase 8 was \$12,666,150 to replace 518 slips and add 8 new ones. All utilities were replaced as part of this project and we now have a new state of the art marina that should provide berthing for at least 40 years.

MARINA ACCESS CONTROL

Access to all of Santa Barbara Harbor's marinas and their restrooms is controlled through a system known as Pinnacle. This system has been in place for approximately 15 years and allows access to the marinas and restrooms with key cards (or fobs) swiped against a control panel. The system is very versatile and was designed with high security access in mind for facilities. At the Waterfront, Pinnacle is used only to allow access to marina facilities without tracking individual users, locations, date/time of entries, or other features that could be used for additional security.

Most of the harbor's 1,141 slips are located within four separate marinas behind locked gates. Over the past 15 years over 20,000 key cards have been issued, the equivalent of almost 20 per slip. With so many key cards issued there has been concern among slipholders, Waterfront staff, and Harbor Patrol about the number of key cards that may be lost or stolen and wind up in the wrong hands of persons having no affiliation with the harbor. Unauthorized access to marina facilities appears to have increased dramatically in the past couple years. Harbor Patrol has responded by increasing motor and foot patrols in these areas resulting in a 34% increase of illegal entry contacts. To put this in context, Harbor Patrol has made 173 contacts, issued 48 citations, and made 11 arrests related to unauthorized access to marina facilities the past two years. Nevertheless, there remains a concern about the number of key cards in circulation.

Waterfront staff initiated a plan to reissue key cards to all slipholders, Business Activity Permit holders, and tenants. Working with the City's Information Technology Division and

the software consulting firm, MCM Integrated Systems, over 8,000 key cards that had not been used in the past year were recently deleted from the system. The next step is to determine the most efficient method of reissuing key cards while minimizing the inconvenience to slipholders and the capacity of our front counter staff. It's likely that reissuing key cards will occur this summer when boating activity is highest. Depending on whether some information can remain in the system or if a complete records purge is necessary will dictate how we proceed.

There are several policy issues to consider as part of the key card reissuance process. For example, the Waterfront's current Fee Resolution allows a slipholder to acquire nine key cards at a nominal cost (\$7/key card, \$12/fob). Unlimited key cards are allowed for a higher cost. This policy can obviously be abused and allow for the reissuance for an excessive amount of key cards. It's staff's opinion that reducing the number of key cards for each slipholder and/or significantly increasing the cost of additional key cards may be a preferred policy if limiting the number of key cards in circulation is the ultimate goal. Waterfront staff will reach out to slipholders through the Harbor Commission, the Waterfront newsletter Docklines, and our web based notification system Blackboard Connect as the key card reissuance plan is developed and implemented.

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