

CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

MEMORANDUM

Date: August 16, 2018
To: Harbor Commission
From: Scott Riedman, Waterfront Director
Subject: **Underground Fuel Storage Tank Replacement Work Plan**

RECOMMENDATION:

That Harbor Commission receive a staff report on a proposed plan to replace four underground fuel storage tanks located in Harbor Way.

BACKGROUND:

Gasoline and diesel are dispensed at the Santa Barbara fuel dock located at the east end of the City Pier. The fuel is stored in four single-walled underground storage tanks (USTs) located just west of the 125 building in Harbor Way (Attachment 1). Single-walled USTs, including single-walled piping, must be permanently closed in accordance with Health and Safety Code, Chapter 6.7, Section 25292.05, by December 31, 2025. The Santa Barbara Fuel Dock operator, McCormix Inc., has prepared a preliminary Work Plan for replacement of the four single-walled USTs with three double-walled USTs.

DISCUSSION:

The four existing USTs were installed by Unocal in 1983. A single 10,000 gallon UST southwest of the four primary USTs was removed in 1989. At that time, contaminated soil containing total petroleum hydrocarbons as diesel (TPPHd) was encountered. Subsequent soil investigations helped identify the extent of the contaminated soil. Soil remediation ensued and monitoring wells were subsequently installed. In 2009, a letter of remedial action completion certification was issued for the site and soil remediation and monitoring were halted. The purpose of installing double-walled USTs is to prevent future fuel leaks and soil contamination.

In 2016, McCormix Inc. took the initiative to prepare a Preliminary UST Construction Work Plan (Work Plan) to address the replacement of four existing single-walled USTs with three double-walled USTs. The Work Plan provides details on every aspect of the project including preliminary site assessment, engineering, permitting, existing UST removal and new UST installation. The project will occur in the middle of Harbor Way immediately east of the 125 building. The Work Plan takes into consideration day-to-day operations with the goal of minimizing impacts to local businesses and public access to the harbor.

Attachment 2 shows the proposed excavation and staging areas identified in the preliminary Work Plan. The primary work area takes up the majority of Harbor Way west of the 125 building and southwest of the 117 building. Access will be maintained between the 117 building and the main work area. A drive lane will be maintained between the work area and the Yacht Club to allow access to the Travel Lift Pier and the City Pier. One staging area will be located adjacent to the Harbor Marine Works boatyard and another in the Harbor West parking lot. Approximately 30 parking stalls will not be available during the construction period estimated at 3 to 4 months.

The project has the potential to significantly limit access to the harbor commercial area through Harbor Way. Waterfront staff will work closely with McCormix Inc.'s contractor to limit staging and work areas to the minimum necessary to allow the work to be completed efficiently while reducing business interruption to the maximum extent feasible. It's possible that much of the proposed work could occur at night which would allow for somewhat normal operations during the day.

The preliminary Work Plan is a good start at identifying the scope of the project and potential impacts to businesses and day-to-day operations along Harbor Way. There is much more planning to do prior to finalizing the Work Plan and scheduling the work. Groundwater and sediment sampling are the first tasks necessary to proceed with planning, engineering, and permitting. Once these tasks are completed, McCormix Inc. will be in a position to finalize the Work Plan and apply for permits and other necessary approvals. Staff will update the Harbor Commission upon completion of major milestones in development of the final Work Plan.

Attachments: 1. Existing USTs Locations
2. Proposed USTs Work and Staging Areas

Prepared by: Karl Treiberg, Waterfront Facilities Manager