

2024 OYSTER POINT MARINA ANNUAL REPORT

August 20, 2024

From: James B. Pruet, General Manager
San Mateo County Harbor District

Sharon Ranals, City Manager
City of South San Francisco

To: Oyster Point Marina Joint Liaison Committee
San Mateo County Harbor District – City of South San Francisco

Ref: (a) Agreement between the City of South San Francisco and the San Mateo County Harbor District dated November 28th, 2018.

This report has been developed jointly by the City Manager of the City of South San Francisco and the General Manager of the San Mateo County Harbor District. It is being provided to the Oyster Point Marina Joint Liaison Committee in accordance with Reference (a), Paragraph 8.

The report is drafted with the understanding that the City and District have a mutual desire to facilitate improvements, operations, and maintenance of the Marina Property under the control of the Parties for public benefit and enjoyment.

Section 4 of the 2018 Agreement: Pursuant to Section 4 of the Agreement, the District agreed to meet multiple obligations. Each obligation agreed to, and its status is as follows:

1. Replacement of Docks 12, 13, 14: The Harbor District cannot meet this obligation.

The design, engineering, and permitting have been completed and the project is shovel ready. However, the Project is on hold pending funding. The original cost estimate at the time of the 2018 Agreement was under \$5 million. Actual costs in 2024 are now estimated at \$18 million. The Harbor District, under its current budget, is not able to fund the project.

To improve the safety and stability of the docks until such time funding is identified to replace the floating docks, the Harbor District has undertaken a floating dock life extension project, including Docks 12, 13, and 14. The project includes the inspection and replacement of deck boards, opening and cleaning the floating blocks, and replacing internal wooden beams and brackets as necessary.

It is recommended the Ref. (a) be amended to reflect the current reality as it relates to the replacement of Docks 12, 13, and 14.

2. Replacement of Docks 1 through 6: As part of the Harbor District 2022 Master Plan Development, the District conducted a facility assessment, including a survey of Docks 1 through 6. The survey found the docks to be at the end of their useful life and needing replacement within five years. The replacement of Docks 1 through 6 is extremely cost prohibitive, and beyond the District ability to fund at this time. Like Docks 12, 13, and 14, until funding can be identified, the District has undertaken a floating dock life extension project on Docks 1 through 6.

It is recommended the Ref. (a) be amended to reflect the current reality as it relates to the replacement of Docks 1 through 6.

Section 5 of the 2018 Agreement: Pursuant to Section 5 of the Agreement, the City has agreed to meet certain obligations. Each obligation agreed to, and its status is as follows:

1. Utilities at Marina Property: The City has maintained the applicable utilities in accordance with the agreement.

The City is working on plans and specifications for the Capital Improvement Plan (CIP) project to relocate the existing Oyster Point Sanitary Sewer Pump Station (CIP# SS2202). This pump station facility provides sanitary sewer service for all existing marina facilities east of the Spit. The project will include a new pump station located at the site formerly used for the marina fuel tanks. The project will include a pump station building, pump station equipment with an emergency generator, new force mains, and ejector pumps at each facility to be served by the pump station. The project will also include the relocation of the existing marina electrical switch gear cabinet to a dedicated room in the new pump house building, and new PG&E electric services for the WETA terminal and Yacht Club building. The existing pump station and electrical switch gear equipment will be demolished, and the site grades will be raised to better conform to the surrounding area. Construction is anticipated to begin in Fiscal Year 24/25.

2. Police and Fire Protection: The City has maintained police and fire protection services in accordance with the agreement.
 3. Sea Level Rise/Landfill Subsidence: Pursuant to the Ref. (a), the City is solely responsible for monitoring and protecting against landside inundation caused by either sea level rise or landfill subsidence. Several areas of the marina are subject to inundation during plus tides. Plus tides, which take place on average four to six times per year, result in inundation events that last from 30 to 45 minutes.
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- a. The Spit. Due to landside subsidence, the Spit is inundated with seawater during plus tides. This partial inundation has negatively impacted the safe access to the Harbormaster's Office, Dock 7 and Guest Dock. The City is in the design and environmental permitting process to raise this area of land on a permanent basis to mitigate subsidence and sea level rise. City and Harbor District are currently considering interim measures to address the temporary inundation including the reuse of the existing entrance ramps for Docks 1 through 6 and repurposing them as elevated ramps on the Spit following the Entrance Ramp Replacement Project.
- b. Launch Ramp: The City Manager and General Manager continue to work collaboratively to address this issue. Due to landfill subsidence and sea level rise, the landing for the launch ramp is inundated by seawater during plus tide events. While the Harbor District is responsible for the floating dock, the City is responsible for the subsided landside area to which the launch ramp attaches.
- c. Dock 14: The entrance at Dock 14 is inundated by seawater during plus tide events and when storms come out of the northeast. The waves and water wash over the shoreline/break wall at Dock 14 and create a hazard to users as they are required to walk through the water to access the floating docks. The wash-over is also wasting the bank beneath the dock landing. To address the safety issues associated with the inundation, and prevent further damage to the bank, this issue needs to be addressed in the short term. The City Manager and General Manager continue to work collaboratively to address this issue.
- d. Entrance Ramps Dock 1 through 6: The landside area that supports the dock landings for Docks 1 through 6 is inundated by seawater during plus tide events. The dock landings are pile supported and the inundation is due to extreme tides caused by sea level rise and landside subsidence. The inundation poses a significant safety issue to dock users as they are required to walk through the water to access the floating docks. To address this safety issue, the Harbor District is moving forward with the Entrance Ramp Replacement Project at a cost of \$3.4 million. The General Manager and City Manager are in initial discussions concerning a potential cost share agreement associated with addressing the inundation. Any cost sharing agreement would require approval by the respective governing bodies.

Section 7 of the 2018 Agreement: Pursuant to Section 7 of the Agreement, the City and District agreed to meet and establish a timeline by which a detailed survey, that will establish precise legal descriptions for all the property designators used in the 2018 Agreement, be prepared. Due to the expected benefits of a survey against the costs

associated with obtaining the survey, the General Manager and City Manager both recommend this requirement be suspended until further notice.

Exhibit D of the 2018 Agreement: Operational Performance Indicators:

1. Marina Occupancy: The Harbor District has met and exceeded the minimum occupancy rate. The District is required to endeavor an occupancy rate of 80% or greater of the mean of Bay Area marinas as measured over eight consecutive quarters. Eighty percent of the 2022/2023 eight-quarter Bay Area Average is 65%. The Harbor District maintained an occupancy rate of 76%, 11% (43.3 slips) above the minimum requirement.
* Based on 398 usable slips.
 2. Streets and Parking Areas: The streets and parking lots are in excellent condition. The City has recently completed roadway, landscape, and parking lot improvements throughout the Phase 2C area.
 3. Landscaping Maintenance: Maintained in accordance with the 2018 Agreement. The District will continue to maintain most of the landside improvements in the Phase 2C area, consistent with the 2018 agreement, however, the City has committed to accepting maintenance of the new dog park, as this is a new program element not contemplated in the agreement, and acting in good faith, the City does not wish to push this additional maintenance burden to the District.
 4. Solid Waste: Maintained in accordance with the 2018 Agreement.
 5. Restrooms: The comfort stations are being maintained in accordance with the 2018 agreement.
 6. Building Shells: Maintained in accordance with the 2018 Agreement.
 7. Trails and Public Areas: Maintained in accordance with the 2018 Agreement.
 8. Stormwater: Maintained compliance with the Stormwater Pollution Prevention Program.
 9. Environmental Protection: Oyster Point Marina is current with its certification as a Clean Marine. An annual inspection is scheduled for September 2024.
 10. District Financial Report: Attached
- Encl: (1) San Mateo County Harbor District Oyster Point Marina Schedule of Revenue, Expenses, and Changes in Net Positions for Fiscal Year 2022 and 2023
(2) San Mateo County Harbor District Oyster Point Marina Depreciation Tables.
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