

Staff Report

TO: Oyster Point Marina Committee
FROM: Steve McGrath, General Manager
DATE: March 30, 2017
SUBJECT: Oyster Point Development; City/District Agreement; Drake Marine

Recommendation:

Discuss the three items on the agenda, and, per Commission direction, provide direction to staff.

Policy Implications:

Direction of the Harbor Commission: "Direct the Oyster Point committee and staff to work with the Liaison Committee and City of South San Francisco staff on drafting an updated agreement, for consideration by this Commission, for operation of the marina and land side facilities at Oyster Point."

Fiscal Implications/Budget Status:

Unknown at this time

Background:

1 Update on Oyster Point Development project:

See attached PowerPoint presentation from the March 21, 2017 meeting between OPD and the Oyster Point Yacht Club.

Staff will verbally provide additional information as may be available at the time of the meeting.

2 City/District Agreement:

The Board of Commissioners discussed this matter at the meeting of February 15, 2017 and voted to "Direct the Oyster Point committee and staff to work with the Liaison

Committee and City of South San Francisco staff on drafting an updated agreement, for consideration by this Commission, for operation of the marina and land side facilities at Oyster Point.”

The City of South San Francisco recently approved a budget amendment allowing for funds to develop a plan for the site outside of the project that will be underway later this year. From the SFSF staff report:

City Manager | Oyster Point Phase IIC Master Plan and Technical Studies +\$300,000 (one-time)
The City Council provided direction for staff to develop a Master Plan for Oyster Point Phase IIC. This effort is needed now to coordinate efforts with the other phases of the project on site and discussions with the Harbor District on a new JPA. The scope of work, schedule and budget are attached to the staff report.

See attached scope and budget. Staff recommends that the District approach SSF about participating in this planning process. Any financial participation will be subject to Board approval. Participation in the SSF process will provide the District “a seat at the table” and should happen in addition to, and not in place of, any additional studies or analyses that will be necessary as part of the development of a new agreement.

3 Drake Marine:

Boat storage: Drake Marine is a tenant of Oyster Point Development (OPD) and under the sub-lease agreement, operates dry boat storage for approximately 250 boats. Jim Drake has requested the District allow for the development of dry boat storage on District controlled property, as his site will no longer be available once the first phase of the development project begins. After much discussion with Mr. Drake, staff’s position is that this is not in the best interests of the District at this time, and has communicated this to Mr. Drake.

Fuel dock: The fuel dock has not been maintained and the District has put OPD/Drake Marine on notice regarding the deferred maintenance.

Attachments:

Oyster Point Phase IC Implementation – March 21, 2017

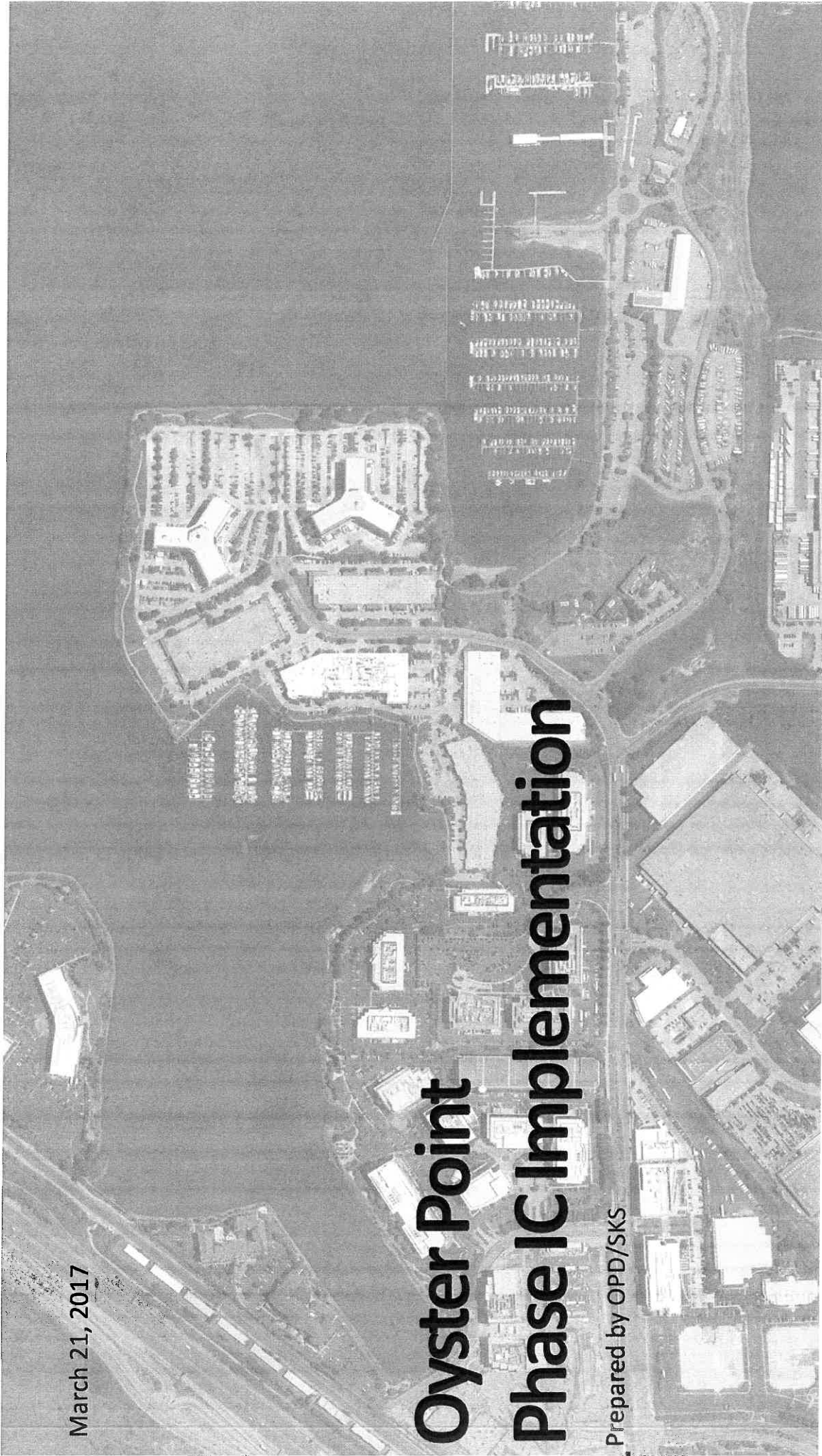
Oyster Point Marina – Phase 2 Concept Plan

Drake Marine

March 21, 2017

Oyster Point Phase IC Implementation

Prepared by OPD/SKS

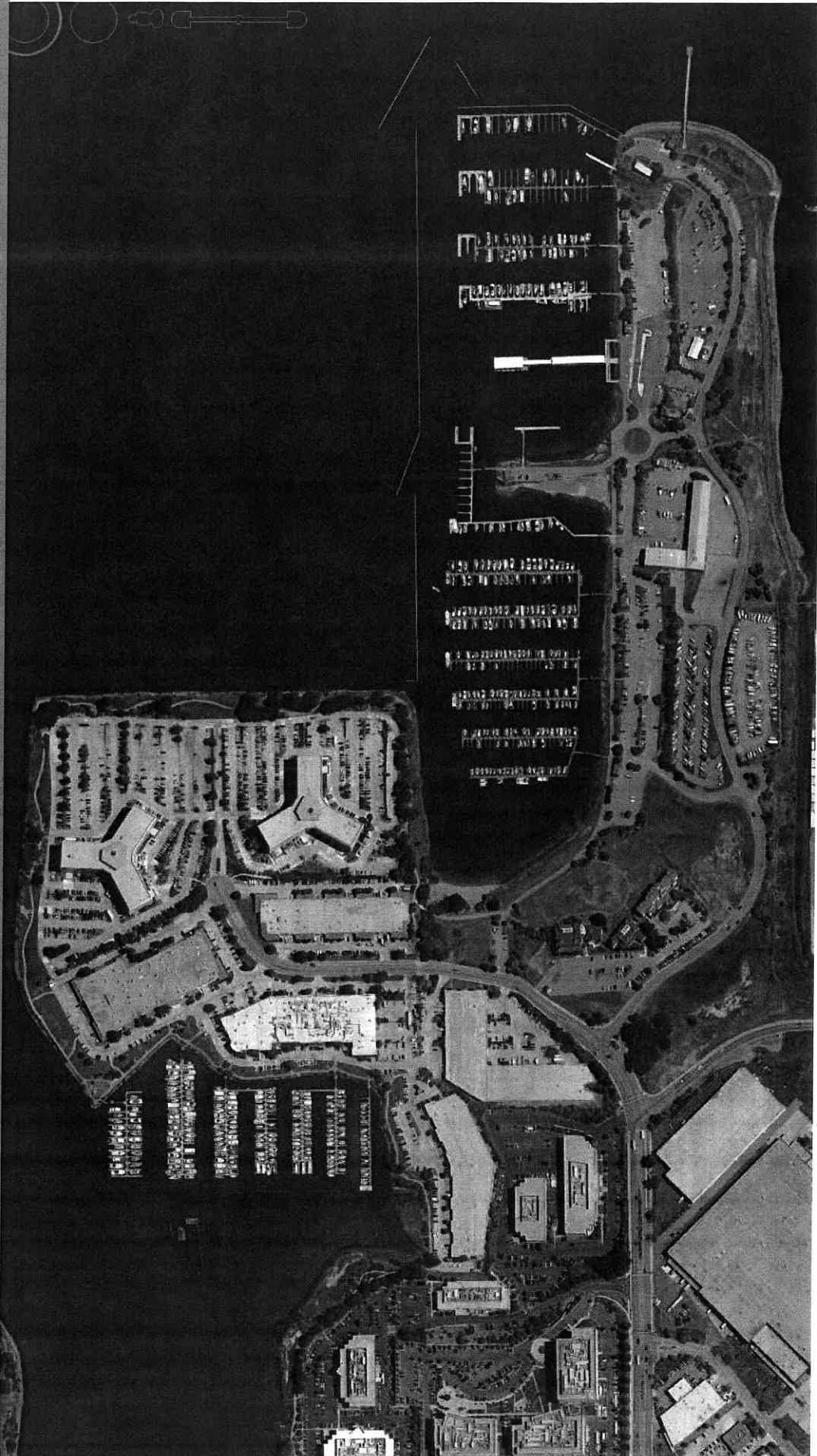


Oyster Point

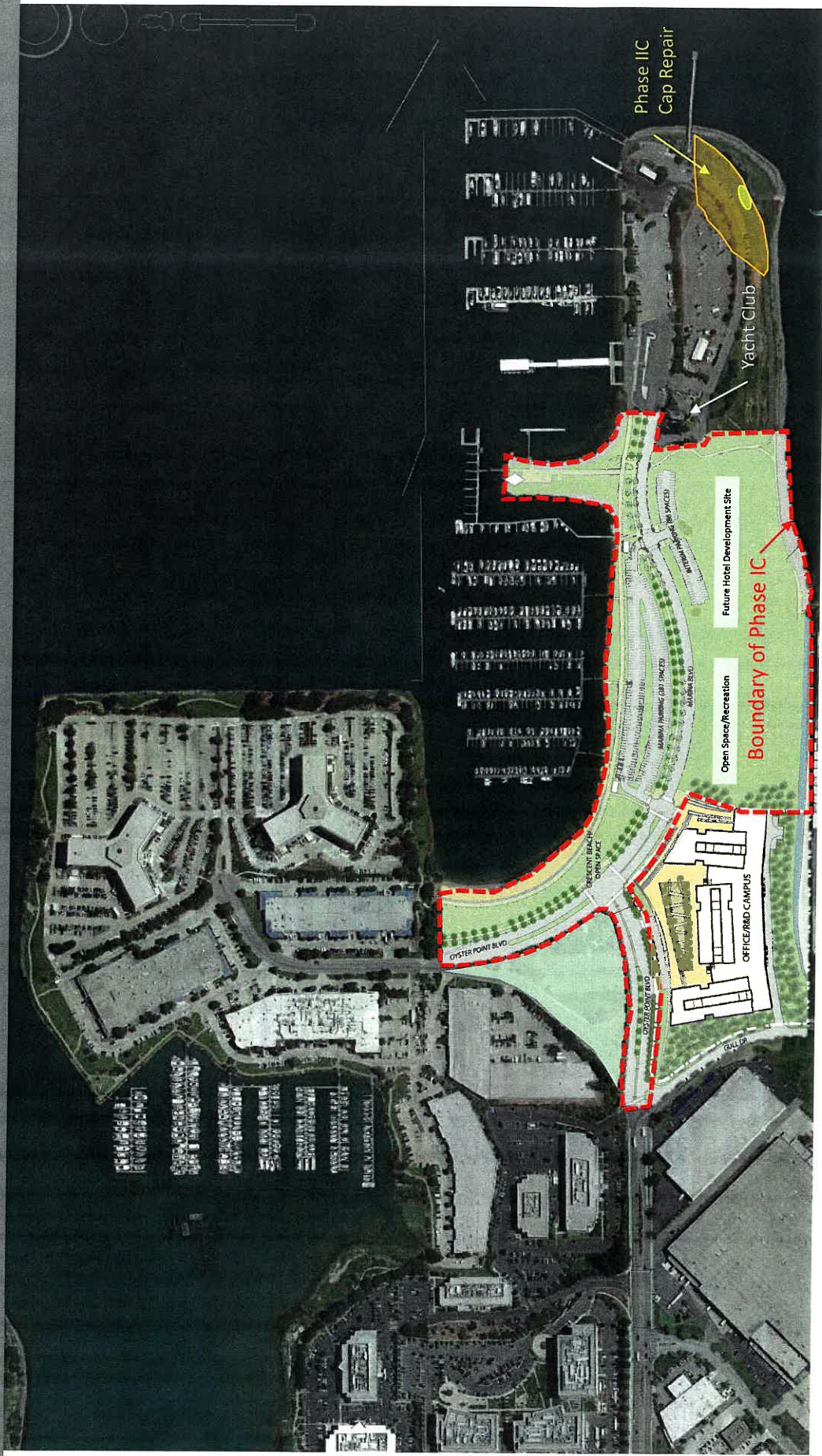
Phase IC Implementation

1. Introductions
2. Phase IC Overview
3. Construction Phasing Plan
4. Timeline
5. Discussion of Yacht Club concerns
6. Long Term Planning
7. Outreach & Next Steps

Oyster Point – Existing Conditions



Oyster Point – Phase IC





KEY NOTES

1. Existing streets / trails highlighted for visibility. Approximate BCDC line shown in pink.
2. Red line indicates Phase I development parcel area.
3. Blue shading indicates temporary road construction. Re-stripe area east of temp road spur for continuation of this path of travel.

PHASING NOTES

1. The start of this phase is "Day 1". This phase has an approximate duration of 10 weeks.



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Oyster Point Development
South San Francisco, CA

Conceptual Site Phasing Plan
Temporary Road Construction

2017-01-09

Drawn

2

OPD



KEY NOTES

1. Existing streets / trails highlighted for visibility. Approximate BCDC line shown in pink.
2. Red line indicates Phase I development parcel area.
3. Blue shading indicates temporary road (in use during activities shown on this sheet).
4. Yellow shading indicates road and building demolition.
5. Establishment of construction operations office in proximate (e) building, with adjacent parking / laydown area.

PHASING NOTES

1. The start of this phase is "Day 71". This phase has an approximate duration of **6 weeks**.



Hatway 100 YEARS OF BUILDING Dimwiddie

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Oyster Point Development
South San Francisco, CA

Conceptual Site Phasing Plan
Major Phase Demolition

2017-01-09	Sheet
OPD	3



KEY NOTES

1. Existing streets / trails highlighted for visibility. Approximate BCDC line shown in pink.
2. Red line indicates Phase 1 development parcel area. Red dashed line indicates overall construction site fencing at this phase.
3. Blue shading indicates temporary road (in use during activities shown on this sheet).
4. Brown shading indicates area of work for Phase 1 grading (and subsequent building construction) and landfill cover remediation.
5. Establishment of construction operations office in proximate (e) building, with adjacent parking / laydown area.
6. Dark blue shading indicates new, permanent road under construction.

PHASING NOTES

1. The start of this phase is "Day 127". This phase has an approximate duration of 16 weeks.



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Conceptual Site Phasing Plan
 Phase 1 Development / new road under construction

OPD	2017.01.09	Sheet
		4



KEY NOTES

1. Existing streets / trails highlighted for visibility. Approximate BCDC line shown in pink.
2. Red line indicates Phase I development parcel area.
3. Brown shading indicates area of work for Phase I grading (and subsequent building construction) and landfill cover remediation.
4. New road is complete and in use at this point in sequence.
5. Establishment of construction operations office in proximate (e) building, with adjacent parking / bydown area.
6. Marina access to be maintained during work north of new road.

PHASING NOTES

1. The start of this phase is "Day 239". This phase has an approximate duration of **6 weeks**.



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Oyster Point Development
South San Francisco, CA

Conceptual Site Phasing Plan
Phase I Development / new road complete

2017.01.09

OPD

5

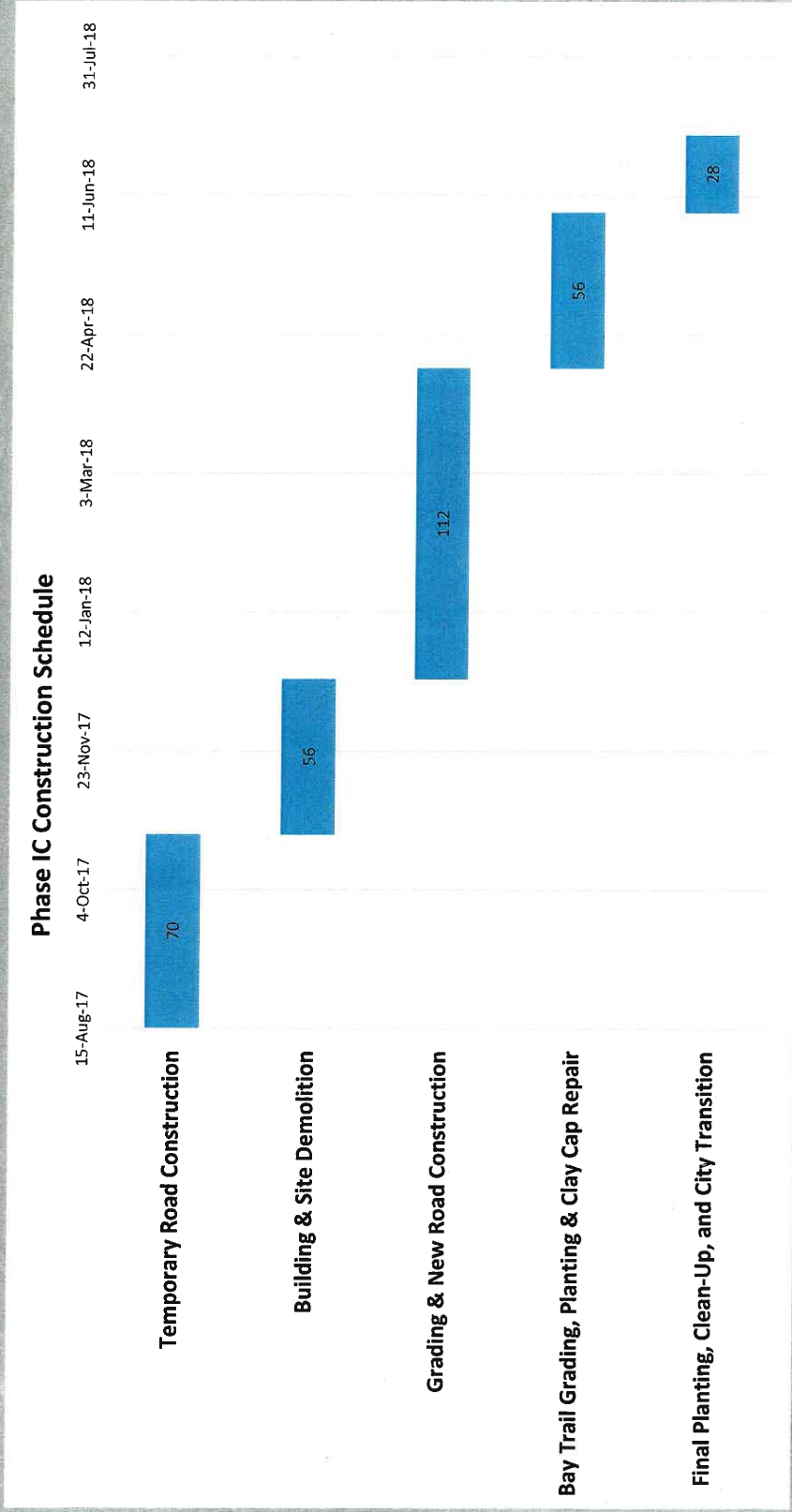
Oyster Point – Phase IC/ID at Completion



Anticipated Timeline:

- 65% Design Drawings June 2017
- Landfill Agency Approvals August 2017
- Demo/Grading Permits August 2017
- Land Conveyance Closing August 2017
- Start of Construction (Demo/Temp Roads) August/September 2017
- 95% and 100% Construction Drawings September 2017
- Completion of Phase IC Middle of 2018

Phase IC Construction Schedule:



Discussion of Yacht Club Concerns:

- Temporary Utilities – PG&E, AT&T to be provided via overhead temporary telephone poles. Water & Sewer to use existing utilities.
- Facility Access – Temporary access provided throughout construction.
- Grading & Refuse Relocation – Odor suppressant and daily cover.
- Communication Prior to Construction – Meeting with OPD Contractor, outreach to stake holders, E-newsletter with regular updates.
- Communication During Construction – Onsite Superintendent, Regular updates on progress, emergency phone numbers for Contractor and OPD.

Oyster Point

Phase IC Implementation

1. Introductions
2. Phase IC Overview
3. Construction Phasing Plan
4. Timeline
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6. Long Term Planning
7. Outreach & Next Steps

Oyster Point Marina – Phase 2 Concept Plan

Task 1 – Concept Plan (Total Budget of \$150,000)

- a. Public Engagement Plan - **\$30,000**
 - i. Public Visioning Workshops
 - ii. Stakeholder Engagement
- b. Parks and Open Space Framework Plan - **\$20,000**
 - i. Open Space Constraints (Wind Study)
 - ii. Open Space Programming
 - iii. Landscape Plan
 - iv. Special Events
- c. Marina Improvement Plan - **\$20,000**
 - i. OP Marina Facilities: Upland Uses
 - ii. OP Marina Facilities: Water Dependent Uses
 - iii. Time of User Study (how to attract different segments of the population based on programming and open space types)
- d. Hotel Parcel RFQ Snapshot (*info item only, completed under separate contract*)
- e. Transportation and Connectivity - **\$15,000**
 - i. Connectivity to Transit/Shuttle/Etc
 - ii. Pedestrian and Bicycle facilities
 - iii. Parking Study (Structure/Surface) and Strategy
 - iv. Wayfinding
- f. Commercial/Retail Market Study - **\$35,000**
- g. Rough Cost Estimating - **\$20,000**

Task 2 - Master Plan / CEQA (Total Budget of \$150,000)

- a. Master Plan Preparation - **\$10,000**
- b. Refined Cost Estimates - **\$20,000**
 - i. Costs for construction, operation and maintenance that may be expected with regard to plan implementation
- c. Implementation Strategy - **\$20,000**
 - i. Schedule, responsibility, priority for improvements, action steps needed for implementation
- d. CEQA Preparation and Adoption - **\$100,000**

Milestones

- March 2017 – Release RFP
- April 2017 – Select Consultant Team
- Summer 2017 – Public Engagement Meetings and Technical Studies
- Fall 2017 – Technical Plans Completed, Study Sessions on Alternative Concepts, Determine Preferred Alternative
- Winter 2017 – Rough Cost Estimating, Acceptance of Concept Plan
- 2018 – Master Plan Preparation / CEQA

Steve McGrath

From: Steve McGrath
Sent: Monday, February 27, 2017 6:02 AM
To: 'Drake Marine - Jim'
Subject: RE: Temp area in Oyster Point

Jim – I keep trying to find a way forward on the issue of boat storage, even temporary, and can't seem to get there. We are starting the master planning process for what we, the District, will be doing and how we will be developing over the next two – five years. We want to develop some commercial, harbor related uses that could include retail, chandlery etc on the only available acre that's there, as pretty much everything else is accounted for...yacht club, DBW funded parking for boat ramp, etc.

So, I'm sorry but I don't see this happening at all on our side. What I could see us doing is offering a short term, introductory, reduced berth rate for vessels that meet our criteria. This would alleviate some of the crunch but I had never anticipated us being able to accommodate more than about 50 boats anyway.

Let me know how you'd like to move forward if we can.

Steve

*Steve McGrath
San Mateo County Harbor District*

From: Drake Marine - Jim [mailto:jim@drakemarine.com]
Sent: Friday, February 24, 2017 3:09 PM
To: Steve McGrath <smcgrath@smharbor.com>
Subject: FW: Temp area in Oyster Point

Steve
Just an update after my last meeting with OPD construction Paul Saulter. We walked the Marina area and discussed time lines and the logistics of equipment movement etc. He feels the area we are looking at next to the Yacht is the best temporary location for storage during the Phase 1 and Phase2 operations. This area will not impede any equipment movement, parking or traffic. It will also be clear of the Phase 2 "cap" repair. I did bring up the issue of the trees being relocated but he felt replanting after construction would be better because every tree in the Marina from the Yacht Club to the existing hotel (including Phase 2 Cap repair area) will be removed. If possible, I think relocating between the temporary fence line and the trail would be best.

By reducing the foot print of the storage area we can move the southern fence line away from the trail by about 20 to 30 feet. There is a natural rise in the terrain that would act as good limit.

Per your e-mail I did ask about moving the storage area back to its existing location ("reshuffling during construction") but he felt that would not be practical until about June of next year.

Regarding yard capacity. We would like to make sure we have enough capacity to make this project economically feasible and also practical for the current demand. I think our reduced foot print will meet both of these requirements. We can base income on the number of tenants but we need to know what the costs would be from the Harbor district.

With that information, plus our operational costs analysis, we can determine what size the storage would need to be to work for all involved, including the Harbor District/City.

Thank you

Jim Drake
Drake Marine, Inc.
671 Marina Blvd., SSF CA 94080
(650) 588-3015

From: Drake Marine - Jim [<mailto:jim@drakemarine.com>]
Sent: Wednesday, February 22, 2017 11:58 AM
To: 'Steve McGrath'
Subject: RE: Temp area in Oyster Point

Steve

I have some meetings set up with OPD to discuss fuel dock issues and repairs next week. I will try to get together with them regarding construction timing and possible options this week. At our first meeting with OPD and the construction company they said the area next to the Yacht club would work best as a temporary spot after the cap (and parking lot) repair is complete.

We can reduce the area to maximize "green space" but at a certain point it doesn't make economic sense to do anything. What would the estimated cost be for the ground lease and the estimated temporary period be to operate? These numbers would be needed to calculate return on investment.

I think the effect on green space in this area would be minimal. The temporary fence can be moved away from the trail and landscaping added to reduce the effect of the fence. The Marina will be under a constant state of construction for at least a couple of years. I think this 500' of fence in this area will be one of the least offensive pieces of the puzzle. I would love to see the trees relocated on the Marina property during construction. Possibly moved to the area between the trail and the fence. We should also remember that when the redevelopment part of the project is complete the open green space will far exceed anything the Marina has ever had, even with the temporary dry boat storage. The benefits to the community of active boaters who have used this facility for many years, and would like to continue to use this facility, far outweigh the minor changes to temporary land use during this time. The trail and any public access will not be affected.

The drawings included in the "Oyster Point Specific Plan" (attached) shows the "interim boat storage" where the future hotel site is located. This area continues to be my first choice because its location does not affect "green space", it's not affecting the aesthetics of any trails, and is located closer to the water and dock seven to allow human powered and small craft closer access to the water. If we continue management of dock seven and the fuel dock this area will far better than being "up on hill". We have an added benefit of the power and water root infrastructure already in place. What would truly be of use after grading and repairs would have to be determined if using this area is a possibility. I don't see a hotel project being started in this area anytime soon. Why not use the property as a revenue generator instead of an empty field until plans are in place for a hotel? I would like to pursue this as an option during these discussions.

I will set up a meeting asap with the construction company and OPD to review timing and other spots. I would like to discuss options for dock 7 and the fuel dock. After my meeting on the 7th I will have a better idea of the future of the dock issue.

Thank you for your time.

Jim Drake

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From: Steve McGrath [<mailto:smcgrath@smharbor.com>]
Sent: Tuesday, February 21, 2017 4:32 PM
To: Drake Marine - Jim
Cc: John Moren
Subject: RE: Temp area in Oyster Point

Jim – thanks for clarifying your thoughts. While I understand your desire and needs and the needs of the community you serve, I can't support a project of this scope and extent at this time. When we talked temporary storage, I was envisioning a temporary fenced yard for perhaps 50 vessels only, and had not started thinking of where. Your proposal is for 125 vessels, plus office and storage on 1 ½ acres that involves removing a significant number of trees and replaces green space next to a trail with a fenced, screened boat yard.

Also, prior to any permanent arrangement, the District will issue a Request for Proposals, in order to be open and transparent.

Let's continue the discussion though to see if there's a point at which we agree for a temporary fix. As a reminder, anything has to be approved by the Commission, plus has to pass muster with SSF Building/Planning, plus needs to be short term, which might impact your willingness to invest.

It might be worth investigating, with OPD/SSF, whether there is a way of shuffling, during course of construction, such that a temporary yard could go back in the same general area as now.

Is there interest in your part in investing in Dock 7, the fuel system, or even managing the boat ramp? This might change the conversation a bit.

Steve

*Steve McGrath
San Mateo County Harbor District*

From: Drake Marine - Jim [<mailto:jim@drakemarine.com>]
Sent: Tuesday, February 21, 2017 11:51 AM
To: Steve McGrath <smcgrath@smharbor.com>
Cc: John Moren <jmoren@smharbor.com>
Subject: Temp area in Oyster Point

Per Johns request I am forwarding a couple of quick illustrations to clarify the area we inspected and also a general layout of it's use. We believe the capacity for storage will be approximately 125 boats depending on size and length. This area will also have space for small vessels i.e. Dragon boats, kayaks, dinghies, etc. Please let me know as soon as possible if the use of this area is possible. OPD has already sent out eviction letters to the community tenants who use this facility and needless to say, they are very unhappy. We now have over 250 tenants and will have to select only the better boats to be allowed into the new area. The junk and non operating vessels will have to leave.

You will also note that we are more than doubling the open green space in the Marina by removing the old yards and paring down the size of the new yard.

Please let me know if you need any more information to move forward. Thank you

Google Maps 671 Marina Blvd



EXISTING DECK STORAGE

PURPOSED TEMPORARY STORAGE

Imagery ©2017 Google, Map data ©2017 Google 100 ft