



CITY DOCK NO. 1 MARINE RESEARCH CENTER PROJECT DETAILS AT-A-GLANCE

The 28-acre City Dock No. 1 Marine Research Center Project (proposed Project) is focused on adaptively reusing the transit sheds at Berths 57–60 and the adjacent Berths 70-71 and existing buildings to provide world-class marine research facilities and space to bring together leading researchers and entrepreneurs, including SCMI, Southern California universities and colleges, government research agencies, such as NOAA, and businesses to conduct cutting-edge urban marine research and education, and develop technologies to address the most marine-related pressing problems of the day. Main components of the proposed Project include:

Learning Center Building (Berth 56)

Berth 56 improvements would include construction of a Learning Center building. This building would include three classrooms and a 150-seat auditorium that would feature theater-style seating and related facilities.

Transit Shed Upgrades for SCMI (Berth 57)

The SCMI research facility would include office space for faculty, staff, and administration; research laboratories; lab support and building support spaces; and outdoor space for outdoor teaching, classrooms, and storage space. A seawater circulation and life support system would be installed at Berth 57, including exterior storage tanks, and seawater intake/discharge infrastructure.

Floating Docks (Berth 57)

An 18,500-square-foot, 12-slip floating dock would be developed in the East Channel adjacent to Berth 57 to accommodate existing small SCMI research vessels and to allow sufficient capacity for additional small research vessels.

Wharf Improvements and Associated Ground Improvements (Berths 57–60)

In order to accommodate the proposed Project elements at Berths 57–60, the adjacent wharf and the existing retaining wall would be upgraded to current seismic code.

Demolition of SCMI Facilities (Berth 260)

Upon completion of the conversion of Berth 57, SCMI would be relocated from its Berth 260 location to Berth 57. The existing SCMI building and parking lot at Berth 260 would be vacated. The facilities to be demolished include an existing office and research building, a storage warehouse, a workshop, and shop storage. The floating docks would remain.

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City Dock No. 1 Fact Sheet 2-2-2

Transit Shed Upgrades for Marine Research Facility and Business Incubator Space (Berths 58–60)

Berths 58–60 would be converted to provide approximately 120,000 square feet for marine research facilities and approximately 60,000 square feet of marine business incubator space. The storage areas at the end of Berth 60 utilized by the water taxi service would be relocated within the general vicinity of Berth 60 to better accommodate the proposed Project.

Berths 70 and 71 (Westway Terminal)

The proposed Project would develop Berths 70–71 with a 50,000-square-foot facility for NOAA that would include office and laboratory space. In addition, Berths 70–71 along the Main Channel would be made available for berthing of research vessels, with a maximize vessel length of approximately 250 feet. Redevelopment of Berths 70–71 would also involve development of an 80,000-square-foot steel-reinforced concrete wave tank on the land side, which would be enclosed within its own five-story, 100,000-square-foot building.

Marine Research Seawater In-Take, Life Support, and Treatment Systems

Initially, the seawater system, and associated life support and water treatment systems, and water would only serve Berth 57, but the intake/discharge infrastructure would be designed with enough capacity to eventually serve Berths 58–60 and 70–71 once those upgrades and new construction are completed. The combined volume of all Berths 57–60 and 71 marine research tanks would be approximately 1,000,000 gallons.

Waterfront Promenade

The approximately 6,000-linear-foot promenade would be constructed along the edge of the wharf in such a manner as to maintain public access without creating a safety hazard or otherwise unduly impeding the work that is necessary at a marine laboratory. As such, as part of the proposed Project, the proposed location of the promenade would be along East 22nd Street and Signal Street, and along the existing wharf that runs the perimeter of City Dock No. 1, to the extent feasible. The south end of Berth 60 would be developed to accommodate a public viewing area and platform.

Signal Street Improvements

Signal Street would be repaved and realigned as part of the proposed Project. A total of approximately 195 diagonal parking spaces would be provided along one side of the street. The proposed Project would add 15 spaces adjacent to the Berth 56 Learning Center building, 40 new spaces adjacent to the Berth 57 transit shed, and 155 spaces adjacent to Berths 58–60. In addition, the existing heavy rail tracks that are embedded within Signal Street would be removed (approximately 8,000 lineal feet) and the area that is disturbed during the rail removal would be repaved.

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City Dock No. 1 Fact Sheet

3-3-3

Utility Improvements

The proposed Project would provide new utility connections to the proposed buildings as well as the existing buildings described above. All connections would be located within the proposed project site and would connect with the existing infrastructure located under Signal Street. In addition to the general utility connections, the proposed Project would potentially upgrade the existing sewer pump servicing the proposed project site.

Sustainable Design Project Features

The proposed Project would incorporate many design features which are consistent with the Harbor Department's sustainability program and policies including reclaimed water (if available) to maintain landscaping; water features and flushing toilets in new buildings; Leadership in Energy and Environmental Design (LEED) Certification (minimum Silver) will be required for all new development over 7,500 square feet; drought-tolerant plants, natives and shade trees; permeable paving to reduce storm water run-off; and pedestrian access features.

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