

**PORT OF SEATTLE**  
**MEMORANDUM**

**COMMISSION AGENDA**

**Item No.** 5f

**Date of Meeting** April 14, 2009

**DATE:** April 6, 2009

**TO:** Tay Yoshitani, Chief Executive Officer

**FROM:** Dakota Chamberlain, Director, Seaport Project Management

**SUBJECT:** Request authorization for construction and for approval to advertise a major works bid package based on the design prepared and completed for Bird Control systems at Smith Cove Cruise Terminal.

**SYNOPSIS**

Smith Cove cruise terminal is situated in a prime area for Seagull and other pest bird activity. Due to the seasonal nesting activity of these birds, it is important for the terminal to have systems in place to prevent nesting and to discourage birds from roosting above areas which will experience heavy cruise customer traffic.

**BACKGROUND**

In January of 2009, the Port of Seattle, using an existing open order contract, executed a service directive for a design that identified and proposed solutions for pest bird activity. Using the Port's drawings, the designer created a comprehensive plan to address the locations most vulnerable to bird activity. 4 distinct areas were identified and appropriate systems/materials specified for each section.

**PROJECT DESCRIPTION/SCOPE OF WORK**

The scope of work developed includes the following:

**BUILDING ROOF**

Bird netting will be installed upon the air handling units and the skylights to prevent gulls from getting close enough to the units to be out of the wind. Uprights will be installed upon the corners of the skylights and air handling units that extend upward and outward from the structures. These uprights will support an installation of bird netting that will protect the skylights and units, while allowing easy access for maintenance. A bird shock track system, a standard and harmless device used to prevent Gulls from landing on the edge of the roof, will run around the perimeter of the roof.

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### **BUILDING CANOPIES**

To prevent perching, roosting, or nesting by any species of bird above the walkways or other areas that will be occupied by passengers, ¾ inch polyethylene bird netting, supported by a stainless steel cable/bracket system will be mounted under the North Entrance Canopy, and both the East and West Balcony Canopies. Tension wire, which prevents birds from perching, will be installed upon any surfaces that will be below the plane of the netting. The bird netting is uncomplicated to remove and replace, allowing for future maintenance needs.

### **ACCESS / EGRESS STAIRWAYS**

There are four separate stairways to be treated. The deterrent in these locations will be bird netting installed across the underside of the ceiling in the same manner as that used under the adjacent canopies of the exterior passenger balconies. The netting will prevent entry into the areas behind the support beams near the corners and along the top edges. There are some flanges that are too low to be protected by the netting and these will be protected by installing a bird slide on them. A bird slide is a product which creates an angle at which birds are unable to perch. There are beam tops that will be protected by installing tension wire (bird wire) upon them.

### **SOUTH EXTERIOR BEAMS (SUNSCREENS)**

Tension wire and bird slide will be installed on the exposed beams in this area to prevent birds from perching and roosting.

### **ALTERNATIVES CONSIDERED/RECOMMENDED ACTION**

1. Do nothing. Without action, not only will nesting and roosting be an issue, but the associated droppings will become a problem. Bird droppings can be extremely toxic and disease laden and could easily be tracked in to the cruise terminal. This is not the recommended alternative.
2. Install a comprehensive bird control system to discourage and prevent birds from nesting at the Smith Cove Cruise Terminal. This is the recommended alternative.

### **FINANCIAL IMPLICATIONS**

#### **Cost Estimate**

The cost estimate for this work is \$185,677. However, with the addition of sales tax, the estimate becomes \$203,316.31.

#### **Source of Funds**

The capital costs incurred will be allocated to the work project budget of the existing CIP 800085. No additional funds are requested.

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### **Financial Analysis**

The costs associated with this authorization request are included in the overall budget of the existing cruise terminal project.

### **PROJECT SCHEDULE**

The scope of work associated with this request is anticipated to be completed within 60 days of contract award. Special care has been taken to specify allowable working days based on the cruise call schedule.

### **PREVIOUS COMMISSION ACTION**

On February 14<sup>th</sup>, 2006, the Commission authorized \$10,850,000 for staff to proceed with environmental reviews, design, and permitting of the T25/30 container terminal and the relocated T91 Cruise Terminal.

On April 11<sup>th</sup>, 2006, the Port Commission authorized the Chief Executive Officer to execute lease amendments with SSA Terminals for T18, 25, 30, and with Cruise Terminals of America for Cruise facilities.

On February 16, 2007, the Commission authorized an additional \$107,489,000 for staff to proceed with final design and construction of the T91 cruise terminal and restoration of container cargo facilities at T25/30.

On July 22, 2008 Commission authorization changes to the Terminal 30/91 Program due to foundation changes required by the City of Seattle: Change Order #20 for a cumulative time extension of 78 days; Change Order #32 exceeding \$200,000; and Additional funds in the amount of \$3,186,000 for a total authorization of \$121,525,000.