

**AGENDA**  
**REDONDO BEACH HARBOR COMMISSION**  
*Monday, May 13, 2013, 6:30pm*  
**REDONDO BEACH CITY COUNCIL CHAMBERS**  
**415 DIAMOND STREET**

**I. OPENING SESSION**

- 1. CALL MEETING TO ORDER**
- 2. ROLL CALL**
- 3. SALUTE TO THE FLAG**

**II. APPROVAL OF ORDER OF AGENDA**

**III. RED FOLDER ITEMS**

*Red folder items require immediate action, and came to the attention of the City subsequent to the 72-hour noticing requirement. These items require a 2/3 vote of the Commission (or if less than 2/3 are present, a unanimous vote) to add to the Agenda.*

**IV. BLUE FOLDER ITEMS**

*Blue folder items are additional backup material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.*

**V. CONSENT CALENDAR**

*Business items, except those formally noticed for public hearing, or those pulled for discussion are assigned to the Consent Calendar. The Commission Members may request that any Consent Calendar item(s) be removed, discussed, and acted upon separately. Items removed from the Consent Calendar will be taken up under the "Excluded Consent Calendar" section below. Those items remaining on the Consent Calendar will be approved in one motion following Oral Communications.*

- 5. APPROVAL OF AFFIDAVIT OF POSTING FOR THE HARBOR COMMISSION MEETING OF MAY 13, 2013**
- 6. APPROVAL OF THE FOLLOWING MINUTES: APRIL 8, 2013**
- 7. CITY COUNCIL RECEIVED AND FILED THE APRIL 16, 2013 MONTHLY UPDATES TO THE STRATEGIC PLAN; VITALIZE THE WATERFRONT AND ARTESIA CORRIDOR**  
Staff recommendation: Receive and file
- 8. MONTHLY STATISTICS FROM HARBOR PATROL**  
Staff recommendation: Receive and file
- 9. APPROVE PROPOSED COMMUNITY OUTREACH SCHEDULE FOR MOONSTONE PARK AREA DEVELOPMENT PROJECT**  
Staff recommendation: Receive and file
- 10. CONSIDERATION OF HERONDO/HARBOR GATEWAY IMPROVEMENT PROJECT DESIGN**  
Staff recommendation: Receive and file

**VI. ORAL COMMUNICATIONS**

*Anyone wishing to address the Harbor Commission on any Consent Calendar item on the agenda, which has not been pulled by Harbor Commission may do so at this time. Each speaker will be permitted to speak only once and comments will be limited to a total of three minutes.*

**VII. EXCLUDED CONSENT CALENDAR ITEMS**

**VIII. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

*This section is intended to provide members of the public with the opportunity to comment on any subject that does not appear on this agenda for action. This section is limited to 30 minutes. Each speaker will be afforded three minutes to address the Commission. Each speaker will be permitted to speak only once. Written requests, if any, will be considered first under this section.*

**IX. EX PARTE COMMUNICATIONS**

**X. PUBLIC HEARINGS**

**XI. ITEMS FOR DISCUSSION PRIOR TO ACTION**

**11. DIRECTOR'S REPORT**

Staff recommendation: Receive and file

**12. RECOMMENDATIONS FOR ENHANCEMENTS TO THE CURRENT PAY BY SPACE PARKING SYSTEM AT THE PIER AND PLAZA PARKING STRUCTURES**

Staff recommendation: Review and provide feedback to City Council

**13. REPAIR AND PROGRAMMING FOR WATERFRONT PARCEL 10 (FORMER OCTAGONAL BUILDING SITE)**

Staff recommendation: Receive and provide feedback to City Council

**XII. ITEMS CONTINUED FROM PREVIOUS AGENDAS**

**XII. MEMBERS ITEMS AND REFERRALS TO STAFF**

**XIII. ADJOURNMENT**

The next meeting of the Harbor Commission of the City of Redondo Beach will be a Regular Meeting of the Harbor Commission to be held on Monday, June 10, 2013 in the Redondo Beach Council Chambers, 415 Diamond Street, Redondo Beach, California.

*It is the intention of the City of Redondo Beach to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting you will need special assistance beyond what is normally provided, the City will attempt to accommodate you in every reasonable manner. Please contact the City Clerk's Office at (310) 318-0656 at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible. Please advise us at that time if you will need accommodations to attend or participate in meetings on a regular basis.*

*An Agenda Packet is available 24 hours a day at the Redondo Beach Police Department and at [www.redondo.org](http://www.redondo.org) under the City Clerk. Agenda packets are available during Library Hours, at the Reference Desk at both the Redondo Beach Main Library and North Branch Library. During City Hall hours, Agenda Packets are also available for review in the Office of the City Clerk.*

*Any writings or documents provided to a majority of the Harbor Commission regarding any item on this agenda will be made available for public inspection at the City Clerk's Counter at City Hall located at 415 Diamond Street, Door C, Redondo Beach, CA during normal business hours.*

## **ITEMS FOR DISCUSSION PRIOR TO ACTION**

### Director's Report

Director Carmichael reported the following:

#### Capital Improvement Projects:

- Transient Vessel Moorings – waiting to hear results of bottom habitat study from the Coastal Commission after which the RFP process will commence, 1-year grant extension request, original grant request totals \$250,000, project cost totals \$500,000
- Parcel 10 – demolition nearly complete, use of site will be evaluated
- Mole B Master Plan – engineering team has been selected, meetings with Marina Cove have begun, City Council approved additional outreach, project will be presented to commissions
- Harbor/Herondo Gateway project - plan for 2-way cycle track on west side of street chosen by commissions, project update to be provided shortly
- Tidelands monies invested in parking structure at Golds Gym site – Department of Finance has denied appeal to make loan ongoing obligation of Redevelopment Agency; further options, including litigation, will be considered
- July 4 Fireworks – outside sponsorship secured, City will subsidize \$5,000
- Centercal project – detailed site plan and MOU to be presented to City Council in June after which environmental study will commence, public outreach meetings scheduled for April 25, May 11, and June 13

#### Events:

- April 10 – budget talk from 6:30-7:30 in the Council Chambers and on City website: Mayor and City Manager will provide update on 2013-14 budget, questions can be submitted in advance via email
- April 14 – yacht club opening day
- May 19 – King Harbor Sea Fair

In response to Commissioner Bloss regarding the status of the Resnick property on the pier, Director Carmichael stated that Barney's Beanery submitted building plans last week and Neighborhood Grinds will be open within 30 days.

In response to Commissioner Bloss regarding the Herondo Gateway project, Director Carmichael confirmed that the proposal discussed at the joint commission meeting to allow the removal of parking from lot 13 to be replaced with parking along Herondo was approved by the Coastal Commission.

In response to Commissioner Bloss regarding the status of the Chevron drum project, Director Carmichael said the work is complete and Mole B has been cleaned up. He said the street medians will be reconstructed upon completion of the Harbor/Herondo project.

In response to Commissioner Dalton regarding an updated fund allocation for the boat ramp, Director Carmichael said that funding for much of the revitalization infrastructure has yet to be determined. He said that once a detailed site plan has been adopted every possible funding source for the boat ramp will be sought including the Department of Boating and Waterways.

Commissioner Dalton said the window for this period closed last Monday. He also stated that the Department of Boating and Waterways retains their own engineers who evaluate locations.

Director Carmichael said that option will be considered.

In response to Chairperson M. Jackson regarding the Seaside Lagoon sign design status, Director Carmichael stated that the Harbor Commission recommendation – with the diving lady and the words *Seaside Lagoon* - was adopted by City Council.

Chairperson M. Jackson requested to have the approved sign brought back.

In response to Chairperson M. Jackson, Director Carmichael confirmed that the pier structure parking stalls mentioned at the last meeting have been repainted. He said that parking stall restriping is an ongoing process.

In response to Chairperson M. Jackson regarding pier paver maintenance, Director Carmichael said that Public Works staff uses the sweeper to clean the pavers, and this has worked out very well. He reported that the City maintains an inventory of spare bricks.

In response to Commissioner Shaer regarding the phase 2 pier rehabilitation, Director Carmichael said the upcoming budget is a consideration; and he raised the possibility of pushing out phases 2 and 3. He also mentioned the possibility of including phase 2 with the Centercal project.

Commissioner Shaer commented that simultaneous scheduling of phase 2 with the Centercal project could offer cost savings and other advantages.

In response to Commissioner Shaer regarding the AES property, Director Carmichael reported that the City has approved a budget to become an intervener to be involved when an application to repower is considered and has also adopted a resolution opposing a power plant.

In response to Commissioner Shaer who asked about the results of the Sea Lab desalinization project, Director Carmichael said the pilot project was intended to learn about process and is currently up and running.

Commissioner Shaer requested to have an update from the Sea Lab.

Commissioner Shaer said the former AES movie night at Seaside Lagoon was a wonderful event for families, and he questioned the possibility of a return.

Director Carmichael stated that AES discontinued sponsorship, and he was unaware of plans to resume the program.

In response to Commissioner Bloss, Director Carmichael stated that a deadline for having everything up and running was not included as part of the RDR lease agreement.

Commissioner Bloss pointed out that the pier grand opening was months ago, and she expressed concern that residents will become weary. She encouraged timely action to expedite and complete the pier reconstruction.

In response to Commissioner Dalton who mentioned that Delzano's appears to be closed, Director Carmichael stated that the operation of Delzano's is overseen by Decron. He said the City receives the same amount for ground rent regardless; however it would lose sales tax if the business were to close.

Motion by Commissioner Dalton, seconded by Commissioner Keidser, to receive and file the Director's report.

Mark Hansen thanked staff for changing the waterfront meeting date. He requested to have the latest waterfront drawing posted. He encouraged enlisting the Department of Boating and Waterways engineer on the boat ramp location. He believed that the money for the Gold's Gym parking lot is the responsibility of the general fund. He said that launching paddle sports from Mole B is dangerous and he suggested Seaside Lagoon as an alternative. He recommended a broad community process to discuss the AES site. He encouraged using the name *Mole B*, rather than *Moonstone Park*, which he said is confusing the public.

The motion on the floor to receive and file the Director's Report carried unanimously.

#### **ITEMS CONTINUED FROM PREVIOUS AGENDAS**

None.

#### **MEMBERS ITEMS AND REFERRALS TO STAFF**

Commissioner Bloss appreciated efforts by Director Witzansky to repair the faucets in the women's restroom at the pier.

In response to Chairperson M. Jackson regarding the position of the flag pole on the new Harbor Patrol building, Chief Metzger understood that the flag pole is no longer visible from the yacht club. He said he is in the process of researching the situation and reporting the best remedy to the City Manager.

Motion by Commissioner D. Jackson, seconded by Commissioner Keidser, to adjourn the meeting. Motion carried unanimously.

At 7:34 p.m. Chairperson M. Jackson adjourned the meeting to the next regular meeting on May 13, 2013.

Respectfully submitted,

Peter Carmichael  
Waterfront and Economic  
Development Director



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# Administrative Report

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Council Action Date: April 16, 2013

**To: MAYOR AND CITY COUNCIL**

**From: WILLIAM P. WORKMAN, CITY MANAGER**

**Subject: STRATEGIC PLAN UPDATE ON SIX-MONTH OBJECTIVES, WATER QUALITY IMPLEMENTATION MATRIX, SUSTAINABILITY/GREEN TASK FORCE PRIORITY MATRIX, AND MAJOR CITY FACILITIES PRIORITY LIST**

## **RECOMMENDATION**

Receive and file the monthly updates to: 1) the six-month strategic objectives established at the Strategic Planning Retreat held on February 21, 2013; 2) the Water Quality Implementation Matrix; 3) the Sustainability/ Green Task Force Priority Matrix; and 4) the Major City Facilities Priority List.

## **EXECUTIVE SUMMARY**

On February 21, 2013, the City Council held a Strategic Planning Workshop to establish six-month objectives. Monthly updates are provided to the Mayor and Council to enable them to monitor the City's progress. Updates to the Water Quality Implementation Matrix, the Sustainability/ Green Task Force Priority Matrix and the Major City Facilities Priority List are also provided. This current update is the first of the February 21, 2013 Strategic Planning session's six-month objectives. The next Strategic Planning Retreat will be held on September 12, 2013.

## **BACKGROUND**

The City Council's Strategic Plan directs the development of the City budget, program objectives, and performance measures. The goals provide the basis for improving services, and preserving a high quality of life in the City.

The City began strategic planning in 1998 with the creation of the first three-year strategic plan covering the period of 1998-2001. In October 2001, a second three-year plan was developed for 2001-2004. At the February 25, 2003 retreat, these Core Values were added: Openness and Honesty, Integrity and Ethics, Accountability, Outstanding Customer Service, Teamwork, Excellence, Environmental Responsibility, and Fiscal Responsibility. A third three-year plan was developed in March 2004,

covering the period of 2004-2007, and including a vision statement. In September 2007, the fourth three-year plan was developed with new goals and objectives. A fifth three-year plan was developed on March 3, 2010. Finally, the sixth three-year strategic plan was developed on February 21, 2013. The following are the five strategic plan goals for 2013-2015. They are not in priority order:

- Improve financial viability and expand economic opportunities;
- Improve public facilities and the infrastructure;
- Increase organizational effectiveness and efficiency;
- Maintain a high level of public safety; and
- Vitalize the Waterfront and Artesia Corridor.

The City Manager provides monthly updates to the adopted six-month objectives to enable the Mayor and City Council to monitor the City's progress on the Strategic Plan.

#### Water Quality Implementation Matrix

On July 19, 2005, the City Council adopted a resolution to form a 15-member Water Quality Task Force. During their 12-month assignment, the Task Force developed a Recommendations Report. The Report was presented to a joint meeting of the City Council and Harbor Commission. The City Council directed staff to report back with a prioritized action plan for implementation. The Recommendations Implementation Matrix was received by the Council on November 21, 2006, with direction for staff to provide a status report to accompany the Strategic Plan reports. The monthly status update is attached.

#### Sustainability/ Green Task Force Priority Matrix

On January 16, 2007, the City Council adopted a resolution to form a 15-member Green Task Force to study and address a variety of environmental issues faced by the City. During their 12-month assignment (later extended to 15 months), the Task Force developed a Sustainable City Plan that included 26 recommendations. The Report was presented to the City Council on May 13, 2008. The City Council directed staff to assemble the recommendations into a matrix. On August 19, 2008, the City Council received and filed the Sustainability/ Green Task Force Priority Matrix and reviewed it on October 21, 2008. The monthly status update is attached.

#### Major City Facilities Priority List

On February 13, 2007, the City Council adopted the Major City Facilities Priority List. The Council requested that the list come back periodically for review. The attached version reflects the addition of the Dominguez Park Community Center as directed by

April 16, 2013

the City Council during adoption of the Fiscal Year 2007-2008 Budget on June 19, 2007.

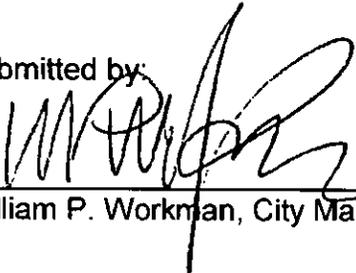
### **COORDINATION**

All departments participated in the development of the Strategic Plan and in providing the attached update. Relevant departments have reviewed the Water Quality Implementation Matrix, Sustainability/Green Task Force Matrix, and Major City Facilities Priority List.

### **FISCAL IMPACT**

The total cost for this activity is included in the Mayor and City Council's portion of the FY 2012-2013 Adopted Annual Budget.

Submitted by:



William P. Workman, City Manager

#### **Attachments:**

- Strategic Plan Update - Six-Month Objectives dated April 16, 2013
- Water Quality Implementation Matrix dated April 16, 2013
- Sustainability/ Green Task Force Implementation Matrix dated November 20, 2012
- Major City Facilities Priority List dated June 2007

# CITY OF REDONDO BEACH SIX-MONTH STRATEGIC OBJECTIVES

February 21, 2013 – September 1, 2013

ACM=Assistant City Mgr CD=Community Development FS=Financial Services PW=Public Works RTCS= Recreation, Transit and Community Services WED=Waterfront and Economic Development

<b>THREE-YEAR GOAL: VITALIZE THE WATERFRONT AND ARTESIA CORRIDOR</b>					
WHEN	WHO	WHAT	STATUS		
			DONE	ON TARGET	REVISED
1. At the March 12, 2013 City Council meeting	WED Dir.	Present to the City Council for action CenterCal's conceptual site plan and financial plans for the waterfront, including Redondo Beach Marina Acquisition Plan.	X		
2. At the March 19, 2013 City Council meeting	PW Dir.	Present to the City Council for consideration a report on process costs and potential names for renaming Torrance Blvd.			
3. At the March 19, 2013 City Council meeting	Asst. to the CM and CD Dir. (co-leads), working with the City Attorney	Present to the City Council for action a plan to engage with AES and the community post-election.	X		Follow-on action underway
4. At the April 16, 2013 City Council meeting	City Manager and Asst. to the City Mgr., working with the Artesia Working Group	Complete and present to the City Council for consideration a Mini Strategic Plan, including the potential renaming of Artesia Blvd.			
5. At the April 16, 2013 City Council meeting	PW Dir. and WED Dir.	Present to the City Council for action Herondo/Harbor Gateway Improvement Project plan options.			
6. At the June 4, 2013 City Council meeting	Harbor Master and City Attorney	Recommend to the City Council for action regulations related to paddle sports in King Harbor.			
7. At the June 4, 2013 City Council meeting	ACM, working with Forest City and the City Attorney	Present to the City Council for action the land swap for the new Transit Center.			
8. At the June 25, 2013 City Council meeting	WED Dir. and CD Dir.	Present to the City Council for action CenterCal's detailed site plan for waterfront development and initiate the CEQA environmental review process		X	

9. September 1, 2013	PW Dir. and WED Dir.	Present to the City Council for action final plans and specifications for the Moonstone Park area development:	X	
10. FUTURE OBJECTIVE _____	WED Dir.	Present to the City Council for consideration an update to the Harbor Business Plan reflecting current challenges and opportunities.		
11. FUTURE OBJECTIVE _____	PW Dir. – lead, WED Dir., Fire Chief, Harbor Master	Develop the Phase 2 Plan for transient vessel moorings, including land side boater amenities.		







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# Administrative Report

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Council Action Date: April 2, 2013

**To: MAYOR AND CITY COUNCIL**

**From: MIKE WITZANSKY, PUBLIC WORKS DIRECTOR  
PETE CARMICHAEL, WATERFRONT AND ECONOMIC  
DEVELOPMENT DIRECTOR**

**Subject: APPROVE AN OUTREACH SCHEDULE FOR THE MOONSTONE PARK  
AREA DEVELOPMENT PROJECT**

## RECOMMENDATION

Approve the proposed community outreach schedule for the Moonstone Park Area Development Project.

## EXECUTIVE SUMMARY

In February 2013, the City Council approved a contract with Hirsch & Associates, Inc. to prepare plans and specifications for the Moonstone Park Area Development Project. The plans and specifications are based on the Council approved conceptual design for the site that includes recreational facilities on both City property and the adjacent Marina Cove leasehold. While the scope of Hirsch's contract is limited to the project improvements on City property, close coordination with the adjacent leaseholder is necessary to effectively build the overall Moonstone Park Area Project. In February the City Council approved staff's recommendation to return with an outreach schedule for review and approval. The proposed schedule includes two coordination meetings with the Marina Cove Leaseholder, a public user group meeting and review by the Parks and Recreation and Harbor Commissions before presentation to City Council.

## BACKGROUND

In January 2012, the City Council approved a conceptual design plan for Mole B including enhanced park and boating uses. On August 21, 2012 the City signed an agreement with Chevron Products Company allowing for the temporary use of Mole B for water delivery of heavy equipment to be installed at their El Segundo refinery. In exchange for their use of the site, the agreement included \$2.4 million in funding from Chevron for the implementation of the Moonstone Park Area Development Project, formerly known as the Mole B Development Project.

With funding in place for the Project, a Request for Proposals (RFP) for engineering design and construction support services was developed. On November 6, 2012, the City Council approved the issuance of the RFP which was distributed to twelve (12) engineering firms. On December 19, 2012, the City received four (4) proposals. After extensive discussion by the evaluation team, Hirsch and Associates, Inc.'s proposal

April 2, 2013

was determined to best meet the City's evaluation criteria and was recommended and approved to provide design and construction support services for the Moonstone Park Project.

Hirsch's contract includes two coordination meetings with the Marina Cove leasehold and one outreach meeting with the public park and small boat launch user groups and public meetings with the Recreation and Parks and Harbor Commissions. The scheduled timing of these meetings has been set to best match the anticipated progress of the design process.

The proposed community outreach schedule for the development of final construction plans and specifications for the project is as follows:

- March 27, 2013 – Preliminary Meeting with Marina Cove Leasehold
- April 9, 2013 – Coordination Meeting with Marina Cove Leasehold
- May 7, 2013 – Coordination Meeting with Marina Cove Leasehold
- May 29, 2013 – User Group Meeting
- July 11, 2013 – Parks & Rec Commission Review
- August 12, 2013 – Harbor Commission Review
- September 24, 2013 – City Council Consideration of Approval

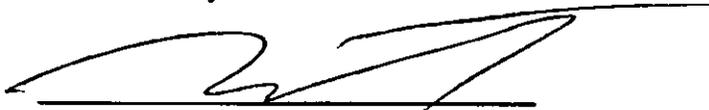
### **COORDINATION**

The project has been coordinated with the Public Works Department, the Waterfront and Economic Development Department, the Recreation, Transit and Community Services Department, and the Community Development Department.

### **FISCAL IMPACT**

The \$254,156 cost of Hirsch and Associates' design services contract and the estimated \$2.1 million cost of park area construction is to be funded by the \$2,400,000 received from Chevron for temporary use of Mole B.

Submitted by:



Mike Witzansky  
Public Works Director

Approved for forwarding by:



Office of the City Manager



Pete Carmichael  
Waterfront and Economic Development Director

ejeng

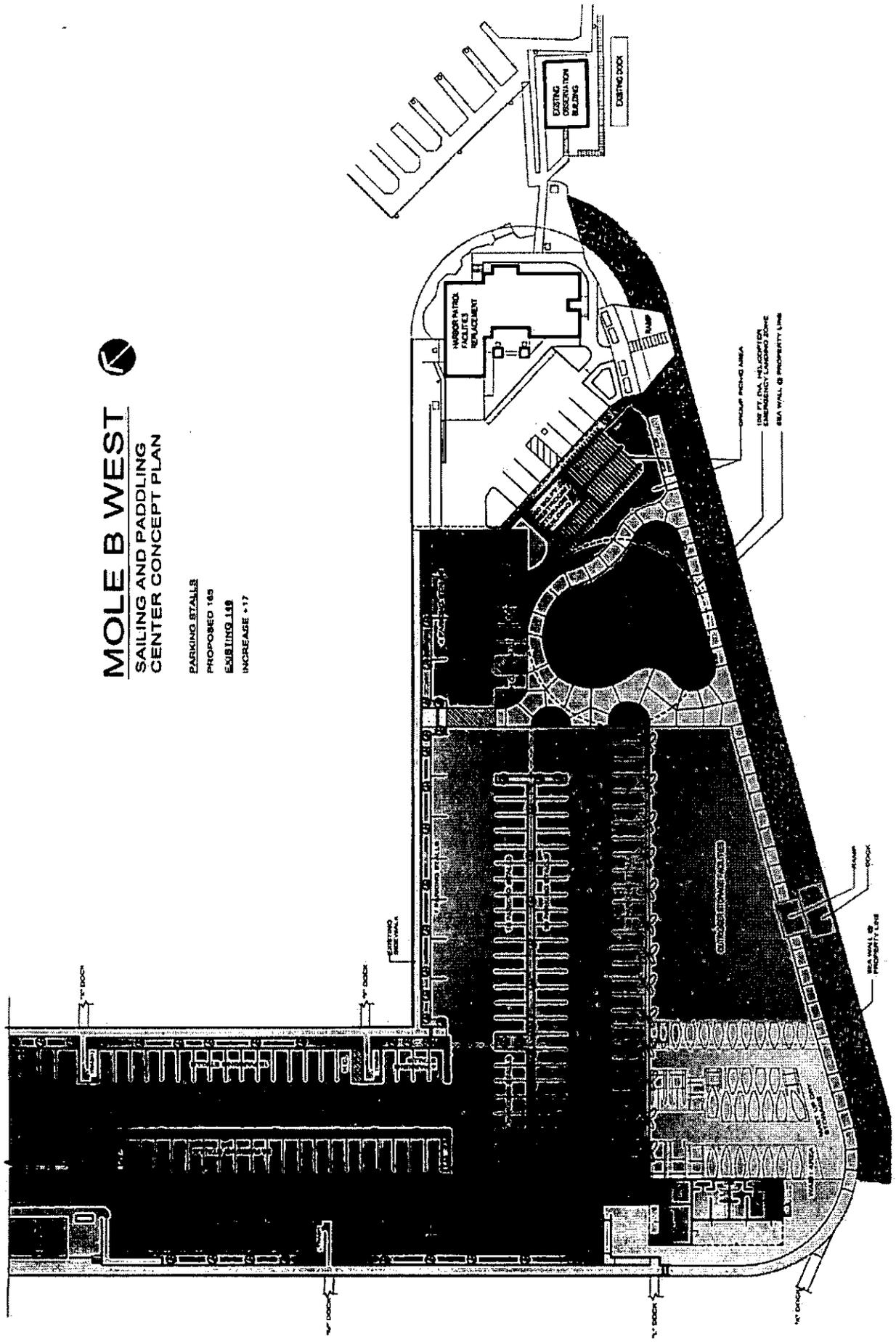
Attachment: Site Plan



# MOLE B WEST

## SAILING AND PADDLING CENTER CONCEPT PLAN

PARKING STALLS  
PROPOSED 165  
EXISTING 138  
INCREASE +17





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# Administrative Report

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Action Date: April 16, 2013

**To: MAYOR AND CITY COUNCIL**

**From: MIKE WITZANSKY, PUBLIC WORKS DIRECTOR  
PETE CARMICHAEL, WATERFRONT AND ECONOMIC  
DEVELOPMENT DIRECTOR  
AARON JONES, COMMUNITY DEVELOPMENT DIRECTOR**

**Subject: HERONDO STREET/HARBOR DRIVE GATEWAY IMPROVEMENT  
PROJECT DESIGN**

## **RECOMMENDATION**

Approve the conceptual plan for the Herondo Street/Harbor Drive Gateway Improvement Project and direct staff and Stantec Consultants, Inc. to complete plans and specifications for construction of the project.

## **EXECUTIVE SUMMARY**

On November 20, 2012, the City Council approved a design and engineering services contract with Stantec Consulting Services, Inc. for the preparation of plans and specifications for the Herondo Street/Harbor Drive Gateway Improvement Project. Three stakeholder workshops were held to solicit input on design concepts for the project. This input led to the development of several conceptual plan options that were presented to the Harbor and Planning Commissions on February 21, 2013 and the Public Works Commission on February 28, 2013.

The conceptual plan (see attached) recommended for approval by all three commissions and staff includes:

- Construction of an on-street, bi-directional bike path (cycle track) on the west side of North Harbor Drive between Herondo Street and Pacific Avenue and reconstruction of Lot 13 with new attractive landscape space;
- Reconfiguration of Herondo Street to reduce vehicle lanes, add bike lanes, and install head-out angle parking between North Harbor Drive and Pacific Coast Highway;
- Resurfacing of North Harbor Drive and Herondo Street;
- Replacement of the landscaping in the medians along Herondo Street; and,
- Replacement of parking meters in Lot 13 and on Harbor Drive and Herondo Street with a combination of stand-alone electronic meters and pay stations.

If the concept is approved, staff will work with Stantec Consultants, Inc. to complete plans and specifications and identify funding in the 2013-14 FY Capital Improvement Program budget to construct all elements of the design as one project.

**BACKGROUND**

The South Bay Bicycle Master Plan, adopted by City Council after a public hearing on October 18, 2011, included a Class I (bike path) facility on North Harbor Drive and bike lanes on Herondo Street. The North Harbor Drive Cycle Track Project originated in the Vitality City | Blue Zones Healthways Beach Cities Livability Plan, also adopted by City Council after a public hearing on October 18, 2011. An on-street bike path, physically separated from motor traffic and distinct from the sidewalk, is also known as a cycle track. Input received from the Harbor and Planning Commissions at their joint meeting held on September 15, 2011 regarding these plans was provided to City Council as part of its plan adoption consideration.

Locating a cycle track on the west side of North Harbor Drive and implementing a road diet on Herondo Street (a narrowing of the street to allow for bike lane installation) was included in the project description approved by City Council on April 17, 2012 when authorizing submittal of an application for State Bicycle Transportation Account (BTA) Program funding for the project, and again on December 4, 2012 when authorizing the Mayor to execute an agreement with the State to accept the funding. The City requested \$1,080,000 under the BTA program and was awarded \$535,135 for design and construction of the project. Including the required local match of \$61,298 appropriated Proposition C funds, \$596,433 is programmed for the project in CIP No. 40900.

In early September 2012, Chevron's team met with the City to discuss the Coke Drum Transport project through Mole B. Upon completion of the Coke Drum Transport, Chevron was expected to perform restoration work along the transportation route as needed, such as the replacement of any broken curb or gutter and the restoration of any impacted landscape medians.

Chevron's anticipated restoration work along Herondo Street and Harbor Drive presented a unique opportunity to improve a critical gateway to the City's waterfront. Marina Way is the only entry to Moonstone Park and the Harbor Patrol Building (Fire Station No. 3). Additionally, Herondo Street is one of the key entries to the City and North Harbor Drive serves as an important commercial and recreational area. Along each of these streets, the existing signage, streetscape, streetlights, landscaping and pedestrian access are in need of upgrades, including resurfacing of Herondo Street from PCH to North Harbor Drive and North Harbor Drive from Herondo Street to Pacific Avenue.

Staff took a holistic view of the improvements needed along Marina Way, Harbor Drive and Herondo Street and determined that much of the needed improvements are streetscape and transportation plan related. Similar to past streetscape projects elsewhere in the City – Torrance Boulevard, the Riviera Village, etc.– it is necessary to develop general guidelines for the Herondo Street and Harbor Drive corridors for the

installation of new landscaping and streetscape amenities. These improvements were characterized as the Herondo Street/North Harbor Drive Streetscape Improvements.

Two additional City projects in the capital improvement pipeline that were thought to be impacted by the Coke Drum Transportation Project are the North Harbor Drive Cycle Track Project and the North Harbor Drive Street Resurfacing Project.

The goals of the North Harbor Drive Cycle Track Project are to:

- remove potential conflicts between bicyclists, vehicles, and pedestrians at the north and south ends of North Harbor Drive;
- connect bicyclists with commercial and recreational establishments in The Pier and Harbor areas; and,
- improve regional bicycle facility connectivity.

The original project scope consisted of: 1) the design and construction of a separated, bi-directional, on-street bike path; 2) a replacement of the signalized, dog-legged intersection at Yacht Club Way/Herondo Street with a roundabout; 3) the removal of the wall in Parking Lot 13 that separates Hermosa Beach and Redondo Beach; and, 4) the elimination and replacement of some or all of the parking spaces in Lot 13 to allow for an improved bike path connection between the Hermosa Strand and the North Harbor Drive bike path. Additionally, bike lanes were to be added to Herondo Street to provide east-west connectivity, and parallel parking on Herondo Street would be changed to head-out angle parking where feasible to increase parking along Herondo Street and replace any lost spaces in Lot 13. The proposed concept design included all of these elements except the realignment of the Yacht Club Way and Herondo Street intersections and the installation of a roundabout.

The North Harbor Drive Resurfacing Project consists of resurfacing North Harbor Drive between Herondo Street and Pacific Avenue to improve the street's pavement condition according to the City's pavement management system schedule. The North Harbor Drive Resurfacing Project is an approved CIP, funded by Proposition C money in the amount of \$675,000. The funding is currently appropriated for expenditure.

Based on the related scope of work for the three projects, the coordination, design and subsequent sequence of construction were proposed in unison to maximize the availability of resources and minimize the project's disruption and impact on surrounding residents, businesses, and visitors. Staff recommended that the design of all three projects be performed by one consultant to be paid for by the administrative fees provided by Chevron. Savings in design fees for each project will be used to supplement construction funding. In addition, savings realized from the coordination of the three projects will also be used to supplement overall construction funding.

On October 16, 2012, the City Council approved the issuance of a Request for Proposals for engineering design and construction support services for the Herondo Street/Harbor Drive Gateway Improvement Project. On October 30, 2012, the City received four (4) proposals. After extensive discussion by the evaluation team, Stantec Consulting Services, Inc. was found to be the best qualified firm per the City's evaluation criteria to provide design and construction support services for the Herondo Street/Harbor Drive Gateway Improvement Project. The main factors in Stantec Consulting Services, Inc.'s selection was the project team's expertise and previous experience in similar bicycle facility and traffic engineering projects, their project approach, and the competitive cost and ability to meet the City's schedule. The contract with Stantec was approved by Council at the November 20, 2012 City Council meeting.

Stantec is utilizing living streets and complete street design principles in the preparation of design concepts and plans and specifications, and has evaluated and identified potential locations for public art as part of the project.

**Proposed Project Design:**

Three stakeholder meetings were held to solicit input on design concepts for the project. At the first meeting, held on December 19, 2012, stakeholders were presented with a project overview, and provided the opportunity to draw and annotate their visions for North Harbor Drive and Herondo Street. At the second meeting, held on January 30, 2013, Stantec presented a preliminary design concept based on the input received at the December meeting. A number of questions were raised at both of these meetings that required additional design and analysis. Answers to these questions were provided at a third public meeting on February 13, 2013, and the public expressed strong general support for the preferred design.

Based on the input provided at these stakeholder meetings, options for the North Harbor Drive Cycle Track as well as a future phase improvement option for the installation of a North Harbor Drive/Herondo Street roundabout were developed for review and discussion by the Harbor and Planning Commissions on February 21, 2013 and by the Public Works Commission on February 28, 2013 (see attached minutes). The conceptual plan recommended for approval by all three commissions and staff is described below.

**North Harbor Drive Cycle Track and Herondo Street Reconfiguration**

The North Harbor Drive cycle track and Herondo Street reconfiguration include:

- Construction of a bi-directional cycle track on the west side of North Harbor Drive separated from vehicular parking and travel lanes by a minimum five-foot wide buffer;

- Construction of a bike path connection between North Harbor Drive at Yacht Club Way and The Strand through Lot 13;
- Reconfiguration of Herondo Street by eliminating one vehicle travel lane in each direction to add bike lanes and head-out angle parking, capturing the displaced parking from Lot 13 and North Harbor Drive; and,
- Installation of landscaping and pedestrian improvements in Lot 13 to beautify the area and create a welcoming attraction.

These concepts are shown in Figure 1 (see attached).

The recommended configuration of these facilities achieves the project's goals of removing potential conflicts between bicyclists, vehicles, and pedestrians at the north and south ends of North Harbor Drive, connects bicyclists with commercial and recreational establishments in The Pier and Harbor areas as well as Hermosa Avenue and Herondo Street, and improves regional pedestrian and bicycle facility connectivity. Additional benefits include beautifying the entryway to the Cities of Redondo Beach and Hermosa Beach, and calming vehicle speed on Herondo Street for improved pedestrian and bicycle safety. This configuration would also construct a pedestrian path connecting The Strand to Lot 13 and to North Harbor Drive, and an entryway park covering about one-third of the existing Lot 13. The plan also provides sufficient right of way space for a future two-foot expansion of the sidewalk on the west side of North Harbor Drive.

The Commissions discussed the form for the buffer between the cycle track and the parking/vehicular travel lanes at length. The Harbor and Planning Commissions recommended installing temporary facilities for the buffer to allow for analysis and the option to later install a landscaped median. To accommodate parking, the temporary facility would require at least an asphalt curb, and paint to demarcate the buffer area. The Public Works Commission desired a more attractive statement, and recommended to install a landscaped median. A key point discussed with all Commissions was that any buffer improvements installed could be later modified or removed depending on development in the area. Due to the nominal difference in cost between a temporary facility and a permanent, more attractive facility (estimated to be between \$200,000 and \$300,000), and the importance of the beautification, place making, and gateway statement opportunity in the Harbor area, the landscaped median buffer is recommended.

### **North Harbor Drive and Herondo Street Resurfacing**

As previously described, the North Harbor Drive Resurfacing Project is an approved CIP (CIP No. 40720), funded by Proposition C money in the amount of \$675,000. The funding is currently available for expenditure. This project, as defined in the CIP, consists of resurfacing North Harbor Drive between Herondo Street and Beryl Street.

Based on recent bids, staff believes the programmed funding is sufficient to extend the project limits south to Pacific Avenue.

The Herondo Street Resurfacing Project between North Harbor Drive and Pacific Coast Highway is estimated to cost \$665,000. Funding for this portion of the project has not yet been appropriated but several transportation funding sources are available to complete the work and will be proposed as part of the 2013-14 FY CIP. Both resurfacing projects will improve the streets' pavement condition according to the City's pavement management system schedule.

### **Herondo Street/North Harbor Drive/Lot 13 Landscaping**

This project provides the opportunity to bring unity in design to the City's key waterfront entry corridors. The medians along Herondo Street are proposed for landscape replacement with a palette as shown on Figure 2 (see attached) that draws from successful improvements on Torrance Boulevard. This palette includes:

- Daylilies (yellow) *Hemerocallis*
- Lantana *Verbenaceae "Montevidensis"*
- Date palm *Phoenix dactylifera "Deglet Noor"*
- Phormium *Agavaceae "Bronze Baby"*
- Turf "Marathon 2" Dwarf fescue
- Crape myrtle *Lagerstroemia indica "Muskogee"*

The entryway park in Lot 13 will also draw from the Torrance Boulevard palette. The pedestrian path (sidewalk) connecting Lot 13 and North Harbor Drive to The Strand will be constructed with pavers. One benefit to the reconfiguration of Lot 13 will be the improved functional use opportunities for the parking lot. The removal of the concrete median and parking meters which run through the middle of the lot will be more conducive to special events, such as the City's Earth Day Celebration.

Per the State of California Department of Transportation, the cycle track must be separated from vehicular traffic by a minimum five-foot wide buffer. To accommodate parking alongside the buffer, a raised curb must be provided. This buffer creates a landscaping and beautification opportunity for North Harbor Drive. While final landscape placement will be described in the construction plans and specifications, the proposed conceptual plant palette for the buffer as shown on Figure 3 (see attached) will draw from the palette used on Esplanade due to the buffer's width, and will include crepe myrtles in limited number. Crape myrtles have a skinny trunk that will preserve vehicle and bicycle visibility and grow well in the constrained median environment. This palette includes:

- Tree Aloe (*Aloe arborescens*)
- Medicinal Aloe (*Aloe vera*)

- Blue Finger (*Senecio mandraliscae*)
- NCN (*Agave attenuate*)
- Dwarf Flax (*Phormium t. 'Jack Spratt'*)
- Sheep Grass (*Festuca ovina glauca*)
- Medium Red Flax (*Phormium t. 'Amazing Red'*)
- Daylily (*Hemerocallis 'Red'*)
- Japanese Sweet Flag (*Acorus gramineus 'Varigatus'*)
- Crape myrtle *Lagerstroemia indica* "Muskogee"

**Parking**

The existing parking on the east side of North Harbor Drive between Beryl Street and Herondo Street will be relocated to the west side of North Harbor Drive. This relocation will bring visitors to the Harbor and Pier areas closer to the attractions and services on the west side of the street and eliminate the midblock pedestrian crossing that currently occurs throughout the segment. Parking will not shift to the west side of North Harbor Drive between Pacific Avenue and Beryl Street due to the heavy utilization of on-street parking by customers of Fitness Revolution (formerly Gold's Gym) and the taxi zone for the Crowne Plaza Hotel.

The cycle track and pedestrian path connection through Lot 13 will reduce the existing number of parking spaces in the lot. The buffer along the cycle track on North Harbor Drive will have breaks to allow entry and exit into driveways and right turn pockets at the intersections. While these breaks and turn pockets reduce the available number of on-street parking spaces, the removed spaces will be relocated to Herondo Street, whose parking configuration will be changed to head-out, angle parking resulting in a net parking space gain. The following table shows the parking redistribution for the area:

<b>Location</b>	<b>Current Parking</b>	<b>Proposed Parking, Added (+), Removed (-)</b>	<b>Net Parking</b>
Lot 13	73	- 44	29
North Harbor Drive	96	- 16	80
Herondo Street (Redondo Beach)	99	+ 73	172
Herondo Street (Hermosa Beach)	30	+ 9	39
<b>Total</b>	<b>298</b>	<b>+ 22</b>	<b>320</b>

City staff discussed the parking space relocation with California Coastal Commission staff. Coastal Commission staff are comfortable with the proposed parking redistribution and are highly supportive of the proposed conceptual plan.

Converting the existing parallel parking to angle parking on Herondo Street is necessary to accommodate the relocated parking spaces. To install bicycle lanes on Herondo Street, the angle parking must be head-out. Bicycle lanes are not installed behind standard angle parking, as this layout requires a motorist to back into and across the bike lane with limited-to-no visibility of on-coming bicycle traffic. Head-out angle parking provides improved visibility for a driver exiting a parking space of both oncoming bicycle and vehicular traffic. Other merits of head-out angle parking include:

- 1) car doors opening toward the sidewalk, directing children to the sidewalk rather than into the street;
- 2) trunks opening toward the sidewalk, allowing loading and unloading to occur outside of the travel lanes which improves safety for gear-loaded beach visitors; and,
- 3) motorists only having to make one maneuver to enter the parking spot as opposed to the two movements required to enter a parallel parking space.

All on-street parking will be metered using a combination of stand-alone, electronic parking meters and pay-by-space stations, where appropriate. The cost of the parking meters and stations is estimated to be \$132,000. The stations would be solar-powered and connected with wireless communication.

### **Public Art Opportunities**

Locations for public art opportunities are identified throughout the project and are shown on Figure 1 (see attached) using stars to indicate the potential locations. Consistent with other capital improvement projects, the completed plans and specifications will be provided to the City's Public Arts Commission to determine art selection criteria and to identify funding opportunities. The Public Arts Commission would issue a Request for Qualifications and invite selected artists to submit a proposal. The Commission reviews the proposals and provides a recommendation to City Council for final review and approval. It should be noted that current funding sources for the resurfacing and cycle track projects do not allow expenditures on public art. Funding for public arts projects would have to be identified through alternative grants or other public or private sources.

**Community Outreach Summary**

The project concept development was the result of a combination of community outreach and individual stakeholder meetings. The following summarizes this outreach effort:

- 1<sup>st</sup> Stakeholder Meeting – December 19, 2012
- 2<sup>nd</sup> Stakeholder Meeting – January 30, 2013
- 3<sup>rd</sup> Stakeholder Meeting – February 13, 2013 (added meeting, not part of original schedule)
- Harbor/Planning Commissions Joint Meeting – February 21, 2013
- Public Works Commission Meeting – February 28, 2013
- City of Hermosa Beach Public Works Commission Meeting – March 20, 2013

Staff also discussed the proposed concept with the following stakeholders, all of whom approved of and provided verbal support for the recommended concept design:

- California Coastal Commission
- AES
- Sea Lab
- CenterCal

CenterCal staff indicated they would move to include the concept design, if approved, in their Waterfront Revitalization Plan designs.

As a result of questions raised at the stakeholder meetings, another configuration option for the cycle track was discussed and ultimately discarded by the Commissions: installing one-way cycle tracks on each side of North Harbor Drive. The one-way cycle tracks would replicate the existing bike lanes on North Harbor Drive and add a buffer between the bike paths and vehicular travel lanes. However, this configuration would not achieve the project's goal of removing the significant current conflicts at the north and south ends of North Harbor Drive. Also, due to the minimum widths for the cycle tracks and buffers as required by the State of California Department of Transportation, this option either completely eliminates parking along North Harbor Drive, requiring additional replacement parking, or requires an additional eight feet of right-of-way to construct the cycle tracks and maintain all existing uses on North Harbor Drive. Without acquisition of additional right away from adjacent private property owners, this option would require removal of the taxi zone in front of the Crowne Plaza Hotel. Based on these restrictions and the recommendations from the Commissions, the one-way cycle track on each side of North Harbor Drive will not be analyzed further.

**North Harbor Drive/ Yacht Club Way Roundabout Concept**

As a possible future phase to the project, study and consideration were given to a roundabout concept at North Harbor Drive and Herondo Street. The roundabout concept would replace the signalized intersections of North Harbor Drive at Herondo Street and at Yacht Club Way with a single roundabout, realign Yacht Club Way to become the west, or fourth, leg of the intersection, and create a new intersection between the cycle track and Yacht Club Way within the Lot 13 perimeter. A roundabout could improve entry and exit to the cycle track and North Harbor Drive, Herondo Street, and Hermosa Avenue for recreational and commuter bicyclists; eliminate two closely spaced substandard signalized intersections whose proximity (only 200 feet) contributes to area congestion; and, would provide an opportunity to beautify the entryway to the Harbor and Pier areas.

An alternative vision for the connection was suggested by stakeholders at the second and third meetings where Herondo Street would be realigned through property currently owned by AES to connect to the existing Yacht Club Way. The possibility of right-of-way acquisition is not a part of the current project scope, which specified improvements within existing right-of-way only. If additional right-of-way were to become available as a result of surrounding development activities, the proposed roundabout could be modified to further improve intersection operation and roadway alignment. Staff believes additional analysis of potential alignments for Herondo Street and Yacht Club Way with North Harbor Drive should be undertaken to ensure an optimal solution for all travel modes prior to further concept development. Therefore, it is recommended that construction documents for the roundabout not be prepared at this time.

**Next Steps**

With City Council approval, staff will work with Stantec to prepare construction documents for the project. Staff will make recommendation as part of the 2013-14 FY CIP to close estimated project funding shortfalls. It is anticipated that the plans and specifications would be presented to City Council for approval and authorization to advertise the project for competitive bids in September 2013. The project will require a local coastal permit which staff would bring to City Council for approval in July 2013. Construction is anticipated to begin in January 2014 and to be completed in June 2014. It should be noted that the elimination of the roundabout from the project plans and specifications and the addition of enhanced landscaping design for a reconstructed Lot 13 is a change of scope of work for Stantec. Staff are working with Stantec to determine the cost impacts of these changes, and will return in June with any necessary consulting services agreement amendments.

**FISCAL IMPACT**

The cost for preparing this report is included in the coordinating Departments' adopted 2012-2013 Annual Budgets. The funding for the design and engineering services agreement with Stantec Consulting Service, Inc., is paid for by the administrative fees provided by Chevron associated with the use of Mole B for the Coker transport project.

The preliminary construction cost estimate for each component of the project and current funding appropriations are as follows:

<b>Project Component</b>	<b>Construction Cost Estimate</b>	<b>Current Appropriated Funding</b>	<b>Funds Needed to Complete Construction</b>
North Harbor Drive Cycle Track, Herondo Street Reconfiguration, and Lot 13 Reconstruction	\$990,000	\$596,433	\$393,567
North Harbor Drive Resurfacing	\$675,000	\$675,000	\$0
Herondo Street Resurfacing	\$665,000	\$0	\$665,000
Herondo Street Median/Streetscape Improvements	\$270,000	\$0	\$270,000
Parking Meter and Pay Station Purchase and Installation	\$132,000	\$0	\$132,000
<b>Total</b>	<b>\$2,720,000</b>	<b>\$1,271,433</b>	<b>\$1,460,567</b>

**Funding Sources Available for Full Project Completion**

Funding sources have been identified per project component to complete construction and would be recommended for appropriation as part of the 2013-14 FY CIP. Restricted Proposition C funds in the amount of \$393,567 are available for completion of the cycle track and Lot 13 reconstruction. Transportation State Gas Tax funds in the amount of \$1,067,000 are available to complete Herondo Street resurfacing, streetscape improvements, and parking meter replacement. State BTA grant funds and prior year Proposition C funds have already been appropriated to the cycle track and North Harbor Drive resurfacing projects in the amounts identified above.

**Administrative Report**

Herondo Street/Harbor Drive Gateway Improvement Project  
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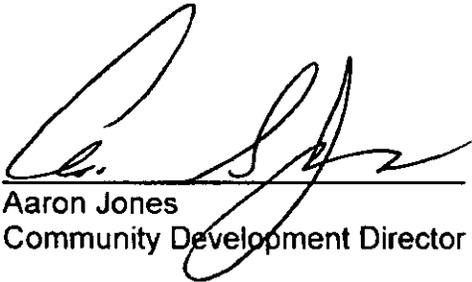
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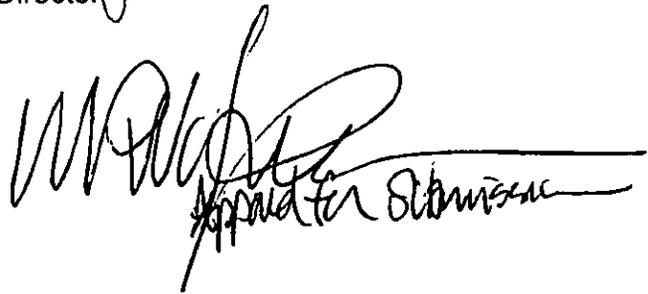
Mike Witzansky  
Public Works Director



Pete Carmichael  
Waterfront and Economic Development  
Director



Aaron Jones  
Community Development Director



rbordman

Attachment:

- Figures 1 – 3: Proposed Conceptual Design and Landscape Palettes
- Minutes – Harbor/Planning Commissions Meeting, February 21, 2013
- Minutes – Public Works Commission Meeting, February 28, 2013

All supporting documentation for **Consent Items**

can be found online at the City's website

[www.redondo.org](http://www.redondo.org)

under the corresponding City Council Meeting

city offices/city clerk/agenda & minutes

City Council Meeting

April 16, 2013

Item L1



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# Administrative Report

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Commission Action Date: May 13, 2013

To: MEMBERS OF THE HARBOR COMMISSION

From: PETE CARMICHAEL, WATERFRONT & ECONOMIC DEVELOPMENT  
DIRECTOR

Subject: DIRECTOR'S REPORT

## RECOMMENDATION

Receive and file a report from the Waterfront & Economic Development Director on current and upcoming waterfront projects and activities.

## EXECUTIVE SUMMARY

An oral report will be provided by the Waterfront & Economic Development Director at the Commission meeting on current and upcoming waterfront projects and activities.

## BACKGROUND

Periodic reports from Waterfront & Economic Development staff help keep members of the Commission informed of the status of general waterfront operations. The Director's report will provide information on current and upcoming department projects and activities.

## COORDINATION

Department staff collaborated on the development of this report.

## FISCAL IMPACT

The cost for preparing this report is included within the Waterfront & Economic Development Department's adopted FY2012-13 annual budget and is part of the department's annual work program.

Submitted by:

Pete Carmichael  
Waterfront & Economic Development Director



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# Administrative Report

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Council Action Date: May 13, 2013

**To: MEMBERS OF THE HARBOR COMMISSION**

**From: PETE CARMICHAEL, WATERFRONT & ECONOMIC DEVELOPMENT DIRECTOR**

**Subject: ENHANCEMENTS TO THE PARKING SYSTEM AT THE WATERFRONT PARKING STRUCTURES**

## **RECOMMENDATION**

Provide recommendations and feedback regarding planned enhancements for the pay by space parking system at the Pier and Plaza Parking Structures.

## **EXECUTIVE SUMMARY**

In December 2012, a new pay by space parking system was installed in the Pier and Plaza Parking Structures. Over the first year of the system, staff has collected feedback and suggestions from visitors and merchants and is now moving forward with a recommendation for several enhancements to improve the service to the public and Pier/Boardwalk area employees.

Improvements include:

- Installation of five (5) new machines in high traffic areas
- Additional signage to direct visitors to machines
- Elimination of employee slide cards in favor of a decal or placard
- Elimination of monthly employee passes in favor of annual and summer passes
- Engaging a firm to provide parking assistance and traffic control on peak days of the summer season.

## **BACKGROUND**

The City of Redondo Beach owns two parking structures providing convenient pedestrian access to the City's Pier and International Boardwalk area. The Pier Parking Structure sits at the western terminus of Torrance Boulevard and contains approximately 1,018 spaces. The Plaza Parking Structure lies at the intersection of N. Harbor Drive and Pacific Avenue and contains approximately 332 parking spaces. Together, the Structures supply the Pier and International Boardwalk area with essential parking for a variety of users in the area.

The pay by space parking payment method was installed in the Plaza Parking Structure in late March 2012 under a pilot program where the City and visitors can evaluate the system. In December 2012 the pay by space method was installed at the Pier Parking Structure and new machines were installed to replace the pilot machines at the Plaza Parking Structure. Visitors and employees all currently visit a pay station to log and pay for their parking stay. Visitors input their space number and the length of their stay and then pay the amount due by cash or credit card. Employees input the same information, but utilize a pass resembling a credit card to complete the transaction for their stay.

From the beginning, the Plaza garage has performed well under the new pay by space system, with very few concerns. The Pier garage, with many more pedestrian access points, a wider variety of users has provided more of a challenge.

Over the first four (4) months of the new system in the Pier garage, staff has received comments and suggestions from business owners and visitors. Suggestions included a need for additional signage to educate visitors, and a desire to change the employee pass system to a decal or placard to eliminate employee visits to a pay station.

Staff evaluated each comment and suggestion and plans the following enhancements to improve customer service at the Pier garage:

- 1) Additional Pay Stations – Certain machines are in greater demand than others. To combat delays, staff is purchasing five (5) additional pay stations to minimize the wait at each of the popular machine locations. Staff recommends purchasing additional machines rather than moving existing machines to maintain close proximity between pay stations and every space in the Pier garage. Redundancy at several locations will allow transactions to continue at the popular sites if one machine requires maintenance.
- 2) Additional Signage – Additional signage will educate visitors on the need to pay in advance, how to use the pay stations, and where the pay stations are located.
- 3) New Employee Passes – Currently, employees must check-in at a pay station every time they park to slide their employee cards. Some employees complain of long lines and delays, causing them to be late for work. Employees may also add to the waits for visitors. A new employee pass method making use of decals or placards will eliminate the need to visit the kiosks and minimize the delays felt by employees and visitors. Additionally, Staff is recommending the elimination of the monthly passes in favor of annual and summer passes, to decrease the administrative burden on both the City and users of the pass.

Currently, employee passes are available as an annual 7-day pass at the Pier garage, a monthly 7-day pass at the Plaza garage, and a monthly weekday pass at the Pier garage.

<u>Pass-Type</u>	<u>Rights</u>	<u>Cost</u>
Pier Structure, 7 days	Pier Structure any day	\$280 annually or \$35/month
Pier Structure, weekdays	Pier Structure weekdays	\$10/month
Plaza Structure, 7 days	Plaza Structure any day	\$10/month

The recommended change to an annual pass or a summer pass would further allow "full-access" (park at either garage any day) or "limited" (park at the Plaza garage any day, and the Pier garage on weekdays).

The following table explains the suggested new employee pass structure.

<u>Pass Type</u>	<u>Rights</u>	<u>Cost</u>
<b>Annual Full-Access</b>	Park in either garage any day (annually)	\$280 annually \$35/month for any full or partial month remaining of year if purchased after January 31
<b>Annual Limited</b>	Park in the Plaza garage any day; park in the Pier garage on weekdays (annually)	\$120 annually \$10/month for any full or partial month remaining of year if purchased after January 31
<b>Summer Full-Access</b>	Park in either garage any day (summer season, May 1 – Sept. 30)	\$120 for summer season \$35/month for any full or partial month remaining of summer if purchased after May 31
<b>Summer Limited</b>	Park in the Plaza garage any day; park in the Pier garage on weekdays (summer season, May 1 – Sept. 30)	\$50 for summer season \$10/month for any full or partial month remaining of summer if purchased after May 31

Staff presented the recommended changes to employee passes and the proposed Rate Schedule to Pier and Boardwalk businesses at the Pier tenants meetings of March 12, and April 9, 2013, for discussion and feedback. The changes were received with few concerns and will likely improve customer service for both visitors and merchants.

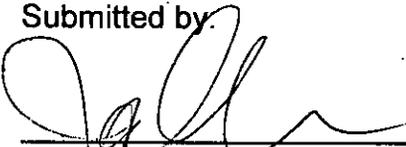
### COORDINATION

The Waterfront & Economic Development Department has collaborated with the City Attorney's Office to develop an appropriate Resolution to amend the rates as noted above.

**FISCAL IMPACT**

Revenues from the Structures accrue to the Harbor Uplands Fund (Pier garage) and the Harbor Tidelands Fund (Plaza garage). It is unlikely that there will be any significant impact to parking revenue under the modified employee pass schedule.

Submitted by:

  
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for Pete Carmichael  
Waterfront & Economic Development Director



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# Administrative Report

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Commission Action Date: May 13, 2013

**To: MEMBERS OF THE HARBOR COMMISSION**

**From: PETE CARMICHAEL, WATERFRONT AND ECONOMIC DEVELOPMENT DIRECTOR**

**Subject: REPAIR AND PROGRAMMING FOR WATERFRONT PARCEL 10 (FORMER OCTAGONAL BUILDING SITE)**

## **RECOMMENDATION**

1. Review and provide recommendations to the City Council on repair and programming for Waterfront Parcel 10

## **EXECUTIVE SUMMARY**

Due to the dilapidated and unsafe condition of the 9,000 square foot Octagonal Building on Parcel 10 adjacent to the Pier, the City Council approved the building's demolition on February 5, 2013. Demolition of the structure has been completed and all that remains on the former footprint of the building are the brick and concrete remnants of the foundation. These foundation remnants create an uneven and unsafe condition, which needs to be mitigated or secured with fencing. The approximately 15,000 SF space also creates a unique venue for activity in the Pier and Boardwalk area, with the potential to further activate public spaces and private business in the area. Staff has worked with community stakeholders to develop a slate of potential programming for the site.

Based on the need to ensure safe conditions at the site and the potential for new programming, staff is recommending a full replacement of the concrete as well as landscape and furnishings to match other Pier common area improvements. This recommendation is included more detail below as Option 3. Total cost for the concrete repair work, as recommended, is anticipated to be \$100,000 and would be paid for out of restricted Harbor Uplands Funds. If approved this work would be immediately advertised for bidding. Construction would begin in early July and would be complete in three to four weeks.

## **BACKGROUND**

On February 5, 2013, the City Council approved the demolition of the octagonal building located on Parcel 10 in the Waterfront, adjacent to the Pier. Portions of the dilapidated structure were beginning to fail and it was necessary to demolish the building to avoid a

potential safety hazard. With the building demolition now complete, all that remains on the site are the broken concrete and brick remnants of the building's foundation, which are currently fenced off. The broken foundation remnants on the building's 9,000 square foot footprint create an unsafe condition in the middle of the larger 15,000 square foot site, restricting its use. The site needs to be repaired with additional concrete work or secured with fencing to avoid safety hazards.

Staff has identified the following three alternatives for addressing the physical conditions at the site.

**Option 1. Erect a fence around the existing conditions**

The least expensive alternative is to leave the existing surface in its current condition and fence off the area by installing a decorative picket fence/barrier. While this option is far less expensive than the others, it is the least attractive and would make the area inaccessible to the public and unusable for potential activities and programming on the site. The estimated cost for the fencing is approximately \$2,000.

**Option 2. Install a concrete cap over the uneven surface**

The second alternative is to install a concrete cap over the remnant footprint, approximately 4 inches above the surrounding grade level. This would create a step up in the middle of the site and would need a combination of ramps for handicapped accessibility and railings or other safety equipment to mitigate the trip hazard. This solution does address the immediate safety issue, but creates an awkward step up to a 9,000 square foot pad in the middle of the larger 15,000 square foot parcel, making it difficult to use the site for events and programming that include large numbers of people or equipment. The cost associated with this option is approximately \$75,000.

**Option 3. Remove & Replace uneven surface**

The final alternative is to remove and replace the uneven concrete surface in the approximately 9,000 square foot footprint of the octagonal building. The remaining concrete and brickwork would be removed to a level needed to install a new concrete slab that would be poured to existing grade. This would create uniform grade level across the entire 15,000 square foot site maximizing flexibility for activities and programming at the site and minimizing safety concerns. The estimated cost for this option is \$100,000.

Based on the preliminary design concepts being developed by CenterCal Properties, the parcel is likely to be redeveloped in the future as part of the comprehensive Waterfront Revitalization. Best estimates at this point suggest that such a future development is 3 to 5 years away. It is unlikely that much of the work being proposed for the site at this time, with the exception of furnishings and potted landscaping, will be re-used in a revitalization scenario. That said, the current timeline allows for a minimum

of three years for the proposed improvements to be amortized and the site to be programmed prior to comprehensive redevelopment. Based on the relatively small cost differential between options 2 and 3 as well as the significantly enhanced safety and functionality of this option, option 3 is the staff recommendation.

The now vacant site has left a large expanse of bare concrete surface and a retaining wall behind it. Regardless of which of the above alternatives is selected, there is an opportunity to improve the appearance and functionality of the site through landscaping and furnishing. Selections would be based on the City Council approved furnishing and landscaping palate consistent with the recently renovated pier common areas. Staff plans to proceed with landscaping and furniture enhancements at the site paid for through existing budgeted maintenance and operations funds already appropriated for revitalization efforts in the FY 12/13 operating budget.

### **Programming for the Site**

The removal of the Octagonal Building creates a large and potentially unobstructed space adjacent to the waters in Basin III as well as the businesses and public walkways/bikeways around the Pier and International Boardwalk. This space is well suited for events and programming that capitalize on the scenic location and drive people and activity to the waterfront and merchants. Staff has been speaking with a variety of stakeholders and community groups regarding potential programming for the site and has received very positive feedback. Proposed uses for the parcel include community-based and temporary cultural, culinary, and entertainment events. Specific concepts that have been proposed include:

- *Summer Concerts – Unplugged.* As an extension of its “Summer of Music” pier concert series, the Pier Association has proposed a subset of these concerts take place at Parcel 10. These concerts would be acoustic to minimize noise for adjacent residents. This event would help drive people down to the boardwalk area so that the events perennial success can be shared with International Boardwalk merchants.
- *Yoga and Other Organized Fitness Activities.* The Cancer Support Community has expressed a specific interest in using the site for their yoga and group fitness activities on a regular basis. There will likely be other partnership opportunities for the same type of activity through other groups such as Blue Zones.
- *Clam Chowder Cook off.* Quality Seafood is interested in using the space as an expanded venue for their annual Clam Chowder Cook off.
- *Boating Exhibitions.* There is an interest in using the site for small boating exhibitions to introduce youth in the community to sailing and boating. Specific interest in this type of an event, which would likely involve the physical display and demonstration of boats on the site by boating representatives, has been expressed on behalf of the King Harbor Youth Foundation and the Outrigger Canoe Clubs.

**Administrative Report**  
REPAIR AND PROGRAMMING FOR  
WATERFRONT PARCEL 10  
(FORMER OCTAGONAL BUILDING SITE)  
**Page 4**

**May 13, 2013**

- *Public Art.* The site presents a unique opportunity for short term displays and temporary public art installations. The arts community has expressed interest in the site, particularly as it relates to the large wall around the parcel as a potential canvas for artwork.

Any programming on the site will go through the standard evaluation and approval process consistent with existing City policy regarding special events and usage fees.

**Project Schedule**

The anticipated timeline for implementation of improvements at Parcel 10, based on option 3 above, is shown below:

May 22 - June 18: Conduct formal bidding process & construction contract development  
June 18: Return to Council for award of contract  
July 8-31: Implement Improvements

**COORDINATION**

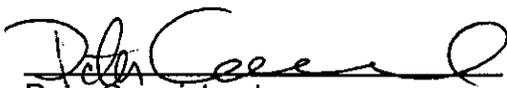
The Waterfront & Economic Development Department coordinated with the Public Works Department on the development of this report.

**FISCAL IMPACT**

The cost associated with the removal and replacement of the uneven surface at Parcel 10 per option 3 above is approximately \$100,000. This work would be funded through the Harbor Uplands Fund, a restricted enterprise fund available only for cost incurred in Uplands portion of the City's Waterfront. Although this project was not budgeted, the Uplands Fund is operating at a significant savings for the fiscal year to date and is expected to finish the fiscal year by more than \$200,000 under the approved budget.

<u>Funding</u>	<u>Expenditures</u>
\$ 100,000 Harbor Uplands Fund Balance	\$ 100,000 Concrete removal and replacement

Submitted by:



Pete Carmichael  
Waterfront & Economic Development Director