

AGENDA
REDONDO BEACH HARBOR COMMISSION
Monday, August 10, 2015, 6:30pm
REDONDO BEACH CITY COUNCIL CHAMBERS
415 DIAMOND STREET

OPENING SESSION

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

I. APPROVAL OF ORDER OF AGENDA

II. 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.

III. 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.

IV. 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.

4. APPROVAL OF AFFIDAVIT OF POSTING FOR THE HARBOR COMMISSION MEETING OF AUGUST 10, 2015
5. APPROVAL OF THE FOLLOWING MINUTES: JULY 13, 2015
6. APPROVE A CONSENT TO TEMPORARY LICENSE BETWEEN WIN'ARD YACHT CLUB dba THE KING HARBOR YACHT CLUB AND THE KING HARBOR YOUTH FOUNDATION (FROM PREVIOUS CITY COUNCIL MEETING ON 7/21/15)
Staff recommendation: Receive and file
7. DISCUSSION AND POSSIBLE ACTION ON THE SELECTION OF KNN PUBLIC FINANCE TO SERVE AS FINANCIAL ADVISOR FOR PUBLIC FINANCING OPTIONS FOR THE CITY INVESTMENT IN WATERFRONT PUBLIC (FROM PREVIOUS CITY COUNCIL MEETING ON 7/21/15)
8. DISCUSSION AND POSSIBLE ACTION TO APPROVE FIRST AMENDMENT TO CONTRACT WITH JOHN S. MEEKS COMPANY FOR \$188,591 FOR EMERGENCY PIER STRUCTURE REPAIRS IN ORDER TO PROTECT AND PRESERVE LIFE AND PROPERTY ON THE REDONDO BEACH PIER DECK (FROM PREVIOUS CITY COUNCIL MEETING ON 7/21/15 – PUBLIC WORKS ITEM)
Staff recommendation: Receive and file

V. 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.

VI. EXCLUDED CONSENT CALENDAR ITEMS

VII. 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.

VIII. EX PARTE COMMUNICATIONS

IX. PUBLIC HEARINGS

X. ITEMS FOR DISCUSSION PRIOR TO ACTION

9. DISCUSSION AND POSSIBLE ACTION ON A STATUS REPORT ON WATERFRONT INFRASTRUCTURE AND AUTHORIZE STAFF TO PREPARE A CONTRACT WITH WALKER RESTORATIONS CONSULTANTS FOR COMPLETION OF A SUPPLEMENTAL EVALUATION OF THE WATERFRONT PARKING STRUCTURES TO ASSESS CURRENT LIFE EXPECTANCY, MAINTENANCE OBLIGATIONS AND FUTURE REPLACEMENT COSTS (FROM PREVIOUS CITY COUNCIL MEETING ON 7/21/15)

Staff recommendation: Receive and file

10. DIRECTOR'S REPORT

Staff recommendation: Receive and file

XII. ITEMS CONTINUED FROM PREVIOUS AGENDAS

XIII. MEMBERS ITEMS AND REFERRALS TO STAFF

XIV. ADJOURNMENT

The next meeting of the Harbor Commission of the City of Redondo Beach will be a regular meeting to be held September 14, 2015, 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 at www.redondo.org under the City Clerk. Agenda packets are available at the Redondo Beach Main Library during Library Hours, at the Reference Desk and during City Hall hours 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.

PROOF OF POSTING

I, Holly Short, hereby declare, under penalty of perjury, that I am over the age of 18 years and am employed by the City of Redondo Beach, Harbor Department, and that the following document was posted by me at the following location(s) on the date the time noted below:

Agenda – Redondo Beach Harbor Commission

Regular Meeting of August 10, 2015

Posted on: August 5, 2015 at 2:00 pm

Posted at: DOOR "A" BULLETIN BOARD

and CITY CLERK'S OFFICE

Holly Short
Signature

8/5/15
Date

**MINUTES OF THE
REDONDO BEACH HARBOR COMMISSION MEETING
JULY 13, 2015**

CALL TO ORDER

A regular meeting of the Harbor Commission was called to order at 6:30 p.m. in the City Council Chambers, 415 Diamond Street, by Chairperson D. Jackson.

ROLL CALL

Commissioners Present: Bloss, D. Jackson, M. Jackson, Keidser, Shaer
Commissioners Absent: Dalton
Officials Present: Stephen Proud, Waterfront/Economic Development
Director
Robert Rappaport, Fire Division Chief
Margareet Wood, Recording Secretary

SALUTE TO THE FLAG

The members joined in the salute to the flag.

APPROVAL OF ORDER OF AGENDA

The consensus was to consider the Harbor Patrol Quarterly Report ahead of the Consent Calendar.

ITEMS FOR DISCUSSION PRIOR TO ACTION

Harbor Patrol Quarterly Report

Chief Rappaport discussed the following Harbor Patrol Statistics:

- The number of sea life disposals (156) is high for the first half of the year
- Mooring permits generate positive revenue
- Much enforcement activity involves SUP's specifically rules of the road and personal flotation devices, local SUP companies provide educational information to customers, a recent storm causing an abrupt wind direction change resulted in 8 SUP rescues
- The number of non-SUP rescues is low, recently staff responded to 2 reports of missing swimmers

Commissioner Bloss inquired about a previous request for harbor directional signage which she believed was to coincide with the guest moorings completion: she questioned whether the signage is a CIP expenditure.

Chairperson Jackson suggested revising the dinghy dock signage to include rules and information on where to park a dinghy.

In response to Commissioner M. Jackson, Chief Rappaport advised the guest mooring reservation process is still being worked out. He said 2 staff persons are assigned and he was unsure if the system is completely computerized.

The motion by Commissioner Bloss and seconded by Commissioner M. Jackson to receive and file the report was unanimously approved.

CONSENT CALENDAR

4. Approval of Affidavit of Posting for the Harbor Commission Meeting of July 13, 2015
5. Approval of the Following Minutes: June 8, 2015
6. Approve an Exemption to the Redondo Beach Municipal Code and Permit a Public Display of Fireworks from a Barge Located Near the Entrance of King Harbor Marina on July 4, 2015
7. Adopt by 4/5th Votes and Title Only, Resolution CC-1506-048, a Resolution of the City Council of the City of Redondo Beach, California, Determining that an Emergency Exists and it is Necessary to Immediately Contract for Work and/or Materials in Order to Protect and Preserve Life and Property on the City of Redondo Beach Pier
8. Quarterly Submittal of City Strategic Plan
9. Public Hearing to Consider Parking Rates for the Pier Parking Structure, Plaza Parking Structure and Redondo Beach Marina Parking Lot

Commissioner Bloss excluded Consent item 9.

The motion by Commissioner Keidser and seconded by Commissioner M. Jackson to approve Consent items 4-8 was unanimously approved.

ORAL COMMUNICATIONS

None.

EXCLUDED CONSENT CALENDAR ITEMS

Public Hearing to Consider Parking Rates for the Pier Parking Structure, Plaza Parking Structure and Redondo Beach Marina Parking Lot

In response to Commissioner Bloss who questioned the rationale for parking validation at Seaside Lagoon, Director Proud answered that historically the facility had a validated rate that was capped at \$4.50. He said since the new ticket system was installed, the charge for a family visiting for the entire day could potentially be high. He said the validation is a consumer-friendly action.

Commissioner Bloss asserted that the intention of parking validations is to encourage people to visit and spend money.

Director Proud said the facility is a recreation amenity; and the action to return to the 3-hour validation was based on complaints and feedback.

The motion by Commissioner Bloss and seconded by Commissioner Keidser to receive and file Consent item 9 was unanimously approved.

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

None.

EX PARTE

None.

PUBLIC HEARINGS

None.

ITEMS FOR DISCUSSION PRIOR TO ACTION

Director's Report

Highlights from Director Proud's report include:

- Mammals are occupying the new mammal barge, the barge will be monitored to determine if it is too high for pups
- Pier repairs – an inspection identified the necessity of emergency repairs to several piles, an emergency contract is in place, work is anticipated to be complete in 2-3 weeks for a total cost up to \$650,000
- Boat hoist – design work is underway, parts have been ordered, boat hoist anticipated to be operational in late August or early September, renting a crane in the interim or purchasing a crane was explored; however the cost exceeds the annual boat hoist revenue
- Harbor Gateway project - overwhelming support has been received, opportunities for improvements i.e. delineators at driveways and signal timing at Yacht Club Way continue to be monitored, striping improvements have been made, monitoring of Herondo Avenue parking continues
- Shade Hotel – lease terms specify November opening, no related formal correspondence has been received
- Fourth of July – activities went well, parking revenue on par, businesses report the day is not their busiest time of year
- CenterCal project – anticipate draft EIR in mid-September, after which public meetings and a Council hearing will be scheduled
- Gold's Gym site – located in the Tidelands, future use under consideration and evaluation

Mark Hansen, King Harbor Yacht Club, announced the Tom Collier charity regatta raised \$11,000.

In response to Commissioner Bloss regarding the new cycle track, Director Proud advised he has heard no negative feedback regarding Fourth of July and he believed the day went well.

The motion by Commissioner Bloss and seconded by Commissioner Keidser to receive and file the report was unanimously approved.

ITEMS CONTINUED FROM PREVIOUS AGENDAS

None.

MEMBERS ITEMS AND REFERRALS TO STAFF

Commissioner Bloss advised that the 6-month report on alcohol sales at Barney's Beanery is due in August.

Commissioner Bloss requested feedback on the status of harbor directional signage.

Director Proud apologized for the fact the agenda was not posted online and he assured future agendas will be posted.

The motion by Commissioner Bloss and seconded by Commissioner Shaer to adjourn the meeting was unanimously approved.

The meeting was adjourned at 7:15 p.m.

Respectfully submitted,

Stephen Proud
Waterfront and Economic
Development Director



Administrative Report

Council Action Date: July 21, 2015

To: MAYOR AND CITY COUNCIL

From: STEPHEN PROUD, WATERFRONT & ECONOMIC DEVELOPMENT DIRECTORA

Subject: CONSENT TO A TEMPORARY LICENSE BETWEEN WIN'ARD YACHT CLUB dba KING HARBOR YACHT CLUB AND THE KING HARBOR YOUTH FOUNDATION

RECOMMENDATION

Approve Consent to Temporary License between Win'ard Yacht Club dba the King Harbor Yacht Club and the King Harbor Youth Foundation

EXECUTIVE SUMMARY

Marina Cove Ltd. has provided funding for the King Harbor Youth Foundation to secure a modular unit to serve as the office for the King Harbor Youth Foundation staff. The King Harbor Yacht Club would like to provide the Youth Foundation the opportunity to place the modular unit on a portion of their sub-lease interest and are seeking approval from the City.

BACKGROUND

Marina Cove Ltd is the lessee for portions of the Waterfront and has executed a sublease with Win'ard Yacht Club, doing business as the King Harbor Yacht Club ("KHYC"), for a portion of its leasehold interest. Marina Cove Ltd has provided funding for the King Harbor Youth Foundation (the "Foundation") to acquire a modular unit to be used for an office and meeting area. The Foundation's summer sailing program is underway, and the KHYC would like to provide a space within their footprint to allow the placement of the modular unit. The proposed area that would be sublet to the Foundation is approximately 21 feet by 47 feet, and the modular unit is approximately 10 feet by 32 feet. The approximate location is shown on the attached diagram.

Subletting a portion of the KHYC footprint to the Foundation, requires the consent of both the City of Redondo Beach and the consent of Marina Cove Ltd. To that end, on June 25, 2015, the KHYC submitted a formal request to the City to approve a Temporary License between the KHYC and the Foundation. The term of the Temporary License runs from the date of execution by the parties until April 9, 2016 which is the

date the Temporary Use Permit issued by the City of Redondo Beach Planning Department expires.

COORDINATION

The preparation of the Consent to Temporary License was coordinated with the City Attorney's Office.

FISCAL IMPACT

None

Submitted by:
Stephen Proud
Waterfront and Economic
Development Director

Approved for forwarding by:
Joe Hoefgen, City Manager

Attachment(s):

- Consent to Temporary License

All supporting documentation for **Consent Items**

can be found online at the City's website

www.redondo.org

under the corresponding City Council Meeting

city offices/city clerk/agenda & minutes

City Council Meeting

July 21, 2015

Item H 13



Administrative Report

Council Action Date: July 21, 2015

To: MAYOR AND CITY COUNCIL

**From: CRAIG KOEHLER, FINANCE DIRECTOR
STEPHEN PROUD, WATERFRONT AND ECONOMIC DEVELOPMENT
DIRECTOR**

**Subject: FINANCIAL ADVISORY SERVICES FOR FINANCING PUBLIC
INFRASTRUCTURE EXPENDITURES IN THE WATERFRONT**

RECOMMENDATION

- 1) Selection of KNN Public Finance to serve as Financial Advisor for public financing options for City investment in waterfront public infrastructure;
- 2) Direct staff to prepare a contract;
- 3) Provide input on any additional financial advisory services outside the scope as defined in the Request for Proposals.

EXECUTIVE SUMMARY

The City of Redondo Beach is engaged in a revitalization of the Waterfront with significant new public and private investment planned in the coming years. The City Council has approved a Memorandum of Understanding (MOU) with CenterCal Properties and has authorized an Environmental Impact Report (EIR) based on the proposed project concept. The project includes replacement, or renovation of much of the public infrastructure in the waterfront area as well as construction of new visitor serving public amenities. The 1,018 space Pier Parking Structure at the base of the municipal pier at the terminus of Torrance Blvd. as an example, is over 45 years old, has limited years of remaining useful life from a structural stand point and is approaching functional obsolescence.

This structure and other waterfront public infrastructure is identified for replacement as part of the project. As part of the revitalization effort, the City is expected to make a significant financial contribution to the project's waterfront public infrastructure improvements.

The financial advisor is needed to provide options for financing the City's investment in waterfront public infrastructure and to assist the City in implementing the optimal form of financing when a type and final dollar amount are determined. It should be noted that the financial advisor will also identify funding options for City investment in waterfront public infrastructure with or without a public-private partnership.

BACKGROUND

At the May 5, 2015 City Council Meeting, Council approved the issuance of a Request for Proposals (RFP) for Financial Advisory Services in connection with the proposed Waterfront Revitalization Project. The RFP was sent to 14 potential qualified firms. Five firms provided responses to the RFP:

- Fieldman Rolapp & Associates
- KNN Public Finance
- Public Financial Management
- Urban Futures
- Wulff, Hansen & Company

A matrix is attached outlining the responses, related experience, and pricing.

Staff reviewed the responses based on the evaluation criteria that was outlined in Section 1.9 of the RFP.

Criteria for selection included, but was not limited to:

- Experience and expertise in the financial advisory services similar to scope and scale to that of the project outlined in the RFP, including the various types of uses proposed
- Methodology and stated approach to the project
- References from clients and business partners
- Proposal cost
- Overall organization and quality of the proposal
- Consultant's independence and objectivity relative to the project, developer, and other business interests involved in the proposed Waterfront Revitalization Project – **no current or prior working relationship/history with CenterCal.**

The selection of KNN Public Finance is being recommended based on a "best qualified" basis. KNN Public Finance is one of the top 5 firms in California and has been in business over 30 years. They are one of the few financial advisory firms with a practice group dedicated specifically to California cities. Their response and relative experience closely aligns with the waterfront revitalization project scope. Their proposal included a well-defined methodology and stated approach to the project, strong local references, and KNN Public Finance has no current or prior working relationship/history with CenterCal.

For these reasons, KNN Public Finance is being recommended to serve as Financial Advisor for public financing options for City investment in waterfront public infrastructure.

A schedule for approval of the contract and presentation of the final analysis has been established as follows:

- July 21st : City Council approval of consultant selection
- August 18th : City Council consideration of contract approval
- September 22nd : Consultant presentation of final analysis to City Council

COORDINATION

The Financial Services Department worked with the Waterfront and Economic Development Department and the City Manager's Office to develop these recommendations.

FISCAL IMPACT

The cost associated with the recommendation for KNN Public Finance to perform the analysis and develop a plan of finance is at a not-to-exceed fee of \$12,500. In addition, the contingent fees for the financing component would be a not-to-exceed cost of \$40,000, based on the number of financings and complexity. The final costs are subject to negotiation and will be outlined in detail in a subsequent staff report when the contract is brought forward for City Council consideration. Funding for the contract is available in the Waterfront and Economic Development operating budget.

Submitted by:
Craig Koehler, Finance Director
*Stephen Proud, Waterfront and
Economic Development Director*

Approved for forwarding by:
Joe Hoefgen, City Manager

Attachments: RFP for Financial Advisory Services
Matrix of Responses to RFP for Financial Advisory Services
Fieldman Rolapp & Associates
KNN Public Finance
Public Financial Management
Urban Futures Incorporated
Wulff, Hansen & Company

All supporting documentation for **Consent Items**

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City Council Meeting

July 21, 2015

Item N 2



Administrative Report

Council Action Date: July 21, 2015

To: MAYOR AND CITY COUNCIL

From: TIM SHEA, INTERIM PUBLIC WORKS DIRECTOR

Subject: FIRST AMENDMENT TO JOHN S. MEEKS COMPANY CONTRACT NO. C-1506-108 FOR EMERGENCY PIER STRUCTURE REPAIRS – PROJECT NO. 70350

RECOMMENDATION

Approve first contract amendment to John S. Meeks Company Contract No. C-1506-108 for \$188,591 for emergency pier structure repairs in order to protect and preserve life and property on the Redondo Beach Pier deck; and authorize the Mayor to execute the document.

EXECUTIVE SUMMARY

On June 16, 2015, the City Council adopted a resolution determining that an emergency existed at the pier and a contract for up to \$479,105 was issued to John S. Meeks Company to make the repairs. John S. Meeks Company is currently completing the initial emergency repairs and it has been determined that additional critical repairs are required in the timber portion of the pier in order to protect the pier and for the safety of the businesses and visitors. Twenty-eight (28) additional damaged timber piles and numerous damaged bracing members have been identified in need of repairs to adequately support the deck. Wave action and tidal surges continue to weaken the piles resulting in additional damage and movement of the deck. This authorization will result in significant immediate cost savings since the contractor and equipment have already been mobilized. A strong, stabilized pile system with bracing members is essential for pier stability.

BACKGROUND

The timber portion of the pier was built in the 1920's and consists of timber substructure, including timber piles with a timber deck. Most existing piles are still the original piles that were installed in the 1920s. Due to the age of the pier and the constant wave and tidal surge action, the pier requires frequent inspections and repairs. Pier repairs are complicated and costly due to the nature of the over water, dynamic system and the buildings located above.

In January 2015, John S. Meeks Company conducted an inspection of the timber section of the pier, including both the above water and the underwater portions of the pier timber piles. The piles were inspected by scraping marine growth at various locations of concern and were tested with a sounding method. The timber portion of the pier is in poor condition with some major repairs recommended to the piles, caps, braces and handrails. Several piles were identified with damage to the pile wrap or missing sections of pile wrap. This exposes the pile to marine borers and micro-organisms. Most of the pile wraps are missing nails along the seams and some have holes and gashes that can be repaired to protect the pile from marine borers.

On June 5, 2015, City pier maintenance staff identified lateral movement in the timber section of the pier. Recent seismic activity in the area may have had an impact on the lateral movement at the pier. On June 16, 2015, the City Council adopted a resolution determining that an emergency exists at the pier and a contract for up to \$479,105 was issued to John S. Meeks Company to make the repairs. The emergency repair strategy included the replacement of two (2) timber piles, repair of one (1) pile with a fiberglass jacket and epoxy system, and a detailed inspection and rewrap of up to 25 piles. The inspection included removal of the pile wrap to conclusively determine if urgent repairs on any of these piles was required. A Not-to-Exceed estimated cost for the immediate emergency repair was \$279,105.

Subsequent to the complete inspection of the 25 piles, additional emergency repairs were identified and repaired via a change order in the amount of \$200,000. John S. Meeks Company is currently completing the initial emergency repairs and it has been determined that additional critical repairs are required in the timber portion of the pier in order to protect the pier and the safety of the businesses and visitors. These additional repairs are beyond the authorized limit of \$200,000 for the change order.

Twenty-eight (28) additional damaged and failing timber piles and numerous damaged bracing members have been identified in need of repairs to adequately support the deck. Wave action and tidal surges will continue to weaken the piles resulting in additional damage and movement of the deck. This authorization will result in significant immediate cost savings since the contractor and equipment have already been mobilized. A strong, stabilized pile system with bracing members is essential for pier stability.

COORDINATION

This additional repair work will be coordinated by the Public Works Department with assistance from the Waterfront and Economic Development Department. The attached contract amendment has been approved as to form by the City Attorney's Office.

FISCAL IMPACT

The cost for the scope of work included in the First Amendment is \$188,591. Sufficient funds are available in the FY 2015-2016 CIP budget for the Pier Structures Repairs Project, Job No. 70350.

Submitted by:
Tim Shea, Interim Public Works Director

Approved for forwarding by:
Joe Hoefgen, City Manager

gtrivedi

Attachment – First Amendment John S. Meeks Contract

All supporting documentation for **Consent Items**

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City Council Meeting

July 21, 2015

Item N 3



Administrative Report

Council Action Date: July 21, 2015

To: MAYOR AND CITY COUNCIL

From: STEPHEN PROUD, WATERFRONT AND ECONOMIC DEVELOPMENT DIRECTOR

Subject: WATERFRONT INFRASTRUCTURE STATUS REPORT AND REQUEST FOR AUTHORIZATION TO DEVELOP A NEW CONTRACT WITH WALKER RESTORATION SERVICES FOR EVALUATION OF WATERFRONT PARKING STRUCTURES

RECOMMENDATION

- 1) Receive and file a status report on waterfront infrastructure; and,
- 2) Authorize staff to prepare a contract with Walker Restorations Consultants for completion of a supplemental evaluation of the waterfront parking structures to assess current life expectancy, maintenance obligations, and future replacement costs.

EXECUTIVE SUMMARY

The City of Redondo Beach is engaged in a revitalization of the Waterfront which includes significant new public and private investment in the coming years. To realize the promise of a world-class Waterfront, the City must evaluate the existing infrastructure that serves the Waterfront as well as the cost/benefit of new potential visitor serving amenities. The public infrastructure that exists in the waterfront today was developed in a piecemeal fashion over many years and lacks the functionality necessary to provide a first rate visitor experience. In addition, given the advanced age of the facilities, many have or are reaching the end of their useful life and will require significant expense to repair and/or replace in the coming years.

In recognition of this, the City Council set forth a Strategic Plan Objective directing staff to "present to the City Council for review, options for financing the construction of a replacement Pier Parking Structure and other Harbor area public infrastructure." The first step in the process is to identify the general cost of infrastructure replacement. This staff report initiates the effort by providing a brief overview of the condition of the various components of the waterfront's public infrastructure and outlines a range of planning level costs needed to maintain and/or replace the infrastructure. The next step in the process will be a report provided to the City Council in August that outlines financing options available to the City to address existing infrastructure deficiencies and the opportunities for a public-private partnership that could potentially defray public expense.

The planning level estimates to repair and maintain, and/or replace the waterfront's various public improvements and infrastructure range from **\$37.5M to \$108M**, depending on the decisions made relative to each component, over the next 2 to 15 years. To provide a more accurate estimate of the costs associated with the Pier and Plaza parking structures, which represent the most significant component of the infrastructure program, staff is seeking authorization from the City Council to negotiate a scope of work and prepare a contract for City Council consideration of approval with Walker Restoration Consultants. Walker performed an assessment of the parking structures in 2012 and is well suited to conduct a supplemental structural assessment that provides an updated estimate of the maintenance expenses associated with extending the useful life of the existing structures and the costs of constructing replacement structures.

BACKGROUND

The City Council has made the revitalization of the waterfront a key strategic priority for many years. The City Council adopted an Asset Management Plan for the Waterfront in 2007, and the Harbor Enterprise Business Plan in 2010. These documents serve as the blueprint for the City's Waterfront revitalization efforts. More recently, the City Council set forth a Strategic Plan Objective directing staff to prepare options for financing the construction of replacement parking structures and other Waterfront area infrastructure.

The following sections provide an overview of the various public infrastructure components within the Waterfront, a brief assessment of their condition, and planning level cost estimates for either the repair or replacement of the facility. The purpose of this review is to create an information framework to assist the City in making decisions regarding the funding of repair, maintenance and/or replacement of its public improvements, and how the City may be able to leverage public private partnerships to create investment in the Waterfront that could offset City expenditure and provide new municipal revenues that further help fund the cost.

The information below was gathered from various assessments that have been completed over the past few years and from conversations with Public Works Staff and City Engineering consultants. It is important to note that the precision of the data and estimates may vary due to the timing and thoroughness of the documentation. The cost estimates are planning level estimates only, and additional detailed study and design for each piece of infrastructure will be required to form a more precise cost estimate. In all cases, the planning level estimates represent only the hard costs of construction and do not include any design or permitting costs that may be associated with the improvements.

Parking Structures

The City of Redondo Beach owns two parking structures that provide access to the City's Pier and International Boardwalk area. The Pier Parking Structure, which is comprised of the North Pier Parking Structure and the South Pier Parking Structure, sits at the terminus of Torrance Boulevard and contains approximately 1,018 spaces. The North Structure was completed in the early 1960's and is comprised of three levels, two supported parking levels and one on-grade level with two commercial businesses on the International Boardwalk. The South Structure was built in 1973 and is also comprised of three levels, two parking levels and third level that is commonly referred to as Pier Plaza which has several multi-story wood framed structures used for commercial purposes and additional parking.

The Plaza Parking Structure, constructed in 1981, lies at the intersection of N. Harbor Drive and Pacific Avenue and contains approximately 332 parking spaces. The Plaza Structure is comprised of three levels, two parking levels and a third level that is a pedestrian only level serving as the western terminus of Czuleger Park.

Over the years, various repairs and maintenance to both parking structures have occurred. These include slab repairs, traffic coating and sealant applications, overhead concrete repairs, painting, and lighting and mechanical service. In 2012, the City commissioned Walker Restoration Consultants to conduct a Condition Appraisal of both parking structures to assess the general condition of the facilities, and a Structural Analysis Report for the North Pier Structure. The assessment found that the North Pier Structure is in poor condition and has reached the end of its useful life; the South Pier Structure is in fair condition but requires a substantial repair program to increase the useful life; and the Plaza Structure is generally in good condition and requires a normal repair and maintenance program to extend the remaining life of the structure. The Base Cost (in 2012 dollars) for the immediate repairs identified in the assessment is \$7.8M. In addition, the analysis recommended that the City implement a more robust annual maintenance program for each of the structures to keep them operational. The estimated cost of the proposed maintenance program for the first 10 years added an additional \$8.3M in cost. It is important to note that the immediate repairs were not made to the structures and the maintenance program has been limited over the past three years to a few repairs that total approximately \$300,000. These include structural concrete repairs to portions of the Pier Parking Structure, repairs to the fire main that service the facility, and improvements to the drainage system.

Given the age of the parking structures, all are at least 30 years old and the North Pier Structure is beyond 50 years old, serious consideration must be given to the efficacy of using precious financial resources to extend the useful life of structures that are functionally obsolete, and do not provide the level of amenities, technology, pedestrian, bicycle and vehicle circulation, and public safety that can be achieved from the

construction of new facilities. As a planning level estimate, the construction of new parking facilities (excluding the cost to reconstruct the structures located atop the Pier Parking Structure) could range from \$25,000 to \$40,000 per parking stall. If the City were to replace all of the existing parking in the structures on a space-for-space basis, the estimated cost could be between \$34M and \$54M.

As the single largest infrastructure expense, it is important that all options related to the parking be fully vetted as part of the Waterfront revitalization effort. To that end, Staff is requesting authorization from the City Council to re-engage Walker Restoration Consultants to provide an updated analysis to determine the costs associated with extending the useful life of the various parking structures for an additional 15 years and to develop cost estimates for the replacement of the structures. Given Walker's previous evaluation of the parking structures, they are well suited to perform this update in a cost effective manner.

Estimated Waterfront Parking Structure Costs - \$16M-\$54M

Seaside Lagoon

Seaside Lagoon is a unique 3.75 acre salt water swimming and special events venue that was constructed in 1963. At the time it was built, it was designed with a mechanical system that took advantage of a heated water supply made available by the nearby power plant. The facility was constructed years before adoption of the Clean Water Act and the establishment of basic water chlorination practices for public swimming facilities. The Lagoon is currently subject to the swimming water quality standards established by the Los Angeles County Health Department and water discharge regulations set by the Los Angeles Regional Water Quality Control Board.

Given the age and design of the system, it has become increasingly difficult for the City to maintain compliance with the established regulations. A retrofit of the system to install the necessary equipment would require the construction of a multi-million dollar treatment plant that would occupy several acres of harbor area property. Consequently, staff actively monitors the water quality to ensure compliance with the water quality standards. The current Permit with the Regional Water Quality Control Board expires in September 2015 and given the history of tightening water quality restrictions, it is unknown whether another Permit will be granted and/or will be feasible from a cost/risk standpoint.

In 2009, the City evaluated three options to rebuild the Seaside Lagoon infrastructure and replace the recreational water amenity with a similar zero depth entry feature maintained by a closed circulation and filtration system that would no longer discharge water into the ocean. The estimated cost of these improvements, at the time, ranged from \$7.4M to \$11.8M. More recently, the conversation around the Lagoon has centered on the ability to open the bulkhead to allow the Lagoon to be subject to natural tidal fluctuations within the Harbor. The estimated cost for this option ranges from \$0.5M - \$3M.

Estimated Seaside Lagoon Costs: \$0.5M – \$12M

Municipal & Monstad Piers

The Municipal Pier was built in 1928 and the remaining timber portion of the pier runs approximately 330 feet in length and was initially approximately 36 feet wide. Subsequent to the original construction, the north and south sides of the pier were widened to creating a total surface area of approximately 18,500 square feet. The Monstad Pier was constructed a year later and its original length of 300 feet was eventually extended to 400 feet and the width extended to 50 feet. The Monstad Pier is connected to the Municipal Pier at the western end.

Due to the lack of historical data, the precise level of improvements and maintenance that has been performed on the piers over the years is unclear. There are some records of repair performed from 1984 through 1988 that are believed to be in response to the severe storms in 1983 and 1988 that impacted the Southern California Coast. In addition, the City has conducted more recent maintenance and repair work from 1995 through 2014 that is documented in the City's capital improvement log and totals more than \$2.4M in expense.

The most recent inspection of the piers was conducted in January 2015. That inspection noted that the piers were in poor to fair condition, but went on to detail that of the 110 piles supporting the structures, 10 need to be replaced, 3 are recommended for further evaluation, and 8 piles show signs of advanced deterioration. In addition, the report documents areas of pile cap deterioration and multiple areas of pile bracing that need replacement or repair. It is important to note that to properly complete the future pile replacement envisioned, the work will entail the installation of new piles through the roofs of existing buildings or the removal of existing structures.

Given the age of the piers, consideration will need to be given to the cost of continued and accelerated maintenance versus the cost of replacing the piers with a more resilient concrete structure that can withstand the impact of the repetitive wave forces associated with being located in the surf zone. The most recent example of the potential impacts from the age of the pier and the continued need for maintenance is the emergency maintenance and repair effort currently underway which is expected to cost in excess of \$650,000. Replacement of the timber portions of the Municipal Pier and the Monstad Pier is estimated to cost between \$5.7 and \$8.9M. This does not include the cost to replace any of the buildings currently located on the piers.

Estimated Municipal & Monstad Pier Costs: \$6M – \$9M

Sportfishing Pier

The Sportfishing Pier was built in 1969 and is a conventional timber framed structure that is approximately 245 feet long and 30 feet wide. Soon after the pier's construction, a single story light timber framed building was constructed over the western half of the pier and utilities were extended onto the pier to service the building improvements.

The Sportfishing Pier has undergone numerous inspection and maintenance repairs since its original construction. Typical repairs have included wrapping piles with polyethylene and replacing braces. The most recent structural inspection of the pier was completed in 2007. That assessment noted seven (7) timber piles and six (6) "cross beams" or brace in need of repair, these repairs have yet to be completed. A more recent (2015) visual observation of the structural elements of the pier indicated further damage to the timber bracing, including several braces that had deteriorated to the point where most if not all of the bracing was missing. Others were damaged to the point where they could no longer function as intended.

Identified repairs to the pier include full replacement of the horizontal and diagonal bracing under the pier, replacement of the fender piles and at least six timber piles. In addition, an investigation of pile conditions will need to be conducted to identify if any additional piles also need to be replaced. Repairs to the pier are hampered by the rip-rap slope protection beneath the pier and the building that sits on the pier that obstructs the ability to replace piles underneath its footprint. As a result, repairs to the structure may require the demolition and removal of nearly half of the pier and the existing building, which would translate to a near total demolition. If this level of effort were to be undertaken, a decision would need to be made as to whether the pier should be removed completely and if, and what, replacement facility should be constructed in its place.

Estimated Sportfishing Pier Costs: \$2M – \$4M

Boat Launch Facility

Development of a boat launch facility within the Waterfront has been considered since the initial planning and development of the Harbor in the 1950's and 1960's. Since that time, there have been numerous studies, assessments and discussions regarding the facility and the City's Local Coastal Plan requires the creation of a boat launch ramp in conjunction with new development in the Waterfront. Currently, launching of trailered boats is limited to the Mole D boat hoist which is currently being repaired and when operational provides minimal capacity (see discussion below).

As part of the Environmental Impact Report currently underway for the proposed development project to support the revitalization of the Waterfront, several locations for a new boat launch facility are being evaluated. These include a minimum of two potential options at each of the four Mole locations (A-D). Given the minimum design criteria set forth by the California Division of Boating and Waterways, each of these prospective locations presents certain design and structural challenges due to space limitations, existing leasehold operations, vulnerability to wind and storm waves, and/or harbor development plans.

The costs associated with the various options under consideration vary considerably based on the levels of improvements required for implementation. Areas where existing breakwaters can be utilized and where parking is available are generally more cost effective than options that require the construction of new breakwaters. The range of planning level costs for the various options spans from \$1.5M to \$11M.

Estimated Boat Launch Facility Costs: \$1.5M – \$11M

Basin 3 Docks & Boat Slips

The floating dock system within Basin 3 consists of 5 docks totaling approximately 20,000 sq. ft. An evaluation of the docks in 2007 and 2008 indicated several maintenance conditions that need to be addressed, including broken fascia, worn guide pile rollers, listing fingers due to water logged floats, broken and worn decking, and pipes and conduits that are in poor condition. Some of these ongoing maintenance issues have been addressed during the past few years, but the estimated cost at the time of evaluation was \$600k. Ultimately the entire dock system will need to be replaced as it reaches the end of its useful life and estimates for the demolition and replacement of the dock are approximately \$5M to \$7M.

Estimated Basin 3 Dock & Boat Slip Costs: \$5M – \$7M

Sea Level Rise

Several notable studies have been prepared in an effort to predict the rates of future sea level rise. The variability in the studies highlights the uncertainty in accurately forecasting how climate change will affect sea level rise. However the City's Waterfront Coastal Development Plan calls for certain mitigation measures and there are several low-lying structures in the Harbor, such as the International Boardwalk, that already experience routine flooding and require additional sea level rise protection.

For waterfront planning purposes, mid-range estimates have been calculated from data prepared by the California Ocean Protection Council for the 25th, 50th and 75th years from the base year of 2015. These estimates indicate that several areas of the waterfront are expected to be impacted as a result of further sea level rise. Most notable are the impacts from wave run-up at the boardwalk immediately landward of the Municipal Pier, the pedestrian walkway along Mole D, and the perimeter of Seaside Lagoon. In addition, increased tidal inundation will be exacerbated within Basin 3.

Future protective measures for these areas may include new splash walls that redirect up-rushed water back to the ocean, perimeter break walls to reduce potential inundation in these areas, and repairs to the Basin 3 bulkhead including repairs to the Bulkhead Cap.

Estimated Sea Level Rise Costs: \$5.5M – \$8M

Bicycle and Pedestrian Circulation

With the recent completion of the Harbor Gateway project, bicycle and pedestrian circulation within the Waterfront is significantly improved. However, the southern terminus of the project requires cyclists and pedestrians to navigate a complex and confusing path through various elements of the Waterfront before some order is restored to the network south of the Torrance Circle. The bicycle/pedestrian conflicts along this stretch are a challenge and require further modifications to various paths of travel.

In addition, within the waterfront, there are several circulation elements where gangways and walkways are substandard and where railings and guard rails may need to be replaced to enhance the safety of visitors. The various structural elements (e.g., garages, piers, boardwalks) and varying elevations, also presents challenges with meeting the ever evolving goal of compliance with the Americans with Disabilities Act (ADA). A thorough evaluation and plan for circulation will need to be prepared to address the broad range of issues.

Estimated Bicycle & Pedestrian Circulation Costs: \$1M – 3M

COORDINATION

The Waterfront and Economic Development Department Coordinated the preparation of this report with the City Manager's Office, Public Works Department and the City's Coastal Engineering Consultant – Noble Consultants Inc.

FISCAL IMPACT

The planning level estimates to repair and maintain, and/or replace the waterfront's various public improvements and infrastructure range from **\$37.5M to \$108M**. If the City Council authorizes staff to negotiate a scope of work and a contract with Walker Restoration Consultants, the cost is estimated to be no more than \$35,000. The relatively inexpensive pricing is due to Walkers' knowledge of the area. A contract with an engineering firm that is unfamiliar with the waterfront parking structures is estimated to exceed \$50,000 or more. The scope of services and contract will be presented to the City Council for approval at a later date.

Submitted by:
*Stephen Proud, Waterfront & Economic
Development Director*

Approved for forwarding by:
*Joe Hoefgen
City Manager*



Administrative Report

Commission Action Date: August 10, 2015

To: MEMBERS OF THE HARBOR COMMISSION

**From: STEPHEN PROUD
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, including but not limited to property management, leasing activity, project updates, events and other information.

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 FY2014-15 annual budget and is part of the department's annual work program.

Submitted by:

Stephen Proud
Waterfront and Economic Development Director