



## **STAFF REPORT**

**TO:** Avila Pier Committee

**FROM:** Andrea Lueker, Harbor Manager  
Chris Munson, Facilities Manager

**DATE:** December 5, 2019

**SUBJECT:** **Avila Pier Update**

### **Recommendation / Proposed Motion**

- Recommendation: Discuss findings of the Avila Pier Updated Condition Assessment. Provide a recommendation to pursue a repair plan to be brought before the full Board of Commissioners.

### **Policy Implications**

Harbor Commission approves expenditures over \$5,000

### **Fiscal Implications / Budget Status**

The Moffatt & Nichol Condition Assessment utilized up to \$45,000 of the \$125,000 allocated for the Avila Pier in the current fiscal year. Up to \$80,000 may be used toward additional pre-construction plans and/or support for the Avila Pier Rehabilitation.

### **Alternatives Considered**

- None at this time.

### **Background**

On November 19, 2019, Brad Porter of Moffatt & Nichol presented the findings of the Avila Pier Updated Condition Assessment. This assessment was undertaken to identify any additional damage beyond the 2014 pile survey, and to inspect the above-water structure which had not been addressed in the previous survey.

The assessment confirmed that the pier could be repaired, and its life could be extended significantly with rehabilitation. The following is a summary of the findings for each pier component:

Piles: About 50 vertical piles should be replaced (compared to 40 from the previous survey). Seventeen (17) batter piles are missing or severely damaged. Replacement of batter piles is not necessary for rehabilitation but reduces swaying.

Stringers: Generally, fit for purpose; 1-2% may require replacement.

Pile Caps: The pile caps are in satisfactory to fair condition; 5-10% may require replacement.

Connection Hardware: In some sections of the pier, the connection hardware is in poor condition; 25-30% require replacement.

Decking: The decking is in fair condition and is currently fit for general access. The gaps in the decking are 1-2 inches and would require filling or closing to be ADA compliant.

Railing: Generally, fit for purpose; 1-2% may require replacement.

Landing: Requires repairs before public access could be restored.

Brad Porter noted that Bent 62 had further degraded and was in poor condition. Of the five (5) piles, four (4) were severely degraded and the remaining middle pile was at 50%. He noted that if the five (5) piles were repaired or replaced, pedestrian access would be possible for the length of the pier if large gatherings were avoided and restricted areas were maintained.

## **Discussion**

The next phase of the rehabilitation is to develop a repair plan and construction drawings to get the project ready for bid. At the April 23, 2019 meeting, the Board addressed whether to phase the project, allowing the pier to be opened sooner, or to complete the rehabilitation as a unified project to last 20+ years. As many grants are dependent on a long-term project, the Board gave staff direction to pursue a long-term rehabilitation and to apply for grants accordingly.

Since then, District staff has been applying for various grants and has received positive feedback on the possibility of award. The District will likely know the status of many of the larger grants in Spring of 2020. Most grants do not allow reimbursement for project components completed prior to award.

While the Board may choose to reassess the phasing option to open the pier sooner, Staff recommends waiting until the status of the grants are known. A better picture on how to proceed will be evident depending on the grants received. After awarding, granting agencies may be receptive to using some funds to repair bent 62 immediately until the full rehabilitation is completed, but doing so prematurely may jeopardize funding as it will change the scope and intent under which the grants were applied.

The scope and timing of the repair plan is the focus for now. Waiting for the status of the grants would help realize or eliminate options but may delay the project further. To maintain flexibility, the District can pursue a repair plan for the full rehabilitation, with an alternative repair plan included which would allow for a phased rehabilitation if the District receives limited funding. This may cost a bit more, but not drastically since many components and repairs will be similar.

After the scope has been determined, the Board may choose to use Moffatt & Nichol again or seek proposals from other consultants. As Moffatt & Nichol already have a good understanding and history with the project and seeking proposals from other consultants will take time, getting a proposal from them first will likely expedite both the contract and planning processes.

### **Conclusion**

The Avila Pier Committee should discuss the different approaches to the repair plan and selection of consultants. Staff recommends pursuing a repair plan for the rehabilitation for the entire pier with the inclusion of an alternative plan for phasing the project. Staff has been satisfied with the work Moffatt & Nichol has provided and would support the Board's decision to use them again to expedite the rehabilitation. Based on earlier quotes from Moffatt & Nichol, the repair concepts and construction drawings suitable to be issued for public bid are estimated to be \$45,000 - \$55,000.