



STAFF REPORT

TO: Board of Commissioners

FROM: Chris Munson, Facilities Manager
Natalie Teeter, Planner/Analyst

DATE: January 25, 2022

SUBJECT: **Avila Pier Repair Plan**

Recommendation / Proposed Motion

- Recommendation: Receive and file; no action necessary

Policy Implications

- None

District Major Objective/Goal

Objective #2 - Maintain and enhance a boater friendly atmosphere at PSL for both commercial and recreational boaters.

Fiscal Implications / Budget Status

The 2021-2022 FY Budget includes \$1,550,000 toward the Avila Pier Rehabilitation and \$50,000 toward the Avila Pier Landing Rehabilitation.

Alternatives Considered

- None at this time

Background

Since June 2015, Avila Pier has remained closed to the public. Minor repairs completed in April 2019 allowed for the pier to be reopened up to Bent 58. Since its partial reopening, staff have worked with contractors, regulatory agencies, community representatives, and granting agencies toward the pier's full rehabilitation and reopening.

Findings from the Avila Pier Updated Condition Assessment were discussed at the January 28, 2020 Board Meeting. The Board authorized the execution of a contract with Moffatt & Nichol, not to exceed \$80,200, to complete the Repair Plans that include a long-term maintenance plan.

The Draft Repair Plan was presented to the Board on November 17, 2020. Following the presentation, Staff continued to work with Moffatt and Nichol to modify the plan to address

repair feasibility, updated pier conditions, and pending requirements of the Coastal Development Permit (CDP). Upon approval of the CDP on September 9th, 2021, the Harbor District was to show final corrections on the Repair Plan and submit them to the Coastal Commission for final permit adoption.

The main changes to the Final Repair Plan are as follows:

- Type C Repair Removed: This repair method involved splicing a new section of pile by divers where a stub remained, that would then be wrapped and grouted. This method was potentially infeasible given the depths and wave action at Avila Pier. It was also costly at about \$40,000-\$80,000 per pile. The District will drive piles conventionally (Type D) instead of Type C.
- Removal of 16 Fender Piles: The Coastal Commission seeks to limit the amount of creosote treated piles in the water. Most of the existing piles are treated with creosote. Rather than remove piles that were still in good condition, District Staff proposed removing some fender piles from the end of the pier that were used for the former landing on the west side. The fender piles on the east side where the existing landing is located, will remain in place.
- Phasing Identification: Since the project has sufficient funding to complete all the pile repairs as one project, the Repair Plan (Sheet S-003) now focuses on the types of repairs rather than when they will be done. The phasing is still shown on Sheet S-005 to reference the priority of pile repairs.

Discussion

Final Repair Plan Overview:

Repairs by type:

- Type A (4): where former piling is missing, the existing pile cap will be reinforced with two new timbers bolted on either side to redistribute load capacity to surrounding piles.
- Type B (29): where existing pile is salvageable, a steel-reinforced pile jacketing system will be used to repair the pile via a “wrap and grout” method; specialized divers will be required to conduct this repair type.
- Type D (19): use an impact hammer to drive new piles next to old pile stubs.
- Removal (16): remove derelict and creosote-coated fender piles at the end of the pier which are no longer in use.

Project Components:

Pending the release of grant funds, arrival of materials, and contractor availability; work will begin in Spring 2022. The primary objective of these initial repairs is to open the pier to its full length and fulfill the grant requirements.

1. Initial repairs to re-open the pier:
 - a. Reinforce pile caps (Type A), wrap and grout piles (Type B), drive new piles (Type D)
 - b. Re-deck roadway (bent 0-89)
 - c. Replace handrailing
 - d. Relocate utility lines (water, sewer, electricity)

- e. Install light posts
- f. Identify method for grantor and donor recognition
- g. Replace batter piles and bracing

While utility and light post replacements are not necessary structurally, it makes sense to perform the work simultaneous with the pier repairs, so we are not incorporating the old systems when they will eventually be replaced.

Once the status and conditions of Division of Boating and Waterways and Friends of Avila Pier are finalized, Staff will seek the Board's approval to proceed with the final two stages of the repairs and improvements. Most of the items included are currently unfunded.

- 2. Repairs to landing & restrooms:
 - a. Complete engineering of landing improvements
 - b. Replace lower landing platform, stairs, and catwalk components
 - c. Remove 16 creosote-containing fender piles on west terminus
 - d. Demolish and rebuild restrooms at end of pier
- 3. Repairs to terminus:
 - a. Re-deck end of pier (bent 89-111)
 - b. Rehabilitate bait and tackle shop
 - c. Replace or remove hoist
 - d. Construct seating area with pads for food trucks
 - e. Install interpretive and educational signage

Project priorities and funding for all three stages will be discussed further at an upcoming Avila Pier Committee.

Conclusion

After the Board's review of the Avila Pier Repair Plan, the final drawings will be submitted to the Coastal Commission for final adoption of the CDP.

Attachment (s): Moffat & Nichol 100% Avila Pier Repair Drawings