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PORT COMMISSIONERS:  
Toby Goddard  
Dennis Smith  
Reed Geisreiter  
Stephen Reed  
Darren Gertler

Special Public & Special Closed Session of December 14, 2016

**Santa Cruz Port Commission  
MINUTES**

*Commissioners Present:*

Toby Goddard	Chairman
Dennis Smith	Vice-Chairman
Reed Geisreiter	Commissioner
Stephen Reed	Commissioner
Darren Gertler	Commissioner

**SPECIAL PUBLIC SESSION – 3:30 PM**

Chairman Goddard brought the special public session to order at 3:30 PM at the Santa Cruz Harbor Public Meeting Room, 365 A Lake Avenue, Santa Cruz, CA 95062.

Port Director Ekers announced that Port District Legal Counsel will be present via telephone conference for the duration of the meeting.

1. Pledge of Allegiance

2. Oath of Office

Chairman Goddard administered the Oath of Office to Dennis Smith, Stephen Reed and Darren Gertler.

3. Oral Communication

Discussion: In response to a question posed by an audience member, Port Director Ekers stated that legal counsel is participating to provide advice and support to the Port Commission.

Commissioner Goddard stated that the Lighted Boat Parade was a success. He thanked staff for their hard work at the event.

4. Presentation of Options and Cost Estimates for Aldo's Seawall

Discussion: Port Director Ekers stated that a revision to Page 2 of the staff report has been made to include preliminary comments from the California Department of Fish and Wildlife and the California Coastal Commission regarding the two construction options for the Aldo's Seawall Replacement. Port Director Ekers

stated that the regulatory agencies have not indicated a strong preference for either option A or option B.

In response to a question posed by Commissioner Reed, Port Director Ekers stated that the District may be required to perform approximately 300 to 400 square feet of mitigation for this project, at a location not yet identified.

Dale Hendsbee, of Mesiti-Miller Engineering, Inc. (MME), presented the preliminary engineering and conceptual design options with the corresponding cost estimates for Aldo's Seawall Replacement. Mr. Hendsbee highlighted the following:

- The seawall was constructed between 1963 and 1964
- The seawall is 3/8 inch thick, uncoated PZ-27 Steel Sheet Piles with a reinforced concrete pile cap
- There is no indication that the existing steel sheet piles have a protective coating
- The existing seawall is 150 feet long and 24 feet tall
- The original seawall was expected to have a 20 year lifespan – it has now endured more than 50 years in the harbor
- The seawall has experienced accelerated decay.

Mr. Hendsbee stated that when the existing seawall was evaluated, it was discovered that the steel sheet piles are driven down to refusal in dense sandstone. Mr. Hendsbee stated that the refusal depth is essential for understanding which replacement options will work best in this environment. The refusal depth determines an appropriate pile height for the seawall so that additional drilling is not required. Mr. Hendsbee stated that the refusal depth in this area is approximately 10 feet deep.

Mr. Hendsbee stated that MME evaluated nine construction options for Aldo's Seawall Replacement. Due to environmental constraints, project timelines and regulatory requirements, the two best construction options are being presented for consideration. Mr. Hendsbee presented on the two replacement options:

#### OPTION A – STEEL SHEET PILE WALL WITH TIE-BACKS

- Built water-side of the original seawall and extend approximately two feet into the harbor channel
- Constructed with land-based equipment
- Installed using conventional steel pile driving equipment

- Subsequent steel sheets installed using the “pressed in” method, which utilizes the resistance of previously installed piles to support the driving equipment
- Tie-backs reinforce the piles and eliminate the need for deep drilling
- Completed in 1.5 to 2 years, which includes the design, permitting, and construction phases
- Utilizes a quality steel coating and a thicker steel sheet pile to extend the service life of the seawall
- Successful in an environment with a low refusal depth
- Seawall lifetime of 40 to 50 years in this environment
- Costs \$1.8 million.

Commissioner Reed asked if the tie-backs on the existing seawall deteriorated at the same rate as the steel piles. Mr. Hendsbee stated that the current tie-backs are 50 to 60 years old; however, he has not yet viewed the existing tie-backs, which would involve an excavation, so he cannot comment on their condition.

#### OPTION B – CANTILEVERED CONCRETE SECANT PILE WALL

- Located land-side of the existing seawall
- Existing seawall removed upon completion of the project
- Constructed with land-based equipment
- Completed in 1.5 to 2 years, which includes the design, permitting, and construction phases
- Assembled with intersecting concrete piles
- Requires relatively deep, cast-in-drilled-holes (CIDH) to support the concrete piles
- Seawall lifetime of 50 to 100 years in this environment
- Presents more unknowns for construction and the environment than Option A
- Option B may require further mitigation than Option A
- Costs \$2.4 million.

Commissioner Reed asked for additional information on the thickness of the steel pile gauge. Mr. Hendsbee stated that if Option A is selected, the new piles will measure 5/8” to 1/2” thick, compared to the 3/8” steel which was originally used. Additionally, Mr. Hendsbee stated that the piles will have a protective coating, which will extend the service life, if properly maintained.

Commissioner Geisreiter asked if both replacement options take into consideration the fact that a restaurant building will need to be supported by

the seawall. Mr. Hendsbee stated that both design options are capable of supporting a restaurant building.

Commissioner Gertler asked for additional information on associated maintenance costs for a concrete wall. Mr. Hendsbee stated that performing routine maintenance on a concrete wall is imperative, noting that once the concrete begins to degrade, it is very difficult to repair. Mr. Hendsbee stated that if the concrete secant wall is properly maintained, it will perform well in this marine environment.

Chairman Goddard asked about the market for potential contractors for steel versus concrete seawall construction. Mr. Hendsbee stated that steel pile walls are generally more prevalent than concrete secant pile walls in a marine environment but stated that for either option the contractor will most likely come from out of the area.

Chairman Goddard asked if MME considered significantly altering the design shape or location of the seawall. Mr. Hendsbee stated that MME explored a variety of structural options, but due to environmental factors, timelines and costs, the most practical seawall design will follow the current footprint.

Commissioner Reed stated that the Commission is presented with a very difficult decision, but after hearing tonight's presentation, he is supportive of Option A. Vice-chairman Smith agreed, stating that the wall thickness and protective coating is beneficial.

Commissioner Geisreiter stated that a considerable cost savings is associated with Option A. He stated that the increased wall thickness and protective coating of a steel pile wall will provide a lifespan comparable to that of a concrete wall. Commissioner Geisreiter and Commissioner Gertler both expressed support for Option A.

Chairman Goddard stated that he initially preferred Option B, noting that service life was his primary concern. Project timeline is essential to rebuilding Aldo's Restaurant. He stated that after reading the report and hearing tonight's presentation, he is now supportive of Option A. He stated that contractors for this project may be more readily available for Option A as well.

There was consensus among the Commission for Option A.

Port Director Ekers stated that the Port District has established relationships with the regulatory agencies and they are aware of the situation, which should assist in moving the permitting portion of the project along in a timely manner.

Chairman Goddard thanked Mesiti-Miller Engineering, Inc. and Dale Hendsbee for their time and research.

5. Consideration of Assignment of Slips Upon Sale of Pacific Yachting and Sailing

Discussion: Port Director Ekers stated that the Port Commission reviewed the proposed sale of Pacific Yachting and Sailing (PY & S) at its meeting on October 25, 2016. There was no action taken as the prospective buyer was not yet identified. Port Director Ekers stated that Chardonay Sailing Charters (Chardonay) has submitted a proposal to purchase PY & S (with operating plan), and is requesting that the Commission award the transfer of PY & S's 11 business use slips to Chardonay.

Port Director Ekers stated that as a part of tonight's discussion, the Commission will not deliberate on the following:

- Operating plan for the sailing vessel *Chardonay III*
- Building lease for 790B Mariner Park Way (current office space leased by PY & S)
- Proposed reconfiguration of FF Dock to accommodate *Chardonay III*
- Use of any slip (outside of the proposed 11 transferable slips) for use in the PY & S program.

In response to a question posed by Commissioner Geisreiter, Port Director Ekers stated that the staff report accurately reflects PY & S's slip allocation.

Chris Reyes of the Seaside Company stated that he looks forward to moving forward with the purchase of PY & S and becoming more integrated into the harbor community. Mr. Reyes stated that Chardonay aims to be transparent throughout the sale and transfer of slips. Although the Port Commission will not be discussing *Chardonay III* at this meeting, Mr. Reyes stated that he hopes to discuss the operating plan for *Chardonay III* in the future.

Mark Kraft, owner of Pacific Yachting and Sailing, stated that he believes the sale of PY & S to the Seaside Company is the perfect union of two successful marine businesses. Mr. Kraft stated that no changes will be made to the business upon sale. He stated that he appreciates the harbor's support in his decision to sell PY & S.

Commissioner Geisreiter asked if the eleven business use slips have current slip license agreements. Port Director Ekers stated that there are no signed

agreements for the eleven slips, but all necessary paperwork will be completed upon the sale and transfer of the business.

MOTION: Motion made by Commissioner Geisreiter, seconded by Commissioner Reed, to approve the reassignment of eleven existing business slips to Chardonnay Sailing Charters upon their purchase of Pacific Yachting and Sailing, adding that the eleven slips will all be subject to slip license agreements.  
- *Motion carried unanimously.*

6. Port Commission Meeting Calendar 2017

It was reported that the calendar was changed to reflect that the December meeting will take place on December 19, 2017.

7. Announcement of Closed Session Pursuant to Government Code (Ralph M. Brown Act) Section 54957

At 4:50 PM, Chairman Goddard announced the Commission will meet in closed session to discuss agenda item 8.

**SPECIAL CLOSED SESSION – 5:00 PM**

8. Public Employment  
Position: Port Director

**SPECIAL PUBLIC SESSION – 6:00 PM**

9. Action and Vote Disclosure after Closed Session Pursuant to Government Code (Ralph M. Brown Act) Section 54957.1

Chairman Goddard reported that the Commission agreed to form an ad hoc committee for the sole purpose of developing a selection process for hiring a new Port Director.

Chairman Goddard reported that the Commission authorized contracting with an executive recruiting firm following a request for proposals process to assist with selection of the next Port Director.

Chairman Goddard adjourned the special public session at approximately 4:52 pm.



Toby Goddard, Chairman