



Legislation Text

File #: RES 16-0080, **Version:** 1

TO:

Honorable Mayor and Members of the City Council

THROUGH:

Mark Danaj, City Manager

FROM:

Stephanie Katsouleas, Public Works Director
Marisa Lundstedt, Community Development Director
Eric Haaland, Associate Planner
Ish Medrano, Engineering Technician II
Prem Kumar, City Engineer

SUBJECT:

Conduct Public Hearing to Consider Resolution No. 16-0080 Regarding a Coastal Development Permit to Install New Crash Rated Bollards and Replace Existing Bollards Along Both Sides of the Marvin Braude Bike Trail Adjacent to the Manhattan Beach Pier (Public Works Director Katsouleas).

CONDUCT PUBLIC HEARING ADOPT

RECOMMENDATION:

Staff recommends that the City Council Adopt Resolution No. 16-0080 approving a Coastal Development Permit for the Pier Bollard Project.

FISCAL IMPLICATIONS:

In the Fiscal Year 2014-15, \$100,000 was budgeted in the Capital Improvement Program fund for the Pier Bollard Project. In May, 2015, staff purchased 16 crash rated, stainless steel bollards for \$80,577.14. In June, 2016 staff retained SA Associates for \$8,625.00 for engineering design services to prepare plans and specifications for installation of the new bollards and replacement of the existing concrete bollards. The remaining funds available for installation now total \$10,798.00.

The estimated construction cost for installation of the pier bollards is \$274,500. There is sufficient fund balance in the State Pier and Parking Lot Fund (Fund 522) for the project. The actual appropriation needed for the project will be requested at the time of construction contract award based on the lowest responsible bid received.

BACKGROUND:

On May 5, 2015, the City Council authorized the purchase of stainless steel bollards with steel pipe inserts to be installed adjacent to the Manhattan Beach Pier, effectively separating the Marvin Braude Trail from Manhattan Beach Blvd and the entrance to the pier parking lot. At that time, Public Works believed the bollards could be installed by City staff. However, upon further investigation, it was

discovered that project was significantly more complicated than our resources could address due to existing utilities and soil conditions in the construction zone. Therefore, during the FY16/17 Budget hearings, staff informed City Council that plans and specification would need to be drafted, and the actual installation publicly bid. Staff also stated that additional funding would be requested once bids were received and the actual construction and oversight costs were known. Please recall that at these budget hearings, City Council requested that the existing concrete bollard on the west side of the bike path also be replaced with stainless steel bollards to match the look of the proposed crash rated bollards on the east side of the bike path.

A Coastal Development Permit, that is appealable to the State Coastal Commission, is required prior to implementation of this project.

DISCUSSION:

The proposed bollard array on the east side of the bike path includes both permanently fixed and removable stainless steel bollards with steel pipe inserts that provides a level of protection to the Pier and bike path users from errant vehicular traffic. These bollards are embedded at various depths into a 30-inch thick continuous concrete grade beam below ground that is tied to several 7-foot deep concrete caissons for stability and strength. The 16 permanently fixed bollards are designed to be capable of stopping a 6,000 pound vehicle travelling at 30 MPH (miles per hour), and the 3 removable bollards are capable of stopping a 5,000 pound vehicle travelling 20 MPH. The removable bollards are necessary to allow service vehicles onto the pier for maintenance and repairs, as well as for emergency vehicle access. The removable bollards are also designed to allow one person to remove the bollards without the use of machinery or mechanical assistance.

The existing concrete bollards that were installed in the early 1990s west of the bike path are not engineered to withstand direct vehicle collisions. These existing concrete bollards will also be replaced with matching stainless steel bollards without steel inserts affixed to the existing Pier concrete deck. Staff recommends that either 8 or 16 bollards be considered on the west side of the bike path, pending Council input.

The proposed project will not compromise, permanently obstruct or alter access ways within the coastal zone. The work will be staged such that pedestrians will always have access to the Pier, bicyclist will have access to the bike path and at least one of the lower parking lots will remain open for public use during during construction working hours (7:00 am to 6:00 pm, Monday through Friday). The construction duration is anticipated to take approximately 3 months, starting in early March, 2017 and completed before Memorial Day weekend, 2017. If the required permits are not secured from the Costal Commission by the time bids are opened, the bids received will be rejected and project will be delayed until construction can occur in January 2018. Due to the numerous summer and holiday activities scheduled between June and December, staff does not recommend that any construction activities occur during this period.

There are two permits required in order to proceed with construction of the project, which include: 1) a County Beaches and Harbor Department permit (in processing) and 2) a Coastal Development permit to be approved by City Council. The beach, bike path, pier, and lower pier parking lots are located within the Open Space (OS) district of the City's Zoning Code, which is regulated by the provisions of the City's certified Local Coastal Program. The required coastal permit notice was published in the Beach Reporter and mailed to properties within 100 feet of the project site. Once approved, notice of the City Council's permit approval motion shall be provided to the California

Coastal Commission. Staff's review of the coastal development permit finds that the proposed installation is consistent with the City's local coastal program as follows:

The project consists of improvements to existing pier and bike path safety barriers, and shall not permanently obstruct or alter access ways within the coastal zone. Temporarily altered access to and from the Strand, pier parking lots, bike path, pier, coastline and surrounding beach shall remain available during construction in non-peak demand periods.

POLICY ALTERNATIVES:

ALTERNATIVE:

City Council does not approve Resolution No. 16-0080 approving a Coastal Development Permit to install new crash rated bollards and replace existing bollards along both sides of the Marvin Braude Bike Trail, adjacent to the Manhattan Beach Pier.

PROS:

Funds will not be expended and the public will not be inconvenienced by construction near the Pier area.

CONS:

The area will remain exposed to potentially errant drivers if the proposed crash rated pier bollards are not installed.

PUBLIC OUTREACH/INTEREST:

If City Council approves moving forward with the proposed project, staff will conduct additional meetings with LA County Department of Beaches & Harbor and Lifeguards, the Departments of Parks & Recreation, Public Works, Fire and Community Development, the Manhattan Beach Downtown Business and Professionals Association and local business owners prior to installation of the bollards.

ENVIRONMENTAL REVIEW:

The proposed project is exempt from the provisions of the California Environmental Quality Act (CEQA). Per the CEQA Guidelines, the event is exempt pursuant to the following provision: Section 15304 (e), "Minor Alterations to Land".

The proposed project will not result in any degradation or alteration to the condition of land, water or vegetation. No permanent environmental effects are anticipated.

LEGAL REVIEW:

The City Attorney's office has reviewed and approved the attached resolution.

Attachments:

1. Resolution No. 16-0080
2. Bollard Project Location Map
3. Bollard Design Layout
4. Pier Bollard Plans

