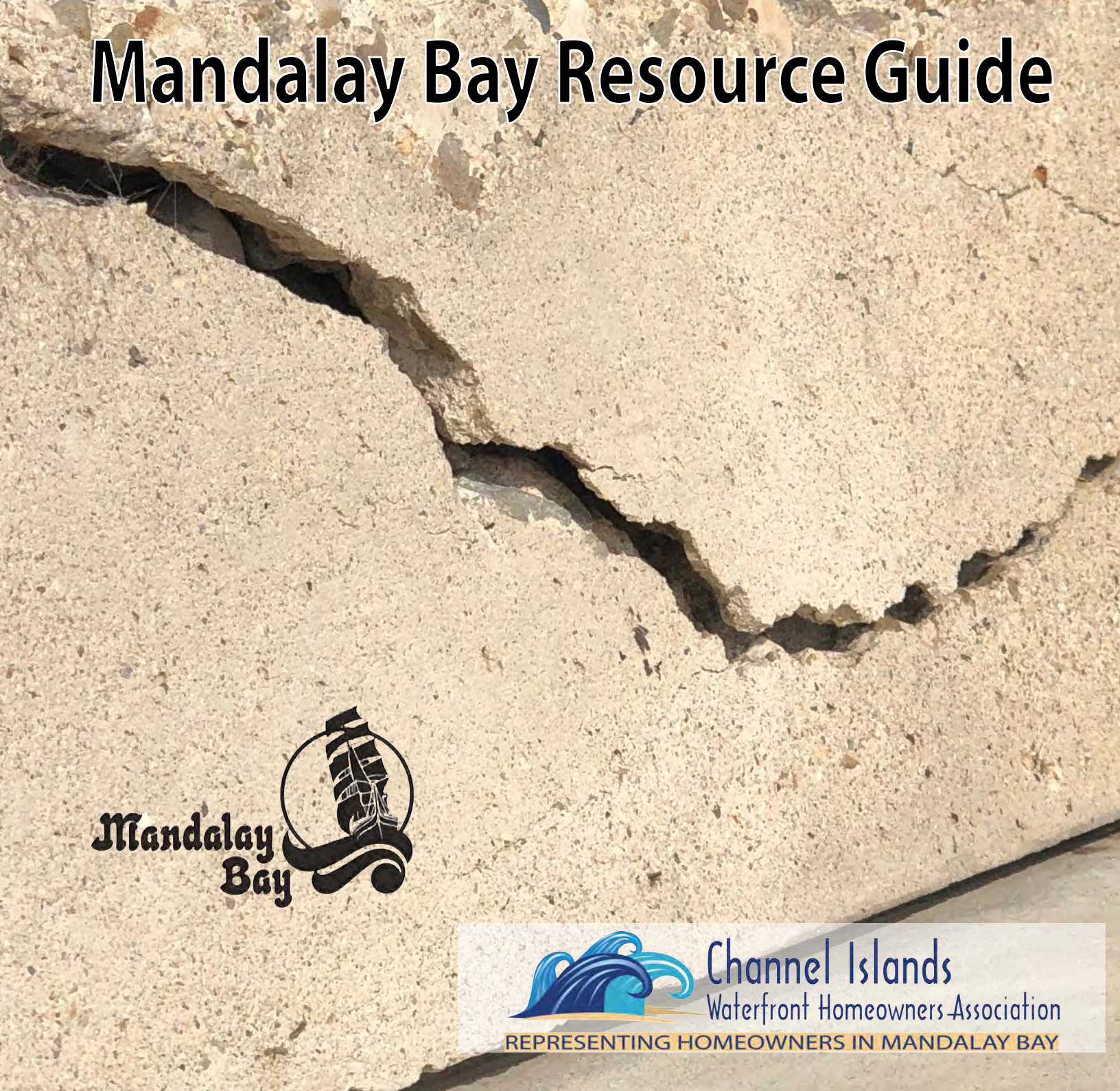




# Mandalay Bay Resource Guide



Channel Islands  
Waterfront Homeowners Association

REPRESENTING HOMEOWNERS IN MANDALAY BAY





# Mandalay Bay Resource Guide

Prepared by:  
Channel Islands Waterfront Homeowners Association  
Communications Team

June 18, 2019

## Contact Information

CIWHA President: Bill Clark: [Bclark65@hotmail.com](mailto:Bclark65@hotmail.com)

CIWHA Communications Team: [HOA@channelislandsca.com](mailto:HOA@channelislandsca.com)



# Mandalay Bay Resource Guide June 2019

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## **Introduction**

### **Purpose Of This Resource Guide**

We understand the City of Oxnard is a large and complex city. The purpose of this Resource Guide is to provide you with an overview of the some of the concerns of the citizens that reside in Mandalay Bay, such as a history of the seawalls in Mandalay Bay and other areas of interest. We provided extra room in the binder so that you or we can provide additional documentation.

### **About Us**

There are approximately 743 single family attached and detached homes, with boat docks within Mandalay Bay. Mandalay Bay was the first waterfront residential development in the Channel Islands Harbor, with original construction beginning in the early 1970s.

The Channel Islands Waterfront Homeowners Association (CIWHA/HOA) is a volunteer organization composed of homeowners who reside in the Mandalay Bay development within the Channel Islands Harbor (Harbor).

The HOA does not own any common areas, nor does it contract any third party maintenance or repair services. All services are contracted by the City of Oxnard.

The HOA's primary mission is to serve as a liaison between the local government agencies and the homeowners.

Over the years the HOA has brought homeowners together and has been responsible for efforts to beautify, enhance, and protect the area. Currently, our primary focus is to work with both the City of Oxnard and the County of Ventura to ensure the maintenance of our seawalls and the quality of the water within the Harbor.

### **Contact Information**

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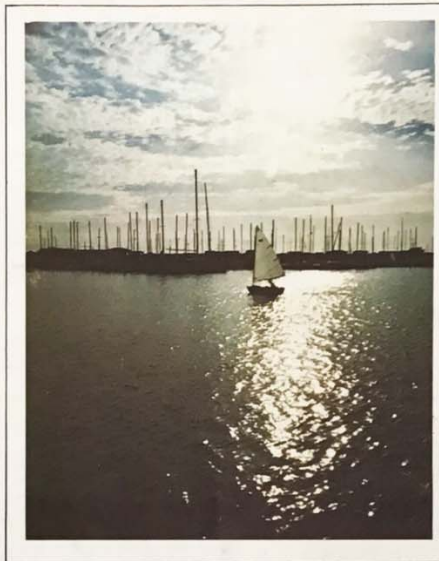
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**In The Beginning**

Original advertising for the residential waterfront home development of Mandalay Bay in Channel Islands Harbor.

GOLDEN COAST NEWS, NOVEMBER 12, 1970, PAGE 12

**it's about time  
ventura county  
had a newport  
of its own.**

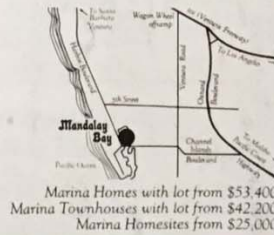


Well, now it does. It's called Mandalay Bay, and it's reminding a lot of people about what happened down south. Thirty years ago, Newport was just another beach town...today you need \$100,000 even to be looking. But what do you get? A mini-lot and a lot of congestion. That's where Mandalay Bay is different.

This new marina community at Channel Islands Harbor has all the characteristics of Newport. Except the crowds. And the cost. Complete marina facilities, fine restaurants and nearby shopping centers. With some of the most elegant homes and townhouses you'll ever see. And select homesites, too. All ready for your private slip and boat.

Years from now, residents of Mandalay Bay will sit smugly on the patios of their homes, glad they didn't miss the opportunity. Ventura County now has a prestigious marina community of its own. Isn't it about time you got in on it?

2231 Jamestown Lane, Oxnard, California 93030  
(213) 889-8917 or (805) 487-5588



Initial construction of single-family homes and townhouses in Mandalay Bay took place between 1968 and 1973.

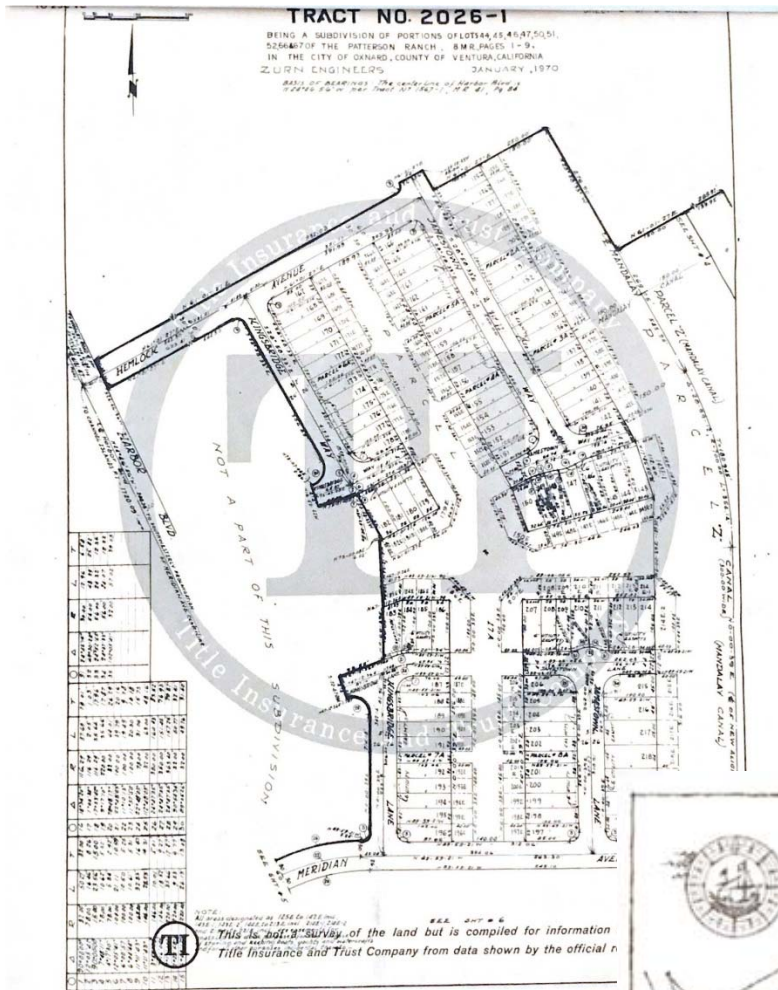


The project consists of 743 single family attached and detached, boat dock homes and 37 City greenbelt parcels designated as parks.

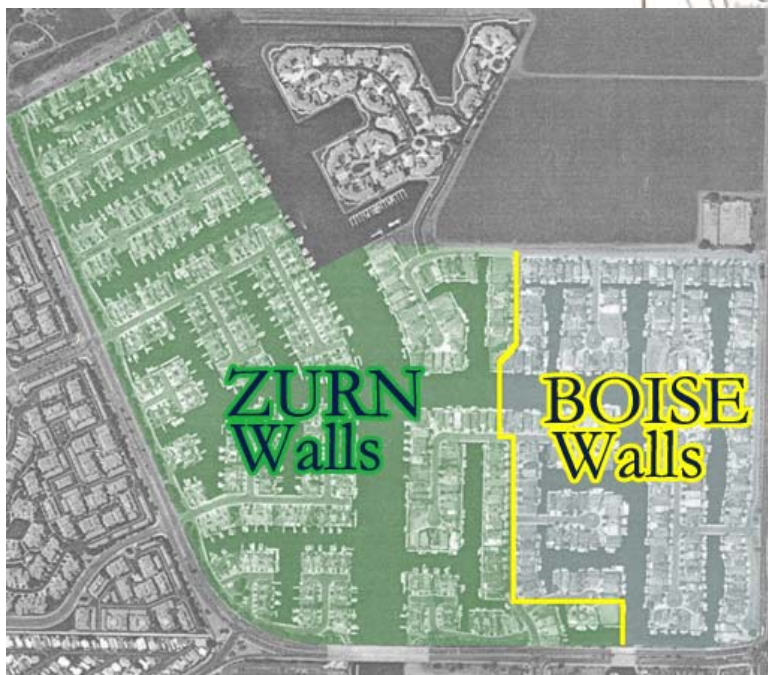
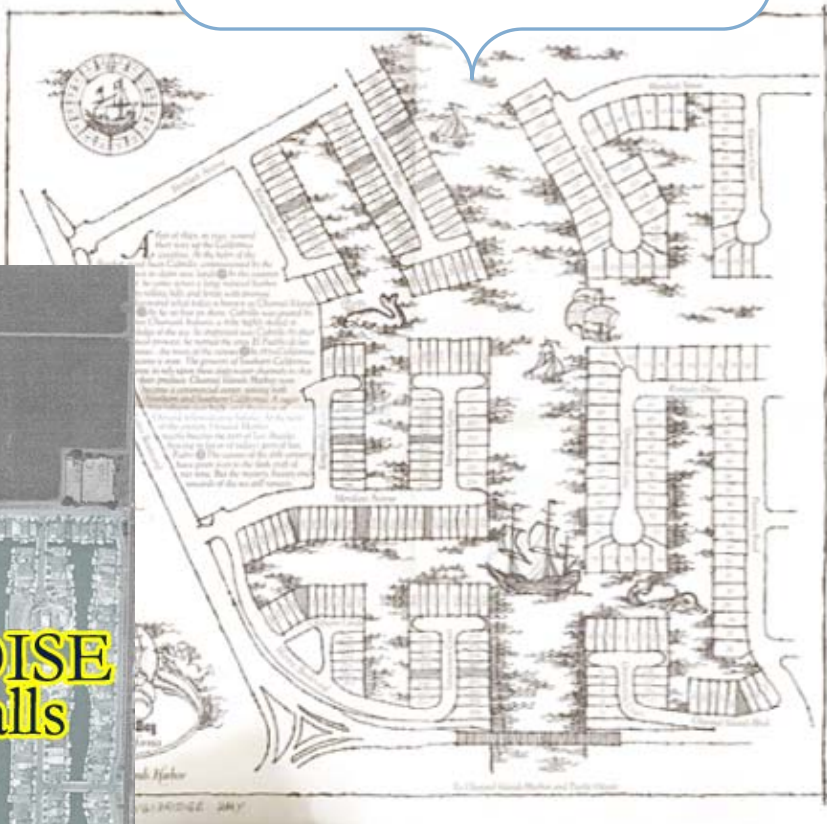
The homes are protected from the Harbor water by reinforced concrete seawalls.

The first developer of the seawalls was Zurn, followed by Boise Cascade.





Construction of the Mandalay Bay seawalls began around 1968 with the Boise wall system on the eastern side of the community. The Boise walls were constructed up to the eastern side of Peninsula Road when a new developer took over. The new developer continued construction using the Zurn wall system and completed the seawalls by 1973.

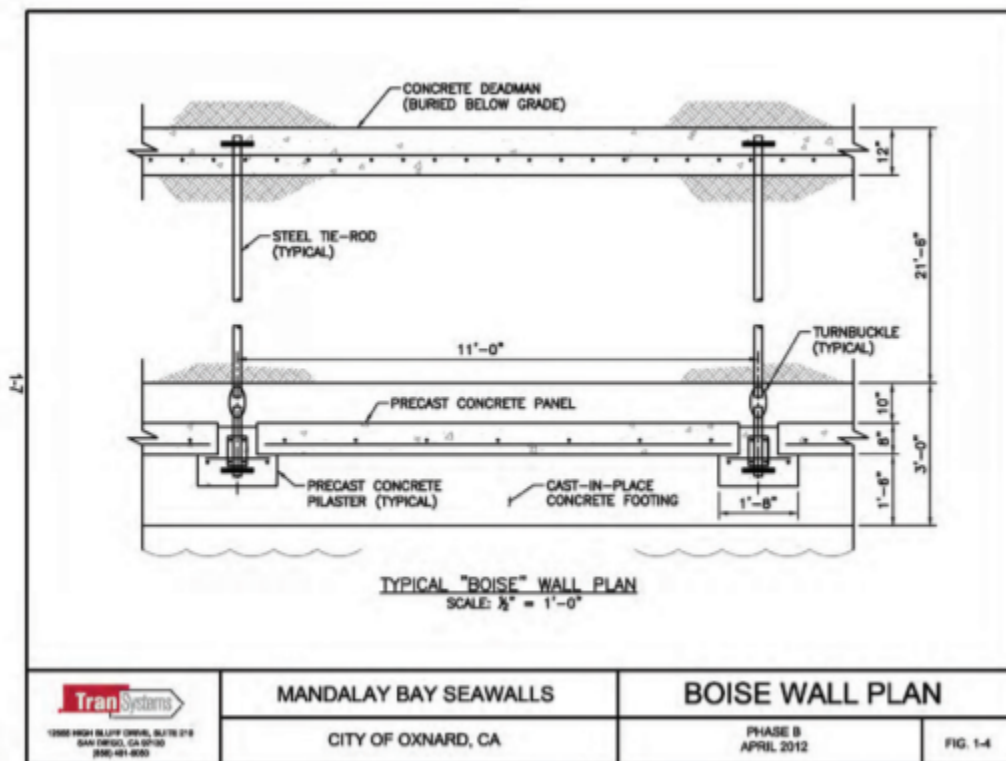


## Seawalls 101

The initial construction of single-family homes and townhouses in Mandalay Bay took place between 1968 and 1973.

The homes are protected from the HarborH water by reinforced concrete seawalls. There are two types of seawalls: the “Boise” wall in the eastern part of the development and the “Zurn” wall in the western portion. Peninsula road separates the two different walls. Together the seawalls are more than 7 miles long.

The Boise system consists of restrained precast concrete panels held in place by precast concrete “T” shaped pilasters, which are anchored to a cast-in-place concrete footing. The footing is supported by a single row of battered timber piles spaced at 7.5 feet on center.



Horizontal steel tie-rods connect the pilasters to a continuous cast-in-place concrete dead-man 21 feet behind the dry side of the wall. The pilasters and tie-rods are spaced at approximately 11 feet on center. The wall panels are approximately 10 feet tall and 8 inches thick. There are two, 2 inch diameter weep holes per panel located 2 feet above the top of the 3 foot wide and 2 foot deep footing.

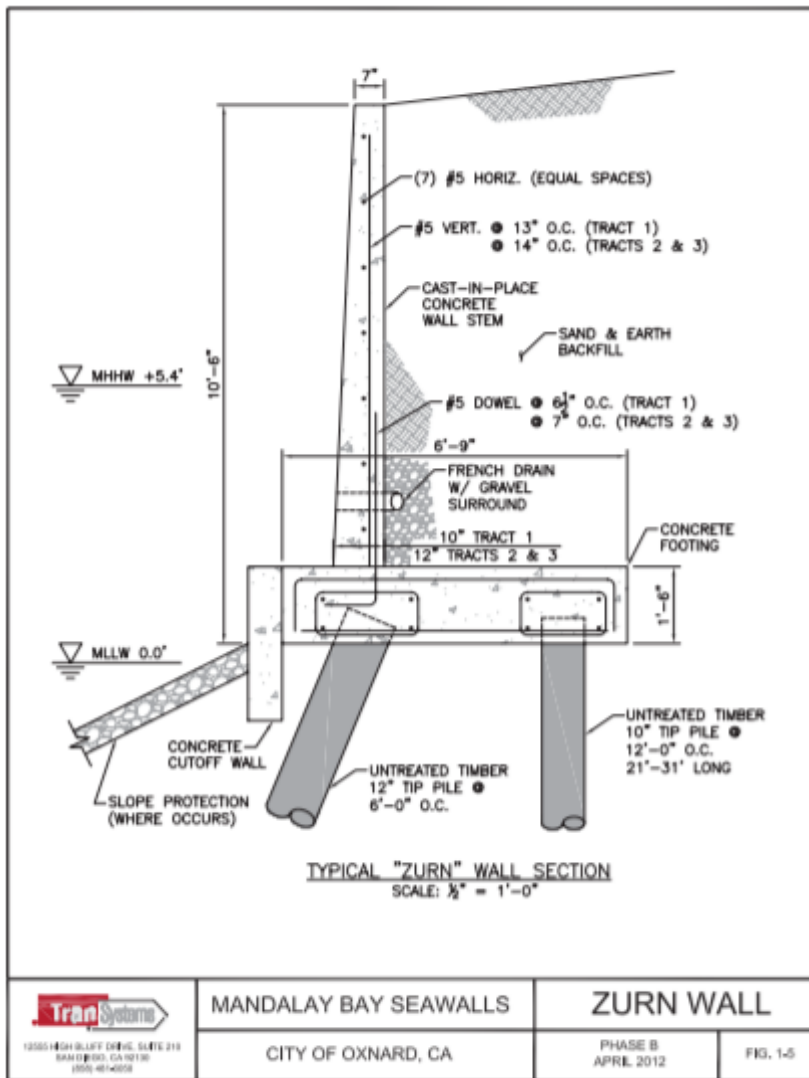
The Zurn wall is a cast-in-place concrete cantilevered retaining wall supported on a continuous cast-in place concrete footing. The footing is supported by a row of vertical timber piles and a row of battered timber piles. The vertical piles are spaced at 6 feet on center and the battered piles at 12 feet on center.



The wall stems are 9 feet tall and range in thickness from 7 inches at the top to 12 inches at the bottom. The footings are 6 feet wide and 2 feet deep.

Some of the walls have an 8-inch-thick by 3 foot deep cutoff wall and riprap slope protection on the water side to mitigate undermining problems. The top of the footings are approximately one foot below mean sea level. The maximum tidal range in Mandalay Bay is between 5 feet above mean sea level to 3 feet below mean sea level

The toe of the footings is often exposed at low tide.



Construction of the Mandalay Bay seawalls began around 1968 with the Boise wall system on the eastern side of the community. The Boise walls were constructed up to the eastern side of Peninsula Road when a new developer took over. The new developer continued construction using the Zurn wall system and completed the seawalls by 1973.

Repairs have been made to the walls and yearly maintenance has taken place beginning in 1972. Emergency repair to six Zurn wall foundation piles on Jamestown Way took place in August of 1992. Phase I Seawall Repairs began in February in 1993 and included pilaster repairs to 94 Boise lots. These repairs included casting a new concrete face around the existing pilasters, repairing cracks and spalls, and repairing foundations. Phase II Seawall Repairs began in December of 1995 and included foundation and pile repairs to nine Boise wall locations and nine Zurn wall locations.

In February of 1998, a number of emergency seawall repairs occurred. In December of 1999, cutoff wall repairs took place at nine locations and slope protection repairs were conducted at four locations. In December of 2000, a total of 159 repairs occurred, including cutoff wall repairs, slope protection repairs, and weep hole repairs. In December of 2001, a total of 111 repairs took place, including cutoff wall repairs, slope protection repairs, weep hole repairs, and crack repairs.

In December of 2002, 108 repairs were completed, including cutoff wall repairs, pilaster repairs, backfill repairs, slope protection repairs, and crack repairs. In April of 2003, 24 more repairs took place, including pilaster repairs, guardrail repairs, and backfill repairs.

- Typical repairs to the seawall foundations were the installation of polyvinyl sheet pile cutoff walls sealed with concrete, Fabriform slope protection, and riprap with geotechnical fabric slope protection.
- Typical pilaster repairs included forming and pouring a new cast-in-place concrete face around the existing pilasters.
- Sink holes were repaired by excavating to uncover the extent of the hole and filling with grout or gravel.
- Weep holes were repaired with filter point inserts and pilaster gaps were repaired with urethane grout. Cracks and joints were sealed with a urethane grout.

The seawalls are now well over forty years old. It has become evident over the last few years that the seawalls are coming to the end of their projected service life. In an effort to find more definitive solutions to extend the life of the walls, the Mandalay Bay Homeowners Association encouraged the City to hire an engineering firm who could assess the current condition of the wall structures and provide options to extend the service life of the walls. TranSystems, an engineering consulting firm, continues to monitor and evaluate seawall conditions and provides the City with reporting, outlining their evaluations and recommendations.



## History of Seawall Repairs/ Historical Timelines

### Mandalay Bay Seawall Projects 2003 – 2016

#### Where has all the money gone?

This appears to be a most frequently asked question and possibly a most frequently misunderstood subject in the Mandalay Bay area.

Update October 9, 2014: Received the final cost for the foundation & slope protection repairs, \$152,423.41, down from the estimated \$210,000. (saving: \$57,576.59).

### Mandalay Bay Seawall Projects 2003 to 2014

| YEAR | Project  | Cost                         |
|------|--|------------------------------|
| 2005 | Channel Dredging                                   | \$1,160,120                  |
| 2005 | Guardrail Replacement Phase 1                      | \$221,145                    |
| 2006 | Guardrail Replacement Phase 2                      | \$122,950                    |
| 2013 | Slope Protection (estimate: <b>\$210,000</b> )     | <b>\$152,423.41</b> (actual) |
| 2014 | Kingsbridge Way (bid awarded – work to begin 2015) | \$993,965                    |
|      | <b>SUBTOTAL</b>                                    | <b>\$265,0531.41</b>         |

| YEAR              | TranSystems Projects                                  | Cost           |
|-------------------|---|----------------|
| 3/2001 to 11/2012 | Seawall Assessment Phase A&B                          | \$642,568      |
| 2/8/11-present    | Agreement -7385 On Call Marine engineering Services   | Cost to date   |
|                   | Task 1&1A: \$33,381 2013 Environmental Permitting     | \$24,827       |
|                   | Task 2&2A: \$28,500 2013 Environmental Permitting     | \$20,375       |
|                   | Task 3: \$78,900 Kingsbridge Way Stabilization Design | \$63,668       |
|                   | Task 4: \$28,500 -Seawall Monitoring Program          | \$2046         |
|                   | TranSystems Cost subtotal to date                     | 110,916        |
|                   | Total ALL Activities                                  | \$2,761,447.41 |

The numbers above reflect the numbers for slope protection work completed in 2014.

NOTE: The above numbers do NOT include the additional areas of expenditures from the Waterways Assessment funds like Landscaping & Maintenance cost which are not insignificant. The costs for Landscaping & Maintenance for Fiscal year 2013-2014 = \$169,316.

## **Looking Back and Looking Forward**

Presented in 2006 to Homeowners at the Annual HOA Meeting

It was determined the following repairs were needed:

### **Dredging**

- 31,000 yards of material
- Mean Low Tide level- 8 feet

Total Cost- \$ 1.5 million

- Spot dredging of high spots
- Future dredging of East side of the bay

### **Replacement of Guardrails**

Mandalay Guardrail Replacement-Phase III 9/10/08





**Seawall Repairs Facts (2006)**

- 7.8 miles of seawall
  - 3.4 miles Boise Wall
  - 4.4 miles Zurn Wall
  - Estimated replacement cost of \$56,000,000 or 41,185 feet of seawall at \$1,359.72 per foot (2006 estimates)
  - 3.4 miles of channels o Mandalay Bay
  - 743 properties

**Seawall Repairs Completed as of 2006 were completed by:**

- Nobel Consultants, Inc. (Marine engineering consultant)
- Harbor Offshore, Inc. (Maintenance contractor)

**What was completed (as of Feb 2006)**

- Severe foundation repair items
- The most severe pilaster problems
- A large number of the backfill leak problems
- A small number of crack and joint repairs

**Projected Repairs Over Next 15 years (presented at HOA meeting in 2006)**

- Reinforce Remaining Pilasters
- Repair Wall Panel Cracks and Seal Wall Joints
- Repair and add new Weep Holes
- Maintain Slope To Protect Foundation
- Fill In Sink Holes
- Estimated cost-\$13,248,000 over next 15 years (based on 2006 estimates)

**The estimated costs of seawall repairs are rising faster than sea levels.**

| <b>Expedited Repairs – (program ASAP)<br/>2015 report</b>              | <b>IN<br/>PROGRESS<br/>AWARDED</b> | <b>NEEDED</b>          | <b>short of funding</b> |
|--|------------------------------------|------------------------|-------------------------|
| Expedited Repairs – (program ASAP)                                     |                                    |                        |                         |
| Fill 190 LF of cutoff wall gaps with sand & grout                      |                                    | \$30,000.00            |                         |
| Stabilization of 150 LF of seawall along Kingsbridge Way               | \$993,965.00                       |                        |                         |
| Repair West Hemlock “Boise Repair Pilot Program                        |                                    | \$1,550,000.00         |                         |
| Repair an estimated (50) class 4 and class 5 Boise Pilasters           |                                    | \$290,000.00           |                         |
| Provide 101 LF of slope protection at 5 undermined location            | \$210,000.00                       |                        |                         |
| 2016 Maintenance Dredging  |                                    | \$1,660,000.00         |                         |
| <b>IMMEDIATE NEED</b>  |                                    | <b>\$3,530,000.00</b>  | <b>\$3,530,000.00</b>   |
| Funded   | \$1,203,965.00                     |                        |                         |
| <b>High Priority Repairs - (program to start in 2 years)</b>           |                                    |                        |                         |
| Repair 4800 LF of Class 4 Zurn walls                                   |                                    | \$9,300,000.00         |                         |
| Provide slope repairs 232 LF at 7 locations high undermining potential |                                    | \$406,000.00           |                         |
| Repair (120) pilasters rated class 3.5                                 |                                    | \$675,000.00           |                         |
| Repair 204 LF Class 4 Boise Seawall Segment                            |                                    | \$494,000.00           |                         |
| Repair the (23) isolated Class 4 Boise Panels                          |                                    | \$669,000.00           |                         |
| Repair the 773 LF of Class 4 Zurn walls in Track 2                     |                                    | \$1,498,000.00         |                         |
| <b>Needed by 2017</b>  |                                    | <b>\$13,042,000.00</b> | <b>\$13,042,000.00</b>  |
| <b>Medium Priority Repairs (program to start in 5 years)</b>           |                                    |                        |                         |
| Repair the 2073 LF of Class 3.5 Zurn walls in Track 1                  |                                    | \$4,016,000.00         |                         |
| Repair the 2891 LF of Class 3.5 Boise Seawall Segments                 |                                    | \$5,601,000.00         |                         |
| Repair the 832 LF of Class 3.5 Zurn walls in Track 2                   |                                    | \$1,613,000.00         |                         |
| Repair the (259) Class 3 Pilasters                                     |                                    | \$1,376,000.00         |                         |
| Repair 182 LF of seawalls foundations steep slope                      |                                    | \$318,500.00           |                         |
| needed by 2020   |                                    | <b>\$12,924,500.00</b> | <b>\$12,924,500.00</b>  |
| <b>Low Priority Repairs (program to start in 10 years)</b>             |                                    |                        |                         |
| 2026 Maintenance Dredging  |                                    | \$1,660,000.00         |                         |
| Repair 5,600 LF of Class 3 Zurn walls in Track 1, 2 & 3                |                                    | 10,850,000             |                         |
| Repair the 4900 LF of Class 3 Boise Seawall Segments                   |                                    | 9,494,000              |                         |
| Repair (207) Class 2.5 Pilasters                                       |                                    | 1,100,000              |                         |
| Install slope protection to 1179 LF of seawall with substandard slope  |                                    | 1,375,000              |                         |
| 2036 Maintenance Dredging  |                                    | \$1,660,000.00         |                         |
| needed by 2025   |                                    | <b>\$26,139,000.00</b> | <b>\$26,139,000.00</b>  |
| <b>Required estimated funding</b>                                      |                                    |                        | <b>\$55,635,500.00</b>  |



## **2016 Timeline – The Plans That Did Not Happen**

### **Pilaster Jackets**

#### Goal

Repair (50) of the worst condition pilasters prior to the corrosion damage destroying the tie-back rods which then require costly “shoring” to brace the wall during repairs.

#### Status

- Environmental permits for Hemlock have been approved
- Permits obtained from the California Coastal Commission and Army Corp of Engineers need to be extended
- Project has not been completed

### **West Hemlock**

#### Goal

- Repair 4 Boise Wall panels and 4 pilasters with Flexural Overstress Cracks
- Conduct a Pilot Program to explore using varying repair methods to identify the “best value solution” for future use on all Boise walls

#### Status

Status Progress Report for West Hemlock Seawall Investigation and Pilot Program Seawall Field Investigation:

- Environmental permits for Hemlock have been approved.
- Received California Coastal Commission Approval (Feb 2016), however the permit will need to be extended.
- Geotech Field Investigation – Completed
- Geotech Lab Work – Completed
- Geotech Draft Report – Completed
- Seawall Weep Hole Investigation – Completed
- Seawall Capacity Analysis – Completed
- TranSystems Pilot Program Repair Specifications – In Process
- Duncan Engineering Seawall Pilot Program Repair Plans – In Progress
- Project has not been completed

### **Dredging**

#### Goal

- Complete dredging requirements as identified in Hydrographic Survey

#### Status

- Hydrographic survey – Completed
- Dredging Design in Progress
- Permits have not been started
- Project is on hold and has not been completed



## **Assessment District**

The Assessment District for Mandalay Bay was created by the following City resolutions:

- On or about May 26, 1970, by Resolution No. 5,121, the City declared its intention to form an assessment district for maintenance of waterways in Tracts 1904 and 2026-1 (the "District").
- On or about June 16, 1970, the City Council by Resolution No. 5,144 formed the District.
- On or about November 23, 1971, the City Council, by Resolution No. 5,487, included Tract 2026-2 into the District.
- Tract 2026-3 was later included in the District by Resolution No. 6830.
- Pursuant to the District, the homeowners in the Tracts have been assessed and have paid monies into an account for the maintenance and repair of the waterways and seawalls.

Because of the adoption of Proposition 218 by the voters of the State of California in 1996, the City is precluded from raising the assessments for maintenance of the waterways and seawalls in the District, except in accordance with notice and majority protest procedures set forth in Proposition 218 and statutes implementing Proposition 218.

## **Funding Agreements**

Recognizing all the foregoing, City staff and CIWHA have discussed (for years) the possibility of proceeding with a long-term plan to provide shared funding mechanisms to provide for such repairs on an ongoing basis along with several cost-sharing options. The City agreed to paying 50% of the Kingsbridge Way project completed in 2015.

## **Inadequate funding has been an issue for many years**

The total assessment collected every year from the Mandalay Bay homeowners is approximately \$450,000. This money is placed in an interest-bearing account which is administered by the City of Oxnard. Money has been withdrawn from the account to maintain the waterways (trash and debris pickup, seawalls and dredging), parks and landscaping. In addition, funds in the account have recently been withdrawn to cover Harbor water quality issues associated with lack of circulation due to changes at the NRG plant.

At the beginning of 2019 the funds in the Assessment District account amounted to approximately \$1Million. These funds, and funds collected on an ongoing basis, are not sufficient to perform the repairs and to continue the routine maintenance obligations of the District.

It is imperative that adequate funding be obtained and/or allocated to the repair of the Harbor seawalls. Funding sources could include:

- Determination of City of Oxnard financial responsibilities for seawalls and waterway maintenance
- Evaluation of the current Mandalay Bay Assessment District
- Loan/Bonds
- State/Federal outside resources
- Grants

## **Lack of Seawall Repair Funding – Current Budget Proposal**

- Going before the City Council on June 18, 2019, the proposed rates and methodology for Fiscal Year 2019-2020 remain as they were for Fiscal Year 2018-2019 at \$441,968 for Zone 1 Mandalay Bay. The City's recommended budget for direct maintenance for Fiscal Year 2018-2019 including landscaping maintenance, utility costs and waterways debris removal services, including contingency costs for Fiscal Year 2019-2020 is \$394,570 for Zone 1 Mandalay Bay. This leaves less than \$50K for other costs, such as seawall repairs and other unbudgeted costs, such as potential water quality expenses

## **Challenges/Concerns**

### **Seawalls**

- Seawalls are aging and have reached the end of their estimated lifespan
- Although permits were obtained, repairs have not been completed for the most critical conditioned seawalls, as defined in the TranSystems monitoring report
  - Costs for repairs are continuing to increase
  - A definitive plan has not been developed for the overall seawall repair requirements
  - It is critical to have continued ongoing monitoring by the existing firm (TranSystems). This will assist in ensuring retention of historical data and consistency in approach, especially with the current high turnover rate of City Staff.

### **Landscaping**

- Landscape and utility costs have increased over the decades
- In the past 10 years drought and age has decimated much the perimeter landscaping (trees and bushes) that serves as a safety, wind and sound barrier on Channel Islands Blvd and Harbor Blvd
- The greenbelts (property owned by the City within the Mandalay Bay development) have had ongoing issues with dead grass, sprinkler heads mowed over and broken, broken watering timers and general neglect

### **Water Quality**

When the developments to the north were in the design phase it was agreed that the City, County and the new developments would fund water Quality Testing through and following the developments and mitigation in the event the Mandalay Peaker plant were to ever shut down.

Fast forward to 2019 and Mandalay is being forced to fund 55% of the charges for Water Quality Testing north of the bridge. No public versus private benefit has been taken into consideration when determining this payment structure and original agreements and founding documents are not being honored.

### **Other Concerns**

- Lack of clarity or communication on certain unanticipated expenditures
- Inconsistent methodology in the City of Oxnard's fiscal responsibility as related to seawalls and waterways
- Perception that residents of Mandalay Bay are "rich"
  - Combined income per household in zip code 93035 as provided by Fidelity National Title is:
    - <=\$50,000 – 12%
    - \$50,000 - \$75,000 – 23%
    - \$75,000 - \$100,000 – 22%
    - \$100,000 - \$150,000 – 26%
    - \$150,000 - \$200,000 – 9%
    - > \$200,000 – 8%