

## Currents

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## Annual Meeting Packet Enclosed

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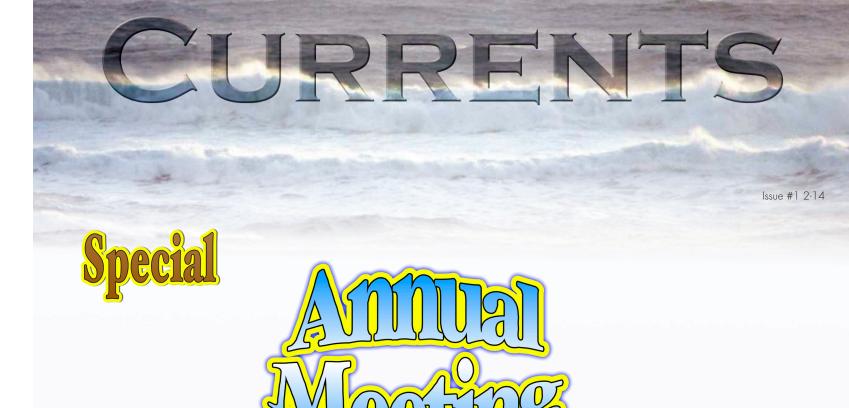
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#### **Seawalls Redux**

by Bill Clark & Bill Scarpino

The Channel Islands Waterfront Homeowners Association has been working with the City of Oxnard for a number of years to develop a plan to ensure the integrity of our seawalls. As many of the homeowners are aware, the City contracted TranSystems, an engineering firm to assess the current condition of the wall structures and provide options to extend the service life of the walls. TranSystems has completed their evaluation and provided the City with a report outlining their recommendations. Copies of this report are available on our website (www.channelislandsca.com).

The first phase of the repairs involves the seawall along the east side of Kingsbridge Way between Costa De Oro and Jamestown Way.

This wall was deemed by TranSystems to be the area in need of most urgent attention. On January 3<sup>rd</sup>, the City sent out a notice for bids. TranSystems and the City are working with



the Coastal Commission to secure the necessary permits. In

February, the City Council will review the bids and issue the contract for the necessary repairs. Work on the walls should commence in April, and hopefully be completed by June. It is understood that all docks on the west side of the channel (the homes on the East side of Kingsbridge Way) will be removed for a month. Traffic to this leg of the channel may be halted for short periods to enable equipment and work crews access to the walls.

#### History of the Seawall Construction

Initial construction of single family homes and townhouses in Mandalay Bay took place between 1968 and 1973. The project consists of 743 single family homes and 37 parcels designated as parks. The homes are protected from the 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.

Continued on page 6



# Notice Annual Meeting 2014

Saturday February 15, 2014 at the

Embassy Suites Mandalay Beach - Hotel & Resort

2101 Mandalay Beach Road, Oxnard, California, United States 93035

8:30 a.m. Registration, Dues, Coffee

9:00 a.m. Meeting Begins

You are urged to attend our Annual Meeting at the Embassy Suites Mandalay Beach Hotel & Resort. The Hotel is located at the end of Costa De Oro.

It takes time to get attendees registered, so we will start registration and check you in at 8:30 a.m.

# Be sure you bring your check for the \$50 annual dues, made payable to CIWHA

Please Make Your Check Prior To Registering so everything can run smoothly.

#### 

This information packet includes the agenda and other reports you should be aware of and which will require member approval during the meeting.

Should you not be able to attend the Annual Meeting, we have provided an Absentee Ballot as an insert in the packet. This will help us ensure that we have a voting quorum and will permit you to vote on each agenda issue. Be sure to mail your Ballot to us so that we receive it prior to the Annual Meeting.

# INVOICE

Homeowners Association Dues For 2014......\$50.00

Make Your Check Payable To CIWHA

We ask that you fill out the invoice form completely. We want to make sure that we have the most up-to-date information.

Name			 
Marina Address			
Mailing (if different)			
City			
Home Phone			
Cell		email	
		☐ Rental	
Get Involved! What are yo	our interests?		

Please make your check payable to CIWHA and bring with you to the meeting, or send your remittance to:

CIWHA 1237 South Victoria Ave. Box 197 Oxnard, CA 93035

Your continued support is appreciated by your neighbors and your Homeowners Association

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#### CHANNEL ISLANDS WATERFRONT HOMEOWNERS ASSOCIATION

#### **ANNUAL MEETING, FEBRUARY 16, 2013**

#### **Embassy Suites Hotel Mandalay Bay, Oxnard, CA**

The meeting was called to order at 9:00 am by President Bill Clark. This was followed by the Pledge of Allegiance. The presence of special guests Oxnard Mayor Tim Flynn and Ventura County Supervisor John Zargoza was acknowledged.

#### **Seawall Inspection Study Presentation:**

An overview of the study was presented by Cameron Duncan of TranSystems, the firm that conducted the study. The seawalls are at 40 years of an estimated life of 75 years. The goal is to get 25 to 40 more years of life out of the seawalls by an extensive repair program. Repair options and six of the highest priority repairs were presented. A question and answer session followed the presentation. Residents were informed that they may contact the City to review the details of the study.

#### **Presentations by Special Guests:**

Supervisor Zaragoza presented his long-time history in the community and then described active projects in the Harbor and in Ventura County. A question and answer session followed his presentation. Mayor Flynn discussed the proposed 50/50 seawall repair cost split between the City and CIWHA. He also presented his present critical issues to be: power plants, streets, the County/City agreement on the Harbor, and Oxnard City organization and financial plans. A question and answer session also followed his presentation.

#### **Business Meeting:**

All items of the Consent Agenda were approved by floor vote. These included the Minutes of the 2012 Annual Meeting, the 2012 Treasurer's Report and the Proposed 2013 Budget. There were no Board Member nominations from the floor. Bill Clark, Bill Scarpino, Trevor Smith and Matthew Steinorth were reelected to the Board.

#### **Old Business:**

Landscaping: Keith Beckwith discussed present landscaping activity and gave City phone numbers to call to report problems.

Water Quality: Trevor Smith discussed the impact on the harbor of closing the Mandalay Beach Power Plant. He also reported that the water testing program did not include adequate testing locations in the harbor. Trevor described an aeration system that might work in the event the power plant is closed. He is working with Seabridge and Westport to establish a cooperative effort on harbor water quality.

Seawalls: Bill Scarpino elaborated on the results of the seawall testing program and the relationship we have with the City. Key issues are: 1) Establish a major repair initiative and a 10-20 year repair plan, 2) Focus on the items that urgently need repair. A question and answer period followed.

**Adjournment:** The meeting was adjourned at 11:48 am.

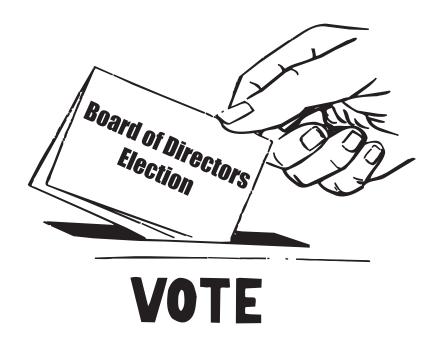
Submitted by:

Tom Shideler, Secretary

# Agenda CIWHA Annual Meeting Saturday – February 15, 2014

9:00 am	Call to Order		
9:10 am	Pledge of Allegiance		
9:15 am	Presentation of Proposed Seawall Repair - Cameron Duncan, TranSystems		
9:45 am	<u>Introduction of City and County Representatives</u> -Mayor Tim Flynn		
10:00 am	Business Meeting -Consent Agenda -Minutes of 2013 Annual Meeting -Treasurer's 2013 Report -Proposed Budget 2014 -Election of Board Nominees		
10:15 am	Old Business  - Water Quality Committee Report  - Landscaping Committee Report  - Seawall Committee Report		
11:00 am	Questions and Answers		
11:30 am	Adjournment		

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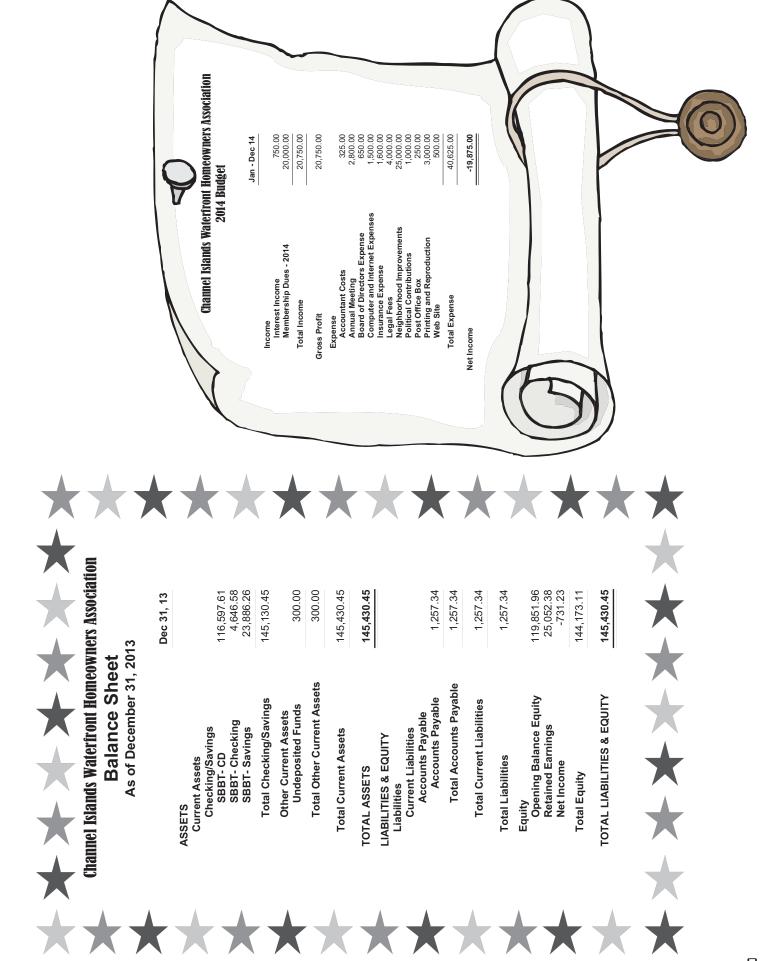
You will be asked to vote for some of your neighbors who have volunteered to serve on the CIWHA Board.

## **NOMINEES FOR DIRECTOR**

- ✓ Tom Shideler
- ✓ Keith Beckwith
- ✓ Elaine Bradish

The Board meets once a month on the third Wednesday at Re-Max Gold Coast located at 3924 Tradewinds Dr., Oxnard, CA 93035. The meetings start at 7:00 p.m. and last about 1-1/2 hours.

Our nominees will address our Annual Meeting and tell a little about themselves so we will know who is representing us on the Board.



January 2008 through December 2013

**Channel Islands Waterfront** 

**Association** 

Channel Islands Waterfront Homeowners Association

1237 South Victoria Ave, • Box 197, Oxnard, CA 93035

www.channelislandsca.com

# **ABSENTEE BALLOT**

Annual Meeting Saturday February 15, 2014

### **Official Ballot**

Please, only one ballot per parcel.

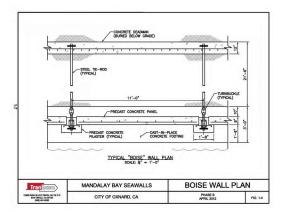
I am a 2014 dues paid member of the CIWHA\*

For purposes of determining a quorum, I wish to be counted as PRESENT.

r	. r	1
below. Show	ald I attend the meeting a	a for or against the issues/nominees as set forth and vote in person, I will notify a Board member g so that my absentee ballot may be voided.
1. As to the approva	al of the 2013 Annual M	eeting Minutes, I vote:
	$\Box$ FOR	□ AGAINST
2. As to the approva	al of the 2013 Financial l	Reports, I vote:
	$\Box$ FOR	$\Box$ AGAINST
3. As to the election	of nominees for the 201	14 Board of Directors, I vote:
	☐ FOR all those	listed in this information packet
	☐ FOR those list	ed, except
	☐ AGAINST all	nominees
[ame	Ma	andalay Bay Address
Sailing Address		
	If different f	rom Mandalay Bay address

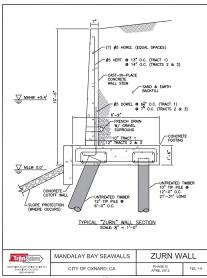
\* Attach dues for ballot to be counted





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 on 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 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 Homeowners Association pushed 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 has completed their evaluation and provided the City with a report outlining their recommendations.

#### Excerpts from the Seawall Report

Our evaluation of the seawalls is referred to as a strategic investigation - an engineering approach to sampling that collects adequate sampling for the engineering assessment of all seawall exposure segments but does not include evaluation of each individual property. The Waterfront Engineering Team acquired as much information as possible by strategically selecting inspection locations relative to the changing seawall segment, environmental exposure

conditions, and practicable points to start and stop construction repair phases. By visual and physical sampling each of these segments, the team was able to rate their condition, allowing the team to prioritize repairs within the 7 miles of seawalls. This phase also included a Geotechnical Engineering investigation to derive site specific soil loading criteria for use in a wall stability analysis that was used to evaluate the relative risk of collapse of the wider variation of concrete deterioration found occurring within the community. The Scope

12555 HIGH BLUFF DRIVE, SUITE 2 SAN DIEGO, GA 92150 (959) 481-6050 CITY OF OXNARD, CA

. Tran Systems

MANDALAY BAY SEAWALLS

of Services and their results are described as follows:

Underwater Condition Survey- Very few serious concrete foundation defects were observed. A few pilasters and panels along West Hemlock Street were found broken by apparent overload. The resultant cracks now allow rapid deterioration of the reinforcing steel and are recommended for repair.

Condition Survey- A few hundred feet of excessive exposure were mapped and are recommended for repair to prevent marine borer access. Shallow undermining was observed at a handful of locations, typically for short distances and should be repaired before marine borers destroy the support piling. The team rated all inspection locations to supplement and confirm the Above Water Inspection ratings. Typically above water ratings closely match the underwater ratings on the Zurn walls. On the Boise walls significant corrosion bleeding is occurring along the wider cracks (1/8" or greater) on the bottom few feet of the precast concrete panels. This deterioration cannot be consistently observed by the Above Water inspection team and is responsible for increasing the rating of a few dozen Boise panels. A few hundred feet of this gap were observed and mapped for a simple "sand-fill" repair to prevent marine borer access to the support piling.

Rapid Visual Inspection-The results of the visual inspection confirm a significant amount of variation in conditions through the 7 miles of seawall. In general, more significant damage was observed in locations with western exposure that receive significant late-afternoon sun exposure. The last construction phase was generally in better condition than the balance of the community. One segment of seawall along Kingsbridge Way was found leaning significantly towards the water, (7 degrees from vertical and over 1.75" of relative displacement to the adjacent panel) without movement of the foundation. The upper 7 feet of the wall appears at significant risk of failure. We recommended a program to

investigate and repair this wall segment be implemented as soon as practicable.

Physical Testing (Drill Inspection) - The drill penetration resistance, particularly for the Zurn walls, suggests that a decrease in penetration resistance was more prevalent at the more visibly damaged wall sections. However, significant differences were not observed in the test data between panels with different visual ratings. Hidden areas of softer concrete were not observed in the tested locations.

The lack of a significant trend in the drill test results is likely because of wave and wind action that acted over time to remove the softest (scaled) concrete from the tested wall sections.

LOCATION MAP

PHASE B APRIL 2012

Non-Destructive Testing (NDT) - The impact-echo test results indicated that defects, primarily in the form of distributed cracking resulting from alkali-silica reactivity, were present in the vast majority of the tested panels. Defects, likely the result of internal cracking damage, were also documented in panels with lesser amounts of visible damage. The impact-echo results were used with the invasive probe results to estimate the depth of damaged concrete to be included in analytical models. Resistivity testing results indicated that the concrete in the seawalls was largely saturated and therefore widespread macrocell corrosion of the reinforcing steel was not likely.

#### Conclusions-

The report by TranSystems establishes that a majority of the walls are not in imminent danger of collapse. We plan to continue to meet with City Council members and the Mayor to keep their focus on this issue. We will also continue to work with the City Public Works staff. We encourage you also to contact our City Council members and Mayor Flynn to impress upon them your concerns in regards to the seawall abutting your property, the safety issues and the potential impact on your property's integrity and value.

