

San Mateo County Harbor District Oyster Point Marina & Park Marina Facility Condition Survey



Prepared for:

San Mateo County Harbor District

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Executive Summary

This report addresses the condition of the Oyster Point marina facility on San Francisco Bay operated by the San Mateo County Harbor District. The facility has been in operation since the early 1960s and had major additions in the 1980s. The facility has a full time staff that operates and maintains the facility. The replacement value of the facility is \$26 million, as shown in Table 1. The marina is now more than 50 years old and many of the facilities within are near or beyond the expected useful life—the nominal life often used for depreciation.

Because the facility has been maintained, it can be expected to remain in service beyond the expected useful life with increased maintenance effort and cost. At some point the cost or effort to maintain the facility exceeds the replacement cost or the decreased function or appearance of the facility affects revenue, at which point it should be replaced. This report identifies and prioritizes maintenance of the facility and identifies areas that are in need of replacement. The floating docks are the greatest asset in terms of replacement cost and a primary factor in the appeal and revenue potential of the marina. The older docks 12-14 are in poor condition and should be replaced soon. All other docks are in fair condition and are serviceable and can remain in service for at least 5 years with increased maintenance. There are no conditions at the marina that poses an immediate threat to life safety or loss of function to boat mooring and access to the water.

The assessment of the condition of the facility was performed by gathering information from the Marina staff including the staff's identification of known deficiencies and items in need of maintenance or replacement. This information, supplemented by visual observations by our engineers of the marine facilities (docks, piers, and breakwaters), buildings and site facilities (paving, utilities, and lighting) was used to assess the condition of the overall facility. Based upon the condition, needed repairs were identified, costs estimated were categorized (capital, maintenance or improvement) and prioritized from 1 (highest) to 3 (lowest). All repairs identified will continue to extend the useful life and replace those items that are beyond the useful life to ensure continued function.

The assessment also addresses the potential effects of Sea Level Rise at the marina. The Harbor Master's building will most likely need to be relocated and the peninsula raised, as well as portions of the Bay Trail to the dock gates.

Facility	Asset Life (YR)			Replacement Cost
	Installed	Useful Life	Remain	
Marine				\$ 22,160,000
Dock 1	1988	30	4	\$ 800,000
Dock 2	1988	30	4	\$ 1,300,000
Dock 3	1988	30	4	\$ 1,260,000
Dock 4	1988	30	4	\$ 1,370,000
Dock 5	1988	30	4	\$ 1,320,000
Dock 6	1988	30	4	\$ 1,640,000
Dock 8	2012	30	28	\$ 640,000
Dock 11	2012	30	28	\$ 1,300,000
Dock 12	1983	30	-1	\$ 1,420,000
Dock 13	1983	30	-1	\$ 1,930,000
Dock 14	1983	30	-1	\$ 1,260,000
Fishing Pier	2006	50	42	\$ 500,000
Gates	1983	50	19	\$ 1,300,000
Boat Ramp	2009	30	25	\$ 1,500,000
Breakwaters	1980	50	16	\$ 4,620,000
Building				\$ 2,140,000
Entrance Kiosk	1988	30	4	\$ 20,000
Harbor Master	1988	30	4	\$ 410,000
Maintenance	1984	30	0	\$ 390,000
Utility	1984	30	0	\$ 40,000
Utility Vacuum	1983	30	-1	\$ 80,000
Restroom 4	1988	30	4	\$ 240,000
Restroom 5	1988	30	4	\$ 240,000
Restroom 2	1988	30	4	\$ 240,000
Restroom 3	1988	30	4	\$ 240,000
Restroom 1	1988	30	4	\$ 240,000
Site				\$ 2,210,000
Boat Apron	1981	30	-3	\$ 120,000
Center Connector	1981	30	-3	\$ 170,000
East Road	1998	30	14	\$ 410,000
East Lower	1961	30	-23	\$ 200,000
East Upper	2011	30	27	\$ 310,000
Marina Blvd	1981	30	-3	\$ 350,000
South Bay Trail	1998	30	14	\$ 70,000
West Road	1981	30	-3	\$ 540,000
West Connector	1981	30	-3	\$ 40,000
Grand Total				\$ 26,500,000

Table 1: Facility Assets of Oyster Point

Repair Project type	Priority				Grand Total
	1	2	3	4	
Maintenance	\$ 57,705	\$ 95,700	\$ 95,460		\$ 166,705
Dock 1		\$ 17,000			\$ 17,000
Dock 2		\$ 18,300			\$ 18,300
Dock 3			\$ 27,500		\$ 27,500
Dock 4			\$ 33,300		\$ 33,300
Dock 5		\$ 15,200			\$ 15,200
Dock 6		\$ 16,700			\$ 16,700
Harbor Master	\$ 22,705				\$ 22,705
Maintenance		\$ 16,000			\$ 16,000
Dock 1	\$ 12,000				\$ 12,000
Dock 2		\$ 3,000			\$ 3,000
Dock 3		\$ 3,000			\$ 3,000
Gate			\$ 27,000		\$ 27,000
Harbor Master	\$ 19,000	\$ 2,500	\$ 2,660		\$ 24,160
Maintenance	\$ 4,000		\$ 5,000		\$ 9,000
Restroom 4 & 5		\$ 4,000			\$ 4,000
Capital	\$ 30,000	\$ 605,000	\$ 654,000	\$ 4,250,000	\$ 5,539,000
Dock 12				\$ 1,230,000	\$ 1,230,000
Dock 13				\$ 1,560,000	\$ 1,560,000
Dock 14			\$ 35,000	\$ 1,070,000	\$ 1,105,000
East Lower			\$ 70,000		\$ 70,000
Harbor Master		\$ 20,000			\$ 20,000
Maintenance		\$ 15,000		\$ 390,000	\$ 405,000
Marina Bl			\$ 174,000		\$ 174,000
Restroom 4		\$ 240,000			\$ 240,000
Restroom 4 & 5	\$ 30,000	\$ 50,000			\$ 80,000
Restroom 5		\$ 240,000			\$ 240,000
West Breakwater		\$ 40,000	\$ 300,000		\$ 340,000
East Breakwater			\$ 75,000		\$ 75,000
Grand Total	\$ 87,705	\$ 700,700	\$ 749,460	\$ 4,250,000	\$ 5,787,865

Table 2: Repair Project Prioritized Costs

1. Introduction

The purpose of this report is to provide a summary of the facility condition surveys (FCS) performed at the Oyster Point Marina & Park (Oyster Point) located on the San Francisco Bay in the City of South San Francisco, California. San Mateo County Harbor District (SMCHD) asked Moffatt & Nichol (M&N) to visually inspect and evaluate the conditions of the waterside and shoreside structures at the facility. This report identifies the components that require repairs, a prioritized schedule for repair and maintenance of each survey component (i.e., docks, hoists, buildings, etc.), and costs for repair.

Waterside inspections were performed by M&N, while sub-consultants from Mesiti-Miller assisted with the shoreside inspections. The inspections were performed in February and March 2014. Photographs of deficiencies, along with general photographs referenced in this report are provided in Attachment A. Attachment B presents the locations of the various facilities, and Attachment D lists the deficiencies at these facilities.

1.1. Scope

The services performed for this report are based upon our proposal dated November 4, 2013 and summarized here:

1. Meet with SMCHD staff to receive information and input on known deficiencies at Oyster Point to serve as the basis for the FCS.
2. Perform on-site inspections over 4 person-days at the marina to observe the overall condition of:
 - Waterside: floats, docks, piers, ramps, moorings, and utilities (topside and in a boat)
 - Shore side: buildings, mechanical and electrical systems, road and parking lot paving, storm drains, signage, and electrical distribution
 - Identify Code deficiencies observed on site
3. Prepare a Report on the Condition Survey to include:
 - Condition Ratings of each component
 - Estimated remaining life span expectancy in 5 year increments (e.g. 5, 10, 15, etc.)
 - Costs: 5-Year costs to repair, presented as estimated Maximum Allowable Construction Cost (MACC) including an inflation factor
 - Repair priority based on the condition, remaining life expectancy, and fire/life safety considerations

1.2. Description of Facilities

Initial construction of the East Harbor at Oyster Point was performed in 1962. The shore facilities are built over a capped landfill. The landfill continued in operation until 1977. The West harbor was constructed in 1978 along with other shoreside improvements. Other improvements were added that include the Fishing Pier, Boat Ramp and additional restrooms and shoreside parking. A figure showing the layout of Oyster Point is provided in Figure 1 and a larger version is provided in Attachment B.

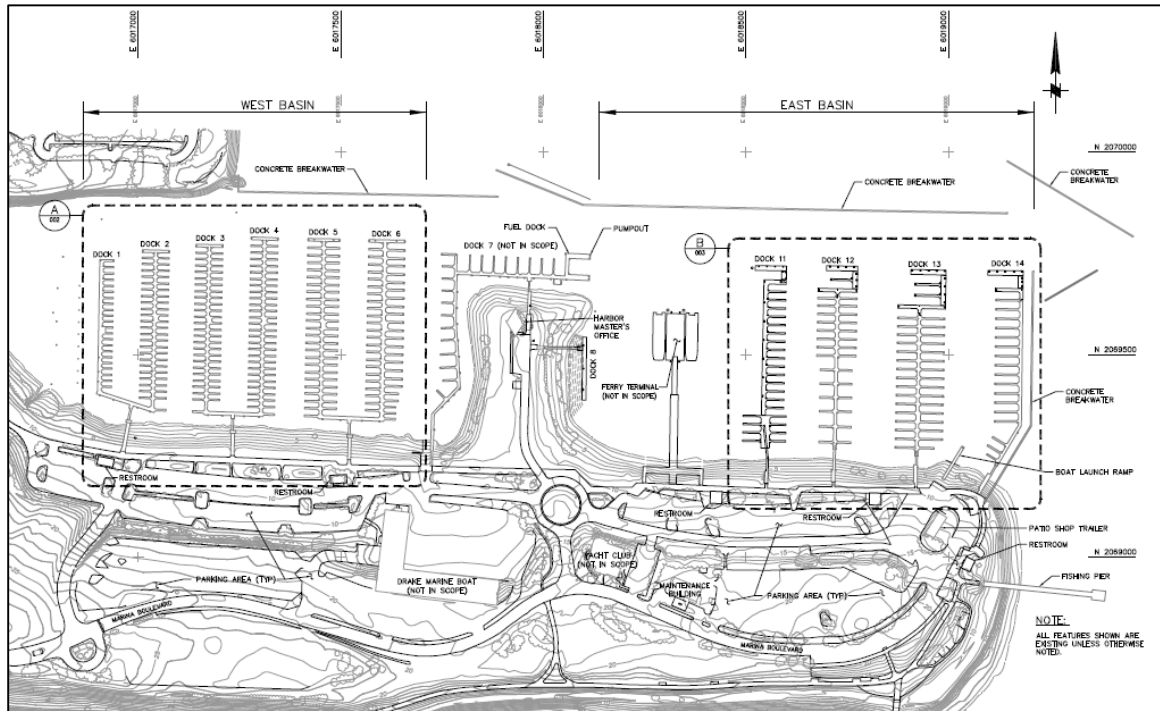


Figure 1: Oyster Point Site Plan (see larger version in Attachments)

Oyster Point includes a 390-berth marina (floating docks, gangways, piles), boat launch ramp, fishing pier swimming beach, hand launch facility (wind surf, kayak) and other facilities that are not owned by the SMCHD that include: commuter ferry facilities, Drake Marine building and docks (dock 7), a snack bar modular unit, the Oyster Point Yacht Club building, and other facilities. The marina is protected from the San Francisco Bay by multiple concrete sheet pile breakwaters.

Docks 1 through 14 are arranged from west to east, with the Harbor Master's building located on a strip of land dividing the berthing areas into the West Basin (Docks 1 – 6) and East Basin (Docks 11-14). Docks 1-6 are timber deck and frame construction with polyethylene enclosed floatation, Docks 6 and 7 are of similar construction. Docks 12-14 are older and constructed of solid laminated deck on polyethylene enclosed floatation. Docks 8 (guest) and 11 were replaced with new concrete docks in 2013. Concrete docks (floating breakwater dimension) were installed at the ends of Docks 11 to 14 in 2012 as part of modifications to the marina for the ferry terminal. There is a public fishing pier located outside the east breakwater, constructed of concrete decking and cap beams on top of concrete piles. There is a public two lane boat launch ramp located between docks 13 and 14.

The Harbor District is responsible for eight buildings, roadways, parking lots, and sidewalks for marina access throughout the facility. The visual assessments of these buildings were conducted during February 2014. The building inspection consisted of The Harbor Master's office building, the maintenance building, the entrance kiosk, five restrooms, and an equipment building.

1.3. Methodology

The facility survey was based upon input received from SCMHD onsite personnel at meetings held on January 28, 2014. Following the meeting, engineers made visual observations onsite of the conditions of the facilities during January to March 2014. The breakwaters and pier at Oyster Point were observed by boat. The conditions were rated using a system similar to that used on the previous condition assessment report (“SCHD Marina Evaluation, October 2007 Bluewater Design Group) to facilitate comparison of the changes over time. Once the condition was rated, the priority and cost and any needed repair or replacement was determined. The methods for these 3 parameters of condition, priority and cost are described following.

Condition Rating is a numeric score from 0 through 100 given for each component that allows ranking comparison of facilities. The number is based upon visual observations of the facilities qualitative condition as described in Table 3. The remaining service life is the amount of time the component is expected to remain serviceable without further maintenance, in its present condition. The range is generally five year intervals, such as “5-10” or “10-15.” The measure of remaining service life is to be distinguished from the “useful life” that is used in the valuation of an asset, described below.

The overall rating of an entire system, such as a group of docks (e.g. Dock 4) is comprised of the average of all of the individual ratings given to each item within the system (e.g. each dock finger and the main walkway), compiled within a spreadsheet from the onsite ratings.

Condition	Description	Remaining Service Life	Condition Rating
NEW (N)	Like-new condition	More than 15	100
GOOD (G)	Generally new condition	10-15	80
FAIR (F)	Serviceable condition, lightly worn due to normal wear	5-10	60
WORN (W)	Exhibits cracking, corrosion, or other indicators of deterioration. Still serviceable but requires maintenance to extend the service life.	Less than 5	40
REPLACE (R)	Worn to the point of needing immediate replacement or major repair.	Should replace in 1-2 years	20

Table 3: Condition Rating

Priority is the level of importance or urgency that the component should be repaired or replaced. The numeric assignment is based upon safety and the function of the component as follows:

1. System or element is in failure, or is expected to fail in the next year. Safety: Such failure will pose significant risk of injury. Function: will adversely affect the facilities ability to operate (e.g. separation of a dock would block access to the remaining dock even if not a safety risk)

2. System or element is currently functional, but has a probability of failing before the next scheduled inspection or 5 years. Safety: such failure poses little risk to safety. Function: may result in a temporary and minor loss of facility operations.
3. System or element is expected to remain functional until the next scheduled inspection or at least 5 years. If failure does occur, it poses no safety risk and will not likely result in the significant loss of facility operation

Cost- the cost for repair or replacement is based upon the following

- Means Building Construction Cost Data and Heavy Construction Cost Data
- Cost data from construction of similar projects
- Input from SCMHD and Engineering judgment

Type –The cost and type of repair or replacement project is further broken out into a budgetary category as follows:

C- Capital - One time repair or replacement typically costing over \$10,000 to correct.

M- Recurring Maintenance - Repair/maintenance actions that occur with a frequency of less than 10 years with a cost of less than \$10,000 per action

M1- Scheduled Maintenance - Repair/maintenance actions that typically occur annually or more frequently with a cost of less than \$5,000 per year.

I- Improvement-a repair or replacement that provides greater functionality than the existing system.

Asset Life

When a facility is first placed in service (new) it is assigned a nominal “useful life”-a duration of time during which function can be expected with little or no maintenance. The duration is based upon experience with the type of facility. For example, a concrete structure may have a useful life of 50 years, where the same structure built of timber may have a useful life of 30 years. This duration is often used for depreciating an asset in financial planning. The remaining useful life is the difference between the years an asset has been in service and the original useful life. The remaining useful life is guideline in planning of maintenance and replacement costs; as it approaches 0 increased maintenance to extend the service life (actual years in use, described previously) or replacement should be planned.

Facility Groups

The facilities within the marinas were classified into 3 groups: Marine, Buildings and Site and given number groups by hundreds with which to identify individual features as follows:

- Marine
 - 100 Docks (floats, piles)

- 200 Gates (access pier, gate, gangway)
- 300 Structures (piers, boat ramps, bulkhead, rip rap)
- Buildings 400 (shoreside and on piers)
- Site 500 (Roads, parking lots, paving, utilities, lighting)

For example the gates are number 201, 202, etc. and buildings 401, 402, etc in addition to their existing names. The plans of each marina (Attachment B) and the Detail Condition Survey Sheets (Attachment D) use these numbers to group and identify features.

These procedures and symbols were used to record the data in the inspection, and are used in this report to present the results of the survey.

2. Condition Assessment

2.1. Floating Docks

Each floating dock is made up of a main walkway with finger piers extending on either side. The components evaluated in the inspection were: timber (or concrete) deck, timber waler, and the flotation of the dock. Docks 1 through 6 are in fair to good condition; Dock 11 is in new condition (newly replaced in 2013); and Docks 12 through 14 are in worn condition. Some parts of the docks are worse than others. Problems observed with the decking were heavy build-up of moss causing slip hazards or general wear and splitting of the timber. The timber walers were generally in good condition throughout the facility. The problems observed with flotation were twisting of the fingers and uplifting at finger ends, especially at Docks 1 and 2. This is feature of timber docks over time when the wood warps due to exposure to moisture and permanent set that develops in the timber. It is most feasible to replace the docks when the funds are available.

Some walers have separated from the finger framing. These should be reattached by nailing or bolting. Similarly, the rub strip fenders that are attached to sides of the fingers have been damage from use or are not attached in many locations. These rub strips and walers should be reattached as part of ongoing maintenance.

Decking should be replaced in segments where it is worn. This was observed to have been done in segments at Pillar Point. The decking generally has more moss growth on the ends of the fingers, and more moss growth in general on the fingers towards the ends of the docks. It is recommended to power wash the fingers to remove the moss.

The marine growth on the floats is light to moderate.

The condition of docks 12 through 14 is to the point where it would not be worthwhile to repair; it would be better to replace the entire dock (except for the new concrete end portions).

Guide Piles

All the guide piles are in good condition, no deficiencies were found.

Pile Guides

The pile guides at all the docks consist of steel angles bolted to the dock surface. Photograph 1 in Attachment A shows a typical pile guide in good condition. The pile guides are generally in good condition, with a few exceptions. The following pile guides should be replaced within the next two years due to missing bolts or corrosion, four pile guides at Dock 1 (Photograph 1 and Photograph 2,) one at Dock 2, and one at Dock 3.

Utilities

The boxes for utilities are in good condition. There are a few locations of corrosion on the boxes, and it is recommended to recoat these areas during the normal maintenance cycle.

2.2. Gate

The gate structures are in fair to good condition and some appear to be recently replaced or finished. There are a few areas of corrosion on the grating. It is recommended to monitor this corrosion to see how quickly it increases, however it is not a problem at this time. The concrete caps that support the gate structure are cracked on many of the gates. Some have been repaired with an injection to seal the crack. This is likely due to chloride intrusion that has reached the reinforcing steel and corrosion has initiated and expanded.

Gangways

The gangways are in good condition. The walking surface is even and has appropriate non-slip surfacing. There was no visible corrosion or deficiencies.

ADA/Accessibility

The recent replacement of docks 8 and 11 installed 80 ft long gangways onto the docks, as well as accessible slips on dock 11. This provides required access to the marina for disabled persons. If future docks are replaced, the use of a similar 80 ft long gangway should be considered for increased access, though not required.

2.3. Marine Structure

Boat Ramp and Floats

Fishing Pier

The fishing pier is a concrete structure (concrete decking, beams, and piles) and is in good condition. There are no significant cracks or corrosion stains on the deck, beams, or piles. There

were signs of epoxy injection ports on some beams near the outside end of the pier, although no rust or cracking was observed. It is likely these were to remedy something immediately after the initial construction. The handrails are constructed of wood, and appear to be sound.

The abutment of the pier was recently fit with an ADA compliant access gangway.

Seawall/Breakwater

The breakwater is in fair-good condition overall. There are spalls along the top on portions of the structure. These do not presently affect the function of the breakwater, however the exposed rebar at the spall locations could lead to significant corrosion in the rebar and extend further throughout the structure. It is recommended that the rebar get cleaned, coated, and patched up with new concrete. There are many gaps between segments along the length of the breakwater, likely due to initial driving of the sheets wandering. This allows minor leakage during high waves, but does not pose a significant problem.

2.4. Buildings

Harbor Master's Office Building:

Structural

This one story 1,220 square foot building was constructed in the early 1980s and structurally appears to be in fair condition. The roof consists of 1/2" plywood over 2x6 decking with heavy timber framing supported by timber pole columns. The foundation consists of a 12" thick reinforced concrete mat over nine 12" square by 125 foot long concrete pilings. The lateral force resisting system appears to be conventional wood framed shear walls. The finishes consist of wood shake roofing, exterior T1-11 wood siding and interior gypsum board. It is evident that the ground has settled significantly below this building (Photograph 3). The stability of the building is not compromised by this condition due to the deep foundations. It was reported that during high tides of +6.9 or greater the access road to this building and its parking lot are below water.

The Building Functions and Operations

The building contains spaces for administrative functions, safety operations and public interface. There is a waiting area and secretary's counter. A multi-purpose room on the south side of the building serves as a meeting space as well as a break room for those working in the office. On the north side of the building is a lofted platform for the harbor master and a general administrative work area. There is one restroom.

The General Condition of the Interior Layout and Finishes

The finishes are generally in fair to worn condition. Floor tile in the waiting area is cracked and missing in some places. The tile damage is caused mostly by shifting of the building due to settlement. The carpet throughout the building is worn and in need of replacement. The metal frame around the main entrance door is corroded because of rain infiltration. The windows on the south face of the building are due to be replaced. The sills on the interior are worn and show

signs of leaking in some areas. Some areas of the walls show signs of cracking from settlement and scratches from general use. The paint overall is in fair condition. The handrails along the steps up to the harbor master work area are in good condition but the paint has worn through in some places.

The kitchenette finishes in the multi-purpose room are in fair to worn condition. The fixtures and appliances are functioning. The upper cabinets are metal while the lower cabinets are wood. The countertop is plastic laminate. The upper cabinets are worn and are in need of replacement.

The restroom finishes are in good condition. The restroom looks to have been recently remodeled. Walls, floors and fixtures are all clean and operational. The restroom appears to be ADA compliant with proper door size, five-foot interior clearance and grab bars.

The heat exchanger has been recently replaced.

The General Condition of the Exterior and Access

The exterior finishes are in worn condition. The roof looks original to the building. There is a considerable amount of moss growing on the north side of the building's roof. The siding is cracked and shows signs of corrosion from the windows weeping and nail-heads which have begun to rust. Siding has been added as a skirt below the original siding because of the settlement of the surrounding site. Downspouts around the building are being pulled down because of the subsiding site and the exposed, unpainted areas are rusting through. The HVAC and exterior plumbing connections to the main building are being damaged as they sink and separate from the main building. The condenser pad has sunk because of soil settlement, as well.

Clerestory windows on the north side of the building have been reported to leak. They were recently sealed by harbor staff.

The ramp leading to the main entrance of the building is too steep to meet current ADA standards. The handrails are also non-ADA compliant and are in worn condition.

Accessibility and Operational Improvements

1. The ramp and handrails leading up to the main entrance need to be made compliant

Deferred Maintenance and Repair

1. Roof needs to be replaced; clerestory windows can be addressed concurrently
2. Exterior siding needs to be replaced
3. Exterior windows need to be replaced
4. Interior window sills need to be replaced
5. Interior floor finishes need to be replaced
6. Walls need to be repaired and repainted
7. Cabinets in the multi-purpose room should be replaced

Entrance Kiosk:Structural

This is a small one story 100 square foot building constructed in the early 1980s and structurally appears to be in fair condition. The roof consists of conventional wood framing over stud walls with a 4" thick slab on grade. The finishes consist of wood shake roofing, exterior T1-11 wood siding and interior gypsum board. The raised concrete pad beyond the kiosk's foundation appears to have settlement cracks (Photograph 4).

Maintenance Building:Structural

This one story 2,300 square foot prefabricated metal building was constructed in the early 1980s and structurally appears to be in fair condition. The roof consists of standing seam metal panels over cold formed steel purlins over rigid steel frames. The exterior has metal siding with horizontal wall girts between frame columns. The foundation consists of a slab on grade with a masonry retaining wall on the south side of the building. The interior space has been filled with partition walls with gypsum board finishes. A wood framed mezzanine has been added to the west end of the building. The mezzanine is supported by wood posts at its center and supported by wall girts on its north side and a masonry wall on its south side. It appears that the mezzanine's load on the wall girt may have bowed out the wall at the northwest corner of the building (Photograph 5).

The Building Functions and Operations

The building houses a large area for maintenance and storage of equipment and materials. A loft space above the maintenance area, accessed via ladder, serves as extra storage space. There is also a small office with a service window, a restroom with a shower and a small kitchen/break room. Outside of the administrative spaces is a half-height wall with lockers on either side.

The building is also completely uninsulated.

The General Condition of the Interior Layout and Finishes

The interior finishes of the building are generally in very worn condition. The floor of the maintenance area is uneven and sinking in several areas. The frame around the exterior door on the south side of the building is crooked because of shifting of the building. There is a large gap along the top of the door.

There is vinyl tile floor in front of the lockers and in the office and is in worn condition.

The finishes in the kitchen/break room are in fair condition. The tile floor is in fair condition. Cabinets, countertops and fixtures are functional and in fair condition.

The restroom finishes are generally in worn condition. The floor tile is cracked and missing in some places. Some areas have been patched with mismatched tile. The walls are scuffed and stained and are in need of repainting. Toilet partitions are in worn condition with heavy staining and damage to the metal base trim. Pieces of the ceiling grid are damaged and show signs of water

damage. The base cabinets and countertop are in fair condition. Fixtures are in fair condition and are functional.

The General Condition of the Exterior and Access

The metal siding on the exterior is in fair condition. The roll-up metal doors are in fair condition. Exterior windows and doors are stressed and show signs of corrosion.

Accessibility and Operational Improvements

1. The building has shifted significantly and should be considered for total replacement

Deferred Maintenance and Repair

1. Exterior windows and doors need to be replaced
2. Large sections of the interior slab should be replaced
3. Vinyl tile flooring should be replaced
4. Finishes and fixtures should be updated and replaced

Utility Building:

Structural

The 80 square foot building serves as a used oil collection facility. It looks to have been built within the last five years. It is generally in good condition. The exterior paint and finishes look new. The roll-up door is in good condition with the exception of corrosion forming at the bottom of the door. The equipment inside is in good condition.

Restrooms #1, #2 & #3 East Side:

Structural

These structures are one story prefabricated metal buildings originally constructed in the early 1980s and recently refurbished (Photograph 6). The buildings appear to be in good condition structurally. The roofing is cedar shake over 1x4 wood skip sheathing over 22 gauge standing seam roofing supported by cold formed steel roof framing. The walls are constructed of 18 gauge cold formed steel studs with T1-11 exterior wall siding and 18 gauge metal interior wall panels. Restrooms #1 and #2 are approximately 560 square foot and restroom #3 is approximately 440 square foot. The foundations consist of reinforce concrete slab foundation with raised curbs. The exterior of the building has ornamental timber poles and roof outriggers.

The Building Functions and Operations

Restroom 1 is located at the easternmost edge of the site. It serves as the public restroom facilities and has no controlled access. There is also a storage room in the back of the building. There is one H.C. accessible space immediately adjacent to the facility. The accessible route looks new and up

to current ADA standards. There is a small sewage facility located directly behind the restroom building.

Restroom 2 is located west of Restroom 1. This is a private, access controlled facility with men's and women's restrooms. The H.C. accessible route looks new and up to current ADA standards.

Restroom 3 is located west of Restroom 2. This is a private, access controlled facility with men's and women's restrooms and two shower facilities. There are two H.C. accessible parking spaces with the accessible route covering over 150 LF. This route looks new and up to current ADA standards.

The General Condition of the Exterior and Interior

The interior and exterior finishes of all three restrooms were in like-new condition at the time of the survey. The materials and fixtures were appropriately chosen and work well for their intended use.

Restrooms #4 & #5 West Side:

Structural

These one story 440 square foot buildings appear to be in fair condition structurally. No information was provided on the age of construction. They are conventionally framed wood buildings with similar dimensions and layout. The roofing is asphalt shingle over 2x decking over 2x stud bearing walls. They have a slab on grade foundation. The exterior finish is T1-11 siding and the interior is finished fiberglass panels over particle board. The particle board was installed between the wall framing making it difficult to remove. The exterior of the building has ornamental timber poles and roof outriggers. It was reported that the interior particle board has been replaced in some areas due to swelling and moisture damage. Swelling of the wall panels was observed in the men's restroom at a few locations (Photograph 7).

The General Condition of the Exterior and Access

Both restrooms have non-compliant ramp approaches to the restroom facilities. Siding and other exterior finishes are in worn condition with some areas of the trim beginning to separate from the building. The exterior doors are also worn and have handles and hardware that are beginning to fail.

The roof seems to be in fair condition.

The General Condition of the Interior Layout and Finishes

The interior finishes are generally worn. The floors throughout are fading and cracked. The toilet partitions show signs of abuse and the fixtures need to be updated and replaced. The metal base trim around the walls is separating in some areas and showing signs of corrosion. Benches in the shower areas are worn and show signs of rot.

Suggested Accessibility and Operational Improvements

1. Updating building ramp from the parking lot; making it ADA compliant

Suggested Deferred Maintenance and Repair

1. Replacing floors throughout
2. Upgrading fixtures; including partitions
3. Repairing walls and metal wall trim
4. Replacing exterior doors and hardware

Electrical Vacuum Building:

Structural

This is a small one story building 190 square foot building and structurally appears to be in fair condition. It has asphalt shingle roofing over plywood sheathing supported by carpenter trusses with conventional exterior stud walls (Photograph 8). The foundation is slab on grade with a pit for the vacuum equipment. The exterior finish is T1-11 siding with no interior finishes.

2.5. Site

Roads

The roads appear to be in a worn condition with the exception of the new asphalt concrete pavement in the east basin. Potholes and alligator cracking (Photograph 9) were observed as well as standing water due to inadequate drainage (Photograph 10).

Parking

The parking areas appear to be in a worn condition with the exception of the new paved areas in the east basin. A large percentage of the parking areas are unpaved with a gravel surface. Standing water was observed in several paved and gravel lots (Photograph 11 and Photograph 12).

Sidewalks

The asphalt sidewalks appeared to be in fair condition (Photograph 13).

Underground Utilities

No observations of the underground utilities was made. Based upon input received, the main problems are in the East Basin: there is corrosion in electrical conduit that makes pulling of new cable difficult and splices below ground corrode and need to be sealed. The electric switchgear is obsolete and should be replaced. All utilities need to be raised above the capped landfill as many are below the cap.

Surface Utilities

The parking lot appeared to have a storm drain system with drop inlets near the landscaping areas but standing water was observed in the parking area (Photograph 14). It may be prudent to have further investigation of the underground storm drain system.

Landscaping

The landscaping area by the boat launch ramp consisted of trimmed lawn in good condition. The landscaping near the fishing pier appeared to be native foliage in worn condition. The landscaping near the parking lots appeared to be in fair condition (Photograph 15) and well maintained.

2.6. Sea Level Rise (SLR) Analysis

The consensus approach to SLR is to plan for 16 inches of increase by 2050 and 55 inches by 2100. The annual highest tide in 2014 at Oyster Point is 8.29 ft (MLLW), projecting this would correspond to 9.62 in 2050 and 12.87 in 2100. It should be noted that higher tides of almost 2 ft have been observed (estimated) than 8.29 ft, however, planning for the highest annual tide will rarely be exceeded.

There is frequent flooding of the parking lot between the East and West Basin at the Harbormaster's office now, which will only get more frequent in the next 10 years. It is likely that the office should be moved to higher ground as placing fill to raise the ground will increase surcharge and induce settlement on the compressible landfill below.

Other features that will be affected further into the future are the access gates to all the docks, which are presently at elevation 10, approx. The tops of guide piles may need to be extended if they are not replaced by 2050. The elevations need to be confirmed to ensure the docks will still be restrained. Similarly, the top of the breakwater and wave overtopping may occur as sea levels rise.

3. Recommended Repairs

1. See Table 2 for a summary of repairs. See Attachment D for descriptions of deficiencies and needed repairs at the various facilities and Attachment B for locations of the facilities.
2. Perform electrical inspections annually per State Fire Code requirements and thermal scans of electrical panels

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Attachment A: Photographs

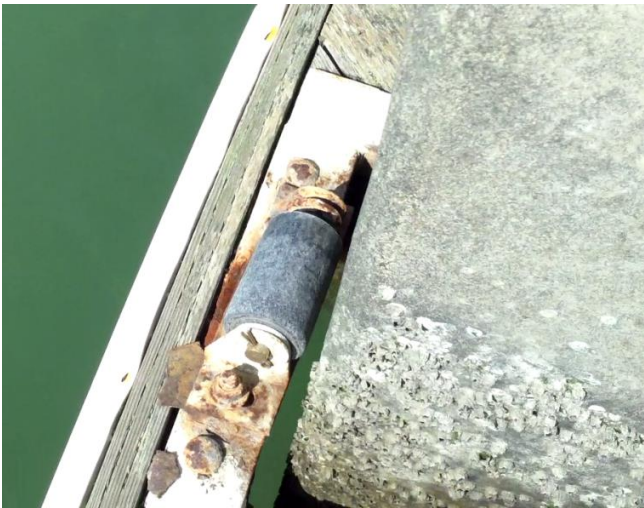
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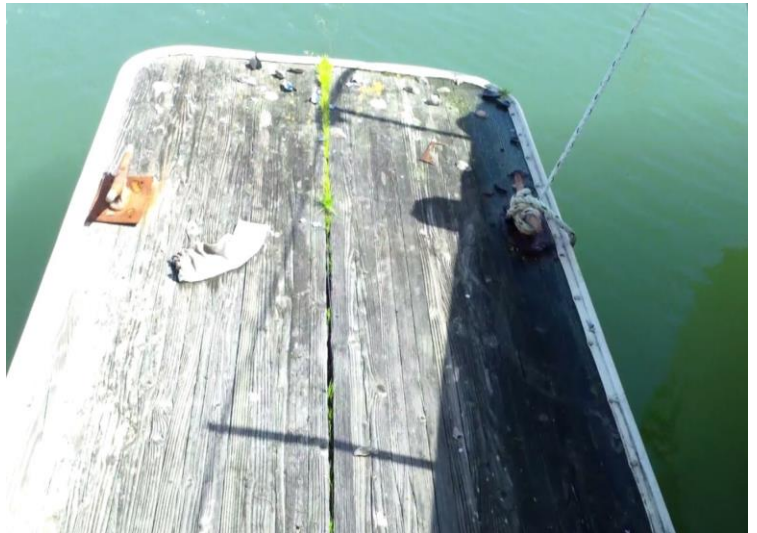
Photograph 1: Typical Pile Guide -Good Condition (Dock1)



Photograph 2b-Dock 13 Fingers



Photograph 2: Pile Guide Damage – Dock 1, Slip 6-8



Photograph 2c-Dock 13 Finger



Photograph 2a: Dock 4



Photograph 2d-Dock 11 Gate



Photograph 3: Harbor Master's Office Building



Photograph 6: Restroom #1



Photograph 4: Kiosk Building



Photograph 7: Restroom #4



Photograph 5: Maintenance Building



Photograph 8: Electrical Vacuum Building



Photograph 11: Paved Parking Lot



Photograph 9: Potholes & Alligator Cracking



Photograph 12: Gravel Parking Lot



Photograph 10: Standing Water



Photograph 13: Sidewalk



Photograph 14: Storm Drain and Standing Water in Oyster Point Parking Lot



Photograph 15: Landscaping

Attachment B: Facility Location Plans

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LEGEND:

- XX** = FACILITY NUMBER:
- 1 DOCKS
 - 2XX GATES
 - 3XX MARINE STRUCTURES
 - 4XX BUILDINGS
 - 5XX SITE

SEE FACILITY CONDITION ASSESSMENT SHEETS FOR CONDITION OF ASSOCIATED FACILITY NUMBERS SHOWN HERE.

N 2070000

CONCRETE BREAKWATER
301

304

N 2069500

CONCRETE BREAKWATER
305

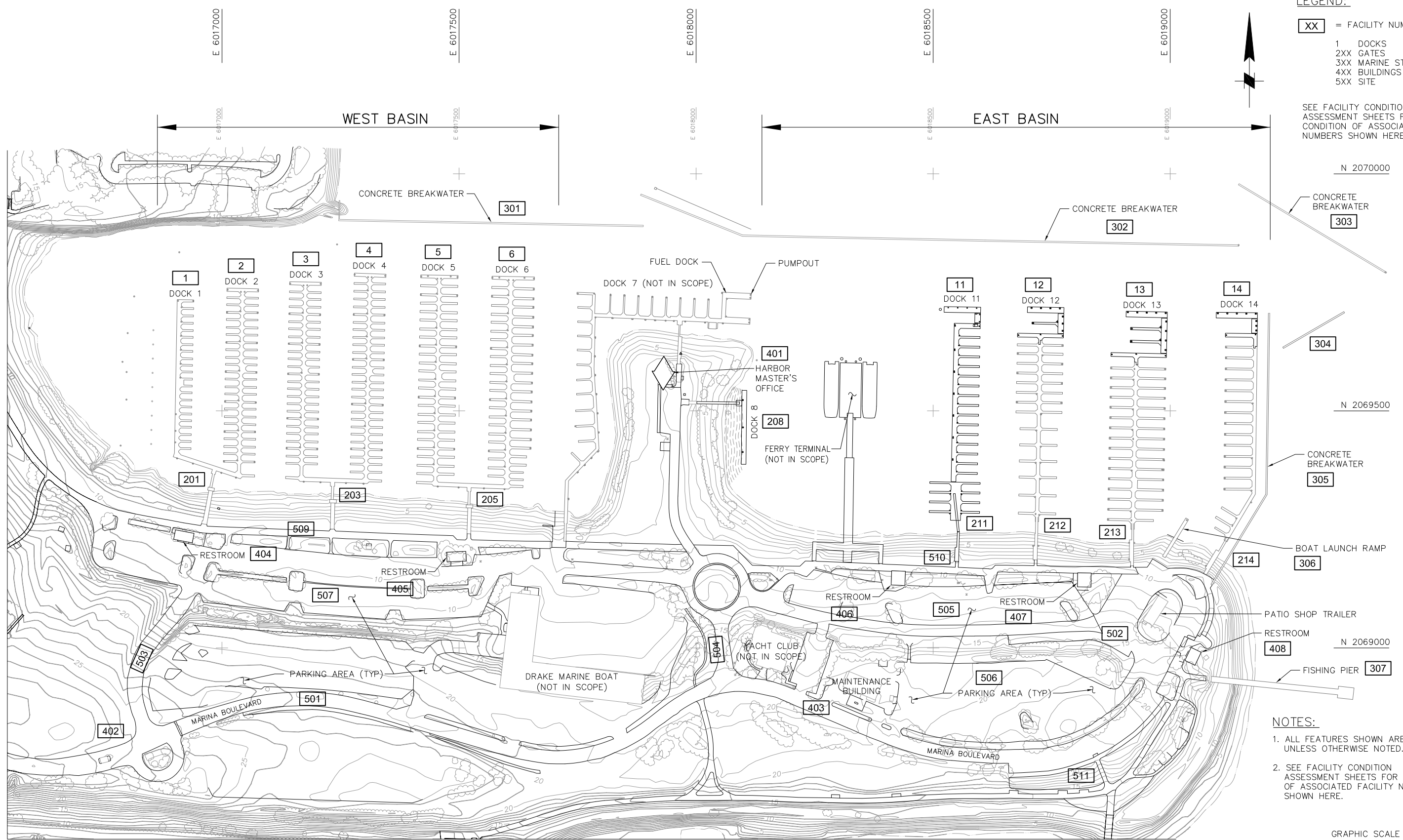
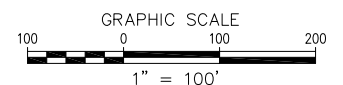
BOAT LAUNCH RAMP
306

PATIO SHOP TRAILER
RESTROOM
408

FISHING PIER
307

NOTES:

1. ALL FEATURES SHOWN ARE EXISTING UNLESS OTHERWISE NOTED.
2. SEE FACILITY CONDITION ASSESSMENT SHEETS FOR CONDITION OF ASSOCIATED FACILITY NUMBERS SHOWN HERE.



SITE PLAN
1" = 100'

P:\8281_SitePlan_Condition_V4_CADD\828100_OPM_001.dwg Nov 10, 2014 - 10:35am



SAN MATEO COUNTY HARBOR DISTRICT
400 Oyster Point Blvd, Suite 300
South San Francisco, CA 94080
(650) 583-4400

REVISION	DESCRIPTION	BY	DATE

moffatt & nichol
2185 N. California Blvd, Suite 500
Walnut Creek, California 94596(925) 944-5411

DSGN	EP	DR	TE	CHK	BP
JOB NO.	8281	SUBMITTED BY		TITLE	

FACILITY CONDITION SURVEY OYSTER POINT MARINA PILLAR POINT HARBOR	DATE 03/26/14
	SHEET - OF --
OYSTER POINT OYSTER POINT OVERALL PLAN	001

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Attachment C: Input from SMCHD Staff

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2185 No. California Blvd., Suite 500, Walnut Creek, CA 94596-3500

PROJECT	SMCHD Condition Survey 8281 WC13	DATE	1/28/2014 2:00 PM - 4:00 PM
ORGANIZER	Brad Porter	SUBJECT	FCS at Oyster Pt Marina
LOCATION	Harbor Office		
INVITEES	Brad Porter, Scott Grindy, Erica Petersen, Linda, Jim Merlo, Charles White		
ATTENDEES	Brad Porter (Moffatt & Nichol), Scott Grindy (San Mateo County Harbor District), Linda (San Mateo County Harbor District), Jim Merlo (San Mateo County Harbor District), Charles White (San Mateo County Harbor District)		

CC

MEETING COMMENTS

For Jim and Charles to bring forth items for the FCS at OPM.

MEETING MINUTES

ACTUAL START DATE 1/28/2014 2:00 PM

MINUTES

Reviewed list of items they have observed that need attention, divided between west and east basins (from Harbormaster Bldg)

West Basin

1. Raise HarborMaster Road above high tide--floods at higher tides regularly.
2. Bay trail needs overlay
3. Striping, has been done by City, and on the list to redo, but needs now. There has been turnover at City and things are getting less attention.
4. Lawn trail should either be removed or redone—likely remove. Shorestein (developer) was going to develop but never did.
5. Beach nourishment needed
6. Landscaping dying from drought, and old age. Need redesign, some may be under developer's responsibility.
7. Lot doesn't drain well. Regrade.
8. At joint either grind and use petromat or dig out and repave.
9. D2 lot-by guard shack needs to be maintained for erosion.
10. Parcel A-trees on Oyster Pt Blvd down to guard shack, and shoreline on s side need maintenance or replacement.
11. Replace transformer housings, corroded—docks put in 1987.
12. Replace RR—prefabs. Would like prefab concrete allow \$200k at least. Existing walls are fiber board and water wicks up and they fail, they are maintaining them but beyond repair
13. Utilities are pretty sound, main feeds ok. All conduit is flooded on site. Problems are splices. They use Sikaflex to seal splice in a plastic bag which works well and is more cost effective than other products.
14. Replace cleat bolts often, at end of life.
15. Docks will need though rod replacements.
16. Dock floatation is ok, could use diver cleaning of biofouling that loads them

MEETING MINUTES

East Basin

1. Elect switch gear is obsolete (near turn around) sweeps and conduit is corroded UG, hard to make pulls.
2. Need to fill on roads where there is settlement (area is on old refuse landfill--will continue to sink)
3. Replace docks 12-14. Remaining life: ??? Have replaced some sections. Shortening of the docks from the wave attenuators has helped some. (SG-Will ask Bellingham for cost to replace). Could they remove fingers to allow use of side ties? if they do, track reduction in SF for use on other.
4. Seawall repairs on breakwater on N side. Spalls after EQ
5. East basin parking lot needs to be paved on N side, need storm drainage added.
6. Resurface Bay Trail, some erosion underneath
7. Landscape get drought resistant added
8. Replace maintenance bldg. (E side of yacht club). Slab is in good shape but bldg. is not. Get level on slab?
9. Build new office and maint shop all in one on the east lot? may be efficiencies for staff all being together.
10. Ground around Harbor master bldg. is sinking, Bldg is on piles. Added lattice is to cover sinking. Utils getting pulled from subsidence.
11. East shore erosion near guest dock—slope is sloughing off. May take sheetpile to hold?
12. Raise utils above landfill cap. No gravity lines there so all could be raised.
13. SS has a vacuum system, may be obsolete, better to add a few lift stations.
14. Docks-SG would like pumpouts on dock , use a peristaltic at gate that pulls from all slips at that dock would be desirable. Add at least 1 pumpout on guest dock so they had 2, 1 can go down.
15. East basin has all LED, west basin needs doing 30 lights to be converted, 480 vac all light now
16. Pier is in good condition
17. Fish cleaning station: any redo would require going to a SS discharge of the fish parts.
18. Look at SLR of 3 feet: look at 1, 2 and 3 feet. Impact to add.
19. Jim will send list of permanent mounted equipment that needs replacement, repair.
20. Send Jim a list of drawings we want and they'll copy.

Discussed overall project: No set deadline for report.

Attachment D: Facility Condition Assessment Sheet

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Facility				Asset Life (YR)				Condition				Costs (\$)	
Group	SubNo.	Location	Feature	Installed	Useful Life (1)	Age	Remain	Description	Rating	Priority	Years Remain	Replace	Type
Docks	1	Dock 1	Floats	1988	30	26	4	Replace worn decking and bumpers	60	2	5-10	\$ 700,000	M
	2	Dock 2	Floats	1988	30	26	4	Replace worn decking and bumpers	75	2	10	\$ 1,080,000	M
	3	Dock 3	Floats	1988	30	26	4	Replace worn decking and bumpers	65	3	5-10	\$ 1,140,000	M
	4	Dock 4	Floats	1988	30	26	4	Replace worn decking and bumpers	60	3	5-10	\$ 1,220,000	M
	5	Dock 5	Floats	1988	30	26	4	Replace worn decking and bumpers	80	2	10-15	\$ 1,140,000	M
	6	Dock 6	Floats	1988	30	26	4	Replace worn decking and bumpers	80	2	10-15	\$ 1,320,000	M
	7	Dock 8	Floats	2012	30	2	28	New	100	3	15+	\$ 600,000	
	11	Dock 11	Floats	2012	30	2	28	New	100	3	15+	\$ 1,290,000	
	12	Dock 12	Floats	1983	30	31	-1	Oldest docks, replace when funded	50	4	5	\$ 1,230,000	C
	13	Dock 13	Floats	1983	30	31	-1	Oldest docks, replace when funded	50	4	5	\$ 1,560,000	C
	14	Dock 14	Floats	1983	30	31	-1	Oldest docks, replace when funded	50	4	5	\$ 1,070,000	C
	101	Dock 1	Guide piles	1988	30	26	4	Good condition	90	3	10+	\$ 100,000	
	102	Dock 2	Guide piles	1988	30	26	4	Good condition	90	3	10+	\$ 220,000	
	103	Dock 3	Guide piles	1988	30	26	4	Good condition	90	3	10+	\$ 120,000	
	104	Dock 4	Guide piles	1988	30	26	4	Good condition	90	3	10+	\$ 150,000	
	105	Dock 5	Guide piles	1988	30	26	4	Good condition	90	3	10+	\$ 180,000	
	106	Dock 6	Guide piles	1988	30	26	4	Good condition	90	3	10+	\$ 320,000	
	108	Dock 8	Guide piles	2012	30	2	28	Good condition	90	3	10+	\$ 40,000	
	111	Dock 11	Guide piles	2012	30	2	28	Good condition	100	3	15+	\$ 10,000	
	112	Dock 12	Guide piles	1983	30	31	-1	Good condition	90	3	10+	\$ 190,000	
	113	Dock 13	Guide piles	1983	30	31	-1	Good condition	90	3	10+	\$ 360,000	
	114	Dock 14	Guide piles	1983	30	31	-1	Good condition	90	3	10+	\$ 190,000	
		Dock 1	Pile Guides	1988	#####	26	#####	4 Pile guides to replace: missing bolts or corrosion	62	1	10+, except	\$ -	M1
		Dock 2	Pile Guides	1988	30	26	4	1 to replace	87	2	10+, except	\$ -	M1
		Dock 3	Pile Guides	1988	30	26	4	1 to replace	84	2	10+, except	\$ -	M1
		Dock 4	Pile Guides	1988	30	26	4	Good condition	90	3	10+	\$ -	
		Dock 5	Pile Guides	1988	30	26	4	Good condition	90	3	10+	\$ -	
		Dock 6	Pile Guides	1988	30	26	4	Good condition	90	3	10+	\$ -	
			2012	30	2	28					\$ -		

Facility				Asset Life (YR)				Condition				Costs (\$)	
Group	SubNo.	Location	Feature	Installed	Useful Life (1)	Age	Remain	Description	Rating	Priority	Years Remain	Replace	Type
		Dock 11	Pile Guides	2012	30	2	28	Good condition	90	3	10+	\$ -	
		Dock 12	Pile Guides	1983	30	31	-1	Good condition	90	3	10+	\$ -	
		Dock 13	Pile Guides	1983	30	31	-1	Good condition	90	3	10+	\$ 10	
		Dock 14	Pile Guides	1983	30	31	-1	Good condition	90	3	10+	\$ -	
			Utilities on docks							3		\$ -	
Subtotal												\$ 14,230,010	
Gates	201	Gate	Gate structure	1988	50	26	24	Good Condition, minor corrosion of grating	90	3	10+	\$ 150,000	M1
	203	Gate	Gate structure	1988	50	26	24	Good Condition, minor corrosion of grating	90	3	10+	\$ 150,000	M1
	205	Gate	Gate structure	1988	50	26	24	Good Condition, minor corrosion of grating	90	3	10+	\$ 150,000	M1
	207	Gate	Gate structure	1988	50	26	24	Good Condition, minor corrosion of grating	90	3	10+	\$ 150,000	M1
	208	Gate	Gate structure	1988	50	26	24	Good Condition, minor corrosion of grating	90	3	10+	\$ 150,000	M1
	211	Gate	Gate structure	1983	50	31	19	Good Condition, minor corrosion of grating	90	3	10+	\$ 150,000	M1
	212	Gate	Gate structure	1983	50	31	19	Good Condition, minor corrosion of grating	90	3	10+	\$ 150,000	M1
	213	Gate	Gate structure	1983	50	31	19	Good Condition, minor corrosion of grating	90	3	10+	\$ 150,000	M1
	214	Gate	Gate structure	1983	50	31	19	Good Condition, minor corrosion of grating	90	3	10+	\$ 100,000	M1
		Gate										\$ -	
		Gate	Gangway					Good condition	90	3	10+	\$ -	
		Gate	ADA/Accessibility		2014					3		\$ -	
	137	Gate	Misc							3		\$ -	
Subtotal												\$ 1,300,000	
	301	West BkWater	Breakwater	1980	50	34	16		90			\$ 1,020,000	
	302	East BkWater	Breakwater	1980	50	34	16	Spalling on concrete cap	80	3		\$ 1,920,000	C
	303	NorthEast Offshore	Breakwater	1980	50	34	16		90			\$ 540,000	
	304	South East Offshore	Breakwater	1980	50	34	16		90			\$ 230,000	

Facility				Asset Life (YR)				Condition				Costs (\$)	
Group	SubNo.	Location	Feature	Installed	Useful Life (1)	Age	Remain	Description	Rating	Priority	Years Remain	Replace	Type
	305	Dock 14 Breakwater	Breakwater	1980	50	34	16	Concrete Patching	85	3		\$ 910,000	C
Subtotal												\$ 4,620,000	
	306	Boat Ramp-East	Boat Ramp and Float	2009	30	5	25			3		\$ 1,500,000	
	307	Fishing Pier	Deck	2006	50	8	42	Deck is in good condition	90	3	10+	\$ 500,000	
		Fishing Pier	Underside	2006	8							\$ -	
		Fishing Pier	Piles	2006	8							\$ -	
		Fishing Pier	Water	2006	8							\$ -	
		Fishing Pier	Gas	2006	8							\$ -	
		Fishing Pier	Electric	2006	8							\$ -	
		Fishing Pier	Fire System	2006	8							\$ -	
		Fishing Pier	ADA/Accessibility	2006	8							\$ -	
		Fishing Pier	Misc	2006	8							\$ -	
Subtotal												\$ 2,000,000	
Subtotal												\$ 22,150,010	

Facility				Asset Life (YR)				Condition				Costs (\$)	
Group	SubNo.	Location	Feature	Installed	Useful Life (1)	Age	Remain	Description	Rating	Priority	Years Remain	Replace	Type
Buildings (400)	401	Harbor Master	Structure	1988	30	26	4	Heavy timber frame	70	3	8	\$ 410,000	M1
	401	Harbor Master	Roof					Wood Shingle Roof Original to building	40	1	2	\$ -	M
	401	Harbor Master	Ext. Paint/finish					Painted Plywood Siding	40	3	2	\$ -	M1
	401	Harbor Master	Ext. Windows					Aluminum	80	2	10	\$ -	M1
	401	Harbor Master	Plumbing Vent					Damage due to subsidance	20	1	2	\$ -	M1
	401	Harbor Master	Sewer/Water Connection					Damage due to subsidance	40	1	2	\$ -	M1
	401	Harbor Master	HVAC					Heater recently replaced	80	2	15	\$ -	M1
	401	Harbor Master	ADA/Access					Outdated, Broken Ramp to entrance	40	1	0	\$ -	M
	401	Harbor Master	Int. Paint					Worn Corners/Edges	60	2	5	\$ -	M1
	401	Harbor Master	Floor					Carpet and Ceramic Tile	60	1	2	\$ -	M1
	401	Harbor Master	Window Sills					Wood	60	1	5	\$ -	M1
	401	Harbor Master	Base Cabinets/Countertops					Wood Laminate Cabinets; Plastic Laminate Countertop; Non-Compliant	40	2	0	\$ -	C
	401	Harbor Master	Upper Cabinets					Metal	40	2	5	\$ -	
	401	Harbor Master	Restroom					Recently Remodeled	80	3	15	\$ -	
	402	Entrance Kiosk	Structure	1988	30	26	4	Wood frame	70	3	8	\$ 20,000	
	403	Maintenance	Structure	1984	30	30	0	Prefab steel frame	60	4	5	\$ 390,000	C
	403	Maintenance	Ext. Siding					Corrugated Metal: Painted	40	1	5	\$ -	
	403	Maintenance	Ext. Windows					Aluminum	40	3	10	\$ -	M1
	403	Maintenance	Ext. Man-Doors					Severly corroded; misaligned w/ frames	20	1	0	\$ -	M1
	403	Maintenance	Roll-up Doors					Same condition as siding	40	2	5	\$ -	
	403	Maintenance	Int. Slab					Uneven; Sinking in some areas	20	1	5	\$ -	
	403	Maintenance	Vinyl Tile Floor					Stained; Cracking	40	2	5	\$ -	M
	403	Maintenance	Restroom Finishes					Floor Tile; Toilet Partitions; Ceiling Grid; Base Cabinets	20	2	5	\$ -	C
	403	Maintenance	Walls					Various levels of peeling	40	2	5	\$ -	M
403	Maintenance	Kitchen/Break Room					Recently Remodeled; Not ADA-Compliant	60	2	5	\$ -		
403	Maintenance	Lockers					Equipment	60	2	5	\$ -		
403	Maintenance	Mezzanine Storage					Temporary Access Ladder	60	1	0	\$ -		

Facility				Asset Life (YR)				Condition				Costs (\$)	
Group	SubNo.	Location	Feature	Installed	Useful Life (1)	Age	Remain	Description	Rating	Priority	Years Remain	Replace	Type
Buildings (400)	404	Restroom 4	Structure	1988	30	26	4	Wood frame, replace or remodel similar to recent remodels	60	2	5	\$ 240,000	C
	404	Restroom 4 & 5	ADA/Access					Non-compliant	20	1	0	\$ -	C
	404	Restroom 4 & 5	Exterior					Plywood Siding	60	1	5	\$ -	
	404	Restroom 4 & 5	Roof					Asphalt Shingles	60	2	10	\$ -	
	404	Restroom 4 & 5	Doors					Heavily Corroded; Failing hardware	20	2	5	\$ -	M1
	404	Restroom 4 & 5	Int. Floors					Stained; Cracking	20	2	5	\$ -	C
	404	Restroom 4 & 5	Int. Walls					Stained; Scuffed; Scratched	20	2	5	\$ -	C
	404	Restroom 4 & 5	Toilet Partitions					Heavy wear	40	1	5	\$ -	
	404	Restroom 4 & 5	Fixtures					Heavy wear	40	1	5	\$ -	
	405	Restroom 5	Structure	1988	30	26	4	Wood frame, replace or remodel similar to recent remodels	60	2	5	\$ 240,000	C
	406	Restroom 1	Structure	1988	30	26	4	Prefab metal	100	3	15+	\$ 240,000	
	406	Restroom 1,2,3	ADA/Access					Recently Remodeled	100	3	15+	\$ -	
	406	Restroom 1,2,3	Exterior					Recently Remodeled	100	3	15+	\$ -	
	406	Restroom 1,2,3	Interior					Recently Remodeled	100	3	15+	\$ -	
	407	Restroom 2	Structure	1988	30	26	4	Prefab metal	100	3	15+	\$ 240,000	
	408	Restroom 3	Structure	1988	30	26	4	Prefab metal	100	3	15+	\$ 240,000	
	409	Utility	Structure	1984	30	30	0	Wood frame	60	3	10	\$ 40,000	
	409	Utility	Exterior					Stucco	90	3	15+	\$ -	
	409	Utility	Roll-up Door					Some corrosion at base	60	3	10	\$ -	
	409	Utility	Interior					Drywall	80	3	15+	\$ -	
409	Utility	Equipment					Used oil storage	80	3	15+	\$ -		
410	Utility Vacuum	Structure	1983	30	31	-1	Wood frame	60	3	5	\$ 80,000		
Subtotal												\$ 2,140,000	

Facility				Asset Life (YR)				Condition				Costs (\$)	
Group	SubNo.	Location	Feature	Installed	Useful Life (1)	Age	Remain	Description	Rating	Priority	Years Remain	Replace	Type
Site	501	Marina Bl	Roads	1981	30	33	-3	East portion has large settlement, need regrading to drain and repave	50	3	5-	\$ 350,000	C
	502	Boat Ramp-East	Roads	1981	30	33	-3		60	2	5-	\$ 120,000	
	503	West Connector	Roads	1981	30	33	-3	Pavement in poor condtion, needs resurfacing	50			\$ 40,000	C
	504	Center Connector	Roads	1981	30	33	-3		60			\$ 170,000	
	505	East Lower	Parking	1961	30	53	-23	Gravel portion needs paveing	40	3	5-	\$ 200,000	C
	506	East Upper	Parking	2011	30	3	27		70	2	5-	\$ 310,000	
	507	West	Parking	1981	30	33	-3	Pavement in poor condtion, needs resurfacing	40	3	5-	\$ 410,000	C
	508	Not Used										\$ -	
	509	West	Walkway	1998	30	16	14	Pavement in poor condtion, needs resurfacing	40	2	5-	\$ 130,000	C
	510	East	Walkway	1998	30	16	14		70	3	8	\$ 410,000	
	511	South Bay Trail	Walkway	1998	30	16	14		70	3	8	\$ 70,000	
				Subtotal								\$ 2,210,000	
Oyster Point Total											\$ 26,500,010		