



Crescent City Harbor District Land Development and Master Planning Request for Proposals



Crescent City Harbor District
101 Citizen's Dock Road
Crescent City, CA 95531
(707) 464-6174
www.ccharbor.com

RFP Issued: 4/24/2024

**Proposals accepted on
rolling basis starting: 5/23/2024**



Crescent City Harbor District is seeking consultants and business to provide Land Development and Master Planning services

Crescent City Harbor District is located on the northern California coast, approximately 350 miles north of San Francisco. The Harbor District is a critical harbor of refuge with an active commercial fishing fleet. The Marina was completely rebuilt in 2013 and is the only tsunami-resistant harbor in California. The Harbor District has facilities supporting commercial fishing, sport fishing and recreational boating, including one of the largest Dungeness Crab fisheries on the west coast. Land based improvements include retail and commercial businesses, marine supplies, repair and facilities supporting tourism activities. There are several more land-based sites with commercial development potential in the harbor area. The Harbor District is interested in partnering with development interests to strategically develop Harbor District sites and infrastructure. Site development would require private investment and the Harbor District desires to solicit proposals from private development interests.

While the Crescent City Harbor Master Plan provides general guidance on land, open water, and tidelands uses and development under the Harbor District's jurisdiction, the Crescent City Harbor District Board of Commissioners, Harbor District Staff, and stakeholders are interested in developing more specific development plans for land areas within the harbor that will guide future redevelopment. As a result, the Board is interested in selecting a developer, or developers interested in partnering with the Harbor District in generating development proposals, testing those proposals with market analysis, and in conceptual planning.

The Crescent City Harbor District has a significant market area of existing and potential visitors and facility users. State Highway 101 which directly abuts the east district boundary has several hundred thousand vehicle trips annually. Oregon's Rogue Valley is less than 100 miles inland and has a population of over 100,000, many of whom travel State Highway 199 to reach the coast. Other local tourism features include Redwood National and State Parks and the Smith River National Recreation Area. Del Norte County's outstanding natural resources have earned World Heritage Site and International Biosphere Site designations. In addition, there is direct daily air service from Del Norte County to the San Francisco Bay Area and twice weekly to Los Angeles.

The Harbor District invites proposals that address expanded possibilities as well as limitations, including:

- Ability to generate revenue;
- Enhancing Harbor character;
- Carrying capacity/ use saturation (i.e., lodging and restaurants);
- Harbor access, security, use and safety;
- Support of commercial fishing and recreational uses;
- Regulatory considerations; and
- Green building, energy efficiency, and innovative design.

The following strategic goals were developed through workshop discussions with the Crescent City Harbor District Board of Commissioners, Harbor District staff, and community input. Four major goals were established to support the mission of the Harbor District and provide for future growth of the facilities and grounds.

Goal I: Financial Management Objective: To develop a financial system that is resistant to economic shocks, fulfills basic functions, manages risks, diversifies revenue streams, and allows for growth.

Goal II: Planned Development Objective: To plan for major development opportunities available to the Harbor District.

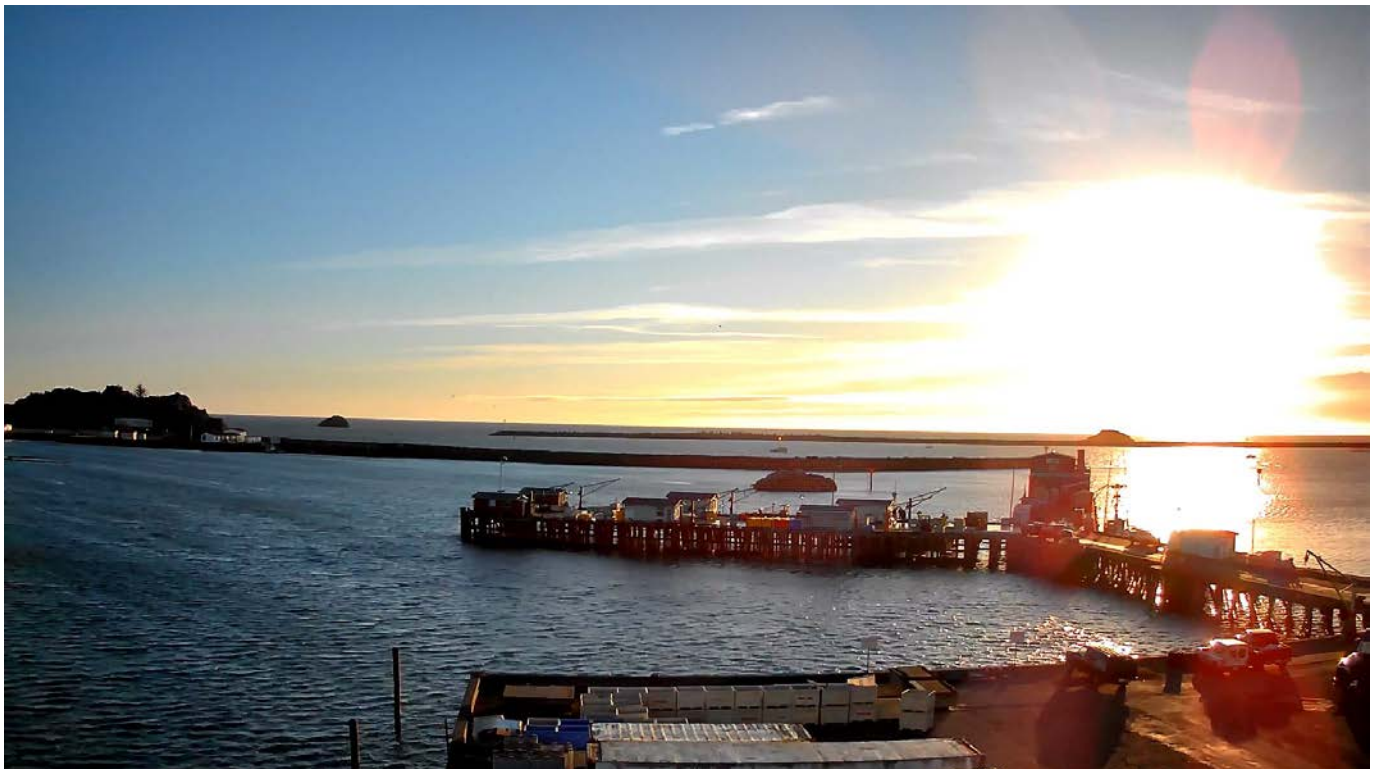
Goal III: Infrastructure Objective: To improve existing infrastructure deficiencies, accommodate desired future growth, and replace worn-out facilities.

Goal IV: Increase Tourism Objective: To increase awareness of the Harbor District as an excellent tourism destination, as well as improving the Harbor District's aesthetics and enhancing visitor experiences.

All questions and inquiries related to this RFP must be submitted in writing to: **Tim Petrick, CEO/Harbormaster**, Crescent City Harbor District, 101 Citizens Dock Road, Crescent City, CA 95531, tpetrick@ccharbor.com.

We hope you will be inspired by the potential to be part of a major tourism and recreation attraction on the Wild Rivers Coast. Your creativity and innovative concepts are eagerly anticipated!

We look forward to hearing from you.



CRESCENT CITY HARBOR FRONT DEVELOPMENT

PREPARED FOR:



CREDE

PROJECT MANAGEMENT
SERVICES PROPOSAL





July 8, 2024

Tim Petrick
Crescent City Harbor District
101 Citizen's Dock Road
Crescent City, CA 95531

Dear Tim,

Following our recent discussions about the Crescent City Harbor Front site development strategy, we have undertaken a comprehensive review to further elaborate on the various options available for our proposed scope of engagement. Our goal is to ensure that our approach is fully aligned with your expectations and to emphasize our commitment to the successful completion of this project.

At CREDE, we are honored to lend our expertise to exploring the potential opportunities that the Crescent City Harbor Front site presents. Our dedication to upholding the highest standards in underwriting, development, and project management ensures we discover the highest and best use for the site. We eagerly anticipate further discussions and the opportunity to collaborate closely with the Crescent City Harbor District team to bring a profitable and successful project to life.

PROJECT SUMMARY

The Crescent City Harbor District is seeking CREDE's expertise for initial conception, feasibility studies, entitlement options, and assembling a team of pre-development professionals to design multiple options for the ground-up master-planned development. The project encompasses both horizontal development and vertical construction, with a range of possibilities including entitlement-only strategies, build-to-core, and build-to-suit for an end user. Additional options that align with Crescent City Harbor District's objectives will also be evaluated.

CREDE EXPERIENCE

As a National Real Estate Development and Project Management company, we have the bench strength and experience to support any project:

- CREDE has over 22 years of experience in Master Planning that includes Multi-family, Mixed-Use, Hospitality, and Retail components.
- CREDE's team consists of over (165) professionals with deep experience in all asset classes, giving us a firm understanding of the steps required to execute each stage efficiently.
- CREDE has projects ongoing in over (21) different states, with several active master planned projects including multi-family, mixed-use, hospitality, and retail components.
- CREDE has completed several master planned developments and urban infill redevelopment projects, and over 2,000 projects in the United States.
 - Vista Depot | Master planned mixed-use development 183-units, 301-keys, 422 parking | Columbia, SC
 - Alterra | Master planned resort, 800-keys, 1,700-units, 250K SF retail, 68K SF Rec Center | Deer Valley, UT
 - Branded Master Planned Community | Heavily amenitized, over 5,500 residential homes | North Carolina



BENEFITS OF CREDE

Here are some of the value-added benefits that CREDE brings to the table:

- **SCALABLE BUSINESS SOLUTIONS / STAFF AUGMENTATION:** A benefit of using CREDE is that we provide greater flexibility with an experienced team that is scalable for your project and company needs, allowing you to utilize our services as a project cost versus overhead burden to your G&A. This provides reduced risk and greater flexibility.
- **EXPERIENCED TEAM:** By providing a single-source solution with an experienced team in all areas under one roof, we help create greater efficiency throughout the development process.
- **INTEGRATED SOLUTIONS:** Having the same team throughout the development process from acquisitions, and entitlement, through pre-construction and completion of a project will help provide greater efficiencies and more effective communication through standards and procedures already in place. Our model offers a single-source solution with flexibility.

PROJECT ROADMAP

The below Project Roadmap outlines the categories required for the project. Our initial proposal focuses on the Feasibility Phase. Once complete, we will move towards the remaining roadmap of project requirements, providing a detailed scope and cost estimate based on the highest and best use of land.

• FEASIBILITY STUDIES

- CREDE will collaborate with Crescent City Harbor District to create initial concept designs and conduct thorough feasibility studies for the harbor front site. This includes assessing market demand, zoning regulations, site constraints, and financial viability.

• ENTITLEMENT OPTIONS:

- CREDE will aid in exploring and evaluating various entitlement options for the project, considering regulatory requirements and necessary approvals. This entails navigating the permitting process and engaging with local authorities to secure approvals.

• TEAM ASSEMBLY:

- CREDE will leverage its extensive network and expertise to assemble the correct team of pre-development professionals, including architects, engineers, land planners, and other specialists, to design and execute the project effectively.

• DESIGN MANAGEMENT:

- CREDE will collaborate with the assembled team to facilitate the design development process, exploring multiple options to meet Paydar Properties' objectives. This involves schematic design, design development, and coordination with stakeholders to refine proposed plans.

• FINANCIAL AND TIMELY PLAN FORWARD:

- A key aspect of CREDE's service will be to develop the best financial and timely plan forward for the project. This will involve analyzing various development scenarios, conducting cost-benefit analyses, and identifying optimal strategies to maximize returns while adhering to project timelines



- **PERMITTING AND PLANNING ROAD MAP:**

- Create the road map to help facilitate the permitting process and assist in obtaining the necessary planning approvals from relevant authorities. Manage the regulatory compliance process to ensure adherence to local regulations and standards.

- **DEVELOPMENT MANAGEMENT: LATER PHASE**

- Acting as the Development Manager on behalf of Crescent City Harbor District, CREDE will oversee all aspects of project execution. This includes coordinating with contractors, architects, and other stakeholders to ensure seamless project delivery. CREDE will provide leadership, direction, and decision-making support throughout the project lifecycle to ensure that objectives are met efficiently and effectively

- **PROJECT MANAGEMENT: LATER PHASE**

- Implementing robust project management strategies to maintain project timelines and budgets. Provide transparent communication and regular progress updates to keep all stakeholders informed.

FEASIBILITY OBJECTIVES

The primary objectives of the project include:

- Identifying the most viable development options for the Harbor Front site.
- Upon identification and selection of proposal use, CREDE will secure the necessary entitlements and approvals for the development.
- Concept (not design) multiple development options to meet Crescent City Harbor District's objectives.
- Developing a comprehensive financial and timely plan to ensure the successful execution of the chosen development strategy.

We are confident that our collaborative approach, coupled with our expertise in project management, contract negotiations, and ground-up construction, will contribute significantly to the successful realization of any development finally chosen to move forward. CREDE is committed to working closely with Paydar Properties to achieve these objectives and deliver a successful outcome for the project.



PROJECT DELIVERABLES

Functioning as an extension of Crescent City Harbor District CREDE is committed to enhancing our understanding of ownership goals and financial metrics. We will assist you in meticulously planning the project to ensure its success.

As we do with our own deals, we break down each project into key phases. We assign specific team members to each phase who have the experience and local knowledge to help efficiently execute the specific scope requirements. Our goal through each phase is to decrease drag, facilitate the smooth execution of the project, and maximize its profitability and returns.

Below, we outline the details of our project deliverables and the estimated timeline for this initial phase of this project.

FEASIBILITY / HIGHEST AND BEST USE ASSESSMENT (ESTIMATED 90-120 DAYS)

The approximate monthly duration may vary. This duration may be longer depending on public agency-required studies. To determine the actual viability of the project, this will entail delivering to the Owner the following:

- Work with Ownership to understand goals, objectives, and financial metrics.
- Develop a general roadmap that includes key deliverables and milestones that align with Ownership goals and objectives.
- Create an environment of collaboration that assists in early problem-solving and work to flow towards a common objective. Create communication avenues to enable the free flow of information between all involved.
- Assist the Client in selecting, retaining, and coordinating the professional services of Architects, Civil Engineers, Geo technicians, surveyors, special consultants, and testing laboratories required for the Project.
- Manage and supervise the project's professional firms, design teams, and consultants:
 - Architects
 - Engineers
 - Consultants and Subconsultants
- Identify the project's General Contractor(s) to assist with budgeting purposes.
- Review the Client's financial package, including estimates for hard costs, soft costs, and financing costs. with the proposed capital structure of the current market.
- Prepare budgets and schedules for the project in planning, development, design, construction, completion, opening, operations, and asset management.
- Assist the Client in identifying the best capital market teams located in the Rancho Springs area.
- Assist the Client in selecting, retaining, and coordinating the professional services of surveyors, special consultants, and testing laboratories required for the Project.
- Identify and interview potential third-party property managers.



- Review feasibility documents during their development and advise on proposed site use and improvements, selection of materials, building systems and equipment, and project delivery methods.
- Prepare an overall development schedule.
- Prepare an overall development budget.
- Identify the development team and required staffing.

FEES & SCHEDULE

We propose to provide the attached described services on a fee-based monthly agreement of the following:

FEASIBILITY / HIGHEST AND BEST USE: Hourly; Not-to-Exceed \$30,000 (Estimated 90-120 Days)

NOTE: Hourly rates are based on the attached standard rate schedule. Reimbursables will be billed at cost and may exceed the \$30,000 hourly billing.

Once feasibility services are completed and the Crescent City Harbor District team determines their preferred direction, CREDE will furnish Development and Construction Management services pricing and a detailed scope of work.

NEXT STEPS

CREDE's team is ready to work with the Crescent City Harbor District to develop an effective execution strategy for the Harbor Front project. With over 22 years of experience, our success stems from our ability to identify the proper steps and assemble a team of experts to implement plans efficiently. We will assist your team and oversee the entire process with the same dedication and attention to detail as if we were the investors. Our commitment to excellence ensures that we will deliver a strategic and impactful project that aligns with your goals and vision.

Thank you again from all of us at CREDE for the opportunity to earn your business and support. We look forward to working with you.

Sincerely,
CREDE

Colby Durnin CEO & Principal

Steve Opp, Managing Director

Qualifications



DEVELOPMENT



PROJECT MANAGEMENT

CREDE is a full-service real estate Development company that provides Project Management services to its clients using the same approach we take on our direct investments. With two distinct divisions: Development and Project Management (Owner's Representation), CREDE's seasoned professionals provide clients and partners with on-the-ground guidance and expertise to efficiently execute all aspects of the development or redevelopment process.

Since 2001, CREDE's team has developed or repositioned thousands of assets nationwide. As both Developers and Project Managers, we are uniquely positioned to support our clients throughout an asset's entire life cycle. Our mission is construction oversight by optimizing its physical attributes and operational performance. With vast and diverse development and operational experience, as well as national and local market knowledge and relationships, CREDE is a true Real Estate Development company whose team brings vision, creativity, collaboration, and the ability to execute every project, regardless of the size, type, location, or stage of the project.

THE CREDE ADVANTAGE:

- National Bench strength to provide turn-key solutions
- Experienced team with a strong understanding of all asset classes
 - Industrial
 - Multi-family
 - Mixed-Use
 - Office
 - Hospitality
 - Healthcare
 - Education
 - Retail
 - Senior Living
- Approach to all projects from an owner and developer's perspective
- Provide a full-service personal touch like a boutique firm
- Awareness and execution of current and future industry trends
- A robust network of industry experts





DEVELOPMENT

CREDE is a private commercial Real Estate Development company that acquires, designs, develops, manages, and leases real estate properties in all asset classes, with a concentration in industrial and multifamily projects, in growth markets across mainland United States and Hawaii. As both a Developer and a Partner, we bring execution capabilities, grit, and persistence to our projects nationwide.

CREDE directs and supports the entire development process from the original concept to the completed structure(s). We have the incisive vision needed to source and develop distinctive projects from ground-up development to distressed property and reposition assets.





PROJECT MANAGEMENT

CREDE has the resources and experience necessary to step into a project at any point in its business plan. We are capable of changing course as necessary to maximize asset value or facilitate quick execution. Our goal is to ensure that our interests are aligned with ownership to help drive efficiency and performance. CREDE's team of experts take the same detailed approach to project management on all projects as if they were our investment deals, increasing the consistency and efficiency of the project's overall performance.

CREDE is integrally involved in every phase of the construction process through our hands-on management style. We understand construction from both the owner and contractor perspectives, allowing us to anticipate and solve problems before impacting the schedule and cost. We recognize that effective management of time, expenses, and changes are critical to a project's success. We can also leverage our experience as operators to ensure the physical use of space aligns with the owner's long-term business plan. This skill set also enables us to evaluate work done to date and adjust accordingly based on the business plan.

DEVELOPMENT ADVISORY SERVICES:

- Value Engineering
- Scheduling
- Financial Analysis
- Project entitlements and permits
- Business Plan Creation and Execution
- Financial engineering and sophisticated structuring
- Site Evaluation and Selection
- Market Research
- Analysis Detailed Cost Estimating



PROJECT MANAGEMENT SERVICES:

- Pre-construction project feasibility
- Long-range planning and entitlements
- Due diligence support and analysis
- Cost estimates, budgeting, and reporting
- Value Engineering
- Design development
- Contract oversight and compliance
- Disposition support
- Asset & Property Management services



STEPHEN OPP, RMO

PARTNER & MANAGING DIRECTOR OF MIXED-USE, MF & MPC



Stephen Opp serves as Partner & Managing Director of Mixed-Use, Multifamily, and Master Planned Communities at CREDE, specializing in urban infill, hospitality/residential mid to high-rise projects, and master-planned communities. In this role, Stephen oversees new and existing projects, bringing value and vision while guiding his teams from an executive level.

With over 25 years of experience, Stephen has expertly managed the entitlement and development of thousands of multi-family units, hotel keys, and residential units across North America, with a particular emphasis on mid to high-rise city center developments and destination communities. His expertise spans the entire real estate development pipeline, from large-scale residential/hospitality/mixed-use master-planned communities to light industrial and infrastructure projects. Stephen's multifaceted skills have enabled him to manage projects for both foreign and domestic clients, ranging from high net-worth individuals to Fortune Global 100 companies.

Before joining CREDE, Stephen worked as a development consultant for foreign corporations aiming to penetrate the US market or for other developers looking to grow their regional presence to a national footprint. Prior to his consulting career, he served as the special projects lead in a joint venture between Kajima Real Estate Inc. and The Austin Company. There, he oversaw underwriting and entitling, conducting executive-level due diligence for over \$3 billion in adaptive reuse and ground-up projects in Southern California. Earlier in his career, Stephen owned a multi-state construction firm, acting as RMO for the company and all its projects.

Stephen's unique understanding of the construction and real estate development process allows him to create value where others may not, making him an invaluable asset in the industry.

EXPERIENCE

20+ years of Development Management and Advisory Experience in Real Estate, Engineering, and Construction Services to both small businesses and Fortune 500 clientele.

Experience in Entitlements, Master-Planning, Modeling

Expert in project design through development stages of mixed-use projects

EDUCATION

Georgia State University, BS Business Management and Marketing

CERTIFICATIONS

Certified Responsible Managing Officer

SELECTED EXPERIENCE

MASTER PLANNING

Desert Park Master Plan Development - Thermal, CA

1.6 million square feet of competition and riding space, the Master Planned Desert International Horse Park is one of the largest equestrian facilities in North America. The space contains multiple facilities, race tracks, stables, and event spaces.

Branded Master Planned Community – North Carolina

Development of a Micro-Town master planned community heavily amenitized with over 5,500 residential homes.

HOSPITALITY/RESORT

Continental Hotel - Los Angeles, CA

12-story, 172-key, adaptive reuse boutique hotel with a speakeasy and two restaurants.

Cambria Hotel, Los Angeles, CA

15-story, adaptive reuse hotel with 180-keys

660 Figueroa - Los Angeles, CA

Redevelopment of 26 story office building to hotel

Commercial Exchange Building - Los Angeles, CA

Historic Redevelopment to Freehand Hotel

445 S Broadway - Los Angeles, CA

13 story, 150 key Hilton Hotel



STEPHEN OPP, Partner & Managing Director of Mixed-Use, MF & MPC
(Continued)

Hampton Inn/Hilton Curio

Hampton Inn is a 170 key hotel shared the podium with 383 key Hilton Curio hotels, 850 subterranean parking spots

Broadway Trade Hotel

175 key adaptive reuse historic building to hotel

Hyatt Regency Convention Center Hotel - Columbia, SC

20 stories, 300 key hotel

420 Camden Beverly Hills

Office to hotel conversion, 75 key boutique

9800 Sepulveda - Los Angeles, CA

275 key office to hotel conversion

Blaine Street - Los Angeles, CA

1,200 key hotel - Entitlements

Hyatt Place - San Gabriel, CA

10 story hotel

Hyatt Centric - Columbia, SC

12 story hotel, 150 keys

Hyatt House - Columbia, SC

7 story hotel, 125 keys

Columbus Street - Charleston, SC

175 key boutique Hotel, (8-9 stories)

Le Meridian - Arcadia, CA

9 story hotel and condo

Dual-Branded Hyatt - West Palm Beach, FL

16 stories, 234 keys

Burbank Hampton Inn and Suites Redevelopment - Burbank, CA

4 story hotel, 105 Keys

MIXED-USE

Olympia, Los Angeles, CA

Three towers over the shared podium with 200,000 SF retail, 2,313 parking spaces, 879 Apartments/ Condos, and 1,000 key hotel. 1.1M square foot total project



STEPHEN OPP, Partner & Managing Director of Mixed-Use, MF & MPC
(Continued)

5353 Crenshaw - Los Angeles, CA

170 unit apartments over 25,000 SF of retail

920 Fairfax - West Hollywood, CA

24 unit, 6 story commercial/residential condo

MULTI-FAMILY

Vara, Los Angeles, CA

315,000 SF, 21-story mixed-use project with 20,000 SF of retail, 161 luxury units, and a rooftop pool

Arris, Los Angeles, CA

30-story mixed-use project with 312-units and a rooftop pool

Nexen - Koreatown Apartments

228 units and 7 stories

717 Hill Street - Los Angeles, CA

20 story, 240 units apartment tower

4th & Broadway (Perla)

450 unit condo

Oak Knoll

72 unit, 10 story luxury apartments over three levels subterranean

Los Robles Apartments - Pasadena, CA

180 units, 5 stories

Riverstone Apartments - West Palm Beach, FL

9 stories, 374 luxury apartments - in construction now

Lake Merced Apartments - San Francisco, CA

722 unit redevelopment of apartments

SENIOR LIVING

Pacific Palisades Assisted Living

7 stories

AGREEMENT NUMBER 22-153	AM. NO.
TAXPAYERS FEDERAL EMPLOYER IDENTIFICATION NO. 94-6003247	

THIS AGREEMENT is entered into this 31st day of May, 2023 in the State of California, by and between:

AGENCY State Coastal Conservancy	and
GRANTEE'S NAME Crescent City Harbor District	

I. SCOPE OF AGREEMENT

Pursuant to Chapter 9 of Division 21 of the California Public Resources Code, the State Coastal Conservancy (“the Conservancy”) hereby grants to the Crescent City Harbor District (“the grantee”) a sum not to exceed \$450,000 (four hundred fifty thousand dollars) (“funds”), subject to this agreement.

(Continued on the following pages)

The provisions on the following pages constitute a part of this agreement. This agreement has been executed by the parties as shown below.

STATE OF CALIFORNIA	GRANTEE
AGENCY State Coastal Conservancy	GRANTEE (If other than an individual, state whether a corporation, partnership, etc.) Crescent City Harbor District
BY (Authorized Signature) <i>Amy Hutzel</i>	BY (Authorized Signature) <i>Tim Petrick</i>
PRINTED NAME AND TITLE OF PERSON SIGNING Amy Hutzel, Executive Officer	PRINTED NAME AND TITLE OF PERSON SIGNING Timothy Petrick, CEO/Harbormaster
ADDRESS & PHONE NUMBER 1515 Clay Street, 10 th Floor Oakland, CA 94612 Phone: (510) 286-1015	ADDRESS & PHONE NUMBER 101 Citizens Dock Road Crescent City, CA 95531 Phone: (707) 232-4746

AMOUNT ENCUMBERED BY THIS DOCUMENT \$450,000.00	PROGRAM/CATEGORY System of Public Accessways	FUND TITLE/PROP NO. General Fund			
PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT \$-0-	FUND ITEM 3760-101-0001(A)	CHAPTER 43/22	STATUTE 2022	FISCAL YEAR 22/23	
TOTAL AMOUNT ENCUMBERED TO DATE \$450,000.00	PROJECT NAME Crescent City Harbor Citizens’ South Beach Access Improvement				
<i>I hereby certify upon my own personal knowledge that budgeted funds are available for the period and purpose of the expenditure stated above.</i>					
NAME AND SIGNATURE OF <u>ACCOUNTING</u> OFFICER <i>Jamil Mahmood</i>			DATE 5/31/2023		

I certify that this agreement is exempt from Department of General Services’ approval.

Erlinda Corpuz

Erlinda Corpuz
Procurement and
Contracts
Manager

CRESCENT CITY HARBOR DISTRICT



Request for Proposals for Crescent City Harbor Citizens' South Beach Bathroom and Shower Facility

**CRESCENT CITY HARBOR DISTRICT
101 Citizens' Dock Rd.
Crescent City, CA 95531**

Bid Timeline:

Responses to this request must be received by the Harbor District by **Monday, February 26th, 2024, by 5:00 PM PT**. Responses may be submitted via mail or hand delivery.

A conference call to discuss this RFP will be held on **Monday, February 5th, 2024, at 11:00 AM. PT** Dial-in number: (701) 802-5242 Access code: 3682930

A tour of the project area will be conducted on **Monday, February 12th, 2024, at 1:00 PM**.

Section 1 – PURPOSE OF THE PROJECT

The Crescent City Harbor District has received funding from the California Coastal Conservancy for the design and construction of an ADA compliant bathroom and shower facility at the intersection of Anchor and Starfish Ways, next to South Beach in the Harbor District. The purpose of this project is to prepare an engineered design of the new bathroom and shower facility, secure all necessary permits, construct the facility, and ensure it is operational.

The Scope of Work for this project includes:

1. Preparation of engineered project design;
2. Completion and submission of required permit applications and securing needed permits;
3. Construction of bathroom and shower facility and parking spaces;
4. Testing and securing final permission to operate from permitting agencies.

The project will result in:

1. Construction of a new bathroom with three stalls on each side, six stalls total;
2. An ADA compliant stall on each side, (included in the six stalls);
3. Three exterior beach showers on bathroom structure wall;
4. Parking spaces including ADA parking space and an ADA compliant ramp from Anchor Way.

Section 2 – PROJECT AREA

The Project area for the construction of the bathroom and shower facility is the South Beach parking area to the southwest of the intersection of Anchor Way and Starfish Way in the Crescent City Harbor District, Del Norte County California.

The coordinates of the project area are 41°44'42.7"N 124°10'44.7"W.

The project area is outlined in the attached map, (figure 1). Pictures are included to show the current state of the project area (figures 2-4).

Price Proposal: South Beach RR & Shower - Crescent City, CA
Bid Date: March 8, 2024
Reference: 11885B-3/7/2024-0

Our Offer to Sell:

1. Restroom Building 'B' delivered to site @ \$ 291,654

Public Restroom Company (PRC) herein bids to *furnish (building only per plans and specifications, delivered to site with all costs except installation including applicable taxes excluding retention.* (Retention is not allowed as this is materials or a product fully assembled before shipment to the site and therefore not subject to retention.)

2. Installation: Turnkey Installation of the Building above @ \$ 73,765 with retention allowed.

Public Restroom Company also includes in this two-part quotation our turnkey installation package for this building. Our national factory authorized installation team will:

- a. Arrive onsite to confirm and verify the Owner/General Contractor provided scope of work in preparation for installation including access to the site.
- b. Verify the building pad size, building corners, finished slab elevation, utility depth and location, meter size and distance from building, and compaction compliance.
- c. Excavate the utility trenches for placement of our prefabricated underground piping tree for the buildings plumbing and electrical, set the kit in place, provide the water test for inspection before backfilling, and then place the site adjacent coarse sand you provide to us alongside the building pad and screed it level for final building placement. We will need onsite water availability for wetting the sand bed before building placement to consolidate the pad.
- d. Set the building on the site pad.
- e. Connect the utility piping stub ups to the building piping stub down building points of connection for water, sewer, and electrical conduit to the building internal electrical panel.

3. Owner/General Contractor Final Tie In of Utilities and other site work:

- a. The Owner/Contractor is responsible for making all **final plumbing connections** at the 6' POC locations.
- b. The Owner/Contractor is responsible for pulling wire and completing all final tie-ins to the electrical panel from the 6' POC location.
- c. The Owner/Contractor is responsible for preparing the pad/foundation. PRC will trench through provided pad/foundation to run utilities to 6' POC locations.

4. Total Cost of building and installation @ \$ 365,419

OWNER/GENERAL CONTRACTOR SCOPE OF WORK WITH/WITHOUT FOOTINGS:

Scope of Work Background:

Owner/General Contractor shall survey the site, establish survey for the building pad and prefabricated building slab elevation and front corners, excavate for building footings (if required), locate footing sleeves for electrical, waste, and water, pour the footings (if required), furnish sand base adjacent to subgrade pad, and provide location for utility POC's nominally 6' outside the foundation.

Preparation of Building Pad:

Owner/General Contractor is responsible for providing the building subgrade pad or when required footings to frost depth per Public Restroom Company design specifications. PRC will provide detailed drawings for the subgrade building pad, utilities POC's, and if required the footings, attached to this scope of work.

Subgrade Pad/Foundation Requirements:

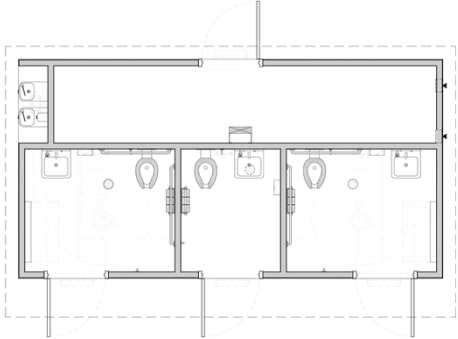
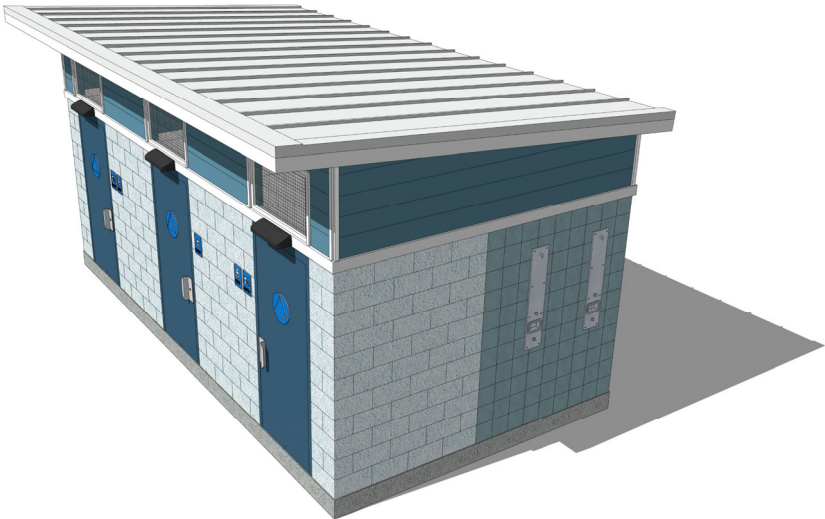
1. Owner/General Contractor shall survey the building site and provide a finished slab elevation for the prefabricated building. The building pad size we require is larger than the final actual building footprint. Provide building front corner stakes with 10' offsets.
2. Excavate the existing site to the depth of the required footings to local code if required.
3. Furnish coarse concrete sand adjacent to subgrade pad so PRC can cut the utility trenches, install underground utilities, and screed sand.

Owner/General Contractor verification of site access to allow Building Delivery:

1. You certify to PRC that suitable delivery access to the proposed building site is available. Suitable access is defined as 14' minimum width, 16' minimum height, and sufficient turning radius for a crane and 70' tractor-trailer.
2. Our cost is based upon the crane we provide being able to get within 35' from the building center and for the delivery truck to be no more than 35' from the crane center picking point.
3. If the path to the building site traverses curbs, underground utilities, landscaping, sidewalks, or other obstacles that could be damaged, it is the Owner/General Contractor's responsibility for repair and all costs, if damage occurs.
4. If trench plating is required, it shall be the cost responsibility of the Owner/General Contractor.
5. If unseen obstacles are present when site installation begins, it is the Owner/General Contractor responsibility to properly mark them and verbally notify PRC before installation.
6. If weather becomes an issue for safety or site installation delays due to weather, Owner/General Contractor or PRC with General Contractor's confirmation may call-off set. If building set is stopped, relocation of the building modules to an onsite or offsite location may incur additional costs to Owner/General Contractor.

Installation Notice and Site Availability:

PRC will provide sufficient notice of delivery of the prefabricated building. The Owner/General Contractor shall make the site available during the delivery period. During the delivery period, on an



FLOOR PLAN

SCALE: NOT TO SCALE

THIS CONCEPTUAL/ PRELIMINARY DESIGN AND THE 3D RENDERING IS AN ARTISTIC INTERPRETATION OF THE DESIGN. IT IS NOT MEANT TO BE AN EXACT RENDITION OF THE FINISH PRODUCT. SOME ITEMS MAY NOT BE STANDARD AND/OR SUBJECT TO CHANGE DURING PROJECT DEVELOPMENT

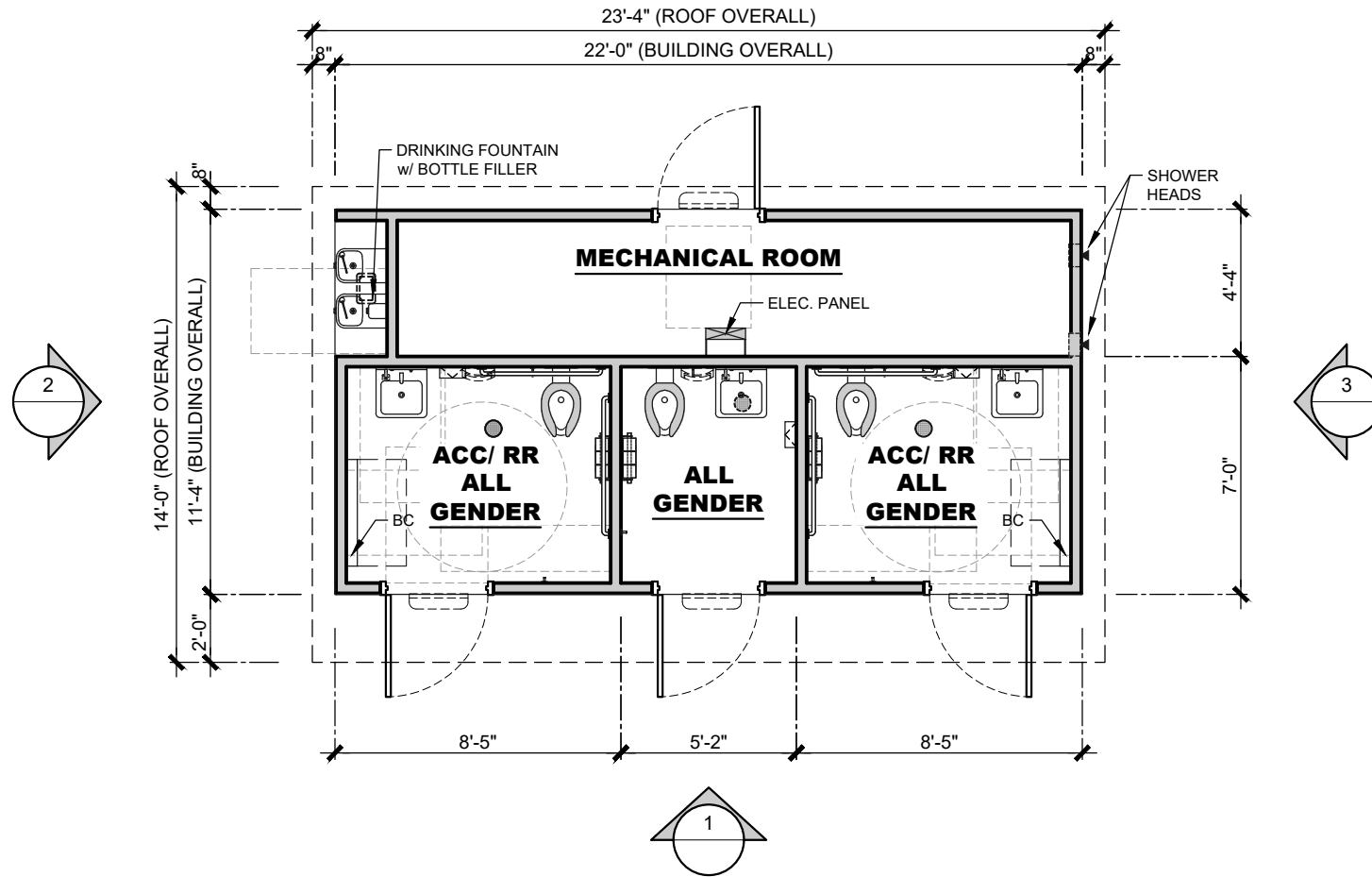
RESTROOM/ SHOWER SOUTH BEACH



www.PublicRestroomCompany.com

2587 BUSINESS PARKWAY
MINDEN NEVADA 89423
P: 888-888-2060 F: 888-888-1448

B
CRESCENT CITY,
CALIFORNIA
RESTROOM/
SHOWER BUILDING
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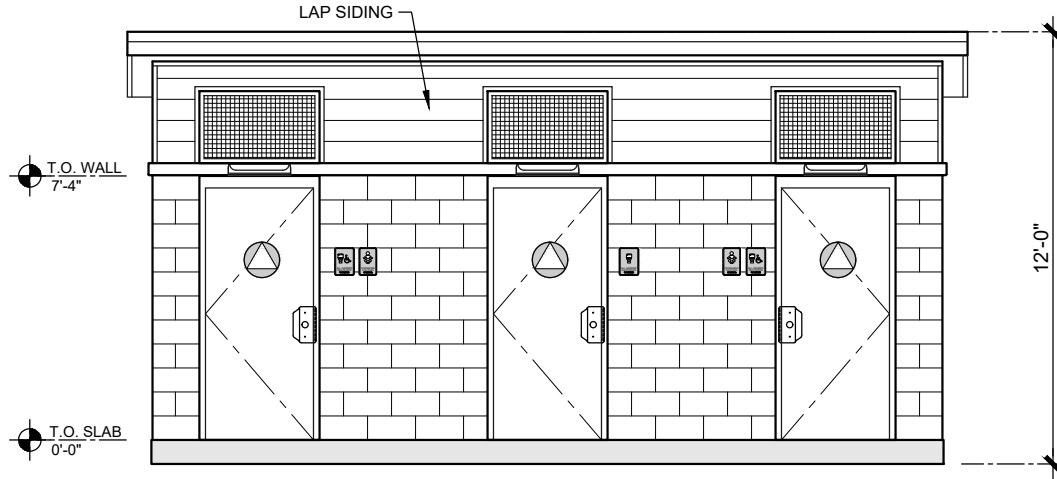


FLOOR PLAN

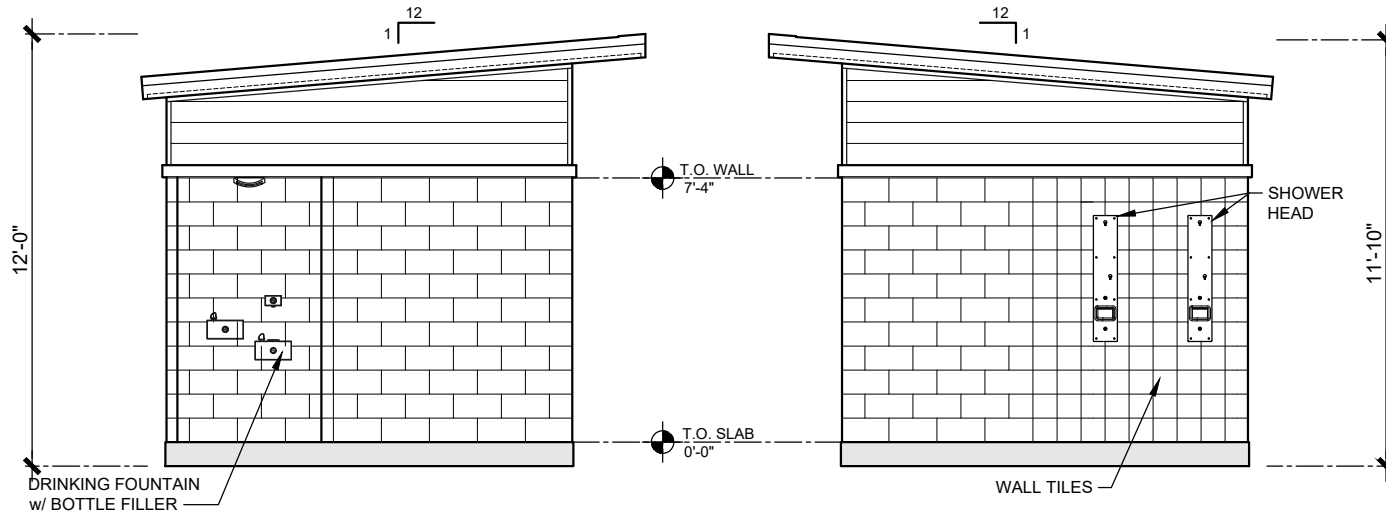
SCALE: 3/16"=1'0"

THIS CONCEPTUAL/ PRELIMINARY DESIGN AND THE 3D RENDERING IS AN ARTISTIC INTERPRETATION OF THE DESIGN. IT IS NOT MEANT TO BE AN EXACT RENDITION OF THE FINISH PRODUCT. SOME ITEMS MAY NOT BE STANDARD AND / OR SUBJECT TO CHANGE DURING PROJECT DEVELOPMENT

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		PROJECT:	SOUTH BEACH CRESCENT CITY, CA	PROJECT #:	11885B	START DATE:	3/7/2024	DRAWN BY:	MAX. PERSON / HOUR:	135 S
						DRAWN BY:	EOR			



ELEVATION 1
SCALE: 3/16"=1'-0"



ELEVATION 2
SCALE: 3/16"=1'-0"

ELEVATION 3
SCALE: 3/16"=1'-0"

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		PROJECT:	SOUTH BEACH CRESCENT CITY, CA	PROJECT #:	11885B	START DATE:	3/7/2024	MAX. PERSON / HOUR:	135 S
						DRAWN BY:	EOR		



AGREEMENT BETWEEN CLIENT AND ENGINEER FOR PROFESSIONAL SERVICES

THIS AGREEMENT is made on the 3rd day of July, 2024, by and between, Crescent City Harbor District hereinafter called CLIENT, and Moffatt & Nichol, a California Corporation ("ENGINEER"), hereinafter called ENGINEER, for the following Project (the "Project"): Crescent City Harbor South Beach Restroom CCC Permit and Potential Design Review Support.

The CLIENT and ENGINEER for mutual consideration agree as set forth below:

1. ENGINEER'S SERVICES

The ENGINEER shall perform professional services in connection with the Project, as set forth below, and as may be further described in Exhibit "A".

2. ENGINEER'S CHARGES

In accordance with this Agreement, the ENGINEER shall provide professional services for which the CLIENT shall compensate Engineer and the total compensation shall not exceed the dollar amount indicated herein, and as may be further described in Exhibit "B".

- Checked box: LUMP SUM. Compensation for these services shall be a Lump Sum of \$11,990.00.
Unchecked box: TIME AND MATERIALS. Compensation for these services will not exceed without written authorization.

3. INSURANCE AND LIABILITY PROVISIONS

- 3.1. The ENGINEER shall acquire and maintain statutory workmen's compensation insurance coverage, employer's liability, comprehensive general liability insurance coverage and professional liability insurance coverage.
3.2. The CLIENT agrees to limit the ENGINEER's liability to the CLIENT and to all Construction Contractors and Subcontractors on the Project, due to the ENGINEER's professional negligent acts, errors or omissions, such that the total aggregate liability of the ENGINEER to those named shall not exceed the ENGINEER's total fee for services rendered on this Project.

4. CLIENT'S RESPONSIBILITY

The CLIENT shall, unless otherwise provided for in this Agreement, at no cost to the ENGINEER:

- 4.1. Furnish to the ENGINEER all survey and all soils data, as well as other Project documentation as may be requested by ENGINEER, and upon which ENGINEER may reasonably rely.
4.2. The ENGINEER makes no representations concerning soil conditions and is not responsible for any liability that may arise out of the performance or failure to perform soils investigations and testing.
4.3. Guarantee full and free access for the ENGINEER to enter upon all property required for the performance of the ENGINEER's services.



EXHIBIT "B"
COMPENSATION AND PAYMENT

Compensation is Lump Sum, expenses for travel for the inspection will be invoiced at cost.

Task 1

1 – CCC Permit Application \$11,990.00

Fee Total (without Optional Tasks) \$11,990.00

CRESCENT CITY HARBOR DISTRICT



Request for Proposals for Crescent City Harbor District Vertical Breakwater Design

**CRESCENT CITY HARBOR DISTRICT
101 Citizens' Dock Rd.
Crescent City, CA 95531**

Crescent City Harbor District Inner Boat Basin Vertical Breakwater Design Request for Proposals

The Crescent City Harbor District is seeking an engineering firm to prepare:

1. Design and engineering (engineer stamp not required) for one stand-alone segment of a vertical breakwater to replace the current rip rap in the inner boat basin.

The vertical breakwater will be located in the inner boat basin from the seawall to former Coast Guard Station in Crescent City, California. This RFP is to design one stand-alone segment that will be used in future grant applications.

Bid Requirements:

1. Responders must be qualified to perform the work.
2. Respondents should submit a brief narrative of their qualifications.
3. Please provide at least two (2) examples in the last 5 years where team members have completed project design for similar projects.
4. Please provide brief resumes of all team members, including whether they are a local business or individual, a small business, Disadvantaged Business Enterprises, Minority-owned Businesses, or Women-owned Businesses.
5. Pricing for the project must be presented in one category:
 - a. Design and engineering of the project
6. Responses should include any modifications to the tasks or timeline the responder proposes to make.

Bid Timeline:

A conference call to discuss this RFP will be held on **Monday, March 11th at 11:00 AM.**

Dial-in number: (701) 802-5242

Access code: 3682930

A tour of the project area will be conducted on **Monday, March 18th at 1:00 PM.**

Responses to this request must be received by the Harbor District by **Monday, April 1st by 5:00 PM.** Responses may be submitted via mail or hand delivery, or via email to khanks@ccharbor.com.

Section 1 – PURPOSE OF THE PROJECT

The Crescent City Harbor District has received funding from FEMA under the Tsunami and Sea-level Rise Advance Assistance Program to complete the necessary designs for future grant applications for the funding of harbor infrastructure improvement in Crescent City, California.

The purpose of this project is to prepare an engineered design for one stand-alone segment of a vertical breakwater to replace the current rip rap in the inner boat basin, to be used to apply for

grant funds to construct the vertical breakwater from the south end of the seawall to the site of the former Coast Guard Station on Whaler Island, a distance of approximately 3000 feet.

The Scope of Work for this project includes:

1. Preparation of an engineered project design for one stand-alone segment of a vertical wall design which can be used in grant applications as an example of the planned work.

Section 2 – PROJECT AREA

The project area for the design of the vertical breakwater is in the inner boat basin in Crescent City, California. Crescent City Harbor District, Del Norte County California.

The coordinates of the project area are 41°44'40.4"N 124°10'49.7"W.

The project area is outlined in the attached map, (figure 1). Pictures are included to show the current state of the project area (figure 2).

Section 3 – SCOPE OF SERVICES:

The consultant shall conduct the following tasks:

1. Create Design:
 - a. Create initial design of one segment of the vertical breakwater to be approved by the Harbor District;
 - b. Complete final engineered design for one segment of the vertical breakwater.

Task 1 – Create initial design

The construction firm will develop an engineered design drawing.

Task 1a Deliverable(s): Initial design drawing for Harbor District approval.

Task 1b Deliverable(s): Engineered design.

Section 4 – SCHEDULE:

Initial Design presented within 8 weeks of NTP.

Engineered Design presented within 16 weeks of CCHD approval of initial design.

Section 5 – EVALUATION CRITERIA:

It is the Harbor District's intent to select a Responder best evidencing competence and professional qualifications necessary to perform the work required at a fair and reasonable cost after consideration of all evaluation criteria set forth below.

1. Responsiveness to the Request for Proposal
2. Proposed design elements (aesthetics, functionality, choice of materials, etc).

3. Proposed personnel who would complete the project (qualifications, experience, technical competence, reputation, etc).
4. Price

NOTE: The criteria listed above are not listed in any order of priority or preference. Depending upon the quality of the proposals received, the Harbor District reserves the right to reject any or all proposals, and to issue a completely new Request for Proposals if none of the proposals received are satisfactory (as judged by the District in its sole opinion). The District also reserves the right to waive minor informalities or irregularities in any proposal, if it would allow the District to select the proposal or proposals that, in the District's sole opinion, would best serve the needs of the District within budget limitations. The District expressly reserves the right to extend the date by which bids are due.

Section 6 – ATTACHMENTS:

Photos/maps of construction site
Draft Contract

PROPOSAL

Crescent City Harbor District
April 1, 2024



moffatt & nichol

Inner Boat Basin Vertical Breakwater Design



April 1, 2024

Crescent City Harbor District
101 Citizens Dock Road
Crescent City, CA 95531

Subject: Request for Proposals - Vertical Breakwater Design

Dear Mr. Petrick and Evaluation Team:

The Crescent City Harbor District (Harbor District) is utilizing funding received from FEMA under the Tsunami and Sea-level Rise Advance Assistance Program to develop engineering designs for future grant applications for the funding of harbor infrastructure improvement, including a shore protection structure to replace the current rip rap in the inner boat basin. The goal of this project is to design options for one stand-alone segment of the project area which will be utilized in grant application efforts.

Moffatt & Nichol (M&N) is offering a team familiar with the Harbor District's existing infrastructure and expertise in collaborating with clients to upgrade their infrastructure assets through grant funding opportunities.

Our team is currently collaborating with the Harbor District to develop concepts for the replacement of the Seawall and Citizens' Dock project. Key benefits of the M&N Team are:

Expertise, Experience, and Knowledge at the Harbor District's Disposal. Our team has a history working with the Harbor District and we take pride in providing regional and nationwide resources and experts to the Harbor District. We are presently working on the Citizens Dock and Seawall upgrades as well as providing support for FEMA Grant work along Anchor Way. These projects have helped us understand the larger vision for the harbor, challenges with construction and materials in the area, and stakeholder interests and concerns.

FEMA Experience. From FEMA grant funded projects to risk mapping and planning directly for FEMA, M&N has extensive experience working on resiliency and coastal hazard mitigation projects funded by FEMA. Our coastal engineers are well versed in the expectations and nuances of FEMA funded projects.

Experienced Coastal Engineers. M&N has the largest group of coastal engineers in the private sector in the U.S. This staff knows and understands the coastal processes on the west coast of the U.S. based on more than 75 years of experience. We apply this knowledge to our shoreline protection design work to create practical and resilient designs.

The Harbor District is an important client to M&N and we are committed to the success of this effort to obtain grant funding. Please contact us with questions or if additional information is needed.

Sincerely,

MOFFATT & NICHOL



Rob Sloop, PE
Principal-in-Charge
562.308.5386
rsloop@moffattnichol.com



Younes Nouri, PhD, PE
Project Manager
206.501.2320 (office)/410.905.5119 (cell)
ynouri@moffattnichol.com

M&N TEAM BENEFITS

- **EXISTING KNOWLEDGE OF THE HARBOR:** M&N's existing knowledge of Crescent City Harbor site conditions will bring efficiency to this project given our ongoing project for Seawall-Citizens Dock NEPA/CEQA.
- **MITIGATION OPPORTUNITIES:** Breakwater Design could create mitigation opportunities for other projects. M&N's involvement with other projects in the harbor will have added benefits for the vertical breakwater project.

Scope of Services

M&N has assembled a team of subject matter experts to accomplish all elements of the Scope of Services for the Harbor District.

TASK 1. ENGINEERING DESIGN:

TASK 1.1 DATA REVIEW AND BASIS OF DESIGN

Our approach to design of the shoreline protection starts with data compilation/review and establishing a Basis of Design (BOD) for the shoreline stabilization. The review will set the stage for the initial (conceptual) design development. We will review the available existing information and identify any gaps in data/assessments to inform the field data collection to be conducted during future phases of the design.

The Engineering Team will develop a Basis of Design (BOD) to outline the criteria required to design the representative section based on our previous work and experience within the harbor. The BOD will address the following:

- Project Background: site description and location, project description, datum and units, governing codes, standards, and references, existing surveys, functional requirements, basis of operations if applicable,
- Site Conditions: metocean conditions (tides, sea level rise, tsunami, extreme water level, current, wind, wave, etc.), geotechnical conditions, other site constraints such as presence of contaminated material
- Design Criteria: design life, seismic design criteria and requirements, settlement criteria, operational and vehicle loading requirements, design loads, material properties, corrosion protection requirements.
- Additional Considerations: marine mammal (sea lions) deterrent, use of EConcrete, and the potential for developing mitigation opportunities for the Seawall and Citizens Dock expansion.

This scope includes a one-hour meeting with the Harbor District to agree on the functional criteria of the project.

TASK 1.2 INITIAL (CONCEPTUAL) DESIGN AND ALTERNATIVES ANALYSIS

We will develop a matrix of alternatives to rank design alternatives based on various criteria including functionality, initial construction cost, permit compliance, aesthetics, sustainability, resilience to climate change, potential impact on marine habitat, Sea Lion considerations, and the potential for generating mitigation “credits”. We will collaborate with Harbor District to select a preferred alternative. Using an alternatives analysis matrix, see below for an example, provides an effective framework to reach consensus and identify the preferred alternative. A rough order of magnitude cost (ROM) based on recent/nearby projects to support the alternatives analysis evaluation will be developed.

ALTERNATIVE	Functionality	Adverse Impact on Natural Environment	Probable Opinion of Construction Cost	Mitigation Requirements to Secure Regulatory Permits	Vulnerability Against SLR	Maintenance Requirements	Deters Marine Mammals
No Action							
Vertical Wall (Bulkhead)							
Rock Revetment							
Nature-Based Design							
Other Alternatives							



Legend: ■ High; ■ Moderate; ■ Low

TASK 1.3 PRELIMINARY (15% LEVEL) DESIGN AND COSTS

Under Task 1.3, the design of the preferred alternative identified in Task 1.2 will be advanced to a preliminary (15%) level of design for the representative cross-section. Initial estimates of probable costs will be developed, including the use of Econcrete options or admixtures within any concrete structures.

TASK 1.4 QUALITY CONTROL

Under Task 1.3, the design of the preferred alternative identified in Task 1.2 will be advanced to a preliminary (15%) level of design for the representative cross-section. Initial estimates of probable costs will be developed, including the use of Econcrete options or admixtures within any concrete structures.

Quality control has been scheduled and budgeted for each of the scope tasks and all work products produced by M&N and our subconsultants will be reviewed by qualified peers. Subconsultants will be required to perform their own QA/QC consistent with industry standard practices. All work will be performed consistent with M&N's corporate Quality Manual. QA/QC will include checking and reviewing M&N and subconsultant work for consistency to deliver a coordinated set of documents. Typical QA/ QC tasks include but are not limited to integrity checks, plan checks, and constructability checks.

Task 1 Deliverables:

- Task 1.1 Deliverable(s): Basis of Design in draft and final format
- Task 1.2 Deliverable(s): Initial design drawing in draft and final format.
- Task 1.3 Deliverable(s): Preliminary (15% level) design drawing in draft and final format

Task 1 Assumptions:

- The scope of work does not include providing a condition assessment report
- The scope of work does not include stakeholder engagement
- The scope of work does not include addressing utilities into the design
- The scope of work does not include environmental/regulatory agency coordination/consultation
- The scope of work does not include field investigations
- The scope of work includes providing a rough order of magnitude cost (ROM) based on recent/nearby projects to support the alternatives analysis evaluation
- The scope of work does not include providing a cost estimation report
- The scope of work does not include a site visit by an estimator, if a site visit to inform cost estimates is required/requested by agencies, additional scope of work will be developed
- One round of review comments on all deliverables is assumed
- Harbor District will provide geotechnical reports, record or as-built drawings, and completed repairs for the project area (if available)
- Harbor District will provide photos of the damaged areas taken during low tide events demonstrating the extent of the damage
- Alternatives will be based on general understanding of the site geologic conditions and available information. No geotechnical explorations will be conducted as part of this initial study. The site topographic and bathymetric conditions will be based on review of existing available data and site photographs.

TASK 2. PROJECT MANAGEMENT:

M&N will provide the required level of contracting, oversight, accounting, invoicing, and clerical support to manage the project. Younes Nouri will serve as Project Manager and as the Harbor District’s principal contact with M&N for the duration of the project.

TASK 2.1 PROJECT TEAM COORDINATION

M&N will set up formal sub-contractual agreements with all sub-contractors and provide project management services as described below. M&N will take notes during meetings and issue draft notes for Harbor District’s review.

TASK 2.2 INVOICES AND PROGRESS REPORTS:

M&N will provide monthly invoices to the Harbor District harbormaster for approval and timely payment. With each invoice, M&N will prepare and submit progress reports to the Harbor District harbormaster, which will include Task accomplishments, status of deliverables, expected activities for the next period, issues for resolution and the responsible party.

Task 2 Deliverables:

- Monthly invoices and progress reports for a period of up to 2 months
- Project meeting notes for a period of up to 2 months

Task 2 Assumptions:

- M&N assumes the project will extend up to 2 months. Project management services beyond 2 months will require a modification and additional fee.

Pricing

We propose to perform the scope of work described in Section 4 of the RFP at a fee of \$19,500. We will not exceed this fee without Harbor District authorization for the current scope. The following summary of fees, broken down by tasks, represents our cost proposal as detailed in the table below. We suggest the Harbor District includes a \$5000 contingency budget if additional tasks are needed and considered beyond our current scope of work and assumptions described herein. Examples of these additional scope items can include additional regulatory/environmental requests and additional meetings with project stakeholders.

We strive to provide a complete team, scope, and fee commensurate with the Harbor District’s needs as expressed in the RFP, and other information conveyed on the project to our team. We remain open, however, to recalibrate our scope and fee to ensure alignment with Harbor District needs and available budget.

Task	Description	Labor Total	Expenses Total	Subs Totals	Estimated Total
1	Engineering Design				
1.1	Data Review and Basis of Design	\$1,500	\$0.0	\$0.0	\$1,500
1.2	Initial (Conceptual) Design, Alternatives Analysis, and Costing	\$7,500	\$0.0	\$2,500	\$10,000
1.3	Preliminary Design	\$5,500	\$0.0	\$500	\$6,000
1.4	QA/QC	\$1,000	\$0.0	\$0.0	\$1,000
2	Project Management				
2.1	Project Team Coordination	\$500	\$0.0	\$0.0	\$500
2.2	Invoicing and Progress Reports	\$500	\$0.0	\$0.0	\$500
Estimated Project Total		\$16,500	\$0.0	\$3,000	\$19,500

Explanation of Damage caused by the December 27, 2022 - January 31, 2023, storms at the Crescent City Harbor District

Anchor Way Breakwater

Short summary:

Storm waves between December 27, 2022 and January 31, 2023 washed away rip-rap from the Anchor Way Breakwater and eroded the ground below the rip-rap. Repair work has not yet started. Repair estimates have not yet been secured.

Fuller Description:

- The Anchor Way Breakwater runs along the south side of Anchor Way from the edge of the Army Corp of Engineers sand berm to Whaler Island, approximately 1,000 feet.
- The breakwater was constructed in the late 1960's. The Harbor currently has not found any records showing any repairs made to the breakwater since that time.
- The Anchor Way Breakwater is the responsibility of the Crescent City Harbor District.
- Storm waves between December 27, 2022, and January 31, 2023, swept the large rocks which form the rip-rap off of the breakwater, both above and below the low tide line.
- The small rock and fill structure underneath the rip-rap has also been eroded by wave action during the storms and appears to have holes in it, which is allowing ocean water to flow through the bank and underneath the roadway.
- The distance of the damaged Anchor Way Breakwater is estimated to be 400 feet in length by 12-15 feet wide.

Anchor Way roadway

Short Summary:

High waves and debris during the December 27, 2022, to January 31, 2023 storms damaged the Anchor Way roadway and washed out areas of the subgrade under the road, causing pot holes and sections of the roadway to crumble. Repair work has not started.

Fuller Description:

- Anchor Way road runs from Highway 101 to Whaler Island, approximately 2,675 feet.
- The road was constructed at the end of the 1960's and is protected by the Anchor Way Breakwater and the Whaler Island Groin Breakwater.
- Anchor Way road is the responsibility of the Crescent City Harbor District.
- The road has been improved and repaired on many occasions.
- The section of Anchor Way impacted by the December 27, 2022 to January 31, 2023 runs from the west end of the sand berm to Whaler Island, approximately 1,000 feet in length.

- The Anchor Way roadway appears undermined in several areas as new potholes have formed in the road and areas of the road appear to be sinking into the fill below the road:
 - The Harbor District is filling potholes in the roadway on an almost daily basis since the storm.
 - A new large hole in the road is now unfillable and appears to be growing. The hole is continuously filled with water even when the roadbed around it is dry. We are presuming that the water filling the hole is coming in under the road and through the breakwater.
- Along the length of Anchor Way is the parking lot for the public boat basin. The parking lot is approximately 500 feet by 150 feet. One area of the parking lot appears to have sunk several inches.

Whaler's Island Groin Breakwater

Short Summary:

Storm waves during the December 27, 2022-January 31, 2023 storms damaged the Whaler Island Groin Breakwater, washing away rip-rap and eroding the breakwater, creating an approximately 100 foot hole in the breakwater. Repair work has not started.

Fuller Description

- Whaler's Island Groin Breakwater is approximately 560 feet long and 60-72 feet in width.
- Whaler's Island Groin Breakwater was constructed in the late 1960's.
- The Whaler's Island Groin Breakwater is the responsibility of the Crescent City Harbor District.
- The Whaler's Island Groin Breakwater was rebuilt by the Harbor District in 1987-1988 after storms in 1986 damaged it.
- During the December 27, 2022-January 31, 2023, storms waves washed away a section of the Whaler's Island Groin Breakwater.
- The section of damaged Whaler's Island Groin Breakwater is estimated to be 40 feet in length and 60-72 feet in width.
- In addition, it appears that the ground structure beneath that section of the rip-rap was also damaged, causing additional instability in the breakwater.

Damage Cleanup

After each storm segment, the Crescent City Harbor District moved the rip-rap rocks which had washed onto the Anchor Way roadway and the parking lot into piles for potential reuse in repairing the breakwaters. Drift wood washed up during the storms and deposited onto the road was moved to the harbor's slash pile. The Harbor has documented all of their staff time for these measures.

Emergency Protection Measures

The failure of the Breakwaters caused flooding along the entire length of Anchor Way, including at the intersections of Anchor Way and Starfish Way and Anchor Way and U.S. Highway 101.

Harbor staff manned the intersections throughout the flooding periods to keep cars away from those areas. In addition, Harbor Staff assisted local business along that area safely move vehicles out of the flooding area. The Harbor has documented all of their staff time for these measures.


SITE INSPECTION REPORT CATEGORY D – LEVEES-IRRIGATION

Applicant Crescent City Harbor District	PA ID # 015-U53EE-00	Applicant Representative Timothy Petrick	Applicant Representative Title CEO Harbormaster
Site Inspection Date 05/11/2023 1:00 PM PDT		Site Inspector Name Dan Wyand	
Work Order # 87779		Damage # 1313377	
GPS Start Latitude 41.74018		GPS Start Longitude -124.18256	
GPS End Latitude		GPS End Longitude	
Physical Location (Address of Damage Site) Whaler Island, Crescent City Harbor District, Crescent City, California 95531	Date Damaged 01/05/2023	Age of Facility <input type="checkbox"/> Exact <input checked="" type="checkbox"/> Approximate Year Built: 1960 <i>Older than 45 years.</i>	Legal Responsibility <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Purpose <input type="checkbox"/> Flood Control <input type="checkbox"/> Navigation <input type="checkbox"/> Water Supply <input type="checkbox"/> Hydropower <input type="checkbox"/> Recreation <input checked="" type="checkbox"/> Other (Specify): <i>Breakwater Protection</i>	Type <input checked="" type="checkbox"/> Coastal Protection <input type="checkbox"/> Irrigation Facility <input type="checkbox"/> Levee	Material <input type="checkbox"/> Earthen <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Other (Specify): <i>Stone and Rock</i>	Dimensions Length 506 ft Top Width 9 ft Bottom Width 66 ft Height (Depth) 20 ft
Facility Description: (Pre-disaster design, function, capacity, dimensions, and footprint) Facility Description Only <i>Anchor Way Groin Breakwater, protection of Anchor Way breakwater.</i>			

Applicant Representative Signature: _____ 

Recipient Authorized Representative Signature (if applicable): _____

Facility Component Damages			
Site #	Damage Component Material/Model/Type/Capacity	Location Address/GPS/begin-end	Damage Dimensions: (L x W x D/L x Dia) Electrical/Mechanical/etc.
	Boulder Rocks.	41.74018 - 124.18256	210 FT L X 25 W X 15 FT Height
Method of Repair (change in design, materials, size, capacity etc.)		Cause of Damage	King Tide Flood
Material in Kind		FA <input type="checkbox"/>	Quantity 2,916.67
		CTR <input checked="" type="checkbox"/>	Units CU YRDS
		Both <input type="checkbox"/>	% Complete 0
Site #	Damage Component Material/Model/Type/Capacity	Location Address/GPS/begin-end	Damage Dimensions: (L x W x D/L x Dia) Electrical/Mechanical/etc.
Method of Repair (change in design, materials, size, capacity etc.)		Cause of Damage	
		FA <input type="checkbox"/>	Quantity
		CTR <input type="checkbox"/>	Units
		Both <input type="checkbox"/>	% Complete
Site #	Damage Component Material/Model/Type/Capacity	Location Address/GPS/begin-end	Damage Dimensions: (L x W x D/L x Dia) Electrical/Mechanical/etc.
Method of Repair (change in design, materials, size, capacity etc.)		Cause of Damage	
		FA <input type="checkbox"/>	Quantity
		CTR <input type="checkbox"/>	Units
		Both <input type="checkbox"/>	% Complete
Site #	Damage Component Material/Model/Type/Capacity	Location Address/GPS/begin-end	Damage Dimensions: (L x W x D/L x Dia) Electrical/Mechanical/etc.
Method of Repair (change in design, materials, size, capacity etc.)		Cause of Damage	
		FA <input type="checkbox"/>	Quantity
		CTR <input type="checkbox"/>	Units
		Both <input type="checkbox"/>	% Complete
Site #	Damage Component Material/Model/Type/Capacity	Location Address/GPS/begin-end	Damage Dimensions: (L x W x D/L x Dia) Electrical/Mechanical/etc.
Method of Repair (change in design, materials, size, capacity etc.)		Cause of Damage	
		FA <input type="checkbox"/>	Quantity
		CTR <input type="checkbox"/>	Units
		Both <input type="checkbox"/>	% Complete
Component Types: 1-Embankment 2-Culvert 3-Weir 4-Fencing 5-Armor 6-Spillway 7-Dam 8-Service Road 9-Lining 10-Overflow Structure 11-Sprinkler Head 12-Drainage System 13-Vegetative Cover 14- Valve 15-Control Gate 16-Controls 17-Generator 18-Electrical Panel 19-Electrical Wire 20-SCADA 21-Other (Specify)		Cause of Damage: 1- Surface water flooding 2-Wind Driven Rain 3-Sewer Back up 4-Foundation Seepage 5-Lightning 6-High Winds 7-Tree Damage 8-Wind Blown Debris 9-Earthquake 10- Fire 11-Explosion 12 Other (Specify)	

Applicant Representative Initials: 

Recipient Authorized Representative Initials (if applicable): _____

NOTE FOR SITE INSPECTOR: Please ask the Applicant representative the following questions. Although the PDMG may have already asked some of these questions, the Applicant representative at the site inspection may have additional information. Use the Additional Notes section to record any additional explanation.

Mitigation Considerations

FEMA Public Assistance encourages protection of disaster-damaged facilities by providing assistance for cost-effective hazard mitigation measures that reduce or eliminate the risk of similar damage from happening again in a future event. For each question, elaborate on the answer in the space provided for comments.

<p>1. Identify the specific cause of damage (such as water eroded the embankment, water eroded material below the toe of the protection, wave action dislodged large stones in the breakwater, etc.).</p> <p>HEAVY SWELL COMBINED W/ KING TIDE AND STORM SURGE DISLOGED STONE AND COLLAPSED THE CENTER OF THE BREAKWATER SIGNIFICANT ROCK SLIPPAGE ON BOTH SIDES</p>	<p>2. Does the Applicant plan to perform additional work to protect damaged facilities against similar damage in a future event?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unsure</p> <p>Comments: GROIN WILL NEED TO BE RAISED AND ARMORED FOR CLIMATE CHANGE + SEA LEVEL RISE</p>
<p>3. Will the Applicant provide a proposal for hazard mitigation work?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unsure</p> <p>Comments: ENGINEERING ESTIMATE WILL BE GOTTEN</p>	<p>4. Would the Applicant like FEMA to prepare a proposal for hazard mitigation work?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unsure</p> <p>Comments: ALL INFO WELCOME</p>

Insurance Considerations


FEMA is legally prohibited from duplicating benefits from other sources and will reduce eligible costs by the amount of insurance proceeds received.

<p>1. Does the damaged facility have insurance coverage and/or is it an insurable risk (e.g., buildings, equipment, vehicles)?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unsure</p> <p>Comments: UNINSURABLE</p>
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Environmental & Historic Preservation Considerations

FEMA is required to ensure that work complies with applicable environmental and historic preservations laws, regulations, and executive orders.

<p>1. Is the damaged facility(ies) located within a floodplain or a coastal high hazard area and/or does it have an impact on a floodplain or wetland? Can the project site be impacted by flooding? Will work occur within 200 feet of a waterway/waterbody?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unsure</p> <p>Comments: WORK WILL BE IN WATER</p>	<p>2. Is the damaged facility located within or adjacent to a Coastal Barrier Resource System Unit or an Otherwise Protected Area?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unsure</p> <p>Comments: POTENTIALLY PROTECT NEAR PROTECTED AREA</p>
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Applicant Representative Initials: 

Recipient Authorized Representative Initials (if applicable): _____

3. Will the proposed facility repairs/reconstruction change the pre-disaster conditions (e.g., footprint – including depth of footprint, material, location, capacity, use or function), including construction of an access road, establishing a staging area, or other work outside of the constructed right-of-way? If yes, describe changes or work outside of the constructed right-of-way. Provide detailed justification for the change (e.g. codes and standards).

Yes
 No
 Unsure

Comments: WE WOULD LIKE TO INCREASE SIZE TO PREVENT FUTURE DAMAGE

4. Is the damaged facility(ies) listed on a local/state/national historic register or is it a locally recognized landmark? Is it older than 45 years? (Provide the age of the facility) Are there more, similar buildings near the site?

Yes
 No
 Unsure

Comments: MORE THAN 45 YRS OLD
 NOT HISTORICAL

5. Are there any large, undeveloped or undisturbed areas on, or near, the project site? (Select "yes" if there are large tracts of forestland, grassland, or naturally preserved areas, etc.)

Yes
 No
 Unsure

Comments: WALKER ISLAND COULD BE CONSIDERED UNDISTURBED IN SOME AREAS

6. Are there any hazardous materials at or adjacent to the damaged facility?

Yes
 No
 Unsure

Comments: NONE STORED NEARBY

7. Are there any other environmental or controversial issues associated with the damaged facility and/or work item? (select yes if facility is a road maintained by a Tribal Government or if the project necessitates the establishment of a new borrow area or the horizontal expansion of an existing borrow area.)

Yes
 No
 Unsure

Comments: TIDAL AND UNDERWATER SECTIONS MAY HARBOR PROTECTED SPECIES. MARINE MAMMALS NEARBY

8. Are there any known endangered species in the work area?

Yes
 No
 Unsure

Comments: NONE KNOWN

Additional Notes / Comments:

Applicant Representative Initials: 

Recipient Authorized Representative Initials (if applicable): _____



Client: Crescent City Harbor District	Project No: 220548
Project: Anchor Way Storm Repair - Disaster Response and Recovery	Date: 5-Jul-23
Site: Whaler Island Groin Repair	Prepared By: JD/ETC
	Checked By: MT/YN/RVS

Engineer's Estimate of Probable Construction Cost					
Description		Units	Quantity	Unit Rate (\$)	Item Cost (\$)
1	<i>Whaler Island Groin Repair</i>				\$1,019,940
1.01	2 Ton Armor Stone	Tons	5,070	\$189	\$958,230
1.02	Salvage, Sort, and Place Existing Armor Stone	Tons	510	\$121	\$61,710
2	<i>General</i>				\$298,488
2.01	Mobilization/Demobilization/Insurance/TEESC/Traffic Control (20%)	L.S.	1	\$203,988	\$203,988
2.02	Survey	L.S.	1	\$54,000	\$54,000
4.05	Site Closeout	L.S.	1	\$40,500	\$40,500
3	<i>A&E Design, Permitting, and Construction Support</i>				\$554,607
3.01	Engineering Design and Permitting (20%)	L.S.	1	\$263,686	\$263,686
3.02	Construction Support Services (5%)	L.S.	1	\$65,921	\$65,921
3.03	Codes and Standards	L.S.	1	\$150,000	\$150,000
3.04	Regulatory Approval	L.S.	1	\$75,000	\$75,000
4	<i>CCHD (Applicant) Costs to Manage the Project</i>				\$145,027
4.01	Project Management Tasks (4%)	L.S.	1	\$52,737	\$52,737
4.02	Administrative Costs (7%)	L.S.	1	\$92,290	\$92,290
Total Construction Cost (Rounded)					\$2,019,000
			Sales Tax	8.25%	\$166,568
Total Project Cost (Rounded)					\$2,186,000

Disclaimer:
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- Notes:**
1. This cost estimate represents a Class 4 Estimate based on AACE No. 56R-08.
 2. Costs reflect 2023 prices.
 3. Costs include delivery and installation, unless otherwise noted.
 4. Unit rates for armor stone are all-in and include 15% for indirect costs, 1.5% for bond, and 20% for profit.
 5. Material quantities are based on field observations conducted by FEMA staff on May 11, 2023 and available original design drawings.
 6. This estimate of construction cost was prepared following FEMA's CEF for Large Projects Instructional Guide V2.1 dated September 2009 https://www.fema.gov/sites/default/files/documents/fema_pa-cef-instructional-guide.pdf.
 7. Cost estimate does not include contingency.



Client: Crescent City Harbor District	Project No: 220548
Project: Anchor Way Storm Repair - Disaster Response and Recovery	Date: 5-Jul-23
Site: Anchor Way Rock Revetment Repair	Prepared By: JD/ETC
	Checked By: MT/YN/RVS

Engineer's Estimate of Probable Construction Cost

	Description	Units	Quantity	Unit Rate (\$)	Item Cost (\$)
1	Anchor Way Rock Revetment Repair				\$2,799,360
1.01	1/2 - 1 Ton Armor Stone	Tons	12,310	\$189	\$2,326,590
1.02	Salvage, Sort, and Place Existing Armor Stone	Tons	1,370	\$121	\$165,770
1.03	Earthwork	CY	6,140	\$50	\$307,000
2	General				\$654,372
2.01	Mobilization/Demobilization/Insurance/TESC/Traffic Control (20%)	L.S.	1	\$559,872	\$559,872
2.02	Survey	L.S.	1	\$54,000	\$54,000
2.03	Site Closeout	L.S.	1	\$40,500	\$40,500
3	A&E Design, Permitting, and Construction Support				\$1,088,433
3.01	Engineering Design and Permitting (20%)	L.S.	1	\$690,746	\$690,746
3.02	Construction Support Services (5%)	L.S.	1	\$172,687	\$172,687
3.03	Codes and Standards	L.S.	1	\$150,000	\$150,000
3.04	Regulatory Approval	L.S.	1	\$75,000	\$75,000
4	CCHD (Applicant) Costs to Manage the Project				\$379,911
4.01	Project Management Tasks (4%)	L.S.	1	\$138,149	\$138,149
4.02	Administrative Costs (7%)	L.S.	1	\$241,761	\$241,761
Total Construction Cost (Rounded)					\$4,923,000
			Sales Tax	8.25%	\$406,148
Total Project Cost (Rounded)					\$5,330,000

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Notes:

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3. Costs include delivery and installation, unless otherwise noted.
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7. Cost estimate does not include contingency.



Client: Crescent City Harbor District	Project No: 220548
Project: Anchor Way Storm Repair - Disaster Response and Recovery	Date: 5-Jul-23
Site: Anchor Way Road Repair	Prepared By: JD/ETC
	Checked By: MT/YN/RVS

Engineer's Estimate of Probable Construction Cost					
Description		Units	Quantity	Unit Rate (\$)	Item Cost (\$)
1	Anchor Way Road Repair				\$577,555
1.01	3" HMA	SY	1,980	\$76	\$150,480
1.02	6" Aggregate Base Course	CY	600	\$348	\$208,800
1.03	Sawcutting & Seal	LF	450	\$47	\$21,150
1.04	Gravel/Cobble Shoulder Repair	Tons	3	\$115	\$345
1.05	Ground Improvement	LS	1	\$100,000	\$100,000
1.06	Geotextile	SY	1,980	\$10	\$19,800
1.07	Earthwork	SY	1,980	\$1	\$1,980
1.08	Utilities	L.S.	1	\$75,000	\$75,000
2	General				\$210,011
2.01	Mobilization/Demobilization/Insurance/TESC/Traffic Control (20%)	L.S.	1	\$115,511	\$115,511
2.02	Survey	L.S.	1	\$54,000	\$54,000
2.03	Site Closeout	L.S.	1	\$40,500	\$40,500
3	A&E Design, Permitting, and Construction Support				\$421,892
3.01	Engineering Design and Permitting (20%)	L.S.	1	\$157,513	\$157,513
3.02	Construction Support Services (5%)	L.S.	1	\$39,378	\$39,378
3.03	Codes and Standards	L.S.	1	\$150,000	\$150,000
3.04	Regulatory Approval	L.S.	1	\$75,000	\$75,000
4	CCHD (Applicant) Costs to Manage the Project				\$94,508
4.01	Project Management Tasks (5%)	L.S.	1	\$39,378	\$39,378
4.02	Administrative Costs (7%)	L.S.	1	\$55,130	\$55,130
Total Construction Cost (Rounded)					\$1,304,000
			Sales Tax	8.25%	\$107,580
Total Project Cost (Rounded)					\$1,412,000

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Notes:

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2. Costs reflect 2023 prices.
3. Costs include delivery and installation, unless otherwise noted.
4. Unit rates for armor stone are all-in and include 15% for indirect costs, 1.5% for bond, and 20% for profit.
5. Material quantities are based on field observations conducted by FEMA staff on May 11, 2023 and available original design drawings.
6. This estimate of construction cost was prepared following FEMA's CEF for Large Projects Instructional Guide V2.1 dated September 2009 https://www.fema.gov/sites/default/files/documents/fema_pa-cef-instructional-guide.pdf.
7. Cost estimate does not include contingency.