



City Council Business Agenda Item

City of Kenmore, WA

<p>Subject/Topic: Walkways and Waterways Park Projects Update</p> <p>Proposed Council Action/Motion: No Action. This item is a status update on the Walkways and Waterways Project at Log Boom Park.</p>	<p>For Council Meeting Agenda of: February 12, 2018</p> <p>Department: Community Development Prepared by: Maureen Colaizzi, Parks Project Manager and Debbie Bent, Community Development Director</p> <p style="text-align: right;"><u>Initial & Date</u></p> <p>Approved by Department Head: <u>DC 1/31/18</u> Approved by City Attorney: Approved by Finance Director: <u>mg 1/31/18</u> Approved by City Manager: <u>DB</u></p> <p>Exhibits/Attachments:</p> <ol style="list-style-type: none"> 1. Walkways and Waterways Approved Concept Plan 2. Topographic Survey/Concept Plan Overlay 3. 30% Project Level Design Site Plan 4. Updated Cost Estimate Summary
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INFORMATION/BACKGROUND: This staff report and presentation on February 12th provides an update about the refined 30% project level design site plan and updated cost estimate for the Log Boom Park Waterfront Access and Viewing project prior to a public meeting anticipated to be held in late March.

Proposition 1 Walkways & Waterways bond measure was approved by voters November 2016. Improving public access to Kenmore's waterfront is also a priority. The City has over seven miles of shoreline on Lake Washington and the Sammamish River but limited opportunities for public access. Kenmore residents' desire to connect to the waterfront has been strongly expressed over the years and was confirmed through the Imagine Kenmore community engagement process. The Walkways and Waterways bond measure includes public waterfront improvements at Rhododendron Park, Squire's Landing Park and Log Boom Park.

The Rhododendron Park Waterfront and Natural Open Space Access project to provide public access to the Sammamish River by constructing a new trail and boardwalk to connect the playfield through the natural open space to the riverfront and dock was completed at the end of 2017 and is now open to the public. A dedication and ribbon cutting is anticipated for this spring.

Staff will return in March to provide a status update of the Squire's Landing Park Waterfront and Natural Open Space Access project. This project will create eleven acres of new park development to enhance public access to the Sammamish River. For information about Walkways and Waterways projects, please visit our webpage at: kenmorewa.gov/walkwaysandwaterways.

LOG BOOM PARK WATERFRONT ACCESS AND VIEWING PROJECT UPDATE:

Walkways and Waterways Concept Plan:
The concept plan (Attachment #1), was developed to schematically show the location of proposed improvements prior to the ballot measure. The concept plan shows proposed improved waterfront access to Lake Washington including: beach expansion; new trails and viewpoints; picnic areas; a waterfront pavilion; environmental enhancements; and access for hand-powered watercraft including a structure for storing and renting watercraft.

Regulatory Agency Consultation:
Staff and our consultant team (Mott MacDonald) met with agencies including the Army Corps of Engineers (ACE), Washington Department of Fish and Wildlife (WDFW), Department of Ecology, the Muckleshoot Indian Tribe; and King County to hear preliminary feedback on the concept plan with respect to their areas of regulatory control. Based on this

feedback, the consultant team conducted additional environmental and design analysis to refine the concept plan and answer questions from regulators. A follow-up meeting was held with WDFW and the Muckleshoot Tribe to review the additional environmental and design analysis conclusions and design refinements.

Environmental and Design Analysis:

A site analysis was conducted to refine the concept plan ideas into more accurate and detailed design drawings for land use, environmental permit submittal and construction cost estimating.

The site analysis included:

- 1- Topographic and bathymetric survey analysis to confirm location, size and extent of existing site features such as park features, wetlands, underwater landform and water depths, underground utilities and property boundaries. Once the topographic survey, title and property deeds were documented, the concept plan was overlaid onto the topographic survey (Attachment #2).
- 2- Coastal engineering assessment to inform the beach design including:
 - a. Wetland delineations were performed and recorded on the topographic survey.
 - b. Lake Washington wind/wave generation/propagation analysis,
 - c. Waterfront conditions including beach slope and aggregate material analysis
3. Feasibility study for a log boom and float conversion (converting the float at the pier from seasonal to year-round use). A log boom and permanent float were not included in the Walkways & Waterways ballot measure concept plan or budget.

City of Kenmore property boundaries:

After reviewing the concept plan/survey overlay (Attachment 2), it was clear that some proposed improvements were shown on King County property. The 30% design level site plan (Attachment 3) removed or relocated proposed improvements onto City of Kenmore property to avoid King County's sewer easement and Burke Gilman Trail property areas. The seating/viewing area above the beach on the concept plan was removed from the 30% plans due to this issue.

Design Refinements:

The 30% site plan (Attachment #3) provides for all the same project elements as the concept plan with the following refinements:

1. **Beach Expansion:** The existing park upland beach area is approximately 1,800 SF or roughly 30 feet wide by 60 feet long. The concept plan (Attachment #1) proposed a beach configuration that bulbs out into the water. The refined 30% site plan (Attachment #3) proposes a more linear beach configuration in response to the wind and wave generation/propagation results minimizing impacts to shoreline and lake habitat. The total size of the proposed upland sand beach is approximately 4,800 SF or roughly 30' feet wide by 160 feet long (approximately 60% larger than the existing upland beach area). The sandy beach will be located above ordinary high water to reduce loss of beach material. At the water's edge, the material will transition to appropriately sized gravel material to be consistent with existing shoreline conditions. The amount of in-water work to create the beach is minimal and does not require dredging or other excavation below ordinary high water (OHW). Maintaining gravel at the water's edge and below will ensure beach material will not be lost to wave and wind action which will reduce long-term maintenance costs.
2. **Trails and Viewpoints:** The concept plan (attachment #1) kept the existing trail through the park (east-west) and added secondary trails to gain access to the water. The 30% site plan (attachment #3) simplifies the parks' circulation by providing one main promenade. The existing path through the site starting from the western end of the restroom will be replaced with a wider, curvilinear path that accommodates (but slows down) bike traffic and pedestrians. After consultation with regulatory agencies, the viewpoints (or access points to the water) on the western portion of the site were reduced from (3) three to (1) one, reducing shoreline and wetland impacts. In the western portion of the project, the 30% site plan can continue to accommodate the existing Inglemoor High School rowing program boat storage and provide access to the water at the proposed viewpoint.

3. **Picnic Areas and Waterfront Pavilion:** The 30% site plan (attachment #3) provides adding some new picnic tables along the main promenade and a new picnic shelter (waterfront pavilion) approximately 20'x30' in size, similar in style to Moorlands and Rhododendron Parks' shelters. The waterfront pavilion was moved further east to be closer to the main sandy beach area. This relocation will also reduce carry distance from the parking lot.
4. **Environmental Enhancements:** The coastal engineering assessment, wetland delineation and site survey provided needed data about the location and extent of wetlands and how to configure the beach to avoid wetland impacts. This data helped eliminate impacts to four delineated wetlands along the existing shoreline. The 30% site plan (attachment #3) provides for environmental enhancements (plantings) within the wetlands, near the pier and along the waterfront. Any unmet mitigation for wetland buffer impacts will be met off-site at Squire's Landing Park.
5. **Access for hand powered water craft and boat rental/storage:** The 30% site plan (attachment #3) moved the rental building and water access further west to avoid impacting the wetland and to be closer to the sandy beach area. The building is approximately 1,000 sq. ft. and is intended to accommodate a concession for kayak and stand-up paddle board storage and rental.

Consideration of a Log Boom & Seasonal Float Conversion:

The feasibility of including a log boom and converting the seasonal float off the pier to a permanent facility was explored, but found infeasible to include in the Walkways and Waterways project scope and budget. These features were not included in the budget or concept plan (attachment #1) of the Walkways and Waterways ballot measure.

The idea of a debris/wave attenuation boom (Log Boom) was considered as part of the adopted Master Plan. Providing one was explored during this phase of design to see if it would benefit the project. The regulatory agencies raised concerns about the log boom including the potential impact to tribal fishing rights. Also, a feasibility analysis completed by Mott MacDonald concluded that the minimal benefit of some wave attenuation provided by the log boom did not outweigh the cost, environmental concerns, and ongoing maintenance etc.

The seasonal float at the pier is currently removed and stored at Log Boom Park near the upland beach area. This project will prohibit the seasonal float from being stored at the park. A feasibility analysis completed by Mott MacDonald for converting the seasonal float to a permanent facility concluded that the cost outweighed the benefit. Regulatory agencies also had concern around keeping the seasonal float year-round at its current location on the pier. Staff is currently exploring storage options for the seasonal float. In addition, Staff recommends exploring a future park capital improvement project that would consider a more desirable location off the pier for a permanent float.

Project Schedule Update:

A public open house is anticipated for late March. Land use permits (including SEPA and Shoreline Permit) are estimated to be submitted spring/summer 2018. Staff will be developing grant applications with the Recreation and Conservation Office (RCO). Applications are due May 1, 2018. The 60% design development phase will begin after submitting land use and environmental permits. Staff anticipates providing Council with another update in the fall of 2018. Construction is anticipated to be complete in 2023 with design, permitting and bidding continuing from 2018 through 2022.

Project Cost Estimate Update: Attachment #4 is an overview of the updated total project cost estimate including an estimate for the 10-year permit required maintenance and monitoring of created wetland and in water mitigation areas. The chart on the next page is an overview of the available revenue and projected expenditures for this project.

The design refinements have reduced cost by reducing wetland and shoreline impacts, and changing assumptions on the type, size and quantity of materials. However, some cost projections increased including: Washington State Sales tax up from 9.5% to 10%; increasing construction cost escalation to 6% per year until construction; increasing the cost for construction management, etc. The total design, permitting and construction cost estimate, not including the 10-year monitoring costs, is within our current total project budget and will continue to be reviewed in future design phases.

In addition, the cost estimate is anticipating \$40,000/year for 10 years for required maintenance and monitoring of permitted environmental mitigation areas. This cost has been added to the overall project cost. Normal park operation and

maintenance costs are not included in this capital project budget. Staff will apply for up to \$1,000,000 in RCO grants for this project in 2018 with the hope of receiving one grant award of up to \$500,000.

LOG BOOM PARK WALKWAYS AND WATERWAYS PROJECT COSTS:

REVENUE

Voter Approved Bond \$3,200,000

EXPENDITURE

30% Design Phase Cost Estimate \$2,940,000 (Design, Permitting & Construction)

Monitoring & Maintenance \$400,000 (10-year Monitoring & Maintenance)

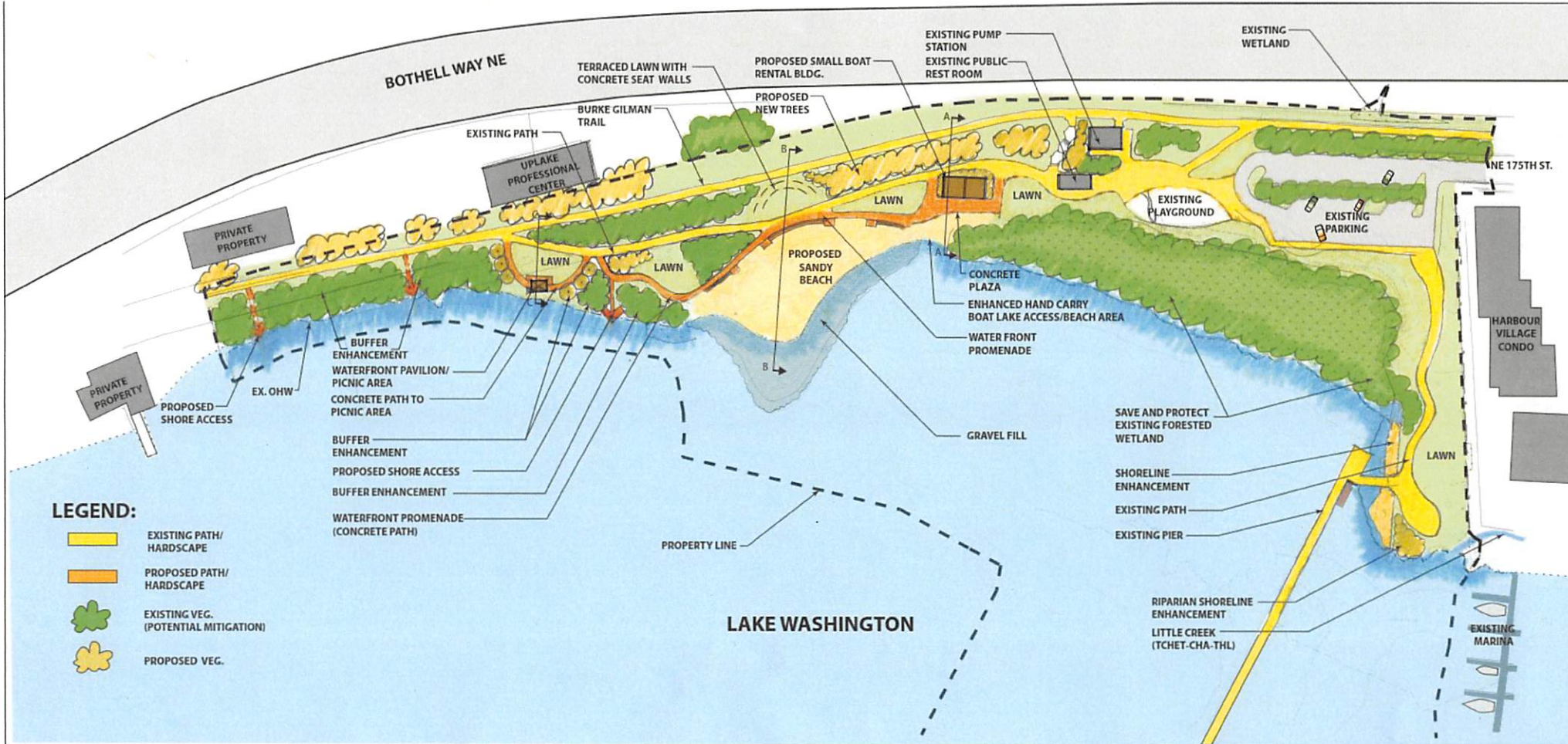
TOTAL EXPENDITURES \$3,340,000

DIFFERENCE -\$140,000

FISCAL CONSIDERATION: See Above. The \$3,200,000 total budget allocated for the Log Boom Park waterfront improvement projects is funded by bond funds from the 2017 Proposition 1 Walkways & Waterways bond measure.

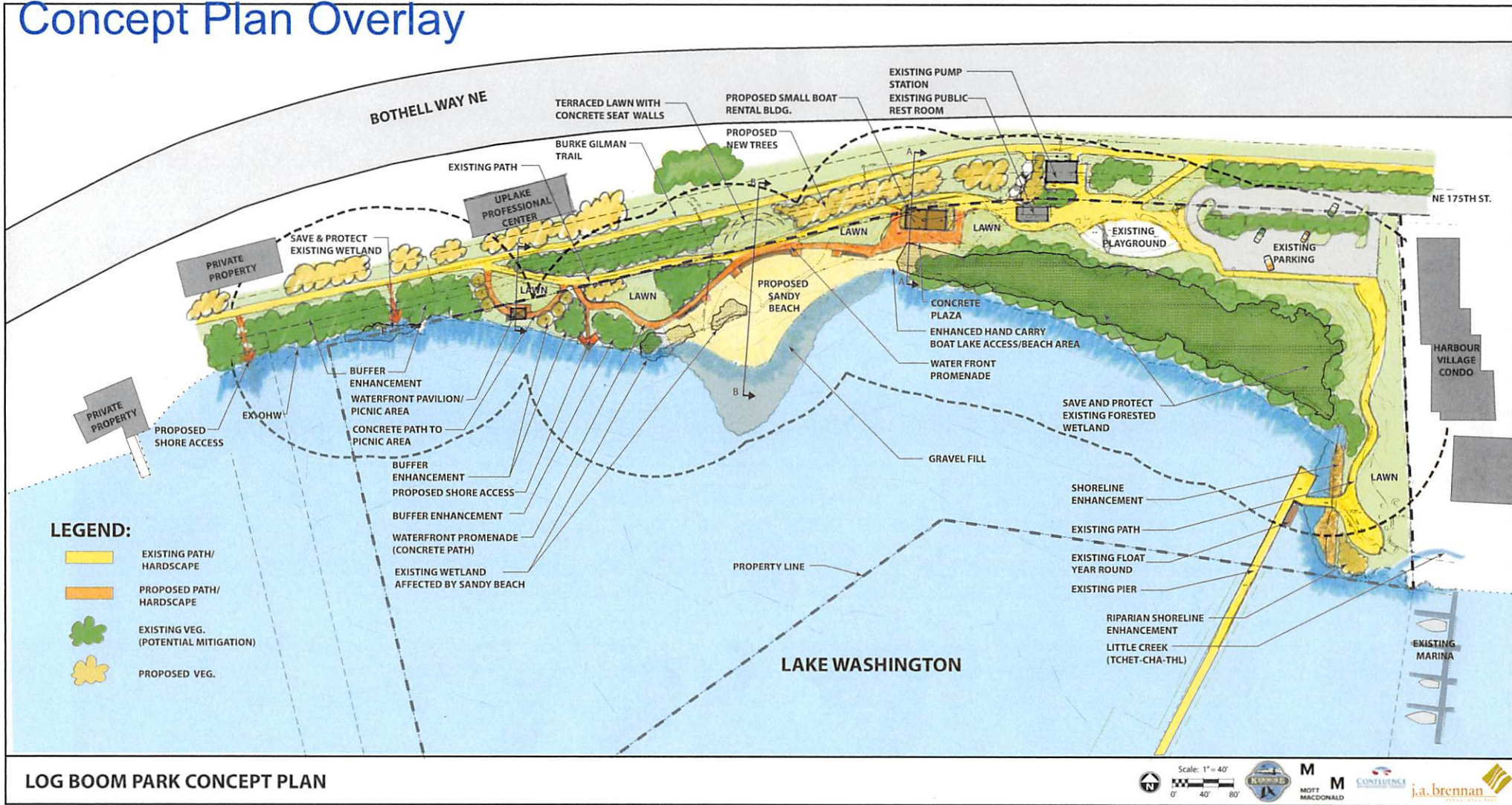
COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED: 2017-18 City Council Goals: 2, Implement Economic Development Plan by advancing public's access to water, City Council Goal 5, Implement Parks Improvement plan. Implement Voter Approved Walkways and Waterways Projects.

Attachment 1: Walkways and Waterways Bond Measure Concept Plan

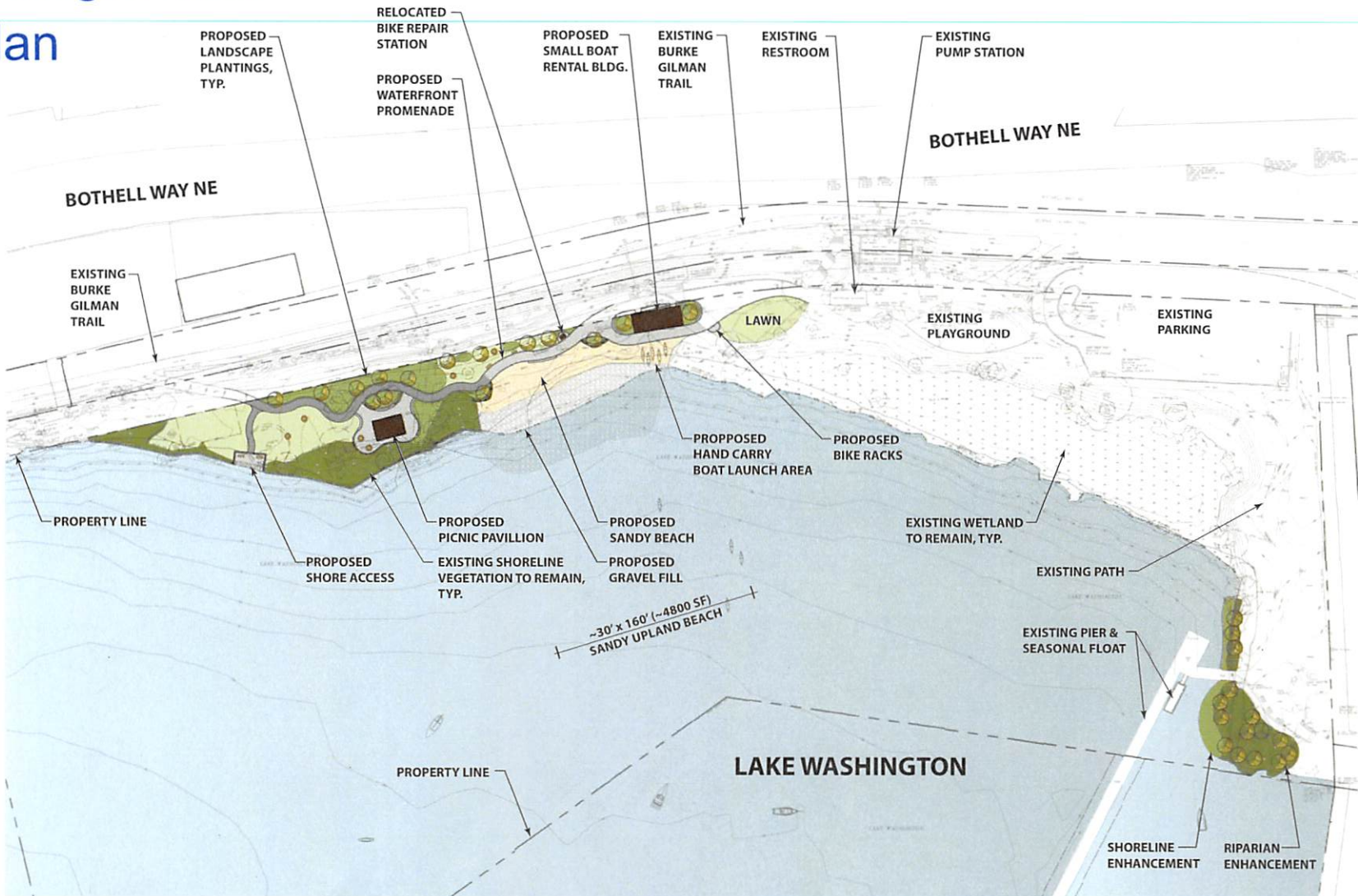


LOG BOOM PARK CONCEPT PLAN

Attachment 2: Topographic Survey/ Concept Plan Overlay



Attachment 3: 30% Design Level Site Plan



LOG BOOM PARK SCHEMATIC PLAN



Scale: 1" = 40'
0' 40' 80'

1/25/2018



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MOTT
MACDONALD



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ARCHITECTS P.A.



Attachment 4: Updated Cost Estimate Summary

LOG BOOM PARK WALKWAYS AND WATERWAYS PROJECT BUDGET ANALYSIS

EXPENDITURES	
Walkways & Waterways (W&W) Log Boom Park	
Engineer's Estimate (30% site plan)	\$1,239,305
1% for the Arts	\$12,393
10% WSST	\$123,931
Administrative Staff Costs (.25 FTE x 4 yrs)	\$200,000
Design & Permitting	\$569,670
Right-of-way	\$0
Construction Management (10%)	\$123,931
Project Cost Subtotal	\$2,269,229
Inflation Contingency (6%)	\$297,433
Construction Contingency (30%)	\$371,792
Contingency Subtotal	\$669,225
Total Estimated Project Cost w/ Contingency	\$2,940,000

REVENUE

Voter Approved Bond \$3,200,000

EXPENDITURE

30% Design Phase Cost Estimate \$2,940,000

10-year Mitigation Monitoring & \$400,000

Maintenance

TOTAL EXPENDITURES \$3,340,000

DIFFERENCE -\$140,000