

MUNICIPAL FACILITIES COMMITTEE AGENDA

October 24, 2013 - North Conference Room

21630 11th Avenue South – Des Moines 98198

6:00P – 6:50P

1. Call to order
2. Approve minutes 9/26/2013 meeting
3. Marina RFQ Update
(Staff to provide status update – informational only)
4. Marina/Beach Park Paid Parking
(Staff to provide status update – informational only)
5. J Dock Fire Update
(Staff to provide status update – informational only)
6. Potential 2014 MFC Work Program
(Committee discussion)

Des Moines City Council Municipal Facilities Committee Minutes – 09/26/2013

Meeting called to order: 5:33 PM on September 26, 2013, in North Conference Room @ 21630 11th Avenue S, Des Moines WA 98198.

Council Members

Melissa Musser - Chair
Carmen Scott
Jeremy Nutting

Other City Staff

Tony Piasecki – City Manager
Patrice Thorell – Parks, Rec & Sr Serv Director
Joe Dusenbury – Harbormaster
Dan Brewer – Planning, Building & PW Director
Grant Fredricks – Special Projects Consultant
Marion Yoshino, Economic Dev Manager
Peggy Volin – Admin Assistant II

AGENDA:

1. Approve minutes of 7/25/2013, 8/1/2013 & 8/15/2013 meetings
2. Update to Marina Development RFQ
3. 2014-2019 MCI CIP Projects Discussion
4. 2014-2019 Marina CIP Projects Discussion
5. 2014-2019 Fund 506
6. Marina & Beach Park Paid Parking

MEETING:

1. Approve Minutes from July 25, August 1 & August 15, 2013 - unanimously approved.
2. Update on Marina Development RFQ: Marion Yoshino stated progress is being made and information from Good Fit Development, Madison Westlead Inc., and ARCADD, Inc., continues to come in. As a next step, the applicants were asked to respond to some specifics by the review panel by October 1. That information from the developers will be shared at the October Committee meeting.
3. 2014-2019 MCI CIP Projects Discussion: Patrice Thorell went over her handout that outlined the confirmed funds for 2014 which included King County Parks Levy, Non-Profit Foundations, Private Donations & Volunteer Labor; and the funds available for 2015 which included unconfirmed funds from Beach Park Parking Fee Revenues, Washington Heritage Capital Grant Fund, State Appropriations/Dept of Commerce Funds, Recreation & Conservation Office, King County 4Culture Grants, Non-Profit Foundations, Private Donations, Volunteer Labor and voted initiative. She then went through the complete CIP which gave a yearly listing for 2014-2019.
4. 2014-2019 Marina CIP Projects Discussion: Joe Dusenbury went over the Marina's 2014-2019 CIP plan then briefly listed the projects that were completed in 2013 which included the Redondo ramp boarding floats, Redondo security cameras, activity float shelter and the 6th Avenue stairway gates. There are two small projects scheduled but did not get started or completed and they are the off-site storage yard and tenant restroom renovations. Five other large projects were listed as being scheduled for preliminary design and permitting but due to the J-Dock fire, the site management for implementation for pay parking on the marina floor and in Beach Park is the only one that significant progress has been made on.

5. 2014-2019 Fund 506: Dan Brewer explained the handout that listed proposed improvements to City facilities. The following improvements were discussed for 2014:

- Activity Center Sheet Rock Repair - \$8,500
- Activity Center Interior Painting - \$25,000
- Public Works Service Center upper roof CMU Joints - \$15,000
- Public Works Storage Building: Paint garage doors - \$4,000
- Founders Lodge Exterior Painting - \$65,000

PBPW Director Brewer recommended a program size in the neighborhood of \$60,000-\$70,000 due to fund balance. He suggested funding everything but the Founders Lodge painting for 2014. There was general consensus from the Committee.

6. Marina & Beach Park Paid Parking: Joe Dusenbury's power point presentation went over various locations for pay stations at the Marina and Beach Park. He explained that the colors for the stations/shelters would be appropriate to the historical values for both the Marina (blue) and Beach Park (red) locations. He covered the two options for stations either Pay & Display or Pay by Space; and outlined the project start-up costs and annual operating costs. He listed the next steps as procurement/bid packet; Council presentation; SEPA/shoreline permits & public outreach/communication.

Adjourned 6:55 PM

Minutes submitted by:
Peggy Volin, Admin Assistant II

Peggy Volin

From: Peggy Volin
Sent: Thursday, October 17, 2013 2:12 PM
To: Peggy Volin
Subject: FW: GFD-Westlead Capital Response to City queries for Marina and Beach Park Development RFQ
Attachments: GFD-Westlead response to RFQ queries.docx; 13_10-15 GFD Westlead Submission - City Connections.pdf

From: Stephen Monkewicz [<mailto:stevemonk@goodfitdevelopment.com>]
Sent: Tuesday, October 15, 2013 5:18 PM
To: Marion Yoshino
Cc: Young, Ed; Wittman, Matt
Subject: GFD-Westlead Capital Response to City queries for Marina and Beach Park Development RFQ

Marion,

Attached is the our response to the City's queries and your letter dated August 31, 2013. We not only continue to be excited, but our energy and belief in the project grows as we further develop plans and continue the collaboration. Thank you for your patience as we have navigated the next steps. This has allowed us to expand the dialogue with others in the community, providing additional insights and confirmation about the overall concept validity.

If the City's desires, we are willing to post this information to a web site to foster awareness, gather feedback and assist the City in whatever way possible. In addition, we believe there are social media opportunities, such as posting on Facebook providing the community an opportunity to add specific feedback or use features such as the "Like/Don't like" for instant feedback.

We look forward to next steps and remain ready to clarify or discuss and aspect further.

Best regards,

Steve Monkewicz
206.43 0-0622

To: Members of the Des Moines Council Municipal Facilities Committee and Review Panel

From: Good Fit Development, LLC and Westlead Capital

RE: Response to the RFQ response letter dated August 30, 2013

DA: October 10, 2013

Our development team appreciates the opportunity to respond to the questions of the Committee and Panel. Using the format provided in the letter dated August 30, 2013, please note further details of our proposal contained within this document and the attachments.

1. Development Concept:

The priorities identified by the Citizen Advisory Committee are addressed with the following specifics outlined.

Marine services: We recognize that marina functionality is a top priority. Our submission provides the option to retain the Harbor Master's offices by either relocating it as part of a new facility that would include additional parking space or other space the City may want to consider. Boat repair operations will remain on the marina floor and boat storage facilities would be relocated to either a portion of the marina floor farther south or to underutilized lots along the perimeter of the marina floor. The Harbor Master's office would be relocated to a structure to be developed as part of the new parking structure. The south end of the marina floor would remain in its present use as a surface lot for marine services and activities.

Public plaza: Our proposal includes adding public spaces and enhancing existing public access and enjoyment spaces. One area of public space to enhance is the Cliff View Municipal Park. By virtue of adding a pedestrian elevator, stairwell and providing landscaping adjustments, this will significantly enhance an existing area that remains practically by both increasing functionality and visibility overall. This is addressed further below.

In addition, the Phase One culinary market will provide a permanent structure leveraging the capacity of the farmer's market and a year round space for both vendors and the public to visit and gather. Within the market will be a coffee house type gathering area where patrons are welcomed to sit and enjoy the marina atmosphere at a leisurely, unmonitored pace. This will provide indoor space and an opportunity to enjoy the marina during the evenings and colder weather months; an opportunity very limited otherwise.

Longer term, the private property residence adjacent to the beach park will serve as an ideal location for a prime event venue leveraging the stunning proximity to the bay and adjacent Beach Park event facilities.

Stairway/elevator connections: Our proposal includes the addition of a pedestrian elevator and stairwell at the Overlook Park connecting the 223rd Street corridor to the marina floor. A parking and

potential mixed use office structure will be constructed at the base of the site on the marina floor providing more prominence and visibility. Landscaping will be trimmed to open up sight lines creating dramatic westward bay views as one approaches the point of entry either by foot or vehicle. Add quick sketch overlay over the photo with banner/signage?

2. **Connection to Downtown:**

Circulation

Our plan enhances existing roads and paths to create a fluid vehicular circulation connecting Marine View Drive to 227th corridor through east end of the marina floor up to Cliff Drive connecting to 223rd Corridor.

(moved to end)Along the 227th and 223rd corridors, provide banners and/or other signage (i.e. attached to lamp posts) announcing the marina with iconic imagery and colors. Along the 223rd corridor, expand the sidewalk to include bulb outs and accessible ramps as needed (i.e. 6th Avenue) and develop an iconic entry way at the Cliff View Municipal Park, amplifying the point of entry to the Marina.

While our development team did arrive at this design independently, we see that the University of Washington performed an analysis in 2008 with virtually the same conclusion. Thus, it seems to reinforce this design as a natural evolution for the City to foster.

We will build on the UW recommendation that the City supports development of a public art display for each of the corridors involving sculptures or some forms of display.

We see also the need to make the pedestrian route more accessible and pleasant for people of all ages, especially the many senior residents of the neighborhood.

Within the Marina floor, we suggest streamlining vehicular traffic by emphasizing east end routing to clear two way traffic flow and minimizing or eliminating water front traffic from 227th and north of that access point. In addition, we suggest expanding the pedestrian waterway passage and enhancing this path through improvements such as lighting, seating, signage, and accessible paving.

Development

Our submission presents an organic growth philosophy. It is organic as it builds upon momentum and asset infrastructure that currently exists and allows for community collaboration throughout providing the opportunity to nuanced development as opportunities presents themselves. Commercial development has already started along the 223rd and 225th corridors and it is anticipated that as the marina floor is developed, along with the visual and functional enhancements described above, the increased pedestrian traffic and visibility will encourage development opportunities along these corridors. In addition to commercial development, the City could foster development in these areas as well by considering relocation of specific public services to this area such as small branch library or neighborhood service center .

Development along 6th and 7th Avenue will continue along the corridors of 223rd and 227th (as it already has started) and continue north and south infill as longer term development occurs. Initial potential development includes additional dry boat storage relocation that could commence with the development of the marina floor. Additional commercial, residential and mixed use development is also likely. Development of these corridors and infill areas follows patterns of water

front and urban infill that is time tested and proven in many communities (i.e. Kirkland). Providing planning parameters allows the growth to be nuanced through continued community direction and development community collaboration.

Municipal zoning allows for increased building height with the infill areas and along the corridors. Over time, development will seek to take advantage of the views that the height parameters allow, creating additional mixed use and urban development and vibrancy. The parameters are thoughtful in that it fosters development to protect views of existing residences along the marina perimeter and offers the opportunity to encourage future development that will leverage the water proximity and beautiful waterfront views..

Business Enhancement

Enterprises throughout the business and marina districts will benefit significantly from the additional vehicular and pedestrian traffic and increased visibility. Existing businesses on Marine View Drive and the 223rd and 227th corridors will receive an immediate positive impact from the increase in number of visitors. In addition, Phase One of the marina development plan offers opportunities for local businesses to expand operations and a venue providing a more visible platform for revenue generation. For example, as the Epicureum concept includes a breakfast, bakery and coffee shop, it would serve as a tremendous opportunity for a local treasure such as Blue Vanilla Bakery to expand or relocate to a facility with greater access to foot traffic and potential customer base. The community lost an asset as Corky's shuttered it's doors, yet the local's interest and thirst, if you will, for locally produced wines and beverages is underscored by the popular Puget Sound Wine tasting event and wine booth at the Des Moines Farmer's Market. Phase One will provide a venue to bring back that element of the community in a way that promotes new wineries and wine business. These are a few examples of how Phase One will not only preserve, expand and return lost businesses, and also increase opportunities in the area of food, beverage, culinary and marina. All of this will have positive impact on other businesses as well.

Development of the marina floor including the market and hotel offers opportunities for new businesses as well. The hotel provides providing a pipeline to airport visitor traffic and additional reason for regional tourism. In addition, we have taken preliminary steps to make a connection to the nautical-culinary opportunities to Vashon Island through a boat service that could provide accessible boating trips along the Puget Sound featuring a local epicurean accent.

Summary: as a culinary and hospitality destination, both the marina floor and downtown Des Moines will yield higher numbers of visitors and increased commercial activity.

3. Parking:

Our proposal will result in a significant net increase in parking. It includes development of a parking structure on the marina floor at the base of 223rd Street, with a connection to the stairwell and elevator. Parking structure capacity will be determined through additional analysis with the City to determine needs, and will ultimately yield potentially 300+ additional parking spaces. The structure adds parking net increase in parking capacity, even as approximately 80 spaces are relocated for Phase 2 (hotel) purposes, meeting the current and future needs of the marina, Beach Park event center, farmer's market and hotel and additional visitor traffic the marina development will draw. The majority of existing surface parking spaces will remain, continuing to meet the needs of

perimeter residents as well. Angled or parallel parking along the 223rd St Corridor as part of the vehicular/pedestrian improvements provides the opportunity for additional parking spaces as well.

4. **Financing:**

Financing options are limited because a land lease is perceived by many conventional funding sources to increase risk beyond an acceptable threshold for many banks. Recognizing that, our approach to financing targets sources that account for this type of risk, typically with long term investment parameters. We have two options for financing. One option utilizes EB-5 funding for the culinary market, hotel, parking structure (including elevators and stairwell) and the project viability of each are linked. Westlead Capital has indicated a willingness to fund this project upon selection and will provide the letter of confirmation at that time.

Another financing option includes utilizing a Public Private Partnership structure for the market, parking garage facility (including elevators and stairwell) and financing the hotel through EB-5 or private financing. This vehicle has been used recently in Portland, OR, for a very similar scope and definition project including a culinary market and hotel.

We have initiated the dialogue with Goldman Sachs Urban Investment Group (UIG), which targets long term investment opportunities with state and municipal governments for development that has a positive social impact. The UIG investment vehicle shares some similar principles with EB-5 including intent for positive community social impact criteria. However, it is not a governmental entity, allowing for less rigid parameters, quicker decision making and funding decisions with fewer constraints such as Target Employment Areas (TEAs).

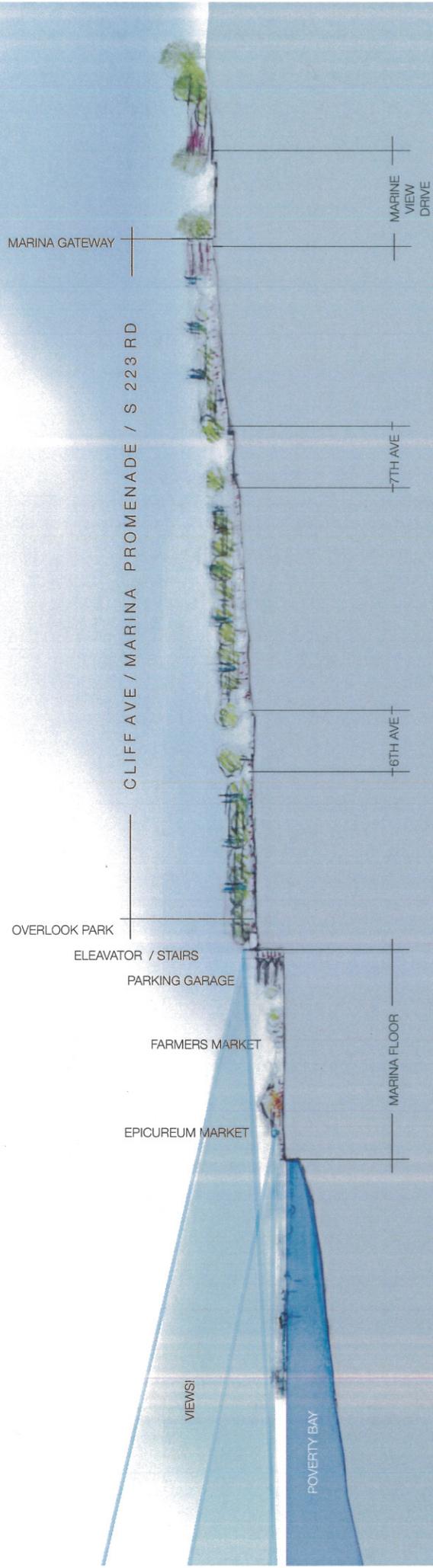
If the City wants to consider this option, it will be a benefit for the City to provide a letter indicating the intent towards this development, including long term objectives and an indication of a willingness to work with a developer, not necessarily exclusive to Good Fit Development, LLC. This option can be discussed further and collaboratively, as warranted.

ATTACHMENTS

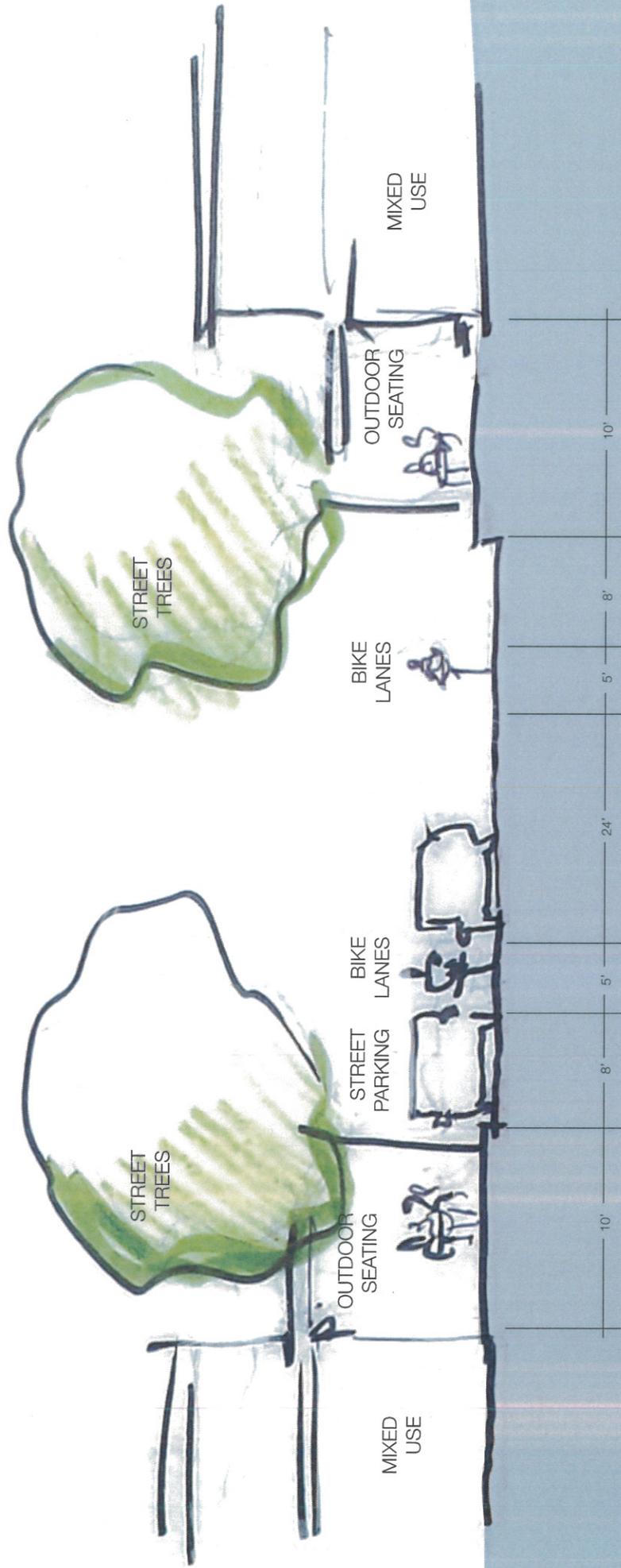
- Diagram of Des Moines Marina and Business Districts circulation including Cliff View Park/223rd Street Corridor pedestrian/elevator access point
- Sectional diagram of Marina – Marine View Drive connections
- Sketch of Marina – 223 Promenade perspective
- Marine View Drive access perspective
- Overlook Park/Marina elevator and stairs perspective

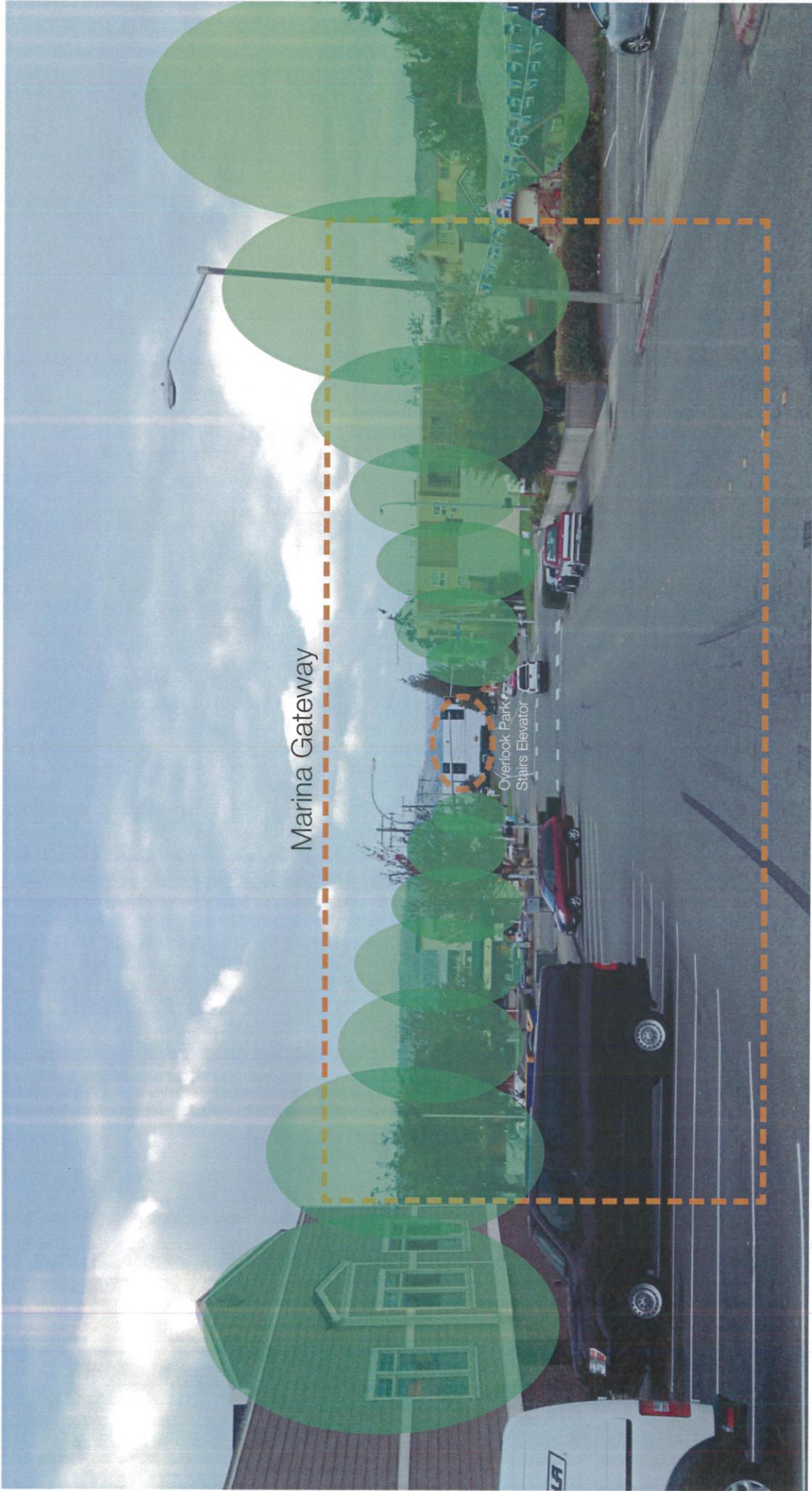


Section



Marina Promenade - South 223rd





Marina Gateway

Overlook Park
Stairs Elevator



Epicureum Food Market

Wittman Estes Architecture + Landscape

Overlook Park- Elevator/Stairs down to Marina

Good Fit Development/ Westlead

10.14.13

CITY OF DES MOINES MARINA AND BEACH PARK, WASHINGTON

May 31, 2113

Attn: Marion Yoshino, Economic Development Manager
City of Des Moines
21630 11th Avenue S, Suite D
Des Moines, Washington 98198

Re: Partnership Formulation with Randolph Rogers of Rogers, Suleski and Associates, LLC for the purpose of Funding \$80,000,000 in Investments for the Marina and Beachfront Park Development, Des Moines, WA

Dear Ms. Yoshino and Members of the Selection Committee:

It is our pleasure to inform you that we have agreed in principal and have discussed the formulation of an investment partnership with Mr. Randolph Rogers, our accountant for the last 26 years and the principal owner of Rogers, Suleski and Associates, LLC. of Needham, MA.

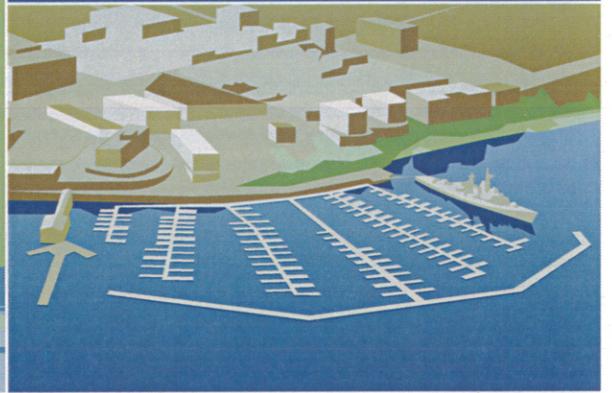
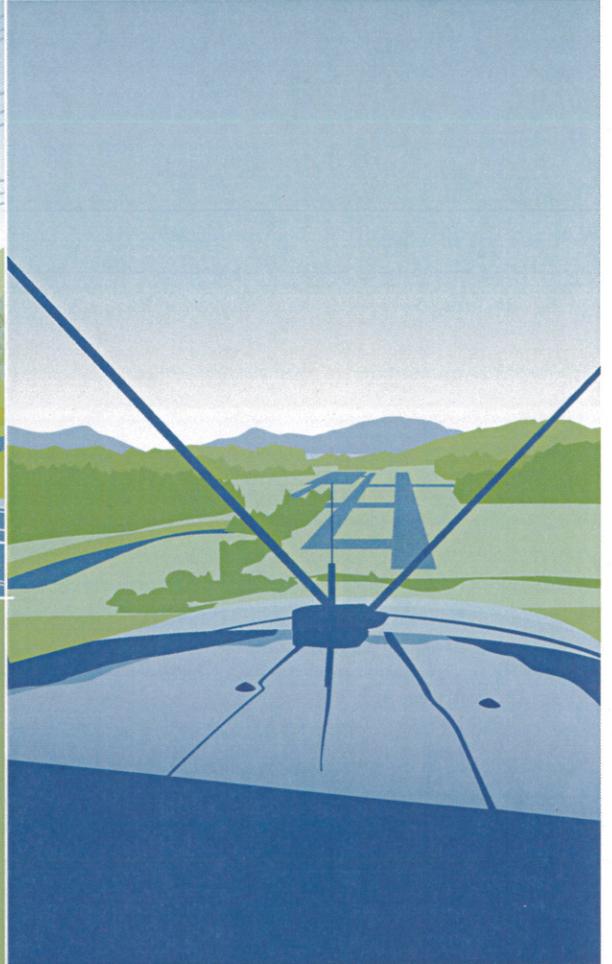
Mr. Rogers has known our development efforts around the US and abroad and has had intimate knowledge of all required funding for these projects. Partnering with Mr. Rogers provides us with the comfort level and the trust to raise the \$80,000,000 required for this project as he is reputable and well to do individual and a leader in his business community.

His partnership eliminates the need for EB-5 funding and allows us to seek funds through Mr. Rogers and with other US based businesses and individuals.

Respectfully Submitted,



Dr. Hisham N. Ashkouri, AIA
ARCADD, Inc. Hisham Ashkouri Architects and Developers
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OUR SERVICES

STRUCTURAL

We take the design and rehabilitation of area infrastructure seriously. Our veteran team of structural engineers provides sound design for critical facilities like hospitals, fire stations, and water reservoir structures. We remain committed to seismic safety along the west coast through public outreach and proactive seismic design.

CIVIL

Our civil engineering practice integrates an understanding of the infrastructures citizens rely on with a commitment to providing simple, elegant design. We specialize in LEEDTM certified environmental services, stormwater management, utility placement, and site development for municipalities and educational facilities.

TRANSPORTATION

Improving roadways remains an important part of living in the Pacific Northwest. Keeping traffic moving smoothly and efficiently while finding innovative ways to improve safety for drivers and pedestrians is just one of the many ways our traffic engineers work to bring communities together through efficient roadway systems.

WATERFRONT

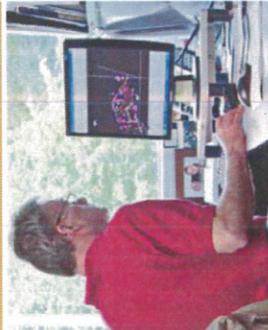
Our waterfront team includes seasoned civil and structural engineers, planners, and surveyors with leading edge experience in coastal and upland engineering planning and design. We work in urban, suburban, and rural parts of the Pacific Northwest, with a deep understanding of the regional and local character, all while addressing the complex permitting environment.

AIRPORT ENGINEERING

Reid Middleton has provided airport engineering, planning, project management, and construction administration services for airport facilities since the early 1970s. Our FAA project experience spans 37 years and more than 400 airport projects, including design and construction of runways, terminals, aprons, safety areas, and taxiways. In addition, our team brings expertise in specialty areas such as airfield reconfiguration, pavement rehabilitation, design, and inspection, including sonic rubblization, master planning, land use development, permitting, stormwater management, and airport building structural design.

SURVEYING

Accurate surveys and maps smooth the way for the design process. Our survey team includes licensed surveyors with more than 25 years of experience. We perform services for roads, highways, utilities, airports, waterfront facilities, private, and commercial developments. Using the latest computer software, GPS/RTK tools, and Leica and Trimble survey systems, we deliver precise results.



Naval Hospital Bremerton, Bremerton, WA



Green River Community College, Auburn, WA



Edmonds Mid-Waterfront, Edmonds, WA



The Foss Esplanade & Marina, Tacoma, WA



Naval Medical Center, San Diego, San Diego, CA



Walla Walla Airport, Walla Walla, WA



Everett College Transportation, Burlington, WA



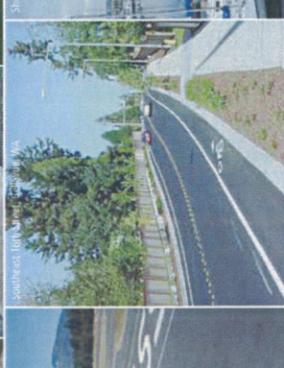
Goldenrod Bridge, Burlington, WA



Providence Alaska Medical Center, Anchorage, AK



Grants Pass Airport, Josephine County, OR



Southwest Hill, Everett, WA



Shishone Bay Marina, Everett, WA

Clocktower Seismic Retrofit, Evergreen State College, Olympia, WA



Arlington City Hall, Arlington, WA



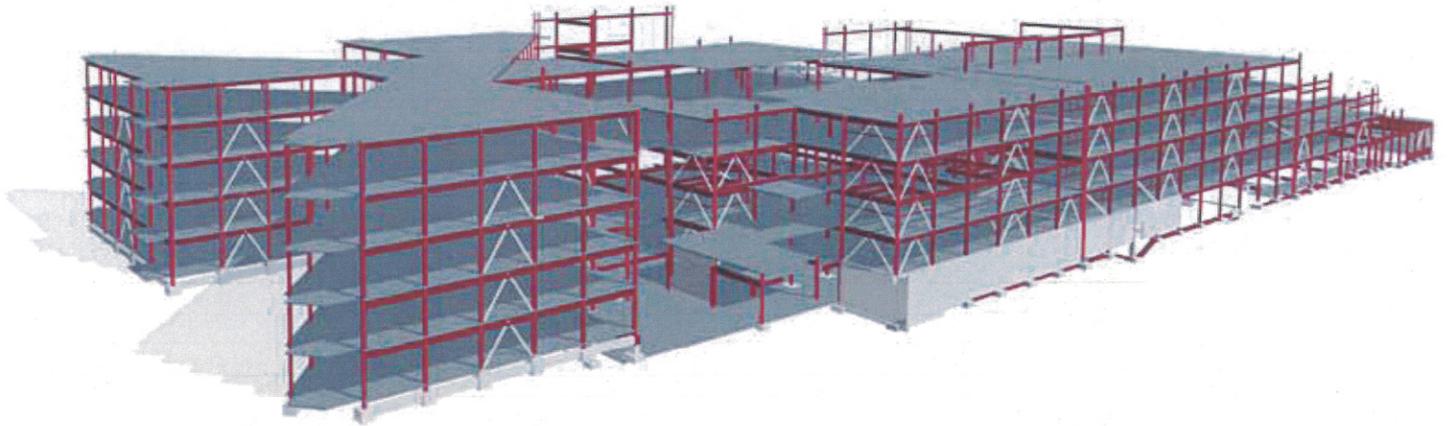
Maylor Point Beach Restoration, Oak Harbor, WA



Lundeen/Callow Road Roundabout, Lake Stevens, WA



BIM - Naval Medical Center San Diego, CA



ReidMiddleton

EVERETT, WA

728 134th Street SW, Suite 200
Everett, WA 98204

425-741-3800(p)
425-741-3900 (f)

ANCHORAGE, AK

4300 "B" Street, Suite 302
Anchorage, AK 99503

907-433-3308(p)
907-561-5319 (f)

HONOLULU, HI

3049 Ualena Street, #504
Honolulu, HI 96819

808-754-4478 (p)

PATRICK MCGRADY

Traffic Study Project Designer | Reid Middleton, Inc.



Education

Bachelor of Science, Civil Engineering, University of Washington, 1990

Professional Registration

International Municipal Signal Association, Certified Traffic Signal Technician Level 1

Professional Affiliations

Member, Transportation Research Board
Member, Roundabout Task Force Research Board
Member, American Society of Civil Engineers
Member, Institute of Transportation Engineers
Member, International Municipal Signal Association

Pat McGrady's responsibilities include design and technical support for traffic analysis, traffic signal design, roadway design, intersection operation studies and agency coordination for municipal and private transportation projects. Pat is Reid Middleton's transportation studies technical expert. He is well versed and experienced in all technical and procedural aspects of transportation studies and software applications. His experience ranges from minor studies for small parcel development plans to traffic signal warrant analyses and major highway widening projects. He routinely works with a variety of software including Synchro, SimTraffic, aaSIDRA, VISIM, HCS, Transyt 7F, and Autoturn. Pat is also an IMSA Certified Traffic Signal Technician Level 1 graduate.

Relevant Projects:

- 10th Ave Roadway Realignment, Des Moines, WA
- 240th Traffic Signal/Intersection Improvement, Des Moines, WA
- Green River Community College Campus Traffic Study, Auburn, WA
- Port of Kingston EIS Traffic Study, Kingston, WA
- On-call Traffic Engineering Services, Mountlake Terrace, WA
- Premera Blue Cross Master Site Plan Traffic Analysis, Mountlake Terrace, WA
- Gazzam Lake Park Master Plan Traffic Analysis, Bainbridge Island, WA
- USPS Everett Carrier Annex Traffic Study, Everett WA
- Educational Community Credit Union Traffic Study, Snohomish County, WA
- Port of Bellingham Industrial Master Plan Traffic Study, Whatcom County, WA



SHANNON KINSELLA, PE, LEED AP

Director, Waterfront Group | Reid Middleton, Inc.



Education

Masters of Science, Coast Engineering, University of Hawaii, 1991

Bachelor of Science, Civil Engineering and Oceanography, University of Washington, 1987

Professional Registration

Professional Engineer, Civil: WA, AK, CA, HI, ID, OR

Professional Affiliations

Member, American Society of Civil Engineers (ASCE)

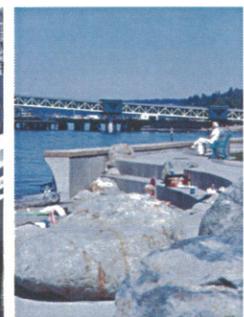
Member, Washington Public Ports Association (WPPA)

Member, Coasts, Oceans, Ports, and Rivers Institute (COPRI)

Shannon Kinsella is a principal engineer with 23 years experience specializing in waterfront and port engineering. She is experienced in all aspects of waterfront projects from initial feasibility analysis and master planning, to permitting, full design, cost estimating, and construction inspection. Serving as project manager and lead engineer for projects with construction values from \$50,000 to \$50 million, she understands the multidisciplinary requirements for waterfront facilities. She has lead permitting processes for the Corps of Engineers, Department of Fish and Wildlife, Department of Natural Resources, and Department of Ecology. Shannon's waterfront experience includes sitework, utilities, shore protection, breakwaters, marinas, commercial and industrial marine and port facilities, waterfront parks and public access facilities, boatyard and marine terminals, and coastal outfall design.

Relevant Projects:

- Bulkhead Repair and Marina Update, Des Moines, WA
- Thea Foss Waterway and Esplanade, Tacoma, WA
- Dickman Mill Waterfront Park, Tacoma, WA
- Edmonds Midwaterfront and Brackett's Landing Park, Edmonds, WA
- Marina District Master Plan Update, Port of Everett, WA
- Fishermen's Terminal Docks 5-10 Replacement, Port of Seattle, Seattle, WA
- Shilshole Bay Marina, Port of Seattle, WA
- Leschi & Lakewood Marinas, City of Seattle Parks & Recreation, WA
- 14th Street Bulkhead, Port of Everett, WA
- Fire Station 5 Pier Evaluation and Concept Retrofit, Tacoma, WA



CORBIN HAMMER, PE, SE

Senior Structural Engineer | Reid Middleton, Inc.



Education

Bachelor of Science, Civil Engineering, Washington State University, 2002

Professional Registration

Professional Engineer, Civil & Structural: WA

Project Awards

Gold Award, Exceeding Client/Owner Needs, Alaska Airlines SeaTac Maintenance & Engineering Facility Seismic Retrofit, ACEC Washington

Silver Award, Complexity, Ted Stevens Anchorage International Airport Seismic & Security Upgrades, ACEC Washington

Gold Award, Station Style, Olympia Fire Station 4, Fire Chief Magazine

Gold Award, Fire Industry Equipment Research Organization (FIERO), Seattle Fire Station 38

Small Business Gold Award, USCG Yerba Buena Island Sector Command Center, Society of American Military Engineers (SAME)

Corbin is an engineer specializing in the structural design, evaluation and seismic upgrades of buildings and waterfront facilities. Corbin's design experience includes facilities such as office, retail, fire stations, hospitals, airports and national defense facilities in a wide range of materials including concrete, steel, masonry, wood and pre-stressed concrete. This combination of knowledge of building design, waterfront engineering, seismic evaluation and seismic upgrade design allow Corbin to provide creative yet practical solutions that are constructible.

Relevant Projects:

- Harrison Medical Center Orthopedic Hospital, Silverdale, WA
- Provident Medical Office Building I, Anchorage, AK
- Alaska Airlines Maintenance & Engineering Building Expansion & Upgrade, SeaTac, WA
- Delta Sky Club Addition, SeaTac, WA
- Waterfront Security Building, Naval Base Kitsap, Bangor, WA
- Everett Artist Lofts, Everett, WA
- Tacoma Fire Station 5, Tacoma, WA
- Marine Security Operations Center (Tacoma Fire Station 5), Tacoma, WA
- Blaine Marina Fuel Tank Bulkhead, Blaine, WA
- Point Hudson Marina, Port of Port Townsend, WA
- Ivar's Mukilteo Building Reconstruction & Erosion Repair, Mukilteo, WA
- Ivar's Pier 54 Reconstruction, Seattle, WA
- Birmingham Steel Dock Rehabilitation, Seattle, WA
- City of Seattle Fire Station 35, Seattle WA
- City of Seattle Fire Station 38, Seattle, WA



PAUL CROCKER, PE, SE

Senior Structural Engineer | Reid Middleton, Inc.



Education

Masters of Science, Civil Engineering, University of Washington, 1997

Bachelor of Science, Civil Engineering, 1995

Professional Registration

Professional Engineer, Civil & Structural: WA, OR

Professional Affiliations

Member, Structural Engineers Association of Washington (SEAW)

Member, American Concrete Institute (ACI)

Project Awards

Silver Award, P-301 Parking Structure, Society of American Military Engineers

Silver Award, Engineering Design Award, P-305 BEQ & Parking, NAVFAC

Silver Award, P-305 Parking Structure, Society of American Military Engineers

Paul Crocker, PE, SE, is a structural engineer with expertise in the planning, design, and construction of parking structures. He has provided structural engineering on 19 new parking structures totaling over 15,000 stalls. His projects include purely underground structures and garages as tall as 12 stories above ground. Projects have been located in diverse locations such as Washington, Alaska, Hawaii, California, Guam, and Ohio. His experience includes pedestrian bridges connecting parking structures to adjacent retail, office, and medical facilities, as well as the design of those facilities.

Relevant Projects:

- P-301 Parking Garage, Naval Base Kitsap, Bremerton, WA
- Northern Lights Office Building, Blaine, WA
- Ted Stevens Anchorage International Airport, South Terminal Seismic & Security Upgrades, Anchorage, AK
- Providence Alaska Medical Center Southwest Parking Structure Expansion, Anchorage, AK
- Old Town Parking Structure Repairs, Portland, OR
- P-305A Parking Garage, Naval Base Kitsap, Bremerton, WA
- P-305 Navy Barrack, Naval Base Kitsap, Bremerton, WA
- Providence Alaska Medical Center Southwest Parking Structure, Anchorage, AK
- Sound Transit Repair Structure Investigation & Repair Peer Review, Mercer Island, WA
- Snohomish PUD Office Building & Operations Center, Everett, WA
- Alaska Native Tribal Health Consortium Parking Structure, Anchorage, AK



WATERFRONT ENGINEERING

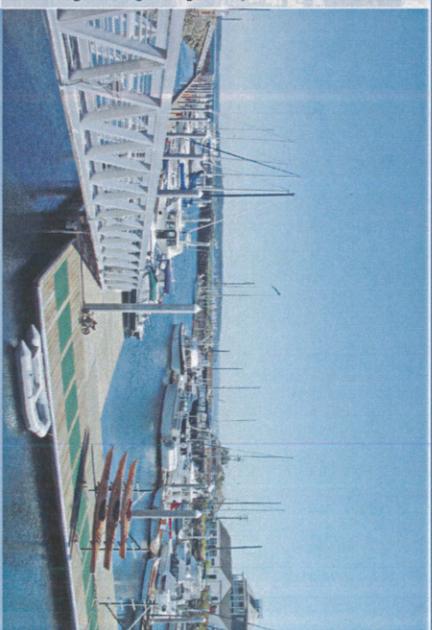
Deep dedication to the region's liquid assets



Floating Breakwater & Park, Bremerton, WA



Samsung Floating Storage, Goeje island, Korea



Point Hudson Marina, Port Townsend, WA



Port of Everett 14th Street Bulkhead
Everett, WA



Thea Foss Marina, Tacoma, WA



Fishermen's Terminal, Seattle, WA

SERVICES

Pre-Design

- Feasibility Studies
- Condition Inspections
- Capital Improvement & Facility Planning
- Permitting & Environmental Assistance

Design

- Site Development Layouts & Cost Estimating
- Pile Systems & Float Systems
- Bulkheads & Shoreline Protection
- Breakwaters—Floating & Fixed
- Access Structures & Boat Launches

Construction

- Parks, Promenades, Parking, & Utilities
- Very Large Floating Structures (VLFS)
- Value Engineering
- Construction Administration & Scheduling
- Technical Reviews & Inspections

Surveying

- Construction
- Hydrographic, Tideland, & Riparian Surveys
- ALTA/VACSM Land Title Surveys

Reid Middleton

www.reidmiddleton.com

REID MIDDLETON WATERFRONT EXPERIENCE

MARINE STRUCTURES

Our work on marine structures includes public and private facilities, from bulkheads and small pedestrian piers to large-container crane piers and a range of commercial facilities. We currently have more than 3,000 marina slips under renovation and expansion. Many long-term clients have partnered with us for decades.

MARINAS AND BOAT HARBORS

The majority of public ports across the NW have been improved with Reid Middleton's help. Because these resources are highly regulated, there are complex permitting issues at play. More than applying technical skills, we understand the big picture and guide our clients from the beginning, combining planning and layout, permitting and specialized engineering skills to assure project success.

PARKS & PUBLIC ACCESS

We work on a wide range of waterfront projects geared to enhancing public access, from hardscapes with bulkheads along the shoreline to natural parks focused on shoreline restoration. Reid Middleton designed seven of the top 10 boat launch facilities in Washington. By integrating planning and engineering within one firm, we create a seamless transition from the early stages of the regulatory process through final construction. Our sensitivity to the environmental issues from the start translates to a more efficient and cost-effective process for our clients.

MIXED-USE DEVELOPMENT

Balance is the key. We help clients provide public access to the shoreline while meeting the needs of the developer to make the use of the land and space commercially viable. Presenting solutions that protect the environment and maximize economic vitality demands integrated planning and engineering skills. We navigate the complex development issues with our clients, working side by side to achieve project objectives in a thoughtful manner.

FLOATING & FIXED-WALL BREAKWATERS

With most of the best locations for marinas in the Pacific Northwest already taken, the demand for floating and fixed-wall breakwaters is growing. Having designed one of the first such structures of its kind in the region in a dense urban area at Carillon Point in Kirkland, Washington, we understand how to address sensitive environmental needs while creating a viable, functional structure from an engineering point of view. Working in this complex, challenging arena is a welcome challenge to our waterfront and coastal engineering experts.

MARINE TRANSPORTATION

Our marine transportation work includes ferry terminals, gate houses, piers, and fendering systems as well as docks and structures for small tour vessels. Much of our work involves renovation and improvement of existing facilities to extend the useful life of the infrastructure.

MANAGING EXPANSION

The Port of Seattle replaced and expanded a 21 floating-dock system in an operating 1,500-slip marina. The goal was to create a state-of-the-art marina to last 50 years. Reid Middleton managed the project, providing public involvement support and the in-water designs. Reconstruction of the marina was finished in 2008.



A word from our clients:

Letter to Shannon Kinsella

"Your work is some of the best I have ever seen. The Blaine Harbor Moorage Expansion and Dredging project is the single most expensive project ever completed by the Port of Bellingham, and your good work has contributed to the project being completed on time and under budget—Your good work reflects the highest standards in both engineering and customer service."

Art Chat - Director, Strategic Project Development, Port of Bellingham

Performance regarding Fishermen's Terminal Docks 5-10 Reconfiguration:

"In addition to being adept at identifying the customers' needs, Reid Middleton's assistance was much valued during the project's construction. By virtue of their broad background with marine facilities, they were able to provide creative solutions to unexpected conditions encountered at the site and subsequently meet challenging time constraints that allowed the construction to remain on schedule."

Tim Leonard - Capital Construction Project Manager, Port of Seattle

Performance regarding Port Angeles Boat Haven Renovation:

"The Port appreciates the excellent services provided by Reid Middleton in the renovation of the Port Angeles Boat Haven and would recommend them on future waterfront projects."

Jeff Robb - Executive Director, Port of Port Angeles

CONTACT

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425.741.3800

Shannon Kinsella, P.E.

Director, Waterfront Group, LEED AP
Willy Ahn, P.E., PhD
Senior Waterfront Engineer, LEED AP

SURFACE TRANSPORTATION

Taking you down the right road



36th Ave. South Signal, SeaTac, WA



Lundeen Parkway & Callow Road Roundabout, Lake Stevens, WA



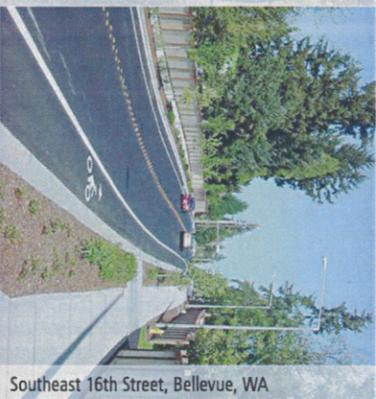
Goldenrod Bridge, Burlington, WA



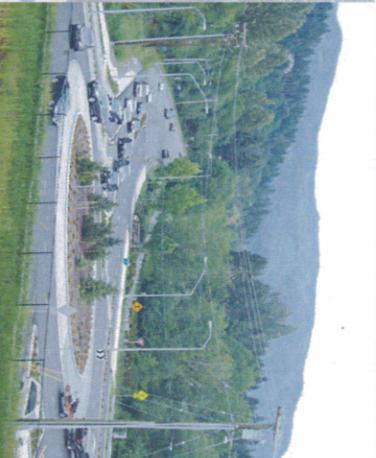
4th Avenue SW, Burien, WA



Northeast 116th Street, Redmond, WA



Southeast 16th Street, Bellevue, WA



East Lake Sammamish Parkway Roundabout, Issaquah, WA



124th Avenue SE, Auburn, WA

SERVICES

Studies

- Corridor
- Intersection
- Parking
- Feasibility
- Traffic Impact

Structures

- Bridges
- Retaining Walls

Roadways

- Urban & Rural Roads
- Highways
- Multi-modal

Roundabouts

- Feasibility Studies
- PS&E
- Peer Reviews
- Design Classes
- Public Involvement
- Investigative Support

Additional Services

- Slope Stabilization
- Stormwater Management
- Traffic Signal Systems
- Illumination
- Utilities
- Subsurface Utility Engineering

Reid Middleton

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REID MIDDLETON SURFACE TRANSPORTATION EXPERIENCE

Urban Roadway Design

Urban roadway design involves more than the design of the road itself; it includes designing around existing utilities, site features, and right-of-way. We are adept at preparing design documents for construction that keep projects running on time and within budget.

Roundabouts

Our transportation engineers specialize in creating efficient roundabouts, which improve roadway safety and increase traffic capacity. Adding a roundabout can benefit a community by reducing or eliminating wait times at intersections, creating a safer route for drivers, pedestrians, and cyclists. Designing a roundabout with the correct approach for mobility keeps traffic flowing smoothly and securely.

Signal & Illumination Design

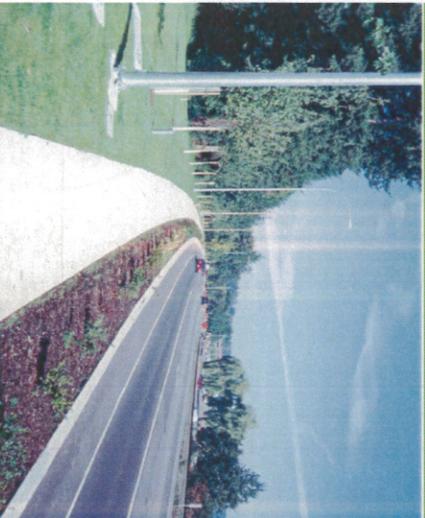
Providing appropriate illumination for intersections is a critical issue for traffic and pedestrian safety. Knowing where to place a signal and ensuring its visibility to motorists is paramount, as is keeping crosswalks illuminated and visible to the driving public. We work with clients to suit their needs of a particular community, from busy urban roadways to main streets and town centers.

Transportation Structures

Supporting vital roadways with functioning transportation structures contributes to the success of a project. Whether the structure is a well designed bridge to move cars over rivers and urban waterways, or a retaining wall that mitigates the threat of landslides and erosion, we are experts at creating and reviewing lasting transportation structures.

Public Involvement

Because roads, highways, and intersections can impact a community, involving the public to ensure they have access to information regarding the projects that affect them is important. We believe that public involvement is an important step in each project that will help the process stay on schedule. Our transportation staff bring decades of experience conducting open houses and creating forums where community members can ask questions and view drawings in person.



A word from our clients:

Letter to Reid Middleton regarding performance on several WSDOT roundabouts:

"I would consider [Reid Middleton] at the forefront of roundabout design nationally and most importantly [they] have really focused on the process, analysis methods and design details that are pertinent to WSDOT philosophy as we work with our current Design Manual Chapter and improve it."

Brian Walsh - State Traffic & Operations Engineer
Washington State Department of Transportation

Letter to Reid Middleton regarding performance on Anacortes Roundabout:

"You and your staff obviously enjoy your work, you stay cutting edge current in your field, and you take pride in delivering a quality product. I also appreciate that you are available for questions anytime and that you always convey a team attitude."

Eric Shjarback, PE - Assistant City Engineer
City of Anacortes, WA

Letter to Reid Middleton regarding performance on Willows Road project:

"Reid Middleton's work and responsiveness to project demands have been excellent. The design team was flexible, responsive, and able to adapt to the changing needs of the project as the scope evolved. . . . Reid Middleton provided exceptional customer service and delivered superior technical product."

Mike Paul - Construction Division Manager, Public Works Dept.
City of Redmond

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Mike Wallace, P.E.

Director, Surface Transportation
Kelli Owen, P.E.
Senior Transportation Engineer

STRUCTURAL ENGINEERING

Strong delivery, flexible solutions



Fire Station 35, Seattle, WA



Grays Harbor County Courthouse, Montesano, WA



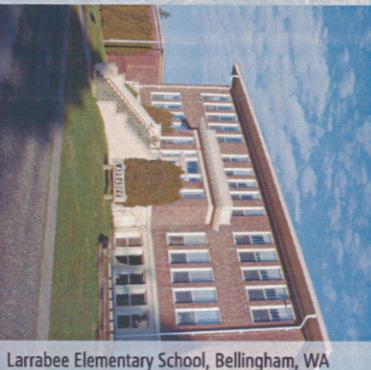
Naval Hospital Bremerton, Bremerton, WA



Revit Rendering - Charleston Gate, U.S. Navy Bremerton, WA



Bachelor's Enlisted Quarters (P305) and Parking Garage, U.S. Navy, Bremerton, WA



Larrabee Elementary School, Bellingham, WA



Providence Alaska Medical Center Parking Garage, Anchorage, AK



Food Safety Lab, Department of Environmental Conservation Anchorage, AK

FACILITY TYPES

Aviation

Hangars
Terminals
Support/Maintenance Facilities

Academic

K-12
Higher Education

Civic/Public

Civic Centers
Libraries
Sports & Recreation
Justice
Fire Stations
Senior & Youth Centers

Commercial

Office & Retail
Banking
Hospitality
Mixed-use
Healthcare
Hospitals
Clinics
Laboratories

Renovation

Seismic Risk Assessment
Seismic Retrofit
Historic Preservation

Waterfront

Marine Structures
Over-water Facilities
Upland Structures

Special Projects

Parking Structures
Bridge/Transportation
Industrial
Military
Code Consulting

ReidMiddleton

www.reidmiddleton.com

REID MIDDLETON STRUCTURAL ENGINEERING EXPERIENCE

Historic Renovation

Reid Middleton's structural engineers have experience upgrading and improving many significant older and historic structures. Our engineers appreciate that, when working with historic buildings, the best solutions are the ones that are least noticeable once construction is complete. Historic buildings are high-profile projects that require low-profile solutions. We also excel at providing informational boards and public presentations to explain what our designs will do and how they meet the community's vision of their beloved building.

Seismic Retrofit

Structural engineering at Reid Middleton has focused on the design of efficient and effective seismic upgrades. Over the past seven years, we have designed more than 90 seismic upgrade and renovation projects and designed more than six million square feet of new buildings. This includes work on a variety of fire stations and critical transportation facilities, Anchorage International Airport, and essential pier facilities for the United States Navy.

Public Sector Facilities

Eighty-nine percent of Reid Middleton's projects are for public-sector clients. Each day, our engineers interact with municipalities and government agencies. As a result, we understand the issues public agencies deal with on a regular basis, and our project managers excel in working successfully with public clients.

Critical Infrastructure

As a regional leader in the application of Performance Based Design for critical facilities, we have developed innovative techniques to retrofit critical buildings. By using a combination of traditional construction methods with forward-looking energy dissipation and fiber-composite construction, we have been able to minimize the aesthetic impact of seismic strengthening while saving time and money. Reid Middleton's experience includes the design, renovation, and evaluation of more than 40 fire stations, and dozens of other critical buildings, military facilities, and hospitals.

IMPROVING HEALTHCARE SAFETY

Over the last 10 years, the U.S. Navy has been quietly improving the seismic safety and earthquake preparedness of major medical facilities on the West Coast of the United States. Seismic safety programs have been developed for Naval Hospital Bremerton (NHB), Naval Medical Center San Diego (NMCSD), and Naval Hospital Twentynine Palms (NHTP) totaling nearly 2.8 million SF that combine a comprehensive seismic upgrades program with the development of a post-earthquake assessment program. These seismic programs have spawned innovations in seismic upgrade design and the tools available for the post-earthquake inspection of critical facilities.



A word from our clients:

Performance regarding Naval Hospital Bremerton Seismic Upgrades

"The seismic renovation project was complex and challenging. While our primary goal was to improve the seismic performance for the hospital, a secondary goal was to perform the work in our operational hospital without significantly impacting the medical mission. Reid Middleton utilized innovative methods to satisfy both of these goals."

Russ Kent - Facility Manager
Naval Hospital Bremerton

Performance on Grays Harbor County Courthouse Seismic Renovation, Montesano, WA:

"In my 25 years of experience in public works projects, I have not been more impressed with a company's service capabilities than I am with Reid Middleton. From the project manager, Dave Swanson, to the project engineer, . . . the demonstrated skills, sensitivity, and a common sense approach have always been evident."

Michael Daniels - Director of Public Services
Grays Harbor County

Performance on Ted Stevens Anchorage International Airport Seismic Upgrades, Anchorage, AK:

"Their engineers have established a strong working relationship with our staff, as well as other members of the large multi-disciplinary design team. We are very satisfied with their expert engineering capability and their ability to easily communicate often complex engineering issues in simple, easy to understand terms."

Glen Fuglestad - Terminal Redevelopment Port Manager
State of Alaska, Department of Transportation & Public Facilities

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David Swanson, P.E., S.E.

Director, Structural Engineering

Brian Moon, S.E.

Principal Structural Engineer

CREATING A VIBRANT CITY

AN INTEGRATED DESIGN AND DEVELOPMENT CONCEPT COMMERCIAL DISTRICT AND WATERFRONT MARINA AND BEACH FRONT PARK DES MOINES, WASHINGTON

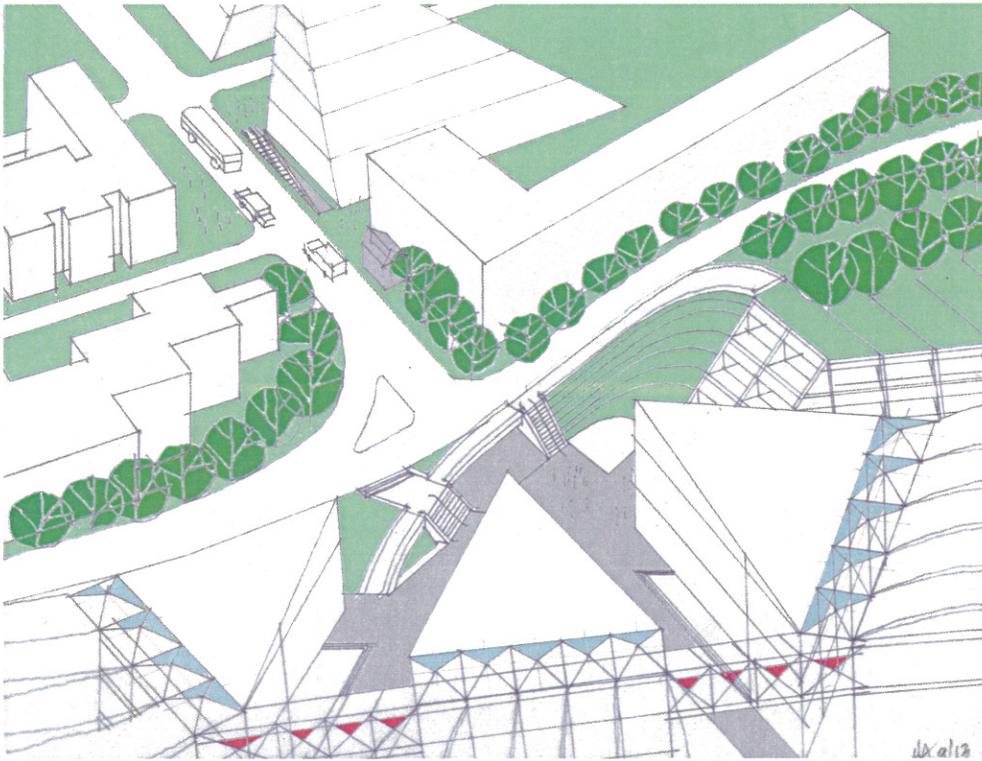
In reading the 4 questions raised by the City of Des Moines in the City of Des Moines letter dated August 30, 2013, we have stepped back and looked at this development opportunity as part of a larger effort in Creating a Vibrant City responding to the needs and aspirations of the Citizens of the City of Des Moines and its Government and answering first three questions of the list of 4 questions with a comprehensive design/development concept or solution that we believe will move forward the basic premise of the Downtown and Waterfront Marina propelling the entire City to a 21st Century attractive design with financial and social and economic benefits.

1. **Development Concept:** *The Panel remains committed to recommending a development concept that achieves the Citizen Advisory concept of a blend of Options 2 and 3 with a strong commitment to marine services; public plaza and stairway/elevator connections; and adequate parking for the Marina users, the Beach Park wedding and event venue, farmers market and any new development. Please submit brief, clear delineation of how this will be addressed.*
2. **Connection to Downtown:** *The plan must demonstrate physical integration for both pedestrians and vehicles between the Marina floor and the downtown commercial district to the east along the S. 223rd Street/Cliff Avenue corridor, and create benefits for existing businesses (versus pulling business away from or detracting from those businesses). One way to do this would be to include additional project elements that extend off the Marina floor such as a project located on 6th or 7th Avenue. Please submit brief, clear delineation of how this will be addressed.*
3. **Parking:** *The plan must result in a net increase in available parking in or adjacent to the project area, to ensure there is adequate parking to serve the new development as well as current and future Marina and Beach Park users without impacting the existing Marina District/Downtown parking supply. Please submit brief, clear delineation of how this will be addressed.*

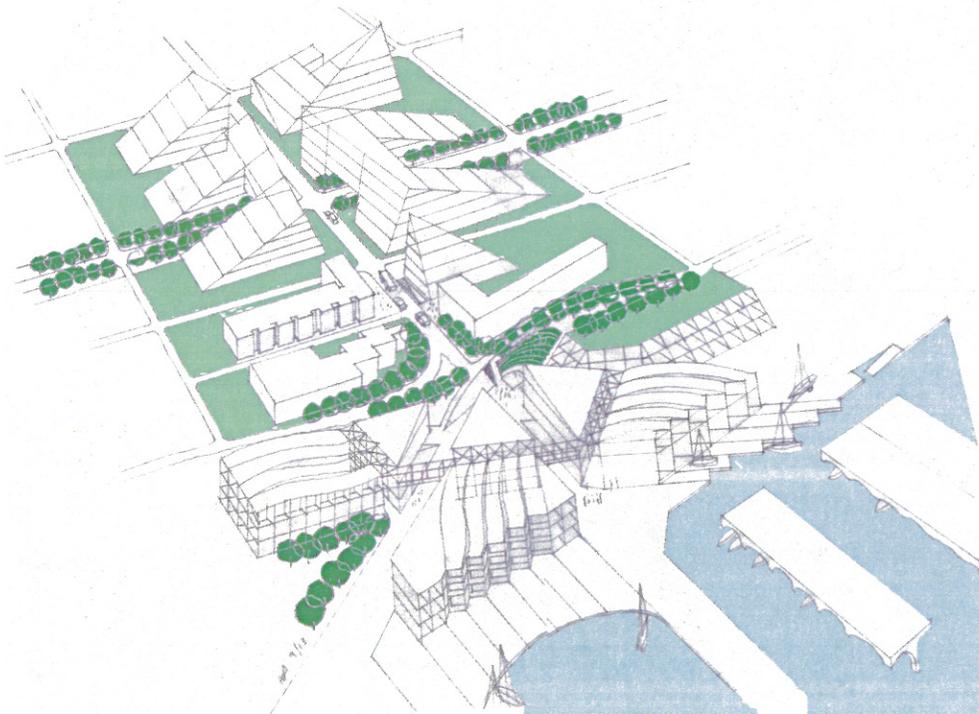
Identify the Commercial Area to be considered as the vital base of “A Vibrant City” in ARCADD’s and Dr. Ashkouri’s response:

The integrated development being presented below is rather a natural extension of the ideas already presented at the City Hall by Dr. Ashkouri for the Marina and Beach Front Park Development commencing at Cliff Avenue South and S223rd Street all the way east to the intersection of S 223rd Street and 7th Avenue S. The concept ties the north-south and east-west elements of Downtown and turns the City Center into an active vibrant group of city blocks with buildings and landlords who are proud of their presence in downtown and their current and future accomplishments.

The connection to the proposed Marina and Beachfront Park Development and intersection of S 223rd Street and 7th Avenue S will be made through new green area off Cliff Avenue South and S223rd Street allowing for parking for 250 cars, public transit station as well as a series of buildings and landscaping which will include an underground connector to 6th Avenue S, a series of escalators and ramps with handicap elevators connecting the Marina and Beach Front Development at the Open Amphitheater Commercial Area about 35-40 feet above the Marina Elevation. We have selected the firm of Reid Middleton in parking and transit engineering.



Connectors to 223rd Street S at Cliff Avenue S to Lower elevation at the Marina
First Commercial District Area, S223rd Street and 7th Avenue S:



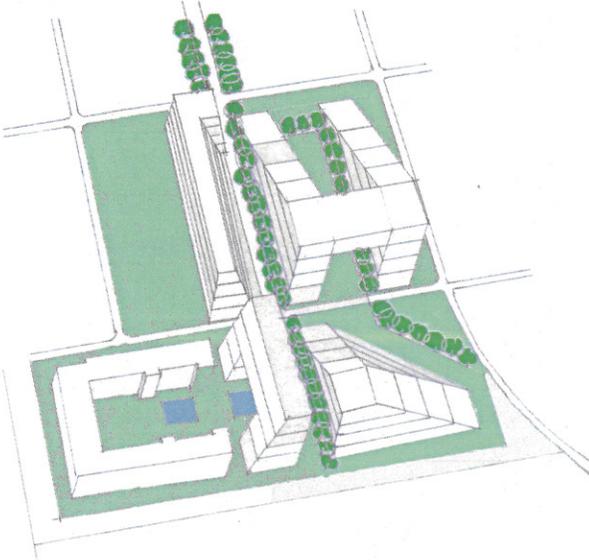
Arial View of S223rd Street and 7th Avenue S from Marina Point of View

The new Commercial District Development will be designed with commercial office space, retail malls, restaurants, and specialty stores, residential and recreational buildings. What this idea brings to this initial park concept is not just a link to S223rd Street, but a new understanding and a design with a development solution to Downtown Commercial District (Shown surrounded with a red line in the aerial photograph below whereby the entire commercial district will undergo a transformation process that over the next 5, 10, 20 and 25 years will stimulate the construction of downtown, generate income and tax revenue and improve the commercial city blocks to become commensurate with the Marina and Beachfront Development Project and other cities in the USA.

What might make the City more vibrant is some of the ideas brought to our attention by the Office of Community Development where Dr. Ashkouri learned that there might be a potential for a proposed idea to build a new City Hall in the Heart of the Commercial District of the City of Des Moines along S223rd Street development. This potential can also include a new structure for the City Library. This idea deserves further study and analysis from a functional, economic and feasibility points of view, but it can create a close proximity of these important City functions to the heart of downtown.



Second Commercial District Area, S 227th Street and 7th Avenue S:



227th Street S and S7th Ave plus Parking

The Second Area of Interest in creating a vibrant city is the Intersection of S 227rd Street and 7th Avenue S was chosen for several reasons:

- 1- The fact that it has the potential of using CJ Marina for multi-story parking facility for as many as 430 cars parked on a three to four story parking structure is very complementary to the green parking being proposed by our team at the Marina. With this parking, the City of Des Moines will obtain a new capacity of 680 cars most of which can enter and exit the Commercial District without going through the heart of downtown.
- 2- The Second Area will be adjacent to Anthony's Restaurant, the Yacht Club and could be developed to include 5 story structures with retail, office, banking, restaurants, family recreation and movie theaters as well as housing and shopping for people who live in the commercial district and water front areas.
- 3- The Second Area will be at the southern feeder line namely Dock Avenue South and Route 516 or S Ken Des Moines Road connecting to Interstate 5 North- South. Therefore the site will provide easy access to the Main Interstate Highway 5.
- 4- The second area will also present an opportunity for service trucks to serve the Marina through Dock Avenue S and S227th Street to Rout 516 and then to Interstate 5. The same can be said for service trucks to travel north and south on 6th and 8th Avenues S thereby serving the new Marina and Beachfront Park and the Commercial Districts.

Third Area, Commercial District shown above outlined with a red line:

We have also outlined areas where the City of Des Moines can have outreach programs to promote more development and building/site improvements. Our team headed by Allison Raduziner was able to assemble current financial and activity programs that can be used to help support development initiatives resulting in a Vibrant City. Her research included:

- 1. Main Street Tax Credit Program
- 2. Forterra – multiple resources and programs

3. Local Revitalization Funding
4. Innovation Partnership Zone and
5. Foreign Trade Zone

A descriptive discussion of each of these programs, their contacts, and what they offer was listed at the end of our answers to 4 questions by the City of Des Moines.

The area is to include the following City Blocks:

East-West: 6th, 7th, Marina View Drive and 8th Avenues S,

North-South: S220/219th, S222th, S223rd, S225th, S226th, S227th and the block south of S227th Avenue including under developed areas east of the Des Moines Yacht Club.



Area Surrounded by Red Line has the Potential for further development

7th Avenue S is to become Green Avenue with Pedestrian Plazas and Bike Paths:

The idea of linking the entire Commercial District through a Green Corridor at 7th Avenue S is to have a peaceful quiet space with the potential of people to walk, shop, enjoy downtown and in creating a social city space for people, to intermingle, meet, discuss and share a great space created by the City in response to human, and economic needs currently not offered in Downtown Des Moines.

It is intended that the development will have crossings for vehicular access (with speed bumps) at each intersection at S220/219th, S222th, S223rd, S225th, S226th, and S227th Streets. These intersections will also serve as emergency vehicles entry and exit points for fire and medical vehicles where access to reach every building located at 7th Avenue S is provided.

The Green Corridor is expected to link the existing Municipal Complex such as the City Library and the City Hall with the Commercial District along S216th Street, 7th PI S and 7th Avenue S.

Parking and Public Transit Considerations:

- 1- As the first step, the project needs to Create Ease of People's Movement by having a Comprehensive Integrated Parking, Car Access and Public Transit System serving the Marina and Beachfront Park as well as Commercial Downtown District all with ease and clarity of scheduled services and dependability,

- 2- The Public Transit is to be studied by Reid Middleton Engineers in creating efficient buses and to be run along 6th Avenue south linking the Marina with Downtown continuing to S 227th Street, picking up passengers from parking facilities at CJ Marina and then traveling north on 8th Avenue to collect passengers to the east of the commercial district up to S220th Street and turning west to 6th Avenue again making a full cycle.

Also the transit buses may continue to connect with the existing Municipal complex and the City Library to the north east of the commercial district (may be at every other bus) as determined by the result of the Transit/traffic Study. The critical stops would be to pick up passengers at Cliff Avenue South and 223rd Street and connect them with their parking facilities at 227th Street at CJ Marina and other parking structures south of 227th Street. The bus routes can be two directional along the designated avenues and streets.

- 3- Creation of green parking locations at the 35 foot drop at Cliff Avenue S and S223rd Street and a much larger parking complex to address the needs of Downtown Parking and Marina and Beach Park Development at CJ Marina and the immediate area to the north of S227th Street will undoubtedly satisfy the needs of parking in the Down Town Areas. Total Parking is estimated to be at 250 cars at the Marina and Beachfront Development and 430 cars at CJ Marina providing an initial capacity of 680 cars not including the parking associated with underground parking at the S223rd and S227th Streets and 7th Avenue developments or the remaining commercial city blocks within the commercial districts.
- 4- There are several opportunities for development within the red outlined area in the above city map that can be either developed with the property owners or by the City depending on the method used for financing, i.e. private, public/private or totally public.
- 5- Street Beautification/ Landscaping, Street and Lighting Improvements is being the most basic effort the City of Des Moines to improve the quality of the commercial District. Coupled with the development we are proposing at 223rd and 227th Streets and pedestrian north-south mall along 7th Avenue S, a motivational element will set in the area and people will begin to notice the need for property upgrades, development by additional work, or total replacement and thus creating new buildings with a new tax base.
- 6- For each and every parcel of property within the identified Commercial District area being considered in this project the Downtown Development, the City of Des Moines would need to meet with each land lord or building owner and workout with them a program whereby they would improve their property (if required) and that the enhancement would be done either privately, publically, combined publically/private through one or two of the financing means we have provided you below. This included money or incentives through zoning, tax increment financing (TIF), transport development rights (TDR's) or other forms of State or local or Federal Grants.

Funding Agreement and Mechanisms:

The City of Des Moines asked the following Question:

4. **Financing:** *The City is familiar with the EB-5 program and wants both teams to know that the Des Moines Marina is not considered a distressed area and is therefore not eligible for some parts of the EB-5 program. Our experience with the program is that federal designation is difficult, time-consuming and uncertain. Therefore, we will need*

to be fairly confident of the developer's ability to finance Phase 1 of the project with other financing sources, with documentation provided to support financial capability by the developer. Please submit specific information on the available source of capital for the project.

Pre-Award Conditions:

As a first step towards the procurement of funding, Dr. Ashkouri has started working with multiple sources of investment and real estate, with Ms. Christine Xie of NUAGE Investment and Real Estate of Newton, MA and with Mr. Roger Kimball of Salt Lake City who has been dealing with Iraqi currency exchange and the ancient Chinese Royal Family Investments.

We have also commenced negotiations subject to project award through NUAGE where we are looking at EB-5 \$1 million per investor funding or whole US based funding.

As a condition of our funding arrangement, the City of Des Moines would need to choose a development firm that will be awarded the project. The award will legitimize the investment efforts and make the procurement and funding agreements possible. The City of Des Moines would need to enter into:

- 1- Initiate a Letter of Intent for the Development/Design Agreement with the City selected firm and
- 2- The City and the Developer/Design Firm would need to commence negotiations with the selected firm concerning the land lease agreement.

The money offered to start the work on this job would be difficult to accept by the Design/Development Team as investments fees, commissions and interest commitments are forged with the investors. This cannot happen without an agreement with the City of Des Moines.

The letter of Intent will also allow us to reach out of our immediate circle of investors and contact other agencies and private bankers to engage them in the process of funding.

The agreement with the investors is to procure the additional funding either through their brokerage or go directly to funding banks to complete standard transaction for the commencement of construction of this project. We have outlined the need for \$80 million for the Marina and Beachfront Park Development with \$8 million at the first five months of the job.

Dr. Ashkouri also has been in constant discussions with Mr. Roger Kimball who has provided us with the letter of investment support initially. If the funding is provided by Mr. Kimball, we would then utilize his contribution for the remaining 72% of the Des Moines Project and potentially move forward on the Commercial District developments along S223rd and S227th Streets and 7th Avenue S.

Post Award Conditions:

Post award financing is rather more plentiful. ARCADD, Inc. has already been in discussions with Starwood regarding the Hotel Flagship for managing the hotel component of the Marina Waterfront Park Development. Engaging Starwood in this project will lead to new investment opportunities that would support the hotel or about 1/3 of total investment necessary for the project. This strategy needs to be discussed and shared with Starwood and our investment advisor, Attorney Daniel Larkin of Salans LLP's Hospitality Group, London, UK. Mr. Larkin has worked with Dr. Ashkouri on international investment efforts for different hotels in the US and abroad.

We also believe that having the City of Des Moines being the owner of the Marina at the Beachfront Park Development may open the project for funding from local or state based resources. This has been listed extensively below by Allison Rudiziner and may lead to additional funding for the project.

An "Innovative Partnership Zone" where the city of Des Moines and the private tenants such as the hotel, retail and office can become partners in this innovation is a potential opportunity for attracting the State of Washington to become a contributor to this project where the community's main purpose is to promote local businesses based on a special consideration of Marine Life and Sciences, Recreational Boating, Research and other areas conducive to this innovative concept. We believe that we can work with the City to attract local, State and Federal Programs that can enhance the financing of this project.

The above responses were written by:

A handwritten signature in black ink, appearing to read "Hisham N. Ashkouri". The signature is fluid and cursive, with the first name being the most prominent.

Dr. Hisham Ashkouri, President
ARCADD, Inc./Hisham Ashkouri, Architects and Developers

**Research Completed by Mrs. Allison Raduziner
In attempt to address the Potential Sources of
Funding of the City Development and the
Commercial District**

Creating a Vibrant City

Areas of Assistance to consider for the City of Des Moines

There are a number of tools and aid available for the City of Des Moines that can create a quicker renaissance, and a positive, synergistic connection between the Des Moines Beach Front area and downtown Des Moines. A number of local cities have taken advantage of a variety of benefits, grants, and expertise from the state, associations, organizations and various entities who understand how to build vibrant, dense, but highly livable cities in our area while preserving what makes them special.

Some are described below. These, along with other tools, can create better places to live more quickly with the guidance of the City Staff, Council, and participants in the community. These efforts also build stronger relationships among city staff, elected officials, service entities (fire, police), residents and business owners within these areas. This strength tends to engender more opportunity moving forward.

Some opportunities that are successfully being used by other local cities include:

- 6. Main Street Tax Credit Program**
- 7. Forterra** – multiple resources and programs
- 8. Local Revitalization Funding**
- 9. Innovation Partnership Zone**
- 10. Foreign Trade Zone**

1. Main Street Tax Credit Program

This is a State of Washington program that preserves the historic main street areas of a downtown to help revitalize them. Preserve Washington also has a number of other programs including the Maritime program that may be taken advantage of by the City of Des Moines. With the help of this organization, the city can organize to become eligible for significant tax credit implementation breaks, grants, mentorship, private and public business training and more.

Contact:

Sarah Hansen
Main Street Program Coordinator
shansen@preservewa.org
206-624-9449
www.preservewa.org
<http://preservewa.org/Main-Street.aspx>
<http://preservewa.org/FileLibrary/file/Main%20Street/Main%20Street%20Services%20Description.pdf>

2. Forterra

Forterra creates prosperous, vibrant communities and conserves natural and working landscapes in Washington’s central Cascades and Olympic regions. They have a number of tested programs that many local cities are benefitting from. Forterra is the largest conservation and community building organization in the Northwest and is backed by some of the largest corporations and private funds in the state. Areas in which they are active helping cities improve and grow include:

- **Community Planning/Livable Cities**
- **Cascade Agenda** (helping to preserve land, while improving city life through advisement, grants, partnerships, etc.)
- **Transfer Development Rights** - This recently created program allows cities to develop a master plan for a given area in a city, and promises the longevity of a farm, timber, natural area. Forterra, in essence, manages (and finds the money) for the purchase of an area to be preserved and “Transfers” the development rights to a city to create more benefits for developers while creating rules to maintain and improve liveability, walkability, and long term natural amenities within a city.

Overall resources information can be found at:

<http://www.forterra.org/resources>

Program links include:

<http://www.forterra.org/resources/communityplanning>

http://www.forterra.org/resources/the_cascade_agenda

http://www.forterra.org/resources/tdr_reports

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3. Local Revitalization Funding (LRF)

The newly revised 2009 LRF statute authorizes cities to pay for a wide range of public improvements by: 1) using an increased share of local property tax revenues for bonds or on a pay-as-you-go basis; and 2) a state contribution in the form of a local sales/use tax credited against the state tax. The Des Moines Beach Park can be the catalyst for this effort. The new laws provide the opportunity for Des Moines to build improvements to support future economic development projects.

The new LRF laws provide a powerful financing tool, authorizing local governments to “pledge for payments of bonds all or part of any local property tax allocation revenues derived from the public improvements.” “Property tax allocation revenue value” is defined as 75% of any increase in the assessed value of real property in a revitalization areas. Bonding against the increased assessed value allows the city to obtain large amounts of capital in the short term, while using the “pay-as-you-go” option provides smaller amounts of property tax funds over an extended term.

LRF Procedural Checklist

The new legislation creates a set of procedures for accessing LRF. Cities must complete steps of the checklist (found in the statutes in the links below) to be eligible for community revitalization financing. The checklist has the following headers with instructions below each header (instructions omitted). These header categories are:

1. Ordinance Requirements
2. Public-Private Partnership Requirements
3. State Authorization Requirements
4. Bond Authorization Requirements
5. Accountability Report Requirements
6. LRF Funding Conditions

Full information can be found at:

The 2009 LRF Final Bill Report:

<http://apps.leg.wa.gov/documents/billdocs/2009-10/Pdf/Bill%20Reports/Senate%20Final/5045-S2%20SBR%20FBR%2009.pdf>.

The 2009 statutory language changes are at:

<http://apps.leg.wa.gov/documents/billdocs/2009-10/Pdf/Amendments/House/5045-S2%20AMH%20ENGR%20H3059.E.pdf>.

- 4. Innovation Partnership Zone** - Washington State Economic Development Program that creates a zone by which Regional Cluster Growth can occur. The area must include education, research, industry and create an economic engine for an area. It is in essence a cluster that generates its own growth.

A group of communities within a city, or including a number of municipalities can be eligible. They form an IPZ Department that must design and implement an innovation partnership zone program through which the state will encourage and support research institutions, workforce training organizations, and globally competitive companies to work cooperatively in close geographic proximity to create commercially viable products and jobs.

The Georgia Pacific site on Bellingham Bay is perhaps the most advanced and successful to date. The following links describe the law, zones, and process. With Des Moines city partnerships and amount of land designated for new business, this may be a viable way to create growth cohesively, and in a more wide spread fashion.

<http://choosewashingtonstate.com/i-need-help-with/site-selection/innovation-partnership-zones/>
<http://apps.leg.wa.gov/rcw/default.aspx?cite=43.330.270>
<http://www.commerce.wa.gov/Documents/IPZ-2013-Fact-Sheet.pdf>

5. Foreign Trade Zone (FTZ)

FTZs are areas regulated by the U.S. Foreign Trade Zones Board that can produce, import, and export goods while remaining exempt from U.S. customs duty and other taxes/fees. Manufacturers can obtain a significant cost benefit by making goods inside an FTZ for sale overseas, and for importing parts/materials from overseas for goods to be sold here.

Des Moines can take advantage of its proximity to both Tacoma and Seattle sea ports and may be able to explore using it's own marina for smaller transport to the larger ports. FTZ's can help attract new businesses involved in manufacturing and global trade and could provide a tie into the downtown and Beach Park areas.

FTZ information and application guidelines:
http://ia.ita.doc.gov/ftzpage/forms/nz_asf.doc

One aspect of the application is the physical designation of the zone, which can be an area like a business park or other contiguous space where manufacturing could occur. With the designated 90-acre business park area, this can link the Beach Park, downtown and business park in multiple ways through visitors to the hotels, offices, retail and other amenities in downtown and the FTZ activities at the business park.

Benefits of FTZ creation can include:

- Helping facilitate the creation of manufacturing activity within the community
- Expedited customs procedures to help local firms conduct international trade
- Attracting foreign business activity and aiding retention of domestic activity
- Boosting local economic development efforts
- New and expanded employment opportunities

Creating a Vibrant City – Areas of Assistance

Continued...

The above opportunities are just a few areas of available assistance Des Moines could take advantage of to improve the city, the connectivity of each of its areas and it's economic future and livability. With City leadership and community partnership, the future you envision for Des Moines is possible.

REID MIDDLETON ENGINEERING:

Based on the project needs at the Marina and Beachfront Park Development we came to the conclusion that there should be immediate expertise in Seawall engineering, Transport engineering in addition to structural engineering, especially in providing a cliff standing structural design for a three to four level parking structure with landscaping at the top extending Cliff Avenue South to a landscaped harbor viewing deck and office retail front on the marina side with parking behind. In addition the Reid Middleton Engineering firm will provide support for the Commercial District Development both at S223rd and S227th Streets and 7th Avenue S.

Their assignment will also help in the design and planning of the Transport/transit and parking systems we are calling for in this project.

Attached are the resumes of Mr. Paul Crocker, Shannon Kinsella, Patrick McGrady, and Corbin Hammer in addition to examples of their Transportation projects, seaside and structural engineering projects. Please see attachments in a separate e-mail.

PRESENTATION OUTL
FOR
MUNICIPAL FACILITIES COMMITTEE
OCTOBER 24, 2013

AGENDA ITEM NO. 4 – UPDATE ON PAID PARKING IN MARINA & BEACH PARK

1. PRE-PROJECT MEETING
2. PARKING MANAGEMENT PLAN
3. MARKETING & COMMUNICATIONS PLAN
4. NEXT STEPS

AGENDA ITEM NO. 5 – J-DOCK FIRE UPDATE

1. CURRENT STATUS

PAY PARKING PLAN
FOR
THE CITY OF DES MOINES MARINA
AND
DES MOINES BEACH PARK

OVERVIEW

In 2014 the City of Des Moines will begin charging for parking in all of the Marina parking lots and in the Des Moines Beach Park. The City will utilize a rate schedule similar to the rate adopted for the Redondo Boat Launch Facility. Those rates are:

1 hour	\$1.00
2 hours	\$2.25
3 hours	\$3.50
4 hours	\$5.00
5 hours	\$6.50

All Day \$8.00 At the Redondo Facility the "per hour" rate increases as the hour's parked increase. This is done by design because it encourages turn-over of the limited number of parking spaces. *(The rates for the Marina and Beach Park have not approved yet and may differ from those shown above.)*

PARKING SYSTEM

The City will utilize a "pay-by-space" system with eight pay stations located thru out the facility. The plan calls for 3 pay stations to cover the South Marina and South Marina Park lots, one pay station in the Marina's central lot, two pay stations in the North Lot of the Marina and two pay stations in the Beach Park. Each pay station will have an all-weather shelter over it to protect the machine and users during inclement weather.

Each parking space in the parking lots will be numbered and that number will be used by parking customers to purchase a permit at the pay stations. The parking permit showing the expiration date and time will be displayed face-up on the customer's vehicle.

PARKING PERMITS

Annual parking permits will be issued to Marina moorage tenants. Tenants will receive two (2) parking permits per slip in January of each year. Lost or extra parking permits will cost \$50.00. There will be a limited number of "annual permit parking only" spaces located throughout the Marina for use by tenants. Guests of tenants, guest moorage customers and others approved by the Harbormaster will be given a temporary parking pass good for a specified period of time. Fishing pier users will be able to purchase parking passes for specified hours and specified periods of time. An annual general parking pass may be purchased by the public for specified periods of time.

ADA parking permits will allow users free parking in all numbered spaces.

PARKING FOR BUSINESSES ON THE MARINA FLOOR

CSR Marine South, LLC

The boat yard will be given four (4) dedicated spots for customers. Employees will be given a coupon code that will allow them to get a permit from any pay station for no charge. The coupon codes will be changed on a regular basis.

Classic Yachts

The yacht broker will be given two (2) dedicated spots for customer parking and two (2) annual parking passes for employees.

Anthony's Restaurant

The City and Anthony's Restaurant have an agreement that allows their customers and employees to use Marina parking free of charge. Likewise, the Marina's tenants are entitled to use Anthony's parking lot free of charge. To stay within the terms of this agreement, the City will create an "Anthony's parking" selection on the southern most pay stations in the South lot that will allow them to park without time restrictions for a flat fee. At the time of purchase the customer will be given a parking permit for their vehicle and a "validation receipt" that can be used by Anthony's to reimburse their customers for parking. In turn, Anthony's can then use the validation receipts to get reimbursed by the City for parking fees paid by their customers. Anthony's employees will be given a coupon code that will allow them to get a parking permit at pay stations in the South Lot. The Coupon code will be changed on a regular basis.

SPECIAL EVENTS

For special events like the 4th of July, Car Shows, ~~Farmers~~, Farmers Market, Concerts, etc. the City will determine a flat rate for parking during the event. The fee may be collected at the pay stations or by staff with mobile pay stations. The "annual permit parking only" spaces will be available for tenants during special events.

EVENTS IN THE BEACH PARK

When events in the Beach Park require the use of parking in the Beach Park and/or Marina parking lots, the staff can use coupon codes to provide parking for people attending those events. On dates when there are multiple or conflicting events in the Marina and Beach Park, the staff may need to physically reserve parking in the Beach Park and North Lot for Beach Park events. ENFORCEMENT

The Marina and Beach Park lots will be patrolled by City staff on a schedule determined by the department directors. Vehicles found in violation of the parking ordinance will be issued a citation for a

civil infraction. The amount of the fine, (currently \$20.00 at the Redondo Facility), will be set by the City Manager. Persons receiving parking citations will be given 14 days to pay the fine. If the fine is not paid by the 15th day the City will send a letter to the registered owner of the vehicle notifying them of their failure to pay. At that point another \$20.00 will be added to the penalty, (total \$40.00) and they will be given another two weeks to pay. If payment is not received by the date specified in the letter, the account is sent to a collection agency.

Fines for parking citations may be waived by the department directors if the person receiving the citation can demonstrate that the pay station(s) were not working properly at the time they received a citation. Appeals must be made in writing and mailed to the address shown on the citation within 14 days from the date the citation was written.

(NOTE: The implementation of pay parking at the Marina and Beach Park will require an amendment to the Marina Rules & Regulations and possibly changes to the City Code.)

PARKING LOT CLOSURES

The City may close the Marina and Beach Park to vehicular traffic at any time for public safety or other City approved purposes.

Save Our Memories

Waterfront Improvements and Operational Changes coming to the Marina and Beach Park in Spring 2014

Have you ever wondered how the City of Des Moines is able to make improvements to the Marina and Beach Park facilities and provide services for public use in a tough economic environment? For the short term, the City has met this challenge by reducing staffing levels, deferring operating and maintenance resources, improving efficiencies and by increasing user fees. With the growing use of the facilities, a long term solution is needed to continue and sustain waterfront operations.

The Des Moines Beach Park's historic Auditorium has been rehabilitated with the help of state capital funds and is now a thriving rental venue to events of up to 500 attendees. Rental fees are charged to the users to cover the direct and overhead costs of the use. The historic Dining Hall will be rehabilitated this year also with the help of state capital funding and will be available for event rentals of up to 200 attendees. Rental fees will be charged for the use of this building and is now being implemented for the use all waterfront venues.

Numerous free and low cost activities will continue in the Beach Park such as beachcombing, picnicking, dog walking, wind surfing, kayaking, bird watching, playing, summer concerts, scenic viewing, outdoor movies and community events that make the park your family friendly place to go for social gatherings of all types during the summer months with longer days and great weather.

The Marina's newly completed bulkhead, promenade and parking lot improvements are enjoyed by thousands of users on a daily basis. Boaters, fishermen, walkers, cyclists and Farmers Market shoppers as well as their vehicles all converge at the Marina as the community meeting place.

The Marina has businesses and tenants that generate revenues that pay their way. The many waterfront recreational activities and special events are very important because they create a tourism destination and provide enjoyment to our citizens and visitors, but do not cover the costs to your City.

The long term solution to the preservation of the Marina and Beach Park is to create a revenue stream that will fund the maintenance and improvements of these facilities that our citizens have told us are important:

- safety and security improvements to reduce vandalism and illegal behaviors occurring in the facilities
- maintenance and renovation of the aging Beach Park and Marina facilities to include: restrooms, bulkheads, parking lots, walkways, beach access, historic building repairs and play area
- support for community special events

This spring, the city will implement a paid parking and parking permit system for Marina and Beach Park parking lots. Pay stations will be placed conveniently in the Marina's south, central and north parking lots and in the front and back Beach Park lots. A fee schedule has been designed to accommodate the needs of the various users of the facilities. There is no charge for parking in marked disabled spaces for vehicles with a current WA state issued ADA permit that is properly displayed in the vehicle.

Parking fees:

\$1- 1hour	\$6 - 5 hours	\$140 – season
\$2.25- 2hours	\$8- all day	pass
\$3.50- 3 hours	\$10 – Large	Free- ADA
\$4.75- 4 hours	vehicles	

We want to hear from you! Please attend on the following information sharing and comment sessions near you:

January , 11:00am- Noon at Des Moines Senior Activity Center, 2045 S. 216th St.

January , 6:00pm - 7:00pm at Des Moines Beach Park Founders Lodge, 22030 Cliff Ave. S.

January , 5:00pm -6:00pm Des Moines City Hall Council Chambers, 21630 11th Ave. S.

January , 10am -11am Des Moines Library meeting room, 21610 11th Ave. S.

DRAFT

Communications Plan for Implementation of Paid Parking at the Des Moines Marina and Des Moines Beach Park

Communications Plan Need:

The Des Moines Marina and Des Moines Beach Park will begin charging for non-tenant parking. Instituting paid parking will represent a substantial change for visitors to the Marina's facilities. Customers, employees and the public are critical to the operation of Marina and Beach Park facilities and we want to honor their presence by informing them of the value and necessity of these changes. For the specified period following implementation warning tickets only will be issued.

Communications Plan Objective:

- Reinforce that paid parking is necessary for the Marina and the Beach Park to provide facility safety, security, capital amenities, maintenance and repairs to ensure continued public use
- Reinforce that the Marina and Beach Park facilities are popular places to be
- Convey messages that denote fun rather than government speak
- Clearly identify where and when paid parking will be implemented
- Install easy to use and understand parking procedures that include ticket purchasing and compliance requirements
- Direct people to longer-stay parking options
- Steer citizen feedback to the best channel(s)

Communications Launch Date: Winter /Spring, 2013 - 2014

Focus of the Message:

The Des Moines Marina and Beach Park is high value Puget Sound waterfront that provides free public access between Seattle and Tacoma for the 660,000 residents of South King County. The Paid Parking informational collateral will utilize friendly graphics which focus on the nostalgia of visiting "the beach/saltwater" and the creation of lifelong memories. The message will also convey the need for the additional revenues that paid parking will provide so that the city can continue to offer free public waterfront access.

Key Target Audiences:

- Those who regularly visit in the Marina and Beach Park
 - General public
 - Marina tenants
 - Marina businesses, Anthony's Homeport :
 - Employees
 - Customers
 - Marina District businesses, community groups, surrounding residents and condominium associations

Key Messages/Talking points:

- The City is committed to supporting a strong business climate in the Marina District by providing quality public waterfront facilities for its citizens and visiting guests
- Pedestrian (walking and cycling) access to Des Moines Marina and Beach Park facilities shall remain free to for our citizens and visiting guests
- Paid parking is a reasonable method of generating funds to provide adequate capital construction, ongoing maintenance and public safety and security at Marina and Beach Park facilities
- Needed improvements will cause the Marina and Beach Park facilities to become more popular, draw more use and remain accessible to all
- Ample parking will be available and parking rates will be affordable
- Comments? Contact Harbormaster Joe Dusenbury at (206) 824-5700 or Parks and Recreation Director Patrice Thorell (206) 870-6527

Marketing Channels/Tools:

- City Council Presentation(s)
- Direct Mailings
 - Article in City Currents Winter and Spring publications
- Community meetings
 - 4 Informational presentations, questions and answer
- Marina Businesses
 - Meet individually to explain the change and advantages
- Marina and Beach Park customer communications
 - Hand out 4.25 x 5.5-inch handbills explaining the change
- Marina and Beach Park Themed Signage announcing the change and explaining the necessity
 - Post large (4x8 foot) "themed" signs next to SEPA signs.
 - Display portable "themed" signboards at the Marina and Beach Park entry points
 - Display "themed" posters at Parking Kiosk locations
 - Install permanent paid parking signage
 - Paint numbers on parking stalls
- On-Line Information
 - Develop City web page that explains the need
 - Social Media – establish a Facebook presence that explains the need
 - Waterland, B-Town, SeaTac, and Normandy Park Blogs- write articles that explain the need
- Other Media (Highline Times/Des Moines News, Highline Thunderword, Kent Reporter, Seattle Times, Tacoma News Tribune, Federal Way Mirror, Auburn Reporter, Tukwila Reporter, and various ethnic community newspapers)
 - Write articles explaining the need

DRAFT 2014 Municipal Facilities Committee

Possible Work Program Items

1. Update Interlocal Agreements:
 - a. 2015-2016 Normandy Park ILA for Senior Services- Parks and Recreation, Legal
2. Final Review of Des Moines Beach Park Dining Hall Design:
 - a. Secretary of Interior Standards- Parks & Recreation
 - b. City code requirements- Public Works
 - c. Construction cost estimates-Parks & Recreation and Public Works
3. Review 2014 Marina District Community Events:
 - a. Marina and Beach Park parking impacts- Parks & Recreation and Marina
 - b. Marina and Beach Park programming impacts- Parks & Recreation and Marina
 - c. Costs to City- loss of revenue and costs for services provided- All Depts
 - d. Benefits to Marina District Businesses- Economic Dev.
4. Review 2014-2019 King County Parks Levy
 - a. Use of Funds- Parks & Recreation
5. Create Plan for unfunded Beach Park Buildings: (Parks & Recreation)
 - a. Restroom
 - b. Sun Home Lodge
 - c. Roadside Cabin
 - d. Sports Cabin
 - e. Carlson Cottage
 - f. Caretakers Cabin
6. Complete Marina and Beach Park Business Plan- Marina and Parks and Recreation
 - a. Update Marina and Beach Park Re-Development Plan- Marina and Parks and Recreation, Economic Development, Planning
7. Implement Pay Parking Plan- Marina and Parks and Recreation
8. Update the Capital Projects List in the 2007 Comprehensive Marina Master Plan. Include: (Marina)
 - a. Small Dock Reconfiguration- Marina
 - b. Timber Breakwater Replacement- Marina
 - c. Fishing Pier Renovations- Marina

9. Develop five year Marina and Parks, Recreation and Senior Services Merger Plan- Marina and Parks and Recreation
10. Review Art on Poverty Bay Outdoor Sculpture Gallery Project Installations and Dedication- Parks and Recreation, Marina, Public Works
12. Review 2015-2020 Capital Improvement Plan:
 - a. 2015-2020 Municipal Facilities CIP Projects discussion- Parks & Recreation and Public Works
 - b. 2015-2020 Marina CIP Projects discussion- Marina
 - c. 2015-2020- Fund 506- Public Works and Parks & Recreation
13. Begin 2016-2021 Parks, Recreation and Senior Services Master Plan Process:
(Parks & Recreation)
 - a. Establish Project Budget
 - b. Appoint Citizens Committee
 - c. December 2015 completion

DRAFT 2013 Municipal Facilities Committee

Work Program

January 24, 2013

Draft 2013 Work Program- Parks, Marina and Public Works

~~Civic Sign Code Update (Civic message signs, wayfinding, banners)- Planning, Parks and Public Works~~

~~Update 2013-2014 Normandy Park ILA for Senior Services- Parks~~

Dining Hall Roof Wind Storm Damage: Emergency Roofing- Parks and Public Works

2013 Community Events- Parks and Marina

February 28, 2013

~~Update 2013-2018 King County Parks Levy- Parks~~

~~Updates to 2013-2018 CIP- Beach Park Buildings discussion- Parks and Public Works~~

Update Marina Development Plan- Marina and Planning

Complete Marina Beach Park Business Plan-Marina, Planning and Parks

~~Zenith Park ILA- Parks~~

~~Water Tower Park ILA- Parks~~

March 28, 2013

Update the Capital Projects List in the 2007 Comprehensive Marina Master Plan.

Include;

~~a. Marina and Beach Park Site Management Project- Marina and Parks~~

~~b.a. Small Dock Reconfiguration- Marina~~

~~c.b. Timber Breakwater Replacement- Marina~~

~~d.c. Fishing Pier Renovations- Marina~~

April 25, 2013

Update 2007 Comprehensive Marina Master Plan and include Marina and Beach Park Business Plan and Marina Development Plan- Marina and Parks

~~Beach Park Buildings- Planning and historic preservation requirements and cost estimates to remove buildings:~~

~~a. Sun Home Lodge~~

~~b. Roadside Cabin~~

~~c. Sports Cabin~~

~~d. Carlson Cottage~~

~~e. Caretakers Cabin~~

~~-Parks, Planning and Public Works~~

May 23, 2013

~~Update Beach Park Capital Project s based on State funding outcomes - Parks~~

~~Update Marina District Sculpture Project Installations and Dedication- Parks~~

June 27, 2013

Review progress on Small Marina Projects;

- a. Redondo Boarding Floats?
- b. Security Cameras
- ~~c. Activity Float Canopy~~
- d. South Restroom Remodel
- e. 6th Ave Stairway Gates

July 25, 2013

August 22, 2013

~~2014-2019 Municipal Facilities CIP Projects discussion- Parks and Public Works~~

~~2014-2019 Marina CIP Projects discussion- Marina~~

~~2014-2019 Fund 506- Public Works~~

September 26, 2013

~~2014-2019 Municipal Facilities CIP Projects discussion- Parks and Public Works~~

~~2014-2019 Marina CIP Projects discussion- Marina~~

October 24, 2013

~~2014-2019 Municipal Facilities CIP Projects discussion- Parks and Public Works~~

~~2014-2019 Marina CIP Projects discussion- Marina~~

November 28, 2013

December 26, 2013