

**Public Works, Parks, & Human Services Committee Meeting Minutes**

Date: August 3, 2016

Attendance:

Shelley Kloba, Dave Asher, Toby Nixon (conference call), Kurt Triplett, Kathy Brown, Lynn Zwaagstra, Erin Devoto, Michael Cogle, Jenny Gaus, Kelli Jones, Dave Snider, Rod Steitzer, Aaron McDonald, Rosalie Wessels

<b>Agenda Item:</b>	<b>Action Items:</b>
<p><b>1. Surface Water Design Manual- Update</b></p> <p>Notes: Jenny Guas presented an evaluation of options. Significant environmental benefit no matter which manual (King County or Dept of Ecology) is adopted. Also will need increased staff for review and maintenance, under either manual. (See PowerPoint presentation by Kelli Jones.) At a minimum, the City has to adopt the ecology manual, which is higher in cost and complexity than the current design options. Currently, on private property, homeowners maintain LID, and the City gets a covenant. City inspects detention vaults; current code says City maintains detention vaults for single family residential properties. (Potential change code for home owners association take responsibility for maintenance.) The greatest difference between the manuals (KC vs. Ecology) is in mid-to small-sized projects.</p> <p>Perhaps the City should adopt one manual and reevaluate after a year; Councilmember Asher suggested it should be longer than one year, and that an outside evaluator be hired. For capital improvement projects, the school walk routes and other pedestrian/bicycle projects are of greater concern, moving from pervious surface to impervious while filling in the gaps in the walk routes.</p> <p><i>Presentation attached</i></p>	<ul style="list-style-type: none"><li>• Schedule study session with full council, potentially expand the session into the executive session time. Bring a recommendation.</li><li>• Return to PW/Parks/HS committee in September.</li></ul>
<p><b>2. Marina 5-day Laying Limit</b></p> <p>Notes: Lynn Zwaagstra explained a second pilot program for regular slips is currently underway at the marina. The 5-day laying limit is only enforced if 80% of capacity level of the slips without power is reached. As of the meeting, Parks has not had to enforce the 5-day laying limit in non-powered slips. The 5-day laying limit is still enforced on the powered slips (#1-8), but those who reach the 5 day limit can move to non-powered slips if space is available.</p> <p><i>Memo attached</i></p>	<ul style="list-style-type: none"><li>• None</li></ul>

<p><b>3. Draft Street Levy Report-</b>  Notes: Kari Page presented a change to the reporting tables in the Street and Pedestrian Safety Levy Accountability Report. The tables clear up the confusion of when to include on the report; the funding year vs completion year. The funding year will be used from 2015 forward.  <i>Draft table presented to committee is attached</i></p>	<ul style="list-style-type: none"> <li>• Check the levy language, relating to neighborhood safety (allowing speed radar signs).</li> <li>• Call out in the table's introduction the City is not supplanting levy funds.</li> <li>• Add previous years for safety (including JFK)</li> <li>• Add footnote about funding vs. completed.</li> </ul>
<p><b>4. Planning a tour of Cochran Springs Culvert</b>  Notes: A tour is scheduled for the morning of August 27<sup>th</sup>, during the four-day closure. Tour will be complete before 12pm, as Councilmember Nixon has commitments.   CIP is also installing a time-lapse camera during the closure.  <i>No materials</i></p>	<ul style="list-style-type: none"> <li>• Invite full council, including where to park and where to walk to for the start of the tour.</li> </ul>
<p><b>5. Set September Agenda</b></p> <ul style="list-style-type: none"> <li>• Stormwater Design Manual- Update 2</li> <li>• Sewer Plan Update</li> <li>• Reclaimed Water Update</li> </ul>	<ul style="list-style-type: none"> <li>• Councilmember Asher may conference call into the meeting and would need the materials ahead of the meeting.</li> </ul>
<p><b>Tentative Next Agenda  September 1, 2016</b></p>	

# Choices for Surface Water Design Regulations

AUGUST 3, 2016

PW/PK/HS Committee Meeting, August 3, 2016

# Goal

- ▶ Brief Committee on evaluation of Design Manual options
- ▶ Receive Committee guidance on presenting design manual recommendation to the full Council

PW/PK/HS Committee Meeting, August 3, 2016

# Surface Water Design Choices

2012/2014  
Stormwater  
Management  
Manual for Western  
Washington  
(Ecology Manual)

2016 King County  
Surface Water  
Design Manual  
Package plus  
Kirkland Addendum

Ecology Manual  
Minimum  
Requirements plus  
Technical  
Notebook

# No “FrankenManual”

- ▶ Cannot mix and match requirements between manuals
- ▶ Must adopt an approved Phase I “package” that includes review/implementation requirements
- ▶ Other Phase I packages available but don’t seem relevant: WSDOT HRM, City of Seattle, City of Tacoma, Pierce Clark and Snohomish Counties

# Overview – With **Both Manuals...**

- ▶ There will be a **significant** environmental benefit because of the use of LID
- ▶ New regulations will cost more for private development and for CIP projects
  - ▶ Request to add staff to address additional design, review, and maintenance needs
- ▶ There will be more up front study, especially for geotechnical information
- ▶ Maintenance and inspection needs will change – still trying to figure out how

# Overview – High Level Differences

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King County Manual	Ecology Manual
Water Quality and Flood Reduction Focused	Water Quality Focused
Cautious approach to LID	LID all the time!
Land use and project size determines type of review, simplified drainage review for SFR	New development vs redevelopment and project size determines type of review
More implementation details	Fewer implementation details

# Overview – Project Specific Differences

Issue	King County Manual	Ecology Manual	Comments
LID (Flow Control) Systems	List (flexible) or LID Performance Standard,	List (inflexible) or LID Performance Standard	More permeable pavement would be installed per List Approach if Ecology Manual chosen
Flow Control Facilities	More projects with detention, potentially larger facilities	Fewer projects with detention, potentially smaller facilities	Long term LID viability, will it work for stream protection and flood control?
Water Quality (WQ) Treatment	Any WQ facility that's approved in the manual	Infiltration required as a first alternative	Ecology is less flexible in options for WQ facility

# Approach of Neighboring Cities

City	Approach	Comments
Bellevue	Ecology Minimum Requirements plus Technical Notebook	Rare approach
Bothell	King County package	Currently using Ecology and doesn't like it, used King County in past
Redmond	Ecology Manual plus Technical Notebook	Watershed planning approach
Renton	King County package	Customized KC Manual into Renton Technical Notebook
Seatac	King County package	May alter detention sizing requirements
Shoreline	Ecology Manual with Technical Notebook	Adopted Conveyance Chapter from King County

# Sample Projects – Requirements Under Ecology and King County

- ▶ 2-lot subdivision (Beautiful Day Short Plat)
- ▶ 10-lot subdivision (Baker/Kirkland Ridge Plat)
- ▶ Sidewalk CIP Project (6<sup>th</sup> St Sidewalk)
- ▶ Park – artificial turf field installation (132<sup>nd</sup> Square Park)
- ▶ Transportation – large road project (100<sup>th</sup> Ave Corridor Project)

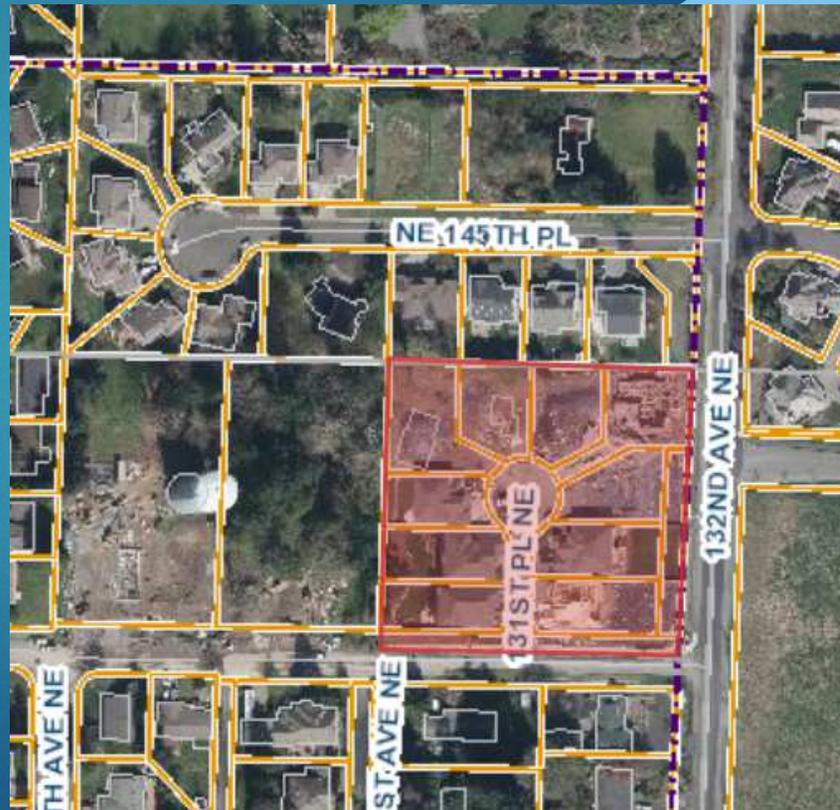
# Project Example #1: Beautiful Day Short Plat

- ▶ **Overview:** Existing single lot tears down home and subdivides into two lots
- ▶ **King County Manual** requires detention vault and LID BMPs
- ▶ **Ecology Manual** requires LID BMPs only



# Project Example #2: Baker/Kirkland Ridge Plat

- ▶ **Overview:** Two existing lots subdivide into a 10 lot plat
- ▶ **King County Manual** requires detention vault, water quality treatment, and LID BMPs
- ▶ **Ecology Manual** requires smaller detention vault, water quality treatment, and LID BMPs



# Plat Comparisons

Projects	Manual Option	Construction Cost	Annual Maintenance Cost	Expected Life Cycle Cost	City Review Time	Environmental Benefits
<b>Beautiful Day Short Plat (2 lots)</b>	<b>King County</b>	Higher	Equal	Lower	Higher	Groundwater recharge Stream protection Flood reduction
	<b>Ecology</b>	Base	Base	Base	Base	Groundwater recharge
<b>Baker / Kirkland Ridge Plat (10 lots)</b>	<b>King County</b>	Equal	Lower	Lower	Equal	Groundwater recharge Water quality Stream protection Flood reduction
	<b>Ecology</b>	Base	Base	Base	Base	Groundwater recharge Water quality Stream protection

Note: Base is higher in cost and complexity than current design requirements

# Plat Comparisons

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Projects	Requirement	2009 KC Manual	2016 KC Manual	2014 DOE Manual
<b>Beautiful Day Short Plat (2 lots)</b>	<b>Flow Control</b>	No Flow Control	~4,700 CF of Detention	No Flow Control
	<b>LID</b>	Porous Pavement Driveways	Porous Pavement for hard surfaces, Rain Gardens / Infiltration Trenches for Roof	Porous Pavement for hard surfaces, Bioretention for Roof
<b>Baker / Kirkland Ridge Plat (10 lots)</b>	<b>Flow Control</b>	30,960 CF	~33,250 CF	~16,200 CF (15 min time step)
	<b>LID</b>	Reduction of lot coverage area	Mix of reduction of lot coverage, permeable pavement and limited infiltration / rain gardens	Permeable pavement and bioretention
	<b>Water Quality</b>	Wet Vault	Wet Vault	Wet Vault

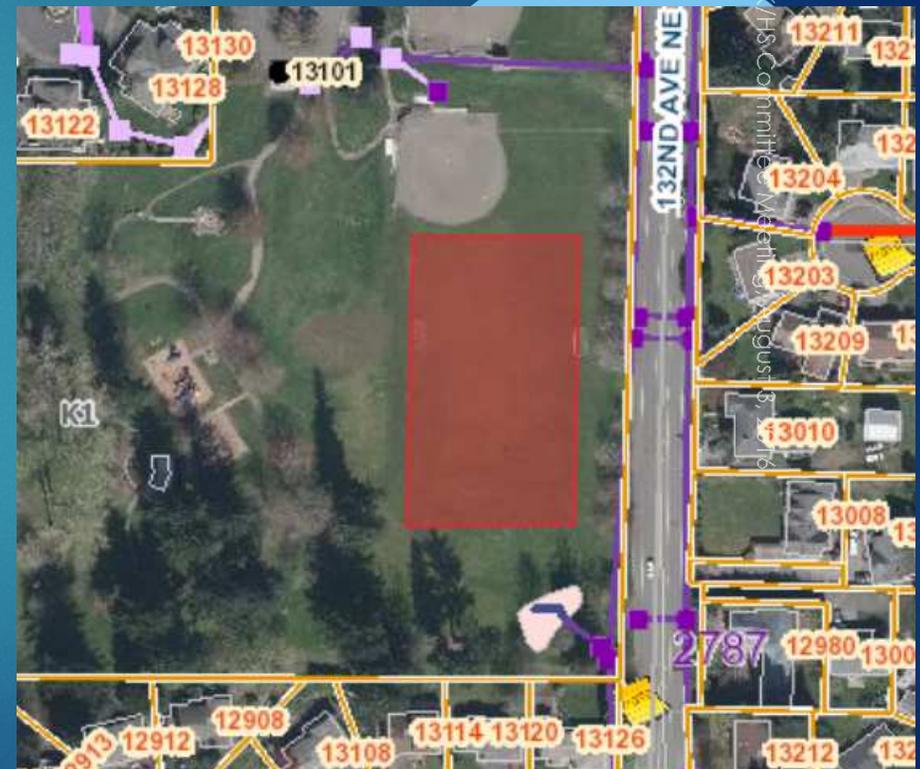
# Project Example #3: 6<sup>th</sup> St Sidewalk

- ▶ **Overview:** Sidewalk Project for CIP
- ▶ **King County Manual** requires evaluation of flow control and water quality (facility will not be required) and provide LID BMPs
- ▶ **Ecology Manual** requires LID BMPs



# Project Example #4: 132<sup>nd</sup> Square Park Turf Field

- ▶ **Overview:** Artificial turf soccer field installation
- ▶ **King County Manual** requires detention, water quality treatment and LID BMPs which are provided by 11" of gravel storage beneath the field
- ▶ **Ecology Manual** requires detention, water quality treatment and LID BMPs which are provided by 11" of gravel storage beneath the field



# Project Example #5: 100<sup>th</sup> Ave Corridor

- ▶ **Overview**: Corridor Improvements to 100<sup>th</sup> Ave NE, all within ROW.
- ▶ **King County Manual** requires evaluation of detention and water quality for all **new** impervious area and provide LID BMPs for all new and replaced impervious areas.
- ▶ **Ecology Manual** requires evaluation of detention and water quality for all new impervious area and provide LID BMPs for all new and replaced impervious areas.



# CIP Comparison

Projects	Manual Option	Construction Cost	Annual Maintenance Cost	Expected Life Cycle	City Review Time	Environmental Benefits
6 <sup>th</sup> St Sidewalk	King County	Equal	Equal	Equal	Higher	Groundwater recharge
	Ecology	Base	Base	Base	Base	Groundwater recharge
132 <sup>nd</sup> Square Park	King County	Equal	Equal	Equal	Equal	Groundwater recharge Water quality Stream protection Flood reduction
	Ecology	Base	Base	Base	Base	Groundwater recharge Water quality Stream protection
100 <sup>th</sup> Ave NE Corridor	King County	Equal	Equal	Equal	Equal	Groundwater recharge Water quality Stream protection Flood reduction
	Ecology	Base	Base	Base	Base	Groundwater recharge Water quality Stream protection

Note: Base is higher in cost and complexity than current design requirements



## **MEMORANDUM**

**To:** Kurt Triplett, City Manager  
**From:** Lynn Zwaagstra, Director of Parks and Community Services  
**Date:** July 25, 2016  
**Subject:** Marina Mooring Durations

### **BACKGROUND:**

In 2007, ordinance 4098 repealed the previous language under Municipal Code 14.36 City Floats, Moorages and Tour Boat Facility with the following language.

14.36.040 Moorage rates and duration

(c) Moorage or lying time at the Marina Park moorage facility shall not exceed five days in any consecutive seven-day period during the months of June, July and August without the prior written permission of the parks director.

This language was implemented for 3 primary reasons.

1. The marina is not structured or intended to be operated as a long term moorage facility. The marina contains no services for water, sewer, fuel or restrooms. Additionally, since no breakwater is in place, the daily prevailing winds and currents create ongoing waves that cause boats to break free of their mooring. Each year, numerous boats break free, creating dock damage, damage to other vessels and sinking.
2. Creating a transient moorage facility and encouraging turnover at the marina enhances visitors and patronage at local business, thus positively impacting economic development.
3. The marina was built with funds from the Recreation Conservation Office with stipulation that the marina be used for transient moorage.

During the peak summer months of June, July and August, it becomes necessary to mitigate the impact of high capacity at the marina through this 5-day mooring limit. This reduces issues with infrastructure services that are not available, minimizes the risk of boats breaking free due to absentee owners and encourages turnover to enhance visitor use of downtown businesses during their peak sales season.

### **Program Status Update**

Parks maintenance staff operating the marina experience significant complaints about the 5-day moorage lying time. While the facility is more suited to transient moorage, patrons are inconvenienced by needing to vacate. User conflict exists between a balance of longer term needs and the transient nature of the facility.

In 2015, Parks and Community Services Director Jenny Schroder, attempted to balance these competing needs by providing "prior written permission" for staff to enforce the 5-day rule only when the marina reaches 80% capacity. Much of the feedback was positive. However, there are several individuals who utilize the facility as long-term moorage and monopolize choice spaces, in particular, the power slips (#1-8). Even though these individuals would be asked to vacate as the marina reaches the 80% capacity level, the same boats could potentially occupy 80% of the power slips for weeks, which reduces the turnover in those choice slips to 20%. Patrons began to file complaints, causing Director Schroder to revoke the "written permission" of the 80% rule and revert to a strict enforcement of the municipal code language.

### **Proposed Action**

During this current summer, 2016, patrons have filed complaints about being asked to vacate the marina when the marina is clearly at low capacity. This caused a corresponding discussion about returning to a possible "80% rule".

Staff propose to provide "prior written permission" that allows exceeding the 5-day mooring rule in the following manner.

### **Regular Slips, #9-70 main marina and #1-20 at 2<sup>nd</sup> Street**

Boats will be allowed to exceed the 5-day mooring limit at the regular slips (#9-70, and #1-20 at 2<sup>nd</sup> Street) when these slips are below 80% capacity. Boats will tie up and pay for mooring as usual with a 5-day maximum. Boats may be granted extensions while the regular slips remain below the 80% capacity. If 80% capacity is reached, no mooring extensions will be granted and those at, or above, the 5-day laying time will be asked to vacate when their current moorage pass expires. The maximum laying time is 15 days.

- There are 82 regular slips (#9-70 at the main marina and #1-20 at the 2<sup>nd</sup> Street dock)
- This equals 82 total slips
- 80% capacity is 66 slips
- When the regular slips reach 66 boats, no extensions to the 5-day limit will be allowed

### **Power Slips, #1-8**

The power slips (#1-8) will adhere to the municipal code language of a 5-day mooring limit. When a patron reaches the 5-day limit, they will be allowed to move to a regular slip when those slips are below 80% capacity. If the regular slips are at 80% capacity or greater, an individual occupying a power slip in excess of the 5-day limit will be asked to vacate when their current moorage pass expires.

- The 8 power slips are calculated using a 25-foot average boat length
- The power slips are linear and there is no size limit
- The actual number of slips available varies by the length of the boats moored

Staff is currently piloting these "permissions" and talking to marina patrons to collect feedback. The feedback has been positive and patrons are expressing support for this approach. The 80% rule reduces the amount of customer dissatisfaction and inconvenience.

SIDEWALKS	LINEAR FEET OF SIDEWALK		INVESTMENT			
	Location	Not on school walk route	On school walk route	Levy	City	Grants
85th Street	9,240	0	\$0	\$424,159	\$0	\$424,159
Sixth Street	1,490	0	\$0	\$333,100	\$220,914	\$554,014
Kirkland Avenue/ Sixth Street	130	0	\$3,708	\$78,947	\$0	\$82,655
2015 Total	10,860	0	\$3,708	\$836,206	\$220,914	\$1,060,828
Previous Years	3,266	640	\$10,000	\$1,914,882	\$450,293	\$2,375,175
Progress To Date	14,126	640	\$13,708	\$2,751,087	\$671,207	\$3,436,002

SAFETY IMPROVEMENTS	INVESTMENT			
	Location	Levy	City	Grants
68th Street stairs to CKC	\$9,990	\$84,470	\$0	\$94,460
Stairs & bridge from 116th Avenue to CKC		\$9,523	\$0	\$9,523
Crosswalk at 112th Avenue & 68th Street	\$9,347		\$0	\$9,347
60th Street to CKC		\$5,320	\$0	\$5,320
Radar speed sign on Juanita Drive	\$46,392	\$1,967	\$0	\$48,359
Crosswalks at 1st, 4th & 5th streets & 7th Avenue	\$32,659		\$0	\$32,659
2015 Total	\$98,388	\$101,280	\$0	\$199,668

RAPID FLASHING BEACONS	School Walk Route		INVESTMENT					
	Location	No	Yes	School	Levy	City	Grant	Total
132nd/121st			1	Frost		*	\$0	*
80th/128th			1	Rose Hill		*	\$0	*
132nd/105th			1	Keller		\$61,174	\$0	\$61,174
LWB/60th St	1					\$54,747	\$0	\$54,747
84th/138th			1	Thoreau	\$1,507	\$37,273	\$0	\$38,780
132nd/97th			1	Twain	\$8,000	\$57,029	\$0	\$65,029
132nd/93rd			1	Twain		\$12,971	\$0	\$12,971
130th/70th	1				\$44,350		\$0	\$44,350
2015 Total	2		6		\$53,857	\$223,194	\$0	\$277,051
Previous Years	12		14		\$560,977	\$471,552	\$0	\$1,032,529
Progress To Date	14		20		\$614,834	\$694,746	\$0	\$1,309,580