

Des Moines Marina

Master Plan Update

City Council Meeting
April 8, 2021

Scott Wilkins, Harbor Master
Katy Bevegni, Assistant Harbor Master
Dan Brewer, Chief Operations Officer

Waggoner Marine Group



Purpose and Objectives

- ▶ Provide update on the Marina Master Plan
- ▶ Present Phase 2 of the Marina Report - Mark Bunzel
- ▶ Review Master Plan schedule and next steps



Marina Master Plan

What is it?

- ▶ Long range planning tool (20 years)
 - ▶ Establish the priorities, actions, and goals based on the future marina vision
 - ▶ “Tuned up” every 5 years
 - ▶ Updated every 10 years
- ▶ Adopted as part of the City’s Comprehensive Plan
- ▶ Establishes basis for the Marina Improvement Plan (MIP)
 - ▶ 6-Year capital investment planning/prioritization tool
 - ▶ Reviewed and updated annually
- ▶ Marina’s annual capital improvement budget



Marina Master Plan

Work completed to date

- ▶ Meetings with DMMA Board Members
(Todd Powell, Bill Linscott , Ken Rogers, and others)
- ▶ Mark Bunzel (Waggoner)
 - ▶ Phase 1 Report - The Future Vision and Boating Demand
 - ▶ DMMA Presentations
 - ▶ Presentation to Stakeholders at Senior Center
 - ▶ **Phase 2 Report - Assessment and Strategy**
- ▶ Makers - Waterfront Visioning
- ▶ Robert Holmes - Marina Redevelopment (Land-side)
 - ▶ Community Outreach - Argosy Cruise Ship & Yacht Club
 - ▶ City Council Briefings
 - ▶ Coordinated and Integrated with Water-side
- ▶ Passenger Only Ferry Studies
 - ▶ diefrich*rpm (Jill & Kyle)
 - ▶ PSRC - kpff Study
 - ▶ Peter Phillips, Bruce Agnew, and others
- ▶ Geotechnical Report - kpff
- ▶ Condition Assessment Report - Reid Middleton

Marina Master Plan

Municipal Facility Committee Work

So far in 2021 we have

- ▶ Discussed and Reviewed Zones:
 - ▶ Marina Zone
 - ▶ Waterfront Zone
 - ▶ Redondo Zone
- ▶ Reviewed Condition Assessment Report - Reid Middleton Report
- ▶ Presented the Initial Draft Marina Improvement Plan (MIP)
- ▶ Introduced and discussed 4 policy issues
 - ▶ Covered Moorage
 - ▶ Slip Sizes
 - ▶ Dry Stack Storage
 - ▶ Reconstruction of Dry Sheds - Multipurpose Structure
- ▶ Proceeding with A & E Services recruitment and selection



Marina vs. Waterfront Assets and Liabilities

- ▶ Marina (blue) - Enterprise Fund
 - ▶ Like a private business
- ▶ Waterfront Zone (orange) - City's General Fund
 - ▶ North Parking Lot
 - ▶ Beach Park
 - ▶ Van Gasken



Marina Master Planning Work

Condition Assessment Report by Reid Middleton

This assessment was specifically for estimating remaining design life for the in-water facilities.

- ▶ **Good:** No visible damage or only minor damage is noted. No repairs are required.
 - ▶ **Satisfactory:** Limited minor to moderate deterioration was observed. No repairs are required.
 - ▶ **Fair:** Primary elements are sound, but minor to moderate defects or deterioration are observed. Repairs are recommended, but the priority of the recommended repairs is low.
 - ▶ **Poor:** **Advanced deterioration** is observed on widespread portions of the structure. Repairs may need to be executed with **moderate urgency**.
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- ▶ **Serious:** Advanced deterioration or breakage may have affected the primary structural components significantly. Local failures are possible, and repairs should be carried out on a high-priority basis.
 - ▶ **Critical:** Extremely advanced deterioration or breakage has resulted in localized failure(s) of primary structural components. More widespread failures are possible or likely to occur, and repairs should be carried out on a high-priority basis.

VISUAL ASSESSMENT – DOCK FACILITIES

To provide an estimated design life for the inwater facilities, Reid Middleton performed a visual walkthrough of the inwater dock facilities on September 25, 2020, along with marina maintenance staff, including Pat Wolfrom. The visual assessment included walking each of the docks starting with the commercial dock in the north and ending with D Dock in the south, including review of A to C Docks from the shore. The waterfront facilities visually assessed included gangways, floats, piling, covered roof structures, and general dock utilities.

The visible structural components of major systems were viewed. Underwater inspection, material testing, and detailed inspections were not included in the scope and were not conducted. While a condition inspection was not performed, general condition of major infrastructure elements by dock were reviewed following general guidance and methods described in the *ASCE Manuals and Reports on Engineering Practice No. 130 (MOP 130), Waterfront Facilities Inspection and Assessment*. The following observation condition ratings from *MOP 130* are used in this report:

Good	No visible damage or only minor damage is noted. No repairs are required.
Satisfactory	Limited minor to moderate deterioration was observed. No repairs are required.
Fair	Primary elements are sound, but minor to moderate defects or deterioration are observed. Repairs are recommended, but the priority of the recommended repairs is low.
Poor	Advanced deterioration is observed on widespread portions of the structure. Repairs may need to be executed with moderate urgency.
Serious	Advanced deterioration or breakage may have affected the primary structural components significantly. Local failures are possible, and repairs should be carried out on a high-priority basis.
Critical	Extremely advanced deterioration or breakage has resulted in localized failure(s) of primary structural components. More widespread failures are possible or likely to occur, and repairs should be carried out on a high-priority basis.

This assessment was specifically for estimating remaining design life and was not a detailed inspection. Given the age of the facilities, periodic inspections should be performed in accordance with the ASCE MOP 130-2015, which recommends routine inspections at least every five years for these types of facilities.

The general condition of each structural element by dock lateral observed is summarized in Table 1. Photos of the various elements are included in Appendix A. The following provides a general summary by major structural element.

We must start rebuilding Marina infrastructure.

Marina Master Planning Work

Initial Draft Marina Improvement Plan (MIP) Concept

Tier 1 (5-10 years)

- ▶ Tenant Restroom
- ▶ Dock Replacements/Removals: E,F, G, M, & N
- ▶ Dry Sheds / Storage Lot (Marina Redevelopment)
- ▶ Electrical System upgrade south of CSR
 - ▶ South Lot Parking lighting would coincide.

Tier 2 (10-20 years)

- ▶ Bulkhead south of CSR (early T2)
 - ▶ Extension of Pedestrian Walkway
- ▶ Fuel Tank upgrade *
- ▶ Tenant Hoist
- ▶ Dock Replacements: H, I, J, K, & L

Tier 3 (20-30 years or opportunity)

- ▶ Dock Replacements: A, B, C, & D
- ▶ Travel-Lift
- ▶ Utilities
- ▶ Marina Office
- ▶ Guest Moorage Restrooms

Marina Master Planning Work Waggoner Phase 2 Report:

- ▶ April 8th: Council meeting
- ▶ April 14th: DMMA, Marina tenants, and Marina stakeholders meeting (5:30-6:30 PM)
 - ▶ All presentations and reports are available on the Des Moines Marina website.
www.desmoinesmarina.com
 - ▶ Questions and/or comments (April 12th & On-going)
[E-mail: marinamasterplan@desmoineswa.gov](mailto:marinamasterplan@desmoineswa.gov) (include your slip number)
- ▶ April 22nd: Municipal Facility Committee
- ▶ May 6th: Council meeting

Introduction of Consultants

Phase 2 Report - Assessment and Strategy

- ▶ Waggoner Marina Services
 - ▶ Mark Bunzel
 - ▶ Leonard and Lorena Landon

Marina Master Planning Work

Next Steps:

- ▶ April 8th: Council meeting
 - ▶ April 14th: DMMA, Marina tenants, and Marina stakeholders meeting
(5:30-6:30 PM)
 - ▶ April 22nd: Municipal Facility Committee
 - ▶ May 6th: Council meeting
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- ▶ May/ June: Preliminary A & E Services (M&N Docks & Structure)
 - ▶ July: Draft Marina Master Plan Issued (Tentative Date: 7/23)
 - ▶ August: Stakeholder outreach, review, and comment
 - ▶ September: Issue Final Draft Master Plan
 - ▶ October: Public hearings
 - ▶ November: Adoption of Master Plan

Questions?....

Remember:

- ▶ All presentations and reports are available on the Des Moines Marina website.
 - ▶ www.desmoinesmarina.com



Marina Master Planning Work

Dock Locations: E, F, G, M, & N



Marina Master Planning Work

Policy Issue: Covered Moorage

- ▶ Covered moorage is popular with boaters
 - ▶ Protection from the elements
 - ▶ Limited supply on Puget Sound
- ▶ Competing interests, issues, and concerns
 - ▶ View corridor impacts
 - ▶ Environment / permitting
 - ▶ Costs / Risks
- ▶ Goal: Retain as much covered moorage as possible
 - ▶ Must be economically feasible
- ▶ Reality: There will be less covered moorage
 - ▶ Permitting requirements
 - ▶ Costs



Marina Master Planning Work

Policy Issue: Slip Sizes

- ▶ Transitioning to larger slips (40 - 50 foot)
 - ▶ Boating industry trend is to larger boats

- ▶ Bunzel Phase 1 Report

- ▶ Financial benefits

Dock:	E	F	M	N
Slips:	69	63	47	34
Size:	20-24'	24'	40'	50'
2019:	\$151,167	\$136,767	\$305,862	\$311,447
2020:	\$159,070	\$159,568	\$322,709	\$327,680

- ▶ Docks with larger boats produce 2X revenue

- ▶ Evaluation of slip mix on-going

- ▶ Bunzel Phase 2 Report

Current Configuration	Slip Length in Feet	New Configuration
38	20	
190	24	
251	28	
14	30	
68	32	
	34	
72	36	
	38	
64	40	
	42	
	46	
28	50	
2	54	
3	64	
730	TOTAL	

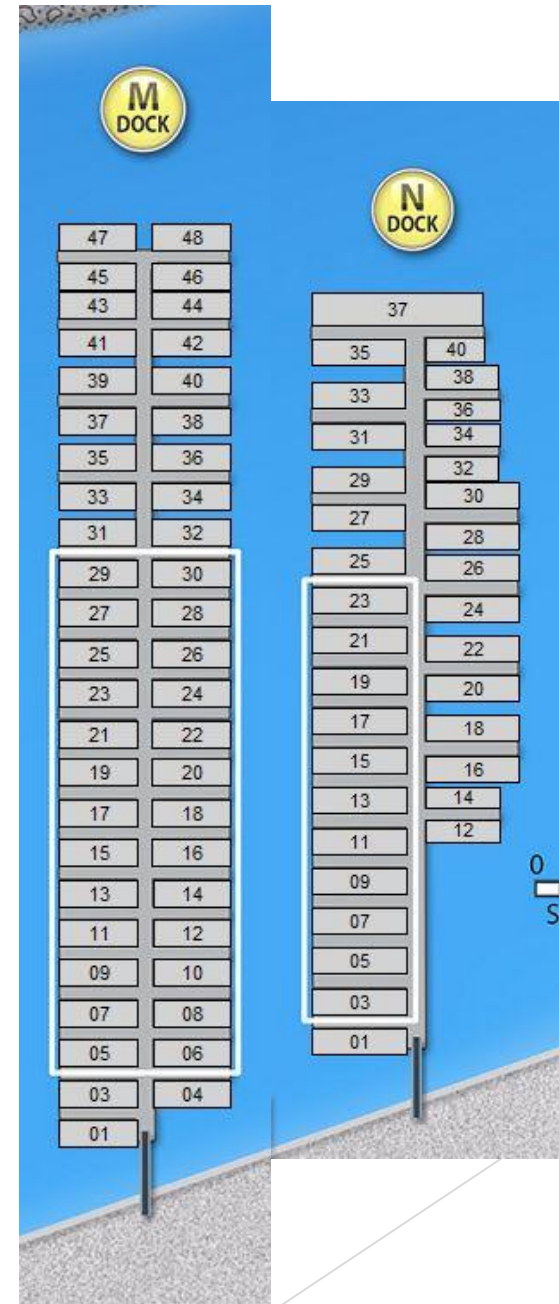


Marina Master Planning Work

Policy Issue: Slip Sizes

Priority 1: Replace M & N Docks

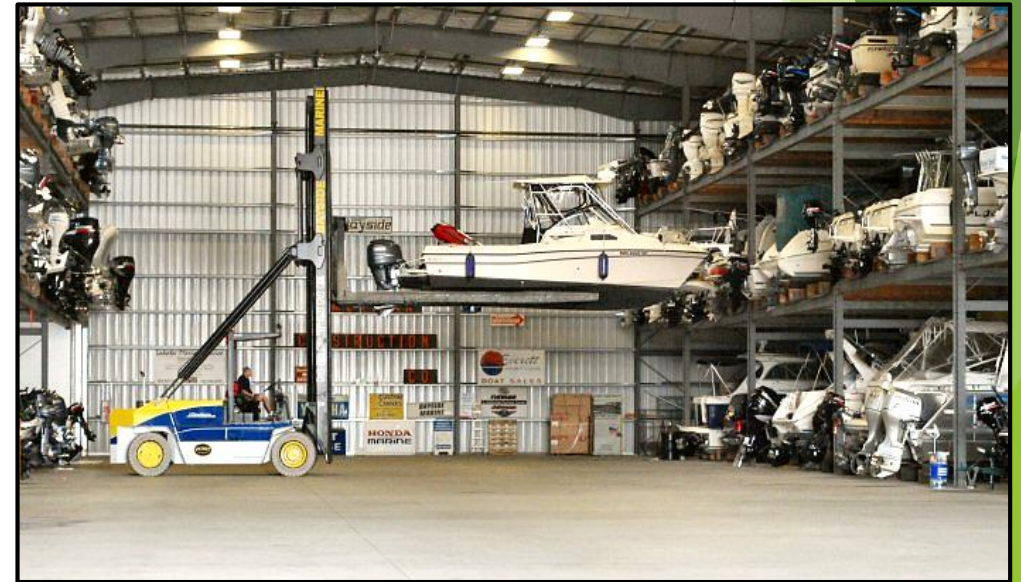
- ▶ Condition assessment report
- ▶ Currently 40 and 50 foot slips
- ▶ Land-side infrastructure already updated
 - ▶ Sea-wall, Utilities, etc.
- ▶ Currently mostly covered moorage
 - ▶ Will allow the city to test potential permitting issues
 - ▶ Costs
 - ▶ Will tenants be willing to pay?



Marina Master Planning Work

Policy Issue: Dry Stack Storage

- ▶ Transition to larger slips (40 - 50 foot)
 - ▶ Result: Wider fairways
 - ▶ Wider fairways means fewer docks
 - ▶ (Possibly E, F, & G Dock removals)
- ▶ Goal: Retain the smaller boats at the marina
 - ▶ Accommodate some boat storage in a new structure
 - ▶ Engage private sector
 - ▶ Review local partnerships (eg. DM Yacht club)
- ▶ Functionality and Revenue
- ▶ Expanded service opportunity

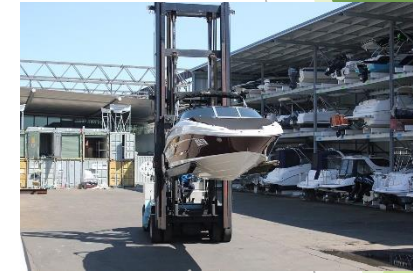


Marina Master Planning Work

Policy Issue: Reconstruction of Dry Sheds - Multipurpose Structure

Goals:

- ▶ Retain existing revenue stream from dry sheds.
- ▶ Create additional revenue to cover financing options of new structure.
- ▶ Create additional revenue to facilitate Tier 2 marina capital investments.
- ▶ Potential new revenue streams:
 - ▶ Marine Manufacturing (inside new building)
 - ▶ Showroom (eg. Silverback)
 - ▶ Office/Retail (eg. Ranger Tugs)
 - ▶ Restaurants
 - ▶ Boat storage (inside new building)
 - ▶ Year-round waterside farmers market leases
- ▶ Dove-Tail with other Marina Redevelopment including:
 - ▶ Marina Steps
 - ▶ Integrating the foot-path
- ▶ Not block views from condos



Multipurpose Structure (Sky Labs)



Multipurpose Structure (Top View)



Multipurpose Structure (Front View)



Multipurpose Structure

Why this is crucial for the marina

- ▶ Additional revenue sources are essential
 - ▶ 2012 Bonds: Paid off in 2022
 - ▶ Current annual debt service is already part of the Marina budget
 - ▶ Reissue Debt for M & N Docks (possibly one more)
 - ▶ \$6-7 Million
 - ▶ 20 Years
 - ▶ Condition Assessment Report
 - ▶ 10-15 years
- ▶ Want to retain displaced smaller boats at the marina
- ▶ Create additional revenue from multipurpose building
 - ▶ Facilitate Tier 2 marina capital investments.