Seattle Parks and Recreation
Seattle Boat Moorage – Leschi and Lakewood Marinas Renovation
Public Open House
July 26, 2007, 6:30 to 8:30 pm

Summary of Public Input Meeting
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I. Introduction and Project Description

The City of Seattle owns the Leschi and Lakewood Marinas on Lake Washington in Seattle, Washington. Each facility provides moorage for approximately 200 recreational vessels and was originally built in the 1940s and has had some repairs and renovations during the 1960s and 1990s. The City of Seattle Parks and Recreation Department plans to renovate the existing facilities, and $2 million has been currently allocated for these renovations.

Reid Middleton was contracted to do a site condition survey of the existing facilities and concept analysis to determine the preferred scope of the renovation. General condition of each of the individual sites was assessed and several renovation alternatives and options were developed for possible construction.

These options include repairing the breakwater at Leschi North, replacement and/or repair of the dinghy floats at Leschi North, replacement / repair of the breakwater at Leschi South, replacement of the floats at Leschi South, and replacement of the piles and piers at Lakewood.

The breakwater at Leschi North has boards that are loose and missing and needs to be repaired. The proposed option would include replacement of missing boards, addition of a channel to the bottom of the entire breakwater to prevent movement, and a revised attachment to the piling (to prevent additional movement and loosening of the boards).

The dinghy floats at Leschi North are also in need of repair and there are sections that are unusable and unsafe at the current time. The proposed option would be to replace the main walkway float as well as the current E/F float that is unusable at this time. There are possible options for the new floats to include some wet slips or to be replaced entirely with dinghy floats (as it is currently).

The breakwater at South Leschi does not completely surround or protect the marina and needs to be improved, repaired, or replaced. There are several possible options for this including pipe breakwaters (similar to the current protection), modular breakwater sections (anchored with cables), or concrete breakwaters (with the possibility of transient moorage slips or other uses).

The marina at South Leschi is nearing the end of its useful life and needs to be repaired and/or replaced. The condition of the marina is deteriorating and the current float widths, utilities, slip sizes and lengths may need to be updated to conform with current user needs and code requirements.

The piers at Lakewood (A and B) are deteriorating and need to be repaired and/or replaced. Many of the fingers are unstable and there are piling that need to be repaired or replaced as well. Options for Lakewood include repairing piling and deck structure, replacing the piers, or replacing the piers with floats.

Parks and Recreation has reviewed the options and alternatives and has gone through an internal advisory committee review as well. In addition to this a public meeting was set up to present the potential options for marina renovation elements and receive input from the community, users, and others on priorities and opportunities for the marina renovation project.

II. Permitting Implications

- Description of permit process applicable to over water structures:
- Permits required:
  - City of Seattle
    - *Shoreline Substantial Permit*
    - *SEPA*
  - State Government
    - *Department of Fish & Wildlife, Hydraulic Project Approval (HPA)*
    - *Department of Ecology, 401 Water Quality Certification*
  - Federal Government
    - *Corps of Engineers §10 or 404 with ESA Compliance - NOAA (NMFS), USFWS*
- Key Issues In water
  - *Water depths*
  - *Nearshore Habitat*
  - *Vegetation – eelgrass & surf smelt*
  - *Dredging – process*
  - *Overwater Coverage*
  - *Fish Windows & Closures*
- Permit process can be the slowest part of the project and take longer than anticipated if there are significant concerns from agencies about proposed project.
- Balancing act required between addressing environmental concerns of these regulatory agencies and needs of the boats along with engineering design

III. Comments and Discussions for Leschi and Lakewood Marina

A. Leschi Marina South:

1. Public group consisted of approximately 17 to 20 individuals

2. Prevailing winds are from the south, highest exposure to wind waves and swell
3. Prevailing wake direction is from the east – boats passing marina

4. Number one priority from the entire group is repair of the south breakwater.

5. There are missing and broken anchor bolts on the south breakwater and the existing pipe has resurfaced and is intruding into the marina area.

6. The floating pipes are not really effective breakwater protection for the marina; the breakwaters should be more substantial and have deeper draft.

7. The south breakwater should be repaired immediately to prevent damage to docks and boats this winter, this should be the focus of the short-term engineering, and then Parks can take a look at long term breakwater type and configuration and moorage float rebuild

8. Fixing or replacing the floats without first fixing the breakwater does not make sense since the existing conditions without a good breakwater will result in damage to the floats

9. If the breakwater is rebuilt in the long term, a wide concrete float would be ideal

10. Could the wide concrete float that serves as a breakwater also be a combination dry float/small boat storage float as well as provide access and guest moorage

11. Security on a wide breakwater float would be of concern, either is should be behind a gate or the guest moorage area should be separated by Plexiglas panels or gates.

12. It would be preferable to have a marina entrance in the southeast corner of the marina, however, the breakwaters would need to overlap to protect from southerly waves and easterly wakes

13. Two dragon boats are moored in the south basin and two are moored in the north basin at Leschi. The dragon boats could be moored along the inside of a new concrete breakwater, but they would need to be behind a gate or secure area. Right now the dragon boats go around the corner from the nearshore linear moorage, a south concrete breakwater would potentially block this access, there needs to be room for the dragon boats to go out under the new

gangway or the boats need to be out on the new concrete float since they cannot turn the 90 degrees from the inshore headwalk area out along a new south breakwater. The dragon boats also need two storage lockers approximately 5' x 10' to store paddles and life jackets in the vicinity of the boats; these could be placed on the concrete floating breakwater. (Note the dragon boats need a relatively low freeboard and may not be compatible with a higher freeboard floating breakwater). The dragon boats are 40' long by about 5' wide. Each dragon boat has twenty people in it. It would be beneficial to have more stable floats leading out to the dragon boat moorage location. The existing headwalk is pretty unstable for that large a group. The dragon boats would like 100 feet or more of moorage.

14. There should be more space between a new south breakwater and the existing docks than is shown in the concept drawing, for moorage and access.

15. One person suggested looking at switching slips 90 degrees to face into the predominate wind, but others felt the existing orientation was preferred since the slips are facing into predominate wake conditions.

16. All were in general agreement that one marina entrance was needed on the north side and it is important the breakwaters extend past the fixed pier in the central portion of the site as the current breakwater does.

17. Most agreed that two entrances would be sufficient for the south marina. One entrance on the north and one at the southeast corner.

18. A crane to load dinghies and small boats for regattas would be very beneficial at the site to support various activities. Most felt that a 3-ton crane would be sufficient for the site. There is an existing crane in the center portion of the site but it no longer works.

19. Along with the crane, some folks would really like to see upland dry storage facilities for their small boats.

20. The navigation lights on the breakwater are either missing or not working and should be replaced immediately.

21. Single versus double slips were discussed, some preferred single slips for ability to tie up on each side of vessel and not having to moor adjacent to another vessel. Some said double slips would be acceptable if the breakwaters were fixed and the basin was protected from wakes and swell so that the boats did not hit each other in the double slip.

22. The boaters would like to see an increase in the number of slips at the site.

23. There was also discussion of if double slips were used then perhaps a single mooring pile can be placed in the center between the slips, aligned with the end of the fingers

24. The slip mix diversity was discussed. The majority of the group felt that the mix of 24' and 26' slips was very appropriate. The density of 24' and 26 boats should be increased.

25. Both basin slip mixes should be looked at together to maximize the 24' and 26' slip availability.

26. Some felt the outer 30' slips might be reduced to shorter lengths if additional slips could be added. Others (that owned a 32' boat) felt that is was important to provide the 30' slips in the south basin since they prefer mooring at floating docks, the north basin fixed piers were more difficult to moor to and caused damage to the smaller vessels.

27. Someone suggested a floating clubhouse be installed near the center of the outside breakwater in the future.

28. The existing dry floats/small boat floats at the inshore headwalk are roughly sufficient in terms of space but could be expanded if feasible to provide more dry float storage.

29. The marina float system in the south basin should not extend further north that the existing docks in order to provide turnaround area and navigation area between the floats and the central pier structures.

30. The floats should not be grating if at all possible since the sailors don't have lockers and are carrying all kinds of equipment and supplies that could fall through the grated surface.

31. An open marina is not good, the docks should be gated for security and safety, public access should be limited to other areas and separated from the main docks.

32. The north marina has more parking and therefore the public access should occur near the north marina.

33. Is there a way to add more parking on the west side of Lake Washington Boulevard upland from the south marina?

34. Many in the group preferred that the existing dry float storage floats on F Dock in the north marina remained dry storage floats and were not converted to slips.

35. Most in the group agreed that the existing width of the slips and fairway width are sufficient and that the overall proportions of the existing marina layout are acceptable.

36. The group was open to an option that had the outer east breakwater part of the overall moorage float system especially if it increased the number of slips at the facility.

37. The north end at Leschi would be the most appropriate for a boat sewage pumpout. Most of the existing tenants are smaller boats without sewage holding tanks.

38. The main walk should be increased were it leads to dry floats for stability issues.

39. Some felt wider fingers were important; other felt the narrower fingers like existing conditions were acceptable.

40. Leschi is very important to the one design fleets and the ability to attract more vessels/owners to the fleets is limited by the lack of moorage, plans that increase the moorage would support larger fleets.

41. There is existing electricity and lighting issues at the marina that should be addressed.

B. Leschi North

1. Public group consisted of approximately 16-18 people.

2. Consensus that breakwater needs to be fixed first to prevent additional damage to the marina.

3. Is there a way to extend the existing breakwater to the north to protect the dinghy floats? The current protection does not do much.

4. Is there a potential to put in a "wave fence" type breakwater at the dinghy floats? This would allow reuse of the existing piles and prevent additional permitting issues.

5. Most would like to see any dinghy floats that are rebuilt to have internal piling instead of the current external piling. This would apply even if the existing pilings remain.

6. All are agreeable that grating will be fine in the floats.

7. The main walkway float ('A' Float) needs to have a higher freeboard. There are two 500 lb lifts at the south side of the float for ADA access that need to remain at / near the same location.

8. Freeboard of approximately 1ft for the main walkway float would be nice and still allow for hand launching of boats. Freeboard for the dinghy floats would be better if it was a little lower than 1ft but 1 ft would probably be acceptable.

9. There is some debris located near shore (tires, etc) that could be potential mitigation / cleanup as part of the project.

10. Most would like to see some sort of lighting on the dinghy floats such as "street lights" and plug-ins. There is a concern about the safety of the boats and personnel when there is no lighting.

11. What would the potential cost / permitting issues be to expand the current breakwater to encompass the dinghy floats as well? Is there a possible solution?

12. Several mentioned that there may be grant funding available for ADA groups to help with float costs if the dinghy floats are made ADA accessible.

13. The consensus of the group was to keep the area as all dinghy floats (not put wet slips in). It was mentioned that this is one of the main small boat facilities and that there is a waiting list for dinghy float space.

14. ADA accessibility to main walkway and dinghy floats is a big concern. The current layout is fine but need higher freeboard, safe transition ramps to float laterals, and a ramp that is sloped correctly.

15. Safety is also a big concern to the group. They would like to see fire alarm stations / fire extinguishers, safety ladders, and life rings along the entire length of the floats.

16. There was a concern that there is not really enough room for wet slips for boats to maneuver and it would be better just kept as dinghy floats.

17. Is there a possibility of different fleets building / buying their own floats and then having separate agreements with Parks?

18. The current ramp size is adequate for trailers but the fence width on land will limit the size of trailers that can be brought down. It would be nice to have an 8' wide ramp.

19. Is there a possibility of making the main walkway float wider and having kayak / dinghy rack storage on the float? Most agree that this would be a good idea.

20. Could there be a boat hoist for launching small boats?

21. Need to make sure that there are safe transitions to float laterals. There is currently a gap that users have to jump across.

C. Lakewood

1. Public group consisted of about 12 people.

2. Users – Majority of people in the group had a motor boat or sail boat at the facility.

3. One couple has 15 foot sailboat and would like dock storage on float at Lakewood, similar to dock at Leschi Marina.

4. One couple represented Lake Washington Boulevard Restoration group and are interested in participating in discussions.

5. Key Issues:
   - Finger piers are wobbly
   - Boards on finger piers are loose – creates problems for pets
   - Need to replace piling. Right now the facility manager does some of that on a piling by piling basis. They would like to see a more comprehensive condition assessment and replacement of piling.
   - Finger piers are too high and are in need of bumpers or protectors. Currently, people modify their own slips to address the problem but they would like to see a unified approach to the issue.
   - In general, the group said the facility is in decent condition, particularly compared to Leschi.

6. The group said they would like to retain the vegetation along the shoreline. As a side note, someone recently cut down the shoreline vegetation – cattails, etc. The users said they would like to see that vegetation stay.