

TOWN OF PALM BEACH

Information for Town Council Meeting on: June 10, 2020

TO: Mayor and Town Council

VIA: Kirk W. Blouin, Town Manager

FROM: Jay Boodheshwar, Deputy Town Manager
H. Paul Brazil, Director of Public Works

RE: Design Concept Recommendation for Improvements to Lake Drive Park, South Lake Drive and Marina Parking and Town Marina Project Update on Value Engineering
Resolution No. 43-2020 – Authorization to Increase Purchase Order #190332

DATE: June 2, 2020

STAFF RECOMMENDATION

Understanding that the new Town Marina will serve the Town for decades to come, any decisions made relative to upland improvements should consider both current and future needs of not only the adjacent residential neighborhood, but also the operational needs of this important facility. Balancing the needs of a successful marina operation, varied resident desires, and passive park use is paramount. To that end and after much consideration, staff recommends Town Council approval of a modified version of the design concepts presented to the community on May 20, 2020, which will be referred to as Design Concept A-1. See below and attached for more information.

If the Town Council chooses to proceed with Concept A-1 and the required reviews and approvals of the Landmarks Preservation Commission and Town Council Development Review, an additional \$25,000 authorization is requested to accomplish these tasks. Resolution No. 43-2020 is provided for approval if that action is desired.

Staff also recommends approval to upgrade the electrical cabling associated with the overall marina project, as outlined in the Value Engineering Update below.

GENERAL INFORMATION

Below is chronology/history of the design concepts effort, which initially focused on marina related parking but evolved to address a number of other neighborhood and Council desire. Also provided is a timeline of future anticipated milestones to provide a context for the related Town Council decision on obtaining additional consultant services (that separate item, Resolution No. 42-2020, follows this item on the agenda).

The origin of the study and development of various upland design concepts was primarily based on a desire to provide a suitable number of parking spaces to accompany the reconstructed marina, with a stated goal of two (2) parking spaces per slip. The Town Council's desire was to maintain the construction contract award for the marina and continue with that project work while initiating the parking alternatives study and allowing public (resident) input. The recommendation by staff was to utilize a consultant separate from the marina consultant, and the consultant with the most relevant experience that already was available with an existing Professional Services Agreement with the Town was Kimley Horn & Associates. A proposal was received from them on September 27, 2019. This task was approved by the Town Council at its meeting on October 10, 2019 with a \$25,000 budget authorization, and as part of the Town Marina Project Update item. During the development of concepts, the scope of services was increased to reflect the additional services for renderings, colorized plans, photo simulations, additional meetings and presentations, cost estimating and further refinement of various concepts. That approval by the Town Council at its March 10, 2020 meeting was presented as part of the overall project budget, and this task's budget was revised to \$55,000 at that time.

Development of Design Concepts

The development of various design concepts undertaken by Kimley Horn & Associates (KHA) were based on guidance provided by staff regarding a desired range of alternatives. Those alternatives ranged from "do nothing" (status quo) alternative to parking concepts that had significant impacts to the use of Lake Drive Park. Staff originally focused on those concepts that provided more parking adjacent to the new dock configurations, which enhanced the marina user experience but not necessarily those of the residents and park users. When those alternatives were presented at the public meeting on February 24, 2020, it was evident that residents in attendance desired revisions to be more closely aligned with the access and usability of the park, along with a number of other considerations. These revisions included traffic safety items (traffic calming, crosswalks, stop signage at intersections, etc.) and reduced impacts to the park and existing green space. Based on the public feedback received, and again with staff input, revised concepts were to be developed. The public meeting originally anticipated for March was deferred due to COVID-19 restrictions. Updated concepts from KHA were ultimately prepared and approved by staff prior to public presentation.

May 20 Public Meeting and Summary of Feedback from Public Comment Period

A virtual meeting was held on May 20, 2020, to review the updated design concepts and had an attendance of 33 people, 12 of which were town employees or consultants related to the project. Subsequent to the meeting a public comments period was provided until May 29. Fifteen public comments were received via email (which are included in this back up) during the comment window. The Friends of Lake Drive Park submitted their comments and related renderings. The Royal Park Homeowners Association (RPHA) also submitted a memo with their feedback.

The consensus of the feedback supported no increase to the size of existing parking lots. Other themes included preserving the greenspace and the addition of some traffic safety measures (crosswalks and stop signs) were consistent. Although some residents are not in favor of pathways traversing through the park, there was sentiment to have a hard surface, allowing for easier access

for those who may have difficulties traversing the grass (people who rely on a wheelchair, cane, walker, etc.) from Lake Drive Park to the Lake Trail. Currently, many park users walk through the marina parking lots to gain access. Town staff believe using the parking lots as park pathways is unsafe and inappropriate from a marina operations perspective.

There was also concern regarding on street parking expressed. Residents of 315 and 325 South Lake Drive have both expressed concern over the loss of on street parking on the east side due to the landscape islands that would be created in order to have crosswalks and stop signs. There were also questions related for the need for landscape islands to have crosswalks. Most responses indicated residents along South Lake Drive do not want them as they reduce on street parking.

Attached are the public comments received during the public comment period (May 20-29, 2020), including communications from the Friends of Lake Drive Park and the Royal Park Homeowners Association.

Design Concept A-1 Recommended

Feedback received during the public comment period was given tremendous consideration, along with the operational needs of the marina, resulting a staff recommendation for council consideration, which is referred to as Design Concept A-1. Key design elements of this concept include:

- No expansion of existing parking lots.
- Gated and landscaped borders for parking lots (no fencing).
- Reduction of angled parking on South Lake Drive to install required landscape islands on west side of street to accommodate ingress/egress needs at parking lots, new crosswalks, and to create a connection point to Lake Trail access paths.
- Addition of some parallel parking between Australian and Brazilian on west side of street.
- New crosswalks at Brazilian and Peruvian.
- Two new access paths to Lake Trail near Peruvian and Brazilian lots with connections to crosswalks.
- New stop signs at intersections of Brazilian, Australian and Peruvian.
- No landscape islands on east side of South Lake Drive.

Attached is a copy of the draft Power Point, which will be presented on June 10, to help visualize the recommendations. The Power Point begins with the three design concepts that were presented on May 20 for context and ends with the recommended Design Concept A-1.

FUTURE MILESTONES

Town Council Approval of Recommended Design Concept – June 9, 2020 Completion Date

The concepts developed for the May 20th public meeting, associated feedback from residents, and staff recommendation are presented for Town Council consideration. Upon review and consideration, it is recommended that the Town Council approve Design Concept A-1 and provide guidance on pursuit of that concept for further development. Any delay in selecting a preferred

concept or identifying an alternative concept will cause a direct and corresponding delay in the execution of the work. A base timeline is presented below along with tentative milestone dates for each step in the process.

Please note that additional consultant services have been solicited based on the Town Council's direction at its May 13, 2020 meeting. If those services are sought and a "peer review" of alternative concepts is desired, the timeline below will be delayed. That significance of that delay is unknown but would be dependent on the new consultant's tasking and scope of services. Presentation of these peer review comments and adoption of any recommendations by the Town Council would occur at a future meeting.

Preliminary Design & Landmarks Preservation Commission (LPC) Review – August 19, 2020 Completion Date

When the Town Council provides direction on the preferred concept to be pursued, the next step would be the immediate authorization to proceed with the preparation of a preliminary (30%) design that would have sufficient detail for consideration by the LPC at its August 19, 2020 meeting. Staff recommends accomplishing this task with the Town Marina consultant (W.F. Baird & Associates). A cost proposal for these services related to the LPC application and presentation will be secured from Baird, which is estimated to not exceed \$25,000 and it is recommended that the Town Council approve Resolution No. 43-2020 to increase the existing purchase order authorization to Baird. It should also be noted that a pending task authorization to W.F. Baird & Associates was previously approved for LPC application/submission related to the original scope of the project that is located east of the bulkhead. Authorization to increase that scope to include the approved parking alternative concept is needed to incorporate those new elements into the LPC application initiated by W.F. Baird. The LPC application would need to be prepared and submitted 30 days in advance of the meeting to comply with established procedures. In order to meet the submission deadline of July 20th, the design criteria associated with the preferred alternative needs to be clearly understood at the June 9th Town Council meeting so the design consultant can develop the LPC application with adequate detail. Specific design criteria examples would include the type/extent of fencing, landscaping approach, and typical plant selections, security improvements (cameras, gates, etc.), and any hardscape revisions (sidewalks, etc.) that would be required. An interim update to the Town Council at its July 14, 2020 meeting may be helpful to ensure this key task remains on track.

Town Council Approval of LPC Recommendations – September 8, 2020 Completion Date

Subject to Town Council approval of the LPC recommendation, or by other direction provided by the Town Council, the design consultant will take the preliminary design and continue with design development resulting in the final design of the approved alternative and preparation of bid documents and corresponding cost estimate. It should be noted that, if an additional LPC review or Town Council approval cycle were necessary, the schedule would be delayed, typically a month or two depending on the meeting schedules. Authorization would be sought to have the design consultant complete the final design and bid documents for a future cost to be determined.

Final Design and Bid Documents Preparation – November 10, 2020 Completion Date

The design consultant would complete the final design as noted above and provide suitable bid documents (plans & specifications) to procure the work. An interim update to the Town Council at its October 13, 2020 meeting would be advisable to ensure that any design revisions are accommodated prior to the bid documents being finalized. The consultant's Opinion of Probable Construction Cost (OPCC) would also be established as part of this phase.

Bid Phase Schedule – January 12, 2021 Completion Date

The bid documents would be provided to the Purchasing staff for procurement. At this time, staff would recommend that the work be accomplished by the Town Marina contractor, Murray Logan, as a change order to the existing contract if possible. That would be the most expeditious method and should have the least impact on scheduled completion by avoiding overlapping work by two (2) different contractors. If a reasonable cost cannot be negotiated with the contractor, or if a contractor other than Murray Logan was chosen, then the timeline would be extended accordingly until a contract was awarded. If bid phase was accomplished sooner than expected, contract award at the January 12, 2021 Town Council meeting might be possible.

Construction Phase Schedule (Award) – February 9, 2021 Completion Date

The general contractor performing the marina construction has indicated that a decision would be required by February 2021 if the scope of work for the site improvements (parking lots, landscaping, etc.) were to be changed. After this date, the contractor cannot guarantee completion without delay to the Town Marina Project. Therefore, Town Council's approval at its February 9, 2021 meeting would be the latest an award could be made without disruption to the Town Marina Project schedule. Paving work and other site work is scheduled to be accomplished spring and early summer of 2021.

VALUE ENGINEERING & CONTINGENCY UPDATE

Dredging Volume

The original bathymetric survey provided during the design development by the consultant W.F. Baird & Associates anticipated a total volume of dredge material to be approximately 90,000 cubic yards. Based upon the pre-dredge survey conducted by Murray Logan's surveyor, their estimated volume is approximately 6,000 cubic yards less than that (about 84,000 CY total). This pre-dredge survey was performed after all the boats had departed the marina and, therefore, is likely to be more accurate than the initial survey when the marina was fully occupied. Although the reduction in volume cannot be finalized until the dredging work is completed, it appears that a savings might be realized based on the unit price from Murray Logan (\$54.50 per cubic yard) and an eventual reduction of \$327,000 may be possible.

Electrical Distribution Cabling/Wiring

The project was designed to include conduit and wiring for the electrical power distribution to and

through the floating docks. That alternative was chosen as the baseline since it reflects the lowest cost alternative that meets the electrical code requirements. During the preparation of shop drawings for the new floating docks, the manufacturer, Bellingham Marine, has informed the project team that an upgrade to a better electrical cable may be desirable. The use of a more durable cable (Type G and Type W) would be more expensive initially but will have a much longer life and would require replacement at a much longer interval than the originally specified wiring that would typically need to be replaced every 10-15 years. The recommended cable upgrade is better suited for the marine environment, and is worth the additional investment based on research by the Town's consultant. Since this upgraded cable does not require conduit to protect it, there is less cost and effort associated with its installation, and offers simpler fabrication (less labor intensive). For that reason, the dock manufacturer is offering to provide the upgraded cable at only 50% of its actual cost, and the contractor is not charging any markups (overhead & profit) on it. The net cost to upgrade the electrical cabling is \$269,615, and based on a life cycle cost analysis, would be less expensive over the life of the docks. Staff and the design consultant recommend acceptance of this proposal from the contractor.

FUNDING/FISCAL IMPACT

No additional funding authorization is required is council approves with the recommendations as described above. Due to savings achieved through previously value engineering efforts, the estimated expenses associated with the Landmarks and Council approval process for Design Concept A-1, along with the upgrade to the electrical cabling can be absorbed within the existing approved project budget. However, it is important to note that any additional expenses for work not currently included in the scope of the approved marina project will require funding authorizations from our sources.

PURCHASING REVIEW

The Purchasing Division has reviewed this item and recommends approval of Resolution No. 43-2020.

TOWN ATTORNEY REVIEW

This proposed Resolution has been reviewed and approved by the Town Attorney for legal form and sufficiency.

Attachments

cc: Carolyn Stone, Director of Business Development and Operations
Eric Brown, P.E., Assistant Director of Public Works
Patricia Strayer, P.E., Town Engineer
Dean Mealy, Purchasing Manager
Jason Debrincat, Senior Project Engineer
Mike Horn, Town Dockmaster