August 22, 1989
DM/lk 8:16L.2

Introduced by: GREG NICKELS

Proposed No.: 89-705

MOTION NO. 7698

A MOTION authorizing the County Executive to make grant applications for funds in the approximate amount of $162,681 to support construction along the Green River Trail, Grant File No. 920,

WHEREAS, The State InterAgency Committee for Outdoor Recreation is empowered to make grants to support development of recreational and park facilities, and

WHEREAS, the construction of access parks along the Green River Trail will assist the county in meeting the needs of the public for recreational facilities in the Green River Valley area of King County, and

WHEREAS, the council recognizes an obligation to provide the amount of $325,364 from funds already appropriated to the project;

NOW, THEREFORE, BE IT MOVED by the Council of King County:

A. The King County executive is hereby authorized to make applications for funds in the approximate amount of $162,681 to the State InterAgency Committee for Outdoor Recreation for construction of three access parks along the Green River Trail;

B. The King County executive is hereby authorized to file and execute such applications and enter into and execute such contracts as are required by the grantor;

C. The King County executive is also authorized to enter into and execute such subcontracts as are necessary for the implementation of the project;

D. The State InterAgency Committee for Outdoor Recreation is hereby assured full compliance with Title VI of the Civil Rights Act.

PASSED this 25th day of September, 1989

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Chair

ATTEST:

Clerk of the Council

7698

BLACK RIVER ACCESS PARK

GREEN RIVER TRAIL

ACCESS PARKS

SUBMITTED BY
KING COUNTY
PARKS, PLANNING AND RESOURCES DEPARTMENT
NATURAL RESOURCES AND PARKS DIVISION

DEVELOPMENT APPLICATION

LOCAL AGENCIES

7698

TO: Interagency Committee for Outdoor Recreation
4800 Capitol Boulevard, KP-11
Tumwater, Washington 98504-5611

RE: _____
(IAC Assigned No.)

FROM: King County, State of Washington
Agency Name

400 King County Courthouse
Address

seattle, WA 98104

You are hereby requested to consider this application for financial assistance for the outdoor recreation project described herein and to grant funding from such State and Federal sources as may be available. This application has been prepared with full knowledge of and in compliance with the instructions contained in the Participation Manuals of the Interagency Committee for Outdoor Recreation by furnishing such additional information as may be necessary to qualify for federal aid, to execute an IAC Project Contract and to adhere to all appropriate State and Federal statutes governing the grant monies utilized in the Project Contract.

We are aware that the grant-in-aid, if approved will be paid on a reimbursement basis.

The applicant certifies that to the best of his knowledge, the data in this application is true and correct.

Inquiries regarding this application are to be directed to:

	Mike Rice
(Signature of Authorized Representative)	NAME
Tim Hill, King County Executive	Project Administrator
(Name) (Title)	TITLE
July 3, 1989	(206) 296-4253
Date	Telephone

Revised 3/27/87)

7698

APPLICATION CHECK LIST

____	Signed and Dated
X	Completed Resume (P. 3)

Page 4 -

X	Item #1 - Source of Share
X	2 - Other Federal Applications
X	3 - Adoption of Site Plan
X	4 - Design Work
X	5 - Construction
X	6 - Annual Maintenance
____	Attachment #1 - Title Information
X	2 - Site Plan
X	3 - Cost Estimate
____	4 - Resolution and Commitment of Local Share
N/A	5 - Legal Opinion (If necessary)
X	6 - Aerial Slides
X	7 - Location Map
X	8 - Program Narrative

Revised 3/27/87)

SET TABS ◊ ◊ ◊ ◊ ◊ ◊ ◊ ◊ 7698

RECREATION PROJECT RESUME

EVAL SCORE	RANK	IAC NO.

AGENCY	PROJECT	REGION
King County	Black River Access Park	

COUNTY	LEGIS. DIST.	CONGR. DIST.	SECTION	TOWNSHIP	RANGE	AREA TYPE
King		7	14	23	4	

ADDRESS/DESCRIPTION	Census Tract No.	NEAREST STATE HWY. NO.	DIST. AWAY	PRIORITY
Junction of Green River and Black River	262	SR 900	1/2 mile	

ACQUISITION ONLY

EXISTING

ZONING	Park
USE	Park
OWNER	King County
TIDE/ SHORELAND OWNER	State owned navigable waterway

NO. OF PARCELS	1
ACRES THIS APPL.	.07
TOT. ACRES	.07
WATERFRONT	Green/Duwamish River
FRONT FEET	310

☐ NEW SITE
☐ ADD. TO EXIST.
☐ FEE SIMPLE
☐ LEASE
☐ OTHER(SEE DESC.)

OPTION ☐ YES ☐ NO

APPRAISED VALUE

LAND $
IMPROVE. $

COST

PER ACRE $
PER FRONT FT. $

PROJECT DESCRIPTION

This project involves the construction of one of three trail access/boat launches along the lower portion of the new Green River Trail. The three parks will provide parking for trail users, rest and picnic facilities and boat launching areas for access to the Green and Duwamish Rivers.

FACILITY(IES) PROPOSED FOR ACQUISITION/DEVELOPMENT & ESTIMATED COST

TRAIL MI.	BOATING ACCESS	DESTINATION
6.5*	☒ YES ☐ NO	☐ YES ☒ NO

*1st Phase

Each of the parks will have paved parking for approximately 8 to 10 cars, landscaping, pathways, site furnishings and a boat launch area.

REQUIRED PERMITS/COORD.

☐ DNR ☐ COAST MGT. ☒ CORP OF ENGRS.
☐ PARKS ☒ FISH/GAME ☒ SHORELINE MGT.
☐ HEALTH ☐ OTHER

RELOCATION

☐ YES ☒ NO
EST. COST $ N/A

TOT. EST. COST $ 72,867

COMMENTS

IAC CONSIDERATION

NO. OF TIMES REV. SINCE LAST CONSIDERED
☐ YES ☐ NO

IAC GRANTS

NO. APPVD.
TOT. VAL. $
NO. COMPL.
NO. INCOM.

FUND SOURCE	%	$
IAC: INIT. 215	50%	36,433
NPS LWCF		
State Bond		
OTHER(SEE COMS.)		
LOCAL:	50%	36,434
TOT.		$ 72,867

Item 1. Source of sponsor's share: $ 36,434 total:

X Appropriations $ 36,434.

____ Bonds $_____.

____ Volunteer Labor, Equipment and Material Donations $_____

____ Force Account (In-Kind) $_____.

____ Land Donations $_____.

Item 2. Have any applications for federal funds been made for this project? ____ Yes X No (Explain)_____

Item 3. Has the site plan been officially adopted by the local governing body? ____ Yes (Master Plan) X No Date Adopted Junuary 18, 1988

Item 4. Design and engineering work to be done by:

(X) Consultants ( ) Staff ( ) Combination

( ) Other _____

Item 5. Construction will be accomplished by:

(X) Contract ( ) Force Account ( ) Volunteers

Item 6. Estimated annual maintenance cost $ 4,000 per year.

The project sponsor does hereby acknowledge that the amount indicated above is the most current estimate of funds deemed necessary to cover operation and maintenance of the facility proposed for development and that adequate funds will be budgeted annually subsequent to the completed development.

Revised 3/27/87)

COST ESTIMATE

7698

Black River Access Park
Green River Trail
Name of Project

8/10/89
Date

IAC #90-145 D

This outline should serve as a guide in the preparation of cost estimates. Depending on the individual projects, some items will not be applicable while at other times the categories and items will need to be expanded.

1. Site Preparation

1. Clearing Grubbing, debris removal & rough grade	0.7	Acres	$	12,000
2. Cut		Cubic Yards (C.Y.)	$	
3. Fill		(C.Y.)	$	
4. Grading, finish	30,500	Square Feet (S.F.)	$	5,550

SUB-TOTAL $ 17,550

2. Utilities N/A

1. Gas		Lineal Feet (L.F.)	$	
2. Underground power		L.F.	$	
3. Water		L.F.	$	
4. Sewer		L.F.	$	
5. Storm		L.F.	$	
6. Septic system	(Number)		$	

SUB-TOTAL $ -0-

3. Landscaping (Do not include sports fields)

1. Trees			$	3,000
2. Shrubs			$	2,000
3. Ground cover			$	
4. Grass (specify ~~sod~~ or seed)	4,000	S.F.	$	200
5. Other			$	

SUB-TOTAL $ 5,200

4. Irrigation System (indicate ~~manual~~ or automatic) 30,000 S.F. $ 6,500

SUB-TOTAL $ 6,500

7698

5. Roads, Paths, and Parking

Roads (indicate width & surface) 10' asphault ____650____ L.F. $ ____5,250____

Parking (indicate surface) asphault ____10____ Spaces $ ____5,000____

Paths (indicate width) _____ L.F. $ _____

SUB-TOTAL $ 10,250

6. Support Building N/A

___ Restrooms ( ) No. _____ S.F. $ _____

___ Shelter ( ) No. _____ S.F. $ _____

___ Administrative _____ S.F. $ _____

___ Maintenance _____ S.F. $ _____

___ Other * ( ) No. _____ S.F $ _____

*Explain

SUB-TOTAL $ -0-

7. Playfields N/A

NOTE: Do not include lighting costs

___ Multipurpose ( ) No. $ _____

___ Softball ( ) No. $ _____

___ Baseball ( ) No. $ _____

___ Soccer ( ) No. $ _____

___ Football ( ) No. $ _____

___ *Other ( ) No. $ _____

*Explain

SUB-TOTAL $ -0-

8. Hard Courts - NOTE: Do not include lighting costs N/A

___ Tennis ( ) No. $ _____

___ Basketball ( ) No. $ _____

Revised 3/27/87)

___ *Other ( ) No. $ _____

*Explain

SUB-TOTAL $ -0-

9. Picnic Sites

4 No. Tables $ 1,500

4 No. Stoves $ 350

SUB-TOTAL $ 7,400

10. Signs

Temporary construction sign $ _____

Permanent entrance sign $ 1,000

Miscellaneous signs $ 500

SUB-TOTAL $ 1,500

11. Lighting N/A

___ Recreation (explain) $ _____

___ General security $ _____

SUB-TOTAL $ -0-

12. Swimming - Wading - Spray Pools N/A

___ Swimming pool (size ___ X ___) $ _____

___ Bathhouse _____ Square feet $ _____

___ Support buildings (explain) _____ Square feet $ _____

___ Wading/Spray pool (size ___ X ___) $ _____

SUB-TOTAL $ -0-

13. Other Boat Ramp, Rip Rap, Concrete Curbins, etc. $ 13,300

SUB-TOTAL

TOTAL ESTIMATED CONSTRUCTION COSTS $ 61,700

PLANNING, ENGINEERING AND CONSTRUCTION SUPERVISION (Limited to 10% of Estimated Construction Costs) $ 6,170

STATE AND LOCAL SALES TAX (%) $ 4,997

TOTAL ESTIMATED COST $ 72,867

X X X X X X X X X X X X X X X X X X X X X X X X X X X

Complete if Applicable - N/A

Force Account (In-Kind) $ _____

Summarize above items included in this figure.

Donations of Services and Materials $ _____

Summarize above items included in this figure.

A. Objectives and Needs of Assistance/Background:

This application is requesting monetary assistance to aid in the development of three access parks along the Duwamish/Green River.

Since before the turn of the century, the Duwamish/Green River has been evolving as an industrial waterway. The systematic filling of 2,100 acres of tidelands in the area improved its utility to commerce and industry. By the late 1960's, the area was established as the hub of one of the nation's premier container ports. Today it serves almost exclusively as a marine-oriented industrial center.

Planned uses and zoning have exacerbated this condition and in many instances has not only reduced the quality of the river and shoreline, but cut off the public's ability to access this resource.

It has long been recognized that public access to the Duwamish/Green River is limited. Currently, unimproved street ends and some vacant lands are available for public access, but can be unsafe as well as unattractive. Many are littered with debris or used for short-term industrial storage, which inhibits actual public use. In order to rectify this situation in the incorporated areas of King County, the City of Seattle and the Port of Seattle have adopted public access plans for the Duwamish Waterway.[1][2]

The Port's Comprehensive Public Access Plan for the Duwamish Waterway identifies how the Port will meet city requirements for public access improvements associated with marine facility development projects along the Duwamish. The Plan is designed to be consistent with City policies contained in the Public Access Policy Plan and to fulfill City requirements contained in the Seattle Shoreline Master Program.

The Plan includes a total of eight public access sites that will be developed by the Port in conjunction with marine facility development in the Duwamish Waterway. The eight sites are distributed throughout the area to take advantage of the river's diversity and meet the broadest possible range of user interests. Each site will offer a range of use possibilities in order to address user recreation needs that are unavailable or in short supply today. The types of public access site improvements included in the Plan vary widely and include trails, fishing piers, a viewing tower, interpretation, restrooms, boat floats and ramps, play, and picnic areas and parking.

The need for providing public access sites to the river resources south of the City of Seattle, in the unincorporated areas of King County, has been recognized for some time.[3] The planning for these facilities was partially

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1. Seattle City Council Resolution 27127. Public Access Policy Plan for the Duwamish Waterway, 1984

2. Port of Seattle, Comprehensive Public Access Plan for the Duwamish Waterway, 1985

3. Planning and Community Development, King County, A River of Green, Jones & Jones, 1979.

realized during the development of a Master Plan for the Green River Trail.[4] The Master Plan for the trail was developed by the King County Division of Natural Resources and parks in cooperation with the cities of Auburn, Kent, Renton, and Tukwila. Jones & Jones, a firm of architects and landscape architects, was retained by the County to provide professional services in the preparation of the Master Plan.

The Green River Trail is a major trail project that will run some 25 miles from Auburn Narrows Park at S.R.18 to the Seattle City Limits on West Marginal Way. It will be a multipurpose, fully separated trail for non-motorized uses such as walking, jogging and cycling. The trail will follow the banks of the Green River as much as reasonably possible, helping to create a connected greenway and recreation system for the growing population of South King County.

The recommended development program for the Green River trail also includes separated crossings of major roads, whenever possible. In several locations, new trail bridges are recommended to connect Class I links on opposite sites of the river. Directional signing and traffic control devices at points where the trail would intersect with roads or highways are also recommended. Trail furniture such as drinking fountains, benches and bicycle racks will also be included in the trail program. Trailside planting would be utilized for screening, providing shade, focusing views and enhancing wildlife habitat.

Finally, new river access facilities are proposed along the trail at three sites. These sites are located at the confluence of the Black and Green Rivers (at the north end of Fort Dent Park), along the Interurban right-of-way at the Allentown Bridge, and at the upper turning basin on the Duwamish (immediately south of an existing Seattle City light substation). See Attachments 8-A, 8-B, 8-C.

As part of the trail master plan, a site analysis and shoreline access and recreation plan was developed for each site. The site analysis determined planning and design constraints and opportunities, based on existing physical characteristics, adjacent uses and property ownership. Each of the plans emphasized passive-use features, low maintenance, shoreline-compatible landscaping, on-site parking and a put-in, take-out launch for boats.

King County is currently undertaking the design and construction of Phase I of the Green River Trail. The project program for Phase I includes 5 miles of paved multipurpose trail 12 feet wide with 2 foot shoulders of a compacted material on either side; two bridges across the Duwamish River, one at Fort Dent Park and one at the site of the former Duwamish Drive-in Theater; two under crossings at either end of the Pacific Highway South Duwamish River Bridge; a possible retaining wall at the Duwamish River Turning Basin #3 and the three access parks. As mentioned previously, each park will include parking for 8 to 10 cars, landscaping, site furnishing and boat launches as depicted in the plans.

B. Results and Benefits Expected:

As mentioned above in 8A, the need for public access to the Duwamish/Green River has been long recognized and well documented. The benefits derived from providing access to river resources are many and include:

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4. Natural Resources and Parks Division, King County, Green River Trail Master Plan, Jones & Jones, 1988.

- Put-in and take-out launches for small motor craft. Users are generally fishermen, pleasure boaters and others interested in viewing and experiencing marine-oriented commerce first hand.

- Rest areas or trail heads for trail users--be they recreation or commuter cyclists, joggers from Boeing, walkers and others.

- Access for shoreline fishermen.

- Others interested in a passive, green enclave from which to view an active, industrial panorama.

- Access to a small open space for neighborhoods (such as Allentown).

- Formalizing an access point to the river at an existing park (such as near Ft. Dent Park).

C. Approach

The design and construction of the three access parks will follow the general approach presented below:

A. Schematic Design: site conditions, analysis of zoning and building codes, develop alternatives and comparison cost estimates, present to neighborhood groups for review and comment (Allentown Neighborhood, Friends of the Duwamish).

B. Permits/Environmental Review: SEPA Checklist, COE 404, HPA shoreline grading and substantial development permits.

C. Design Development: prepare drawings and outline of specification of program elements of each site, probable construction cost.

D. Construction Documents: bidding and contractual documents, working drawings and technical specifications.

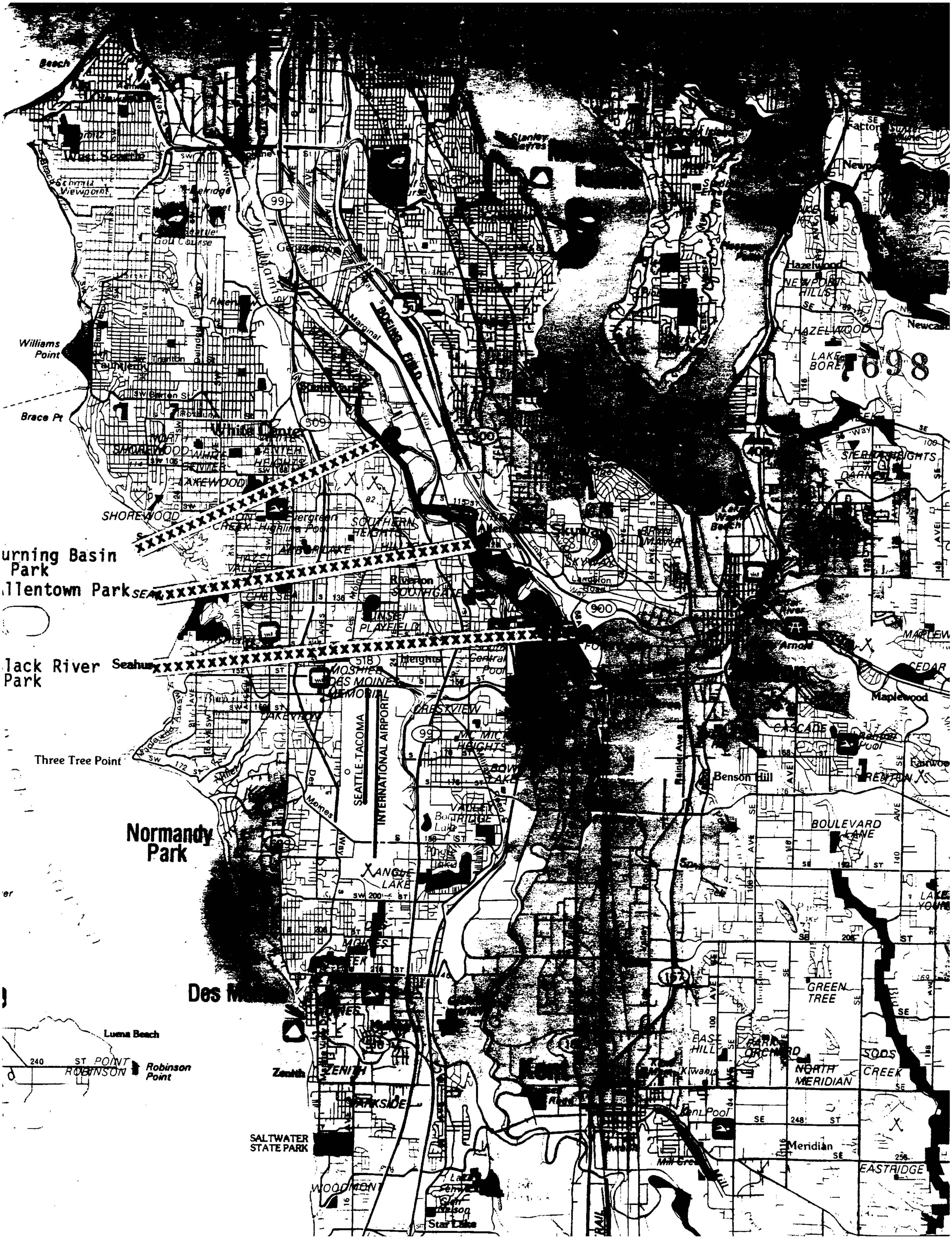
E. Bid Phase: call for bids, award of construction contract.

F. Construction Phase: building of the three access parks.

The Seattle firm of Jones & Jones, Architects & Landscape Architects has been retained by King County for design of the three access parks as part of Phase I of the development of the Green River Trail. Jones & Jones brings together a team familiar with the design and construction of parks and access sites, public involvement procedures and permitting. See the attached organization chart and firm descriptions of the team. (Attachment 8-D)

One important innovation the Jones & Jones Scope of Work calls for is a Value Engineering Workshop to be conducted just after project start up. On previous projects, a value engineering study has created a number of immediate benefits such as: a savings in construction monies, quickly defining the project description and parameters and bringing the design team immediately up to speed.

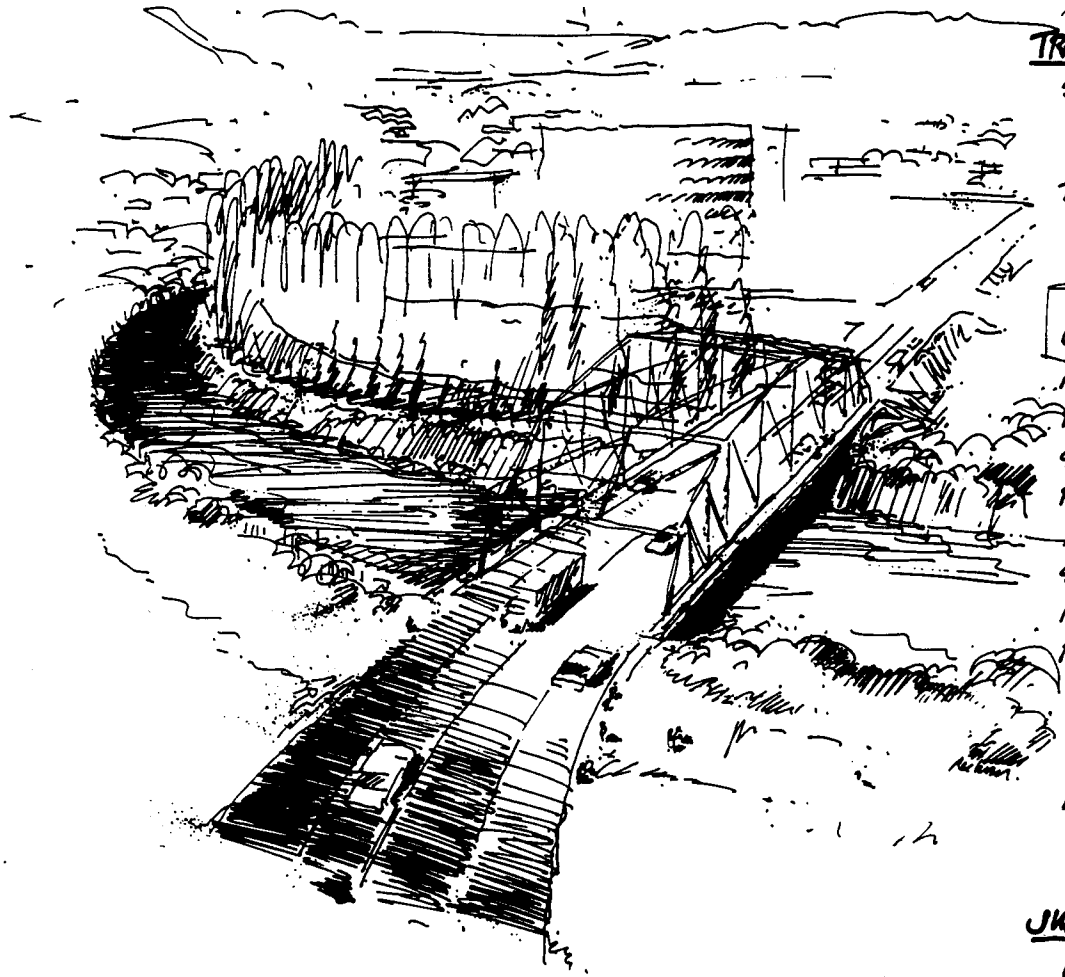
In addition, public participation will take place at several places in the design process, most notable in Schematic Design and during scoping for the SEPA process.



West Seattle
Schmitz Viewpoint
Georgetown
Boeing Field
Marginal
Williams Point
Fauntleroy
Brace Pt
White Center
SHOREWOOD
LAKEWOOD
Evergreen Highline Pool
SOUTHERN HEIGHTS
ARBOR LAKE
urning Basin Park
llentown Park
Riverton
SOUTHGATE
SUNSET PLAYFIELD
lack River Park
Seahurst
McMICKEN HEIGHTS
DES MOINES MEMORIAL
SEATTLE-TACOMA INTERNATIONAL AIRPORT
CRESTVIEW
Three Tree Point
Normandy Park
ANGLE LAKE
VALLEY RIDGE
Bow Lake
Des Moines
Luena Beach
POINT ROBINSON
Robinson Point
Zenith
ZENITH
PARKSIDE
SALTWATER STATE PARK
WOODMONT
Star Lake
Hazelwood
NEWPORT HILLS
HAZELWOOD
LAKE BOREN
Newcas
Factoria
698
SIERRA HEIGHTS
Langston Road
Skyway
Lake Wash Beach
Maplewood
CEDAR
MAPLEW
CASCADE
Benson Hill
Fairwood
RENTON
BOULEVARD LANE
GREEN TREE
EAST HILL
PARK ORCHARD
Kiwanis
NORTH MERIDIAN
SOOS CREEK
Kent Pool
Meridian
EASTRIDGE
Mill Creek

KEY ELEMENTS

GREEN RIVER TRAIL



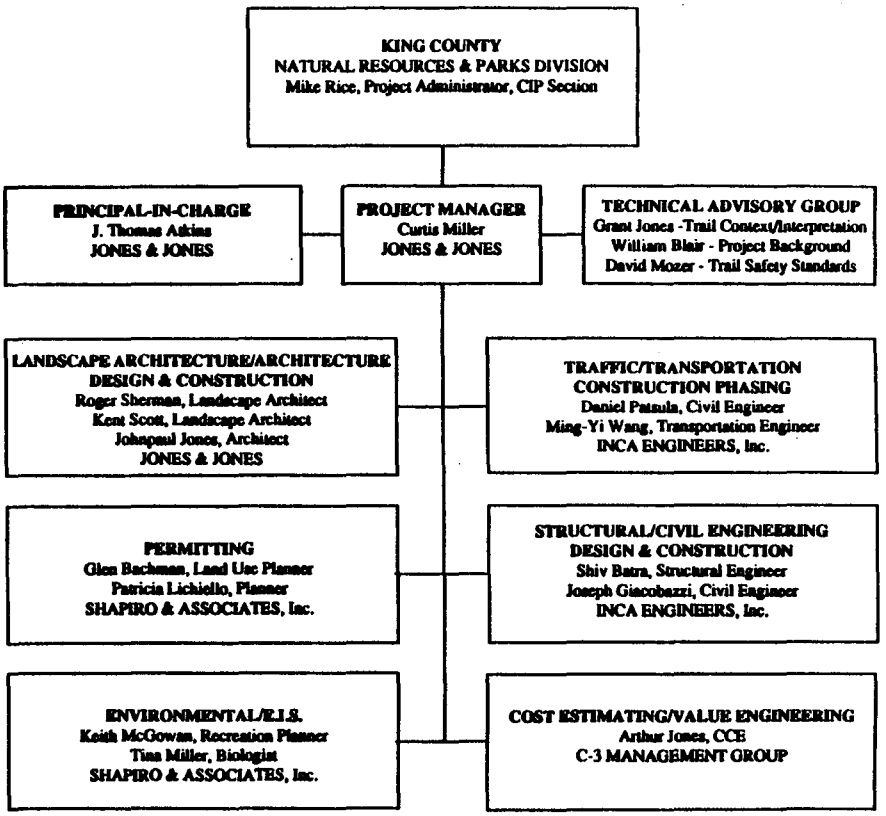
TRAIL DESIGN ISSUES

- SAFETY
  - User safety
  - Conflict avoidance
- TRAIL DESIGN
  - Widths
  - Surfacing
  - Drainage
  - Utilities
- CONTINUITY
- ACCESS / CONNECTIONS
- PARKING
- SCREENING
- RIVER CROSSINGS
- INTERSECTIONS
- SIGNING / MARKING
- MAINTENANCE
- RIVER EDGES / SHORELINES
  - Bank stabilization
  - Constructability
  - Geotech
  - Fisheries
- INTERPRETIVE USE
  - Historic
  - Riparian / interpretive

JURISDICTION / REGULATORY ISSUES

- OWNERSHIP / JURISDICTION
  - King County
  - Seattle
  - Tukwila
  - Renton
  - WSDOT
  - Other Regulatory Agencies
- PERMITTING
  - Regulatory
  - Construction

ORGANIZATION CHART



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JONES & JONES

Jones & Jones, Architects and Landscape Architects, is one of the nation's leading planning and design firms. Known for its innovative integration of architecture and landscape architecture, the firm has developed a strong, competitive practice in a number of specialized project areas. These include campus planning; development master planning; recreational facilities such as major destination resorts, regional parks, zoological and botanical gardens, and aquaria; urban waterfront improvements, streets, squares, and historic restoration projects; and environmental studies for both natural systems and manmade projects.

The firm has earned a reputation for having broad vision and a pioneering spirit. Jones & Jones' commitment to originality, quality, and client involvement has been evident in projects of varying size, scope and genre. It provided a prototype for private urban development by transforming an abandoned downtown hotel into a unique blend of apartments, office space and shops. It spearheaded the current trend toward designing zoological exhibits that replicate the natural habitats of animals. It garnered national awards with its innovative approach to urban streetscapes, squares, and parks. The firm's ability to address diverse and complex issues was evidenced by a single master planning project that encompassed a 400-acre zoo, resort hotel, theme park, golf course, retail village, amphitheater, campgrounds and university research center.

While stressing creativity, innovation and design excellence in all its work, Jones & Jones has also developed a consistent record of meeting budget and time constraints, factors essential to the ultimate success of a project. Major urban developments such as the $10 million Gene Coulon Memorial Beach Park in Renton, Washington epitomize the firm's integrated approach to architecture and landscape architecture and underline its ability to provide comprehensive planning and design services from programming through construction management and evaluation.

INCA ENGINEERS INC.

7698

INCA Engineers, Inc., is a minority-owned local Washington State Corporation, consisting of more than 37 senior design professional engineers and specialized technicians. INCA Engineers provides engineering and consulting services in the fields of traffic/ transportation, bridges, retaining walls, civil/site design, water/sewer/stormwater facilities, deep foundations, and construction services.

With INCA's diversified background, we can offer our clients a broad range of engineering services. We are totally committed to providing our clients with **feasible, cost effective and innovative solutions** in an ever changing and complex engineering environment.

INCA's staff will provide you with:

- ***Quality work** performed in conformance with the Client's policies, procedures and standards.*
- ***Timely performance** to meet all scheduling requirements.*
- ***Performance within your established budget.***
- *Staff of senior design professionals each **recognized as experts** in their **assigned area.***
- ***Availability.** Our personnel are available **and** ready to begin their assigned **tasks immediately** upon notice-to-proceed.*

INCA's special expertise lie in those areas relating to buildings, civil/site, demolition, traffic and transportation engineering, and stage construction. In addition, INCA has developed an **outstanding Value Engineering** program, saving clients construction dollars.

PROJECT ORGANIZATION

Each project is assigned a specific project manager and that manager becomes the focal point for all technical, administrative and contractual matters. This manager insures INCA's total resources are made available for any given assignment.

PROFESSIONALS *AT THEIR BEST*

INCA Engineers, Inc. offers these advantages:

Senior level Project Managers with proven ability to manage both preliminary design and final P.S. & E. preparation.....

A staff which is familiar with WSDOT, Urban Arterial Standards, and Federal Funding criteria. Expertise which we have acquired through successfully completed projects.....

Accessibility of key personnel; *we are very proud of our responsive reputation with existing clients.* We can assure you of our manpower availability to complete any given assignment to your satisfaction.....

SHAPIRO & ASSOCIATES INC

The Smith Tower
Suite 1400
506 Second Avenue

Seattle
Washington 98104

Tel: 206/624 • 9190
Fax: 206/624- • 1901

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FIRM BACKGROUND

Shapiro and Associates, Inc. (SHAPIRO), a consulting firm of planners and scientists, was founded in 1974 to provide careful and objective analysis of environmental, planning and development issues. SHAPIRO, a certified women's business enterprise (WBE), has established a reputation for high quality work for both public and private clients throughout Puget Sound and the western states.

On the basis of our diverse experience and background, we have developed several interrelated areas of concentration: land use and urban planning, environmental impact assessment, natural resource analyses, and water quality/energy-related planning and analyses. SHAPIRO's staff has distinctive capabilities in these areas. While some of our projects have a specialized focus that involve only one area of concentration within the firm, we commonly find that our abilities are complementary and that most of our projects require a wide range of staff and analytical abilities.

In our work, we hold to the principle that each situation and assignment has unique characteristics and requirements. Early in each project, we work with our client to identify issues that will require particularly detailed analysis. In all our work, we are careful to maintain the following principles:

- Work will be thorough and at an appropriate level of detail.
- Information and analysis must be accurate and objective.
- Findings are to be expressed clearly and concisely.
- Each assignment will be approached with freshness and imagination.
- Work will be efficient, timely, and cost-effective.
- We will strive to ensure that our efforts meet the needs of our clients.

With these standards in mind, we have continually expanded our experience, capabilities, and staff in response to evolving issues and demands. We also make every effort to maintain our understanding of changing conditions and the regulatory framework that influences our work.

C3MG

7698

COMPANY PROFILE

C3 Management Group, Inc. is a construction cost management firm.

We offer cost control services through the duration of a project in the cost related fields of construction project economics, cost estimating, value management, scheduling, and project administration.

Our distinctive mixture of architects, engineers, accountants, and business economists is unparalleled as a credentialed construction cost management staff in the Pacific Northwest.

PREDESIGN SERVICES

PROJECT ECONOMICS

- Feasibility Analysis
- Rate of Return Analysis
- Pay Back Period Analysis
- Benefit to Cost Ratio Analysis

PREDESIGN ANALYSIS

- Pro Formas
- Cash Flow Projections
- Life Cycle Cost Analysis
- Building Systems Comparisons

DESIGN PHASE SERVICES

COST ESTIMATING

- Conceptual Design Phase
- Schematic Design Phase
- Design Development Phase
- Contract Document Phase

VALUE MANAGEMENT

- Value Engineering
- Design Alternatives Analysis
- Constructability Reviews
- Document Quality Control

CONSTRUCTION PHASE SERVICES

PROJECT ADMINISTRATION

- Project Monitoring
- Pay Request Monitoring
- Change Order Negotiations

SCHEDULING

- CPM Schedules
- Cost/Schedule Impacts
- Network Analysis Systems

C3MG's project experience encompasses both new and remodel projects with varying degrees of complexity and size including: commercial, industrial, health care, educational, government, civil, site utilities, and marine projects.

C3MG is certified as a Women's Business Enterprise (WBE).

Our diverse experience, credentialed staff, and reputation for quality and reliability will make C3MG a valuable addition to your project team.

INTERNATIONAL BICYCLE FUND

4247 135th Place Southeast
Bellevue, Washington 98006
U.S.A. 206 • 746-1028

transportation planning, development economics, international studies, safety education

a non-profit corporation

The International Bicycle Fund is a non-profit, non-governmental organization. Our primary purpose is to promote bicycle transport. Most IBF projects and activities fall into one of three categories: planning and engineering, safety education, and economic development assistance. Our objective is to create a sustainable, people-friendly environment by creating opportunities of the highest practicable quality for bicycle transportation.

THE ART OF DESIGN

IBF advises public and private sector clients wishing to improve the quality of planning, design and engineering for roads, paths, trails or other facilities that will be used by or shared with bicyclists. Projects have included: highway shoulders, parking lots, congested urban corridors, suburban arterials, neighborhood developments, mass transit and grade separated rural trails. Most include multiple modes. The needs of bicyclists are only safeguarded when the needs of other modes, including pedestrians, wheelchairs, motor vehicles, etc., are given equal attention. Our primary concerns are maximizing user safety and minimizing our clients liability exposure. We don't mimic basic minimum standards for bicycles and pedestrians but design to meet the needs and demands of each project. We look beyond rudimentary solutions to address the broader issues about the overall character of a project, the expected traffic mix and the relationship between the project and the surrounding community and environment. This diligence and vision allows us to plan and design facilities that fully meet the demands that will be placed upon them. We see design as an art not just a recipe. In the creative process we incorporate projected use levels, the experience generated from similar facilities world wide, the emerging standards established through court review of facility design and academic research. It is IBF's goal to produce the best product utilizing the most up-to-date information.

DEDICATION TO SAFETY

The challenge in safety education is to provide good current safety and injury reduction information to the millions of bicyclists who ride regularly but are unaware of safe riding practices. The vast majority of cyclists do not read the cycling press or belong to organized bicycle groups that stress safety. IBF's main strategy is to contact unaffiliated-bicyclists through non-bicycle institutions. We identify existing, sympathetic organizations (i.e. schools, health care providers, civic organizations, etc.) who are willing to assist in a safety program, train them in safety education and use them as conduits of information. Because cyclists share most of the facilities they use with either motorist or pedestrians, IBF is also involved in developing balanced educational programs for other road and trail users that stress the importance and techniques for sharing facilities safely.

William G.E. Blair, Consulting Planner

DESCRIPTION OF FIRM

In 1988, after having been a Principal in the Seattle firm of Jones & Jones for ten years, William Blair established an independent consulting practice in land-use and recreation planning, environmental analysis, and site planning and design. The work of the firm over the past year has been concentrated in these areas.

In the area of land-use and recreation planning, the firm holds a consulting contract with the Seattle Department of Parks and Recreation to help with the development of a $30 - $36 million open space bond issue for the November ballot. The firm has also acted as a subconsultant to Jones & Jones on an open space plan for the City of Roanoke that follows up on the county-wide Roanoke River Greenway Master Plan developed by that firm in 1987. Another current subconsultant assignment is the visual analysis and critique of the master plan for Kita Osaka, a new community located outside Osaka, Japan.

Recent environmental analysis assignments have included subconsulting with Jones & Jones on the land-use and visual impacts of alternative incineration facility locations and designs for the Seattle Waste Utility and an independent review (for condemnation proceedings) of a proposed water reservoir on the East Lake Sammamish plateau. The firm is also in the early stages of assessing the land-use and visual impacts of high-voltage transmission line alternatives near downtown Bellevue.

Site planning and design assignments over the last year have included preparation of construction documents for a high-water wave protection berm required to obtain an occupancy permit for a condominium project previously constructed in the coastal floodplain along Birch Bay and preliminary feasibility studies for the acquisition and redevelopment of a major waterfront site near downtown Seattle.

The staff of the firm is currently limited to Mr. Blair, supported by an up-to date microcomputer system and a full complement of business software for word processing, quantitative analysis, cost estimating, map analysis, illustration, and desktop publishing.