

From: [William H Lynch](#)
To: [Evans, Kelsey](#)
Cc: [Drefcinski, Bradford](#); [Gripentrog, Therese](#)
Subject: Fwd: McKinley Marina Flushing Channel Rehabilitation Project
Date: Thursday, May 20, 2021 10:09:44 AM
Attachments: [Milwaukee County Flushing Channel DSR Final 20210208.pdf](#)

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Hi, Kelsey,

Please include the email chain that follows and the attachment of the Design Study Report of the Flushing Channel report as materials for the flushing channel agenda item. Thanks. Bill Lynch

Sent from my iPad

Begin forwarded message:

From: "Drefcinski, Bradford" <Bradford.Drefcinski@milwaukeecountywi.gov>
Date: February 10, 2021 at 12:19:40 PM CST
To: William H Lynch <billynch@me.com>
Cc: "Gripentrog, Therese" <Therese.Gripentrog@milwaukeecountywi.gov>; "Toomsen, Sarah" <Sarah.Toomsen@milwaukeecountywi.gov>
Subject: RE: McKinley Marina Flushing Channel Rehabilitation Project

Bill – I have to touch base with Therese on getting NorthPoint ready. In the meantime, I'm attaching here the just completed Design Study Report for the Flushing Channel project for those interested in more detail.

Brad A. Drefcinski, PLA, CPSI
Landscape Architect/Project Manager

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From: William H Lynch <billynch@me.com>
Sent: Friday, February 5, 2021 11:10 AM
To: Drefcinski, Bradford <Bradford.Drefcinski@milwaukeecountywi.gov>
Cc: Gripentrog, Therese <Therese.Gripentrog@milwaukeecountywi.gov>
Subject: Re: McKinley Marina Flushing Channel Rehabilitation Project

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Hi, Brad and Therese

A joint meeting on the two issues would be a good idea. When will they both be available? Please keep in mind the LDAC Request for Review form and our criteria. Because you already have detailed presentation materials for the flushing channel work, the Request for Review can incorporate those. I thought your email to me was a good summary and might be valuable as part of the Request for Review. I want to make this as easy as it can be for you, while getting the information to the Commission and the public need. If you have questions, please let me know. Bill Lynch 414-732-9142 billynch@me.com.

On Feb 4, 2021, at 7:14 PM, Drefcinski, Bradford <Bradford.Drefcinski@milwaukeecountywi.gov> wrote:

Bill – If you would like to schedule this for an LDAC meeting I was thinking maybe we could combine it with a presentation on what is being planned for the reconstruction of the North Point parking lot near Bradford Beach. As you are probably aware, that project is currently in planning and design stage to repair the deteriorated paving and significant storm damage that has occurred recently. Therese Gripentrog from our Parks Planning office is managing that project. Perhaps we could schedule soon after your upcoming meeting which is occurring February 17th(?); so maybe towards the end of February, early March.

In the meantime those who wish can go to the Parks website and view the presentation for the Flushing Channel project and fill out comment forms if they would like. That presentation should be posting to the site late this week or first part of next week.

<https://county.milwaukee.gov/EN/Parks/What-We-Do/Planning--Development>

Let me know your thoughts on a date for the meeting. Thanks.

Brad A. Drefcinski, PLA, CPSI
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From: William H Lynch <billynch@me.com>
Sent: Wednesday, February 3, 2021 2:05 PM
To: Drefcinski, Bradford <Bradford.Drefcinski@milwaukeecountywi.gov>
Subject: Re: McKinley Marina Flushing Channel Rehabilitation Project

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Thanks, Brad. I really appreciate your explanation of the options and of the issues they present. I think an LDAC hearing could advance public understanding and be an aspect of citizen participation in the process. I doubt that review will be very controversial and can probably be accomplished in one LDAC meeting. There are access gains from this project. I suppose the change in how the decorative concrete walls and piers will look May be a concern for some, but the cost considerations are certainly understandable. When should an LDAC meeting be scheduled? Bill

Sent from my iPhone

On Feb 3, 2021, at 10:36 AM, Drefcinski, Bradford <Bradford.Drefcinski@milwaukeecountywi.gov> wrote:

Bill – Thanks for responding back. You are correct in that this is primarily a major maintenance/rehabilitation project. What is really driving the project is costs, site restraints and conditions, aesthetics and what benefits can be provided for park users. I don't know that a full review is required by LDAC. I have provided some narrative below that drove our decision making. Of course, these issues are addressed in detail in the Design Study Report that Collins Engineers will provide shortly after the final revisions are made.

The site conditions and potential impacts to the Milwaukee Yacht Club more or less predetermined the approach on the east side of the channel. The only viable alternative here is to place new sheet pile seawall directly in front of the existing wall and fill the space in between with engineered fill, then cap with concrete or steel. This would be done at sections 4 and 6 (refer to diagram in slide 7 of PowerPoint) which are an original construction of timber piles and Wakefield walls that are highly degraded. The center section (section 5) of the east wall was previously replaced with steel sheet pile and has some service life left. To extend the life of the central section of sheet pile wall, we proposed to install a grout facing to the wall and also install additional cathodic protection (if needed). We can't install additional sheet pile at the center section as the three cranes used for haul out and put in of boats don't have additional reach capacity beyond the existing wall. Moving the cranes would be cost prohibitive and is unnecessary with the grout face option. Even with this approach, there will still be impacts to the yacht club from installing the anchor systems to tie back the new sheet pile walls at sections 4 and 6 which will require removing some structures and site elements. In addition, due to all the docks, piers, boating operations along this wall, this is the only viable alternative.

On the west side of the channel there were actually two options to consider; installing the steel sheet pile, as is being done on the east side, or cutting and filling to create a slope along the existing wall location and installing stone revetment as was done along the east to west walkway between the overlook at the south end of the channel and the bridge at former coast guard station location. Parks felt it was critical to provide additional pedestrian access from LMD to the existing marina walkway system here. Either of these options would be installed in conjunction with a concrete pedestrian walkway.

There are a couple major reasons why the revetment option wasn't chosen. More of the existing wall has to be removed to lay back the slope for the revetment, this could be more costly and could expose unknown conditions. To balance the cut and fill to create the slope would require filling approximately 15 feet into the channel and cutting back into the park approximately 15 feet. Filling into the channel isn't desirable (possible boating impacts) but the bigger problem is cutting back into the park. In addition to losing park land, as you approach LMD, the available space would get squeezed and the slope of the hillside gets increasingly steeper making it very difficult to get a pedestrian walkway into the available space and still make it ADA compliant. This may have required costly retaining walls or just using sheet pile for that section. Another major issue with the revetment is that it allows geese access to and from the water. This allows geese to congregate and results in significant amounts of goose feces in the area and on the walkway, which is both unsanitary and unsightly. This is a problem along the existing walkway at the marina edge where revetment is present and park staff often have to spend time to periodically clean these walkways, especially for any events that utilize that space. Given the disadvantages and potential costs of the revetment option, Parks feels the sheet pile option is the best approach for the rehabilitation of the west channel wall.

The steel sheet pile will be installed with a concrete cap and railing; this design approach will match and be consistent with what is currently found at center and south marina areas. The walkway will be 10' wide and will include some benches on concrete pads for people fishing and other park users. The walkway will be ADA compliant and some benches will also have companion spaces for wheelchairs. It is worth mentioning that the cost to rebuild the decorative concrete walls and piers that currently exist would be cost prohibitive. However, Parks felt it was important to reconstruct a few sections of this wall to maintain some of the historic character and aesthetics of those channel walls, and to provide a more appealing tie-in to the concrete walls and piers reconstructed at the head of the channel as part of the MMSD project in 1996. We plan to top the end piers with one harp light on each side to provide another nod to the original design and tie the project in to the lighting along LMD (see rendered views in the PowerPoint). I think the aesthetics and function of the rehabilitated walls, along with the addition of the walkway amenity will be a nice addition to this area of the park and promote some additional use here, in addition to providing another link to the marina front walkway system.

Hopefully this sheds some light on our decision making process. I will provide you a copy of the final DSR once we receive it. Let me know if you have additional questions. Thank you.

Brad A. Drefcinski, PLA, CPSI
Landscape Architect/Project Manager

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From: William H Lynch <billlynch@me.com>
Sent: Monday, February 1, 2021 10:48 AM
To: Drefcinski, Bradford <Bradford.Drefcinski@milwaukeecountywi.gov>
Cc: Toomsen, Sarah <Sarah.Toomsen@milwaukeecountywi.gov>
Subject: Re: McKinley Marina Flushing Channel Rehabilitation Project

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Dear Brad,

I have done a quick review of the project materials. Thanks for sending them. While it appears that the project is predominantly maintenance, to the extent that it might change access to and along the Lake including for fisherman and boaters and people with disabilities, it may merit review by LDAC. Also it may change aesthetics. I also see that there are opportunities for improving seating. I have not read all that you sent me. Will the impacts differ depending on the various options? What do you think about LDAC review?

Bill Lynch

Sent from my iPad

On Jan 29, 2021, at 3:40 PM, Drefcinski, Bradford <Bradford.Drefcinski@milwaukeecountywi.gov> wrote:

Bill – I wanted to update you on progress on the project to rehabilitate/rebuild the channel walls on the McKinley Marina Flushing Channel. Parks, county A&E, and the consulting engineers are in the process of wrapping up the final report and getting publicly accessible information up on the Parks website. I am providing here the public information presentation PowerPoint along with what will be the accompanying narrative. This information provides a concise, informative review of the engineering investigation, rehabilitation options and recommendations Parks would like to pursue. Rehabilitation options considered site constraints and site impact, overall costs, method of installation and impact on public use.

The PowerPoint should make it onto the Parks website next week. You will be able to view it there with the voiceover narrative, and also be able to submit comments and questions via a comment form you can link to. The consulting engineers are currently working on finishing the final Design Study Report which is a detailed report on existing site conditions, engineering investigation methods, findings, repair options and recommendations. I can send you a copy of the DSR once completed; the PowerPoint is an abbreviated presentation of what is in the report.

Please share with other LDAC members or those you feel should see it. Feel free to contact me with any questions. Hopefully this all makes it to you; it's a large file! Thanks.

Brad A. Drefcinski, PLA, CPSI
Landscape Architect/Project Manager

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