

Woodfin/Highway 251/ Beaverdam Creek Greenway

RFP for Coronavirus State and Local Fiscal Recovery Funds

Buncombe County Government

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Asheville, NC 28801

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Application Form

Question Group

Buncombe County requests proposals for projects to help the community recover from and respond to COVID-19 and its negative economic impacts.

Buncombe County has been awarded \$50,733,290 in Coronavirus State and Local Fiscal Recovery Funds (Recovery Funding), as part of the American Rescue Plan Act. This infusion of federal resources is intended to help turn the tide on the pandemic, address its economic fallout, and lay the foundation for a strong and equitable recovery.

Buncombe County is committed to investing these funds in projects that:

- Align to county strategic plan and community priorities
- Support equitable outcomes for most impacted populations
- Leverage and align with other governmental funding sources
- Make best use of this one-time infusion of resources
- Have a lasting impact

Proposals shall be submitted in accordance with the terms and conditions of this RFP and any addenda issued hereto.

[Click here](#) for the full terms and conditions of the RFP

Coronavirus State and Local Fiscal Recovery Funds*

Name of Project.

Woodfin/Highway 251/ Beaverdam Creek Greenway

Amount of Funds Requested*

\$2,000,000.00

Recovery Fund Eligible Category*

Please select one:

County only

Brief Project Description*

Provide a short summary of your proposed project.

The Woodfin/Highway 251/Beaverdam Creek Greenway is part of a larger recreation destination. This Greenway will connect into the City of Asheville's Future RADTIP Greenway, but it will also connect the new Silverline Park in Woodfin, the new White Water Wave in Woodin, The existing Woodfin River Park, Rivermill Businesses, the French Broad River Academy for Boys and Girls, and it will also connect to Reynolds Village.

This roughly 5 miles of greenway will begin at the corner of Broadway and Riverside Drive. It will follow along the River into Woodfin and up to the MSD, then it will cut across Beaverdam Creek to connect into Reynolds Village. This corridor is one of the eight priority corridors listed in the Greenways Master Plan.

Project Plan*

Explain how the project will be structured and implemented, including timeframe.

Greenway projects have three important components to it. (1) Feasibility Study, (2) Engineering/design study, and (3) construction. This greenway corridor already has a feasibility study completed and is currently in the engineering/design study phase. The current timeline for the engineering/design phase is to be completed in Q4 of 2023. With this finding we would be able to let for construction right after the engineering/design study has been completed. The construction phase for the greenway will take approximately two years.

Statement of Need*

Describe the need that this project will address. Include data to demonstrate the need, and cite the source of the data.

This greenway segment is the connection to an overall recreation destination. The Woodfin greenway will connect the City of Asheville to the new White Water Wave in Woodfin as well as the new Silverline Park. Both of these parks will offer water access with either a boat ramp or a dock for people to exit and/or enter the river. The National Parks and Recreation Association states that everyone should be able to access a park within 10 minutes of their dwelling. This 5 miles of greenway will help bring that statistic to life in Buncombe County. Greenways offer an opportunity to connect larger quality of life initiatives and can aid in connecting citizens to living wage jobs and affordable housing while reducing household dependencies on personally owned automobiles. The Town of Woodfin administered a survey to the community to gage interest about different aspects of the larger project (see attached). Based on the results of the survey, the Greenway was the biggest amenity request with 44.5% of Woodfin residents who responded and 37.9% of non Woodfin residents who responded. From that same data survey, 51.1% said their number one goal was connectivity and accessibility. Not only will this greenway connect recreational activities, it will also connect community members to job opportunities. It will give people a new way to get to work rather than driving their cars.

Link to COVID-19*

Identify a health or economic harm resulting from or exacerbated by the public health emergency, describe the nature and extent of that harm, and explain how the use of this funding would address such harm.

During the shutdown in 2020 we realized just how important parks, greenways, and open space were for everyone's mental and physical health. With everything shutdown, community members were flocking to any and every outdoor recreation option they could. A lot of whom never knew about some of our parks or knew about them but were first time visitors. Even with things opening back up, we are still seeing a record number of people in our parks. Based on our current car counters, our parks saw an increase from July of 2019 with 168,126 visitors to 2020 with 181,509 visitors. The month of March saw an increase of park visitors from 71,922 in 2019 to 174,573 in 2021. Our current parks and open spaces are at full capacity and the help of greenways would spread out the amount of people in each location. Greenways give the option of commuting to work by either walking, running, or riding their bike. Greenways give families safe routes to be able to walk and enjoy nature. Greenways give the community a space to let go of all the stress and focus on their mental health by getting outside and enjoying what nature has to offer us. If the pandemic has taught us anything, it is that we need to focus more on our physical and mental health so we can live a happier and healthier life. Happier and healthier people perform better at work.

Population Served*

Define the population to be served by this project, including volume and demographic characteristics of those served.

The population of Buncombe County is 261,191 and the Town of Woodfin population is 67,000. This greenway corridor will ultimately serve the entire county as it will eventually connect the north end of the county to the south. Town of Woodfin demographic characteristics are as follows: Median household income - \$27,525, Median income for a family - \$30,909, Median income for males - \$22,351, median income for females - \$23,176, per capita income for the town - \$17,408, Population below the poverty line - 21.5% including 37.1% of those under the age 18 and 15.4% of those over the age of 65. Age: Persons under 18 - 18%, Persons 65 and over - 17.8%, females - 46.2%. Race: White - 87.5%, Black or African American - 2.4%, American Indian and Alaska Native - 1.4%, Asian - 2%, Hispanic or Latino - 13.9%, two or more races - 1.3%.

Results*

Describe the proposed impact of the project. List at least 3 performance measures that will be tracked and reported. If possible, include baselines and goals for each performance measure.

Greenways have been an important amenity the community has wanted for years. The River Arts District Greenway that opened just last year has proven to be an important piece of the greenway system. It has shown how many people will travel to use the greenway. The Woodfin Greenway will engage in pedestrian counters for post competition data to see how the usage of the greenway will grow from year to year. We currently have car counters in all of our parks and we have seen an increase at every location each year. We will publish yearly surveys to the public to gage their satisfaction of the greenway. The greenway is an important aspect of the overall project (Silverline Park and the White Water Wave). Once this project is completed, the Town of Woodfin will be able to recruit local, regional, national, and world class kayaking and white water competitions (similar to the NOC). One of our goals will be more short stay room nights booked. We are projecting room nights for the first three years after completion of the overall project at: year 1 - 10,226, year 2 - 11,449, and year 3 - 12,374.

Evaluation*

Describe the data collection, analysis, and quality assurance measures you will use to assure ongoing, effective tracking of contract requirements and outcomes.

Once we have a few years of pedestrian counter data then we will be able to evaluate the impact of the greenways. We will also look at the economic growth on and around the greenways over the years. We will also do yearly surveys to see the different ways the community is utilizing the greenway.

Equity Impact*

How will this effort help build toward a just, equitable, and sustainable COVID-19 recovery? How are the root causes and/or disproportionate impacts of inequities addressed?

It is not enough to build a park and expect people to come. For-profit amusement and recreation entities such as Biltmore, Navitat, and local outdoor outfitters are focused on user experience, but those are not options for many residents from low-income households. Buncombe County's public parks (and safe connections to nearby low-income and majority minority neighbors via greenways, sidewalks, bike lanes, and natural trails) represent the promise of welcoming spaces and equal access for all. In many communities that

have seen disinvestment, parks are ground zero for civic commitments to be made or broken. We demonstrate care through asking residents and delivering on those commitments. What does this look like in a post-pandemic world? We cannot solve our problems with the same thinking we used when we created them. It is well documented that years of neglect and disinvestment have saddled our lowest income neighborhoods more exposed to pollution, natural disasters such as flooding, and health disparities. By reducing litter and greenhouse gas emissions at these large regional parks, we seek to deliver the proven environmental, health, economic, and social impacts of greener parks and open spaces for low-income households and BIPOC park users.

Project Partners*

Identify any subcontractors you intend to use for the proposed scope of work. For each subcontractor listed, indicate:

- 1.) What products and/or services are to be supplied by that subcontractor and;
- 2.) What percentage of the overall scope of work that subcontractor will perform.

Also, list non-funded key partners critical to project.

We are subject to the county procurement process. So upon receipt of the funds we will have to go through the RFQ process. Therefore we do not have vendors selected at this time. Once we go through the RFQ process then we will scope the project out and the selected firm will perform 100% of the scope with their selected subcontractors.

Capacity*

Describe the background, experience, and capabilities of your organization or department as it relates to capacity for delivering the proposed project and managing federal funds.

Buncombe County Recreation Services has a proven track record of grant management and reporting through a variety of entities include grant awards from the federal government. In addition to a developing recreation specific grants, Buncombe County Recreation Services staff has worked through the French Broad River MPO to develop a grant award and management process for Federal Highway Administration monies through the Surface Transportation Block Grant program. We currently serve in a project administration role for several FHWA funded projects and have previously successfully completed several projects using multiple and combined funding sources including state, local, and private. Buncombe County Recreation Services has also served as the lead project administration entity for funding through the Tourism Product Development Fund from the Buncombe County Tourism Development Authority.

Budget*

Provide a detailed project budget including all proposed project revenues and expenditures, including explanations and methodology. For all revenue sources, list the funder and denote whether funds are confirmed or pending. For project expenses, denote all capital vs. operating costs, and reflect which specific expenses are proposed to be funded with one-time Buncombe County Recovery Funds.

Download a copy of the budget form [HERE](#). Complete the form, and upload it using the button below.

Woodfin project budget(June 2021).xlsx

Special Considerations*

Provide any other information that might assist the County in its selection.

Woodfin Riverside Park- Public Survey Summary July 2021.pdf

A 2018 Penn State study examining the impact of the Great Recession found that local park and recreation agency funding plunged 21% between 2009 and 2013. No local government service — public safety, education, or transportation — suffered as much. Equitable and accessible parks, recreation, and active living spaces are essential to addressing the Buncombe 2025 focus areas of an educated and capable community, environmental and energy stewardship, resident well-being, and a vibrant economy:

Promote community resiliency and wellness by providing better mental health, improved physical health, and increased physical activity by providing safe multigenerational spaces for popular sports, adaptive and inclusive play, greenways and hiking trails, swimming pools, and many other activities designed to promote active lifestyles.

Critical to childhood development and foster mountain spirit, imagination and creativity, healthy habits, teamwork, social equity, emotional stability, mutual trust, and environmental responsibility.

Drive economic opportunity by expanding the local tax base through support of the outdoor recreation economy, increased tourism, and attraction and retention of businesses.

Build healthy, active communities that aid in the prevention of chronic disease, provide therapeutic recreation services for those who are mentally or physically disabled, counter social isolation by connecting people with nature and each other, and also improve the mental and emotional health of all citizens.

Provide cost-effective and sustainable environmental solutions while preserving the culture, beauty, and well-being of our region.

Improve water quality, protect groundwater, prevent flooding, preserve ecological splendor, improve the quality of the air we breathe, provide vegetative buffers to development, and produce habitat for wildlife.

Have the transformative power to connect communities, preserve culture, and change lives.

File Attachment Summary

Applicant File Uploads

- Woodfin project budget(June 2021).xlsx
- Woodfin Riverside Park- Public Survey Summary July 2021.pdf

Woodfin Greenway & Bluelway

PROJECT FINANCES

Project Admin

Project Costs (Uses)

Acquisition costs	-
Design costs	-
Construction costs	-
Professional services	52,775
Project contingency	-
Total Project Costs	52,775

Project Admin Totals

Funding Sources

Woodfin GO bonds proceeds	-
Woodfin General Fund contribution	52,775
Federal Highway Administration (NCDOT) *	-
Buncombe County TDA TPDF grant	-
Buncombe County contrib (20% match NCDOT) *	-
Other grants	-
Riverlink - community contributions	-
Pigeon grant (wetlands only)	-
Cannon grant (landscaping only)	-
Duke Energy grant	-
Total Project Sources	52,775

Additional Funding Targets

-

FOOTNOTES:

*NCDOT release of funds and timelines are contingent on State approvals

**Based on Mar 2018 Preliminary Design (HNTB) and Aug 2018 Addendum to Prelimina

***Construction cost estimated at \$1.2 million per mile, engineering at 15% of construction cost

REVISED ESTIMATES

ALL ESTIMA

Greenway Projects				
French Broad Greenway Section 1 (MSD to Silver-Line Park)**	French Broad Greenway Section 2 (Silver-Line Park to Broadway)**	Beaverdam Crk Greenway (MSD to Woodfin Ave.)***	Greenways Total	SiverLine Park †
98,332	42,668	-	141,000	556,000
1,128,242	489,558	288,000	1,905,800	275,929
2,195,501	1,945,327	1,920,000	6,060,828	1,928,426
-	-	-	-	-
987,975	875,397	331,200	2,194,573	144,182
4,410,050	3,352,950	2,539,200	10,302,201	2,904,537
418,939	-	-	418,939	1,638,537
-	-	140,580	140,580	556,000
2,820,270	1,223,751	2,019,978	6,064,000	-
465,773	380,000	14,227	860,000	650,000
705,068	305,938	124,995	1,136,000	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	35,000
-	-	-	-	25,000
-	-	-	-	-
4,410,050	1,909,689	2,299,780	8,619,519	2,904,537
-	(1,443,261)	(239,420)	(1,682,681)	-

ction, contingency at 15% of construction+engineering

ESTIMATES ARE SUBJECT TO CHANGE AS PROJECTS PROCEED

Parks Projects		WG&B	
Whitewater Wave ††	Riverside Park Improvements and Expansion (Phase 1) †††	Parks Total	Totals
-	600,000	1,156,000	1,297,000
271,580	447,538	995,047	2,900,847
1,262,000	2,045,660	5,236,086	11,296,914
-	-	-	52,775
500,000	306,849	951,031	3,145,603
2,033,580	3,400,047	8,338,164	18,693,139
236,166	2,206,358	4,081,061	4,500,000
-	-	556,000	749,355
-	-	-	6,064,000
600,000	140,000	1,390,000	2,250,000
-	-	-	1,136,000
-	200,000	200,000	200,000
35,414	-	35,414	35,414
-	-	35,000	35,000
-	-	25,000	25,000
5,000	-	5,000	5,000
876,580	2,546,358	6,327,475	14,999,769
(1,157,000)	(853,689)	(2,010,689)	(3,693,370)

† Silverline Park under contract July 2020

†† Whitewater Wave estimates confirmed August 2020 by design team

†† Based on July 2020 Riverside Park Expansion Master Plan (Equinox)

4,833,627

96,673

Woodfin only budget ==>

FUTURE Riverside Park Improvements and Expansion (Phase 2)

Woodfin Greenway & Blueway

PROJECT FINANCES

Project Costs (Uses)

- Acquisition costs
- Design costs
- Construction costs
- Professional services
- Project contingency
- Total Project Costs**

Funding Sources

- Woodfin GO bonds proceeds
- Woodfin General Fund contribution
- Federal Highway Administration (NCDOT)
- Buncombe County TDA TPDF grant
- Buncombe County contrib (20% match NCDOT)
- Grants (applications pending)
- Riverlink - community contributions
- Pigeon grant (wetlands only)
- Cannon grant (landscaping only)
- Duke Energy grant
- Total Project Sources**

Additional Funding Targets

Assumptions:

General Fund transfer fills remaining gap until/unless grants are available
FY2021 GF transfer totals all actual Prof Svcs AND park land acquisitions

Bond proceeds are JV'd to Fund 41

This budget presentation includes ONLY those sources and uses of fun

Greenway Projects				
French Broad Greenway Section 1 (MSD to Silver-Line Park)	French Broad Greenway Section 2 (Silver-Line Park to Broadway)	Beaverdam Crk Greenway (MSD to Woodfin Ave.)	Greenways Total	SiverLine Park
98,332	-	-	98,332	556,000
-	-	-	-	275,929
320,607	-	-	320,607	1,928,426
4,500	-	-	4,500	32,275
-	-	-	-	144,182
423,439	-	-	423,439	2,936,812
418,939	-	-	418,939	1,638,537
4,500	-	140,580	145,080	588,275
-	-	-	-	-
-	-	-	-	650,000
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	35,000
-	-	-	-	25,000
-	-	-	-	-
423,439	-	140,580	564,019	2,936,812
-	-	140,580	140,580	-

warded
sition incurred to date

ds directly received or incurred by the Town of Woodfin

Parks Projects		WG&B	
Whitewater Wave	Riverside Park Improvements and Expansion (Phase 1)	Parks Total	Totals
-	600,000	1,156,000	1,254,332
271,580	447,538	995,047	995,047
1,262,000	2,045,660	5,236,086	5,556,693
-	16,000	48,275	52,775
500,000	306,849	951,031	951,031
2,033,580	3,416,047	8,386,439	8,809,878
236,166	2,206,358	4,081,061	4,500,000
1,157,000	467,160	2,212,435	2,357,515
-	-	-	-
600,000	140,000	1,390,000	1,390,000
-	-	-	-
-	600,000	600,000	600,000
35,414	-	35,414	35,414
-	-	35,000	35,000
-	-	25,000	25,000
5,000	-	5,000	5,000
2,033,580	3,413,518	8,383,910	8,947,929
-	(2,529)	(2,529)	138,051

4,849,627

96,993

FUTURE Riverside Park Improvements and Expansion (Phase 2)

	Website	2000	Greenways
	Giltz	2500	Greenways
41,286			
1,744,933	Website	4000	Silver-Line
-	Equinox	20775	Silver-Line
790,799	Giltz	7500	Silver-Line
<u>2,577,018</u>			

(2,577,018)



Riverside Park Advisory Committee

July 14th, 2021



Vision

As the Town of Woodfin continues to grow, the expansion of The Woodfin Wave at Riverside Park will be Western North Carolina's premier urban whitewater destination and riverfront park. The park will be a central node on the Woodfin Greenway and Blueway, that shapes community character and celebrates the community's diverse needs. It will be a safe place to play, to gather, contemplate, and recreate.

Goals

- 1 To become a premier urban whitewater and blueway destination.
- 2 To connect the park as hub for the Woodfin Greenway and to the surrounding community.
- 3 To provide a welcoming and safe space to a diversity of users.

The Plan & Phasing For Riverside Park



Master Plan



First Phase

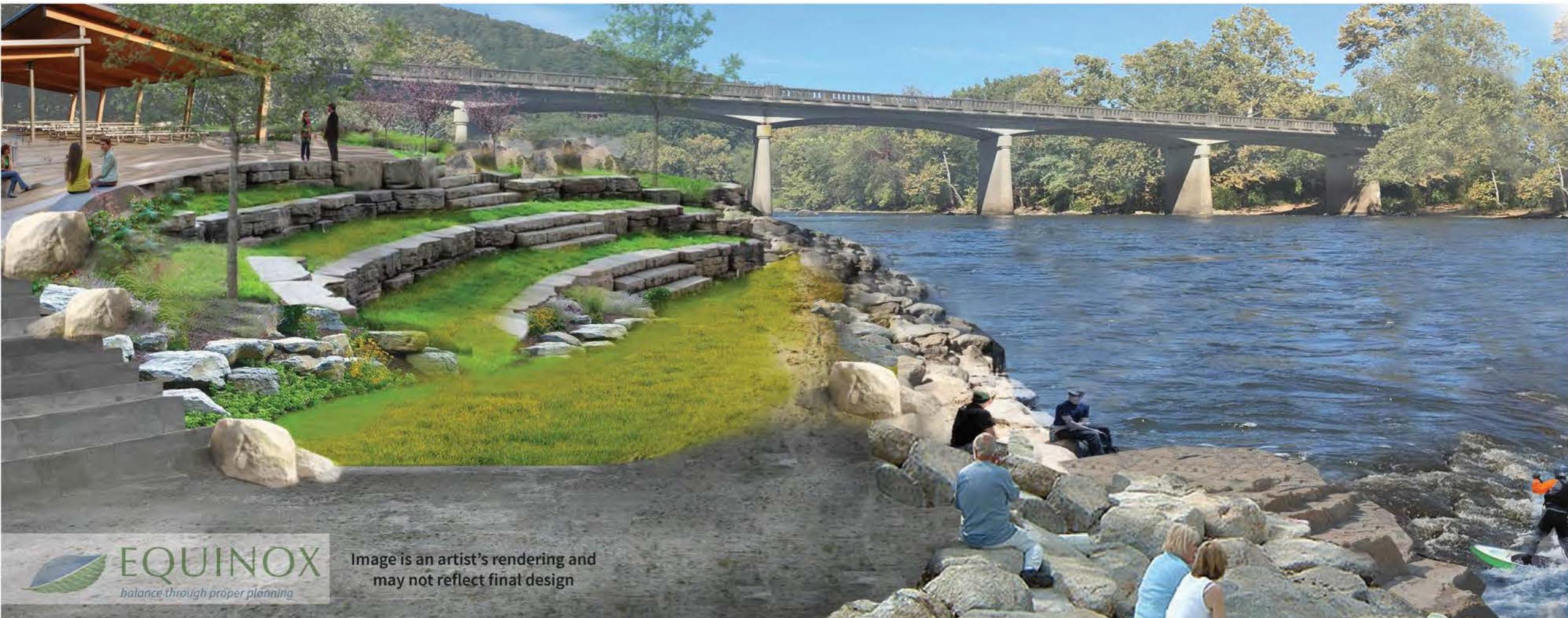
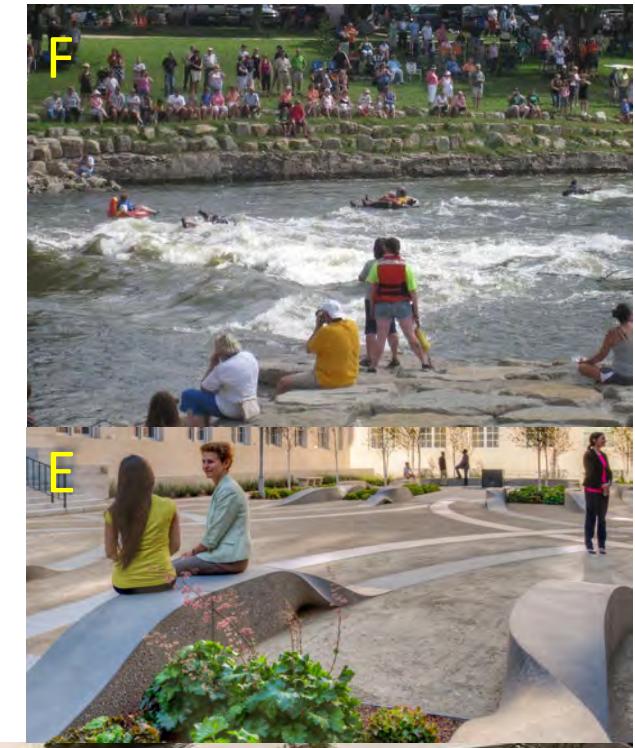


Image is an artist's rendering and
may not reflect final design

Prioritizing



Key features



Ecological improvements

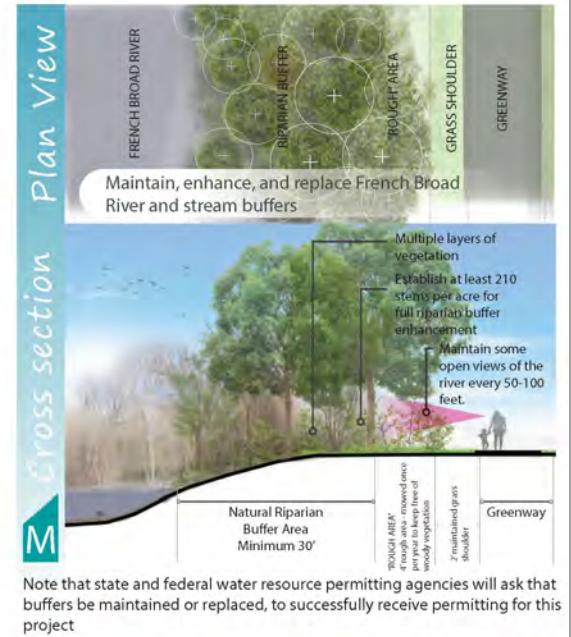
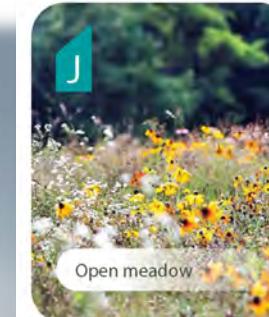


EXISTING

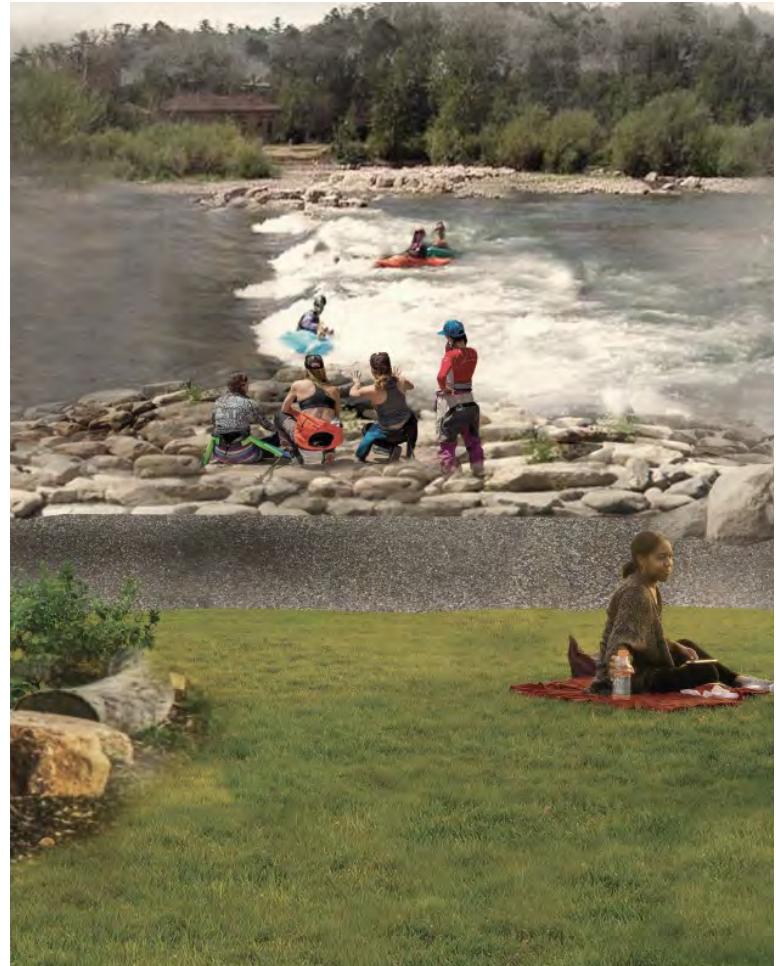
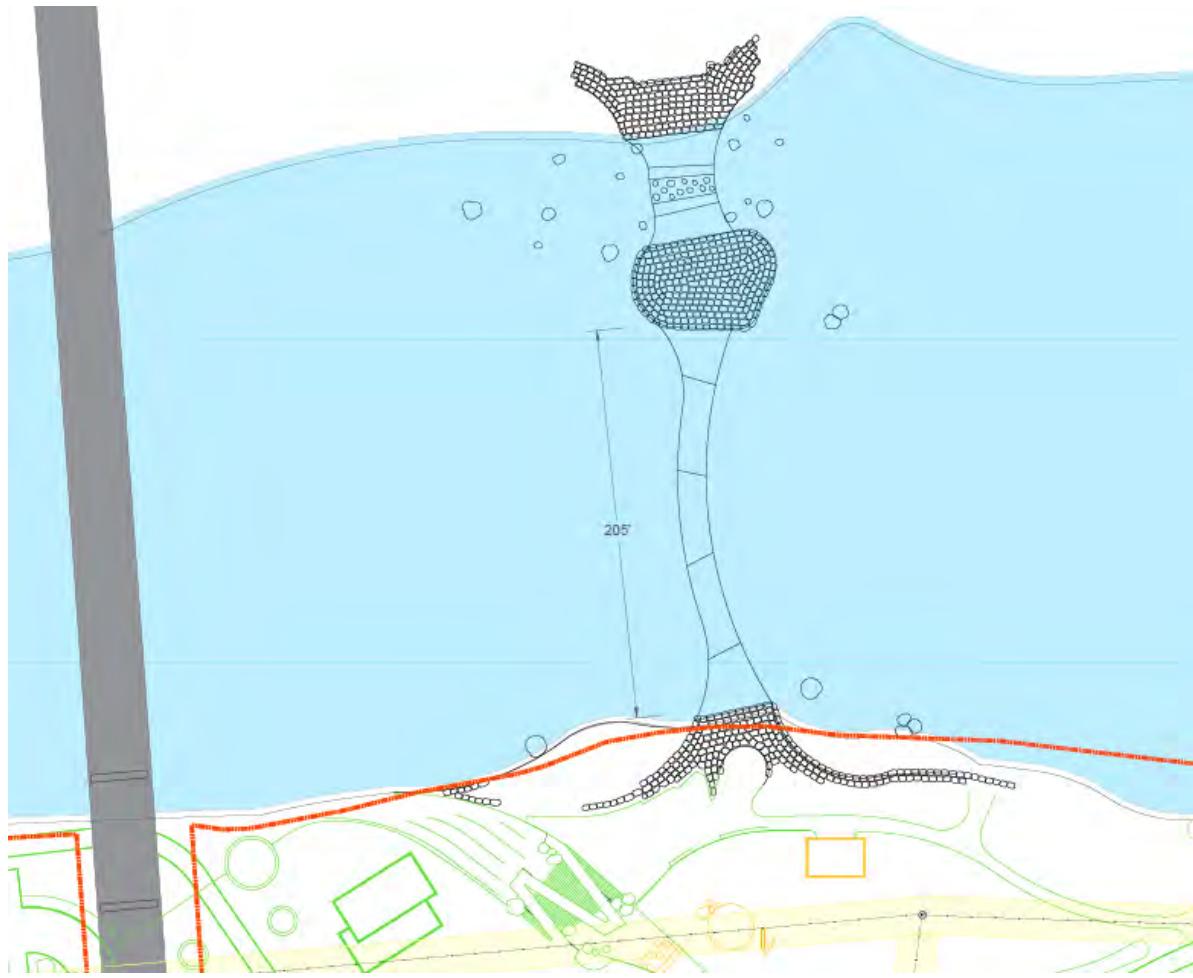


WOODFIN RIVERSIDE PARK

PROPOSED ECOLOGICAL IMPROVEMENTS



The Wave Feature



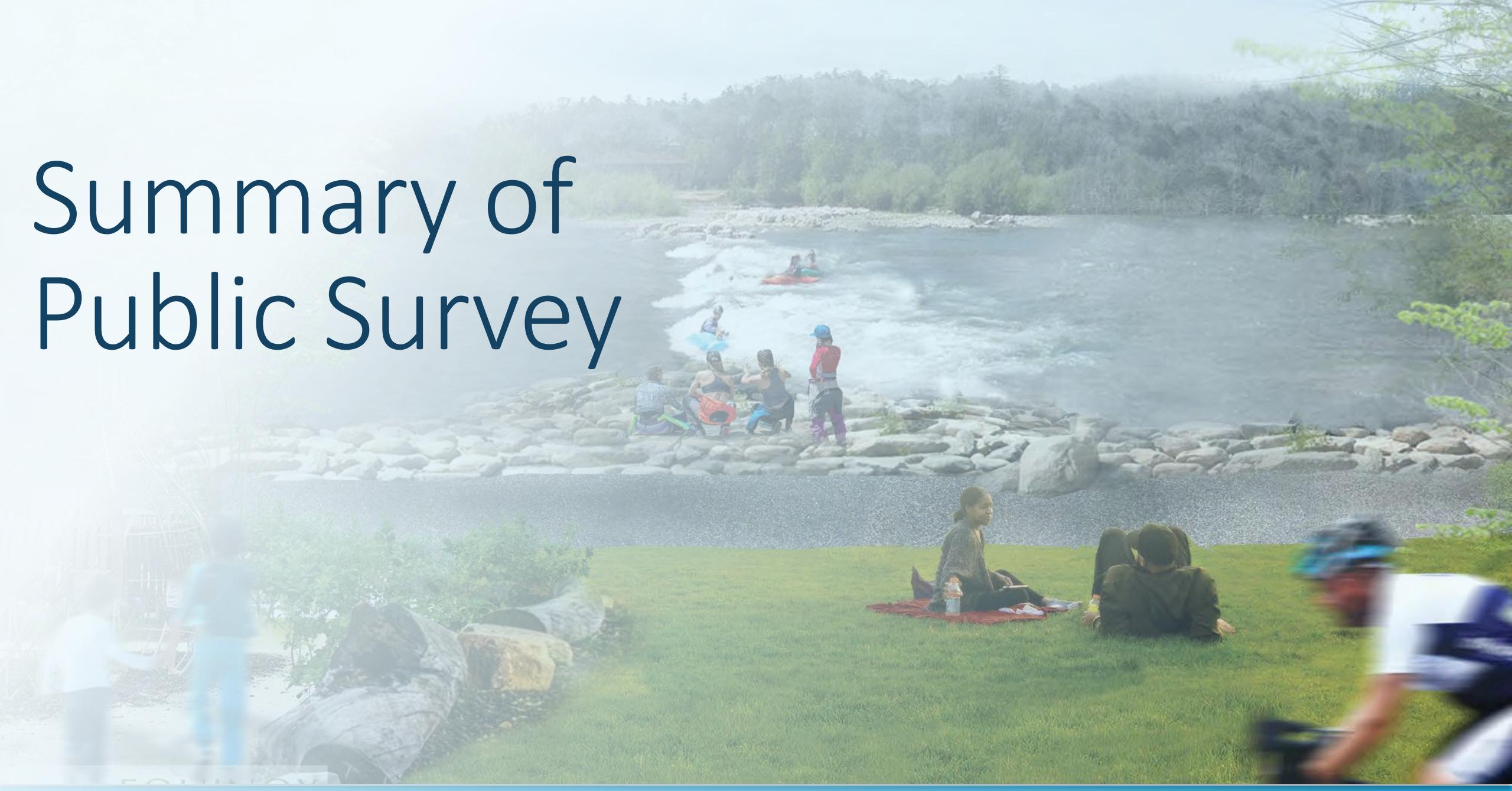
The Wave Feature



The Wave Feature



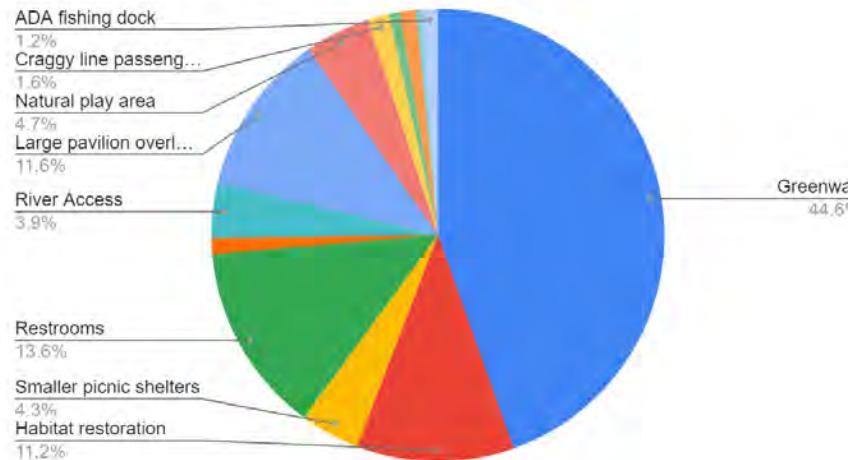
Summary of Public Survey



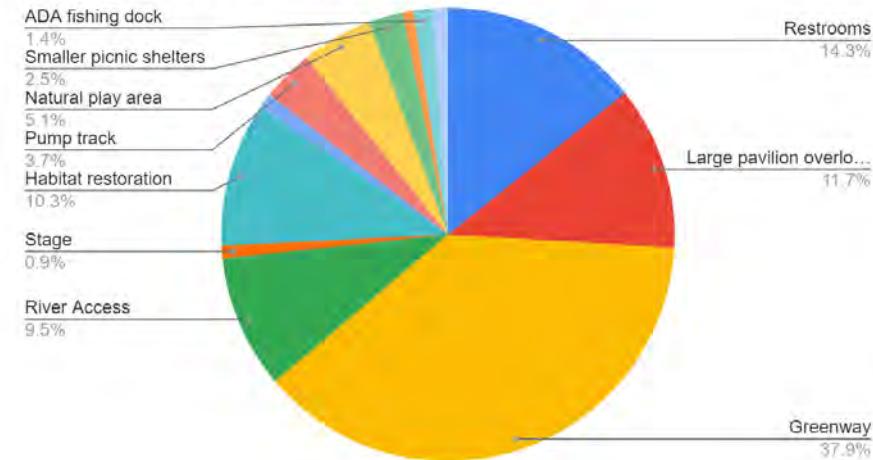
Survey Results

TOP AMENITY CHOICE

WOODFIN RESPONDENTS



ALL SURVEY RESPONDENTS



1. Greenway
2. Restrooms
3. Pavilion
4. Habitat Restoration
5. Play Area

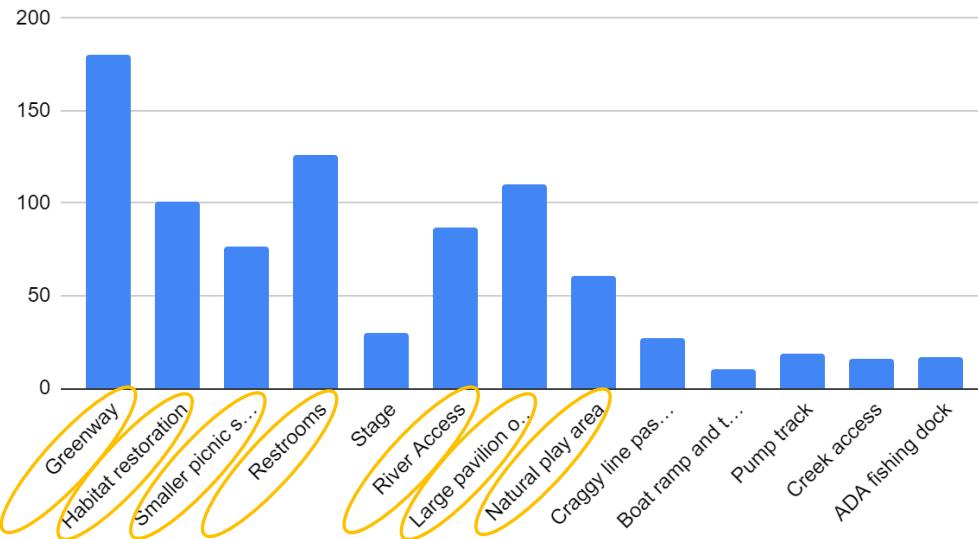
at least 5% chose...

1. Greenway
2. Restrooms
3. Pavilion
4. Habitat Restoration
5. River Access
6. Play Area

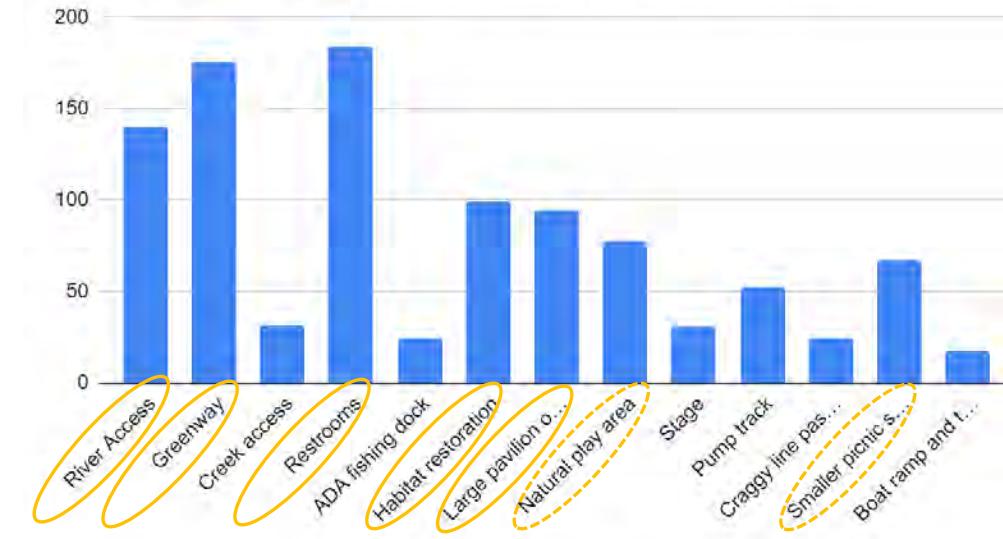
Survey Results

AMENITY IN THE TOP 4

WOODFIN RESIDENTS n=262



RESPONDENTS OUTSIDE OF WOOFIN n=389



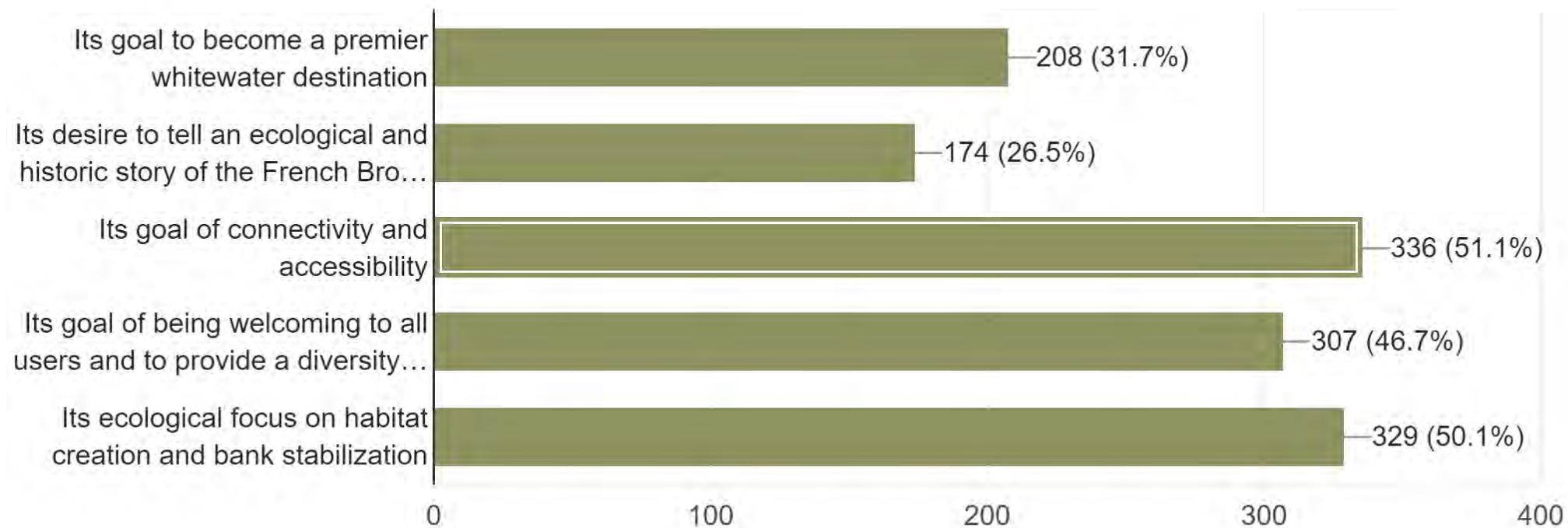
Highlighted if min. 25% of respondents had in their top 4

Survey Results

Park Goals Best Received

What are the aspects or goals of the park you like the most? Please select one to three options

657 responses



Survey Results

Summary of Other Comments (WOODFIN RESIDENTS)

ACCESS...

access across Riverside dr.

sidewalks on riverside dr. adjacent to neighborhoods & Greenway

KEEPING THE PARK PEACEFUL ...

concern of noise and traffic

worried about ecological impacts

“no theme park”

MORE LAND ACTIVITES...

play, exercise, bird watching, grills

WATER QUALITY...hard to imagine playing in the water until its clean

Wave for many skill levels;

Restrooms = Comfort;

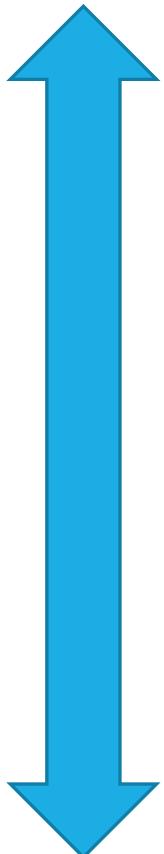
More parking;

Accommodate flooding;

Like ALL amenities

Survey Results

Summary of Other Comments (NON-WOOFIN RESIDENTS, mostly Buncombe county)



SUPER EXCITED...
the plan is getting people pumped up

PARK FOR MULTIPLE AGES...
play for kids: beach, splash pad, climbing, pump track, etc.
Wave for multiple skill levels

CONNECTIVITY...
greenway, Beaver dam connection

ACCESSIBILITY...
ADA, greenway, train

PROTECT THE ENVIRONMENT

Restrooms and changing areas; Food; Water quality; Multiple Seating options; Accommodate flooding; NO theme park

Survey Results

Conclusions

The GIST of what people want to see in the park (no matter of residency):

Connectivity and accessibility

Shelter and restrooms

Recreational activities for all ages, including play for kids

Habitat restoration and an ecological focus

River Access

The concerns (no matter of residency):

Water quality of River

Flooding

Avoiding a theme park feel

Varying views based on residency:



Findings from Nantahala Outdoor Center



Design Insights from NOC

- It is likely only 1 out of 7 park users are there to get in the river....
- Consider fluctuations in volume of visitors and river access locations
- Restrooms and changing stalls should be separate
- Food and Restrooms are very important for experience
- Play areas for kids important: Canopy net for additional use experience for kids in woods over having a pump track
- Site operator (NOC) helps avoid user conflict
- Circulation patterns and designated use areas help avoid conflict
- Construction material considerations, especially at river interface
- Input from USACE

Recommendations

- Amount of open space versus developed space
- Width of greenway through park
- Restrooms and changing facilities
- Additional amenities

Discussion

- Parking
- Phasing- Children's play features
- Use levels/ River access capacity/Design of river access
- Outfitters/Food
- Wave design/ User and needs
- Additional amenities

Parking

Recommendation

- The design team to explore options for additional parking under the bridge and overflow parking, if however additional parking can not be accommodated we recommend following the parking per the Master Plan.
- We should consider how outfitters may need to access and load/unload users
- Utilize “shared” parking within the corridor so the park doesn’t become a parking lot for river access
- Based on Scott Shipley’s comment, the proposed parking is more than what has typically been provided for a Wave.
- Is trailer parking needed for Phase 1?

Open space versus developed space

Recommendation:

- Per the Master Plan there is a good balance of open space and developed space and we recommend following the Master Plan.

Width of greenway through park

Recommendation:

- Due to the level of recreational use and activity anticipated at the park, we suggest a 14' trail width be utilized through the high use areas and then taper down to 12' wide trail.

Restrooms and changing facilities

Recommendation:

- Restrooms and changing rooms should be separate.

Additional Amenities

Recommendation:

Education
Beach area water play for kids
Nature play/playground (5)
Night lights/ lighting (2)
Train platform
Seating near the wave (2)
Changing stalls
Clean restrooms
Pay boat storage (2)
Grills
Bike racks (3)

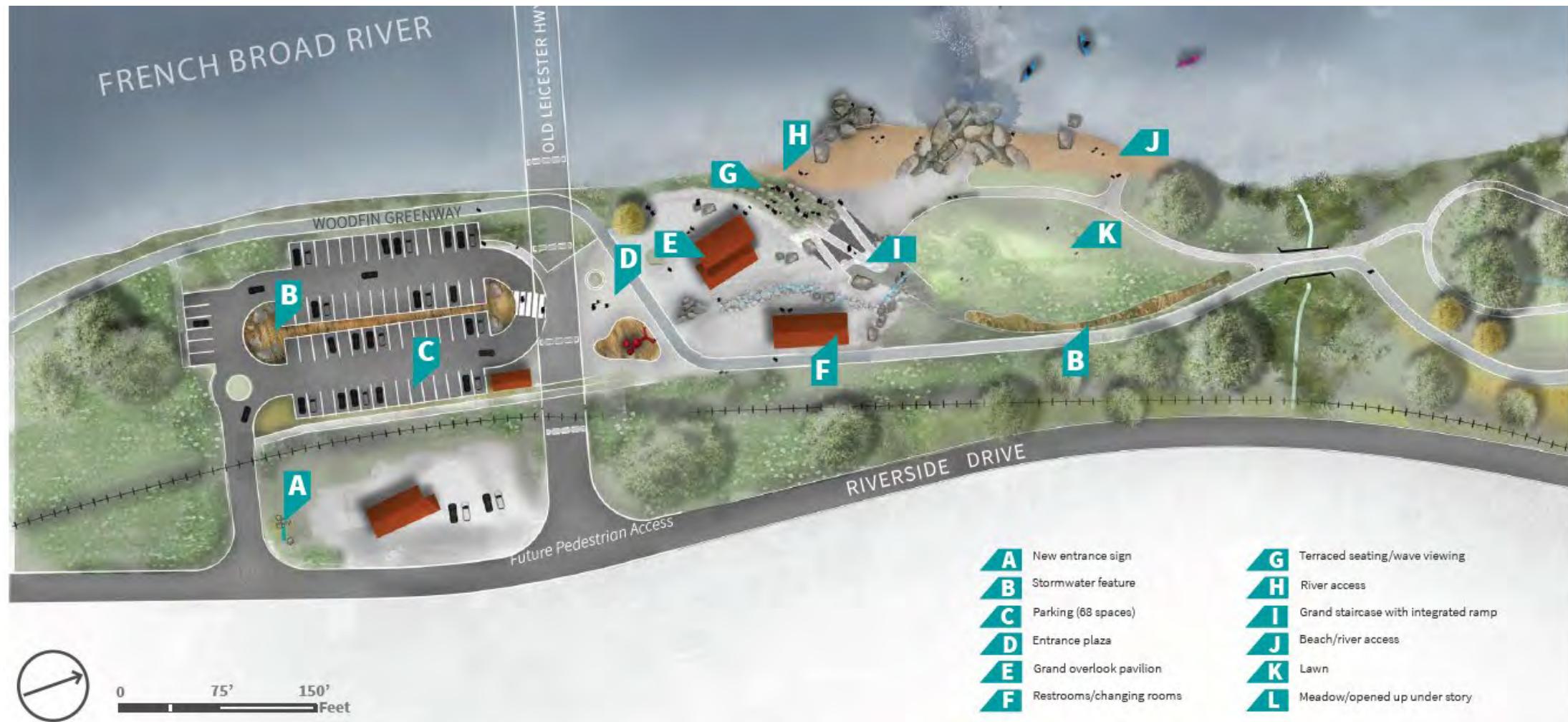
For Discussion:

Concessions
Outdoor shower / Foot wash station
Rental lockers
Pump Track (3)
Body weight workout stations (4)
Boat rental (2)

Phasing

- Which amenities should be included in Phase I vs. a potential Phase II?
- What are some additional low cost amenities based on the public survey that should be included in Phase 1
- What does the current financial and fundraising forecast suggest for Phase I construction and could certain elements such as pump track or natural play area be fundraised and built separately by project partners willing to help fund a project?
- Any Phase II amenity that will impact US Army Corps Engineers and FEMA permitting should be included in this design phase.

Phase 1



Use levels/ River access capacity/Design of river access

- How to plan for the park to be flexible and adapt to high user volume.
- Look at ways to reduce user conflicts. Id potential points of conflict and look to avoid or minimize based on design.
- Consider wider greenway through the entrance plaza, provide open spaces, reduce gathering space in conflict zones to funnel and move people through the park spaces, etc.
- What is the optimal scale (width) for the main access ramp? How does this relate to potential commercial use where outfitters transport guests in and out via busses and vans? What should the specifics of design be for the primary ramp(s) for through-users of the blueway?
- Should any one user group be prioritized in the design over another or should we follow the results of the public survey?

Outfitters/Food

- Town and advisory committee to consider outfitters and how the will allow or provide for outfitters to utilize space at the park. Will structures be provided for outfitter(s) and/or should the design allocate space for future outfitter(s), how will commercial outfitters be allowed to use the site, will the Town want to collaborate/partners with outfitters?
- Will concession be provided or other options for food during events and busy weekends?

Wave design/ User and needs

- S2O so far has recommended a “rock-drop” (non-mechanical) structure and a by-pass channel. Is that still the direction, or should a mechanical approach be considered?
- What about specific focus on the shape of the Wave (i.e., gradual sloping wave vs hole)?
- At what range of flows should the Wave design be optimized?
- Is it possible and should we look to provide features downstream of the Wave (e.g., eddies and eddy lines, slalom gate opportunities, ...)
- Are there any alterations needed in the design direction laid out by S2O in its earlier reports and recommendations?
- Will concession be provided or other options for food during events and busy weekends?

Additional Amenities

Recommendation:

- Education
- Beach area water play for kids
- Nature play/playground (5)
- Night lights/ lighting (2)
- Train platform
- Seating near the wave (2)
- Changing stalls
- Clean restrooms
- Pay boat storage (2)
- Grills
- Bikes racks

For Discussion:

- Concessions
- Outdoor shower
- Rental lockers
- Pump Track (3)
- Body weight workout stations (4)
- Boat rental (2)