

Appendix F-1 Off-Leash Dogs

Throughout the public input process for design evaluations for Pritchard Park, a significant number of citizens requested that the Park be made an off-leash dog area. The Park has been frequented by dog owners since it opened to the public. Though some initial users neglected to clean up their dogs' waste, current users have been more environmentally responsible, and the Park has developed a reputation in the community for being safe for dogs and people. The Committee acknowledges that off-leash dogs do present a risk, especially during daytime summer hours, when small children are most likely to be present. To date, the cooler seasons have seen the highest use among dog owners, especially during early morning hours. The Committee recommends that the District and City employ, on a trial basis, a part-time off-leash policy like those that have been successful in other parks across the country, including in Central Park in New York City.

Committee Recommendations for an Off-Leash Dog Policy

- Dogs allowed on-leash everywhere in Park during open hours except for the Japanese American Internment Memorial (parking lot ok), picnic areas, and playground areas.
- Dogs allowed off-leash, except in the Memorial, from 5pm until 10am daily during open hours.
- Dog stations posted at park entries and at both ends of beach will provide rules, doggie bags, and garbage disposal containers.
- A marked section of shoreline on the northwest side of the Point will allow for a dog off-leash swimming area for all open hours.
- Form volunteer group of users to support rules and clean-up.
- Limit of 2 off-leash dogs per owner
- Consider posting notice and collecting fee for rule violation (\$50-\$100?)

POSTED RULES:

1. Keep your dog in sight and under voice control at all times.
2. Clean up and dispose of feces left by your dog.
3. Dogs must be licensed and vaccinated.
4. No aggressive dogs allowed. If your dog becomes unruly or plays rough, leash it and leave immediately.
5. Use at your own risk. Owners are responsible and liable for the actions and behavior of their dogs at all times.

Appendix F-2 Water Camping

During the course of gathering feedback for park design, the Committee was encouraged by users of small, human-powered boats to make the waterfront portion of the Park accessible for their recreation. A number of kayakers proposed including Pritchard Park in the existing Cascadia Marine Trail, a series of public waterfront campsites around the Puget Sound. The Cascadia Marine Trail is an off-shoot of the Washington Water Trails Association.

About the Cascadia Marine Trail

Washington State's Cascadia Marine Trail is one of the premier water trails for non-motorized boaters in the United States. Since 1993 thousands of state residents and visitors have traveled on the water trail that extends the length and width of Puget Sound from the state capitol in Olympia to the Canadian border.

This inland sea trail is a National Recreation Trail and designated one of only 16 National Millennium Trails by the White House. Suitable for day or multi-day trips, the Cascadia Marine Trail has over 50 campsites to visit. People can boat to the campsites from many public and private launch sites or shoreline trailheads.

Overnight camping fees for the Cascadia Marine Trail vary; some sites are free while others may require reservations and payment. Be prepared to pay the fee with exact dollars, as many sites are self-service. For most State Parks sites, the fees are \$12 per night for up to 6 adults. The following State Park sites cost \$14 per night: Belfair, Deception Pass, Fay Bainbridge, Fort Ebey, Fort Flagler, Fort Worden, Kopachuck, Manchester, Penrose Point, Spencer Spit, and Twanoh.

Mission of Washington Water Trails Association

Washington Water Trails Association (WWTA) is a non-profit collaboration of people who love to travel and enjoy the world by small boats. We joined together in 1990, realizing that urbanization and privatization of Washington's shorelines are limiting access to and rapidly changing the pristine nature of Washington's waterways. WWTA provides a clear voice for small boater's rights and a helping hand to preserve access to Washington's waters for future generations.

Mission Statement

To establish access, recreation and educational opportunities in an environmentally sensitive manner for users of human and wind-powered, beachable water craft on the marine and inland waterways of Washington State.

[Informational material taken from http://www.wwta.org/about_us/mission.asp]

Considerations for Incorporating Pritchard Park into the Cascadia Marine Trail System

- Incorporating a water trail/campsite into the waterfront portion of Pritchard Park is consistent with existing provisional design plans for the park.
- Bainbridge Island residents have indicated that they would like the Park to incorporate opportunities for recreation with small boats.
- Making the waterfront portion of Pritchard Park even more inviting to users of human-powered watercraft might satisfy members of the community who asked for kayak access/storage, and others on Bainbridge who feel that there are limited on-island park opportunities for water recreation.
- Joining with the Cascadia Marine Trail would further connect Pritchard Park with the wider Puget Sound community, and the site could certainly accommodate the three things required (at a minimum) for Cascadia Marine Trail sites—safe, public access; flat space that could accommodate tents; access to a restroom.
- Cascadia Marine Trail sites offer safe harbor for people traveling by small boat along Washington coastline; the idea is to have a safe pullout every 5-8 miles for travelers.
- The philosophy of the Washington Water Trails association seems in keeping with the goals for Pritchard Park—minimal impact, appreciation of existing natural setting, and a “leave no trace” goal for recreation
- Pritchard Park would offer a great “stopping off point” for boat visitors enroute from or to Blake Island or Ft. Ward or Fay Bainbridge State Parks, all of which are part of the Cascadia Marine Trail.
- One of the goals of the Cascadia Marine Trail (as described by Reed Waite, Director) is to “recreate the environment that Salish tribes had 3-to-4,000 years ago,” which is consistent with some of the community’s efforts to restore the park land and reclaim its natural beauty.
- Pritchard Park’s “rules” for its own campsite on the Cascadia Marine Trail could be developed in a manner that would satisfy the Park District and the City; it does not need to satisfy the more rigid guidelines designed by State Parks for water trail marine park standards.
- This could be a revenue-generating opportunity for Pritchard Park, if we elected to charge for overnight camping, as state parks currently do.
- Pritchard Park could decide to make the campsite first-come-first-serve, as State Parks do, or to use the reservation system that many Cascadia Marine Trail sites currently use.
- Cascadia Marine Trail sites have “site stewards” who visit the sites a few times a year to make sure that everything that should be available to visitors is...they set up work parties if anything needs to be done, or contact local Park District, depending upon agreement.

Appendix F-3: Boat Storage

During the public input process for the design evaluation for Pritchard Park, numerous citizens requested a place in the Park for community boat storage—for small, hand-carried, human-powered craft such as canoes, kayaks and rowing skiffs. The Committee believes that the Park is ideal for small boat recreation and that facilitating this request would fulfill a community need. The Committee recommends that boat storage be provided initially on a trial basis to explore demand and optimal location(s). This could be done without considerable expense, and would also be advantageous as a means to expose potential issues which might preclude a long-term commitment to this public service.

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- Allow community boat storage at two locations on the flatlands adjacent to the beach: flatlands near pump house and near west end of the beach, across the trail in the cleared-blackberry area in front of mid sized cedar
- Concrete-block anchored cables would provide lock opportunity for boat storage and could be used to limit overload of abandoned boats (only locked boats would be allowed to be stored on site)
- Signs at these locations would post rules for boat storage
- Boats would be allowed on a first-come/first-serve basis, with demand to be evaluated for providing fair access plan in case of eventual over-demand.
- Consider establishing a time limit for boat storage, with periodic clean sweeps to avoid abandoned boats, &/or dead storage.
- In the future: anchor cables could be replaced with free-standing racks, racks on exterior restroom walls, or a boat-storage shed. Location would be based on recommendations from cable users, and assessment of short-term storage locations.

Community boat centers exist throughout the country. BIMPRD should investigate and compare various systems employed to insure equitable access, management, costs, and risks.