

RECOMMENDED DESIGN FOR PRITCHARD PARK

presented to

THE CITY OF BAINBRIDGE ISLAND

and the

BAINBRIDGE ISLAND METRO PARK & RECREATION DISTRICT

March 5, 2008

submitted by

THE PRITCHARD PARK DESIGN ADVISORY COMMITTEE

with support from

**THE DEPARTMENT OF URBAN DESIGN AND PLANNING,
THE UNIVERSITY OF WASHINGTON**

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An online version of this report may be found on the
Bainbridge Island Metro Park and Recreation District website: www.biparks.org



Acknowledgments

In arriving at a recommended design for Pritchard Park, the Committee had the great pleasure of working with students and faculty from the Department of Urban Design and Planning at the University of Washington. The student teams supplied inspired and creative concepts that set the foundation for our Committee to discuss and reach a final design that we feel best reflects the desires and needs of our community. We are especially grateful to Manish Chalana and Meriwether Wilson for their direction in guiding the students as they gathered, documented, and presented their concepts to our Committee. By including their names as authors, we acknowledge their major contributions to the final design recommended in this report.

By telling us what they wanted—and what they didn't want—the citizens of Bainbridge Island played an equally important role in helping us determine the recommended design. We are grateful for the candor of the residents of this island and deeply gratified by the high level of civic involvement that has graced our Committee's tenure.

We are profoundly indebted to the many governmental representatives and citizens who worked countless hours to help make Pritchard Park a reality for this community.

Without the gracious assistance of Mary Jane Nearman and Chris Cora of the EPA, Don Heyer from CH2M HILL, and Libby Hudson, Long Range Planning Division Manager at the City of Bainbridge Island, we would never have grasped in full the complex nature of the Superfund site. Jerry Elfendahl contributed considerable time and energy to help educate our Committee on the history of the site, and Peter Namtvedt Best and Jim Brennan ably documented critical environmental aspects of the land and plans for their restoration. Frank Stowell guided us and other citizens through the trails that he and nameless others have been so instrumental in blazing and keeping open to fellow hikers. Brooke Drury kept us informed about human-powered watercraft opportunities across the region. Jeanette Franks, Founder and Chair of the Weed Warriors, recommended solutions to the problem of invasive plants at the site. Georgia Browne kept our online link to the community up-to-date and accessible, and helped bring our report to life. To the many others who have supported us over the course of this report's creation, we thank you.

Finally, we want to express our gratitude to the City of Bainbridge Island and the Bainbridge Island Metro Park and Recreation District for giving us the exciting opportunity to be part of the final design recommendation for Pritchard Park.

Pritchard Park Design Advisory Committee
March 5, 2008

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Preface



WHAT IS THIS CHILD THINKING? WHAT WILL HE REMEMBER ABOUT THIS PARK TOMORROW? WHAT WILL HE REMEMBER TWENTY YEARS FROM NOW? WHAT DOES HE KNOW ABOUT THE POLLUTION? DOES HE WANT TO GO OVER THERE, BEYOND THOSE GATES, PAST THE FENCE? DOES HE KNOW THE HISTORY OF THIS PLACE? HE HOLDS A PIECE OF DRIFTWOOD IN HIS HANDS, BUT WILL HE TAKE MORE, AND BE GIVEN MORE, FROM THIS PLACE?¹

Our Committee was assigned the task of recommending a park design for a site blessed with one of the most beautiful locations in all of Puget Sound. With its unobstructed views of downtown Seattle, the Olympics, the Cascades, Mount Baker, and Mount Rainier, nearly a mile of shoreline, and dense woods, this park will evolve into one of the premier recreation destinations in the state, if not the country. The park is named for Joel Pritchard, former Lieutenant Governor for the State of Washington, and a champion of important environmental and civil rights legislation.

Pritchard Park's location is rich in history—not all of it pleasant. In 1942, 227 residents of Japanese descent were ordered by the United States government to depart from Bainbridge Island. Their relocation and subsequent internment were literally set into motion on the shores of what is now Pritchard Park. Unknown to many visitors, this site also continues to bear the burden of contamination, due to its former industrial use as a wood treatment plant, and its current status as a federal Superfund site. The park represents the opportunity for healing and restoration of two wrongs from the past—one to the social fabric of the community, the other to the land itself. We feel that our final design acknowledges these complexities and looks ahead to the future of this place.

In order to prepare a design plan for the many who will visit this park going forward, we felt it was essential for us to gather as many concepts about design as we possibly could, and to refine those concepts in light of guidance from professionals and feedback from our community. This final report is a record of that journey.

In the course of our ten months of information gathering, we were encouraged in our efforts by the enthusiastic response from members across the Bainbridge Island community. As one City Council member reminded us: “I hope you understand the shooting star you have your hands on,” he said. “This is a dynamic project with incredible implications for the community.” As a Committee, we could not agree more.

¹ Attributed to Kadie Bell and Aaron Luoma, UW design team

Chapter 1: Introduction and Overview

This report represents the Pritchard Park Design Advisory Committee's ("Committee") final recommendation for the design of Pritchard Park ("Park"). The land for the Park is owned by the City of Bainbridge Island ("City") and the Bainbridge Island Metro Park & Recreation District ("District"). The Committee was appointed by both bodies.

The Committee based its recommendations on ideas generated by graduate students and faculty in the Department of Urban Design and Planning in the College of Architecture and Urban Planning at the University of Washington ("the UW"), and on extensive feedback collected from hundreds of Bainbridge Island citizens, the City, and the District over ten months of information-gathering and public meetings. Any comments received from both the City and the District following their review of this report will be appended for further public consideration and discussion in Appendix K.

In arriving at our recommended design, the Committee subjected the site to a rigorous analysis that we believe highlights both the many attributes and the noteworthy constraints of the physical site. We offer a more thorough discussion of the site's unique characteristics in **Chapter 2: Site Analysis, Potentials and Constraints** (page 3), along with relevant images that depict the site in its present and former incarnations.

The Committee's final design recommendation can be found in **Chapter 3: Recommended Design** (page 12) of this report. The schematic plans that accompany our recommendation offer a comprehensive visual guide for the specific design opportunities and projects we endorse.

To fulfill the vision and the intent of the recommended design, the Committee has prepared **Chapter 4: Implementation of Recommended Design** (page 33). This plan is phased over time. Phasing takes into account the priority of needs and the projected cost of individual projects, since City and Park District budgets will necessarily impact the implementation of design proposals.

The primary objective of the Committee was to recommend a design which culminates in this report. A fuller description of the Committee's appointment, representation, and responsibilities can be found in **Chapter 5: Role of the Committee** (page 38).

This report includes an exhaustive record of the Committee's interaction with members of the Bainbridge Island community in **Chapter 6: Public Participation** (page 40). An in-depth accounting of the public comments received is included in **Appendix A**.

Another early objective defined by the Committee was to review the design concepts produced by the UW design team, which was under contract with the District. **Chapter 7: University of Washington Participation** (page 45) illustrates the nature of that interaction and its background.

An account of the history of the land that Pritchard Park now occupies—including the people who have inhabited it, been made to forcibly depart from it, and been employed on it, along with those who have worked to restore its environment, and to make it available as a public park—can be found outlined in **Chapter 8: Brief History of the Site** (page 48). A more thorough history of the site is available in **Appendix C**.

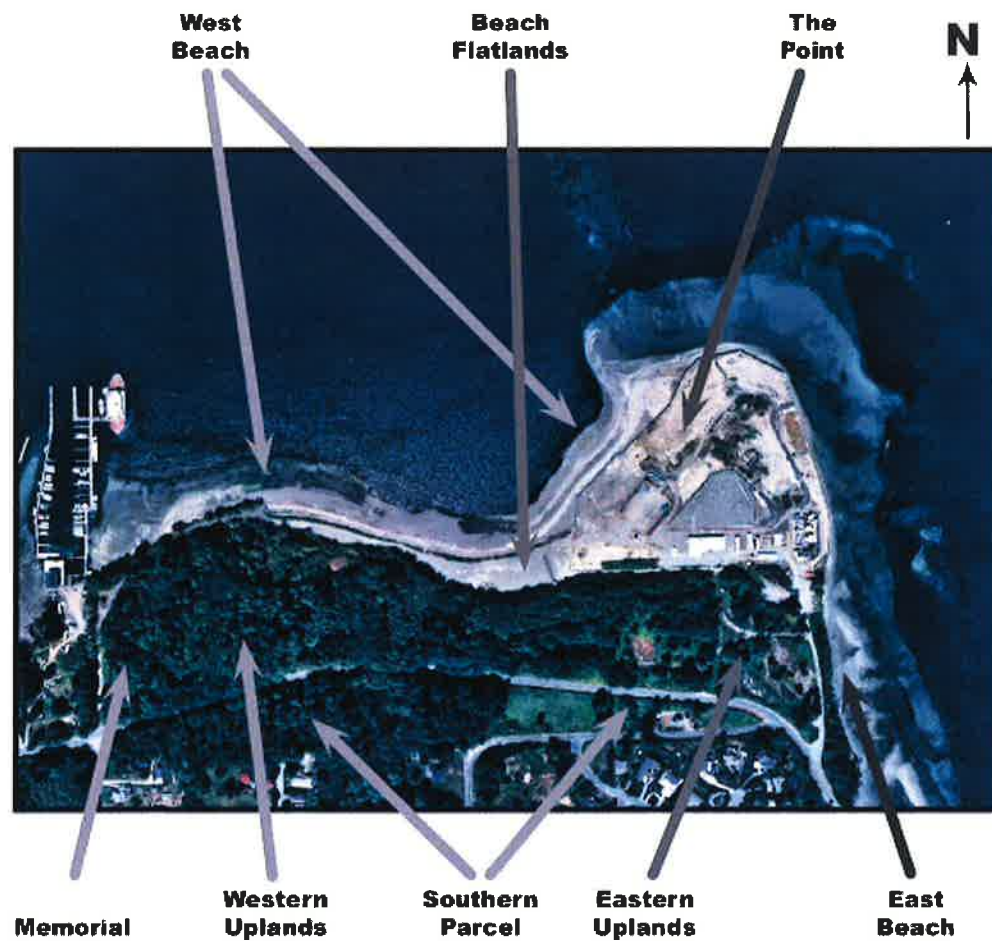
The **Bibliography** (page 53) not only includes detailed information regarding important documents produced during our Committee's tenure, but it also directs readers to documents related to the acquisition of and ongoing maintenance of the site.

As previously described, the **Appendix** of this report includes detailed materials related to public comment (A); a report prepared by Professor Manish Chalana of the UW (B); a history of the site (C); an update on the Bainbridge Island Japanese American Memorial (D); a statement from the Suquamish Tribe (E); Suggested Use Policies for Pritchard Park (F); Bainbridge Island Shoreline Restoration Projects in (G) and (H); Suggested Playground Elements (I); Recommendations for Invasive Weed Removal (J); and comments to be appended from City Council members and Park District Commissioners, based on their response to this final report (K).

Chapter 2: Site Analysis, Potentials, and Constraints

Summary of existing Park features and physical conditions

Pritchard Park encompasses a fifty-acre site located at the eastern end of Eagle Harbor on Bainbridge Island in the State of Washington. Prominently positioned on the harbor's southern shore and overlooking the entrance of the bay, it is notable for its varied topography, its many natural features—including nearly a mile of shoreline—and its unparalleled vistas of water, mountains, cities and forests. Pritchard Park is destined to become one of Bainbridge Island's and the region's most valuable public assets.





The Point

The most prominent aspect of the Park is the Point (“the Point”), an approximately eight-acre sand spit where a chemical wood treatment plant operated for more than eighty years, commencing in 1902. The Point offers the most expansive views for the future park user,

with a breathtaking vista that encompasses downtown Seattle and the Cascade range from Mt. Baker to Mt. Rainier in the East, a wide swath of Puget Sound and its bustling marine traffic, Eagle Harbor and the historic town of Winslow, and the majestic Olympic range towering in the West.

The Point also serves up some of the greatest challenges for the Park’s design, as it is currently the chief focus area of an Environmental Protection Agency (EPA) Superfund cleanup operation. Several industrial buildings with large exposed tanks and machinery occupy the site, and an array of creosote extraction and groundwater monitoring well heads remain scattered about the property. The final remedy for the cleanup will absolutely influence the design of this portion of the site.

A steel sheet pile wall, protruding above ground level at various heights, currently surrounds the shoreline boundaries of the Point and will likely remain in some form after the final remediation is completed. Construction of a new treatment facility and the realignment of the access road into the worksite has potentially complicated public access to the shoreline west of the Point. Finally, a security fence topped with razor wire surrounds the entire Point area and offers a significant visual distraction.





The Uplands – West and East

The forested hillside immediately adjacent to the north side of Eagle Harbor Drive and extending from the Bainbridge Island Japanese American Memorial (“the Memorial”) at its western end to the rocky shoreline at the eastern beach is the uplands area of Pritchard Park. Characterized by varied topography, numerous natural features as well as discernible evidence of past human inhabitants, the uplands area provides ample opportunity for creative use, passive recreation, and sensitive development.

West

The western portion of the uplands area is notable for its ravines, promontories, seasonal creeks, and abundant wildlife. Tall stands of fir, madrona and other tree varieties create a dense and varied canopy that provides a valuable habitat for up to eighty species of local and migratory birds. For more detailed information about the fauna observed in the uplands, see Appendix B. The hillsides here are readily accessible, with some well-established, manmade trails and animal paths forged through the dense undergrowth. A steep ravine that bisects the hillside at one point provides a bit of a challenge for hikers, but its presence affords exciting viewpoints and offers limitless opportunities for creative trail development, including the possibility of a footbridge to connect west and east uplands, and exposing the seasonal creek that flows through it. An old industrial excavation in the hillside slightly west of the ravine presents itself as a kind of sheltered amphitheater to the visitor.

Currently, public vehicles access the Park through a wooded entrance road off Eagle Harbor Drive. This road was developed as part of Phase I of the construction of the Memorial, and it leads to a small gravel parking area in a clearing that occupies a portion of the western flank of the uplands. At present, this parking area is shared by visitors to the Memorial and by visitors to other parts of the Park. The location of this lot best serves the west side of the Park; visitors who wish to explore park features to the east must walk considerable distances on unimproved paths. Another current option for park entry is from a trailhead located further east on Eagle Harbor Drive, but trails from here are not well marked and vary in condition according to seasonal rainfall.



East

The eastern portion of the upland area includes the historic site of the company town known as Creosote, which encompassed workers' homes and company buildings, and was the first electrified area on the island. Although the historic buildings have long since been removed, some foundation artifacts and ornamental plants installed by prior inhabitants remain. A disused concrete cistern, not previously documented in earlier inventories of the site and newly discovered by Island resident and historian Gerald Elfendahl sits at the toe of the hill.

This area is lightly forested and exhibits scattered patches of low vegetation and shrubbery among its grassy meadows. The hillside here slopes gently to the north and east and offers expansive views of Eagle Harbor, Wing Point and Puget Sound. As one travels further east on the property, one enjoys additional sightlines across Puget Sound to Seattle and the Cascades. The elevated portion of the uplands offers a prime location for park features that would benefit from its more forgiving topography—such as picnic facilities, play areas, and additional parking to serve the eastern side of the Park.

At the eastern-most perimeter of this portion of the Park, an old treatment plant roadway works its way down the edge of a bluff that overlooks the Puget Sound shoreline. This road had been the primary access point for visitors to the Park in the past, but it has been closed to the public due to the ongoing erosion of the bluff that supports it. Currently, it is used exclusively by EPA employees and workers associated with the ongoing mitigation of the Point. A new road will soon be built that will traverse the eastern hillside from a point further west on Eagle Harbor Drive. This new roadway will likely become the main park entrance in the future, and it will also need to accommodate vehicular traffic to a new remediation facility being built on the Point.²

Most upland areas of Pritchard Park are presently infested with a variety of invasive plant species such as English ivy, Japanese knotweed and Scot's broom. Dedicated community volunteers and park district staff have engaged in longstanding efforts to control and eliminate this destructive vegetation, but increased efforts at eradicating these species are needed.

² Please see Bibliography, page 55, to read a letter from the Committee concerning this new road.



The Southern Parcel

A ten-acre strip located on the south side of Eagle Harbor Drive, the southern parcel is sloping and heavily forested at its western end and relatively open and flat in its eastern portion. The

eastern end of the southern parcel is endowed with a high, clear viewpoint of Puget Sound, Seattle, and the Cascade Range beyond.

The southern parcel currently acts as a vegetative buffer between Pritchard Park and the adjacent residential neighborhoods to the south. The large ravine so prominent in the western upland area of the main Park extends southward into this parcel and becomes significantly wider and traversable. The ravine channels the seasonal Creosote Creek, which runs through a culvert beneath Eagle Harbor Drive, and travels north underground, to where it enters Eagle Harbor. A heavy ivy infestation is evident throughout the southern parcel, but is especially apparent in the ravine.

A large water storage facility consisting of tanks and an outbuilding serving the Rockaway Beach neighborhood occupies this parcel on the eastern portion and is likely permanent in nature.





The Bainbridge Island Japanese American Memorial

Situated on eight acres of parkland at the western end of the property, the contemplative Japanese American Memorial will honor the 227 Bainbridge residents who were compelled by the government to leave the island on March 30, 1942, and relocate to internment camps. The Memorial will focus on their stories, reflecting on the constitutional injustices and reinstatement of rights, with the theme of “Let it not happen again” (Nidoto Nai Yoni). For more detailed information regarding plans for the Memorial, please see Appendix D.

The Memorial design and development is well underway at this point with initial phases completed, as evidenced by the construction of interpretive structures, paths, and boardwalks along with vehicular handling and parking areas.

Many site problems have been overcome in the development of the Memorial, including the aesthetically and environmentally pleasing accommodation of a sensitive wetland, the shoring up of an historically significant cedar tree, the resolution of complex right-of-way issues and the modification of original designs to incorporate a municipal water pumping station.

The Memorial is nominally separated from the rest of the Park by a buffer of dense forest, low vegetation and steep topography. The Committee, in cooperation with members of the Memorial Committee, has worked to establish improved access to the Memorial by strengthening the physical connection between it and other park areas through joint use of pathways, trails, and parking.



The Shoreline and Beaches - East and West

Characterized by a vast stretch of sand strewn with driftwood along the northern edge of the property, as well as a more exposed, cobbled shore on the Park's eastern exposure, the sweeping shorelines of this property offer a venue of priceless value to the community and the region.



West

The popular western shoreline and beach exists today as a result of a relatively recent shoreline rehabilitation effort funded by the EPA. This area was fully bulk headed and utilized by the wood treatment facility as a log storage and loading area. Despite its being manmade and of recent origin, this beach has been successfully functioning as habitat for a myriad of marine creatures and forage fish, and is already a popular destination for Island beachgoers in search of a sandy spot to enjoy the sun or for a tranquil place to walk their dogs.



The western shoreline has recently undergone a partial excavation and rebuild in order to eliminate two seepages of creosote that were recently discovered in the area. Offshore lies a vast saltwater cove sheltered by the sand spit point that offers passive aquatic recreational opportunities and habitat for feeding salmon and the seals and otters who chase them. This area is not available for vessel anchoring or marine infrastructure such as pilings or piers, due to EPA regulations designed to protect a sand cap in the sub tidal zone. A remaining rock bulkhead situated towards the western end of the beach is also slated for removal as part of a shoreline restoration program. For more information regarding this plan, please see Appendix H-2.





East

The east beach runs the length of the eastern border of the property from the tip of the Point to the southeastern corner of the site. It is generally cobbled near shore, with sand and eelgrass offshore exposed at low tides. The shoreline is open to the wind/wave action of the Sound and is currently bulk headed with rock and timbers and a steel sheet-pile wall. Removal of a large portion of the rock and timber bulkhead is planned as a part of a shoreline restoration project. For more information regarding this project, please see Appendix H-1. Public access to this beach is restricted due to evidence of creosote seepage that may affect usage well into the future.

The Flatlands

Also included in the shoreline zone is a sizable flatland area immediately adjacent to the western beach that is open and applicable to many potential uses. This space, which spans the distance from the beach to the



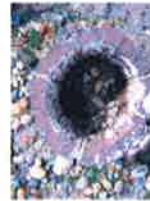
base of the upland hillside, has been used variously for large public gatherings, festivals and outdoor art exhibits. The flatlands is primarily topped with gravel. A low-scale vegetative buffer currently separates this area from the shoreline.

Access to the west shoreline and the flatland area by any type of vehicle or equipment is currently compromised by recent developments at the remediation facility. It will be necessary to resolve these issues to enable the Parks District, emergency vehicles, and the general public to gain access to this significant portion of the Park.

Pritchard Park - Shoreline



Site Analysis



Pritchard Park Analysis - Bainbridge Island, WA
Adriana Johnson - Aaron Luoma - Shruthi Kantharaj

University of Washington
College of Architecture and Planning
URBOP 508 - Studio - Spring 2007

This studio analysis illustrates how the physical layout of the Park affects the way visitors experience it.

Figure 2-1

Chapter 3: Recommended Design

Overview

Note: The recommended design of the Park is described in the following four figures, following this page:

Figure 3-1 shows the basic design for the site.

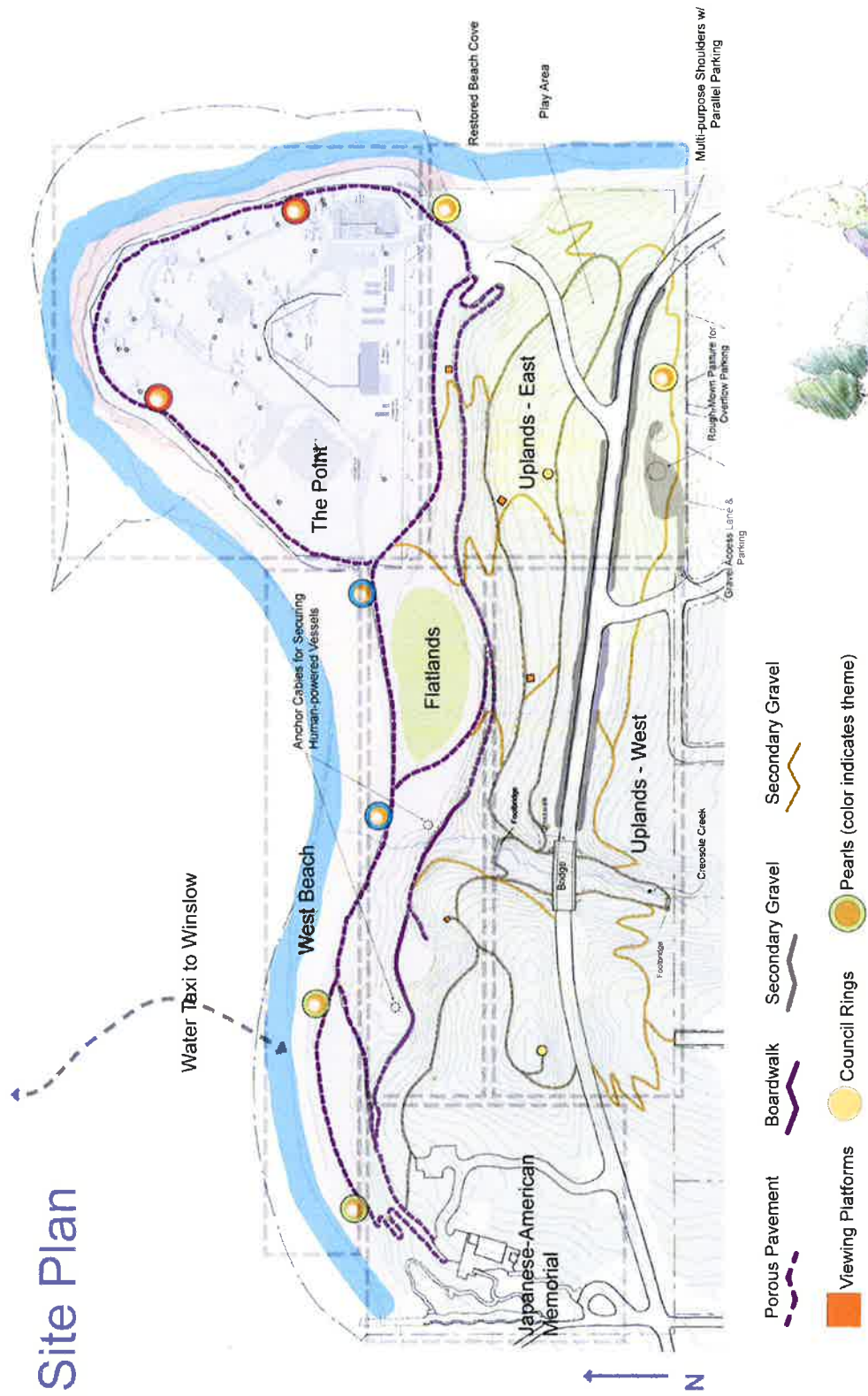
Figure 3-2 explains in greater detail some of the central features contained in the basic design.

Figures 3-3 and **3-4** illustrate possibilities for how the basic design plan can be augmented.

Both Figure 3-3 and Figure 3-4 share the same basic design, as shown in Figure 3-1. Each then includes individual elements that expand on the basic plan. This not only makes for less cluttered diagrams, it also gives future planners the opportunity to consider additional elements in determining how extensively the Park should be developed. All features on Figures 3-3 and 3-4 can be interchanged and incorporated into the final Park design, and will be discussed in context with the basic site design.

The recommended design reflects the desire expressed by members of the public that the natural character of the fifty-acre site should be preserved and enhanced with features that will significantly improve the experiences of all visitors to the Park. Many of these added elements began at the desks of the UW student design teams. These are footnoted so that interested readers can learn more in detail about their initial conceptual designs in the University of Washington's report (Appendix B).

Site Plan



Pearl Concept

Schematic Plan

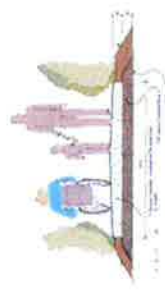
Pritchard Park

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Fall 2007

Figure 3-1

Path Features

Path Types



Porous Pavement



Boardwalk



Primary Gravel

Secondary Gravel



Council Ring

Pearl Details

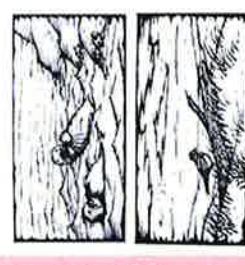
Pearl Themes

Plant Palette - Historical
 Aster erinoides - Great Star
 Dianthus barbatus - Chinese Lippins Root
 Galium aparine - Garden Nasturtium
 Geranium robertianum - Turkey Rhubarb
 Lonicera xylosteum - Honeysuckle
 Penstemon - Penstemon
 Ranunculus - Ranunculus
 Saxifraga - Saxifraga
 Thymus - Thymus
 Valeriana - Valeriana
 Veronica - Veronica
 Zinnia - Zinnia



Bench Motifs

Plant Palette - Phytoremediative
 Acorus - Acorus
 Agrostis - Agrostis
 Allium - Allium
 Anemone - Anemone
 Asplenium - Asplenium
 Aster - Aster
 Baptisia - Baptisia
 Berberis - Berberis
 Camellia - Camellia
 Carex - Carex
 Ceanothus - Ceanothus
 Clematis - Clematis
 Cornus - Cornus
 Crocus - Crocus
 Delphinium - Delphinium
 Digitalis - Digitalis
 Echinacea - Echinacea
 Fuchsia - Fuchsia
 Galium - Galium
 Geranium - Geranium
 Helleborus - Helleborus
 Hosta - Hosta
 Impatiens - Impatiens
 Iris - Iris
 Lavender - Lavender
 Lonicera - Lonicera
 Lythrum - Lythrum
 Monarda - Monarda
 Nigella - Nigella
 Ornithoglossum - Ornithoglossum
 Petalostemum - Petalostemum
 Phlox - Phlox
 Primula - Primula
 Ranunculus - Ranunculus
 Saxifraga - Saxifraga
 Sedum - Sedum
 Silene - Silene
 Spigelia - Spigelia
 Thalictrum - Thalictrum
 Thymus - Thymus
 Veronica - Veronica
 Zinnia - Zinnia



Bench Motifs

Pearl Concept

Plant Palette - Ethnobotanical
 Aster erinoides - Great Star
 Dianthus barbatus - Chinese Lippins Root
 Galium aparine - Garden Nasturtium
 Geranium robertianum - Turkey Rhubarb
 Lonicera xylosteum - Honeysuckle
 Penstemon - Penstemon
 Ranunculus - Ranunculus
 Saxifraga - Saxifraga
 Thymus - Thymus
 Valeriana - Valeriana
 Veronica - Veronica
 Zinnia - Zinnia



Bench Motifs

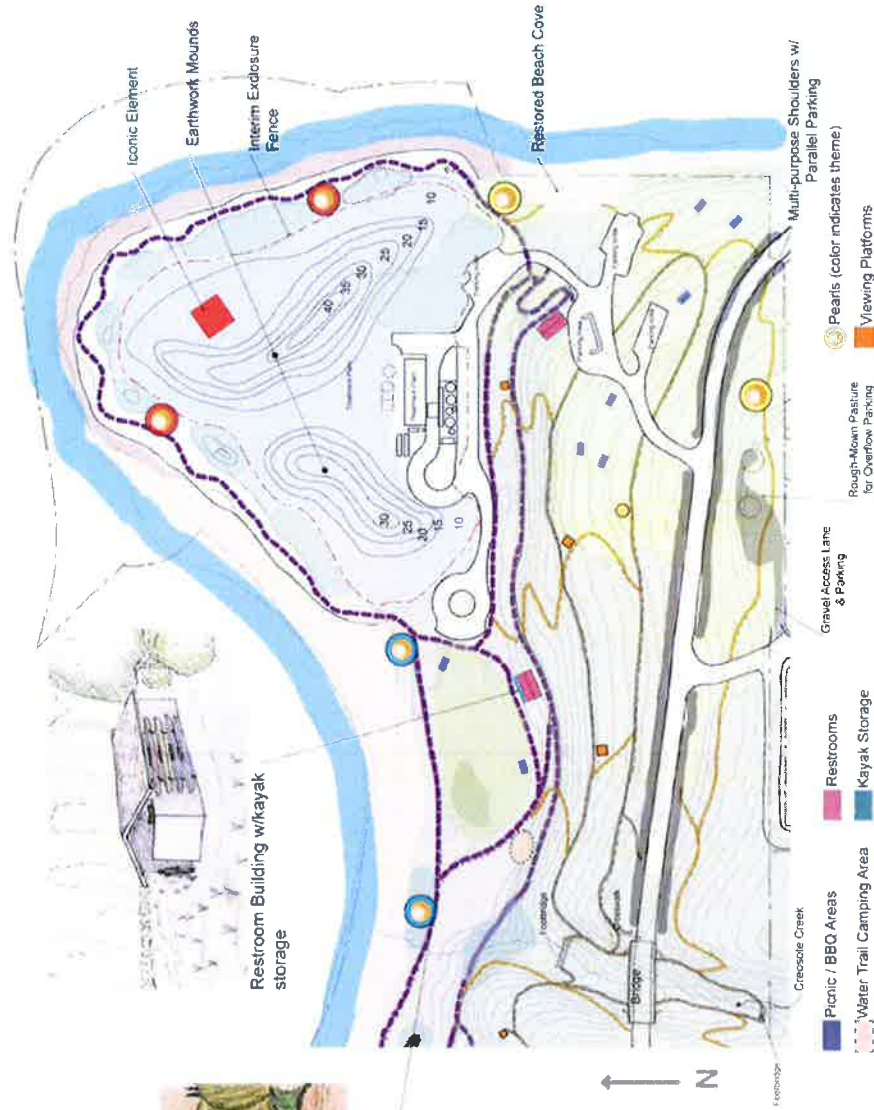
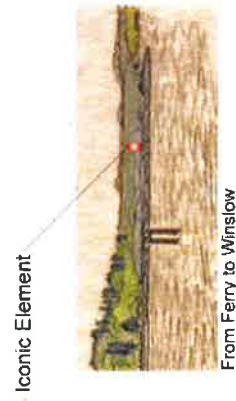
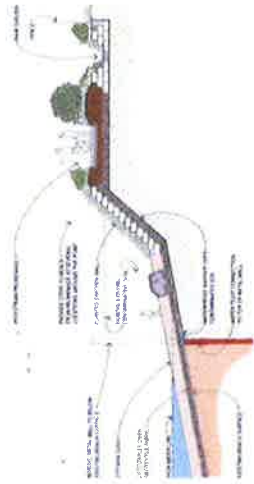
Plant Palette - Historical
 Aster erinoides - Great Star
 Dianthus barbatus - Chinese Lippins Root
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 Lonicera xylosteum - Honeysuckle
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 Ranunculus - Ranunculus
 Saxifraga - Saxifraga
 Thymus - Thymus
 Valeriana - Valeriana
 Veronica - Veronica
 Zinnia - Zinnia



Bench Motifs

Figure 3-2

Design Plan A



Schematic Plan

Pritchard Park

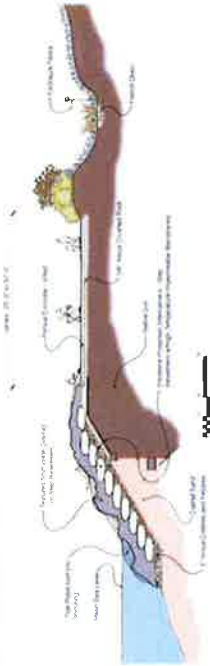
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Figure 3-3

Design Plan B



Artistic Well Head Shield Concept



Section thru Bulkhead at Point



Schematic Plan

Pritchard Park

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Figure 3-4

The most significant design feature in **Figure 3-1** is grounded in the image of a string of pearls that was first introduced by one of the UW student teams and later endorsed by the Committee.³ These pearls (“Pearls”), or gathering spaces, are important elements of the proposed design: they anchor the disparate areas of the Park and encourage visitors to stop and absorb the immensity of their surroundings in a series of more intimate outdoor spaces.

The Pearl concept is depicted here in details from **Figure 3-2**. Each Pearl will consist of at least two benches; some will also feature trash receptacles. Informed primarily by their physical locations within the Park and the specific history associated with those places, the Pearls will exemplify and pay homage to some of the many people, themes, and influences that resonate in Pritchard Park. Such themes and influences

MEADOWLARK PLANT BED

- PEACE DIRT
- MODERATE SUGARMAPLE (SUGARMAPLE)
- BANK VERNAL DESIGNS

PEACE DIRT

MODERATE SUGARMAPLE

BANK VERNAL DESIGNS

PEARLS OF PEACE.

[illegible]

³ Appendix B, Chapter 3, “Pearls,” page 78 (Aaron Luoma and Kadie Bell)

include: the Japanese-American internment, the ecological restoration of the Point, the role of the Suquamish Peoples, and the legacy of the Creosote Company Town.⁴ Benches and seating arrangements will display artistic motifs appropriate to each Pearl. Additional visual interpretive designs will be incorporated into the paving surface of the Pearls, with surrounding plantings carefully chosen to reinforce the specific historical and thematic focus.

Ecological Restoration

Plant Palette - Phytoremediative

Festuca arundinacea – Tall Fescue: Pyrene, PAHs
Festuca rubra – Red Fescue: Hydrocarbons
Lupinus albus – White Lupin: Arsenic
Mellilotus officinalis – Yellow Sweet Clover: Hydrocarbons
Achillea millefolium – Yarrow: Cadmium
Allium schoenoprasum – Chives: Cadmium
Digitalis purpurea – Common Foxglove: Cadmium
Helianthus annuus – Sunflower: Metals, PAHs
Pteris vittata – Brake Fern: Arsenic
Solidago hispida – Hairy Golden Rod: Metals
Acer rubrum – Red Maple: Leachate
Betula pendula – European White Birch: PAHs, PCBs
Gleditsia tricanthos – Honey Locust: Lead
Ilex sp. – Holly: Cadmium
Liquidambar styraciflua – American Sweet Gum: Perchlorate
Populus sp. – Poplars: Chlorinated solvents, PAHs, atrazine, DDT
Populus tremuloides – Aspen: Pb
Salix sp. – Willows: Perchlorate
Viola sp. – Violets: Metals



Bench Motifs

For example: a Pearl emphasizing the theme of ecological restoration might incorporate bench motifs and paving designs that bear images of regional fauna like salmon, otters, and sea birds thriving in the conditions of a restored shoreline. Adjacent plantings would include phytoremediative plants and herbs associated with healing or wellness. Discreet signage would help anchor the visitor in the history of environmental cleanup of the site, and the significance of such efforts to the Park as a whole. This design plan recommends only four distinctive themes, but others could be added in the course of future designs.

Paths

The paths connecting the Pearls are themselves important features of the Park. Their locations, shown on **Figure 3-1**, are based on a design created by another UW team.⁵ The design utilizes approximately 90% of the existing trail layout, with minor additions to provide improved connectivity and accessibility. The setting of the Pearls and trails was based on preserving and enhancing as many

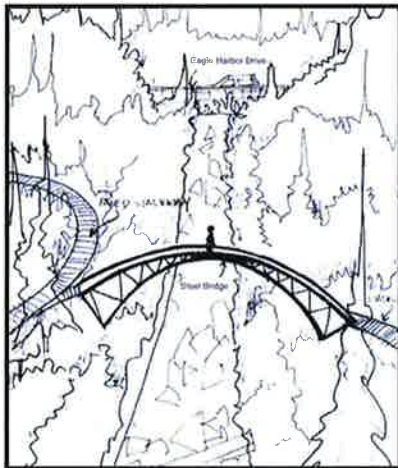


⁴ Appendix B, Chapter 3, “Pearls,” page 78 (Aaron Luoma and Kadie Bell)

⁵ Appendix B, Chapter 3, “Trail System,” page 53 (Jim Ellingboe and Ion Arai)

of the existing features of the Park as possible, while still providing places for people to sit down or stroll through the uplands woods or along the shorelines. This arrangement allows visitors of all ages and capabilities to enjoy the Park, and to take in the magnificent views afforded by the setting.

Figure 3-2 depicts the proposed materials used for the construction of these **paths**. The Committee recommends that boardwalks be constructed of materials similar to those used in the Memorial boardwalk pictured here to further integrate all sections of the Park.⁶ Where they are deemed necessary, any pavements installed at the site should be environmentally-sensitive (and low-maintenance).



The Committee recommends the addition of a footbridge as a means of enhancing the experience of crossing the majestic ravine near the center of the Park.⁷ A footbridge will enable pedestrians to view the ravine from above, and it will also improve connectivity of the park as a whole. We anticipate that the experience of crossing the footbridge will be further improved by the restoration and daylighting of the stream that flows from the southern parcel of the Park, through a culvert under Eagle Harbor Drive, down to Eagle Harbor itself—or as one student put it—“Liberating Creosote Creek.”⁸

Suggested locations throughout the park for additional viewing platforms and council rings are shown in **Figure 3-1**; an enlarged image of a council ring can be found in this inset from **Figure 3-2**.⁹ A viewing platform to the northwest of the proposed footbridge is located in the thick of the woods, atop a promontory formed by the ravine on one side and a steep gully on the other. There are numerous pedestrian access points to these various paths. Trailheads were



Council Ring

⁶ Appendix B, Chapter 3, “Design Elements,” page 71 (Miki Fujikawa and Caroline Majors)

⁷ Appendix B, Chapter 3, “Design Features,” page 63 (Fig. 3.26) (J.D. Tovey and Shruthi Kantharaj)

⁸ Appendix B, Chapter 3, “Liberating Creosote Creek,” page 88 (Noriko Marshall)

⁹ Appendix B, Chapter 3, “Amenities,” page 54 (Jim Ellingboe and Ion Arai)

intentionally placed away from the interpretive elements at the Memorial so as to avoid disturbing the contemplative character of that portion of the Park.

Nonmotorized Access

Many visitors to the Park already arrive there on foot or by bicycle. Our park design encourages nonmotorized access to all parts of the Park. We seek the improvement of trails that connect the Park to the Bill Point and Rockaway Beach neighborhoods in the South, and to Eagledale in the West, to better serve nonmotorized park-goers. Additionally, the Committee has expressly recommended the construction of multipurpose lanes on both sides of the eastern part of Eagle Harbor Drive in a letter to the City regarding a 2007 amendment to the Non-Motorized Transportation Plan. Multipurpose lanes are a key element in our design plan for the Park, benefiting, among others, pedestrians, bicyclists, people pushing strollers, and disabled visitors. For more information regarding the importance of these multipurpose lanes for users of the Park, please see the **Bibliography** (page 54).

The recent city acquisition of a trail easement off Pine Way is the latest piece in the effort to create a trail connecting Pritchard Park to Blakely Harbor. A connection from Blakely Harbor to Ft. Ward State Park already exists. Visitors to Bainbridge Island will soon be able to visit and experience three fabulous island parks entirely on foot.

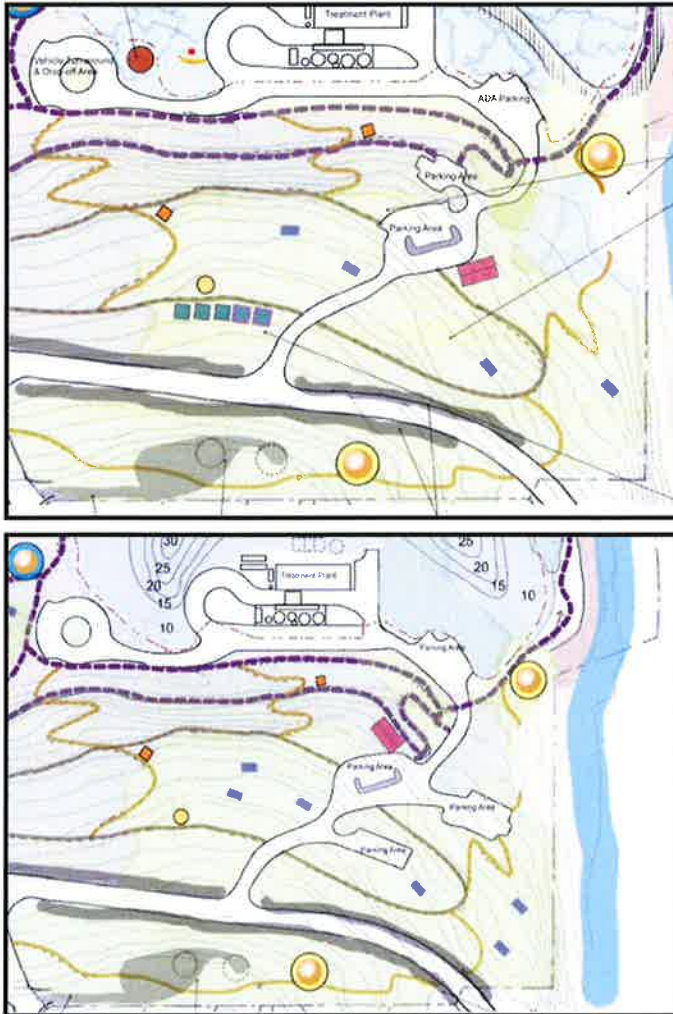
Vehicular Access

As discussed in Chapter 2: Site Analysis, Potentials, and Constraints (page 3), vehicular access to the Park is affected by the size of the site, its dramatic topography, and by the erosion of the eastern bluff and closure (to the public) of the existing access road to the Point. The Committee anticipates that the limited parking currently available to the east of and adjacent to the Memorial will continue to be used by visitors to other areas of the Park, but finds that these lots are insufficient for the purpose of serving the entire site. The Committee recommends incorporating additional parking into the east side of the site in small, clustered parking areas, as depicted below on page 21.

In order to secure permanent public access to the Park on the east side of the site, the Committee urges that the new access road slated for construction in 2008 to accommodate the needs of the EPA facility on the Point be installed in coordination with the planners of Pritchard Park. We anticipate that this road will be the primary entrance for visitors to Pritchard Park, and—as such—it is imperative that the City, Parks

Department, Public Works Department and the EPA work cooperatively in the coming months to coordinate efforts so that work being done on this part of the park in the near-term will not require major “undoing” in future years. We have communicated the urgency of this matter to the Mayor, the City, and the Parks Department several times in the past ten months, and feel compelled to restate it in this report.¹⁰

Figure 3-1 depicts the approximate location of the new road to be constructed off Eagle Harbor Drive through the eastern uplands of the Park. Details from **Figure 3-3** and **Figure 3-4**, shown here, offer different possibilities for parking spaces and areas along



this new road. These parking areas should be grouped subtly and landscaped so that they distract as little as possible from the sense visitors, and especially pedestrians, will have upon entering the heart of the Park. For the purposes of this report, the Committee has located these parking areas in the vicinity of proposed play areas, a public restroom, and picnic tables to accommodate visitors who will want to take advantage of these additional amenities, but the proposed location of these parking areas is only meant to be an approximation.

Furthermore, the Committee endorses the creation

of parallel shoulder parking along the north and south sides of Eagle Harbor Drive, represented by the gray, shaded areas in **Figures 3-1, 3-2, and 3-3**. Additionally, a rough-mown pasture for overflow parking is shown near the single Pearl on the southeast corner of the Park. This will provide for overflow parking, which is expected for major events at

¹⁰ Full text of the Committee’s January 18, 2008, letter to City, District, and Mayor is available in the Bibliography, page 55.

the Park. Prior events at the Park have demonstrated the occasional need for this overflow parking.

Vehicular access to the beach and the flatlands is not currently available to the general public, but it may be necessary for the construction of some of the proposed elements of the Committee's design. There is already an urgent need for emergency vehicle access. Emergency vehicles can apparently access these areas of the Park only through the contaminated area, via a locked, gated chain link fence at the EPA site. Given that the Point is likely to remain closed to the general public for the near future, and that it currently offers the most direct access to this portion of the Park, the Committee endorses piggybacking on the construction of a road already under contract to be built within the EPA exclosure fence to serve their ongoing cleanup. The details from **Figures 3-3 and 3-4**, above, on page 21, offer two different fence configurations with a shared road south of the EPA treatment site.

Coordinating with the EPA to extend the road to be built would provide public and emergency service vehicles with a permanent vehicle turnaround and drop-off area that would serve the Park. Furthermore, this drop-off access would facilitate visitors with car-top watercraft who could access the beach with greater ease. This road would also accommodate visitors with disabilities who desire access to the eastern part of the site, but may be reluctant or unable to journey from the western side of the Park to do so. Our Committee has also proposed that a separate area of ADA parking be incorporated close to the beach in **Figure 3-4**.

Water Access



In light of current EPA restrictions that prohibit anchoring boats in the portion of Eagle Harbor that abuts the Pritchard Park shoreline, the Committee did not explore design elements pertaining to the access of

motorized vessels. Recreational use of human-powered vessels such as kayaks, canoes, and rowboats at the Park was strongly favored at public meetings, and supported by the Committee in the course of our design study.

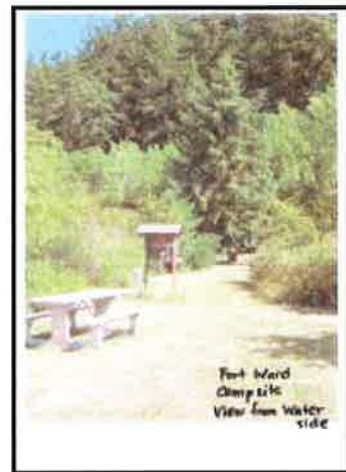
Figure 3-1 shows the proposed locations for

anchor cables to be attached to concrete blocks, which visitors to the Park could use lock



up their human-powered boats on a short-term basis. These anchors can be easily installed and removed, and would work well as a short-term storage arrangement. The Committee recommends that the location of these anchors (and their frequency of use) be assessed before any decision is made regarding permanent kayak storage facilities at the Park. One novel incorporation of boat storage on the side wall of a proposed restroom building is included in the inset illustration in **Figure 3-3**. More permanent storage options for kayaks and other small vessels is certainly something that the community and the Committee believe should be seriously considered. To this end, we have authored a suggested use policy for boats at Pritchard Park in **Appendix F-3**.

Inspired by citizen requests for incorporating amenities at the Park for non-motorized boaters, and cognizant of the symbolic importance of establishing Pritchard Park as an important regional destination, the Committee recommends that the Park seek inclusion in Washington State's Cascadia Marine Trail, an inland sea trail that extends the length and width of Puget Sound from Olympia to the Canadian border, and includes some fifty campsites that give safe haven to travelers. (Two island parks, Fay Bainbridge State Park and Ft. Ward State Park, currently participate in the Cascadia Marine Trail System.) Kayakers would be able to lock their boats and tent-camp overnight at a simple, marine campsite on the perimeter of the recreational lawn in the flatlands. Specific policies for this would need to be determined, in cooperation with City and Parks Department codes and regulations; the Committee has prepared some suggested use policies for water camping as part of this report in **Appendix F-2**.



Example of Cascadia Marine Trail Campsite

Finally, **Figure 3-1** includes the possibility of a water taxi that would connect Pritchard Park to downtown Winslow. While such an enhancement is not within the purview of our Committee's design objectives, we recognize that the completion of the Bainbridge Island Japanese American Memorial may attract thousands of visitors to our island and to the Park, particularly when the Memorial gains inclusion in the National Park Service. By providing visitors with a means to make their way to the Memorial across Eagle Harbor, a water taxi would add a powerful element to the experience of Pritchard Park. Not inconsequentially, it would also promote a reduction of automobile

use and minimize traffic congestion on our island, and could possibly benefit neighborhood residents, who could elect to commute to their jobs by water taxi, rather than by more conventional means. Because the shoreline of the Park cannot accept a dock, a neighboring dock would need to provide landing, moorage, and parking. If this is not possible, a vessel could be selected based on its ability to make beach landings.

Gathering Spaces

In addition to the Pearls and council circles addressed earlier in this chapter, other amenities that the Committee recommends for consideration in the Park include: a play area to be located on the southeast end of the site. In many respects, Pritchard Park in its entirety functions like an enormous playground, one with an exceptionally diverse landscape that includes dense stands of trees, wide expanses of beach, dramatic shifts in



elevation, and a varied trail system. Nevertheless, the Committee recognizes the need for some semi-enclosed play areas, as well. To that end, we recommend a play structure or structures that borrow from the history of the site, perhaps incorporating logs and large-scale, child-friendly replicas of the structures that used to be part of the Creosote Company's complex. The Committee feels that any play structures introduced into the Park should be non-traditional and grounded in the natural or historical elements of the existing site. More specific ideas relating to play structures are discussed in **Appendix I.**

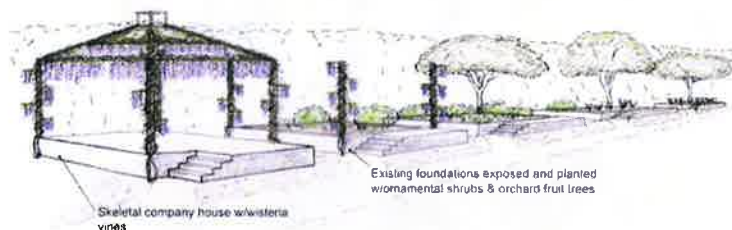
At the urging of island teens, the Committee also recommends the construction of two large-scale swing sets on the eastern side of the uplands. **(Figure 3-4).** We envision massive swing sets, intentionally sized for older children and adults, strategically positioned to take in the dramatic views of downtown Seattle. The intent of this design is to offer the childlike occasion for play and delight to older visitors, some of whom may just rediscover the simple pleasure of swinging in a setting as magical as Pritchard Park.

As another element of the proposed final design, the Committee advocates the construction of a unique gathering place just west of the ravine (See **Figure 3-4**). The former bark chipping location in the site's previous incarnation as a wood processing plant, this area occupies a semi-enclosed clearing and functions something like a natural amphitheater, and was proposed as such by one of the University of Washington student teams.¹¹ The inset



image in **Figure 3-4** offers a possible vision for how this space could be converted into an intimate outdoor performance space. One possibility proposed to the Committee was that the space could be rented out to members of the public for special occasions such as parties or wedding ceremonies.

Figure 3-4 also depicts the proposed location of one or more skeletal company houses to be modeled after the homes of former Creosote workers.¹² The inset image (right) from **Figure 3-4** offers a



Creosote Company Interpretive Structures

student's rendering of how such an interpretive structure might look. The Committee feels that the town and the people of Creosote might be evoked through one or two such structures. The row of houses might be evoked through interpretive footprints, creative wall suggestions, and even involve structured spaces such as a picnic shelter or play area.



¹¹ Appendix B, Chapter 3, "Amphitheater," pages 55 and 73 (Miki Fujikawa and Caroline Majors)

¹² Appendix B, Chapter 3, "Skeletal Houses Artwork Structures," page 93 (Kimberly Bahnsen)

In the course of our information gathering, the Committee listened to the citizens, who were in favor of some modest enhancements to the Park concerning areas for passive recreation. Due to some of the more complex issues related to the Park—including uncertainties associated with future public access to the Point, the ongoing concerns associated with vehicular access, and the many restrictions associated with shoreline development of any kind—the Committee concurs with the public that the existing flatlands already provide an ideal area for events and passive recreation. The Committee recommends that the grounds of the flatlands be improved from irregular patches of weeds and plants and gravel to more expansive stretches of informal lawn, and that areas in the eastern uplands be converted into grassy meadow and informal lawn, thus lending both areas to the enjoyment of informal sports such as Frisbee, or pick-up games.

The Committee also recommends the installation of several picnic/barbecue areas on the eastern part of the site, in areas not too distant from the soon-to-be-constructed



entrance road in the eastern uplands. The exact location of these picnic areas should be determined in accordance with final landscaping decisions about which trees will remain on the property, how the area will ultimately take shape, and—necessarily—in terms of their proximity to the restrooms,

which are also planned and described in **Figure 3-3** and **Figure 3-4**, and discussed in greater detail later in this chapter. In addition, some picnic areas should be covered, so that they may be used by larger groups and in inclement weather.

The Point

Given the uncertain future of recreational use of the Point, the Committee chose to submit two recommended design possibilities in **Figure 3-3** and **Figure 3-4**. It should first be noted that public access to the Point will depend entirely



on when the area no longer poses health risks to humans. The designs share similar elements—including a path that traverses the perimeter of the site to allow visitors to take advantage of the remarkable views available from that vantage point.



This detail from **Figure 3-3** incorporates the path on the outside of an interim enclosure fence, to prevent pedestrians from entering the interior of the Point. The interior landscaping simply consists of two large earthwork mounds planted with tall dune grass.¹³ The Committee has proposed an iconic element near the end of the Point as a dramatic marker of the gateway into Eagle Harbor. This iconic element will be especially prominent for ferry passengers, park visitors, and neighbors on both sides of the harbor, and so should be carefully considered before selection. The Committee feels that such an element deserves much deliberation, and recommends that the City and District sponsor a design competition for widespread engagement from the community, if the decision is made to incorporate this signature element.



Iconic Element



From Ferry to Winslow

Figure 3-4 below details a network of paths interior to the Point, and the landscaping includes a series of smaller hills, along with a number of similarly-themed aesthetic structures. A section of one of the six retorts once used to pressurize creosote logs, pictured here at right in its present location at the Bainbridge Island Historical Museum, might eventually be returned to the site.¹⁴ Monitoring well-heads, which are currently located



¹³ Végétation, Chapter 3, page 55 (Jim and Ion Arai)

¹⁴ Feb. 1, 2008, minutes of the Bainbridge Island Historical Museum's Collections Committee



Artistic Well Head Shield Concept



From Ferry to Seattle

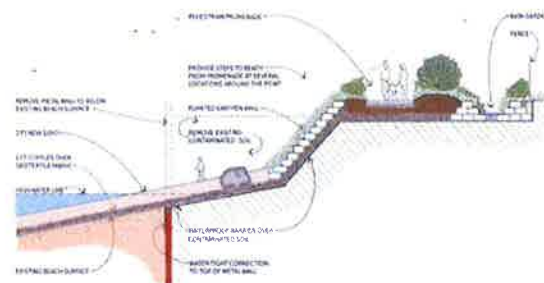
throughout the Point, would be partially concealed by sculptures, such as those pictured above, evoking native Indian baskets.¹⁵ Another idea involves surrounding the well-heads with concrete vaults that could be surfaced with artistic covers, as shown (right). These vaults would provide protection for park visitors and offer improved maintenance accessibility in the continuing cleanup efforts.



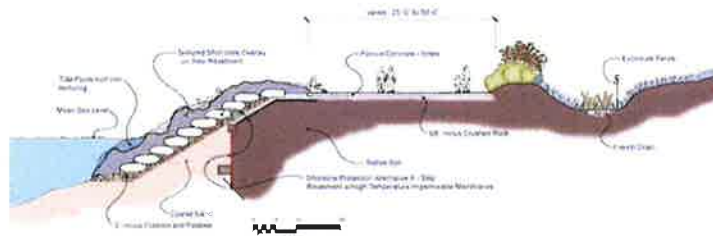
At present, contaminated groundwater under the Point is contained by a steel sheet pile wall that surrounds the outer Point. The EPA has observed degradation of this wall due to pinhole perforations that compromise its integrity as a barrier, and plans to replace or modify it in the coming years. The sheet-pile wall does not offer an attractive visual from inside the Point, and it is especially unattractive from the water. The Committee endorses a restoration of the shoreline surrounding the Point so that it looks and functions as naturally as possible, while providing the necessary containment of the underground contamination. While recognizing that containment and mitigation technology may improve in the intervening years, we propose two possible conceptual plans to address the issue of the surround at the Point.

One solution proposed in our design plan is a stepped earthen wall with vegetation that will hide the steel wall. Two possible methods of construction are shown in these details from **Figures 3-3 and 3-4**.

More information regarding the ecological and functional considerations of such a major site



Section thru Bulkhead at Point



Section thru Bulkhead at Point

¹⁵ Appendix B, Chapter 3, "Suquamish artwork sculptures," page 93-94 (Kimberly Bahnsen)

modification can be found in **Appendix G**. Before this concept can proceed, extensive analysis must be completed, as it needs to pass permits as well as tests for feasibility.

The wastewater treatment plant depicted on the Point in **Figures 3-3 and 3-4** is in the process of being relocated to that site. It is responsible for filtering contaminated water extracted from the wells located throughout the Point, and pumping the clean water out into Puget Sound. The proposed new location of this treatment plant will make it less visible from the shore than it is currently. The Committee agrees with the UW team that current information regarding the contaminated state of the Point should be made available to park visitors. Efforts to clean the site can be explained and documented as a form of environmental education. In the future, clean water moving from treatment to the Sound could pass through some type of sculptural water course for visual and educational interest. Interpretive signage should be placed along the fence and within view of the wastewater treatment plant explaining the cleanup efforts.

Figures 3-3 and 3-4 both depict a small, restored beach cove along the eastern shore of the Point. This project has already received funding from the Salmon Recovery Funding Board, and will undergo construction in fall/winter of 2008. For more details on this project, please see **Appendix H-1**. Decisions regarding any design elements adjacent to the pocket beach should be sensitive to the restoration efforts underway.

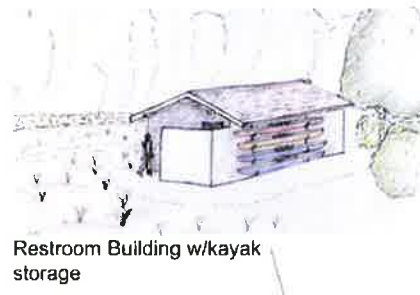


The restored beach cove would look something like this one at the south end of Rockaway Beach.

Restrooms

The Committee recommends the installation of two public restrooms in the Park. **Figures 3-3 and 3-4** show the approximate locations for these restrooms.

The restrooms are located so as to be convenient to shoreline pedestrians but, by the same token, to be far enough away so as to not detract from the experience of those wandering the beach or enjoying the water. Planted



Restroom Building w/kayak storage

vegetation will also assist in screening the buildings, and sustainable building design would lean towards composting toilets and solar-powered lighting and electricity. Potable water may be available at the well-house west of the restroom on the flatlands. As previously noted, **Figure 3-3** provides for possible kayak storage along a restroom wall in the flatlands area, both to minimize cost and the number of structures at the site.

Further Considerations

The Committee proposes several additional construction projects in the design of the Park. The first of these is to relocate the intersection where Creosote Hill Road enters Eagle Harbor Drive. Used primarily by the Bill Point neighborhood, this road is currently positioned at a dangerous curve in the road. A much safer location for this intersection is shown on **Figure 3-1**, where the new road bisects the southern uplands parcel and connects with Eagle Harbor Drive. This relocation will also vacate a section of the present Creosote Hill road, providing improved access to the proposed area for overflow parking.



White line shows proposed new route for Creosote Hill Road, as it intersects with Eagle Harbor Drive.

Another major construction project our Committee proposes involves the installation of a car bridge over the portion of Eagle Harbor Drive under which the



seasonal Creosote Creek flows. In the past, this portion of the ravine was filled in for the construction of the road, and a culvert was installed to help divert

the flow of the creek. Restoring the contours of the ravine and providing passage over a bridge would allow travelers to experience the primeval beauty of the ravine, and also restore some of the land to its original state. Alternatively, an



enlarged culvert, like the one pictured above, on page 30, could provide both pedestrian and waterway passage.

Landscaping on both sides of Eagle Harbor Drive would be kept largely native, to lend the sense to residents and visitors alike that they are truly entering a natural area, not merely traversing a road with land on one side that has been rescued from development. Over time, the tree canopy above Eagle Harbor Drive will continue to fill in, adding to the sense of respite from nearby developed areas of the island. The Committee recognizes that both the bridge and the relocation of the Creosote Hill Road intersection are significant construction projects, and because of this, we have recommended their being scheduled in the last implementation phases.

Signage

The Committee endorses the addition of clear and welcoming signage, including interpretive signs that would describe the history and natural features of the site.¹⁶ We were intrigued by the idea suggested by one team of UW students to create downloadable audio clips that ipod users could listen to as they toured the Park, much like an informal, self-guided walking tour.¹⁷

Use Policies

Over the course of our conversations about park design, the Committee engaged in an ongoing dialogue with members of the public about park use policies, some of which



have already been referenced in this chapter. While this was not technically the focus of our design process, at the urging of the District, we generated some possible park use policies regarding off-leash dogs, water camping, and boat usage, and have appended them to this report in **Appendix F**.¹⁸

¹⁶ Appendix B, Chapter 3, "Interpretive Program," page 53 (Jim and Ion Arai)

¹⁷ Appendix B, Chapter 3, "Interpretive Program," (Miki Fujikawa and Caroline Majors) (verbal only)

¹⁸ Appendix B, Chapter 3, "Dog beach," page 73 (Miki Fujikawa and Caroline Majors); "Off-Leash Dog Beach," page 82 (Aaron Luoma and Kadie Bell)

Sustainable Design

Pritchard Park is already poised to serve as a model for responsible design, shoreline restoration, and improving the health of Eagle Harbor and Puget Sound. Community feedback showed widespread support for low-impact and sustainably focused design, and the Committee endorses this approach in the future development and implementation of the design. Future planners for the Park should aim to comply with the Sustainable Sites Initiative (www.sustainablesites.org) currently being established for site development and management practices. These principles support limitation or reduction of environmental impacts through practices such as incorporating local recycled materials, encouraging alternative forms of transportation, control of invasive plants, preserving and enhancing ecologically appropriate vegetation, minimizing use of fertilizers, and reducing water runoff.

Art

Pritchard Park will eventually offer significant opportunities for the inclusion of public art. The Committee feels that the Park stands to benefit from a thoughtful appraisal of these opportunities, and the process for choosing art and artists. These discussions should be concurrent with the continuing development and implementation of the site design. For now, the Committee recommends that future decision-makers consider art that raises visitor awareness of the site, with a focus on its stories and physical characteristics. In addition to the artistic design elements recommended in this report, art may be chosen to highlight the nature of this Park as a gateway to the Island. It may exist in permanent installations such as the works on the Point proposed in this report, or in temporary sites tucked into intimate spaces in the uplands, as with the temporary Collocation, a site-specific art installation in 2005. The Park could showcase the work of regional artists, or present a message from the community, such as a Coast Salish greeting pole or a Peace Pagoda, both proposed during the input process.¹⁹ Any art incorporated should give the community at large new and thought-provoking occasions for appreciating this extraordinary place.

¹⁹ See Appendix A for public feedback on a peace pagoda and greeting pole; Appendix E for the Suquamish Tribe's recommendations for a Coast Salish greeting pole.

Chapter 4: Implementation of Recommended Design

In the course of our work to recommend specific design features, the Committee recognized that any final decisions we suggested would need to be executed in a timely manner, so that Pritchard Park can develop into the landmark community and regional asset that it has the potential to be. Given this emphasis, a significant amount of our effort as a Committee went into developing an implementation plan that recognizes the realities of fundraising, while providing a manageable ‘map’ to address immediate needs and ensure progress for the Park as a whole. The plan strives to anticipate and proactively address milestones and decisions (such as how the new EPA access road and NRDA projects will impact park design) that provide opportunities to significantly affect the public’s use and experience at the Park. We have broken down the **implementation** into four discrete phases, each with clear and identifiable goals and outcomes allowing for targeted fundraising efforts. Three additional categories of tasks provide for urgent efforts that require immediate attention, as well as the continuation of other ongoing projects.

URGENT NEEDS include ongoing projects that are at a critical point in the planning process and require the immediate attention of the City and the Parks District to ensure coordination with this planning effort. They include:

- **Complete Interim Interlocal between City and District**
- **Advise Public Works on EPA/Park access road and parking design**
- **Review and coordinate NRDA East and West beach projects (Appendix H)**

Ongoing Projects include those that have either begun already or should begin immediately, and that extend for the foreseeable future. They include:

- Invasive Weed Control
- Create Volunteer Partner Groups
- Form a group to coordinate and guide artistic elements at the Park

Phase I: Access/ Safety/ Planning Needs (implement: 2008)

To immediately benefit users of the Park, this first phase is organized to resolve fundamental access and safety issues. The expenses associated with this phase are

minimal and should pose little or no hurdle for implementation, but this phase is essential in demonstrating progress and a commitment to current and future users of the Park.

- Complete Master Plan and appoint Stewardship Committee
- Partner with volunteer groups for Park stewardship
- Complete tree inventory and study from BI Forestry Commission
- Signage (entry/ access/ directional/ project information)
- Add Porta-Johns
- Add Garbage Cans
- Add Doggie Stations with Bags
- Install low-impact (cable) anchor small craft storage
- Prepare design and construction documents, cost estimating, and fundraising for Phase II
- Complete strategic plan for invasive plant removal

Phase II: Entry Sequence and Infrastructure (implement: 2009 - 2010)

This phase centers around improving the experience of visiting the Park by addressing existing access and entry deficiencies and creating the ‘backbone’ for future park improvements. This is the first and probably largest phase of construction and, as such, will require significant fundraising efforts in order to accomplish.

- Add picnic benches and tables
- Signage (both directional and general site information)
- Construct primary trails (East/ West park connection)
- Footbridge across the ravine
- Relocate East park entry/ parking
- Underground Electrical Wires at East entry Drive/parking
- Eagle Harbor Drive enhancements: multi-use lanes, parking, speed limit change
- Move chainlink fence NE of Memorial and replace with berm
- ADA improvements – access to and along shoreline
- Flatlands development (buffer plantings and grassy area)
- Prepare design and construction documents, cost estimating, and fundraising for Phase III

Phase III: Visitors’ Experience Enhancement (implement: 2011 - 2013)

Phase III focuses on introducing significant elements that will enhance visitors’ experiences at Pritchard Park. This phase builds upon the Park’s current status as a neighborhood amenity, and begins to provide interpretive opportunities for additional island-wide use as well as outside visitors to our community by reinforcing the rich history of the site through stories and context. Again a significant capital investment, this phase will also require extensive fundraising efforts.

- Signage (site history)
- Restroom/ small boat storage

- Pearl installations
- Construct secondary trails
- ADA improvements – enhanced upland access/ trail loops
- Install picnic and play structures
- Bulkhead/ promenade construction
- Ravine/ Creosote Creek restoration
- Design and construction documents/ cost estimating/ fundraising for Phase IV

Phase IV: Visitors' Experience Enhancement (implement: 2014 - 2019)

The fourth phase of the Committee's recommended implementation plan for the Park broadens the amenities indicated in our design proposals and expands on the range of interpretive stories available to visitors at the site. The elements of this phase are expected to be more costly to construct, however we also believe that these significant features provide opportunities for targeted fundraising efforts.

- Interpretive signage and design elements
- Intervention(s) on the Point (visually clean-up and incorporate art/ interpretive structure)
- Picnic and play structures
- Install Council rings
- Install viewing platforms
- Amphitheater gathering space
- Install art

Phase V: The Future (implement: 2019-)

Two of the major construction projects endorsed by our Committee affect city roads, and will need to be developed in coordination with the City Capital Facilities Plan in future budgetary years. We feel that these amenities would markedly improve the experience of the Park.

- Re-route Bill Point Road
- Construct bridge over Creosote Creek on Eagle Harbor Drive

Additional Endorsed Features/ Projects, requiring City, State, and Federal involvement

- EPA and State remedy for Point
- Relocate Wastewater Treatment Plant into existing EPA structure
- Cap Repair on West Beach
- Water Taxi to/ from Winslow

Funding Opportunities

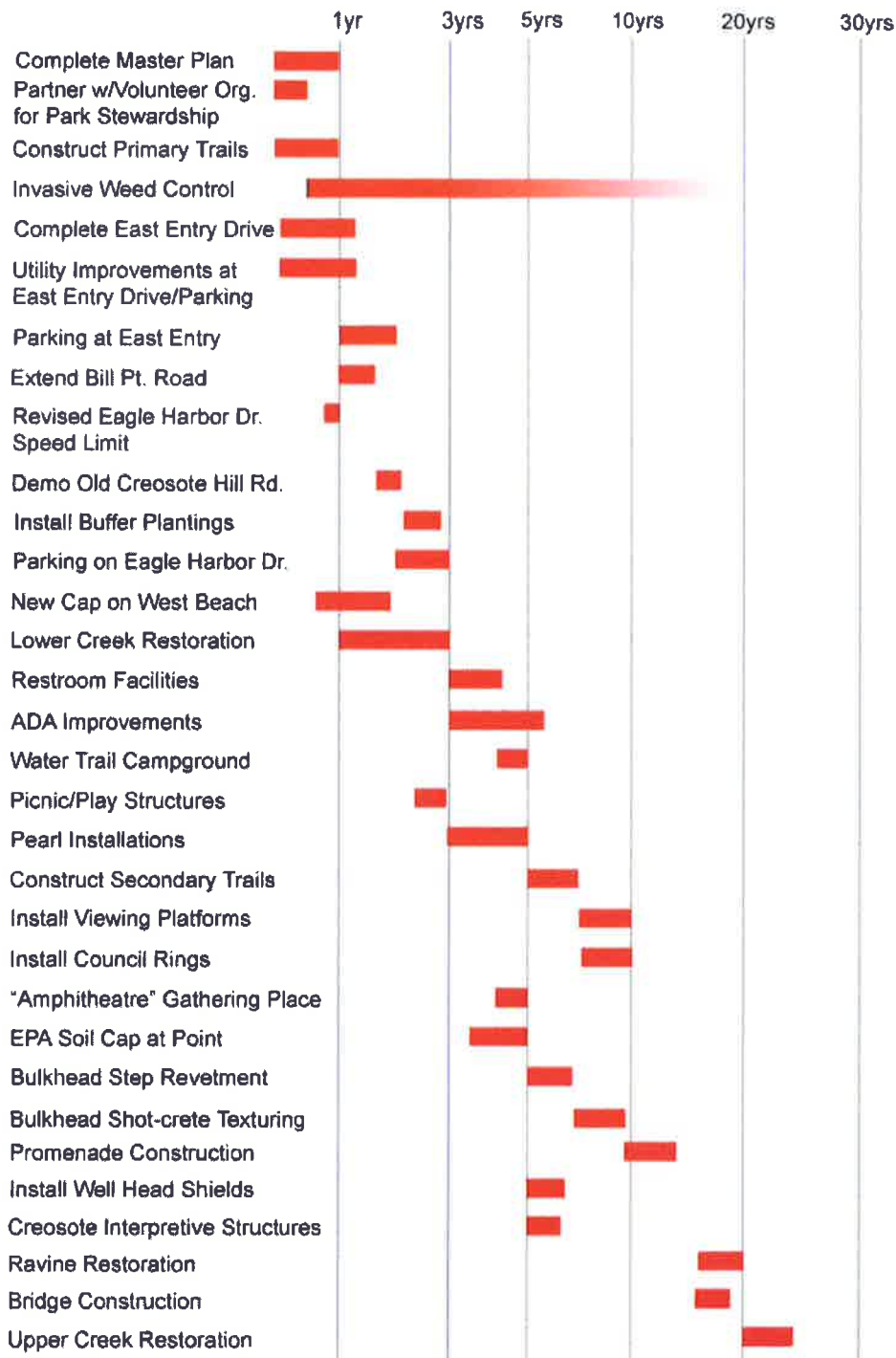
In an effort to best ensure successful development, the Committee considered improvements at Pritchard Park in an incremental, phased manner using rigorous cost/benefit analysis techniques. The Committee sought to consider the relative amount of work specified in each phase. However, no cost projections have been completed, and these should be undertaken immediately as design features are evaluated and decisions regarding the Master Plan are made.¹ Understanding the financial impacts of the outlined phases will be essential to future fundraising campaigns. Given the rich cultural, ecological, and historical characteristics of the site, we suggest that those involved in fundraising aim high. Coupled with local public and private funding, significant efforts should be made to obtain regional, State, and Federal funding sources.

Stewardship Committee

These next phases of the Park's development will require significant energy and focus. Championing this planning effort, steering decisions by partnering agencies and groups, and providing a voice to issues affecting Pritchard Park are all important tasks that warrant 'stewards' for Pritchard Park. Additionally, and probably most critical, a task force must be appointed to serve as a Stewardship Committee. This Stewardship Committee will need to engage individuals with the energy and commitment to spearhead the significant fundraising strategies and campaigns necessary to realize the vision outlined in this report. The Committee recommends that a Stewardship Committee be formed as soon as possible to oversee the phases detailing park development. The complexity of partnerships, ownership, management, and operations at the site are a foreseeable hurdle to realizing this vision – and we feel that this proposed Stewardship Committee is the best means of ensuring successful implementation. The Committee recognizes the Memorial is a distinct portion of the Park, with its own existing pre-existing organizational committee. We envision the Stewardship Committee will work cooperatively with the Memorial Committee to provide cohesion in overall park design.

¹ See Appendix B, Chapter 4, p. 105, for some preliminary cost projections made by the UW.

Implementation Suggestions



Schematic Plan

Pritchard Park

UW College of Architecture & Urban Planning
UrbDP 508
Fall 2007

Chapter 5: Role of the Design Advisory Committee

The purpose of the Pritchard Park Design Advisory Committee was defined by the group as follows: To review efforts from the UW design team and then work collaboratively with the community to culminate in schematic alternatives for the Park. These designs are intended to serve as the conceptual groundwork for a future Master Plan, to be brought to the public for consideration and approval, and then as recommendations to the District and the City.

The Committee includes the Senior Planner from the District and a Planner from the City. Paid announcements in local publications invited citizens to volunteer to serve on the Committee. Due to overwhelming community interest in participating, members were ultimately selected through an application process. Committee representatives include residents from the adjoining neighborhoods, an architect, an archaeologist, a landscape architect, a writer, an engineer, an artist, and parents.

Committee members also represent a wide range of identified stakeholder groups, including the City and District, the Suquamish Tribe, the Association of Bainbridge Communities (ABC), The Bainbridge Island Japanese American Committee (BIJAC), the Bainbridge Island Land Trust, Friends of Pritchard Park (acquisition/fund-raising Committee), the Harbor Commission, the boating community, the Washington Water Trails Association, the Bill Point Community Association, nature-lovers and dog-owners. We feel this composition provided knowledgeable input from a diverse and representative group of citizens to envision the Park designs for the future.

The Committee pursued an intensive ten-month design process, meeting nearly every week, resulting in the recommendations included in this report. The Committee began by educating itself by visiting the Park and reviewing extensive collected information about the site. This information included history, analysis of the site, plans for the Memorial, and environmental assessments, including EPA and State Department of Ecology reports.

We initiated work by visiting the Park for on-site analysis, and then defined goals and a timeline. Design consultants from the University of Washington and the Northwest Center for Livable Communities provided the mechanism for considering a range of fresh ideas for the Park. Manish Chalana, Associate Professor, Urban Planning, adjunct professor, Northwest Center for Livable Communities led the collaboration for the University for a studio phase and a second phase working directly with the Committee. The UW Design students provided a layer of coherent design alternatives that

acknowledged considerations from Superfund, Memorial and other stakeholder contexts. In addition to input from the general public, the Committee met with individuals who could share expertise or represent stakeholder groups, such as the EPA; NRDA (National Resource Damage Assessment); and the Memorial Committee.

The body of the Committee work embraced the process of working with the UW design team to define and hone conceptual designs to present to the Bainbridge community. The UW team guided the development of design alternatives, presenting storyboards of ideas and engaging in ongoing dialogue with the Committee through a series of meetings and concept adjustments. The Committee then presented a range of developed concepts to Bainbridge citizens, vetting design ideas through the public input process, before culling and synthesizing final conceptual design recommendations that best represent community and stakeholder consensus. The culmination of the Design Advisory Committee efforts is this report of design recommendations for the City, the District and the citizens of the Bainbridge Island. This report serves as a guide to the thoughtful development of Pritchard Park into an engaging, accessible site for ongoing remembrance, reflection and recreation.



Pictured, L-R: Lauren Perry, Adin Dunning, Barbara Trafton, Perry Barrett, Dennis Lewarch, Julie Cooper, and Charles Schmid. Not pictured: Clarence Moriwaki, Bob Selzler, Jennifer Sutton

Chapter 6: Public Participation

During the conceptual design process, the Committee prioritized the gathering of citizen input from a variety of sources and venues. The Bainbridge Island community was able to learn about and contribute to park concepts at several public presentations and workshops, at a community “Walk in the Park,” through surveys distributed on Bainbridge-Seattle ferry runs, at the farmers’ market, at displays in the Aquatic Center, in publications in local newspapers, and on the Park District website. The public participation chronology spans the time period between May 2007 and March 2008. Key public events are listed below:

- 5-4-07 University of Washington Design Team (UW), present site analysis. The UW site analysis was later posted on the District website. In addition, continually updated project notebooks with UW work and citizen comments were made available for public review at the District and the City throughout the design process.
Location: City Hall
- 6-6-07 UW team presents preliminary design concepts. Concepts were posted on the District website and in project notebooks. Selected concepts were mounted for display at the Aquatic Center. Location: City Hall
- 7-4-07 Leaflets about meetings, process and website were distributed and posted downtown. Location: Downtown Winslow
- 7-12-07 Committee presented site analysis and selected concepts at a Park Board and City Council meeting. Location: Strawberry Hill Park Mini-gym
- 7-25-07 Public meeting and workshop. Location: City Hall
- 7-30-07 Public meeting. Location: City Hall
- 8-5-07 “Walk in the Park” with the Committee and interested community members.
Location: Pritchard Park
- 9-15-07 Farmers’ Market information booth and survey. Location: Winslow Farmers’ Market
- 9-22-07 Farmers’ Market information booth and survey. Location: Winslow Farmers’ Market
- 9-26-07 Ferry information table and survey. Location: Aboard 2 commuter WSF Seattle-Bainbridge runs.
- 9-27-07 Park Board and City Council meeting, the Committee presents preferred concepts. Location: Strawberry Hill Center



An extended summary of public comments and survey tabulations may be found in **Appendix A** of this report. Original comments and surveys are available through the District. A total of 84 letters and emails were received as of the publication of this report in March,

2008. We received a total of nine responses to the boards displayed at the Aquatic Center. In total, approximately 115 interested citizens attended the public meetings. Many of these attendees made verbal or written comments at the meetings, but not all participated. With the exception of surveys conducted at the Farmers' Market, Committee members observed that few children or teens participated in design concept meetings or in offering their feedback. The Committee recommends that their needs should be addressed more directly in the next phase of the design process. The following distillation of the public comments received lists key goals and ideas expressed during the conceptual design process.



Overarching Design Goals with General Support

- Phase the project and provide for non-controversial basic park needs
- Integrate the values of environmental stewardship and renewal
- Apply the principles of sustainable design
- Improve access to, and within the park, including ADA, bicycle, boat, and pedestrian
- Preserve and enhance the natural character of the Park and promote ecological healing
- Provide non-intrusive design features that fit with the rural character of the Park
- Respect the Memorial as a place for contemplation and cultural healing.
- Integrate interpretive elements into the design reflecting the environmental, cultural, and industrial history of the site (Japanese American, Native American, Creosote workers, EPA)
- Provide for public enjoyment of the unique aspects of the Park including waterfront access, and views of Puget Sound, the mountains, and downtown Seattle
- Serve local and regional community recreational needs appropriate to the park landscape and context
- Ensure the continued involvement and coordination of all stakeholders for the best possible solutions for the environment and community use/enjoyment

Specific Ideas or Actions with General Support

(The Committee perceives underlined elements as immediate needs.)

- Upgrade existing trails while keeping their rustic character, and provide new trail connections within and to the Park
- Add benches and informal seating to the Park
- Install temporary toilets until permanent restrooms are built
- Improve park entrance signs and directional signage within the Park
- Provide a few, temporary picnic tables
- Install a kiosk or sign with information about the Park and EPA remediation
- Develop low-impact parking lots at each end of the Park
- Incorporate ADA access improvements (access to beach and key park features from parking areas)

- Add trash receptacles (animal-safe type) with regular pick-up
- Add dog stations with baggies
- Establish beach access and short-term storage for hand-carried boats
- Create a regulated off-leash dog place/time with access to the water while protecting wildlife/natural environment, and encouraging trust and respect between dog owners and other park users
- Improve trail connections within the Park and between the Park and surrounding neighborhoods
- Minimize impact on neighborhood views without damage to existing significant trees and habitat. Park design should serve the wider, island community as priority over neighbor views if there is a conflict
- Celebrate the unique role of the Park as a gateway to Bainbridge Island
- Add picnic areas with a few open sided shelters
- Clean up the contaminated areas
- Incorporate boardwalks and viewing decks where appropriate
- Restore or create nature trails with places to watch wildlife/birds
- Add birdhouses
- Develop a loop path around the Point
- Screen views of the EPA structures
- Build restrooms
- Integrate interpretive elements into site detailing with limited, low-key signage
- Minimize road/driveway impacts on the site
- Make EPA fencing friendlier, and remove unnecessary fencing
- Install a low-profile boat rack for short-term storage of small, hand-carried boats
- Make the EPA sheet pile wall more natural looking and environmentally friendly
- Add a pedestrian bridge over the ravine
- Restore Creosote Creek
- Incorporate strategically-located viewpoints with seating such as “pearls”
- Incorporate small group seating areas such as “council circles”
- Incorporate small event and family gathering spaces such as a woodland amphitheatre
- Close Old Creosote Rd and connect Bill Point Dr. to Eagle Harbor Dr.
- Introduce play opportunities for all ages that are natural in character
- Incorporate multipurpose bike-pedestrian path along Eagle Harbor Drive
- Continue invasive plant removal while preserving integrity of steep slopes
- Identify, inventory and preserve existing significant trees
- Develop a vegetation management plan
- Establish an arboretum
- Keep lighting limited or low-level to minimize light pollution
- Leave the beach natural and make it safe for swimming
- Create an open grassy area in the flatlands for informal activities
- Integrate art into the park detailing such as pavement/wall inlays, benches, sundial, etc.
- Preserve historic concrete cistern/pump house and reuse as viewpoint
- Reuse decomposed bark chips from old sand pit area as mulch
- Establish an arrangement with nearby marina owners for public shared dock use
- Design the Park to encourage sustainable forms of transportation to/from the site
- Provide emergency and EPA vehicle access as necessary/required
- Establish a respectful park space around the Memorial that promotes contemplation
- Mask/hide the pump wellheads for monitoring contamination
- Create an MP3 tour of the site
- Implement experimental policy for dog off-leash times of day in designated areas
- Use water-efficient irrigation only as necessary in limited areas of the park

Specific Ideas with Mixed Support (opinions both for and against):

- Significant iconic element(s) on the Point
- Dogs off-leash with no limits
- Torii gates as an element of transition from the Memorial
- Water access campsite as part of the Cascade Marine Trail System
- Accommodations for large events such as festivals and performances
- Amphitheatre, large or small
- Water taxi between the Park and Winslow
- Permanent or temporary art installations
- Bringing the historic retort back to the site
- Commercial enterprises such as a restaurant
- Fires in the park/on the beach
- Creosote company workers' housing being integrated into park design
- Daylighting the ravine under Eagle Harbor Drive
- Earth mounds or dune-like topography on the Point
- Significant, prominent interpretive signage
- Themed gardens
- Keeping the Park as-is, unchanged
- Cell-phone antenna
- Boat storage building/shed
- Pedestrian access route from western neighborhood to the Park through or near the Memorial
- Natural looking water feature on the Point as an educational element for remediation process

Specific Ideas Generally Not Supported:

- Windmills
- Large buildings and structures (except for those planned at the Memorial, and as necessary for environmental cleanup on the Point)
- Significant level of lighting
- Large, overnight campground
- Mountain bike trails
- Equestrian trails (except for multiuse paths along Eagle Harbor Drive)
- Public dock
- Large parking lot
- Cutting down large trees
- Conventional playgrounds
- Formal ball fields or multipurpose play fields such as baseball, soccer, and football
- Court games such as tennis and basketball
- Community Center
- Marina

Survey results generally showed a high level of support for low-key passive recreational uses, and little to no support for active recreational uses. A total of sixty-seven surveys were tabulated. Responses listed walking/hiking/jogging as the highest current or likely use (37), with dog walking/playing (13) and boating (13) tied for second highest use. The

amenity evaluation results assigned the highest level of importance to Picnic/BBQ shelters and the lowest support for sports fields and court games. The surveys showed mixed results with primarily medium support for most other amenities listed on the survey. There were a proportionally large number of “no answer” responses for the “significant iconic element” and “return the historic retort to the site,” which could be due to a lack of knowledge or understanding about the elements in question.

The Committee greatly appreciates the thoughtful ideas, opinions, and questions offered by the community in the course of the past ten months. These ideas will continue to inform the refinement of the design plan for Pritchard Park.



Chapter 7: University of Washington Participation

In 2002, the University of Washington School of Architecture and Urban Planning participated in a fact-finding chronology of the historical elements associated with the site of the future Pritchard Park that focused on Japanese Americans who lived on Bainbridge during World War II. Simultaneously, the school's Department of Landscape Architecture offered an overview studio class on what would subsequently be the fifty-acre Park.

Gail Dubrow, then Associate Professor of Urban Planning at the University of Washington, and Adjunct Professor of History, helped lead the detailed analysis of the Park that assisted in the site's nomination for memorial status. Her findings demonstrated the need for memorial nomination as provided for under National Park Service criteria (Public Law 107-363). In concert with a local grassroots efforts known as Nidoto Nai Yoni ("Let it Not Happen Again") Professor Dubrow's research helped establish a compelling evaluation criteria that revealed the site's having served as the venue for the government's compulsory deportation of 227 Japanese-Americans in 1942, the first in the nation under Executive Order 9044.

Additional information also came from the University of Washington's School of Architecture and Urban Planning and Landscape Architecture in 2002. Students participated in a studio investigation across the Superfund portion of the site, the Memorial, and portions of the uplands. Some themes and elements that emerged as important included sustainability, environmental remediation, shoreline restoration, access, and interpretation. Some of the major components explored in their studio included the Point, the area on the western portion of the property later detailed as the Memorial, upland views, connections to the Suquamish and other native people associated with the shoreline, storm water strategies, and certain assumptions concerning the clean-up mechanism.

The University's studies provided information important to stakeholders for the subsequent phases, acquisition and congressional approval for the Memorial study under the auspices of the National Parks Service. This information helped secure multiple grants from federal, state, county, and local agencies. The UW research also informed the review report, led by the National Parks Service: *Bainbridge Island Japanese American Memorial, Study of Alternatives/Environmental Assessment, December, 2005*. After final phase acquisition in 2006, the University was sought out once again to assist the next

project phase with the community, development of the site's concept plan. The intent of this effort was to integrate all acquired phases, the Superfund portion, uplands, and Memorial into a coherent vision and concept.

Discussions between the Park District and Hilda Blanco, Chair of the University of Washington's Department of Urban Planning and Design, led to Professor Manish Chalana's involvement. Manish Chalana, Associate Professor in Urban Planning at the University of Washington and Adjunct Professor at the Northwest Center for Livable Communities, along with his colleague, Meriwether Wilson, led the collaboration with the UW for a studio phase, followed by a second phase in which Professor Chalana worked directly with the Committee. Eleven graduate students from the College of Architecture and Planning registered for the 2007 spring semester studio course, dedicating significant time and thought to the park design recommendations.

Consultants working with the Committee provided a layer of coherent design alternatives anchored in Superfund, Memorial and other stakeholder contexts. Chuck Wolfe, the attorney and adjunct faculty member of the College of Architecture and Urban Planning at the UW, who was also lead



environmental lawyer during Bainbridge's negotiations for the Purchaser's Agreement and Agreed Order, informed the UW team about the existing legal framework for the site.

The Committee's goal was to work with the UW team to explore as expansive a range of design options as possible to present to the community for feedback. At the UW, studio and post-studio phases included eight tasks and associated products:

- Research and gather materials on the cultural and ecological history of the site and its environs
- Generate a public process plan to include a community visioning process, a process for stakeholder identification, stakeholder identification, and the methodology for public meetings process
- Conduct community visioning process, community meetings, and reproduce plans, graphics and transcripts from public meetings;
- Identify key principles to guide planning, to include synthesis of goals identified through the public meetings and elaboration on goals by studio members to identify strategies and project elements

- Project proposals to the public by teams
- Faculty to work with the Advisory Committee
- Recommendations and guidelines
- Implementation strategies
- Prepare plans and reports

A final report representing the efforts of the UW team is available in **Appendix B**.

Chapter 8: Brief History of the Site

A fuller version of the history of Pritchard Park with references and names of committee members may be found in **Appendix C**.

- Pre-History** Native Americans inhabit the shores of what is now called Bainbridge Island
- 1792** Captain Vancouver surveys Puget Sound, and notes Suquamish camps in the area.
- 1841** Surveyors under Capt. Charles Wilkes name Bill Point and Wing Point for the corresponding parts of an eagle in Eagle Harbor.
- 1875-1904** Logging and a brickyard exist on the site; also a sand mine in the eastern portion later used for storing bark chips.
- 1904** Perfection Pile Preserving Co. begins operations as a facility for preservative treatment of wood.
- 1906** New management brings about a name change to Pacific Creosoting Co and American Cross Arm Co.
- 1917** Plant grows under capitalist and industrialist Horace C. Henry. Creosoted timber for railroad trestles, bridges, tunnel shoring, and ties is shipped around world, including to Panama for the construction of the Panama Canal. The plant grows into the town of Creosote, with a general store, post office, electric generating system, a domestic water supply, a street system, an excursion steamer dock, a ferry dock, a dance hall, public parks and a bathing beach.
- 1929** Henry dies, and the plant is absorbed by the J.M. Coleman Plant, a rival company in West Seattle, to become the West Coast Wood Preserving Co.
- 1937** The work force at Bill Point exceeds 100 and becomes unionized.
- 1937-1947** Ferry dock at the end of what is now known as Taylor Avenue serves the Eagledale community.
- 1942** After the attack on Pearl Harbor, President Roosevelt signs Executive Order 9066 on February 19, giving authority to the war department to



remove people of Japanese descent from areas along the West Coast.

- 1942** On March 30, 1942, 227 men, women and children from Bainbridge Island are assembled and escorted by armed U.S. Army soldiers to the Eagledale ferry landing. Only allowed to bring what they could carry or wear, they passed military cordons with bayonets before boarding a ferry, leaving their island home in the heart of Puget Sound, to concentration camps at the Manzanar War Relocation Center in California.
- 1947** Walter L. Wyckoff buys out the Coleman interest in the two operations and is later joined by J.H. Baxter, operating the two treatment plants as Baxter-Wyckoff Co. Pentachlorophrnl in crystalline form is introduced in the treatment process. Logs and timbers are pressure-treated with chemicals in 8 retorts. After treatment, the chemicals are drained from the retorts directly into the soil, seeping deep into the ground.
- 1964** Walter Wyckoff purchases the Baxter interest and changes the company name to the Wyckoff Co.
- 1983** Citizens of Bainbridge Island and local authorities become alarmed about pollution found in Eagle Harbor. An environmental organization, the Association of Bainbridge Communities (ABC), becomes concerned about pollution in the Harbor after reading a newspaper article in the *Bremerton Sun* which reports that the county assessor has lowered the property taxes for the creosote plant property.
- 1985** A study by National Oceanic and Atmospheric Administration (NOAA) advises EPA and Ecology that samples of sediments, fish, and shellfish from Eagle Harbor contain elevated levels of a creosote-derived polycyclic aromatic hydrocarbons (PAH), a chemical that causes cancer. NOAA declares Eagle Harbor the most polluted by PAHs in all of Puget Sound.
- In September of 1985, the Wyckoff/Eagle Harbor Superfund site is proposed for listing on the National Priorities List (NPL).
- 1987** Wyckoff Eagle Harbor Superfund site placed on the NPL. Wyckoff then constructs a wastewater treatment plant.
- 1988** The EPA holds a contentious hearing to review a recommendation to close the facility down. Highly contaminated soil, sludges in tanks, and groundwater remain on the Point, presenting a significant threat to the Harbor and Puget Sound and to the aquifers below. Wyckoff Co. ceases operations on the Point.
- 1992** As costs rise for capping the harbor and cleaning up the site, local citizens question if EPA's efforts and high costs are of value.
- 1992-1994** EPA takes over the groundwater extraction and treatment system



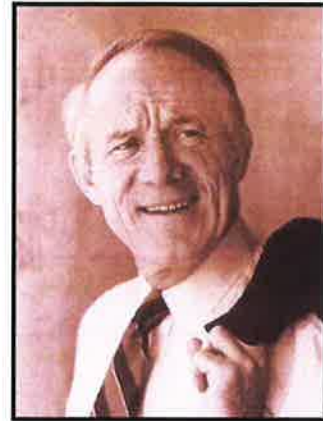
continues to remove large quantities of creosote sludge, contaminated oils, and asbestos from the site.

1994 The Wyckoff Company changes its name to Pacific Sound Resources. In August, Pacific Sound Resources enters into a consent agreement with EPA and the Suquamish and Muckleshoot Tribes that limits the company's liability in exchange for creating a trust which became the landowners of the 50 acres at Bill Point. The trustee must sell the assets for funds to support the Superfund remediation.

1994-96 The plant is disassembled between late 1994 and 1996. Buildings and chemical tanks are demolished, leaving only the 100 foot smokestack which is removed in 1996 (See Figure 8-4) . In addition EPA recycled steel from retorts (see a 17 foot section in Figure 8-5 or at the Bainbridge Island Historical Society), tanks and other steel from the site.

1996 A City advisory committee produces a report *Recommended Zoning for the Site of the Former Wyckoff Creosote Facility*, suggesting that it be re-zoned single and multifamily residential, water-dependent commercial, with only the Point being reserved for a park.

1997 A suggestion circulates through the community to name the park after Joel Pritchard, (right), who has recently died. He had served as Lieutenant Governor for the State of Washington and as a U.S. representative for the Island's congressional district where he was instrumental in passing a number of important environmental bills.



1998 Memorial Committee formed.

1999 The huge west dock is removed from the Point. A novel thermal treatment is proposed to speed up the cleaning process since the pump and treat process which was being used will take decades if not centuries to finish the cleanup. To test this relatively untried thermal approach another smaller sheet pile wall was placed around a 1-acre test section for the steam injection pilot project. Then in response to continuing problem of observing oily seeps of NAPL in the eastern and northern shorelines, a sheet pile containment is placed around the former process area of the Point, completed in 2001.

2000 The City and the EPA disagree over future uses of the park because the City hopes for a dock and boat haul out. The EPA rules out any off-shore structures and anchoring, which might permit contaminants to seep through the cap to the surface. Soon a new Wyckoff Advisory Committee is formed, which issues an updated report entitled *Recommended Land Use for the Former Wyckoff Facility* with the "Preferred Alternative" for the entire property to become a park.

2001 A new group, the Wyckoff Acquisition Task Force, is appointed in July by the City. The 50 acres is appraised for a value of approximately \$30 million, followed by a second appraisal of \$8 million. Many tours of the site were arranged to educate State and Federal representatives about the proposal for a park. Plans were also being drawn up for the Memorial at the western section of the Park, and the National Park Service begins

- p>studying the site for national memorial status.
- 2002** The vapor cap over the steam injection area is laid, with sixteen injection wells and seven extraction wells. As migration for habitat loss caused by the sheet pile wall extending into the near shore, EPA creates 2 acres of new habitat beach along Eagle Harbor. The thermal treatment pilot study is begun in October, but is not entirely successful. The EPA initially says that they remain committed to making the pilot work for the Wyckoff site, as well as to advancing its understanding of the new technology nationally. It says it is evaluating the necessary design changes to meet the regulatory requirements before the groundwater is released into Eagle Harbor.
- 2003** A group of interested citizens meet to decide on a public/private strategy to raise the funds to buy the land for Pritchard Park, including the land for the Memorial. A group of citizens forms the Friends of Pritchard Park to raise general awareness for this site to become a park, and to help raise the funds to buy it. They work in coordination with the Bainbridge Island Land Trust and the Trust for Public Land. The Island's federal and state representatives assist in obtaining grants, while representatives from the City and Park District work to gain state and local funds with assistance from a local lobbyist for non-profits. The purchase requires a series of protective protocols and agreements important to the public purchasers of this type of Superfund site. In April, an agreement is signed between the Pacific Sound Resources trustee and the Trust for Public Land regarding conditions for buying 49.5 acres for \$8 million with various options for obtaining the three parcels based on the success of much fundraising efforts. In June, the City agrees to purchase the land from the Trust for Public Land.
- 2004** The first phase of the purchase made on December 2nd.
- 2005** The EPA signs an agreement not to sue the City of Bainbridge Island. A citizen notes creosote seeps on the beach, which the EPA studies, posting off sections of the beach
- 2006** Phase I of the Memorial completed.
Final phase funded, and the park purchase is complete on February 27th. The total price is slightly over \$8 million with funds provided by federal, state, county and city grants, along with donations from private citizens. The City signs an agreement order with the State's Department of Ecology to take remedial actions not in conflict with EPA's remedies. The reporter for the *Kitsap Sun* (March 5, 2006) sums it up noting that: "An extraordinary effort to get to this point started years ago began with grass roots Bainbridge activists, and rose to the level of Congress. Through these efforts, organizers succeeded in keeping the land out of the hands of private developers and helped raise \$8 million to buy it."
- 2004-2008** The EPA appears to be abandoning the steam cleaning approach, stating that it will not meet the State standards. In its place EPA suggests that the Point be capped and contained, and the present pump and filtering continue. The thermal equipment for the pilot project has been removed to house the new wastewater treatment plant. The City and the State Department of Ecology show interest in removing the remaining contamination and knowing the life span for the sheet pile wall now that

the City owns the land and Ecology is responsible for the cleanup after the EPA leaves. A number of legal documents are signed to codify agreements between the City, Ecology and EPA covering the legal responsibilities for the site, and the City, Ecology, and ABC continue to meet with the EPA and Congressman Inslee to discuss the final remedy to try to arrive at a plan satisfactory to all parties.

2007-2008 The City and Park District appoint the Design Advisory Committee to work with a design team from the UW to compile design recommendations for the Park, to present them to the Community for input and review before presenting to the City and District for approval.

2008 The installation of a new cap, with a porous geotextile sheet, a one foot-thick layer of cobble stones, and a two-foot thick layer of sand, is completed along the west shoreline, from above the high-tide line, well into the Harbor.

The future Pritchard Park becomes a popular regional destination, the home of a National Memorial honoring local internees, a Superfund site restored to ecological health, a place which recalls its history while providing a venue of remarkable beauty for informal recreation and reflection.

Bibliography

General

(Undated) **Guide to Cascadia Marine Trail**, Washington State Parks and Recreation Commission

City and Park District Documents

Aug. 1996 **Wyckoff Zoning for the Site of the Former Wyckoff Creosote Facility** (Wyckoff Zoning Advisory Committee, City of Bainbridge Island)

November 1996 **B.I. Shoreline Management Master Program**

April 2003 **Option Agreement between Pacific Sound Resources** (Seller and Trust for Public land (Buyer) to Purchase 49.5 Acres for \$8 million (Exhibits A-F includes EPA access rights, Park Vision and Time Line and Milestones

May 2003 **Agreement between Trust for Public land (Seller) and City of Bainbridge Island (Buyer)** to Purchase 49.5 Acres for \$8 million (amendments made June and December 2005 and

Dec. 2004 **Agreement and Covenant not to Sue City of Bainbridge Island** (EPA Document 1—2005-0051

June 2006 **Wyckoff/Eagle Harbor Site Phase III Acquisition Area** – Request for comments on proposed agreed order

October, 2007 **Agreed Order between City of Bainbridge Island and the State Department of Ecology** regarding Remedial Action of Phase III Acquisition Area of the Wyckoff/Eagle harbor Site

June 2007 **Memo on Wyckoff/Eagle Harbor Conceptional Model Report**. Memo to Darlene Kordonowy from Aspect Consulting

Wyckoff/Eagle Harbor Superfund Documents

October 2006 **Thermal Remediation Pilot Study Summary Report (REV3)** prepared by U.S. Corps of Army Engineers – Seattle District for EPA

October 2006 **West Beach Investigation Data Evaluation Report Wyckoff/Eagle Harbor Superfund Site** prepared by CH2M Hill for EPA

February 2007 **Wyckoff West Beach Exposure Barrier System (EBS) Design Concept** memo by CH2M HILL (Don Heyer)

April 2007 **Wyckoff Groundwater Conceptual Site Model Update Report**
Wyckoff/Eagle Harbor Superfund Site prepared by CH2M Hill for EPA

September 2007 **Year Summary Report** EPA

Memorial Documents

Dec. 2005 **Study of Alternatives/Environmental Assessment National Parks Service**
produce by Jones and Jones Architects and Landscape Architects

Pritchard Park Design Advisory Committee Documents

November 6, 2007, letter to the City regarding a 2007 amendment to the Non-Motorized Transportation Plan; advocating the construction of multipurpose lanes on the eastern portion of Eagle Harbor Drive.

January 18, 2008 letter to City Council, Park District, and Mayor
(Please see page 55 for the full text of this letter, including supporting documents.)

Pritchard Park Design Advisory Committee
January 18, 2008

William Knobloch, Chair
Bainbridge Island City Council
City Hall
Bainbridge Island, WA 98110

Mayor Darlene Kordonowy
City of Bainbridge Island
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Bainbridge Island, WA 98110

Ken DeWitt, Chair
Bainbridge Island Metro Parks and Recreation District
Strawberry Hill Park
Bainbridge Island, WA 98110

Urgent Request to Assure Road Access to the Shoreline at Pritchard Park

Dear Mayor Kordonowy and Chairs Knobloch and DeWitt,

As you know the Pritchard Park Design Advisory Committee has been working to develop a design recommendation since April of last year. We are nearing completion of this design, and look forward to presenting it to the City Council and Park Commissioner at a joint meeting in the next month or two.

It became apparent during the course of the design process that there exists only two practical ways to enter the shoreline area bordering Eagle Harbor. These have been used for many decades. The west side entrance is now permanently closed to vehicles due to the construction of the Japanese American Memorial. **The east side entrance is in danger of remaining closed to the public due to the construction of a gated road for trucks going to EPA's new wastewater treatment plant.** If this occurs, the only way for vehicles to get to the shoreline will be either with keys to unlock gates, or to construct a new road higher up the slope which undoubtedly will be very expensive and will remove a lot of natural habitat.

The Committee's proposed design for Pritchard Park includes a place to hand launch small boats, a large area for group events, and a drop off area for disabled visitors with possibly a few parking areas for them as well. This drop off place is shown by the turnaround loop on **Figure 1A**. As can be seen in the diagram, this means that vehicles will need to use the shoreline access road next to the treatment plant for transporting small boats on car tops, or to bring equipment for larger events. Persons with disabilities will also need to have this vehicular access. Service vehicles for maintenance of the future restroom and construction will require access to the site to pick up waste and bring in heavy equipment and supplies. Finally the possibility of accidents along the shoreline requires the safe passage of emergency vehicles.

Figures 1B and 1C show two possible designs which would allow vehicular passage by the public without going through gates. These options were verbally discussed at a meeting with EPA, the Army Corp of Engineers and CH2M Hill on September 27, 2007 at the site. The meeting was called after our Committee came to understand that the current design and construction by EPA had only one road to the wastewater treatment plant, with no possibility for public passage other than via a pedestrian path alongside the fence. Due to the embankment topography and a large concrete structure on the south side of the passage, there would be no easy way for the City to build a new road next to the current fence location.

The City does plan to construct a road from Eagle Harbor Drive down to the entrance of the treatment plant. As it now stands, this road will primarily serve the EPA since the only amenity for the public will be a small parking area at the bottom of the hill.

The two designs shown on **Figure 1** show a shoreline road access which will allow car toppers, persons with disabilities, and service and emergency vehicles to drive to the turnaround at the shoreline without needing a key to go through a gate. Two questions raised at our meeting on September 27, 2007 were: 1) whether there is room for the two adjacent roads shown on the figures, and 2) what is the required distance [d] from the tanks.

These questions and the two possible designs were discussed at the meeting, and EPA and their consultant promised to respond to us in two weeks. To date the only communication of substance has been an email to Planner Jennifer Sutton and Christopher Cora at EPA (attached). Unfortunately the email is non committal, mentioning various options and that EPA should stay in communications with the City.

If we expect to have the necessary vehicle access, we feel the City and Park District has to firmly request documentation from the EPA committing that they will not block vehicular public access to the Park's Eagle Harbor shoreline. Not having this access will have deleterious effects to visitors and maintenance crews, and set up an unsafe situation. The cost to build a new road higher up the slope poses environmental problems and high cost. Not having this written confirmation from the EPA makes our Advisory Committee very worried that shoreline access for vehicles will be lost by this new construction, and hence we are turning to you to help resolve this critical problem which we feel is urgent.

You may contact us by phone or email.

Sincerely,

Charles Schmid, Co-Chair
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842-6001(daytime)

Barbara Trafton, Co-Chair
barbtrafton@gmail.com
842-5747

cc: Perry Barrett, Senior Planner, Parks District
Jennifer Sutton, Planner, City of Bainbridge Island

FIGURE 1 OPTIONS TO ENSURE ACCESS TO SHORELINE AT PRITCHARD PARK

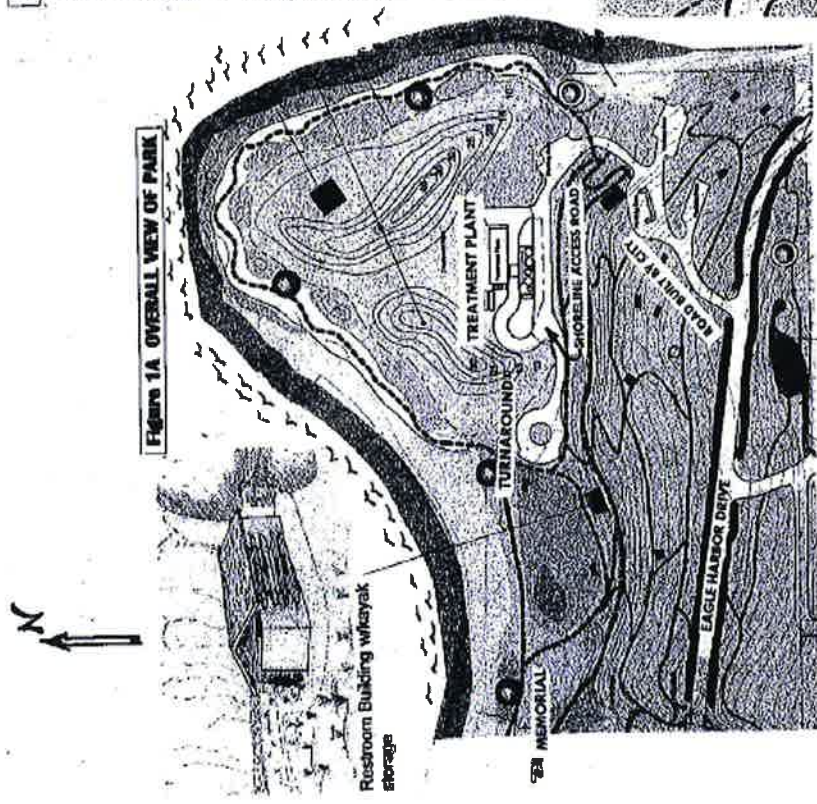
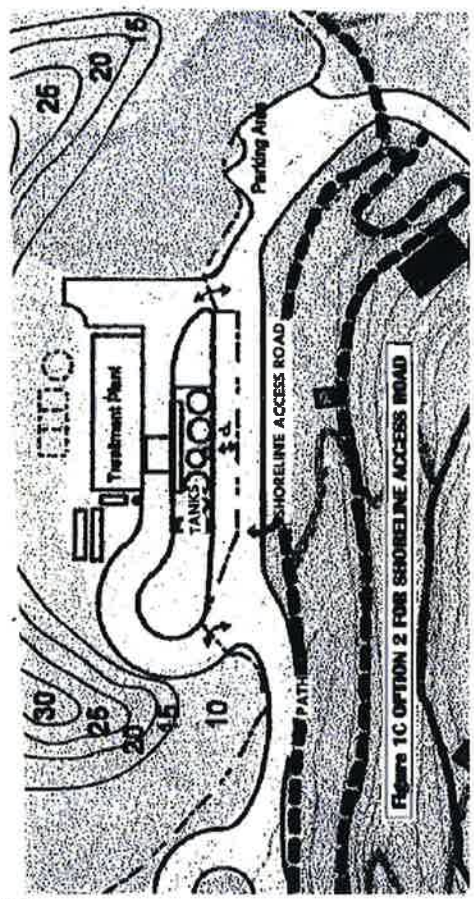
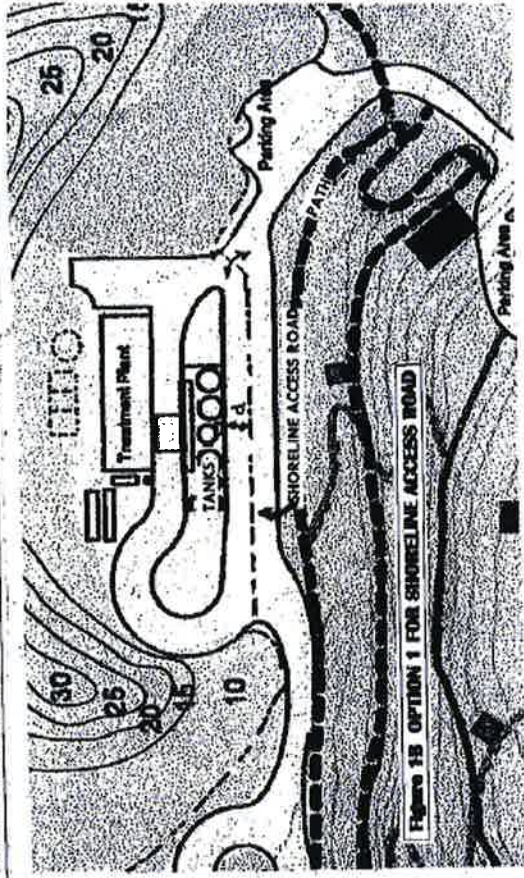
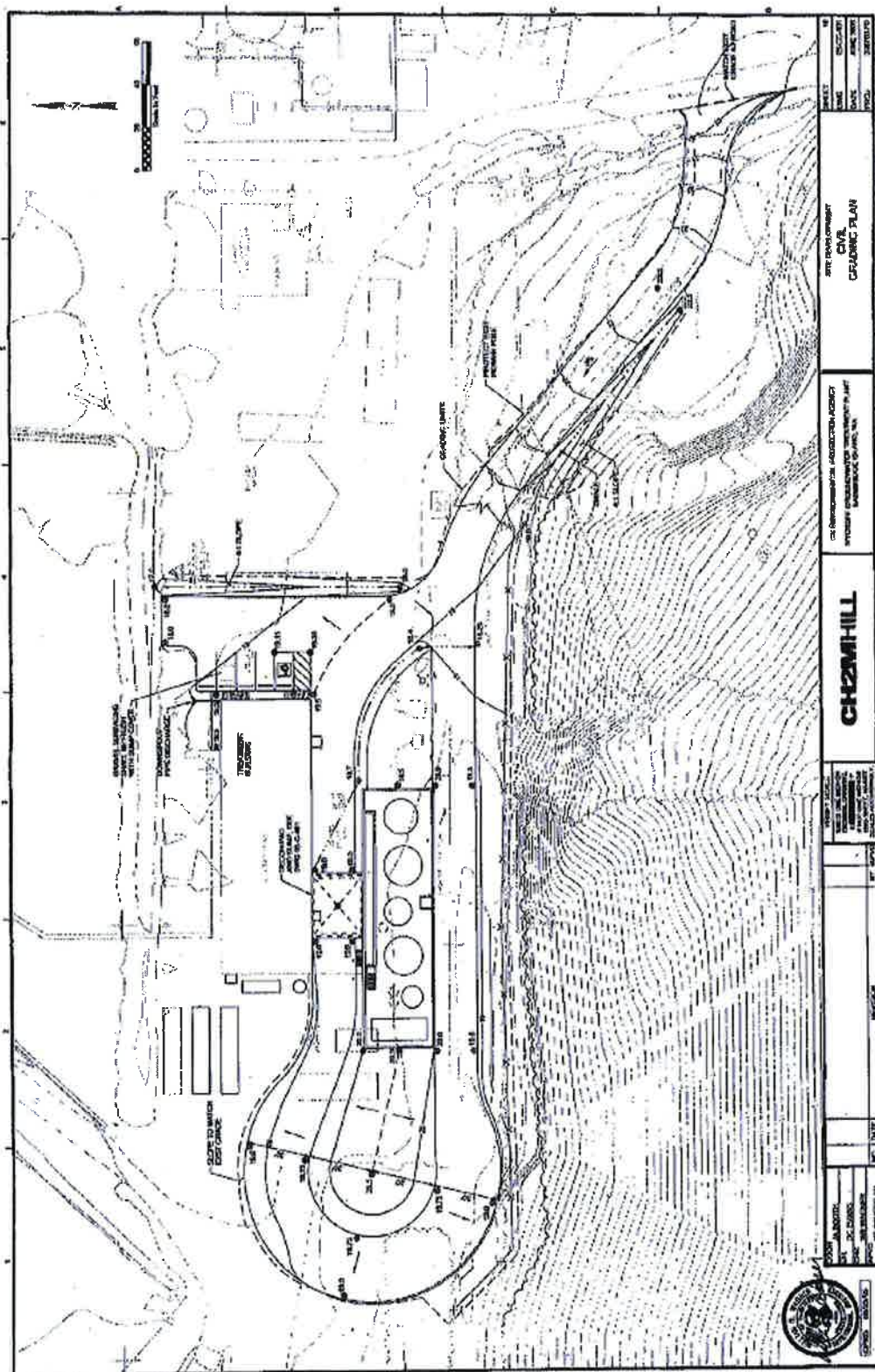


FIGURE 2 CH2MHILL Drawing for Access Road to Treatment Plant
Civil Grading Plan June 2005



EMAIL FROM EPA TO CITY REGARDING SHORELINE ACCESS ROAD

From: Cora.Christopher@epamail.epa.gov
[mailto:Cora.Christopher@epamail.epa.gov]
Sent: Tuesday, October 23, 2007 4:57 PM
To: Jennifer Sutton; Nearman.Maryjane@epamail.epa.gov
Cc: Ken.Scheffler@CR2M.com
Subject: Wyckoff future access road for Pritchard Park

Jennifer,

I hope our conversation this afternoon was helpful. To summarize on some of the major topics we discussed and keep Mary Jane informed I thought an email would suffice.

Regarding the September 25 letter from the Pritchard Park Design Advisory Committee requesting EPA to work with the Park and City for accommodating access to the western side of the property for access to the beach. EPA intends to work with the Park and City to accommodate access by the general public and service vehicles (emergency and maintenance, etc.) in the design of the new Park. As we discussed in a meeting at the Site on September 27, 2007, there are options which should accommodate access and maintain the security necessary for the treatment plant, but we will need more details for evaluating the best option. (I also want to clarify that the location of the fence depicted on EPA's plans has not been changed since at least June 2005.) It would also be useful to know the time frame of completing the park to allow for proper design/consultation between all the parties.

EPA currently provides access to emergency vehicles to the site for fire fighting or health emergencies, that access conceivable could be extended to park maintenance, etc.. This access is currently through a gate on the road which is being constructed adjacent to the treatment plant. EPA prefers not to allow general public access along this road because the treatment plant needs to be secure from access and a setback is appropriate, as it is for any industrial process. Also, while construction is taking place, EPA does not want any unauthorized personnel on the property.

Some of the options we discussed were:

- 1) ADA path south of existing fence and access for emergency vehicles/park maintenance, etc via a gate in the EPA road.
- 2) one lane road south of fence with turnouts and access for emergency vehicles/park maintenance through gates in EPA road.

It may be possible to move the fence a few feet north to accommodate a wider road and/or turnouts, but EPA is looking into the safety setback from the treatment plant to the general public .

You mentioned some concerns with the fence being "enhanced" to reduce the visual impact barbed wire and chainlink fencing may have. I believe that is something that can be discussed and a solution found through sharing designs without much confrontation. Please recognize there should be ample opportunities in the future (5-10 years??) to change superficial aspects of the site to accommodate Park amenities, but at this time EPA is not in a position of approving those. Also, EPA agreed (verbally I think during the Sept 28th meeting) to provide the Parks Department with paint colors (tan or green (boring) EPA is considering for the treatment plant tanks. That should not be a problem, nor would changing future color schemes.

At this time it appears the best course, in my opinion, is for the Park/City to continue with the design with the assumption that access will be accommodated to the extent it does not pose a risk to the public, the remedy, and is cost effective (EPA can not spend money to enhance the remedy unless it is a necessary for the remedy to be operational and functional). EPA's primary focus at this time is replacing the old treatment plant and getting the new one on-line. That timeframe is much shorter than the design and construction of the park. Since there are future decisions which may effect the design of the park which we should stay in communication on our respective tasks. Please recognize I am assisting Mary Jane Nearman on the site, but she is still the EPA project manager with decision authority on many of these issues. Thanks for putting so much effort into creating a public enhancement out of an old industrial plant.

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