

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**

City of Bainbridge Island
City Hall
180 North Madison Ave.
Bainbridge Island, WA 98110

Bainbridge Island Metro Park &
Recreation District
Strawberry Hill Park
7666 High School Road
Bainbridge Island, WA 98110

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

Pritchard Park Design Advisory Committee

Charles Schmid, Co-Chair

Barbara Trafton, Co-Chair

Perry Barrett

Julie Cooper

Adin Dunning

Dennis Lewarch

Clarence Moriwaki

Lauren Perry

Bob Selzler

Jennifer Sutton

Department of Urban Design and Planning, College of Architecture and Urban Planning, the University of Washington

Instructors

Manish Chalana

Meriwether Wilson

Studio Student Teams

Jim Ellingboe and Ion Arai

JD Tovey and Shruthi Mangalvarapet Kantharaj

Miki Fujikawa and Caroline Majors

Aaron Luoma and Kadie Bell

Noriko Marshall

Kimberly Bahnsen

Adriana Johnson

Layout

Georgia Browne, Graphic Designer

Bainbridge Island Metro Park & Recreation District

City of Bainbridge Island

Mayor Darlene Kordonowy

Council Members

William Knobloch (Chair)

Kim Brackett

Hilary Franz

Barry Peters

Chris Snow

Kjell Stoknes

Debbie Vancil

http://www.ci.bainbridge_isl.wa.us/

Bainbridge Island Metro Park and Recreation District

Board Commissioners

Ken DeWitt (Chair)

Lee Cross

Kirk Robinson

Dave Shorett

Tom Swolgaard

<http://www.biparks.org>

TABLE OF CONTENTS

Chapter	Title	Page
	Preface.....	i
1	Introduction and Overview	1
2	Site Analysis, Potentials, and Constraints	3
3	Recommended Design.....	12
4	Implementation of Recommended Design	33
5	Role of the Design Advisory Committee	38
6	Public Participation	40
7	University of Washington Participation	45
8	Brief History of the Site.....	48
	Bibliography	53
 Appendices		
A.	Public Comment.....	A-1
B.	University of Washington Design Team Report	B-1
C.	History of the Site.....	C-1
D.	Update on the Bainbridge Island Japanese American Memorial	D-1
E.	Suquamish Tribe Comments	E-1
F.	Suggested Use Policies	
	1. Off-Leash Dogs.....	F-1
	2. Water Camping.....	F-2
	3. Boat Storage.....	F-3
G.	Point Shoreline Restoration: Preliminary Feasibility Assessment.....	G-1
H.	Bainbridge Island Shoreline Restoration Projects	
	1. Pritchard Park—East Bluff Shoreline Restoration.....	H-1
	2. Pritchard Park—West Rip-Rap Shoreline Restoration.....	H-2
	3. Pritchard Park—Milwaukee Dock Eelgrass Restoration.....	H-3
I.	Suggested Playground Elements.....	I-1
J.	Recommendations for Invasive Weed Removal.....	J-1
K.	Comments from City Council and Park District Commissioners	K-1

LIST OF PLANS AND CHARTS

Figure		Page
	Chapter 2: Site Analysis, Potentials, and Constraints	
2-1	Site Analysis	11
	Chapter 3: Recommended Design	
3-1	Site Plan for Pritchard Park.....	13
3-2	Common Features for Pritchard Park	14
3-3	Design Plan A for Pritchard Park.....	15
3-4	Design Plan B for Pritchard Park.....	16
	Chapter 4: Implementation of Recommended Design	
4-1	Implementation Schedule.....	37

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**.

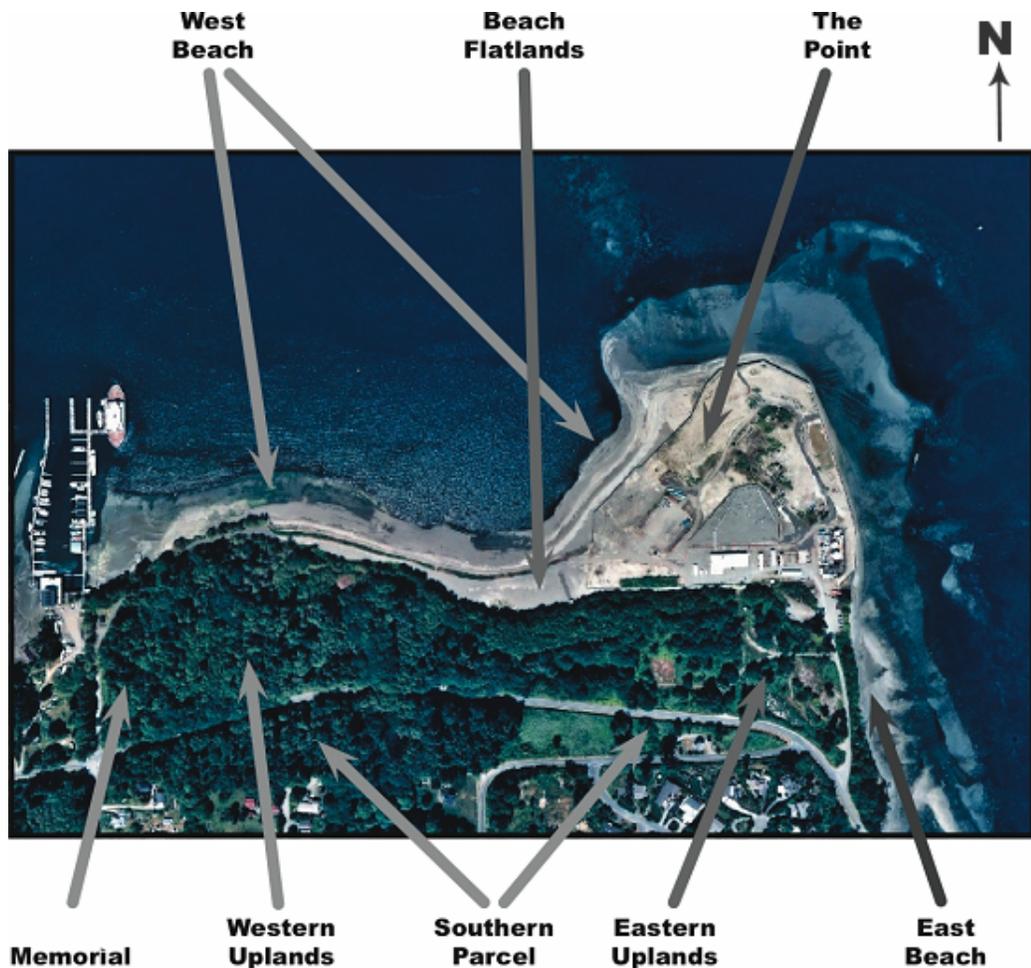
The **Bibliography** (page 53) not only includes detailed information regarding important documents produced during our Committee’s tenure, but it also directs readers to documents related to the acquisition of and ongoing maintenance of the site.

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

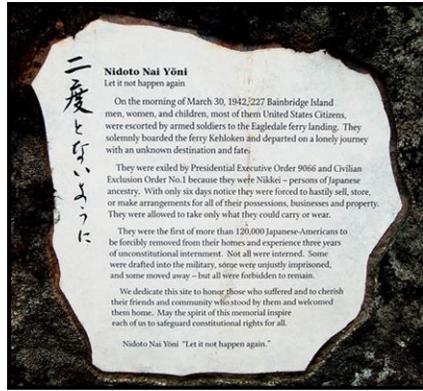
A ten-acre strip located on the south side of Eagle Harbor Drive, the southern parcel is sloping and heavily forested at its western end and relatively open and flat in its eastern portion. The

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.





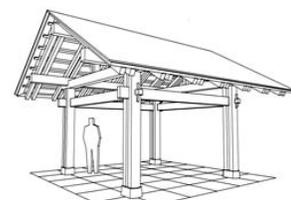
The Bainbridge Island Japanese American Memorial

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

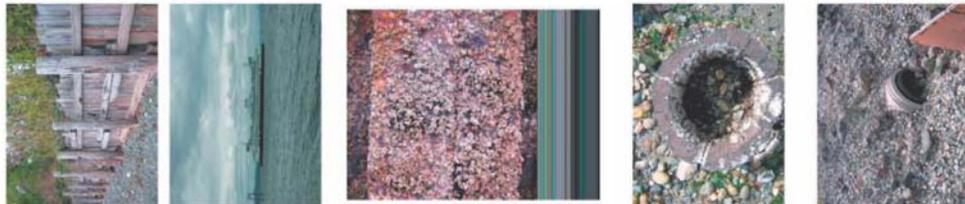


base of the upland hillside, has been used variously for large public gatherings, festivals and outdoor art exhibits. The flatlands is primarily topped with gravel. A low-scale vegetative buffer currently separates this area from the shoreline.

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
 URBDP 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.

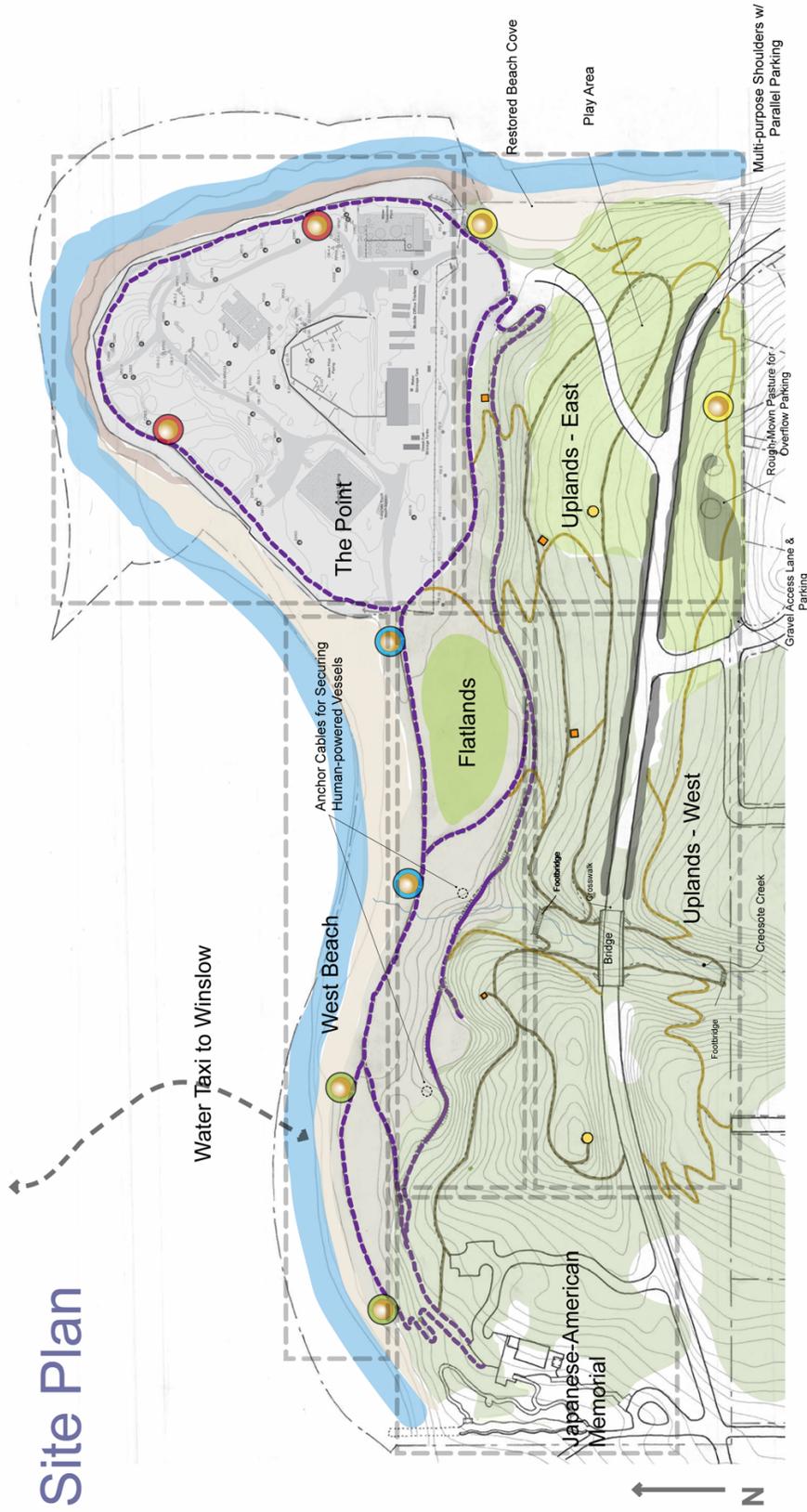
Figure 3-2 explains in greater detail some of the central features contained in the basic design.

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



-  Porous Pavement
-  Boardwalk
-  Secondary Gravel
-  Secondary Gravel
-  Secondary Gravel
-  Viewing Platforms
-  Council Rings
-  Council Rings
-  Council Rings
-  Council Rings
-  Pearls (color indicates theme)



Pearl Concept

Figure 3-1

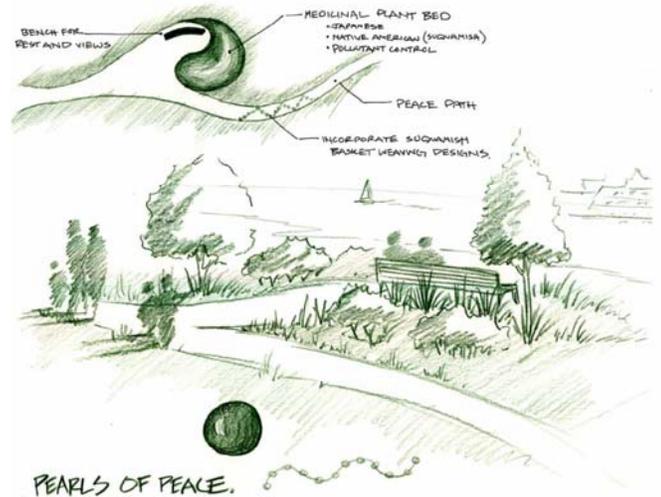
Pearls

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.

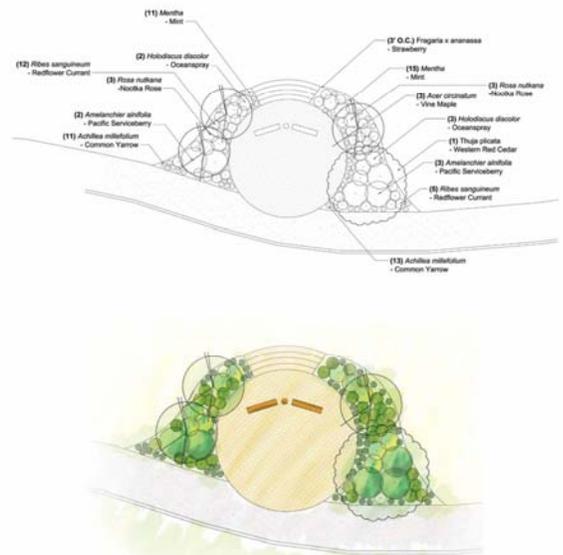
All seven Pearls are connected by a succession of paths. Six Pearls are set back from the shoreline but follow the contours of footpaths along its southern perimeter, so as to take advantage of spectacular views of the water without diminishing from the grandeur of the beach itself. The one remaining Pearl is located high on the southeast corner of the southern parcel, both to bask in the largely unobstructed views from Mt. Baker to downtown Seattle, and to help integrate the portion of the park separated by Eagle Harbor Drive.

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

Pearl Concept



Pearl Planting



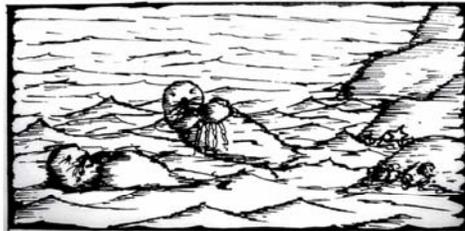
³ Appendix B, Chapter 3, “Pearls,” page 78 (Aaron Luoma and Kadie Bell)

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.

Plant Palette - Phytoremediative

Festuca arundinacea – Tall Fescue: Pyrene, PAHs
Festuca rubra – Red Fescue: Hydrocarbons
Lupinus albus – White Lupin: Arsenic
Melilotus 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
Gledistia 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

Ecological Restoration



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

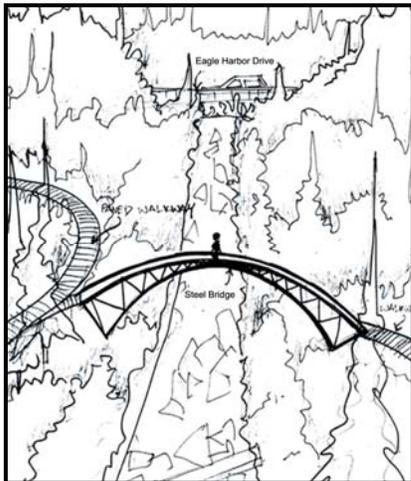


⁴ Appendix B, Chapter 3, “Pearls,” page 78 (Aaron Luoma and Kadie Bell)

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

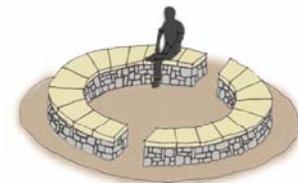
of the existing features of the Park as possible, while still providing places for people to sit down or stroll through the uplands woods or along the shorelines. This arrangement allows visitors of all ages and capabilities to enjoy the Park, and to take in the magnificent views afforded by the setting.

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 enclosure 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



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

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

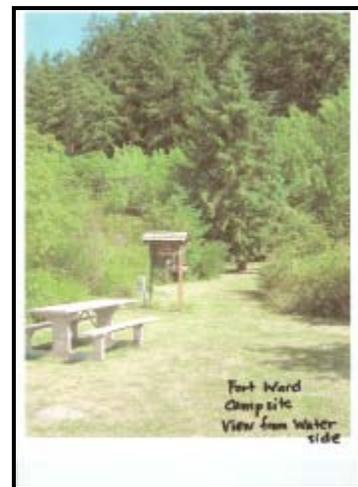


up their human-powered boats on a short-term basis. These anchors can be easily installed and removed, and would work well as a short-term storage arrangement. The Committee recommends that the location of these anchors (and their frequency of use) be assessed before any decision is made regarding permanent 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**.

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



Example of Cascadia Marine Trail Campsite

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 exclosure 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.

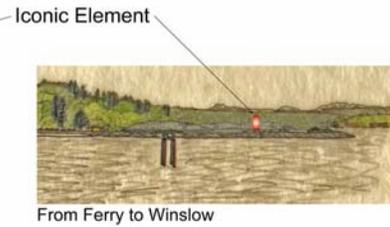
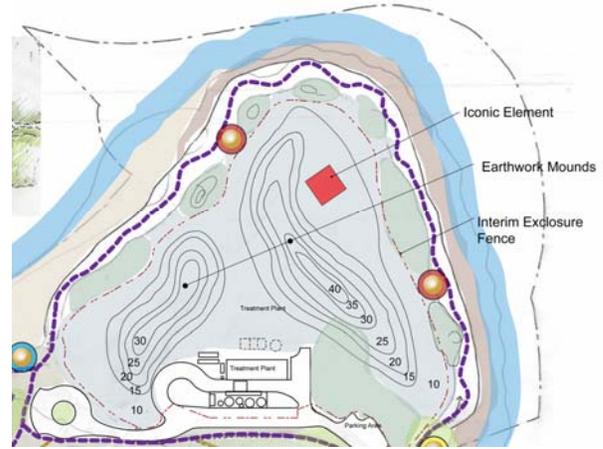
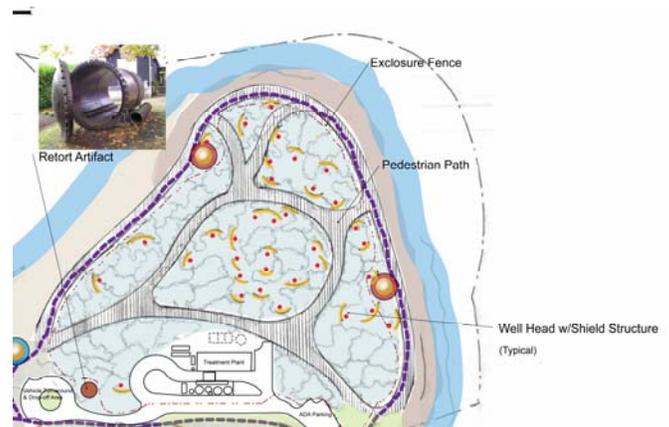


Figure 3-4 below details a network of paths interior to the Point, and the landscaping includes a series of smaller hills, along with a number of similarly-themed aesthetic structures. A section of one of the six retorts once used to pressurize creosote logs, pictured here at right in its present location 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

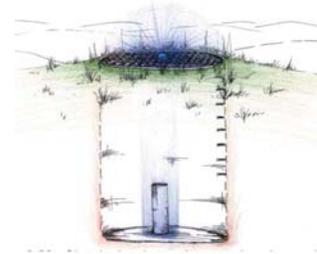


Artistic Well Head Shield Concept



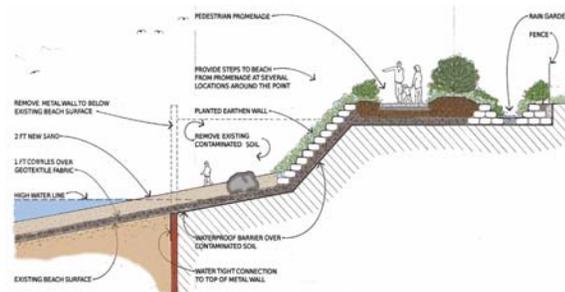
From Ferry to Seattle

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.

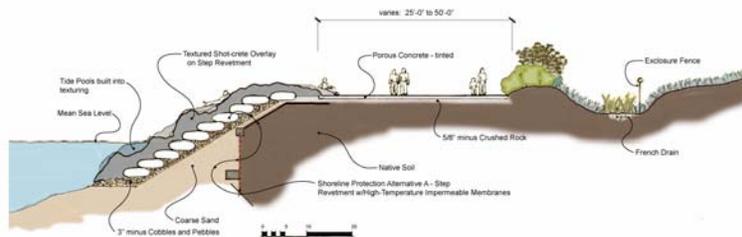


At present, contaminated groundwater under the Point is contained by a steel sheet pile wall that surrounds the outer Point. The EPA has observed degradation of this wall due to pinhole perforations that compromise its integrity as a barrier, and plans to replace or modify it in the coming years. The 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.