

# NORTH & WEST BASIN REDEVELOPMENT ADVISORY GROUP MEETING NOTES

**Meeting Topic and Number:** N&W Basin Redevelopment Advisory Group; Meeting No. 2

**Meeting Date and Time:** April 25, 2019; 4:00 p.m.

**Project Name:** Cap Sante North & West Basin Upland Redevelopment

**Meeting Location:** Seafarers' Memorial Park Building

**Recorded By:** Julie Johnson Lindsey, Port of Anacortes

**Attendees:** Michael Stringer, Maul Foster Alongi  
Jeff McClure, RMC Architects  
Anna Beth Gunderson, RMC Architects  
Dean Koontz, HBB Landscape Architecture  
Dan Worra, Port of Anacortes  
Brenda Treadwell, Port of Anacortes  
Jill Brownfield, Port of Anacortes  
Brad Johnson, Port of Anacortes  
Nancy Rytand-Carey, Port of Anacortes  
Julie Johnson Lindsey, Port of Anacortes  
Ken Goodwin, Port of Anacortes Commissioner  
John Pope, Port of Anacortes Commissioner  
Rita James, Anacortes Arts Commission  
Don Measamer, City of Anacortes  
Steve Lange, City of Anacortes  
Meredith McIlmoyle, Anacortes Arts Festival  
Lori Maul, Business Owner  
Stephanie Hamilton, Anacortes Chamber of Commerce  
Tom Jackson, Marine Terminal Advisory Committee  
Bonnie Bowers, Retired Police Chief  
Brett Lunsford, City of Anacortes  
Jon Lunsford, City of Anacortes  
Rick Star, Business Owner  
Bill Stone, Anacortes Yacht Club,  
Peggy Flynn, Port Constituent  
Mark Lione, Business Owner  
Greg Mustari, Marina Constituent

**Distribution:** All Attendees

## **Review Project Purpose:**

1. Introduction: Dan Worra introduced the consultants (MFA, RMC, HBB), thanked the Advisory Group for their attendance and asked all to introduce themselves. He explained the Port is looking for critical feedback and wanted members of the advisory groups to be liaisons for the

Port in the community. He noted all information presented today would be placed on the Port's website.

Review Project and Goals: Mike Stringer led a review of the topics for today's discussion of the North & West Basin Redevelopment project:

- Purpose and goals
- Existing Site Conditions
- Site Layout
  - Functions
  - Form
- Next Steps

Purpose – Promote Redevelopment of the Cap Sante Marina uplands for commercial and economic development. The consultants will rely on the Committee's input and incorporate it into the design work.

Transitions – the transition from planning to design will drive the implementation of the project. Mike reviewed the calendar for the design process, working towards 30% design drawings to support permitting and construction by the end of this year. Port staff will be sharing the information presented today at Port venues and events throughout the summer. The next Committee meeting will be in September 19, 2019.

Goals – Mike reviewed the project goals:

- Activate the waterfront
- Increase public access and use of the waterfront
- Improve walkability/connectivity
- View corridors
- Celebrate the history of the area
- Benefit to the Marina – support of operations

## 2. Discuss Site Layout and Circulation Options

a. Comment Cards - Mike distributed a comment sheet for committee members to write down their thoughts during the presentation, including what they like, what concerns they might have, and what improvements or changes they would like to see.

b. Review Site and Circulation Constraints and Opportunities: Dean Koonts reviewed the technical studies and existing conditions of the project site. The area is built on fill, which will effect the foundation design and other cost considerations, such as piling, footings, and so on. The area has adjacent wetlands to account for. Studies performed included sea level rise, and cultural resources for appropriate protocols. The topography of the site should be considered as to how to grade and balance it.

How the Site Can Function – Dean reviewed the preliminary concepts, noting at the last meeting there was an extensive discussion of connectivity and access. He reviewed the site constraints and the discussion of connectivity to include:

- Siting of the plan elements
- How does the commercial core connect to the Marina area ; 9<sup>th</sup> Street, 10<sup>th</sup> Street corridors

- The esplanade itself connects from the south to the north basin
  - The pivot point of where the events center is sited and its visibility
  - How the events center is accessed throughout the redevelopment
  - Connectivity to the Tommy Thompson Trail
- c. Presentation of Circulation and Site Layout Options – Dean reviewed improvements along Q Avenue and options for circulation to include:
- Pedestrians, cars, and truck haul route
  - Location for event/office building, plaza space, RV and Hotel
- d. Group Discussion – Topics and input included:
- The actual location of the Tommy Thompson Trail, which is intended to move from 6<sup>th</sup> Street & Q Avenue across to 6<sup>th</sup> Street & O Avenue and feed down to the Guemes Channel Trail.
  - How best to move pedestrians from Q Avenue to the Central Business District (CBD)
  - Need for proper traffic flow and safety
  - Whether Trail connectivity was outside the scope of this project

Dean reviewed spatial use, parking access, circulation of the site and the RV Park in the North Basin, and potential development lots. In the West Basin, Dean explained the current triangle parking area is inefficient. The Project will move the heavy haul route to the north, allowing for a more formalized parking area in place of the triangle lot and improving consistency and connectivity. Project studies indicate there is adequate parking for all users. Parking areas can include trees and raingardens, integrating sustainability, pedestrian crossings and connections with 6<sup>th</sup> Street and 9<sup>th</sup> Street as visual corridors. Since the heavy haul route needs to be a large paved opening, he suggested the Tommy Thompson Trail extend to 9<sup>th</sup> Street and the City then direct it to where they choose, such as to the Preston, or to the CBD.

Group Discussion continued with topics and input including:

- Whether there was a desire for a synergy of architectural styles and what the planned design of the proposed steakhouse might be. It was noted the Port would have final design approval and current plans were for a NW Timber style.
- The use of sculpture(s) for visual focus. Something to pull people from the downtown. Perhaps in the view corridor of 10<sup>th</sup> Street. There is a sculptural element planned for the events center entrance – such as the idea of a ship’s mast and halyard that would be nautical in nature and visible from the 9<sup>th</sup> Street view corridor.
- An iconic art piece at the outdoor plaza, such as the size of the orca fin on 11<sup>th</sup> Street at the Marina.
- Parking spaces – 350 total. The heavy haul route is parking when not in use and accounts for between 70-90 spaces depending on configuration. This site is currently used as a temporary dog park with no parking. The Port has already implemented signage in the north basin parking area for short, mid and long-term parking areas with positive input and results. Much of the gravel triangle lot is not used by Marina customers. Signage will be implemented there and staff will monitor actual usage. Questions included what the percentage of parking would be dedicated to boating and whether structured parking uses and hours had been discussed. The City conducted a parking study in 2015, looking at requirements and also at challenges in the CBD, with some shared lots considered. The City may consider angle parking on 9<sup>th</sup> Street.
- Waterfront Festival – The Chamber is already planning for how this event will be oriented in the future.

Dean reviewed the configuration of the north end. Discussion included:

- Market Street
  - Connection to the Cap Sante neighborhood for residents
  - Opportunity to lower the spoils area to make the grades less of an issue
  - Needs to be large enough for emergency vehicles. RVs could be routed to 4<sup>th</sup> Street and then to T Avenue.
  - Connectivity to the Madrona Grove and the Depot
  - The area south of the RV Park
  - The RV Park – 33 stalls with a combination for 50', 55' and 60' RV's. Sites will offer power, water, and sewer hookups
  - Options for Market Street – stay as is, improvements, or make it more pedestrian
  - Hotel example – the Hotel Chrysalis in Fairhaven – they have parking under the footprint of the hotel
  - Where will people go for a dog park – The City has a large dog park created for that use at 41<sup>st</sup> & H Avenue. The Port bought the property long ago for economic development and jobs, not to continue its use as a dog park. The Port will provide green areas for dog users, marina guests, but not a dog park.
3. Presentation of Function Board and Character Board for feedback –
- Function Board (Precedents) – (1) Is there a preference for use of the space? (2) What are your thoughts on potential & existing program?
  - Character Board (Design Palette) – Recommend continuity with Cap Sante design palette. (1) What are your thoughts regarding consistency with existing design elements or bringing in new elements? (2) What types of new elements should be considered?

Precedents and Program – Dean provided examples of events center design ideas including the Northwest Maritime Heritage Center in Port Townsend, the Shilshole Bay Marina and the public plaza at the Port of Olympia. He noted all provide open space without permanent “clutter”. Also the need for natural elements to provide “warmth” – touchpoints, wooden benches, tables, colorful or purposefully rust colored grating, moveable plantings in pots.

Feedback from the group included:

- The need for an open space to not feel “empty”
- Softer aspects to the space.
- Corridor to downtown – inviting
- Paved areas in the winter can be dark

Landscape Design – character, design and look – Dean reviewed the existing design vocabulary and potential additions. A question posed to the group was whether the design is consistent and recognizable as the Port.

Next meeting will be on September 19, 2019.