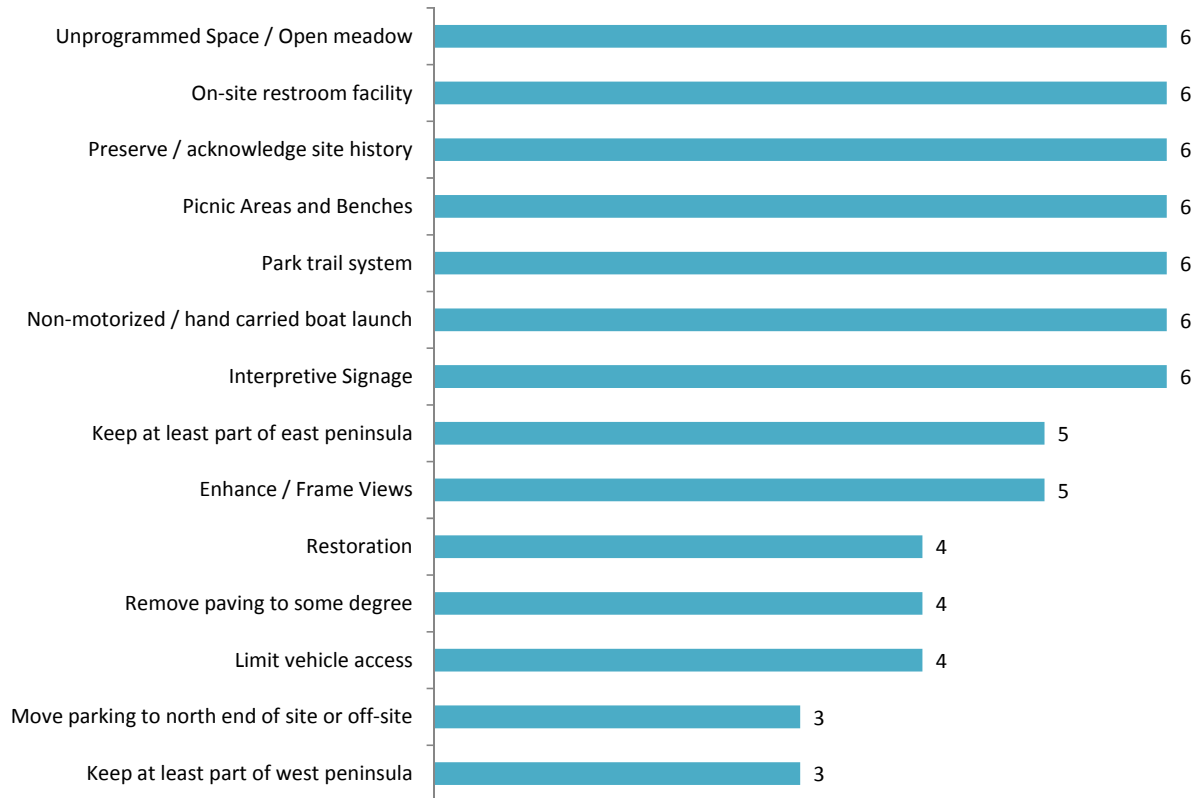


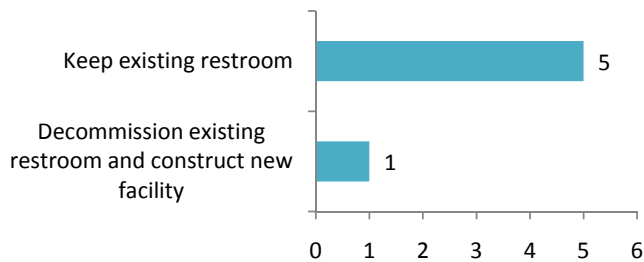
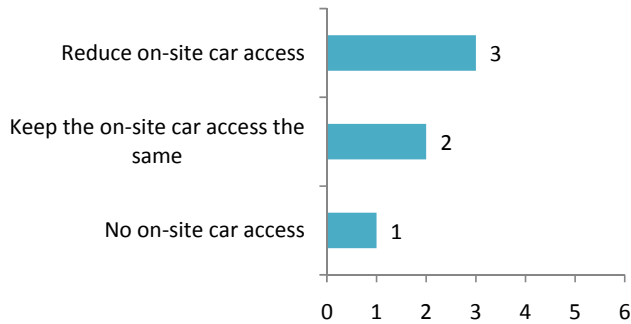
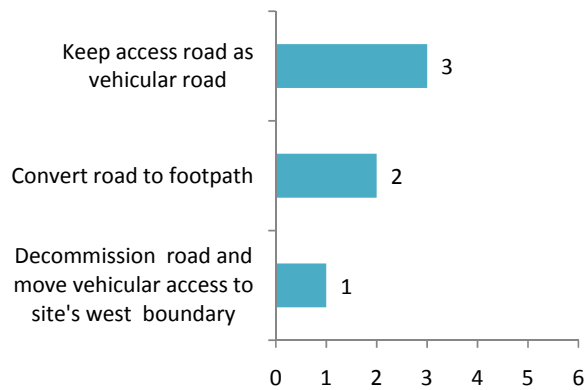
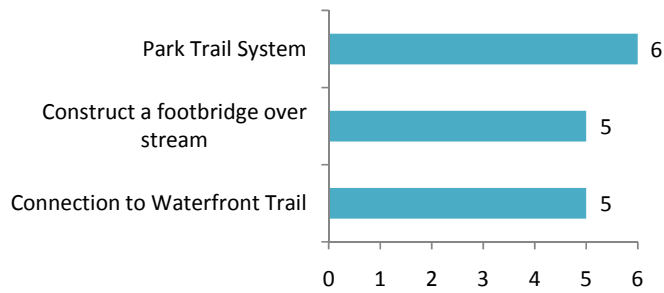
**GROUP DESIGN NOTES**

Five groups had one hour to design the Strawberry Plant Park. Each group drew a diagrammatic plan while also taking notes on their key concepts and ideas. Many concepts and ideas appeared in more than one group design. The following chart summarizes the key points that were highlighted in two or more group design presentations:



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The following charts summarize how the design groups approached certain design elements, specifically a proposed trail system, the existing access road, car access to the site and the existing restroom.



## GROUP ONE.

Group One considers ecological restoration the number one priority for the Strawberry Plant Park site. Restoration efforts include shoreline, riparian, nearshore and forested areas and should, at minimum, meet the grant guidelines in order to receive the grant money for this particular work. The design includes a minimum 75ft buffer placed adjacent to the shoreline (as identified by the Shoreline Master Program as the buffer required for moderate impact use). Furthermore, Group One's design calls for the removal of all creosote pilings, the restoration of the shoreline to the approximate natural contour and shape, and the removal of all non-native shrubs and weeds (possibly retaining the few non-natives trees).

Key elements of the Group One design include the following:

- These were the main ideas from our group (six or the seven members agreed on the following, but one, a neighbor to the park, wanted nothing done to the site)
- Remove hard surfaces, except possibly the two narrow cement areas that extend along the east and west peninsulas, and replace with compacted gravel that allows for wheelchair access yet also allows water to filter through. *It may be difficult to retain these pathways, however, if the design restores the shoreline's contour and shape.*
- Convert park access road to a footpath and place parking across the street at the 'City Well' property. The footpath should be ADA accessible and accessible for people carrying kayaks. *This may prove unfeasible due to the fact that on-site parking is generally required by City ordinance for parks depending on the type of use.*
- Create an observation platform on area on the east peninsula that extends out for views of harbor. Platform should have railings and places for birds to roost. Possibly a panel at end that identifies birds by their call or otherwise describes wildlife commonly seen from there. *The observation platform may need to be placed further inland than shown and away from the current east peninsula if the design to restore the shoreline's contour and shape results in a smaller peninsula.*
- Construct a covered interpretive signage area near the observation platform. The signage would describe both the site's history and the site's ecological restoration.
- Place benches and picnic tables near the shoreline. *Typically picnic areas need to be at least 50 feet from the shoreline and may be affected by other critical area buffers.*
- Do not construct any new infrastructure. Group 1 is opposed to a bridge connecting the existing Waterfront Trail as the connection would interfere with wildlife habitat restoration and protection.

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- Keep the existing restroom. Possibly convert the restroom into a low maintenance composting toilet (educational opportunity). The restroom should have potable water.
- Allow for a non-motorized / hand carried boat launch (kayak and rowing boat access) west peninsula. Do not allow for on-site boat storage. Boat launch is only for private individual use, and not for commercial or club use.

## **GROUP TWO.**

Group two's design seeks to restore the site's native vegetation and habitat. The focus of the restoration is the upland forested area and the shoreline, in particular the existing and potential migratory bird habitat. Key elements of the Group Two design include the following:

- Decommission the existing access road. Extend Weaver Road on western edge of the site and include head-in parking along the road to reduce blocking the view to the water.
- Convert the existing access road to a footpath. The footpath is part of a larger trail network through the park that connects via a footbridge with the Waterfront Trail system. The trail system also includes interpretative signage and viewing areas.
- Replace the existing asphalt parking lot with a large meadow. The meadow is unprogrammed but could act as a play area and/or open field.
- Keep the existing restroom.
- Include picnic tables and benches (moveable) throughout the park. The design specifies a picnic area to the north of the large meadow and a secondary picnic area to the north of the east peninsula. *This may be affected by critical area buffers.*
- Include a non-motorized/hand carried boat launch in the area between the two peninsulas. *This may conflict with shoreline restoration work. This area is a salt marsh (jurisdictional wetland).*
- Encourage bird use over water/shore/land. Do not remove pilings as they serve for bird habitat. *This may conflict with shoreline restoration work as many of the pilings are creosote treated and toxic to the aquatic environment. The plan is more feasible if the creosote pilings are removed and the concrete pilings are kept. Additional pilings (not creosote) may be added to the shoreline area for bird habitat.*

## **GROUP THREE.**

Group three's design seeks to balance restoration of the shoreline with shoreline access for park users. The design restores / re-contours the west peninsula to create salt marsh habitat. The east peninsula is partially restored / re-contoured. The east peninsula's existing sidewalk is enhanced or converted to a boardwalk and brings park users to the water to view the harbor. All of the pilings are removed except the pilings in line with the east peninsula's boardwalk to dramatize the site's history. Key elements of the Group Three design include the following:

- The themes; “Old Country Road to Water” “Old Bainbridge Rural Park”
  - Reduce the number of vehicles on the site and keep them on the northern section of the existing access road. Reduce parking and move parking to the north. The parking design is a simple graded area with no stripping and no pavement. This is meant to avoid an open, designated parking lot. *This may be difficult as this area of the site has steep grades and many large trees and this area may be affected by critical area buffers.*
  - Convert the remaining access road to a footpath. The group noted that adjoining property owners have voiced interest for these changes.
  - Dramatize the feeling of passing down a narrow lane that opens to wide expanse at the shore.
  
- “Passive Uses” “Park Contemplative – Light Active”
  - Non-motorized / hand-carried boat launch for small boat, canoes and rowboats.
  - Water Trail
  - Campsite – *Location may be affected by critical area buffers.*
  - Bird Nests – selectively leave pilings with nests (and the pilings in line with the east peninsula boardwalk)
    - Remove all creosote pilings
    - Move nests to existing concrete pilings
  
- “Keeping a Piece of History”
  - Interpretive signage describing the site's history and natural aspects, kiosks/podcasts
  - Keep fragments of history: east peninsula, restore east peninsula boardwalk
  
- “Trail Connections”
  - Trail system – extend Waterfront Trail access across south portion of park.
  - Install a bridge across stream
  
- Open Paved Area – remove pavement
  - Large unprogrammed lawn (meadow) and play area blended with ecological restoration
  - Kids playing, throw a football, fly a kite
  
- Other design ideas:

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- Moveable picnic tables near shoreline for viewing - *this may be affected by critical area buffers*
- Dedicated picnic area (covered) north of playfield
- Buffer neighbor with thick vegetation

## **GROUP FOUR.**

Group four took a different approach than the others suggesting that the large paved area should be kept, at least initially, to avoid the expense of demolition and to observe use patterns before its modification. Two possible bridge locations over Weaver Creek are shown; a longer, more dramatic version is to the south. A more practical, shorter option is shown (with trail connection) further north. The east peninsula is maintained while the west peninsula is largely removed for marsh restoration. Key elements of the Group Four design include the following:

- Shoreline restoration
- Shore access for neighbors
- Phase park design / construction
  - Wait to remove paving until use demonstrates the need
- Parking at north end of site – *this may be affected by critical area buffers*
- Floating dock for boat access (would only float at higher tides)
- Keep existing restroom
- Remove paving in eastern portion
- Two potential bridge locations to connect site with Waterfront Trail
- Remove west peninsula
- Keep east peninsula
  - Create beach on east side – *this may be affected by critical areas (wetlands)*
- Close road to vehicles at night, install gate at Shepard Drive

## **GROUP FIVE.**

Group five was unable to come to consensus on a single design. Instead they chose to present two separate designs with some elements in common. The majority of the group supported the design labeled Group Five, a minority strongly supported the design labeled Group 5a. Members of the group also pointed out that Group 5a design included very expensive elements and development not currently allowed under city ordinances. Key elements of the Group Five design include the following:

- Connect to Waterfront Trail in northeast corner of site. Meander trails south and west through forested areas.
- Overview at terminus of trail, along east side of stream. Views south to bay from existing glacial erratic (on the adjacent parcel to the east that is privately owned).
- Create picnic area to the north of the existing parking lot. *Location may be affected by critical area buffers.*
- Retain existing structure for restroom and alternative use. Cost to upgrade the building is less than building a new structure.
- Remove majority of paving. Retain a small portion (northwest corner of existing parking lot) for parking.
- Replace the rest of the existing parking lot with large, open meadow.
- Seed oysters in piling area.
- Shoreline restoration along eastern side of site, at the mouth of the stream.
- Non motorized/hand carried boat launch: kayaks and canoes on western shoreline
- Flexible use

Key elements of the Group 5a design include the following in common with the Group Five Design:

- Connect to Waterfront Trail in northeast corner of site. Meander trails south and west through forested areas
- Overview at terminus of trail, along east side of stream. Views south to bay from existing glacial erratic
- Create picnic area to the north of the existing parking lot. *Location may be affected by critical area buffers.*
- Retain existing restroom
- Flexible use

Key elements of the Group 5a design that are not shown on the Group Five design include:

- Additional small picnic areas dispersed through forested area (northern section of site) where existing topography allows
- Vessel haul out (small and large boats) along western edge of site's shoreline
- Vessel repair area north of haul out area – *This use is not allowed by local and state regulations at this site.*
- Boat/woodworking shop north of vessel repair area – *This use may not be allowed by local regulations, depending on scope, scale, and public vs. private management*
- Retain curbing and drains
- Wading beach just west of vessel haul out area – *This use would occur in an existing wetland area and would not likely be allowed under local, state, and federal regulations.*

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- Floats extending out from existing concrete sidewalks to enhance access to water