

WEST BAY PARK MASTER PLAN DESIGN PRINCIPLES DISCUSSION

Public Meeting #1 • The Olympia Center

November 15, 2017 • 6-8 p.m.

Group A

- Fostering an area where people can explore the ecology/habitat
- Environmentally functional and aesthetically pleasing site
- Access to touch water
- Boardwalk bike-friendly is good, but not exclusively
- Would like trail to be close to water ideally on both sides not too far elevated above
- Costs are important
- Keep design simple – trail most important
- Separate bikes and pedestrians on same trail – make safe and comfortable for both
- Include different habitat types
- Lower impact uses on the site

Group B

- The plan should be suitable either with estuary restoration or without
- Accommodate sea level rise
- Maintain and enhance urban character married with habitat and ecological values
- Balance between ecological and access
- Connect children and community to nature
- Safe multi-modal connections (bikes/peds)

Group C

- Keep open mind about preserving the berm
- Concerns expressed about how complexity of project could lead to a long timeline
- Concerns about sea level rise impact on new development
- Incorporate education about sea level rise
- Impact of lack of dredging and large boats
- Concerned about access of West Bay Woods and impact to neighborhood
- Impact of park development to neighbors
- Boardwalk is important/bike access/corridor
- On water trail preferred over road pathway
- Natural focus with less amenities
- Restroom would be a plus
- Concerns about homelessness and potential impacts to park/neighborhood
- Spot for learning and meeting in park
- Any shelter considered should be simple (Rose Garden/Percival shelters as samples)
- Concerns about vandalism and maintenance
- Expand native plants and grass to the south

- Factor Isthmus development – connections/amenities
- Keep all park development simple

Group D

- Ecological productivity
 - Retain mixed water estuary for wildlife habitat
 - Daylighting Garfield Creek
 - Reintroduction of salmon-bearing stream. Reduce barriers to salmon use.
 - Educational component – biology/culture/history (City)
- Stewardship of resources
 - Re: cost recovery - less commercial the better
 - NA request for kayak storage
 - Plan for sea level rise when designing structures
 - Cost effective design
- Rec experience/Human connections
 - Views of Mt. Rainier important either viewing tower or mound
 - Water access
 - Little piers into water
 - Playground for kids
 - Exercise stations for adults
 - Wenatchee waterfront model
 - Bicycle connection – safe passage from Downtown to Westside
 - Solution to low tide kayak launch
- Community connections
 - Expand interpretation
 - Bocce/volleyball can bring people together
 - Mural under the bridge
 - Path should extend under bridge (Woodard Bay canoe), Tumwater Falls boats – concrete, sturdy
 - Active recreation under bridge – basketball, skating, ping pong, climbing wall (deters camping)
 - Easier access from 4th Ave bridge (stairs?)
 - Structures and fixtures should be durable
 - Both neighborhood and City park – parking should be considered
 - Leave space as natural as possible

Group E

- Design Principles
 - Improved shoreline and views
 - Recreation a prime concern
 - Include costs from the start
 - Be aware of passing time (phased implementation)
 - Aesthetics important (areas now degraded – restoration)
 - Passive recreation (walk, bike sit)

- Access to water (proximity) - compare to lake walk
- Minimalist approach – restoration with minimal recreation
- Separate bikers from pedestrians
- Signage and education spots along the way
- Nisqually boardwalk as example to replace rails on water

Group F

- Ecological productivity
 - Protect juvenile salmon
 - Clean stormwater
 - Create habitat for shellfish and other marine organisms
 - Diversity of habitat for environmental education
 - Enhance habitat
 - Enhance wildlife habitat
 - Remove or seal of toxins
 - Enhance stream connections
- Recreation experience
 - Include recreation and educational opportunities appropriate to the site
 - Diverse access to water, touch water, see up close, see from distance, look into water from above
 - Walkway that connects to Annie's, Downtown, East Bay Drive, Capital Lake, neighborhoods, bike/ped
 - Picnic shelter
 - Provide basic park facilities
- Balance
 - Open berm for some fishing and keep path along overwater blend/balance ecological and recreation function
 - Bik/ ped could be separated
 - Opportunity to get close to nature and touch points
 - Could be all boardwalk?
- Education
 - Express authentic Olympia character (maritime)

Group G

- Ecology
 - Ecological values over development
 - Larger ecosystem vs. salmon – net benefit
 - Minimize unintended consequences
 - Analyze impacts of changes to ecology
 - Carbon sequestration/salt march
 - Most benefit for most species
 - More salt march
 - Realistic about site limitation/constraints based on history
 - Connect people with nature – close to people, opportunity

- Don't limit Deschutes/Capital Lake possibilities
- Sediment management
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- Recreation
 - Accessible for all people, right kind (young, old mobility)
 - Lighting – access and safety
 - Impact of lighting on wildlife
 - Minimal facilities – lots of other parks with playgrounds, etc.
 - Connections to neighborhoods to west and downtown
 - Parking options
 - Pedestrian focus not high speed corridor
 - Access by bike
 - Non-motorboat access seems met by existing facility at rotary Park
 - Experience on berm different from shoreline

Group H

- Concern about slope to west of West Bay Drive – unstable
- What will the existing berm glade be with sea level rise?
- Ecological productivity currently compromised
- Stewardship of resources
- Educational benefit should infuse the site
- Maximize the educational aspect
- Has potential to be model for rest of state
- Recreation use – fate of contamination
- Sensitive areas off limits to humans
- Walkway along West Bay not equivalent to walk along water
- Bike path may not be needed if trail along water will handle bikes

Comment Cards

- Don't replicate east shore feel and amenities. Make this park more focused on access to the natural environment. Hope that views for drivers on West Bay can be retained. For some people that is their only opportunity to enjoy the best view in the City.
- Do not do anything that precludes estuary restoration. Focus on creating salt marsh for carbon sequestration. Factor in sea level rise. Remove all or part of railroad berm. Connect people and nature.
- Overall very well done, great results. Better if dots were after group sharing. Promote survey and meetings through next door – even get discussions going. Some slides were hard to read – use bigger text/graphic or bigger screen.

Email Comments Received November 16-30, 2017

The Woodland Trail Greenway Association *enthusiastically supports* the proposed West Bay Bike/Ped trail, but we *unequivocally oppose* a trail alignment next to West Bay Drive because:

It would be less safe.

A low alignment in general proximity to the shoreline would allow cyclists to avoid two very busy roundabouts, with numerous vehicle turning movements. An alignment along West Bay Drive would not avoid these roundabouts.

It would provide poor service for neighborhoods.

To use an alignment along West Bay Drive, cyclists would need to climb the same hill twice to get to the Northwest neighborhood or the central part of the Cooper Point neighborhood. After climbing past the two roundabouts, cyclists can simply tuck in to Sherman St NW. Few cyclists would choose to descend the hill on West Bay Drive, only to pedal uphill again at Garfield Ave NW or Brawne Ave NW. Cyclists accessing the West Bay Drive or northern Cooper Point neighborhoods could also avoid climbing and descending the hill if the trail were to stay low in the general area of the shoreline.

It would be far less aesthetically appealing.

A route along our beautiful waterfront would be so stunning that many people would choose to ride a bicycle or use another form of active transportation instead of driving a car just to *experience it as part of their daily commute*. A pathway along West Bay Drive would offer no scenic advantage over the road, with the added unpleasantness of close proximity to motorized traffic.

The trail must *successfully attract usage* for the following benefits to be realized:

- **Health** *If you could put exercise in a bottle, it would be a miracle drug.*
- **Safety** *Separate motorists from cyclists, and reduce congestion on roads.*
- **Environment** *Reduce air pollution, runoff, and environmental footprint of motor vehicles.*
- **Community** *Meet your neighbors face-to-face instead of windshield-to-windshield.*
- **Neighborhoods** *Connect downtown and west side neighborhoods through active transportation.*
- **Economy** *Attract tourism and knowledge workers to a vibrant and scenic waterfront.*

An alignment along or near the shoreline would be very attractive to cyclists and other active transportation users, whereas an alignment along West Bay Drive would provide negligible benefit.

In summary, we believe that a trail alignment along West Bay Drive would be so undesirable as to call into question the viability of the entire project.

Read the article in this morning's Olympian on the waterfront planning. Attached is an article from the Daily Journal of Commerce on 10/26/17 giving an overview of Port of Everett's project. After visiting other local waterfront cities – Tacoma, Bremerton, Edmonds, Anacortes and Bellingham – they all offer much to utilize and take advantage of their location on the waterfront with parks, shops, and related local businesses. Olympia seems to be lacking drastically in comparison, but wanted to share this article. Maybe forward it to our port commissioners, and city council.

Because I needed to attend the Missing Middle Open House last nite I missed the staff/consultant presentation about West Bay Park.

Here are some thoughts for the record:

1. Be sure to check the SMP provisions for this area. I remember that some long, detailed discussions went into the final decisions. There may be some useful ideas there.

At the same time, I would urge you not to feel bound by the SMP provisions. If you come up with a plan that requires amendments to the SMP, that can be done without a lot of trouble and there will be plenty of time to do so.

2. I'd suggest that the design for the park be kept pretty simple and inexpensive. I see this park as primarily a place for people to experience a connection with the water and the sky. I'd suggest including:

- walking facilities
- dog exercise/walking areas
- areas for playing with little kids
- perhaps a meadow for frisbee or for playing "catch" with younger kids.

3. Make sure that all equipment is sturdy and durable.

4. Make everything low-maintenance.

5. Consider sea level rise.

6. Provide more parking than neighborhood parks and less than purely drive-to parks. [I'm guessing this parks serves mainly people who walk from the adjacent residential neighborhoods, but also quite a few people from all over the area. A little surveying of current parks users, preferably by volunteers, should be done to determine the current mix.]

7. Consider acquiring land to the north. Not just the Port land on the south side of the Reliable Steel property, but the entire area up to Smyth Landing. The city has a chance for a full mile of waterfront parks here that has unfortunately been missed by past councils.

I will of course participate in the survey, and in future meetings as I am able. And I'll send other thoughts as they occur to me.

I took the survey and indicated an option of an off leash dog park there. However I have second thoughts about this. I urgently care that dog owners who need this (which I do not, my dog prefers walking with me to playing with dogs) find it somewhere in Olympia, but I think that waterfront is not the best place, because it is so rare. A dog park suits dogs wherever it is placed.