

# City Pier Master Plan City of Port Angeles



August 2016



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# Plan Summary



## Not Just A Plan, A Transformation

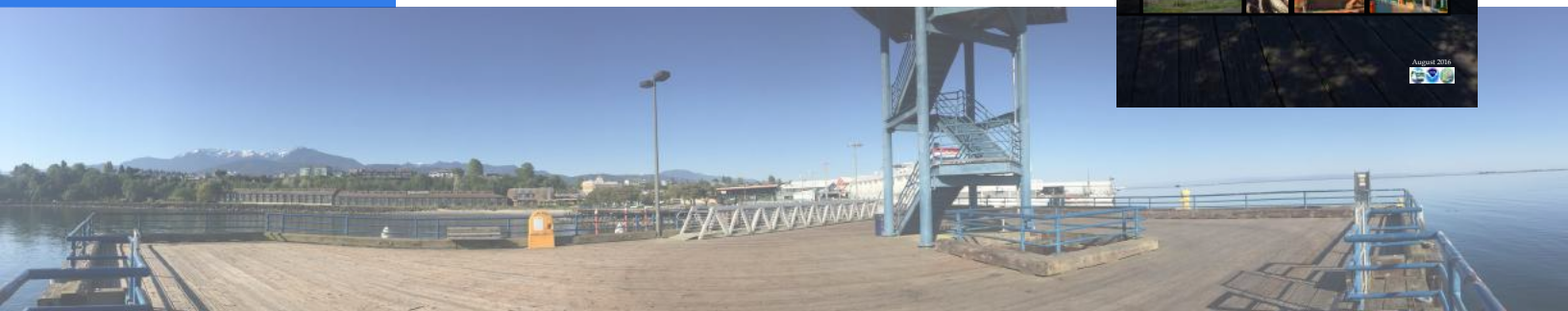
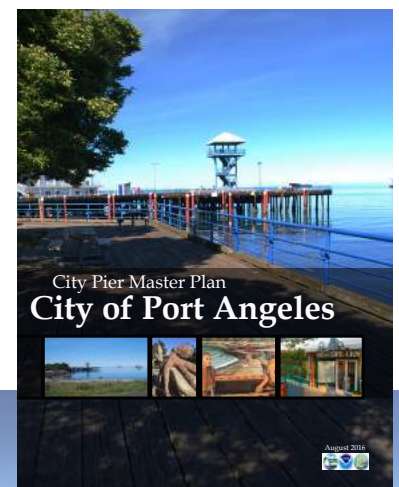
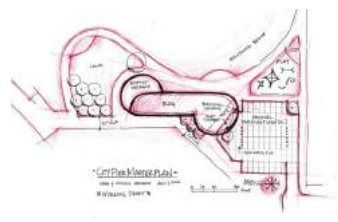
City Pier is one of the many things that makes Port Angeles special. A park, a playground, a gathering place and a connection point to the natural wonders of the region. On any given summer day, residents and visitors come to the pier to picnic, play, swim, cool off, listen to music, walk dogs, catch a cruise ship, run, bike, kayak, and watch wildlife. It's also been home to the Arthur Feiro Marine Life Center for over 30 years.

In the middle part of May, 2016, the City, Feiro, and NOAA's Olympic Coast National Marine Sanctuary hosted a series of studios; inviting community members to share their vision for the future of City Pier.

What follows is the result of community discussion, input and insights. Transforming City Pier into a world class destination for recreation, art, and education is not only a possibility, but one that has the potential to benefit future generations to come.

A redesigned City Pier is foundational as it will support expansion and modernization of the organizations that call it home. An envisioned Marine Discovery Center will open the door to students, residents, and visitors; gaining access to cutting edge marine-based science and education.

It is an exciting time for City Pier and Port Angeles. With support of residents, friends, community groups, and public organizations, the transformation of City Pier is possible.



# Project Context

## City Pier History

The historical significance of Port Angeles' City Pier dates back prior to its current use as a public park, recreation destination and home of the Arthur Feiro Marine Life Center (Feiro). Formerly used as traffic loading and docking for the renowned Princess Marguerite Ferry, the 1959 advent of operations of the Coho-Blackball ferry at nearby terminal 2 (commonly known as the Port Angeles Ferry Terminal) gave authority to the city over this highly valued asset and waterfront property.

Originally dubbed the "Port Angeles Municipal Pier Project and Downtown Water Front Park", objectives of the original visionaries included opening the site up as a public pier, developing facilities for small vessels and Coast Guard moorage, picnic areas, public beaches, a harbor view point as well as trail head for city trails. A joint effort of the City and Peninsula College, the site envisioned future art shows, display exhibits and an outdoor concert venue. The project responded to changing priorities in the community. It addressed needs such as downtown public restrooms, sea plane docking and public gathering places.



**Figure 1.01-** With its waterfront location, City Pier has a rich history of activities including tribal gathering, shipbuilding, and ferry access. (Image source: Studio Cascade, Inc.)



**Figure 1.02-** Research assistance from the Clallam County Historical Society shows how the Pier has changed over the years. (Image source: Studio Cascade, Inc.)

## City Pier and Feiro Today

### Jurisdictional context

Today, the pier location and tidelands are governed by the Washington State Department of Natural Resources (DNR) and leased to the City of Port Angeles. Feiro sub-leases the site for location of its facility on City Pier. The City, therefore, is responsible for capital investment, operational management and maintenance of the park and pier.

Feiro, a non-profit organization, is responsible for upkeep and maintenance of its building and associated signage, artwork, and appurtenances. The Port Angeles Parks and Recreation Department includes City Pier on its inventory of City Parks.

### Physical characteristics

Located at 315 North Lincoln Street, City Pier encompasses a 5.83 acre area consisting of earthen material, pier structure and tidelands. Directly to the west, the property abuts a relatively steep ravine and outfall of Peabody Creek. The eastern portion of the property blends into a sand and driftwood beach area known as Hollywood Beach.

## Pier and Marine Center Users

The pier and Feiro together attract a wide variety of users. From tour groups to youth education events to neighbors and residents taking in the views for an evening stroll.

The pier is a busy place, and the City and Feiro believe that it can become even busier – to the benefit of downtown, its merchants, and the community at large. Physical components at the pier feature a lookout tower, park benches, public restrooms, public parking, floating dock with moorage, interpretive signs, children’s play area and bandshell and concert venue. Access is immediately available to Hollywood Beach and is a great connection point to the Olympic Discovery Trail (ODT). People come to the pier for numerous reasons: to picnic, play, swim, cool off, use the restroom, listen to music, walk their dogs, catch a cruise ship, run, bike, kayak, and watch wildlife.

Residents of Port Angeles see City Pier as one of the community’s greatest asset. A 2011 survey of 383 Port Angeles community members found



that City Pier was the most popular venue and city-owned attraction. Of those surveyed, 77.2% noted that they had visited the pier in the past six months.

Every summer City Pier hosts weekly live music. 'Concerts on the Pier' is a free event attracting residents, families and visitors from throughout the county. Reflecting the value of City Pier to the community, event sponsors tout *"the low-key atmosphere [of the venue, which] creates a fun evening, surrounded by water, boats at anchor, and a spectacular view of the Olympic Mountains."*

## Current condition

Neither City Pier nor Feiro have seen major investments in over thirty years. The Marine Life Center's building is deteriorating. Feiro's salt-water plumbing for aquatic exhibits is in need of special attention.

Due to the pier and Feiro's aging infrastructure, the community has expressed its desire to upgrade the pier and improve the condition and capacity of Feiro. With the preparation of this master plan, stakeholders hope to usher in a revitalized pier and enhance the waterfront's overall experience.

## History of the Feiro Marine Life Center

From the Feiro website: [www.Feiromarinelifecenter.org/history/](http://www.Feiromarinelifecenter.org/history/)

Beginning in the early 1970s the community of Port Angeles worked to build a teaching laboratory and public aquarium on the new City Pier. Ground broke November 21, 1981, with the "lab" opening to the public the following year. The force behind this project was the late Arthur Feiro, an inspirational teacher and mentor, who envisioned the lab as a "...multifaceted, dynamic, living, breathing facility...(providing) a public display of marine organisms and ecosystems, a teaching laboratory, a public center for marine studies and a point of interest for tourists."

For twenty-eight years Feiro had been supported financially, in an almost equal partnership, by the City of Port Angeles and Peninsula College until 2008 when funding cuts from both entities required the formation of the nonprofit. In the past six years, with funding support from foundations, an increase in fee for service programs, securing significant grants and contracts and a restructuring of the organization, Feiro has successfully transitioned into a nonprofit.

From 2008-2013, this young non-profit built its operating budget and personnel structures and maintained and strengthened the Feiro as a center for education. Notable accomplishments included:

- doubling public visitation to 20,000 per year, including 3,200 students
- expanded offerings for K-12 students, including programs for every 4th and 5th grade student in the Sequim, Port Angeles and Crescent Districts
- upgraded facilities and brand, including new exhibits, fresh paint and new logo and website
- expanded both public and private partnerships
- engendered good community support, regional awareness, financial investment, and continuing partnerships

Feiro Marine Life Center received the Coastal America Partnership award and the Puget Sound Champion award in 2012.

Program partners include: City of Port Angeles, Olympic National Park, NatureBridge at Olympic National Park, NOAA Olympic Coast National Marine Sanctuary, the North Olympic Salmon Coalition and Peninsula College, among others.





# Previous Work

## 1997 Downtown Revitalization Plan

City Pier and the Feiro have been the subject of (or included in) a number of plans and studies over the years. A 1997 report investigating feasibility of a *“Multi-Modal Transportation Center and Downtown Revitalization Master Plan”* included City Pier in its overall review. The plan recognized the importance of the Marine Life Center (then called ‘Marine Lab’) and the efforts of city residents to improve its prominence in the community.

## Sustainable Design Assessment Team

In 2009, the city was the recipient of an American Institute of Architects (AIA) design and technical assistance grant. Goals of the project included assessing the city’s current policies. It aimed to discover opportunities for programming sustainable design elements into future construction and improvements.

City Pier was mentioned on a number of occasions in the team’s final report. The prominence of the pier’s destination was noted, as well as needed improvements.



**Figure 2.01-** City Pier has been a component of many plans over the years, in 2011 the Waterfront and Transportation Improvement Plan included elements that tied the pier into the plan. (Image source: City of Port Angeles)

*"Led by enthusiastic and dedicated citizen groups, a recent study [c. 1996] was completed aimed at determining the feasibility and extent of expanding the existing Arthur D. Feiro Marine Lab on City Pier. The study concluded that expansion or addition of new facilities was available; however no firm conclusions were drawn with respect to financing the venture.*

*An expanded marine lab is an excellent way to educate visitors and keep them downtown longer, not to mention its role in research and educating local school children. Similar facilities are perceived by many cities as great economic engines for tourism, and lots of communities are planning aquarium projects. Seattle, Tacoma and Bellingham all have aspiring aquarium plans ranging from \$30 to \$100 million, and there over 30 major facilities in the planning stages around the country. Many are planned to ensure development of a significant tourist market... In Port Angeles, it is largely a question of funding. If the sponsoring organization can attract a philanthropic funding source, an expanded lab or aquarium would be a welcome addition to the downtown waterfront".*

#### **Multi-Modal Transportation Center Pre-Design and Downtown Master Revitalization Master Plan (1997)**

**Figure 2.02-** The 1997 Downtown Revitalization Master Plan indicated that an expanded marine lab would help educate citizens and visitors as well as draw more people into the area, especially downtown.

The AIA study's recommendations included:

- Redesign of City Pier as a focal point of the city for a "strong sense of arrival and welcome."
- Design to highlight natural and park features while de-emphasizing blank building walls and parking lot.

- Relocating the bandshell and performance venue to another downtown location with improved sheltering and weather protection.
- Redesigning the entrance to City Pier at Lincoln and Railroad streets as a multi-modal connection point, community gathering place and plaza.
- Improving pedestrian elements to provide a feeling of arrival at the waterfront.
- Redesigning and reconstructing the overlook tower.

## **Waterfront Transportation Improvement Plan (WTIP)**

The 2011 Waterfront Transportation Improvement Plan (WTIP) detailed a comprehensive vision for the Port Angeles' Waterfront. It describes numerous improvements from Valley Creek Estuary park on the west side of the waterfront all the way to Hollywood Beach to the east. The Plan suggested upgrades to City Pier, including construction of a small craft boat launch.

Other WTIP components included developing a promenade extending from Lincoln Street to Valley Creek Estuary. The plan describes extension of the Olympic Discovery Trail along the downtown waterfront. It also suggests improving pedestrian crosswalks at Oak, Laurel, and Lincoln Streets. Additional street improvements and landscaping are included with tourist, wayfinding, and local information kiosks throughout.

Initial phases of the WTIP targeted revitalization of waterfront west of the Ferry Terminal. In 2014, with broad public support, the City and its partners celebrated completion of the Waterfront Eplanade. The esplanade accomplishes much of the community's vision, in part, for a new downtown waterfront. It welcomes visitors and provides a new and exciting connection to the water.





The project sought to integrate public access and views to the harbor, connect the waterfront to the downtown core, and welcome visitors arriving on the ferries and establish venues for seasonal activities. The “Points of Light” concept emphasizes lighting as the main component. Lighting was used as focal points as well as artistic design elements. The design incorporates a multilevel walkway along Railroad Avenue and the shoreline. Hollywood Beach Park and the West End Park near Valley Creek Estuary have been redefined by a large natural beach area. There are now flexible event and performance spaces for seasonal activities, including the farmers market.

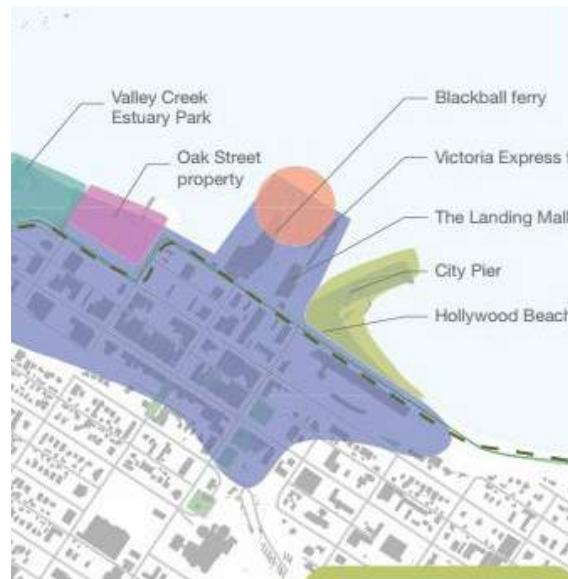
Later WTIP project phases envision new amenities on Railroad Avenue, City Pier, Hollywood Beach and Lincoln Street, transforming the waterfront into a world-class public space.

## Harbor Resources Management Plan (2011)

With a stated purpose of outlining a vision for Port Angeles’ harbor area, the plan suggests a number of improvements. These include exploring the feasibility of a seasonal water taxi



**Figure 2.03-** The Port Angeles Waterfront Esplanade is a popular location to go to, even at night. (Image source: HBB Landscape Architecture)



**Figure 2.04-** The Harbor Resource Management Plan looked how the Harbor’s relationship to other destinations as well as how to achieve the community’s goals for the Harbor. (Image source: City of Port Angeles)

which connect the entire waterfront, linking Ediz Hook, the Boat Haven, City Pier and a reclaimed Rayonier waterfront site. The plan also recommends improved and effective use of seasonal moorage connected to the pier. It suggests an improved approach to marketing City Pier and management planning for waterfront festivals and parking.

## Shared Facility Feasibility Study (2013)

A recent study has looked at the feasibility of the site location for an expanded and improved Marine Discovery Center. It sought to determine the best approach in establishing a shared facility with the neighboring Olympic Coast Discovery Center (OCDC). As a federally-funded outreach program of NOAA, the OCDC and Feiro share similar mission and programming.



**Figure 2.05-** Both City Pier and the waterfront are essential community assets. High quality development will maintain its destination status. (Image source: Studio Cascade, Inc.)

a financial and legal perspective. The report concludes: *“constructing the new facility on City Pier is an attractive option for many of the partners, provided the entire facility program could be accommodated to realize all of the efficiencies and benefits.”*

## City Pier’s Role

City Pier is genuinely a unique and valued community space. Its role to the health and vitality of Port Angeles cannot be over stated. As the community’s needs and vision evolves, City Pier will retain its prominence and develop as a unique and versatile public space. Its waterfront location serves both as a destination and local treasure. With this philosophy as foundational, the City, Feiro, and NOAA together advanced the planning and visioning exercise described in the next section.

Goals of the report included improving each agency’s ability to serve the public. It envisions an iconic and welcoming gathering place, strengthening each organization’s identity, kick-starting economic development in downtown Port Angeles and creating an inspiring space that champions marine life and conservation. Both organizations have sought to establish a leading facility in ocean research, education, advocacy and outreach.

The study considered four sites. All were either along or adjacent to Port Angeles’ waterfront. Two of sites could not adequately meet criteria to be considered viable. This left either the West End Park site or remaining at City Pier, its current location, as the remaining options. Due to the West End Park location being privately held property, it was found unfeasible from both

# Process

## Project Scope

In May, 2016, the Port Angeles City Pier Master Plan project was kicked off with the support of the City, Feiro and NOAA's Olympic Coast National Marine Sanctuary. The project's primary goal aimed at engaging Port Angeles community members in a public process and determining the best use, function and layout of City Pier. Core elements of the scope and final design sought to include the following:

- Provide optimal public access and views to the Harbor
- Connect the waterfront to the core downtown area
- Support a variety of seasonal activities
- Welcome visitors arriving on the ferries from Victoria, BC, Canada
- Rely on sustainable land practices to protect and enhance natural environmental systems
- Encourage economic development opportunities via commercial access to the south portion of Railroad Avenue and the downtown area, and
- Comply with federal, state, and local regulations including Washington's Shoreline Management Act, the City's Shoreline Master Program and Archeological requirements



**Figure 3.01-** In May 2016, the City hosted public workshops to open the current discussion on what to do with the City Pier. (Image source: Studio Cascade, Inc.)





**Figure 3.02-** The public studio asked participants to comment on how they would like to see the pier change, if at all, to accommodate the organizations that call it home. (Image source: Studio Cascade, Inc.)

## Public Outreach (The City and Feiro)

### Storefront Studio

The community was invited to participate in the master plan process through word of mouth and social networking. A public service announcement published in the Peninsula Daily News in early May 2016. Event information was posted on local social media sites and the Feiro Marine Life Center's website.

A 'Storefront Studio' at the old 'Maurices' building occurred from May 12-14. The studio aimed to elicit input, interest and design guidance. The studio was well attended with over

80 community members dropping in during the three days. Participants were invited to lend their comments, suggestions, and feedback. Roughly 160 written comments were provided and have informed site planning and direction.

Studio participants were asked to allocate fifteen 'poker chips' in to baskets signifying which desired features to include in the redevelopment of City Pier. Features identified for polling are listed below with the number of chips awarded to each.

- Consolidation of the Feiro Marine Life Center and the NOAA Olympic Coast Discovery Center **(Chips: 309)**
- Incorporation of the Olympic Discovery Trail **(Chips: 128)**
- Hollywood Beach enhancements and preservation **(Chips: 106)**
- Keep, enhance, and/or enlarge the play equipment **(Chips: 88)**
- The Tower as a Landmark at the end of the pier **(Chips: 76)**
- The cruise terminal as a key feature of the pier **(Chips: 65)**
- Continuance of available and free parking **(Chips: 60)**
- Improvements to the Lincoln/Railroad Intersection **(Chips: 48)**

Many Studio participants provided ideas and suggestions as well as indicating their feature choice. All comments are provided in Appendix A of this report. Results of the "chip drop" exercise gave direction to the consultant team and influenced design of six initial site concept layouts as well as the final alternatives detailed below.

Once the six concept designs were prepared, further refinement occurred on the evening of May 13th, resulting in two named designs "Peabody Place" and "Klallam Cove." These can be found on pgs 46-47 of this report.

Participants were invited to an open house to discuss the design scenarios and select preferred alternatives. The morning of the 14th concluded with a final presentation to stakeholders and residents.

## Community Questionnaire

Following the three-day storefront studio, the final two designs were presented on Feiro's web-site. Articles also appeared in Peninsula Daily News. From May 26 – Jun 2, an online questionnaire invited participants to submit opinions on the final designs. In total, 72 respondents provided their votes and thoughts on a variety of elements associated with each design.

The questionnaire asked respondents to state whether the two designs performed either “very-well”, “so-so” or “poorly” on nine individual elements:

- 1) Olympic Discovery Trail
- 2) Children’s play equipment
- 3) Public spaces
- 4) Combined Marine Discovery Center
- 5) Performance/picnic area
- 6) Peabody Creek Edge
- 7) Hollywood Beach
- 8) Parking
- 9) Loading/drop-off

### Total of all elements

Results from the questionnaire indicate that respondents felt fairly even on the two final design, with no obvious winner. Table 3.1 calculates of the total responses of all elements for each alternative (‘Peabody Place’ or ‘Klallam Cove’). With only a slight margin, total responses favored the ‘Peabody Place’ alternative.

**Table 3.1**

Total of all Elements	Peabody Place(PP)	Klallam Cove (KC)	PP versus KC
Very Well	52.8%	51.6%	+1.2%
So-So	31.1%	29.8%	+1.3%
Poorly	16.1%	18.6%	-2.5%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>5%</b>



**Figure 3.03-** Discussion by participants at the studio about the various scenarios lead into the design refinement step to narrow the choices down to two concepts. (Image source: Studio Cascade, Inc.)

Percentages considered total votes of ratings that were “Very Well”, “So-so”, or “Poorly”. The resulting five percent margin is calculated by summing difference of the two alternatives where the lesser “poorly” score is considered favorable.

### Well-performing elements

Certain elements of each site concept received a positive response. Both designs highlighted the Olympic Discovery Trail (ODT) and therefore received high rankings on the element. Respondents noticed the differing layouts with ‘Peabody Place’ accentuating the Peabody Creek edge to the west and ‘Klallam Cove’ providing a natural integration with Hollywood Beach to the east.



**Figure 3.04-** Participants in the studio used the drop chip exercise to indicate what features are the most important to them. (Image source: Studio Cascade, Inc.)

According to the questionnaire, 'Peabody Place' scored very well on:

**Table 3.2**

Rank	Element	% of 'very well'
1	Olympic Discovery Trail	83.6%
2	Children's Play Equipment	62.5%
3	Feiro / NOAA Discovery Center	61.4%
4	Peabody Creek Edge	60.7%

According to the questionnaire, 'Klallam Cove' scored very well on:

**Table 3.3**

Rank	Element	% of 'very well'
1	Olympic Discovery Trail	76.8%
2	Hollywood Beach	72.4%
3	Feiro / NOAA Discovery Center	68.9%
4	Performance / Picnic Area	60.7%

## Poor-performing elements

Online questionnaire respondents reacted to the pedestrian-oriented and programmed space. Based on input from the storefront studio, the final two designs ('Peabody Place' and 'Klallam Cove') emphasize programmatic elements of a shared Marine Discovery Center and public gathering space as well as access to natural elements.

The reduction in on-site parking space was noted in the questionnaire. Respondent felt that neither Peabody Place nor Klallam Cove sufficiently addressed parking concerns. Other concerns noted in the questionnaire included loading and drop-off areas as well as providing adequate play areas and equipment for children. Respondents were concerned that Klallam Cove's design would not sufficiently take advantage of the Peabody Creek edge.

According to the questionnaire, 'Peabody Place' scores poorest on:

**Table 3.4**

Rank	Element	% of 'poorly'
1	Parking	50.8%
2	Performance / Picnic Area	21.1%
3	Loading / drop-off	20.3%
4	Children's Play Equipment	14.3%

According to the questionnaire, 'Klallam Cove' scores poorest on:

**Table 3.5**

Rank	Element	% of 'poorly'
1	Parking	60.3%
2	Loading / drop-off	25.9%
3	Peabody Creek Edge	20.4%
4	Children's Play Equipment	16.1%

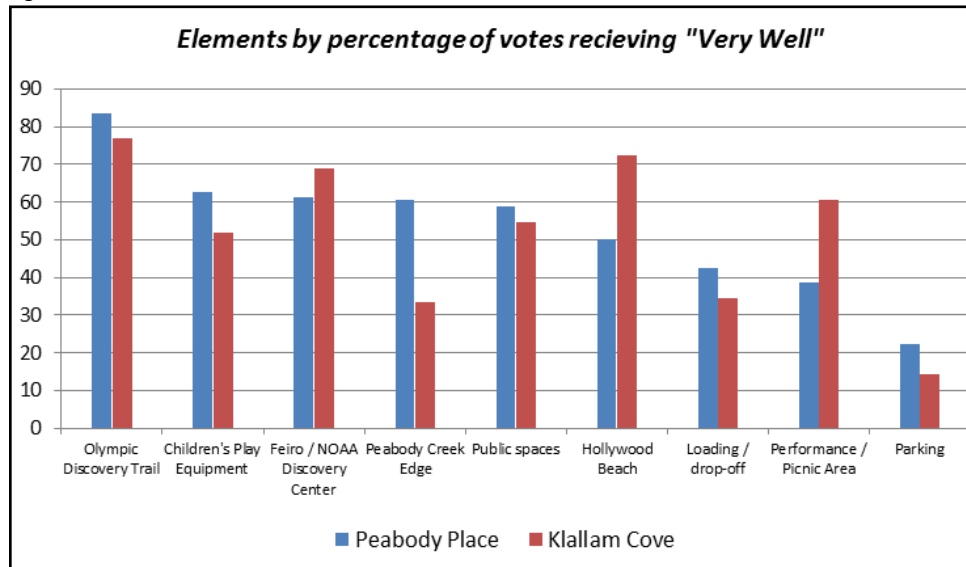


## Design refinement

While the storefront studio successfully produced two site concepts, work will continue to translate that overall vision and direction into a workable, pragmatic and compelling design. The time constraint to present a 15%

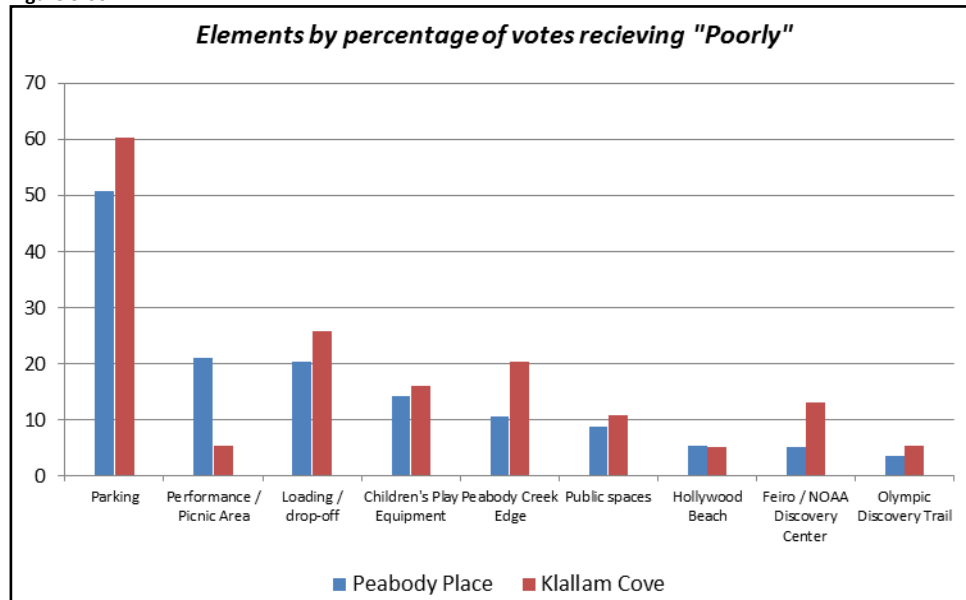
design concept means that further decisions will required of the master plan and its priority implementation.

Figure 3.05



The graphs compare each element by the percentage of "very well" (above) and "poorly" (below) votes for both Peabody Place and Klallam Cove.

Figure 3.06

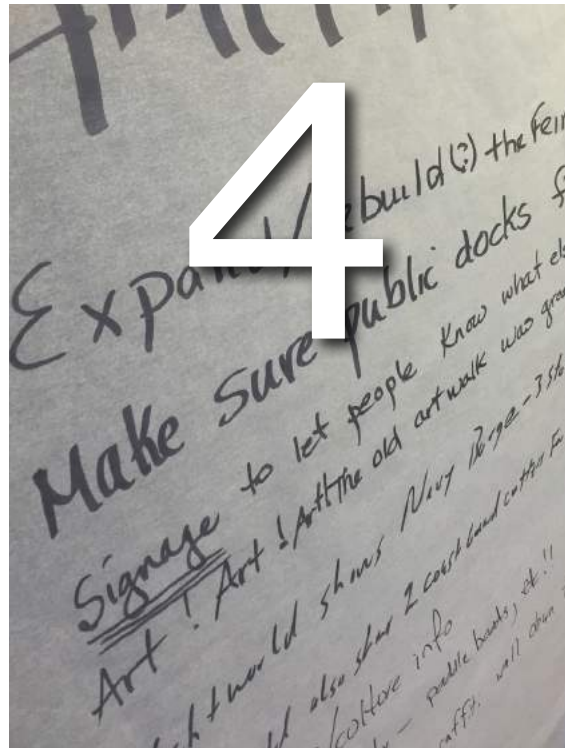


# Master Plan

## Organizing Principles, Goals & Vision

Designing the City Pier Master Plan provides the community an opportunity transform City Pier, the Marine Discovery Center and the entire waterfront. Guidance from the public was invaluable, reinforcing the team's awareness of City Pier's importance to the community. Public input directed which elements and components were to be considered. As outlined below, six conceptual layouts were initially presented both visually and programmatically. These were then discussed and voted on; resulting in a blend of scenarios informing two final designs. A third design, entitled "Pier Plaza" has been offered as well.

Two major principles guided development of the master site plan concepts. The first, 'attributes of place', considered existing and desired physical features of the pier. Attributes such as the environmental context and geography would play a significant part of the design. Secondly, 'community benefits', would anticipate future use, function and human interactions from a resulting design.



**Figure 4.01-** Beginning the master plan process by gathering public input was a crucial step in ensuring that the Pier meets the residents' wants and needs. - (Image source: Studio Cascade, Inc.)

## Attributes of the Place

Attributes of place takes into account the importance, function, and connections people ascribe to place. This includes both the geographical location as well as the physical environment. City Pier is rich in individual and communal experience. Therefore, elements guiding its redesign account for its special prominence. They include:

**Coherent Visual Vocabulary.** This includes all the visual elements, from building structures, landscaping, artwork, furnishings, restrooms, docks, as well as purely functional elements such as storage buildings and utility infrastructure.

**Community Landmark.** As noted in community sentiment, public policy, as well as professional reporting, City Pier is a Port Angeles landmark. Any design enhancement is expected to contain elements which pronounce its place in along the waterfront and in the community.

The pier exists wholly within its **Environmental Context**. Designs should incorporate access to both Peabody Creek to the west and Hollywood Beach to the east. An environmental ethic is woven into the fabric of the final designs; highlighting awareness and stewardship of the marine environment it encompasses. The context is both an attraction and amenity with convenient public access to the environment.

**Downtown / Waterfront Synergy.** Both downtown Port Angeles and its waterfront are changing. The City Pier Master Plan should function synergistically with new development. The means elements should complement downtown. It also means that the waterfront remains a popular and vital component of the community.

## Community Benefits

Human interaction is essential for healthy civic and economic life. Both active and passive uses and programs for the pier should be considered. The resulting designs respond to the breadth of connections and activities.

**Public Events.** The space is opportune to host a variety of events and concerts, markets, festivals and other activities.

An ideal location for **Multiple Uses**, pier designs must be flexible to consider a wide variety of programs, activities, and users. It's also important to allow community areas for un-programmed gathering, open-spaces and convenient access to natural elements.

**Tourism / Economic Driver.** The return on investment in infrastructure and upgrades to the pier can be measured. Tourism in Port Angeles is an ever increasing component of its economy. Designs should support attracting visiting ships, cruises, tours; bringing visitors and tourists.

With its history of tribal gathering location, pioneer settlement, ferry connection, and home of the Feiro Marine Life Center, City Pier is natural center of **education, art and cultural awareness**. Site designs and improvements should respect history, cultural awareness and tribal heritage. Designs should reflect the diversity and richness of Port Angeles' people and history. **Educational** elements could include programs, interpretation as well as opportunities for self-discovery.

Finally, designs should achieve an inclusive, welcoming space that considers all members of the community. This would result in a **family-friendly** environment which accommodates **intergenerational gathering**. A priority on safety as well the needs of kids and seniors. It will also consider of individuals with special needs and limited mobility.







**Figure 4.02-** Design should complement the prominent natural environment features found in Port Angeles. Examples above include a wave bench in Gantry Plaza St Park in NY (left) and a sign that utilizes and blends with the surrounding environment in Lake Union Park in Seattle (right). (Image source: HBB Landscape Architecture.)

## Integration of Natural Elements in Design

Studio participants emphasized that the master plan should utilize and complement the surrounding environment. Natural elements should inspire the site design and its interaction with how the site will be used.

The vision of aquatic education is a key (if not the primary) component of redesigning City Pier. By integrating natural elements, the design team was diligent to respect this vision. Also noting that the mission of environmental education should inform and pervade the design program at multiple levels.

The Marine Discovery Center envisions its educational role “spilling” outside of its building walls. The facilities’ connection to the pier and surrounding marine habitats is paramount.

Designs should reflect maritime science learning, environmental stewardship, and support surrounding marine habitat. They should celebrate the variety of cultural traditions historically tied to the pier and adjacent waterfront area.

The influence of natural elements found at the pier location will inform artworks, habitat restoration, site furnishings as well as material choice. Landscape and plant choices should reflect shoreline and estuarine ecology. Any shoreline armoring should be constructed with earthen materials and use best practices for soft engineering.

Further design components may include:

- “Kelp forest band stand (pavilion)”

- “Submersible dome architecture”

As well as incorporating the place-based nature of the unique location.

- “Playground is a tide pool”

- “Industrial and transportation heritage”

- “Tribal gathering and fishing”

## Site/ Engineering Considerations

Site constraints at City Pier are present and must be considered in conjunction with any improvements or construction. A pragmatic approach to implementation will factor-in these constraints and plan for alternatives or off-site solutions.

### Transportation.

Access for vehicles on City Pier is important to service boats moored there. Vehicles occasionally access the pier for community events, to support concert activities and to make deliveries. Circulation on the site is limited to one entry and one exit point at the intersection of Railroad Avenue and Lincoln Street. There are currently 35 on-site designated parking spaces which includes two ADA compliant spaces. Due to enlargement of the joint visitor center, a reduction in the number of parking spaces and reconfigured circulation may be necessary. Access for pedestrians and bicycles is unencumbered. However, the site does not appear to include bicycle racks.

### Power and Communication.

The pier's power service has adequate capacity to serve boats moored and concert events

at the bandshell. However, power capacity is insufficient for any major community events. Any site revitalization will need to consider all above and below ground utilities. This includes power and communication. Current utilities may not be sufficient for the Marine Discovery Center and any additional active improvements to the site.

### Water and Sewer.

The pier has water service throughout, delivering potable water to the docks and overwater structures. Water service also is provided to Feiro and the public restrooms at the concert venue. The pier also enjoys sanitary sewer service, with boat hookups on the overwater structure.

### Seismic Challenges.

The land portion of City Pier was created by the placement of fill material of unknown quality and construction. Previous investigation indicates that material was sufficient for the construction of roads, walkways and single story wood framed buildings. However, significant structures would require the use of piles. This would create a support system that can adequately resist lateral loads imposed by wind and seismic activity.

### Shoreline Habitat and Functions.

The shoreline is armored with heavy rip rap from well below the line of mean lower low water up to the bottom of the walkway structures. The rip



**Figure 4.03-** The Pier is a well used location, a 2011 survey of more than 300 people indicated that the City Pier was the most well-visited venue and city-owned attraction. (Image source: Studio Cascade, Inc.)

rap severely compromises the shoreline biological functions, reducing habitat and decreasing the amount of forage fish. Preferred future plans are expected to increase available habitat and improve shoreline functions.

## Regulatory Constraints

Permitting requirements from a variety of regulatory agencies are triggered with any significant changes to City Pier. Any significant construction activities would require consultation with the Army Corps of Engineers, the Washington State departments of Natural Resources, Ecology, and Fish and Wildlife as well as the city officials for permitting of building and sanitary improvements.

City Pier falls within the city's 'Central Business District' (CBD) zoning designation. Zoning allows both retail and service related uses within the district as a permitted use.

The following list of environmental and construction permits will be necessary either prior to or during implementation of project construction activities :

## Local Permits

- Shoreline Substantial Development Permit, including Floodplain Permit and Viewshed Analysis (City)
- Environmentally Sensitive Areas Review (City)
- Building permit for all non-exempt construction (City)
- Clearing and Grading Permit (City)
- Combined Sewer Overflow (CSO) Fee (City)

## Federal Permits

- Section 404 Clean Water Act (CORPS)
- Section 10 Rivers and Harbors Act (CORPS)
- Section 7 ESA Consultation (CORPS) and Concurrence Letters (NMFS, USFWS)
- Section 106 National Historic Preservation Act (DAHP)
- Section 401 Clean Water Act Water Quality Certification (State Ecology)

## State Permits

- Hydraulic Project Approval (WDFW)
- SEPA MDNS/DNS (City of PA)
- State-Owned Aquatic Lands Lease (DNR)
- Construction Stormwater General Permit (Ecology)

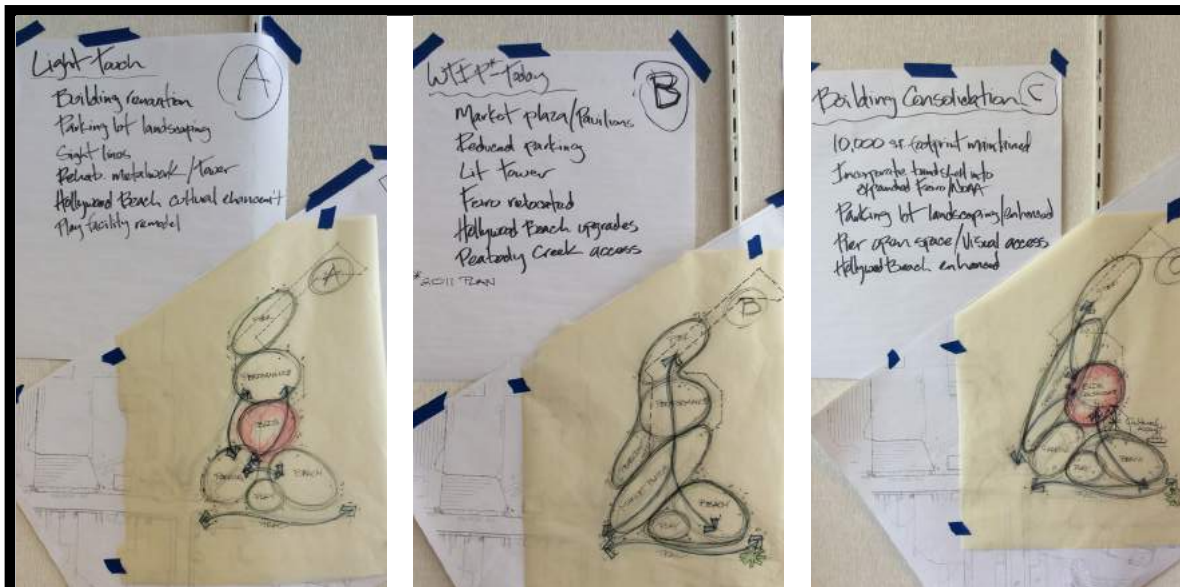




# Master Plan Program

## Goals

The goals of the Master Plan have been derived from public comments heard at storefront studio and through stakeholder involvement.



**Figure 4.04-** At the studio six initial scenarios were shaped based on direction from public comments and drafted by consultants to help visualize the various ideas. Descriptions of each scenario are further detailed in the below text. (Image source: Studio Cascade Inc.)

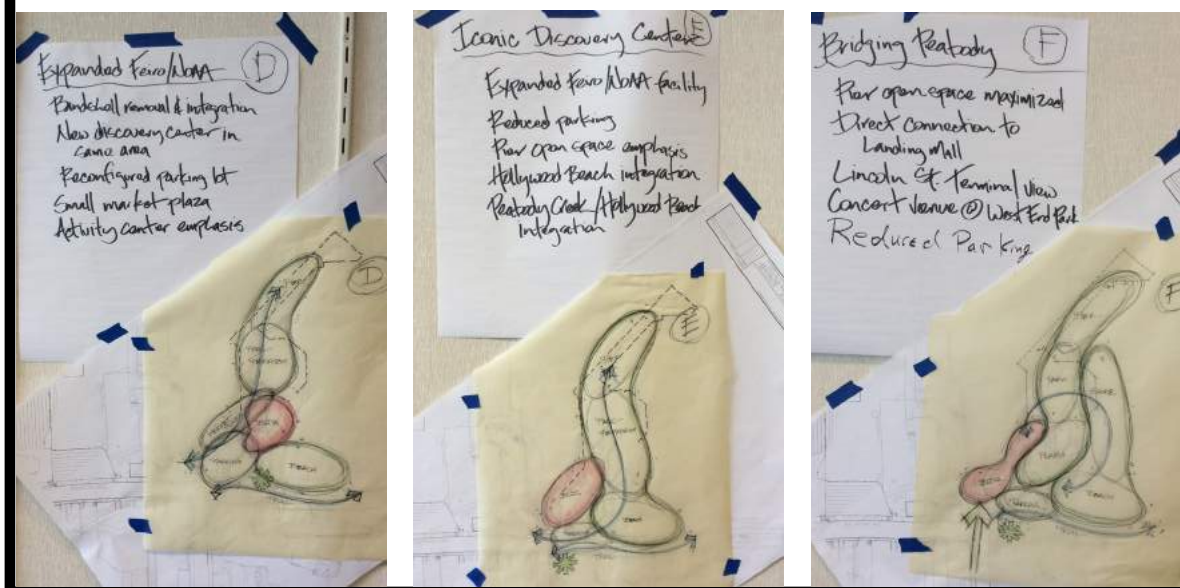




Figure 4.05- Possible future plans for the City Pier must take into consideration what attracts people to the pier the most, and what keeps them coming back. (Image source: Studio Cascade, Inc.)

Guiding principles were incorporated overall design as well as those identified in the project scope. These principles are expected to be accomplished through implementation of the City Pier Master Plan. They include:

- *Public access*
- *Education*
- *Research*
- *Waterfront continuity*
- *Cultural awareness*
- *Environmental conservation*
- *Olympic Discovery Trail (ODT) trailhead*
- *Upgrade pier experience*
- *Enhance pier synergy*
- *Stimulate Economic Growth*

## Site Plan

### Six Scenarios Considered

As the design team received direction from the public during the Storefront Studio, six initial scenarios (see previous page) emerged and were offered. The purpose of the scenarios were to compare the benefits (and trade-offs) of each. Below is a summary of each:

#### A. Light Touch

This scenario addresses the least-cost approach to upgrading the appearance and function of City Pier. It proposes to fix the metal railing, improve landscaping in the parking area and on the pier, renovating the existing Feiro building, and include cultural heritage elements in Hollywood Beach. It assumes that funds will be scarce and minimal, suggesting that improvements will be made only as opportunity presents. Updated activities would include:



**Figure 4.06-** Scenarios were crafted with community thoughts and opinions in mind. (Image source: Studio Cascade, Inc.)

- Building renovation
- Parking lot landscaping
- Sight lines
- Rehab metalwork / tower
- Hollywood Beach cultural element
- Play facility remodel

### B. WTIP for Today

This scenario looks back to the 2011 Waterfront Transportation Improvement Project (WTIP) for general guidance. In this scenario, the Feiro building is removed, replaced by a large market plaza and open public space. Parking area is reduced, and increased access opportunities to Peabody Creek are included. The emphasis is to maximize the open-space opportunity at City Pier, downplaying the importance of structures and emphasizing recreational activity. Under this scenario, improved elements would include:

- Market plaza / pavilions
- Tower lighting
- No Marine Discovery Center

- Hollywood Beach upgrades
- Peabody Creek access

### C. Building Consolidation

Scenario 'C', "Building Consolidation" envisions consolidation of the concert pavilion, rest rooms, and storage and Feiro structures. This results in a "no net gain" of building square footage on the pier. The consolidated structure would be approximately 10,000 square feet in area, with a more efficient use of pier space for enclosed uses – potentially including a consolidated Feiro/NOAA public education facility. The pier would have improved sight lines and an improved, integrated system of open spaces. Key features include:

- 10,000 ft.<sup>2</sup> footprint maintained
- Incorporate bandshell into Marine Discovery Center
- Parking lot landscaping/enhanced
- Pier open space / visual access
- Hollywood beach enhanced

### D. Expanded Marine Discovery Center

This scenario takes advantage of construction of a new Marine Discovery Center by emphasizing City Pier as a community activity focus. The building is larger than the 10,000 square-foot budget expressed in Scenario C, potentially growing in size to 15,000 square feet and two stories. It also attempts to maximize usable pier open space, shifting the building location to the south, reducing the size of the parking area and providing opportunities for cultural heritage improvements to Hollywood Beach. This scenario incorporates:

- Bandshell removal & integration
- New discovery center in same area
- Reconfigured parking lot
- Small market plaza
- Activity center emphasis



### E. Iconic Discovery Center

Scenario 'E' creates a new Port Angeles landmark, establishing the discovery center as a uniquely attractive, community and tourism development element. It also maximizes the pier's open space, shifting the building to the pier's southwestern edge. This will expand Hollywood Beach and redefine the point at which the Olympic Discovery Trail enters the downtown waterfront. Key scenario features include:

- Expanded Marine Discovery Center
- Reduced parking
- Pier open space emphasis
- Hollywood Beach integration (expansion)
- Peabody Creek / Hollywood Beach integration

### F. Bridging Peabody

The most grand of the alternatives, this scenario proposes a new consolidated Feiro/ NOAA structure at the terminus of Lincoln Street. It takes the concept of landmark creation to a higher level, providing a unique development opportunity and consolidating open space on City Pier. It also proposes relocation of the concert venue to West End Park, where sufficient power for community events and additional parking are both available. "Bridging Peabody" seeks to accomplish:

- Maximize pier open space
- Direct connection to Landing Mall
- Lincoln street terminal view
- Concert venue moved to West End Park
- Reduced Parking

## Final Site Layouts and Cost Estimates

With six proposed site concepts at offer, community members confirmed that not one individual scenario achieved the desired layout. As discussion ensued, censuses led to blending designs in order to incorporate the most desired elements and leaving out those most undesired. Studio participants agreed that merging Scenarios C & D as well as a blend of Scenarios E & F would produce the best outcomes. This resulted in two remaining alternatives: 1.) Blended Scenarios 'C' and 'D', and 2.) Blended Scenarios 'E' & 'F. A third, "Pier Plaza" has also been included. These are based on 15% design concept, and expected to change as the plan is finalized.



**Figure 4.07- Peabody Place** conceptualized at the studio. (Image source: Studio Cascade, Inc.)



## Cost Estimates

City cost estimates were produced for 5 versions of alternatives for the pier. Light touch and WTIP cost estimates are provided as a comparison to the three designs produced and reviewed from the public input. No costs estimates were produced for the Marine Discovery Center.

### Light touch

**City Cost Estimate of Construction: \$2,372,000**

### WTIP For Today

**City Cost Estimate of Construction: \$4,008,000**

### Peabody Place

**City Cost Estimate of Construction: \$3,647,200**

### Klallam Cove

**City Cost Estimate of Construction: \$3,031,200**

### Pier Plaza

**City Cost Estimate of Construction: \$3,909,200**



## Peabody Place

### Scenarios Incorporated:

*'Building Consolidation'*

*'Expanded Feiro Marine Life & Olympic Coast Discovery Center'*

Peabody Place emphasizes a continuation of a market plaza along the edge of Peabody Creek, planned to match up to a similar feature planned along Railroad Avenue. It features a welcome kiosk for the Olympic Discovery Trail, with a map display, and available water and compressed air. A children's play facility is near the trailhead, with upgraded equipment. A new Marine Discovery Center is located near the middle of the park, with a landscaped performance/picnic area adjacent to it. The band shell is removed, with concerts shifting over to West End Park. There are also terraced steps down to Peabody Creek from the market plaza, and Hollywood Beach is modified with habitat enhancements for native wildlife. Parking is reduced from what is now available, focused on short-term visitors, loading, disabled access, and bus drop-off. Key features of Peabody Place include:

- Centrally-located building / sculptural design
- Phased around existing building
- Parking/loading strengthens tie into Railroad Ave
- Continuous western market plaza
- Enlarged Hollywood Beach
- Fluid Olympic Discovery Trail Connection / Trailhead
- Increased reliance on West End Park for events
- Habitat enhancement on North East edge
- Nearshore adjacency to Marine Discovery Center

**City Cost Estimate of Construction: \$3,647,200**

## Klallam Cove

### Scenarios Incorporated:

*'Iconic Discovery Center'*

*'Bridging Peabody'*

Klallam Cove emphasizes the visual prominence of a new Marine Discovery Center, placing it along the edge of Peabody Creek. This allows for open spaces to be consolidated to the east, creating an expanded Hollywood Beach and larger performance/picnic space. Play equipment is integrated into a redesigned Hollywood Beach. A band shell is still part of the park, but it shifts to the east and becomes smaller. It features a welcome kiosk for the Olympic Discovery Trail, with a map display, and available water and compressed air. A prominent feature is a linear promenade, integrating the "over-water" structure more directly into the park. Hollywood Beach is greatly enlarged, with an increased



**Figure 4.08- Klallam Cove**, one of two preferred concepts. (Image source: Studio Cascade, Inc.)

focus on habitat restoration along its entire edge. Parking is reduced from what is now available, focused on short-term visitors, loading, disabled access, and bus drop-off. Key features of Klallam Cove include:

- Anticipates Red Lion Redevelopment
- Invitation from/to Olympic Discovery Trail (ODC) to downtown
- Visibility of OCDC from Lincoln St. and Railroad Ave.
- Structure Transparency
- Softer, more “Organic” shapes
- Shoreline/Hollywood Beach Enhancements
- Multi-Use Event Space
- Outdoor Classroom
- Peabody Creek Adjacent to OCDC
- Two-Story building with smaller footprint
- Phase-ability .

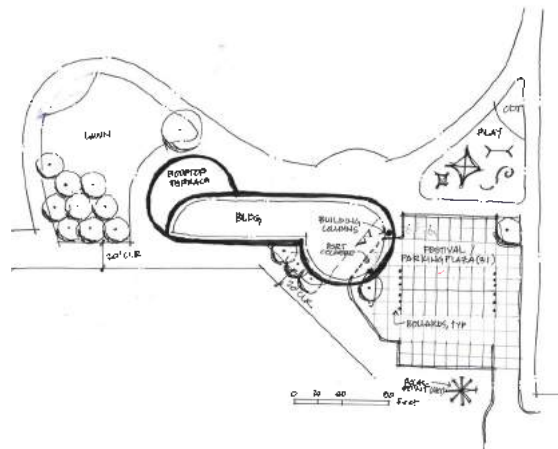
**City Cost Estimate of Construction: \$3,031,200**

## Pier Plaza (3rd Alternative)

In response to the concerns for parking and correct sizing of the building footprint, a third alternative, entitled “Pier Plaza”, has been provided. This additional alternative incorporates a revised multi-purpose entrance surface. The surface is intended for use as either festival parking or plaza space. The design also includes a second story porte cochere architectural structure; creating sufficient area for loading and unloading as well as increased building floor area.

Reorienting the festival/ parking plaza accomplishes the following:

- Maintains ample parking supply of 31 stalls (2 ADA and 29 regular).
- Centrally located ADA stalls equidistant to building entry, playground, and beach.
- Provides typical drive aisles.
- Integrates multipurpose function for occasional festivals in paving patterning.



**Figure 4.09- Sketch of the third alternative, Pier Plaza.** (Image source: HBB Landscape Architecture)

- Accommodates fire lane access out to the tower.
- Enhanced Play Area
- Provides a focal point at intersection (potential for strong sculptural element).
- A “porte cochere” entry for the Marine Center for drop-off with weather protection.
- A roof-top terrace opportunity focused on the lawn and stage area, views out to the water.
- Increased square footage in second floor for potential office/exhibit space.

**City Cost Estimate of Construction: \$3,909,200**

**For full page renderings of the final site layout sketches (Figures 4.07, 4.08, and 4.09) see Appendix B**

# Implementation

Beyond the planning process, the end goal of the City Pier Master Plan project is to see its physical manifestation. To this end, the recommendations, decisions, and actions described below are incumbent and contribute to a successful project implementation. Short-term actions are considered those occurring within one to two years. Mid-term actions are those occurring within two to four years, and long-term actions could occur at year five or later.

In its final recommendations, the consulting design team has expressed their excitement from a redesigned City Pier. The project promises to build on continued community revitalization. A redesigned City Pier implements the vision of a new Port Angeles waterfront. It will both energize and unveil a community treasure to the wider public. Honoring and embracing the vision of city leaders past and present.

## Final Recommendations

### Recommendation 1:

#### **Achieve final consensus on parking.**

As discovered by the online questionnaire and in community discussions, further design work is needed to solve concerns with an apparent or perceived loss of parking. An independent city-wide parking study and management strategy could investigate how the city could implement parking best practices. Study results may alleviate concerns with a City Pier site with reduced parking.



(Image source: Studio Cascade, Inc.)





## Recommendation 2:

### **Determine final site layout.**

A final site plan and layout is needed to formalize consensus amongst stakeholders. This will enable the city and Marine Discovery Center to move forward with needed actions and activities. It is necessary for site and architectural design requirements as well as permitting.

## Recommendation 3:

### **Incorporate visionary elements in site/architectural design.**

City Pier is a unique and special place. Its design, function, and role should reflect its importance and prominence. Building on the momentum of Port Angeles' waterfront revitalization, the Pier has wonderful potential to bring a community vision to life with design that is exceptional and distinct.

## Recommendation 4:

### **Consider future generations.**

What is designed and built now will have the most effect on future generations of Port Angeles residents and visitors alike. Why not consider the needs of those generations? The city can use this opportunity to develop one more reason to live in and love Port Angeles.

## Project Management Activities

The following project management activities are described here and in table 5.1 below.

### **1.1 Master Plan Adoption (Short-Term)**

A shared vision and strategy is necessary by all community stakeholders is vital to carrying project momentum forward. As other actions and tasks are dependent upon an agreed vision, adoption of a City Pier Master Plan is essential. Though minor modifications may occur at any time, adoption of general concepts and key features by all responsible partners is necessary. This includes the Port Angeles Parks and Recreation Beautification Commission, City Council, Feiro Marine Life Center and the NOAA Olympic Coast National Marine Sanctuary. Buy-in and consensus from local and affected stakeholders and residents is also crucial.

### **1.2 Interlocal Agreements (Short-Term)**

Also referred to as a 'Memorandum of Understanding, an Interlocal Agreement is a legal tool which acts to formalize, amongst stakeholders and regulatory agencies, the shared vision for development on City Pier. It also assists in detailing any identified obligations (financial, technical, regulatory, etc.) and responsible party(ies).

### **1.3 Site Design (Civil Engineering for Pier & Park) (Short-Term)**

Site design will commence after agreements have been established. Civil engineering, landscape design and any other architectural or environmental plans should correspond with the scope, use and layout of the adopted master site plan drawing.

### **1.4 DNR Lease (Short-Term)**

The Pier, its location and tidelands are under lease to the City of Port Angeles by the Washington State Department of Natural Resources. A new lease will need to be in place before submittal of a Joint Aquatic Resource



Permit (JARPA) Application. A JARPA is used to streamline aquatic and environmental permitting requirements of local, state, and federal agencies.

### **1.5 Facility Design (MLS / OCDC) (Short-Term)**

Once a final Master Plan has been approved by all relevant parties, the joint visitor center of Feiro Marine Life Center and Olympic Coast Discovery Center may proceed. It is expected that the building footprint, massing, appurtenances and other features will implement the Master Plan vision.

### **2.1 Construction Cost Estimating (Mid-Term)**

Preliminary site work cost estimates have been provided for three of the alternatives. However, this does not account for construction of an expanded (or new) joint visitor center. Detailed cost estimating will support decision making and scheduling of construction phases.

### **2.2 Permitting (Mid-Term)**

As previously noted, a variety of regulatory agencies will be consulted throughout the project timeline. Early and continual coordination and communication is advised. This will mitigate any conflicts with interpretations associated with either permit or construction requirements. It will also assist in sequencing of permits and inspections.

### **3.1,2,3 Phase(s) I, II, III Construction (Long-Term)**

Construction begins after prior described approvals, permitting and designs have been completed. The Marine Discover Center, the City, and the Port Angeles community should celebrate the fruition of tireless effort, energy and commitment by so many to bring the project thus far.



*(Image source: Studio Cascade, Inc.)*

## Strategic Action Plan

Table 5.1

#	Action	<i>Responsible/ Lead Party</i>			Timing
		City	Feiro	NOAA	
1.1	Master Plan Adoption	X			Short
1.2	Interlocal Agreements	X	X	X	Short
1.3	Site Design (Civil Engineering for Pier & Park)	X			Short
1.4	DNR Lease	X			Short
1.5	Facility Design (MLS/ OCDC)	X	X	X	Short
2.1	Construction Cost Estimating	X	X		Med
2.2	Permitting	X	X		Med
3.1	Phase I Construction	X	X		Long
3.2	Phase II Construction	X	X		Long
3.3	Phase III Construction	X	X		Long



# **Appendix A**

## Public Comments



## Chip Drop Comments

The following is a transcription of the comments provided on Post-It notes accompanying the Chip Drop exercise.

### A- Lincoln/ Railroad intersection

- Right of way to Rayonier site must be maintained and improved.
- Roundabout would not fit in Lincoln/Railroad intersection.
- Traffic circles seem to create more problems then they solve. Leave the space open.
- Circle would be very difficult for larger trailers, etc. to get through on the way to the coho.
- Traffic circles are great — Please include. They help the traffic flow and look nice.
- Roundabouts don't help visibility —you're turning and looking where you're going. Still i like it. Pull back all the signage, trees anyway. — open it up.
- "Our jewel on the pier" expand and enhance with sculpture.
- Traffic calming islands are great but "circles" can be problematic
- Tight space to fit roundabout but confusing as it is! So, roundabout good idea.
- Don't make a roundabout as people drive very fast around them and pedestrian safety could be a problem. A redesign would be welcoming.
- Need to maintain ability to park for access.
- Traffic circles work well and solve problems.
- Roundabout would be amazing, but land would be swapped for the correct circumference for large vehicles. Sidewalks / Red Crossings could be difficult.
- Boo! To traffic circle, takes too much space.
- No. Not clear what problem this solves
- Not needed- waste of limited money.

### B- Feiro/ NOAA

- Look at moving. Feiro to landing. With NOAA.
- Feiro should move to landing mall.
- Nooooo... Not landing mall!! That's were things go to die.
- Both Feiro and NOAA Discovery center need better signature on road to let people know it's here. Also brochures in ferries.
- The business community should have a say in anything that happens on the waterfront.
- Feiro and NOAA Discovery center together would be good but Fiero should be the prime consideration. NOAA should only join if there's plenty of space



- More Feiro!! Make it more visible — ass attractive and coordinated signage in stainless or aluminum.
- Feiro on the pier is ideal — Landing footing can't support weight of FMCC - Traffic circle is a great idea.
- The business community should have a large say in any thing that happens on the waterfront.
- The Feiro needs a new building. Sometimes it can get really cold in there. I love where it is, though so please don't move it.
- A new enlarged marine life center will draw increased tourists to P.A., generating revenue for our community.
- The Feiro MLC is universally positive experience for both out of town as well as local visitors.
- Combination of Feiro NOAA in a larger facility would be excellent. A more visible presence would bring more visitors and be able to accommodate larger groups.
- Feiro and NOAA need a large and welcoming entrance sign. Visibility!
- How about moving Feiro to the landing and making the Feiro building a conversation type center.
- Feiro and NOAA should combine forces and make sure a marine center is visible and accessible.
- An integrated marine center is key on the pier. More displays! Bigger center! More hands on learning!!
- Yes to Feiro expansion. Let's polish this gem!!
- Feiro and NOAA combined marine science center/ aquarium could be a standalone attraction drawing visitors to PA. Keeping visitors to Olympic Nat'l Park in town an extra day (i.e. Monterey Bay Aquarium)
- We need to go BIGGER with the Marine Life Center- we need a central waterfront attraction

## C- Olympic Discovery Trail

- Leave trail.
- Signage needed to explain trail, direct people to the trail.
- I support the trails as it is or with expense on through cultural areas. No parking, refined.
- Need good bikes racks on pier hear trail entrance.
- This trail is a huge asset to our town — making the entrance at the pier beautiful is key!!
- The entry point is important for many activities — would be nice to have some sort of structure for starting point, relaxing after maybe with coffee or snack shop
- Trail connection to ONP HQ not likely used by pedestrians. Existing trail high priority not to be impacted by new development.
- Expansion needs to include the Francis entry and out to Rainier-grounds.
- Animal habitat sanctuary in old Rainier site.
- Would love a kiosk? sign at the trailhead with map and ODT info.



- I love Discovery trail, don't mess it up.
- Parking at this point is important.
- Thruway from neighborhoods to ODT (North ↔ South) safe, accessible along Peabody Valley? for bikes, peds.
- Work with ODT to update mile markers from Hollywood Beach east.
- Parking here other than handicap and bus lanes is a HUGE waste of our resource! Plenty of parking in town.
- Keep it as park for all- no loops of parking especially for handicap and seniors.

## D- Parking

- Too much parking already exists — use land better.
- More packing for trail users for trail users is illogical. They're walking, running, or biking.
- Need the parking for access.
- Parking is a must! There is not enough now for events.
- Enough parking in neighborhoods — 3 hr. limit could be a problem.
- Too much parking could be converted to pavement. and people spaces. Festival — Events convert to play area.
- Only necessary for Ferry Coho traffic Don't oversell here at peer-ended at Hwy 10 to redirect visitors to waterfront.
- Trail access and parking or biking.
- Less car parking on pier to encourage more foot traffic through downtown.
- Need parking For trail users, too! Don't cut it back — perhaps reconfigure if necessary.
- Despite the hue and cry from the Discovery Trail Bus assn — get rid of parking — the space is too valuable for parking.
- Reduced parking ok — work on comprehensive parking plan to downtown!
- Short term parking for kayak family drop offs, but plenty of parking downtown... just walk.
- No reduction in parking for Pier.
- Parking is always important if you really want to bring people into the area. keep it and add more if possible — especially free.
- Keep the existing parking to keep it close and definitely it should be free parking.
- There is plenty of Parking with in a block or two. Seems a waste to allocate waterfront for blacktop. People can walk!
- Better signage for Feiro volunteer parking. Many non-volunteers take available spaces as they can't see the single sign on the south end.
- Keep parking same but add loading unloading area.



## E- Performance Venue

- Keep the bandstand- cosmetics need work, it's gonna be windy on the water.
- The too cold season have never attended the venues at night. So getting the band stand away from the water would be good.
- Need some sort of windbreak here. Better yet, more concerts to new waterfront park.
- More concert venue too exposed and windy. Expand marine science center and make it open to water.
- Make concert audience area more conducive to large crowds water for drinking electrical Wi-Fi.
- Move concerts to the new park on the waterfront. I second this recommendation. This is low priority for pier. I agree and it's too windy.
- Move the performance area to the new park and pergola
- Move most concerts to Westpark.
- Poor place for concerts cold and windy Build a proper concert space at West End Park Concerts are nice but cold (windy). Either fix that issue on city pier, or move the concert venue to West End Park and address the wind there.
- I like the idea of moving the bandstand to Oak street. Perhaps out of the wind little more.
- Concerts are a great community asset so a concert is important.
- Please consider sun location currently we look into the sun at time of concerts.

## F- Play Equipment

- Play area more expansive for age groups — Best example \* Port Bremerton's Waterfront play area in Port Orchard. Waterfront Sinclair Inlet.
- Current play set is used a lot. Retain and expand. Add structures for adults. This area is a command meet up for runners.
- My kids like to have a play area here. We use it before/after every visit to the trail, pier, Feiro — Even after dining in the area. Keep it but upgrade \* marine/ nautical theme.
- Expand play-ground and add exercise stations.
- Play equipment is highly needed for families with kids I think we should have a water playground downtown. when it's hot, we don't have anywhere outside to chill off.
- Make play equipment marine life themes and integrate with other displays near marine center.
- Maybe a modest exercise station? give cross fitters more to do.
- Keep the Boat!
- Play equipment is necessary for family enjoyment to boat needs to go keep the theme nautical
- Do not eliminate this please.
- Expand vision for all of community- it is city park.



## G- Cruise Terminal

- No cruise ships at town pier – here for smaller craft – have some sort of managed welcome for visitors who come by water
- Ability for cruise shops to use pier would be a great benefit
- If you want cruise ships make it a bid deal for visitors getting off – welcome them, have a band, etc.
- Better access for cruise ships to dock closer to downtown
- Love the little cruise ships by making the pier to accommodate large cruise ships will take away the community feel of the pier. How about the Rayonier docks, instead?
- Not enough room for terminal. Would detract from local community site.
- Work with the Port to expand Terminal 1 to accommodate large cruise ships.
- No big cruise ships – Pandora’s Box.
- Help to bring more walk-in business to downtown retail
- It would be great if it could accommodate more and larger vessels to bring in more visitors.
- Cruise terminal needs its own environmental assessment. Too much like the gorilla in the room
- Cruise ships could anchor and use boats to transport passengers to city pier. They do it in Cabo San Lucas
- Would prefer more small boat moorage and pier than cruise ships.
- And make an industrial park by pier 1 so people can also enjoy the waterfront, and the walk from the cruise ship isn’t so treacherous.

## H- Hollywood Beach

- As a disabled person I have long resented programs that block the only entry to Hollywood Beach. Please fix this.
- Integrate a large new Feiro Marine building with hands on beach displays
- Clean up and tie in with marine center. Kayak rentals?
- Clean up beach area.
- Ensure clean water, clean sand year-round access to water
- Make the beach truly attractive and user friendly. Bike – SUP – kayak rental
- Rename beach, please!
- Hollywood Beach provides nice backdrop – and educational opportunity
- Make it at least a little bit attractive! Manage it the beach better.
- Yes! Honor the Klallam name!



- Enhance. Rename
- Rename beach to Klallam name
- Honor our cultural heritage.
- Bring back floating docks.
- Honor the history of the S’Klallam tribe. Their use, the meaning of “Hollywood”, tribal camps etc.

## I- Tower/ metalwork

- Binoculars and interpretive panels (birds, coast guard, first nations history) to make tower experience richer.
- Lights are a good idea. Perhaps we could use the surrounding dock area as another concert venue.
- Oh please if you are going to have more art make it recognizable and pretty get rid of the rusty bodies, ugh! Would visitors we are crude for this.
- Some have viewed the tower as a “Prison tower.” Anything to enhance its appearance would help. and add color to it.
- Better interpretive use of tower. Update “ship design” signage. Add outline of Olympics (from that viewpoint) that identifies mountains, etc. Whole area could benefit from more interpretive signage.
- Replace railing with stainless or aluminum. or fight and lose to rust forever. Add a tourist telescope and modest lighting @ tower.
- Some kind of binoculars in the tower would be nice. Maybe even a revenue source.
- Tower could go away and not be missed. Please check stability and its effect on the pier.
- Giant eagles nest on top of tower with two eagles.
- Nice feature — should receive more maintenance and energy.
- Lets bring back the floating piers. They were great for educational programs @ Feiro and get people closer to the water.
- Turn tower into enclosed coffee-house with nook for observation. people could have a dry warm place in winter.
- It’s pretty ugly- do we need a tower? The town pier has great potential, but it needs to be managed with services and staff on site.
- Remodel- enhance. Fabulously awesome landmark.
- Leave it as is. It doesn’t need to be lighted. Money can be better spent elsewhere.
- Expand and enhance water/ marine use- expand past

## J- Other



- Bring back the docks but there must be some type of wave abandonment. More ships would be nice.
- Docks are essential!
- Move Feiro to inside Landing. City to own Landing Restaurant and offices upstairs to remain.
- Bring back the docks and keep the season longer.
- Transient moorage/docks are a good idea. We need them back.
- Floating pontoons to meet recreation needs of Boaters — kayakers —Rowers.
- Kayak launch at Hollywood Beach.
- If public art is included then make it art that is colorful —Not rusty artwork.
- More kiosks or signage to tell people along the waterfront what we have in downtown (like the one on first and Laurel) with walking distances.
- Access for smaller water craft. More picnic tables.
- Restaurant/cafe where people can watch and enjoy waterfront activity from pier.
- People living J. downtown (3-400) Tax base we need. Would living Yachts from canals with Marina.
- A market plaza with “local” public art would be attractive. The murals are unique and also help to point out the history of the town and area. Keep these and expand.
- Have kiosks i.e. the river Seine in Paris is lined with storage and kiosks for vendors doing along the river. This should be available on the pier in Port Angeles.
- Destination marine walkable concrete pontoons. Support all marine services small resident condos on trail with 180 degree view.
- Rebuild Lincoln to Vine
- Retired ship, Navy or coast guard to tour.
- The floating piers were far more heavily used than most people realize and the PA is open to the idea of participating in their reinstatement.
- More public art.
- Incorporate Klallam history, culture, art, language. Architecture could reflect Klallam aesthetic.
- Market plazas for PAFM and other festivals
- Install docks for boat access and transient boat moorage. Need water surface access via floating docks.
- Market plaza and expand public art events integrating all communities and populations- celebrating diversity of culture.
- Floating piers kayak launch
- Moorage floats a must.

## Graffiti Wall



- Expand/rebuild the Feiro Marine Science Center
- [It is] important to combine [FMLC] with discovery center
- Make sure public docks finally get put in and remain part of the plan
- Art! Art! Art! The old art walk was great and our cranes and Octopus help folks remember us
- Yacht world shows Navy Barge – 3 stories tall – full kitchen – All open space – 250k – cheap on the Pier space for Marine Center
- Add Tribal/culture info
- Water sport activity – paddle boats, etc!!
- Have a graffiti wall down town. Anyone could paint it. It will reduce illegal graffiti
- Promote artist's work. Seek out fine craftsmanship






# City Pier: Exploration of Options

## Questionnaire Results

The following is an indication of how many people voted for whether they liked, sort of liked, or didn't like a scenario and comments that were made about that scenario.

### A. Light Touch

		
9	6	17




#### Thoughts:

- Not much of an improvement
- Railings fixed. Use old wood
- More needed
- So many missed opportunities
- Where does the discovery trail fit?
- Would prefer a bigger change and upgrade downtown- but if funding is an issue- this should not meet the bare min.
- More recreational activity, better access for smaller water crafts
- Restore floating docks
- Like cultural enhancement but not a fan of the traffic flow
- Useless- waste of money
- Ok, but we need better bike racks near the waterfront trial
- Need more than this
- Adequate parking is an integrated necessity for the pier and its add-ons
- Increase the fishing and crabbing potential of the area (harbor water quality and structure for marine creatures)
- Parking is a must for all events traffic flow on both Railroad and Lincoln with traffic in both directions should continue and not be restricted.
- Keep the parking!!
- Feiro has outgrown this space and most visitors never find NOAA's Discovery Center
- Facility needs to have mixed attractions and warm, enclosed areas
- Why bother?
- Should be done first. Semi-truck routing to Oak instead.




- Do what you can do- Make Feiro less shady, more light. I prefer the Jefferson Co Marine Center and would like the tanks be more open. Keep concert area!
- No action

## B. WITP Today




		
3	2	30

### Thoughts:

- Really opposed to removing Feiro
- May be ok depending on where Feiro's relocated to
- Relocate Feiro where? What Peabody access?
- Feiro would be taken away from the beach – no good
- Light tower, beach upgrade. No need market space. Keep building on pier. No expanded parking
- Not in favor of moving Feiro really far from the water
- It's shortsighted to remove the marine center- the crown jewel of our waterfront
- Feiro relocating to landing with NOAA seems ideal; more recreational activity
- Feiro is a huge asset to city pier with its proximity to Hollywood
- Dumb
- Feiro goes where? We would be displacing a vital community education and outreach center in exchange for a market plaza. I don't think this should be out priority.
-  No Feiro? Keep Feiro!
- Feiro needs to be next to water for system demands
- Plaza expanse may look good but is unnecessary to actually enjoying the pier
- No parking/ no go!
- Bus, little train servicing whole waterfront area
- No to moving Feiro!
- Like this, EXCEPT parking lot should be kept at current capacity. Feiro can move Landing Mall
- Expansion is important
- Too much expectations that distract from the downtown market-place, don't like the market area- keep as a park/ recreation/ outdoor education area

- I like the roundabout
- No
- Market plaza exists and transit center
- Pier still my first choice

### C. Building Consolidation

		
9	13	8




#### Thoughts:

- Performance area should be moved to West End Park- Like expanded Feiro
- Band shell needs to be completely re-done – it's only used in summer when it's foggy, cold, windy
- No, bandshell should be moved to West Park
- A good compromise, but we should consider moving concerts to West End Park
- If 2 stories build down more recreational activity. Transpiration structure
- More with less?
- So Feiro and NOAA combined, but the same footprint is maintained? This won't work as both buildings are cramped as is.
- Ok- would prefer less car parking. More bike parking
- Need new pier railings
- Please- no reduction of parking (which would negatively impact trail users and playground users)
- Don't forget adequate and clean restrooms
- Enhanced parking? More available parking?
- Band shell and FMLC don't seem like compatible uses. Move concert venue to Oak Street
- Please don't waste this valuable property with parking! The downtown has plenty of unused parking areas!
- Pier features should large number of people continuously- Feiro does not do that. Keep Feiro on waterfront, but not access to pier
- Big events, Now too cold and damp
- Can't NOAA be in the Landing Mall, fill this space in the bottom floor with offices. NOAA represents dead space to the public area
- Stage incorporation and building edge of pier are both attractive



- But I don't really think we need the parking
- Consolidation good idea
- Too minimal

#### D. Expanded Feiro/ NOAA




		
17	9	7

##### Thoughts:

- Like removing performance center- would eliminate Market Plaza- support existing merchants
- Get rid of parking completely it's a waste of PRIME space- but the "old guard" (Downtown Bus Assn) will have a fit
- How can you remove bandshell and also integrate it? Very confusing
- Needs to be bigger
- No change in parking. No market
- Trees!
- Need to establish FMCC as a leader in educational outreach
- Removing the bandshell to a fully different location makes sense
- Min. visual impact, needs the play park. Transparent structure for all new structure ideas
- Would Feiro/NOAA be expanded by a second story?
- Expanded how?
- Ok- but we need more bike parking
- Like most of this. Don't need market plaza, plenty of other places for markets. Feiro is open year-round and provides best use
- However, concerts can be moved to The Gateway
- I want an expanded marine education center- learning and exploration is a must! Family space and welcoming visitors is critical
- 2nd best option
- Gotta have NOAA
- Expanded Feiro, not NOAA staff NOAA expands into Landing to waterfront office space
- Stage incorporation and building at edge of pier are both attractive

- More feasible. Add culture/ history/ industry
- Ok
- Great to consolidate NOAA/ Feiro
- My first choice- give this a close look and cost out

### E. Iconic Discovery Center

		
32	3	3

#### Thoughts:




- Move Beach expansion north along east side of property
- Get rid of parking- let NOAA Disc. Ctr. Relocate to ground floor of landing mall
- Add store, rent out Kayaks
- Waterfront Development and enhancement overall vital to community vitality and attractiveness of city
- Yes! Expand Feiro and NOAA together. It makes sense! I'd move performance to West Park
- No reduced parking
- Love bikes and music
- Bigger marine life center
- We need a waterfront educational/ aquarium. Bigger and better
- My favorite choice
- With beach improvements need CSO problem fully addressed for public safety
- Like location of Feiro- more visible to visitors. Like expanded park area.
- Expand Feiro in combo with NOAA would give us a center to be proud of- building to the side lends to visual appeal
- Min visual impact, needs playpark
- Any option needs a new facility for Feiro allowing them to grow. Also the pier needs to be improved or transferred to the port to manage
- Instead of maximizing open pier space, let's put in some floating docks.
- I don't see an option for an expanded NOAA/ Feiro center that doesn't give up parking but do we really need a performance area when there's one just west on the waterfront





- Favorite configuration. Traffic flow feels logical. Prefer much less parking on pier. Sightlines to water are better
- My best choice
- Like the integrated beach/ creek approach, but not the cutback in parking
- Strongly support this option. We have so much more to offer
- Expand play area inside
- Make Feiro a centerpiece! Remove much parking!
- Depends on look
- Improve Peabody Creek, improve beach access. Bring people downtown by Shuttle, reduce parking- make space for festivals, concerts...
- Building on west edge- probably less attractive
- Connect with bridge
- Good idea
- Both worth a closer look, interesting concept, trying combining these 2 (E and F) into one bubble diagram and cost out

#### F. Bridging Peabody

		
19	9	8

#### Thoughts:

- Would be difficult to get approval to “bridge” Peabody Creek. Love visual effect of building a park/ pier expanse
- Get rid of parking- let NOAA Disc. Ctr. Relocate to ground floor of landing mall
- Not to harm habitat. Decrease panhandling
- No parking should not be reduced unfortunately. Do it more reduced in F than E? I want the biggest building options as a combo of Feiro and NOAA
- Max open space. No landing mall connect. No reduced parking
- Concert venue is cool
- Bike safety and access from neighborhoods- a Peabody trail? Frances street bike lanes?
- More sidewalks around the college

- 2nd choice. Expanded shoreline is intriguing. Like location of Feiro but am concerned about blocking harbor view from Lincoln St. Relocation of concerts is fine if people will be protected from wind.
- Westend park for Bandshell makes the most sense- love the sightlines on this issue
- Needs play park
- Like the concept of connecting the pier to the landing mall
- Can we afford it? Looks high impact. The discovery trail is one of the best things on the peninsula, if it's affected it needs to be an improvement. If there's a plaza, I want a fish market!
- Could "Peabody Bridge" accommodate existing water fowl?
- Waterway between pier and landing mall attracts many shorebirds, waterfowl, and migrating rarities that attract birds from Seattle and beyond.
- Doesn't offer much
- Again, reducing parking is shooting yourself in the foot!
- Direct connection to the landing mall encourages people to park in the mall parking lot hurting the businesses in the mall.
- Would be great, but probably unrealistic for our resources
- Not enough element protection at west end park- for concerts on the pier
- Gotta have shorebird habitat
- Goes too far to make a visual impact
- Nice idea but impinges on a salmon stream
- Cultural enhancements, single story structures only consideration for sports enthusiasts
- Add diving opportunities, rent canoes, kayaks, paddle boards, add culture info, and comm. Fire place
- Too expensive
- Good idea to span creek. Nothing (habitat, view) lost from this. Shore components not clear but public access to rock not high priority
- Both worth a closer look, interesting concept, trying combining these 2 (E and F) into one bubble diagram and cost out
- This seems like the best option... If we're going to do it, let's do it!! Only concern is reduced parking. Can Landing help with this?

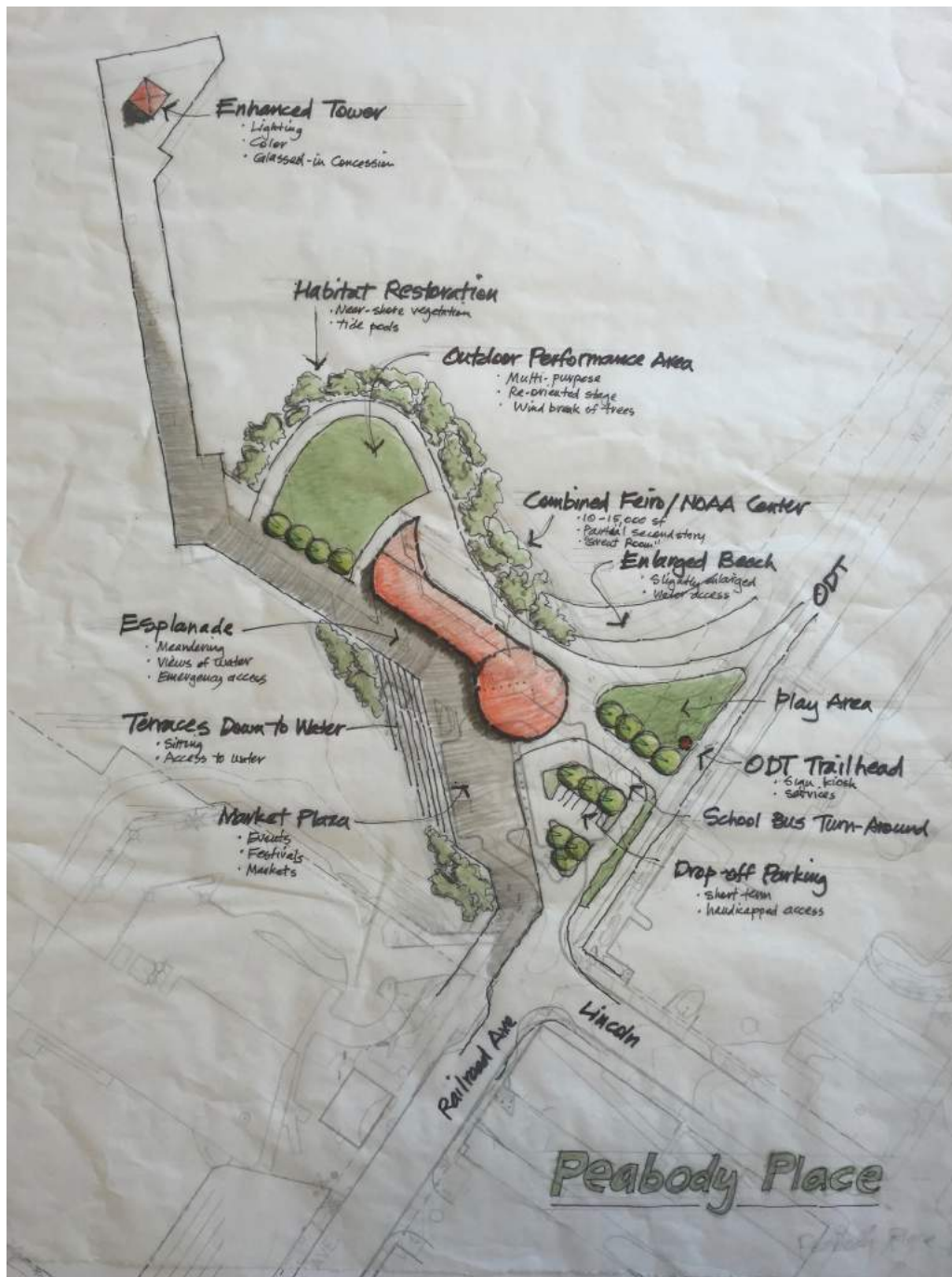


# **Appendix B**

## Final Site Layout Designs

## Peabody Place

Emphasizes a continuation of a market plaza along the edge of Peabody Creek



## Klallam Cove

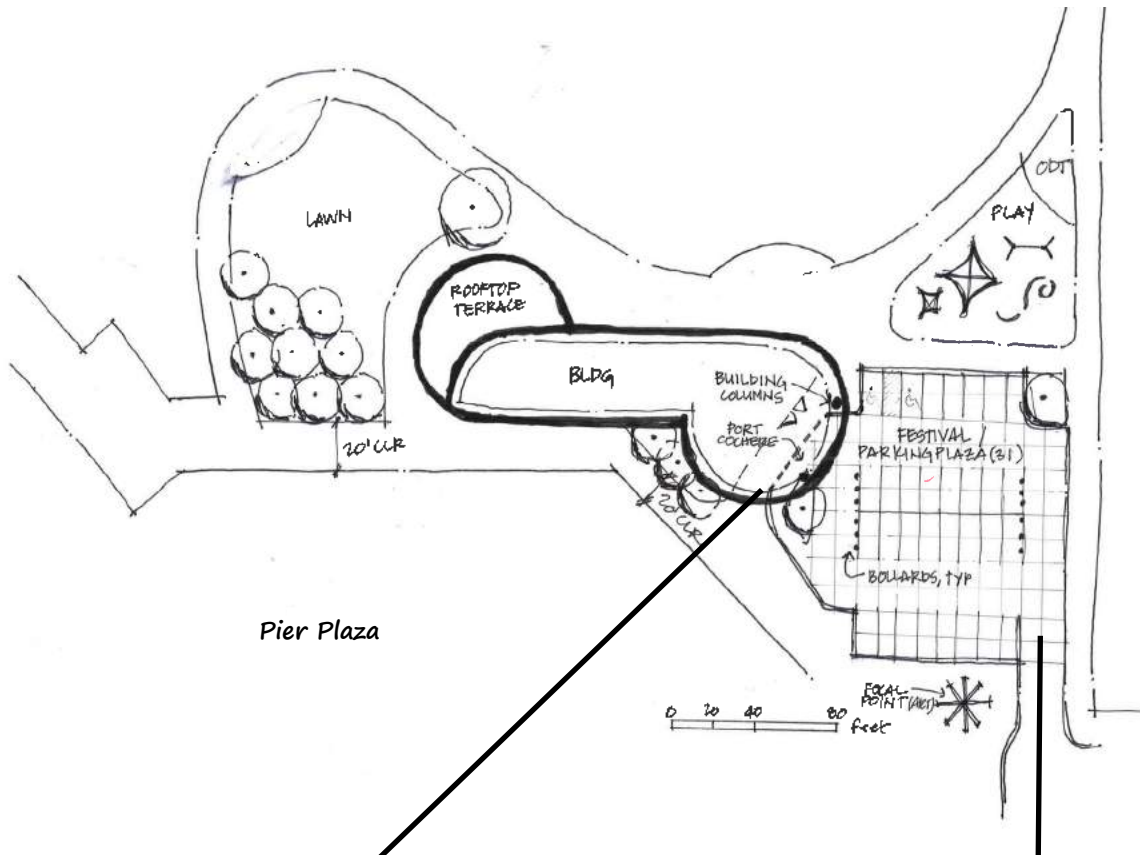
Emphasizes the visual prominence of a new Marine  
Discovery Center





## Pier Plaza

*Incorporates a revised multi-purpose entrance surface and a second story porte cochere architectural structure*



December 28, 2016

#### Addendum – City Pier Master Plan

Additional public statements were received after the closeout of Feiro Marine Life Center's contract with Studio Cascade.

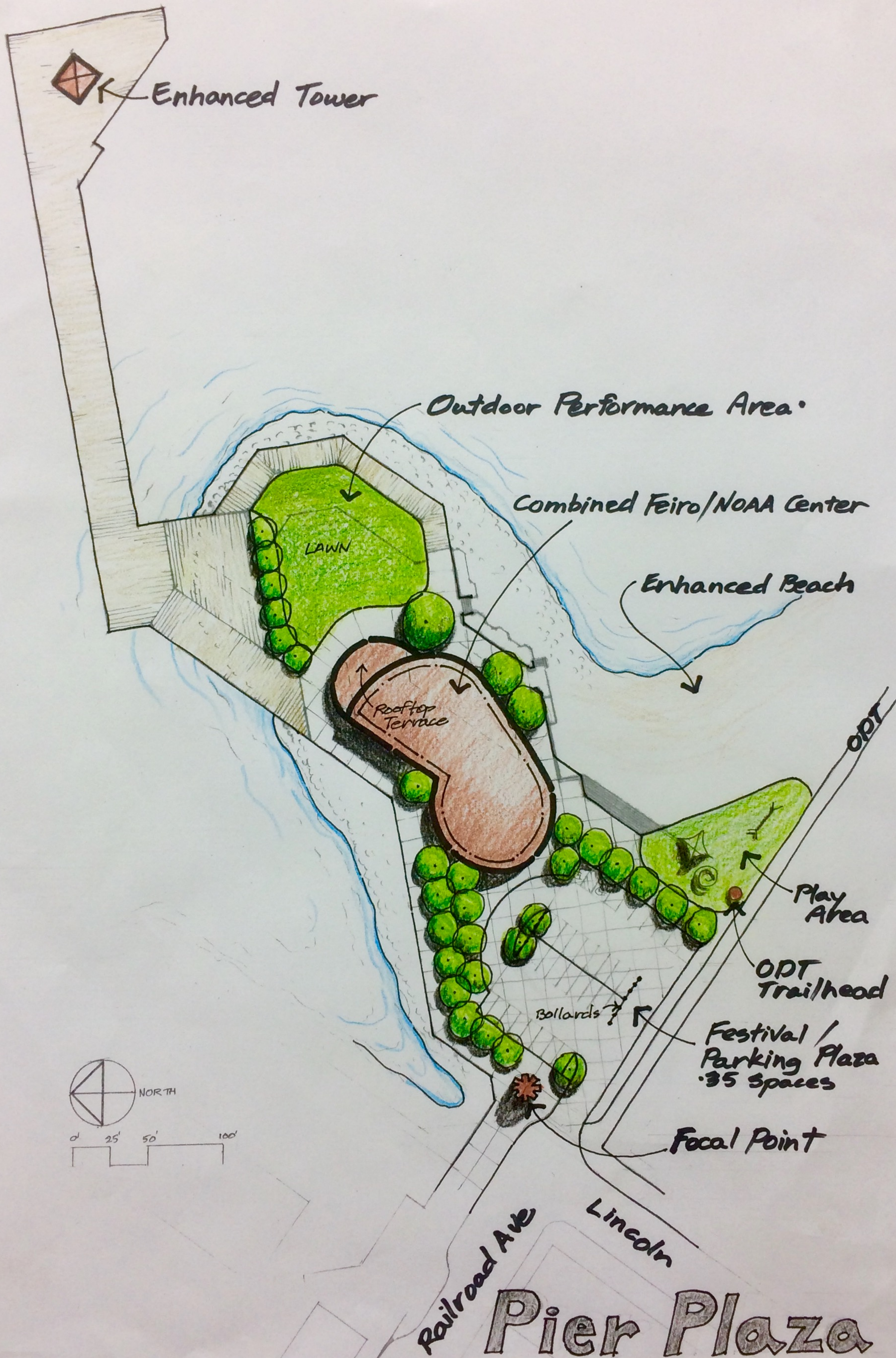
1) Specifically, several individual community members representing business groups indicated that they would not support any plan that had a net loss of parking spaces. Currently, the parking lot at City Pier has 35 spaces. The Pier Plaza design option (created by Studio Cascade in response to the public input received during the online survey) included 31 parking spaces. However, the design was over-sized according to the Low Impact Development standards adopted by the city in 2010. Jack Galloway, a Port Angeles-based specialist in landscape and project design, was able to use the LID standards to re-design the parking lot to achieve no net loss of parking spaces.

2) Further discussion during the City's 2017 budget process resulted in a scaled-back approach to the overall cost of the design that recognizes the City Council priority setting process. Council priorities and available funding suggest the light touch approach for City Pier Park improvements. Certain areas (railing and planking) that had been removed from the north side of the park during the public open houses were reinstated.

3) Combined with public feedback received concerning the design of the north end of the park and suitability for future use, Port Angeles landscape architect Jack Galloway also redrew the north end of the pier park to return the planking and open up the plaza for a wider variety of uses.

The revised Pier Plaza design, colorized to match the Klallam Cove and Peabody Place designs, is appended in this Addendum.





Enhanced Tower

Outdoor Performance Area

Combined Feiro/NOAA Center

Enhanced Beach

Rooftop Terrace

Play Area

OPT Trailhead

Festival /  
Parking Plaza  
35 Spaces

Focal Point

Railroad Ave

Lincoln

Pier Plaza

