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Sponsored By
City of Anacortes
Mayor Dean Maxwell

Port of Anacortes
Robert Elsner, Interim Executive Director

Anacortes Farmers Market
Barbara Atterberry, Chairman

Depot Arts Center
Maria Petrish, Board of Directors President

Prepared By
Depot Master Plan Committee
Garry Cline, City of Anacortes Museum
Marius Hibbard, Depot Arts Center
Scott Larsen, City of Anacortes
Maria Petrish, Depot Arts Center
Kathy Pittis, Port of Anacortes
Cynthia Richardson, City Council
Gary Robinson, City of Anacortes
Gloria Shelton, Farmers Market
Brian Wetcher, ATR

Project Manager
Gary Robinson, Parks Director

MAKERS architecture & urban design
Julie Bassuk, AICP
Yoshi Ikeda

Nakano Associates
Kenichi Nakano, FASLA

Civic Participants
Ross O. Barnes
Richard Bergner
Terry Brady
Tony Bull
Dennis Caughran
Ghalia Caughran
Pat Doran
Ann Dursch
Chuck Edison
Eric Erickson
Marc Estvold
Kathleen Faulkner
Lyndon Greene
Martha Hall
Shawn Hickox
Marcia Hunt
Rita James
Deborah Martin
Carol Miner
Bill Mitchell
Francis A. Orr
Tracy Powell
Bertis Rasco
Jeanette Redmond
Tasker K. Robinette
J. B. Sarits
Eric Shjarback
Silja Shjarback
Czesia Smith
Katie Smith
Charles Stavig
A. Thompson
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Figure 1. Context map.
Background

The Anacortes Depot Site is approximately 5.75 acres, generally triangular-shaped, and located two blocks east of downtown Anacortes. It is bordered to the south and southeast by the Cap Sante Boat Haven marina, to the northeast by the City of Anacortes wastewater treatment facility, and to the north and northwest by the Dakota Creek Industries shipyard.

The site houses a number of important civic, historic and natural attractions, including:

- **An arts center located in a historic train depot.** The Depot is currently listed on the National Register of Historic Places. In addition to showcasing art exhibits, the Depot also hosts classes, private events, and community activities.

- **The W.T. Preston Snagboat Museum and Snagboat Heritage Center.** The W.T. Preston was the last large active sternwheeler in the Puget Sound and descendent of a long line of snagboats that cruised the Puget Sound and its tributary rivers, clearing the waterways of navigational hazards. The W.T. Preston and Snagboat Heritage Center are operated and maintained by the City of Anacortes Museum.

- **A seasonal Farmers Market,** which meets rain or shine 22 weeks per year, from the 3rd Saturday in May to the 2nd Saturday in October, from 9 am to 2 pm. The number of vendors varies from 20 to 30 per week and is expected to continue to grow over time.
Figure 5. Aerial photograph of existing site looking west.

Figure 6. Existing uses.
• The Altair-Americus Memorial, dedicated to remembering the loss of both the Altair and Americus crab boats in the Bering Sea in 1983, an accident that claimed the lives of 14.

Figure 7. Altair-Americus Memorial.

• A train house, formerly home to the Tommy Thompson narrow-gauge train. This facility is not currently in use.

• A boxcar, currently used for Farmers Market and Depot equipment storage.

Figure 8. Train house and boxcar.

• Two wetlands on the northeast portion of the site, separated by an abandoned rail grade.

Figure 9. Wetland area.

• A grove of madrona trees located on the eastern portion of the site.

Figure 10. Madrona grove.

Property Ownership

The site is currently owned by both the Port and City of Anacortes. The Depot Arts Center leases a portion of the site from the City. The Port is currently working with the City to transfer their ownership of areas outside the area leased and maintained to Dakota Creek Industries (DCI) to the City. The Port will retain ownership of the areas leased and maintained by DCI.
Project Purpose

The project site is a tremendously valuable community asset offering educational, enjoyment, relaxation, and gathering opportunities for residents and visitors alike. This Master Plan explores opportunities to guide the site’s future development in a way that will enhance these multiple functions and best support its community. Specific goals of the planning process were to:

- Build the plan around input from the onsite users and the community
- Balance stakeholder and community interests and explore ways to promote efficient use of the site.
- Build on the site’s natural features
- Improve connections within the site as well as to downtown and the waterfront

Functional Issues

In addition to meeting the stated goals, the planning process should address a number of functional needs expressed by the site’s current users. These include a need for:

- **Storage**, supporting both the Farmers Market and Depot Arts Center.
- **Utilities**, including availability of water and electric service to support the Farmers Market. An outdoor wash station would also be an asset for market stalls.
- **Additional restrooms**, for use during the Farmers Market and other community events, located on the north portion of the site.
- **Additional parking**, to meet the Snagboat Heritage Center’s requirement (per their City permits) for three to four additional on-site parking spaces, and to address event parking demand during the peak season.
**Project Process**

The Depot Master Plan was developed over a six month period beginning in January 2006 by a consultant team under the guidance of community members and the Depot Master Plan Committee.

The Plan was developed in three phases. The first phase included a review of existing conditions, opportunities and constraints, and concluded with the identification of a basic framework and alternative design ideas. In the second phase, a preferred concept and implementation strategy was developed. In the final phase, the preferred concept was transformed into this final Master Plan.

The team held three public workshops during each phase of work to guide the Plan’s development.

- **Workshop #1,** March 2, 2006. The purpose of this meeting was both to inform the community about the project and to gather ideas on ways the site could better serve the community. Feedback from this meeting established **design principles and visual preferences,** used to generate a basic framework plan and a number of design ideas for the site.

- **Workshop #2,** April 6, 2006. Participants evaluated and **prioritized site concepts and design ideas.** Feedback from this meeting was used to identify the preferred site plan components.

- **Workshop #3,** May 31, 2006. Participants evaluated the draft Depot Master Plan recommendations; this input was used in finalizing Master Plan recommendations.

![Figure 12. Small groups discuss their visual preferences.](image-url)

![Figure 13. Project and community involvement schedule.](image-url)
**Design Principles**

The following guiding principles for site design, listed below, were generated by Workshop #1 attendees through a site visioning exercise.

- **Protect and Enhance Natural Assets**
  - Protect and enhance the site’s natural assets, including the following:
    - Protection and enhancement of the madrona grove is top priority. Do not over-design, irrigate, or plant grass in this area.
    - Enhance the hydrology of the wetland.
    - Install native plants that will enhance wildlife habitat.
    - Remove invasive plants.

- **Draw Inspiration from Existing Uses**
  - Take cues from the site’s existing uses and let these features guide design choices, including types of landscaping, pathways, and architecture.

- **Address Functional Issues**
  - Address the site’s functional issues, including parking, utilities, storage and handicapped access.

- **Improve Connections**
  - Improve connections both to and within the site, including the following:
    - Enhance the connection to Rotary Park.
    - Enhance the connection to downtown on 6th and 7th Streets.
    - Add signage.
    - Enhance the pathway system.
    - Link the site to the Tommy Thompson Parkway.

- **Add Amenities**
  - Add amenities to the site, including the following:
    - Water feature
    - Signage
    - Plaza
    - Public art
    - Interpretive displays
    - A variety of seating areas, including benches, walls, logs and rocks
    - Kid’s play area
    - Passive performance space

![Figure 14. Idea for a water feature presented at Workshop 1.](image-url)
Figure 15. Samples Sketches Generated at Workshop 1 laid the foundation for the project’s Guiding Principles.
Visual Preferences

The following summarizes results from a visual preference survey exercise completed by participants in the first public workshop for the Anacortes Depot Master Plan on March 2, 2006. Participants rated a series of images from “1” to “5”, with “5” being the highest rating. The average rating for each image is recorded and included as Appendix A. In general, the visual preference survey results highlighted the following:

- **Landscaping**
  Natural landscaping is preferred, especially near the madrona grove and wetland areas. Formal landscape is appropriate around the buildings.

- **Pathways**
  Like landscaping, a variety of pathway types (boardwalk, asphalt, and gravel) are acceptable in certain portions of the site. Pavers are preferred around formal areas.

- **Activity Areas**
  Water feature and plaza areas are desired on the site, while open lawn areas are not desirable. Kid’s play areas and picnic shelters (if small) were moderately desired by workshop attendees.

- **Gateway**
  In general, gateway features are not desired; however, art installations on the site were a very popular idea.

- **Amphitheater and Architectural Style**
  If an amphitheater or performance space is incorporated in the site, a minimal structure or natural feel is desired. Historic railroad, traditional, or masonry architectural styles are appropriate for any new structures. Contemporary architecture was not felt to be appropriate for this location.

Figure 16. Photographs of pavers, plazas, and water features were among the most popular visual concepts for the site.
### Design Ideas

Based on the guiding principles and visual preferences established at Workshop #1, a basic framework and several design options were generated for Committee review and community discussion at the April 6, 2006 workshop. Basic framework ideas included ways to improve the natural areas, create flexible event space, and create linkages both within and to the site. Design options included ideas for special performance areas, to address functional issues, and to incorporate art and water features.

Workshop participants discussed and prioritized these ideas; this input has been compiled and included as Appendix B. The following summarizes the highest priority projects.

#### Highest Priority Projects

- Pathway around the madronas and wetland
- Wetland and madrona habitat enhancement
- Multi-use plaza (with utility hookups)
- Existing building(s) used for display areas and storage
- Parking along the west side of Market Street
- Art incorporated into streetscape improvements

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**Figure 17.** Participants at Workshop 2 prioritized a number of design ideas for the site. This input was used to create the Master Plan recommendations.
Figure 18. Master Plan concept.
Master Plan

The Master Plan is based on the guiding principles set by the Depot Master Plan Committee and Anacortes community in the spring of 2006. Both the plan’s concept and its design elements are discussed in greater detail in this chapter.

Concept

With its unique cultural, historic, and natural amenities—and its central location close to the downtown shopping district, Cap Sante Boat Haven marina, Rotary Park, and Tommy Thompson Parkway—the Depot Site is wonderfully positioned to enhance its value as a versatile community asset. To this end, the Plan Concept is designed to:

- **Enhance the ability of the site to support a variety of functions and uses.**
  A large, multi-purpose outdoor special event space (shown in orange in Figure 18) is the signature element in the Master Plan. This space supports the adjacent gallery areas (shown in light blue) and is designed to be used in conjunction with the indoor event venues within the Depot Museum and W.T. Preston Snagboat Heritage Center.

- **Preserve the site’s beautiful natural assets: the wetland and madrona grove.**
  Recommendations to protect and enhance these zones (shown in green in Figure 18) are important features of the Master Plan.

- **Improve internal circulation and connect the site to downtown and nearby trails and open space.**
  The Master Plan concept creates links to Rotary Park, the Tommy Thompson Parkway, the Cap Sante Boat Haven esplanade, and downtown Anacortes.

- **Create a cohesive image and improve entrances and visual cues.**
  The Master Plan concept improves the look and function of the site’s two primary entrance areas, at the southern tip and 7th Street.

- **Preserve views of the water.**
  The southeastern area of the property is left open to preserve views of the water. If desired, this area could be programmed in the future in conjunction with the development of the Port’s adjacent North Basin site.

- **Address functional needs of site users.**
  The concept envisions a multi-purpose facility, to be located in the north end of the plaza, that addresses multiple functional needs, including storage and additional display. A new building at this location could include public restrooms / market wash station as well as additional gallery and display space.
Figure 19. Master Plan design elements.
Design Elements

Recommendations for the site are divided into the four sub-areas below and described on the pages that follow.

- Flexible Event Space
- Natural Areas
- South End
- Linkages

The design elements section is followed by Overall Recommendations, a section addressing a variety of issues, including site management, site name, signage, site furnishings, and kids' play elements.

Cost estimates and recommendations for project phasing are included at the end of this section.

Figure 20. Master Plan recommendations illustrated for the site’s southern half.  
(Please note: Improvements are not drawn to scale.)
Flexible Event Areas

During the planning process it became evident that, given the site’s multiple users, numerous structures and relatively constrained “people areas” along the western portion of the site, improvements to the site should:

- Be able to support multiple functions of a variety of size and character; function as a special events center.
  These could include an expanded Farmers Market or other market sales, performances, event receptions, community gatherings, etc.

- Tie disparate site areas and uses together.
  The site’s variety of users and buildings and its linear shape result in a general lack of a coordinated feel.

Plan recommendations to create flexible event areas are illustrated in Figure 21 below and described on the following pages.

Figure 21. Recommendations to create flexible event areas.
Create a multi-use plaza area.
This is an important Master Plan recommendation, as it will both serve multiple functions and tie disparate sites and uses together. The plaza will be designed to accommodate a variety of kinds and sizes of events. The plaza’s design features are listed below.

- The plaza paving will be a herringbone brick pattern, following design cues from the site’s historic function as a train depot. This pattern will coordinate with the existing plaza on the Depot’s west side.

![Figure 22. Herringbone brick pattern.](image)

- Electric and water hook-ups will be provided throughout the plaza to support the Farmers Market and other future events. The exact location for these hookups will be determined as the plaza is designed.

- The plaza will incorporate the existing wide-gauge rail east of the Depot into the plaza design. This feature complements the site’s historic context and provides an interesting plaza detail. The existing track could be incorporated or its design replicated in the new plaza. The track should be level with the plaza so as to not impair the area’s usability or present a hazard.

![Figure 23. Existing wide-gauge rail tracks east of the Depot.](image)

- Remove the raised grass bed and fill in the brick plaza west of the Depot. These improvements will enhance this area’s function as a calming relaxation area, taking advantage of the present sense of enclosure that is provided by the existing trees and Depot.

![Figure 24. Raised grass bed and brick plaza west of the Depot.](image)

- Include benches and a focal art piece or fountain aligned with the 7th Street entrance. This will add to the existing visual interest provided by the Depot mural at the 7th Street entrance.
Figure 25. The western plaza will provide seating and a focal art piece or fountain.

- Provide awnings on the Depot’s east side. Any additions or modifications to the Depot’s facade will need to meet the requirements of the Secretary of Interior standards for treatment of designated historic structures. If desired, consider designing a flexible canvas covering system for the plaza area east of the Depot. Pole settings could be built into the plaza to support canvas coverings, available for use individually or strung together for larger events.

Add appropriate landscaping features.

- Install landscaping at the north end of the plaza to visually buffer the large Dakota Creek Industries building to the north.
- Provide movable pots and planters to divide the plaza area. The pots and planters will visually break up the large plaza when it is not in use and could divide the area to accommodate multiple events. These features will serve to create a more intimate-feeling space for smaller activities.
- Coordinated with provision of storage (described below), provide moveable seats for flexible placement on the plaza area.
- Clean up and reseed the area between the plaza and the madronas.

Figure 26. Awnings and a flexible canvas covering system create multi-use event areas on the plaza.

Accommodate storage, display and other functional needs in the north portion of the site.

- In the near term, use the existing rail-shed as a display area (for machinery, Anacortes historical photographs or other appropriate collection) or for storage. Some repairs may be required; the condition of this facility was not evaluated as part of this effort. If used to display a collection, consider installing windows to allow viewing of the facility interior.

Figure 27. Existing rail shed located on north plaza area.
• When funding is available, build a multi-functional facility. This new facility will play a critical role on the site as it will address numerous needs, including:
  – Storage for the Farmers Market and Depot
  – Public restrooms
  – A market wash station
  – Additional gallery space

The size and programming of this facility is unknown at this time. However, the Master Plan includes a conceptual program to explore ideas and land allocation to accommodate a typical facility.

**Multi-Purpose Building**

<table>
<thead>
<tr>
<th>Facility</th>
<th>Area (sf)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Storage</td>
<td>1,000</td>
</tr>
<tr>
<td>Public restroom</td>
<td>750</td>
</tr>
<tr>
<td>Gallery area</td>
<td>1,000</td>
</tr>
<tr>
<td>Wash station</td>
<td>250</td>
</tr>
</tbody>
</table>

**Subtotal** 3,000 sf

*Figure 28. Sample program for a new, multi-use facility.*

Given its multiple functions, it is important that the planning and design of this facility be a cooperative effort involving all the site’s users.

The design character of a new building should coordinate with the existing buildings on the site. In particular, due to its future location on the north plaza, the building should take architectural cues from the Depot, without trying to replicate this facility of historic significance.

■ **Create a variety of performance and activity zones, including:**

  - A bandstand / stage area in the plaza’s northern end. This location would allow the boxcar or a new building to be used as a backdrop. An alternate or additional south end location is appropriate as well, positioned with the back of the Depot or side of the Snagboat Heritage Center as a backdrop.

  - An amphitheater at the northeastern corner of the plaza. Recessing the stepped seating area around the plaza will provide a unique and intimate performance setting. When the amphitheater is not in use, this seating is ideally located for use during the Farmers Market or other north plaza activities.

*Figure 29. Amphitheater and bandstand performance areas.*
Natural Areas

As noted earlier, the community identified protection and enhancement of the site’s natural features as an important guiding principle for plan development. Therefore, a description of the Master Plan begins with recommendations for improvement of the site’s natural areas. Plan recommendations addressing the site’s natural areas include the following:

- **Obtain expert services to create a wetland and madrona habitat enhancement program.** Services should address:
  - Enhancement and future sustainment of wetland hydrology.
  - Removal of invasive, non-native plants and vegetation infill around the wetland and madrona grove. Removal should be appropriately phased to protect wildlife habitat.
  - Installation of additional plantings to enhance wetland and madrona grove habitat.
  - Causes of stress on trees in the madrona grove.

- **Provide public access amenities to allow for enjoyment of the site’s natural resources.**
  - **Add a path** through and around the wetland and madrona grove. This pathway will be approximately 6-feet wide and located generally over the existing wide-gauge railway. The surface should be graded and compacted (if gravel) for wheelchair access. This pathway will help to keep most visitors on the trails, away from the sensitive wetland and madrona habitats, but allow enjoyment of these habitats from their perimeter. Pathway material will be determined as this project is designed; suggestions have included gravel, asphalt, and boardwalk materials.
  - **Install a resting platform,** about four feet by eight feet, to provide views of the wetland. This area will be located near the southeastern portion of the wetland and be particularly useful for wildlife viewing. A small, artistic interpretive display will highlight information about the site’s wetlands and the wildlife the area supports.

- **Obtain expert services to address site hydrology.**
  - Analyze the site’s hydrology and recommend a comprehensive approach to addressing stormwater collection and drainage on the site.

![Figure 30. Example path and interpretive signage.](image-url)
Figure 31. Recommendations for improvements to the site’s natural areas.

- Remove invasive, non-native plants; infill with plants appropriate for habitat.
- Enhance the wetland.
- Install a view platform and interpretive signage.
- Provide a pathway around the wetland and madrona grove; follow the railroad grade where possible.
- Enhance the madrona grove habitat.

Note: Improvements Not Drawn To Scale.
South End
The site’s south end lacks coordination with the rest of the site and does not provide an attractive or welcoming entrance to the property.

For the south end, recommendations are illustrated in Figure 32 below and described on the following pages.

Figure 32. Recommendations for the site’s south end.
Install an entrance plaza at the site’s southern tip.
A plaza at the southern tip will provide a formal and attractive entrance feature from 9th Street and the Cap Sante Boat Haven. This paved area is envisioned to be approximately 300 to 400 square feet and contain signage and small landscaped beds. The plaza design should be coordinated with the future upgrade of Market Street, described on page 23.

To showcase the W.T. Preston, plant tall grasses around its perimeter.
From the south, the W.T. Preston’s bow is an attractive and compelling gateway feature for the site. However, the back and hull areas of the sternwheeler lack aesthetic appeal from ground level. Planting tall grasses around the W.T. Preston’s perimeter will:
- Create the look and feel of the boat in water, as the tall grasses wave in the wind.
- Mask the less interesting and unattractive boat hull.
Care should be taken with these planting areas to minimize maintenance required.

Showcase the narrow-gauge rails.
Removal of vegetation around and within the narrow-gauge rails running from the entrance plaza to the Snagboat Heritage Center will showcase this interesting design feature. These rails will also serve as a reminder of the Tommy Thompson train that once traversed the site.

Fill in open lawn area.
Fill in grass planting on the southeast portion of the site.

Coordinate with Altair-Americus Memorial families.
The Altair-Americus Memorial is located just south of the W.T. Preston. In addition to the Memorial plaque itself, the area contains a wood trellis structure, some lawn areas and picnic tables. As the south end of the Depot Site is improved, there may be an opportunity to improve the Memorial’s setting. The plan recommends continuing to work with Altair-Americus families to discuss possible designs for the area around the Memorial that integrate with the Depot Master Plan Committee recommendations.
Encourage Port enhancement of the North Basin corner aesthetics, associated with future development.

The Port of Anacortes’ North Basin property begins east of the project site. This area is currently used for Cap Sante Boat Haven marina boat and trailer parking. Per the Port’s 2000 Comprehensive Plan, as part of an overall effort to redevelop underutilized parcels while continuing to accommodate parking needs, this area could potentially develop as commercial, commercial-marine, office, retail, and/or hotel uses.

Future development of this area will provide an opportunity to improve the aesthetics of this southern zone without impacting area available for development. Improvements could include regrading the steep slope and adding attractive landscaping and signage.

Coordinate with the Port to explore enhanced connections and coordinated development of the southeast portion of the Depot Site.

There are further opportunities to work with the Port to coordinate use and connections from the southeastern portion of the Depot Site to new development on the North Basin. For example:

- A pedestrian connection across Market Street could enhance both properties.
- Further, improvements to the Depot Site, such as site-themed kid’s play equipment and seating, could coordinate with future commercial, office, retail, or hotel development on the North Basin.

Figure 35. Looking east from the Depot Site to the corner of the Port’s North Basin property.

Figure 36. Improvements to the southeastern portion of the Depot Site could coordinate with future North Basin development.
Linkages
Improving connections within the site, to downtown, the waterfront, and Tommy Thompson trail system are central goals of this planning effort and were reiterated in the guiding principles established by the Committee and community. The Plan recommends the following to address this need:

- **Connect the southern entrance to the central core.**
  Given the site’s long linear shape, establishing good internal circulation elements from the southern portion of the site to the central plaza and buildings is important. The following two connections are recommended:
  - A pathway from the south end to the brick plaza. Coordinated with the Tommy Thompson Parkway design as well as the path around the wetland and madrona grove, a 4-foot wide surface will be located generally over the existing wide-gauge railway that bisects the southern portion of the site. This pathway will intersect the plaza east of the Snagboat Heritage Center.
  - A sidewalk, parking, and planting strip along Market Street from the south end to the madrona grove. This project will serve multiple functions, including formalizing and improving the aesthetics of the site’s eastern boundary and adding to the available parking. In anticipation of this project, adequate right-of-way should be preserved during land swap negotiations between the City and Port of Anacortes. In addition, elevation differences between the street surface and Depot property will need to be addressed.

- **Install decorative pedestrian lights with banner brackets along 7th Street.**
  The City has done a wonderful job improving the Commercial Avenue sidewalks and lighting. As a key connection to the Depot Site, the plan recommends continuing that theme by improving the pedestrian environment on 7th Street with decorative pedestrian lights and banners. This will coordinate especially well with Anacortes “Art Walks”, which showcase the city’s galleries the first Friday evening of every month. As an optional feature, a Depot Site art walk could be created, showcasing art at key locations on the site. A conceptual Depot Site art walk is highlighted in Figure 39.

1 These projects occur off-site and/or on City right-of-way; coordination with the City’s Public Works Department during their current update of the Anacortes Transportation Plan is suggested.
Add pedestrian crossings at 9th, 7th, and Market Streets.\(^1\)

Pedestrian crossings serve to direct walkers, alert vehicles of pedestrian traffic, and convey a welcoming message to those on foot. Recommended crossings will reinforce the link between the site, downtown, and the marina. The City should also consider a special treatment of the 7th Street crossing (special paving, a raised crosswalk, etc.) to reinforce the connection from downtown to the site’s primary entrance. The best location for the Market Street crossing and spur pathway will be determined in coordination with the Market Street sidewalk, parking, and planting strip project.

Figure 40. Illustration of a potential special pedestrian crossing treatment for 7th Street, coordinated with herringbone brick plaza.
Overall Recommendations

In addition to the design features, the concept plan includes the following suggestions regarding overall site management, the property’s name, signage, and selection of site furnishings.

Site Management
Establishing a Master Plan implementation and/or site management structure is recommended, given the:

- The complexity of implementing the Master Plan,
- The need to continually coordinate with numerous stakeholders and manage volunteer efforts, and
- The consistent and dedicated effort that will be required for project fundraising.

There are a variety of options to allocate responsibility for leading Master Plan implementation efforts, including transitioning the Master Plan Committee to this role, assigning a person or persons from the City of Anacortes staff, establishing a non-profit organization to have general oversight of the area, etc.

The Name
During this planning process the project area has been referred to as the Depot Site. This descriptive name identifies the site’s location and identifies a critically important site feature. However, it does not capture the variety of uses and activities currently located there or anticipated for the future. Therefore, the Master Plan recommends selecting a name for the entire site. Naming of the site could be a fun community activity, could be coordinated with fund-raising activities, and/or be determined through a local contest.

Signage
Once a name for the site has been established, a coordinated signage and wayfinding program is recommended. This effort should be coordinated with the City, Port, and Chamber and should identify the site, as well as key activities and attractions.

Site Furnishings
Site furnishings such as lights, benches and signage, should be coordinated throughout the property, emphasize durability, and be compatible with the site’s historic character. Site furnishings will be selected and developed as each project area is designed.

Kids’ Play Elements
Whenever feasible, simple play elements should be included throughout the property as appropriate for the intended function of each area. The following suggestions for play areas were made during the planning process:

- Sculptures of trains and/or boats.
- The stumps of any madrona trees removed for health reasons.
Implementation

The vision for the Depot Site is ambitious, and achieving it will likely require multiple funding sources and volunteer efforts over a number of years. Phased construction of major improvements is anticipated and described below. Although the amount of work to be done may seem daunting, supporters can take heart in the significant and impressive work already accomplished on the site, including restoration of the Depot and W.T. Preston and construction of the Snagboat Heritage Center.

Phasing

The proposed phasing program identifies logical steps to accomplish the Master Plan. In the most basic terms, a three-phased strategy is envisioned in which the area remains useable and gains functionality after each phase. However, the phasing program is intended to be a general guide only, and should stay flexible in order to respond as resources become available. The overall phasing plan is summarized below.

Phase 1
- West portion of main plaza.
- Wetland and madrona grove enhancement plan.
- South end cleanup and seeding.
- South end plaza construction.

Phase 2
- East portion of main plaza.
- Main plaza improvements:
  - Renovation of train shed.
  - Depot awnings.
  - Amphitheater platform.
- Wetland and madrona grove perimeter pathway.
- Pathway from south end to brick plaza.

Phase 3
- North end plaza improvements:
  - New multi-purpose building.
  - Bandstand.
  - Canvas covering system (optional).
- Entrance plaza (west of Depot).
- Sidewalk, planting strip, and parking along Market Street.
- Spur pathway from Market street.
- Decorative lighting and banners along 7th Street.
- Pedestrian crossings at 9th, 7th, and Market Streets.

Figure 41. Plaza construction will proceed in phases, as illustrated above.
Cost Estimate Summary

The planning-level cost estimate for each phase is summarized below. Individual project costs and phases are included on the following pages.

ORDER OF MAGNITUDE ESTIMATE OF PROBABLE COSTS

Pre-design estimate
Engineering, Construction Management, & Project Management not included
All amounts rounded

<table>
<thead>
<tr>
<th></th>
<th>Total Phase 1</th>
<th>Total Phase 2</th>
<th>Total Phase 3</th>
<th>Total All Phases</th>
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<tbody>
<tr>
<td>Flexible Event Space</td>
<td>$511,400</td>
<td>$427,500</td>
<td>$1,203,800</td>
<td>$2,142,700</td>
</tr>
<tr>
<td>Natural Areas</td>
<td>$20,400</td>
<td>$20,200</td>
<td>$0</td>
<td>$40,600</td>
</tr>
<tr>
<td>South End</td>
<td>$45,200</td>
<td>$0</td>
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<td>Linkages</td>
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<td>$6,300</td>
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<td>$115,300</td>
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<td><strong>$580,000</strong></td>
<td><strong>$450,000</strong></td>
<td><strong>$1,310,000</strong></td>
<td><strong>$2,340,000</strong></td>
</tr>
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</table>

\(^1\) Costs in 2006 $; Costs will inflate to year of construction; Permit fees not included
### Flexible Event Space

**ORDER OF MAGNITUDE ESTIMATE OF PROBABLE COSTS**

Engineering, Construction Management, & Project Management not included  
Pre-design estimate  
All amounts rounded

<table>
<thead>
<tr>
<th>Flexible Event Space</th>
<th>U/M</th>
<th>Units</th>
<th>Unit Cost</th>
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<th>Total Phase 1</th>
<th>Total Phase 2</th>
<th>Total Phase 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 West side multi-use plaza</td>
<td>SF</td>
<td>16,400</td>
<td>$25.00</td>
<td>410,000</td>
<td>$410,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 East side multi-use plaza</td>
<td>SF</td>
<td>12,000</td>
<td>$25.00</td>
<td>300,000</td>
<td>$300,000</td>
<td></td>
<td></td>
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<tr>
<td>10 Electric &amp; water lines &amp; hook-ups&lt;sup&gt;2&lt;/sup&gt;</td>
<td>LS</td>
<td>1</td>
<td>$34,400.00</td>
<td>34,400</td>
<td>$17,200</td>
<td>$17,200</td>
<td></td>
</tr>
<tr>
<td>11 Incorporate existing wide-gauge rail into plaza design (cost accounts for added installation complexity)</td>
<td>LF</td>
<td>260</td>
<td>$2.00</td>
<td>500</td>
<td>$250</td>
<td>$250</td>
<td></td>
</tr>
<tr>
<td>12 Clean up, improve soil, reseed grass, and regrade if needed between plaza &amp; madrona grove</td>
<td>SF</td>
<td>1,500</td>
<td>$0.75</td>
<td>1,100</td>
<td>$550</td>
<td>$550</td>
<td></td>
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<tr>
<td>13 Remove raised grass bed west of Depot</td>
<td>SF</td>
<td>1150</td>
<td>$80.00</td>
<td>92,000</td>
<td></td>
<td></td>
<td>$92,000</td>
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<tr>
<td>14 Fill in brick plaza (west of Depot)</td>
<td>SF</td>
<td>1150</td>
<td>$20.00</td>
<td>23,000</td>
<td></td>
<td></td>
<td>$23,000</td>
</tr>
<tr>
<td>15 Add benches west of Depot</td>
<td>EA</td>
<td>6</td>
<td>$1,500.00</td>
<td>9,000</td>
<td></td>
<td></td>
<td>$9,000</td>
</tr>
<tr>
<td>16 Focal art and/or fountain at 7th Street Entrance west of Depot</td>
<td>LS</td>
<td>1</td>
<td>$17,300.00</td>
<td>17,300</td>
<td></td>
<td></td>
<td>$17,300</td>
</tr>
<tr>
<td>17 Add awnings on Depot's east side (4 canvas awnings @ 12' x 8')</td>
<td>SF</td>
<td>400</td>
<td>$20.00</td>
<td>8,000</td>
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<td></td>
<td>$8,000</td>
</tr>
<tr>
<td>18 Add flexible canvas covering system for plaza area (approx 40' x 120') (optional)</td>
<td>EA</td>
<td>1</td>
<td>$346,500.00</td>
<td>346,500</td>
<td></td>
<td></td>
<td>$346,500</td>
</tr>
<tr>
<td>19 North end buffer landscaping</td>
<td>LF</td>
<td>190</td>
<td>$5.00</td>
<td>1,000</td>
<td></td>
<td></td>
<td>$1,000</td>
</tr>
<tr>
<td>20 Moveable landscaped pots etc. to divide event space (concrete)</td>
<td>EA</td>
<td>10</td>
<td>$20.00</td>
<td>200</td>
<td></td>
<td></td>
<td>$200</td>
</tr>
<tr>
<td>21 Stackable outdoor metal seating</td>
<td>EA</td>
<td>50</td>
<td>$100.00</td>
<td>5,000</td>
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<td>$5,000</td>
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<tr>
<td>22 Reuse existing train shed for display area (clean up, install windows… etc)</td>
<td>SF</td>
<td>900</td>
<td>$10.00</td>
<td>9,000</td>
<td></td>
<td></td>
<td>$9,000</td>
</tr>
<tr>
<td>23 Build new multi-purpose facility (public restrooms, gallery, market wash station, storage area…)</td>
<td>SF</td>
<td>3000</td>
<td>$170.00</td>
<td>510,000</td>
<td></td>
<td></td>
<td>$510,000</td>
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<tr>
<td>24 Bandstand / stage</td>
<td>SF</td>
<td>100</td>
<td>$35.00</td>
<td>3,500</td>
<td></td>
<td></td>
<td>$3,500</td>
</tr>
<tr>
<td>25 Amphitheatre platform</td>
<td>SF</td>
<td>650</td>
<td>$35.00</td>
<td>22,800</td>
<td></td>
<td></td>
<td>$22,800</td>
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<td>550,500</td>
<td>428,000</td>
<td>357,800</td>
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<td><strong>Design Contingency (15%)</strong></td>
<td></td>
<td></td>
<td></td>
<td>82,600</td>
<td>64,200</td>
<td>53,700</td>
<td>151,100</td>
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<tr>
<td><strong>Conceptual Estimate of Bid Costs</strong></td>
<td></td>
<td></td>
<td></td>
<td>633,100</td>
<td>492,200</td>
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<td><strong>Sales Tax (material only - applied to 50% of total @ 7.8%)</strong></td>
<td></td>
<td></td>
<td></td>
<td>24,700</td>
<td>19,200</td>
<td>16,000</td>
<td>45,200</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>$1,793,300</td>
<td>$511,400</td>
<td>$427,500</td>
<td>$1,203,800</td>
</tr>
</tbody>
</table>

<sup>1</sup> Costs in 2006 $; Costs will inflate to year of construction; Permit fees not included

<sup>2</sup> Additional detail for utility cost estimate included as Appendix C
# Natural Areas

## ORDER OF MAGNITUDE ESTIMATE OF PROBABLE COSTS

Pre-design estimate  
Engineering, Construction Management, & Project Management not included  
All amounts rounded  

<table>
<thead>
<tr>
<th>U/M</th>
<th>Units</th>
<th>Unit Cost</th>
<th>Total</th>
<th>Total Phase 1</th>
<th>Total Phase 2</th>
<th>Total Phase 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Wetland &amp; madrona grove habitat enhancement plan</td>
<td>EA</td>
<td>1</td>
<td>$15,000.00</td>
<td>$15,000</td>
<td>$15,000</td>
<td></td>
</tr>
<tr>
<td>2. Debris &amp; non-native plant removal (allowance assumes volunteer labor with knowledgable leader)</td>
<td>LS</td>
<td>1</td>
<td>$2,000.00</td>
<td>2,000</td>
<td>$2,000</td>
<td></td>
</tr>
<tr>
<td>3. Path around wetland &amp; madrona grove</td>
<td>LF</td>
<td>800</td>
<td>$15.00</td>
<td>12,000</td>
<td>$12,000</td>
<td></td>
</tr>
<tr>
<td>4. Wetland vegetation infill, where appropriate</td>
<td>EA</td>
<td>30</td>
<td>$60.00</td>
<td>1,800</td>
<td>$1,800</td>
<td></td>
</tr>
<tr>
<td>5. Viewing/resting platform</td>
<td>SF</td>
<td>32</td>
<td>$50.00</td>
<td>1,600</td>
<td>$1,600</td>
<td></td>
</tr>
<tr>
<td>6. Interpretive sign</td>
<td>EA</td>
<td>1</td>
<td>$1,500.00</td>
<td>1,500</td>
<td>$1,500</td>
<td></td>
</tr>
<tr>
<td>7. Obtain services to address site hydrology incl. Depot bldg</td>
<td>EA</td>
<td>1</td>
<td>tbd</td>
<td>tbd</td>
<td>tbd</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th>Total Costs (rounded)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td>$40,500</td>
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</tbody>
</table>

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1 Costs in 2006 $; Costs will inflate to year of construction; Permit fees not included
## South End

### ORDER OF MAGNITUDE ESTIMATE OF PROBABLE COSTS

Engineering, Construction Management, & Project Management not included

### Pre-design estimate

All amounts rounded

<table>
<thead>
<tr>
<th></th>
<th>U/M</th>
<th>Units</th>
<th>Unit Cost</th>
<th>Total</th>
<th>Total Phase 1(^1)</th>
<th>Total Phase 2(^1)</th>
<th>Total Phase 3(^1)</th>
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<td><strong>South End</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26 Entrance plaza paving</td>
<td>SF</td>
<td>360</td>
<td>$10.00</td>
<td>3,600</td>
<td>$3,600</td>
<td></td>
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</tr>
<tr>
<td>27 Entrance plaza landscape beds</td>
<td>SF</td>
<td>150</td>
<td>$6.00</td>
<td>900</td>
<td>$900</td>
<td></td>
<td></td>
</tr>
<tr>
<td>28 Tall grass plantings to showcase Preston</td>
<td>LF</td>
<td>400</td>
<td>$50.00</td>
<td>20,000</td>
<td>$20,000</td>
<td></td>
<td></td>
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<tr>
<td>29 Clean up weeds around narrow-gauge rails (assumes volunteer labor)</td>
<td>LS</td>
<td>1</td>
<td>$500.00</td>
<td>500</td>
<td>$500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 Seed to fill-in open lawn area (non-sprinklered); regrade &amp; improve soil as needed</td>
<td>SF</td>
<td>25,500</td>
<td>$0.50</td>
<td>12,800</td>
<td>$12,800</td>
<td></td>
<td></td>
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<tr>
<td>31 Coordinate with Altair-Americus Memorial Families</td>
<td>tbd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32 Encourage Port enhancement of North Basin Corner aesthetics</td>
<td>na</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33 Work with the Port to coordinate use &amp; connections from Depot site to North Basin</td>
<td>tbd</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
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<td></td>
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<td>37,800</td>
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<tr>
<td><strong>Design Contingency (15%)</strong></td>
<td></td>
<td></td>
<td></td>
<td>5,700</td>
<td>5,700</td>
<td>0</td>
<td>0</td>
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<tr>
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<td></td>
<td>43,500</td>
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<td>1,700</td>
<td>1,700</td>
<td>0</td>
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</tr>
<tr>
<td><strong>Total Costs (rounded)</strong></td>
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<td></td>
<td>$45,200</td>
<td>$45,200</td>
<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>

\(^1\) Costs in 2006 $; Costs will inflate to year of construction; Permit fees not included
## Linkages

**ORDER OF MAGNITUDE ESTIMATE OF PROBABLE COSTS**

Pre-design estimate

Engineering, Construction Management, & Project Management not included

All amounts rounded

<table>
<thead>
<tr>
<th>Linkages</th>
<th>U/M</th>
<th>Units</th>
<th>Unit Cost</th>
<th>Total</th>
<th>Total Phase 1</th>
<th>Total Phase 2</th>
<th>Total Phase 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>34 Pathway from south end to brick plaza</td>
<td>LF</td>
<td>350</td>
<td>$15.00</td>
<td>5,300</td>
<td>$5,300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>35 Sidewalk along Market Street from south end to 6th St</td>
<td>SF</td>
<td>5,400</td>
<td>$6.00</td>
<td>32,400</td>
<td></td>
<td>$32,400</td>
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</tr>
<tr>
<td>36 Curb and gutter along Market St from south end to 6th St</td>
<td>LF</td>
<td>900</td>
<td>$14.00</td>
<td>12,600</td>
<td></td>
<td>$12,600</td>
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<tr>
<td>37 Planting strip along sidewalk</td>
<td>SF</td>
<td>4,500</td>
<td>$6.00</td>
<td>27,000</td>
<td></td>
<td>$27,000</td>
<td></td>
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<tr>
<td>38 Decorative pedestrian lighting with banner brackets along 7th St</td>
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<td>8</td>
<td>$1,800.00</td>
<td>14,400</td>
<td></td>
<td>$14,400</td>
<td></td>
</tr>
<tr>
<td>39 Pedestrian crossing @ Market St</td>
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<td>70</td>
<td>$1.00</td>
<td>100</td>
<td></td>
<td>$100</td>
<td></td>
</tr>
<tr>
<td>40 Spur pathway from Market to south end pathway</td>
<td>LF</td>
<td>50</td>
<td>$15.00</td>
<td>800</td>
<td></td>
<td>$800</td>
<td></td>
</tr>
<tr>
<td>41 Pedestrian crossing @ 9th St</td>
<td>LF</td>
<td>40</td>
<td>$1.00</td>
<td>40</td>
<td></td>
<td>$40</td>
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</tr>
<tr>
<td>42 Pedestrian crossing @ 7th St</td>
<td>SF</td>
<td>770</td>
<td>$5.00</td>
<td>3,900</td>
<td></td>
<td>$3,900</td>
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<td>96,500</td>
<td>0</td>
<td>5,300</td>
<td>91,200</td>
</tr>
<tr>
<td><strong>Design Contingency (15%)</strong></td>
<td></td>
<td></td>
<td></td>
<td>14,500</td>
<td>0</td>
<td>800</td>
<td>13,700</td>
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<tr>
<td><strong>Conceptual Estimate of Bid Costs</strong></td>
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<td></td>
<td></td>
<td>111,000</td>
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<td>6,100</td>
<td>104,900</td>
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<td></td>
<td></td>
<td>4,300</td>
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<td>$0</td>
<td>$6,300</td>
<td>$109,000</td>
</tr>
</tbody>
</table>

* Costs in 2006 $; Costs will inflate to year of construction; Permit fees not included
Funding Sources

Development of a community amenity typically requires piecing together grants and funds from a variety of public and private sources, and it is likely that the Depot Site will be no exception. This plan envisions integrating local funds with grants and private donations. The following lists some funding sources that could be considered.

- **Volunteer Efforts**
  Volunteers are an incredible resource and invaluable for their materials and labor contributions.

- **Donations**
  Donations can be an important part of a community facility funding package. There may be a special opportunity to recognize funders on bricks within the plaza or as sponsors of key features.

- **Transportation Enhancement Program**
  This Federal program was created to fund projects that allow communities to strengthen the local economy, improve the quality of life, enhance the travel experience for people traveling by all modes, and protect the environment. Projects must include at least one of the following activities listed below (the following lists the five most relevant of 12 possible activities):
  1. Provision of facilities for pedestrians and bicycles
  2. Landscaping and other scenic beautification
  3. Historic preservation
  4. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)
  5. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)

  There is no match requirement and all public agencies and Washington non-profit organizations are eligible to apply.

- **Real Estate Excise Tax**
  A tax assessed on the sale of property and administered by local counties and cities for specific types of projects.

- **City General Fund**
  General Fund Money allocated to the Parks & Recreation Budget.

- **Capital Improvement Program**
  Money allocated from the City’s General Fund to finance major capital projects.

- **General Obligation Bonds**
  A property tax for the sale of construction bonds that can be levied for up to 30 years. Must be voter approved.

- **Councilmanic Bonds**
  Bonds that can be issued by the City Council and must be paid out of the City’s annual operating budget.

- **UPARR Program**
  A federal grant funded through the Urban Park and Recreation Recovery Program. Application is directly to the National Park Service, and a specific plan is required to be in place. A 25 percent match is required.
Public Facilities District (PFD)-Type Programs

PFDs are municipal corporations with independent taxing authority established for purposes of developing certain regional facilities, such as special events centers. Portions of the Depot Site Master Plan could be ideal candidates for PFD-type funding.
Appendices

A. Design Charrette Exercise Results
B. Visual Preference Survey Results
C. Comments Received at Workshop #1
D. Design Elements Rating Results
E. Workshop #3 Comments on Draft Plan
F. Utilities Improvements Cost Estimate
Appendix A
Design Charrette Exercise Results

ANACORTES DEPOT MASTERPLAN
WORKSHOP 1: March 2, 2006
SITE VISIONING EXERCISE RESULTS

Illustrated Comments

1. The madrona grove is top priority! Do not over design this area.

2. Enhance Wetland
   • Add interpretive displays
   • Provide some areas to view the water

3. Keep historical flavor
   • Pavers

4. Add artifacts
   • Additional boats
   • Railroad, trains, and machines

5. Encourage native plants; remove invasive plants

6. Install communities of plants that will enhance wildlife habitat

7. Enhance the wetland hydrology

8. Protect the health of the madrona trees
   • No irrigation
   • No grass

9. Add public art installations

10. Add a water feature

11. Include a passive performance space in the madrona grove
12. Add a variety of seating areas
   - Benches
   - Walls
   - Logs
   - Rocks

13. Connect to Thompson trail

14. Remove parking in front of the museum

15. Educate children about the madronas and nature

16. Connect to Rotary Park

17. Restore wetland

18. Connect to Marina – restore “Little Chicago”

19. Install a group of boats on the site

20. Add signage both within and to the site

21. Create a space for winter activities
   - Mural tours
   - Depot
   - Friday evening Art Walks

22. Involve the community

**Comments on Map**

**Madrona Grove**
- Madronas do not like water – soil must be well draining, no irrigation
- Do not over design this area!
- Protect the root system
- Keep out kids and dogs
- Remove invasive species: i.e. blackberry; encourage native plants
- Provide education about the madrona grove

**Wetland**
- Fully restore the wetland and provide sustaining hydrology
- Clean up the blackberry overgrowth
- Consider the areas DCI is maintaining as a wetland buffer within the scope of the study area (assuming the City will relax their requirements)
Depot Area
- Restore the brick piazza
- Restore the Thompson Rail Shed to display machinery. Perhaps the Tommy Thompson train?
- Keep the historical flavor around this area of the site.

Southern Tip
- Create a space where train meets boats. Add more equipment to the site; a collection of boats
- Maintain the view of the marina
- Create a water feature here

Overall comments
- Reinforce the natural systems on the site (wetland, madronas, etc) Provide nesting areas
- The site is and should remain a historical and natural destination
- The site provides a needed respite in a good location close to downtown
- The site serves both tourists and community members; it is primarily a community asset
- Improve connections both to and within the site
  - Enhance the connection to Rotary Park
  - Enhance the connection to downtown on 6th and 7th Streets.
  - Add signage
  - Enhance pathway system
  - Link the site to the Thompson Trail
- Improve the awareness of the property
- Balance aesthetics and function
- Have events all year; there should always be something to see. Add things to the site that will provide a year-round draw
- Add the following amenities:
  - Public art
  - Fountain
  - Place to eat lunch
  - Kids play area
  - Education opportunities
  - Passive performance space
- The Preston should be returned to the water.
- What is the future of the narrow-gauge?
- Close the street to cars: make it pedestrian only
- Restore Little Chicago in and around the North Basin
• Have fewer parking lots surrounding the site.
• Maintain existing open areas as open space.
• Purchase the entire site
Appendix B

Visual Preference Survey Results

The following results were calculated from surveys completed by participants in the first public workshop for the Anacortes Depot Master Plan on March 2, 2006. Participants rated each image from “1” to “5”, with “5” being the highest rating. The average rating for each image is recorded beginning on the following page. Written comments are also noted in the “good points” and “what would improve” columns.

In general, the visual preference survey results highlight the following:

Landscaping
- Natural landscaping is preferred, especially near the madrona grove and wetland areas.
- Formal landscape is appropriate around the buildings.

Pathways
- Like landscaping, a variety of pathway types (boardwalk, asphalt, and gravel) are acceptable in appropriate portions of the site.
- Pavers are preferred around formal areas.

Activity Areas
- Water feature and plaza areas are desired on the site.
- Open lawn areas are not desirable.
- Kid’s play areas and picnic shelters (if small) were moderately desired by workshop attendees.

Gateway
- In general, gateway features are not desired. Attendees felt that this type of improvement could detract from the site’s existing features and be “too much”.
- However, art installations on the site were a very popular idea.

Amphitheater and Architectural Style
- In general, the concept of an amphitheater was not very popular. If incorporated, a minimal structure or natural feel is desired.
- Historic railroad, traditional, or masonry architectural styles are appropriate for any new structures. Contemporary architecture was not well liked.
<table>
<thead>
<tr>
<th>LANDSCAPE</th>
<th>RATING: 1-5 ( (5 = \text{Highest}) )</th>
<th>GOOD POINTS</th>
<th>WHAT WOULD IMPROVE</th>
</tr>
</thead>
</table>
| A. Formal | 2.6                             | - Next to the buildings only.  
- Three different areas.  
- At places.  
- Clean and structured.  
- Maybe formal by the depot.  
- Around the depot.  
- Organized.  
- By the buildings, depot—yes. Not by the trees and wetland.  
- South, around building connections. | - Enhance what is there.  
- Usable space around the depot. It would make it a more appealing event space.  
- Planned care needs.  
- The Olympic Sculpture Park on Seattle’s waterfront is highlighting the natural setting, will highlight native plants.  
- No trees blocking the view of the marina, please.  
- Visuals.  
- Needs to be a beautiful space that we love to be in.  
- Picture is poor.  
- Does not fit in in Anacortes. |
| B. Natural| 4.5                             | - Away from buildings.  
- Formal in front; natural near madronas  
- Native flora.  
- Appropriate for the wetland/madrona area.  
- The madrona grove is a bold and elegant natural sculptural and supportive area. It draws native butterflies—spring azure and brown eifin—and feeds numerous birds and mammals.  
- Definitely for madrona grove.  
- Around the grove.  
- Soft, educational.  
- See intermediate overlook.  
- By the trees and wetland.  
- North side of the site/madronas.  
- South of 6th Street. It’s good for the pond. | - Enhance what is there.  
- Drainage.  
- Safety controls.  
- Enhance natural areas.  
- Preservation of native plants.  
- No trees or buildings south of Preston.  
- Usefulness.  
- Needs to be a beautiful space that we love to be in.  
- More natural than the picture.  
- To attract wildlife and need minimum maintenance.  
- Photos are not “natural.” |
| C. Intermediate  
(Combination of Formal and Natural) | 3.6                             | - Formal areas around buildings.  
- Native and ornamental beauty.  
- Historical depot site; plaza.  
- Native plants in preserved and protected wetlands ecosystem; others around the building.  
- Connect and link.  
- Areas for function as well as for nature, exploration.  
- Easier to integrate with city design. | - Color variety.  
- No trees or buildings south of Preston.  
- Provide linkage.  
- Only small areas of grass (if you HAVE to have it) for playing/flying kites, picnics.  
- Do like the idea of a view area. |
<table>
<thead>
<tr>
<th>RATING:</th>
<th>GOOD POINTS</th>
<th>WHAT WOULD IMPROVE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TRAILS</strong></td>
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</tr>
</tbody>
</table>
| **A. Asphalt** 2.1 | • Informal.  
• Meandering.  
• Painted would be acceptable.  
• Wheelchair bridges; skates.  
• Only for bike trails, if included.  
• Good for bikes, wheelchairs.  
• Okay around the depot.  
• Around the madronas, maybe to protect them from compaction and keep people on the trails.  
• Accessibility is important.  
• More by the buildings. Good for maintenance. | • Connect to Thompson Trail.  
• Sustainable materials, water-permeable.  
• A major surface.  
• Good near madronas.  
• Need to consider wheelchair and senior access.  
• No skateboards.  
• Drainage is important.  
• Meandering trail; loop. |
| **B. Gravel** 2.1 | • Designate areas.  
• Cheap.  
• Some of the paths.  
• Good for handicapped; more natural.  
• Best for water drainage, and it fits in with natural. | • Main thoroughfares.  
• Least aesthetic.  
• The City then sprays gravel with chemicals, which is BAD.  
• Concern: Compaction of tree roots by people walking on the soil.  
• Meandering trail; loop.  
• Bad for the handicapped. |
| **C. Boardwalk** 3.1 | • Designate areas.  
• In certain areas only—wetlands.  
• Wheelchair usable.  
• Appropriate only in over-water areas.  
• Least destructive to wetlands; look good.  
• With railings  
• Good for keeping kids/dogs on it and out of sensitive areas.  
• By the wetland, with an observation deck.  
• Keep on the trail. | • Park-like walkways.  
• Observation platform, paths—control human access to the wetland, but allow viewing; minimal boardwalk.  
• Accessible to all.  
• In the right place.  
• Good for pond.  
• Unnecessary amount of hardscaping.  
• Meandering trail; loop.  
• Wetland observation deck.  
• Good for kids and the handicapped. |
| **D. Pavers** 3.7 | • Formal areas.  
• Continue feeling.  
• Prefer pavers to asphalt, as long as they are ADA-friendly.  
• Top choice for handicapped viewing. Not all pathways, the plaza.  
• Good for baby buggies, wheelchairs.  
• Looks nice; better drainage.  
• Around the depot.  
• Around/against buildings.  
• Pretty. | • Aesthetics.  
• Too much cement.  
• Cost; perhaps a combination of asphalt and pavers.  
• Not really.  
• Too expensive.  
• Meandering trail; loop.  
• Might damage the madronas. |
<table>
<thead>
<tr>
<th>RATING:</th>
<th>GOOD POINTS</th>
<th>WHAT WOULD IMPROVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-5 (5 = Highest)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ACTIVITY AREA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>A. Picnic Shelter</strong></td>
<td>3.0</td>
<td></td>
</tr>
<tr>
<td>Tables.</td>
<td>Changed “picnic shelter” to “picnic tables.”</td>
<td></td>
</tr>
<tr>
<td>Small shelters.</td>
<td>Family use.</td>
<td></td>
</tr>
<tr>
<td>Family use.</td>
<td>Tables; no roofs.</td>
<td></td>
</tr>
<tr>
<td>Covered areas are helpful for winter visitors.</td>
<td>No shelter; picnic benches.</td>
<td></td>
</tr>
<tr>
<td>Attraction/multiuse.</td>
<td>Benches or picnic seats without a shelter.</td>
<td></td>
</tr>
<tr>
<td>Areas for sun/rain shelter, picnics, smaller—several.</td>
<td>In Farmers Market area and near a children’s area?</td>
<td></td>
</tr>
<tr>
<td>There aren’t enough places to sit and enjoy the place out of the rain/sun.</td>
<td>These should be small half-table shelters and there should be three or four throughout the park.</td>
<td></td>
</tr>
<tr>
<td>Covered area adjacent to the depot.</td>
<td>Okay, but limited.</td>
<td></td>
</tr>
<tr>
<td>Multipurpose is good.</td>
<td>Benches without cover, table.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Outside lighting needed.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Table, no shelter.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SMALL picnic shelter in the south. For Farmers Market, permanent structure in the north.</td>
<td></td>
</tr>
<tr>
<td><strong>B. Open Lawn</strong></td>
<td>1.8</td>
<td></td>
</tr>
<tr>
<td>Family use.</td>
<td>Attractive, easy maintenance.</td>
<td></td>
</tr>
<tr>
<td>For the south end, a smaller lawn is good.</td>
<td>Not necessarily.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A lawn is sterile, requires mowing and fertilizing, and supports no wildlife—YUCK.</td>
<td></td>
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<tr>
<td></td>
<td>Lawn areas under madronas cannot be artificially fertilized or watered or disturbed. Madrona root systems will not tolerate it.</td>
<td></td>
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<tr>
<td></td>
<td>Lawns need fertilizer, and we do not need that around a wetland.</td>
<td></td>
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<tr>
<td></td>
<td>Pave the grass area in front of the depot—soon.</td>
<td></td>
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<tr>
<td></td>
<td>Pave the grass area.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Minimum.</td>
<td></td>
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<tr>
<td></td>
<td>Environmental disaster.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Not around the trees. It will kill madronas if watered and fertilized.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Outside lighting needed.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lawn not needed.</td>
<td></td>
</tr>
<tr>
<td>RATING: 1-5 (5 = Highest)</td>
<td>GOOD POINTS</td>
<td>WHAT WOULD IMPROVE</td>
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<tr>
<td>---------------------------</td>
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<tr>
<td>ACTIVITY AREA (continued)</td>
<td></td>
<td></td>
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<tr>
<td>C. Kid’s Play Area</td>
<td>2.5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Hmm—not a jungle gym, surely, but natural places for kids to run and play are desirable.</td>
<td>• Create play areas and viewing areas that connect children to the natural setting and enhance relationships to specific other living things they share space with. The wetland requires a true restoration. Restore the structure, function, and diversity to create a truly healthy dynamic that will operate without human management around the depot. Wetland and water tx [?] plant work together for children’s education.</td>
</tr>
<tr>
<td></td>
<td>• Does NOT need to be traditional or segregated.</td>
<td>• We have Causland Park and Storvic.</td>
</tr>
<tr>
<td></td>
<td>• This could be something like the library play area.</td>
<td>• A train.</td>
</tr>
<tr>
<td></td>
<td>• We need to do as much as possible for the kids to stay here.</td>
<td>• Focus on historical.</td>
</tr>
<tr>
<td></td>
<td>• Good for families.</td>
<td>• Incorporate into the whole site.</td>
</tr>
<tr>
<td>D. Water Feature</td>
<td>4.0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Fountain.</td>
<td>• Attraction.</td>
</tr>
<tr>
<td></td>
<td>• Aesthetic.</td>
<td>• Make for kids to play in.</td>
</tr>
<tr>
<td></td>
<td>• Water is soothing. Could use wetlands water and recycle.</td>
<td>• The wetland is the natural &quot;water feature&quot;; fountains waste water.</td>
</tr>
<tr>
<td></td>
<td>• An attraction.</td>
<td>• I think the pond is the water feature. Do an overlook.</td>
</tr>
<tr>
<td></td>
<td>• Nice to look at.</td>
<td>• The harbor and the seals are right here.</td>
</tr>
<tr>
<td></td>
<td>• Okay if there is enough money.</td>
<td>• We have the wetland.</td>
</tr>
<tr>
<td></td>
<td>• Very much needed.</td>
<td>• Outside lighting needed.</td>
</tr>
<tr>
<td>E. Plaza</td>
<td>4.3</td>
<td></td>
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<tr>
<td></td>
<td>• Market space east of the building.</td>
<td>• Gathering area.</td>
</tr>
<tr>
<td></td>
<td>• Depot needs extension outside.</td>
<td>• We already have one.</td>
</tr>
<tr>
<td></td>
<td>• Attraction.</td>
<td>• Like the idea around the depot and for the Saturday market.</td>
</tr>
<tr>
<td></td>
<td>• Concerts, rest areas, lunch, etc.</td>
<td>• This is not Seattle.</td>
</tr>
<tr>
<td></td>
<td>• Multipurpose.</td>
<td>• Outside lighting needed.</td>
</tr>
<tr>
<td></td>
<td>• Around the depot.</td>
<td>• We already have one.</td>
</tr>
<tr>
<td>GATEWAY</td>
<td>RATING: 1-5 (5 = Highest)</td>
<td>GOOD POINTS</td>
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</tbody>
</table>
| **A. Formal Landscaping and Monument Sign** | 1.6 | • Native plants.  
• Plants and pavers and benches can welcome folks more informally than an arch.  
• Brings people to the area.  
• Link to town; for signage on commercial. | • Natural rather than formal landscaping.  
• Minimal interpretive signage  
• Events and docent availability in wetland, natural grove area.  
• Gateway at the far south end.  
• Need an attraction to the area.  
• Don’t overdo signs—interpretive stuff.  
• Just a sign.  
• A gateway is a barrier; we have nature. |
| **B. Pillar** | 1.6 | • Clear, simple marker.  
• Brings people to the area.  
• Link to town; for signage on commercial. | • Location marker.  
• Historical depot landmark only.  
• Pu-leeze! No towers!  
• Must not look cheap.  
• Too formal.  
• Too “much” for this site. It would detract from Preston.  
• Just a sign.  
• Windsock on top of Preston boom. |
| **C. Arch** | 1.1 | • Brings people to the area.  
• For signage on the site.  
• Link to town; for signage on commercial. | • What about a flag on the Preston?  
• I’m not a fan of arches.  
• Too “much” for this site. It would detract from Preston.  
• Have one already.  
• Just a sign. |
| **D. Art** | 4.1 | • Perfect spot for art.  
• Aesthetic appeal.  
• Public art has been part of depots and should be part of this site as well.  
• Perfect place for public art.  
• Public art.  
• Blends in or adds whimsy. | • Fountain.  
• Draw people/aesthetic.  
• Draw, appeal.  
• Local history influence.  
• Something to catch attention.  
• Public art would be very good if pieces are placed throughout the area.  
• Just a sign. |
<table>
<thead>
<tr>
<th><strong>AMPITHEATER</strong></th>
<th><strong>GOOD POINTS</strong></th>
<th><strong>WHAT WOULD IMPROVE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A. Natural</strong></td>
<td><strong>2.6</strong></td>
<td>• Natural beauty, soft.</td>
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<td></td>
<td></td>
<td>• Less is more.</td>
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<tr>
<td><strong>B. Minimal Structure</strong></td>
<td>2.6</td>
<td>• Simple, minimal area needed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• A place to gather is important for year-round use.</td>
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<td></td>
<td></td>
<td>• Small.</td>
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<td></td>
<td></td>
<td>• Small is good.</td>
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<td><strong>C. Permanent Structure</strong></td>
<td>1.3</td>
<td>• Lasting, but hard.</td>
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<tr>
<td>RATING: 1-5</td>
<td>GOOD POINTS</td>
<td>WHAT WOULD IMPROVE</td>
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<td>-------------</td>
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<td>--------------------</td>
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</tbody>
</table>
| 4.0         | - Stick to the depot’s style.  
- Standard gauge helps define the depot.  
- In keeping with the depot architecture.  
- To complement the depot. | - Interpretation of the depot.  
- Historical depot only. No more structures. Farmers Market needs to be temporary structures for the day.  
- I would rather not have any more structures on the site; it is a park. To the extent we add more picnic shelters and displays, their design should maintain the railroad and marine themes in the selection of materials and colors.  
- Enough buildings already.  
- Look like it belongs.  
- My impression is this topic is still being decided. I don’t think the four terms here are appropriate to describe the architecture. The words I would use are “historic” and “natural” to describe the architecture.  
- Leverage what is here; there is not a lot of room. |
| 3.1         | - Lasting. | - Easier maintenance.  
- Enough buildings already.  
- Already have a lot.  
- I would rather not have any more structures on the site; it is a park. To the extent we add more picnic shelters and displays, their design should maintain the railroad and marine themes in the selection of materials and colors.  
- My impression is this topic is still being decided. I don’t think the four terms here are appropriate to describe the architecture. The words I would use are “historic” and “natural” to describe the architecture.  
- Leverage what is here; there is not a lot of room.  
- The depot has a lot of masonry already. |
<table>
<thead>
<tr>
<th>ARCHITECTURE (continued)</th>
<th>GOOD POINTS</th>
<th>WHAT WOULD IMPROVE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>C. Traditional</strong></td>
<td>3.8</td>
<td></td>
</tr>
<tr>
<td>• Northwest look.</td>
<td>• Attractiveness.</td>
<td></td>
</tr>
<tr>
<td>• Not too rustic.</td>
<td>• Enough buildings already.</td>
<td></td>
</tr>
<tr>
<td>• Wood is good.</td>
<td>• Not too rural.</td>
<td></td>
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<tr>
<td></td>
<td>• I would rather not have any more structures on the site; it is a park.</td>
<td></td>
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<tr>
<td></td>
<td>• To the extent we add more picnic shelters and displays, their design should maintain the railroad and marine themes in the selection of materials and colors.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• My impression is this topic is still being decided. I don’t think the four terms here are appropriate to describe the architecture. The words I would use are “historic” and “natural” to describe the architecture.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Leverage what is here; there is not a lot of room.</td>
<td></td>
</tr>
<tr>
<td><strong>D. Contemporary</strong></td>
<td>1.8</td>
<td></td>
</tr>
<tr>
<td>• Blends in with existing buildings.</td>
<td>• Enough buildings already.</td>
<td></td>
</tr>
<tr>
<td>• Blends with what is here.</td>
<td>• I would rather not have any more structures on the site; it is a park.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• To the extent we add more picnic shelters and displays, their design should maintain the railroad and marine themes in the selection of materials and colors.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• My impression is this topic is still being decided. I don’t think the four terms here are appropriate to describe the architecture. The words I would use are “historic” and “natural” to describe the architecture.</td>
<td></td>
</tr>
</tbody>
</table>
Appendix C

Comments Received at Workshop #1

ANACORTES DEPOT MASTERPLAN

WORKSHOP 1: March 2, 2006
ADDITIONAL COMMENTS

The following are additional comments received at or after the March 2, 2006 workshop.

Comment #1
I had to leave the Depot planning meeting early so I want to submit some more ideas.

Whatever is done to the areas that are the more "natural" areas should enhance, preserve, increase habitat for wildlife. Therefore, native plants should be kept and planted, some noxious weeds and plants (blackberries, scotch broom...) eliminated or decreased, etc. Sections of the property closest to the treatment plant would be good areas to restore to a more natural setting. People's noses will probably keep people from wanting to go in that area anyway. Keep areas under the madrona tree wild to avoid impacting roots, etc.

I recommend having the wetland area certified as a wildlife habitat area, using either the National Wildlife Federation or Washington Department of Fish & Wildlife programs. The location meets all the requirements: food, water, shelter, a place to raise young. It would provide motivation for some people to enhance those elements.

I was impressed with the style, tone, knowledge, and methods of the consultants working on the project. The possibilities are exciting.

Comment #2
Won't be able to attend tonight's meeting but I wanted to provide some input into ideas for planning.

I would love to see an open-air City Town Square or Palazzo for this space which would give us a different kind of park. I think it would make a great connection from the waterfront to our downtown. A recirculating fountain at the center would be a wonderful focal point with a three foot ledge for folks to sit around it. I'd like to see this space used purposely for loitering. Folks could enjoy lunches and dinners alfresco and hopefully they would connect with local
restaurants for their to-go orders. A concrete perimeter ledge around the property borders
would be nice to encourage people to sit, eat, read, contemplate, etc. A cobbled surface would
be attractive and interesting. Some low-lighted lamps would be nice. There could be some
tables and chairs (concrete and permanent?) and kiosk activity, with public market sales and
events here. The europeans have it right when it comes to outdoor respites and I'd like us to
consider its advantages. This should be an open area, unrestricted to hours and meant for
strolling and socializing. Maybe some others have similar ideas.

Comment #3
I'm interested in the proposed park behind the Depot. How might I become involved in the
planning of this park? I'd like to be on lists to be notified of future meetings. Meanwhile I will
attend the meeting tonight at 5:30.

I am particularly interested in the wetland portion of the area. Because it is such a quality
wetland I hope the park plan will emphasize its natural features. I believe this can be done by
leaving much of it the way it is. The surrounding growth gives much needed protection to the
water area. If this is reduced I hope it will be replaced by something native such as salmonberry,
dogwood, alder, and service berry.

A viewing platform could give people some access to the wetland without much disturbance. A
wooden walkway and platform could be on the side of the wetland nearest the Depot. I'm afraid
if more paths and walkways were developed around the sides of the wetland it would cease to
have as much value to wildlife.

Alder trees, or some other natives, could be planted along the west side to screen the buildings.
Alder are fast growing and need little or no care once they are established. They also grow in
poor soil which is in this area.

I think we all love the beautiful madrone trees in this future park and I am sure those will be
retained. I am not sure what can be grown under them that will not damage these trees over
time. As you know, these trees like dry areas and little or no care. Putting grass under them,
with its water and fertilization, can threaten their health. To protect the trees, perhaps the park
could be kept in a natural state as it is now with just limited development. I'm thinking of maybe
a few more developed areas along the edge where picnic tables could be placed and perhaps a
walking trail through the trees and to the wetland area. Rough looking fence around the area
might be nice.

I will give you a copy of pages about cultivation under madrones from Kruckeberg's book,
Gardening with Native Plants of the Pacific Northwest. He cautions against too much water and
care and mentions some threats to their health.
Comment #4

I attended the depot meeting last night, I didn't share my concepts at the meeting, but I would like to forward them to you. Please notify me if you have any questions.
Renovation Concepts for The Depot Arts Center  3/2/06

1) Purchase and display several vintage passenger rail cars.
   Restore for public uses. (Classes, meetings, possible dinners seating, etc.)

2) Complete kitchen facility, for special events, dinner shows

3) Concrete tile plaza plus stage conjoining to the southeast section of the building
   for outdoor seating, poetry readings, musical performances, so on

4) Structure of a vintage train watering tower / observation deck only, overlooking
   Cap Sante Marina and Historic Downtown. Observation room could be used for
   meetings, classes. Spiral staircase to observation area, storage below. (Possible
   design similar to tower at Anderson’s store on Guemes Island.)

5) Shuttle Van; ideal for art walks.

6) Quality stone and brick work, such as planters/seating throughout the property

7) Lots of plantings, flowers and some trees but not affecting open space for
   Farmer’s Market and other events.

8) The Madrona Park, elevate property leaving a natural looking creek running the
   length of property with small fountain feature. Supported by pump system from
   the wetland pond.

9) Old fashioned outdoor pole lighting w/ flower basket hangers throughout
   property.

10) Designated display area indoor or outdoor, focusing on the history of the depot.
    More photo’s, maps of railway etc.

11) Purchase train’s steam whistle used only for special occasions/events that can be
    heard in Historic Downtown.

12) Where is Tommy Thompson’s steam train! It should be on display in an enclosed
    structure.
Comment #5
Please find attached the proposal I sent to the Museum foundation last summer, and which I would like to suggest for inclusion in the Depot Master Plan, for the southernmost end of the property, near 9th street. I will try to put together a more polished proposal by the time of the next meeting, but just in case I don't, please accept this version.

June 2, 2005

Anacortes Museum Foundation
C/O Elizabeth Zevely

Draft Proposal for a fountain to be built and installed near the WT Preston and Depot.

The enclosed sketch shows a circular concrete pool, about 15 ft across and 2 ft deep, sitting on top of the ground, with a stone wall facing and a concrete cap suitable for sitting on. Inside the pool is a sump and pump that shoots a water spout upward, spraying over 3 carved and polished granite salmon sculptures, which are mounted on 3 natural boulders. The water nozzle is embedded in a 4th boulder in the center of the pool. The salmon are arranged so that they stand about 7 to 8 ft high, each one being about 4 ft long, balanced atop the boulders. Spotlights mounted inside the pool could illuminate the salmon and spraying water at night.

This is just one interpretation, for example, the salmon could be made of bronze, and mounted on metal frames or rocks, and they could each have a water spout spraying from their mouths. The size and shape of the pool could be changed, and the number of salmon could be changed too.

I have not researched the details of the pool construction, plumbing, wiring, etc., but if the concept is approved, I can make the 3 stone salmon for approximately $6000 each. Bronze salmon would probably cost a similar amount, although the plumbing inside them would add somewhat to the cost. If this concept is near to what you are seeking, please allow me some more time to contact qualified builders and get estimates on the rest of the structure, concrete, stone masonry, plumbing, lighting, etc. If it is not, please let me know which direction to proceed, and I will be happy to work up another design.

Thank you,

Tracy Powell
12702 Reservation Road
Anacortes, WA 98221
Phone: 360-293-3237
Email: powells@cnw.com
Website: www.powellstudios.com
This is one idea. Alternatives could include making the salmon in bronze, and they could have water spouts coming out of their mouths. Or salmon could be mounted on light steel frames instead of boulders.

Concrete basin inside stone wall must be watertight, have sump and pump in bottom, with lights shining up from under concrete cap on inside.
Appendix D

Design Elements Rating Results

At the Depot Master Plan Workshop #2, participants placed checks in the appropriate evaluation column for each Master Plan element. They were instructed to limit the number of selections to “4” for the top two columns (“Great, Top Priority” and “Good Idea”. Additional comments are included at the end of this sheet.

<table>
<thead>
<tr>
<th>EVALUATION</th>
<th>Great, Top Priority</th>
<th>Good Idea</th>
<th>Good Idea, Not a Priority</th>
<th>Not Sure</th>
<th>Bad Idea</th>
</tr>
</thead>
</table>

### Basic Framework Options

**Natural Areas**

1. Wetland and madrona habitat enhancement | 11 | 5 | 1 | 1 |
2. Boardwalk, view platform and interpretive signage at wetland | 6 | 4 | 4 | 1 |
3. Pathway around madronas and wetland | 8 | 7 | 3 | 1 |

**Flexible Event Space**

4. Multi-use plaza (w/ utility hookups) | 13 | 4 | 1 |
5. Awnings on Depot’s east side | 4 | 3 | 4 | 4 | 2 |

**Special Features**

6. Entrance plaza at southern tip | 7 | 3 | 6 | 2 |
7. Railroad tracks as design elements | 3 | 6 | 5 | 1 | 2 |
8. Relaxation area w/ focal element west of Depot | 5 | 3 | 4 | 3 |
9. Landscaped buffer at plaza north end | 4 | 4 | 6 |

**Linkages**

10. Path along wide-gauge railway | 5 | 5 | 4 | 1 |
11. Pedestrian crosswalks at 9th | 6 | 1 | 7 | 1 |
12. Pedestrian crosswalks at 7th | 5 | 5 | 3 | 1 |
13. Pedestrian crosswalk at Market St | 6 | 4 | 5 |
14. Encourage Port enhancement of North Basin corner aesthetics (associated w/ future development) | 2 | 3 | 9 | 2 |
**Write-In Framework Ideas**

<table>
<thead>
<tr>
<th>Idea</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zig Zag display</td>
<td>1</td>
</tr>
<tr>
<td>Car house museum</td>
<td>1</td>
</tr>
<tr>
<td>Keep boxcar</td>
<td>1</td>
</tr>
<tr>
<td>Storage Building that looks like a caboose or other car</td>
<td>1</td>
</tr>
<tr>
<td>Name the entire area <em>Jim Rice Park</em></td>
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</tr>
<tr>
<td>Train shed becomes small cafe</td>
<td>1</td>
</tr>
<tr>
<td>Provide some covered space for the Farmers Market for the rainy days</td>
<td>1</td>
</tr>
<tr>
<td>Re-structure, re-contour, and re-landscape the east edge of the track bed filled area just west of madrona grove</td>
<td>1</td>
</tr>
</tbody>
</table>

**Comments:**

- Expand the Market
- Don’t put trees at the entrance plaza at the southern tip
- New multi use bldg: If located in north, it’s okay but don’t locate it in south!
- Showcase Preston: beach grass all the way to the point.
- Interpretive items on wetland should not be on north end; they should be in south end.
- The pathway south of the wetland encroaches on the wetland. Move the path to the south side of 6th Street to line up with the future sidewalk on the south side of 6th Street.
- Move the wetland interpretive station to the “bulbout” near the south end of the wetland.
- Keep the trail through the wetland area low impact: no more than 6 feet wide with natural shoulders.
- Awnings on the east side of the Depot should be temporary structures and not conflict with the Depot architecture or historic status.
- Enhance the railroad theme with additional rolling stock structures used for additional interior space (storage, etc.). Maintain and keep this rolling stock useful for intended purposes.
## EVALUATION

<table>
<thead>
<tr>
<th>Design Options</th>
<th>Great, Top Priority</th>
<th>Good Idea</th>
<th>Good Idea, Not a Priority</th>
<th>Not Sure</th>
<th>Bad Idea</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Create Performance Spaces</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Stage/bandstand</td>
<td>4</td>
<td>6</td>
<td>2</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>2. Amphitheater</td>
<td>3</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td><strong>Address Functional Issues</strong></td>
<td></td>
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<tr>
<td>3. Existing bldg(s) used for display areas and storage</td>
<td>5</td>
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<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>4. Multi-use new bldg w/ public facilities and display area</td>
<td>6</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>2</td>
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<tr>
<td>5. Parking along west side Market St.</td>
<td>7</td>
<td>4</td>
<td>3</td>
<td>3</td>
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<tr>
<td><strong>Provide Linkages</strong></td>
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<tr>
<td>6. Sidewalk along Market Street; gravel path begins north of 6th St</td>
<td>5</td>
<td>5</td>
<td>4</td>
<td>1</td>
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<tr>
<td><strong>Incorporate Water Features</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>7. Active water feature and kids play area</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>2</td>
<td>6</td>
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<tr>
<td>8. Fountain west of Depot</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>4</td>
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<tr>
<td>9. South end pond</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>5</td>
<td>5</td>
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<tr>
<td>10. Symbolic stream connection from the wetland to the pond (using bldg stormwater?)</td>
<td>3</td>
<td>5</td>
<td>1</td>
<td>8</td>
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<tr>
<td><strong>Incorporate Art</strong></td>
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<tr>
<td>11. Art walk along symbolic stream</td>
<td>2</td>
<td>2</td>
<td>7</td>
<td>1</td>
<td>2</td>
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<tr>
<td>12. Art incorporated into streetscape improvements</td>
<td>4</td>
<td>9</td>
<td>5</td>
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<tr>
<td><strong>Enhance Areas with Landscaping</strong></td>
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<tr>
<td>13. Landscaped trellis framing north plaza</td>
<td>3</td>
<td>1</td>
<td>7</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>14. Unique landscaping to showcase Preston</td>
<td>5</td>
<td>2</td>
<td>7</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td><strong>Write-In Design Ideas</strong></td>
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<tr>
<td>Dream idea: area would become a botanical garden</td>
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<tr>
<td>Remove remaining narrow-gauge tracks and also the standard-gauge tracks between 9th St and Snagboat Center</td>
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<tr>
<td>Get topography survey</td>
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### EVALUATION

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<th></th>
<th>Great, Top Priority</th>
<th>Good Idea</th>
<th>Good Idea, Not a Priority</th>
<th>Not Sure</th>
<th>Bad Idea</th>
</tr>
</thead>
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<td>Water features: check insurance rates</td>
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<td></td>
</tr>
<tr>
<td>Validate maintenance</td>
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<tr>
<td>Toilet Facilities</td>
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<tr>
<td>Play area/ features</td>
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<tr>
<td>Additional maritime displays in south portion of area</td>
<td>1</td>
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</tbody>
</table>

### Comments:

- Any water feature should be solar powered only –if the sun is not out, we don’t need it!
- Stage/bandstand: Yes! We used to have a street fair behind.
- Amphitheater: The brown lantern, but this would be great!
- No preference whether to keep an existing bldg. or to create a new bldg for a multi functional needs, but we do need restrooms for the Farmers Market
- Parking along west side Market St: No one will use it –they won’t walk 2 blocks!
- Active water feature and kids play area would only be used in August! –Bad idea!
- Symbolic stream: If it’s dry, the Parks Dept. will spray it with herbicides all summer –Bad idea!
- Landscaped trellis framing north plaza: I like the idea of trellis, but I don’t think I’d want to block any of the R Ave entrance to the Market.
- Showcase Preston: Seems odd to plant around it –Preston is from the water, not the land.
- Please incorporate areas for children of all ages to play here. Ideas:
  - Sculptures of birds from wetland to climb on and learn about
  - Train to climb on / learn about
  - Climbable farm animals around Farmers Market
  - Tractor at Farmers Market to climb on
  - Wetland enhancement –again make sure it’s attractive to all ages
- The best place for constructing a semi-natural pond is east of the proposed amphitheatre area. Water already ponds here in winter because the water table rises above ground level. Pond construction would just excavate deeper into the natural water table, with new water landscaping and impermeable liner in the area of the permanent pond.
- Water play fountain could be one spray head.
Appendix E

Workshop #3 Comments on Draft Plan

ANACORTES DEPOT MASTERPLAN
DEPOT MASTER PLAN WORKSHOP #3
June 1, 2006

Meeting Notes

- High cost items
  - The cost for utilities built into the plaza seems high.
  - There is also concern about the flexible covering system cost.
  - Perhaps there is a better use of funds than these two projects.

- Address stormwater as part of the study of site hydrology.

- There is an elevation difference between the site and Market Street that may prohibit a pathway / sidewalk at this location. Coordinate this with public works.

- I am concerned about the eastern edge of the plaza that is shown as stepping down to the level of the madrona grove.
  - Madronas are growing on top of the bank --- stepping down the plaza will not be appropriate.
  - Maybe the edge should be curvaceous, with pockets that step down to allow seating.
  - Check the cost of stepping down the plaza edge versus the cost of laying electric line.

- Add more seating areas throughout the site
  - Moveable seats are much more versatile and inexpensive than fixed benches. These are a great solution as long as storage is provided.
  - Provide a couple of covered seating areas on the site. Perhaps in pockets that extend from the east end of the plaza.

- Farmers Market
  - There is a concern about truck access versus the trellis location.
  - There is a concern about providing enough space to allow direct vehicular access to the stalls.
  - Farmers markets function in very close quarters in other places – the team should look at some other examples to see how these needs are met.
  - There should be two ways out for the trucks.
• Add a first phase project that addresses overall site cleanup and aesthetic improvements

• The train building will need to be heated if it is going to be used as a display area

• Respect the original railroad yard use of the site.
  • The Depot awnings need to meet historic requirements.
  • Find a way to use the boxcar because it is historically appropriate for the site.

• Performance Areas
  • The amphitheater may be problematic given the location of the madrona trees.
  • Consider an amphitheater at the plaza level surrounded with raised seating.
  • The stage could be the old gazebo bandstand.
  • Acquire a flatcar and use it to make a stage.

• South End
  • Coordinate the south plaza design with Market Street right-of-way improvements.
  • The South End may be a good place to locate the ZigZag and other artifacts. These artifacts are approximately the size of the boxcar and railway shed. The ZigZag needs a permanent home.

• Site Name
  • Consider using “Depot” in the name to leverage National Register designation (would occur in national publications).
  • Name should refer to “Little Chicago”.
  • Perhaps a Chicago and Depot related name?

• Children’s Play Areas
  • For children: Provide a few simple items for kids to climb and play on. Sculptures of animals, trains, etc.
  • The fountain may be overkill – could be an expensive solution and more than is necessary.

• Fountain
  • If a fountain is placed on the site, use bricks from the Morrison Mill smokestack.
Additional Comments

The following are additional comments received at or after the May 31, 2006 workshop.

Comment #1

TO: Gary Robinson,
Makers,
Nakano Associates

FROM: Ross O. Barnes, Ph.D.

13695 Harbor Lane
Anacortes, WA 98221
(360) 293-7023
June 2, 2006

RR: COMMENTS ON MAY, 2006, DRAFT DEPOT SITE MASTER PLAN

I. SITE CLEANUP AND GENERAL FUNCTIONAL IMPROVEMENT SHOULD BE A PRIORITY PHASE 1 PROJECT

Perhaps a general site cleanup and general aesthetic and functional upgrade to the Depot/Preston area should be included as a priority for Phase 1. This should include:

- Removal of invasives (Scotch broom, blackberry, etc.) from the whole area including natural areas.
- Cleanup of trash, debris, piles of plant debris dumped in madrona meadow, rocks and other debris dumped along the topographic step down on the west side of Madrone Meadow.
- Installation of the new lawn areas, including re-grading, soil improvement and re-seeding.
- Construction of the gravel pathways on the existing track beds and elsewhere to provide initial pedestrian linkages throughout the site.

II. MARKET STREET FRONTAGE IMPROVEMENTS

Market street is currently a sub-standard street with paving as narrow as about 18' in places, whereas street standards for a collector arterial/commercial access street are 35' to 40' pavement width in a 60' ROW. Does Market Street currently have a 60' ROW in addition to the 20'(? ) wide track easement and 'return to service corridor' on the east side of the Depot planning area? Can a reconstructed Market street be expanded to the east by cutting into the high bank on the east side of the road?

There are also significant elevation differences between the track bed on which the new path will be constructed and the adjacent street surface which will make a standard parking strip/curb/planting strip/pathway configuration as proposed
difficult if not impossible unless the street elevation is raised.

The issues and problems with improving the Market Street frontage as proposed are serious enough that the first and immediate step should be to coordinate needs and wants with the Public Works Dept. during the current update of the Anacortes Transportation Plan, including preservation or acquisition of adequate 60' ROW during land swap negotiations with the Port of Anacortes.

I presume Market Street upgrades, with the possible exception of building a pathway on the track bed, would be funded by Public Works from street improvement funds or grants.

III. EAST SIDE OF BRICK PLAZA

The east side of the new brick plaza east of the Depot cannot be a stepped down seating area because the current eastern edge of the raised fill area is actually under the madronas—the west line of madronas is growing on the raised track bed fill, not at the lower level of "Madrona Meadow". Thus the east side of the new plaza as shown will be on a level grade to the east.

IV. MULTI-PURPOSE AMPHITHEATER

The multi-purpose amphitheater cannot be built as shown because the stepdown grade actually occurs further to the east under the madronas. However, the amphitheater could be built as an depression excavated into the plaza level on all sides, or partially excavated and partially raised above plaza level.

Seasonal ground water levels, which are essentially at ground surface in the lower elevation "Madrona Meadow", will limit the depth of excavation for the amphitheater, unless it is built water tight and heavy enough not to float (a pool in reverse that keeps water out) or the water feature here could be a winter wading pool.

V. SOUTHERN ENTRANCE PLAZA

The design and location of the southern entrance plaza will need to be coordinated with the eventual reconstruction and upgrade of Market Street (see item II. above).

VI. NEW LAWN/OPEN SPACE AREA

The budget for installing the new lawn east and south of the Preston should include the cost of significant re-grading and soil improvements in this area. Good lawn does not grow on
the bumpy gravelly weed choked mess that is there now.

The area of raised gravelly weedy fill between the eastern edge of the new brick plaza and the topographic stepdown at the madronas will need similar treatment—cleanup, limited regrade, soil improvement, and re-seeding. This area is not in the current budget.

VII. WETLAND VIEWING PLATFORM

The text on page 18 and the budget describe a 4’x8’ viewing platform. However, the graphics depict a platform about 25’x36’. One is probably too small and the other way too large.

Perhaps the text, budget and graphics should all agree on the size of the platform at about 100 square feet (8’x12’).

VIII. BUDGET

Several budget comments have been noted above. Others are included here.

Does electrical wiring actually cost $93 per linear foot? That seems extremely high at a total cost of $279,000 or 68% of the total utility budget!

Does building a multi-stepped down seating transition at the east edge of the plaza only cost $2 per linear foot whereas the plaza itself costs $20 per square foot? I would think $2 is perhaps a factor of 100 too low—$200 per linear foot sounds more reasonable. Or else everyone will want to be an electrician and no-one will want to be a landscape wall contractor.

Will the pathway on the west side of Market Street be a standard concrete sidewalk as budgeted, or a gravel surface path laid on the existing track bed as proposed further north on this same track bed through the wetlands? I thought the trackbed path was planned for the full length of this track in this area, from 9th. St. to 4th. St.

IX. OTHER COMMENTS

Put an aerial photo of the site in the Master Plan document in addition to all of the graphic site plans.

The design of the pathways in the Depot area should be coordinated with the extension of the Thompson Trail through this area. Or does the Thompson Trail simply end at the south end of "Depot Park" and start again at the northern end, with the various pathways in Depot Park together constituting the trail in the
park area?

The east west trail from the northern end of the plaza to 6th St. should all be located on the raised fill in the old 6th St. ROW west of 'S' Ave., rather than drop down into the lower and seasonally wet elevations of "Madrona Meadow". This means that the west end of this path needs to be moved further north.

The new trail as shown on the east side of the Preston Museum building is too close to the building and would be obstructed by the raised loading dock and ramp in this area.

Simple and durable play structures should be incorporated into the design.

Some trees, including madronas, are dead, dying or showing signs of stress in Madrona Meadow. The cause of this stress should be investigated and rectified if possible. The very non-natural manipulation of ground water and wetland pond levels in this area by the adjacent wastewater treatment plant might be a factor—seasonal ground water elevations may have been altered relative to pre-existing root structures.

Comment #2
From Ann Dursch: We do not need a large viewing platform in the wetland but could get by with a small bump out in the trail. [intent of comment relayed through Gary Robinson, City of Anacortes]
## Appendix F

**Utilities Improvements Cost Estimate**

<table>
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<tr>
<th>Item</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>11. Electric &amp; Water Lines &amp; Hook-Ups</strong></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Domestic water tap 2&quot;</td>
<td>1</td>
<td>LS</td>
<td>$3,000.00</td>
<td>$3,000.00</td>
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<tr>
<td>Domestic water</td>
<td>1</td>
<td>LS</td>
<td>$3,000.00</td>
<td>3,000.00</td>
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<tr>
<td>Sewer</td>
<td>200</td>
<td>LF</td>
<td>$33.00</td>
<td>6,600.00</td>
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<tr>
<td>Electrical supply/connection</td>
<td>1</td>
<td>LS</td>
<td>$1,000.00</td>
<td>1,000.00</td>
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<tr>
<td>Electrical outlets</td>
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<tr>
<td>Entrance</td>
<td>1</td>
<td>LS</td>
<td>$200.00</td>
<td>200.00</td>
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<tr>
<td>Farmer's market and Multi-Use Plaza</td>
<td>8</td>
<td>LS</td>
<td>$200.00</td>
<td>1,600.00</td>
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<tr>
<td>Amphitheater and Band Stand</td>
<td>3</td>
<td>LS</td>
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<td>600.00</td>
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<tr>
<td>Pedestrian lighting, pole fixtures</td>
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<tr>
<td>Plaza, Mixed-Use Plaza, Band Stand</td>
<td>6</td>
<td>EA</td>
<td>$2,300.00</td>
<td>13,800.00</td>
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<tr>
<td>and Amphitheater</td>
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</tbody>
</table>

Subtotal: 29,800.00

5% mobilization: 1,490.00

**Subtotal**: 31,290.00

10% Overhead and profit: 3,129.00

**Subtotal**: 34,419.00

15% Contingency: 5,162.85

**Total**: $39,581.85

*Unit prices for Utilities & Electrical items are not confirmed with Design Consultants.*