

**RESOLUTION NO. 20-02
PORT OF EDMONDS, A MUNICIPAL CORPORATION**

**AMENDING THE PORT'S COMPREHENSIVE SCHEME OF HARBOR
IMPROVEMENTS AND THE CAPITAL BUDGET**

WHEREAS, the Port of Edmonds Comprehensive Scheme of Harbor Improvements includes a Marina Master Plan and a Harbor Square Master Plan; and

WHEREAS, the Port's Public Access Plan was presented at the November 12, 2019 Commission meeting; and

WHEREAS, the Port Commission has requested that the Public Access Plan be incorporated into the Comprehensive Scheme of Harbor Improvements; and

WHEREAS, the Port Commission has requested that the Public Access Plan be incorporated into the Capital Budget; and

WHEREAS, on May 11, 2020, the Port Commission of the Port of Edmonds held a public hearing to receive public comment on the proposed amendment to the Comprehensive Scheme of Harbor Improvements and to the Capital Budget;

NOW, THEREFORE BE IT RESOLVED by the Port Commission of the Port of Edmonds that the Port of Edmonds:

1. Adopts the Public Access Plan and incorporates it into the Comprehensive Scheme of Harbor Improvements; and
2. Modifies the Capital Budget to include Public Access Plan projects.

APPROVED this 11th day of May, 2020

H. Bruce Faires

James Orvis

Angela Harris

David Preston

Steven Johnston



Port of Edmonds Public Access Plan

November 22, 2019

MAKERS
architecture • planning • urban design

Project Contents

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Intro

“The promenade is shop worn, it’s stood the test of time well, but it needs a refresh.”

Providing the public with access to the waterfront is an integral part of the Port of Edmonds operations and facilities. The waterfront Portwalk is a favorite place among Edmonds residents to take a stroll and enjoy the views, and Anthony’s Plaza is home to many well-attended annual community events. After receiving public comment regarding the desire for upgraded public access facilities and amenities, Port staff enlisted the guidance of MAKERS Architecture and Urban Design to research the concept further and develop a plan.

At the kick-off meeting, the Steering Committee members described the marina promenade’s current condition as:

“The promenade (Portwalk) is shop worn, it’s stood the test of time well, but it needs a refresh.”

Additional objectives for the project:

- Beautify the port
- The project is more than cosmetic, but we’d like to avoid making expensive structural changes
- The Port has an obligation to make the marina attractive to community members and visitors
- Public safety is a top priority
- Consistency of experience along the walkway is important

Objectives for the plan:

- Provide recommendations for the components of the marina’s Portwalk
- Create an “a la carte” plan
- Involve key stakeholders
- Provide opportunities for artwork

Project Process and Timeline

The Port met with MAKERS in November 2018 to discuss the Port's context and desire to develop a public access plan and tour the property. The Port officially hired MAKERS Architecture and Urban Design, LLP in December 2018 to facilitate the plan. Below are key dates and activities during this process:

January 29, 2019 Kick-off meeting with Port Steering Committee members

- Slideshow on project goals, current conditions/issues, and other marina improvement examples
- Discussion of issues, including walking surface, railing, signage, dumpsters, landscaping, lighting, plaza, security gates, and case study examples

February 25, 2019 Port Commission Retreat

- Slideshow on planning process, project goals, public involvement, current conditions, preliminary considerations, and case study examples
- Follow up discussion of project goals, issues and preferences

April – June 2019 Field survey

- MAKERS worked with Port staff to develop a survey on marina users, issues, and priorities
- MAKERS conducted the field survey at the marina on April 12
- Port staff conducted the field survey on June 1 and June 14-16

September 20, 2019 Work session with Port Staff

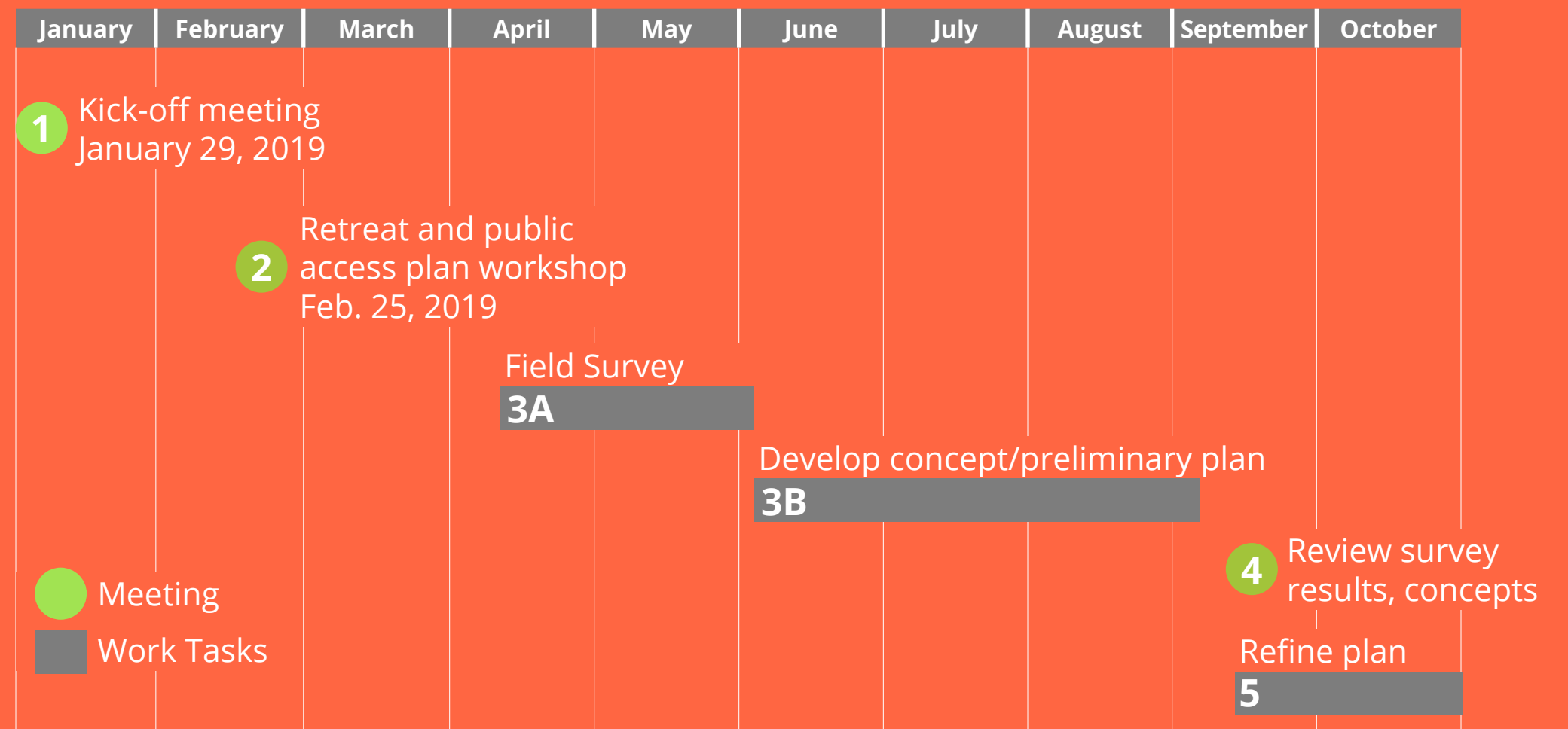
- Discuss preferences, schedule and updates for the plan

November 20, 2019 Port Commission meeting

- Present draft Public Access Plan

SCHEDULE

2019



Community Survey

MAKERS and Port of Edmonds staff developed a community survey, at the request of Port Commissioners, to obtain data on and about the Portwalk users and to learn their preferences and priorities for improving the marina experience. MAKERS conducted the survey on the Portwalk on Friday afternoon, April 12. Staff from the Port of Edmonds conducted additional surveys on the Portwalk on Saturday, June 1 during Family Day at the Marina, and Friday through Sunday, June 14-16, during the Edmonds Arts Festival. Forty additional respondents filled out online versions of the survey.



What We Asked

We asked a number of questions about the users, what they like about the marina and how they use it. We identified nine marina and Portwalk elements identified by Port Commissioners and staff that warranted improvement consideration and then asked the users what their top three improvement priorities would be.

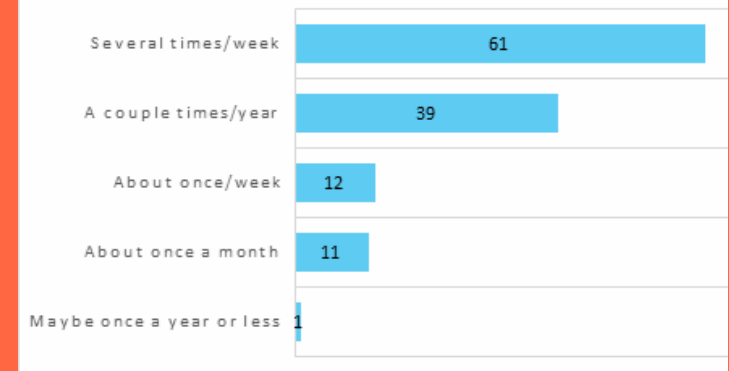
What We Heard

The most notable finding is the relative contentedness of marina-users with the current conditions. Several interviewees noted that they wouldn't change a thing or indicated that they didn't want the marina to be too fancy. Thus, it was often a challenge to get interviewees to provide us with their top three improvement items to address. Otherwise, the top priorities to address included:

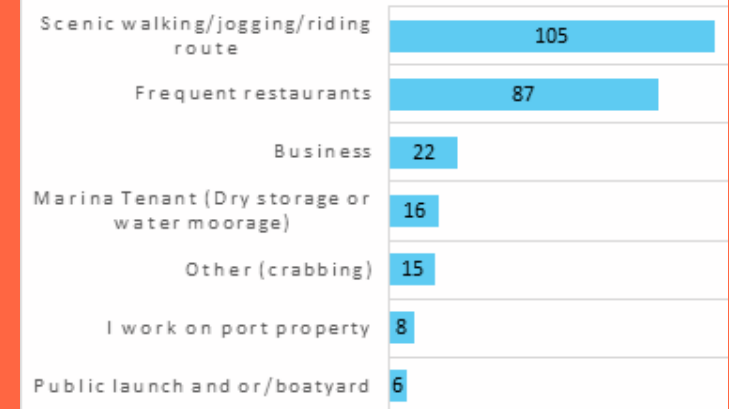
1. Boardwalk — Replacing or at least repairing the wooden boardwalk surface. Many of these votes were simply to maintain the existing wood deck for safety and usability.
2. Landscaping — including adding more landscaping, updating the mix of plants, adding color, and perhaps updating the planting containers.
3. Lighting — Updating/enhancing the lighting as some noted that the fixtures were a bit dated. Others noted that the lighting could be extended beyond the bridge into the beach/dog park areas. Many walkers noted that they rarely visit the marina at night, while others noted that the Portwalk is one of the few safe places to walk at night, due to the presence of lights.
4. Wayfinding — Adding wayfinding signage and more interpretive elements along the Portwalk.
5. Railings — Updating or enhanced maintenance of the wooden railings. Though many liked the natural look of the wood railings (over the painted railings or the City pier railings), several noted that improvements could be made, and one noted that it's easy to get splinters on the old railings.



HOW OFTEN DO YOU USE THE PORT OF EDMONDS MARINA?



HOW DO YOU USE THE MARINA (SELECT ALL THAT APPLY):



Portwalk Segments / Character Areas

PORTWALK SEGMENTS / CHARACTER AREAS



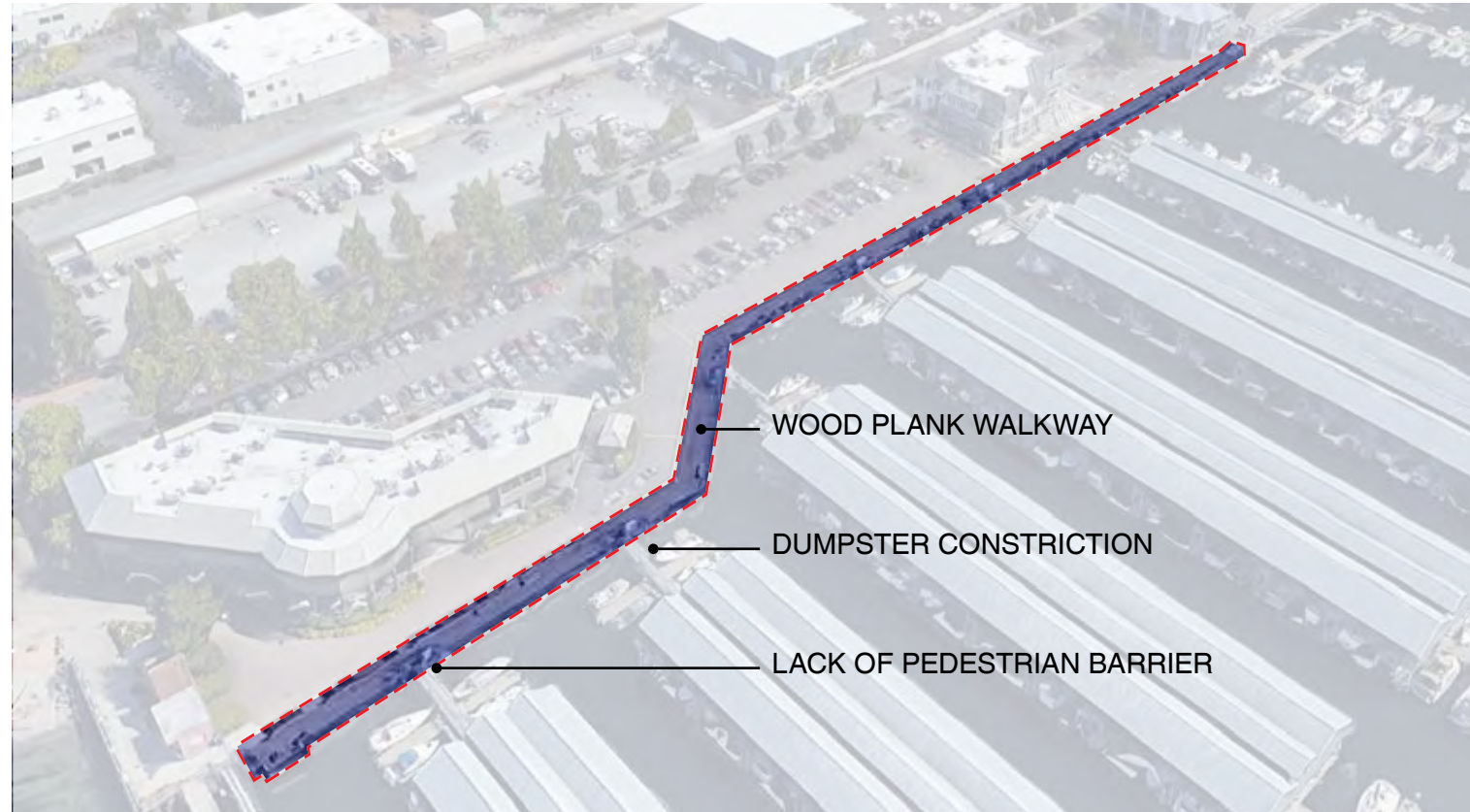
NORTH PORTWALK

EXISTING CONDITIONS

The marina's north end is still truly a "boardwalk." However, over time the existing wood-decking has become weathered and worn. The Port has to regularly replace the planks for safety purposes, which in turn creates the odd appearance of the boardwalk with contrasting old and new planks. Users complain about the irregular surface (particularly those in wheel chairs, which can easily get caught in the ruts).

Recommendations for replacement decking include precast concrete planks, fiber reinforced plastic decking and other synthetic material.

CONTEXT AND ISSUES



PRECEDENT IMAGES



Extend boardwalk space



Integrate lighting within railing



Wood damage



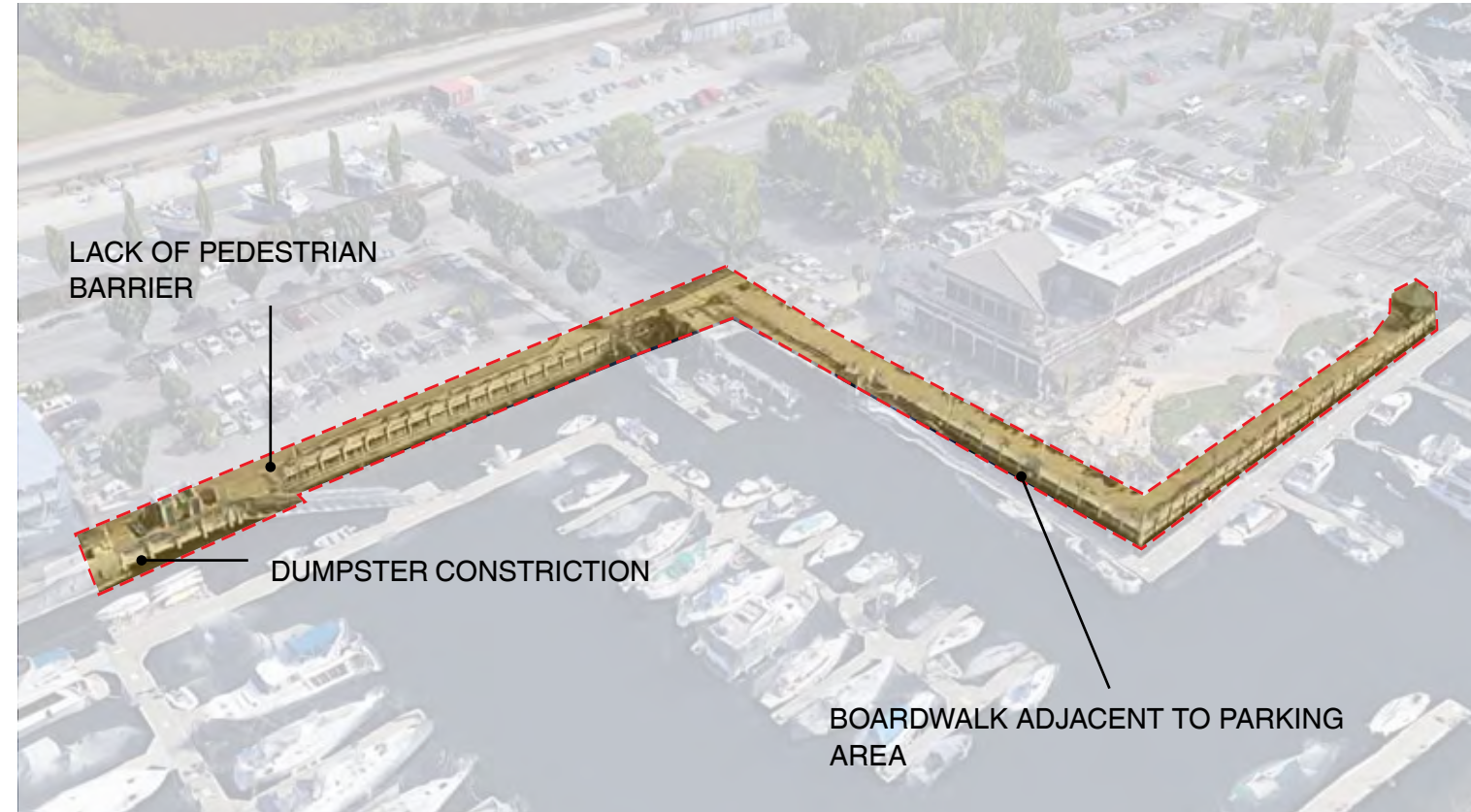
Boardwalk adjacent to parking area

CENTRAL PORTWALK

EXISTING CONDITIONS

The central section of the Portwalk has a concrete boardwalk. There are a number of access and design character challenges along this section that relate to walkway constriction as well as inconsistent materials. Key issues include constricted pedestrian access due to security gate, dumpster, and service enclosure locations, and the lack of appropriate wayfinding along this core section of the pathway. This section also contains the whale watching waiting area, which has been noted as needing weather protection coverage.

CONTEXT AND ISSUES



Integrate lighting within railing

PRECEDENT IMAGES



Improve quality and transparency of marina security gates



Existing security gates



Whale watching waiting area



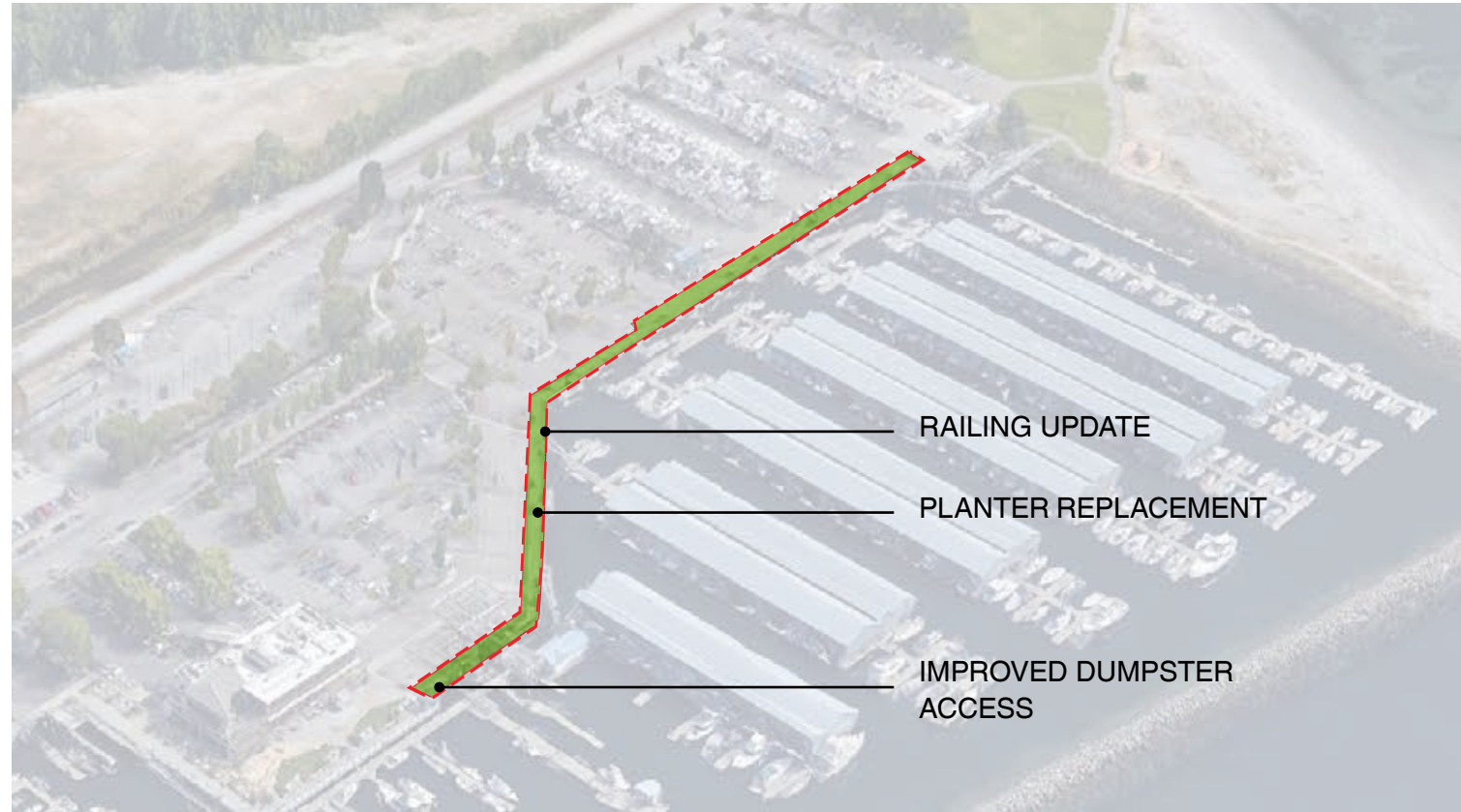
Updated planters

SOUTH PORTWALK

EXISTING CONDITIONS

The southern section of the Portwalk is characterized by the narrower walkway confined by security fencing and railings on either side in certain areas. Key issues include constricted pedestrian access due to security gate, dumpster, and planter placement. The existing wooden top rails in this section of the Portwalk are also a maintenance challenge.

CONTEXT AND ISSUES



PRECEDENT IMAGES



Railing option



Planters with trellis option



Limited view to plaza



Constricted walkway

ANTHONY'S PLAZA

ANTHONY'S PLAZA - EXISTING CONDITIONS

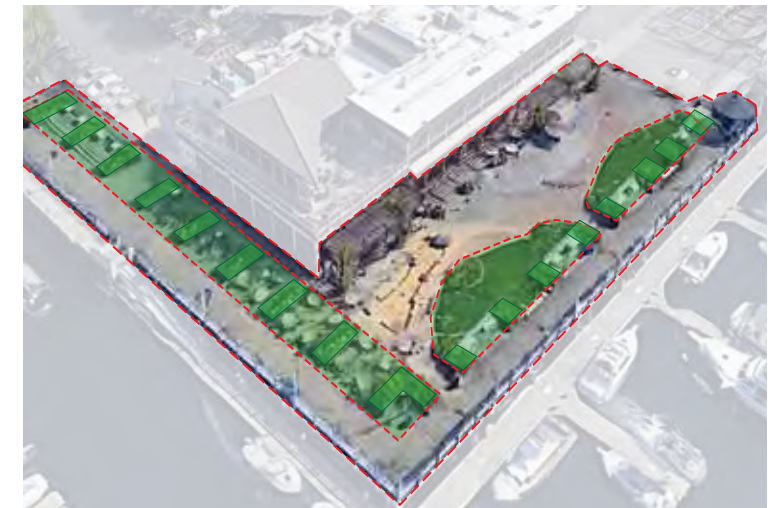
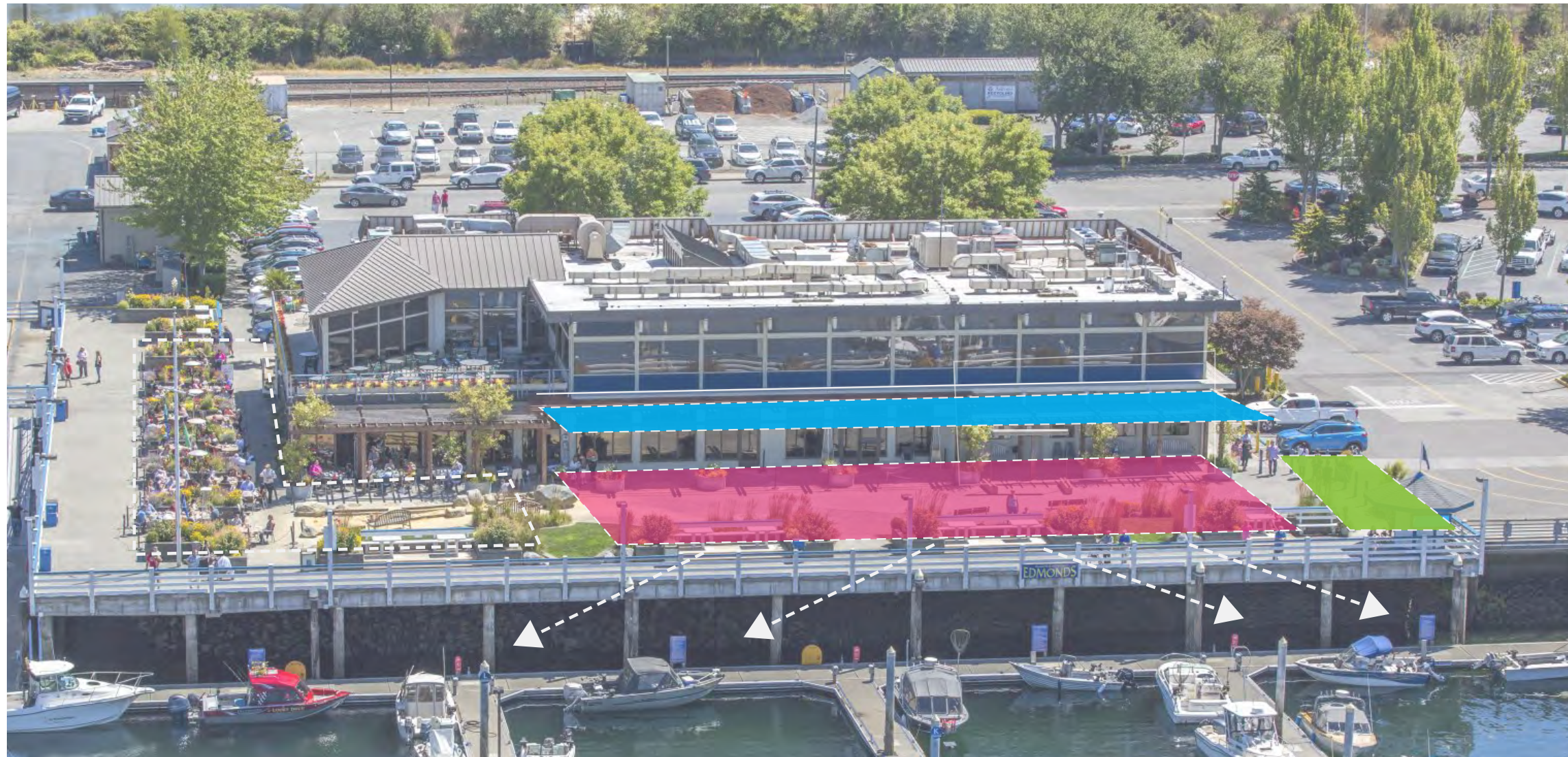
Anthony's Plaza has become a fantastic gathering space for the Edmonds Community. The plaza is well activated by the adjacent restaurant and hosts beautiful views out over Puget Sound. Currently the space has some features that are working quite well including the sand box children's area as well as the well-maintained plantings.

That said the plaza needs updating to allow for its best and highest year-round use. It is the intention of this plan to recommend several approaches to adjusting the space slightly to allow for larger gathering and performance capacity and allow for more opportunities for pause and enjoyment of the great public amenity that the space is.

On the diagram to the right we've called out a series of site analysis concerns and have sought to address those in unique ways in each of the alternatives included. Some consistencies across all alternatives include:

- Additional open and flexible seating opportunities
- Wider open central gathering space
- Identified area for performances
- Retained existing restaurant outdoor seating
- Retained play area
- Increased buffer from southern parking area
- Increased weather protection

We've included some very light level cost estimates for key features of the plaza at the end of this plan. However, at this early phase it will be most critical to choose the elements the Port feels most strongly about and then work to more specifically define cost implications.



- Add additional weather coverage
- Screen southern parking area and define plaza
- Provide more flexible seating options and increase open space for larger events
Increase ability to take advantage of the views.

ANTHONY'S PLAZA

COMMUNITY AMPHITHEATER

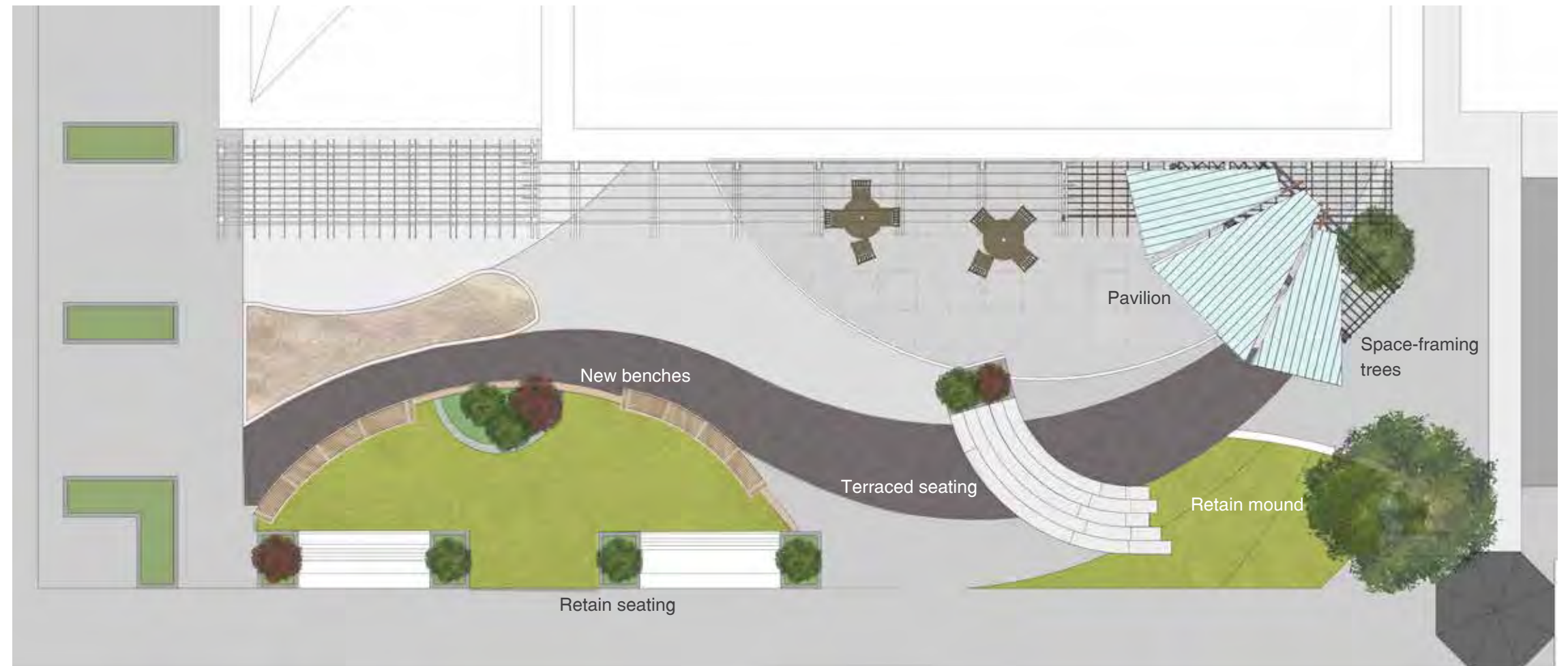
The first alternative creates a classic amphitheater environment at the southern end of the site.

The tiered seating structure would allow for users to watch performances or to look out of the water. The element would also act as a play structure and would be easily maintainable.

Plantings would remain adjacent to the terraced seating and could be further developed. This plan has also called for additional bench seating along the edge of the grassy mound on the north end of the plaza which would allow parents to comfortably watch their kids while they play or allow for additional seating during events.

The last and key element of this plan is the inclusion of a covered pavilion to in the southeast corner of the plaza that would provide a performance area as well as weather coverage for year-round use. This performance area could be shared with groups that rent out the adjacent banquet room within Anthony's.

PROPOSED TREATMENT



ANTHONY'S PLAZA

COMMUNITY AMPHITHEATER



View looking south from Portwalk

ANTHONY'S PLAZA

SEASCAPE PLAZA

The second alternative is inspired by the Puget Sound and encourages a natural flow of movement throughout the space. By cutting into the south-end mound, the site is opened in the center for larger groups while allowing seating in embedded benches that are called out as timber construction to add warmth and a modern element to the space.

The existing seating along the western edge of the plaza is replaced by flexible extended benches and sitting boulders that allow users to picnic on or for kids to climb on.

This design also calls for additional bench seating near the play area opening the northern entrance into the central space.

Like the amphitheater alternative, this one calls for a new covered pavilion to allow for performances and a key focal point on the south end of the plaza.

PROPOSED TREATMENT



ANTHONY'S PLAZA

SEASCAPE PLAZA



View looking north from Portwalk

ANTHONY'S PLAZA

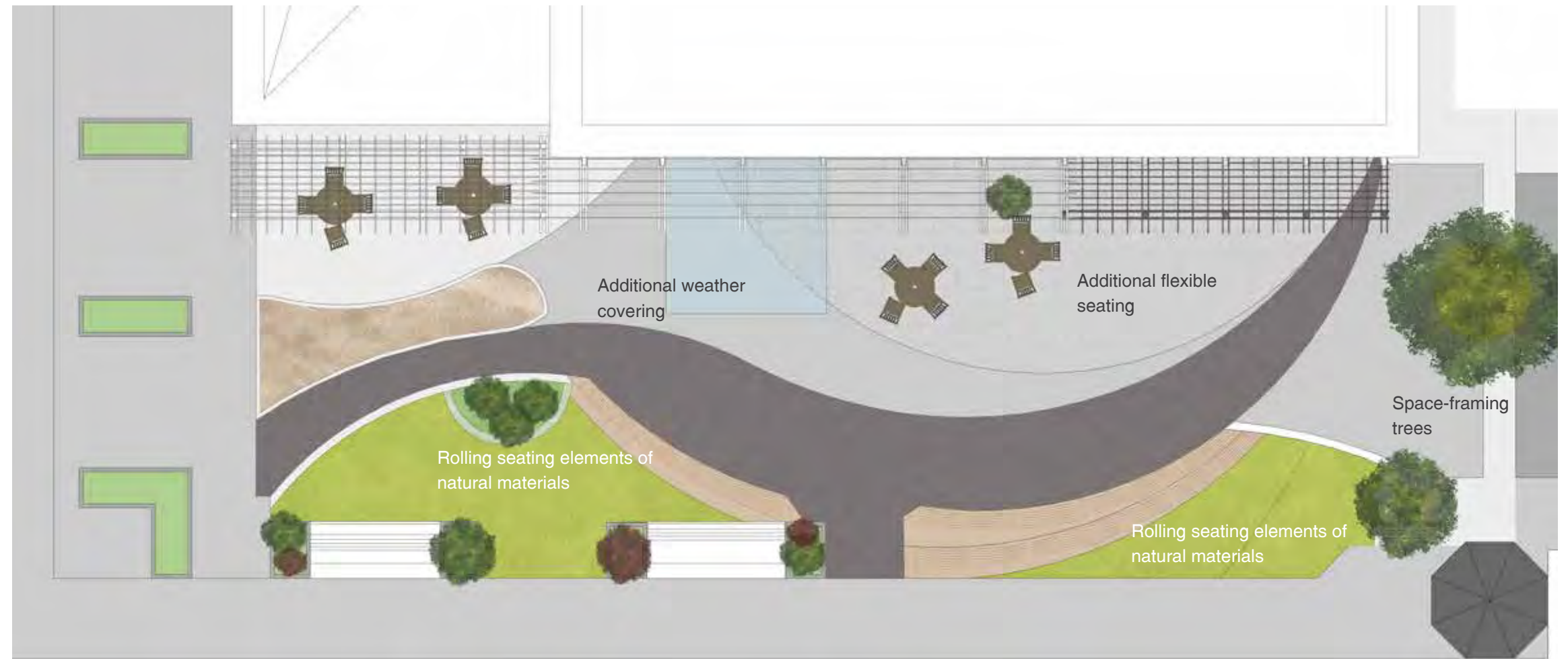
TERRACED GATHERING

The third alternative is a gentler adjustment to the plaza. The performance space is centered in the middle of the site and calls for an extension of weather coverage off the building versus the creation of a newly designed structure.

The northern mound is slightly adjusted to allow a curved seating bench space, which would naturally flow into the mound. The southern mound is also cut back to allow for ample seating that would be built into the slope while creating a larger, open plaza space.

Lastly, the design calls for adding additional landscaping to the southern terminus of the site to frame the plaza and shield views of the parking lot.

PROPOSED TREATMENT



ANTHONY'S PLAZA

TERRACED GATHERING

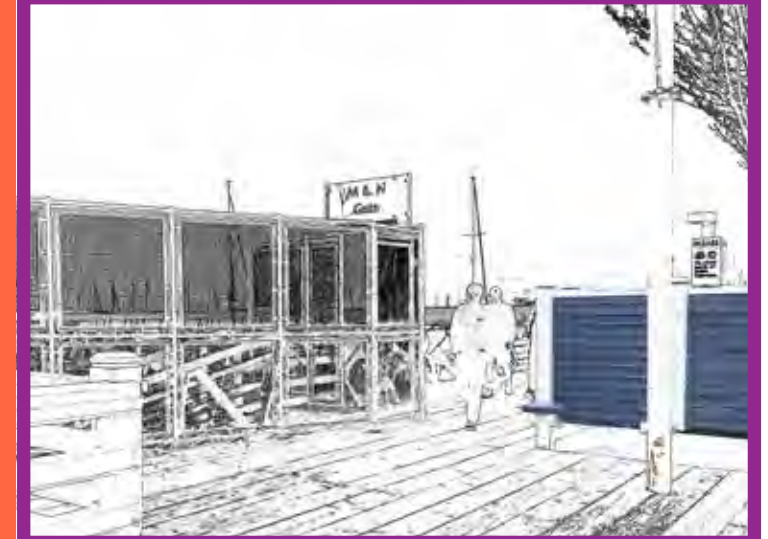


View looking north from Portwalk

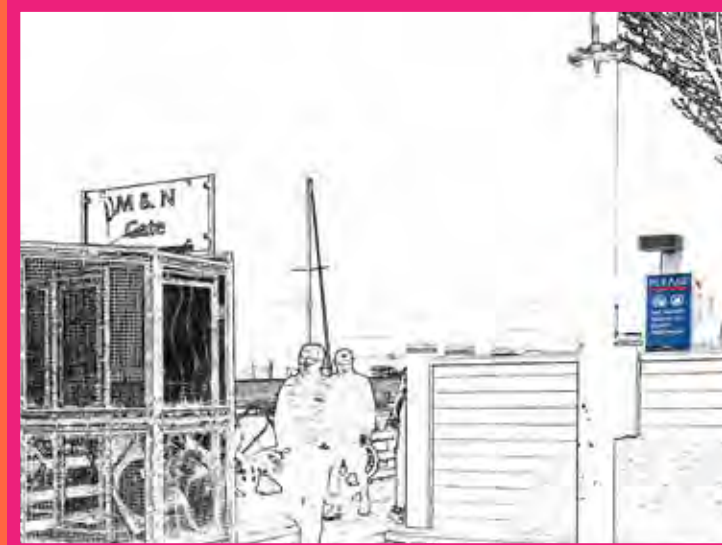
ELEMENTS



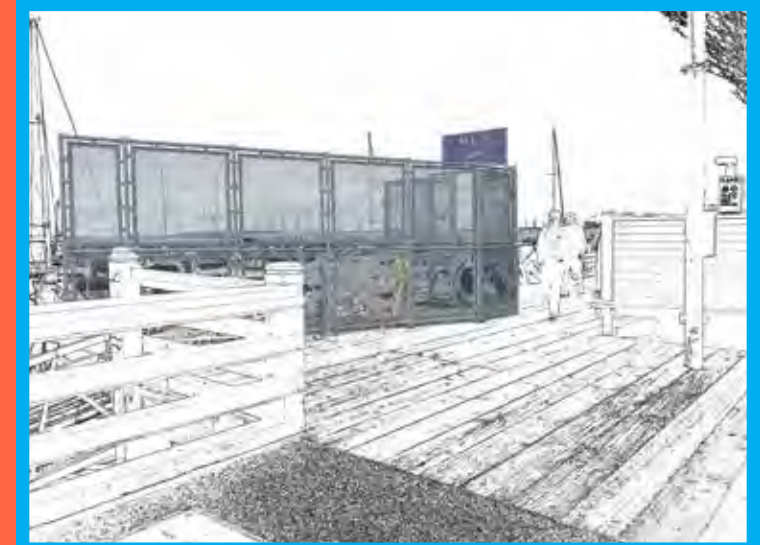
RAILING



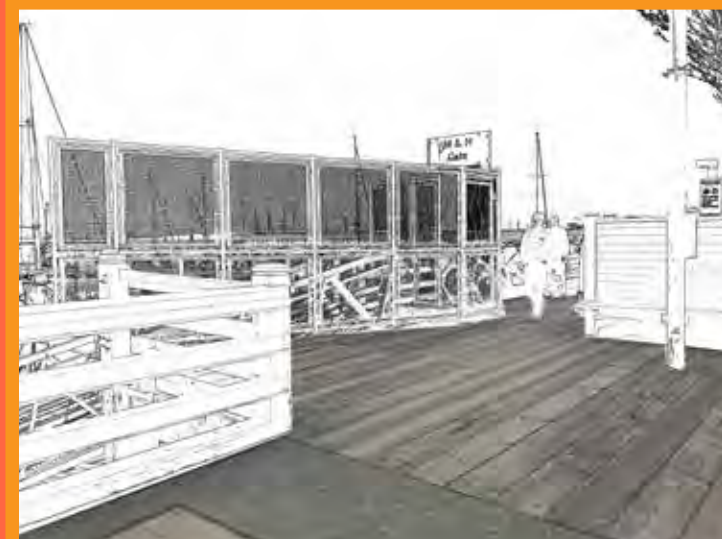
GARBAGE AND RECYCLING CONTAINERS



LIGHTING



SECURITY FENCING



WALKWAY



PLANTING

BOARDWALK SURFACE

The marina's north end is truly a "boardwalk." However, over time the existing wood decking has become weathered and worn. The Port has to regularly replace the planks for safety purposes, which in turn creates the odd appearance of contrasting old and new planks. Users complain about the irregular surface (particularly those in wheelchairs, which can easily get caught in the gaps between planks).

Recommendations for replacement decking include precast concrete planks, fiber reinforced plastic decking and other synthetic material.



Existing boardwalk surface

PROPOSED ALTERNATIVE BOARDWALK REPLACEMENT OPTIONS



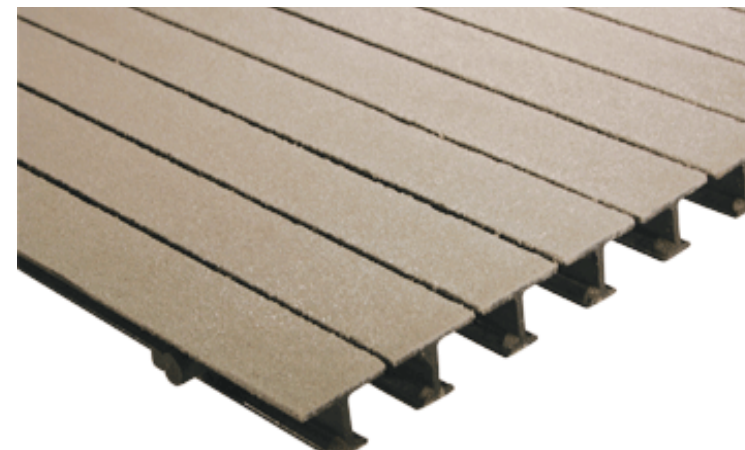
Precast concrete decking



Fiber reinforced plastic (FRP) decking



Precast concrete decking



FRP decking detail



FRP decking example

RAILING

The Portwalk now features a variety of railing types in a mixed state of repair. This plan proposes that a single continuous treatment be implemented throughout the extent of the Portwalk

The alternatives below include modernized steel railing systems with a slanted top railing that mimics the current unpainted wood design.

The purpose is to unify the design while reducing maintenance needs and integrating improved lighting and signage into the railing.



Existing railing designs

PROPOSED ALTERNATIVES



Alternative 1. New posts, crimped edge metal mesh panels and an updated top rail reminiscent of the existing Portwalk railing



Alternative 2. Railing assembled with fabricated vertical slat infill panels



Alternative 3. Existing south Portwalk railing posts with new crimped edge metal mesh panels and new Portwalk rail. Note that central and north railing assemblies would require new post fabrication to match existing south Portwalk posts.



LIGHTING

Lighting elements make a large impact on the usability and overall function of public spaces. The current lighting fixtures are outdated and detract from Portwalk views. By improving the consistency and quality of the pedestrian lighting throughout the site, marina users would be better able to use and enjoy this space into the evening.

This plan recommends removing the existing fixtures and employing one of the two lighting options integrated with new Portwalk railing systems.

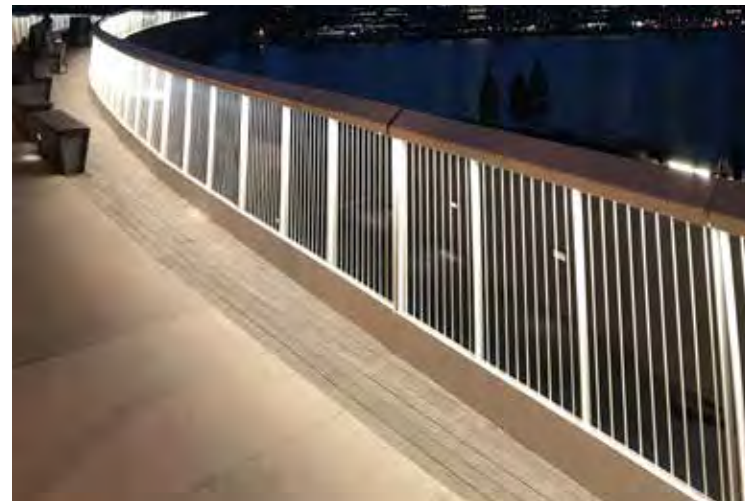


Existing light fixture

PROPOSED LIGHTING INTEGRATION OPTIONS



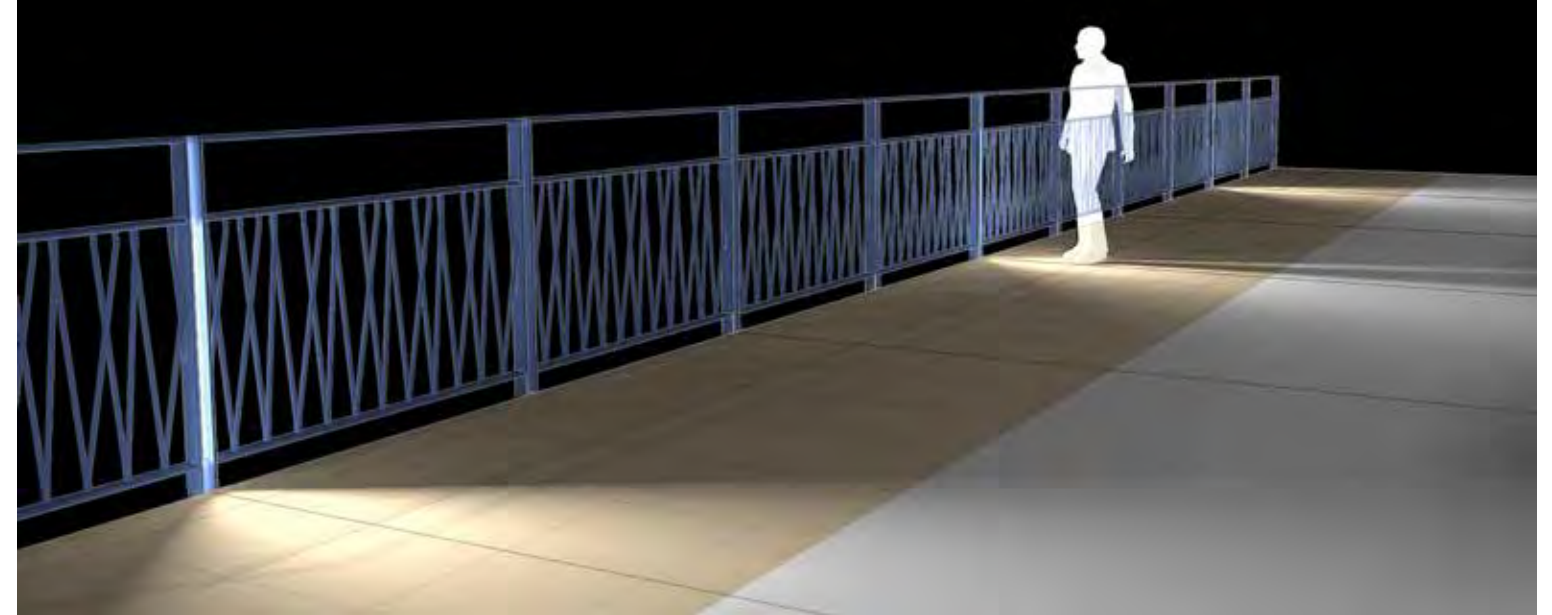
Integrated linear lights elements



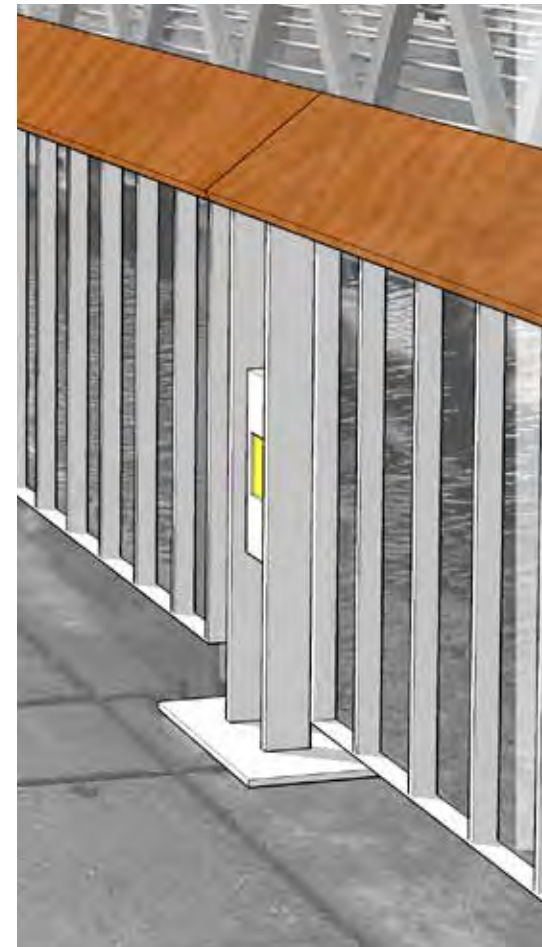
Integrated continuous linear lights with vertical infill panel elements



Linear lighting with punched metal infill panels



Integrated low level spot lighting. Spacing can be adjusted to provide the necessary light level.



Integrated low level post mounted light fixture



Fixture showing housing and translucent fixture lens to diffuse and reduce potential glare issues

SIGNAGE

Enhanced wayfinding and educational signage was one of the higher priorities for improvement from the community survey.

A system of minimal horizontal and vertical sign panel elements could be integrated into the proposed railing system to reduce visual clutter, provide better wayfinding and minimize the reduction of clear space along the Portwalk.

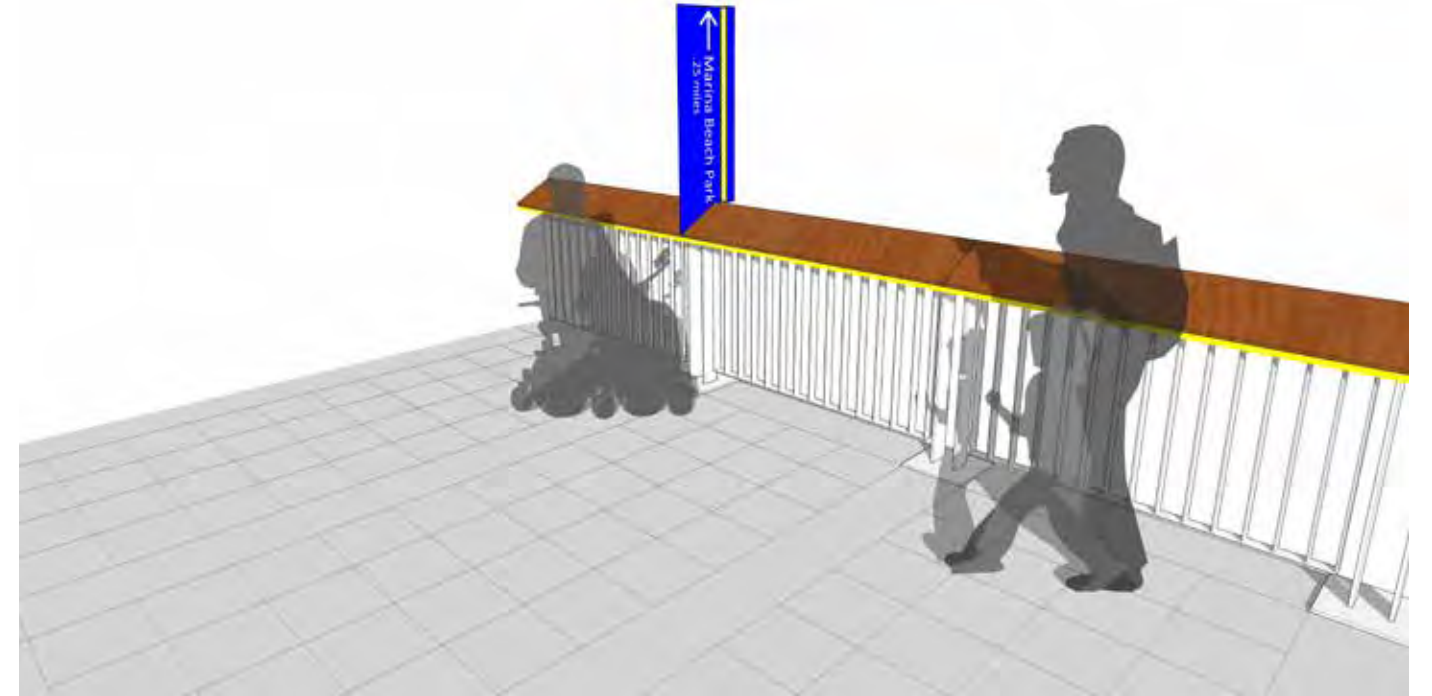
PROPOSED SIGNAGE INTEGRATION



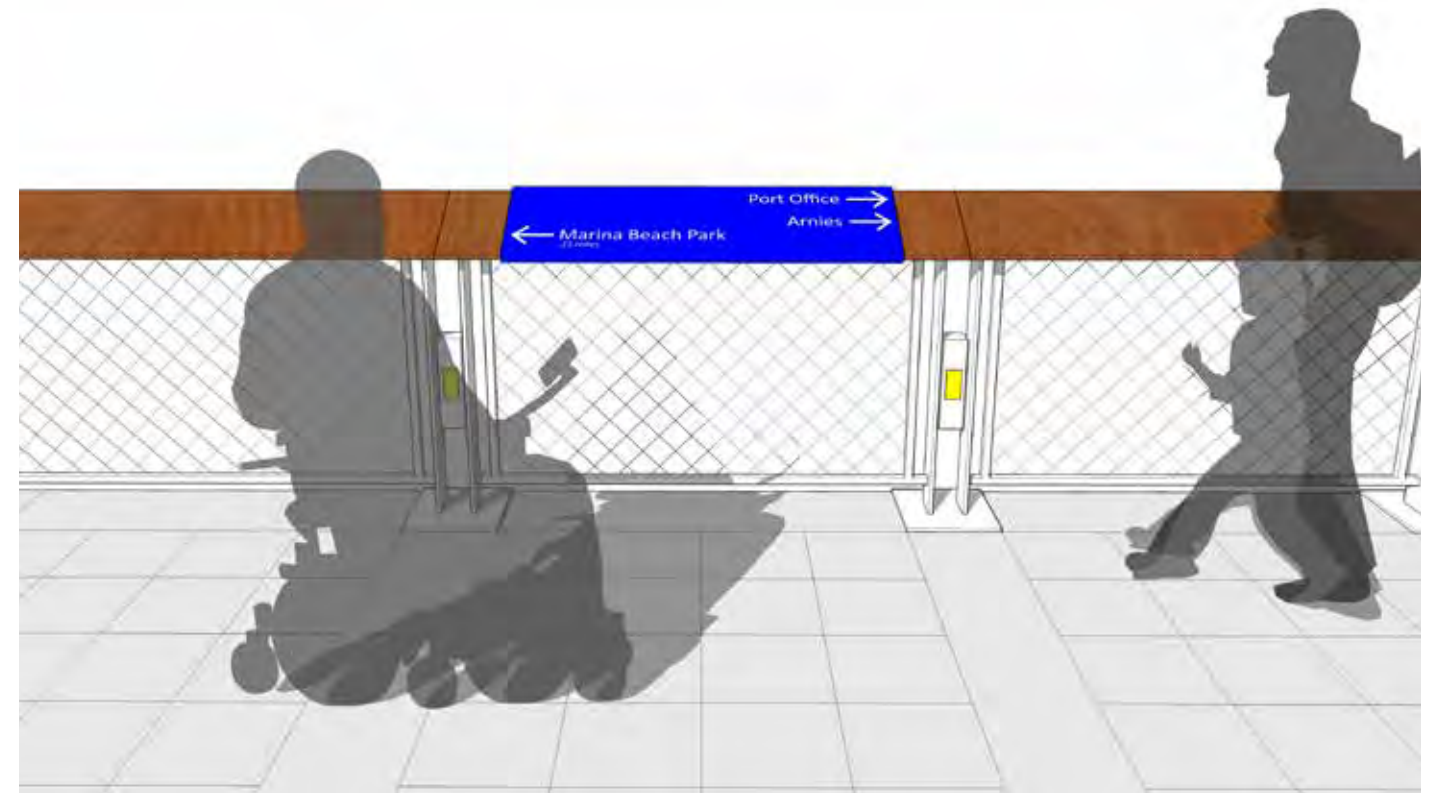
Horizontal interpretive signage integrated into railing



Directional wayfinding information integrated into railing elements



Example of a vertical wayfinding sign integrated into a railing assembly



Example of a horizontal wayfinding sign panel mounted to a railing assembly

PLANTERS

The existing concrete planters are functional and well-maintained with colorful plantings that evolve throughout the year. But the drab gray planters lack warmth and look dated. The recommended planters provide a warmer and modernized look that is unified with the proposed railing top rail material/color.



PROPOSED TREATMENT



Planter options (specifications in appendix)



New planters and enhanced trellis fencing along dry storage



Planters help define pedestrian edge and separate boardwalk from the parking areas

ART INTEGRATION

The integration of art throughout the marina is an excellent way to encourage interaction with the Portwalk, to reflect the history and stories of the area and to bring a unique aesthetic improvement to the marina.

Instead of singular standalone artwork, this plan calls for the integration of art into the elements that are being discussed within this plan. The amphitheater/pavilion, new railing, lighting, and seating elements or planters could be art pieces in themselves while not further cluttering this constricted area.

Noted here are several ways that art could be integrated. We strongly recommend that a separate process is created to create a call for artists aimed at key features of the site where the Port feels it would be most beneficial to the space.



SECURITY GATES

Existing security gates were installed with the upgrades and new facilities built after the winter storm of 1996.

The galvanized metal frame and wire mesh panel system is functional but generally detracts from the Portwalk's aesthetics. Current access gates should be updated to both enhance marina security and create a cohesive and inviting design.



Existing security gates

ALTERNATIVE SECURITY GATE DESIGNS



Security gates using transparent glass panels for visibility and a feeling of openness



GARBAGE AND RECYCLING

In 2008, the Port conducted a study to update recycling and garbage facilities within the upland marina area. Existing garbage and recycling shelters are weathered and in need of some cosmetic upgrades to achieve a cohesive aesthetic appearance in coordination with other proposed improvements to the marina.

In addition to upgrading the existing dumpster enclosures the plan calls for the relocation of dumpsters along the Portwalk as described within the key plans.

Lastly, Inclusion of consistent pedestrian waste receptacles along the Portwalk should be invested in that are visually compatible with new planters, railing or any seating elements.

PROPOSED GARBAGE AND RECYCLING SHELTER



The proposed shelter upgrade replaces the worn wooden slat walls and gates with lower maintenance synthetic materials coordinated with the proposed planters and railing tops.



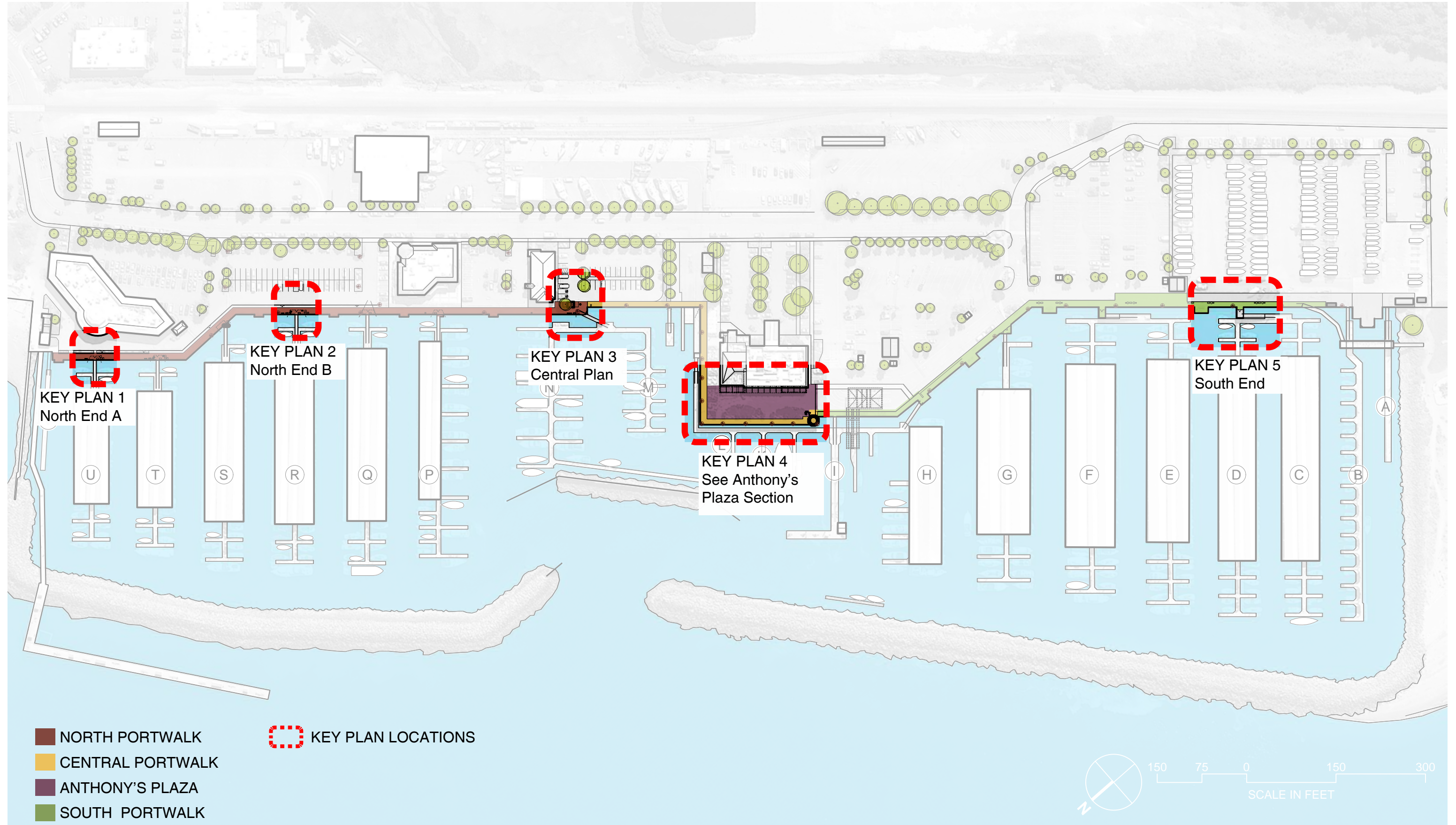
Existing garbage and recycling shelter



Astel BT60 Outdoor trash bin example

KEY PLANS

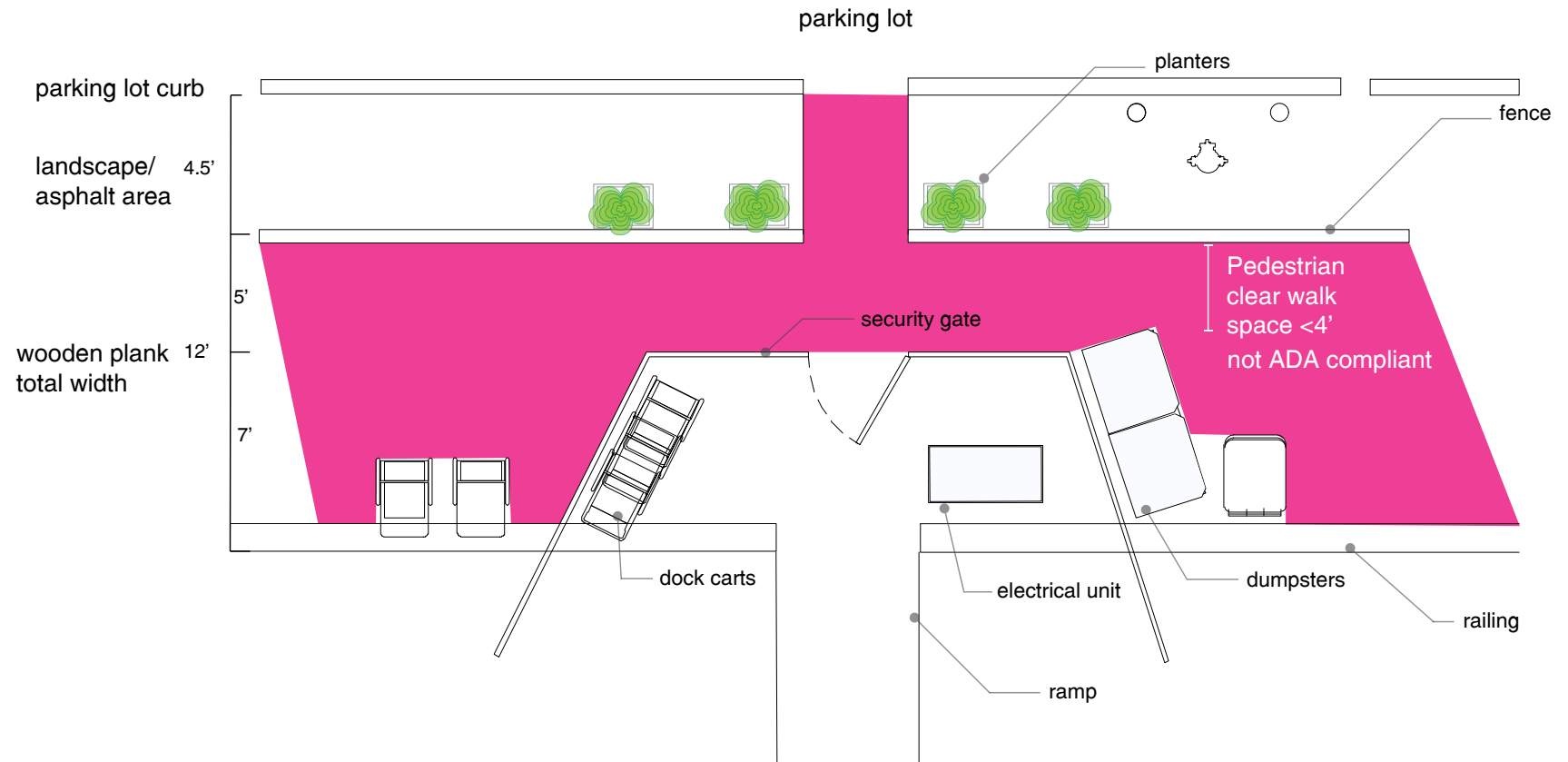
KEY PLANS



KEY PLAN 1 AND 2 NORTH END EXISTING CONDITIONS



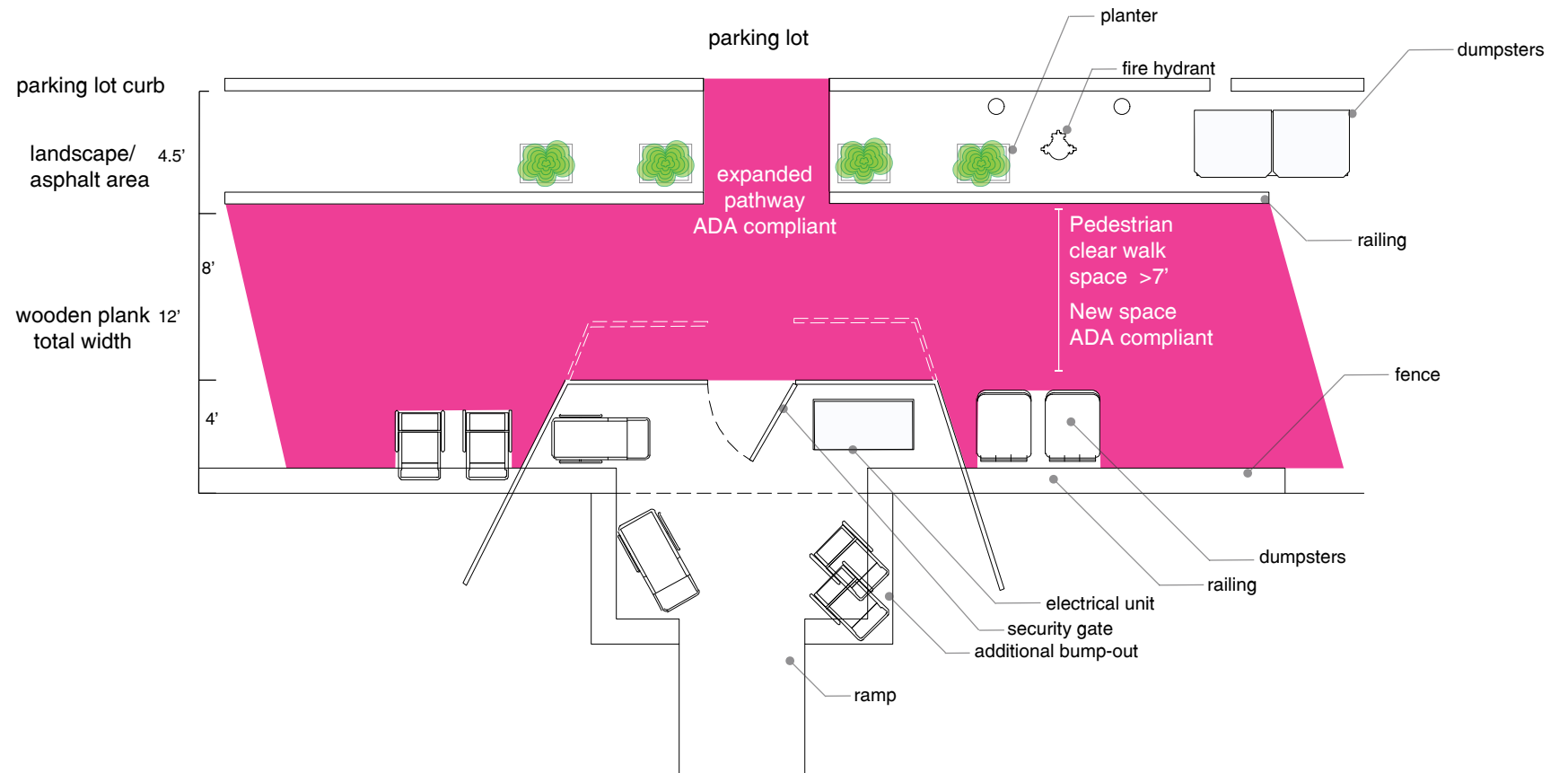
Security gates cause impingement on pedestrian clear space, leading the marina to not meet current ADA standards



NORTH END PROPOSED CONDITIONS



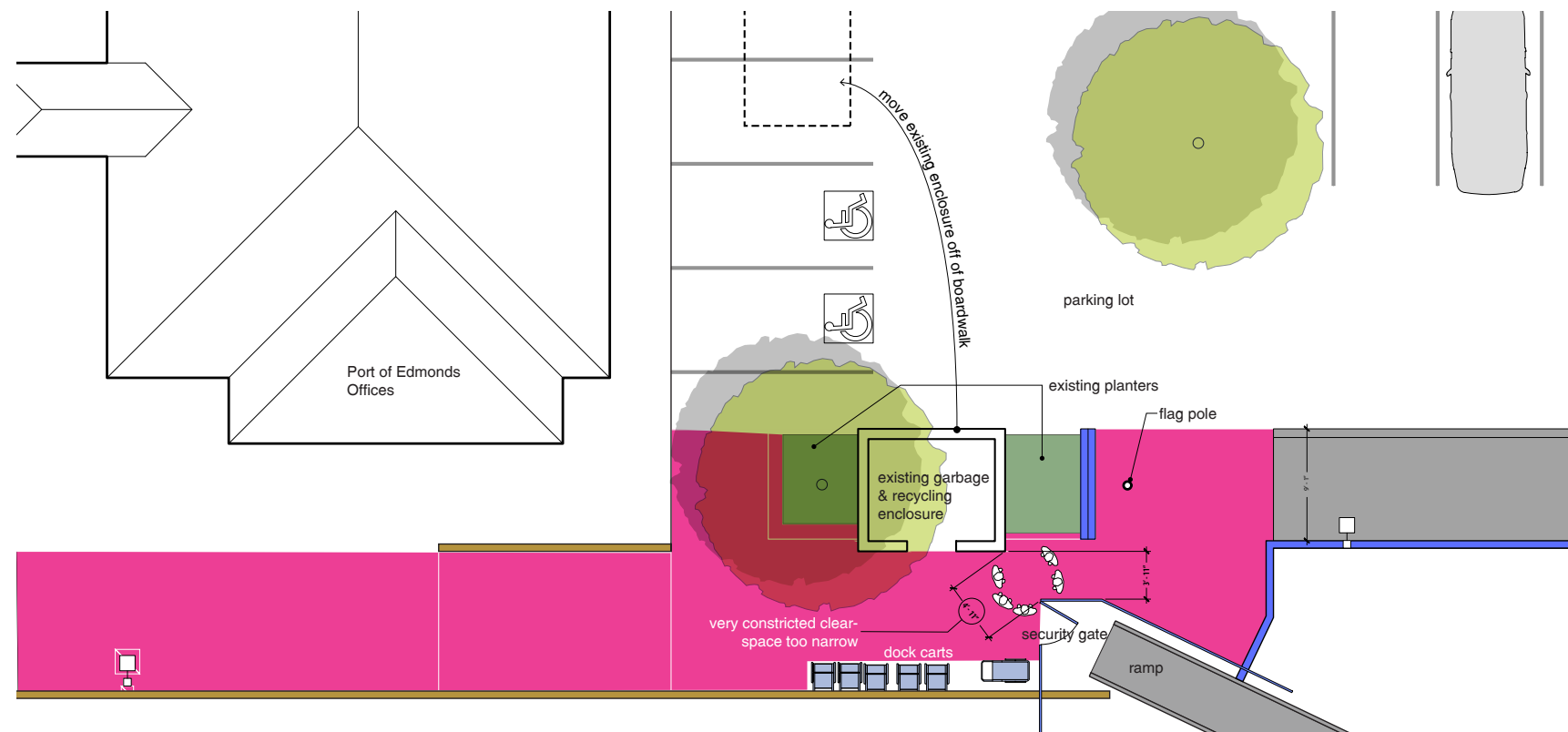
Reorienting the dumpster enclosure and security gates allows for comfortable pedestrian clearance



KEY PLAN 3 BOARDWALK NEAR PORT OFFICES EXISTING CONDITIONS



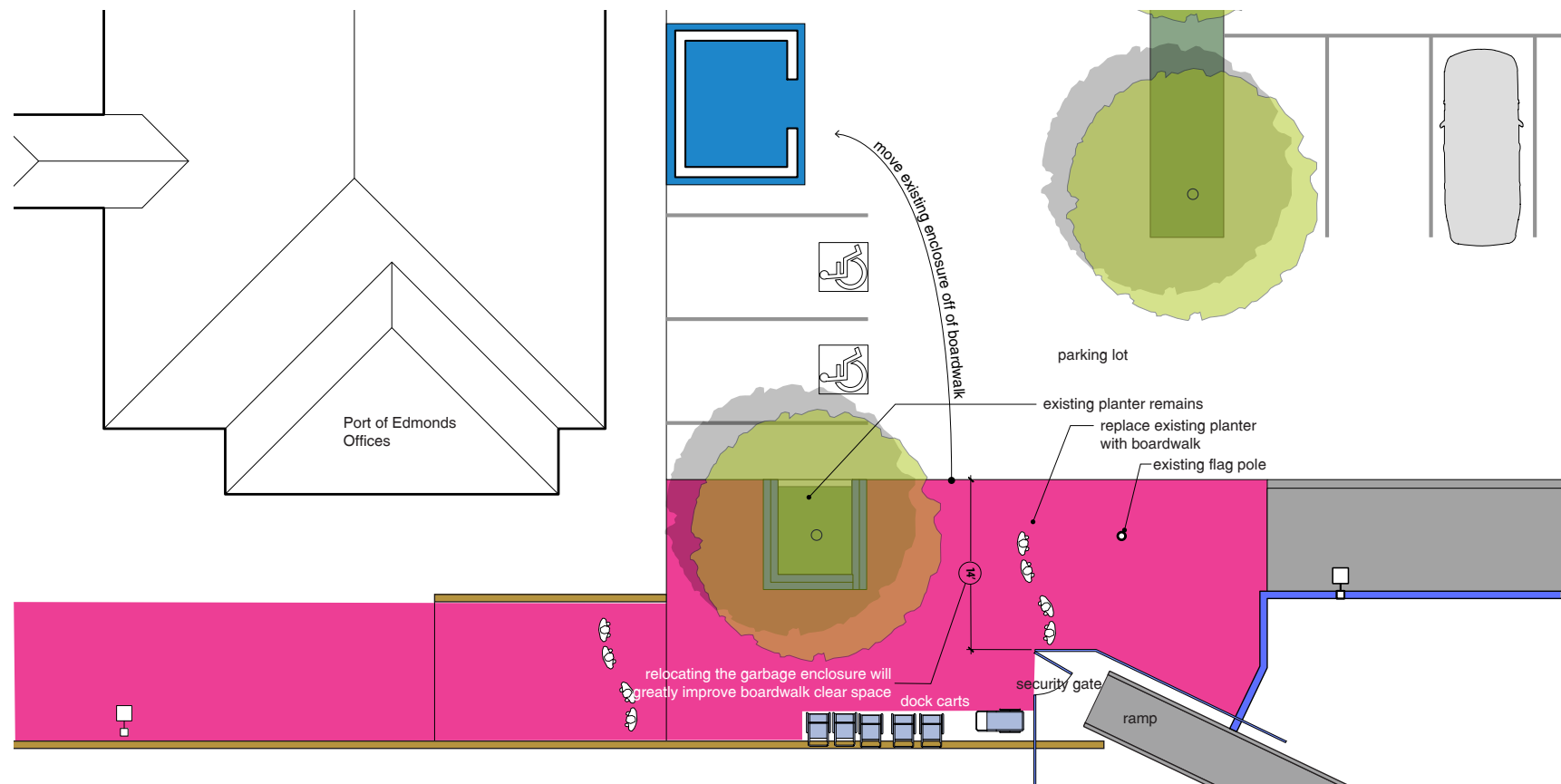
Current dumpster enclosures block pedestrian movement and sight lines.



PROPOSED RENOVATION



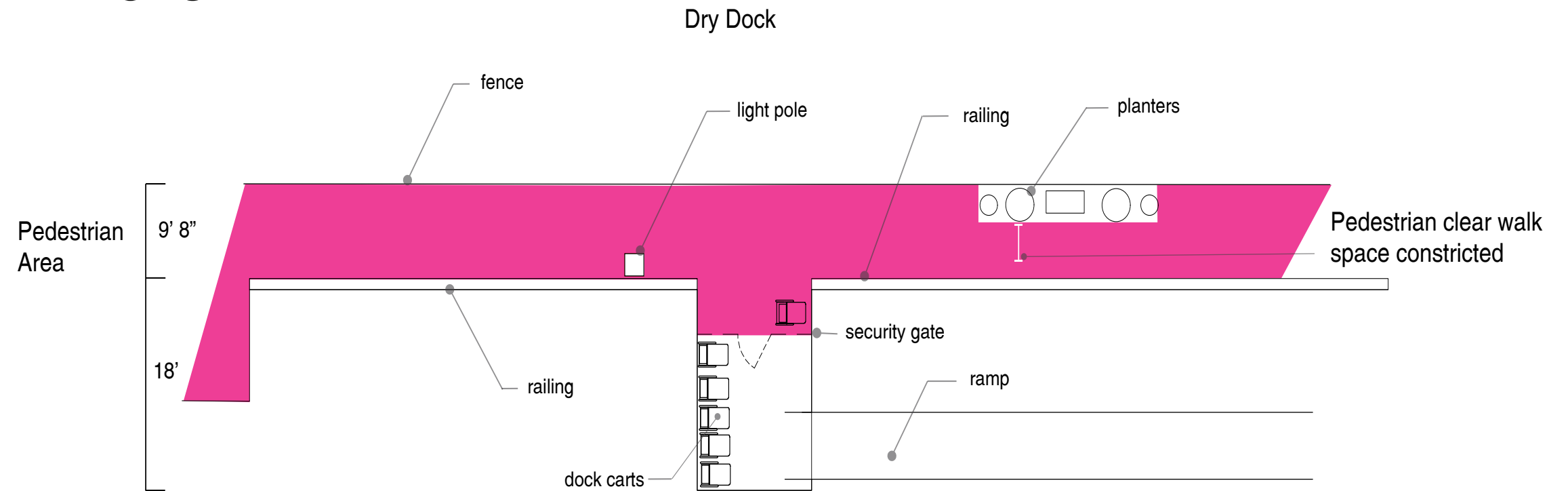
Recommend relocating dumpster areas to parking lot.



KEY PLAN 5 SOUTH END EXISTING CONDITIONS



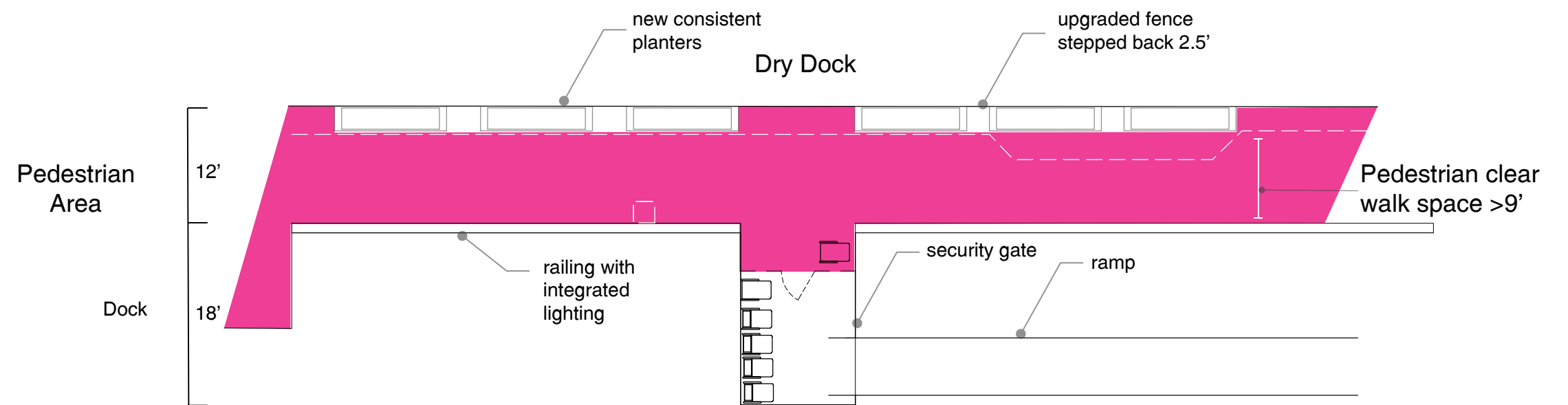
Impingement in this area caused by security fence and planters.



NORTH END PROPOSED CONDITIONS



Reduce planter width and move fence back 2.5' to allow for continuous clearance throughout Portwalk.



VISION

VISION

Adjacent is an image of how these above mentioned features would come together to improve the Portwalk.



New unified railing design that integrates lighting and wayfinding signage

Planters to buffer and define boardwalk from parking

New boardwalk surface

COST ESTIMATES

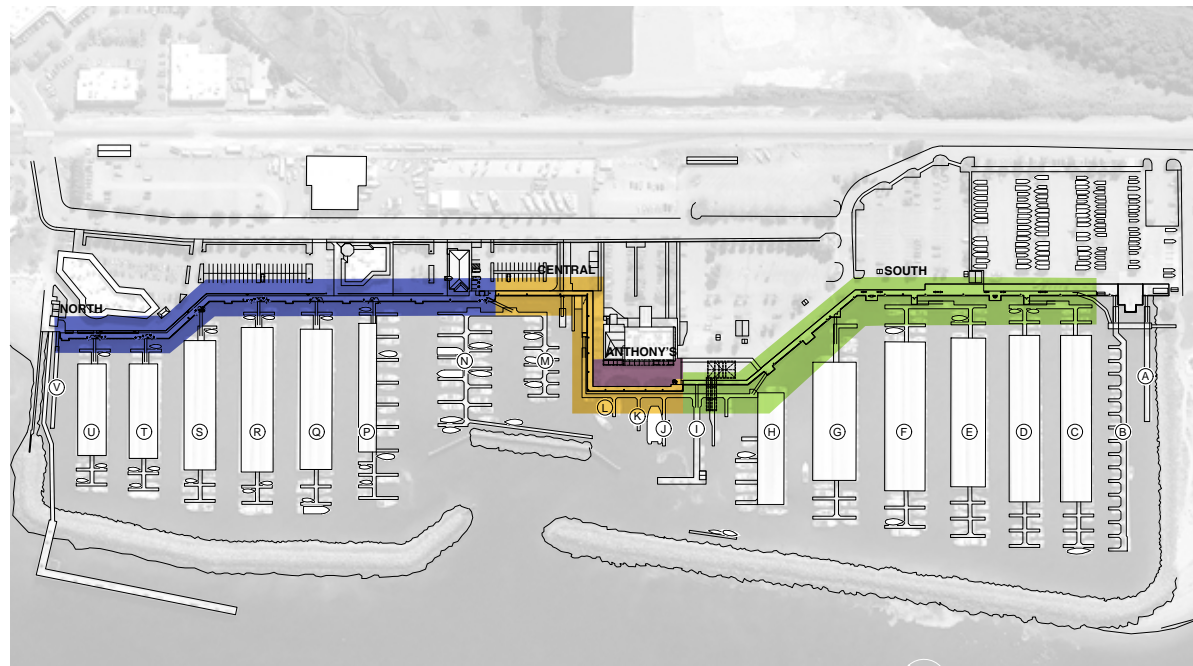
COST ESTIMATE

This is a draft “rough” cost (conceptual) estimate intended to be used for early planning purposes only and is subject to change. In no way is this intended to be used for construction. The final design, phasing and placement of the proposed alternative elements is beyond the scope of work in this plan.

The intention is to provide information that the Port can use to start prioritizing which elements of the plan to implement first.

COST ESTIMATE ELEMENTS BEYOND THE SCOPE OF THE STUDY:

- Areas, lengths and other quantities. This early planning level survey is based on visual site visit assessments along with anecdotal information provided by port personnel.
- A complete demolition of existing elements, where applicable.
- Soft costs related to early design, design support, planning and permitting that will be needed to realize the proposed concepts.
- Unknown issues with existing Portwalk superstructure (north Portwalk areas) that would involve renovating or replacing existing pilings and bulkhead elements.
- Impacts and potential renovation/rebuilding needs on existing concrete slabs, particularly in the central and southern areas of the Portwalk, that might arise from replacing/upgrading surface elements.
- Utility system upgrades and renovations that may be needed to support the proposed design elements.
- Signage, wayfinding, and interpretive elements will require a more robust and dedicated planning effort beyond the scope of this plan.



NORTH PORTWALK

| PAGE # | ELEMENT | UNITS | QUANTITY | UNIT COST RANGE | | TOTAL COST RANGE | |
|---------------------------|---|-------|----------|-----------------|----------|------------------|--------------------|
| | | | | low | high | low | high |
| 22 | Decking 1 (Fiber Reinforced Plastic) | SF | 11,992 | \$201 | \$356 | \$2,410,392 | \$4,269,152 |
| 22 | Decking 2 (Precast Concrete Planks) | SF | 11,992 | \$39 | \$62 | \$467,688 | \$743,504 |
| 21 | Railing | LF | 943 | \$247 | \$440 | \$232,921 | \$414,920 |
| 21 | Railing "A" integrated spot LED lighting system | LF | 943 | \$495 | \$578 | \$466,785 | \$545,054 |
| <?> | Railing "B" integrated linear LED lighting system | LF | 943 | \$882 | \$1,087 | \$831,726 | \$1,025,041 |
| 26 | Security Gates | EA | 7 | \$20,000 | \$40,000 | \$140,000 | \$280,000 |
| 23 | Landscape planters | EA | 36 | \$910 | \$1,850 | \$32,760 | \$66,600 |
| Grand Total (low) | | | | | | Option 2A | \$1,340,154 |
| Grand Total (high) | | | | | | Option 1B | \$6,055,713 |

CENTRAL PORTWALK

| PAGE # | ELEMENT | UNITS | QUANTITY | UNIT COST RANGE | | TOTAL COST RANGE | |
|---------------------------|---|-------|----------|-----------------|----------|------------------|------------------|
| | | | | low | high | low | high |
| 21 | Railing | LF | 645 | \$239 | \$440 | \$154,155 | \$283,800 |
| 21 | Railing "A" integrated spot LED lighting system | LF | 645 | \$495 | \$578 | \$319,275 | \$372,810 |
| 21 | Railing "B" integrated linear LED lighting system | LF | 645 | \$578 | \$706 | \$372,810 | \$455,370 |
| 26 | Security Gates | EA | 2 | \$20,000 | \$40,000 | \$40,000 | \$80,000 |
| 23 | Landscape planters | EA | | \$910 | \$1,850 | \$0 | \$0 |
| Grand Total (low) | | | | | | Option A | \$513,430 |
| Grand Total (high) | | | | | | Option B | \$819,170 |

SOUTH PORTWALK

| PAGE # | ELEMENT | UNITS | QUANTITY | UNIT COST RANGE | | TOTAL COST RANGE | |
|---------------------------|---|-------|----------|-----------------|----------|------------------|--------------------|
| | | | | low | high | low | high |
| 21 | Railing | LF | 1,182 | \$239 | \$440 | \$282,498 | \$520,080 |
| 21 | Railing "A" integrated spot LED lighting system | LF | 1,182 | \$499 | \$583 | \$589,818 | \$689,106 |
| 21 | Railing "B" integrated linear LED lighting system | LF | 1,182 | \$583 | \$712 | \$689,106 | \$841,584 |
| 26 | Security Gates | EA | 5 | \$20,000 | \$40,000 | \$100,000 | \$200,000 |
| 23 | Landscape planters | EA | 44 | \$910 | \$1,850 | \$40,040 | \$81,400 |
| Grand Total (low) | | | | | | Option A | \$1,012,356 |
| Grand Total (high) | | | | | | Option B | \$1,643,064 |

APPENDIX

Port Commission Discussion

On November 12th, 2019 MAKERS met with the Port Commission, city staff and members of the public to review the plan and provide feedback on recommendations. The below items were comments from the commission which should be taken into account as further project development occurs.

Cost Estimates

- Could the High range be considered a NTE? – no because of unknown extraneous factors such as upgrades, renovation and repairs that may be needed on portwalk pilings and bulkhead elements

Dumpsters

- Everyone agreed that the current dumpster locations were problematic and should be adjusted out of the public right of way along the Portwalk.

Site Elements

- Positive response to continuous linear lighting below handrails
- Positive response to the idea of materials that were wooden or looked like wood, liked the planter choice
- Positive response to glass security gates that were more welcoming
- Negative response to the metal gates; folks felt they looked like a prison gate
- Positive response to inclusion of art throughout the marina

Anthony's Plaza

- Positive response to the addition of more seating, particularly near the children's area.
- Positive response to the pavilion although there was some concern about having a covered area and who and how that would be maintained.
- Positive response to creating a visual buffer to the south end of the plaza and including additional landscaping where possible.
- Discussion took place about the tree indicated at the south end of the plaza, careful species selection needed to mitigate issues regarding soil depth

- Negative response to removing tables– no matter what direction the design takes the council wants to make sure there are still surfaces for people to picnic on

Anthony's representative shared the following comments;

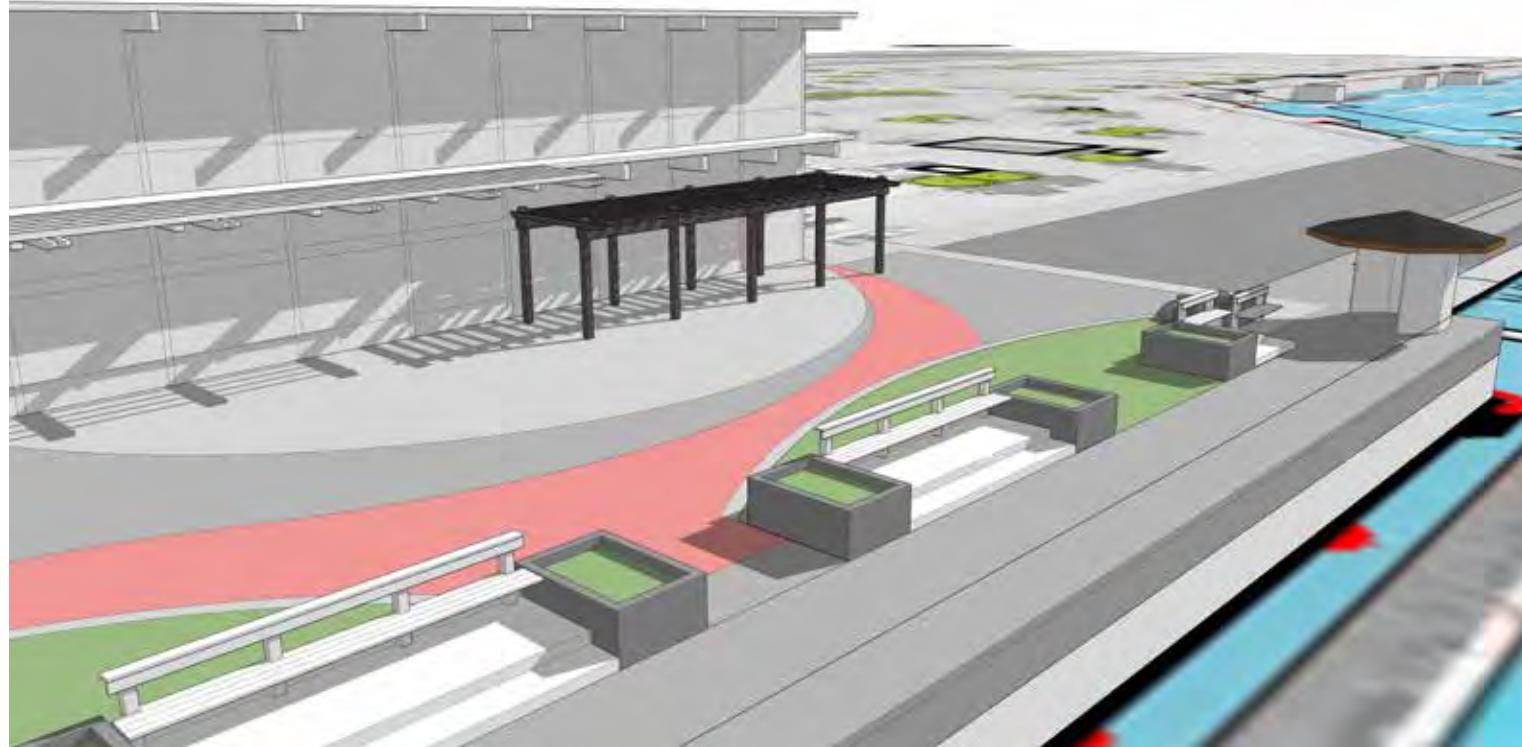
- Negative response to option 3 because having the overhead cover adjacent to the banquet door could be problematic, it would give preference to those using the room and not the public with those renting the space thinking they had right to it.
- Positive response to options 1 and 2 over 3
- Positive response to the cover at the south end of the plaza as that space is currently underutilized
- Positive response to new seating options and liked a more modern bench approach, also responded positively to having elevated seating to look out on the water
- Positive response to option 1; the best use of space, drawing more people to the south and using that area for performances
- Positive response to option 2 noting that users might be encouraged to take a different preferred path through the space.

Boardwalk feedback

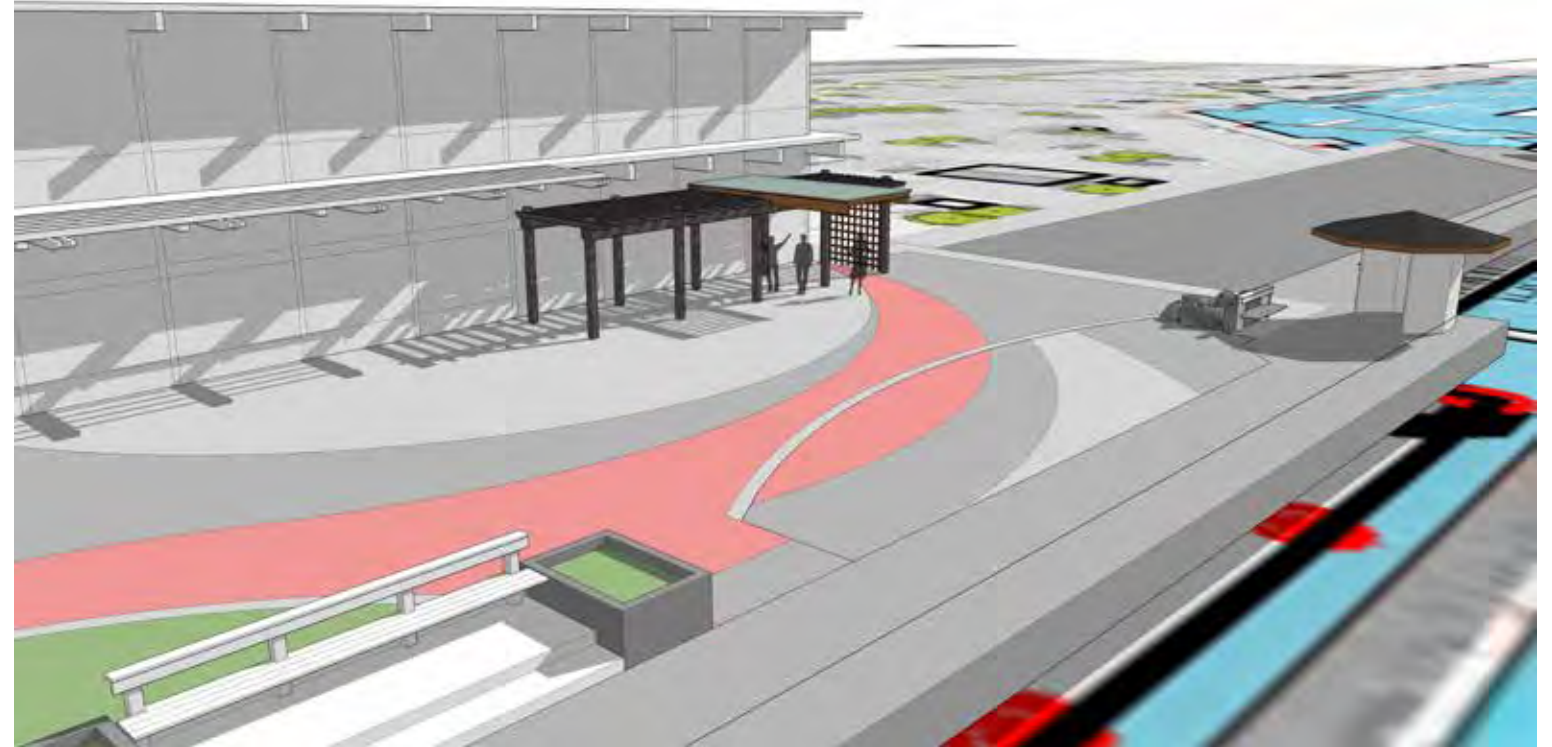
- Negative response to the use of FRP, dogs freak out and the boardwalk is heavily used by people walking their dogs. Preference to use products with narrow openings and gaps
- Questions regarding whether there are any large differences in terms of budget and maintenance with the two options
- Discussion regarding budget and how much could be allocated year over year – should the Port go for low hanging fruit or try for the more expensive work first? General about 50k is readily available but more could be allocated from alternative funding sources there was also discussion around the financial benefit of Harbor Square being paid off.

CANOPY DEVELOPMENT

OTHER EARLY ALTERNATIVES



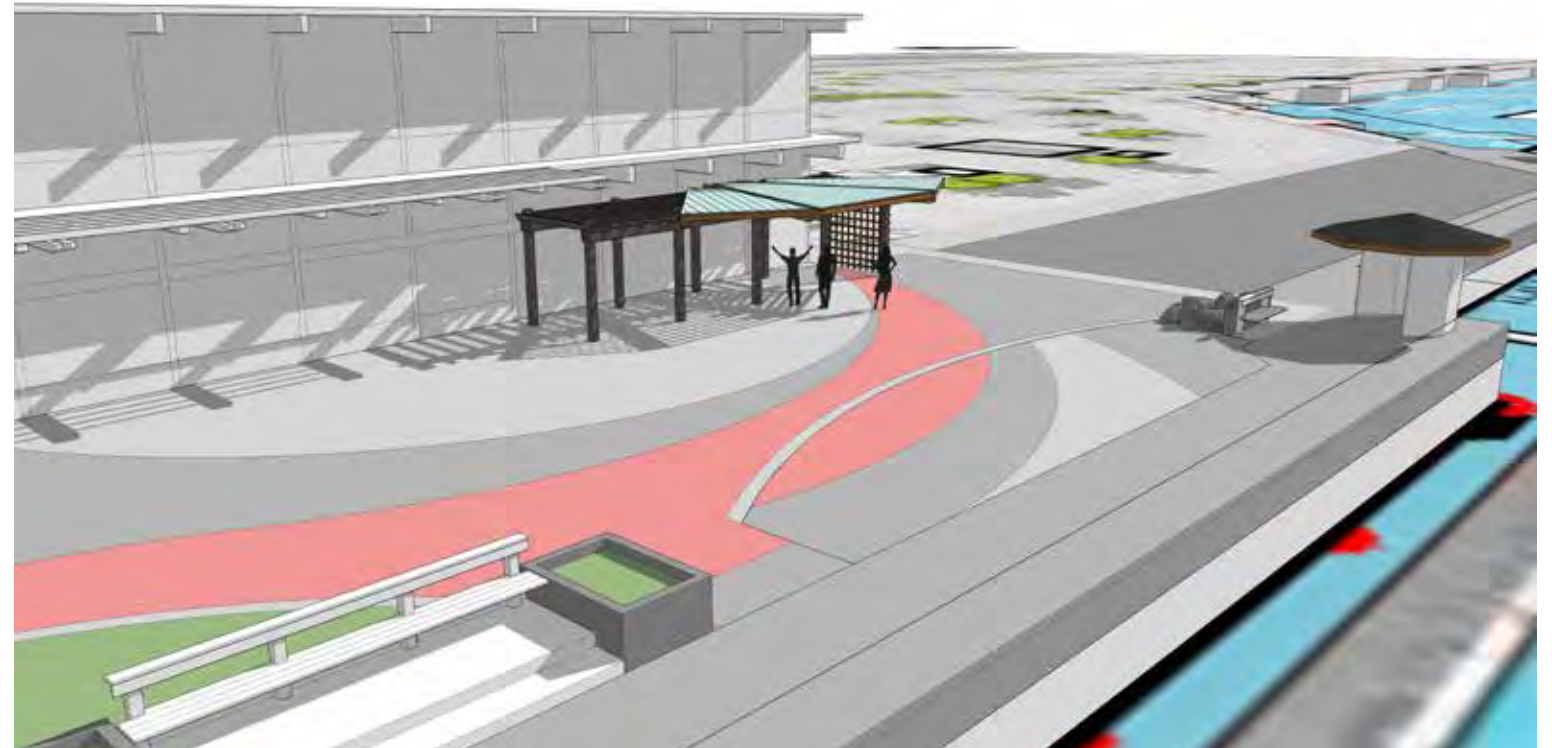
Existing conditions



Simple trellis canopy



Tilted canopy



Swept canopy

SPEC SHEETS

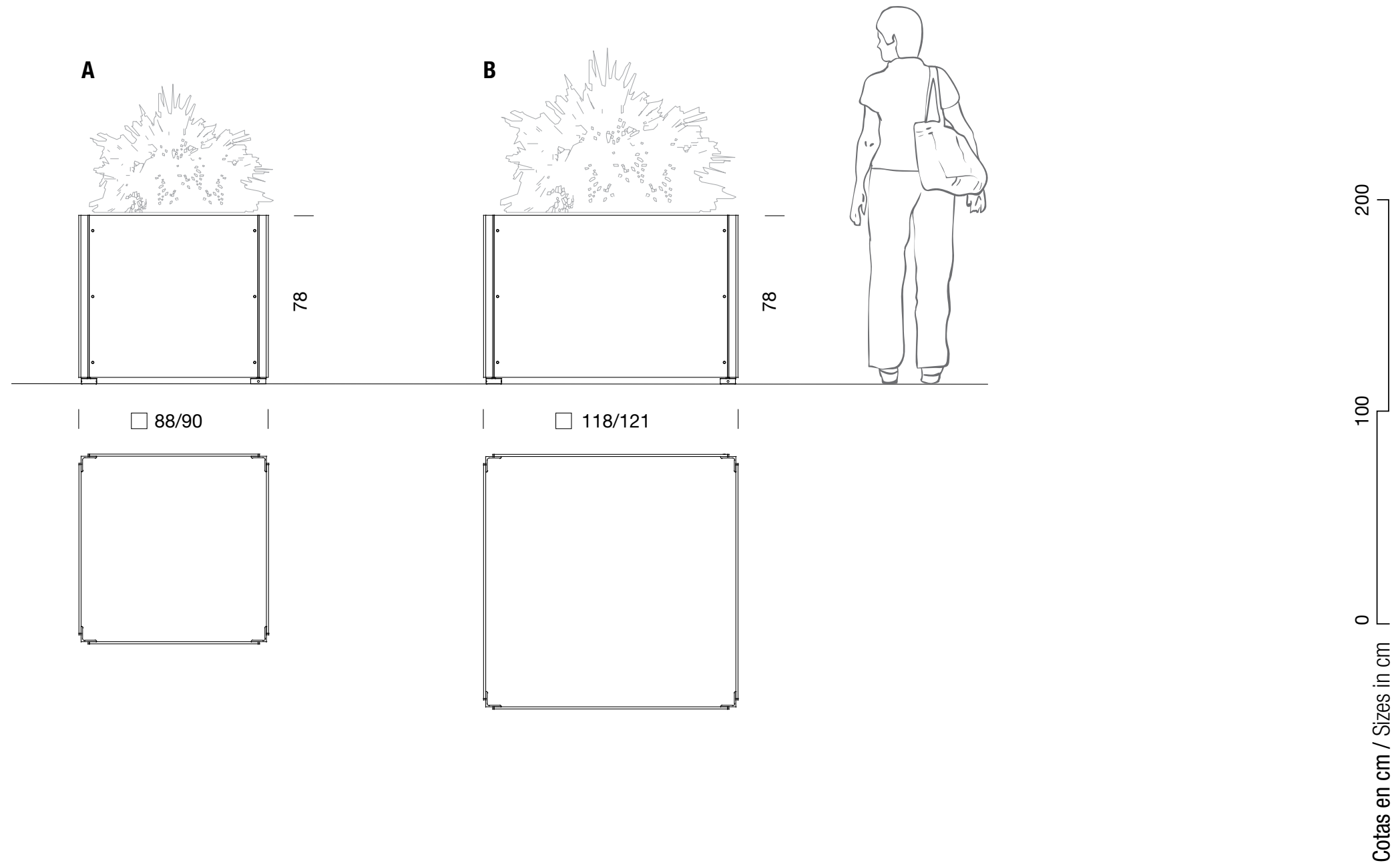
PLANTERS

PLAZA

1990
ELÍAS TORRES & JOSÉ A. MARTÍNEZ LAPEÑA

SANTA & COLE
urbidermis

Jardineras / Planters



| A | B |
|------------------|------------------|
| De 0,90m x 0,90m | De 1,20m x 1,20m |
| 0.90m x 0.90m | 1.20m x 1.20m |

Parc de Belloch. Ctra. C-251 Km 5,6 E-08430 La Roca (Barcelona). España / Spain T. +34 938 619 100

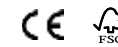
Fecha de modificación / last update: 22/09/2019



**Plaza
Planter**

José A. Martínez Lapeña, Elías Torres. 1990

**SANTA & COLE
urbidermis**



Materials: Structure made of welded steel profiles with anti-rust protection painted Dark grey RAL7024. Panels made of tropical FSC®-certified wood protected with one-coat oil or resin, resilient to humidity and impacts. Base mesh made of hot-dip galvanised metal (maximum load: 1.000 kg). Fibreglass inner liner.

Finishes:



Panels
Tropical wood FSC®
With one-coat oil



Panels
Resin



Steel structure
Anti-rust protection (RAL 7024)

Weight (kg):

FSC 100% tropical wood 90 x 90: 110
FSC 100% tropical wood 120 x 120: 155
Structure with resin panels 90 x 90: 90
Structure with resin panels 120 x 120: 126

Installation and maintenance: Adjustable stainless-steel legs enable levelling.

Delivered assembled and packaged.

Instructions are included.

No functional maintenance is required, others than to maintain the original wood finish.

(For further information log onto urbidermis.com)

Applicable standards: UNE-EN 13369, UNE-EN13198, UNE EN 771-3, UNE 7178, UNE 146507, EHE 08

RETRACTABLE AWNINGS

For Anthony's Plaza Alternative 3 which only calls for a smaller canopy cover the cost of adding a canopy would entail:

Underside 24'x16' motorized retractable canopy \$13,632.00
 Stabilizer Kit 48' \$384.00
 Shipping \$499.00
 Subtotal: \$14,515.00



ShadeFX Canopies Inc.
 8695 Escarpment Way, Unit 9
 Milton, ON, L9T 0J5
Toll-Free: 855-509-5509
Web: www.shadefx.com



QUO-15339-W5B1M3
 11/4/2019

Dear Erica Bush,

We are pleased to submit the following Quotation

| Product Name | Description | Quantity | Price per Unit | Amount |
|-----------------------------|----------------|----------|---------------------|--------------------|
| Canopy - Underside - Manual | 12 X 16 Canopy | 9 | \$4,176.00 | \$37,584.00 |
| Canopy - Stabilizer - Angle | Canopy | 216 | \$8.00 | \$1,728.00 |
| | | | (+) Freight: | |
| | | | Total: | \$39,312.00 |

Notes: Canopy-Underside-Motor 12'x16' Qty. 9 \$66,528.00

- **Product Dimensions:** Canopy length and width can be specified to any dimension within 1/8" of desired dimension
- **Canopy Fabric:** All prices include Sunbrella fabrics unless otherwise noted
- **Accepted Methods of Payment:** Master Card, VISA, AMEX, and Bank Transfer
- **Pricing:** This quotation is an estimate only and may be used for budgetary purposes. Actual prices may vary depending on final options selected. Taxes are NOT included in prices and the Purchaser is responsible for paying all applicable taxes, duties, and any other charges.

If you have any questions regarding this quotation, please do not hesitate to call. Thank you for your interest in ShadeFX.

Sincerely,

Kevin Hadley
 Product Specialist
 KHadley@shadefx.com
 855-509-5509 ext.206



| Cost Center | Item | 2044 | 2045 | 2046 |
|-------------|--|---------|---------|-----------|
| 00 | Administration Office HVAC Unit Replacement (3) | | | |
| 00 | Administration Office Painting | | | |
| 00 | Administration Office - Commission Room remodel | | | |
| 00 | Capital Projects | 300,000 | 300,000 | 300,000 |
| 00 | CAT Forklift Replacement | | | |
| 00 | Equipment Storage Shed | | | |
| 00 | Parking Lot Repairs | | | |
| 00 | Promenade Bench Floor Replacement | | | |
| 00 | Replace 2013 Server | | | |
| 00 | Replace 2016 Server | | | |
| 00 | Technology Improvements | | | |
| 00 | Taller Scissor Lift - Replace Current | | | |
| 00 | Trailer | | | |
| 00 | Trailer Air Compressor - scheduled replacement | | | |
| 00 | Vehicle Replacement | | | |
| 00 | Garbage and Recycling Facilities (Port Access Plan) ** | | | |
| 00 | Plaza Trellis (Port Access Plan) ** | | | |
| 00 | Plaza Remodel Design (Public Access Plan) ** | | | |
| 00 | Plaza Awning (Public Access Plan) ** | | | |
| 00 | Plaza Remodel Including Landscape and Seating (Public Access Plan) (1/2 of cost, 1/2 to be funded by RCO) ** | | | |
| 00 | Planter Boxes and Materials - North Portwalk (Public Access Plan) (1/2 of cost, 1/2 to be funded by RCO) ** | | | |
| 00 | Planter Boxes and Materials - South Portwalk (Public Access Plan) (1/2 of cost, 1/2 to be funded by RCO) ** | | | |
| 00 | Engineering & Permitting - North Portwalk (Public Access Plan) ** | | | |
| 00 | Surface Replacement - North Portwalk (Public Access Plan) (1/2 of cost, 1/2 to be funded by RCO) ** | | | |
| 00 | Railing with Lighting - North Portwalk (Public Access Plan) (1/2 of cost, 1/2 to be funded by RCO) ** | | | |
| 00 | Interpretive Signage and Art (Public Access Plan) (1/2 of cost, 1/2 to be funded by RCO) ** | | | |
| 00 | Engineering & Permitting - Central Portwalk (Public Access Plan) ** | | | |
| 00 | Railing with Lighting - Central Portwalk (Public Access Plan) (1/2 of cost, 1/2 to be funded by RCO) ** | 230,000 | | |
| 00 | Interpretive Signage and Art (Public Access Plan) (1/2 of cost, 1/2 to be funded by RCO) ** | 50,000 | | |
| 00 | Engineering & Permitting - South Portwalk (Public Access Plan) ** | | | 50,000 |
| 00 | Railing with Lighting - South Portwalk (Public Access Plan) (1/2 of cost, 1/2 to be funded by RCO) ** | | | 425,000 |
| 00 | Interpretive Signage and Art (Public Access Plan) (1/2 of cost, 1/2 to be funded by RCO) ** | | | 50,000 |
| 03 | 1 Dock Lighting | | | |
| 03 | Electrical - Replace Feeders between Esplanade and Docks | | | |
| 11 | C Dock West Wall Steel Repair | | | |
| 11 | Dock Replacements | | | |
| 11 | Key Card System for Gates | | | |
| 11 | Mid Life Rehab (Water Replacement) | | | |
| 11 | Mid Marina Breakwater | | | |
| 11 | North Harbor Bulkhead Rehab | | | |
| 11 | Replace Gutters on Docks | | | |
| 11 | Security Gates - North Portwalk (Public Access Plan) ** | | | |
| 11 | Security Gates - Central Portwalk (Public Access Plan) ** | 80,000 | | |
| 11 | Security Gates - South Portwalk (Public Access Plan) ** | | | 200,000 |
| 18 | Travelift | | | |
| 18 | Travelift/PSE Ramp | | | |
| 22 | Dry Storage Concrete Pad Replacement | | | |
| 22 | Dry Storage Electronic Gate | | | |
| 22 | Dry Storage Office | | | |
| 22 | Marine Forklift Replacement | | | |
| 60 | Harbor Square Capital Projects | 100,000 | 100,000 | 100,000 |
| 60 | Harbor Square Replace HVAC Units (12/yr) | | | |
| 60 | Harbor Square Capitalized Tenant Improvements | 25,000 | 25,000 | 25,000 |
| 63 | Harbor Square Building 3 Repairs | | | |
| | TOTALS | 785,000 | 425,000 | 1,150,000 |

Note:

These projections are based on best judgment and history and may be completed in this timeframe +/- 2-3 years.
 ** Initial costs are based on concept drawings and have not been vetted though the next level of design or the bid process.

| | | | |
|---------------------|----------------|----------------|------------------|
| Marina Items | 660,000 | 300,000 | 1,025,000 |
| Harbor Square Items | 125,000 | 125,000 | 125,000 |
| | <u>785,000</u> | <u>425,000</u> | <u>1,150,000</u> |