



## CHINOOK PIER AREA LAND USE PLAN

City of Grand Haven  
Grand Haven Chamber of Commerce

March 2009



# ACKNOWLEDGEMENTS

## *Steering Committtee*

Patrick McGinnis, *City Manager*  
Joy Gaasch, *President, Chamber of Commerce*  
Kristin Keery, *City Planner*  
Todd Anthes, *Chamber of Commerce*  
Budd Brink, *Chamber of Commerce*  
Dana Kollwehr, *Chamber of Commerce*  
Kelly Larson, *Business Owner*  
John Naser, *City Council*  
Ed Nieuwenhuis, *City Council*  
Leon Span, *Chamber of Commerce*

## *Grand Haven Chamber of Commerce*

Joy Gaasch  
Paul Bedient  
Leon Span  
Heather Brolick  
Todd Anthes  
John Nametz  
Craig Bessinger  
Bill Cargo  
Keith Konarska  
Sheila McNally  
Rhonda Romatz  
Craig Seaver  
Jeff Smith  
Randy Smith  
Tony Verplank  
Chris Willis

## *City Council*

Roger Bergman, *Mayor*  
Edward Nieuwenhuis, *Mayor Pro Tem*  
Michael Fritz  
Geric McCaleb  
John Naser





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# 1. PROJECT BACKGROUND

In December 2008, The City of Grand Haven and the Grand Haven Chamber of Commerce hired the Johnson Hill Land Ethics Studio to assist with a review of the Chinook Pier waterfront area. The impetus behind this effort was the interest that the Chamber of Commerce has expressed in relocating their offices from their current location at One South Harbor Drive to the Chinook Pier buildings. While this proposed move seemed to be good for both the City and the Chamber, evaluating and understanding all of the variables and determining the nature of the ramifications was necessary. The importance of the waterfront area to the City was well recognized as well as the value of making decisions that strengthen this asset for the long term.

Important elements that were to be considered during this design effort included the Chinook Pier buildings, parking and drives, the farmers market, the offices and bathroom building, Ferry Landing and waterfront stadium, paths and walkways, gathering areas, a water feature or interactive fountain, and service access.

The general project area was identified as the waterfront zone extending from the ferry landing area to the cooling tower next to Engine 1223, between Harbor Drive and the waterfront. During the design process, the Covenant Life lot across Harbor Drive and the two undeveloped Stanco properties at Elliot and Fulton Streets were also studied.

# 2. DESIGN PROCESS

The Johnson Hill Land Ethics design team visited Grand Haven during the first week of December 2008. The purpose of the visit was to conduct an intensive two day design charrette that entailed working closely with the Steering Committee and coming away with a general consensus on a conceptual plan for the project area. The Steering Committee consisted of representatives from City staff and members of the Chamber of Commerce, and the DDA. Also included was one of the tenants of the Chinook Pier buildings.

The process included an initial meeting with the Steering Committee to discuss the issues and opportunities in the project area followed by a site walk with the Committee to view these issues and opportunities first hand. Early responses to the site and design alternatives were then developed by the design team for review with the Steering Committee. Upon refinement of the early ideas and subsequent review of the design alternatives with the Steering Committee, the design team then conducted an evening public session to present and discuss these preliminary ideas with the public.



Project Site

### 3. FRAMEWORK THINKING and SITE ANALYSIS

An important first step in the design process is to understand the project area in terms of its relationship to the surrounding area, i.e. its context. How do off-site factors influence the site itself? Understanding the basic structure and the characteristics of the site itself is also extremely important. The Framework Thinking and Site Analysis plans summarize the observations that were made during the design charrette.

Waterfront Transition

Linear Connection Along the Edge of the Water

Green/ Open Space Areas

Ferry Landing

Green/ Open Space Areas



Framework Thinking

#### FRAMEWORK THINKING

The Framework Thinking plan highlights the basic organization ('framework') of the site as it is influenced and informed by its surroundings. The four basic zones include:

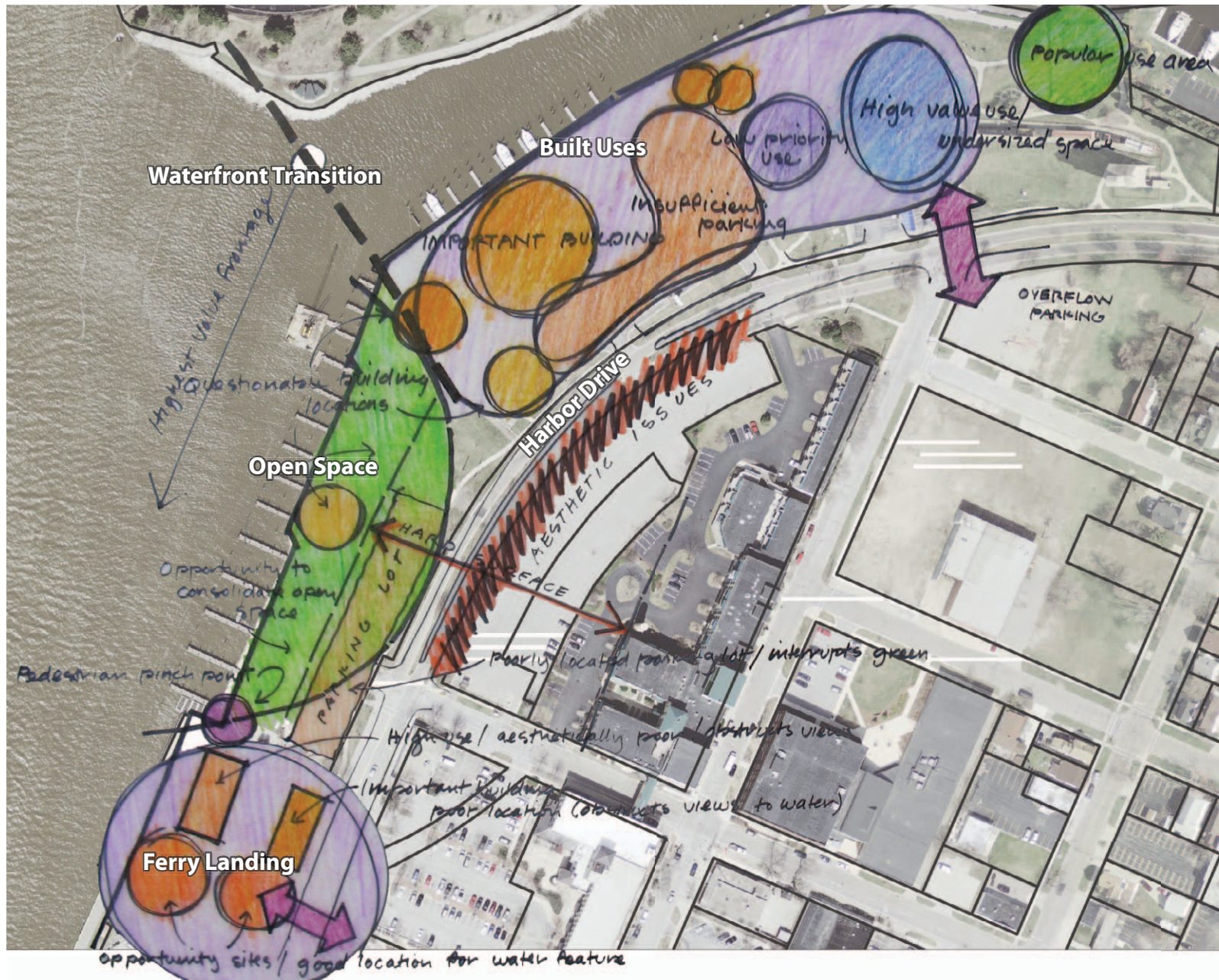
The important **linear connection along the edge of the water** – water is after all, the main attraction and anchor of the site. It is important to acknowledge and accommodate the desire to be at and move along this edge. The importance of this 'connection' extends well beyond the study area to the whole waterfront.

**Ferry Landing** is a special place because of its position at the intersection of the waterfront and Grand Haven's primary downtown street, Washington Avenue. This is the best location for a focal gathering area and events space.

**The green open space areas** both north and south of Ferry Landing are green, soft, park like areas of open space for passive uses or gathering areas for events. These areas are along the main Grand River waterfront. Steps that maintain or strengthen these characteristics should be a priority.

**The waterfront transition** line ("line of demarcation") indicates the edge of the primary Grand River waterfront zone. Northeast of this line along the South Channel is a logical zone for more active and functional land uses that support the open space areas. This is where the Chinook Pier buildings, parking, and other uses are currently located and it is appropriate to maximize these support land uses in this area.





Site Analysis



## SITE ANALYSIS

The Site Analysis highlights significant site characteristics that influence design decisions and relates to the Framework Thinking plan in terms of the basic organization of the site. Some of the points that are highlighted include:

**Ferry Landing.** This portion of the site, at the intersection of the Washington Avenue and the waterfront is a key location for a special gathering place or events plaza. The 'Brass River', the existing in-ground sculpture at the foot of Washington Avenue, and the other planters, benches, and stairs in this area, represent this at the street level but their locations do not lend themselves to gatherings or events. The metal grandstands are well used during festivals and other events but they are old and visually unattractive. In addition they block visual access to the water and create a number difficult circulation patterns for pedestrians moving into or through the area. The Historical Depot Museum building helps to draw visitors and the architecture has a nice historical character. However, the building does block some of the views to the water from Harbor Drive.

Ferry Landing is perhaps the most important point of connection between the City and the waterfront. It deserves careful planning that addresses this area as a unified whole and seeks to create a flexible plaza space for gathering and events.

**Waterfront Transition.** Just south of the Chinook Pier buildings, where the South Channel splits from the Grand River, is a point of transition along the waterfront. South of this line is the highest quality waterfront in terms of frontage on the Grand River with views of the dunes across the river. North of this line the waterfront faces the South Channel instead

of the river and includes views to the north towards the power plant.

**Open Space Uses.** The portion of the project site between Ferry Landing and the Chinook Pier buildings has been identified as opportunity to consolidate the existing open space and strengthen the park-like character in this area. Several uses within this zone conflict to some extent with this park character. These uses include a parking lot, a building with marina offices and restrooms, and a second building that the City leases to a local sailing club. Consideration for the relocation of these uses in order to consolidate the open space is encouraged.

**Built Uses.** The portion of the site that faces the South Channel has the highest concentration of built and active uses. These uses include the seasonal retail businesses in the Chinook Pier buildings, the commercial sport fishing docks, an underutilized miniature golf operation run by the local high school, support parking for these operations, the popular Farmers Market and its parking lot, and a children's play area and train display. As mentioned above, this is an appropriate area for the consolidation of the active and built waterfront uses.

**Harbor Drive.** This well used roadway creates challenges for the waterfront area. With high seasonal traffic volumes and multiple lanes, Harbor Drive creates a barrier to strong and comfortable pedestrian connections to the waterfront. In addition, Harbor Drive in combination with the Covenant Life parking lot and the adjacent condominium parking lot, create a very large expanse of asphalt that is visually harsh and unattractive.





## 4. OVERALL PLAN

The Overall Plan is a conceptual consensus plan for the project area. It shows the general design direction that the design team, working closely with the Steering Committee, has identified for the project area.

The basic elements of this plan include a high quality public gathering space at Ferry Landing, including a reconfigured seating area and a fountain. North of Ferry Landing along the Grand River waterfront, the consolidation of open space into a strong green space is proposed. This space complements and supports the plaza at Ferry Landing and extends the high quality open space that occurs along the waterfront south of Ferry Landing. As the waterfront turns towards the northeast at the South Channel, a number of important built and more active uses are shown as being renovated or reconfigured.





Overall Plan



## FERRY LANDING

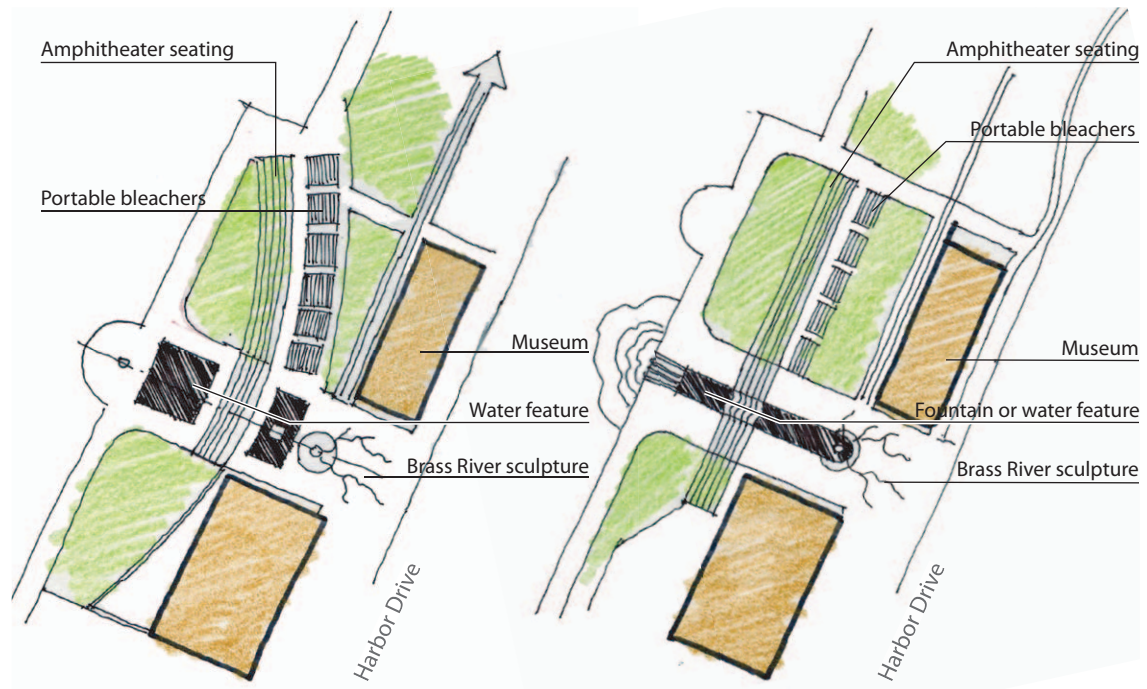
Currently, Ferry Landing is slightly worn and dated. In addition, the individual elements of the area do not work well together to create a functional gathering space. Given the importance of this location at the foot of Washington Avenue and because of the central role that it plays in many of the community's events, this area deserves a new design that utilizes the space as a unified whole. The new design should seek to create an attractive and comfortable space to visit individually or gather for different community events. Some of the design considerations should include:

- A stronger visual connection to the water
- Strengthened pedestrian connections to the downtown
- Improved pedestrian connections into and through the space
- A possible water feature – this is a prime location for some type of water feature such as an at-grade interactive fountain
- A careful mix of quality paving, lawn and landscaping to create an attractive space that allows flexibility in terms of how that space can be used
- Replacement of the existing stadium seating with new seating that is better looking and less visually dominant. The current capacity of existing bleacher seating is between 1,600 and 1,900 people

- Investigate event seating that is integrated into the space and, to the extent possible, takes advantage of the grade change between the waterfront and the street level to create in-ground amphitheater seating. The amphitheater seating shown in the plan extends across the entire plaza to maximize the 'built in' seating capacity.
- Utilize smaller sections of portable event seating that offer greater flexibility in the seating configurations when additional seating capacity is needed. The goal of the integrated amphitheater seating and the smaller sections of supplemental seating

being to significantly reduce the visual dominance of the current stadium seating while at the same time, maintaining the existing capacity.

- Integrate the Depot Museum building into plaza space and feature the architectural character of the building
- Consider the Brass River sculpture that is built into the plaza surface and celebrates the Grand River watershed – can it be integrated into the new plaza design and if so, can it be featured better? If not, is there a better location for it?



Ferry Landing Studies



## OPEN SPACE

The central portion of the project site, beginning just north of the Depot Museum and amphitheater and extending up to the Chinook Pier buildings, is recommended for primarily park-like open space uses. Green, park-like open spaces along the waterfront are desirable since these spaces can be used for passive, informal uses and also for larger gatherings during events. Being adjacent to Ferry Landing allows this open space to support the plaza as overflow event space during the larger community events. A green, park-like quality is the basic character of the space currently, but this character could be substantially strengthened by relocating the existing parking lot and two small buildings to appropriate nearby locations.

The existing marina parking lot is used by visitors to the marina and to the nearby Depot Museum, as well as by visitors to the general waterfront area. The proximity of this lot to the waterfront makes it very popular and among the first spaces to be taken. In terms of convenience these spaces are of high value. The question is: what are the opportunity costs of utilizing this space for parking? Because of the prime location, is there greater value in a different use?

While acknowledging the convenience value of these existing parking spaces, it was the general consensus of the design team and the Steering Committee that a larger benefit to the community would be realized by relocating the parking that occurs here and utilizing the space as multifunctional open space. It's worth noting that the parking lot covers about 25 percent of the land between the Depot Museum and the Chinook Pier buildings. Replacing the parking

lot with green space will add substantially to the amount of open space available along the waterfront.

The disposition of the marina building and the Sailing Club building are also a question. The marina building houses the marina offices, restroom and shower facilities for boaters, and separate restrooms for the general public. One possibility is relocating the marina offices to the underutilized Chinook Pier buildings. Since the larger boats (typically, with adequate on-board facilities) are moored at this end of the marina, the showers and restrooms are underutilized. The public restrooms are well used but, in the long run, restrooms at Ferry Landing might be better. In the near term, it makes sense to leave the marina building in place, but in the longer term consideration should be given to the relocation of the functions in this building to other locations.

The Sailing Club building is leased by the City to the Sailing Club for their meetings. This building is important to the Sailing Club due to its strategic location near the water. However, it is clearly an underutilized building and the architecture is non-descript. If the Sailing Club could utilize meeting space that meets their needs in another nearby location, such as the Chinook Pier buildings, this building could be removed and the space utilized for other functions that contribute to the overall goals of the plan.



Open Space Area





### **BUILT USES AREA**

As the waterfront turns towards the northeast along the south channel there area a number of existing uses that are more active and involve built elements such as buildings and parking. These current uses include the Chinook Pier buildings, restrooms, miniature-golf, charter fishing, the farmer's market, and general parking. The Overall Plan extends the premise of this basic organization by recommending that the key waterfront use in this portion of the site be maximized. The following sections discuss the different components of this area.

### **CHINOOK PIER BUILDINGS**

The Chinook Pier buildings are key components of the plan. They are one of the primary centers of waterfront activity during the summer months. The retail tenants are anchored by a couple of successful long term tenants: Temptations, an ice cream parlor, and the Surf Shop, an active wear clothing store. Other retail businesses have had varying degrees of success. Because of their waterfront location and the distance from the downtown business district, these retail establishments operate only during the warmer months. Because of the location and the nature of their business, the buildings often have vacancies.

The Chamber of Commerce and all its affiliates currently has offices in the One South Harbor Drive building just south of Ferry Landing. They have outgrown their offices and have expressed to the City an interest in relocating its offices into the Chinook Pier buildings and adding a Visitors Center. While there is some concern

relative to the loss of retail space, wide support for the Chamber presence at the Chinook Pier was generally expressed. The Chamber would be located in the heart of a prime summer visitor destination and would bring year-round use and activity to these buildings.

The appropriateness of the Chamber relocating to these buildings relates directly to their roles in the community: assisting with community and business enhancement, organizing events, and providing a visitor center. Other office uses would probably not be appropriate in this key location.

If the Chamber does relocate to the Chinook Pier buildings, it is anticipated that their space needs would basically require one of the two main Chinook Pier buildings. In addition, the number of parking spaces in the immediate area of these buildings would need to increase to meet the added parking demands of the Chamber staff and visitors.

The Chinook Pier buildings are more than 25 years old and in need of repair and renovation. Preliminary assessments of the buildings indicate that they are structurally sound but that they do require substantial cosmetic improvements to update their appearance. A thorough analysis of the structural integrity, including all repairs and renovations, would be a prerequisite for relocation of the Chamber offices.

Design studies and cost projections have already been prepared for these buildings. These studies represent a clear improvement to

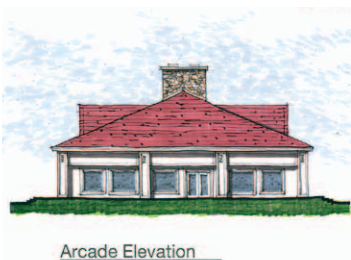


the appearance of the Chinook Pier buildings and the implementation of these changes would greatly enhance the visual character of these buildings.

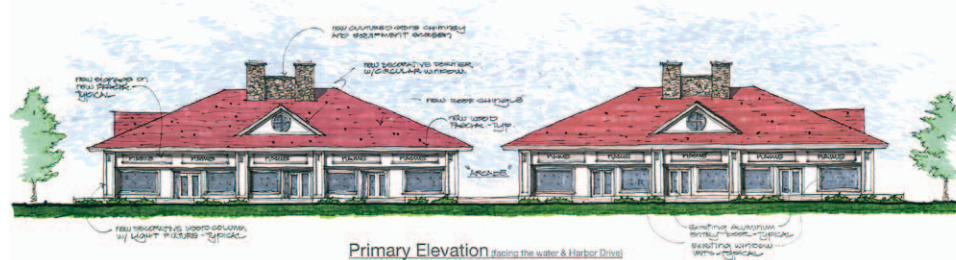
In summary, the general consensus on the best mix of uses for the Chinook Pier buildings included the relocated Chamber and Visitor Center as the new anchor. In addition, the relocation of the marina offices and an appropriate meeting space for the sailing club in these buildings would give the City the ability to remove the existing buildings that currently house these uses. The balance of the uses in the Chinook buildings should be a strong mix of retail establishments that are appropriate for the waterfront, such as Temptations and the Surf Shop, and other uses that are a good fit with the waterfront.



Chinook Pier Buildings



Arcade Elevation



Primary Elevation (facing the water & Harbor Drive)



Side Elevation (facing northwest & southeast)

Chinook Pier Buildings Elevation Study



## **FARMER'S MARKET**

The Farmer's Market parking lot is used for waterfront parking whenever it is not utilized for the Farmer's Market. The Farmer's Market operates on Wednesdays and Saturdays from June to October. It is a popular activity and the area becomes quite crowded during the growing season.

The parking lot itself has a central island with an overhead canopy. Vendors back into the center parking spaces and customers move along the central island with the vendors on either side. The canopy provides some cover from rain and sun, as well as adding some visual character and identity to the market. The current parking lot has 74 total spaces of which 36 are used for vendor parking on market days. In addition to the general crowding on market days, there is limited visitor parking which forces people to drive through the lot searching for spaces and often having to park on a gravel lot across Harbor Drive. Parking off-site at this location creates the potential for pedestrian/auto conflicts at the Harbor Drive crossing area.



Because of the popularity of the Farmer's Market, there is interest in any opportunities for the expansion of the market. Several studies were prepared depicting the different design possibilities. These studies looked at the expansion of the market in its current location with the assumption that an expansion that displaced the underutilized miniature golf course was better than an expansion to the west that displaced the train display and children's play area.

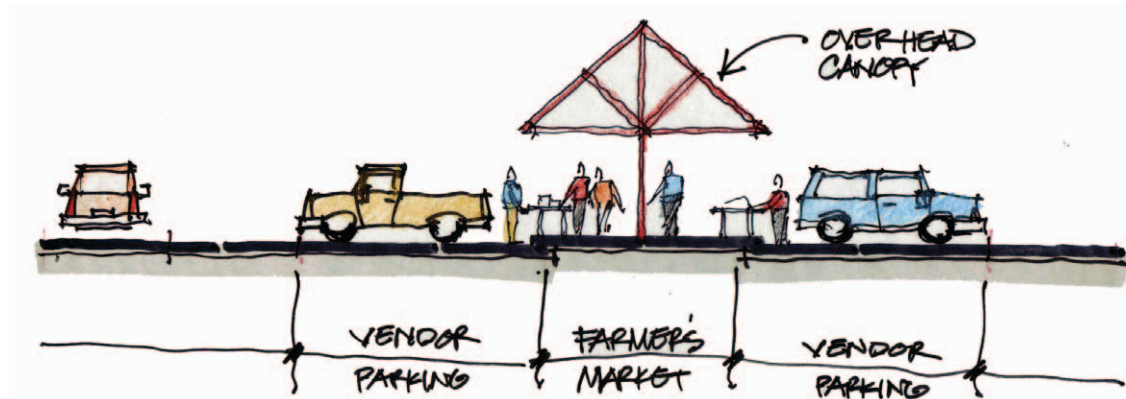
Alternative 1 adds two new canopies at the southerly side of the parking lot. If these canopies are added, it would be a good idea to utilize a slightly wider central island to ease congestion. This alternative includes a total of 102 spaces of which 82 of them would be used by vendors on market days. This is a net increase of 28 total spaces and 46 vendor parking spaces. One of the drawbacks of this plan is that it continues the existing pattern of each parking bay releasing directly out onto Harbor Drive. This approach maximizes the number of

new parking spaces but adds to the number of curb cuts and increases the potential conflict between Harbor Drive and parking traffic.

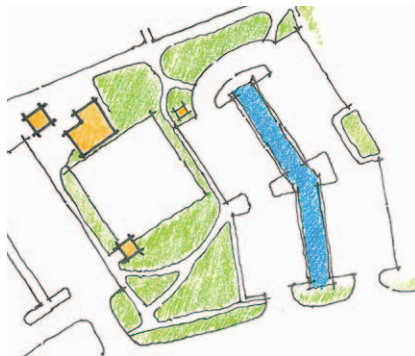
Alternative 2 shows the same expansion pattern except that it acknowledges the problem of multiple curb cuts and creates a separate drive internal to the parking lot. This creates a safer and cleaner circulation pattern for traffic movement but significantly reduces the gain in parking spaces. The parking counts for

Alternative 2 shows a total of 80 spaces which is only 6 more than currently exists. Vendor parking increases to 60 spaces.

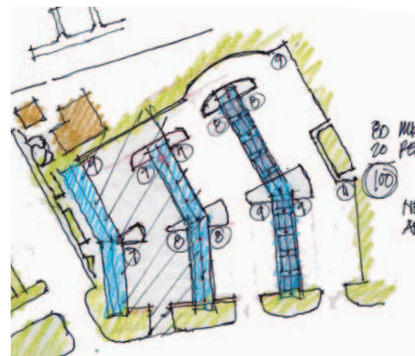
Alternative 3 is very similar to the first alternative except that the market canopies extended north of the parking lot and closer to the water. This would provide additional vendor space, but vendors would not be able to park next to these spaces.



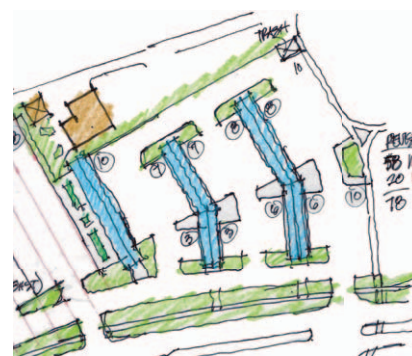
Canopy Section - Existing Market Place



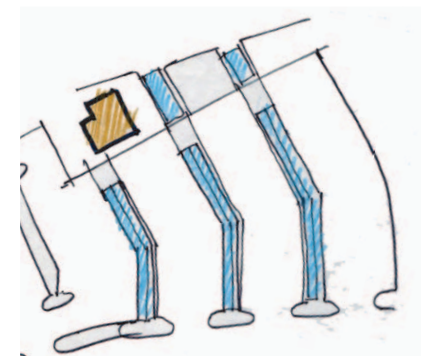
Existing Condition



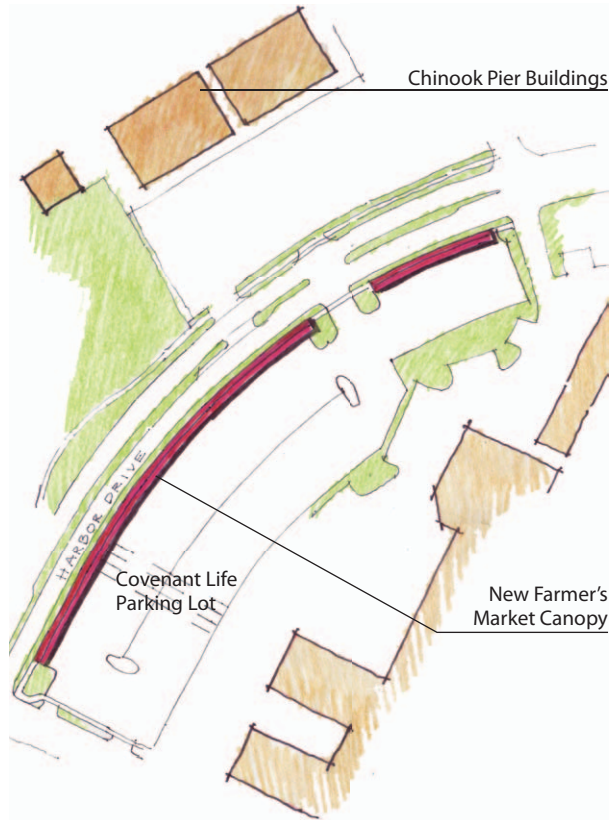
Alternative 1



Alternative 2



Alternative 3

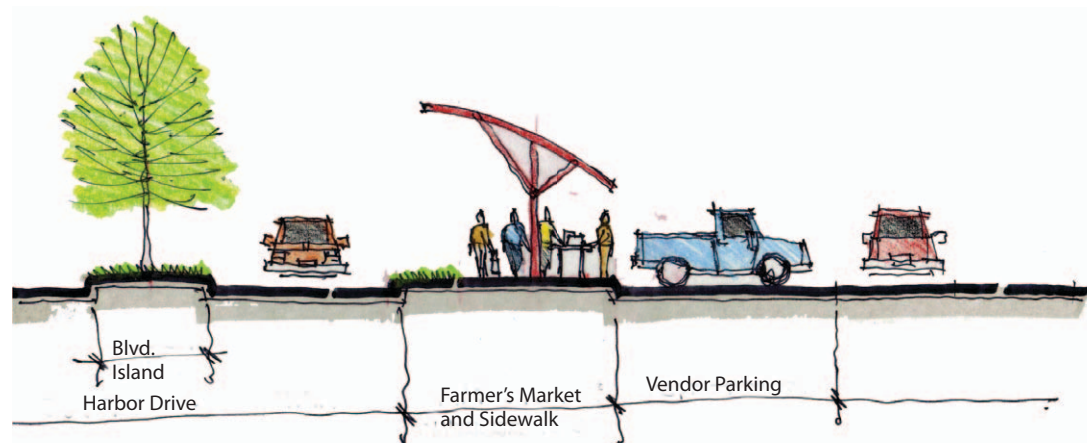


Covenant Life Parking Lot

Another alternative would be to locate the Farmer's Market to a different site altogether to free up parking in the Chinook Pier area at all times and to reduce conflicts between pedestrians and automobile traffic. A number of possible locations were examined, but the one that stood out as having the greatest potential was to utilize the parking lot owned by the Covenant Life Church on the east side of Harbor Drive.

The idea of a Farmer's Market located in the Covenant Life parking lot is the alternative shown on the Overall Plan. It is appealing for a number of reasons. There would be plenty of room for parking for both the vendors and the visitors in the same lot, which would eliminate the need for remote parking locations and the resulting pedestrian/auto conflicts. The plan depicts a lineal canopy and a reconfigured

sidewalk along the edge of the Covenant Life lot. The vendors would utilize the edge parking and the market visitors would circulate along the widened sidewalk. This scenario takes advantage of the space between the parking lot and Harbor Drive for the market activities. It also provides the opportunity for an interesting canopy design that would not only create a strong design element along the edge of what is currently a nondescript expanse of pavement but also provide a strong visual link to the downtown area. If deemed to be feasible, further study will be necessary to refine the layout and to investigate the possibility of other configurations for the market within this lot. The one story height restriction that has been placed on this property will also need to be considered. It should be noted that this parking lot is currently owned by the Covenant Life Church and before any relocation takes place, the City would have to discuss purchase or some type of use agreement with the Church.



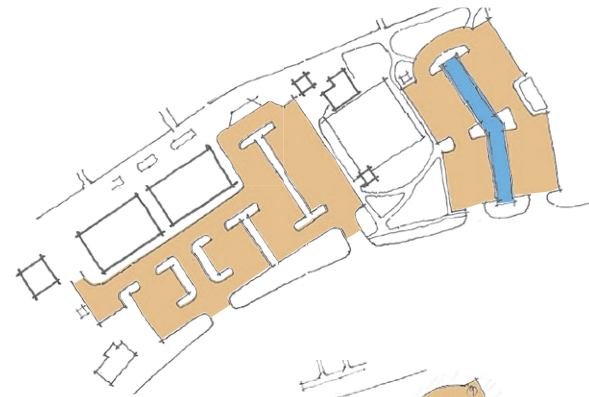
Canopy Section Covenant Life Parking Lot

## CHINOOK PIER AREA PARKING

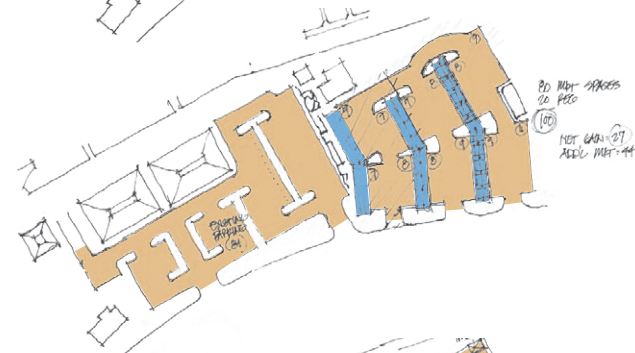
As with any planning project, parking is a very important consideration. The closer that parking is located to a destination, the more desirable it is to the user. However, the value of close proximity must be weighed against all of the factors that affect the character or quality of the place. The marina parking lot in the heart of the project area is used by marina and Depot Museum users as well as by the general waterfront visitor. Because of its location, it is extremely popular. This location is also a prime location for waterfront uses and as such, it has been identified in the overall plan as important open space for waterfront activities. If this parking lot is removed, the approximately 75 displaced parking spaces would need to be relocated to a nearby location so that current users would not be unduly inconvenienced. Maximizing the parking around the Chinook Pier buildings and the current Farmer's Market lot seems to be the best alternative.

The first three parking studies for this area show a range of options that expand the Farmer's Market in its current location and reconfigure the parking around the Chinook Pier buildings to various degrees. However, none of these alternatives increases the parking enough to replace the parking that would be displaced by the removal of the marina lot. Alternative 1 increases the parking by approximately 26 spaces, while alternatives 2 and 3 increase the parking 6 and 40 spaces respectively.

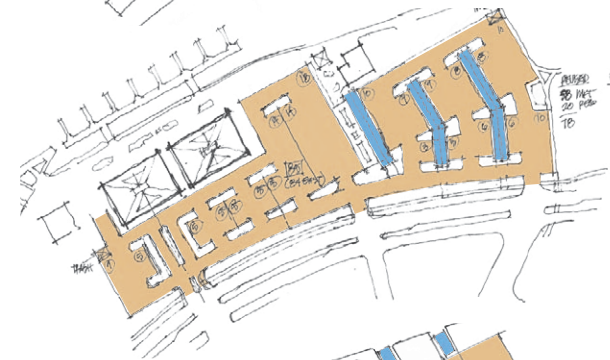
Existing Condition



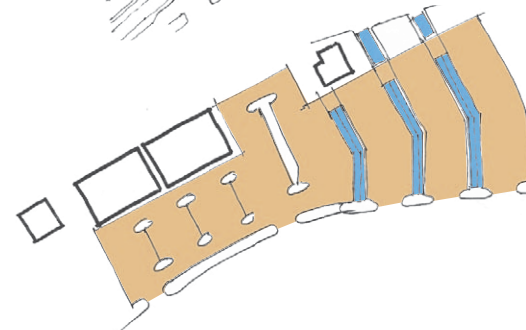
Alternative 1



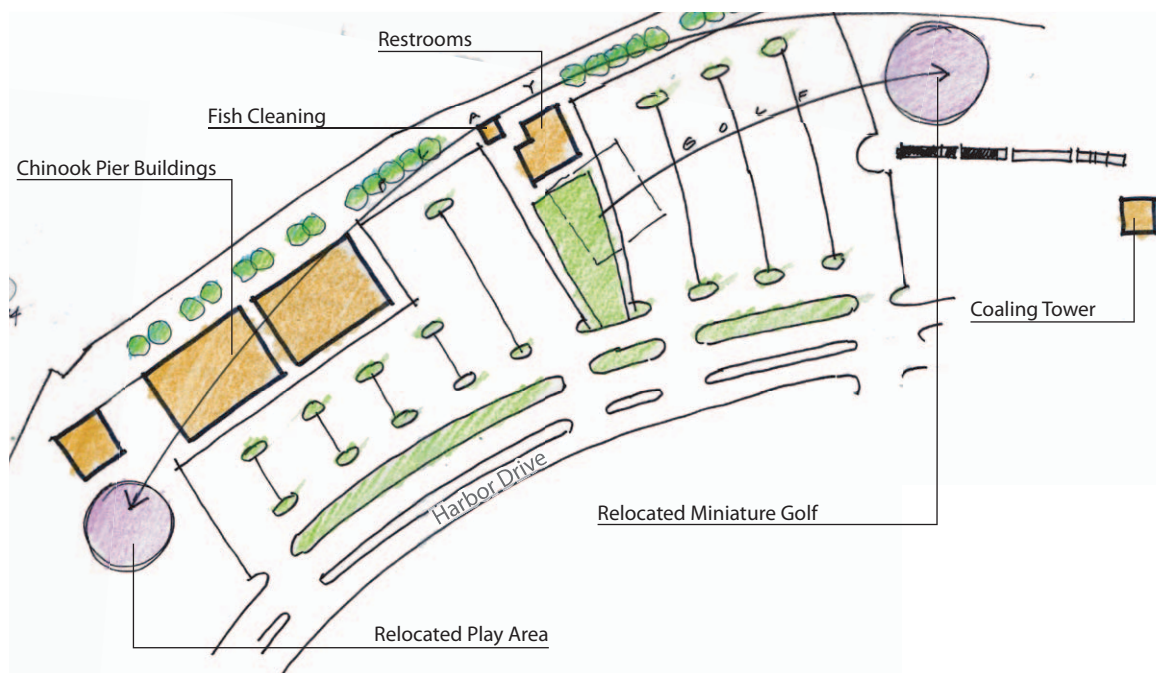
Alternative 2



Alternative 3







Alternative 4

If the Farmer's Market was relocated to an entirely different site, the parking in this area could be maximized. Alternative 4 shows a fully reconfigured parking layout around the Chinook Pier buildings and at the current Farmer's Market site. This layout increases the parking by approximately 80 spaces which would allow the marina parking lot to be converted to open space. This parking layout encroaches on the area of the current miniature golf facility and pushes the edge of the parking area between 30 and 50 feet further to the northwest, closer to the train display and into the small hill with the seating area on top. These elements would also need to be relocated and the hill area re-graded to accommodate the expanded parking.

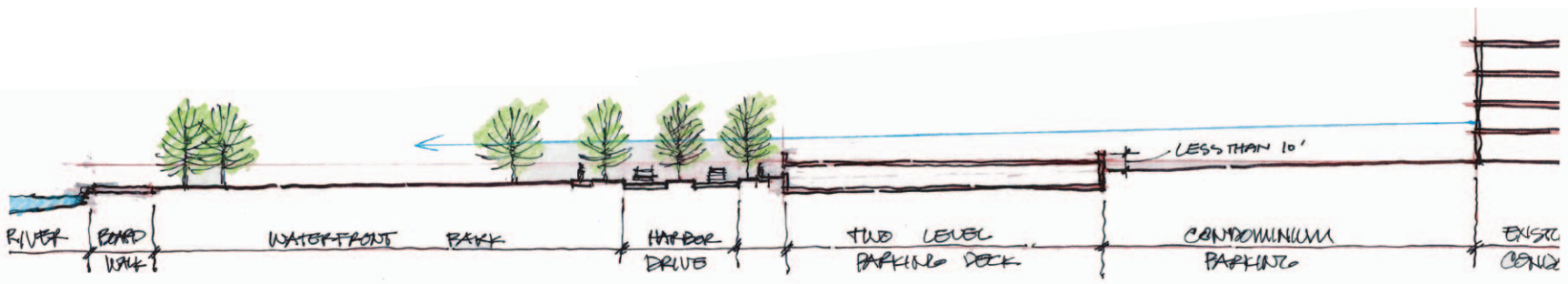
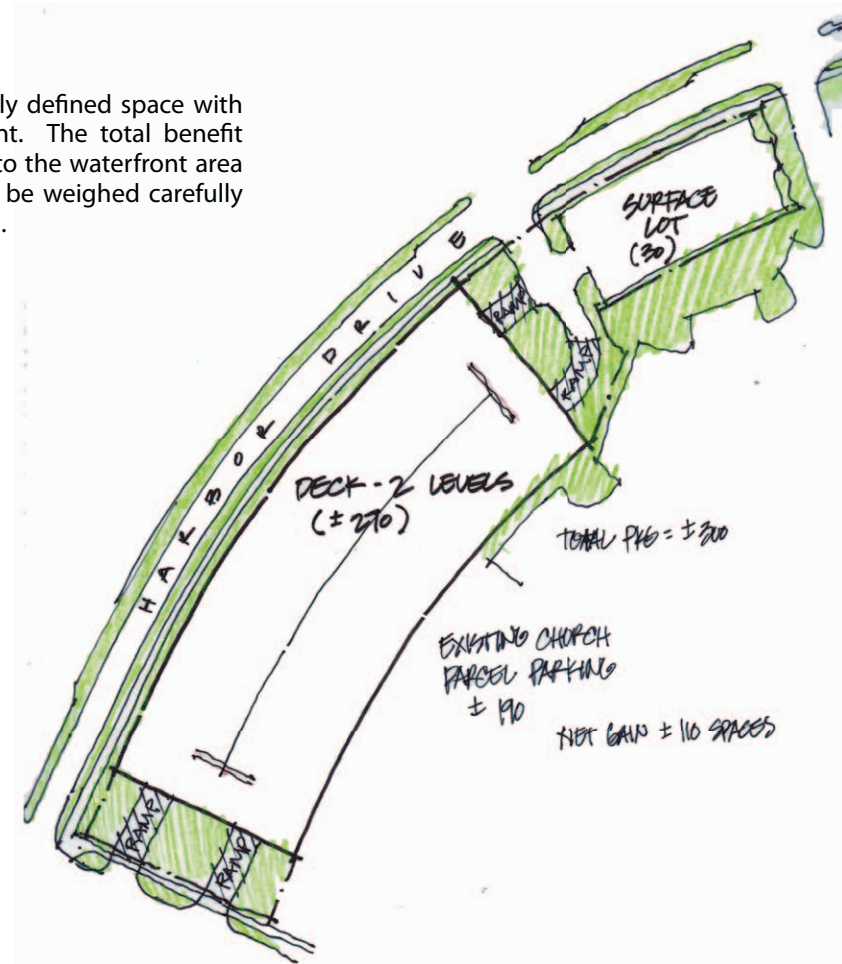
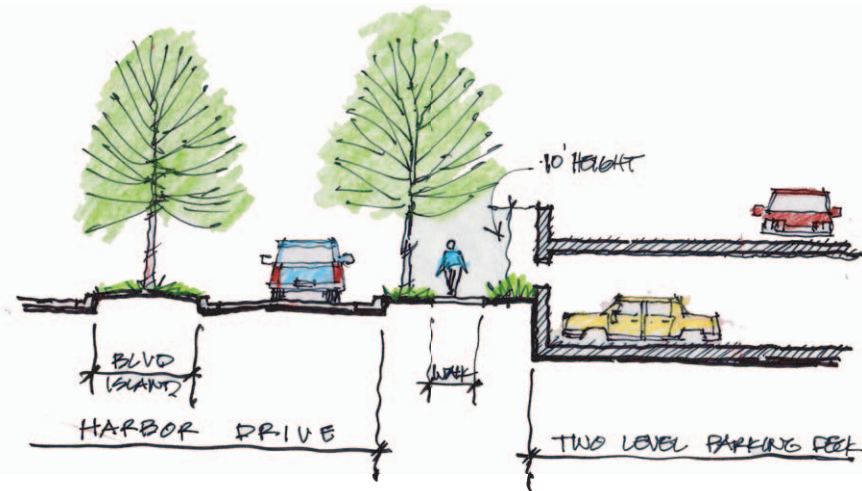
### *PARKING DECK*

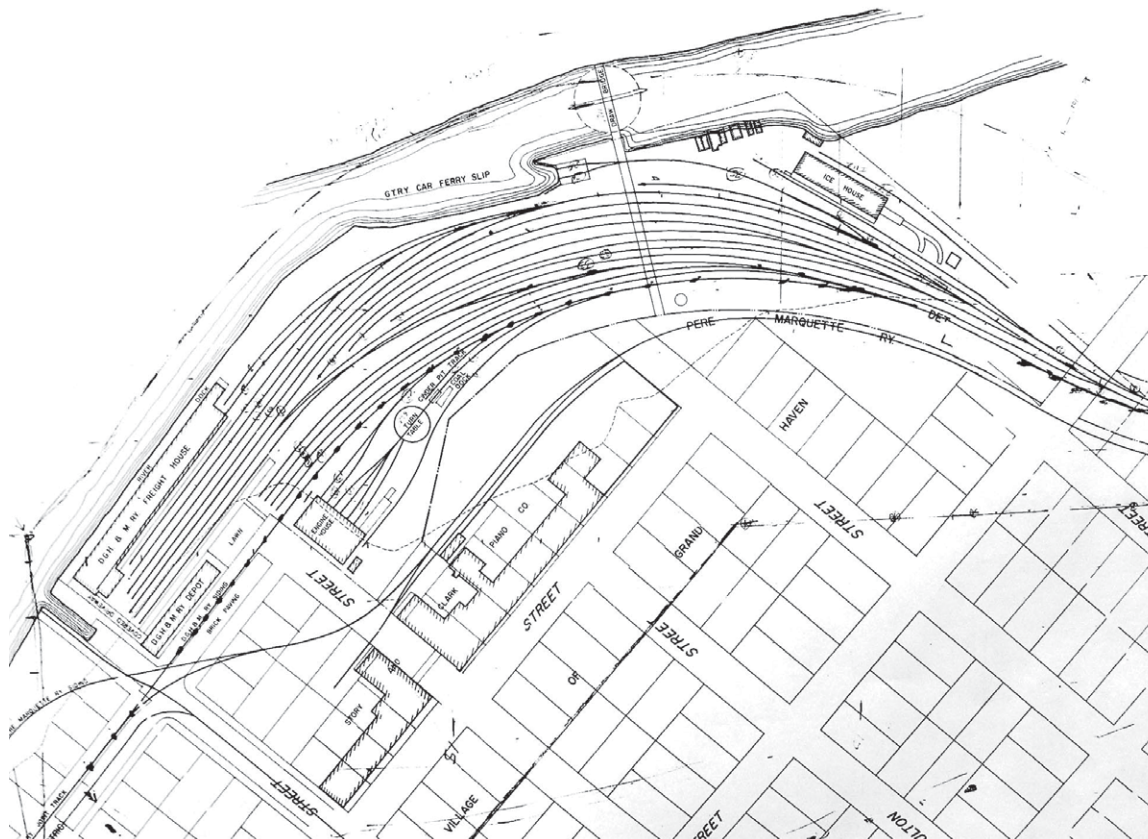
A low, two-level parking structure at the Covenant Life parking lot is another possible solution to the parking issue. This structure could be similar to the one being constructed in the City of Holland. The parking deck could be designed so that one level is partially below grade and one above. This would minimize the visual profile of the deck and keep it below the one story height restriction that has been placed on this site. Ramp access would be located at both ends of the structure. Very preliminary parking numbers for this layout show about 135 parking spaces per level for a total of approximately 270 spaces. Adding another 30 surface parking spaces at the north end, the total parking count with the two level deck would be approximately 300 cars.



The estimated number of existing parking spaces in this lot is approximately 190 parking spaces. In addition to a net gain of approximately 110 spaces, a parking deck would provide an opportunity to treat the street side façade with brick or other material to improve the visual character of the existing parking lot. If the parking deck were to be built, the Farmer's Market could be located on the upper level. Although some may see this location as being disconnected from the street, it would offer

plenty of room in a clearly defined space with views over the waterfront. The total benefit that a deck would bring to the waterfront area would, however, need to be weighed carefully against the costs involved.





Historical Railroad Yard

## RAILROAD TRACKS

The shoreline of the Grand River in the project area was historically a working waterfront with businesses and manufacturing located at the interface between the water and land transportation systems – shipping and railroads. The project area is located at the center of this once thriving railroad yard. It included a series of sidings that swept along the waterfront terminating at the ferry landing and the depot.

One way of acknowledging the history of the Grand Haven waterfront might be to reinstall railroad tracks to tie the old depot to Engine 1223 and the coaling tower. The intent would be that these tracks give subtle acknowledgement of this historic use by providing a visual cue and/or by serving as the edges of an aggregate surfaced walkway between the two areas. The alignment would be very similar to that of the old sidings that used to be there. Since the track would be a visual connection through the park and not a functional track, it would be flush with the grade and could carry across paved areas and lawn areas, much like the tracks shown in the adjacent images.



Railroad Track Examples

## 5. SUMMARY

Ferry Landing is the most important point of connection between the City's downtown and the waterfront. The stadium and plaza areas are gathering places for community events and merit a more unified approach to the use of the space. Proposed improvements in this area include new paving and lawn and landscape elements to create a unified, attractive, yet flexible space. Specifically, the plan includes:

- reconfigured plaza area to facilitate movement into and through the space
- new water feature
- in-ground amphitheater seating
- portable bleacher seating for large public events
- better integration of the Depot Museum into the space by highlighting the architectural character of the building and installing an at-grade set of railroad tracks leading to the north and aligning with the existing train display.

The area between the amphitheater and the Chinook Pier buildings is proposed to be a central green open space. Improvements include:

- removal of the existing surface parking lot
- turf reestablishment including selective plantings
- removal of the Sailing Club building
- eventual removal of the marina building

The Chinook Pier buildings are one of the centers of waterfront activity during the

summer months. The possible relocation of the Chamber of Commerce into these buildings would require:

- structural analysis of the buildings
- repair and renovation of the buildings
- reconfigured and expanded parking areas
- relocated Farmer's Market
- relocated miniature golf area
- relocated play area

Because of the popularity of the Farmers Market, expanding the amount of canopy space for vendors, walking space for shoppers, and providing a better solution to parking are important considerations. Moving the Farmer's Market to the Covenant Life Church Parking Lot, across Harbor Drive will open up the existing Farmer's Market lot to waterfront and Marina parking, eliminate much of the pedestrian crossing of Harbor Drive to access the market, brings the market closer to the downtown and add visual interest along Harbor Drive.

An alternative use of the Covenant Life Church Parking Lot could include the construction of a two-level parking deck (half level below grade). This would fulfill parking needs for much of the waterfront area and provides opportunity to improve the visual character of the Harbor Drive street side façade.

The next steps identified by the Steering Committee include (in chronological order):

- Pursue City acquisition of the Covenant Life Church Parking Lot
- Assess the structural soundness of the Chinook Pier buildings and if they prove to be structurally sound:
  - o Continue the discussion with Chamber of Commerce about the relocation of their offices into one of the Chinook Pier buildings
  - o Determine the appropriate level of building renovation and implement those changes
  - o Meet short term additional parking demand for the Chamber offices with assigned parking in the current Marina parking lot
- Related work that needs to happen at the same time:
  - o Removal of the Marina parking lot
  - o Relocation of the Farmer's Market
  - o Reconfiguration and expansion of the parking around the Chinook Pier buildings and the existing Farmer's Market area.
- Ferry Landing improvements



## 6. COST PROJECTION

<b>1. Chinook Buildings Renovation (Concept 'A')</b>	Unit	Unit Price	Total
Construction Cost			\$303,000
Contractor Overhead & Profit			\$30,300
Construction Contingency			\$30,300
Subtotal			\$363,600
Architectural/Engineering Services			\$29,000
<b>Chinook Building Renovation Total</b>			<b>\$392,600</b>

### **2. Parking / Farmer's Market**

<b>Site Preparation</b>			
R&D Concrete Pavement	25,900 SF	\$2.50	\$64,750
R&D Asphalt Pavement	65,000 SF	\$1.50	\$97,500
R&D Curb and Gutter	3,500 LF	\$9.50	\$33,250
R&D Farmers Market Pavillion	1 LS	\$3,500.00	\$3,500
Demo Sailing Club Building	1 LS	\$10,000.00	\$10,000
Demo Minigolf Building	1 LS	\$1,500.00	\$1,500
<b>Earthwork</b>			
Supply and Install Topsoil	1,000 CY	\$20.00	\$20,000
Fine Grade, Fert., and Seed	9,000 SY	\$1.50	\$13,500
<b>Surfacing</b>			
4" Concrete Pavement	4,750 SF	\$5.50	\$26,125
Asphalt Pavement	104,750 SF	\$3.50	\$366,625
Concrete Curb and Gutter	3,350 LF	\$18.50	\$61,975
<b>Miscellaneous Improvements</b>			
Railroad Tracks	1,650 LF	\$15.00	\$24,750
Playground	1 LS	\$50,000.00	\$50,000
Farmers Market Canopy (520 LF - 20' wide)	1 LS	\$750,000.00	\$750,000
Relocate Miniature Golf	1 LS	\$150,000.00	\$150,000
Landscaping	1 LS	\$10,000.00	\$10,000
Subtotal			\$1,683,475
Contingency (20%)			\$336,695
D/E Fees			\$181,815
<b>Parking / Farmer's Market Total</b>			<b>\$2,201,985</b>

Range: \$25,000 - \$75,000  
Range: \$55 - \$120/SF  
Range: \$100,000-\$200,000

### 3. Ferry Landing Area

<b>Site Preparation</b>			
R&D Concrete Pavement	32,700 SF	\$2.50	\$81,750
R&D Asphalt Pavement (Marina Parking Lot)	24,750 SF	\$1.50	\$37,125
R&D Curb and Gutter (Marina Parking Lot)	900 LF	\$9.50	\$8,550
R&D Brick Pavement	3,250 SF	\$1.50	\$4,875
R&D Bleachers	1 LS	\$7,500.00	\$7,500
<b>Earthwork</b>			
Supply and Install Topsoil	1,500 CY	\$20.00	\$30,000
Fine Grade, Fert., and Seed	13,350 SY	\$1.50	\$20,025
<b>Surfacing</b>			
4" Concrete Pavement	2,850 SF	\$5.50	\$15,675
6" Concrete Pavement	16,850 SF	\$6.75	\$113,738
Concrete Seating/Stairs	1 LS	\$41,500.00	\$41,500
Amphitheater Style Seating	1 LS	\$136,000.00	\$136,000
Water Feature 1	1 LS	\$100,000.00	\$100,000
Water Feature 2	1 LS	\$60,000.00	\$60,000
Portable Bleachers	6 EA	\$12,500.00	\$75,000
Sheet Piling	150 LF	\$500.00	\$75,000
<b>Landscaping</b>	1 LS	\$5,000.00	\$5,000
Subtotal			\$811,738
Contingency (20%)			\$162,348
D/E Fees			\$87,668
<b>Ferry Landing Area Total</b>			<b>\$1,061,753</b>

Range: \$75,000 - \$150,000

Range: \$50,000 - \$75,000

### 4. Demo Marina Office/Restrooms Building

5. Parking Structure 270 SP \$15,000.00 **\$4,050,000**

approx. \$44/SF

CHINOOK PIER LAND USE PLAN

