



## Port of Port Townsend Commission Workshop

**Tuesday, November 10, 2020, 9:30 a.m.**

Via <https://zoom.us/> – or call (253) 215-8782 – and use Webinar ID: **862 6904 3651**, Password: 911887  
*This meeting will only be accessible remotely, as per Governor's Proclamation 20-28.*

### Workshop Agenda

- ❖ Port Townsend Ferry Economic Impact Analysis presentation  
*Eric Hovee, E. D. Hovee & Company, LLC*
  
- ❖ Point Hudson Intensive Level Survey Documentation Report  
*Susan Johnson, Architectural Historian, Artifacts Consulting, Inc.*



*Note: This is a Public Port Commission Workshop. Workshops are for information sharing only and no decisions will be made during the session. Public input may be taken at the Commissions' discretion.*



## MEMORANDUM

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To: Eron Berg – Executive Director  
Port of Port Townsend

From: Eric Hovee

Subject: Economic Impact Analysis of WSF Potential Ferry Service Curtailments  
(Port Townsend-Coupeville & Edmonds-Kingston Routes)

Date: November 4, 2020 **(DRAFT 2)**

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In the wake of the current COVID-19 pandemic and associated changes in ferry ridership, the Washington State Ferries (WSF) system is considering steps that could involve reductions in capital and operating expenses. Measures could involve curtailed ferry service – including possible 50% reduction or total discontinuation of the Port Townsend-Coupeville route and 50% reduction in Edmonds-Kingston ferry service. Using readily available data, this report is intended to document the **potential economic impact of reduced access via ferry transportation** for those who live in, commute to work from and visit Jefferson County.

Principal **observations and findings** of this economic and fiscal impact analysis follow:

- In 2019, the **Port-Townsend-Coupeville** ferry accounted for a total (direct, indirect and induced) impact of an estimated \$57 million per year in output/spending, 695 jobs and \$30 million in annual labor income to the Port Townsend/Jefferson County economy.
- The **Edmonds-Kingston** ferry represents an added economic impact of \$62 million in annual spending, 955 commuter and local jobs, and \$61 million in annual labor income.
- The visitors utilizing the two ferry routes account for **nearly half (49%) of tourism spending** in Jefferson County and the combination of visitors and commuters represents an estimated **14% of all jobs** held by the county's resident labor force as of 2019.
- With rapid ridership growth, the Port Townsend-Coupeville ferry is most important for its contribution to Port Townsend's **tourism-based economy**; Edmonds-Kingston is most significant for **commuters with high wage opportunities** not as readily available locally.
- **Other economic impacts** resulting from reduced or terminated ferry service are not as readily quantified but potentially significant – locally as for businesses and residents reliant on ferry-based freight deliveries and statewide by impairing Washington's reputation and desirability as a full-service visitor and livability experience.

## Background

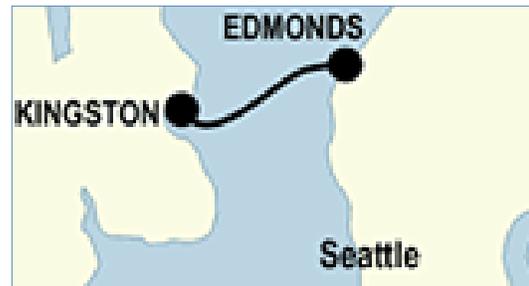
Primary components of ferry service available to Port Townsend and Jefferson County include:

- **Port Townsend-Coupeville** – of 10 sailings eastbound each winter day (starting 6:30 pm and with a last run at 8:30 pm), plus 10 sailings westbound (starting 7:15 am and last run sailing at 9:10 pm) using the Salish ferry. This route provides the most direct access to Port Townsend via Coupeville on Whidbey Island. The summer schedule at least doubles the daily trips. Average sailing time is 35 minutes.
- **Edmonds-Kingston** – with 20 regular sailings each day eastbound (starting 6:25 am with the last departure at 9:40 pm) and 20 westbound departures (starting 7:10 am with the last run at 10:25) and with three additional sailings each way (6 total) on certain days of the week with two vessels (Puyallup and Walla Walla). The Kingston landing offers direct access to Jefferson County via the Hood Canal floating bridge; sailing time is 30 minutes.

### Port Townsend-Coupeville Ferry Route



### Edmonds-Kingston Ferry Route



Source: Washington State Ferries.  
Sailing schedules are as of Fall 2020.

## Data Sources & Approach to Analysis

This report is intended to address the economic and fiscal impacts of these two ferry routes that most directly serve Port Townsend and Jefferson County. The approach taken to conducting this analysis is shaped by the data sources most readily available which include:

- WSF-issued annual and quarterly *Travel Statistics Rider Segment Reports* (with breakouts of the Port Townsend-Coupeville and Edmonds-Kingston routes).
- WSF *2013 Origin-Destination Travel Survey Report* as the most recent dataset providing information on trip purposes together with traveler origins and destinations by route.
- County-level spending data for the years 2015-19 as currently compiled by the firm Tourism Economics for the Washington Travel Alliance (WTA).
- Previous county-level visitor count and spending including party-size and length of stay data for 2017 as provided for WTA by the firm Dean Runyan Associates.
- Jefferson County covered employment data as of 2019 as compiled by the Washington State Employment Security Department (ESD) together with county-specific impact data as available through the U.S. Bureau of Economic Analysis (BEA).

## Report Organization

The remainder of this memorandum is organized to cover the following topics:<sup>1</sup>

Ferry Ridership & Use Profile  
Economic Benefits  
Summary Observations

An appendix to this report provides detailed worksheets for estimating direct tourism spending and commuter wages/jobs associated with the Port Townsend-Coupeville and Edmonds-Kingston ferries.

## FERRY RIDERSHIP & USE PROFILE

This economic impact report begins with a brief overview of the two ferry routes most directly serving Port Townsend and Jefferson County considered together with comparative ridership profile and trends of recent years.

### Ridership Profile & Trends

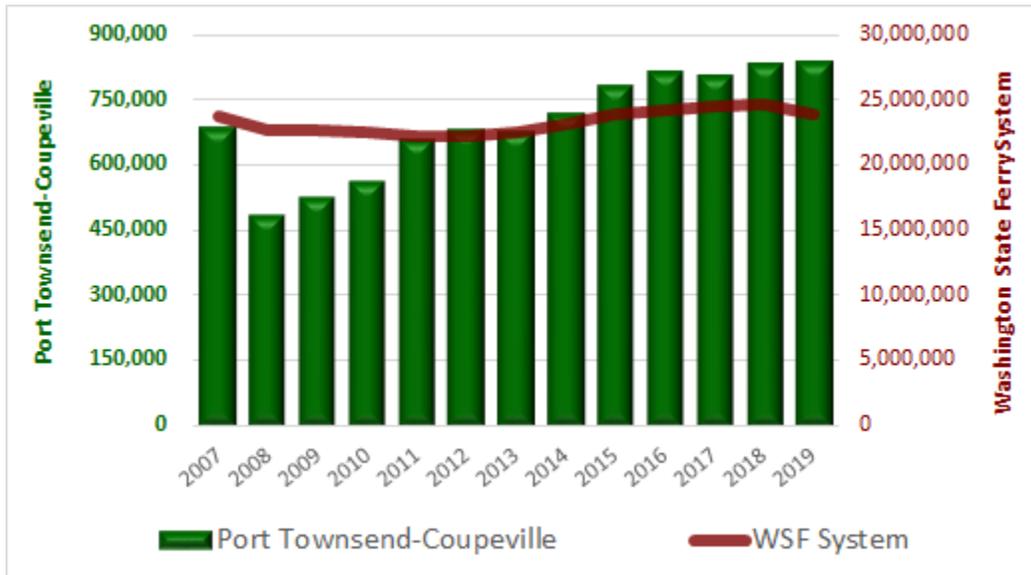
As a point of reference, it is useful to compare ridership characteristics for:

- **The Port Townsend-Coupeville route** – serving just over 843,000 passengers in 2019 (accounting for less than 4% of the WSF system travel total but experiencing more rapid ridership growth in recent years).
- **The Edmonds-Kingston Ferry route** – with over 4.1 million passengers as of 2019 (and a pattern of year-to-year change which parallels the WSF systemwide trend).
- **The entire Washington State Ferry (WSF) system** – with close to 24 million 2019 riders (but with slowing ridership growth in recent years and actual decline in 2019 ahead of the current pandemic and economic recession).

While the Port Townsend-Coupeville is a relatively small portion of total system riders, it has been experiencing more rapid tourism-led growth with less reliance on workforce commutes. More detailed discussion of the two primary routes serving Jefferson County now follows.

**Port Townsend-Coupeville.** The graph on the next page provides a year-by-year comparison of ridership on the Port Townsend-Coupeville ferry as compared with the WSF system-wide trend. Consistent with its strong orientation to tourism traffic, the Port Townsend-Coupeville route's traffic was severely affected by the 2007-09 recession, not recovering back to pre-recession levels until about 2012, then experiencing strong growth subsequently. Overall ridership has increased at a rate averaging 4.8% per year from 2009-19, well above the relatively modest WSF system-wide total ridership growth rate averaging only 0.5% per year.

### Port Townsend-Coupeville Ridership Trend (2007-19)

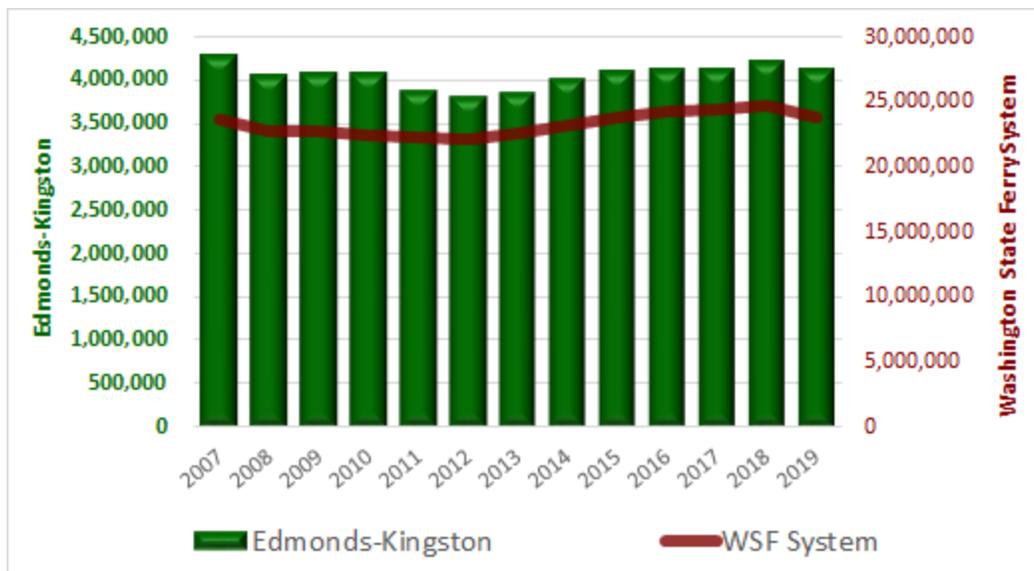


Source: WSF, *Travel Statistics Rider Segment Report(s)*, multiple years.

A similar 44-46% of WSF-wide and Port Townsend travelers are car drivers. On the Port Townsend-Coupeville route, a relatively high 39% of travelers are vehicle passengers as compared with 27% for all WSF routes. An estimated 16% are foot passengers as compared with 29% system-wide.

**Edmonds-Kingston.** As illustrated by the following graph, ridership on the Edmonds-Kingston route more closely mirrors ridership trends for the entire WSF system.

### Edmonds-Kingston Ridership Trend (2007-19)



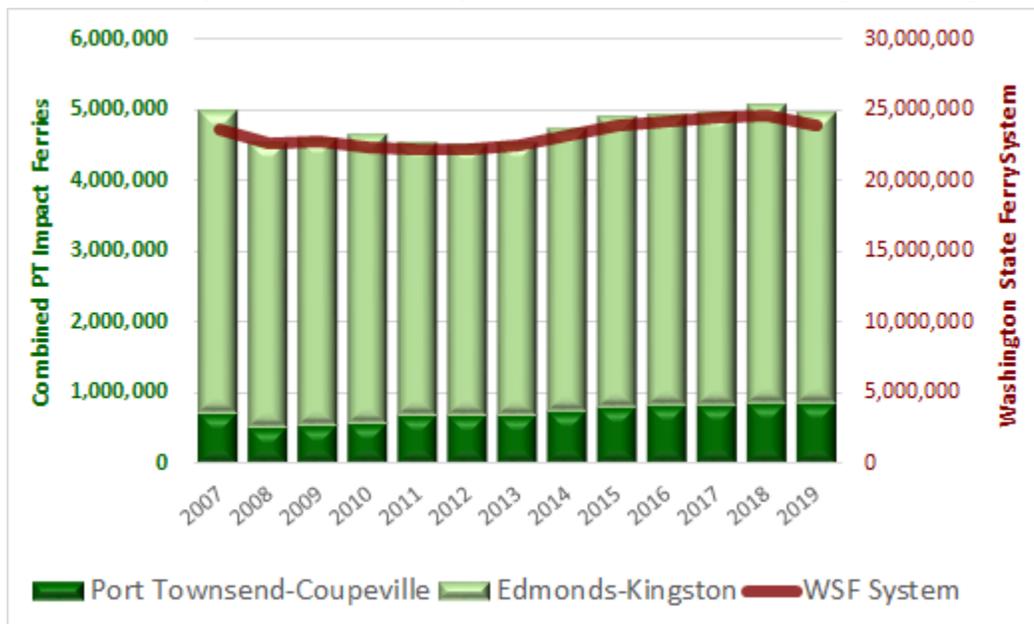
Source: WSF, *Travel Statistics Rider Segment Report(s)*, multiple years.

With 4.1 million riders as of 2019, traffic on this route which serves both Kitsap and Jefferson County (plus adjoining areas) is nearly five times greater than experienced for the Port Townsend-Coupeville route. However, while the route has experienced some minor year-to-year changes, the overall volume of ridership over the last decade has been essentially flat. From 2009-19, total ridership increased by an average of only 0.1% per year – below the similarly modest 0.5% annual ridership growth rate for the full WSF system.

As discussed further below, while this ferry corridor serves visitor traffic, it is more strongly oriented to work commutes. A majority (52%) of all passengers are vehicle drivers, 32% are vehicle passengers and 16% are foot passengers. As with Port Townsend-Coupeville, foot passenger traffic is below and vehicle passenger activity is above the WSF system proportion.

**Combined Port Townsend / Kingston Profile.** A combined profile of the two ferry routes of primary importance to Jefferson County is provided by the following composite graph. This combination illustrates a blend of the more cyclical tourist orientation of the Port Townsend-Coupeville route coupled with the work-a-day bent of the Edmonds-Kingston route – both of which have proven pivotal to the economic vitality of Jefferson County.

**Two Ferry Routes as Compared to WA-Sate Trend (2007-19)**

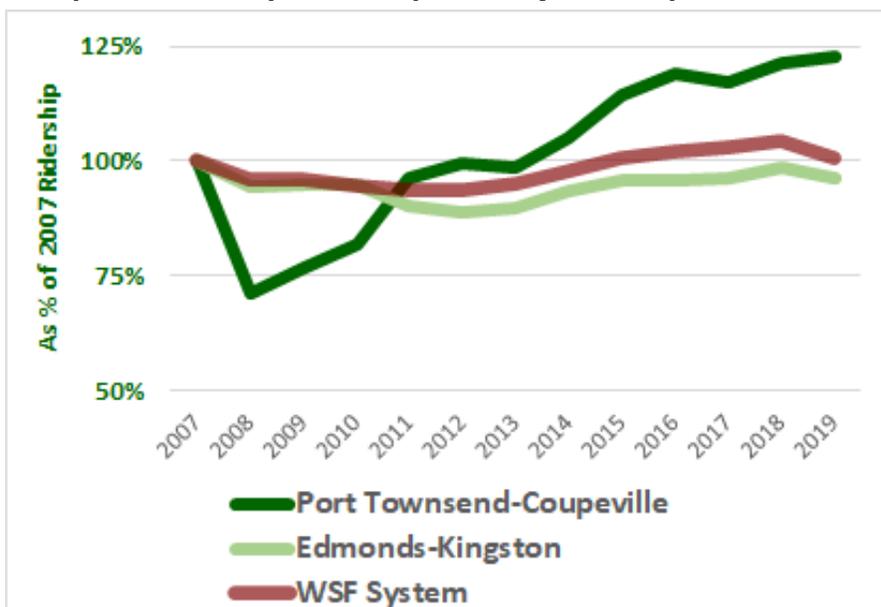


Source: WSF, *Travel Statistics Rider Segment Report(s)*, multiple years.

On a combined basis, the two routes have experienced ridership growth averaging 0.8% per year – above the WSF-wide growth rate of 0.5% -- pulled up by more rapid passenger growth on the Port Townsend-Coupeville route.

**Getting to a New Peak.** Viewed in terms of ridership as compared to a 2007 peak year, only the Port Townsend-Coupeville route has gone well beyond full recovery from the last recession of 2007-09.

## Comparative Ferry Ridership Trend (As Compared to 2007)



Source: WSF, *Travel Statistics Rider Segment Report(s)*, multiple years.

Looking forward, the Port Townsend-Coupeville route offer similarly strong growth potential with continued economic growth post-pandemic – perhaps quickly as latent travel demand resurfaces with a reduced COVID infection rate, especially once an effective vaccine is in place.

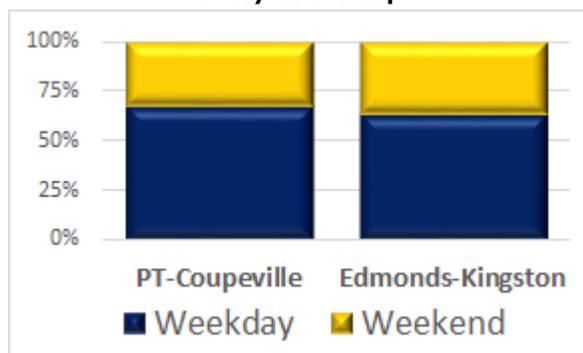
## Weekday & Weekend Travel

An item of some importance for this analysis is the determination of the proportion of total ridership (drivers, passengers and walk-ons) that occurs weekdays versus weekends. This is because the purposes of ferry travelers (work/school, recreation/shopping, and personal business/other) vary considerably between weekends and weekdays.

While WSF does not publish ridership counts split between weekdays and weekends, this data was provided by request, indicating that:<sup>2</sup>

- The proportions of weekday versus weekend ridership are roughly **similar** for both ferry routes serving Jefferson County.
- Approximately **68% of Port Townsend** ridership occurs weekdays versus 32% weekends.
- For the **Edmonds-Kingston** ferry, the split is 64% weekdays and

### % Shares of Weekday & Weekend Ferry Ridership



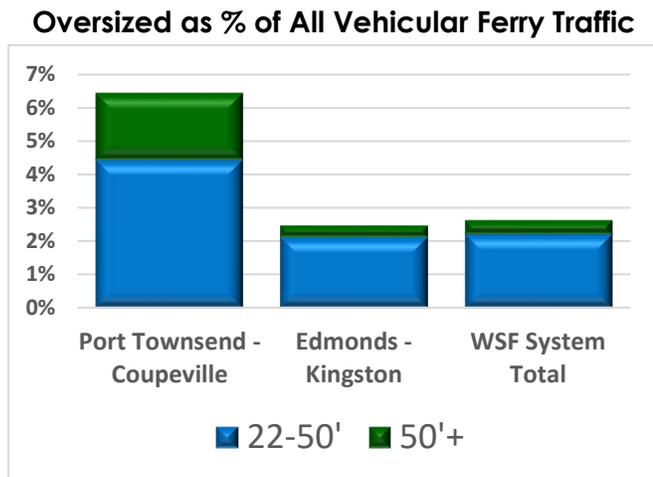
Source: WSF, provided as of October 2020.

36% weekends – somewhat more oriented to weekend ferry travel.

## Oversized Vehicles

WSF travel statistics data also include a breakdown of vehicles by size. Of note for the Port Townsend-Coupeville ferry is the relatively large proportion of oversized vehicles, categorized by overall length including trailers as:

- **22-50 foot overall length** – including autos with trailers, some recreational vehicles and trucks which represent 4.4% of all vehicles on the Port Townsend-Coupeville route, more than double the proportion for Edmonds-Kingston or for all routes of the WSF system.
- **50+ foot length** – primarily truck and semi-trailer combinations which comprise 2.0% of all Port Townsend-Coupeville vehicles, about five times the proportion for the Edmonds-Kingston route or for the entire WSF system.



Source: WSF, *Travel Statistics Rider Segment Report*, 2019.

This difference illustrates the much greater reliance of Port Townsend and Jefferson County on ferry service for freight movements than is the case for other portions of the WSF system. If ferry service on the Port Townsend-Coupeville route were to be substantially curtailed or eliminated, freight inbound and outbound would have to travel less directly, for example, diverting to the Edmonds-Kingston ferry.

If Edmonds-Kingston ferry traffic also were to be curtailed, truck freight would need to be re-routed yet more circuitously via the more urbanized Seattle-Bremerton route or travel by road south to Olympia and back north to a central or northern Puget Sound destination.

In addition to adding more truck road-miles, this diversion would adversely affect northern peninsula businesses shipping produce and manufactured products to the eastside Puget Sound market. It could also be expected to adversely affect Jefferson County residents, increasing travel time and raising cost of goods as for groceries, other consumer goods and business/medical supplies from suppliers situated in the central to northern Puget Sound counties of Pierce, King, Snohomish, Skagit and Whatcom.

## Tourism & Employee Commute Patterns

In addition to ferry ridership counts, an important part of this impact analysis is to ascertain the trip purposes together with origins and destinations of ferry passengers on the Port Townsend-Coupeville and Edmonds-Kingston routes. This information is provided by a periodic WSF Origin-Destination (O-D) Travel Survey Report, most recently conducted in 2013. WSF has postponed updates of this travel survey due to the pandemic, with the next update expected to occur once travel has returned (or changed) to more normalized conditions.

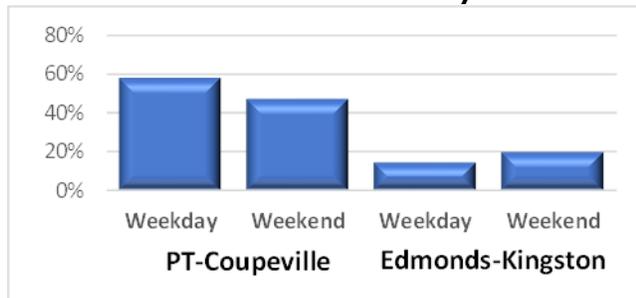
As might be expected, there are some key differences in the profile of those using the Port Townsend-Coupeville ferry and those traveling via Edmonds-Kingston. Data from the 2013 survey most relevant to this impact analysis are summarized by the graphs to the right:

- The Port Townsend-Coupeville ferry is associated with higher proportions of **recreation and shopping** related trips (both weekdays and weekends). Conversely, the Edmonds-Kingston route involves more **work-related travel** (primarily weekday).
- Close to 60% of weekday and over 50% of weekend **Westbound trips** are destined to Port Townsend and Jefferson County with the remainder to other peninsula locations. Less than 20% of Edmonds-Kingston westbound travel is to Jefferson County.
- **Eastbound trips** show origins similar to those of destinations, expected as many are round trips.

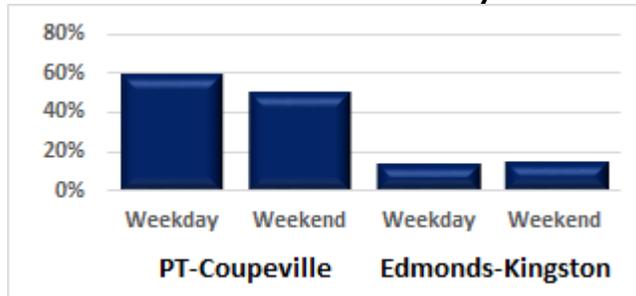
Ferry Trip Purpose (% of Total)



% of Westbound Destinations to Jefferson County



% of Eastbound Origins from Jefferson County



Source: Washington State Ferries, *Travel Statistics Rider Segment Report, 2019.*

Other O-D notes pertinent to the economic impact evaluation include the following:

- While the majority of ferry trips involve the same route both coming and going, between 14-17% involve a different route for ½ of the round trip – either by taking another ferry or driving around. While representing a lesser portion of ferry-related travel, this routing is included as an important part of the economic impact calculation.
- There are also some relatively minor differences in the proportions of total travel headed westbound vs. eastbound as part of a complete ferry-related trip – depending on the route, the direction of travel and whether on a weekday or weekend. Overall, 48% of Port-Townsend-Coupeville survey respondents are headed westbound with 52% eastbound. For Edmond-Kingston, the reverse seems to be the case, with 52% headed westbound versus 48% eastbound.

## Estimating Tourism & Commuter Impacts

Key data variables applied with this analysis and their sources are outlined as follows.

**Tourism Data.** Tourism-related data comes sources including O-D surveys of WSF plus two tourism sources (Runyan – 2017 and Tourism Economics – 2019) as compiled by county for the Washington Travel Alliance (WTA). Key data parameters applied to both ferry routes and their associated impacts on Port Townsend and Jefferson County are noted as follows:

- Day-trips are per WSF/O-D data for Port Townsend-Coupeville at 45% of non-work travel weekdays, 63% weekends; for Edmonds-Kingston at 52% weekdays, 61% weekends.<sup>3</sup>
- Average length of stay per the WTA information is 2.1 days for overnight visitors.
- Average per day visitor spending is \$80 for day shoppers and \$174 for overnight visitors (adjusted from 2017 to 2019 conditions).
- Economic multipliers specific to Jefferson County are applied for output/spending, employment, labor income and state/local tax revenues per the most recent 2019 WTA-related datasets.

**Employee Commute Data.** Employment and payrolls associated with workforce commutes by ferry are estimated as follow:

- Commute trips are translated to employment assuming 200 commute days per year, assuming an average of 4 commutes per full time equivalent (FTE) worker per week over 50 weeks annually (pre-pandemic), consistent with U.S. Bureau of Labor Statistics data.<sup>4</sup>
- Average wage for commuters on the Port Townsend-Coupeville is assumed at a \$58,600 per worker amount as of 2019, as applicable to the northern Puget Sound counties of Whatcom, Island, Skagit and Snohomish. Average wage for commuters on the Edmonds-Kingston route is set at an \$83,000 average for Snohomish, Pierce and King Counties.
- Economic parameters and multipliers for output/spending, employment and labor income specific to Jefferson County are from the U.S. Bureau of Economic Analysis.

## ECONOMIC BENEFITS ANALYSIS

Drawing from the ferry travel and tourism-related data, this analysis now proceeds to evaluate the economic and fiscal benefits to Port Townsend and Jefferson County of current operations for Port Townsend-Coupeville and Edmonds-Kingston ferry service. This analysis is intended to quantify current and potential impacts of existing ferry service – both in terms of spending by visitors to Jefferson County and workers commuting by ferry from Jefferson County to places of employment elsewhere in the Puget Sound region.

The analysis applies standard economic impact metrics for spending, employment supported, labor income, and state and local tax revenue. For each of these data metrics, estimates are made of:

- **Direct impacts** – in terms of direct spending in Jefferson County by ferry travelers and earnings of Jefferson County workers commuting elsewhere in the region for work by ferry; and.
- **Economic multiplier effects** – which include indirect spending made by local businesses and induced demand from households who benefit from direct spending and labor income, and then make their subsequent purchases based on the initial non-local economic stimulus.

### Impact Analysis Methodology

The impact analysis which follows is driven by three primary sets of background information:

- **WSF ferry rider statistics and O-D data** as summarized by the foregoing portion of this report – with separation between the two ferry routes considered, weekday versus weekend usage, day-trip versus longer stays, and recreation/shopping versus workforce related purposes.
- **Tourism spending and economic multiplier information** available from county-specific reports prepared for the Washington Tourism Alliance.
- **Workforce employment and wage information** available for employment destinations of Jefferson County workforce to places of employment accessible by ferry in the eastern Puget Sound region based on data of the Washington Employment Security Department (ESD) and economic multipliers specific to those workers who commute to/from Jefferson County places of residence based on county-specific data of the U.S. Bureau of Economic Analysis Regional Impact-Output Modeling System (RIMS).

Detailed calculations worksheets for direct visitor or employment/payroll data is provided by the Appendix to this report. What now follows is a summary of economic impact effects noted for each of the two ferry routes considered – coupled with separate estimates for visitor and employee commute related impacts.

## Tourism Impacts

Tourism impacts are outlined for the Port Townsend-Coupeville ferry, followed by impacts estimated for the Edmonds-Kingston route.

**Port Townsend-Coupeville Ferry Service.** As detailed by the first of four charts in the Appendix to this memorandum, Port Townsend and Jefferson County receive close to an estimated \$34 million dollars per year in **direct tourism spending** attributable to the Port Townsend-Coupeville ferry. This equates to more than one-quarter of \$127 million in total direct tourism spending as estimated by Tourism Economics for Jefferson County as of 2019.

This estimate accounts for visitors making a round-trip visit via the Port Townsend-Coupeville ferry route. Also included are visitors making either the trip coming to or the trip leaving from Port Townsend – with the other half of the trip made via an alternate ferry or by driving around to the other side of Puget Sound.

Taken together, approximately 156,000 visitors to Jefferson County arrive and/or leave by the Port Townsend-Coupeville ferry for the primary purpose of recreation or shopping. Adjusted for those who stay overnight, an estimated 238,000 visitor-days in 2019 were spent in Jefferson County due to one or more trips made via the Port Townsend-Coupeville route.

This direct \$34 million direct spending estimate serves as the impetus for calculation of the other economic impacts as detailed by the following chart.

### Tourism Direct & Total Impacts: Port Townsend-Coupeville Ferry Service

Impact Factor	Output / Spending	Employment	Labor Income	S/L Tax Revenues
<b>Direct Economic Impact</b>				
Direct Annual Benefit	\$33,772,000	330	\$8,949,000	\$3,249,000
Relationship to	100%	9.78	26.5%	9.6%
Direct Spending	% of Spending	Jobs/million \$	% of Spending	% of Spending
<b>Total Impact</b>				
Economic Multiplier	1.51	1.27	1.49	1.20
Total Annualized Benefit	\$50,996,000	420	\$13,334,000	\$3,899,000

Source: E. D. Hovee estimates as derived from pertinent WSF, Runyan and Tourism Economics data.

With **economic multipliers** included, the Port Townsend-Coupeville ferry accounts for:

- An estimated total \$51 million in total annual spending benefit to Jefferson County.
- 420 jobs resulting directly and indirectly from ferry-related tourism.
- Annual labor income of \$13.3 million (with annual wage averaging \$31,750).
- State and local tax revenues estimated at an annualized figure of \$3.9 million.

**Edmonds-Kingston Ferry.** As detailed by the second of four charts in the Appendix, Port Townsend and Jefferson County receive an estimated \$28-\$29 million dollars per year **in direct tourism spending** attributable to the Edmonds-Kingston ferry. This equates to about 22% of \$127 million in total tourism spending as estimated by Tourism Economics for Jefferson County in 2019.

As with the Port Townsend-Coupeville ferry, this Edmonds-Kingston estimate covers visitors making a round-trip visit via the Edmonds-Kingston ferry route. Also included are visitors making only either the trip coming to or leaving from Jefferson County – with the other half of the trip made via an alternate ferry or by driving around to the other side of Puget Sound.

Taken together, an estimated 143,000 visitors to Port Townsend/Jefferson County arrive and/or leave by the Edmonds-Kingston ferry for the primary purpose of recreation or shopping. Adjusted for those who stay overnight, over 209,000 visitor-days in 2019 were spent in Jefferson County due to one or more trips made via the Edmonds-Kingston route.

A lower proportion of Jefferson County ferry trips represent recreation/shopping trips on the Edmonds-Kingston route than is the case for the Port Townsend-Coupeville route. However, this is at least partially offset by the much higher travel volume on this route. The result is a direct \$28.5 million direct spending estimate (approaching 85% of that associated with the Port Townsend-Coupeville ferry run). This direct spending serves as the impetus for the other economic impacts as detailed by the following chart.

**Tourism Direct & Total Impacts:  
Edmonds-Kingston Ferry Service**

Impact Factor	Output / Spending	Employment	Labor Income	S/L Tax Revenues
<b>Direct Economic Impact</b>				
Direct Annual Benefit	\$28,523,000	280	\$7,558,000	\$2,744,000
Relationship to Direct Spending	100%	9.78	26.5%	9.6%
	% of Spending	Jobs/million \$	% of Spending	% of Spending
<b>Total Impact</b>				
Economic Multiplier	1.51	1.27	1.49	1.20
Total Annualized Benefit	\$43,070,000	355	\$11,261,000	\$3,293,000

Source: E. D. Hovee estimates as derived from pertinent WSF, Runyan and Tourism Economics data.

With **economic multipliers** included, the Edmonds-Kingston ferry accounts for:

- An estimated total \$43 million in total annual spending benefit to Jefferson County.
- 355 jobs resulting directly and indirectly from ferry-related tourism.
- Annual labor income estimated at \$11.3 million.
- State and local tax revenues estimated at an annualized figure of \$3.3 million.

## Workforce Commute Impacts

Estimates for workforce commute jobs and associated income are detailed by the last two charts of the appendix. Resulting impacts for the two ferry routes considered now follow.

**Port Townsend-Coupeville Ferry Service.** WSF data indicates that over 25% of weekday and 6-7% of weekend trips on the Port Townsend-Coupeville route are for work/school-related purposes. In the absence of added data, it is assumed that most (or up to all) of these trips are work-related (including students who also may work as part of their trip across Puget Sound). Also assumed is that the typical employee commutes across the Sound an average of four days per week either due to longer work shifts or a day of work from home (pre-pandemic).

On the Port Townsend-Coupeville run, WSF ferry boarding and O-D based work trip allocations indicate that about 51,700 commuter trips are made each year (as round-trips plus half-portions of trips with one leg occurring via an alternate route). It is estimated that 255 full-time equivalent (FTE) jobs for Jefferson County residents are accounted for with this ferry route.

The east of Puget Sound counties most readily reached from the Port Townsend-Coupeville run are Island, Skagit, and Snohomish (although Snohomish requires a second ferry crossing to Mukilteo). The average wage for these three counties is \$58,600 per worker for a total direct annual labor income benefit of \$14.9 million to these commuters who live in Jefferson County. This is 39% above the \$42,200 average wage of all employees working in Jefferson County.<sup>5</sup>

### Workforce Commute Impacts: Port Townsend-Coupeville Ferry Service

Impact Factor	Output / Spending	Employment	Labor Income
<b>Direct Economic Impact</b>			
Direct Annual Benefit	NA	255	\$14,943,000
<b>Added Indirect/Induced Impact</b>			
Impact Factor	43.1%	3.1	11.6%
	% of HH income	Jobs/million \$	% of HH income
Indirect/Induced Impact	\$6,440,000	20	\$1,733,000
<b>Total Economic Impact</b>			
With Multiplier Effects	\$6,440,000	275	\$16,676,000

Source: E. D. Hovee estimates from pertinent WSF, ESD and RIMS data. No direct output or spending is associated with employment outside Jefferson County. Indirect and induced effects result from payrolls spent at home.<sup>6</sup>

As shown above, with **economic multipliers** the Port Townsend-Coupeville route accounts for:

- An estimated \$6.4 million in spending from households of workers and spinoff activity.
- Approximately 275 total employees dependent directly or indirectly on ferry service.
- An estimated \$16.7 million of total labor income to residents of Jefferson County.

**Edmonds-Kingston Ferry.** WSF data indicates that 51% of weekday and 7% of weekend trips on the high-volume Edmonds-Kingston route are for work/school-related purposes – with weekdays well above the 25% figure noted for the Port Townsend-Coupeville route. Assumed is that most (up to all) of these trips are for work-related purposes (including students who may also be working as part of their trip across Puget Sound). Also assumed is that the typical employee commutes across the Sound an average of four days per week either due to longer work shifts or a day of work from home (pre-pandemic).

A relatively low 13-14% proportion of weekday and 17-18% of weekend trips originate in or are destined to Jefferson County. On the Edmonds-Kingston run, WSF ferry boarding data combined with O-D based work trip allocations indicate that about 108,000 commuter trips are made each year (including both round-trips and half-portions of trips with one leg occurring via an alternate route. From this data and the assumptions noted above it is estimated that about 540 full-time equivalent (FTE) jobs for Jefferson County residents are accounted for by travelers on this ferry route. This is more than twice the Jefferson County commuter count associated with the Port Townsend-Coupeville route.

Based on this data and the assumptions noted above it is estimated that approximately 540 direct FTE equivalent jobs represent commuters on this ferry route. The east of Puget Sound counties most readily reached from the Edmonds-Kingston run are Snohomish, King and Pierce Counties. The average annual wage for these three counties is \$83,000 per worker, nearly double the average wage available from employment at job sites located in Jefferson County.

**Workforce Commute Impacts:  
Edmonds-Kingston Ferry Service**

Impact Factor	Output / Spending	Employment	Labor Income
<b>Direct Economic Impact</b>			
Direct Annual Benefit	NA	540	\$44,820,000
<b>Added Indirect/Induced Impact</b>			
Impact Factor	43.1%	3.1	11.6%
	% of HH income	Jobs/million \$	% of HH income
Indirect/Induced Impact	\$19,317,000	60	\$5,199,000
<b>Total Economic Impact</b>			
With Multiplier Effects	\$19,317,000	600	\$50,019,000

Source: E. D. Hovee estimates from pertinent WSF, ESD and RIMS data. No direct output or spending is associated with employment outside Jefferson County. Indirect and induced effects result from payrolls spent at home.

As shown above, with **economic multipliers** the Edmonds-Kingston route accounts for:

- More than \$19 million in spending from households of workers and spinoff activity.
- Approximately 600 total employees dependent directly or indirectly on ferry service.
- An estimated \$50 million of total labor income to residents of Jefferson County.

## Combined Impact Summary

The final chart provided with this impact analysis combines results from the two ferry routes considered under either of two scenarios – 100% service termination or 50% service curtailment for both routes. Other results are also possible but not shown with the table – such as full termination of one route and 50% curtailment of another or options involving termination/curtailment to just one route.

### Combined Impact Summary: Port-Townsend-Coupeville & Edmonds-Kingston Ferry Service

Impact Factor	Output / Spending	Employment	Labor Income
<b>100% Service Termination</b>			
Direct Economic Impact	\$47,965,000	2,280	\$157,084,000
Indirect/Induced Impact	\$86,628,000	320	\$23,055,000
<b>Total Economic Impact</b>	<b>\$134,593,000</b>	<b>2,600</b>	<b>\$180,139,000</b>
<b>50% Service Curtailment</b>			
Direct Economic Impact	\$23,982,500	1,140	\$78,542,000
Indirect/Induced Impact	\$43,314,000	160	\$11,527,500
<b>Total Economic Impact</b>	<b>\$67,296,500</b>	<b>1,300</b>	<b>\$90,069,500</b>
<b>Share of Impact by Ferry Route</b>			
Port Townsend-Coupeville	46%	28%	17%
Edmonds-Kingston	54%	72%	83%

Source: E. D. Hovee from sources as indicated.

As indicated by these tabular results, combined economic values directly and indirectly resulting from both tourism and commuter service activity with the Port Townsend-Coupeville and Edmonds-Kingston ferry routes to Jefferson County are estimated at:

- \$135 million in total output or spending annually to Jefferson County.
- Up to 2,600 jobs directly and indirectly supported.
- Over \$180 million of annual labor income.

A clear sense of the magnitude of this impact is perhaps best seen with respect to Jefferson County's job base. The 2,600 jobs made possible for Jefferson County residents due to ferry service represents an estimated 22% of all jobs held the resident labor force as of 2019.<sup>7</sup>

Also as indicated by the above chart, the Edmonds-Kingston ferry is more significant in terms of the support that it provides to commuters traveling to the east side of the Puget Sound for employment – measured both in terms of jobs and labor income. From a total spending perspective, the economic contributions of the Port Townsend and Edmonds routes are somewhat more evenly matched – but with Port Townsend more significant for tourism impact.

## SUMMARY OBSERVATIONS

By way of summary, four observations resulting from this economic and fiscal impact analysis are of particular note:

- **The Port Townsend-Coupeville ferry is most important for its contribution to the tourism-based economy of Port Townsend and Jefferson County.** If curtailed or discontinued, the impacts to local tourism (post-pandemic) can be expected to be fairly immediate and sustained. Cuts to Edmonds-Kingston service could further compound the hardship to tourism-based businesses.

This is essentially for two reasons: a) alternative routes via another ferry or by driving are likely to take much longer (especially on fair weather high volume weekends); and b) travel by ferry likely is an integral part of the charm and draw of visitors from outside Washington state or eastside of the Puget Sound to the Olympic Peninsula. Impacts to commuter travel may not be as significant (except to Island and Skagit Counties) as long as there is alternative service – especially via Edmonds-Kingston.

- **The Edmonds-Kingston ferry is most important for its role providing access to higher wage opportunities for Jefferson County residents to the east side of the Puget Sound.** The impact of potential service curtailment may not be as immediate as for tourism since there are other (albeit longer) ferry and drive-around commute options available to affected commuters.

However, the inconvenience of longer term commutes likely would create longer term incentive for at least some commuters to either relocate out of Jefferson County or to look for alternative (albeit likely lower paying) employment closer to home in the Port Townsend area. This could be considered a most likely scenario pre-pandemic.

The COVID-19 pandemic likely has created the potential for more commuters to work from home more of the time than previously. As yet uncertain is the extent to which this shift in workforce commuting persists or returns to pre-pandemic conditions once the current pandemic subsides.

- **There are some economic impacts resulting from reduced or terminated ferry service that are not currently readily quantified but that may prove significant.** Perhaps the best example of this further adverse impact is associated with disruption of freight transportation both for businesses and residents reliant on freight transported between Jefferson County and major industries/distributors on the east side of the Puget Sound. This loss of immediate access is most significant for firms shipping highly perishable or other items for which timeliness of delivery is of high priority – affecting commodities ranging from wood products to fish to groceries to medical supplies.<sup>8</sup>

What is clear is that trucks are more than twice as dependent on the Port Townsend-Coupeville ferry as these *oversize vehicles* are on the rest of the WSF ferry system. What is not as clear is the extent to which longer routes (via other ferries further south or drive-arounds) might serve as a second best but still viable alternative or further impair the economic competitiveness and sustainability of the Olympic Peninsula economy.

- **A final impact beyond the scope of this Jefferson County focused analysis is the extent to which reduced ferry access attractive to tourists and local residents impairs Washington state’s reputation and desirability as a full-service visitor and livability experience.** An important part of the appeal of Washington state as a place to visit, live and do business lies in the remarkable diversity of its geographic sub-regions. For ferry service like Port Townsend-Coupeville that is more oriented to tourism travel, this loss is also significant for the WSF system – as this route has been experiencing more rapid passenger growth than the rest of the WSF system in recent years.

The removal of highly visible key elements of the full destination Washington state travel experience potentially also compromises the attractiveness of the other attractions statewide to the detriment of all – albeit to an extent as yet unknown. At the very least, this becomes a new and not desirable factor in decisions that groups and individuals make as to where to recreate, live and work.

As a final note, it may be that commuter travel by ferry proves to be more vulnerable to reduced ferry ridership as more of the region’s work force works at home, both near- and longer-term. Tourism travel, while affected early in the pandemic, may prove more resilient longer term, especially to the extent that visitors seek get-away experiences in less urban, more natural settings going forward.

Understanding that service options for 50% curtailment or potential total termination of ferry service via the Port Townsend-Coupeville and/or Edmonds-Kingston routes are currently being considered, more detailed WSF consideration of long-term as well as immediate impacts of varied ferry service options is suggested.<sup>9</sup> This will be important to maintaining vital communities dependent on the WSF ferry connection and for re-positioning service to the most promising ridership opportunities in the years ahead.

E. D. Hovee appreciates the opportunity to provide this economic impact analysis on behalf of the Port of Port Townsend together with city and county partner organizations and is prepared to address questions regarding any aspect of this report.

## APPENDIX. TOURISM & EMPLOYEE COMMUTE WORKSHEETS

On the next four pages, direct visitor impact calculation worksheets are provided. The first two worksheets address direct visitor spending as the *bottom-line* metric from which other economic impact estimates are derived. The next two pages provide employee commute worksheets for which commute jobs and related labor income represent *bottom-line* metrics.

In order, the worksheets are labelled as follows:

- Direct Visitor Impact: Port Townsend-Coupeville Ferry Service
- Direct Visitor Impact: Edmonds Kingston Ferry Service
- Direct Commuter Impact: Port Townsend-Coupeville Ferry Service
- Direct Commuter Impact: Edmonds-Kingston Ferry Service

Worksheet calculations can be described as **upper half** and **lower half** estimates, as follows:

**Upper Half Calculations.** All four worksheets begin by breaking down ferry ridership data to isolate the portion of ridership that is relevant to a specific ferry route and to the impact being considered. For both visitors and commuters, travel patterns are differentiated between weekday and weekend activity as the characteristics of travel are quite different for these two time periods. Further adjustments are made for round-trip versus one-way ferry travel and for the portion of travelers originating from and destined to Jefferson County. The result is a total rider benefit estimate – encompassing all travel whether for shopping/recreation, work/school, or personal business/other reasons.

WSF is the source of all data utilized for the upper half calculations. The end-result of these calculations is to arrive at an estimate of the number of ferry riders to which visitor or commuter market capture estimates can then be applied.

**Lower Half Calculations.** For **tourism**, recreation/shopping travelers are differentiated between day shoppers and overnight visitors using WSF/O-D data. Subsequent calculations are based on count-level tourism estimates provided for the Washington Tourism Alliance – from Dean Runyan Associates (through 2017) and Tourism Economics (through 2019). Key variables important for these calculations include data regarding length of stay and per visitor-day spending – also differentiated between day shoppers and overnight visitors, leading to an estimate of total direct visitor spending.

For **commuters**, a three-step calculation is used. Step one is to estimate annual commute days based on the proportions of weekday and weekend riders traveling for work/school related purposes. The second step involves estimation of direct employment impact based on assumed travel days per employee. The third step applies average wage data to estimate total labor income for the eastside Puget Sound region best served by each of the two routes considered. For the Port Townsend-Coupeville route, the most like job destinations are Island, Whatcom, Skagit and Snohomish Counties. For Edmonds-Kingston, it is Snohomish, King and Pierce.

## Direct Visitor Impact: Port Townsend-Coupeville Ferry Service

Description	Visitor Metrics			Comments
	Weekday	Weekend	Total	
<b>Round Trip Ferry Rider Equivalents</b>				2019 vehicles, passengers, and walk-ons per WSF travel statistics
Total Ferry Boardings	843,268			
x % to Weekday/Weekend	67.9%	32.1%	100.0%	Per WSF estimate provided Oct 2020
= Total Boardings Allocated	572,579	270,689	843,268	
% Non-Round Trip (1 of 2 legs)	14.8%	17.4%		Uses another ferry or drives around
Adjusted Travel Total	618,336	296,483	914,819	Assign 1/2 of non-round % to 2nd leg
x % to Jefferson County O-D	59.0%	54.0%		Per 2013 WSF composite of O-D data
= PT/JC Ferry Visitors	364,818	160,101	524,919	
Adjusted to Unique Travelers	182,409	80,050	262,459	1/2 of total (round trip + other) travelers
<b>Total Ferry Rider Benefit</b>	<b>182,409</b>	<b>80,050</b>	<b>262,459</b>	To Port Townsend/Jefferson County
<b>Recreation/Shopping Visitors</b>				
x % Recreation/Shopping	52.5%	75.0%		Per 2013 WSF O-D data
= Recreation/Shopping Visitors	95,798	60,016	155,814	
<b>Length of Stay</b>				
x % Day Shoppers	45.1%	63.2%		Per 2013 WSF O-D data
= Day Shoppers	43,228	37,929	81,157	Also indicates visitor-days
% Overnight Visitors	54.9%	36.8%		Per 2013 WSF O-D data
= Overnight Visitors	52,569	22,087	74,656	In PT/JC for multiple days
x Average Length of Stay (Days)	2.1			For overnight visitors
Overnight Visitor Days	156,779			
Total Visitor Days	237,936			Including day + overnight visitors
<b>Per Visitor-Day Spending</b>				
Day Shoppers	\$80			Per Runyan 2017 adjusted to 2019
Overnight Visitors	\$174			Tourism Economics spending totals
<b>Ferry-Related Visitor Spending</b>				
Day Shoppers	\$6,493,000			Rounded to nearest \$1,000
Overnight Visitors	\$27,279,000			
<b>Total Direct Visitor Spending</b>	<b>\$33,772,000</b>			

## Direct Visitor Impact: Edmonds-Kingston Ferry Service

Description	Visitor Metrics			Comments
	Weekday	Weekend	Total	
<b>Round Trip Ferry Rider Equivalents</b>				2019 vehicles, passengers, and walk-ons per WSF travel statistics
Total Ferry Boardings	4,121,283			
x % to Weekday/Weekend	64.1%	35.9%	100.0%	Per WSF estimate provided Oct 2020
= Total Boardings Allocated	2,641,742	1,479,541	4,121,283	
% Non-Round Trip (1 of 2 legs)	14.3%	14.6%		Uses another ferry or drives around
Adjusted Travel Total	2,845,172	1,596,052	4,441,225	Assign 1/2 of non-round % to 2nd leg
x % to Jefferson County O-D	13.5%	17.5%		Per 2013 WSF composite of O-D data
= PT/JC Ferry Visitors	384,098	279,309	663,407	
Adjusted to Unique Travelers	192,049	139,655	331,704	1/2 of total (round trip + other) travelers
<b>Total Ferry Rider Benefit</b>	<b>192,049</b>	<b>139,655</b>	<b>331,704</b>	To Port Townsend/Jefferson County
<b>Recreation/Shopping Visitors</b>				
x % Recreation/Shopping	25.5%	67.5%		Per 2013 WSF O-D data
= Recreation/Shopping Visitors	49,043	94,288	143,331	
<b>Length of Stay</b>				
x % Day Shoppers	52.4%	61.4%		Per 2013 WSF O-D data
= Day Shoppers	25,680	57,885	83,565	Also indicates visitor-days
% Overnight Visitors	47.6%	38.6%		Per 2013 WSF O-D data
= Overnight Visitors	23,363	36,403	59,766	In PT/JC for multiple days
x Average Length of Stay (Days)	2.1			For overnight visitors
Overnight Visitor Days	125,508			
Total Visitor Days	209,073			Including day + overnight visitors
<b>Per Visitor-Day Spending</b>				
Day Shoppers	\$80			Per Runyan 2017 adjusted to 2019 Tourism Economics spending totals
Overnight Visitors	\$174			
<b>Ferry-Related Visitor Spending</b>				
Day Shoppers	\$6,685,000			Rounded to nearest \$1,000
Overnight Visitors	\$21,838,000			
<b>Total Direct Visitor Spending</b>	<b>\$28,523,000</b>			

## Direct Commuter Impact: Port Townsend-Coupeville Ferry Service

Description	Commuter Metrics			Comments
	Weekday	Weekend	Total	
<b>Round Trip Ferry Rider Equivalents</b>				2019 vehicles, passengers, and walk-ons per WSF travel statistics
Total Ferry Boardings	843,268			
x % to Weekday/Weekend	67.9%	32.1%	100.0%	Per WSF estimate provided Oct 2020
= Total Boardings Allocated	572,579	270,689	843,268	
x % Non-Round Trip (1 of 2 legs)	14.8%	17.4%		Uses another ferry or drives around
Adjusted Travel Total	618,336	296,483	914,819	Assign 1/2 of non-round % to 2nd leg
x % to Jefferson County O-D	59.0%	54.0%		Per 2013 WSF composite of O-D data
= PT/JC Ferry Visitors	364,818	160,101	524,919	
Adjusted to Unique Commuters	182,409	80,050	262,459	1/2 of total (round trip + other) travelers
<b>Total Ferry Rider Benefit</b>	<b>182,409</b>	<b>80,050</b>	<b>262,459</b>	Calculations same as for tourism
<b>Work-Related Trips</b>				
x % Work/School Trips	25.5%	6.5%		Per 2013 WSF composite of O-D data
= Total Annual Commute-Days	46,455	5,224	51,680	
<b>Employment Estimate</b>				
/ Annual Days per Employee	200			Assume average 4 commutes per worker per week over 50 weeks annually
= Potential Employment Impact	230	25	255	Rounded to nearest 5 jobs
<b>Direct Annual Wage Impact</b>				Per WA-ESD covered wage data 2019
Average Wage per Employee	\$58,600			for Whatcom, Island, Skagit, Snohomish
Total Direct Annual Wage	<b>\$14,943,000</b>			Rounded to nearest \$1,000

## Direct Commuter Impact: Edmonds-Kingston Ferry Service

Description	Commuter Metrics			Comments
	Weekday	Weekend	Total	
<b>Round Trip Ferry Rider Equivalents</b>				2019 vehicles, passengers, and walk-ons per WSF travel statistics
Total Ferry Boardings	4,121,283			
x % to Weekday/Weekend	64.1%	35.9%	100.0%	Per WSF estimate provided Oct 2020
= Total Boardings Allocated	2,641,742	1,479,541	4,121,283	
x % Non-Round Trip (1 of 2 legs)	14.3%	14.6%		Uses another ferry or drives around
Adjusted Travel Total	2,845,172	1,596,052	4,441,225	Assign 1/2 of non-round % to 2nd leg
x % to Jefferson County O-D	13.5%	17.5%		Per 2013 WSF composite of O-D data
= PT/JC Ferry Visitors	384,098	279,309	663,407	
Adjusted to Unique Commuters	192,049	139,655	331,704	1/2 of total (round trip + other) travelers
<b>Total Ferry Rider Benefit</b>	<b>192,049</b>	<b>139,655</b>	<b>331,704</b>	Calculations same as for tourism
<b>Work-Related Trips</b>				
x % Work/School Trips	51.3%	6.8%		Per 2013 WSF composite of O-D data
= Total Annual Commute-Days	98,520	9,434	107,954	
<b>Employment Estimate</b>				
/ Annual Days per Employee	200			Assume average 4 commutes per worker per week over 50 weeks annually
= Potential Employment Impact	495	45	540	Rounded to nearest 5 jobs
<b>Direct Annual Wage Impact</b>				Per WA-ESD covered wage data 2019
Average Wage per Employee	\$83,000			for Snohomish, King, Pierce Counties
Total Direct Annual Wage	<b>\$44,820,000</b>			Rounded to nearest \$1,000

## END NOTES

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<sup>1</sup> This report has been prepared for the Port of Port Townsend and participating city and county organizations by the economic and development consulting firm E. D. Hovee & Company, LLC. Since 1984, E. D. Hovee has provided market feasibility and economic impact analysis for a wide range of public, non-profit and private clients – primarily in the Pacific Northwest states of Washington and Oregon.

This analysis has been conducted based on data sources generally deemed to be reliable. However, accuracy of third-party information is not guaranteed and is subject to change without notice. The observations and findings in this report are those of the author and should not be construed as representing the opinion of any other party prior to express approval, whether in whole or part.

<sup>2</sup> Per email correspondence of October 2020, WSF provided the estimates of weekday versus weekend ferry ridership for both the Port Townsend/Coupeville and Edmonds/Kingston routes. With the Edmonds/Kingston route, it was noted that WSF only redeems tickets for vehicles and walk-ons traveling west; unknown is when those passengers travel east. Consequently, for the rider segment reports westbound passenger numbers (for example, from Edmonds) are doubled to account for the assumed return trip from Kingston. For Port Townsend/Coupeville, all fares are charged as “one-ways,” so WSF does not have full passenger, vehicle, and walk-on statistics.

<sup>3</sup> The O-D data of WSF (2013) suggest a higher proportion of day travel than Runyan (2017) which is less detailed in terms of weekday-weekend and Port Townsend versus Edmonds market segments and may be different for ferry travelers than for all tourists to Jefferson County. If applicable, the Runyan data would suggest a higher tourism dollar expenditure than indicated by the WSF data.

<sup>4</sup> The U.S. Bureau of Labor Statistics (BLS) by press release dated June 25, 2020 provided results of an “American Time Use Survey – 2019 Results.” Among its conclusions, the survey notes that: “On days they worked, 24 percent of employed persons did some or all of their work at home and 82 percent of employed persons did some or all of their work at their workplace.” For purposes of this report (and pre-pandemic conditions), it is assumed that roughly 80% of the full work week is conducted from the place of employment and 20% from home. Results of the BLS report can be found at the web site: <https://www.bls.gov/news.release/pdf/atus.pdf>

<sup>5</sup> Wage information for Jefferson and all comparison counties of the east Puget Sound region is from covered employment (QCEW) data of the Washington State Employment Security Department (ESD) as of 2019.

<sup>6</sup> State and local tax revenues are not estimated for commute trips due to issues with reliable estimation and proper allocation of tax revenues. Uncertain is the extent to which sales tax on purchase of goods and services would be made near the location of east Puget Sound employment versus Jefferson County home location. Port Townsend has a business and occupation (B&O) tax; Jefferson County does not. The other primary revenue source is property taxes on residences of workers, the amount of which will vary by single- and multi-family residence and may not be directly (but more indirectly) affected by presence or absence of ferry service.

<sup>7</sup> Total civilian labor force of Jefferson County for 2019 was 12,491. With an unemployment rate of 6.1%, the employed labor force is estimated for the year at 11,730 including jobs held in and outside Jefferson County. . Source as of October 2020 is: <https://esd.wa.gov/labormarketinfo/county-profiles/jefferson#labor>

<sup>8</sup> Examples cited of businesses that depend on regular ferry service range from a wood business (whose products can be found on boats worldwide) reliant on the ferry weekly and a fish company that transports via ferry to Puget Sound markets nearly daily. An example of a larger business is a wood products firm that between raw materials coming in and finished goods going out runs 500-600 loads a month on the PT-Coupeville ferry route.

<sup>9</sup> A more detailed survey-driven approach could be of value to update 7-year old ferry O-D data and provide more targeted WSF-based tourism information to better validate impacts of each of the two ferry routes considered. In effect, this current economic impact report could serve as a starting point – identifying key data questions to address prior to proceeding with final ferry service changes.

# POINT HUDSON

## Intensive Level Survey Documentation and Illustrated Historic Context Statement



**ARTIFACTS CONSULTING, INC.**

SEPTEMBER 2020

PREPARED FOR THE

PORT OF PORT TOWNSEND

[DAHP PROJECT 2020-XX-XXXX]

(Previous page: September 2020 view of Poit Hudson, looking northeast from near the NW Maritime Center.  
All historic photographs illustrating this report are courtesy of the Jefferson County Historical Society unless otherwise noted.

All current photographs were taken in 2020 by Susan Johnson, Artifacts Consulting, Inc. unless otherwise noted.



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# 1

## INTRODUCTION

# EXECUTIVE SUMMARY

The survey of Point Hudson resulted in the following:

- 11 intensive-level inventory forms completed and recorded in WISAARD
- The period of significance for the campus is 1934–1953, encompassing the start of the sitework for the quarantine station through the decommissioning of the military function.
- Significant years are 1934 (start of dredging for marina), 1935 (construction of quarantine station buildings), 1941-42 (construction of US Navy buildings), and 1953 (surplus of site by federal government).
- The Port of Port Townsend purchased Point Hudson in 1956 and is still the owner as of 2020.
- The site has cohesive architectural forms and styles, materials, and functions.
- Point Hudson's buildings, structures and the site are contributing properties within the National Register of Historic Places (NRHP) listed Port Townsend Historic District; they are also part of the National Historic Landmark (NHL) District, the highest level of landmark listing. The NRHP district was listed in 1976 and the NHL district was recognized the next year.

# CREDITS AND ACKNOWLEDGEMENTS

Preparation of this report would not have been possible without the support from the following entities and individuals at the Port of Port Townsend: Eron Berg, Executive Director; Eric Toews, Deputy Director; Sue Nelson, Lease and Contracts Administrator; and Karen Erickson, Executive Assistant and Public Records Officer. Thanks also are due to the many tenants at Point Hudson who shared their spaces and their knowledge. Due to Covid-19, the Jefferson County Historical Society and other archives have been closed to the public. However, their respective websites have been instrumental in accessing historic photos. Prior surveys by Pam Clise, Vern Leckman, Roger Wilson and Ruth Gordon, accessed via the Washington Department of Archaeology and Historic Preservation's WISAARD database, provided valuable background.

# PROJECT BACKGROUND

The Port of Port Townsend retained Artifacts Consulting, Inc. to complete this historic property survey of Point Hudson. This documentation preemptively fulfills measures required by DAHP, stemming from compliance with the Governor's Executive Order 0505 for site improvement as well as informing the process that may be ongoing for the replacement/repair of the jetty at Point Hudson. Point Hudson, including the jetty, are part of the National Historic Landmark (NHL) district, yet the NHL nomination has little detail on the development and character of the historic properties there. This is in large part due to the age of the nomination, prepared in 1977. A thorough documentation of existing conditions, significance, and character-defining features was determined to be a practical step for future planning and maintenance purposes. That is, this survey will help guide future work at Point Hudson away from any adverse effects.

The survey and documentation covered the 11 buildings owned by the Port as well as the site overall, including the marina (also referred to as the boat basin or harbor). Refer to survey area below for details.

Artifacts personnel conducting the survey and documentation all hold a Master's of Science in Historic Preservation and/or Masters degrees in Architecture; all have extensive survey and documentation experience. All Artifacts personnel exceed the Secretary of the Interior's Professional Qualifications Standards, used by the National Park Service, and published in the Code of Federal Regulations, 36 CFR Part 61. The qualifications define minimum education and experience required to perform identification, evaluation, registration, and treatment activities. Personnel and tasks performed during the project listed below.

- Susan Johnson, project manager; photography, field work, research, writing, report production, HPI form upload
- Tim McDonald, retired partner; field work, physical needs assessments, research, writing, cost estimates
- Kathleen Brooker, retired Executive Director of Historic Seattle and historic preservation professional; field work, editing

Copies of the inventory forms and report reside with DAHP and the Port of Port Townsend. Inventory forms are publicly accessible online through the Washington Information System for Architectural and Archaeological Records Data (WISAARD) at [fortress.wa.gov/dahp/wisaardp3/](http://fortress.wa.gov/dahp/wisaardp3/) under DAHP project [tbd].

# RESEARCH DESIGN

Research design addresses the survey area and methodology employed in the survey and documentation process. This study addresses only built environment properties—no evaluation of pre-historic or historic archaeology was conducted as part of this study. All work followed the Washington State Standards for Cultural Resource Reporting.

## Survey Area

The survey area is in Jefferson County, within the Seattle North quadrangle. Admiralty Inlet borders the site to the east and south. A dredged marina occupies the center of the site. Downtown Port Townsend, with mixed residential/commercial development, borders the west and north sides of Point Hudson.

The survey area extends to the full 13.09 acre site. (Acreage as reported by Jefferson County Assessor for the three parcels comprising the campus: 001013001, 989704501, 989705201.) The largest parcel, 001013001, comprises most of the site, including the marina, the north and east sides. The other two parcels contain the three buildings along the west side of the marina.

Section 1 Township 30 North Range 1 West

The survey area is within the Port Townsend National Historic Landmark District. Reconnaissance level historic property inventory forms had previously been prepared in 1999 (with some from 2002) and are available from DAHP's online WISAARD database for:

- Property ID 2840: 141 Hudson St. (Doc's Grill, referred to as Single Attendants Quarters)
- Property ID 2841: 265 Hudson St. (Main, referred to as Detention Barracks)
- Property ID 2842: 355 Hudson St. (Pygmy Kayaks, referred to as Disinfecting Building)
- Property ID 2843: 375 Hudson St. (Washington Dept. of Fish & Wildlife/Coast Guard, referred to as Detention Hospital)
- Property ID 2844: 400 Hudson St. (Bed & Breakfast, referred to as Medical Officer in Charge, Residence)
- Property ID 2845: 420-430 Hudson St. (Duplex, referred to as Junior Officers Quarters)



989705201

Map 1.1. Survey Area

Base map for Point Hudson, showing Jefferson County tax parcels. Surveyed parcels are outlined in red. Map courtesy of Jefferson County Assessor. Parcel boundaries are highlighted for visual aid; red outlines do not represent legal boundaries.

- Property ID 2847: 315 Jackson St. (Sail Loft, referred to as US Navy Signal Tower Building)
- Property ID 2853: 380 Jefferson St. (Cupola Building)
- Property ID 113818: 227 Jackson St. (Puget Sound Express, referred to as Carpenter's Building)
- Property ID 113819: 227 ½ Jackson St. (Schooner Martha, referred to as Navy Parts & Supply Building)
- Property ID 113823\*: 103-105 Hudson St. (Marina Office, referred to as Storage/ Shelter & Dock). \*There is also a Legacy form which cannot be accessed, under Property ID 2839.

Additional existing documentation referenced for this project include the following:

- Point Hudson Building Assessment and Maintenance Program; 2002 report by Washington Engineering.
- A Master Plan for Point Hudson: Phase 3 Managing a Public Resource; 1994 report by Point Hudson Advisory Committee with MAKERS architecture & urban design.
- Port Townsend Historic District, National Historic Landmark nomination, prepared by Carolyn Pitts (Architectural Historian, National Park Service), 1977; the NHL application closely resembles the 1976 NRHP nomination.
- Port Townsend Historic District, National Register of Historic Places nomination, prepared by Jacob Thomas and Richard McCurdy, 1976.

## Methodology

The Port of Port Townsend provided access to the 1994 master plan and the 2002 building assessment report. Jefferson County Historical Society's website provided access to historic images. Normally, a project of this sort would involve visiting archives and libraries to reproduce primary sources such as original architectural designs, site maps, newspaper articles, and more, to gain a clear understanding of how the buildings have changed over time, former occupants and functions, designers, and other details that inform the significance narrative. Due to the ongoing global coronavirus pandemic, our typical primary source research has not been possible. Archives and libraries are closed for in-person research. Artifacts staff look forward to completing the significance research when it

is possible and safe for all involved. Online materials were gathered from the Library of Congress, Historic American Building Survey (HABS)/Historic American Engineering Record (HAER), Jefferson County Historical Society, Seattle Public Library, Seattle Times database, UW's Pacific Coast Architecture Database (PCAD), and the Washington Department of Archaeology & Historic Preservation's records database (WISAARD).

Field work consisted of Tim McDonald, Susan Johnson and Kathleen Brooker recording the exterior and interior physical data. Susan Johnson digitally photographed the buildings and site. All of the buildings within the survey area are over 50 years of age. The docks and piers appear to be non-historic replacements.

## Integration with Planning Process

The eligibility recommendations derived from this survey and documentation process will be used by the Port of Port Townsend in their project planning and capital fund requests to:

- Streamline the Governor's Executive Order 0505 and federal Section 106 compliance on future projects.
- Identify where programming and preservation goals might conflict, allowing consideration of avoidance alternatives or early discussions on mitigation to occur.



**HISTORIC  
CONTEXT**

# SIGNIFICANCE STATEMENT

The buildings, structures and site of Point Hudson are all within the boundaries of the Port Townsend Historic District, listed on the National Register of Historic Places in 1976 and elevated to a National Historic Landmark District in 1977. The historic elements (i.e., anything 50 years of age or older) at Point Hudson are all contributing resources to the district. The site dates to prehistoric and historic use by Native Americans as well as early Euro-American industry in the 19th century. The current marina, jetty and buildings all date to the 1930s-1940s, from the establishment of a federal quarantine station and subsequent use by the US Coast Guard and various military divisions. Non-historic elements include the docks and their access ramps, a gravel parking area at the southwest corner of the site, and the campground and associated site features.

The site maintains a high degree of integrity. Extant buildings retain their original locations, setting, feeling, and much of their design, materials, and workmanship. The use (association) has changed several times, but the current ownership has been in place for more than 50 years. Some alterations have been made to the original buildings and the marina, but these changes do not detract from the collective significance.



Image of Point Hudson Quarantine Station, March 1935, looking southeast. Source: Jefferson County Historical Society, image ID 1995.379.16. \*PERMISSIONS PENDING\*

# HISTORICAL DEVELOPMENT

## Background Information

From prehistoric times, Native Americans occupied the land at Point Hudson. Cedar plank shelters were the typical structures, though none of these have survived. Euro-Americans arrived in 1851 and soon began building their own shelters and industries, driving Native Americans from their land in the process. Historically, the land now known as Point Hudson had a natural lagoon with a small outlet. Nineteenth century industries at Point Hudson made use of these natural features. Point Hudson as it is today did not take shape until the 1930s. Since the establishment of the federal quarantine station there in 1935, the site has changed relatively little. Some buildings were added by the Navy in the 1940s, some buildings were removed, and docks have been replaced/rearranged – but the site is clearly recognizable from 1935 photographs of the recently constructed quarantine station.

## Early Use of Point Hudson (pre-1934)<sup>1</sup>

Besides hosting a Native American settlement, Point Hudson also became the site of some of Port Townsend’s earliest industries. However, development there seems to have been sparse. The NRHP nomination for the Port Townsend Historic District states, “The lagoon at Point Hudson was essentially a depression produced by shifting sand and the remaining beach was susceptible to flooding because of its low elevation.” Despite the natural obstacles, George W. Downs operated a sawmill there in ca1882 and used the lagoon for log storage.<sup>2</sup> A shipyard at Point Hudson produced the 140-ton ship *Alaska*, which traded in the Hawaiian Islands, in 1868.<sup>3</sup> A Union Oil company facility was located approximately where the current Northwest Maritime Center sits.<sup>4</sup>

In the late 19th and early 20th centuries, the economic opportunities anticipated by a railroad that never came left Port Townsend in a slump. Ironically, the national Great Depression of the 1930s prompted the development of Point Hudson along with major and minor infrastructure projects across the country.

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1 To clarify the start date, the dredging of the harbor happened in 1934 as the first step in creating the quarantine station. The buildings were mostly completed in 1935 but the station did not officially “open” until May 1936.

2 National Register of Historic Places nomination, Port Townsend Historic District, 1976.

3 Ibid.; also an unconfirmed source mentions the shipyard started in 1859 and may have been mentioned in a December 1859 edition of the Port Townsend Leader newspaper.

4 Visible in numerous historic photos of Point Hudson with Jefferson County Historical Society, predating the quarantine station.



Image of Angel Island Quarantine Station, Officers Quarters. Marin County, CA. Date unknown, presumably circa 1930s. Source: Historic American Building Survey, Library of Congress, image HABS CA-2779-A-2.

## Federal Quarantine Station (1934 - 1939)

In an effort to stimulate the national economy and put people back to work, President Franklin D. Roosevelt's administration passed the New Deal. Federal programs such as the Civilian Conservation Corps, the Works Progress Administration and the Public Works Administration (PWA) received federal funding to expand recreation, build/rebuild bridges and dams, and erect public infrastructure from power stations to post offices, among a multitude of other projects. Quarantine stations were among the PWA's portfolio.

In January 1934, the US Treasury Department earmarked \$270,000 for the new quarantine station at Port Townsend and \$81,000 for one at Fort Monroe (Fort Monroe National Monument, Hampton, Virginia).<sup>5</sup> In June 1933, a quarantine station had also been approved for Key West, Florida, for the amount of \$100,000. In the case of the Key West station, and presumably for the other stations as well, Treasury Department architects favored using "type plans" to prepare drawings for the new buildings for efficiency of time and cost.<sup>6</sup> The Colonial Revival style

<sup>5</sup> "New Allotments Ordered by PWA From Small Funds," *The Evening Star* (Washington D.C.), January 3, 1934, B-1.

<sup>6</sup> "New Quarantine Station for Key West Included in Industrial Program," *The Key West Citizen*, June 22, 1933, 1.

became a popular design aesthetic for many types of buildings in the 1930s and 1940s, from private homes to government institutions (see **Architectural Style** section).

The purpose of quarantine stations, in general, was the disinfection of vessels, cargo, luggage, and people. Passengers and sailors suspected of carrying or having been exposed to infectious diseases were quarantined in barracks and hospitals at key maritime locations. Point Hudson served as an entry point for Puget Sound. Quarantine stations typically had a hospital, detention barracks, staff quarters, and a variety of disinfection related facilities. A quarantine station opened in 1891 on Angel Island in San Francisco Bay; it had upwards of 50 buildings at the height of its operations, making it one of the largest stations in the country. In the case of Angel Island, enormous disinfection tubes held cargo and luggage for sanitization.<sup>7</sup> Disinfection procedures evolved over time but generally involved super-heated steam and/or various chemical compounds.<sup>8</sup> Most quarantine stations appear to have been operated by the US Public Health Service (prior to 1912, known as the US Public Health and Marine Hospital Service).<sup>9</sup>

The dredging for the harbor at Point Hudson began in 1934 along with the creation of the jetty. By early 1935, foundation pilings for the buildings were driven into place. According to historic photos with the Jefferson County Historical Society, March Bros Construction Company performed at least some of the earthworks and construction.<sup>10</sup> The quarantine station was completed before the end of 1935 but the official opening ceremony took place in May 1936. The station consisted of a hospital, detention barracks, a medical officer-in-charge's residence, other staff quarters, and support buildings.

7 Angel Island Conservancy, <http://angelisland.org/history/quarantine-station/> (accessed September 16, 2020).

8 Possibly the oldest extant quarantine facility in the U.S. is the Lazaretto Quarantine Station in Pennsylvania, built in 1799 in response to a yellow fever epidemic.

9 Note, Port Townsend had a US Marine Hospital previously, from 1855-1933. The US Public Health Service relocated that hospital function to Seattle in 1933. Pacific Coast Architecture Database, <http://pcad.lib.washington.edu/building/6459/> (accessed September 20, 2020). The hospital was located between Adams and Quincy streets near the bluff edge (NRHP nomination for Port Townsend Historic District, 1976, p3).

10 Jefferson County Historical Society, caption for image 1995.379.5, photo taken August 1934.



August 1934 view looking south at Point Hudson, showing foundation piles for future buildings and dredging of the marina. Source: Jefferson County Historical Society, image ID 1995.379.7 \*PENDING PERMISSIONS\*

The need for quarantine stations declined starting in the late 1930s. Better medical examinations at ports of departure along with improved medical practices in general led to a decreased need for extended quarantines. If a ship's doctor gave a report of no illness aboard, clearance could be given for a ship to bypass quarantine and proceed directly to its destination.<sup>11</sup> Thus, the Point Hudson station was only used for its original function for a few years.<sup>12</sup>

## United States Coast Guard and Navy (1939 - 1946)

In 1939, the US Coast Guard acquired Point Hudson as a training center. According to previous written histories of the site, the Coast Guard used Point Hudson throughout World War II under command of the US Navy. The Navy purchased land along the west side of the harbor and constructed new machine shops and the signal tower building (present day Sail Loft). The machine shops serviced mine sweepers and patrol boats during the war. The signal tower building had a carpentry shop with a tall tower that could display signal lights to ships offshore.<sup>13</sup>

11 "Ships Omit Quarantine," *Kennewick Courier-Reporter*, February 11, 1937, 1.

12 The Angel Island quarantine station closed in 1946.

13 The US Coast Guard began with two independent agencies joining forces in 1915, the Lifesaving Service and the Revenue Cutter Service. Over the years, three more agencies came under the Coast Guard umbrella to form the agency as we know it today: the Lighthouse Service, the Steamboat Inspection Service, and the Bureau of Navigation.



1939 view looking NW across the Point Hudson marina basin. The Pilots Cottage is visible but the Sail Loft and the two buildings south of it have not yet been built. The former Marine Hospital is seen on the bluff. Source: Jefferson County Historical Society. Image ID 2004.117.384. \*PENDING PERMISSIONS\*

## United States Army (1947 - 1953)

After the end of World War II, Coast Guard and Navy operations at Point Hudson were decommissioned in 1946. The following year, the site was surplused and reassigned to an army unit at nearby Fort Worden for a training and logistics center. The 369th Engineer Boat & Shore Regiment arrived at Point Hudson in October 1950 and remained through the end of the Korean War (1953 armistice). In 1953, Point Hudson was again decommissioned. There is no known ownership or use of the site between 1953 and 1956.

## Port of Port Townsend (1956 - present)

The Port of Port Townsend purchased the site and most of the buildings (excluding a privately



1966 image of Point Hudson, looking east. Source: Jefferson County Historical Society, image ID 2004.117.429.  
\*PENDING PERMISSIONS\*

owned cottage) from the General Services Administration in 1956. From 1962 until 2002, the site was leased to harbormaster Harry Horton and later to the Point Hudson Company. During this period, the present functions of tourism and commercial maritime services began. In 2002, the Port took back management of Point Hudson.

## Architectural Style

As aforementioned, the Colonial Revival style was widely used for new buildings and structures in the 1930s and 1940s. It was one of the most common styles of the early 20th century for residences but was applied to a broad range of buildings, from institutional to civic and beyond. Colonial Revival buildings typically feature a symmetrical front facade and an accentuated front entrance. Typical front entrances may include a fanlight or multi-lite transom above the door and sidelights on either side of the door. Pediments or porticos are common. Roofs may take a variety of forms but side gables and hipped roofs are common, as is the presence of dormers. Cornice returns in the gable ends are a typical detail. Windows are typically double-hung sashes with multi-pane upper sashes and single- or multi-pane lower sashes. Windows may be single or paired; there are examples with window groupings of trios or ribbons in later and larger buildings. Shutters may accompany windows. Cladding is typically masonry (eg, brick) or wood, especially horizontal wood lap siding or clapboard.

# BIBLIOGRAPHY

[Bibliography pending with final draft]

# 3

## **SURVEY RESULTS**



Undated aerial image of Point Hudson. This image shows more buildings than are present today. It presumably dates to the 1940s, when the Coast Guard and Navy added temporary structures during WWII. Source: Jefferson County Historical Society. Image ID 1984.28.1. \*PERMISSIONS PENDING\*

# FINDINGS

Located at the north end of Downtown Port Townsend, Point Hudson comprises a rectangular marina basin with buildings along the west, north and east sides of the basin. Paved roadways extend along the west, north and east sides although traffic is limited. There is open space, some of it dedicated to RV camp sites, north and east of the marina. Two floating docks in the marina basin are oriented north-south, accessible via contemporary metal ramps from the west and east shores. A wooden pier at the north end of the marina provides travel lift access for boats to be hauled. A jetty from 1934 with added reinforcements protects the south entry to the marina.

The buildings surveyed for this report date from 1935 (built for the federal quarantine station) and 1941-42 (built for the United States Navy). The 1935 buildings are located north and east of the marina basin. The 1940s naval buildings are sited along the west side of the marina basin.

There are many similarities in the construction – all are wood framed buildings with wood cladding. Roof profiles vary but generally exhibit gable or hip forms. Roofing material is most commonly either standing seam metal or asbestos-cement shingles. Most building footprints are primarily rectangular although there are more complex examples. Buildings are all small to moderate in size, ranging from one to two stories. There is a difference in foundation systems; specifically, the 1935 buildings sit on wood pilings while the 1940s buildings appear to be set on continuous concrete foundations.

Several buildings added in the 1940s during World War II were subsequently removed, except for the added rear addition to the Cupola building. The former buildings were generally located south of Doc’s Grill and northeast of the marina.

All buildings at Point Hudson are over 50 years of age and were surveyed as part of this project.



Jefferson County Historical Society  
BUILDING #5



Left: 1953 view of Cupola building, SW corner, courtesy of Jefferson County Historical Society (image 2005.77.274).  
Right: 2020 view of Cupola building, SW corner.



Above: Post-1960 aerial image of Point Hudson. This image shows the wartime buildings removed. Source: Jefferson County Historical Society. Image ID 2004.117.100. \*PERMISSIONS PENDING\*

Below: Circa 1958 view of Point Hudson, taken by Joseph Bailey. Source: Jefferson County Historical Society. Image ID 2005.77.87. \*PERMISSIONS PENDING\*



Status definitions used for buildings and site features are as follows, based on field work, research, and our professional experience:

- **Historic, contributing:** “Historic” indicates properties built in or before 1970. “Contributing” indicates the property resides within and supports the architectural and historical significance of the NHL historic district. All of the buildings at Point Hudson are in this category.
- **Historic, non-contributing:** built in or before 1970 and within the NHL historic district, but non-contributing due to the extent of alterations or lack of design continuity with the rest of the campus. There are no buildings in this category on the Point Hudson campus.
- **Non-historic, non-contributing:** built after 1970, resides within but does not support architectural or historical significance of the NHL historic district. This category applies to some of the site features, such as the contemporary piers (docks).



October 1934 view of quarantine station under construction, looking south. Courtesy of the Jefferson County Historical Society, image ID 1995.379.10. \*PENDING PERMISSIONS\*

## Point Hudson Construction

In 1934, the Puget Sound Bridge and Dredging Company converted a former lagoon into a small harbor, deepening and widening the basin. The tailings from the dredging operation appear to have been used to raise and level the site. While dredging was still under way, construction of the quarantine station buildings began. All of those buildings were constructed over wood pilings. Using pilings instead of concrete foundations may have been due to the possible settlement of dredged fill material. The pilings were heavily coated with creosote. Once the pilings were in place, the supporting beams were set and bolted to the pilings. Floor joists were attached to the beams using joist hangers. The entire under-structure of the buildings was coated with creosote. The three 1940s naval buildings, on the west side of the marina basin, do not sit on pilings; rather, they have continuous concrete foundations.

## Character-Defining Features

### **Buildings:**

The following list identifies the significant, shared design and material aspects of the buildings at Point Hudson. These are generally true for most, if not all, of the buildings constructed in 1935 and for some of the three 1940s naval buildings, although those are more plain in terms of style and finishes.

- Colonial Revival style (1935) and vernacular (1940s) architecture
- Low and simple massing, typically one or two stories in height
- Rectangular footprints
- Gable and hip roof forms
- Wood frame construction
- Horizontal wood lap or shiplap cladding
- Wood framed, multi-lite windows; most are fixed or hung sash types
- Eave returns
- Porches, including round columns with Classical-inspired capitols
- Use of multi-lite, wood framed transoms and relites
- Pediments, porches and porticos highlight entrances



Interior detail view of relites over doorways and trim, Main Building, July 2020.



Detail view, porch of the Commander's Bed and Breakfast, July 2020.



Top: SW corner of bed & breakfast, July 2020. Bottom: NE corner of bed & breakfast, July 2020.

# Buildings

## Commander's Bed & Breakfast

Historic names: Medical Officer-in-Charge Quarters; Building 1

Address: 400 Hudson Street

This Colonial Revival style home is a two-story wood structure built in 1934-35 for the Medical Officer-in-Charge of the quarantine station. It is a platform framed house set on a foundation of driven piles and dimensional timbers. The footprint is T-shaped. The side gable roof form has a lower cross gable in the rear (north) slope. The roofing is asbestos-cement shingles. Two exterior brick chimneys are centered in the east and north facades. The main entrance is centered in the front (south) facade, emphasized with a flat roofed portico, round porch columns with capitols, and a fanlight transom. A flat roofed attached porch is located on the east facade. Most windows are original wood framed, 6-over-6 hung sashes. Fixed wooden shutters are extant on the south facade only.

The exterior underlayment sheathing was laid out in a diagonal pattern rather than the conventional horizontal manner. From historic photos, this appears to be tongue and groove. Wood lap siding completes the exterior wall envelope.

*Current condition and needs:* The building appears to be in good condition. There do not appear to be any settlement problems. From that, we can imply that the piling and floor structures are in good condition (access to the crawl space was not possible). The creosote smell was less than in the Duplex, but the bed and breakfast operators mentioned it is a problem for some guests. The smell may have been less noticeable during our visit because the building had open windows and doors, thus the change of air reduces the creosote odor.

The exterior envelope siding is in relatively good condition. The addition of sliding glass doors off the living room to the side porch and removal of the shutter dogs (the shutters are permanently fastened and no longer operate) are among the few alterations evident. We were unable to access the attic and inspect the roof structure. However, judging from the other buildings on site we assume the structure and sheathing is similar. If the roof structure is the same as on the other buildings, it is robust. The roof shingles, however, are most likely at the end of their life cycle and should be replaced. Most of the windows are original. A detailed window survey was not part of the scope but no major damage was noted from the exterior.



Top: NE corner of Duplex, July 2020. Bottom: NW corner of Duplex, July 2020.

## Duplex

Historic names: Junior Officers Quarters; Building 2      Address: 420-430 Hudson Street

This Colonial Revival style, residential building is a symmetrical, two-story duplex house built in 1934-35 for the quarantine station at Point Hudson. It is a wood platform frame structure set on a foundation of driven piles and dimensional timbers. The footprint is primarily rectangular with small protrusions at the north and south ends and the two rear (west) corners. The main entrances are via recessed porches in the east facade. A side gable roof features two interior brick chimneys at the center of the plan and two gabled wall dormers. The roofing is asbestos-cement shingles on the main portion of the building and old standing seam metal on the north and south protrusions. Most windows are original wood framed, 6-over-6 hung sashes.

The exterior underlayment sheathing was laid out in a diagonal pattern rather than the conventional horizontal manner. From historic photos, this appears to be tongue and groove. Wood lap siding completes the exterior wall envelope.

Interior: the duplex is divided between two halves, north and south. The two halves have identical, reflected floor plans. The north portion of the duplex is currently unoccupied and highly intact. The layout has not been significantly changed. The millwork and hardware, electrical, plumbing fixtures (in the bathroom particularly), and cabinetry are original. This half of the duplex is an excellent example of standard plan governmental residential design of this period.

The south half is occupied by a local arts non-profit. The floor plan is intact but the interior finishes and fixtures are slightly altered.

*Current condition and needs:* The building appears to be in good condition. There do not appear to be any settlement problems. From that, we can imply that the piling and floor structures are in good condition (access to the crawl space was not possible). There was a strong smell of creosote particularly in the unoccupied half of the building. This portion of the building has been closed off and there has been little air exchange, which could account for the strong odor.

The exterior siding is in relatively good condition. Few changes have been made to the exterior except the removal of all the widow shutters and associated hardware. We were unable to access the attic and inspect the roof structure. However, judging from the other buildings on site we assume the structure and sheathing is similar. If the roof structure is the same as on the other buildings, it is robust. The roofing is at the end of life cycle and should be replaced. There are a few replacement window sashes (see rear/west facade). A detailed window survey was not part of the scope but no major damage was noted from the exterior.



Top: SE corner of Cupola Building, July 2020. Bottom: NW corner of same, July 2020.

## Cupola Building

Historic names: Building 5

Address: 380 Jefferson Street

This Colonial Revival style building is a single-story, wood platform framed structure built in 1934-35 for the Point Hudson Quarantine Station. It is set on a foundation of driven piles and dimensional timbers. The original footprint is rectangular. The side gable roof form has an octagonal, central cupola that provides daylight to the attic. The roofing is asbestos-cement shingles with copper flashing. The main entrance is centered in the front (south) facade, emphasized with a front gable roofed, partially enclosed portico. The front doorway features sidelites, a fan shaped element above, and Classical ornament such as swags and reeding; the assembly gives the impression of a Palladian window. Most windows are original wood framed, 6-over-6 hung sashes; the cupola has original 3-over-3 hung sashes.

The exterior underlayment sheathing was laid out in a diagonal pattern rather than the conventional horizontal manner. From historic photos, this appears to be tongue and groove. Wood lap siding completes the exterior wall envelope. The roof is built of 2x8 about 16 inches on center covered with tongue and groove sheathing. The structure and sheathing appear to be in very good condition, as is the cupola itself.

Interior: the main entry accesses a vestibule that opens to a meeting room on the west, offices on the east, and a corridor to the north. Restrooms and storage spaces are also located on the first floor. A narrow flight of wooden steps rises to the cupola and attic.

*Current condition and needs:* The building appears to be in good condition. There are no evident settlement problems. With a limited survey of the crawl space, it appears that the pilings and floor structure are in good condition. The creosote smell was noticeable but mitigated by a portable air purifier in the east office. The interior is in good condition and much of the original millwork, hardware and even some fixtures are still present.

The exterior siding of the main building is in relatively good condition. The roof shingles are most likely at the end of their life cycle and should be replaced. Most of the windows are original with the exception of the fixed, single tall lites in the south facade. A detailed window survey was not part of the scope but no major damage was noted from the exterior. The shutters and hardware present in 1953 pictures have been removed.

A north addition is attached via a hyphen. The addition is in poor condition. It appears to have been built in the early 1940s during the Coast Guard/Navy occupancy. It is of typical wartime, temporary construction. Concrete pier footings support the light wood frame structure. The siding is presently plywood with "tarpaper" over portions of it. It has wood windows with single pane glass. There are no downspouts. The roofing is three-tab asphalt shingles.



Top: West facade of Hospital, July 2020. Bottom: NE corner of same, July 2020.

## Hospital

Historic names: Detention Hospital; Building 7

Address: 375 Hudson Street

This Colonial Revival style building is a 1.5-story, wood platform framed structure built in 1934-35 as the Detention Hospital for the Point Hudson Quarantine Station. It is set on a foundation of driven piles and dimensional timbers. The footprint is U-shaped around a courtyard on the east; a small laundry facility projects from the west facade. There are hip and gable roof forms on the main building plus a flat roof over the laundry addition. The east and west roof slopes each have a broad, shed roofed dormer. Roofing is primarily asbestos-cement shingles; the lower half of the east slope features large metal shingles, laid flush; the metal has a patina resembling copper, but close examination was not possible. The main entrance is centered in the front (east) porch, emphasized with sidelites and transom. Most windows are wood framed, 6-over-6 hung sashes.

The exterior underlayment sheathing was laid out in a diagonal pattern rather than the conventional horizontal manner. From historic photos, this appears to be tongue and groove. Wood lap siding completes the exterior wall envelope.

On the interior, the US Coast Guard occupies the south wing. Washington Department of Fish & Wildlife occupies the west and north wings, including the upper floor of the west wing. Interior spaces are mostly used as offices. In the west wing, a north-south corridor has rooms along both sides. The stairwell to the 2nd floor is adjacent to the main entry hall. The north and south wings are single-story with unique floor plans. Historic finishes are moderately intact, including some door and window trim, bases, and relites (interior windows over doorways which allow for daylighting and ventilation with the corridors). Note: historic trim has been matched/replicated in renovated areas such as the main entry hall.

*Current condition and needs:* The building appears to be in good condition. There do not appear to be any settlement problems. From that, we can imply that the piling and floor structures are in good condition (access to the crawl space was not possible). There was no noticeable creosote odor; the building has recently had a new HVAC system installed to address the previous odor issues.

The exterior siding is in relatively good condition. Few changes have been made to the exterior except the removal of all the widow shutters and associated hardware. We were unable to access the attic and inspect the roof structure. However, judging from the other buildings on site we assume the structure and sheathing is similar. If the roof structure is the same as on the other buildings, it is robust. The asbestos-cement shingle roofing is at the end of life cycle and should be replaced. There are a few replacement window sashes but they all match the historic examples in terms of profile and operation. A detailed window survey was not part of the scope but no major damage was noted from the exterior.



Top: NW corner, July 2020. Bottom: NW corner in ca1953, courtesy of Jefferson County Historical Society, image 2005.77.271. \*PERMISSIONS PENDING\*

## Pygmy Kayaks (vacant)

Historic names: Disinfecting Building; Pavilion; Building 12

Address: 355 Hudson Street

This Colonial Revival style building is a 1.5-story, wood platform framed structure built in 1934-35 as the Disinfecting Building for the Point Hudson Quarantine Station. It is set on a foundation of driven piles and dimensional timbers (note, the south addition has a concrete foundation). The footprint is primarily rectangular with an added full-width wooden porch along the west facade. The main entrances are in the west (front) facade with secondary entrances to the south and east. A side gable roof features a rectangular, louvered cupola along the ridgeline. On the original building portion, the exterior underlayment sheathing was laid out in a diagonal pattern. From historic photos, this appears to be tongue and groove. Wood lap siding completes the exterior wall envelope. The south addition is platform framed, set on a concrete foundation, and the exterior wall underlayment is unknown.

Unlike some of the other buildings, this building's roof structure is made up of wood trusses set on wood columns each spaced about ten feet on center. Each truss spans uninterrupted across the building. The original portion of the building is roofed with asbestos-cement shingles and copper flashing. The south addition to the building and the porch roof have three-tab asphalt shingles.

On the interior, most of the first floor is one large space open to the roof framing. Originally, this building was single-story; the added ½ floor is only at the south addition, which contains enclosed office space and a restroom at the first floor. A utilitarian wooden stairwell leads up to the partial second floor, or mezzanine, along the south end of the building. Historic finishes have been extensively altered.

*Current condition and needs:* This is the most altered building at Point Hudson. Since being surplused in ca1953, the building has been expanded to the south, a brick chimney removed, and the west porch added. Pilaster plinths at the west doorways were removed when the porch deck was built. To accommodate the new porch roof, two decorative pediments were removed. Two of the west doorways were removed. Original wood windows have been replaced with vinyl sashes; windows in the north facade have been covered from the outside with plywood. Shutters and associated hardware have been removed.

This building has the most condition issues at Point Hudson. There is no indication of settlement on the exterior and a limited survey of the floor structure indicated pilings and timbers are in good condition. However, the floor in the original portion of the building is uneven, presumably due to being added to or removed in places. There is a noticeable creosote odor. The covered porch is of questionable construction. Exterior siding is in fair condition. Asbestos-cement shingle roofing is at the end of life cycle and should be replaced. North windows are covered from the exterior and obscured from the interior, so their condition is unknown.



Top: NW corner, July 2020. Bottom: NE corner of same, July 2020.

## Main Building

Historic names: Detention Barracks; Building 13

Address: 267 Hudson Street

This Colonial Revival style building is a single-story, wood platform framed structure built in 1934-35 as the Detention Barracks for the Point Hudson Quarantine Station. It is set on a foundation of driven piles and dimensional timbers. This is the largest building at Point Hudson. The footprint is U-shaped around a courtyard on the east. There are hip and gable roof forms on the main building. Roofing is primarily asbestos-cement shingles; the west porch roof features large metal shingles, similar to the Hospital roof. The main entrances are in the west and east facades; some entries retain sidelites and/or transoms. Most windows are wood framed, 6-over-6 hung sashes.

The exterior underlayment sheathing was laid out in a diagonal pattern rather than the conventional horizontal manner. From historic photos, this appears to be tongue and groove. Wood lap siding completes the exterior wall envelope. The roof structure is consistent with the other 1935 buildings.

On the interior, there are two different eateries plus unoccupied office and event spaces. Shanghai Restaurant is the largest and longest-term tenant, operating there for more than 35 years. They occupy approximately the center of the building with a kitchen, dining counter, and multiple dining rooms. Point Hudson Cafe is in the southwest corner. A large multipurpose room anchors the northwest corner. Historic finishes and interior doors are at least moderately intact.

*Current condition and needs:* The building appears to be in relatively good condition. There is no indication of settlement on the exterior, and a limited survey of the floor structure indicated pilings and timbers are in good condition. There was a noticeable creosote odor. The roof structure is in good condition but there are some places where the roof is leaking. The roofing is at the end of life cycle and should be replaced.

The exterior siding is in relatively good condition although there are sections of deterioration (see SW corner). Window shutters and associated hardware have been removed. There are a few replacement, historic metal windows with cloth awnings at the Point Hudson Cafe. There are some fixed lite, non-historic windows in the east facade. At least one exterior door has been replaced. A detailed window survey was not part of the scope but no major damage was noted from the exterior. ADA ramps have been added.



Top: West facade, July 2020. Bottom: SE corner, July 2020.

## Marina Office

Historic names: Storage/Shelter & Dock; Building 14

Address: 103-105 Hudson Street

This Colonial Revival style building is a single-story, wood platform framed structure built in 1934-35 as storage/dock shelter for the Point Hudson Quarantine Station. It is set on a foundation of driven piles and dimensional timbers. This is the smallest building at Point Hudson. The building has a rectangular footprint with a dogtrot plan. That is, the two parts of this building are connected by a continuous roof but separated by an open-air passageway between them. The two parts are nearly identical from the exterior. The gable roof is clad with asphalt/composition shingles and metal flashing. The two halves of the building have entrances off the central passageway. Most windows are wood framed, 6-over-6 hung sashes.

The exterior underlayment sheathing was laid out in a diagonal pattern rather than the conventional horizontal manner. From historic photos, this appears to be tongue and groove. Wood lap siding completes the exterior wall envelope. The roof structure is presumably consistent with the other 1935 buildings.

The Point Hudson Marina Office occupies the southern segment. The northern segment is a private office. Historic trim and finishes are more intact in the northern portion. Ceilings and walls have been sheet rocked and the building insulated.

*Current condition and needs:* The building appears to be in good condition. There is no indication of settlement. Since some of the foundation pilings are in water, they may need replacement sooner than other buildings on site, given their exposure. There did not seem to be the smell of creosote, this maybe because the office is heavily used and it is elevated. The exterior siding and the roofing are in good condition.

There have been multiple significant alterations to this building over time, but the current appearance is in keeping with the overall character of Point Hudson. Based on historic images, the building has changed significantly in size over time, with extensions added and removed. Windows have also been extensively altered since the ca1953 image taken at the time of surplus (Building 14, image 2005.77.294 from JCHS).



Top: East facade, July 2020. Bottom: West and south facades, July 2020.

## Doc's Marina Grill

Historic names: Single Attendants Quarters; Building 15

Address: 141 Hudson Street

This Colonial Revival style building is a single-story, wood platform framed structure built in 1934-35 for the Point Hudson Quarantine Station. It is set on a foundation of driven piles and dimensional timbers. The original footprint is T-shaped. The side gable roof form has a lower cross gable to the west. The roofing is asbestos-cement shingles with copper flashing. The main entrance is centered in the front (east) facade at the attached porch. A secondary doorway in the south facade features a pediment overhead. Windows are replacement wood framed, 6-over-6 hung sashes.

The exterior underlayment sheathing was laid out in a diagonal pattern rather than the conventional horizontal manner. From historic photos, this appears to be tongue and groove. Wood lap siding completes the exterior wall envelope. The roof structure is presumably consistent with the other 1935 buildings. From the outside there appears to be no sign of structural failure.

On the interior, there are multiple dining rooms, bar area, restrooms, kitchen, storage and office. The main entry accesses the hostess stand and waiting area for the restaurant. The secondary south entry is reached via the contemporary dining patio.

*Current condition and needs:* The building appears to be in good condition. There are no evident settlement problems. With a limited survey of the crawl space, it appears that the pilings and floor structure are in good condition. This building is the only one where we observed mechanical tie-downs between the pilings and the floor framing -- these were added some time in the recent past. There was no noticeable creosote smell. The interior is in good condition. The floor plan and interior finishes have been extensively altered to accommodate changes in use.

The exterior siding of the main building is in good condition. The roofing is most likely at the end of life cycle and should be replaced. The windows are contemporary double-pane replacement sashes which replicate the originals' operation and profile. A detailed window survey was not part of the scope but no major damage was noted from the exterior. The shutters and hardware present in 1953 pictures have been removed. Some outdoor enclosures have been added for refrigeration units. Kitchen ventilation units are attached to the exterior walls. The dining patio at the southwest corner is a contemporary addition.



Top: SE corner, July 2020. Bottom: NW corner, July 2020.

## Sail Loft

Historic names: Signal Tower Building; Building 31

Address: 315 Jackson Street

Built in 1941-42, this wood frame building is unique in many ways, not least for its massing. The US Navy constructed this as a Signal Tower with workshop space. It has served as a parachute repair shop, auditorium, indoor basketball court, bowling alley, bike shop, and more. Today, there are multiple private businesses operating there, including a sailmaking business (Port Townsend Sails) that opened there in 1978.

The main floor has a tall volume along the center line of the plan. A tower rises from the south end. A narrow loft space extends the length of the building. The footprint is rectangular. Wood drop siding clads the exterior. Standing seam metal roofing clads the lower extents of the double-pitched roof; roofing material of the monitor is unknown.

The supporting structure is a series of columns equally spaced around the perimeter and two rows of columns down the center of the building to support the inner end of the lower roof, as well as the monitor and its roof. The lower exterior walls and the monitor walls are not supporting the roof structure. This allows for large window and door openings as well as large uninterrupted interior spaces. Because the columns carry the greater structural load, one can assume that large footings or possibly pilings were set under them. The concrete perimeter footings/stem walls are relatively small.

There are a variety of window and door types. Most windows at the main floor are historic wood framed, multi-lite sashes but size and operation ranges from a single 6 lite, small fixed sash to large paired units of transoms above hung 6-over-6 sashes (west facade). The east facade has some unique 6-by-6 sliding wooden sashes. Windows in the monitor and tower have been replaced with contemporary 1-over-1 or single lite fixed sashes. Tall sliding barn doors in the south end access the large central shop space. Single leaf and overhead garage doors are also present. Most doors appear to be contemporary.

On the interior, the building has at least four businesses on the main floor and a sail shop above in the loft. The main floor retail spaces are located around the perimeter of the plan, with a large open central space. The main floor has finished concrete and wood flooring. The loft has a wood floor. This was and still is a shop building with minimum decorative mill work. (Note: A 1942 image of the building shows an exterior ladder for accessing the tower, indicating there may not have been interior access; it is quite possible the floor structure for what is now the loft was added after 1942.)

*Current condition and needs:* The building appears to be in good condition. There are no evident settlement problems. There is no crawl space from which to inspect foundation. The floor plan has been altered to accommodate changes in use. A metal exterior stairwell/fire escape for the loft has been added to the north facade.



Top: SW corner, July 2020. Bottom: NE corner, July 2020.

The exterior siding and the roofing are in good condition. The windows vary by facade, showing a range of age, materials, operation style, and condition. Some tenants noted maintenance is needed to restore operability. A detailed window survey was not part of the scope but damage/deterioration was noted on various windows.

### **Puget Sound Express**

Historic names: Carpenter's Building; Building 32 or 33                      Address: 227 Jackson Street

Built in 1941-42 for the US Navy, this building reportedly served as a carpentry shop. Today, it is occupied by Puget Sound Express Whale Watch Tours for their gift shop and office. The single-story, wood platform frame building has a rectangular plan on a concrete perimeter foundation. Wood drop siding clads the exterior. The gable roof structure is every third joist braced by diagonal supports that fasten down to a lower horizontal cord. Roof sheathing is tongue and groove, which is clad with recently installed standing seam metal roofing.

There are a variety of window and door types, all contemporary units. The south end historically had a loading dock and a pair of wood paneled sliding/freight doors; there is still a sliding door in the north end but the south end is now a bay window. Aluminum sliders and fixed picture windows are also present.

On the interior, the building has a single tenant through multiple spaces. Most finishes (including the dropped ceiling) and partition walls have been added since ca1956 (or more recently). Flooring is finished concrete.

*Current condition and needs:* The building appears to be in good condition. There are no evident settlement problems. There is no crawl space from which to inspect foundation. The floor plan has been altered to accommodate changes in use. From comparing current and historic photos, the original window and door openings have been extensively altered. For example, large single pane windows have been added as well as a bay window; former freight doors have been removed. The exterior siding and the roofing are in good condition. A detailed window survey was not part of the scope but no major damage/deterioration was noted.



Top: SW corner, July 2020. Bottom: NE corner, July 2020.

## Schooner Martha

Historic names: Navy Parts & Supply Building; Building 32 or 33

Address: 227 1/2 Jackson Street

Built in 1941-42 for the US Navy, this building reportedly served as storage/warehouse space. Today, it is occupied by the Schooner Martha Foundation for their workshop and office. The single-story, wood platform frame building has a rectangular plan on a concrete perimeter foundation. Wood drop siding clads the exterior. The gable roof structure is formed by a combination of alternating trusses and roof joists. Each individual joist is followed by a “Double Howe” truss. Roof sheathing is tongue and groove, clad with recently installed standing seam metal roofing.

The windows appear to be original wood framed, 6 lite, single sashes. However, at least one window has been relocated – in the south facade, to accommodate the installation of a broad sliding door. Windows are set vertically (east facade) and horizontally (west facade); they appear to be fixed in place. The south sliding barn door replaced the original double doors offset to the SE corner. There are no openings in the north end wall.

On the interior, the building has a single tenant through multiple spaces. The walls and ceiling are generally open to the framing; there is an overall lack of finishes except for the contemporary partitioned office space. Flooring is bare earth at the south entryway; a raised wooden platform extends around most of the plan.

*Current condition and needs:* The building appears to generally be in good condition. There are no evident settlement problems. There is no crawl space from which to inspect foundation. From comparing current and historic photos, some original window and door openings have been altered. The exterior siding and the roofing are in good condition. A detailed window survey was not part of the scope but no major damage/deterioration was noted.

The roof structure is the largest possible concern. Most if not all the trusses have been compromised by the removal of webs on one side or both. Possibly this was done to accommodate storage on the trusses. In addition, at least two trusses were removed from the front (south) portion of the building. This may not be a problem, since the span is not great and weight of the roofing is not onerous. **However, the removal of structure and the storage weight on the bottom cords of the trusses is concerning. A structural engineer’s evaluation is recommended.**

## Cost Estimate

Historically, all the sloped roofs of the quarantine station (the 1935 buildings) were covered with asbestos-cement shingles. It is not known what roofing material was originally used to sheath the “Navy Buildings.” Currently, the roofs at Point Hudson have a mixture of roofing material. The three “Navy Buildings” feature recent standing seam metal roofs. The Marina Office appears to have asphalt shingle roofing while the Pygmy Kayak building is a combination of asbestos-cement shingles and asphalt shingles (on the addition and porch). Most of the 1935 buildings retain their original asbestos-cement shingles, which have reached the end of their life cycle and need replacing. Several of the original buildings also have small areas of historic standing seam metal and metal shingle roofing, too.

In evaluating what future roofing material to install several things should be considered. Longevity, maintenance, weight, and of course initial cost are all important but in addition, historic precedent and visual impact should be considered when making choices for this historic district. Selecting a standing seam metal roof for all the buildings would match the existing roofing on the “Navy Buildings,” and there is also historic precedent (the north/south ends of the Duplex). The other choice would be replacing asbestos-cement shingles with another cement or clay shingle on those buildings where they are in place. Either option would appear to meet the Secretary of the Interior’s Standards as appropriate for the district. However, metal roofing offers visual and structural advantages over trying to match the existing asbestos-cement shingles with modern clay shingles or cement shingles.

For this estimate we considered two roofing types for the sloped roofs (cement shingles and standing seam metal) and one type (single ply membrane “EPDM”) for low slope roofs.

Cement or clay tile shingles have several positive attributes. They are fire resistant, low maintenance, durable and have a long life (60 to 80 years) if maintained. On the other hand, they are expensive and weight more than the other roofing materials.

No information has been found concerning the weight of the existing asbestos-cement shingles. This would be good to know if it is decided to replace the existing shingles with cement or clay tile. If the weights are similar, then perhaps structural modifications would be unnecessary. The roof structures appear to be substantial and may be able to withstand the weight of new cement or clay tile shingles. However, it would be necessary in our opinion to have a structural engineer evaluate the roof structures if it is decided to replace the existing roofing with cement or clay tile shingles.

Standing seam metal roofing is also a fire resistant, low maintenance, durable option and will outlive most roofing (50 years) except for cement tile. In addition, it is light and quickly installed. If metal roofing is installed over a layer of “Ice and water shield” and a “slip sheet,” it is quite waterproof. In addition, weight would not be a concern.

EPDM (ethylene propylene diene terpolymer) is a single-ply membrane roofing that can be used on low slope roofs. It has a long-life cycle up to 50 years. It can be installed with mechanical fasteners, with adhesive, or both.

Below, the cost estimates for roofing are followed by those for creosote odor mitigation.

## Roofing Cost Estimate

Currently, costs appear to be about \$6.00 per square foot for removal and disposal of the existing asbestos cement shingles. Removing other kinds of existing roofing (metal asphalt shingles and sheet material) costs appear to be about \$1.50 per square foot.

The cost for standing seam metal roofing is about \$8.00 to \$12.00 per square foot. This does not include plywood underlayment which could be necessary for seismic up-grading of the roof diaphragm. Total cost for removing the old roofing and installing a standing seam metal roofing is about \$18.00 per square foot at the high end, and \$14.00 per square foot at the low end.

The cost for cement tile/single roofing is about \$10.50 to \$14.50 per square foot. Total cost for removing the old roofing and installing a cement shingles is about \$20.50 per square foot at the high end, and \$16.50 per square foot at the low end. This does not include plywood underlayment which could be necessary for seismic up-grading of the roof diaphragm.

The cost for roofing the flat/low slope areas remains the same at \$3.50 to \$7.50 per square foot. Again, this cost does not include a plywood underlayment.

Finally, it would be advisable to add a contingency amount of about 10%

Building #1 Commanders Beach House Cost estimate:

Sloped roof 1247 sq ft

Low sloped roofs (mudroom and porches) 310 sq ft

Sloped roofing removal of asbestos cement shingles 1247 sq ft x \$6.00 per sq ft. = \$7,482.00

Low sloped roofing removal 310 sq ft x \$1.50 per sq ft.=  
\$465.00

Total cost for removing and disposal of existing roofing  
\$7,497.00

Installing New roofing

Standing seam metal roofing                      1247 sq ft x \$8.00 to \$12.00 per sq ft = \$9,976.00 to \$14,964.00

Cement shingle roofing                              1247 sq ft x \$10.50 to 14.50 per sq ft = \$13,093.50 to \$18,081.00

Low slope roofing (EPDM)                              310 sq ft x \$3.50 to \$7.50 per sq ft = \$1,085.00 to \$2,325.00

Total costs for removal of existing roofing and installation of standing seam roofing.

Removal	\$7,497.00
Standing seam metal roofing	\$9,976.00 to \$14,964.00
Low slope roofing (EPDM)	\$1,085.00 to \$2,325.00
Total with 10% contingency	\$20,413.8 to \$27,264.6

Total costs for removal of existing roofing and installation of cement shingles roofing.

Removal	\$7,497.00
Cement shingle roofing	\$13,093.50 to \$18,081.00
Low slope roofing (EPDM)	\$1,085.00 to \$2,325.00
Total with 10% contingency	\$23,842.00 to \$30,693.00

Building #2 Duplex House Cost estimate:

Sloped roof 1584 sq ft (asbestos-cement shingles)

Sloped roofs 340 sq ft (standing seam metal roof)

Low sloped roofs (porches) 272 sq ft

Sloped roofing removal of asbestos cement shingles                      1584 sq ft x \$6.00 per sq ft. =  
\$9,504.00

Low sloped and metal roofing removal    612 sq ft x \$1.50 per sq ft.=  
\$918.00

Total cost for removing and disposal of existing roofing  
\$10,422.00

Installing New roofing

Standing seam metal roofing                      1924 sq ft x \$8.00 to \$12.00 per sq ft = \$15,392.00 to  
\$23,088.00

Cement shingle roofing                              1924 sq ft x \$10.50 to 14.50 per sq ft = \$20,202.00 to  
\$27,898.00

Low slope roofing (EPDM)                              340 sq ft x \$3.50 to \$7.50 per sq ft = \$1,190.00 to  
\$2,550.00

Total costs for removal of existing roofing and installation of standing seam roofing.

Removal	\$10,422.00
Standing seam metal roofing	\$15,392.00 to \$23,088.00
Low slope roofing (EPDM)	\$1,190.00 to \$2,550.00
Total with 10% contingency	\$29,704.00 to \$39,666.00

Total costs for removal of existing roofing and installation of cement shingles roofing.

Removal	\$10,422.00
Cement shingle roofing	\$20,202.00 to \$27,878.00
Low slope roofing (EPDM)	\$1,190.00 to \$2,550.00
Total with 10% contingency	\$34,995.40 to \$44,935.00

Building #5 Cupola Building Cost estimate:

Sloped roof 1505 sq ft (asbestos-cement shingles)

Sloped roofing removal of asbestos cement shingles                      1505 sq ft x \$6.00 per sq ft. =  
\$9,030.00

Total cost for removing and disposal of existing roofing  
\$9,030.00

Installing New roofing

Standing seam metal roofing 1505 sq ft x \$8.00 to \$12.00 per sq ft = \$12,040.00 to \$18,060.00

Cement shingle roofing 1505 sq ft x \$10.50 to 14.50 per sq ft = \$15,802.50 to \$21,822.00

Total costs for removal of existing roofing and installation of standing seam roofing.

Removal \$9,030.00

Standing seam metal roofing \$12,040.00 to \$18,060.00

Total with 10% contingency \$23,177.00 to \$29,799.00

Total costs for removal of existing roofing and installation of cement shingles roofing.

Removal \$9,030.00

Cement shingle roofing \$15,802.50 to \$21,822.00

Total with 10% contingency \$27,315.00 to \$33,937.00

Note: this cost estimate is based on the Cupola building only without the addition.

Building #7 Hospital Building Cost estimate:

Sloped roof 4544 sq ft (asbestos-cement shingles)

Sloped roofs 2750 sq ft (standing seam and flat metal roof)

Low sloped roofs (porch and laundry) 920 sq ft

Sloped roofing removal of asbestos cement shingles 4544 sq ft x \$6.00 per sq ft. = \$27,264.00

Low sloped and metal roofing removal 3670 sq ft x \$1.50 per sq ft. = \$5,505.00

Total cost for removing and disposal of existing roofing \$32,769.00

Installing New roofing:

Standing seam metal roofing	7294 sq ft x \$8.00 to \$12.00 per sq ft = \$58,352.00 to \$87,528.00
Cement shingle roofing	4544 sq ft x \$10.50 to 14.50 per sq ft = \$47,712.00 to \$65,888.00
Standing seam roofing	2750 sq ft x \$8.00 to \$12.00 per sq ft = \$22,000.00 to \$33,000.00
(dormer and porch)	
Low slope roofing (EPDM)	920 sq ft x \$3.50 to \$7.50 per sq ft = \$3,220.00 to \$6,900.00

Total costs for removal of existing roofing and installation of standing seam roofing.

Removal	\$32,769.00
Standing seam metal roofing	\$58,352.00 to \$87,528.00
Low slope roofing (EPDM)	\$3,220.00 to \$6,900.00
Total with 10% contingency	\$94,5661.00 to \$127,197.00

Total costs for removal of existing roofing and installation of cement shingles roofing.

Removal	\$32,769.00
Cement shingle roofing	\$47,712.00 to \$65,888.00
Low slope roofing (EPDM)	\$3,220.00 to \$6,900.00
Standing seam roofing dormer and porch	\$22,000.00 to \$33,000.00
Total with 10% contingency	\$116,271.00 to \$152,412.00

Building #12 Pygmy Kayak Cost estimate:

Sloped roof 1710 sq ft (asbestos-cement shingles)

Sloped roofs 1410 sq ft (asphalt shingles)

Sloped roofing removal of asbestos cement shingles 1710 sq ft x \$6.00 per sq ft. =  
 \$10,260.00

Sloped asphalt shingle roofing. (addition and porch) 1410 sq ft x \$1.50 per sq ft.=  
 \$2,115.00

Total cost for removing and disposal of existing roofing  
 \$12,375.00

Installing New roofing:

Standing seam metal roofing 3120 sq ft x \$8.00 to \$12.00 per sq ft = \$24,960.00 to  
 \$37,440.00

Total costs for removal of existing roofing and installation of standing seam roofing.

Removal	\$12,375.00
Standing seam metal roofing	\$24,960.00 to \$37,440.00
Total with 10% contingency	\$41,068.00 to \$54,802.00

Note: Because the addition may not have the structural strength to carry the load of cement shingles its recommended to sheath the entire roof with standing seam metal roofing.

Building #13 Main Building Cost estimate:

Sloped roof 10,517 sq ft (asbestos-cement shingles)

Sloped roofs (porches) 1,056 sq ft (asphalt shingles or metal panels)

Sloped roofing removal of asbestos cement shingles 10,517 sq ft x \$6.00 per sq ft. = \$63,102.00

Low sloped asphalt shingle roofing. (porches) 1,056 sq ft x \$1.50 per sq ft.= \$  
 1,575.00

Total cost for removing and disposal of existing roofing  
 \$64,677.00

Installing new roofing

Cement shingle roofing 10,517 sq ft x \$10.50 to 14.50 per sq ft = \$110,428.50 to  
 \$152,496.50

Standing seam metal roofing      12,092 sq ft x \$8.00 to \$12.00 per sq ft =    \$96,736.00 to \$145,104.00

(Including the porches)

Low slope porches (EPDM)      1,056 sq ft x \$3.50 to \$7.50 per sq ft = \$3,696.00 to \$7,920.00

Total costs for removal of existing roofing and installation of standing seam roofing.

Removal      \$64,677.00

Standing seam metal roofing      \$96,736.00 to \$145,104.00

Total with 10% contingency      \$177,543.00 to \$230,759.00

Total costs for removal of existing roofing and installation of cement shingles roofing and EPDM roofing.

Removal      \$64,677.00

Cement shingle roofing      \$110,428.00 to \$152,496.00

Low slope roofing (EPDM)      \$3,696.00 to \$7,720.00

Total with 10% contingency      \$196,681.00 to \$247,382.00

Note: The porches may not have the structural strength to carry the load of cement shingles. If cement shingles are chosen for the roofing its recommended to sheath the porch roofs with EPDM roofing. If standing seam metal roofing is chosen it could be used over the porches.

Building #14 Marina Office Building Cost estimate:

Sloped roofs 784 sq ft (asphalt shingles)      784 sq ft x \$1.50 per sq ft.=    \$1,176.00

Total cost for removing and disposal of existing roofing      \$1,176.00

Installing New roofing:

Standing seam metal roofing      784 sq ft x \$8.00 to \$12.00 per sq ft = \$6,272.00 to \$9,408.00

Total costs for removal of existing roofing and installation of standing seam roofing.

Removal	\$1,176.00
Standing seam metal roofing	\$6,272.00 to \$9,408.00
Total with 10% contingency	\$8,192.00 to \$11,642.00

Building #15 Doc's Grill Cost estimate:

Sloped roof 3300 sq ft (asbestos-cement shingles)

Low sloped roofs 700 sq ft

Sloped roofing removal of asbestos cement shingles 3300 sq ft x \$6.00 per sq ft. = \$19,800.00

Low sloped 700 sq ft x \$1.50 per sq ft. =  
\$1,050.00

Total cost for removing and disposal of existing roofing  
\$20,850.00

Installing New roofing

Standing seam metal roofing 3300 sq ft x \$8.00 to \$12.00 per sq ft = \$26,400.00 to  
\$39,600.00

Cement shingle roofing 3300 sq ft x \$10.50 to 14.50 per sq ft = \$34,650.00 to  
\$47,850.00

Low slope roofing (EPDM) 700 sq ft x \$3.50 to \$7.50 per sq ft = \$2,450.00  
to \$5,250.00

Total costs for removal of existing roofing and installation of standing seam roofing.

Removal	\$20,850.00
Standing seam metal roofing	\$26,400.00 to \$39,600.00
Low slope roofing (EPDM)	\$2,450.00 to \$5,250.00
Total with 10% contingency	\$54,670.00 to \$72,270.00

Total costs for removal of existing roofing and installation of cement shingles roofing.

Removal	\$20,850.00
Cement shingle roofing	\$34,650.00 to \$47,850.00
Low slope roofing (EPDM)	\$2,450.00 to \$5,250.00
Total with 10% contingency	\$63,745.00 to \$81,345.00

## Creosote Cost Estimate

During our survey we noticed that on some buildings, the lattice skirting at the crawl spaces has been covered on the inside and is preventing ventilation under the buildings. In addition, some buildings are surrounded closely by plantings, which are also obstructing ventilation at the foundation. Before investing in a mitigation system using a sealer, some of the odor problem may be mitigated by removing the obstructions preventing ventilation. The undersides of the buildings are not insulated and removing the crawl space coverings will of course create increased heating and cooling loads.

To eliminate the creosote odors, cost and impact on the buildings were primary considerations. We decided an encapsulation method would be the least expensive and least impact on the historic character of the buildings. To encapsulate the existing creosote with a water-based epoxy sealer “CreoShield,” the cost would be about \$5.00 per square foot. That would be five coats. A “kit” covers 800 square feet (one coat) for commercial construction and costs about \$750+ per “kit.” Add 10% contingency for working around ducting, pipes, electrical, etc. To install this product properly, the temperature must be 50 degrees or better during application.

Building #1 Commanders Beach House Cost estimate:

1610 sq ft x \$5.00 per sq ft =\$8,050.00

Contingency 10%                      \$ 805.00

Total                                      \$8,855.00

Building #2 Duplex House Cost estimate:

2600 sq ft x \$5.00 per sq ft =\$13,000.00

Contingency 10%                 \$ 1,300.00

Total                                 \$14,300.00

Building #5 Cupola Building Cost estimate:

2543 sq ft x \$5.00 per sq ft =\$12,715.00

Contingency 10%                 \$ 1,271.00

Total                                 \$13,986.00

Note: This estimate includes the small addition behind the Cupola building.

Building #12 Pygmy Kayak Cost estimate:

2376 sq ft x \$5.00 per sq ft =\$11,880.00

Contingency 10%                 \$ 1,180.00

Total                                 \$13,068.00

Note: This estimate includes the addition.

Building #13 Main Building Cost estimate:

10,517 sq ft x \$5.00 per sq ft = \$52,585.00

Contingency 10%                 \$5,258.00

Total                                 \$57,843.00

Building #14 Marina Office Building Cost estimate:

784 sq ft x \$5.00 per sq ft = \$3,920.00

Contingency 10%                 \$392.00

Total                                 \$4,312.00

Note: This building is built over the water and may not need the same mitigation as some of the others. Because it is built over the water it may also not be environmentally advisable.

Building #15 Doc's restaurant Cost estimate:

3300sq ft x \$5.00 per sq ft =\$16,500.00

Contingency 10%                      \$ 1,650.00

Total                                      \$18,150.00



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State of Washington, Department of Community Development  
Office of Archaeology and Historic Preservation  
111 West 21st Avenue, KL-11  
Olympia, WA 98504 (206) 753-4011

# HISTORIC PROPERTY INVENTORY FORM

## IDENTIFICATION SECTION

Field Site No \_\_\_\_\_ OAHF No 16-180 Date Recorded 7/30/99

Site Name Historic Pt. Hudson-Denton Barracks  
Common Shanghai Restaurant

Field Recorder Pam Clise/Vern Leckman

Owner's Name Port of Port Townsend owner/ Pt Hudson Co Lessee

Address \_\_\_\_\_

City/State/Zip Code \_\_\_\_\_

- Status
- Survey/Inventory
  - National Register
  - State Register
  - Determined Eligible
  - Determined Not Eligible
  - Other (HABS, HAER, NHL)
  - Local Designation

PHOTOGRAPHY

Photography Neg No \_\_\_\_\_  
(Roll No & Frame No )

View of \_\_\_\_\_  
Date \_\_\_\_\_

Classification  District  Site  Building  Structure  Object

District Status  NR  SR  LR  INV

Contributing  Non-Contributing

District/Thematic Nomination Name Port Townsend Historic District

## DESCRIPTION SECTION

Materials & Features/Structural Types

Building Type \_\_\_\_\_

Plan \_\_\_\_\_

Structural System Wood Frame

No of Stones \_\_\_\_\_

Cladding (Exterior Wall Surfaces)

- Log
- Horizontal Wood Siding
  - Rustic/Drop
  - Clapboard
- Wood Shingle
- Board and Batten
- Vertical Board
- Asbestos/Asphalt
- Brick
- Stone
- Stucco
- Terra Cotta
- Concrete / Concrete Block
- Vinyl/Aluminum Siding
- Metal (specify) \_\_\_\_\_
- Other (specify) \_\_\_\_\_

Roof Type

- Gable
- Flat
- Monitor
- Gambrel
- Shed
- Hip
- Pyramidal
- Other (specify) \_\_\_\_\_

Roof Material

- Wood Shingle
- Wood Shake
- Composition
- Slate
- Tar/Built-Up
- Tile
- Metal (specify) \_\_\_\_\_
- Other (specify) \_\_\_\_\_
- Not Visible

Foundation

- Log
- Post & Pier
- Stone
- Brick
- Not visible
- Concrete
  - Block
  - Poured
  - Other (specify) \_\_\_\_\_
  - Wood Piling

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Changes to windows	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to original cladding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to interior	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## LOCATION SECTION

Address 265 Hudson St.

City/Town/County/Zip Code Port Townsend/Jefferson/98368

Twp T30N Range R1W Section \_\_\_\_\_ 1/4 Section \_\_\_\_\_ 1/4 1/4 Section \_\_\_\_\_

Tax No /Parcel No \_\_\_\_\_ Acreage less than one

Quadrangle or map name Port Townsend South Quadrangle Washington-Jefferson Co

UTM References Zone \_\_\_\_\_ Easting \_\_\_\_\_ Northing \_\_\_\_\_

Plat/Block/Lot Port Townsend Original Townsite, Block 047, Lot N 1/2

Supplemental Map(s) \_\_\_\_\_

High Styles/Forms (check one or more of the following)

- |  |   |
|--|---|
| <input type="checkbox"/> Greek Revival               | <input type="checkbox"/> Spanish Colonial Revival/Mediterranean |
| <input type="checkbox"/> Gothic Revival              | <input type="checkbox"/> Tudor Revival                          |
| <input type="checkbox"/> Italianate                  | <input type="checkbox"/> Craftsman/Arts & Crafts                |
| <input type="checkbox"/> Second Empire               | <input type="checkbox"/> Bungalow                               |
| <input type="checkbox"/> Romanesque Revival          | <input type="checkbox"/> Prairie Style                          |
| <input type="checkbox"/> Stick Style                 | <input type="checkbox"/> Art Deco/Art Moderne                   |
| <input type="checkbox"/> Queen Anne                  | <input type="checkbox"/> Rustic Style                           |
| <input type="checkbox"/> Shingle Style               | <input type="checkbox"/> International Style                    |
| <input checked="" type="checkbox"/> Colonial Revival | <input type="checkbox"/> Northwest Style                        |
| <input type="checkbox"/> Beaux Arts/Neoclassical     | <input type="checkbox"/> Commercial Vernacular                  |
| <input type="checkbox"/> Chicago/Commercial Style    | <input type="checkbox"/> Residential Vernacular (see below)     |
| <input type="checkbox"/> American Foursquare         | <input type="checkbox"/> Other (specify) _____                  |
| <input type="checkbox"/> Mission Revival             |   |

Vernacular House Types

- Gable front
- Gable front and wing
- Side gable
- Cross gable
- Pyramidal Hipped
- Other (specify) \_\_\_\_\_

NARRATIVE SECTION

265 Hudson St

Study Unit Themes (check one or more of the following)

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Agriculture                         | <input type="checkbox"/> Conservation                    | <input type="checkbox"/> Politics/Government/Law                 |
| <input type="checkbox"/> Architecture/Landscape Architecture | <input type="checkbox"/> Education                       | <input type="checkbox"/> Religion                                |
| <input type="checkbox"/> Arts                                | <input type="checkbox"/> Entertainment/Recreation        | <input type="checkbox"/> Science & Engineering                   |
| <input type="checkbox"/> Commerce                            | <input type="checkbox"/> Ethnic Heritage (specify) _____ | <input type="checkbox"/> Social Movements/Organizations          |
| <input type="checkbox"/> Communications                      | <input type="checkbox"/> Health/Medicine                 | <input type="checkbox"/> Transportation                          |
| <input type="checkbox"/> Community Planning/Development      | <input type="checkbox"/> Manufacturing/Industry          | <input type="checkbox"/> Other (specify) _____                   |
|  | <input checked="" type="checkbox"/> Military             | <input type="checkbox"/> Study Unit Sub-Theme(s) (specify) _____ |

Statement of Significance

Date of Construction 1934-1935 Architect/Engineer/Builder U S Government/Murch Brothers contractor

- In the opinion of the surveyor this property appears to meet the criteria of the National Register of Historic Places
- In the opinion of the surveyor, this property is located in a potential historic district (National and/or local)

See continuation page

Description of Physical Appearance

Needs paint

Major Bibliographic References

See continuation page

Statement of Significance (continued)

□Date of construction Construction began 1934, Finished 1935

Architect/Engineer/Builder U S Government Architects, Murch Brothers of Saint Louis, contractor, Lofthus Lumber Co, Port Townsend, building materials, City Transfer, Port Townsend, sand & gravel

Local Indian tribes made good use of this area long before Captain Vancouver's party came ashore here in 1792 Early uses of the area were made with the platting of the first lots in Port Townsend By 1888 it was becoming an important manufacturing area for lumber, and boat related activities A more complete history of the harbor is provided under the heading of 'Point Hudson Harbor'

□Construction began on the U S Quarantine Station at Point Hudson in 1934, and opening ceremonies for the station occurred in May of 1936 A majority of the buildings were actually completed by 1935 The disinfecting Building was completed by late 1935 In 1939 the Coast Guard took over the facilities, the Navy took over during WWII, and the Army used it as a training and staging area When the Navy took over command of the station the building was converted into a mess hall, day room, and enlisted mens' barrack In 1953 the government deactivated the Point Hudson facility, and after a three year process the Port of Port Townsend was able to purchase the site and it soon went into a forty year lease agreement for private operation The building has been converted into a restaurant and is in use as such today There is also a small meeting room available in the building The Southwest corner of the building was converted into a small grocery and boat supply store during the 1970's-1980's and used as the harbor office during that time It currently is operating as a separate cafe and coffee house Little has been done to it's exterior to change the building besides general maintenance over the years since

Major Bibliographic References (continued)

Date of Information □□ Title of Source □□□□□□

1884, 1888 □ 1891, 1911, 1945 □ Sandborn Fire Maps

1897-1910 Polk and Phone Directories

Port Townsend Years That Are Gone, Peter Simpson & James Hermanson, □ 1979, Quimper Press

Newspaper Articles

1932, Jan 11 □ Point Hudson Site Said To Be Approved

1934, Jan 4 □ \$270,000 Allocated for Quarantine Station

1934, Mar 1 thru Nov 1

1935, Apr 4 thru Jul 18 □

1936, May 28 □ Scene Of Reception

1941, Oct 30 □ Hundreds Attend Open House (Coast Guard)

1984, Dec 5 □ Evolution of Point Hudson Article by Bonnie Cullen

1989-91 Numerous articles on current issues

Photographs, Museum Files, 'Construction of Point Hudson'

State of Washington, Department of Community Development  
Office of Archaeology and Historic Preservation  
111 West 21st Avenue, KL-11  
Olympia, WA 98504 (206) 763-4011

# HISTORIC PROPERTY INVENTORY FORM

## IDENTIFICATION SECTION

Field Site No \_\_\_\_\_ OAH No 16-181 Date Recorded 7/30/99

Site Name Historic Pt. Hudson - Disinfecting Bldg  
Common Pavilion

Field Recorder Pam Clae/Vern Leckman

Owner's Name \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip Code \_\_\_\_\_

- Status
- Survey/Inventory
  - National Register
  - State Register
  - Determined Eligible
  - Determined Not Eligible
  - Other (HABS, HAER, NHL)
  - Local Designation

PHOTOGRAPHY

Photography Neg No \_\_\_\_\_

(Roll No & Frame No ) \_\_\_\_\_

View of \_\_\_\_\_

Date \_\_\_\_\_

Classification  District  Site  Building  Structure  Object

District Status  NR  SR  LR  INV

Contributing  Non-Contributing

District/Thematic Nomination Name Port Townsend Historic District

## DESCRIPTION SECTION

Materials & Features/Structural Types

Building Type Military

Plan \_\_\_\_\_

Structural System Wood Frame

No of Stones 1

Cladding (Exterior Wall Surfaces)

- Log
- Horizontal Wood Siding
  - Rustic/Drop
  - Clapboard
- Wood Shingle
- Board and Batten
- Vertical Board
- Asbestos/Asphalt
- Brick
- Stone
- Stucco
- Terra Cotta
- Concrete / Concrete Block
- Vinyl/Aluminum Siding
- Metal (specify) \_\_\_\_\_
- Other (specify) \_\_\_\_\_

- Roof Type
- Gable  Hip
  - Flat  Pyramidal
  - Monitor  Other (specify) \_\_\_\_\_
  - Gambrel
  - Shed

- Roof Material
- Wood Shingle
  - Wood Shake
  - Composition
  - Slate
  - Tar/Built-Up
  - Tile
  - Metal (specify) \_\_\_\_\_
  - Other (specify) addition tarpaper
  - Not Visible

- Foundation
- Log
  - Post & Pier
  - Stone
  - Brick
  - Not visible
  - Concrete
    - Block
    - Poured
    - Other (specify) \_\_\_\_\_
  - Wood Piling

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Changes to windows	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to original cladding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to interior	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## LOCATION SECTION

Address 355 Hudson St

City/Town/County/Zip Code Port Townsend/Jefferson/98368

Twp T30N Range R1W Section \_\_\_\_\_ 1/4 Section \_\_\_\_\_ 1/4 Section \_\_\_\_\_

Tax No /Parcel No \_\_\_\_\_ Acreage less than one

Quadrangle or map name Port Townsend South Quadrangle Washington-Jefferson Co

UTM References Zone \_\_\_\_\_ Easting \_\_\_\_\_ Northing \_\_\_\_\_

Plat/Block/Lot Port Townsend Original Townsite, Block 049, Lot S 1/2

Supplemental Map(s) \_\_\_\_\_

High Styles/Forms (check one or more of the following)

- Greek Revival
- Gothic Revival
- Italianate
- Second Empire
- Romanesque Revival
- Stick Style
- Queen Anne
- Shingle Style
- Colonial Revival
- Beaux Arts/Neoclassical
- Chicago/Commercial Style
- American Foursquare
- Mission Revival
- Spanish Colonial Revival/Mediterranean
- Tudor Revival
- Craftsman/Arts & Crafts
- Bungalow
- Prairie Style
- Art Deco/Art Moderne
- Rustic Style
- International Style
- Northwest Style
- Commercial Vernacular
- Residential Vernacular (see below)
- Other (specify) \_\_\_\_\_

Vernacular House Types

- Gable front
- Gable front and wing
- Side gable
- Cross gable
- Pyramidal Hipped
- Other (specify) \_\_\_\_\_

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# HISTORIC PROPERTY INVENTORY FORM

State of Washington, Department of Community Development  
Office of Archaeology and Historic Preservation  
111 West 21st Avenue, KL-11  
Olympia, WA 98504 (208) 753-4011

## IDENTIFICATION SECTION

Field Site No \_\_\_\_\_ OAHF No 16-182 Date Recorded 7/30/99  
Site Name Historic Pt Hudson - Dentention Hospital  
Common Pt Hudson Motel  
Field Recorder Pam Clise/Vern Leckman  
Owner's Name Port of P T owner, Pt Hudson Co., Lessee  
Address \_\_\_\_\_  
City/State/Zip Code \_\_\_\_\_

## LOCATION SECTION

Address 375 Hudson St.  
City/Town/County/Zip Code Port Townsend/Jefferson/98368  
Twp T30N Range R1W Section \_\_\_\_\_ 1/4 Section \_\_\_\_\_ 1/4 1/4 Section \_\_\_\_\_  
Tax No /Parcel No \_\_\_\_\_ Acreage less than one  
Quadrangle or map name Port Townsend South Quadrangle Washington-Jefferson Co  
UTM References Zone \_\_\_\_\_ Easting \_\_\_\_\_ Northing \_\_\_\_\_  
Plat/Block/Lot Port Townsend Original Townsite, Block 050, Lot N 1/2  
Supplemental Map(s) \_\_\_\_\_

Status  
 Survey/Inventory  
 National Register  
 State Register  
 Determined Eligible  
 Determined Not Eligible  
 Other (HABS, HAER, NHL)  
 Local Designation

PHOTOGRAPHY  
Photography Neg No \_\_\_\_\_  
(Roll No & Frame No)  
View of \_\_\_\_\_  
Date \_\_\_\_\_

Classification  District  Site  Building  Structure  Object  
District Status  NR  SR  LR  INV  
Contributing  Non-Contributing   
District/Thematic Nomination Name Port Townsend Historic District

## DESCRIPTION SECTION

Materials & Features/Structural Types  
Building Type Military  
Plan \_\_\_\_\_  
Structural System Wood Frame  
No of Stones 1

Roof Type  
 Gable  Hip  
 Flat  Pyramidal  
 Monitor  Other (specify) \_\_\_\_\_  
 Gambrel  
 Shed

Cladding (Exterior Wall Surfaces)  
 Log  
 Horizontal Wood Siding  
 Rustic/Drop  
 Clapboard  
 Wood Shingle  
 Board and Batten  
 Vertical Board  
 Asbestos/Asphalt  
 Brick  
 Stone  
 Stucco  
 Terra Cotta  
 Concrete / Concrete Block  
 Vinyl/Aluminum Siding  
 Metal (specify) \_\_\_\_\_  
 Other (specify) \_\_\_\_\_

Roof Material  
 Wood Shingle  
 Wood Shake  
 Composition  
 Slate  
 Tar/Built-Up  
 Tile  
 Metal (specify) \_\_\_\_\_  
 Other (specify) \_\_\_\_\_  
 Not Visible

Foundation  
 Log  Concrete  
 Post & Pier  Block  
 Stone  Poured  
 Brick  Other (specify) \_\_\_\_\_  
 Not visible Wood Piling

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to windows	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to original cladding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to interior	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## High Styles/Forms (check one or more of the following)

<input type="checkbox"/> Greek Revival	<input type="checkbox"/> Spanish Colonial Revival/Mediterranean
<input type="checkbox"/> Gothic Revival	<input type="checkbox"/> Tudor Revival
<input type="checkbox"/> Italianate	<input type="checkbox"/> Craftsman/Arts & Crafts
<input type="checkbox"/> Second Empire	<input type="checkbox"/> Bungalow
<input type="checkbox"/> Romanesque Revival	<input type="checkbox"/> Prairie Style
<input type="checkbox"/> Stick Style	<input type="checkbox"/> Art Deco/Art Moderne
<input type="checkbox"/> Queen Anne	<input type="checkbox"/> Rustic Style
<input type="checkbox"/> Shingle Style	<input type="checkbox"/> International Style
<input checked="" type="checkbox"/> Colonial Revival	<input type="checkbox"/> Northwest Style
<input type="checkbox"/> Beaux Arts/Neoclassical	<input type="checkbox"/> Commercial Vernacular
<input type="checkbox"/> Chicago/Commercial Style	<input type="checkbox"/> Residential Vernacular (see below)
<input type="checkbox"/> American Foursquare	<input type="checkbox"/> Other (specify) _____
<input type="checkbox"/> Mission Revival	

## Vernacular House Types

<input type="checkbox"/> Gable front	<input type="checkbox"/> Cross gable
<input type="checkbox"/> Gable front and wing	<input type="checkbox"/> Pyramidal Hipped
<input type="checkbox"/> Side gable	<input type="checkbox"/> Other (specify) _____

NARRATIVE SECTION

375 Hudson St

Study Unit Themes (check one or more of the following)

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Agriculture                         | <input type="checkbox"/> Conservation                    | <input type="checkbox"/> Politics/Government/Law                 |
| <input type="checkbox"/> Architecture/Landscape Architecture | <input type="checkbox"/> Education                       | <input type="checkbox"/> Religion                                |
| <input type="checkbox"/> Arts                                | <input type="checkbox"/> Entertainment/Recreation        | <input type="checkbox"/> Science & Engineering                   |
| <input type="checkbox"/> Commerce                            | <input type="checkbox"/> Ethnic Heritage (specify) _____ | <input type="checkbox"/> Social Movements/Organizations          |
| <input type="checkbox"/> Communications                      | <input type="checkbox"/> Health/Medicine                 | <input type="checkbox"/> Transportation                          |
| <input type="checkbox"/> Community Planning/Development      | <input type="checkbox"/> Manufacturing/Industry          | <input type="checkbox"/> Other (specify) _____                   |
|  | <input checked="" type="checkbox"/> Military             | <input type="checkbox"/> Study Unit Sub-Theme(s) (specify) _____ |

Statement of Significance

Date of Construction 1934-1935 Architect/Engineer/Builder U S Govt Archt/ Murch Bros, Contractors

- In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places
- In the opinion of the surveyor, this property is located in a potential historic district (National and/or local)

Local Indian tribes made good use of this area long before Captain Vancouver's party came ashore here in 1792. Early uses of the area were made with the platting of the first lots in Port Townsend. By 1888 it was becoming an important manufacturing area for lumber, and boat related activities. (A more complete history of the harbor is provided under the heading of 'Point Hudson Harbor')

Construction began on the U S Quarantine Station at Point Hudson in 1934, and opening ceremonies for the station occurred in May of 1936. A majority of the buildings were actually completed by 1935. The Detention Hospital was completed by late 1935. In 1939 the Coast Guard took over the facilities, the Navy took over during WWII, and the Army used it as a training and staging area. When the Navy took over command of the Coast Guard Station in 1941, use of the Hospital Bldg changed and by 1945 it was being used as a banquet room, office, and living quarters for non commissioned officers, above. In 1953 the government deactivated the Point Hudson facility, and after a three year process the Port of Port Townsend was able to purchase the site and it soon went into a forty year lease agreement for private operation. In 1970, George Rowley, manager of the private lease at the time, remodeled the building into a motel which is still in operation. Little has been done to it's exterior to change the building besides some front area work, repairs and paint over the years.

Description of Physical Appearance

Needs paint

Major Bibliographic References

- Sanborn Fire Maps 1884-1945
- 1897-1910 Polk and Phone Directories
- Newspaper Articles Jan 11, 1932-Dec 5, 1984
- Photographs, Museum Files "Construction of Point Hudson"



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State of Washington, Department of Community Development  
Office of Archaeology and Historic Preservation  
111 West 21st Avenue, KL-11  
Olympia, WA 98504 (206) 753-4011

# HISTORIC PROPERTY INVENTORY FORM

## IDENTIFICATION SECTION

Field Site No \_\_\_\_\_ OAHN No 16-183 Date Recorded 7/22/99  
Site Name Historic Pt. Hudson - Medical Officer In Charge Residence  
Common Commanding Officers House  
Field Recorder Pam Clise/Vern Leckman  
Owner's Name Port of P T owner, Point Hudson Co Lessee  
Address \_\_\_\_\_  
City/State/Zip Code \_\_\_\_\_

Status  
 Survey/Inventory  
 National Register  
 State Register  
 Determined Eligible  
 Determined Not Eligible  
 Other (HABS, HAER, NHL)  
 Local Designation

PHOTOGRAPHY  
Photography Neg No \_\_\_\_\_  
(Roll No & Frame No)  
View of \_\_\_\_\_  
Date \_\_\_\_\_

Classification  District  Site  Building  Structure  Object  
District Status  NR  SR  LR  INV  
Contributing  Non-Contributing   
District/Thematic Nomination Name Port Townsend Historic District

## DESCRIPTION SECTION

Materials & Features/Structural Types  
Building Type Wood Frame  
Plan \_\_\_\_\_  
Structural System \_\_\_\_\_  
No of Stories \_\_\_\_\_

Roof Type  
 Gable  Hip  
 Flat  Pyramidal  
 Monitor  Other (specify) \_\_\_\_\_  
 Gambrel  
 Shed

Cladding (Exterior Wall Surfaces)  
 Log  
 Horizontal Wood Siding  
 Rustic/Drop  
 Clapboard  
 Wood Shingle  
 Board and Batten  
 Vertical Board  
 Asbestos/Asphalt  
 Brick  
 Stone  
 Stucco  
 Terra Cotta  
 Concrete / Concrete Block  
 Vinyl/Aluminum Siding  
 Metal (specify) \_\_\_\_\_  
 Other (specify) \_\_\_\_\_

Roof Material  
 Wood Shingle  
 Wood Shake  
 Composition  
 Slate  
 Tar/Built-Up  
 Tile  
 Metal (specify) \_\_\_\_\_  
 Other (specify) \_\_\_\_\_  
 Not Visible

Foundation  
 Log  Concrete  
 Post & Pier  Block  
 Stone  Poured  
 Brick  Other (specify) \_\_\_\_\_  
 Not visible Wood Piling

Integrity (Include detailed description in Description of Physical Appearance)  
Changes to plan  Intact  Slight  Moderate  Extensive  
Changes to windows  Intact  Slight  Moderate  Extensive  
Changes to original cladding  Intact  Slight  Moderate  Extensive  
Changes to interior  Intact  Slight  Moderate  Extensive  
Other (specify) \_\_\_\_\_

## LOCATION SECTION

Address 400 Hudson St.  
City/Town/County/Zip Code Port Townsend/Jefferson/98368  
Twp T30N Range R1W Section \_\_\_\_\_ 1/4 Section \_\_\_\_\_ 1/4 1/4 Section \_\_\_\_\_  
Tax No /Parcel No \_\_\_\_\_ Acreage less than one  
Quadrangle or map name Port Townsend South Quadrangle Washington-Jefferson Co  
UTM References Zone \_\_\_\_\_ Easting \_\_\_\_\_ Northing \_\_\_\_\_  
Plat/Block/Lot Port Townsend Original Townsite, Block 098  
Supplemental Map(s) \_\_\_\_\_

## High Styles/Forms (check one or more of the following)

<input type="checkbox"/> Greek Revival	<input type="checkbox"/> Spanish Colonial Revival/Mediterranean
<input type="checkbox"/> Gothic Revival	<input type="checkbox"/> Tudor Revival
<input type="checkbox"/> Italianate	<input type="checkbox"/> Craftsman/Arts & Crafts
<input type="checkbox"/> Second Empire	<input type="checkbox"/> Bungalow
<input type="checkbox"/> Romanesque Revival	<input type="checkbox"/> Prairie Style
<input type="checkbox"/> Stick Style	<input type="checkbox"/> Art Deco/Art Moderne
<input type="checkbox"/> Queen Anne	<input type="checkbox"/> Rustic Style
<input type="checkbox"/> Shingle Style	<input type="checkbox"/> International Style
<input checked="" type="checkbox"/> Colonial Revival	<input type="checkbox"/> Northwest Style
<input type="checkbox"/> Beaux Arts/Neoclassical	<input type="checkbox"/> Commercial Vernacular
<input type="checkbox"/> Chicago/Commercial Style	<input type="checkbox"/> Residential Vernacular (see below)
<input type="checkbox"/> American Foursquare	<input type="checkbox"/> Other (specify) _____
<input type="checkbox"/> Mission Revival	

## Vernacular House Types

<input type="checkbox"/> Gable front	<input type="checkbox"/> Cross gable
<input type="checkbox"/> Gable front and wing	<input type="checkbox"/> Pyramidal Hipped
<input type="checkbox"/> Side gable	<input type="checkbox"/> Other (specify) _____

NARRATIVE SECTION

400 Hudson St.

Study Unit Themes (check one or more of the following)

- Agriculture
- Architecture/Landscape Architecture
- Arts
- Commerce
- Communications
- Community Planning/Development

- Conservation
- Education
- Entertainment/Recreation
- Ethnic Heritage (specify) \_\_\_\_\_
- Health/Medicine
- Manufacturing/Industry
- Military

- Politics/Government/Law
- Religion
- Science & Engineering
- Social Movements/Organizations
- Transportation
- Other (specify) \_\_\_\_\_
- Study Unit Sub-Theme(s) (specify) \_\_\_\_\_

Statement of Significance

Date of Construction 1934-1935 Architect/Engineer/Builder U.S. Govt, Artch/Murch Bros Contractors

- In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places
- In the opinion of the surveyor, this property is located in a potential historic district (National and/or local)

See continuation page

Description of Physical Appearance

Needs new paint

Major Bibliographic References

See continuation page

Statement of Significance (continued)

Architect/Engineer/Builder U S Government Architects, Murch Brothers of Saint Louis, contractor, Lofthus Lumber Co, Port Townsend, building materials, City Transfer, Port Townsend, sand & gravel

History and Significant Businesses

□Local Indian tribes made good use of this area long before Captain Vancouver's party came ashore here in 1792. Early uses of the area were made with the platting of the first lots in Port Townsend. By 1888 it was becoming an important manufacturing area for lumber, and boat related activities. A more complete history of the harbor is provided under the heading of 'Point Hudson Harbor'

□Construction began on the U S Quarantine Station at Point Hudson in 1934, and opening ceremonies for the station occurred in May of 1936. A majority of the buildings were actually completed by 1935. The residence of the Medical Officer In Charge (M O C) was first occupied by Dr. H. F. White, Senior Surgeon of the U S Health Service, who was in charge by the time the facility was opened. The building is thought to be used as a residence throughout the changes of ownership. In 1939 the Coast Guard took over the facilities, the Navy took over during WWII, the Army used it as a training and staging area, and in 1953 the government deactivated the Point Hudson facility. After a three year process the Port of Port Townsend was able to purchase the site and it soon went into a forty year lease situation for private operation. The M O C was used as a monthly rental unit for many years. In 1996, it was refurbished in accommodate overnight guest rooms for which it has been used since. Little has been done to it's exterior to change the building besides repairs and paint over the years.

Major Bibliographic References (continued)

Date of Information □□ Title of Source □□□□□□

1884, 1888 □ 1891, 1911, 1945 □ Sandborn Fire Maps

1897-1910 Polk and Phone Directories

Port Townsend Years That Are Gone, Peter Simpson & James Hemanson, □ 1979, Quimper Press

1913, Oct 23 □ Powerful Electric Light

1915, Jan 7 □ Government Ready To Act

1932, Jan 11 □ Point Hudson Site Said To Be Approved

1934, Jan 4 □ \$270,000 Allocated for Quarantine Station

1934, Mar 1 thru Nov 1

1935, Apr 4 thru Jul 18 □

1936, May 28 □ Scene Of Reception

1941, Oct 30 □ Hundreds Attend Open House (Coast Guard)

1989-91 Numerous articles on current issues

1998, Sept 16, Fall Historic Homes Hour Guild/Commander's House

Verbal Assistance Forrest Rambo



2845

# HISTORIC PROPERTY INVENTORY FORM

## IDENTIFICATION SECTION

Field Site No \_\_\_\_\_ OAHF No 16-184 Date Recorded 7/30/99  
 Site Name Historic Pt. Hudson - Jr. Officer's Quarters  
 Common Duplex  
 Field Recorder Pam Clise/Vern Leckman  
 Owner's Name Port of P.T. owner/ Point Hudson Co Lessee  
 Address \_\_\_\_\_  
 City/State/Zip Code \_\_\_\_\_

Status  
 Survey/Inventory  
 National Register  
 State Register  
 Determined Eligible  
 Determined Not Eligible  
 Other (HABS, HAER, NHL)  
 Local Designation

PHOTOGRAPHY  
 Photography Neg No \_\_\_\_\_  
 (Roll No & Frame No )  
 View of \_\_\_\_\_  
 Date \_\_\_\_\_

Classification  District  Site  Building  Structure  Object  
 District Status  NR  SR  LR  INV  
 Contributing  Non-Contributing   
 District/Thematic Nomination Name Port Townsend Historic District

## DESCRIPTION SECTION

Materials & Features/Structural Types  
 Building Type \_\_\_\_\_  
 Plan \_\_\_\_\_  
 Structural System Wood Frame  
 No of Stories 1

Roof Type  
 Gable  Hip  
 Flat  Pyramidal  
 Monitor  Other (specify) \_\_\_\_\_  
 Gambrel  
 Shed

Cladding (Exterior Wall Surfaces)  
 Log  
 Horizontal Wood Siding  
 Rustic/Drop  
 Clapboard  
 Wood Shingle  
 Board and Batten  
 Vertical Board  
 Asbestos/Asphalt  
 Brick  
 Stone  
 Stucco  
 Terra Cotta  
 Concrete / Concrete Block  
 Vinyl/Aluminum Siding  
 Metal (specify) \_\_\_\_\_  
 Other (specify) \_\_\_\_\_

Roof Material  
 Wood Shingle  
 Wood Shake  
 Composition  
 Slate  
 Tar/Built-Up  
 Tile  
 Metal (specify) \_\_\_\_\_  
 Other (specify) \_\_\_\_\_  
 Not Visible

Foundation  
 Log  Concrete  
 Post & Pier  Block  
 Stone  Poured  
 Brick  Other (specify) \_\_\_\_\_  
 Not visible  Wood Frame

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to windows	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to original cladding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to interior	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

State of Washington, Department of Community Development  
 Office of Archaeology and Historic Preservation  
 111 West 21st Avenue, KL-11  
 Olympia, WA 98504 (206) 753-4011

## LOCATION SECTION

Address 420-430 Hudson St.  
 City/Town/County/Zip Code Port Townsend/Jefferson/98368  
 Twp T30N Range R1W Section \_\_\_\_\_ 1/4 Section \_\_\_\_\_ 1/4 1/4 Section \_\_\_\_\_  
 Tax No /Parcel No \_\_\_\_\_ Acreage less than one  
 Quadrangle or map name Port Townsend South Quadrangle Washington-Jefferson Co  
 UTM References Zone \_\_\_\_\_ Easting \_\_\_\_\_ Northing \_\_\_\_\_  
 Plat/Block/Lot Port Townsend Original Townsite, Block 095  
 Supplemental Map(s) \_\_\_\_\_

## High Styles/Forms (check one or more of the following)

<input type="checkbox"/> Greek Revival	<input type="checkbox"/> Spanish Colonial Revival/Mediterranean
<input type="checkbox"/> Gothic Revival	<input type="checkbox"/> Tudor Revival
<input type="checkbox"/> Italianate	<input type="checkbox"/> Craftsman/Arts & Crafts
<input type="checkbox"/> Second Empire	<input type="checkbox"/> Bungalow
<input type="checkbox"/> Romanesque Revival	<input type="checkbox"/> Prairie Style
<input type="checkbox"/> Stick Style	<input type="checkbox"/> Art Deco/Art Moderne
<input type="checkbox"/> Queen Anne	<input type="checkbox"/> Rustic Style
<input type="checkbox"/> Shingle Style	<input type="checkbox"/> International Style
<input checked="" type="checkbox"/> Colonial Revival	<input type="checkbox"/> Northwest Style
<input type="checkbox"/> Beaux Arts/Neoclassical	<input type="checkbox"/> Commercial Vernacular
<input type="checkbox"/> Chicago/Commercial Style	<input type="checkbox"/> Residential Vernacular (see below)
<input type="checkbox"/> American Foursquare	<input type="checkbox"/> Other (specify) _____
<input type="checkbox"/> Mission Revival	

## Vernacular House Types

<input type="checkbox"/> Gable front	<input type="checkbox"/> Cross gable
<input type="checkbox"/> Gable front and wing	<input type="checkbox"/> Pyramidal Hipped
<input type="checkbox"/> Side gable	<input type="checkbox"/> Other (specify) _____

NARRATIVE SECTION

420-430 Hudson St

Study Unit Themes (check one or more of the following)

- Agriculture
- Architecture/Landscape Architecture
- Arts
- Commerce
- Communications
- Community Planning/Development
- Conservation
- Education
- Entertainment/Recreation
- Ethnic Heritage (specify) \_\_\_\_\_
- Health/Medicine
- Manufacturing/Industry
- Military
- Politics/Government/Law
- Religion
- Science & Engineering
- Social Movements/Organizations
- Transportation
- Other (specify) \_\_\_\_\_
- Study Unit Sub-Theme(s) (specify) \_\_\_\_\_

Statement of Significance

Date of Construction 1934-1935 Architect/Engineer/Builder U S Govt, arctt/Murch Bros Contractor

- In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places
- In the opinion of the surveyor, this property is located in a potential historic district (National and/or local)

See continuation page

Description of Physical Appearance

Needs paint

Major Bibliographic References

See continuation page

Statement of Significance (continued)

Architect/Engineer/Builder U S Government Architects, Murch Brothers of Saint Louis, contractor, Lofthus Lumber Co, Port Townsend, building materials, City Transfer, Port Townsend, sand & gravel

History and Significant Businesses

□ Local Indian tribes made good use of this area long before Captain Vancouver's party came ashore here in 1792. Early uses of the area were made with the platting of the first lots in Port Townsend. By 1888 it was becoming an important manufacturing area for lumber, and boat related activities. A more complete history of the harbor is provided under the heading of 'Point Hudson Harbor'

□ Construction began on the U S Quarantine Station at Point Hudson in 1934, and opening ceremonies for the station occurred in May of 1936. A majority of the buildings were actually completed by 1935. The Junior Officer's Quarters were completed in late 1935. Used as the quarters for junior officers thru the various evolutions as a government facility. In 1939 the Coast Guard took over the facilities, the Navy took over during WWII, the Army used it as a training and staging area, and in 1953 the government deactivated the Point Hudson facility. After a three year process the Port of Port Townsend was able to purchase the site and it soon went into a forty year lease agreement for private operation. The Junior Officer's Quarters have been utilized as a monthly rental duplex since the 1960's. Little has been done to it's exterior to change the building besides repairs and paint over the years.

Major Bibliographic References (continued)

Major Bibliographic References

Date of Information □ □ Title of Source □ □ □ □ □ □

1884, 1888 □ 1891, 1911, 1945 □ Sandborn Fire Maps

1897-1910 Polk and Phone Directories

Port Townsend Years That Are Gone, Peter Simpson & James Hermanson, □ 1979, Quimper Press

1882, Oct □ Petition to City of Port Townsend Vacating of Streets □ □ release to Mill Company

Oral History, Vol 3, Horace Winslow McCurdy

Newspaper Articles

1913, Oct 23 □ Powerful Electric Light

1915, Jan 7 □ Government Ready To Act

1932, Jan 11 □ Point Hudson Site Said To Be Approved

1934, Jan 4 □ \$270,000 Allocated for Quarantine Station

1934, Mar 1 thru Nov 1

1935, Apr 4 thru Jul 18 □

1936, May 28 □ Scene Of Reception

1941, Oct 30 □ Hundreds Attend Open House (Coast Guard)

1989-91 Numerous articles on current issues

Photographs, Museum Files, 'Construction of Point Hudson'

# HISTORIC PROPERTY INVENTORY FORM

## IDENTIFICATION SECTION

Field Site No \_\_\_\_\_ OAHF No 16-186 Date Recorded 7/30/99  
Site Name Historic Pt. Hudson - U.S. Navy Signal Tower Bldg  
Common  
Field Recorder Pam Clise/Vern Leckman  
Owner's Name Port of P.T. owner/ Pt. Hudson Co., Lessee  
Address \_\_\_\_\_  
City/State/Zip Code \_\_\_\_\_

- Status
- Survey/Inventory
  - National Register
  - State Register
  - Determined Eligible
  - Determined Not Eligible
  - Other (HABS, HAER, NHL)
  - Local Designation

PHOTOGRAPHY  
Photography Neg No \_\_\_\_\_  
(Roll No & Frame No)  
View of \_\_\_\_\_  
Date \_\_\_\_\_

Classification  District  Site  Building  Structure  Object  
District Status  NR  SR  LR  INV  
Contributing  Non-Contributing   
District/Thematic Nomination Name Port Townsend Historic District

## DESCRIPTION SECTION

Materials & Features/Structural Types  
Building Type Military  
Plan \_\_\_\_\_  
Structural System Wood Frame  
No. of Stones \_\_\_\_\_

Roof Type  
 Gable  Hip  
 Flat  Pyramidal  
 Monitor  Other (specify) \_\_\_\_\_  
 Gambrel  
 Shed

Cladding (Exterior Wall Surfaces)  
 Log  
 Horizontal Wood Siding  
 Rustic/Drop  
 Clapboard  
 Wood Shingle  
 Board and Batten  
 Vertical Board  
 Asbestos/Asphalt  
 Brick  
 Stone  
 Stucco  
 Terra Cotta  
 Concrete / Concrete Block  
 Vinyl/Aluminum Siding  
 Metal (specify) \_\_\_\_\_  
 Other (specify) \_\_\_\_\_

Roof Material  
 Wood Shingle  
 Wood Shake  
 Composition  
 Slate  
 Tar/Built-Up  
 Tile  
 Metal (specify) \_\_\_\_\_  
 Other (specify) \_\_\_\_\_  
 Not Visible

Foundation  
 Log  Concrete  
 Post & Pier  Block  
 Stone  Poured  
 Brick  Other (specify) \_\_\_\_\_  
 Not visible  Slab

Integrity (Include detailed description in Description of Physical Appearance)

	intact	Slight	Moderate	Extensive
Changes to plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to windows	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to original cladding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to interior	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## LOCATION SECTION

Address 315 Jackson St  
City/Town/County/Zip Code Port Townsend/Jefferson/98368  
Twp T30N Range R1W Section \_\_\_\_\_ 1/4 Section \_\_\_\_\_ 1/4 1/4 Section \_\_\_\_\_  
Tax No /Parcel No \_\_\_\_\_ Acreage less than one  
Quadrangle or map name Port Townsend South Quadrangle Washington-Jefferson Co  
UTM References Zone \_\_\_\_\_ Easting \_\_\_\_\_ Northing \_\_\_\_\_  
Plat/Block/Lot Port Townsend Original Townsite, Block 052, Lot 1  
Supplemental Map(s) \_\_\_\_\_

## High Styles/Forms (check one or more of the following)

- Greek Revival
- Gothic Revival
- Italianate
- Second Empire
- Romanesque Revival
- Stick Style
- Queen Anne
- Shingle Style
- Colonial Revival
- Beaux Arts/Neoclassical
- Chicago/Commercial Style
- American Foursquare
- Mission Revival
- Spanish Colonial Revival/Mediterranean
- Tudor Revival
- Craftsman/Arts & Crafts
- Bungalow
- Prairie Style
- Art Deco/Art Moderne
- Rustic Style
- International Style
- Northwest Style
- Commercial Vernacular
- Residential Vernacular (see below)
- Other (specify) \_\_\_\_\_

## Vernacular House Types

- Gable front
- Gable front and wing
- Side gable
- Cross gable
- Pyramidal Hipped
- Other (specify) \_\_\_\_\_

NARRATIVE SECTION

315 Jackson St

Study Unit Themes (check one or more of the following)

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Agriculture                         | <input type="checkbox"/> Conservation                    | <input type="checkbox"/> Politics/Government/Law                 |
| <input type="checkbox"/> Architecture/Landscape Architecture | <input type="checkbox"/> Education                       | <input type="checkbox"/> Religion                                |
| <input type="checkbox"/> Arts                                | <input type="checkbox"/> Entertainment/Recreation        | <input type="checkbox"/> Science & Engineering                   |
| <input type="checkbox"/> Commerce                            | <input type="checkbox"/> Ethnic Heritage (specify) _____ | <input type="checkbox"/> Social Movements/Organizations          |
| <input type="checkbox"/> Communications                      | <input type="checkbox"/> Health/Medicine                 | <input type="checkbox"/> Transportation                          |
| <input type="checkbox"/> Community Planning/Development      | <input type="checkbox"/> Manufacturing/Industry          | <input type="checkbox"/> Other (specify) _____                   |
|  | <input checked="" type="checkbox"/> Military             | <input type="checkbox"/> Study Unit Sub-Theme(s) (specify) _____ |

Statement of Significance

Date of Construction 1941 Architect/Engineer/Builder U.S. Navy

- In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places
- In the opinion of the surveyor, this property is located in a potential historic district (National and/or local)

See continuation page

Description of Physical Appearance

Needs restoration work

Major Bibliographic References

See continuation page

Statement of Significance (continued)

□ Local Indian tribes made good use of this area long before Captain Vancouver's party came ashore here in 1792. Early uses of the area were made with the platting of the first lots in Port Townsend. By 1888 it was becoming an important manufacturing area for lumber, and boat related activities. A more complete history of the harbor is provided under the heading of 'Point Hudson Harbor'.

□ Construction began on the U.S. Quarantine Station itself in 1934, and opening ceremonies for the station occurred in May of 1936. A majority of the buildings were actually completed by 1935. In 1939 the Coast Guard took over the facilities. The U.S. Navy takes command of the Coast Guard in times of war, and in 1941 the facility was expanded with both permanent and temporary buildings for this war time use. The Navy built this, two story, 80 x 120 feet, significant structure in 1941. By 1945 uses included a parachute repair shop, auditorium, bowling alley and bike shop. In 1953 the government deactivated the Point Hudson facility. After a three year process the Port of Port Townsend was able to purchase the site and it soon went into a forty year lease agreement for private operation. In 1978, the team of Carol Hasse and Nora Petrich created a sail loft on the old parachute repair floor. The loft still occupies the upstairs space, with just Carol Hasse as owner and has grown into an internationally known sail loft over the last twenty years. Boat building, and wood working is a major use of the lower floor. Paradise Boat Works has been operating since 1982, purchased from Jim Peacock who was there in the 1970's. Little has been done to its exterior to change the building besides repairs and paint over the years.

Major Bibliographic References (continued)

□ Major Bibliographic References

Date of Information □ Title of Source □ □ □ □ □

1884, 1888 □ 1891, 1911, 1945 □ Sandborn Fire Maps

1930's-1990's Polk and Phone Directories

Port Townsend Years That Are Gone, Peter Simpson & James Hermanson, □ 1979, Quimper Press

Keepers at the Gate, V. J. Gregory, 1976, Port Townsend Pub. Co.

Newspaper Articles

1932, Jan 11 □ Point Hudson Site Said To Be Approved

1934, Jan 4 □ \$270,000 Allocated for Quarantine Station

1934, Mar 1 thru Nov 1

1935, Apr 4 thru Jul 18 □

1936, May 28 □ Scene Of Reception

1941, Oct 30 □ Hundreds Attend Open House (Coast Guard)

1984, Dec 5, □ Evolution of Point Hudson, by Bonnie Cullen

1989-91 Numerous articles on current issues

Photographs, Museum Files

# HISTORIC PROPERTY INVENTORY FORM

## IDENTIFICATION SECTION

Field Site No \_\_\_\_\_ OAHF No 16-191 Date Recorded 7/30/99  
 Site Name Historic Pt. Hudson - Head Harbor Office  
Common Cupola House-Wooden Boat Foundation  
 Field Recorder Pam Clise/Vern Leckman  
 Owner's Name Port of P.T. owner/ Pt. Hudson Co. Lessee  
 Address \_\_\_\_\_  
 City/State/Zip Code \_\_\_\_\_

Status  
 Survey/Inventory  
 National Register  
 State Register  
 Determined Eligible  
 Determined Not Eligible  
 Other (HABS, HAER, NHL)  
 Local Designation

PHOTOGRAPHY  
 Photography Neg No \_\_\_\_\_  
 (Roll No. & Frame No.)  
 View of \_\_\_\_\_  
 Date \_\_\_\_\_

Classification  District  Site  Building  Structure  Object  
 District Status  NR  SR  LR  INV  
 Contributing  Non-Contributing   
 District/Thematic Nomination Name Port Townsend Historic District

## DESCRIPTION SECTION

Materials & Features/Structural Types  
 Building Type \_\_\_\_\_  
 Plan \_\_\_\_\_  
 Structural System Wood Frame  
 No of Stories 1

Roof Type  
 Gable  Hip  
 Flat  Pyramidal  
 Monitor  Other (specify) \_\_\_\_\_  
 Gambrel  
 Shed

Cladding (Exterior Wall Surfaces)  
 Log  
 Horizontal Wood Siding  
 Rustic/Drop  
 Clapboard  
 Wood Shingle  
 Board and Batten  
 Vertical Board  
 Asbestos/Asphalt  
 Brick  
 Stone  
 Stucco  
 Terra Cotta  
 Concrete / Concrete Block  
 Vinyl/Aluminum Siding  
 Metal (specify) \_\_\_\_\_  
 Other (specify) \_\_\_\_\_

Roof Material  
 Wood Shingle  
 Wood Shake  
 Composition  
 Slate  
 Tar/Built-Up  
 Tile  
 Metal (specify) \_\_\_\_\_  
 Other (specify) \_\_\_\_\_  
 Not Visible

Foundation  
 Log  Concrete  
 Post & Pier  Block  
 Stone  Poured  
 Brick  Other (specify) \_\_\_\_\_  
 Not visible  Wood Pilings

Integrity (Include detailed description in Description of Physical Appearance)

	Intact	Slight	Moderate	Extensive
Changes to plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to windows	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to original cladding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Changes to interior	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



# 2853

State of Washington, Department of Community Development  
 Office of Archaeology and Historic Preservation  
 111 West 21st Avenue, KL-11  
 Olympia, WA 98504 (206) 753-4011

## LOCATION SECTION

Address 380 Jefferson St.  
 City/Town/County/Zip Code Port Townsend/Jefferson/98368  
 Twp T30N Range R1W Section \_\_\_\_\_ 1/4 Section \_\_\_\_\_ 1/4 1/4 Section \_\_\_\_\_  
 Tax No./Parcel No \_\_\_\_\_ Acreage less than one  
 Quadrangle or map name Port Townsend South Quadrangle Washington-Jefferson Co  
 UTM References Zone \_\_\_\_\_ Easting \_\_\_\_\_ Northing \_\_\_\_\_  
 Plat/Block/Lot Port Townsend Original Townsite, Block 094  
 Supplemental Map(s) \_\_\_\_\_

## High Styles/Forms (check one or more of the following)

<input type="checkbox"/> Greek Revival	<input type="checkbox"/> Spanish Colonial Revival/Mediterranean
<input type="checkbox"/> Gothic Revival	<input type="checkbox"/> Tudor Revival
<input type="checkbox"/> Italianate	<input type="checkbox"/> Craftsman/Arts & Crafts
<input type="checkbox"/> Second Empire	<input type="checkbox"/> Bungalow
<input type="checkbox"/> Romanesque Revival	<input type="checkbox"/> Prairie Style
<input type="checkbox"/> Stick Style	<input type="checkbox"/> Art Deco/Art Moderne
<input type="checkbox"/> Queen Anne	<input type="checkbox"/> Rustic Style
<input type="checkbox"/> Shingle Style	<input type="checkbox"/> International Style
<input checked="" type="checkbox"/> Colonial Revival	<input type="checkbox"/> Northwest Style
<input type="checkbox"/> Beaux Arts/Neoclassical	<input type="checkbox"/> Commercial Vernacular
<input type="checkbox"/> Chicago/Commercial Style	<input type="checkbox"/> Residential Vernacular (see below)
<input type="checkbox"/> American Foursquare	<input type="checkbox"/> Other (specify) _____
<input type="checkbox"/> Mission Revival	

## Vernacular House Types

<input type="checkbox"/> Gable front	<input type="checkbox"/> Cross gable
<input type="checkbox"/> Gable front and wing	<input type="checkbox"/> Pyramidal Hipped
<input type="checkbox"/> Side gable	<input type="checkbox"/> Other (specify) _____

NARRATIVE SECTION

380 Jefferson St.

Study Unit Themes (check one or more of the following)

- Agriculture
- Architecture/Landscape Architecture
- Arts
- Commerce
- Communications
- Community Planning/Development

- Conservation
- Education
- Entertainment/Recreation
- Ethnic Heritage (specify) \_\_\_\_\_
- Health/Medicine
- Manufacturing/Industry
- Military

- Politics/Government/Law
- Religion
- Science & Engineering
- Social Movements/Organizations
- Transportation
- Other (specify) \_\_\_\_\_
- Study Unit Sub-Theme(s) (specify) \_\_\_\_\_

Statement of Significance

Date of Construction 1934-1935 Architect/Engineer/Builder U S Govt, architect/Murch Bros, Contractors

- In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places
- In the opinion of the surveyor, this property is located in a potential historic district (National and/or local)

See continuation page

Description of Physical Appearance

Needs new paint

Major Bibliographic References

See continuation page

Statement of Significance (continued)

Architect/Engineer/Builder U S Government Architects, Murch Brothers of Saint Louis, contractor, Lofthus Lumber Co, Port Townsend, building materials, City Transfer, Port Townsend, sand & gravel

History and Significant Businesses

□ Local Indian tribes made good use of this area long before Captain Vancouver's party came ashore here in 1792. Early uses of the area were made with the platting of the first lots in Port Townsend. By 1888 it was becoming an important manufacturing area for lumber, and boat related activities. A more complete history of the harbor is provided under the heading of 'Point Hudson Harbor'

□ Construction began on the U S Quarantine Station at Point Hudson in 1934, and opening ceremonies for the station occurred in May of 1936. A majority of the buildings were actually completed by 1935. The Head of the Harbor Office was finished by mid 1935. Used as offices and storage for the Quarantine Station. In 1939 the Coast Guard took over the facilities, and at the time the Navy took over during WWII, the building had been converted to additional officer's quarters. The back section was added at this time as was the tennis court directly behind it. It is thought to be used as such thru the Army training and staging area period as well. In 1953 the government deactivated the Point Hudson facility. After a three year process the Port of Port Townsend was able to purchase the site and it soon went into a forty year lease agreement for private operation. The Head of the Harbor building has been utilized as a monthly rental unit from the late 1960's thru late 1980's. The back section has included part residential, part wood working shop, and pottery shop during its monthly rental years. Since that time it has been converted to commercial use, with occupants such as a dive shop and the Wooden Boat Foundation offices. Little has been done to it's exterior to change the building besides the 1941 addition of the back area, repairs and paint over the years.

Major Bibliographic References (continued)

Major Bibliographic References

Date of Information □ □ Title of Source □ □ □ □ □ □

1884, 1888 □ 1891, 1911, 1945 □ Sandborn Fire Maps

1897-1910 Polk and Phone Directories

Port Townsend Years That Are Gone, Peter Simpson & James Hermanson, □ 1979, Quimper Press

Newspaper Articles

1913, Oct 23 □ Powerful Electric Light

1915, Jan 7 □ Government Ready To Act

1932, Jan 11 □ Point Hudson Site Said To Be Approved

1934, Jan 4 □ \$270,000 Allocated for Quarantine Station

1934, Mar 1 thru Nov 1

1935, Apr 4 thru Jul 18 □

1936, May 28 □ Scene Of Reception

1941, Oct 30 □ Hundreds Attend Open House (Coast Guard)

1989-91 Numerous articles on current issues

Photographs, Museum Files, 'Construction of Point Hudson'