

WE'RE STILL LISTENING, QUILCENE:

Discussion Alternatives for the Herb Beck Marina Facility

INTRODUCTION

Why are we planning for the Port's Herb Beck Marina facility?

In response to concerns raised by citizens for many years, and to create goodwill, trust and chart a new course for the future, the Port engaged in a community listening process in the summer of 2021. The Commission heard from the community at its October 13, 2021, meeting with a report from the Port's consultant and public discussion of the findings.

The "We're Listening, Quilcene" report provided valuable information from the community both about how the Port's property in Quilcene is viewed and used, and how people imagine it being improved in the future. The time is right to further develop the community's comments into an actionable plan for facility improvements.

Three (3) key principles guide this planning effort:

1. **Broad Community Support:** The plan for the future of the facility must be aligned with the community's vision for the future.
2. **Mission Alignment:** Improvements and future uses must be consistent with the Port's statutory mission and purpose (see RCW 53.08).
3. **"Triple Bottom Line" Decision-making:** Any plan for the facility's future should appropriately factor long-term economic, environmental, and social considerations.

The purpose of the facility plan is to guide public infrastructure investments and the character of the facility by defining:

- The scale and type of new uses that should occur, and where they should be located;
- The infrastructure and utility improvements needed to serve the desired uses;
- The estimated cost to provide the needed infrastructure and utility improvements; and
- How the improvements will be funded.

The Herb Beck Marina – Evaluating Alternatives for the Future

The purpose of this discussion document is to compare and assess the characteristics of three (3) alternatives for the future of the Herb Beck Marina. It is intended to aid the community and Port in evaluating different choices we can make about how to repair and improve the facility in the coming years. Each option is intended to align with the results of the results of the community engagement process conducted earlier this year. However, each alternative places a slightly different emphasis on the scope and scale of change in uses and the attendant demand for infrastructure improvements. In turn, these differences would also affect the character of the facility as well as the wider Quilcene community.

CONCEPT ALTERNATIVES FOR COMMUNITY DISCUSSION

Introduction

Three (3) alternatives are presented for citizens and decision-makers to weigh the tradeoffs inherent in the choices we can make about the future of the facility:

- Alternative #1 – No Significant Change - Repair & Maintain
- Alternative #2 – Modest Change – Campground & Landscape Improvements
- Alternative #3 – More Significant Change – Upland Revenue Generating Uses + Marina Reconfiguration

A summary description of these preliminary options is provided below. Under all alternatives, the Port would continue to honor the Coast Seafoods lease agreement (i.e., through December 2039).

Alternative #1 – No Significant Change - Repair & Maintain

This option is essentially a “baseline” for comparison. Under this alternative, the Port would not seek any new land or shoreline use authorizations (e.g., no campground or marina store), and no new uses or development would be introduced. Instead, the emphasis would be on repairing and maintaining existing infrastructure:

- Uplands Uses & Improvements:
 - Coast Seafoods lease to continue through 2039
 - Other upland uses remain unchanged (i.e., Yacht Club, Marina Office/Restrooms)
 - Emphasis on repairing and maintaining existing infrastructure:
 - Landscaping and signage (e.g., plantings, picnic tables, benches)
 - Restroom rehabilitation
 - Road and parking lot maintenance (i.e., regular re-graveling)
- In-Water/Marina:
 - Configuration remains unchanged (i.e., 51-slip marina, single lane ramp)
 - Emphasis on repair and basic maintenance:
 - Entrance channel dredged to its current design depth
 - Existing docks repaired, rehabilitated (if possible), or replaced
 - Ramp repaired (surface and rub boards)

Alternative #2 – Modest Change – Campground & Landscape Improvements

Under this option, all the repair and maintenance projects imagined under Alternative #1 would also be undertaken. However, in addition repair and maintenance projects, two new key improvements to the uplands would be pursued to address concerns voiced by the community:

- A small “dry site” RV campground would be re-established south of the Marina Office (i.e., up to 8 campsites)

- Significant landscape improvements would be made to help screen and buffer aesthetic impact of Coast Seafoods' industrial use from both the Yacht Club area to the north, as well as the campground area to the south

Alternative #3 – More Significant Change – Upland Revenue Generating Uses + Marina Reconfiguration

This alternative seeks to substantially re-develop the facility to increase its revenue generating potential, and to reduce long-term capital maintenance obligations of in-water infrastructure. Key characteristics of this option are as follows:

- Upland Uses & Improvements:
 - Coast Seafoods lease to continue through 2039
 - Landscaping and buffering pursued to soften the aesthetic impact of Coast's industrial use
 - Additional landscape/park improvements would be made facility-wide:
 - Picnic tables on concrete slabs (e.g., by the swim beach)
 - Viewing benches along the shoreline
 - Tree and shrub plantings and flower beds, etc.
 - Camping and Transient accommodations would be established:
 - A small "dry site" RV campground would be re-established south of the Marina Office (i.e., up to 8 campsites)
 - "Glamping" cabins would be constructed in the woods on the hill above the Canterbury property
 - Several "hiker-biker" campsites would also be incorporated, enjoying views of the Bay
 - An interpretive loop trail would be constructed for visitors to hike through the woods to the upper portion of the property
 - Yacht Club building renovated and managed by the Port on a "day-use" basis for wide community use* (e.g., like the Pavilion Building and Marina Room at Point Hudson)
 - Marina office and restrooms replaced with a new purpose-built facility containing:
 - Marina/Campground Office
 - Small store ("bodega") selling food, supplies and sundries to guests
 - "State Park" standard public restrooms with showers
 - A Small "rural restaurant" would be established as permitted by code
 - The end of Linger Longer Road and the parking lot would be reconfigured and paved to better serve day-use guests and trailer-boaters
- In-Water/Marina:
 - The marina would be re-configured to somewhat reduce the number of permanent slips and better serve owners of shallower draft sailboats and trailer-boats
 - The entrance channel dredged to a shallower depth, to reduce the scope and frequency of maintenance dredging (i.e., catering more to shallower draft sailing vessels and trailer boats)

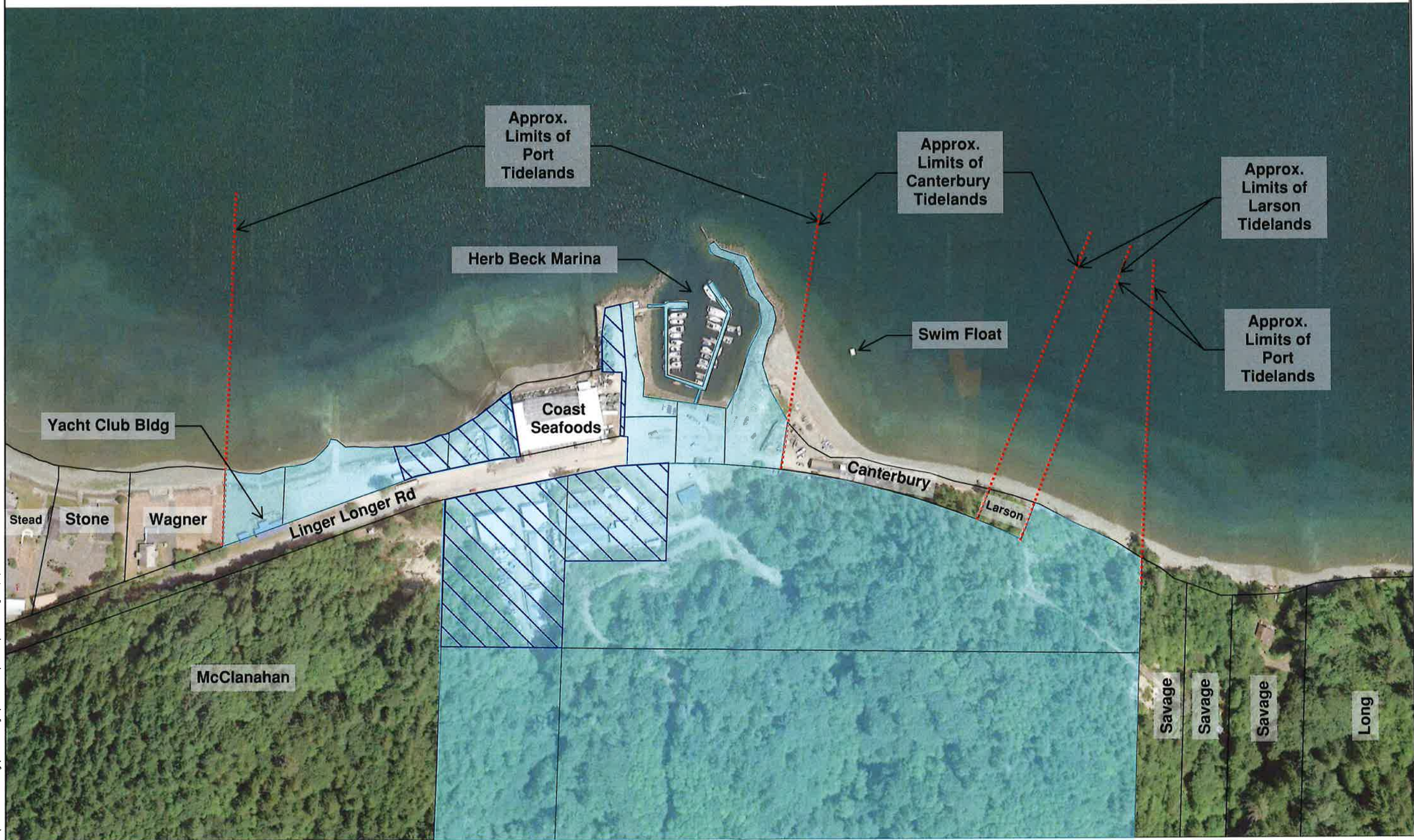
* The Quilcene Yacht Club and Port would enter into a license and use agreement to allow the PTYC to continue to make regular use of the facility for club meetings and events. However, under this scenario, the facility would be maintained by the Port, and also made widely available to the community for family reunions, graduation parties, etc.

- The existing ramp would be demolished and replaced with a centrally located ramp (less steep) with an accompanying handling float

The table below provides a qualitative comparison of the concept alternatives:

COMPARING & CONTRASTING THE CONCEPT ALTERNATIVES			
Evaluation Criterion	Alternative #1 No Significant Change	Alternative #2 Modest Change	Alternative #3 More Significant Change
Preservation of Rural Character	Strong	Strong	Moderate
Environmental Impact	Low	Low	Moderate
Employment Growth/Jobs	Low	Low	Moderate
Shoreline Accessibility	Moderate	Moderate	Strong
Cost of Repairs/Improvements	Low	Moderate	High
Long-Term Operating Costs	Moderate	Moderate	High
Ability to Obtain Grant Funding	Low	Low	Strong
Anticipated Growth in Port Revenue	Low	Low	Moderate
Permitting Complexity/Lead Times	Moderate	Moderate	Highest
Consistency with County Zoning & Shoreline Use	Yes	Yes	Yes – but most challenging procedurally

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DATE: 2/06/2022	SCALE: NOTED	DRAWN: -	CHECKED: -	APPROVED: -
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No.	EXHIBIT ONLY	REVISION	DATE	APPD
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PORT OF PORT TOWNSEND
JEFFERSON COUNTY WASHINGTON
QUILCENE MARINA

Property Owned by Port

Coast Seafoods Lease-Hold to Year 2039 also Port Owned Property

1" = 200'

SHEET: _____
OF: _____
JOB NO.: _____
DWG: EXHIBIT