

Public Comments for the 10/27/2021 Port Commission Meeting

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From: Julie Jaman

Sent: Wednesday, October 27, 2021 4:09:22 PM

To: sking@cityofpt.us

Cc: John Mauro; jrandall@jeffpud.org; kcollins@jeffpud.org; dtoepper@jeffpud.org; kstreett@jeffpud.org; Pam Petranek; Bill Putney; Pete Hanke; Eron Berg; citycouncil@cityofpt.us

Subject: popular poplars

Hello again Mr. King,

I am sending along further comment concerning the proposed \$2M logging of the Sims Way poplars. The most urgent consideration is to make a plan that includes local, knowledgeable landscapers and arborists. This effort should provide more in depth information about the longevity, growth habits, water uptake and filtration of the existing poplars and include an option to continue with poplars as the "gateway" trees along this corridor.

I know there are a few folks who hope for only native species in Kah Tai Nature Park but in truth "native" is gone by over 100 years and you, Mr. King, would be long retired before all the poplars could be downed, if even possible. If you review photos of the wetland prior to the dumping of dredge spoils you will spot poplars here and there. The poplars do well in these poor soils, even better, they provide filtration services so needed for the bay waters.

In my research I have found no trees that provide such verticality, color and capture through three seasons the caprice of light and wind. It is a corridor that lifts the eyes.

The option to husband the mature poplars would be a worthy consideration:, selectively limbing as necessary; allowing suckers to grow; planting seedlings in gaps - a 50, 100 year plan to continue with them. After all, the City will have to tend to this streetscape no matter what. Therefore instead of the shock of shearing the sides to this section of highway that connects the south and the east roadways that are and can only be two lane roads, take into consideration all the functions that the poplars provide, including the impressive beauty.

This project plan should not be left to a few employees in the City or at the PUD.

Please keep me informed of when the public meeting will be held concerning this issue.

Thank you

Julie Jaman
360-385-6078

From: Talia Munn

Sent: Wednesday, October 27, 2021 3:24:31 PM

To: Pam Petranek; Bill Putney; Pete Hanke; Eron Berg

Subject: Quilcene Next Steps - QHYC Lease

Dear Commissioners and Director:

It has been one year since the Quilcene Harbor Yacht Club (QHYC) has been in communication with the Port of Port Townsend regarding our lease. We are currently held in a “holdover” status. The Port has indicated a reason for it was due to the pending outcome of the Quilcene Community Outreach. Now that the results of the outreach data are processed, we would like to pick up our discussion where we left off.

The outreach results show QHYC is widely supported by those that commented on our tenancy. Please note that 73% of those that commented are in support of us, and 13% were in support of our tenancy but want a public rental option, the last 13% suggested some other use of the building.

The following is a short recap of what we do for our community as it aligns with the Port’s mission statement:

- **Economic growth** – QHYC provides services and programs necessary to our underserved community, such as life-saving water safety courses which are open to the entire public.
- **Provide community access to Port facilities and services** – All non-profit groups are allowed the use of the building as scheduling permits. Additionally, we allow the public to rent the building. We require that any interested party must have a club member sponsor their event. We also maintain a welcome and safe atmosphere for public use on the land surrounding the building.
- **To protect and maintain our community resources** – QHYC provides routine beach cleanup services, grounds keeping beautification, garbage service to the public during high-impact fishing seasons, clean and maintain public parking area, and provide building maintenance.
- **Maritime Heritage** – We strive to preserve a seafaring culture by providing community outreach and education opportunities such as boating courses, promoting the science of seamanship and navigation as well as water safety.

The current holdover status is negatively impacting our efforts to serve our community. The unsureness of the club’s lease from month to month makes it extremely difficult in planning and developing long-term robust community programs. We are unable to curate long-term partnership agreements with specialized program instructors, as well as obtain a continued positive flow of sponsorships and tuition assistance to deliver programs continuously. These are both important factors in creating deeper, extensive learning experiences. Currently, we are only able to deliver short-pulsed services lacking the vigor our community needs. Additionally, it would be unethical to solicit funds for a program or service when we may not have the location to provide the service. All of which is impacting our program sustainability—programs needed in our underserved community.

Planning efforts and program development currently affected and put on hold due to our “holdover” status include:

- Water Safety Camp
 - WHALE Tales – Children’s early learning of water safety habits
 - Junior Boating and Personal Floatation safety classes
 - Safety Around Water
 - Junior Lifeguarding

- Basic Water Rescue and CPR certifications
- Water Safety for Parents and Caregivers
- We are also looking into a partnership with the Quilcene School District to determine if there is room for other educational opportunities through our club, such as ASB Student Leadership opportunities where students can participate in board functions and learn to plan events that support a unified cause/program such as a Junior Water Safety Ambassador Program

To address the outliers that preferred some other use of the building, we would suggest to the Port to consider bringing in an additional portable building to serve any economic growth opportunities the area can support rather than removing us from the current facility.

Considering the outreach data along with QHYC's community programs, we strongly believe extending us a long-term lease is a positive service to Quilcene. Removing us will only send a negative message to the community.

Respectively,

Talia Munn
Quilcene Harbor Yacht Club
Executive Board Member

From: Compass Woodwork
Sent: Wednesday, October 27, 2021 9:35 AM
To: Pam Petranek; Bill Putney; Pete Hanke
Subject: Travel lift trailer and winter rates.

Hi my name is Erik Fahlstrom. I lease the old Shipwrights Coop buildings with Pete Stein. Just wanted to weigh in. I think a travel lift trailer could be very useful and open up a lot of options as the 70 ton travel lift ages and the Port has possibilities of expanding Port Property.

Also the sudden winter rate increase is very troubling. I think the lower rates are a good idea but just need a little tweaking to make it work for everyone. I was very alarmed to hear that they are possibly just going to be canceled suddenly. It potentially impacts my work for the winter, I have two clients that are specifically come to P.T. this winter for the lower rates. I know that the boatyard is full but that could easily be solved by charging higher storage rates, giving a larger discount to working boats, and only booking through the marine trades. I don't see how suddenly canceling the policy makes any sense and I may lose business because of it.

Thank you kindly
Erik Fahlstrom
612-437-2334

From: Christopher Sanok
Sent: Wednesday, October 27, 2021 11:26 AM
To: Pete Hanke; Pam Petranek; Bill Putney
Cc: Eron Berg
Subject: Hydraulic Boat Lift is a great idea

Dear commissioners,

Please see the attached letter in support of the Port purchasing a hydraulic boat trailer.

With gratitude,

Chris Sanok

**PORT TOWNSEND
SHIPWRIGHTS INC.**

PO Box 1163
Port Townsend, WA 98368
360.385.6138
www.ptshipwrights.com

October 27, 2021

Dear Commissioners,

On behalf of Port Townsend Shipwrights Co-op, we are very excited about the prospect of the Port purchasing a hydraulic boat moving trailer. Having access to this form of vessel transport will benefit our business and many other businesses in the yard.

This past summer, we received an unprecedented number of inquiries for new clients. We have had to turn away a large number of boat owners who have been looking for a yard to come back to year after year. With the retirement of the 70-ton travel lift, we will lose the only lift the Port has that can get certain sized boats into a couple of our buildings. The new lift would make it possible for us to pack boats tighter against our walls, and fit more boats in. Shops around the yard with lower ceilings, like Peter's Marine, Dave's Mobile Welding, Lower Hadlock Shipwrights, Revision Marine, On The Flye, and ACI would be able to put boats inside their shops. Now that Gus Sebastian sold his trailer, there is no other operating trailer business in town. We are considering building another building, and the trailer would allow the construction of a less expensive lower-height building. We would not have to build a structure that has a travel-lift-sized door. A shorter building would cost less to heat, and be a more efficient structure. Due to the symbiotic nature of the Port and its businesses, improving the Port's ability to move more boats into more shops here in the yard can only be seen as a win-win.

We understand that a hydraulic boat moving trailer is a significant capital investment, but it seems an inexpensive way to effectively increase the storage capacity of the yard and of the existing buildings on Port property. Projections about how quickly the trailer will pay for itself partly depend on how much use it will get. It is only one data point, but PTSC would be an eager and frequent purchaser of that service when it becomes available.

Thank you for your consideration.

Sincerely,

Chris Sanok, Arren Day and the other owners at Port Townsend Shipwrights Co-op

From: Marny Kittredge

Sent: Tuesday, October 26, 2021 8:39 PM

To: Eron Berg; Pam Petranek; Bill Putney; Pete Hanke

Cc: Beth Stroh-Stern; Linger Longer Improvement Committee; Frank Redmon; Sharon Redmon; Talia Munn

Subject: Letter: Quilcene Marina and park Commitment

To Port of Port Townsend,

Please pass this on to the port commissioner who said he saw "very little interest regarding the marina and park in the Quilcene community". There are plenty of locals who feel that our neighborhood park and marina are a valued community asset that has been neglected! We use the marina, Swimming area and park. It is the only public swimming and clamming beach in our town.

The LLIC meetings used to be very well attended and more would come to the meetings if it resulted in any response from the port commissioners. Several years of requests denied and actions being delayed for tomorrow, or next season, or next year, or 4 years from now leave people wondering if we have representation down in south county for our votes and tax dollars.



Recently, the Linger Longer Improvement Committee held a meeting, on very short notice to respond to the call for volunteers to an advisory sub committee. It was attended by 15 residents from our town. Every single person in attendance raised their hand when I asked, "how many of you would volunteer to be on a LLAC sub-committee?" (See attached pic) Two more people came after I took this photo, plus myself behind the camera.) We all expressed an interest in being on the Linger Longer Advisory Committee

My husband and I moved to Quilcene four years ago and have been attending LLIC meetings since. We would love to bring our boat up from our private marina, but for the same price per foot, we have a tidy, secure, well maintained private marina. It has clean showers and restrooms and safe well maintained docks, managed by a live aboard member/manager. Our manager maintains the facilities, landscape, ice machine and keeps an eye on our boats. He calls us if there is windstorm damage. We have key fobs to enter the dock and security cameras. The manager locks up at night and handles problems that arise if someone is noisy past the 10pm quiet time. This works for a private marina and there is no reason it cannot work for a public one.

We would like to volunteer on the advisory committee.

Sincerely,

Beth and Fred Stern

425 890 0361

From: Marny Kittredge

Sent: Tuesday, October 26, 2021 8:58 PM

To: Pam Petranek; Bill Putney; Eron Berg; Pete Hanke; Linger Longer Improvement Committee

Subject: Letter to Pt Of PT

To the Port of Port Townsend,

I have many memories of good times at the Lingerlonger Community Park. My daughters, now 47 and 45, in the late 70's straddling the boom logs surrounding the swimming area and enjoying the clean salt water with our friends. And just last summer, my grandkids jumping off the dock and racing to shore! On any given day in the summer there are local families picnicking after work, mamas and babies cooling off in the water, maybe some music playing, and the grassy area by the parking lot a gathering place in the shade of some trees. This little stretch of beach, the adjoining park and the small marina are a treasure for Quilcene, to be preserved for future generations.



Miriam Murdoch
Brinnon, Wa

--

From the unceded Territories of the traditional lands of the Dabop, Quilcene, Dosewallips, Duckabush, Skoko'bsh, Ctqwelgweli, Tahuya, Tul-e'lalap people.

From: Peter Stein

Sent: Monday, October 25, 2021 8:10 PM

To: Pete Hanke; Pam Petranek; Bill Putney

Subject: Seasonal Yard Rate

Dear Pam, Pete, and Bill,

Chiming in with my 2 cents worth (or 50 cents worth if you accommodate for inflation) about the proposed yard storage rate increase. I can't say for sure whether I support it or not, but I can give some ideas about it based on my last 10 years in the yard. I assume you three are getting overwhelmed with emails so I will try to keep it short and in bullet point format.

- Switch the seasons that you offer the reduced rate. Summer is the slow time in the boat yard. This would entice people whose project is going longer than expected to stay longer to bring the job to a better finish. I believe some boat owners would take advantage of a reduced summer rate to do a "mid-season" short haul out also.
- Even when the yard can be full, leave a designated amount of spaces strictly for local marine tradespeople projects. Whether those spots get filled or not.
- Perhaps, and I think this already happens with moorage, offer commercial vessels a discounted rate. Commercial boats will always have work done because fish folks know the importance of maintaining their vessels, this employs many of the area's marine tradespeople.
- Do seriously consider the purchase of a hydraulic boat trailer. Boats here solely for storage can be stored almost touching each other. This would make up for the reserved marine trades boat spaces that may or may not get used, and then some. A boat in "storage" can easily be relocated elsewhere in the yard if the owners need work done. Many yards in Alaska make use of both travelifts and hydraulic trailers. They pick the boats out of the water with the travelift and it immediately gets set onto the trailer. When boat weight and size permit, this could be done here. My guess is operating and maintenance costs of the travelifts are greater than those of a trailer. If boats were moved throughout the yard on a trailer, this would result in less wear and tear on the travelifts and the lift guys would have less obstacles than with the wider travelifts. Obviously this doesn't apply to the 300 ton.

Our boatyard is a very unique place, subject to so many outside forces. We may see a lull in haulouts after a lousy commercial fishing season or a surge after a bumper season. Other yards closing down or refusing to let owners work on their own vessels have brought people here. Even the buying trends of American consumers are unpredictable. One day is toilet paper, then bicycles, then 2x4's, and then boats! To sum up, strictly speaking in the now, I don't believe raising the rates will drive anyone away this winter, but maintain these rates and you may be maintaining customers for years to come.

Thanks for your time,

Pete Stein, Shipwright

From: Bob at Admiral Ship Supply
Sent: Sunday, October 24, 2021 9:39 AM
To: Pam Petranek; Pete Hanke; Bill Putney
Cc: Eron Berg; Karen Erickson; Carol Hasse
Subject: Yard Rates

Dear Commissioners,

I would like to reiterate my support for removal of the seasonal yard discount.

The 75 ton yard is currently full and has been for almost all of 2021. The Port is currently unable to haul boats in a timely manner. While writing this very email, I was called away to help a customer who was frustrated at the inability to haul his sailboat before mid December. He requested to know what products he had purchased during past haul outs, so he could buy them elsewhere. He is hauling at another facility this year. (Please note this letter was drafted on October 11th.)

I originally "led the charge" for a Winter storage discount back in 2017, when Port management decided to raise rates on a yard that was approximately a third empty. At that time, a group composed of marine trades, community members and Port staff was convened to review the issue. We studied a detailed analysis compiled by Mark Burns, Chris Brignoli and Sean Lappetito. We recommended the Port adopt a seasonal discount which has been in place since. At the time of the review, comments of "what will we do if the yard is full?" and "what is the best ratio of actively worked on to stored boats" were made. The answer was "we will worry about that when the time comes." Well, that time has come.

Both the Port and the Trades win when there is active turnover or "churn" in the yard. In my opinion the Port should adopt rates that encourage active repair to vessels. If the time comes where space is again underutilized, management should re-implement a discount at that time. Displacing boats that need repairs in favor of storage does not make the best use of the Port's facilities and its mission of economic development.

In addition, I do not understand the opposition to the annual CPI increase. The Port's expenses certainly have grown, as have those of most individuals. My business has faced increases of 5-20% to almost every service and product. The Port must be allowed to collect appropriate revenue for its operations. An updated study of our competing markets within Puget Sound should be conducted soon to help guide management in their rate decisions.

Port Management should be allowed to do the job they were hired to do. Eron Berg and staff have presented sound plans for the 2022 budget, including their proposed yard rates. The commission should follow the recommendations of Port staff unless truly egregious items are presented.

Sincerely,

Robert Frank, President
Admiral Ship Supply II Inc.
Phone (360) 379-9921
Fax (360) 379-9947

From: Diane Johnson
Sent: Monday, October 18, 2021 3:14:57 PM
To: Eron Berg; Pam Petranek; Pete Parrish
Subject: Herb Beck Marina

Dear Port of Port Townsend Commissioners:

In the latest PDN you each expressed your desire and willingness to hear more from the folks who live in Quilcene about the value of the Herb Beck Marina now, what needs to be done to maintain its value, and its potential value in the future. I'm putting in my two cents by e-mail, as I will not be available for the meeting announced.

Here it is: There are a lot of people who use that beach, not just from Quilcene, as it is one of the few accessible, public, non-freezing places in the entire county for pleasurable salt-water swimming. Some amenities would really make it rock! I think it's the only south county public boat ramp, certainly the only convenient public access for boats to Quilcene and Dabob Bays for fishing, shrimping, crabbing, etc. I believe the haven is pretty much always full of local rentals. I do think some pressure would have to be put on Coast to clean up their outputs that I have heard have a part in killing the bay sea life.

Thank you for your willingness to listen. I sincerely hope you are able and willing to help Quilcene be a more productive and inviting place for people to come to experience our natural beauty and resources!

I currently live in District 3, north of Quilcene, serve on the Board of Count Me In for Quilcene, and am a member of the QuilSeed Pearls giving group, dedicated to giving to projects that benefit Quilcene and its residents.

Sincerely,

Diane Johnson
360-732-4283

From: joni blanchard
Sent: Sunday, October 17, 2021 11:46 AM
To: karen@portofporttownsned; sking@cityofpt.us; publiccomment@cityofpt.us; jrandall@jeffpud.org
Subject: Poplars

Replanting with Poplars makes the most sense. Low pollen (for boatyard consideration in springtime), shallow root system to not interfere with new buried lines, or from saltwater intrusion (Deep rooted trees may not like saltwater under there!), Poplars are noted for their ability to soak up contaminations/pollutants in soil or water (perfect for running alongside a boatyard!!), They're tall to add to the pretty skyline (creating less of an industrial/tourist strip look), AND, we have plenty of young, strong, and, healthy offsprings right there that we could dig up and replant where we want them (keep the cost down by not buying new trees). They live up to 70 years old (most trees' lifespan is about that).

This is what was recommended by the Gateway Plan Steering Committee for the study done that we all paid lots of money for in '93. Let's stick with the plan, already!

It is said 'But, they're not native!!'. True, but, they came here from Italy back in the early 1700's. I'm sure they've adapted themselves to being native enough. How pure do we need to be???

Joni Blanchard

From: joni blanchard <jonijobone@hotmail.com>

Sent: Sunday, October 17, 2021 12:12 AM

To: Karen Erickson <karen@portofpt.com>; sking@cityofpt.us; publiccomment@cityofpt.us

Subject: Gateway Plan

Attached is the 1993 Gateway Development Plan. I was so impressed reading the first two pages of all that went into creating Resolution 88 - 43. This plan was 5 years in the making!

This plan with it's researched and well thought out strategies was created by a whole slew of paid professionals along with in-depth public input by citizens, local authorities, and, businesses.

I recommend reading page 14 with it's 'Streetscapes' recommendations for 'The Flats' - (the straight stretch from Safeway through to the Pennysaver intersection).

Maybe it'd be best to 'stick to the plan' that has already been well thought out and planned rather than re-inventing it all over again.

PUD says it's a liability to keep those trees along that stretch. Then, these Poplars are a liability for them ALL OVER this town along many of our well traveled roads. Why focus just on the gateway trees if they're so very dangerous? An argument I've heard is 'But, it's a State Highway!!' with potential for clogging up traffic if a tree fell and needed cleaning up. Diverting traffic is quite simple around that stretch of Poplars there. Also, the argument that it costs our city and the PUD alot of \$\$ to clean up limbs that may fall. Well, that's true all around this town. Limbs fall off of all kinds of trees.

It's on public record that it was said (sorry, can't remember by whom) that the power line interference with the trees CAN be solved without taking them all down, so, that's not reason enough for taking them. Although, I agree, that problem doesn't need addressing. Burying power lines with such a high water table right there doesn't seem to make much sense to me.

The ribbon of port property gained isn't enough to create another row for boats to set for haulouts. I don't understand the significant gain there.

There's an argument that 'the trees aren't native'. True. They came over from Italy in the early 1700s. I think we can say they've adapted by now enough to be called native.

This 1993 Gateway plan had professional landscaping architects suggesting replanting of more poplars! These folks were strategizing for a LONG TERM plan and didn't seem to have a problem with the Poplars. There was absolutely NO mention in the whole plan for getting rid of them.

Shallow roots soaking up lots of water are probably a good thing coming out of a boatyard. Poplar trees are noted for their abilities for soaking up/cleaning up toxic contaminants and waters out of soil. They add such aesthetic beautify to the whole area. Coming into the marina on a boat, they make the prettiest backdrop against the sky looking towards the land. Our Poplars look very healthy. Sure they have a life span, but, it seems quite premature for wiping these trees out. I'd follow the recommendations of this 1993 Plan.

There couldn't be a better tree for that corridor. Finding compatible trees that aren't 'lollypop trees' to replace them will be difficult.

Listen to the PT 'old-timers' who created this plan with trying to keep our local character in-tact. Sometimes 'economic development' shouldn't be the bottom line in all decision making. I know some of you who are new to this town and pushing this agenda are experts in transportation and economic development, but, so were the original Plan makers here in this 1993 Concept.

For all the reasoning I'm hearing for this, something just seems 'extravagant' and 'not right'.

Joni