

PORT OF PORT TOWNSEND

**COMPREHENSIVE SCHEME OF
HARBOR IMPROVEMENTS (CSHI)**



Adopted: October 14, 2020

via Port Resolution #724-20

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ACKNOWLEDGEMENTS

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A Note from the Port Commission

Jefferson County is special to us. This is where our friends and families live, and it is a wonderful place to live, work and recreate. We share a sense of gratitude for having the good fortune to live here – as well as a deep sense of responsibility to do what we can to pass on an equally abundant and healthy community to the generations that will follow us. In these times doing so is a challenge.

We live in a unique and deeply uncertain period in our history. Our community, state, nation, and the world face unprecedented ecological, economic, and energy-related challenges, not to mention a global pandemic. Converging lines of evidence indicate unsustainable trends are catching up with us and will be impacting our community over the coming decades. We are entering an age of consequences.

In this context, how can we develop a useful road map for future capital spending (i.e., the Comprehensive Scheme) that serves the long-term future of our community? The answer lies in collaboration, solidarity, mutual aid, and in basing our decisions on facts and informed discussion. With your help and participation, we can ensure that our limited resources are invested wisely to promote community resilience and economic vitality. Let's get to work!



Pamela A. Petranek, Secretary



Peter W. Hanke, President



William W. Putney III, Vice President

Chapter I: Introduction

PORT OF PORT TOWNSEND HISTORY

The Port of Port Townsend (Port) is a limited purpose municipal corporation organized and existing under RCW 53.08 of the laws of the State of Washington. The Port was established in 1924, following an election that established the Port district as encompassing all of Jefferson County.

In the early 1920s, the people of Port Townsend advocated the building of a small boat harbor for fishermen and small boats in general. In December of 1927 a delegation representing the Chamber of Commerce urged the Port Commission to develop a boat harbor. The commission employed Mr. E. Gribble, manager of the Port of Olympia, as an engineer to study and determine the most suitable site for a harbor on Port Townsend Bay. In March of 1931 the proposal submitted by Puget Sound Bridge and Dredging Company was accepted, and the first pile was driven. This harbor is now known as the “Boat Haven Marina.”

Today, the Port owns and operates significant marine and air-related facilities throughout Jefferson County. This includes a total of ten (10) waterfront sites, in addition to the Jefferson County International Airport. The waterfront sites are as follows:

- Boat Haven Facility;
- Point Hudson Marina;
- Herb Beck Marina, Quilcene;
- Union Wharf;
- City Dock;
- Quincy Street Dock;
- Port Hadlock Ramp and Dock;
- Gardiner Launch Ramp;
- Mats Mats Launch Ramp; and
- Fort Worden Beach.

These sites support marinas, boat ramps, marine and non-marine related businesses, upland facilities and public beaches. Detailed descriptions of these properties are included in Chapter III of this document. Figure I-1, on page I-5, depicts the locations of the Port’s waterfront properties.

THE COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS

Background & Statutory Requirements

Chapter 53.20.010 of the Revised Code of Washington (RCW) requires port districts to prepare and update a “comprehensive scheme” of their proposed capital improvements. The mandate ensures transparency in the expenditure of public funds. Generally, comprehensive schemes are updated every 10 to 20 years, although they may be updated more frequently to address changing priorities

within port districts and in response to requirements from funding sources (e.g., federal grant requirements).

The statute does not specify the required length, content, or title of the comprehensive scheme. However, most comprehensive schemes contain the following:

- An inventory of the Port's properties and facilities;
- A description of the recommended development of these assets; and
- An implementation plan, prioritizing and describing the development of these assets over time.

The Washington Supreme Court has interpreted the statute and held that the legislative purpose of RCW 53.20.010 is to give the taxpayers a fairly detailed picture of what a port will do with land if and when it is acquired, and to inform the taxpayers of the manner and purposes for which their money will be spent.¹

Washington Courts also have reviewed the level of detail necessary to satisfy the statute's purpose of providing notice to the public of planned port actions. While the Washington State Supreme Court has rejected a mere recitation of the Port's general powers as insufficient, it has also ruled that a document, or a set of documents, and/or documents not necessary entitled as a "Comprehensive Scheme of Harbor Improvements" satisfies the statute's requirement.² Thus, the projects delineated in the Port's annually adopted Capital Budget and the FAA approved Airport Master Plan operate to amend, and become a part of, the Comprehensive Scheme.

More recent decisions agree that compliance can be achieved by a plan that gives a reasonably detailed picture of what the Port intends to do, and which fairly informs citizens of the nature and extent of proposed improvements. However, the detail needed for final construction of improvements is not needed at the planning stage. Instead, comprehensive schemes are inherently conceptual in nature and do not rise to the level of individual site planning.³ Thus, both the statute and the case law interpreting it allow the Commission considerable discretion in the creation of the Port of Port Townsend's Comprehensive Scheme of Harbor Improvements (CSHI). This CSHI seeks to inform the citizens of Jefferson County as to how the Port's capital spending will be dedicated.⁴

Finally, it should be emphasized that the comprehensive scheme process is distinctly different from city or county municipal planning under the Washington State Growth Management Act (GMA) (Chapter 36.70A RCW). Port districts are not required to fulfill this planning requirement. Rather, ports are subject to the land use policy and regulatory authority of the cities and counties in which they operate.

¹ See *Hutchinson v. Port of Benton*, 62 Wn.2d 451, 457, 383 P.2d 500 (1963).

² See *Port of Everett v. Everett Imp. Co.*, 124 Wash. 486, 214, p 1064 (1923).

³ See *Port of Seattle v. Certified Mfg. Co.* (1965) 66 Wash.2d 598, 404 P.2d 25.

⁴ See *In Re: the Matter of the Recall of PAUL TELFORD and BILL McGREGGOR, Port of Olympia Commissioners*, 166 Wn.2d 148, 206 P.3d 1248 (2009).

State Environmental Policy Act Compliance

Adoption of this Update to the Port's Comprehensive Scheme of Harbor Improvements requires compliance with the State Environmental Policy Act (SEPA, codified at Chapter 43.21C RCW). However, because this document largely proposes projects that were thoroughly analyzed in the draft and final Environmental Impact Statements prepared for the Port's 2003 Comprehensive Scheme, SEPA compliance is being accomplished through the adoption of existing environmental documents under WAC 197-11-630 and 197-11-965. This document merely seeks to bring the narrative of the Comprehensive Scheme up to date, and to confirm that the Port of Port Townsend is continuing to develop properties in a manner substantially consistent with the "preferred alternative" adopted on December 11, 2003 by the Port Commission (i.e., within the integrated Comprehensive Scheme/EIS).

The existing environmental documents being adopted are the Draft and Final Environmental Impact Statements (DEIS/FEIS) prepared in anticipation of the adoption of the previous Comprehensive Scheme of Harbor Improvements. The DEIS and FEIS are dated September 26, 2003 and December 2, 2003, respectively. The proposed Comprehensive Scheme amendments are a non-project, programmatic action under SEPA. In accordance with WAC 197-11-630, the Port of Port Townsend undertook independent review of the prior DEIS/FEIS and finds that it provides adequate environmental review to satisfy the requirements of WAC 197-11-600 pertaining to the current proposal.

DOCUMENT CONTEXT

This document replaces the Comprehensive Scheme Update adopted by the Port in December of 2013. In many instances, it sets forth substantially the same facility development priorities as the 2013 Comprehensive Scheme Update - but it also adds detail on a number of capital repair and replacement priorities.

Like the 2013 Comprehensive Scheme Update it replaces, this 2020 version seeks to serve the needs of Jefferson County residents by providing a roadmap to guide the development of the Port's nine waterfront properties over the next 20 years. It intentionally excludes the Jefferson County International Airport, which is addressed under its own federally mandated master plan.

THE ROLE OF THE PORT

Throughout Jefferson County, the Port of Port Townsend owns, operates and maintains approximately 550 acres of property supporting a diverse range of uses – marinas, boatyards, commercial uplands, parklands, shoreline public access areas and an international airport.

We exist to serve our community: Jefferson County as a whole. As a publicly owned and operated special district authorized under Washington State law, the Port plans, constructs, operates and maintains physical improvements. Our facilities and activities provide a substantial base of economic activity and employment within the City of Port Townsend and Jefferson County. Over 400 people work at the Port's Boat Haven property alone.

At the Port, we are striving to improve our customer service, our organization, and our day-to-day operations to provide better service to our citizens and visitors.

OUR VALUES

Community Access

We, the Port of Port Townsend, exist to serve our community. We are committed to providing open and accessible port facilities for both residents and visitors alike.

Sustainable Economic Development

We take our mission of providing economic growth seriously. We are committed to promoting sustainable growth based on a “triple bottom line” approach that factors economic, environmental and social consequences into our decision-making, and which enhances the long-term wellbeing of the community.

Community Partnerships

We are committed to playing a leadership role in promoting community partnerships for sustainable economic growth. We believe by creating strong partnerships with other governments, stakeholder groups and businesses we can provide more efficient and effective services to the people we serve.

Responsiveness to Community Needs

We listen to our citizens and customers and are responsive and creative in meeting their needs. We believe that being receptive and prompt in responding to public input and new opportunities demonstrate that we care, and that we intend to work together to make a difference.

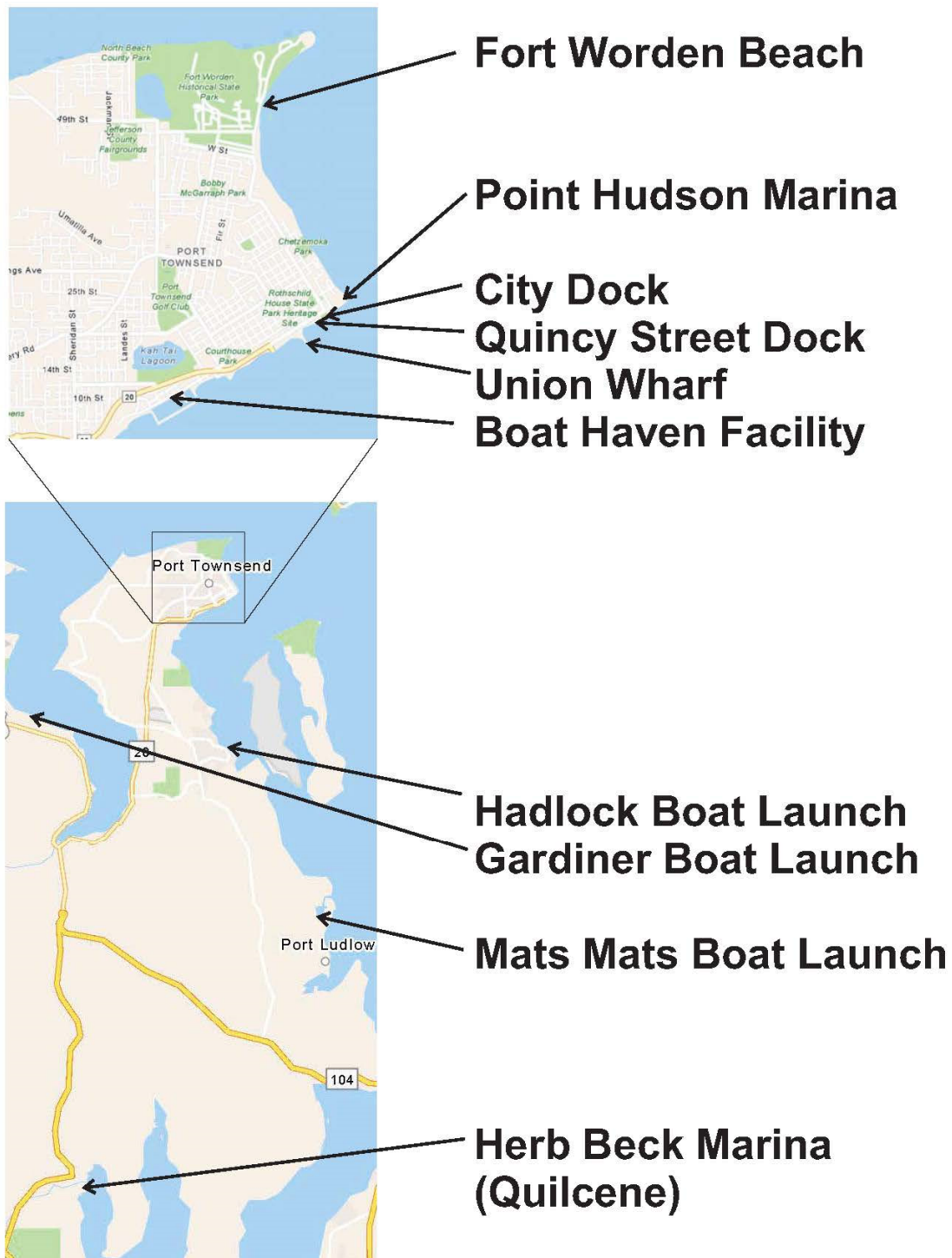
Fiscal Accountability

We challenge ourselves to find new and better ways of being fiscally responsible. We are committed to a budgeting process that is solid and transparent, and financing of capital infrastructure is examined from both short and long-term perspectives.

Community Stewardship

We recognize that we are caretakers of very special public properties. We are dedicated to safeguarding our historic character, community assets, and environmental resources for current and future generations.

Figure I-1: Locations of Port Waterfront Properties



Chapter II: Financial Overview, Challenges & Priorities

OVERVIEW

With thirty-four (34) employees and revenues of approximately \$6.2 million, the Port of Port Townsend owns and operates a diversity of facilities (see Chapter III). The Port is authorized by its enabling legislation to levy property taxes within Jefferson County. These taxes, along with revenues from the Port's income-generating properties and facilities (e.g., Boat Haven Marina moorage fees) support Port operations, service bond indebtedness, and fund capital improvements. Revenue is received by the Port in the form of rents from tenants and fees from users of the marinas, RV park, airport, and other facilities. Figures #2 and #3 below show the operating revenues and expenses in the Port's adopted Operating Budget for 2020.

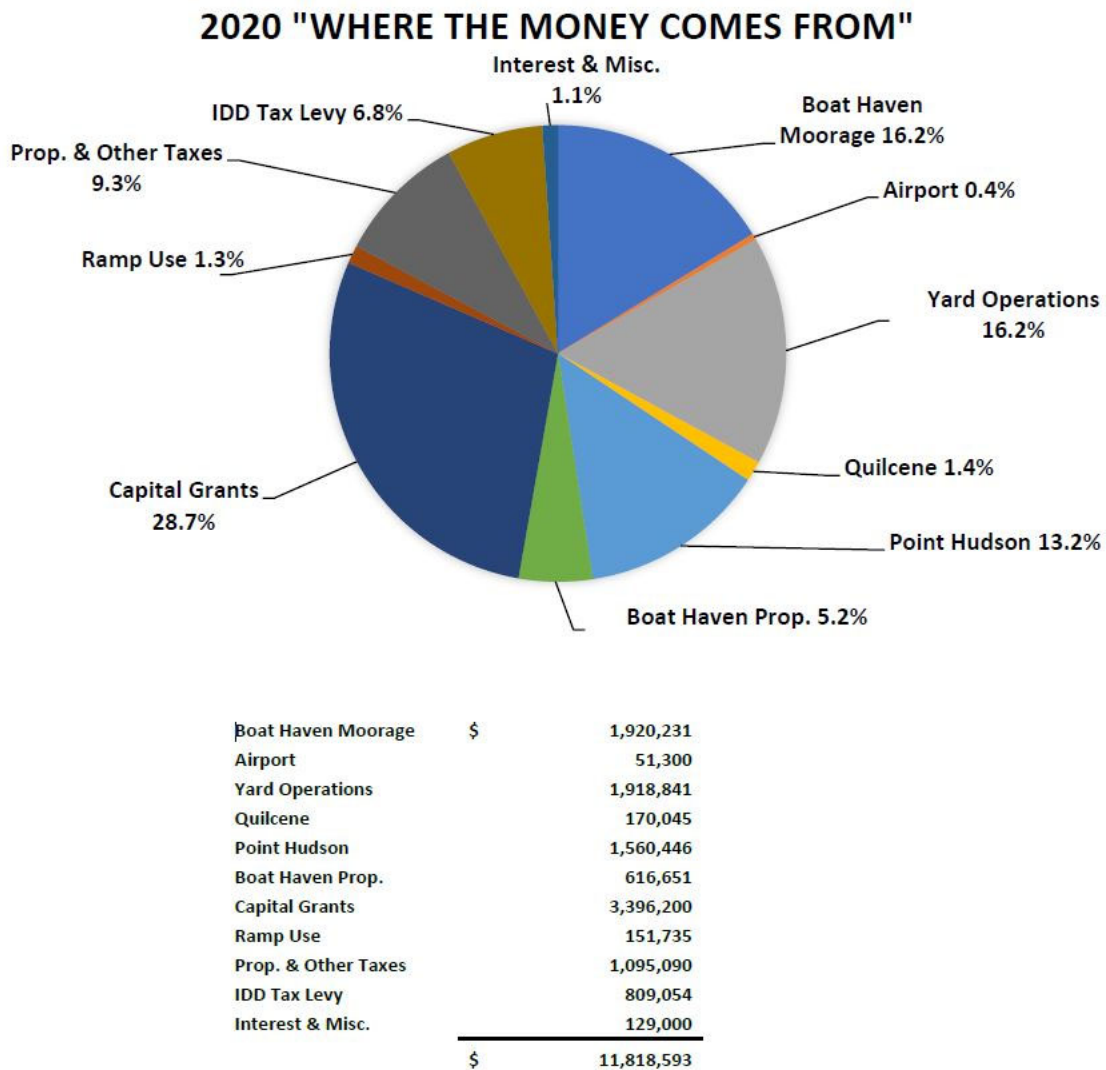


FIGURE II-1: Where the Money Comes From

The projects and activities being undertaken by the Port of Port Townsend reflect its role as a mature port district supporting core elements of the local economy and community character. As a mature port district, the Port of Port Townsend does not often develop major new capital facilities. Instead, the Port most often reinvests and redevelops existing facilities to optimize their safety, efficiency and to ensure compliance with environmental standards.

The Port of Port Townsend's Capital Budget encompasses two broad categories of capital investment, as follows:

- Capital Maintenance and Repair Projects: These are projects that optimize existing facilities by keeping facilities and equipment in good condition and good operating order; and
- New Capital Projects: Individual new projects that stand out among the Port's needs because of their size or complexity, potential community impact, large cost, and the need for coordination with the City and/or County.

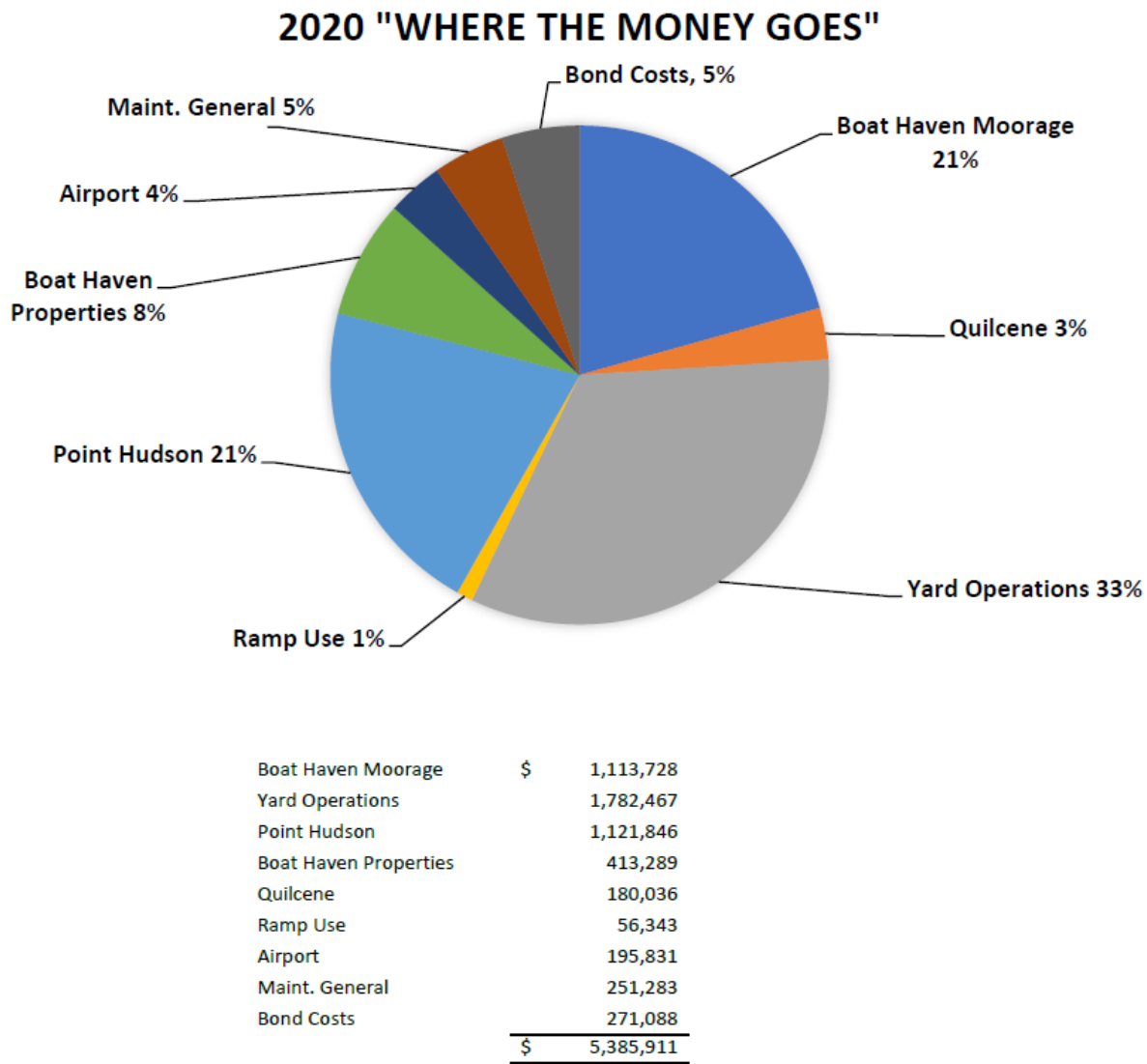


FIGURE II-2: Where the Money Goes

On November 5, 2019, Jefferson County voters approved a multi-year Industrial Development District (IDD) levy. The levy authorizes the Port to collect a total of between \$16 and \$17 million in taxes over a period of up to 20 years. The maximum that can be levied by the Port in any one year is 45 cents per \$1,000 of assessed property value. If the maximum amount of 45 cents per \$1,000 of assessed valuation were taken in six consecutive years, the total maximum levy amount of \$2.70 per \$1,000 of assessed valuation would be reached, and the levy would automatically expire. However, if the levy were to be spread out evenly over the entire 20 years, then approximately 13 cents per \$1,000 of assessed valuation would be taken each year before the levy expires. As part of the Port's annual capital budget process, the Commission will decide how much, if any, of the amount will be levied in any given year (e.g., 0 cents to a maximum of 45 cents per \$1,000 assessed valuation). The IDD will be a critical revenue stream that helps to fund key infrastructure projects over the life of this CSHI. Although approval of the IDD provides a crucial additional revenue stream to the Port, considerable project funding challenges remain. The Port's net operating revenues, coupled with amounts available in reserve accounts plus the Port's limited debt capacity, suggest that capital infrastructure projects will require state and federal funding to complete.

A LOOK AHEAD: FINANCIAL ISSUES & CHALLENGES

The medium to long-term economic outlook at the national and global level remains uncertain, with private and public debt reaching historic levels, interest rates at historic lows, and slowing economic activity. Moreover, State and Federal funding to localities has not returned to pre-recession levels, suggesting that funding for significant new capital projects is likely to remain difficult. However, even as the ability of local governments to fund infrastructure improvements has decreased, many citizens continue to look to government, including the Port, to undertake new projects and programs and to help solve economic problems.

Adding to the uncertainty at the local level is the political turmoil in Washington D.C., soaring US debt (26.8 trillion, +4.5 trillion over the past year alone) and an attendant erosion of confidence internationally in the ability of the Federal Government to solve its problems. This political turmoil and lack of coherent bipartisan leadership does not portend an upcoming period of economic strength and stability.

Despite this national political backdrop, the Port's revenues have been improving, and there have been no significant cuts in services or staffing. However, the Port faces mounting budget challenges for the years ahead: Port revenues while up are not growing fast enough to pay for the rising cost of existing services and to respond to spiraling capital repair and replacement costs.

Looking to the future, the Port faces a large backlog of unfunded capital rehabilitation projects. Deferring projects only increases costs in the long run, and the Port is playing a constant game of "catch up" for infrastructure repair and replacement. In addition to capital maintenance, there are significant capital improvements that could be made to support key sectors of the Jefferson County economy and build community well-being and resilience (e.g., development of the Airport Rural Light Industrial Park to support local agricultural uses).

In essence, the issue facing the Port as it moves ahead is this: ***How should the Port balance capital maintenance and replacement projects with new capital projects intended to provide for the long-term economic health of the community?*** This Comprehensive Scheme seeks to

map a path forward to rehabilitate existing core Port infrastructure while supporting new projects that will help to address community needs in the years to come.

SETTING PRIORITIES

A roadmap to identifying capital projects consistent with identified community priorities is provided by the Port's Strategic Plan (2011). The Port's Mission Statement also provides a useful touchstone for capital project decisions:

The Mission of the Port of Port Townsend is to serve the citizens of Jefferson County by responsibly maintaining and developing property and facilities to promote sustainable economic growth, to provide community access to Port facilities and services, and to protect and maintain our community resources and maritime heritage.

Capital Priorities - Guiding Principles

To accomplish the Port's mission, this Comprehensive Scheme is grounded on several core principles that help to guide Port capital priorities:

Focus on the Basics: Maintaining, protecting, preserving and enhancing existing Port capital infrastructure and services is our priority.

Consider the Overall Well-Being of the Community: Supporting a vibrant and healthy local economy is our emphasis, factoring the economic, environmental and social consequences of our decisions, while providing a great place for businesses to succeed.

Provide Great Service: Helping people access Port facilities, services and shoreline areas with staff that are prompt, responsive and courteous, is essential.

A number of factors can influence the Port's project priorities and funding decisions including regulatory requirements, state and federal law (e.g., Department of Ecology stormwater standards), and construction seasons. Opportunities to leverage the Port's limited funding capacity with grants or to coordinate projects with other entities can also affect the timing and prioritization of Port projects. In every case, however, the Port strives to align its capital priorities with the policy framework provided by the Strategic Plan.

Project Selection Considerations

Capital Maintenance, Repair & Replacement Projects: The following considerations should factor into deciding which capital maintenance, repair and replacement projects should be the highest priority, as follows:

- Project supports a core Port function in the community or maintains a critical, high value asset;
- Condition of the capital asset;
- Cost and cost effectiveness of project (i.e., using life cycle costs to weigh preservation opportunities against full capital asset replacement cost);
- Volume of public and/or tenant use of facility;

- Citizen and tenant concerns;
- Grant funding opportunities and local matching requirements; and
- Geographic balance across east Jefferson County.

Overall, the object is to deliver, over time, maintenance and improvement projects that serve the largest number and widest array of Port facility users.

New Capital Projects: New capital projects typically stand out among the community’s potential infrastructure needs because of their high cost, need for coordination with other public or private sector partners, community impact, size and complexity. The following considerations should factor into deciding which new capital projects should be the Port’s highest priority, as follows:

- Project supports a key component of the local economy, or a sector likely to expand, thereby supporting family wage jobs, overall community well-being, and long-term resilience;
- Project supports environmental stewardship by advancing low-impact and more sustainable development principles;
- Project leverages available funding opportunities (e.g., is eligible for a specific and substantial grant award or offers other significant cost savings opportunities);
- Community support – projects that have the support of a substantial cross-section of the Jefferson County community as reflected in adopted Comprehensive Plans, or which feature public/private partnerships;
- Geographic balance across east Jefferson County, in an effort to obtain a fair distribution of investments, functional benefits/impacts and community access to Port facilities; and
- Materially contributes to the Port’s bottom line.

Chapter III: Facility Inventory & Improvement Plans

MARINAS

The Port of Port Townsend owns and operates three marinas: Boat Haven Marina and the Point Hudson Marina (located on Admiralty Inlet) in the City of Port Townsend, and the Herb Beck Marina located on Quilcene Bay in unincorporated Jefferson County. All three facilities include an upland ownership. The following sections describe these existing facilities, and the improvement projects for each.

Port Townsend Boat Haven Marina & Industrial Park

Facility Description

Ownership: The Boat Haven facility is a 62-acre marina and upland industrial park located in the City of Port Townsend. The marina is located on 32 acres of tidelands owned by the Port, except for the perimeter breakwater around the marina, which is located on property leased from the Washington Department of Natural Resources. The 30 acres of upland extend north from the marina to SR 20/Sims Way.

Figure III-1: Boat Haven Marina & Industrial Park



Facilities & Uses: Boat Haven Marina provides commercial and recreational moorage for 425 vessels. The uplands are used for marine and non-marine related industrial and commercial

structures and uses. Due to the size and wide range of uses at the site, this description of Facilities & Uses is divided into four subsections, as follows: 1) Moorage Facilities and Conditions; 2) Upland Facilities and Conditions; 3) In-Water Infrastructure; and 4) Miscellaneous Site Constraints.

Moorage Facilities & Conditions: The Benedict Street Spit separates the existing in-water moorage at Boat Haven into two basins: 1) the northeastern or “Commercial Basin”; and 2) the southwestern or “Main Basin”.

The Commercial Basin is approximately four acres in size and provides moorage and support facilities for commercial fishing operations based at Boat Haven. In the mid-1980s the Commercial Basin was home to approximately 50 commercial fishing vessels. Although the current float configuration allows for the moorage of approximately 50 vessels, active commercial fishing vessels occupy only roughly 35 of the slips, allowing for limited recreational vessel use of the northeast basin. A net float, seafood loading dock, and crane are located in this area of the marina. The seafood loading dock is in fair condition and a plan to rehabilitate the dock should be developed and implemented in the next 10-20 years. Critical infrastructure within the Commercial Basin also includes the U.S. Coast Guard float located at the waterward edge of Benedict Street Spit, where the 87-foot USCG Cutter “Osprey” is berthed. Although the floats in the Commercial Basin were partially renovated in 2013, further repair and rehabilitation will be required in the medium term (i.e., 6-10 years) to extend their useful life.

The majority of the moorage at Boat Haven is located in the approximately 15-acre Main Basin on the southwestern side of the Benedict Street Spit. There is an existing fuel float, sanitary pump-out facility, and transient moorage float adjacent to the spit, as well as a public boat launch. The public boat launch and launching float were installed in the mid-1990s, and expanded in 2016 to a two-lane configuration, effectively doubling its original capacity. This launch facility is in good condition. The fuel and transient moorage float located to the east side of the boat ramp are relatively good condition but will likely require rehabilitation over the next 20 years.

The main recreational moorage consists of Docks A, B, C, and D. A and B docks and gangways were replaced in 2011 and included upgraded utility service. Additionally, a new concrete 80 Ton Travel Lift Pier was constructed in 2013, and the previous wooden lift pier demolished. However, C and D docks are in fair to poor condition and require major rehabilitation in the near term (i.e., 1-5 years) to extend their useful life, as well as extensive rehabilitation of electrical infrastructure (i.e., replacement of wiring, conduits, transformers, and receptacles).

Other docks at the facility include the linear moorage dock on the far southwestern side of the marina. This linear float forms an “L” shape dock extending from a 300-ton haul-out pier around the interior perimeter of the breakwater. This dock is set off from the breakwater due to the shallow shelf and dredge slope on the interior of the breakwater. The section of float from the 300-ton haul-out pier to the bend in the breakwater was installed in the mid-1990s during a project designed to enhance the haul-out pier. Linear dock is also in fair to poor condition and requires substantial rehabilitation in the near term.

Upland Facilities & Conditions: The diverse upland development and land uses at Boat Haven include many marine-related and non-marine related structures and uses. Marine-related uses include the following: boat storage; boat building, repair, sales and service; fish processing; a yacht club; a U.S. Coast Guard station; and marine-related offices and manufacturing. Non-marine related

uses include the following: several restaurants; offices; manufacturing; a moderate risk waste disposal facility; and other assorted commercial and retail businesses. There are approximately 60+ structures on site, ranging from small sheds to large buildings for vessel construction and refitting.

The landside infrastructure at Boat Haven consists of numerous paved and gravel roadways and yard areas. Most of the remaining platted rights-of-way within the Port's Boat Haven ownership were vacated by the City of Port Townsend in 2013, allowing for more efficient and flexible use of the site. Utility service includes looped water mains, fire service, numerous potable water service connections, sanitary sewer piping, and a major sanitary sewer lift station. The Port also owns and operates the stormwater collection and treatment system at Boat Haven which serves all areas covered by the Boatyard General Stormwater Permit administered by the Washington State Department of Ecology. Electrical and communication services are also available on the site. Although available in the Workyard and Boatyard at Boat Haven, electrical and water service improvements are needed in the near term to maximize efficient use of the site.

In-Water Infrastructure: A rubble-mound breakwater funded and built by the United States Army Corps of Engineers (USACE) surrounds the marina. The breakwater was constructed on the existing inter-tidal sand flat and the basin was dredged out behind the breakwater. The breakwater was constructed in two phases: the first phase of breakwater construction (the approximately east 600 feet of the structure (c 1935), contains an interior wooden pile cofferdam backfilled with dredge spoils and encapsulated by armor rock; the second phase (c 1968) is entirely rubble mound in construction. The newer section of the breakwater is in generally good condition but would benefit from periodic maintenance/re-armoring. By contrast, the original (east) section of the breakwater has required emergency repair two times over the past five years. It is anticipated that the old section of breakwater will require periodic repair and rehabilitation as the interior wooden components of the structure deteriorate and succumb to wind driven wave erosion.

Due to the way both sections of the breakwater were constructed, there is a shallow shelf area and dredge slope within the interior of the marina next to the breakwater. The marina generally consists of water depths between 10 feet to 15 feet below Mean Lower Low Water. Silting occurs near the entrance to the marina and around Benedict Street Spit. Because of the United States Coast Guard presence at Boat Haven, the USACE has historically assumed responsibility for dredging the entrance area to the marina. The USACE conducted maintenance dredging in the entrance and around Benedict Spit in the navigation channel in 2009. Due to continued siltation from natural shore processes, continued maintenance dredging of the marina entrance is anticipated to be required approximately once per decade. The USACE recently completed a hydrographic survey of the navigation channel in preparation for near-term maintenance dredging.

There are two pier structures in the Commercial Basin (i.e., the northeast basin) and two in the Main Basin (i.e., the southwest basin). The Commercial Basin piers consist of the seafood pier near New Day Spit and a small pier near the Port Townsend Yacht Club. The piers in the Main Basin are the 80-Ton Haul-Out pier, and the 300-Ton heavy haul-out pier. The two lift piers in the Main Basin are concrete; the piers in the Commercial Basin are constructed with timber piling, substructure, and decking. Other smaller piers to access docks are located throughout the marina. Overall, the age and condition of the timber piers within the marina is such that replacement of the piers or extensive maintenance through pile replacement or wrapping will likely need to take place within the next 20 years.

Miscellaneous Site Constraints: The water table is very shallow in the southwestern portion of the property (i.e., the “Balch Property”), and wetland reconnaissance studies conducted by Port consultants suggest that hydrologic connectivity with the nearby Class I wetland adjacent to the Larry Scott Memorial Trail may preclude dewatering and development of this area. Extensive re-graveling of areas within the Boatyard since 2017 has substantially addressed known areas of metals contamination (i.e., primarily zinc and copper) from previous vessel construction and repair activities.

Figure III-2: Boat Haven Marina & Boatyard



Public Access, Services, & Utilities:

Regional Access: Boat Haven is located on the southern edge of the City of Port Townsend. Regional access to the City of Port Townsend and Boat Haven is provided by SR 20/East Sims Way, which connects the City to U.S. 101 and the rest of Jefferson County.

Local Access: Several streets provide local access to and within the Boat Haven Marina. Jefferson Street and Washington Street are east-west corridors within the site and vacated portions of Haines Place, San Juan Street and Benedict Streets provide north-south access within the site.

Marine Access: Marine access to the boat harbor is from the entrance at the east end of the facility.

Police/Fire/Emergency Services: The City of Port Townsend Police Department provides law enforcement at Boat Haven; East Jefferson Fire-Rescue Department provides fire protection and emergency services to the facility.

Water: Two 12-inch water mains and one six-inch water main serve Boat Haven at a pressure of 140 lbs.

Sewer: Boat Haven is served by a number of sanitary sewer lines. The existing sewer pump unit is connected to a six-inch sewer main on Boat Street. Other eight-inch sewer lines are available on Haines Street and Jefferson Street.

Electricity: Electricity is provided by Jefferson County Public Utility District #1 (PUD).

Stormwater: Stormwater collection infrastructure and treatment systems were installed at Boat Haven in the 1990s as part of an enhanced boat haul-out project. These systems collect, treat, and discharge the majority of stormwater runoff from the Boat Haven site and meet the requirements for the Boatyard General Stormwater Permit administered by the Washington State Department of Ecology. This system also includes pumps and tide gates to help prevent flooding of the low areas of Boat Haven during high tide and storm events. Some areas such as the old lumberyard and mixed-use areas are not connected to the storm drainage treatment system. Extensive improvements to the Port's stormwater infrastructure were undertaken in 2017 and 2018, including: replacement of media in perimeter sand filters and Aquip™ treatment units, re-graveling (capping) of areas with high metals concentrations, and the integration of chitosan filtration socks within the Aquip™ units. These upgrades have resulted in substantially improved stormwater quality at Boat Haven. However, increasingly stringent regulations could necessitate further system upgrades over the near to medium term (i.e., 1-10 years).

Other Services & Utilities: CenturyLink (formerly Qwest) provides telephone service and gas service is provided by Ferrell gas. Waste Connections provides solid waste collection service. Northwest Open Access Network (NoaNet) provides fiber broadband to the Boat Haven. Both Comcast and Wave Broadband companies provide cable and Internet services in this area.

Boat Haven Marina Improvement Plan (In-Water)

The Port's long-term plan for the Boat Haven Marina facility focuses on the repair, rehabilitation and replacement of existing infrastructure. No major redevelopment or facility expansion is planned, and the Port's primary focus will continue to be investments in existing facilities to extend their useful life, optimize their safety and efficiency, and to ensure compliance with environmental standards.

The capital projects anticipated for Boat Haven Marina will include dredging the navigation channel, repairs to the east 600 feet of the main breakwater, comprehensive renovation to C&D and Linear Docks in the Main Basin, renovation of Docks in the Commercial Basin, incremental replacement of timber pilings, and rehabilitation of electrical infrastructure (particularly on C&D and Linear Docks). Significant projects anticipated over the next 20 years are summarized below.

Marina Project #1 - Entrance/Navigation Channel Dredging: As noted previously, periodic maintenance dredging of the entrance channel is necessary approximately once each decade. Thus, for planning purposes, dredging is anticipated to be necessary in 2020 and again in 2030. The United States Army Corps of Engineers (USACE) recently completed a hydrographic survey in preparation for near-term dredging. The US Coast Guard's presence at Boat Haven allows the USACE to fund and manage maintenance dredging projects at this location. The near-term dredging (i.e., the next two years) is anticipated to be an approximately \$550,000 project; dredging would again be needed in 2030 at an estimated future cost of \$700,000 (i.e., \$1,250,000 over the next 20 years).⁵

Marina Project #2 - Main Breakwater Repairs: As previously noted, the east 600 feet (approximately) of the Boat Haven Breakwater is part of the marina originally constructed in 1934. Because of its design, this original length of breakwater is far more vulnerable to storm-induced wave damage than the newer breakwater (c. 1968) protecting the Main Basin lying to the southwest. The original breakwater section was constructed with an outer layer of rock spalls on each side of the structure, with granular fill between the outer armor rocks. Two rows of timber walls on wood pilings are visible on each side of the breakwater. These walls were used to support large rocks being installed more or less concurrently with placement of the interior fill (which was dredged from the harbor). The newer section of breakwater to the west, while similar in appearance, is constructed entirely from rock quarry spalls and has no internal fill. This plan anticipates that substantial repair and rehabilitation of the eastern portion of the structure will be needed over the life of this CSHI to protect the marina and ensure safe navigation within the entrance channel. Various alternatives for this rehabilitation work were reviewed by the Port in late 2016. Rehabilitation alternatives and their associated costs were as follows⁶:

- No Action – Periodic Damage/Rising Repair Costs: No Estimate Provided
- Option 1 – Rehabilitation/Soil Improvements: \$2,384,000
- Option 2 – Rehabilitation/Sheet Pile Wall: \$2,663,000
- Option 3 – Partial Replacement: \$1,875,000
- Option 4 – Full Replacement: \$3,979,000

This plan anticipates moving ahead with urgent but limited repairs in the immediate future (2021 in-water work window) to address storm damage sustained in 2018. These near-term repairs are estimated to require \$350,000. Over the 6-10-year timeframe, complete rehabilitation of the old section of breakwater is anticipated (i.e., Option 1, above). Complete rehabilitation would include in-situ soil improvements using soil mixing or jet grouting ("soilcrete"), refurbishment of the breakwater cap, and placement of new armor rock on the slopes of the structure. Complete rehabilitation would require up to \$3,035,000 in future inflation adjusted dollars.⁷

Marina Project #3 - C&D Dock/Linear Dock Renovations (Main Basin): The improvement plan for the Marina also anticipates the comprehensive renovation of C&D Docks as well as the Linear Dock within the Main Basin. Originally constructed in the late 1960s, these facilities require extensive near-term rehabilitation (i.e., over the next 5 years) which is likely to include: the

⁵ This assumes an inflation rate of 2.5% from 2020 to 2029, and cumulative inflation of approximately 28%.

⁶ Original 2016 cost estimates updated for inflation through July of 2020.

⁷ This assumes an inflation rate of 2.5% from 2020 to 2026, and cumulative inflation of approximately 16%.

replacement of rub boards, walers, associated through rods and nuts, installation of miscellaneous hardware, addition of supplemental floatation, and patching of deteriorated concrete surfaces. The proposed rehabilitation outlined in this project does not include electrical repairs and upgrades or replacement of deteriorated creosote-treated piles, which is addressed separately in Marina Project #6, below. Due to the prohibitive cost (i.e., an estimated \$8.6 million), complete replacement of C&D Docks is not recommended. Instead, the repair and renovation project outlined above is estimated to require approximately \$1,732,000 and would extend the anticipated useful life of these docks by 10 years or longer. If this repair and renovation work is accomplished with Port Maintenance staff, project costs could be substantially reduced.

Marina Project #4 - Dock Renovations (Commercial Basin): These concrete docks are primarily used by commercial fishing vessels and are some of the more deteriorated docks at Boat Haven. This CHSI anticipates capital renovation of the structures to extend their useful life. Included in this project is the replacement of rub boards, walers, associated through rods & nuts, installation of miscellaneous hardware, the addition of supplemental floatation, and the patching of deteriorated concrete surfaces. The proposed project does not include electrical service repairs or upgrades, or replacement of deteriorated creosote-treated piles. Because this facility supports the commercial fishing industry, it is important to the local economy. The project is preliminarily estimated to require up to \$200,000 and should be undertaken within the next 6-10 years.

Marina Project #5 – Progressive Piling Replacement: The remaining creosote treated timber pilings at Boat Haven, in both the Main Basin (“southwest”) and Commercial Basin (“northeast”) are in fair to poor condition. These will require progressive replacement over the coming years, with those in the most deteriorated condition prioritized for near-term replacement (i.e., 1-5 years). However, the removal and replacement of all 168 creosote treated pilings with galvanized steel pilings is anticipated over the life of this CHSI. Following the near-term project (estimated to require approximately \$420,000), a further 126 creosote treated piles would be replaced in three separate/subsequent projects over the ensuing 15 years. Where possible, piling replacement will be coordinated with dock renovation projects. The total cost of pile replacement at Boat Haven is estimated to require approximately \$2,041,000 over the next two decades (i.e., \$420,000 in the near term, and a further \$475,000 in the 6 to 10-year timeframe and \$1,146,000 in the 11 to 20-year timeframe).⁸

Marina Project #6 – C&D Dock/Linear Dock Electrical Service Rehabilitation: The electrical conduits, wiring, transformers and receptacles on C&D Docks and Linear Dock are in poor condition (particularly on D Dock). Complete rehabilitation of this infrastructure is necessary in the near near term (i.e., 1-5 years) in order to continue to safely provide electricity to these docks. The estimated cost of this project is \$350,000. It would be most cost effective to complete this project in conjunction with the C&D Dock/Linear Dock renovation project.

Estimated Capital Project Costs - Boat Haven Marina (In Water):

- Dredging = \$1,250,000 (\$550,000 for dredging of the main navigation channel in 2020, with another \$700,000 maintenance dredging needed by 2030⁹)

⁸ These figures assume four separate pile replacement projects of 42 piles over the next 20 years ('20, '25, '30 & '35), with an inflation adjustment of 2.5% applied to future projects. Initial cost (2019 dollars) is estimated at \$10,000 per pile.

⁹ Likely to be funded by the UASCE if the USCG maintains its presence at Boat Haven.

- Breakwater Repairs = \$3,385,000 (\$350,000 to repair 2018 storm damage, with a further \$3,035,000 between now and 2030)
 - C&D Dock/Linear Dock Renovation = \$1,732,000
 - Commercial Basin Dock Repairs = \$200,000
 - Progressive Replacement of Timber Pilings = \$2,041,000 (\$420,000 in the next five years, with a further \$1,621,000 in three subsequent pile replacement projects)
 - Electrical Service Rehabilitation (C/D + Linear Docks) = \$350,000
- SUBTOTAL = \$8,958,000**

In addition to the more significant capital renovation and replacement projects outlined above, the Port plans to continue to undertake projects as necessary to maintain existing capital infrastructure and address public safety concerns and changing regulatory requirements.

Boat Haven Industrial Park Improvement Plan (Uplands)

This section is divided into two subsections, as follows: 1) Upland Use Designations, which describes the five different use zones of upland areas at Boat Haven; and 2) Improvement Projects, which sets forth the capital projects anticipated over the next 20 years.

Upland Use Designations: Future development of the upland areas at the Boat Haven property (i.e., the Industrial Park) anticipates maximizing the efficient use of available land to encourage marine-related commerce and industry. While significant changes to the established distribution of upland uses are not envisioned, the upland areas should be actively managed to efficiently use all available land, encourage intensification of marine-related industrial and commercial uses, and improve the Port's bottom line.

More efficient use of available space will be achieved by implementing five upland use designations established for the Boat Haven properties, as follows:

- Use Designation "BH-A" - Work Yard
- Use Designation "BH-B" - Marine Industrial/Boat Yard
- Use Designation "BH-C" - Marine-Related Commercial
- Use Designation "BH-D" - Port Administration/Operations
- Use Designation "BH-E" - Parking

These use designations or "zones" seek to focus specific types of development and activities in locations conducive to them. For example, work yard and marine trade uses flank the boat lifts, while designated parking areas are located away from industrial uses and near facilities frequented by the public and pedestrians, such as the Main Moorage Basin.

The use designations also allow for protection of environmentally critical areas on the site. Unlike prior iterations of the CSHI, this 2020 Update no longer imagines westward expansion of the Boatyard into what has historically been referred to as the "Balch Property". Detailed descriptions of the five use designations are set forth below.

Use Designation “BH-A” - Work Yard: The Work Yard designation encompasses the area that has been ballasted for the 75-ton mobile travel lift and has approximately 120 spaces for vessel storage and refit projects. This area encompasses the northeastern quarter of the uplands at Boat Haven and is generally bounded to the west by Boat Street, to the south by Washington Street, to the east by the Safeway Gas Station property, and to the north by Sims Way/State Route 20. Boat storage and refit projects will remain the principal use in this area. However, the area should be managed to maximize its vessel storage potential and, in turn, improve the Port’s bottom line.

Use Designation “BH-B” - Marine Industrial/Boat Yard: The Marine Industrial/Boat Yard designation encompasses a majority of the upland available at the Boat Haven. This zone entails nearly the entire west half of the existing marina upland and includes the area west of the Boat Street right-of-way to the east edge of the wetlands on the west side of the property. This area will continue to be used for shipbuilding and repair and would likely be divided into parcels for ship and yacht building businesses and other marine-related industry. Due to the increasing rigor of environmental regulations, a sandblast facility and containment area may become necessary over the coming years and could be located in this area.

One potential location for a sandblast facility would be the triangular “long-term” storage yard bounded on the north by Sims Way/SR 20, to the east by the Haines Street right-of-way and to the south by the Port Townsend Shipwright’s building. This area was formerly the site of the Port Townsend Lumber Company (i.e., a lumber yard), and has been used as a storage area for seized, abandoned and/or derelict vessels awaiting re-sale or demolition. The area is unballasted, although it lies within the area governed by the Boatyard General Stormwater Permit.

Use Designation “BH-C” - Marine-Related Commercial: Four dis-contiguous areas are designated for future marine-related commercial use: the KC Nomura Building (the “Skookum” Building) located at the southwest intersection of Jefferson and Benedict Streets, the Benedict Street Spit (i.e., including the former moorage office (now Rubicon Yachts) and United States Coast Guard Station), the area lying adjacent and to the east of the Commercial Basin (i.e., encompassing properties presently leased to a Yacht Club and a fish processor/wholesaler. It is anticipated that uses in this designation would be marine-related in focus.

Use Designation “BH-D” - General Commercial: Almost the entirety of the Port’s ownership at Boat Haven is zoned by the City of Port Townsend for marine-related uses. However, a one-quarter-acre parcel situated at the northwest intersection of Washington and Thayer Streets is zoned by the City for General Commercial Use. Consistent with the City’s land use and zoning, this CSHI designates this parcel (presently occupied by the Port Townsend Dive Shop) for a broad range of potential future commercial uses. Uses that could be accommodated on this parcel include the following: retail commercial, professional offices, transient accommodations, restaurants, and personal service businesses. Within a multi-story structure, ground floor commercial use and upper floor residential use might also be possible.

Use Designation “BH-E” - Port Administration/Operations: This designation includes four dis-contiguous areas and consists of the following:

- The existing Port Maintenance Building at the west end of the Boat Haven property;
- The existing Boat Haven Moorage and Yard Office located at the northeast intersection of vacated San Juan Avenue and vacated Washington Street;

- The existing Port Commission Building adjacent to Benedict Street and immediately north of the launch ramp; and
- The Port Administration Building located at the western terminus of Jefferson Street on the north side of the principal public parking lot at Boat Haven.

Use Designation “BH-F” - Parking: The parking designation is applied the following areas:

- The large surface lot south bounded by the Port Administration Building and the KC Nomura Building on the north, the Port Commission Building to the east, the southeast or Main Moorage Basin on the south, and the public restrooms and Jochem Building on the east;
- Strip parking along the marina on the south side of vacated Washington Street between the launch ramp and the intersection with vacated Boat Street, and the north side of Washington Street between the Boat Haven Moorage and Yard Office and the main public restrooms at Boat Haven; and
- A strip of parking located west of the 300-ton in proximity to the Larry Scott Memorial Trail head and west end public restrooms.

The Port also has parking rights for vehicles at the Haines Place Park-and-Ride Lot located near the Safeway across Sims Way from Boat Haven Marina. This arrangement was made between the Port and Jefferson Transit in the mid-1990s in anticipation of future parking demands. This parking may be used as overflow parking for the Boat Haven Facility.

Use Designation “BH-G” – Open Space/Trails: This designation has been applied to areas that provide valuable natural and open space functions, as well as opportunities for outdoor recreation. The designation has been applied to the following areas:

- The wetland area lying adjacent and to the west of the BH-B (i.e., 300-Ton Boat Yard) and north of the Larry Scott Memorial Trail, historically referred to as the “Balch property”; and
- Those portions of the Port’s ownership (formerly railroad right-of-way) comprising the Larry Scott Memorial Trail, from the trailhead south of the 300-Ton Boat Yard to the southwestern terminus of the Port’s Boat Haven property.

Although identified as “open space” within this CSHI, the Port anticipates collaborating with the City of Port Townsend to explore: redirecting stormwater runoff from Sims Way/SR 20 to a location other than the Balch property; investigating off-site wetland mitigation options and the potential expansion of the 300-Ton Boat Yard to encompass portions of the Balch property; and finally, exploring an alternative route alignment for the Larry Scott trail that could mitigate use conflicts (i.e., industrial/recreational) within the 300-Ton Boat Yard.

The upland use designations governing future development and use at Boat Haven are depicted on Figure III-3.

Improvement Projects: As was the case for the Marina, the emphasis for the upland areas at Boat Haven will be repair and maintenance of existing capital assets. Although two new projects are envisioned, no major facility redevelopment or expansion is anticipated. Capital expenditures will be concentrated on extending the useful life of existing capital assets, improving safety and efficiency, and complying with ever-changing environmental requirements.

Repair and renovation projects will include resurfacing of Work Yard and Boat Yard areas, periodic rehabilitation of stormwater treatment units and perimeter sand filters, repairs to buildings and structures (e.g., roofs) throughout the facility, resurfacing and repairs to vacated Washington Street from the intersection of vacated Boat Street to the launch ramp, and periodic slurry coating to the main parking lot south of the Administration Building.

Two new capital projects are planned: a sand blast containment facility; and a new marine trades building. Both of these development projects would be situated in Use Designation BH-B, the Boat Yard area. Upland improvement projects at Boat Haven are summarized below.

Upland Project #1 – Work Yard & Boat Yard Resurfacing (Periodic): A critical part of achieving compliance with the Port’s Boatyard General Stormwater Permit involves upgrading the gravel surfaces in the Work Yard and Boat Yard (i.e., located in Use Designations BH-A and BH-B). From initial construction in the mid-1990’s to 2017, very little resurfacing work was done. The result is a deteriorated surface of fine material that moves with stormwater, is difficult to filter, and has attached metals (e.g., copper and zinc). Discharge of metals needs to be controlled under the Boatyard General Stormwater Permit for Boat Haven. Ongoing and recurrent capital rehabilitation of this surface will be critical to ensure both continued permit compliance, and to reduce fugitive dust in the yard areas that hampers vessel refinishing work.

Accordingly, this CSHI anticipates that periodic and ongoing investments in resurfacing work will be accomplished during 12 of the next 20 years. The general pattern will be to conduct limited resurfacing in the summer months of three consecutive years under “unit priced contracts”¹⁰, followed by a two-year hiatus. The year 2020 will represent “year two” of such a three-year program, with subsequent 3-year resurfacing cycles to commence in 2024, 2029, 2034 and 2039, respectively. The estimated cost for this work is approximately \$1,041,000 (\$217,000 between 2020-2024, \$241,000 between 2025-2029, \$583,000 between 2030-39¹¹).

Upland Project #2 – Stormwater Treatment System Rehabilitation (Periodic): Perhaps the most critical infrastructure at Boat Haven is the stormwater collection and treatment system. The system was originally installed in 1996 and was for stormwater conveyance only – not treatment. As regulatory requirements increased, the system was modified over the years to incorporate treatment components as well.

In 2017, the Port undertook substantial system modifications and upgrades to improve performance. These system changes have proven to be effective, and the Port is in compliance with the Boatyard General Permit administered by the Washington State Department of Ecology. The recent system improvements included replacing filtration media, replumbing and adding chitosan coagulant to both of the Aquip™ stormwater treatment units and rebuilding the four sand filters located around the perimeter of the yard areas. These upgrades were part of a broader suite of projects and activities which included more effective administration of source control best management practices (BMPs) and gravel capping of metals-laden “hot spots” in the yard. Ensuring the long-term effectiveness of the system improvements undertaken in 2017 requires a sustained level of capital investment, and the long-term operation and maintenance costs of the system as it is currently configured are by no means insignificant. This CSHI anticipates that the

¹⁰ See RCW 53.08.120(3).

¹¹ Adjusting \$70,000 in 2020 for inflation calculated at 2.5% for 3-year projects commencing in the years 2024, 2029, 2034 and 2039.

filtration media in the Aquip™ units and the perimeter sand filters will require replacement and rehabilitation approximately once every five years over the next 20 years, commencing in 2023 and occurring again in 2028, 2033 and 2038. Additionally, there are four stormwater pumps (i.e., two main pumps and two backup pumps) that have never been replaced since their installation in the 1990s. Two of these pumps will be replaced in the near term (i.e., 1-5 years), with the other two replaced over the medium term (i.e., 6-10 years). The total capital outlay is estimated to be approximately \$705,000 (\$180,000 over years 1-5; \$190,000 over years 6-10; \$160,000 over years 11-15; and \$175,000 over years 16-20).

Upland Project #3 – Building Repairs (Progressive): Nearly all of the original Port Townsend Industrial Park buildings were constructed in the early 1970s (i.e., the “Sperry Buildings”) and are now nearly 50 years old. Many of these structures have moderate to substantial condition issues, typically involving roof coverings (sometimes including compromised roof trusses), damaged exterior sheet-metal walls, failing doors and windows, and plumbing and electrical issues. Consistent with adopted policy, the Port is responsible for maintaining the structural parts of the buildings it leases, including: the foundations; bearing and exterior walls; subflooring and roofs; the unexposed electrical; plumbing and sewerage systems (including those portions of the systems lying outside the leasehold); exterior doors and window frames; gutters and downspouts; and the heating, ventilation and air conditioning systems (if provided). This CSHI anticipates expenditures of approximately \$1,600,000 for capital repairs to Boat Haven buildings over the next 20 years: \$300,000 over years 1-5; \$325,000 over years 6-10 years, and a further \$975,000 between 2030-2039.

Upland Project #4 – Washington Street Rehabilitation (Progressive): Vacated Washington Street between the intersection of vacated Boat Street eastwards along the marina to the boat ramp requires rehabilitation and repair to address subsidence issues likely caused by tidal influence from the adjacent marina. Tidal and wave action along the north perimeter of the marina appears to be transporting fines and sediments beneath the road surface (i.e., behind the armor rock), leading to subsidence and sink holes in the adjoining asphalt. The rehabilitation work is likely to involve the installation of sheet piles along the south side of the roadway as well as repaving. This CSHI outlines three separate phases of rehabilitation work, prioritized by current condition and need: Phase 1 (during the next five years) to focus on the area from Boat Street to the current Moorage & Yard Office; Phase 2 (during years 6-10) to address the road section from the Moorage & Yard Office to the Main Bathroom area; and Phase 3 (during years 11-20) to address the portion of the roadway along the south side of the main Boat Haven parking lot from Jefferson Street east to the boat ramp. The estimated cost of this rehabilitation is \$400,000 (\$200,000 over years 1-5; \$120,000 over years 6-10; and \$80,000 over years 11-20).

Upland Project #5 – Main Parking Lot - Pavement Maintenance (Periodic): The main parking lot at Boat Haven requires recurrent applications of a slurry coat to maintain the surface in good condition and extend the useful life of the asphalt. Periodic slurry coating improves waterproofing characteristics of the asphalt, seals sound surfaces to prevent cracks, and corrects pavement raveling. Slurry coating is anticipated to be needed approximately six times over the next two decades at an estimated cost of \$160,000 (i.e., \$20,000 over years 1-5; \$50,000 over years 6-10; and \$90,000 over years 11-20).

Upland Project #6 – Work Yard & Boat Yard Electrical Service Rehabilitation/Lighting: The electrical conduits, wiring, transformers, and pedestals in the both the Work and Boat Yards are

in fair to poor condition and require rehabilitation over the relatively near term (i.e., 1-10 years). The rehabilitation work would include meters and new receptacles. In addition to electrical system improvements, the project would incorporate industrial grade lighting in certain key yard areas to improve security and safety. The estimated cost of this project is \$500,000, to be conducted in three separate phases:

- Southern and middle portion of Work Yard (Use Designation BH-A) and Boat Yard (Use Designation BH-B) by 2022 at an estimated cost of \$350,000;
- Northwestern portion of the Work Yard (Use Designation BH-A) by 2025 at an estimated cost of \$75,000; and
- Northeastern portion of the Work Yard (Use Designation BH-A) by 2026 at an estimated cost of \$75,000.

Upland Project #7 – Sandblast Containment Facility. There has been increasing concern in recent years about pollutants generated by the boatbuilding and repair activities at Boat Haven. In particular, abrasive blast media, metals, metal related compounds, petroleum associated hydrocarbons and antifouling ingredients in paints have come under scrutiny. Because Boat Haven is adjacent to the marine waters of Port Townsend Bay, there is concern over the potential for contaminated stormwater runoff to enter the bay. Additionally, abrasive blasting creates pollutants that affect air quality and land if not safely contained.

The proposed new sandblast facility would be a key component of the Port’s efforts to control pollutants associated with paint removal operations. It is anticipated that financing, building, and operating the facility would be pursued as a public/private partnership. The facility, which is anticipated to be constructed during the 2030-2039 timeframe, could either be located in Use Designation BH-A or BH-B (e.g., on a portion of the former “Port Townsend Lumber” site, or in the 75-Ton Workyard). The estimated cost for this facility, expressed in 2035 dollars, is \$3,280,000.¹²

Upland Project #8 – Marine Trades Incubator Building. The Port has been approached numerous times in recent years by individuals looking for space for marine trades business startups. A June 2018 study prepared by Martin & Associates¹³ concluded that the marine trades comprise more than 1,100 direct jobs and 2,200 total jobs (i.e., direct, indirect and induced) county-wide. Many of these are highly skilled, family wage, jobs. One avenue to encourage entrepreneurs to establish new marine trades businesses is to provide a purpose-built “incubator” facility to host startup and early stage companies that lack the capital resources needed to build their own facilities. The idea is to provide workspace at advantageous rates, under fixed, short-term agreements (e.g., 2-5 years), for new businesses to grow and prosper and amass the capital necessary to invest in their own purpose-built facilities. This CSHI envisions construction of a new 8,000 square foot facility (i.e., four bays of approximately 2,000 square feet) on the old “Port Townsend Lumber” site at the northwest corner of the Boat Haven property (i.e., Use Designation BH-B). The estimated cost for this facility, expressed in 2035 dollars, is \$1,640,000.¹⁴

¹² This estimate is based on the \$2,000,000 set forth in the 2013 CSHI, adjusted for inflation to 2035 using a 2.5% inflation rate.

¹³ “The Economic Impact of the Jefferson County Marine Trades”, Martin & Associates/Port Townsend Marine Trades Association, June 6, 2018.

¹⁴ This estimate is based on the \$2,000,000 set forth in the 2013 CSHI, adjusted for inflation to 2035 using a 2.5% inflation rate.

Estimated Capital Project Costs - Boat Haven Industrial Park (Uplands):

- Work Yard & Boat Yard Resurfacing = \$1,041,000 (\$217,000 in the next five years; 241,000 over years 6-10; and 583,000 in years 11-20¹⁵)
- Stormwater Treatment System Rehabilitation = \$705,000 (\$180,000 in the next five years; \$190,000 over years 6-10; \$335,000 over years 11-20)
- Building Repairs (Progressive/Incremental) = \$1,600,000 (\$250,000 over the next five years; \$375,000 over years 6-10; and \$975,000 over years 11-20)
- Washington Street Rehabilitation = \$400,000 (\$200,000 over the next five years; \$120,000 in years 6-10; and \$80,000 in years 11-20)
- Main Parking Lot – Pavement Maintenance = \$160,000 (\$20,000 over the next five years; \$50,000 in years 6-10; and \$90,000 years 11-20)
- Work Yard & Boat Yard Electrical & Lighting Upgrades = \$500,000 (\$425,000 over the next five years; \$75 in years 6-10)
- Sandblast Containment Facility = \$3,280,000 (in years 11-20)
- Marine Trades Incubator Building = \$1,640,000 (in years 11-20)

SUBTOTAL = \$9,326,000

BOAT HAVEN TOTAL = \$18,284,000 (\$8,958,000 (In-Water) + \$9,326,000 (Upland))

¹⁵ Adjusting \$70,000 in 2020 for inflation calculated at 2.5% for 3-year projects commencing in the years 2024, 2029, 2034 and 2039.

FIGURE III-3: Boat Haven Upland Use Designations



Point Hudson Marina & RV Park

Facility Description

Ownership: The Point Hudson property was deeded to the Port by the federal government in 1956. From the period 1968 to 2002, the entire facility was leased by a private operator. The property is approximately 32 acres in size, consisting of upland and tidelands lying generally between Jackson Street and the shoreline of Admiralty Inlet, south of Hudson Place. The Port re-assumed management of Point Hudson in April 2002. The Port leases the majority of the on-site buildings to private businesses and federal and state government agencies.

Facilities & Uses: The Point Hudson property was developed in 1933-34 for use as an immigration facility but was never used in that capacity. The facility was converted to an Army Reserve training station in the 1950s and subsequently decommissioned, which included the demolition of several barrack buildings and similar structures. Several buildings remain on the site from this historical period, such as the Armory Building, the Cupola Building and the Commander's House.

A number of studies have been undertaken over the years to evaluate the site, structures, and redevelopment options. These studies include:

- *Point Hudson Redevelopment Strategy* (Maul Foster Alongi/Heartland, 2018);
- *Point Hudson Building Assessment and Maintenance Program* (Washington Engineering, 2002);
- *A Master Plan for Point Hudson – Phase III* (Point Hudson Advisory Committee with MAKERS architecture and urban design, December 1994);
- *Point Hudson Study: Phase II Report: Conceptual Plan Alternatives* (Point Hudson Advisory Committee, 1993);
- *Conceptual Studies For: Point Hudson* (Point Hudson Company/Bumgardner Architects, 1992);
- *Point Hudson Study: Phase I Report* (Point Hudson Advisory Committee, 1992); and
- *Point Hudson Economic Development Options* (Leland and Hobson, 1985).

In addition to the studies highlighted above, in June of 2020 the Port recently retained Artifacts, Inc. to conduct a cultural resources survey to fully inventory and document Point Hudson's historic resources. The Artifacts study will be completed during the fall of 2020.

Upland Facilities & Conditions: Point Hudson's upland area is moderately developed and contains a variety of marine and non-marine related uses. Marine-related uses include boat and trailer storage, boat building, repair, and service, shower and laundry facilities, parking areas, and marine-related retail and offices. Non-marine related uses include government agency offices (i.e., U.S. Customs and Washington State Department of Fish and Wildlife), restaurants, an RV park, and a B&B. There are 12 structures on site, ranging in scale from a small shed annex north of the Cupola House, to the Main Building. The interior configurations of the structures vary widely, and most have been substantially modified over the years.

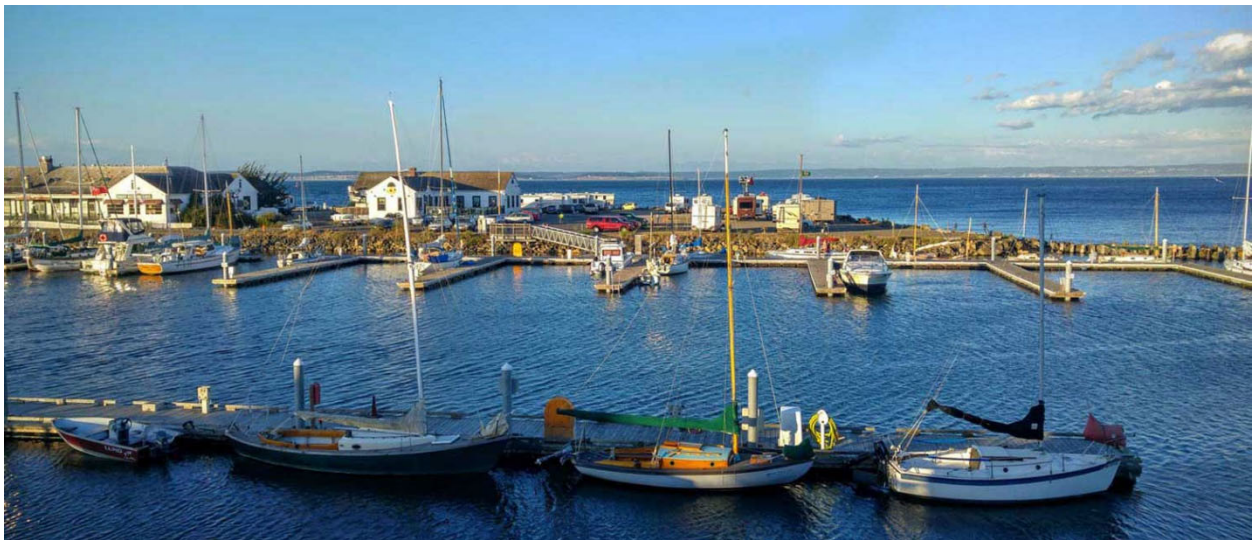
Although the Hospital Building (presently leased by the Washington State Department of Fish and Wildlife and the US Department of Customs and Border Protection) and the Attendants' Quarters (now leased by Doc's Marina Bar & Grill) have been completely renovated since 2003, the condition

of the other upland structures continues to vary from average to poor. A detailed building assessment is contained in the *Point Hudson Building Assessment and Maintenance Program*. Vapors from creosote pilings, friable asbestos, and lead paint have been identified as potentially hazardous substances present on the site. A dedicated outdoor air system (DOAS) was recently installed in the Hospital Building and appears to be substantially mitigating creosote odors.

Figure III-4: Aerial View – Point Hudson Marina & RV Park



Figure III-5: Point Hudson Marina –Northeast View



Moorage Facilities & Conditions: This small marina and harbor has approximately 1,250 linear feet of moorage and can accommodate approximately 100 small boats under 36 feet in length with its current float configuration. The west and center docks were replaced in 2002. In 2006, the remainder of the marina was completely renovated and upgraded. All timber creosote pilings were removed and replaced with concrete or steel pilings, and all timber floats were replaced with new timber floats with encapsulated foam floatation and new finger slips. Additionally, a 30-ton boat haul-out pier located at the northwest corner of the marina can accommodate vessels up to 45 feet in length.

The harbor is protected from wave action by two overlapping breakwaters originally constructed in 1934. In 2009, maintenance dredging was conducted to remove accumulated sediment at the entrance channel (1,400 cubic yards) and to maintain the navigation channel. At the same time, maintenance dredging was conducted along the east and west sides of the boat basin to increase water depths under the new floats (9,500 cubic yards). The harbor entrance consists of two timber piling jetties about 24 feet wide with timber piling on each side enclosing a riprap fill material. A facility condition assessment prepared by Coast & Harbor Engineering (now Mott MacDonald, Inc.) in 2014 concluded that the overlapping jetties were well beyond their anticipated design life, severely degraded, and that comprehensive rehabilitation or replacement of both structures is required in the near term to provide continued protection to the marina. The seaward leg of the South Jetty is particularly deteriorated. Since the 2014 engineering assessment, the Port has pursued various alternatives for replacement and rehabilitation. In June of 2020, and based on recommendations of the citizen stakeholder committee, the Port Commission endorsed moving ahead with engineering and permitting for replacement structures that are similar in design, character and appearance to the existing jetties: perimeter steel batter piles and steel pile-top bracing retaining a backfill core of granite quarry spalls. At the time of this writing, the Port has applied to the US Department of Commerce, Economic Development Administration (EDA), for funding to replace this critical infrastructure.

Figure III-6: Marina & “Maritime Heritage Corridor” Buildings – Northwest View



Public Access, Services & Utilities:

Regional Access: Point Hudson is located at the entrance of Admiralty Inlet. The site is located in the southeastern corner of the City of Port Townsend. Access to the City of Port Townsend is provided by SR 20, which connects the city to US 101 and the rest of the county.

Local Access: Local access to this site is provided by Jefferson Street, Monroe Street, Jackson Street, Washington Street, and Water Street. Access to the site is primarily off of Monroe Street and Jefferson Street.

Figure III-7: Seaward Leg of South Jetty Arm During a December 2018 Storm



Marine Access: Marine access is provided to the boat harbor/marina from the south.

Police/Fire/Emergency Services: The City of Port Townsend Police Department provides law enforcement at Point Hudson; East Jefferson Fire-Rescue Department provides fire protection and emergency services to the facility.

Water: The City of Port Townsend provides water and sanitary sewer service to Point Hudson. A six-inch water main serves the site. In addition, a 10-inch water main lies approximately one block west of the site, along Monroe Street.

Sewer: An eight-inch sanitary sewer main located at the intersection of Jefferson and Hudson Street currently serves this site.

Electricity: Electricity is provided by Jefferson County Public Utility District #1 (PUD).

Other Services & Utilities: CenturyLink (formerly Qwest) provides telephone service and gas service is provided by Petit Oil. Solid waste collection service is provided by Waste Connections. Northwest Open Access Network (NoaNet) provides fiber broadband to Point Hudson. Comcast and Wave Broadband companies both provide cable and internet services in this area.

The Point Hudson Preservation Plan: On June 24, 2020, and in recognition of the pressing need for clear guidance concerning the rehabilitation and preservation of this historic facility for current and future generations, the Port Commission endorsed a “Preservation Plan” for Point Hudson.¹⁶ The Preservation Plan outlines three basic phases of rehabilitation of this special place:

- Rebuilding the overlapping breakwaters at the entrance to Point Hudson;
- Restoring the historic buildings; and
- Renovating basic utilities and infrastructure.

The Improvement Plans outlined in this section of the CSHI for both In-Water and Upland Facilities (see below) are consistent with, and help to implement, the Commission-approved, and community-supported, Preservation Plan.

Point Hudson Marina Improvement Plan (In-Water)

The improvement plan for Point Hudson concentrates on repairing, rehabilitating and replacing existing infrastructure. The primary focus will continue to be investments in existing facilities to extend their useful life, optimize their safety and efficiency, and to ensure compliance with environmental standards. No major redevelopment or facility expansion is planned, although a pedestrian esplanade and public access and landscaping improvements are anticipated around the perimeter of the marina.

The most significant capital undertaking, and perhaps the largest and most challenging project outlined in this CSHI, is the replacement of the nearly 90-year old overlapping jetties protecting the marina. Other in-water projects over the next twenty years will include dock renovations, rehabilitation of electrical service on the docks, and maintenance dredging of the entrance channel. Significant in-water and shoreline projects anticipated over the next twenty years are summarized below.

Marina Project #1 – Demolition & Replacement of North & South Jetties: As noted in the facility inventory, above, a 2014 engineer’s assessment of both the north and south jetties concluded that they are severely compromised, and that their failure is likely if not replaced in the near term. Such a failure would jeopardize future public use of this historic marina facility. The proposed project involves the demolition and replacement of the existing 258’ long batter-pile and rock South Jetty and the 284’ long North Jetty. It is expected that the project would be carried out in phases, with the more deteriorated and vulnerable South Jetty being replaced first. However, because of the degraded condition of both structures, this CSHI anticipates that both structures will be replaced in the near term, within successive construction seasons (i.e., “in-water work windows”). The replacement structures would be similar in design, character and appearance to the existing jetty: perimeter steel batter piles and steel pile-top bracing retaining a backfill core of granite quarry spalls. This design reduces impacts to the marine environment because of its substantially smaller footprint (i.e., narrower) and by removing all of the existing creosote-treated timber from the water. Reconstruction of the bulkhead on the marina side of the South Jetty is included within the project scope, as is restoration of the pedestrian walkway and viewing platform on the South Jetty. The reconstructed jetties would result in a somewhat wider navigation channel, providing improved

¹⁶ The Preservation Plan has received community-wide support, and is endorsed by: the City of Port Townsend; Jefferson County; the Jamestown S’Klallam Tribe; Jefferson County PUD; the Northwest Maritime Center; the Jefferson County Chamber of Commerce; the Washington Trust for Historic Preservation; the Port Townsend Marine Science Center; the Port Townsend Marine Trades Association; and the Port Townsend Main Street Program.

vessel access to the marina. The estimated cost of this project is \$14,100,000, anticipated to be conducted in two separate phases, as follows:

- Phase 1 – South Jetty Demolition & Replacement: to be conducted in the 2021-2022 in-water work window at an estimated cost of \$7,572,000; and
- Phase 2 – North Jetty Demolition & Replacement: to be conducted in the 2022-2023 in-water work window at an estimated cost of \$6,528,000.

Marina Project #2 – Shoreline Stabilization: The southeastern-most shoreline at Point Hudson (i.e., east of the landward leg of the North Jetty) is highly vulnerable to wind and wave action and coastal erosion. Immediately landward of this vulnerable area lie several highly sought-after RV spaces. The shoreline in this area was informally armored with construction rubble in the mid-20th century. However, little armoring remains along this beach to dissipate wave energy. Projected sea-level rise over the coming decades, coupled with high tides, storm events, and ongoing erosion, are anticipated to compromise the continued use of these campsites over time. In addition to the beach at the south end of Point Hudson, the northeastern-most portion of the facility (i.e., in proximity to the Commander's House) is also unarmored and has been subject to considerable shoreline erosion. This CSHI anticipates an engineering study resulting in shoreline defense recommendations requiring up to \$25,000, followed by a stabilization project of up to \$200,000 (i.e., \$225,000 total) within the near term (i.e., 1-5 years).

Marina Project #3 - Entrance/Navigation Channel Dredging: Demolition and replacement of the North and South Jetties at Point Hudson will include dredging of the navigation channel, as well as shoaling near the entrance to the marina. Nevertheless, periodic maintenance dredging is anticipated to be needed again by approximately 2034, at an estimated cost of \$430,000 in inflation adjusted dollars.

Marina Project #4 – Dock & Float Renovations: The docks on the east side of the marina are primarily used by transient recreational vessels, while the west, or linear dock, is used by both recreational and commercial vessels. All of the docks in the marina were replaced between 2002 and 2006. While these docks and floats are presently in good condition, partial renovation will be required over the next 20 years to extend their useful life. Accordingly, this CSHI anticipates a renovation project in the mid-2030s which would include the replacement of rub boards, walers, associated through rods & nuts, installation of miscellaneous hardware, the addition of supplemental flotation, and new wood decking in deteriorated areas. The proposed project would not include electrical service repairs or upgrades. The project is estimated to require up to \$225,000 in 2035 inflation adjusted dollars.

Marina Project #5 – Dock Electrical Service Upgrades: The pedestals, conduits, wiring, and receptacles on both the east and west docks will require rehabilitation and upgrading over the life of this CSHI in order to ensure continued safe provision of electrical service to these docks. The service improvements are anticipated in years 11-20, at an estimated cost of \$150,000 in 2035 inflation adjusted dollars.

Estimated Capital Project Costs – Point Hudson Marina & RV Park (In-Water):

- Demolition & Replacement of North and South Jetties = \$14,100,000 (\$7,572,000 for South Jetty in 2021-2022; \$6,528,000 for North Jetty in 2022-2023; includes channel dredging)

- Shoreline Stabilization = \$225,000 (\$25,000 assessment; leading to a project of up to \$200,000)
- Dredging = \$430,000 (maintenance dredging of entrance channel in 2034)
- Dock & Float Renovations = \$225,000 (in 2035)
- Dock Electrical Service Upgrades = \$150,000 (in 2035)

Subtotal = \$15,130,000

In addition to the more significant capital renovation and replacement projects outlined above, the Port plans to continue to undertake projects as necessary to maintain existing capital infrastructure and address public safety concerns and changing regulatory requirements.

Point Hudson Improvement Plan (Uplands)

This section is divided into two subsections, as follows: 1) Upland Use Designations, which describes the three different use zones of upland areas at Point Hudson; and 2) Improvement Projects, which sets forth the capital projects anticipated in the upland areas of Point Hudson over the next twenty years.

Upland Use Designations: This CSHI anticipates that future development of the uplands at Point Hudson will be consistent with, and help to implement, the City of Port Townsend's Comprehensive Plan, Shoreline Master Program (SMP) and Zoning Code. Thus, the designations as a whole seek to preserve and maintain the current character of the facility, in a manner that is consistent with the following objectives:

- The financial sustainability of Point Hudson as a cost center;
- Protection of the small-scale nature of the present development pattern;
- Provision of a high degree of public access and use;
- Preservation of the historic character of the facility; and
- Encouraging marine trades and water-oriented uses.

Efficient use of available space at Point Hudson, as well as potential redevelopment, adaptive reuse and infill development, will be advanced by employing three upland use designations as follows:

- Use Designation "PH-E" – Point Hudson East
- Use Designation "PH-MHG" – Point Hudson Maritime Heritage Corridor
- Use Designation "PH-N" – Point Hudson North

These designations seek to focus specific types of development and activities in appropriate areas, consistent with the City's adopted policy and regulatory framework. For example, restaurants, government office uses, RVs, and transient accommodation in PH-E where the historic Quarantine Station buildings offer limited space conducive to marine-related manufacturing. More detailed descriptions of the three use designations are found below.

Use Designation "PH-E" – Point Hudson East: This designation mirrors the shoreline designation of the same name in the City's SMP, and encompasses the area from the northern property line of the Port's ownership south to the "point", including all open space areas and buildings generally lying east of the moorage basin. The designation seeks to further active use of

the historic Quarantine Station buildings (which are typically not well-suited to light industrial uses) by encouraging compatible water-oriented visitor serving uses and limited commercial, retail, office and service uses. It also allows for transient accommodation, both in the Commander's House continued use of the previously established RV Park sites, both on the parade ground south of the Commander's House, as well as those on the "point" further to the south.

Use Designation "PH-MHG" – Point Hudson Maritime Heritage Corridor: This designation also mirrors the shoreline designation of the same name in the City's SMP and encompasses all Port-owned uplands on the west and north sides of the moorage basin. Thus, the Cupola House, Armory Building, and historic station buildings currently housing Puget Sound Express and the Schooner Martha Foundation fall within this designation. Smaller-scale marine-related and traditional artisan uses will be encouraged in this area. Existing historic structures will remain. The vacant area immediately north of the Northwest Maritime Center (i.e., the former "Landfall Restaurant" site) will be redeveloped consistent with the City's SMP limitations. With the exception of redevelopment of the Landfall site, new or continued uses would take place within existing structures.

Use Designation "PH-N" – Point Hudson North: This designation encompasses all areas on the northwest corner of the facility that fall outside the jurisdiction of the City's SMP. The only historic structure within this designation is the Duplex Building. A portion of this area is presently leased by the Port for use as a small vessel boat yard. Other uses include long-term storage, and overflow parking both for tenants as well as community events and festivals (e.g., the annual Wooden Boat Festival). Any new or infill development in this area would be consistent with the M-II(B) district of the City's Zoning Code (Title 17 PTMC). Thus, the designation could accommodate a variety of marine-related uses appropriate to Point Hudson, but at a less intensive scale than Boat Haven. The designation would promote mixed-use projects that incorporate water-oriented uses, consistent with the historic, marine-related character of Point Hudson as a whole.

The upland use designations guiding future development and use at Point Hudson are depicted on Figure III-8.

Upland Improvement Projects: Four repair and replacement projects, and one significant new capital project, are planned for Point Hudson, as summarized below.

Upland Project #1 – Building Repairs (Progressive): Many of the buildings at Point Hudson were constructed in the 1930s when the site was envisioned as a federal quarantine station, with additional structures built in the 1940s when the site served as a Coast Guard Station and U.S. Army training base. These buildings are now 75 to 85 years old. Most of these original "Station Buildings" have moderate to substantial condition issues, typically involving roof coverings, failing doors and windows, and plumbing and electrical issues. A number of buildings also have asbestos wrapped plumbing in under floor areas requiring remediation. Consistent with adopted policy, the Port is responsible for maintaining the structural parts of the buildings it leases, including: the foundations; bearing and exterior walls; subflooring and roofs; the unexposed electrical; plumbing and sewerage systems (including those portions of the systems lying outside the leasehold); exterior doors and window frames; gutters and downspouts; and the heating, ventilation and air conditioning systems (if provided). This CSHI anticipates expenditures of approximately \$1,812,000 for capital repairs to Point Hudson buildings over the next 20 years: \$1,350,000 over the next 1-10 years (\$150,000 in 2020-2024; \$1,200,000 in 2025-2029), and a further \$462,000 between 2030-2039.

Upland Project #2 – Paving Overlay: Vacated Jefferson Street from the intersection with vacated Jackson Street on the northwest corner of the moorage basin, through to and including all of vacated Hudson Street, is in need of repaving. This roadway sees heavy year-round use by tenants and visitors alike, including RVs. Along the southern portion of vacated Hudson Street, subsidence is causing sinks along the sidewalk adjacent to the Main and Hospital Buildings. No increase in the location or extent of paving is proposed, thereby avoiding the need to design and construct additional stormwater improvements. Accordingly, the work is anticipated to involve an asphalt overlay only. This work is not proposed to occur until 2025 (i.e., years 6-10 of this CSHI) at the earliest, at an estimated cost of \$350,000 in inflation adjusted dollars.

Upland Project #3 – Sewer Line Replacement: Subsidence, coupled with the use of vacated Hudson Street by heavy vehicles (i.e., RVs), has caused the original eight-inch sewer line to deteriorate and slump. This has restricted flow, causing build-up in the line, and on occasion, overflow/backflow of sewage into several low-lying RV sites near the southern terminus of vacated Hudson Street. If left unaddressed, wastewater releases threaten both public health and the adjoining marine waters. It is anticipated that this work would be conducted in conjunction with the paving overlay project highlighted above in 2025. The estimated cost of this work is \$116,000 in inflation adjusted dollars.

Upland Project #4 – RV Park Electrical System Renovations: The electrical conduits, wiring, transformers and pedestals and receptacles in the RV is in fair to poor condition and will require rehabilitation over the relatively near term (i.e., 6-10 years). It is also expected that upgraded 50-amp service will be provided to the 18 RV sites on the point. Power outages have been a continuing problem with these sites, due to power demands of the large RVs (which are often equipped with washer/dryers) which frequent these sites. The existing 30-amp service would be retained on the “loop” south of the Commander’s House. The estimated cost of this project is \$250,000 in 2030 inflation adjusted dollars.

Upland Project #5 – Cantilevered Esplanade/Public Access Improvements: No formal pedestrian improvements have previously been developed around the perimeter of the marina at Point Hudson. On the west side of the boat basin (i.e., along vacated Jackson Street), pedestrians and vehicles share the same paved surface and assuring pedestrian safety has long been a concern. By contrast, walkers are largely separated from vehicles on the north and east sides of the marina, but typically use either the grass verges on the side of the paved roadways, or informal gravel pathways. Consistent with the 2003 CSHI and the City’s Shoreline Master Program, this plan anticipates significant improvements that would create new public access and open space and would link Point Hudson with the City’s continuous urban “water walk”. Specifically, this CSHI envisions development of a cantilevered esplanade running along the entire west side of the marina (i.e., extending waterward over the existing rip-rap armoring, and running north approximately 740 linear feet from the entrance to the South Jetty pedestrian access walkway to the northwest corner of the marina. Additionally, sidewalk and landscape improvements would be undertaken along the northern and eastern sides of the boat basin. The project would improve pedestrian safety and improve the already high degree of shoreline public access provided at Point Hudson. The estimated cost of this project is 2,600,000 in 2026 inflation adjusted dollars.

Figure III-8: Point Hudson Upland Land Use Designations



Estimated Capital Project Costs – Point Hudson Marina & RV Park (Uplands):

- Building Repairs (Progressive/Incremental) = \$1,812,000 (\$150,000 over years 1-5; \$1,200,000 over years 6-10; and \$462,000 over years 11-20)
- Paving Overlay = \$350,000 (anticipated in years 6-10)
- Sewer Line Replacement = \$116,000 (anticipated in years 6-10)
- RV Park Electrical System Renovations = \$250,000 (anticipated in years 6-10)
- Pedestrian Esplanade/Public Access Improvements = \$2,600,000 (anticipated in years 6-10)

SUBTOTAL = \$5,128,000

POINT HUDSON TOTAL = \$20,258,000 (\$15,130,000 (In-Water) + \$5,128,000 (Upland))

In addition to the more significant capital renovation and replacement projects outlined above, the Port plans to continue to undertake projects as necessary to maintain existing capital infrastructure and address public safety concerns and changing regulatory requirements.

Herb Beck Marina, Quilcene

Facility Description

Ownership: The Herb Beck Marina ownership on Quilcene Bay encompasses approximately 57.75 acres of waterfront and adjoining uplands lying at the south end of Linger Longer Road on the west shore of the Bay. The Port's property on the east side of Linger Longer Road (i.e., on the waterward side) comprises approximately 3.85 acres made dis-contiguous by an intervening property owned by Coast Seafoods Company. Not included within the 57.75 acres of Port land cited above are extensive submerged tidelands beneath the Bay, including the approximately two acres occupied by the breakwater and marina.

Existing Facilities & Use: Existing in-water facilities on Port property include a 51-slip marina, boat launch ramp, fuel and water service, and rock breakwaters. The upland property west of Linger Longer Road (i.e., approximately 53.9 acres of the 57.75-acre total) consists of forested, steep hillsides and a two-acre area of gravel extraction for local use.

The marina is a small manmade harbor with floating docks that can accommodate approximately 51 boats. Two large riprap revetments were extended from shore to create the harbor. A sanitary sewer pump-out and a single-lane launch ramp are also situated within the harbor along with the boat slips. A small fuel dock situated on the north side of the marina was decommissioned earlier this year. Generally, the marina is in fair to poor condition and provides 14 doublewide boat slips ranging in size from 20 feet to about 40 feet. About 22 additional side-ties are available in the remainder of the harbor for small-to medium-length boats. This is the only facility owned by the Port in southeastern Jefferson County.

**Figure III-9: Herb Beck Marina, Quilcene
(Coast Seafoods, Inc. Oyster Hatchery located center-right)**



The floating docks are concrete with structural timber wales and are in fair to poor condition with minimal freeboard (12 inches or less). Originally constructed in the late 1960s, these docks have exceeded their anticipated useful lives, and are in need of substantial capital renovation to remain usable into the future. Anchoring the concrete floats within the harbor are 17 creosote-treated timber pilings, with galvanized steel pile guides. These pilings remain in good to fair condition.

Two 40-foot steel gangways access the boat slips and fuel dock. Electric service provided to each slip and water service is located along the float walkway. The condition of the utilities is fair to poor. No telephone service is available on the floats.

The fuel dock (now decommissioned) is approximately 12 feet wide and 40 feet long with minimal freeboard (12 inches or less). The float is concrete with structural timber wales and is in fair to poor condition. One of the gangways is attached to landside and is the access point for the above ground fuel tanks, sanitary sewer pump-out and electric and water service. Landside at the top of the ramp is a small wooden structure that housed the fuel dock attendant, electric service meters, and lighting control. The other gangway accesses the parking area, garbage container, and oil dump.

The upland facilities include a gravel parking area for seven cars and 25 trailers, a public restroom and laundry, a marina office, a swimming beach, and tidelands. A caretaker's residence (mobile home) was removed from the property in 2017 due to safety concerns. Additionally, an approximately 1,400 square foot converted barracks building is located on the northeastern corner of the Port's ownership and is presently leased by the Quilcene Harbor Yacht Club. The parking lot located adjacent to the marina is about 75 percent asphalt and 25 percent gravel. Both the parking lot and marina are lighted by street type high-output lighting attached to steel posts.

Figure III-10: Herb Beck Marina – Aerial View



The boat launch ramp situated on south end of the marina is concrete, somewhat steeply sloped, and is in fair to poor condition. The ramp has no temporary moorage float, but access to the marina floats is adequate for temporary tie-ups while launching or retrieving boats.

Single-family residential properties are located adjacent to both the north and south of the Port's Quilcene property. As noted above, Coast Seafoods, Inc. ("Coast") owns a .56-acre parcel on the east side of Linger Longer Road. In addition to the parcel owned by Coast, the company leases approximately six acres of shoreline and upland property from the Port along with approximately 8,400 square feet of building space in two separate structures that comprise their oyster hatchery and research facility (a permitted aquaculture use under the Jefferson County Shoreline Master Program).

Public Access, Services, & Utilities:

Regional Access: US 101

Local Access: Linger Longer Road

Marine Access: Quilcene/Dabob Bay

Fire/Emergency Services: Jefferson County Fire District #2 (i.e., Quilcene Volunteer Fire Department)

Water: Water service is provided by the Port of Port Townsend through a well.

Figure III-11: Herb Beck Marina - Docks & Floats



Sewer: The site is served by an on-site septic system.

Electricity: Electricity is provided by Jefferson County Public Utility District #1 (PUD).

Other: CenturyLink (formerly Qwest) telephone service; Waste Connections provides solid waste collection service. Wave Broadband is the provider of cable and internet services in this area.

Herb Beck Marina Improvement Plan

Port Commission meetings with Quilcene residents over the past decade have not revealed a clear consensus regarding the desired future of the marina and uplands. Previously, the Commission discussed the sale of portions of the uplands to fund marina redevelopment (e.g., partial asset sale to fund marina reconfiguration and construction of an upgraded two-lane boat ramp facility with associated handling float).

Earlier iterations of the Port's CSHI (2003) contemplated reconfiguration of the floats within the existing marina basin, further development of commercial and marine trades uses along the shoreline, and the development of usable portions of the uplands south of Coast Seafoods for transient accommodations (e.g., RV park). This update to the CSHI seeks to move forward with repair and replacement of existing capital infrastructure while the Port Commission actively engages the community in discussions concerning the long-term future of this facility. The focus will be on investments that extend the useful life of the facility, ensure safety, and maintain compliance with environmental standards.

Because of the deteriorated condition of this facility, three significant projects that will be necessary over the next 10 years to maintain its continued viability. These projects are summarized below.

Project #1 – Marina Entrance Dredging: The marina is located on a stretch of shoreline that sees substantial sediment transport, and periodic maintenance dredging (i.e., once per decade) of the marina entrance and within the boat basin is required to maintain safe navigable access for vessels. The last dredging occurred in 2010 (3,500 cubic yards). The Port is presently in the preliminary stages of planning a dredge project for this facility that is anticipated to occur in the near term (i.e., 1-2 years). The near-term project is estimated to require up to \$400,000 (including engineering and permitting costs). Dredging would again be needed in 2031 at an estimated cost of \$512,000 in inflation adjusted dollars.

Project #2 – Boat Ramp Repair or Replacement: As noted above, the launch ramp within the marina is in fair to poor condition and rather steep. It is also a facility that sees heavy use, particularly for shrimping and tribal fish openings. This facility will require either substantial repairs or replacement over the next decade in order to ensure continued trailer boat access to the waters of Quilcene Bay. This repair and replacement project is anticipated in years 6-10 of this plan, at an estimated cost of up to \$1,050,000 in 2026 inflation adjusted dollars. Neither ramp relocation and addition of a second lane, nor a handling float are included within this estimate. Addition of a dedicated handling float, or an expanded capacity two-lane ramp would increase project costs by multiples and would also require reconfiguration of the docks and finger piers within the marina.

Project #3 – Dock & Float Renovations: The docks in the marina are primarily used by transient recreational vessels, although small work vessels (skiffs) associated with the upland oyster hatchery also make frequent use of both the launch ramp and the docks, particularly on the northeast side of the marine. All of the docks and floats are in fair to poor condition and require extensive renovation in the near term to remain useful. Accordingly, this CSHI anticipates a renovation project in the next five years that would include the replacement of rub boards, walers, associated through rods & nuts, installation of miscellaneous hardware, the addition of supplemental flotation, and new concrete dock tops to replace deteriorated areas. The proposed project would not include electrical service repairs or upgrades. The project is estimated to require up to \$250,000 in 2025 inflation adjusted dollars.

Estimated Capital Project Costs – Herb Beck Marina, Quilcene:

- Marina Entrance Dredging = \$912,000 (\$400,000 in years 1-5; and \$512,000 in years 11-20)
- Boat Ramp Repair/Replacement = \$1,050,000 (in years 6-10)
- Dock & Float Renovations = \$250,000 (in years 1-5)

HERB BECK MARINA TOTAL = \$2,212,000

In addition to the more significant capital renovation and replacement projects outlined above, the Port plans would continue to undertake projects as necessary to maintain existing capital infrastructure and address public safety concerns and changing regulatory requirements.

BOAT RAMPS & LAUNCHES

The Port of Port Townsend owns and operates three boat ramps and launches outside its marinas. These ramps/launches are located at Gardiner on Discovery Bay, at the southern end of Mats Mats Bay, and at Port Hadlock on Port Townsend Bay. All three of these facilities are located in unincorporated Jefferson County.

The following sections describe each of the existing facilities and the development plans for each.

Gardiner Launch Ramp

Facility Description

Ownership: The Gardiner launch ramp site is an easement over a 40-foot wide strip of land located on the western shore of Discovery Bay. The easement grants the Port the right to “. . . construct, improve, repair, maintain and to use . . . [the said property] . . . for a boat ramp for public ingress and egress and loading and unloading of pleasure boats and crafts to the waters of Discovery Bay . . .”.¹⁷ This facility provides the only public access to Discovery Bay.

Existing Facilities & Use: The Gardiner ramp is used for boat launching and recreation. The facilities at the site include a concrete boat ramp, a portable restroom, and gravel surface parking for five cars and 12 trailers.

This launch site is an exposed, single-lane concrete ramp that has no temporary dock, utilities or other in-water facilities. Although the facility continues to be used for the launching and retrieval of small boats, it is not steep enough for larger boats on trailers in the 16-foot and greater range. The observable ramp concrete is in fair to poor condition, and concrete slabs, apparently detached from the ramp, are visible on the nearby beach. These slabs could have detached from the outer, underwater portions of the ramp.

A two-lane asphalt paved road is the main access from the highway. The upland facilities consist of a gravel parking/staging area and a single temporary toilet. A private party owns this upland property. The ramp is accessed from the parking and staging area over a single lane local residential street.

Public Access, Services & Utilities:

Regional Access: US-101 via Gardiner Beach Road.

Local Access: Gardiner Beach Road (a two-lane asphalt road) is the primary means of access. Rondeley Road, Bachelor Road, and Old Gardiner Road are all in the vicinity of the site and either provide direct or indirect access.

¹⁷ Easement # 151 261

Figure III-12: Gardiner Launch Ramp



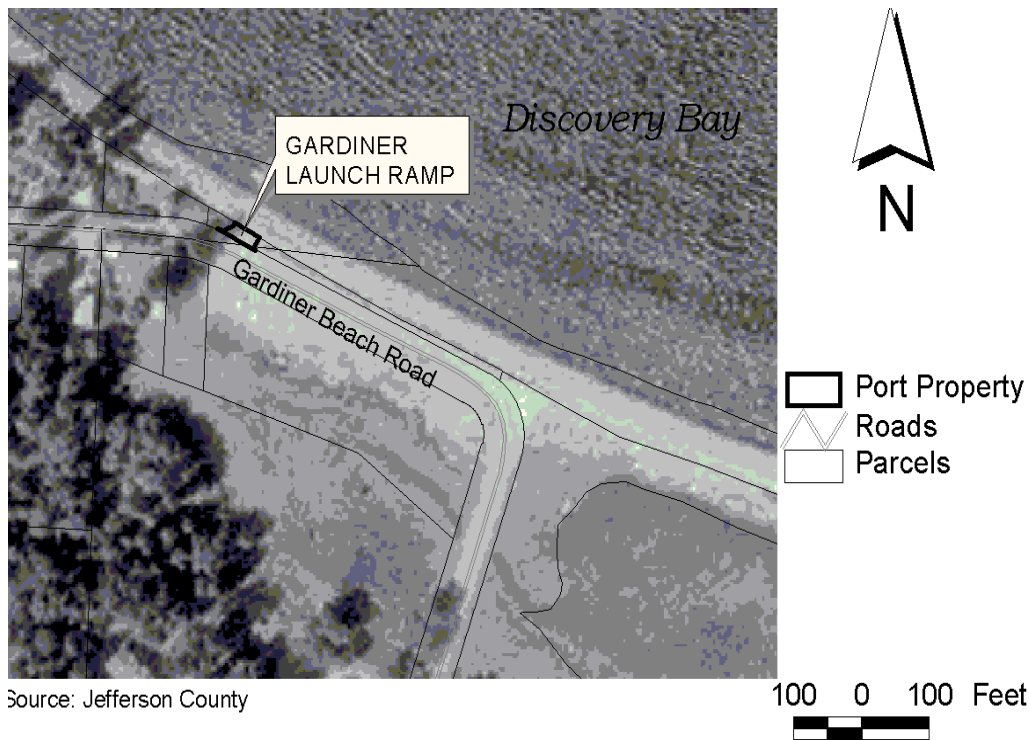
Marine Access: The site is located along the western shore of Discovery Bay.

Fire/Emergency Services: Jefferson County Fire District #5

Utilities: No utilities are currently available on site.

References: *Easement # 151 261

Figure III-13: Gardiner Launch Ramp - Aerial View



Gardiner Launch Ramp Improvement Plan

The poor condition of this facility coupled with the fact that it provides the only public ramp access to Discovery Bay, indicates a near-term need to replace the existing ramp with an upgraded facility. Trailer boaters contacted by the Port have stated that the lack of a handling float substantially diminishes the utility of a ramp at this location, even if replaced.

Accordingly, this plan for the Gardiner Launch Ramp is to substantially replace and upgrade the existing facility with a new ramp and associated seasonal handling float. The Port is also engaged discussions with the Washington State Department of Wildlife (WDFW) regarding a partnership that would allow use of their immediately adjacent 1.5-acre parcel for vehicle and trailer-boat parking. The Port would also consider purchase of adjacent property to enhance the existing recreational facilities.

Estimated Capital Project Costs – Gardiner Launch Ramp: \$900,000 in CSHI years 1-5.

TOTAL = \$900,000

Mats Mats Bay Launch Ramp

Facility Description

Ownership: The Port's ownership at Mats Mats consists of 0.5 acres lying in the southeastern inner portion of Mats Mats Bay. The State of Washington has conveyed its reversionary right to oyster lands to the Port of Port Townsend for this property.

Figure III-14: Mats Mats Bay Launch Ramp



Existing Facilities & Use: The boat launch facilities include a concrete plank ramp, an approximately 150-foot loading float, upland asphalt parking lot for eight cars and seven trailers, a mobile fire supply station, and one small rental storage building.

The ramp is one-lane (narrow) with grounding timber floating docks and creosote piles. The ramp has a very gentle slope (less than 6%) that is adequate for small boats but inadequate for boats larger than about 15-feet to 17-feet. The ramp is very long due to the minimal slope (greater than 200-feet). The concrete panels of the ramp are approximately 16-inches wide, six-inches thick, and 12-foot long and have steel eyebolts located on the adjacent sides (nuts and bolts are the main connectors between panels). The ramp panel connections have deteriorated and have failed in many places. This failure has caused some panels to be displaced down the length of the ramp and laterally. Large gaps are present between some panels, and at the northern edge some of the panels are experiencing loss of support material under them. Some measures have been taken to fill in the gaps, but these are temporary fixes. Some riprap has been added to protect the side slope but is missing in some areas.

The timber floating dock is in fair condition. There are 10 creosote timber pilings in fair to poor condition with galvanized steel pile guides attached to the floats. The timber floats are six and one-half feet wide and 21-feet long with galvanized steel hinges to allow for tidal variations. About half of the floats ground out during low tides. The shore side access ramp consists of two planks of

wood over an eight-foot gap. No utilities are present on the float. There is one light at the ramp and the parking area is lighted.

A two-lane residential street is the main access point for the launch ramp. Single-family homes are located adjacent to the facility. The upland parking area for eight cars and seven trailers is well-designed and efficiently configured for the limited available space. The upland portion of the site is also well-landscaped, and the roadway and curbs are in good condition.

Public Access, Services, & Utilities:

Regional Access: SR 104 and SR 19

Local Access: Carey Court and Verner Avenue provide access to the site.

Marine Access: The site is located on the southern shore of Mats Mats Bay.

Fire/Emergency Services: Jefferson County Fire District #3

Water: Water service is provided by Jefferson County Public Utility District #1 (PUD).

Sewer: No sewer service is currently available to the site.

Electricity: Electricity is provided by the PUD.

Other: CenturyLink (formerly Qwest) telephone service; Waste Connections provides solid waste collection service. Wave Broadband is the provider of cable and internet services in this area.

Mats Mats Bay Launch Ramp Improvement Plan

Overall, this launch facility is in poor condition, not well configured for boats over 15-17 feet (i.e., narrow ramp and shallow slope), and has limited parking for tow-vehicles and trailers. The relative proximity of this location to favorable fishing areas suggests that the facility condition, rather than lack of demand, considerably limits its current use.

Accordingly, this plan calls for replacing and upgrading the existing facility with a new elevated ramp and associated handling float that would increase the utility of the facility to a wider range of recreational boaters. In addition to these in-water improvements, the facility upgrades would include a reconfigured and expanded parking area on the adjoining one-half-acre Port-owned uplands.

Estimated Capital Project Costs – Mats Mats Bay Launch Ramp:

- Boat Ramp Replacement = \$1,200,000 (in years 1-5)
- Upland Parking Improvements = \$150,000 (in years 1-5)

TOTAL = \$1,350,000

Port Hadlock Ramp & Dock

Facility Description

Ownership: The Port Hadlock ramp and dock is located on a single parcel of waterfront property abutting Lower Hadlock Road. The parcel has approximately 100 feet of frontage on the water and encompasses approximately one-quarter acre. The Port ownership includes tidelands.

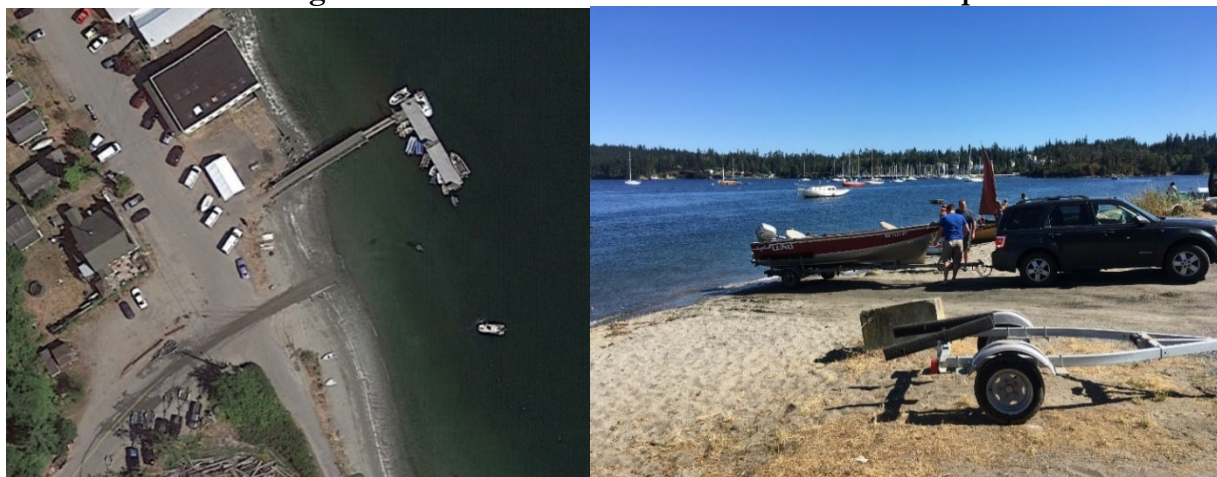
Existing Facilities & Use: Historically, the Lower Hadlock area was intensively used for waterfront industrial activities including shipping, fishing, boat building, and lumber processing. Today, many of these historic activities have ceased. However, in 2003, the Northwest School of Wooden Boatbuilding (NWSWB) located its Heritage Campus adjacent to the Port's ramp facility, helping to enhance the area, along with other nearby marine-related, recreational and restaurant uses, including the historic Ajax Café, Northwest Sails and Canvas, and Star Marine, all of which are located in close proximity to the Port's launch facility.

The Port's facility encompasses a pier and dock, an intervening beach, and a boat launch ramp. The Port does not own any upland parking areas. In consequence, ramp users are forced to park in the public rights of way of Lower Hadlock Road and North Water Street.

The single-lane concrete ramp, timber pier and gangway, and timber docks are currently in fair to poor condition. However, the ramp is persistently covered by sand from the adjacent beach area. A sandy beach about 60-feet in width separates the launch ramp and pier. The ramp and dock are in a well-protected cove that is favorable for all weather loading and off-loading of boats and could be a popular destination for recreational boaters if adequate parking was available. The ramp has a very gentle slope (less than 10%) that is adequate for small boats but is not adequate for boats larger than 16 to 18-feet. Access for the ramp is at the end of a two-lane street that is also an access for the local residents and business area.

The timber pier is about 90-feet long and eight-feet wide where it connects near the street on the landside end. A 40-foot steel gangway rests on a timber float that has been added to the floating dock.

Figure III-15: Port Hadlock Dock & Launch Ramp



There are nine creosote timber pilings anchoring the float in the harbor. Three pilings in a row are at each end of the float with galvanized steel pile guides and there are three pilings located in a row inside the float itself. The interior pilings create a large opening in the float surface, between the pilings and the float.

As previously noted, there is essentially no parking area for cars or trailers at the Port's facility. Parking is only available on the street, where approximately 8-10 vehicles/trailers can usually be accommodated on each side of the street.

Public Access, Services, & Utilities:

Regional Access: SR 19 and SR 116.

Local Access: Lower Hadlock Road.

Marine Access: Southernmost shore of Port Townsend Bay.

Fire/Emergency Services: East Jefferson County Fire Rescue Department.

Utilities: None are currently available on site.

Port Hadlock Ramp and Dock Improvement Plan

The present plan for the Port Hadlock Dock and Launch Ramp is to leave the facility as is and provide maintenance to recreational facilities. However, the Port is exploring potential opportunities to expand available parking. If successful, future facility improvements could be warranted.

Estimated Capital Costs – Port Hadlock Ramp & Dock: None. Lacking adequate parking, no capital replacements or improvements are currently anticipated. However, maintenance of the facility is estimated to require approximately \$6,000 per year.

OTHER FACILITIES

Jefferson County International Airport (JCIA) Rural Light-Industrial Park

Facility Description

The potential future location of the Airport Rural Light-Industrial Park is a 23.34-acre (1,016,663 square feet) parcel (APN 001331005), located in Jefferson County, in the Northeast Quarter of Section 33, Township 30 North, Range 1 West of the Willamette Meridian, at 603 Four Corners Road, Port Townsend, Washington, 98368 (see Figure III-16, following page). The parcel is owned by the Port and lies immediately adjacent and to the south of the Jefferson County International Airport (JCIA) (i.e., north of the Tri-Area and south of the City of Port Townsend in the unincorporated area).

The Port acquired the property in 2002 after identifying the need for more industrial land to further its economic development and job creation missions. At the time of acquisition in 2002, the property was zoned Rural Residential under the Jefferson County's code. In 2009, the Port applied for, and Jefferson County approved, a change in land use designation and zoning for the property. It is now included "Airport Essential Public Facility (AEPF)" zoning designation and also subject to an "Airport Overlay III" designation that applies solely to the property.

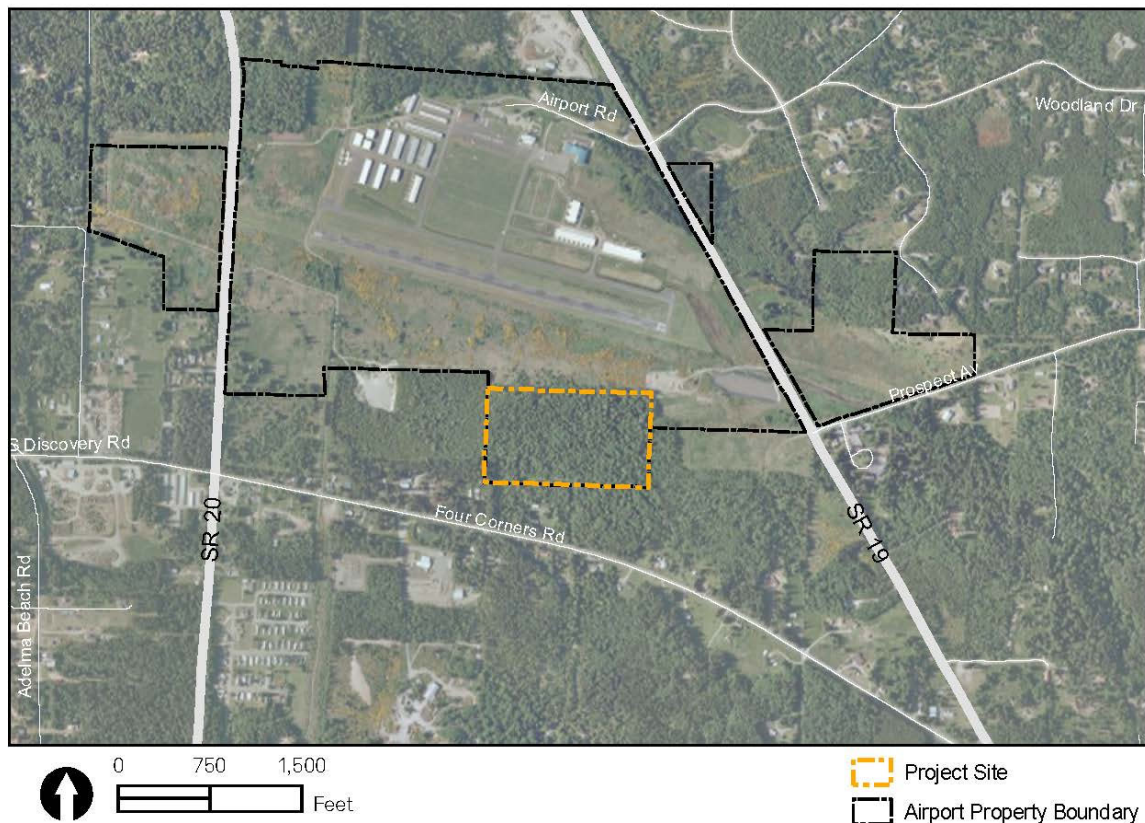
Existing Site Conditions: The entirety of the property is currently undeveloped forested land. The parcel is rectangular, with dimensions of approximately 780 feet by 1,319 feet. The majority of the site lies at an elevation of 141 feet above sea level, with uneven topography within a narrow elevation range. The northeastern third of the site slopes gently down to the northeast, with the low point at the northeast property corner, at approximately 132 feet above sea level. Off site to the east and north are moderately steep slopes approximately 30 feet in height that slope down to an elevation of approximately 105 feet above sea level, which is the general elevation of the airport.

There are presently no structures on site. A well in the southwest portion of the site was drilled by the Jefferson County Public Utility District #1 (PUD), subsequently capped, and is not currently in service. The site is not currently accessed by any paved roadways; however, a 45-foot road easement lies along the southern property boundary and connects the site to Four Corners Road to the south. An unpaved access road currently occupies this easement. Major roadways in the vicinity include State Route (SR) 19 to the east and SR 20 to the west. A trailhead for the planned and partially constructed Larry Scott pedestrian and bicycle trail is proposed at the intersection of SR 20 and Four Corners Road southwest of the site.

The "Airport Overlay III" designation (§18.15.453 JCC) allows for rural-scale light industrial development subject to specific development standards and conditions. The intent of these development standards is to ensure compatibility of future site development with adjacent rural uses and to promote a more ecologically benign type of development. In addition to the standards set forth in the Jefferson County Code, the Port agreed to certain further use limitations in 2010 via a Memorandum of Understanding (MOU) between the Port, Jefferson County, and the City of Port Townsend. The purpose of the MOU was to coordinate the economic development efforts among the jurisdictions. The MOU clarified what non-aviation-related uses are allowable in the Airport Overlay III designation and placed limitations on the relocation of existing marine-related industries

outside the City. The MOU states that “the Port will enter into lease agreements with marine trades uses at the expanded JCLA/EPF only when such uses may not be reasonably accommodated upon existing and available sites located on Port owned properties within the City.” The MOU further states that “the Port will not seek to create any economic incentives for marine trades uses to relocate to the JCLA,” such as through an artificially low lease rate.

Figure III-16: Aerial Photo – JCIA Rural Light-Industrial Park (future site of)



In 2010, the Port obtained a Financial Assistance Award from the EDA to fund a feasibility study to assess the market demand for anticipated uses and formulate development plan alternatives for the site. That study, approved by the Port Commission in 2011, remains the basis for the proposed development plan outlined below.

Public Access, Services, & Utilities:

Water: Jefferson County Public Utility District #1 (PUD) provides water for both domestic and fire protection service to the JCIA. A system of 8-inch and 10-inch diameter polyvinyl chloride (PVC) water mains provides water service to that portion of the airport north of the main runway. This portion of the PUD system is fed by the Glen Cove South water tank located to the northeast of the airport on the east side of SR 19. The overflow for the 300,000-gallon reservoir is at 410 feet elevation.

As part of a previous project to extend electrical service to flight control equipment on the south side of the main runway, a sleeve was installed beneath and near the west end of the runway. The sleeve is sized to accommodate future extension of the water system from the north side to future development sites on the south side of the main runway. The point of connection is roughly 2,000 feet northwest of the northwest corner of the subject site.

An inactive 8-inch diameter PVC water main also exists in the panhandle access parcel extending from the south boundary of the project site south to Four Corners Road. The main was installed in conjunction with the drilling of a well near the southwest corner of the subject site but was never made operational. The main connects to a 6-inch diameter asbestos- concrete water main in Four Corners Road. This portion of the PUD system is fed by a one million-gallon tank and a two million-gallon tank located in the Tri-Area to the southeast of the site. The overflow elevation for these two tanks is at 291 feet.

Stormwater. The existing site is forested with second and third growth tree cover. There are no improvements, including stormwater collection and treatment, on the site other than the aforementioned well and the water main and power line leading to it. The site slopes gently from the southwest to the northeast. The USDA NRCS Soil Survey has mapped the soils on site as primarily Agnew Silt Loam with some Cassolary Sandy Loam and Swantown Gravelly Sandy Loam to the northeast. These soils are in hydrologic Soil Groups C, C, & D, respectively, indicating that near surface infiltration potential is low, which is consistent with observations by wetlands scientists who have visited the site. The surficial soils have been observed to be hummocky, so stormwater from smaller events is likely retained on site in shallow depressions and evapotranspired by the vegetation; during larger events, the stormwater likely runs off down toward the airport. It has been reported that there may be large gravelly deposits below a till mantle in the vicinity of the parcel.

Stormwater management for the existing airport facilities consists of water quality measures employed at individual development sites, with stormwater detention provided by a detention pond at the southeast corner of the airport property (near the northeast corner of the project site). The detention pond was designed and built in compliance with the 2005 Stormwater Management Manual for Western Washington (SWMWW) as adopted by Jefferson County and with Federal Aviation Administration (FAA) guidelines for the management of birds and wildlife in airport environments. The pond was sized to accommodate full build-out of the north side of the airport as depicted on the current Airport Master Plan but is not designed to accommodate the industrial park project outlined below.

Wastewater. Currently a municipal sewer system does not extend to the area surrounding the airport including the site. Existing facilities in the area are served by small individual or community septic systems. As a result, this project would require its own decentralized wastewater collection, conveyance, treatment, and disposal system.

Electricity. Electricity is provided by Jefferson County Public Utility District (PUD) #1. Three-phase power has been extended to the existing PUD water well at the east end of the main runway and is a potential source for extension of electrical power onto the site. A more likely source of power is a three-phase power line extending from Four Corners Road north along the project site access panhandle, originally intended to serve the well on the site that never became operational.

Communications: Telephone service in the vicinity of the project is provided by Century Link. Telephone service would be extended to the site either from Four Corners Road or from SR 19. The Port, City of Port Townsend, Jefferson County, and the PUD recently collaborated with the Northwest Open Access Network (NoaNet) to extend broadband services into the Port Townsend area.

JCIA Rural Light-Industrial Park Improvement Plan

The proposed development plan for the site is outlined in detail within the Eco-Industrial Park Feasibility Study adopted by the Port Commission in August of 2011. The concept is to create an ecologically friendly development that:

- Focuses on attracting businesses that produce environmentally sustainable products or provide environmental services;
- Is shaped by development standards which ensure that tenant businesses incorporate environmentally sound business practices and operations; and
- Features site development that is “low impact”.

Based on the Market Analysis conducted by Property Counselors as part of the Eco-Industrial Park Feasibility Study, the expectation is that the development would occupy a market position between Glen Cove and the Port Townsend Business Park as a higher amenity setting with affordable lease rates. Based on the Market Analysis, it is anticipated that the development would accommodate tenants with shared interests in the physical setting, systems and resources. A major anchor tenant is not foreseen, but rather, tenants would likely be local firms with expansion needs (e.g., construction, fabrication/light manufacturing, food processing/services).

The conceptual development plan previously endorsed by the Commission has the following characteristics, and is graphically depicted in Figure III-17:

- 11 approximately 1-acre lots;
- An internal loop road;
- Native vegetation within a central green space, perimeter buffer, and other areas;
- Pockets of shared, on-street parking;
- Shared driveways and truck maneuvering areas;
- Vegetated bioretention areas for stormwater treatment;
- An off-site stormwater detention pond; and
- An off-site community septic drain-field.

The site design meets ecologically friendly/low impact goals of the project by:

- Retaining nearly nine acres (38% of site) of native forest vegetation in common areas;
- Minimizing impervious surfaces (24% of site) by using narrow roads, shared parking, driveways, and truck maneuvering areas;
- Protecting water quality through the use of low impact development (LID) techniques, including a roadside bioretention swale, and dispersed small-scale bioretention cells on individual lots; and
- Creating a master-planned campus setting with a rural aesthetic by facing all lots toward a central green space.

Figure III-17: Conceptual Design - JCIA Rural Light-Industrial Park



Estimated Capital Project Costs – JCIA Rural Light-Industrial Park: A significant initial investment is needed to provide basic infrastructure that will serve full build-out of the site. This would include road, stormwater and wastewater disposal infrastructure. Estimates of site development construction costs were developed based on the conceptual design depicted in Figure III-17. It is estimated that development of an initial phase 1 (i.e., basic infrastructure and lots 1-3) will cost approximately \$4,363,000 in 2030 inflation adjusted dollars,¹⁸ while full build-out (i.e., of all 11 lots and attendant infrastructure) will cost approximately \$5,922,000 in inflation adjusted dollars.

TOTAL = \$5,922,000 (i.e., full build-out in 2030 adjusted dollars)

¹⁸ This estimate is based on the \$2,911,000 set forth in the 2011 Eco-Industrial Park Feasibility Study, adjusted for inflation to 2030 using a 2.15% inflation rate.

Fort Worden Beach

Facility Description

Ownership: Fort Worden Beach is located to the north of Port Townsend at the most northeastern corner. The site includes a steeply sloped bluff and 1,200 linear feet of undeveloped beach area defined as intertidal land. There is limited access to this site.

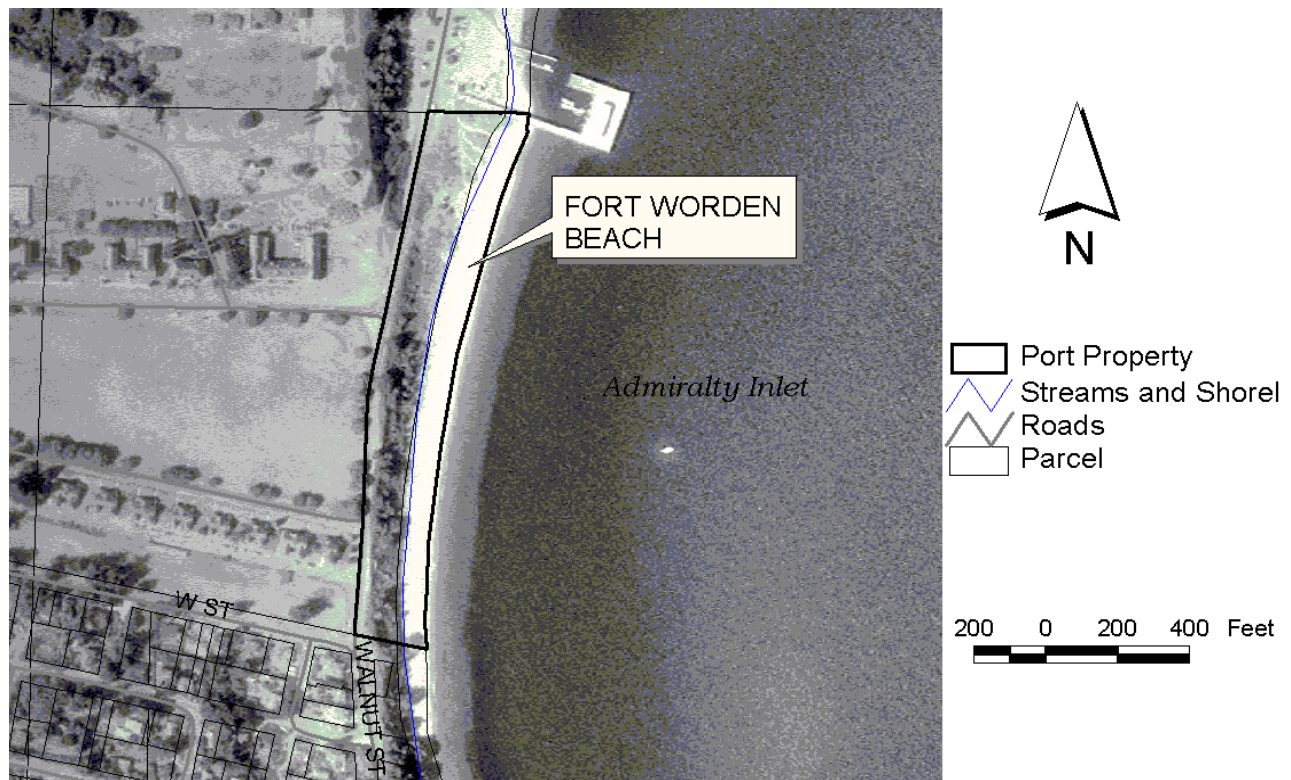
Figure III-18: Aerial Photo - Fort Worden Beach



Existing Facilities & Use: This property is located adjacent to Fort Worden State Park and is currently used as a public beach. Users include beachcombers and divers. Access to the beach is available from the water or from a set of stairs that descend a steep bluff down to the beach. A beach access easement was granted to the Washington State Department of Institutions in 1957. In 1958, the Port authorized the Washington State Department of Institutions Fort Worden Diagnostic and Treatment Center (no longer extant) to construct the beach access stairway. Subsequently, a viewing platform and picnic area was established at the top of the stairway. The Port neither owns, nor has any maintenance responsibilities for, these improvements.

There is no designated parking for the beach in the vicinity of the stairs. Immediately adjacent and to the north of the Port's property is the Fort Worden Marine Sciences Center facility operated by the Port Townsend Marine Science Center.

Figure III-19 - Aerial Photo – Fort Worden Beach Property



Source: Jefferson County

Public Access, Services, & Utilities:

Regional Access: WA 20

Local Access: Cherry Street, Redwood Street, and 49th Street.

Marine Access: Port Townsend Bay. There is no boat launch, ramps, or docks at this site.

Fire/Emergency Services: City of Port Townsend's Fire Department and Jefferson County Fire District #6.

Utilities: There are no utilities currently available on site. Utilities available in the vicinity of the site include the following: water and wastewater service provided by the City of Port Townsend; and electrical service provided by Jefferson County Public Utility District (PUD) #1. Both Comcast and Wave Broadband companies provide cable and Internet services in this area.

Fort Worden Beach Improvement Plan

The Port plans to maintain this property as a passive recreational site, with the option of selling or trading the property to a public entity with the stipulation the property remain open for public use.

Estimated Capital Costs – Fort Worden Beach: None.

Union Wharf

Facility Description

Ownership: Acquired from the City by the Port in 2013, this facility is located on the waterfront of Port Townsend Bay, in the heart of the City's Commercial Historic District at the southern end of Taylor Street. Because the Taylor Street right-of-way extends under Port Townsend Bay and has not been vacated, the Port holds title only to the fixtures and improvements within the right-of-way, from the rip-rap revetment waterward. The City also deeded tideland #51 to the Port, which lies adjacent and immediately west of the southern end of the wharf, outside the Taylor Street right-of-way.

Existing Facilities & Use: The last of the historic waterfront docks still standing in Puget Sound in the 1990's, the facility had collapsed and remained unused from 1981 to 1996. The Old Union Wharf was removed and reconstructed between 1996 and 1997 with the help of matching grant funds from the Washington State Interagency Commission for Outdoor Recreation (IAC). The 220' long facility is narrower and shorter than its predecessor (to benefit eelgrass habitat), and features a timber-framed, open air structure that echoes the old warehouse facade.

A 160' moorage float dock located on the east side of the dock makes the wharf accessible to transient boaters. Union Wharf was built to accommodate larger vessels and is an excellent facility for commercial boats as well as for pedestrian access. There are on-dock displays and interpretive panels discussing the history of the Old Union Wharf and Port Townsend waterfront, as well as environmental characteristics and issues. Recent improvements undertaken by the City within the Taylor Street end make the nearby intersection of Water and Taylor Streets a focal point for the downtown. Union Wharf is ideally situated to accommodate small cruise ships, an industry recently impacted by the COVID-19 pandemic.

The facility was re-built to a high standard, and remains in good condition, although no significant capital maintenance has been undertaken by either the City or the Port since its construction in 1997.

Public Access, Services, & Utilities:

Regional Access: WA 20

Local Access: Water Street/Taylor Street.

Marine Access: Port Townsend Bay. There is a 160' recreational moorage float located on the eastern side of the wharf, the southern portion of which is available for commercial purposes. The southern portion of Union Wharf Pier is also available on a seasonal basis as temporary moorage for larger passenger vessels.

Figure III-20 - Aerial Photo – Union Wharf



Fire/Emergency Services: East Jefferson Fire-Rescue Department provides fire protection and emergency services in the vicinity.

Utilities: Utilities available in the vicinity of the site include the following: water service provided by the City of Port Townsend; and electrical service provided by Jefferson County Public Utility District (PUD) #1. Both Comcast and Wave Broadband companies provide cable and Internet services in this area.

Union Wharf Improvement Plan

The Port plans to actively manage and maintain and manage Union Wharf to maintain its functional qualities and resource values (including free pedestrian public shoreline access) in a manner consistent with the Program Grant Agreement and Special Conditions administered by the Washington State Recreation and Conservation Office (RCO).

The proposed plan for Union Wharf Pier is to leave the facility as is and provide maintenance to the existing facilities (i.e., both pier and moorage float). The proposed plan also includes the potential to design, engineer, permit, and construct a sea plane dock on Tideland 51, with a gangway

connecting to the northwest corner of the “L” of the existing Union Wharf Pier. The new dock would accommodate both sea planes and small boat moorage for up to 4 vessels. All future uses must be consistent with the City’s Zoning Code and Shoreline Master Program (SMP), as well as the terms of the facility transfer from the City to the Port.

It is also expected that planking on the wharf will require replacement within the next 20 years.

Estimated Capital Project Costs – Union Wharf:

- Sea Plane Dock = \$1,125,000 (in years 11-20); and
- Wharf Re-Planking = \$150,000 (in years 11-20)

TOTAL = \$1,275,000

Quincy Street Dock

Facility Description

Ownership: The Quincy Street Dock was once the site of a decommissioned ferry dock located in the City of Port Townsend, between Boat Haven and Point Hudson. The Port’s ownership encompasses approximately 3,000 square feet of tidelands. The City of Port Townsend also owns upland facilities and uses immediately adjacent to the Port’s tideland ownership.

Existing Facilities & Use: This site was formerly the location of a decommissioned Washington State Ferry Dock. The remains of the dilapidated steel transfer span were removed in 2013, due to public safety concerns.

Public Access, Services, & Utilities:

Regional Access: SR 20

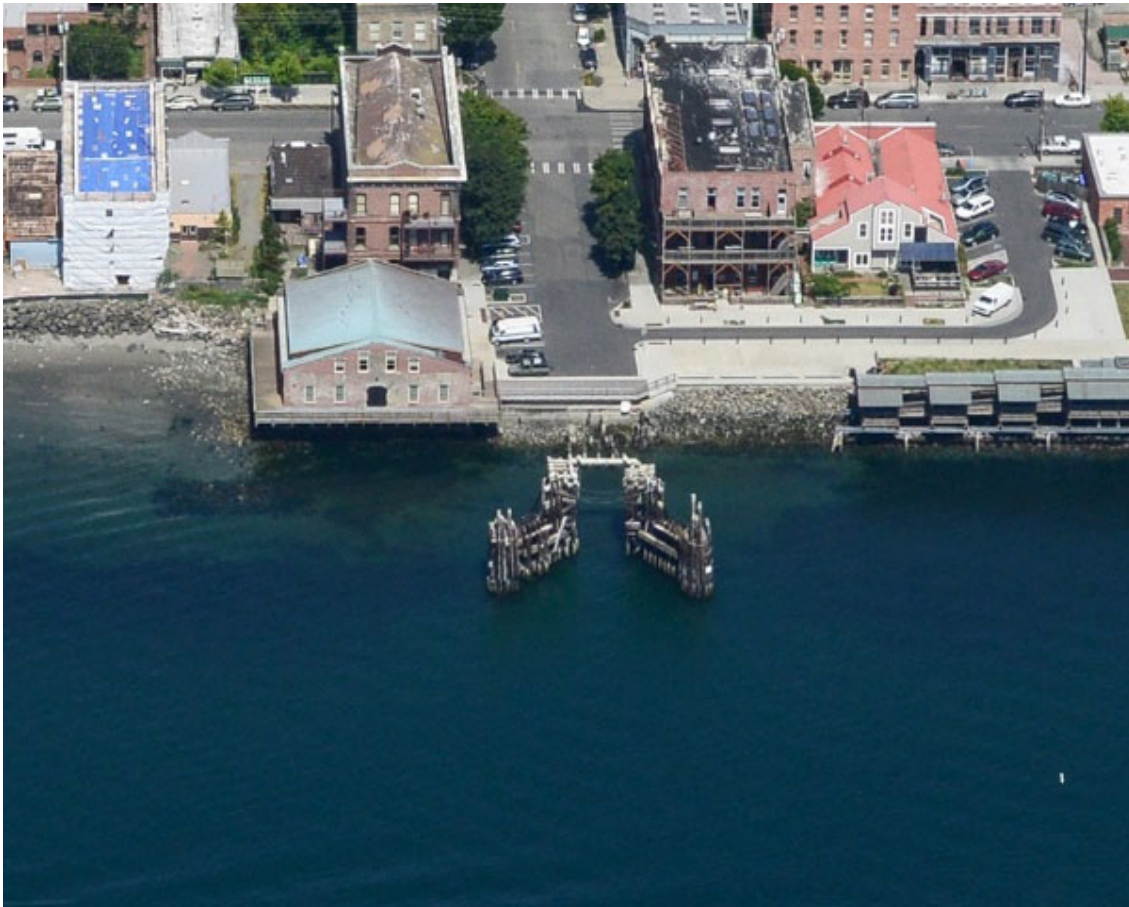
Local Access: Quincy Street, via Water Street, in downtown Port Townsend.

Marine: The site of the former dock is located on the northwest shoreline of Port Townsend Bay.

Fire/Emergency Services: East Jefferson Fire-Rescue Department.

Water: A 6-inch water line is located on the site. A 12-inch main on Water Street is available to serve the site.

Figure III-21 - Aerial Photo – Quincy Street Dock (former site of)



Sewer: A 10-inch sewer line on Water Street is available.

Electricity: Electricity is provided by Jefferson County Public Utility District (PUD) #1.

Other: Gas, telephone, and solid waste collection services are available in the vicinity.

Quincy Street Dock Improvement Plan

The proposed plan is to retain the ownership and keep the property as a passive recreational site, until such time that other uses become desirable or feasible. At present, the Port has no development plan for the site, although the location would potentially be suitable as an alternate location for a sea-plane dock in future (i.e., if the Union Wharf site proves infeasible). It is acknowledged that any future use must be consistent with City zoning and Shoreline regulations.

Estimated Capital Project Costs – Quincy Street Dock: None.

City (“Cotton”) Dock

Facility Description

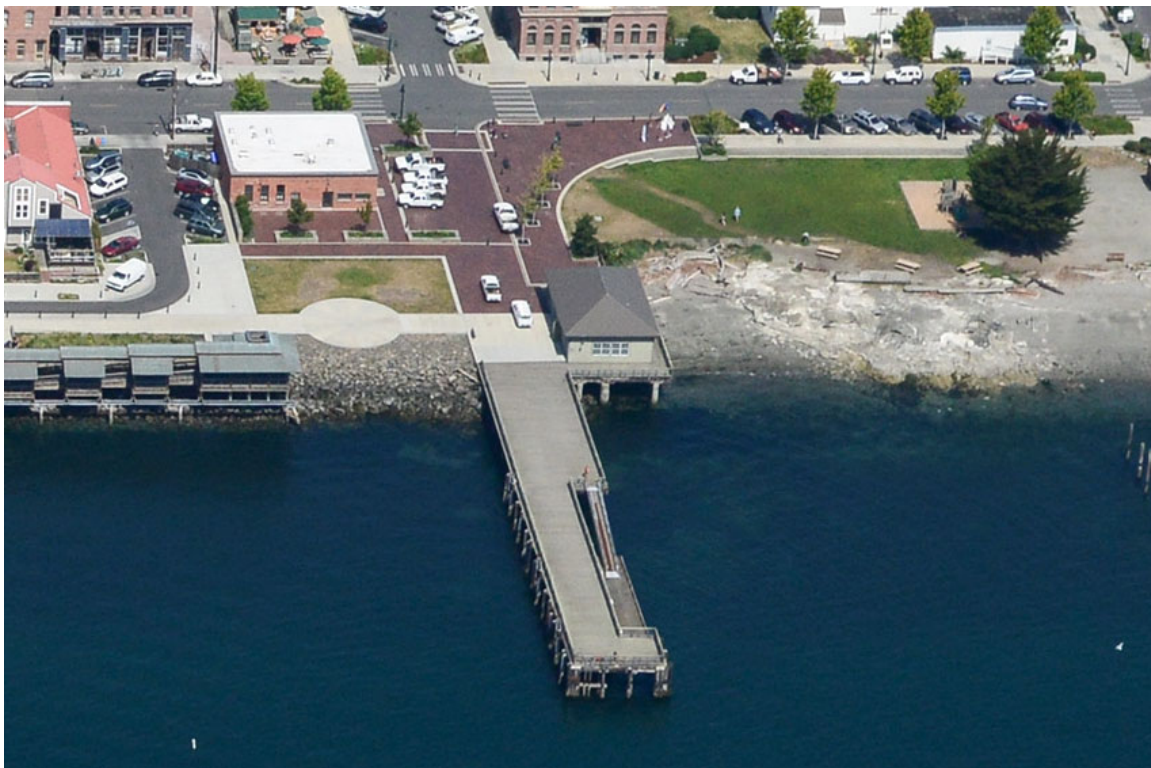
Ownership: This dock is adjacent and immediately south of Pope Marine Park - and is located within a vacated portion of the Madison Street right-of-way. The City of Port Townsend owns all upland facilities and uses adjacent to the dock and north of the rip-rap revetment along the shoreline (i.e., the Pope Marine Building and Park, as well as the Madison Street Civic Plaza).

City Dock was deeded by the City to the Port in 2013. Previously, the City owned the dock from 1974 to 2013. From the mid-1940s to the 70s, the dock was owned by Cotton Engineering & Shipbuilding.

Existing Facilities & Use: In 1993 the City replaced the decaying original dock with a new 220’ long dock, with 50% of the funding coming from a Washington State Interagency Commission for Outdoor Recreation (IAC) grant. The current facility features a 70’ long timber moorage float accessed via a gangway on the east side of the dock which is used by visitors and citizens for temporary boat moorage. The facility is in fair to good condition, although no significant capital maintenance has been undertaken since 1993.

The dock is used principally for recreational boat moorage on a temporary basis and pedestrian access. Sited in the heart of the Civic District, the dock is also located along the City’s “Water Walk” which provides key pedestrian and visual connections to Port Townsend Bay.

Figure III-22: Aerial Photo – City (“Cotton”) Dock



Public Access, Services, & Utilities:

Regional Access: WA 20

Local Access: Water Street/Madison Street.

Marine Access: Port Townsend Bay. There is a 70' recreational moorage float located on the eastern side of the dock.

Fire/Emergency Services: East Jefferson County Fire-Rescue Department.

Utilities: Utilities available in the vicinity of the site include the following: water service provided by the City of Port Townsend; and electrical service provided by Jefferson County Public Utility District #1 (PUD).

City Dock Improvement Plan

The Port plans to actively manage and maintain the dock improvements for outdoor public recreational use in a manner consistent with the Program Grant Agreement and Special Conditions administered by the Washington State Recreation and Conservation Office (RCO). Consistent with the Grant Agreement Special Conditions, it is possible that the dock may be used seasonally (October 1 to the 3rd Friday in April) for temporary, non-exclusive commercial uses that do not interfere with free pedestrian public access to the facility. All future uses must be consistent with the City's Zoning Code and Shoreline Master Program (SMP), as well as the terms of the facility transfer from the City to the Port.

Other than maintaining the City Dock facility in its current condition (i.e., both dock and moorage float), the Port has no additional development plans.

Estimated Capital Project Costs – City Dock: None. The plan does not involve capital replacement or improvement expenditures. However, maintenance of the existing conditions at City Dock would require an estimated \$12,500 per year.

Chapter IV: The Implementation Plan

INTRODUCTION

This chapter identifies the prioritized list of projects that are important in fulfilling the promise of this Comprehensive Scheme. Additionally, budget and planning decisions approved by the Port Commission operate to amend this CSHI and become part of the compendium of documents meeting the requirements of RCW 53.20.010. Specifically, capital budgets adopted by the Commission amend the CSHI and function as an annual Capital Improvement Plan. In the years ahead, it is expected that this CSHI will provide the principal foundation for selecting and prioritizing capital projects.

INITIAL PROJECTS LIST

The following is a listing of the central recommendations of this Comprehensive Scheme for new capital projects and capital replacement projects (not ongoing capital maintenance). The timing of the implementation of these projects will depend largely on the Port's ability to fund these development recommendations, market demand, and the availability of additional property for Port acquisition and development.

Near Term (Next 1-5 Years)

Boat Haven:

- In Water (Marina):
 - Navigation Channel Dredging \$550,000
 - Main Breakwater Repairs \$350,000
 - C&D Dock/Linear Dock Renovations \$1,732,000
 - Progressive Piling Replacement \$420,000
 - C&D Dock/Linear Dock Electrical Service Rehabilitation \$350,000
- Uplands:
 - Work Yard & Boat Yard Resurfacing \$217,000
 - Stormwater Treatment System Rehabilitation \$180,000
 - Building Repairs \$300,000
 - Washington Street Rehabilitation \$200,000
 - Main Parking Lot Capital Maintenance \$20,000
 - Work Yard & Boat Yard Electrical Service Rehab/Lighting \$350,000
 - Subtotal \$4,669,000

Point Hudson:

- In Water (Marina):
 - Replacement of North & South Jetties \$14,100,000
 - Shoreline Stabilization \$225,000
- Uplands:
 - Building Repairs \$150,000
 - Subtotal \$14,475,000

Quilcene:

| | |
|----------------------------|------------------|
| • Marina Entrance Dredging | \$400,000 |
| • Dock & Float Renovations | <u>\$250,000</u> |
| Subtotal | \$650,000 |

Gardiner Launch Ramp:

| | |
|--|-----------|
| • Ramp Replacement (with Seasonal Float) | \$900,000 |
|--|-----------|

Mats Mats Launch Ramp:

| | |
|---|------------------|
| • Ramp Replacement (Elevated Ramp & Handling Float) | \$1,200,000 |
| • Parking Improvements | <u>\$150,000</u> |
| Subtotal | \$1,350,000 |

Port Hadlock Ramp & Dock:

- Ongoing Capital Maintenance
- No Proposed Capital Replacement or Improvement Projects

Eco-Industrial Park (JCIA):

- No Capital Maintenance Necessary
- No Proposed Capital Replacement or Improvement Projects

Fort Worden Beach:

- No Capital Maintenance Necessary
- No Proposed Capital Replacement or Improvement Projects

Union Wharf:

- Ongoing Capital Maintenance
- No Proposed Capital Replacement or Improvement Projects

Quincy Street Dock:

- Ongoing Capital Maintenance
- No Proposed Capital Replacement or Improvement Projects

City (“Cotton”) Dock:

- Ongoing Capital Maintenance
- No Proposed Capital Replacement or Improvement Projects

Estimated Capital Project Costs (1-5 Years) \$22,044,000

Medium Term (6-10 Years)

Boat Haven:

- In Water (Marina):
 - Main Breakwater Repairs (east 600') \$3,035,000
 - Commercial Basin Dock Renovations \$200,000
 - Progressive Piling Replacement \$475,000
- Uplands:
 - Work Yard & Boat Yard Resurfacing \$241,000
 - Stormwater Treatment System Rehabilitation \$190,000
 - Building Repairs \$325,000
 - Washington Street Rehabilitation \$120,000
 - Main Parking Lot Capital Maintenance \$50,000
 - Work Yard & Boat Yard Electrical Service Rehab/Lighting \$150,000
 - Subtotal \$4,786,000

Point Hudson:

- In-Water (Marina)
 - Ongoing Capital Maintenance
 - No Proposed Capital Replacement or Improvement Projects
- Uplands
 - Building Repairs \$1,200,000
 - Asphalt Paving Overlay \$350,000
 - Sewer Line Replacement \$116,000
 - Cantilevered Esplanade/Public Access Improvements \$2,600,000
 - Subtotal \$4,266,000

Quilcene:

- Boat Ramp Repair or Replacement \$1,050,000

Gardiner Launch Ramp:

- Ongoing Capital Maintenance
- No Proposed Capital Replacement or Improvement Projects

Mats Mats Launch Ramp:

- Ongoing Capital Maintenance
- No Proposed Capital Replacement or Improvement Projects

Port Hadlock Ramp & Dock:

- Ongoing Capital Maintenance
- No Proposed Capital Replacement or Improvement Projects

Eco-Industrial Park (JCIA):

- No Capital Maintenance Necessary
- No Proposed Capital Replacement or Improvement Projects

Fort Worden Beach:

- No Capital Maintenance Necessary
- No Proposed Capital Replacement or Improvement Projects

Union Wharf:

- Ongoing Capital Maintenance
- No Proposed Capital Replacement or Improvement Projects

Quincy Street Dock:

- Ongoing Capital Maintenance
- No Proposed Capital Replacement or Improvement Projects

City (“Cotton”) Dock:

- Ongoing Capital Maintenance
- No Proposed Capital Replacement or Improvement Projects

Estimated Capital Project Costs (6-10 Years) \$10,102,000

Long Term (11-20 Years)

Boat Haven:

- In Water (Marina):
 - Navigation Channel Dredging \$700,000
 - Progressive Piling Replacement \$1,146,000
 - Uplands:
 - Work Yard & Boat Yard Resurfacing \$583,000
 - Stormwater Treatment System Rehabilitation \$335,000
 - Building Repairs \$975,000
 - Washington Street Rehabilitation \$80,000
 - Main Parking Lot Capital Maintenance \$90,000
 - Sand Blast Containment Facility \$3,280,000
 - Marine Trades Incubator Building \$1,640,000
- Subtotal \$8,829,000

Point Hudson:

- In-Water (Marina)
 - Entrance/Navigation Channel Dredging \$430,000
 - Dock & Float Renovations \$225,000
 - Dock Electrical Service Upgrades \$150,000
 - Uplands
 - Building Repairs \$462,000
 - RV Park Electrical System Renovation \$250,000
- Subtotal \$1,517,000

Quilcene:

- Marina Entrance Dredging \$512,000

Gardiner Launch Ramp:

- Ongoing Capital Maintenance
- No Proposed Capital Replacement or Improvement Projects

Mats Mats Launch Ramp:

- Ongoing Capital Maintenance
- No Proposed Capital Replacement or Improvement Projects

Port Hadlock Ramp & Dock:

- Ongoing Capital Maintenance
- No Proposed Capital Replacement or Improvement Projects

Eco-Industrial Park (JCIA):

- Installation of “Phase I” Infrastructure (extended to site) \$4,363,000
 - Installation of “Phase II” Infrastructure (roads, stormwater improvements, wastewater disposal hookups) \$1,559,000
- Subtotal \$5,922,000

Fort Worden Beach:

- No Capital Maintenance Necessary
- No Proposed Capital Replacement or Improvement Projects

Union Wharf:

- Sea Plane Dock (design/engineering, permitting, and construction (gangway, piles and floats) \$1,125,000
 - Wharf Re-planking/Shelter Repairs \$150,000
- Subtotal \$1,275,000

Quincy Street Dock:

- Ongoing Capital Maintenance
- No Proposed Capital Replacement or Improvement Projects

City (“Cotton”) Dock:

- Ongoing Capital Maintenance
- No Proposed Capital Replacement or Improvement Projects

Estimated Capital Project Costs (11-20 Years) \$18,055,000

TOTAL REPLACEMENT & IMPROVEMENT COSTS 2020-2039 \$50,201,000

POTENTIAL FUNDING MECHANISMS

In addition to using its cash reserves from tax levies¹⁹ and lease revenues, the Port can sell revenue bonds and apply for state and federal grants to assist with development and rehabilitation of its properties and facilities as recommended in this Comprehensive Plan.

Separate funding plans for implementing specific projects included within this plan will need to be developed by Port staff for Port Commission approval. In addition to Port general a sampling of some of the funding sources available to the Port include those listed below.

General Obligation Bonds

A General Obligation Bond Debt is a loan secured by the full faith and credit of the Port for use to make infrastructure improvements within the district (RCW 39.46.110). The maximum amount of the total bonds issued by a taxing district is set by RCW 39.36.020 at 3/8% of the assessed property value of and in the taxing district, without voter approval. If 60% of the voters approve a bond issue, the amount of the total bonds issued by a taxing district is set by RCW 39.36.020 at 1.25% of the assessed value of the property value of and in the taxing district. These bonds can be used for any general government or private activity purpose of the Port. The total amount of private activity bonds issued in Washington is limited by other federal tax laws.

Revenue Bonds

A revenue bond is a special obligation of the Port District (RCW 39.46.150(4)). The bond must be paid from revenues derived from the investment, or from reserve or special funds created when the bond is issued. Typically, these bonds are used to build projects that the Port will lease to someone, thus creating the revenue stream to repay the bond. Note that no general tax revenues can be used to pay revenue bonds.

Industrial Development Revenue Bonds

Industrial Development Revenue Bonds (IDRB) may be issued by public development corporations. The Port has such a corporation. IDRB's are non-recourse bonds issued by the public development corporation through the Port and are authorized by RCW 39.84.100. The public development corporation must never use public funds to repay the debt of an IDRB. Therefore, the creditworthiness of the project owner (or tenant) must be excellent. In addition, a bank that meets specific solvency requirements must issue a letter of credit as a back-up to protect the public development corporation from ever paying the debt.

Community Economic Revitalization Board (CERB)

The Community Economic Revitalization Board is a state agency that gives grants and subsidized loans to local governments to do economic development (usually infrastructure) projects. The Port has frequently used this source of funding in the past.

¹⁹ Including the industrial development district levy recently approved by voters, which could raise up to \$17 million over 20 years.

LOCAL Program

The LOCAL Program is a State Treasurer's program to help small local government to issue small amounts of general obligation debt at the state's interest rate, which is usually used for small projects.

The Washington Technology Center (WTC)

The WTC was created by the State Legislature in 1983 and provides annual grants from \$5,000 to \$100,000 for businesses and their specific projects. The center also helps link companies to university research faculty with applicable expertise. The Port could pursue a partnership alliance with the WTC to assist businesses interested in locating in the Port District.

Aquatic Lands Enhancement Account (ALEA) Grants

The ALEA grant program is administered by the Recreation and Conservation Office (RCO) to help fund projects each biennium that provide for public access, interpretive, and habitat improvement projects that meet the ALEA objectives. This capital grant program has received varying levels of funding over the years based on revenue generated and legislative appropriation. ALEA grants have invested generously over the past decades in improving access to waterfront areas and helping to protect and restore aquatic habitats on state-owned aquatic lands.

Boating Facilities Program Grants

The State Marine Recreation Land Act (Initiative 215) was approved by voters in 1964. This legislation earmarks taxes paid on motor vehicle fuel used in watercraft for boating-related lands and facilities. Acquisition, development, and renovation projects on fresh or salt-water are eligible including launch ramps, transient moorage, and upland support facilities. Background and policies are explained in the Recreation and Conservation Office's (RCO's) Boating Facilities Program Manual (RCO Manual #9).

Washington Wildlife Recreation Programs (WWRP) Grants

The WWRP provides funds for the acquisition and development of recreation and conservation lands. WWRP funds are administered by account and category. The Habitat Conservation Account includes critical habitat, natural areas, and urban wildlife categories. The Outdoor Recreation Account includes local parks, state parks, trails, and water access categories.

RESOLUTION NO. 724-20

A RESOLUTION OF THE PORT COMMISSION ADOPTING THE COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS UPDATE 2020, FOR THE PORT OF PORT TOWNSEND

WHEREAS, after extensive community involvement and public review, the Port of Port Townsend adopted a new Comprehensive Scheme of Harbor Improvements (CSHI) on December 3, 2003 as required by Chapter 53.20 RCW; and

WHEREAS, on December 23, 2013, following a duly noticed public hearing and documentation of compliance with the requirements of the State Environmental Policy Act (SEPA), the CSHI was updated by way of Resolution No. 603-13; and

WHEREAS, the Port wishes to again update the CSHI, thereby ensuring continued transparency in the development of its facilities and expenditure of public monies in, and maintaining eligibility for certain key sources of grant funding to support capital projects; and

WHEREAS, a revised CSHI draft was published and made available to the public for review and comment on September 2, 2020; and

WHEREAS, public hearing notices were published for the proposed action on September 2, 2020 and again on September 9, 2020; and

WHEREAS, the Port has documented procedural and substantive compliance with the requirements of SEPA; and

WHEREAS, a public hearing was properly held by the Port Commission on September 23, 2020, and;

WHEREAS, the Port Commission, in regular session on October 14, 2020, moved to approve the Comprehensive Scheme of Harbor Improvements Update 2020 (incorporating the changes directed in their deliberations on October 14, following the receipt of testimony on September 23, 2020); and

WHEREAS, the motion passed with a unanimous vote of the Commission;


NOW, THEREFORE BE IT HEREBY RESOLVED: by the Commission of the Port of Port Townsend, that pursuant to RCW 53.20, the Comprehensive Scheme of Harbor Improvements Update 2020 is the official Comprehensive Scheme of Harbor Improvements for the Port of Port Townsend.

ADOPTED this 14th day of October 2020, by the Commission of the Port of Port Townsend and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the Seal of the Commission duly affixed.

ATTEST:


Pamela A. Petranek, Secretary


Peter W. Hanke, President


William W. Putney III, Vice President

APPROVED AS TO FORM:


Port Attorney



RESOLUTION NO. 732-20

A Resolution of the Commission of the Port of Port Townsend

**AMENDING THE PORT OF PORT TOWNSEND'S COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS
TO INCORPORATE THE CAPITAL PROJECTS CONTAINED IN THE YEAR 2021 OPERATING AND CAPITAL
BUDGETS**

WHEREAS, the Port of Port Townsend adopted an updated Comprehensive Scheme of Harbor Improvements on October 14, 2020 via Commission Resolution No. 724-20; and

WHEREAS, RCW 53.20.020 allows for changes to be made to the Port of Port Townsend's Comprehensive Scheme of Harbor Improvements; and

WHEREAS, notice of a public hearing for this action was published on October 14, 2020, and again on October 21, 2020, and a public hearing was held on October 28, 2020 and November 10, 2020 as part of the process required for adoption of final operating and capital budgets under RCW 53.35.030; and

WHEREAS, on November 10, 2020 the Port Commission voted to unanimously approve the 2021 Operating and Capital Budgets which describes and provides budget authorization for specific capital projects throughout the Port;

NOW, THEREFORE, BE IT RESOLVED by the Port Commission of the Port of Port Townsend, that the Port's Comprehensive Scheme of Harbor Improvements is hereby amended to reflect the inclusion of the capital projects as set forth in the 2021 Operating and Capital Budgets.

ADOPTED this 10th day of November 2020, by the Commission of the Port of Port Townsend and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the Seal of the Commission duly affixed.


ATTEST:


Pamela A. Petranek, Secretary


Peter W. Hanke, President


William W. Putney III, Vice President

APPROVED AS TO FORM:


Port Attorney

