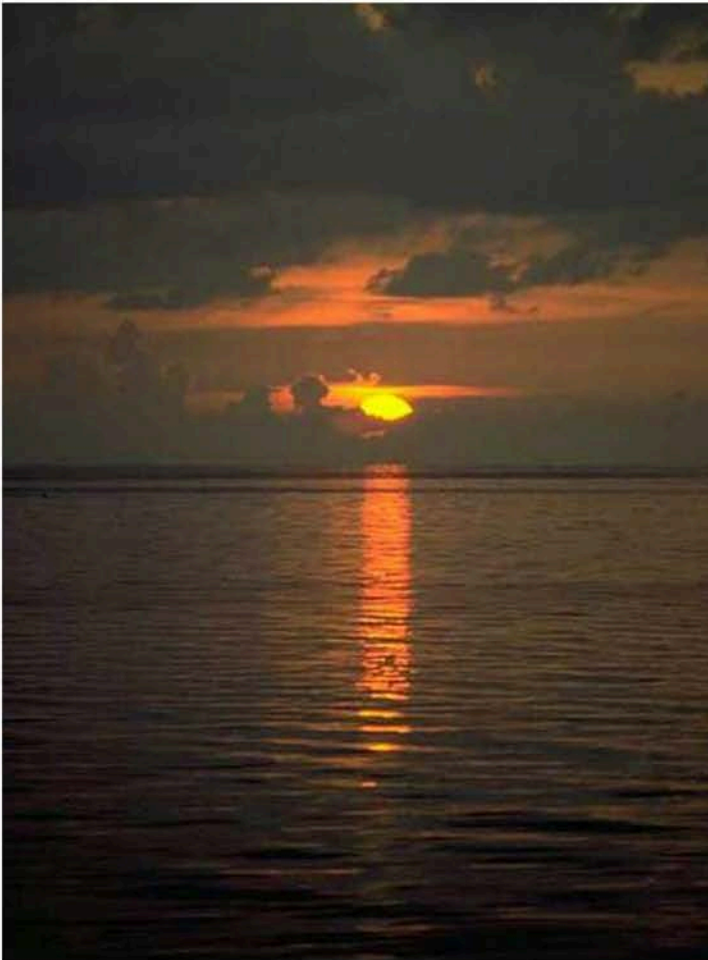


Port of Port Townsend



Comprehensive Scheme of Harbor Improvements Update 2003

&

Environmental Impact Statement

December 2, 2003



Reid Middleton

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FACT SHEET

Proposed Action

The proposed action is adoption of the Port of Port Townsend *Comprehensive Scheme of Harbor Improvements Update –2003* (“*Comprehensive Scheme*”). The *Comprehensive Scheme 2003* will guide the development of the Port’s nine waterfront properties and acquisition of other properties for the next 20 years to serve the needs of Jefferson County residents and visitors.

Location

The Port of Port Townsend’s waterfront properties and their general locations are shown below:

Boat Haven Marina
333 Benedict Street
Port Townsend, WA

Gardiner Launch Ramp
Gardiner Beach Road
Jefferson Co., WA

Fort Worden Beach
Fort Worden State Park
Port Townsend, WA

Point Hudson Marina
103 Hudson Street
Port Townsend, WA

Mats Mats Launch Rmp
Carey Court
Jefferson Co., WA

Kah Tai Lagoon
E. Simms Way
Port Townsend, WA

Quilcene Boat Haven
Marina
1731 Linger Longer Rd.
Quilcene, WA

Pt. Hadlock Ramp/Dock
Lower Hadlock Rd.
Jefferson Co., WA

Quincy Street Dock
Quincy Street
Port Townsend, WA

Project Proponent and Lead Agency

Port of Port Townsend
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Date of Implementation

The Port of Port Townsend will hold a public hearing on adoption of the *Comprehensive Scheme of Harbor Improvements Update – 2003* on December 10, 2003.

Responsible Official

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Required Permits and Approvals

Port of Port Townsend – Adoption of “*Comprehensive Scheme of Harbor Improvements Update – 2003.*”

Subsequent individual development projects will require land use and building permit approvals from Jefferson County or the City of Port Townsend, as well as permits from certain state and federal agencies.

DATE OF ISSUE OF FEIS: December 2, 2003

Location of Additional Documents

Technical reports, background data, and other relevant information is available at:

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Chapter 1 - Introduction

1.1 Document Format

This document is a combined *Comprehensive Scheme of Harbor Improvements Update - 2003* (“*Comprehensive Scheme Update*”) and *Environmental Impact Statement (EIS)*. This combined document addresses the nine waterfront properties owned by the Port of Port Townsend (e.g., excludes the Jefferson County International Airport). Specifically, this document addresses: existing waterfront facilities, proposed development alternatives, and potential environmental impacts of the development alternatives for each of the nine waterfront properties.

To distinguish between the *Comprehensive Scheme Update* and the *EIS* portions of this document, the *Comprehensive Scheme Update* is printed on white paper, and the *EIS* is printed on colored paper. For those readers viewing the document via the web, the *EIS* sections are: the Fact Sheet, 1.11, 3.1.3, 3.2.3, 3.3.3, 4.1.3, 4.2.3, 4.3.3, 5.1.3, 5.2.3, 5.3.3, and Chapter 6.

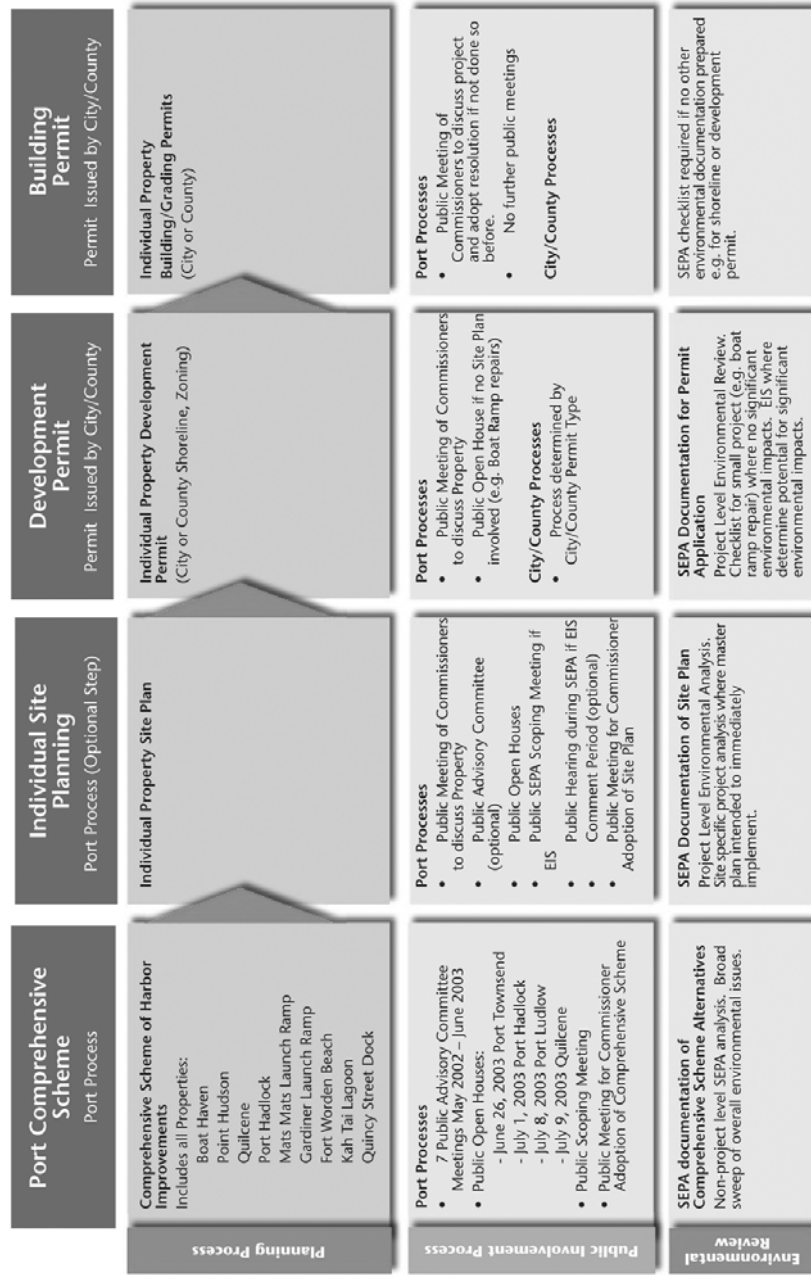
1.2 Introduction to Comprehensive Scheme Process

Port Districts in Washington State are required under Chapter 53.20 of the Revised Code of Washington (RCW) to prepare and update a comprehensive scheme of their proposed capital improvements. The purpose of this process is to communicate to the public regarding public expenditures. The Schemes are generally updated every 20 years, or sooner, in response to changing priorities within port districts and requirements from funding sources. Pursuant to this requirement, a Comprehensive Scheme for the Port of Port Townsend was prepared in November of 1981.

The Port Comprehensive Scheme process is distinctively different from City or County Municipal Planning. It should also be distinguished from individual site planning. Please see Figure 1-1 for an overview of the Port’s planning process, the public involvement process, and the environmental review process.

In the 1994 *Comprehensive Plan Guidebook* prepared by Washington Public Ports Association, it notes that a Comprehensive Plan or Comprehensive Scheme (the terms are used interchangeably), “should provide enough information so that an average citizen can understand where capital spending will be dedicated.” The important distinction between comprehensive planning and individual site planning is that comprehensive planning is conceptual in nature, while individual site planning connotes a more detailed effort.

Port Planning Process



Port of Port Townsend Comprehensive Scheme Update 2003
Figure 1-1

In April 2002, the Port of Port Townsend embarked upon the process of updating the 1981 *Comprehensive Scheme* for their waterfront properties. The purpose of the updated document, referred to as the *Port of Port Townsend Comprehensive Scheme of Harbor Improvements Update - 2003* is to guide the development of the Port's nine waterfront properties, and acquisition of other properties for the next 20 years to serve the needs of Jefferson County residents and visitors.

1.3 Port History

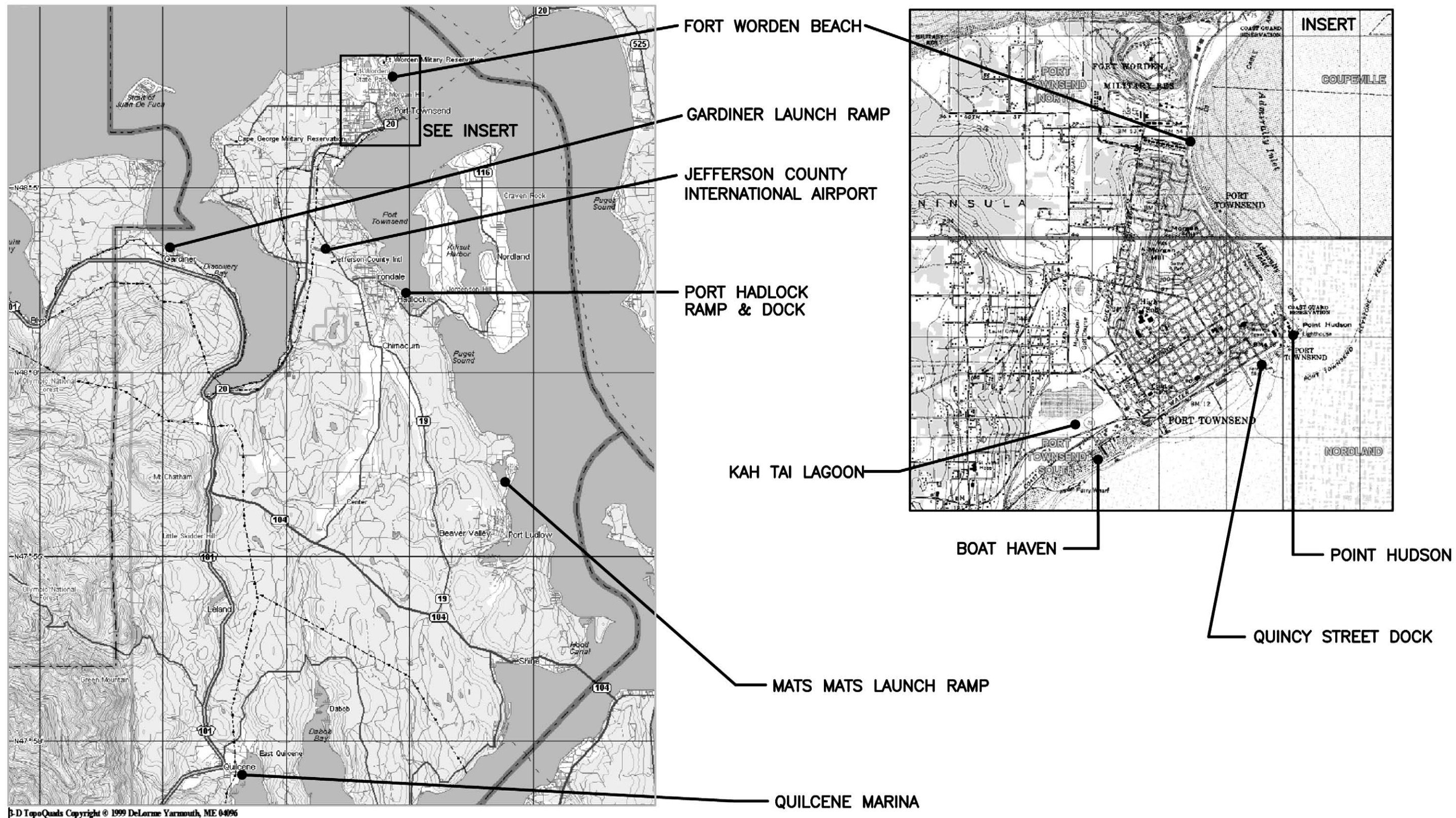
The Port of Port Townsend (Port) is a limited purpose municipal corporation organized and existing under RCW 53.08 within the laws of the state of Washington. The Port was established under the Washington State laws of 1924, an election being held on November 4, 1924, which established the Port district 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. On December 5, 1927, a delegation representing the Chamber of Commerce urged the Port Commission to develop a boat harbor. The commission employed Mr. E. Grible, manager of the Port of Olympia, as an engineer to study and determine the most suitable site for a boat harbor in Port Townsend Bay. On March 18, 1931, the proposal submitted by Puget Sound Bridge and Dredging Company was accepted, and the driving of the first pile occurred. This harbor is now known as the Boat Haven Marina.

Today, the Port owns and operates significant marine and air-related facilities in Jefferson County. This includes a total of nine waterfront sites, in addition to the Jefferson County International Airport. The waterfront sites are:

- Boat Haven Marina
- Point Hudson Marina
- Quilcene Boat Haven Marina
- Gardiner Launch Ramp
- Mats Mats Launch Ramp
- Port Hadlock Ramp and Dock
- Fort Worden Beach
- Kah Tai Lagoon, and
- Quincy Street Dock

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 Chapters 3, 4, and 5 of this document. See Figure 1-2 for the location of these properties.



1.4 Existing Port Operations and Revenues

This section provides an overview of the Port's recent financial performance since 1998 and identifies the Port's revenue, profitability, cash flow, and funding source trends and composition. It is important to understand how the various Port assets and business segments contribute to the Port's profitability and to recognize the extent to which other funding sources have been utilized and are available for potential expansion or redevelopment of Port facilities. Financing will be a key component of implementing selected Comprehensive Scheme alternatives that are being developed. A 5-year financial forecast summary is also presented in this section that shows a picture of future financial performance assuming recent Port financial trends continuing on the same path.

Figure 1-3 shows the Port's operating and non-operating revenues and expenses, and profitability and cash flow for the last five years' actuals, 2003 budget, and 2004-2007 forecast.

Figure 1-3: Port Operating, Income, Cash Flow Actuals & Forecast 1998-2007

	1998 Actuals	1999 Actuals	2000 Actuals	2001 Actuals	2002 Actuals	2003 Budget	2004 Forecast	2005 Forecast	2006 Forecast	2007 Forecast
Total Operating Revenues	1,787,801	1,933,466	2,170,446	2,410,409	2,921,359	3,129,387	3,273,995	3,394,460	3,519,376	3,648,909
Total Operating Expenses	1,484,774	1,615,308	1,627,266	1,778,746	2,110,403	2,216,469	2,249,858	2,337,325	2,428,726	2,524,286
Net Operating Income	303,027	318,158	543,180	631,663	810,956	912,918	1,024,137	1,057,135	1,090,650	1,124,623
Net Nonoperating Revenues & Exp.	(449,755)	(662,237)	(588,674)	(600,797)	(459,559)	(519,218)	(507,639)	(458,574)	(409,077)	(358,056)
Net Income	(146,728)	(344,079)	(45,494)	30,866	351,397	393,700	516,499	598,561	681,573	766,567
Net Increase (Decrease) in Cash Flow	(402,782)	291,124	223,053	175,704	252,758	256,395	774,591	946,059	1,013,084	1,072,110
Levy as % of Total Revenue	22.8%	22.6%	22.4%	20.7%	17.0%	16.8%	18.1%	18.1%	18.2%	18.2%
NOI as % of Operating Revenue	16.9%	16.5%	25.0%	26.2%	27.8%	29.2%	31.3%	31.1%	31.0%	30.8%
Net Income as % of Operating Revenue	-8.2%	-17.8%	-2.1%	1.3%	12.0%	12.6%	15.8%	17.6%	19.4%	21.0%

Source: Port of Port Townsend & Berk & Associates

Figure 1-3 shows that the Port has experienced steady revenue growth from 1998 to 2002 and substantially improved net operating income, net income, and net cash flow during this period. Net operating income was positive for each of these five years. In 1996, the Port financed a \$5.8 million revenue bond issuance for Port of Port Townsend Boat Haven (PTBH) Shipyard improvements and the 300-ton lift. During the ensuing few years as the Port put this major capital improvement to use, PTBH revenues increased, and the Port was able to produce positive cash flow by 1999 that more than covered the significant annual interest expense of over \$500,000 stemming largely from the 1996 financing. By 2002, net income after non-operating items became a positive \$351,000.

With an improved PTBH as the Port's primary income source and the recent addition of the Point Hudson facility, the Port appears to be poised to continue to grow its revenues and increase net earnings, depending on the level of future capital investments and other factors. In 2003, the Port's revenues are budgeted to grow to over \$3.1 million, with budgeted net income of \$393,700 and positive net cash flow of \$256,000. Total debt service of principal and interest expense for all outstanding Port debt will approach \$1.2 million in 2003.

Revenue and Earnings Composition

PTBH contributed 67% or \$1.9 million of the \$2.9 million total Port operating revenues in 2002. Moorage is the largest revenue category for the Port and is budgeted to generate almost 36% of total Port revenues in 2003. On a facility basis, PTBH moorage and property rentals generate 75% of the Port's operating revenue. PTBH and Point Hudson are the only facilities recovering direct operating costs. Point Hudson is budgeted to generate over \$0.6 million in operating revenues in 2003 (19% of total Port revenues). Employee compensation and related expenses are the Port's largest expense category, representing about 55% of total Port operating expenses.

1.5 Study Area

This *Comprehensive Scheme Update* addresses the Port's nine waterfront properties. The study area and properties are shown on Figure 1-2. The Jefferson County International Airport is not addressed in this *Comprehensive Scheme Update*. A separate Master Plan is being prepared by the Port for the airport and the adjacent Port ownerships.

1.6 Port of Port Townsend Mission Statement

The Port of Port Townsend mission statement guides decisions regarding facility development. The mission statement follows:

The Mission of the Port of Port Townsend, a county wide municipal corporation, is to responsibly develop property and facilities that encourage job creation, private investment, local economic stability and diversity, and to better the quality of life for citizens throughout Jefferson County.

1.7 Public Participation Process

The Port and consultant team developed a three-part public participation process for development of the *Comprehensive Scheme Update*. This process included formation of an Advisory Committee, development of a project website, a series of four public workshops to present potential development alternatives for each of the waterfront sites, and circulation of the *Draft Comprehensive Scheme Update 2003/Draft EIS*.

Advisory Committee

Creation of Advisory Committee

An Advisory Committee was created to review ideas considered by the Port Commission through out the comprehensive planning process. At the initiation of the project, Reid Middleton (lead project consultant) worked together with the Port staff and Commissioners to identify a broad spectrum of the community to sit on the Advisory Committee. The Advisory Committee is composed of 22 people and represents the following community interests:

- City of Port Townsend
- Jefferson County
- Representatives of 3 Commission Districts
- Marina Tenants
- Non-Marine Tenants
- Neighbors
- Wooden Boat Foundation
- NW Maritime Center
- Fishing Industry
- Boat Charter Services
- Environmental Community

Meetings with Advisory Committee and Consultants

The consultant team and Port staff held an initial meeting with the Advisory Committee to present the format for the project, review the role of the Advisory Committee, and discuss the Advisory Committee ideas for each of the nine sites. The Advisory Committee reviewed existing conditions for each Port Property at a second meeting. They also commented upon alternatives to be evaluated for each site. This information provided additional guidance for the consultant team.

Meetings with Advisory Committee staffed by the Port

The Advisory Committee met numerous times throughout the process of developing alternatives for each Port property. The Port staff facilitated these additional meetings. Meeting minutes were posted on the project website.

Project Website

The second aspect of the public process involved the development of a project website linked through the Port's website. Schedules for meetings, minutes from the Advisory Committee meetings, information gathered about each Port property, and proposed alternatives were posted on this website as they were ready for review.

Public Workshops

The third part of the public participation process involved presentation of the development alternatives at community-wide workshops on:

Thursday, June 26, 2003 – Port Townsend
Tuesday, July 1, 2003 – Port Hadlock Library
Tuesday, July 8, 2003 – Port Ludlow
Wednesday, July 9 – Quilcene

On August 13, 2003, at a regular public meeting, the Port Commissioners selected preliminary Preferred Development Alternatives for each site for analysis in the *EIS*.

In addition to the public participation process associated with the *Comprehensive Scheme Update*, the process for the *EIS* included a 21-day scoping period and a public scoping meeting on July 23, 2003.

1.8 Organization of the *Comprehensive Scheme Update - 2003*

This document groups the nine Port properties into three groups based on the use of the site. The three groups are: Marinas, Boat Ramps & Launches, and Other Facilities. Extensive information is provided for each site, including; Ownership, Existing Facilities and Use, Land Use Regulations, Transportation/Access, Public Service/Utilities, and Environmental Characteristics. Detailed examinations of development alternatives are provided, as is a programmatic (i.e., non-project) analysis of potential environmental impacts and potential mitigation measures. Preliminary cost estimates are provided, however all cost estimates in this analysis are approximate and should be used only for preliminary planning purposes. Actual construction bids may vary significantly from this statement of probable costs due to timing of construction, changed conditions, labor rate changes, or other factors beyond the control of the estimator.

This document is designed to provide the Port and the citizens of Jefferson County with a complete description and analysis of the nine properties addressed in the *Comprehensive Scheme Update*. This update is intended to be a valuable resource and reference tool, in addition to a plan to help guide the Port over the next 20 years.

1.9 SEPA Scope and Purpose

Adoption of the *Comprehensive Scheme of Harbor Improvements Update – 2003* requires compliance with the State Environmental Policy Act (SEPA). The Port of Port Townsend issued a Determination of Significance (DS) on July 9, 2003, under SEPA Rules Chapter 197-11 WAC. The *EIS* is intended to provide decision-makers, governmental agencies, tribal governments and the public with information on the consequences of adopting the *Comprehensive Scheme Update*. Alternative development scenarios for each of the Port's nine waterfront sites are presented and compared on a programmatic level.

The DS stated that an *EIS* would be prepared pursuant to the requirements of RCW 43.21C, identified the proposal and elements of the environment to be addressed, and requested comments on the scope of the *EIS*. The DS was published in the Port Townsend Leader and Port Angeles Peninsula Daily News and was mailed to 62 recipients, including governmental agencies, tribal governments, organizations and local residents.

Phased Review

The Port of Port Townsend is using phased review, as authorized by SEPA (WAC 197-11-060(5)(b)), in its environmental review. The analysis in this *EIS* is at a broad, programmatic level, and will be used to review and compare potential future actions for improvements to the Port's waterfront properties. In addition to this *EIS*, the Port intends to conduct a more detailed SEPA review of specific development activities as they are proposed. This will permit incremental SEPA review when implementing actions require a more detailed evaluation and additional information regarding specific project designs becomes available.

The *Draft Comprehensive Scheme Update/Draft EIS* was circulated for thirty days, beginning September 26, 2003, and ending October 27, 2003. All comments received on the *Draft EIS* are responded to in this *Final EIS*. Adoption of the *Comprehensive Scheme of Harbor Improvements Update – 2003* will occur at a Port Commission public hearing at least seven days after issuance of the *Final EIS*. The date of this public hearing will be published in the Port Townsend Leader and Port Angeles Peninsula Daily News and will be posted on the project website.

1.10 Summary of Draft EIS Scoping Comments

Forty-eight (48) public comment letters, e-mails and faxes were received regarding the *Draft Comprehensive Scheme Update* and/or the Draft EIS. The vast majority of comments addressed preferences for certain project alternatives, rather than the scope of the Draft EIS. Each comment was read, and a summary is presented below.

Scope of EIS

- The analysis of Port properties within the City of Port Townsend should be conducted in sufficient graphic and narrative detail to clearly assess the relative level of impacts and feasibility of each alternative.
- Specific concerns relate to water quality/stormwater (dredging and impervious surfaces), plants, aquatic habitat, wetlands (include upland and aquatic priority habitats and Kah Tai wetland classification), hazardous materials (existing soil contaminants and potential for increased exposure), Land/Shoreline Use/Public Access (should include noise, light and glare, vibration and possible, odor), Consistency with Plans and Policies (if an alternative is not consistent with adopted plans and policies, the feasibility of the alternative should be addressed), Transportation and Parking (special emphasis should be given to Point Hudson), Recreation (public access), Public Services and Utilities (analyze increased demands in relation to adopted water and sewer plans), Historic/Cultural Resource Preservation (with respect to Point Hudson), Visual Impacts (impacts to public views related to

Point Hudson, Kah Tai, and Boat Haven), and cumulative impacts of the various alternatives.

Kah Tai Lagoon

A majority of the comments were about the Kah Tai Lagoon property. Forty-one (41) of the 48 letters received discussed Kah Tai and 37 of the letters commented only on Kah Tai. Most of the letters regarding Kah Tai supported keeping the property as open space and expressed concern about loss of the existing open space. Loss of plants, animals and their habitat was also a concern raised in many of the letters. These and other comments for Kah Tai are noted below:

- Loss of open space and wild area
- Loss of plants, animals and their habitat
- Use of pesticides and fertilizers on developed park
- Loss of town character
- Concern about visual impact at gateway to the City if the site is developed
- Loss of passive recreation areas, especially for the elderly
- Need to determine lagoon's wetland classification and connection to sea
- Consider use of site for mitigation purposes

Point Hudson

- Support for keeping existing historic structures, character, and historic feel
- Support for Alternative 2
- The City's *Draft Point Hudson Master Plan* (1994) should be addressed as one of the proposed Alternatives

Boat Haven

- Support for deep water marina expansion
- Support for Alternative 2
- Opposition to any marina expansion

Port Hadlock Ramp and Dock

- Concern over existing fecal coliform bacteria contamination problem and impacts of increased boaters

Quilcene Boat Ramp

- Ramp is important for small boat owners

Other

- Open houses were very informative
- Disappointed with Advisory Committee selection process
- Port is responsive to citizens
- Some Port properties lie within Tribal treaty area
- Provide details of sanitary services at Port facilities
- Ramps and launches should be kept and maintained – important to small boat owners
- Upland habitat should be addressed
- Hazardous materials and contaminated soil should be further addressed
- Noise, light, glare, vibration, odor, visual and cumulative impacts should be considered
- Transportation and parking impacts should be included, especially for Point Hudson
- Impacts to public utilities should be considered
- Historic preservation is a goal of the Port and the City

1.11 Summary of Environmental Impacts and Mitigating Measures

Table 1-1 Summary of Environmental Impacts and Mitigating Measures

BOAT HAVEN MARINA	Alternative 1 Maintain in Existing Condition	Alternative 2 Marina Deep Water Expansion and Upland Redevelopment	Alternative 3 Marina Trestle Expansion and Upland Redevelopment
<hr/>			
<i>Environmental Impacts</i>			
• Natural Environment			
	No significant impacts to the marine or upland environment anticipated.	Loss of intertidal and shallow subtidal habitat along salmon migration corridor due to dredging in area of existing breakwater.	Conversion from intertidal to subtidal habitat due to dredging in areas around the old breakwater.
	Pile replacement and maintenance dredging required.	Similar to Alternative 1. Marina expansion into eelgrass beds.	Similar to Alternative 1. Marina expansion into eelgrass beds and documented forage fish spawning habitat.
	Increase in shading from additional overwater coverage.	Potential increase in shading from additional overwater coverage.	Similar to Alternative 1. Addition of two piers and wave break across intertidal habitat along salmon migration corridor.
	Short-term impacts to water quality during construction.	Similar to Alternative 1. Potential for removal of Benedict Spit.	Similar to Alternative 1. Similar to Alternative 2.

**BOAT HAVEN
MARINA (Continued)**

**Alternative 1
Maintain in Existing
Condition**

**Alternative 2
Marina Deep Water
Expansion and Upland
Redevelopment**

**Alternative 3
Marina Trestle Expansion
and Upland Redevelopment**

• **Built Environment**

No significant increase in impervious surfaces anticipated.

Similar to Alternative 1.

Similar to Alternative 1.

Incremental increase in traffic, noise, light and glare, demand for public services.

Similar to Alternative 1, with increase in demand for off-street parking.

Similar to Alternative 1, with increase in demand for off-street parking.

No expansion of moorage.

Expansion of public moorage opportunities in this portion of Admiralty Inlet.

Similar to Alternative 2.

Public access along the shoreline would be improved.

Similar to Alternative 1.

Similar to Alternative 1.

Potential Mitigating Measures

In-water work is permitted through COE, WDFW, and City of Port Townsend.

Similar to Alternative 1.

Similar to Alternative 1.

Use of environmentally acceptable materials and environmental controls for pile replacement and maintenance dredging.

Similar to Alternative 1.

Similar to Alternative 1.

Replacement of intertidal/shallow subtidal habitat at 1:1 to 2:1 ratio.

Similar to Alternative 2.

Eelgrass replacement at 1:1 or greater ratio.

Similar to Alternative 2.

Replacement of forage fish spawning habitat at 2:1 to 4:1 ratio.

**BOAT HAVEN
MARINA (Continued)**

**Alternative 1
Maintain in Existing
Condition**

**Alternative 2
Marina Deep Water
Expansion and Upland
Redevelopment**

**Alternative 3
Marina Trestle Expansion
and Upland Redevelopment**

***Potential Mitigating Measures
(Continued)***

	Replacement of rubblemound breakwater with floating breakwater. Removal of intertidal fill, at a ratio of 2 subtidal to 1 intertidal, based on area.	Similar to Alternative 2.
	Removal of old train trestle.	Restoration/re-creation of intertidal habitat SW of expansion area. Similar to Alternative 2.
		Potential wetland enhancement at Kah Tai Lagoon. Creation of new beach habitat along offshore slope of remaining rubble mound breakwater.
Development within upland area will be consistent with existing M-II(A) zoning.	Similar to Alternative 1.	Similar to Alternative 1.

POINT HUDSON MARINA

Alternative 1 Marine Trades/Marine Commercial

Alternative 2 Marine Commercial

Alternative 3 Transient Accommodations/ Marine Commercial

Environmental Impacts

• **Natural Environment**

No significant impacts to the marine or upland environment anticipated.

Similar to Alternative 1.

Similar to Alternative 1.

Pile replacement and maintenance dredging required.

Similar to Alternative 1.

Pile replacement and dredging required. Dredging would remove historic fill and create new marine habitat.

Increase in shading from additional overwater coverage.

Similar to Alternative 1.

Similar to Alternative 1.

No significant increase in impervious surfaces anticipated.

Similar to Alternative 1.

Similar to Alternative 1

Short-term impacts to water quality during construction.

Similar to Alternative 1.

Similar to Alternative 1.

• **Built Environment**

Incremental increase in traffic, noise, light and glare, demand for public services.

Similar to Alternative 1.

Similar to Alternative 1.

Public access along the shoreline would be improved.

Similar to Alternative 1.

Similar to Alternative 1.

Non-marine related uses may not be consistent with City land use regulations.

Similar to Alternative 2.

**POINT HUDSON
MARINA (Continued)**

**Alternative 1
Marine Trades/Marine
Commercial**

**Alternative 2
Marine Commercial**

**Alternative 3
Transient Accommodations/
Marine Commercial**

**Built Environment
(Continued)**

No expansion of public moorage opportunities in this portion of Admiralty Inlet.

Potential change to character of “North Area” of site.

Potential exposure of hazardous materials such as asbestos.

Some expansion of public moorage opportunities in this portion of Admiralty Inlet.

Change to character of site due to removal of buildings for marina expansion.

Similar to Alternative 2.

Expansion of public moorage opportunities in this portion of Admiralty Inlet.

Potential Mitigating Measures

In-water work is permitted through COE, WDFW, and City of Port Townsend.

Use of environmentally acceptable materials and environmental controls for pile replacement and maintenance dredging.

Possible slope modification within the marina.

Possible jetty breakwater habitat enhancement.

Similar to Alternative 1.

Similar to Alternative 1.

Similar to Alternative 1.

Similar to Alternative 1.

Similar to Alternative 1.

Similar to Alternative 1.

Similar to Alternative 1.

Similar to Alternative 1.

Design new north marina slope to enhance juvenile salmon migration. Plant upland slope with native riparian vegetation.

Cover riprap slopes with fish mix.

**POINT HUDSON
MARINA (Continued)**

**Alternative 1
Marine Trades/Marine
Commercial**

**Alternative 2
Marine Commercial**

**Alternative 3
Transient Accommodations/
Marine Commercial**

***Potential Mitigating Measures
(Continued)***

Dense plantings of native riparian vegetation along the shoreline.

Similar to Alternative 1.

Similar to Alternative 1.

Remove boat ramp pavement.

Placement of esplanade on existing pavement.

Similar to Alternative 1.

Similar to Alternative 1.

Implementation of hazardous materials removal plan.

Similar to Alternative 2.

Development must be consistent with City, State and Federal regulations.

New development could maintain the existing architectural style.

Similar to Alternative 2.

Port to work with City and community regarding future planning and permitted land uses.

Similar to Alternative 2.

QUILCENE BOAT HAVEN MARINA

Alternative 1 Marina Maintenance/ Uplands Land Acquisition (No Action)

Alternative 2 Marina Float Reconfiguration/Uplands Commercial and Marine Trades

Alternative 3 Marina Float Reconfiguration/Uplands Commercial, Marine Trades, RV Park (Preferred Alternative)

Environmental Impacts

- **Natural Environment**

No impacts to the marine or upland natural environment are anticipated because no changes are proposed.

Pile replacement and maintenance dredging required.

Similar to Alternative 2.

Minor increase in shading from additional overwater coverage.

Similar to Alternative 2.

Short-term impacts to water quality during construction.

Similar to Alternative 2.

Potential impacts to streams in upland area depending on stream classification.

- **Built Environment**

No impacts to the marine or upland built environment are anticipated because no changes are proposed. If additional land is acquired and new uses proposed, additional SEPA review will be required at that time.

**QUILCENE BOAT
HAVEN MARINA
(Continued)**

**Alternative 1
Marina Maintenance/
Uplands Land Acquisition
(No Action)**

**Alternative 2
Marina Float
Reconfiguration/Uplands
Commercial and Marine
Trades**

**Alternative 3
Marina Float
Reconfiguration/Uplands
Commercial, Marine Trades,
RV Park
(Preferred Alternative)**

**Built Environment
(Continued)**

No expansion of public moorage opportunities in this portion of Dabob Bay.

Potential minor increases in traffic, noise, light and glare and demand for public services, depending if any new uses are proposed.

Non-residential uses may need conditional or amended approval to be consistent with County land use regulations.

Potential minor expansion of public moorage opportunities in this portion of Dabob Bay. Impacts of an expansion are not considered in this document.

Minor increase in traffic, noise, light and glare and demand for public services depending on intensity of new uses.

Similar to Alternative 2.

Potential expansion of public moorage opportunities in this portion of Dabob Bay. Impacts of an expansion are not considered in this document.

Potential Mitigating Measures

None proposed.

In-water work is permitted through COE, WDFW, and Jefferson County.

Use of environmentally acceptable materials and environmental controls for pile replacement and maintenance dredging.

Similar to Alternative 2.

Similar to Alternative 2.

**QUILCENE BOAT
HAVEN MARINA
(Continued)**

**Alternative 1
Marina Maintenance/
Uplands Land Acquisition
(No Action)**

**Alternative 2
Marina Float
Reconfiguration/Uplands
Commercial and Marine
Trades**

**Alternative 3
Marina Float
Reconfiguration/Uplands
Commercial, Marine Trades,
RV Park
(Preferred Alternative)**

***Potential Mitigating Measures
(Continued)***

Possible slope modification within the marina.

Similar to Alternative 2.

Increased, reduced or averaged stream buffer widths may be appropriate.

**GARDINER LAUNCH
RAMP**

**Alternative 1
Maintain in Existing
Condition (No Action and
Preferred Alternative)**

**Alternative 2
Terminate Port
Use of the Facility**

Environmental Impacts

• Natural Environment

No new impacts to the marine or upland natural environment are anticipated because no changes are proposed.

Current impacts would cease if ramp were removed.

• Built Environment

No new impacts to the marine or upland built environment are anticipated because no changes are proposed. If additional land is acquired and new uses proposed, additional SEPA review will be required at that time.

**GARDINER LAUNCH
RAMP (Continued)**

**Alternative 1
Maintain in Existing
Condition (No Action and
Preferred Alternative)**

**Alternative 2
Terminate Port
Use of the Facility**

**Built Environment
(Continued)**

Loss of public small boat access to
Discovery Bay.

Potential Mitigating Measures

None proposed.

Similar to Alternative 1.

**MATS MATS
LAUNCH RAMP**

**Alternative 1
Maintain in Existing
Condition (No Action and
Preferred Alternative)**

**Alternative 2
Terminate Port
Use of the Facility**

Environmental Impacts

• Natural Environment

No new impacts to the marine or
upland natural environment are
anticipated because no changes are
proposed.

Current impacts would cease if ramp
were removed.

Impacts due to repairs in the upland
or marine natural environment will
need to be evaluated as they become
necessary.

MATS MATS LAUNCH RAMP

Alternative 1 Maintain in Existing Condition (No Action and Preferred Alternative)

Alternative 2 Terminate Port Use of the Facility

- **Built Environment**

No new impacts to the marine or upland built environment are anticipated because no changes are proposed.

Loss of public small boat access to Mats Mats Bay.

Potential Mitigating Measures

None proposed.

Similar to Alternative 1.

PORT HADLOCK RAMP AND DOCK

Alternative 1 Maintain in Existing Condition (No Action)

Alternative 2 Improve Existing Facility (Preferred Alternative)

Alternative 3 Sale of the Property

Environmental Impacts

- **Natural Environment**

No significant impacts to the marine or upland natural environment are anticipated because no changes are proposed.

Potential impacts are unknown; impacts depend on future use.

Pile replacement and maintenance dredging required.

Minor increase in shading from additional overwater coverage

**PORT HADLOCK
RAMP AND DOCK
(Continued)**

**Alternative 1
Maintain in
Existing Condition
(No Action)**

**Alternative 2
Improve Existing Facility
(Preferred Alternative)**

**Alternative 3
Sale of the Property**

**Natural Environment
(Continued)**

Short-term impacts to water quality during routine maintenance.

Short-term impacts to water quality during construction.

Current impacts would cease if ramp were removed.

• **Built Environment**

No significant impacts to the marine or upland built environment are anticipated because no changes are proposed.

Minor increase in demand for public services due to increased number of transient boaters.

Loss of public small boat access to Mats Mats Bay.

No expansion of public moorage opportunities in this portion of Port Townsend Bay.

Minor expansion of public transient moorage opportunities in this portion of Port Townsend Bay

Potential loss of public transient moorage opportunities in this portion of Port Townsend Bay.

Potential Mitigating Measures

None proposed.

In-water work is permitted through COE, WDFW, and Jefferson County.

**PORT HADLOCK
RAMP AND DOCK
(Continued)**

**Alternative 1
Maintain in
Existing Condition
(No Action)**

**Alternative 2
Improve Existing Facility
(Preferred Alternative)**

**Alternative 3
Sale of the Property**

***Potential Mitigating Measures
(Continued)***

Use of environmentally acceptable materials and environmental controls for pile replacement and maintenance dredging.

**FORT WARDEN
BEACH**

**Alternative 1
Maintain in Existing
Condition (No Action and
Preferred Alternative)**

**Alternative 2
Sale or Trade of Property
for Public Use**

Environmental Impacts

• Natural Environment

No significant environmental impacts are anticipated.

Similar to Alternative 1.

• Built Environment

No significant environmental impacts are anticipated.

Similar to Alternative 1.

Potential Mitigating Measures

None proposed.

Similar to Alternative 1.

QUINCY STREET DOCK

Alternative 1 Renovate for Future Use (Preferred Alternative)

Alternative 2 Use for Future Mitigation (No Action)

Alternative 3 Sale of the Property

Environmental Impacts

- **Natural Environment**

Potential impacts may vary depending on the type of use proposed at the renovated facility. Further evaluation will be required at the time a use is proposed.

Potential short term impacts to water quality during renovation.

Similar to Alternative 1.

Similar to Alternative 1, due to demolition.

Potential impacts are unknown; impacts depend on future use.

- **Built Environment**

Potential impacts may vary depending on the type of use proposed at the renovated facility. Impacts may include increased demand for downtown parking, improved views, increased light and glare. Further evaluation will be required at the time a use is proposed.

Short-term construction impacts such as noise and dust may affect upland commercial land uses.

Similar to Alternative 1.

Similar to Alternative 1.

Potential impacts are unknown; impacts depend on future use.

**QUINCY STREET
DOCK (Continued)**

**Alternative 1
Renovate for Future Use
(Preferred Alternative)**

**Alternative 2
Use for Future Mitigation
(No Action)**

**Alternative 3
Sale of the Property**

Potential Mitigating Measures

In-water work is permitted through COE, WDFW, and City of Port Townsend.

Similar to Alternative 1.

Use of environmentally acceptable materials and environmental controls, if appropriate.

Similar to Alternative 1.

Short-term construction impacts may be reduced by using Best Management Practices and limitations on hours of construction.

Similar to Alternative 1.

New uses must be consistent with City of Port Townsend land use regulations.

Similar to Alternative 1.

**KAH TAI
LAGOON**

**Alternative 1 a
Development with
150 Foot Buffer**

**Alternative 1 b
Development with
50 Foot Buffer**

**Alternative 1 c
Sale of Property**

**Alternative 2
Open Space and/or
Park Option
(No Action and
Preferred Alternative)**

Environmental Impacts

**• Natural
Environment**

No significant impacts to wetland environment anticipated.

Similar to Alternative 1. If lagoon is Class I wetland, the wetland buffer would be significantly encroached upon.

Potential impacts are unknown; impacts depend on future use.

Continuation of existing active recreation uses in buffer area (trails, human and pet use) will result in further loss of upland habitat.

Loss of upland habitat outside of buffer area; increased noise, light and glare, use of trails would likely impact area within buffer.

Similar to Alternative 1, but with more intensity if lagoon is a Class I wetland.

Increased impervious surfaces may impact water quality.

Similar to Alternative 1, but with more intensity.

Short term increases in noise, dust and odors due to construction activity.

Similar to Alternative 1, but with more intensity.

• Built Environment

Incremental increase in traffic, noise, light and glare, demand for public services.

Similar to Alternative 1, but with more intensity.

Visual impacts due to change from open space to commercial buildings.

Similar to Alternative 1.

Retention of recreation area and of visual green space.

**KAH TAI
LAGOON
(Continued)**

**Alternative 1 a
Development with
150 Foot Buffer**

**Alternative 1 b
Development with
50 Foot Buffer**

**Alternative 1 c
Sale of Property**

**Alternative 2
Open Space and/or
Park Option
(No Action and
Preferred Alternative)**

**Built Environment
(Continued)**

Less Port income, more
maintenance costs if park
maintained after lease expires

Additional sampling of
upland soils and lagoon
sediments required.

Similar to Alternative 1.

Similar to Alternative 1.

***Potential Mitigating
Measures***

Development must be
consistent with City of Port
Townsend regulations
relating to wetlands and
buffer widths.

Similar to Alternative 1.

Similar to Alternative 1.

Enhancement of the existing
degraded wetland buffer

Similar to Alternative 1.

Short-term construction
impacts may be reduced by
using Best Management
Practices and limitations on
hours of construction.

Similar to Alternative 1.

Chapter 2 - Market Analysis and Financial Summary

This chapter contains information generated by economic consultants Berk and Associates, Inc and updated by the Port of Port Townsend to include 2002 actual and 2003 budget data. The full Berk report is on file with the Port of Port Townsend and is titled, *Port of Port Townsend Comprehensive Scheme – Market Analysis & Port Finances Situation Assessment (July 2002)*.

2.1 Background

The purpose of the Situation Assessment is to identify the key issues, constraints, and influences on the Port's non-airport assets and businesses. The Situation Assessment will provide a context for the strategic planning process that will follow in identifying, analyzing, and selecting alternatives for the Comprehensive Scheme update. This assessment focuses on the community's demographics, the markets in which the Port has current interests or may offer future opportunities, and provides an overview of the Port's finances. Later in the Comprehensive Scheme Update process, more detailed analyses will be developed in conjunction with various alternatives identified to determine market and financial feasibility.

2.2 Demographics

It is important to understand some of the key demographic characteristics of Jefferson County and Port Townsend when considering alternatives for future facilities of the Port under its Comprehensive Scheme Update. The composition of the local population and local industries are critical elements to the health of the local economy and the utilization of the Port's facilities and services.

2.2.1 Jefferson County Profile

The Port owns, operates, and leases its assets in Jefferson County. The County offers a rural small town lifestyle, a growing small business sector, recreational opportunities, and 90-minute access to urban centers in Seattle and Tacoma via U.S. Highways and the Washington State Ferry.

Figure 2-1 shows changes in the County population and Civilian Labor Force by decade since 1970.

Figure 2-1: Jefferson County Population & Civilian Labor Source 1970-2000

	Population			Civilian Labor Force			
	Total	65+	% 65+	Total	Employed	Unemp.	Unemp rate
1970	10,661	1,440	13.5%	4,250	3,880	370	8.7%
1980	15,965	2,518	15.8%	6,500	5,890	610	9.4%
1990	20,406	4,137	20.3%	8,350	7,940	410	4.9%
2000	25,953	5,441	21.0%	10,330	9,740	590	5.7%
<i>Annual rate of change:</i>							
1970-1980	4.1%	5.7%		4.3%	4.3%	5.1%	
1981-1990	2.3%	5.0%		2.9%	3.7%	-6.5%	
1991-2000	2.2%	2.5%		2.7%	2.8%	1.2%	
1970-2000	3.0%	4.5%		3.0%	3.1%	1.6%	

Source: Employment Security Department and Berk & Associates

Figure 2-1 reveals several trends in the County population and employment figures:

- Since 1970, the County's population has grown by approximately 5,000 every 10-year period. The County's growth rate is almost twice the rate of growth statewide.
- The percent of population age 65+ grew substantially from 1970 to 1990. The percentage is now twice the statewide rate.
- Employment growth has exceeded population growth since 1980, though the gap is much smaller than the statewide figure.
- The rate of employment has improved significantly over 30 years. Unemployment in 1970 was 8.7% compared to 5.7% in 2000.
- Employment per 100 population improved marginally (36 - 38). This is significantly less than the statewide ratio of 49, which is partially attributable to the high percent of population 65 years or older.

The 2000 Census median age in the County is 47.1 years compared to 40.9 years in 1990. The State's 2000 Census median age is 35.3 years. Of the population residing in the County 5 years or more, 3,203 or 12.9% were residents in a different state in 1995, which is slightly higher than the 11.2% overall state average. A number of residents age 50 and older have moved to the area for the quality of life characteristics and have sizeable investment income and/or retirement income. The County has a fairly high per capita income of \$22,211 (2000 Census), which is just under the State average of \$23,879. The population is well educated with 28.4% of the County's 25 and older population having a bachelor's degree or higher compared to the statewide average of 18.4%. The growing retirement-aged population helps expand the services industry.

2.1.2 Jefferson County Industries and Employment

The primary economic and employment sectors in the County include marine trades, pulp and paper, forest products, logging, diversified manufacturing, government and tourism. The economic base has evolved from heavy reliance on the manufacturing sector based on timber products to one based largely on marine trade and services, supplemented by the governmental sector. The expanding services sector fueled largely by a growing retirement population helps the economy better withstand manufacturing and trade seasonal downturns.

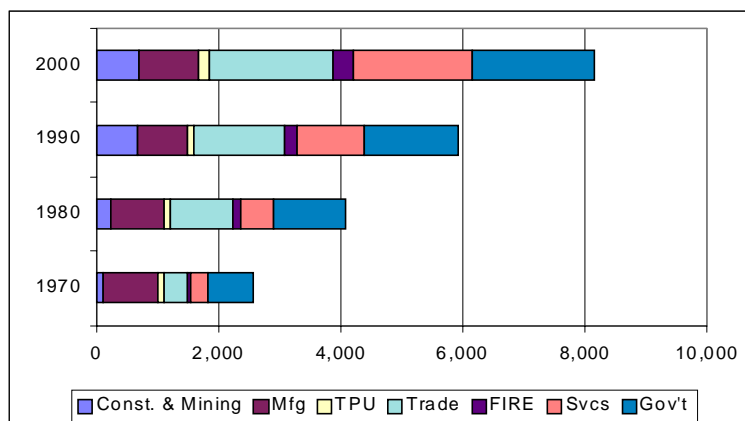
The Jefferson County Economic Development Council (JCEDC) notes that over 250 businesses have been started in the County each of the last five years spread within all economic sectors. These new companies joined the existing company base of some 2,300 businesses in the County. Port Townsend, as the County seat, represents about one third of the County's population. Port Townsend is also the major commercial center in the County.

The Port Townsend Paper Corporation is the major employer in the County with 333 employees on its payroll as of May 2002 with expected reductions to its staff to 311 employees in the near future. This represents a decline of 32% from its 457 employees on the payroll in November 2001, just prior to the company closing its bag factory at the end of 2001. The JCEDC reports that there are 8 other employers with 100 or more employees in the County, including the County, two school districts, Jefferson County Hospital, Port Ludlow Associates, Safeway, the U.S Navy at Indian Island, and the Olympic Correction Center. Townsend Bay Marine, a tenant of the Port, is a large employer providing 50 jobs. The Port employs approximately 24 people directly and provides facilities and services for numerous businesses and jobs in the area.

The County's unemployment rate (not seasonally adjusted) as of June 2002 (preliminary) was 5.9%, which was down from the 6.3% level in May and down from the December 2001 high of 7.2%, but up from the 5.2% unemployment in June 2001. These numbers are better than the State's comparable unemployment levels of 6.8% in June 2002 (preliminary), 6.9% in May 2002, 7.3% in December 2001, and 6.3% in June 2001.

Figure 2-2 depicts the changes in the County's employment composition by industry since 1970.

Figure 2-2: Jefferson County Employment Composition by Industry 1970-2000



Source: Washington State Dept. of Revenue and Berk & Associates

Figure 2-2 demonstrates how the employment base has shifted from primary reliance on manufacturing in 1970 to a greater diversification and reliance on trade, services, and government. The development and promotion of Port Townsend's marine trades sector helps diversify the local economy and reinforces the community's maritime reputation around the Puget Sound and beyond. The City is known as a premier destination for boat owners where they can have world-class marine trades craftspeople work on their boats and also enjoy the tourist opportunities in town and throughout the Olympic Peninsula. The growing marine trades industry employs over 400 people in companies specializing in commercial and recreational vessel construction and repair. However, for some marine trades businesses, there is not a sufficient, steady stream of marine-related business activity to keep their business viable year-around. They must also supplement their income with non-marine-related business in outlying areas.

2.3 Market Summary and General Outlook

This section provides a summary of the commercial real estate market in Port Townsend and also briefly reviews the Port's major properties, as well as the current supply of industrial and commercial zoned property in the County. A summary of the market conditions for the Port's key businesses is provided along with a brief look at potential new business opportunities that the Port might consider.

2.3.1 Port Townsend Commercial Real Estate Areas and Activity

There is one primary commercial area in Port Townsend, which is:

- **Downtown.** The “Downtown” area is the old commercial corridor situated in the southeast section of town along Water Street, which is largely developed.

Two secondary commercial areas near Downtown include: **Upper Sims Way (also called the Gateway Area)**, where the QFC and Frontier Bank are located and **Lower Sims Way**, where the Safeway is located.

Rental Rates. Per a 2001 Rental Survey prepared by Shorett KMS Valuation Advisory Group for the Port of Port Townsend, annual rental rates for retail and commercial space range from about \$9.50 per square foot to \$13.50 per square foot, with the Downtown area establishing the upper end of the market. Shirley Rudolph of John L. Scott concurs that this is still the case in today’s market but the Uptown area is seeing some rental rates at the upper range as well.

Sales Prices. There are 3 commercial land-only parcels on Sims Way and Howard Street currently listed from \$6.17 to \$9.18 per square foot depending on frontage. Raw, developable land generally sells very slowly. However, the retail buildings located in the Downtown area generally sell fairly briskly. The Public House on Water Street sold in October 2001 at \$59.55 per square foot. Flagship Landing sold in February 2002 for \$1.4 million at \$95.63 per square foot and the Palace Hotel sold recently for \$1.575 million. A full price offer of \$1.475 million at \$68.41 per square foot for the James & Hastings Building was recently accepted. The empty Old J.C. Penney Building, which requires substantial improvements, was listed at \$7.50 per square foot and the sale is due to close at \$5.25 per square foot.

Commercial Development Issues. Parking has been identified as a major impediment to downtown development. Shirley Rudolph has observed that in the current market this appears to hold true more for professional office space such as attorney offices, but less so for retailers. People seem willing to shop downtown even if it means walking a couple blocks from their parking space during the times parking is limited. Parking would likely become a bigger issue if development occurs downtown on a large scale. Port-owned Point Hudson has tremendous potential with its premier location that will draw people, but zoning changes are needed, and sufficient parking to support future development in that location is an issue. The City has a strong sentiment against any big box retail in Port Townsend and strong support towards continued promotion and expansion of the maritime trades businesses. The City’s Comprehensive Plan is aimed at preserving the City’s character as a working waterfront town providing a diversity of commercial and industrial activities.

2.3.2 Port of Port Townsend Properties

The Port of Port Townsend owns a number of industrial / manufacturing / recreational facilities: Point Hudson, the Port Townsend Boat Haven, the Jefferson County International Airport Park (not discussed here), and Quilcene Boat Haven.

Point Hudson's operation recently returned to the Port after being leased to the Point Hudson Company and its predecessor lessee for 40 years. The site covers 24 acres of land with 13 improved buildings and 22 leases. There are two residential buildings, three restaurants, two marine related buildings, a storage building and two commercial/retail buildings.

The 2001 Shorett rental survey estimated annual market rental rates for commercial use buildings on the Point Hudson site. It is recognized that many of the Point Hudson assets require substantial improvements. The Shorett rental estimates provide an indication of the potential for market rent based on existing asset conditions, adjusted for size and quality, and "base" market rents potentially attainable after necessary asset improvements have been made. Based on current asset conditions, market rates for commercial buildings on site range from \$6.43 per square foot for the Cupola Building (Wooden Boat Foundation) to \$13.39 per square foot for the Main Office Building. The Commander's Beach House and the two duplexes have an estimated market rent rate for their current condition as residential uses of \$5.79 and \$5.16 per square foot per year, respectively, slightly above the contract rate. Marine-related uses for the Armory Building, Pygmy Kayak, and the Storage Building had a market value annual rental range of \$2.59 to \$5.18 per square foot in their current condition. The 28,500 leasable square feet of abandoned tennis court/washdown area/storage occupied by Fleet Marine has an estimated market annual rental value of \$0.72 per square foot in its current condition. Given the condition of some of the buildings and the limitations of the leaseable spaces, it is a challenge to achieve these suggested market rates without substantial investment in the properties.

The Port Commission made the decision that RV sites at Point Hudson be used only for recreational and non-permanent residential use and that they will not be occupied as a primary residence. The Commission also approved a resolution that Point Hudson lease terms not exceed one year in order to provide flexibility to act on the recommendations developed in the Port's Comprehensive Scheme. Existing tenants have first right of renegotiation of their lease subject to then prevailing rent, the comprehensive plan and building inspection results.

Port Townsend Boat Haven provides over 15 acres of uplands providing dry storage for over 200 boats and wet moorage with a 400 boat capacity marina. The facility also provides 60, 70, and 300-ton lifts. The Port of Port Angeles, only 50 miles away, also has a 300-ton lift but it currently has permitting issues that inhibits its business, and it also does not have the "critical mass" of marine trades

nearby that is such a draw for Port Townsend. The Port Townsend Shipyard provides access to over 100 marine trades businesses in the Port Townsend area.

The property is zoned as a Marine Related and Manufacturing Zoning District. This classification accommodates a variety of uses including marina, recreational boating, manufacturing, assembly, haul-out, and repair. The Port has budgeted for 100 vessel stays in the Shipyard in 2002.

The site is fully leased with over 40 businesses on-site, many of which are marine trades but some are not. It may be desirable to consider opportunities to eventually locate non marine-related businesses at an alternative site, such as expanded commercial or industrial space at the airport. Recently the Port received 2.1 acres back from Port Townsend Lumber after giving them an early release from their lease that was scheduled to expire in 2007. This area provides options for expansion for a number of the current tenants, as well as possibilities for exploring redevelopment options within the Comprehensive Scheme framework.

The market rental rate for ground leases with waterfront access is about \$0.50 per year on average based on Shorett's 2001 survey of other ports. The survey noted that various Boat Haven/Ship Yard site parcels indicate a market rate range of \$0.39 per square foot to \$0.72 per square foot per year for leased land and \$1.10 to \$13.75 annually for leased buildings. Subsequent to the completion of the Shorett rental survey, the Port began to transition its leases to market rates as they came up for price adjustments. Currently, approximately one-third of the leases are still below current market-level, however, the Port policy has been to use the survey as a guideline to move all land leases to market as they expire or are due for rate adjustments. It is expected that most of the remaining under-market properties will be adjusted in the next year or two.

The **Port's Quilcene Boat Haven** property comprises over 50 acres in upland and waterfront area. The major tenant is Coast Seafoods, which operates a large shellfish hatchery and processing facility. Quilcene Harbor Yacht Club is also a tenant on site. The marina is leased to a private operator who is responsible for facility management through September 2009. The marina is in desperate need of repair. According to Port staff, the major maintenance requirements are estimated to be approximately \$3 million. The local Advisory Committee has expressed an interest in greater expansion of services in the uplands area.

2.3.3 County Industrial and Commercial Land Zoning

The Port's current and potential future portfolio of real estate assets is not only affected by market conditions and availability of other commercial real estate property located in Port Townsend, but also by properties throughout Jefferson County. Jefferson County revised its comprehensive plan in December 2001 and

significantly reduced the amount of designated acreage for both industrial and commercial properties located in the County. A reduced supply of alternative sites could have longer-term favorable impacts to the demand for current port facilities and properties.

County Industrial Zoning. Figure 2-3 shows Jefferson County's December 2001 Comprehensive Plan (Plan) revised industrial land designations in the County, which preliminarily reduced 1994 zoning designations of industrial acreage by 43% from 928.3 acres to 526.3 acres. The County has indicated that the acreage designations are subject to further adjustments for different sites, but the overall acreage will result in being significantly reduced from the 1994 levels.

The Plan notes that the Glen Cove/Tri-Area Special Study will provide the County with information to base future decisions on industrial activities. It further states that it is anticipated that the Glen Cove area will be determined to be the appropriate location for the majority of the County's future industrial development. The County has indicated that they are in the process of increasing the Glen Cove Industrial Area acreage by 50 acres to almost 120 acres zoned for light industrial and commercial.

Figure 2-3: Jefferson County Comprehensive Plan Industrial Land Designations, Dec. 2001

Industrial Area	1994 Designations & Acreage	Current Use	12/01 Comprehensive Plan Designation & Acreage
Port Townsend Paper Mill	Heavy Industrial 292 acres	Pulp and Paper Mill	Heavy Industrial (HI) interim 283.8 acres
Glen Cove Industrial Area	Light Industrial- Commercial 295.9 acres	Multiple light industrial and associated commercial	Light industrial –Commercial (LC) interim 68.96 acres
Quilcene Industrial area	Heavy Industrial 20.2 acres	Sawmill, machine shop, industrial storage	Light Industrial (LI) 22.3 acres
Airport Cutoff Industrial Area	Heavy Industrial 11.5 acres	None	Rural Residential 1:10 0 acres industrial
State Route 19/20	Light Industrial Commercial 70.9 acres	Gravel pit and associated processing	Mineral Lands of Longterm Commercial Significance 0 acres industrial
Center Valley	Heavy Industrial 12.6 acres	Sawmill and associated activities	Forest Resource-Based Industrial Zone (RBIZ) 3.84 acres
Gardiner Industrial Area	Heavy Industrial 32.2 acres	Sawmill and associated activities, gravel pit	Forest Resource-Based Industrial Zone (RBIZ) 24.9 acres
West End	Light Industrial- Commercial 193 acres	Sawmill and associated activities	Forest Resource-Based Industrial Zone (RBIZ) 122.5 acres
TOTAL	928.3 acres		526.3 acres

Source: Jefferson County

County Commercial Zoning. Under its updated Plan, the County reduced its commercially zoned acreage by 62% from 967 acres in 1994 to 367 acres at year-end 2001. The County's action was intended to preserve the rural character of the

community and prevent development beyond existing developed areas. The Plan notes that there are three designated rural village centers (RVCs) composed of mixed residential and commercial uses that address most of the essential needs of the rural population, including supplying a large variety of goods, day-to-day services, and professional and social services. The three RVCs are Brinnon, Quilcene, and Port Hadlock. Please note that Port Hadlock will be included within the new Hadlock-Irondale Urban Growth Area (UGA).

2.3.4 Puget Sound Moorage Market

Moorage is a significant business activity and revenue source for the Port. According to the May 2001 Statewide Recreational Boating Study, growth in moorage demand is expected to be highest for larger vessels in the 40 feet and longer category. The Study forecast most likely growth in boats from 16 feet to 40 feet in size at 1.4% to 1.9% annually through 2010. Over that same period, boats from 41 feet to 50 feet are forecast to growth 2.6% annually, from 51 feet to 60 feet are forecast to grow 3.3%, and boats over 60 feet are forecasted to grow 4.1%. In terms of the actual number of additional boats, however, more boats will be added in the under 40 feet categories than in the over 40 feet categories.

The future high demand expectation for large slip monthly moorage is also supported by the large number of people currently on wait lists for 40-foot and longer slips at several marinas on Puget Sound compared to generally much shorter wait lists for slips under 40 feet.

The Study notes that monthly moorage occupancy rates in most of Puget Sound are above 93% throughout the year. 95% occupancy is considered to be full occupancy. The Study also notes that Statewide by 2010, based on current boater preferences for moorage, there is expected demand for 5,066 new wet moorage slips and 4,652 new dry storage slips.

Transient moorage has significant seasonality variations in demand with the summer months establishing the peak demand periods. According to the Study, the Northwest Puget Sound region, which includes Port Townsend, is forecast to need 215 additional transient moorage spaces by 2010.

2.3.5 Port of Port Townsend Moorage

The Port owns three marinas:

- **Point Hudson** provides transient moorage for recreational vessels, commercial vessels, and moorage for charter tours/excursions.
- **Port Townsend Boat Haven (PTBH)** provides permanent and transient moorage and a commercial basin.

- **Quilcene Boat Haven** provides a mix of transient, permanent, and commercial moorage and is leased to a private operator. The Port does not operate the Quilcene Boat Haven Marina, which is currently under lease through 2009. The Port receives only a lease rent for the property and does not share in the moorage revenue.

Moorage Demand. The Port provides monthly moorage for recreational and commercial boats with 400 slips at its PTBH marina, and dry storage in the boat yard for more than 200 boats ranging from 20 feet to 65 feet. It also has a policy, reaffirmed by the Commission in December 2001, of re-renting slips as guest moorage that are vacated after 48 hours of non-use. The permanent moorage slips have a waiting list in all of its slip size categories except for 30-foot commercial slips. Boaters pay to be on a wait list at PTBH. PTBH has wait lists with wait times ranging from 9 months for 30-foot slips to 9 years for overwide slips. Point Hudson provides 50 transient moorage slips for up to 40-foot boats with larger boats accommodated on the west dock. Point Hudson does not offer permanent moorage and thus does not maintain a wait list. Quilcene Boat Haven has 40 slips for monthly and transient moorage and also offers dry storage and RV parking. Quilcene has a minimal wait list for monthly moorage. There is no fee for the Quilcene wait list.

Demand for commercial moorage is likely to vary significantly by location. Overall, the commercial fleet is not growing. Some segments are seeing growth, particularly excursion and tour vessels; other segments are relatively stable, such as tugs and work boats; and some are declining, such as commercial fishing. However, demand for moorage will depend on a number of factors such as price, location, and availability of support facilities and trades. One of the emerging trends in this sector is the price pressure coming from the recreational boating market, particularly for larger slip sizes. This trend is leading to some gentrification of facilities in the Puget Sound area as facilities that once served commercial users convert to meet the demand for larger recreational boats and increase moorage revenues. A result of this is that some commercial vessels will be displaced and looking for new moorage opportunities.

Moorage Supply Mix. PT Boat Haven's mix of slip sizes is consistent with the survey results of the Puget Sound market. Of PT Boat Haven's total slips, 64% are 40 feet or less compared to 65% for the overall market average. The current slip mix is not optimally oriented to take advantage of the trends in the marketplace favoring marinas that can meet the needs of larger boats 40-feet and above. Many marinas have plans underway to expand and or convert moorage to provide more slips in the larger sizes. Point Hudson's slip sizes are all 36 feet. Quilcene Boat Haven has 85% of its slips 29 feet or less.

Moorage Pricing. The Port sets its moorage rates based on a review of rates at comparable public facilities -- the ports of Anacortes, Port Angeles, Everett, Edmonds, Friday Harbor, and Seattle. Port management tries to price in the

middle of the comparable rates taking into account its location, type and condition of its facilities and amenities. A Port of Port Townsend July 2003 survey of pricing among the Port's peer marinas disclosed the following pricing observations:

- **Monthly Moorage Pricing.** PTBH charges a rate per linear foot of \$4.85/LF/month regardless of slip size for monthly moorage. This is lower than all of the marinas surveyed except for Port Angeles which charges \$3.18/LF/month, Quilcene which charges the same as PTBH, and Everett which charges less than \$4.35/LF/month up to the 40-foot slip size, at which point Everett's moorage rates are higher than those at PTBH.

In contrast to PTBH, Quilcene, Port Angeles, and Friday Harbor, the Port of Anacortes, Port of Everett, Port of Edmonds, and Shilshole Bay Marina charge a graduated rate per foot that increases with slip size occupied. Three ports -- Anacortes, Everett and Edmonds -- charge for monthly moorage based on a method other than a strictly linear foot basis. Anacortes and Everett establish their rates based on square footage, although Everett then converts this to an equivalent per linear foot rate for different slip sizes. Edmonds sets its rates based on a combination of square footage and linear footage occupied.

- **Wait List Pricing.** PTBH appears to be in the middle price range for wait lists of the surveyed marinas. PTBH charges a \$50 initial fee and a \$25 annual renewal fee to be on its wait list for monthly moorage. PTBH's wait list fee is higher than Quilcene (no fee), Anacortes, Port Angeles, Friday Harbor, and Shilshole. It's fee is initially less than Everett's fee which is a one-time fee (no annual renewals) that ranges from \$100 to \$300 depending on the slip size, but could be higher over time depending on how long the wait for a slip is. Edmonds has a \$200 initial fee and a \$25 annual renewal fee.
- **Transient Moorage Pricing.** PTBH's daily transient moorage rate at \$0.60/LF/day (winter) and \$0.65/LF/day (summer) appears to be in the middle rate range for the marinas surveyed. Point Hudson is slightly higher at \$0.65 - \$0.80/LF/day, depending on the boat size, and Quilcene's rates are close to PTBH's.
- **Commercial Moorage Pricing.** PTBH has a separate rate for active commercial fishing vessels (\$4.50/LF), while Point Hudson does not. Port Angeles and Edmonds also do not differentiate their rates for commercial moorage, in contrast to the other marinas surveyed that do have separate rates. Quilcene, Anacortes, Everett and Shilshole all charge a premium for daily commercial moorage, while Friday Harbor provides a price break to commercial fishing vessels.

Pricing Policy Considerations. There has been considerable discussion at the Commission level in the last year regarding moorage rate setting for transient and monthly moorage. The Commission reaffirmed its policy in October 2001 that charges are to be based on vessel's overall length or dock length whichever is greater. In many cases, vessels have a two foot or more overhang in a slip and in these cases are to be charged a per lineal foot rate based on the vessel's length. There has been some interest in evaluating options to charge based on a square footage price, rather than lineal footage. The trend in boating manufacturing has been toward increasing beam widths in all length categories as boaters demand greater comfort features. This has led many marinas to shift toward a square footage basis, in particular, as slips are reconfigured to accommodate the needs of these newer vessels.

The lengthy wait lists for certain slip sizes indicate that it may be appropriate to differentiate the fee charges for certain vessel sizes and types. Presently, for example, all boats except active commercial fishing boats at PTBH, are charged the same rate per linear foot regardless of size or whether it is a recreational or commercial vessel. This pricing practice contrasts with some of the peer Puget Sound marinas, which charge more per linear foot for larger vessels, or charge a different rate for commercial vessels than for recreational vessels.

2.3.6 Other Port Assets

The Port owns a ramp and dock at Port Hadlock, the Gardiner launch ramp, MATS launch ramp, Fort Warden beach segment, Quincy Street Dock, and the Kai Tai Lagoon property. The Gardiner and MATS ramps are at very good locations. The Port Hadlock ramp is in a poor location due to sand drifts that need to be addressed continually. The Port owns 1500 linear feet of beach at Fort Worden that is inaccessible due to an adjacent cliff. This could be a potential mitigation site swap for expansion elsewhere. The Quincy Street Dock is a historic structure and a remnant of the original ferry dock. The site has controversial ecology issues with eelgrass beds, and DNR wants the Port to get rid of the creosote pilings. The Kai Tai Lagoon property is currently used as a park. The site used to be a swamp and was filled with dredge material when the Boat Haven marina was developed. The Port Commission has viewed this site as a potential mitigation credit for expansion elsewhere at its marine or airport properties.

2.3.7 Other Market Segment Potential

The Port owns certain specialized assets for specific uses that have potential for expansion as a revenue source and/or through further development of facilities. These include boat launches and RV facilities. In addition, there are potential new market opportunities, such as a float plane dock and small cruise ship

facilities, that the Port might consider incorporating into some alternatives to be evaluated in the Comprehensive Scheme update.

Boat Launches. As previously mentioned, the Port owns and maintains several boat ramps, some of which are stand alone facilities and others which are part of Port marinas. The Port historically has viewed the boat launches as providing a service to its community and has not charged for use of the ramps. However, all of the Port's ramps are in need of upgrades and/or significant maintenance and do not have funding sources currently available.

According to the Washington State Interagency Committee for Outdoor Recreation's 1998 field survey, there are 26 public boat launches in Jefferson County, 5 in the western portion and 21 in the eastern part of the County. State Park-owned ramps charge a fee ranging from \$4.00 to \$5.00 to launch a boat and use available parking.

Noting the funding needs and the pricing practices of other ramp owners in the area, the Port recently re-evaluated its past ramp pricing policy. As a result of this re-evaluation, all ramp users now pay \$5.00 per use, or pay \$25.00 for an annual ramp permit. The fee helps contribute to maintenance and capital reinvestment costs.

RV Parks. The Port owns and operates an RV facility at Point Hudson and has limited RV facilities at Quilcene. Trailer Life's 2002 Campground, RV Parks, and Services Directory lists and rates RV facilities nationwide. Trailer Life gave Point Hudson's RV facilities a rating of 3 for facilities completeness, a 6 for restroom cleanliness, and a 3 for visual appeal and environmental. This was lower than the weighted average respective ratings for all of the RV facilities Trailer Life rated in the northeastern Olympics area. Quilcene Boat Haven was not included in Trailer Life's RV directory. Common amenities vary by RV facility, but may include: restrooms, showers, dump facilities, public phone, laundry, groceries, RV supplies, LP gas, firewood, and food service.

RV travel is expected to grow at a healthy rate due to a large baby boom segment of the population starting to buy RVs and travel. A 2001 University of Michigan study estimated that the number of RV-owning households will increase 15 percent to nearly 8 million households by 2010. Also, with the public's recent increased awareness to travel security, particularly via air travel, a greater segment of the public may opt for RV travel domestically. According to the Education Director of the National Association Recreational Vehicle Parks and Campgrounds, there are some emerging trends to meet growing demand for premium RV sites. In order to differentiate premium sites, some RV parks provide views, upgraded landscaping, or enclosures. Also, some RV facilities are being located near golf courses, with some having spas, and some focused on a theme such as a cowboy and western atmosphere. Some RV parks are also

offering extra services that are commonly provided by hotels, such as a free morning newspaper and a continental breakfast.

Demand for RV sites is seasonal and is dependent on its proximity to recreational opportunities and on-site activities as well as on amenities, security, and cleanliness. The current trend in RVs is towards larger, “Class-A” units. These rigs are not significantly longer than other RVs, but may have two or three slide-outs that expand the unit’s width when extended. Class A rigs may contain washers/dryers, and may require a 50-amp electrical hookup. The larger RV units with more amenities parallels the larger boats trend in boating, both of which has implications for current and future facility needs.

Trailer Life’s Directory indicates that there are approximately 1,025 RV sites in the northeastern Olympics area including Port Townsend, Port Angeles, and Port Ludlow. The Directory lists 18 RV Facilities, 14 of which are in Port Angeles, 3 in Port Townsend, and 1 in Port Ludlow. In addition to these 18, there are at least 5 additional RV park facilities not listed in the directory.

Port staff has indicated that utilization of its RV facilities has increased 129% from 2001 to 2003. The Port has an opportunity to reassess its RV facility business and assets and determine the degree that it desires to target this business and to upgrade its RV facilities, as well as to evaluate where those facilities should be located.

Float Plane Dock. In recent years, the Port has considered providing a float plane dock to a third party float plane business flying to and from Port Townsend. Discussions with a few Puget Sound float plane operators indicate a float plane business could work in Port Townsend, but there are a number of geographic, operational, and community factors that need to be considered, including:

- Protected waters are needed which allow reliable, safe service;
- The site should be conveniently located vis-à-vis other destinations;
- Low tides in the Port Townsend area could be problematic;
- Need to have fuel storage available for the seaplane;
- Community could have concerns regarding noise impact;
- Desirable to have proactive community request for provision of service;
- Preferable to have year-round traffic. Due to high fixed costs such as year-around insurance, maintenance, and permitting required to operate a seaplane operation, purely seasonal tourism-related traffic is generally not sufficient to stay in business. While summers are always busy, local traffic is required to maintain operations actively through all months.

There is precedent for a seaplane operation in Port Townsend. In the early 1990s, a seaplane business named Otter Air operated between Seattle and Victoria with an interim stop in Port Townsend. The business was in existence for only a couple of years, and didn't prove to be viable with these routes. One float plane business operator thinks that a float plane operation might best work in Port Townsend as a flight leg of an operation based beyond the city, due to the likely lack of year around flight demand to and from Port Townsend. For example, the least expensive alternative to a 25 minute seaplane service between Seattle and Port Townsend is a combination vehicle drive and ferry ride lasting approximately 90 minutes, excluding wait times. It is questionable whether sufficient demand exists during non-boating season for seaplane service to keep a local float plane operator in business year around. However, it appears that there is potential for a float plane operation based outside the immediate area to use upgraded port facilities, and this could be explored further.

Small Cruise Port-of-Call. Another potential market opportunity for the Port and for the City is positioning Port Townsend as a port of call for small cruise ships. The cruise industry is expanding at a high growth rate and will continue, as reported by Cruise Lines International Association:

“Since 1980, the industry has had an average annual growth rate of 8.4% per year with an estimated 82 million passengers having taken a deep-water cruise (2+ days). Of this number, 64% of the total passengers have been generated in the past 10 years and 37 percent of total passengers have been generated in the past 5 years alone. To date, only approximately 13% of the U.S. population has ever cruised.”

The Cruise Industry in the Pacific Northwest (PNW) is dominated by the Alaska Cruise market, with less cruise activity to the San Juan Islands and British Columbia's Inside Passage. Prior to 2000, almost all of the Alaska cruises originated and terminated in Vancouver, bypassing the Seattle market. Many U.S. ports have been constrained by the Passengers Services Act (PSA) and from inadequate cruise facility infrastructure. New, faster ships made it feasible for a 7-day round-trip service from Seattle to Alaska with a (PSA requisite) stop in Vancouver. Seattle entered the cruise business in 2000 with the Norwegian Sky homeporting in Seattle from May to September and Royal Caribbean's Vision of the Seas establishing a Seattle port-of-call in May and June. The overall market growth in the PNW has allowed both ports to experience strong cruise volume growth, however, there are capacity issues that the ports are addressing regarding their facilities to allow for continued expansion.

The cruise market is segmented into large mega cruise ships up to 1,000 feet long or more that carry a few thousand passengers and smaller ships that are generally up to 250 feet long and transport 75 to 150 passengers. There is an opportunity for the Port or the City of Port Townsend to potentially attract small cruise ship operators to the City for port-of-call itineraries between Seattle and Vancouver and as part of trips to the Inside Passage and Alaska.

The passengers on small cruise ships typically spend more of their tourist dollars locally than do passengers on large cruise ships. The passengers on larger cruise ships have a vast array of shopping choices on the vessel to choose from, whereas the cruise passengers on small ships typically have little or no on board shopping choices. Passengers on small cruises also are typically more affluent, with their cruise fare costing 2 to 4 times more than a large ship cruise fare.

Discussions with local cruise lines indicate that Port Townsend has the potential to be an attractive stop for small cruises. Positive features cited include: the City is a gateway to the Olympic Peninsula; availability of local shops and artisans with local crafts; and, the City's historic and maritime character.

A new cruise dock and facility would be needed in Port Townsend to accommodate this small cruise business segment. Currently, there are four main cruise operators in this segment with itineraries between Seattle and Vancouver, with some stops in Friday Harbor. The 4 lines include: Victoria Clipper, Cruise West, Lindblad Expeditions, and Glacier Bay Cruiseline.

It takes a couple of years of lead time to get on the itinerary of a cruise ship company because the itineraries are set about two years in advance for marketing purposes. The Port could explore the small cruise business opportunity with small cruise operators and its local community officials to determine the feasibility of obtaining this business for the Port and the City.

2.4 Port Finances

An overview of the Port's recent financial performance since 1998 and a discussion of the Port's revenue, profitability, cash flow, and funding source trends and composition are located in Chapter 1. Please see Chapter 1.4 – Existing Port Operations and Revenues for more information.

2.4.1 2003-2007 Operating Outlook

Figure 2-4 shows projected revenues, expenses, and net operating income based on the assumption that recent operating trends continue for the Port. Projected revenues over the next 5 years are based on assumed 3.5% consumer price index (CPI) increases, except for PTBH ship moorage, which is projected to continue to exceed inflation for one more year and then conservatively projected at CPI for subsequent years. PTBH and ship property rental in 2003 is forecasted to increase 10% over the 2002 budget amount based on remaining properties up for lease negotiation assumed to all be moved to market rates. Forecasted expenses are assumed to grow at CPI, except for Quilcene Boat Haven and other ramps

expenses and maintenance expenses, each of which is projected to increase at 10% annually due to deferred maintenance needs.

The trended forecast shows positive actual and forecasted net annual cash flow from 1998-2007 that is projected to increase each year. The forecast numbers reflect all current revenue sources, expense items, debt service, and adjustments for noncash items such as depreciation. The forecasted net cash flow numbers show how much cash is available for additional reserves or to finance capital improvements using pay-as-you go funding or potentially leveraging with additional debt. The forecast projects annual net cash flow before capital expenditures and fund transfers increasing from a budgeted \$256,000 in 2003 to almost \$1.1 million in 2007.

2.4.2 Capital Investment Forecast

The Port has a 5-year capital investment forecast for the 2002-2007 period with preliminary costs identified, but no preliminary engineering completed for most projects nor project prioritization established. The forecast indicates potential capital funding needs of \$23.4 million in the next 5 years and potential funding sources of \$8.8 million from a combination of funding sources, primarily from the Army Corp. of Engineers and to a lesser extent I.A.C. grants and F.A.A. grants. At year-end 2001, the Port had 6 projects underway with a combined authorized budget of \$311,000. Forecasted 2002 capital spending totals \$375,000.

2.4.3 Funding Sources

The Port relies primarily on cash flow from operations and the tax levy to fund its operations and capital investments. In addition, the Port has relied on general obligation bonds and revenue bonds to finance major capital investment when needed. As of year-end 2002, the Port had \$8.6 million in total long-term debt outstanding that included revenue bonds, general obligation bond debt and other debt from State funding programs and private contracts. The Port also pursues grant money from other governments to fund projects, but received very limited grant funding in 2002.

Tax Levy. The Port's general tax levy in 2003 is budgeted at \$653,000 from real/personal property and an additional \$35,000 from the assessed value of timber property in the County. The levy has been a significant component of total revenue, however, the Port's reliance on it as a percentage of total revenue has diminished from 22.8% in 1998 to a budgeted 16.8% in 2003. The Port's levy rate of \$0.2394 per \$1000 assessed value has remained fairly constant in recent years, while the Port's tax receipts have increased from increases in Jefferson County property values. The Port's levy receipts are now limited by the lesser of 1% or the implicit price deflator, with an additional allowance for any increase in the

assessed value of real property resulting from new construction, improvements to property, or any increase in the assessed value of state-assessed property. The Port may exceed the 1% limitation only through an affirmative public vote. This new limitation is in response to Initiative 747. The implication for the Port is that growth in net operating revenue will likely become the primary source of future financial capacity.

General Obligation Debt. At year-end 2002, the Port had almost \$2.6 million in general obligation bonds outstanding. The Port's 2002 Annual Report indicates that the Port had \$4.5 million of untapped general obligation bond capacity per the legal limits of 0.25% of assessed value, or \$0.45 per \$1000 of assessed value for property tax levy available without voter approval. The Port also had an additional \$18.1 million of untapped general obligation capacity subject to 60% voter approval. For Airport capital improvements, the Port has no outstanding debt and at year-end 2002 had \$3.4 million of untapped nonvoted debt capacity available (.125% legal limit) and \$10.2 million untapped voted debt capacity available (.375% legal limit). While there is the possibility of tapping non-voted general obligation debt, the practicality of using these bonds is limited by the availability of existing or future net operating income to repay the debt.

Other Financing. At year-end 2002, the Port had \$5.1 million in outstanding revenue bonds that were issued in 1996. Other non-general obligation bond debt totaled \$0.9 million.

The Port created an Industrial Development Corporation in 1982 the purpose of which is to issue tax-exempt non-recourse revenue bonds for private industrial development projects within the boundaries of the Port district. The bonds are payable solely from the revenues derived from the projects and are not a direct or contingent liability of the Port. In 1988, the Corporation issued \$8.2 million of revenue refunding bonds, which were used to finance the acquisition, construction, and installation of paper processing equipment and hydroelectric generating and pollution control facilities by the Port Townsend Paper Corporation.

Chapter 3 - Marinas

The Port of Port Townsend owns and operates three marinas: the Boat Haven Marina and the Point Hudson Marina (located on Admiralty Inlet) in the City of Port Townsend, and the Quilcene Boat Haven Marina (located on Quilcene Bay), in unincorporated Jefferson County. All three facilities include an upland ownership.

Following is a description of each of the existing facilities, proposed alternative development scenarios, and a description of potential environmental impacts and mitigation measures for each of the alternative scenarios.

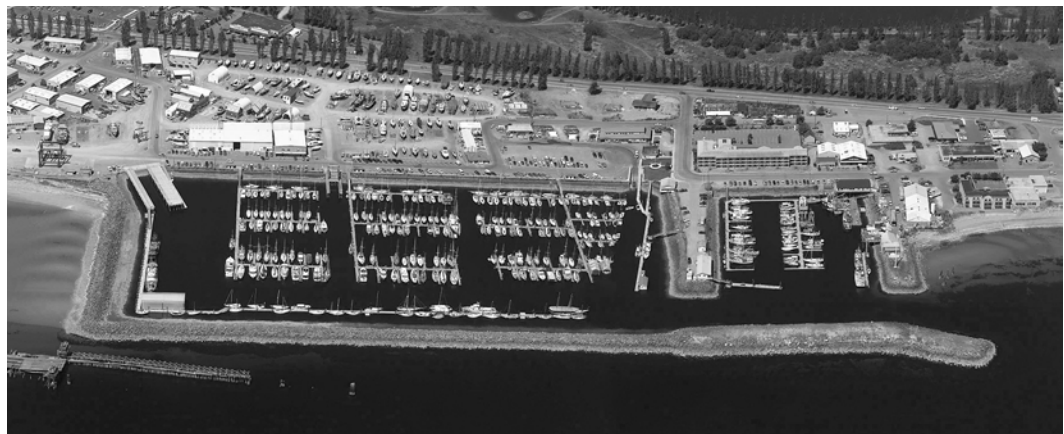
3.1 Boat Haven Marina

3.1.1 Existing Conditions

Built Environment

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.



Existing Facilities and Use

Boat Haven marina provides commercial and recreational moorage for 400 boats. The uplands are used for marine and non-marine related commercial and retail

structures and uses. This section of this report is divided into four subsections - Moorage Facilities and Conditions, Upland Facilities and Conditions, In-Water Infrastructure, and Miscellaneous Site Constraints - due to the size of the marina and range of uses at the property.

Moorage Facilities and Conditions

The Benedict Street Spit separates the existing in-water moorage at Boat Haven into two basins. The northeastern basin serves as the commercial basin with moorage and support for the commercial fishing operations at Boat Haven. A net float, seafood loading dock, and crane are located in this area of the marina. A U.S. Coast Guard float is located at the waterward edge of Benedict Street Spit in this basin. The floats in the commercial basin are in relatively poor condition and will require replacement in the future. The current float configuration allows for moorage of approximately 50 vessels.

The recreational moorage and marine trade commercial facilities are located in the basin on the southwestern side of the Benedict Street Spit. There is an existing fuel float 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 are in good condition. The fuel and transient moorage float is in relatively good condition but will eventually need replacement.

The main recreational moorage consists of Docks A, B, C, and D. These docks are in very poor condition, with Docks A and B in the worst condition. The current float configuration allows for moorage of approximately 350 vessels. In general, the existing utility service to the docks is outdated and should be upgraded when the docks are replaced. The existing piling are mainly timber and will need to be replaced when the moorage systems are replaced due to environmental issues and reconfiguration of the docks. There are many small slips (less than 30 feet in length) on Docks A and B that are not utilized efficiently.

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 haulout pier to the bend in the breakwater was installed in the mid-1990s during a project designed to enhance the haulout pier. The remaining section along the outer breakwater is older and will require replacement in the near future.

Upland Facilities and Conditions

The diverse upland development and land uses at Boat Haven marina include many marine-related and non-marine related structures and uses. Marine-related uses include: 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: several restaurants; offices; manufacturing; a waste facility; and other assorted commercial and retail businesses. There are approximately 60+ structures on site, ranging from small sheds to tall shops. An existing abandoned barge facility and associated railroad are located to the west and within the site. This system is no longer utilized and the tracks have been removed.

The landside infrastructure at Boat Haven consists of numerous paved and gravel roadways and yard areas. Utility service includes looped water mains, fire service, numerous potable water service connections, sanitary sewer piping, and a major sanitary sewer lift station. Electrical and communication services are also available on the site. Additional electrical service and water service may be needed in the yards and for development at Boat Haven, however, the supply of both utilities is available at the site.

In-Water Infrastructure

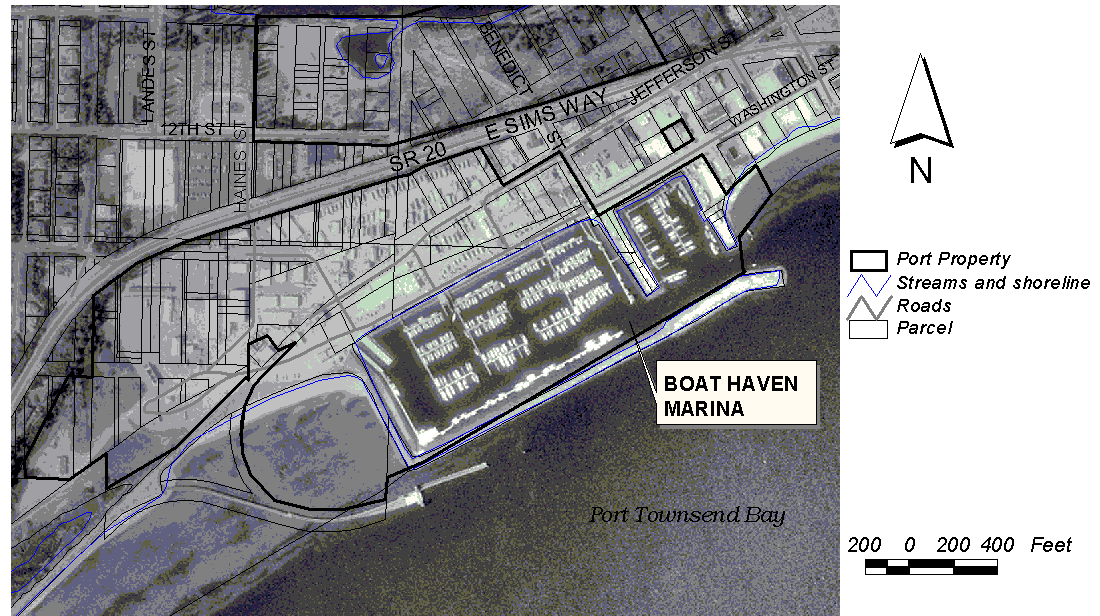
A rubblemound breakwater built by the Corps of Engineers (COE) surrounds the marina. The breakwater was constructed on the existing intertidal sand flat and the basin was dredged out behind the breakwater. The breakwater is in generally good condition, although no recent detailed inspections of the breakwater have been conducted.

Due to the way the breakwater was 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. In the past, the COE has dredged the entrance area to the marina. The Port proposed maintenance dredging in the entrance and around Benedict Spit in the navigation channel in the 1990s but has not conducted any maintenance dredging since the 1980s. The COE did undertake maintenance dredging at the marina entrance in January 1999. Due to continued siltation from natural shore processes, continued maintenance dredging of the marina entrance will be required. The frequency and quantity of the maintenance dredging is not known at this time.

There are two pier structures in the north basin and two in the south basin. These piers consist of the seafood pier near New Day Spit, a small pier near the yacht club, the small haulout pier, and the heavy haulout pier. With the exception of the new haulout pier that is concrete, the other three piers are constructed with timber piling, substructure, and decking. Other smaller piers to access docks are located throughout the marina. Overall, the age of the timber piers within the marina is such that replacement of the piers or extensive maintenance through pile replacement or wrapping may need to occur within the next twenty years.

Miscellaneous Site Constraints

The water table is very shallow in the southwestern portion of the property, which may require special provisions such as dewatering for construction and installation of infrastructure for any deep foundations on the site. Additionally, there are a few areas of environmental contamination on the site from past tenants. The Port has actively investigated and dealt with any known contamination.



Source: Jefferson County

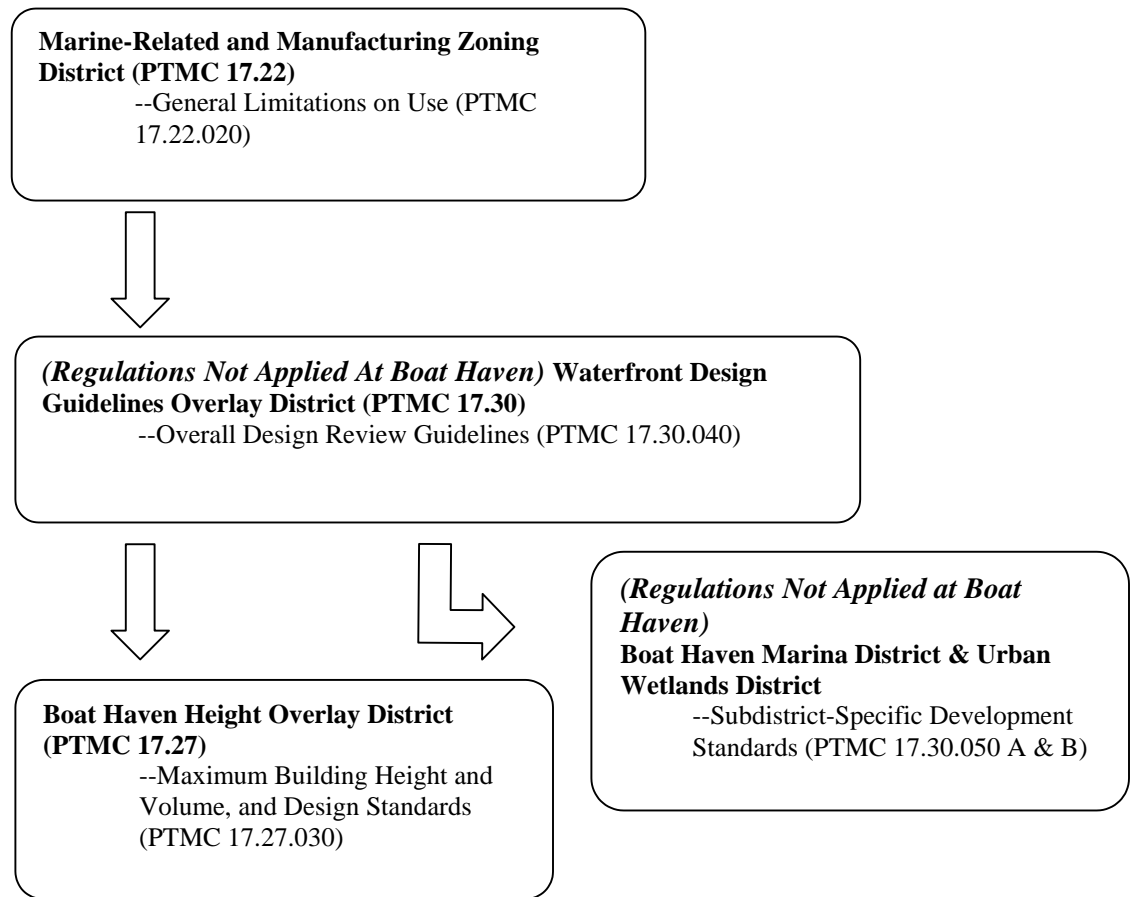
Aerial Photo

Land Use Regulations

The codes and provisions regulating land use on the Boat Haven property are complicated and are organized in multiple layers. This property is encompassed within numerous zoning and shoreline districts and subdistricts, each of which has its own performance standards and review criteria. A code compliance roadmap is located below to help distinguish these myriad codes, and to show how they interrelate in a simplified format. Detailed descriptions of the codes are located after the roadmap.

Please note that for those areas within the jurisdiction of the City of Port Townsend Shoreline Master Program (within 200 feet of the shoreline), the SMP regulations supersede those of the City of Port Townsend Municipal Code (PTMC 17.26.020).

Zoning/Comprehensive Plan



Marine-Related and Manufacturing Zoning District: The City of Port Townsend Municipal Code (PTMC) designates the Boat Haven property as located within a Marine-Related and Manufacturing Zoning District (PTMC 17.22). The general purposes of these districts, as stated in PTMC 17.22.10, include:

1. To permit a variety of manufacturing and marine-related uses in limited and appropriate areas, which if located elsewhere would be unacceptable;
2. To protect residential and other non-manufacturing and non-marine areas from adverse and damaging impacts emanating from manufacturing-type or marine-related activities;
3. To protect manufacturing and marine-related areas from other uses that may interfere with the purpose and efficient operation of these areas;
4. To promote economic diversification and provide for employment opportunities for present and future residents;

5. To protect the viability of water-dependent manufacturing enterprises by ensuring adequate and appropriate areas for locating marine-related activities.

Boat Haven is located in the M-II (A) district, which occurs primarily on Port owned properties at Boat Haven. This district accommodates a variety of uses including marina, recreational boating, manufacturing, assembly, haul out, and repair. The district is intended for larger scale and more intensive water-dependent or marine-related uses at Boat Haven, including manufacturing, commercial, and office uses. Most non-marine related manufacturing, commercial retail, food services, including restaurants, public facilities, and utility uses and storage are either not permitted or allowed only under a conditional use permit. Table 17.22.020 – “Marine –Related and Manufacturing Districts – Permitted, Conditional and Prohibited Uses” identifies land uses that are permitted outright, permitted if marine-related, subject to a conditional use permit, or prohibited outright. This table should be referenced to determine if a land use is permitted on the Boat Haven Marina property.

Development and redevelopment in this district is subject to the regulations of the Marine-Related and Manufacturing Zoning District (PTMC 17.22), in addition to others described below.

Waterfront Design Guidelines Overlay District: Boat Haven is also located within the City’s larger Waterfront Design Guidelines Overlay District and its own subdistrict, the Boat Haven Marina District, as stated in PTMC 17.30. The south end of the site is also located within the Urban Wetlands District subdistrict, as stated in PTMC 17.30. The purpose of the Waterfront Design Guidelines Overlay District is to establish waterfront design guidelines that protect, maintain, and enhance the diversity of the waterfront area of the city and unique characteristics of certain subdistricts of the city.

City of Port Townsend staff has indicated that the subdistrict specific development regulations of the Boat Haven Marina District and the Urban Wetlands District are not applied to the Boat Haven property. State Environmental Policy Act (SEPA) review for projects within Boat Haven may trigger review under this code, however. A new ordinance is currently being drafted by the City to combine this municipal code chapter (PTMC 17.30 – Waterfront Design Guidelines Overlay District) and PTMC 17.80 – Design Review – National Register Historic District.

Boat Haven Height Overlay District: Chapter 17.27 of the PTMC establishes the Boat Haven Height Overlay District to “allow a limited area of the Port of Port Townsend Boat Haven property zoned M-II (A) to be developed with structures exceeding 50 feet in height to accommodate the large vessels transported by the Port’s enhanced haulout travel lift while minimizing the impact to surrounding public and private views” (PTMC 17.27.010). This height overlay

district is restricted to the northwest portion of Boat Haven, near Sims Way and the bluffs, and is specifically described in PTMC 17.27.020. The code establishes maximum allowable building height and building volumes and discusses permit application procedures and design standards for buildings exceeding 50 feet in height.

Generally, buildings within the district may be constructed to a building height of 50 feet with no limitations on building volume. Buildings may be constructed up to 75 feet high, which is the maximum height allowed, but the total volume of all portions of buildings in the district over 50 feet in height may not exceed 756,200 cubic feet. All properties within this district are subject to both the properties' underlying zone classification and to the requirements of the special height overlay district. These limits will be enforced during any development or redevelopment of the property.

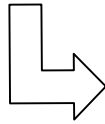
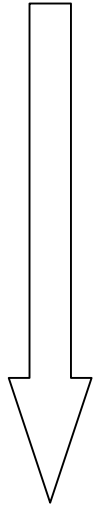
Comprehensive Plan Review: The *Final City of Port Townsend Comprehensive Plan*, dated July 1996, was written to provide direction and a vision for future growth of the City of Port Townsend. The Plan was created to comply with the Growth Management Act (GMA) of 1990 and includes elements required under the GMA and voluntary information. The Plan is composed of ten chapters: Adoption Ordinance; Introduction; Community Direction Statement; Land Use Element; Housing Element; Transportation Element; Capitol Facilities & Utilities Element; Economic Development Element; Consistency with the GMA & County-Wide Planning Policy; and Glossary of Terms.

The Comprehensive Plan was generally reviewed with regard to the existing conditions at the Boat Haven property, and no significant incompatibilities were found to exist. The Plan should be reviewed prior to any development or redevelopment to ensure that proposed activities will be consistent with the Plan. Several policies from the Land Use Element (including 9.9 and 9.10) and Economic Development Element (including Policy 3.6) address land and shoreline uses that are applicable to Port properties.

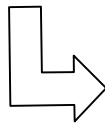
Shoreline Master Program

All land at Boat Haven that is within 200 feet of the shoreline is subject to the policies and standards of the Port Townsend Shoreline Master Program (PTSMP), in addition to the PTMC. This includes a substantial portion of the Boat Haven property. A code compliance roadmap is located below to help distinguish the applicable regulations regarding the shoreline. Detailed descriptions of the codes are located after the roadmap.

“Urban” Shoreline Designation (PTSMP 4.105)
--Policies and Performance Standards



Port Townsend Urban Waterfront Special District (PTSMP 4.106)
--Policies and Performance Standards



Port Townsend Urban Waterfront Plan – incorporated by reference

--Elements sections should be reviewed for consistency. Design review and subdistrict specific development standards are identical to those of the Waterfront Design Guidelines Overlay District in the zoning code.

Policies and Performance Standards – Use-Specific (PTSMP 5)

--The following subsections may apply: 5.40 – Boat Launches, 5.50 – Commercial Development, 5.60 – Docks, Piers and Floats, 5.70 – Dredging, 5.90 – Industrial and Port Facilities, 5.100 – Landfills, 5.110 – Marinas, 5.130 – Mooring Buoys, 5.140 – Parking Facilities, 5.150 – Recreational Facilities, and 5.190 – Transportation Facilities.

Urban Shoreline Designation: Boat Haven’s shoreline environmental designation is “Urban”, which is defined as an area that is and should remain to be an area of high intensity land use, including residential, commercial, and industrial development. Properties with this designation are subject to the policies and performance standards of the Urban shoreline environment, as noted in the PTSMP Section 4.105.

Port Townsend Urban Waterfront Special District: Boat Haven is encompassed within a subdivision of the Urban shoreline environmental designation called the Port Townsend Urban Waterfront Special District. This district is the most intensely developed waterfront area in the City and includes water-dependent and water-related commercial and industrial uses as well as two major marinas, Point Hudson and Boat Haven. Properties in this special district are subject to the policies and performance standards of the Port Townsend Urban Waterfront Special District, as noted in the PTSMP Section 4.106.

The Shoreline Master Program incorporates by reference the Port Townsend Urban Waterfront Plan (UWP) into the Port Townsend Urban Waterfront Special District. This incorporation defines the boundaries of the Urban Waterfront Special District as those of the UWP. In effect, the plan and special district encompass the same area. In addition to defining the spatial boundaries of the Urban Waterfront Special District, this incorporation of the UWP means that the plan elements and development guidelines of the UWP apply to those properties within the Urban Waterfront Special District. The UWP and its applicability are discussed below.

Port Townsend Urban Waterfront Plan: The Port Townsend UWP was adopted by Ordinance #2216 in 1990 and identifies a vision for the waterfront of Port Townsend. This plan divides the Urban Waterfront Special District into subdistricts; the Boat Haven area is encompassed within its own subdistrict called the Boat Haven Marina District. The south end of the site is also located within the Urban Wetlands District subdistrict. These subdistricts contain specific development guidelines that should be reviewed prior to any development or redevelopment. The guidelines described for the subdistricts, as noted in the UWP Chapters 5.1 and 5.2, are identical to the development guidelines for the Boat Haven Marina District subdistrict of the Waterfront Design Guidelines Overlay District, as found in PTMC 17.30. In fact, the Waterfront Design Guidelines Overlay District was created in the same ordinance as the UWP. Therefore, the general and subdistrict-specific design guidelines of the UWP and the Waterfront Design Guidelines Overlay District are the same.

The UWP does contain other policies that are found only in the UWP that must be addressed, however. The UWP identifies Community Goals and Objectives, Projects, and Policies and Programs for the following elements of the UWP, as they relate to the Port Townsend waterfront: Aesthetics and Urban Design; Land Use; Economics; Natural Environment; Parks and Open Space; Historic and Cultural Resources; Transportation and Parking; Housing; Public Services and Utilities; Government; and Point Hudson. These element sections of the UWP should be reviewed prior to development or redevelopment of any properties to ensure that the proposed development is consistent with these parts of the UWP.

Future development in this district must be consistent with the element sections and the general and subdistrict-specific design guidelines of the UWP. The element sections are found only in the UWP, but the design guidelines are identical to those of the Waterfront Design Guidelines Overlay District.

Note: Where inconsistencies exist between the goals and policies of the Urban Waterfront Plan and the Port Townsend Shoreline Master Program, the Shoreline Master Program should prevail (*Final City of Port Townsend Comprehensive Plan*, Policy 17.5, IV-33).

Use-Specific Policies and Performance Standards: Section Five of the Port Townsend Shoreline Master Program (PTSMP) establishes policies and procedures for specific activities and uses. Compliance with these policies and procedures, in addition to other regulations in the PTSMP, is mandatory. Where a conflict arises between applicable codes, the more stringent standard will apply.

The activities and uses in Section Five are divided into 20 subsections, each of which has its own set of policies and performance standards. These subsections and their requirements should be reviewed prior to any development or redevelopment on the Boat Haven property to ensure compliance is being met. The subsections include:

5.10 – Advertising	5.110 – Marinas
5.20 – Agriculture	5.120 – Mining
5.30 – Aquaculture	5.130 – Mooring Buoys
5.40 – Boat Launches	5.140 – Parking Facilities
5.50 – Commercial Development	5.150 – Recreational Facilities
5.60 – Docks, Piers and Floats	5.160 – Residential Development
5.70 – Dredging	5.170 – Scientific and Educational Facilities
5.80 – Forest Management	5.180 – Shore Defense Works
5.90 – Industrial and Port Facilities	5.190 – Transportation Facilities
5.100 – Landfills	5.200 – Utilities

Sensitive Areas Ordinance

Chapter 19.05 – Environmentally Sensitive Areas, of the PTMC establishes standards designed to identify and protect environmentally sensitive areas within the jurisdiction of the City of Port Townsend. The chapter provides general and sensitive area specific performance standards of development for five sensitive areas, which include:

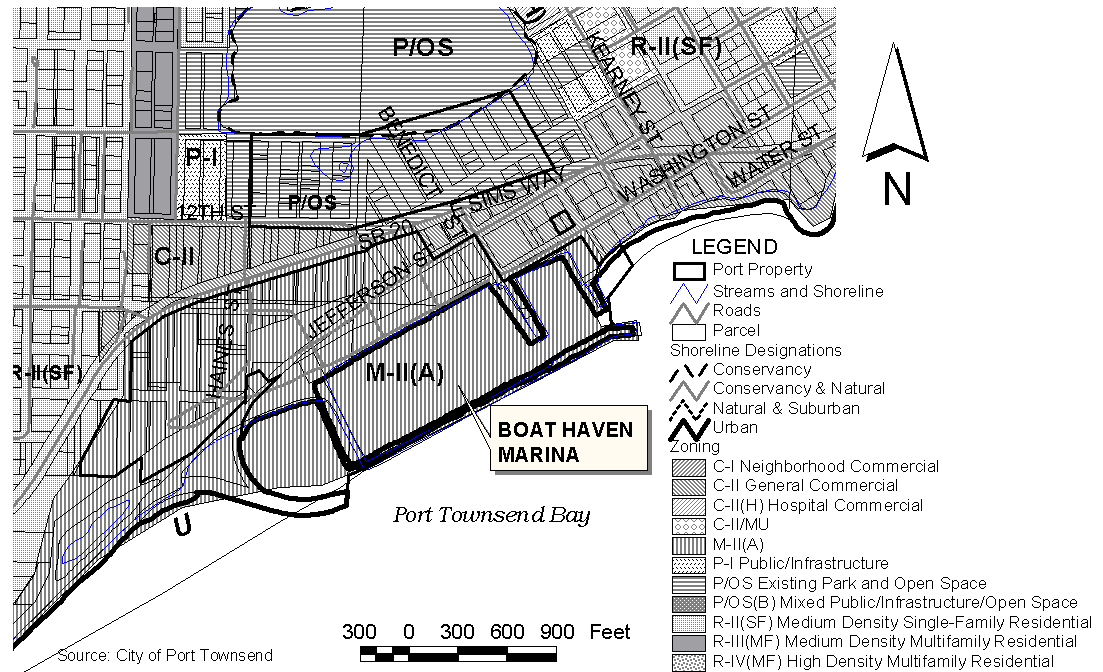
- Sensitive Area 1 – Aquifer Recharge Areas;
- Sensitive Area 2 – Fish and Wildlife Habitat Areas;
- Sensitive Area 3 – Frequently Flooded Areas and Critical Drainage Corridors;
- Sensitive Area 4 – Geologically Hazardous Areas; and,
- Sensitive Area 5 – Wetlands.

This chapter applies “...to all development proposals which contain environmentally sensitive areas and associated buffers wholly or partially on-site, whether public or private, unless otherwise exempted or waived...

(PTMC19.05.030 C) and states that “...a sensitive area permit is required for any development proposal whenever any portion of the site is within an environmentally sensitive area or required buffer area” (PTMC 19.05.040). A waiver of the permit requirement is possible under several circumstances. The Director, for instance, may waive the permit requirement if all development and construction activities are proposed outside the environmentally sensitive area and are to occur at a distance which is substantially greater than the applicable buffers

and setbacks required. This waiver will only be granted if it is determined that no useful purpose would be served by the permit requirement for that particular instance.

Environmentally Sensitive Areas at Boat Haven are discussed in the Natural Environment section (following).



Land Use Designations Map

Public Access, Services, and 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 the 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 Haines Place, San Juan Street, and Benedict Street 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 harbor.

Fire/Emergency Services:	The City of Port Townsend Fire Department provides fire protection and emergency services at Boat Haven. The Public Information Manager for the Department stated that the Department is adequately staffed with mutual staff from the neighboring fire department, Jefferson County Fire District #6.
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 Puget Sound Energy.
Stormwater:	New stormwater collection infrastructure and treatment systems were installed at Boat Haven in the 1990s as part of an enhanced boat haulout project. These systems collect, treat, and discharge the majority of stormwater runoff from the Boat Haven site and meet the requirements for the National Pollutant Discharge Elimination System (NPDES) Permit for Boatyards and Shipyards. 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.
Other:	Qwest provides telephone service and gas service is provided by Ferrell gas. Olympic Disposal provides solid waste collection service. The Millennium Digital Media Company is the provider of cable and Internet services in this area.

Natural Environment

Environmental Characteristics

Prior to development, the entire Boat Haven area was a small bay that adjoined Port Townsend Bay. By 1890, significant filling had occurred, including construction of the precursor of the existing SR 20/Sims Way. Development has continued and further fill was placed creating the present Boat Haven upland area. The Boat Haven Marina was dredged in 1934 and the floating moorage has been expanded several times to produce the present facility.

Boat Haven is a 19-acre rectangle surrounded by a riprap breakwater and shoreline, with depths ranging to -13.5 ft MLLW. Marina sediment is sandy, grading to muddy substrate outside the marina with increasing depth. The southwest corner of the marina contains a culvert and tide gate that discharges stormwater from the Kah Tai Lagoon.

Adjacent shoreline to the southwest consists of a broad intertidal and shallow subtidal sand flat, gradually sloping up toward a riprapped upper intertidal shoreline that was filled to support a railroad spur line along the waterfront. Recently, part of the railroad bed was converted into a pedestrian and bicycle path. Between the path, the Boat Haven upland facilities, and the steep bluff along Sims Way is an open area containing two wetlands, one brackish and one freshwater; a former farm/home site and adjacent fallow fields; a stormwater infiltration basin; and a Port maintenance building and access road. The two wetlands, shown in Figures 3-1, 3-2, and 3-3, have been delineated and rated as Category III wetlands (Pacific Rim Soil and Water, 1993). The area has signs posted designating it for wildlife viewing.

Eelgrass forms a narrow band along the shoreline of Port Townsend, at depths between -2 and -19.5 ft MLLW (MRC 1998). Eelgrass along Boat Haven was mapped in 1989 and 1999 (Thom et al. 1999). Currently, only small patches of eelgrass, consisting of one to a dozen shoots, are found above -2 ft MLLW southwest of the Boat Haven in the area of a derelict railroad trestle. Although most of the beach within the trestle supports only scattered individual plants, several dense eelgrass beds above -2.7 ft MLLW were observed and photographed on June 25, 2002. Denser areas of eelgrass were identified beyond the trestle, below about -4 ft MLLW, in aerial photos taken in 1994 and 2000 (Ecology 1995, 2001).

The shoreline immediately northeast of Boat Haven consists of a broad beach about 1,000 ft long, between the marina entrance and a small point of fill at Walker Street. Commercial and retail buildings line the upland waterfront. No riparian vegetation remains along the upper intertidal shoreline. Beach substrate is predominantly sand, with larger rock and riprap placed along the upper intertidal shoreline. Lower intertidal habitat includes an extensive eelgrass bed as

shallow as 0 ft MLLW (MRC 1998). Bull kelp is commonly found along the shore, although the cobble substrate needed for permanent attachment is not typically present (Nightingale 2000).

The beach area southwest of Boat Haven is situated in a regional area where herring, sand lance, and surf smelt are documented to spawn; however, only sand lance eggs have been documented from the beach between the existing marina and railroad trestle (D. Penttila in Thom et al. 1999; WDFW 2002e). A sand lance spawning beach is mapped adjacent to the north end of the Boat Haven, along a pocket beach that ends near Walker Street (WDFW 2002d). Penttila (2000) has documented sand lance spawning on the beach between the existing marina and the railroad trestle and also on the beach at the north end of Boat Haven. Recent forage fish surveys since Penttila's work found one sand lance egg at the "trestle beach" south of the Boat Haven Marina (Kevin Long, personal communication). The presence of forage fish spawning areas will be addressed in detail at project level design for marina expansion.

Birds commonly sighted along Port Townsend shoreline, including Boat Haven, include surf scoter, white-winged scoter, western grebe, pigeon guillemot, American widgeon, harlequin duck, common murre, pelagic cormorant, double-crested cormorant, black oystercatcher, and glaucous-winged gull (Nightingale 2000). Less common occurrences have been noted for rhinoceros auklet, tufted puffin, Caspian tern, and osprey (Nightingale 2000). A pigeon guillemot nest site was identified along the City shoreline northeast of the marina (WDFW 2002a). The nearest active bald eagle nest is about 1.5 miles north of the marina (WDFW 2002a). The City has stated that the closest nest is 1,500 feet away, near Cleveland and vacated Sixth. The source of this information has not been documented by Landau Associates.

No marine mammal haulout areas are found near the marina. River otters are commonly sighted at Boat Haven and are likely to den in or around the breakwater (Nightingale 2000). Other marine mammals observed along Port Townsend shorelines include orca, gray whale, harbor seal, Dall's porpoise, harbor porpoise, and California sea lion (Nightingale 2000).

Boat Haven is within the geographic boundaries of the Hood Canal summer chum and Puget Sound chinook salmon Evolutionarily Significant Units; both species are listed as "threatened" under the Endangered Species Act. The shorelines adjacent to the marina and along the City of Port Townsend are considered part of the Hood Canal and Puget Sound salmon and trout migration corridor, with habitat critical to juvenile salmon feeding, rearing, and migration. Chum salmon are the most abundant salmon along the Port Townsend shorelines; chum are known to spawn in Chimacum Creek and rear along the City shoreline (Nightingale 2000). Other salmon and trout species, including coho and sockeye salmon, and steelhead, coastal cutthroat, and bull trout, show little to no shoreline use along Port Townsend (Nightingale 2000). Federally listed threatened or

endangered marine species that may be considered to (rarely) occur within this area include bull trout, humpback whale, leatherback turtle, and Steller sea lion.

Port Townsend Bay is considered an important juvenile rearing area for numerous species of fish valued for commercial harvest. Fish species caught in beach seines adjacent to Boat Haven include English sole and juvenile salmon, rockfish, Pacific cod, walleye pollock, sole, and forage fish (Nightingale 2000).

An extensive Dungeness crab shellfish resource area is adjacent to and southwest of the marina. Subtidal geoduck beds occur within 0.5 mile of the marina; however, the marina and adjacent offshore area, out to about 1 mile, is prohibited to commercial shellfish harvest under the 1999 Commercial Shellfish Beach Classification by the Washington State Department of Health (WDOH; 2000).

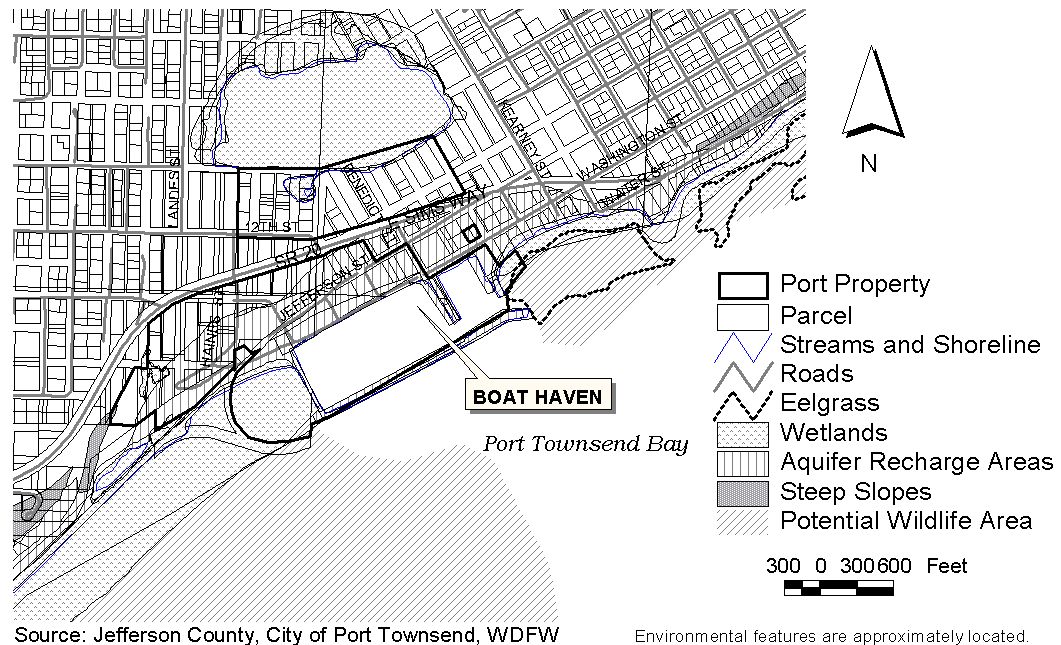
Please refer to *Port of Port Townsend Comprehensive Scheme: Background Environmental Information*, prepared by Landau Associates, dated December 21, 2002, for more information regarding environmental characteristics contained in this report. This information is on file with the Port of Port Townsend.

Environmentally Sensitive Areas

The City of Port Townsend has stated that a majority of the upland area of Boat Haven is mapped as Sensitive Area 1 - Aquifer Recharge Area, and the site likely contains areas of Sensitive Area 2 – Fish and Wildlife Habitat Areas, Sensitive Area 3 – Frequently Flooded Areas and Critical Drainage Corridors, Sensitive Area 4 – Geologically Hazardous Areas, and Sensitive Area 5 – Wetlands.

The City of Port Townsend maintains an Inventory of Environmentally Sensitive Areas, however, it should be noted that this inventory is not complete and shows only the approximate location and extent of environmentally sensitive areas (PTMC 19.05.030 G). The maps and inventory lists are to be considered only as guides to the general location and extent of sensitive areas and will be used to make a preliminary determination to suggest the presence or absence of environmentally sensitive areas. These maps are updated as new inventories are completed, and these maps should be reviewed prior to submitting any proposal for development or redevelopment of this property.

In the event that environmentally sensitive areas are determined to be located in or adjacent to any future proposed site development, the proposed plans will be subject to the performance standards for development in environmentally sensitive areas. This includes the general and sensitive area specific development standards as outlined in Chapter 19.05 of the PTMC and SMP requirements as outlined in Titles 17, 19, and 20 of the PTMC and the PTSMP.



Environmental Features Map

3.1.2 Proposed Alternatives

The alternatives for the Boat Haven Marina identify development options for the upland area and marina basin. Each of the alternatives proposes a different development scenario. The first alternative is to maintain the existing conditions at the site, with minor reconfigurations and improvements to the marina and the addition of a business park to the uplands (in the area of the old lumber yard). The remaining two alternatives address distinctly different expansions of the marina basin and share one alternative for the uplands. These alternatives are shown in Figures 2, 3, and 4.

Several development features will accompany any development option that is chosen for the Boat Haven Marina. A new esplanade, for instance, will accompany any alternative chosen. The esplanade will run along the shoreline the entire length of the property and will connect into the existing Larry Scott Memorial Park Trail.

Parking for automobiles at the Boat Haven Marina has become scarce since the last Comprehensive Scheme Update in 1982. Additional parking areas will be provided in any development alternative chosen for the property. It should be noted that the Port negotiated a parking agreement with Community Transit in the mid-1990s that allows the Port rights to parking spaces at the Park-and-Ride near the Safeway across Sims Way from Boat Haven in Port Townsend. This parking may be utilized as overflow parking or may be used directly with shuttle service in conjunction with development at the marina.

The Port is currently negotiating with the City of Port Townsend to vacate all existing right-of-ways on the Boat Haven Marina property. The Port developed each of the following alternatives assuming that these right-of-ways would be vacated and that the space they currently occupy would be available for use.

Removal of Benedict Spit has been evaluated in the past. The Port would like to retain the option to remove the Spit if it becomes economically and environmentally feasible (relating to permitting). However, this is not included in any of the alternatives at the present time, but could be added to any of the three alternatives at a future date.

Regarding expansion of the marina, the existing rubble mound breakwater is owned by the U.S. Army Corps of Engineers (COE). Any proposal to remove or replace the breakwater will be a COE project, and will require COE approval and funding, as well as permitting. The procedures involved in this type of study/evaluation are lengthy and complex, and involve several separate steps. These steps must include: a Reconnaissance Study, a Feasibility Study, Creation of Plans and Specifications and awarding of a Construction Contract, all per federal regulations.

Alternative 1: Maintain in Existing Condition (No Action)

Marina

Leave marina in the same footprint with some reconfiguration to maximize moorage potential. Most of the existing moorage docks are relatively old and will need replacement within the next twenty years. The existing dock configuration is based on the vessel characteristics prevalent when the marina was built. Since that time, the trend in vessels has been towards wider beams and longer lengths. Many of the slips smaller than 30 feet in length are not fully occupied or utilized in the existing marina. A planned reconfiguration of the docks within the existing marina basin should be done to address the current market demand and vessel characteristics. This would include fewer or no slips less than 30 feet in length, wider slips, and provisions for more slips in the 40- to 50-foot range.

This alternative is shown in Figure 3-1.

Costs

The following elements are included in the cost estimate: demolition of floats, new floats, utilities, piers, and gangways.

Marina: \$12,780,000
 (add \$1,270,000 for removal of Benedict Spit and installation of floats)

Uplands

Upland development remains essentially the same with minor reconfiguration of parking layouts and incorporation of the former lumberyard as a commercial/marine trade zone and business park.

Costs

The following elements are included in the cost estimate: re-stripped parking areas and a business park including grading, utilities, parking, and two-story structures (35 percent site coverage).

Upland: \$ 14,930,000

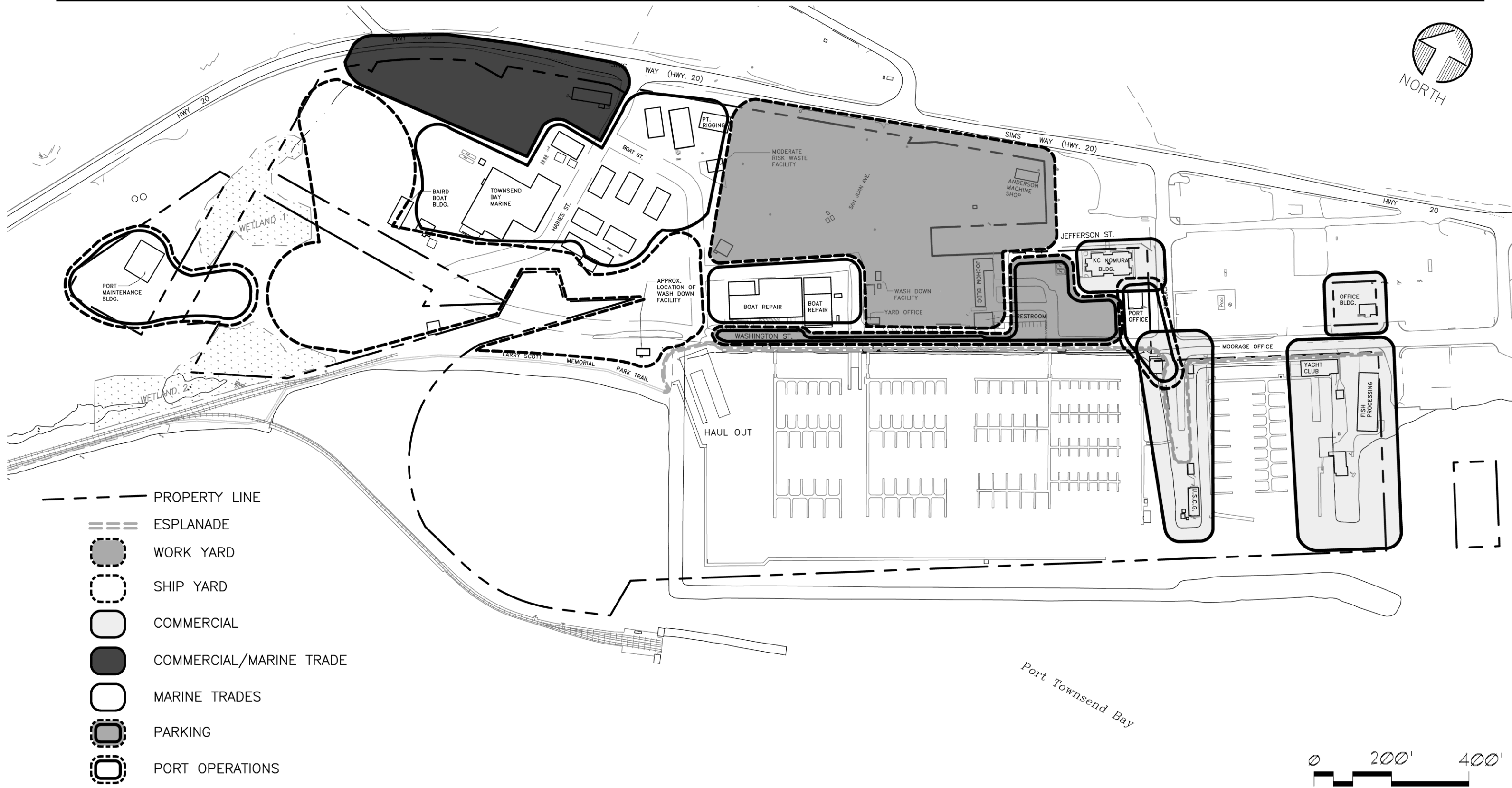
Alternative 2: Marina Deep Water Expansion and Upland Redevelopment (Preferred Alternative)

Marina

A deep-water expansion of the marina would entail extending the basin to the east beyond the limits of the existing rubble mound structure to allow the addition of approximately 200 new slips. The entire eastern leg of the rubble mound breakwater would be removed, and the area from the existing basin east under the existing rubble mound out to the natural elevation, -15-foot contour (MLLW=0.0), would be dredged. No intertidal area southwest of the existing basin would be dredged. A new floating breakwater or fixed-wall breakwater, or some combination of the two, would be constructed to protect the basin. The basin entrance and main channel would be moved further offshore than the existing channel. A new floating or fixed-wall breakwater would extend from the spit where New Day Fisheries is located to the new marina entrance.

A new work pier would be installed near the existing 300-ton haulout pier. New docks including larger slips and linear moorage would be constructed in the expanded basin. All existing moorage docks and new docks would be designed to provide an appropriate mixture of slip sizes and flexible linear moorage to meet the current and expected demand for recreational and commercial vessels for the next 30 to 50 years.

This alternative is shown in Figure 3-2.



Costs

The following elements are included in the cost estimate: trestle removal, new breakwater, dredging, new work and access piers, demolition of floats, and new floats, utilities, piers and gangways.

Marina: \$33,790,000

(add \$1,270,000 for removal of Benedict Spit and installation of floats)

Uplands

Upland redevelopment would be laid out to maximize the use of all available land, and to encourage growth of marine-related and commercial uses by establishing use zones on the property. Redevelopment would remain coordinated with the marina expansion by supporting growth and the resulting increased use of the Boat Haven Marina property. This scenario is described in detail below.

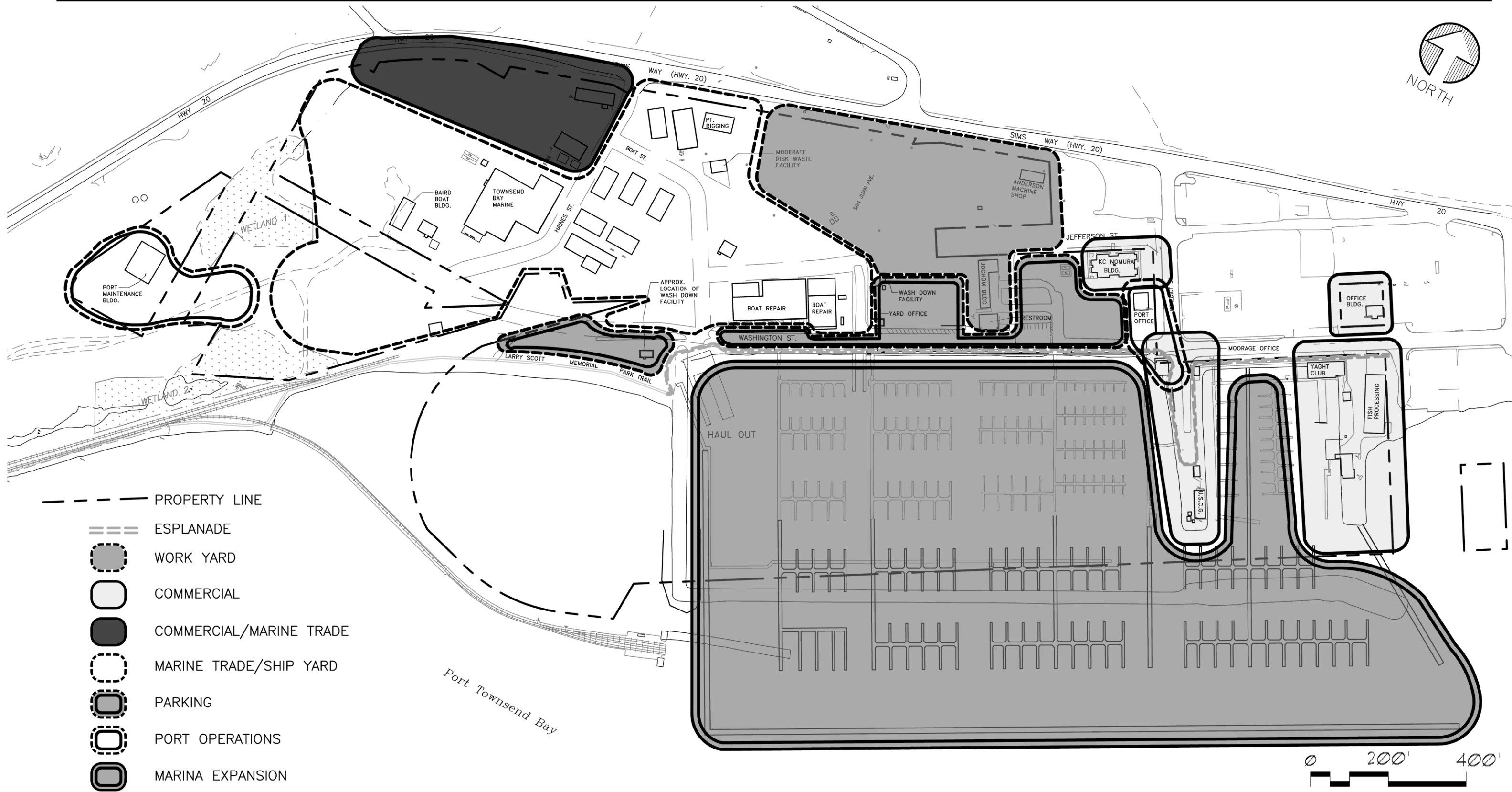
Upland Development Option

The Port's vision for future development of the Boat Haven Marina property includes an efficient site plan that will encourage growth of marine-related commerce and industry, and that allows for flexibility and for future expansion.

To accommodate this vision, the Port identified seven zones of land use for the Boat Haven Marina property. Designation of these zones will focus specific types of development in locations conducive to that particular use. For example, work yard and marine trade uses flank the boat lifts, while parking areas are proposed away from industrial uses and near facilities frequented by the public/pedestrians, such as the recreational moorage basin.

The designation of zones in this option will allow for protection of environmentally critical areas on the site and for future expansion of upland development and facilities. The upland development option for Boat Haven Marina is shown in Figure 3-2.

Work Yard: The work yard zone would encompass the existing boat yard at the marina. This area is centrally located on the Boat Haven Marina property between the existing Boat Street and Jefferson Street right-of-ways. Uses in this zone would continue to be boat storage, however, the area may be reconfigured to allow for more efficient storage and maximization of storage potential.



Commercial/Marine Trade: This triangular shaped zone would be located at the site of the former lumber yard. The zone is adjacent to Sims Way, west of the Haines Street right-of-way and north of the Townsend Bay Marine building. Uses in this zone might include a business park and marine-related and other commercial businesses.

Marine Trade/Ship Yard: The marine trade/ship yard zone would encompass a majority of the upland available at the marina. 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 would 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.

Parking: The parking zone would be made up of the existing parking areas and two new parking areas. The existing parking includes a large surface lot south of the Jefferson Street right-of-way between the existing Port Office and Jochem Building and strip parking along the recreational marina basin bulkhead on Washington Street between the Boat Street and Benedict Street right-of-ways. These areas would remain in place. New parking would be located west of the 300-ton haul out and north of the “C” dock between the Jochem Building and the yard office.

As noted, the Port also has parking rights for vehicles at the Park-and-Ride located near the Safeway across Sims Way from Boat Haven Marina. This arrangement was made between the Port and Community Transit in the mid-1990s in anticipation of future parking demands. This parking may be utilized as overflow parking or may be used directly with shuttle service in conjunction with development at the marina.

Port Operations: This zone includes two areas and consists of the existing Port Maintenance Building at the west end of the marina property, and the existing Port Office near Benedict Spit.

Costs

The following elements are included in the cost estimate: new and re-stripped parking areas and a business park including grading, utilities, parking, and two-story structures (35 percent site coverage).

Upland: \$15,300,000

Alternative 3: Marina Trestle Expansion and Upland Redevelopment

Marina

The trestle expansion of the Boat Haven Marina would entail extending the basin to the southwest beyond the limits of the existing railroad trestle. The southwest leg of the rubble mound breakwater would be removed. The intertidal area between the existing basin and the head of the existing trestle would be dredged to elevation – 15 feet (MLLW=0.0 datum). A shallow shelf would be provided around the entire nearshore edge of the new basin to allow for fish migration and passage.

A new fixed-wall or floating breakwater or some combination of the two would be constructed to protect the basin. A new work pier would be installed near the existing haulout pier. New docks including larger slips and linear moorage would be constructed in the expanded basin. The entire existing moorage docks and new docks would be designed to provide an appropriate mixture of slip sizes and flexible linear moorage to meet the current and expected demand for recreational and commercial vessels for the next 30 to 50 years.

This alternative is shown in Figure 3-3.

Costs

The following elements are included in the cost estimate: trestle removal, new breakwater, dredging, new work and access piers, demolition of floats, and new floats, utilities, piers, and gangways.

Marina: \$34,930,000
(add \$1,100,000 for removal of Benedict Spit and installation of floats)

Uplands

Upland redevelopment in Alternative 3 would be the Port's Upland Development Option, as described in Alternative 2. Please see the description in the text for Alternative 2.

Costs

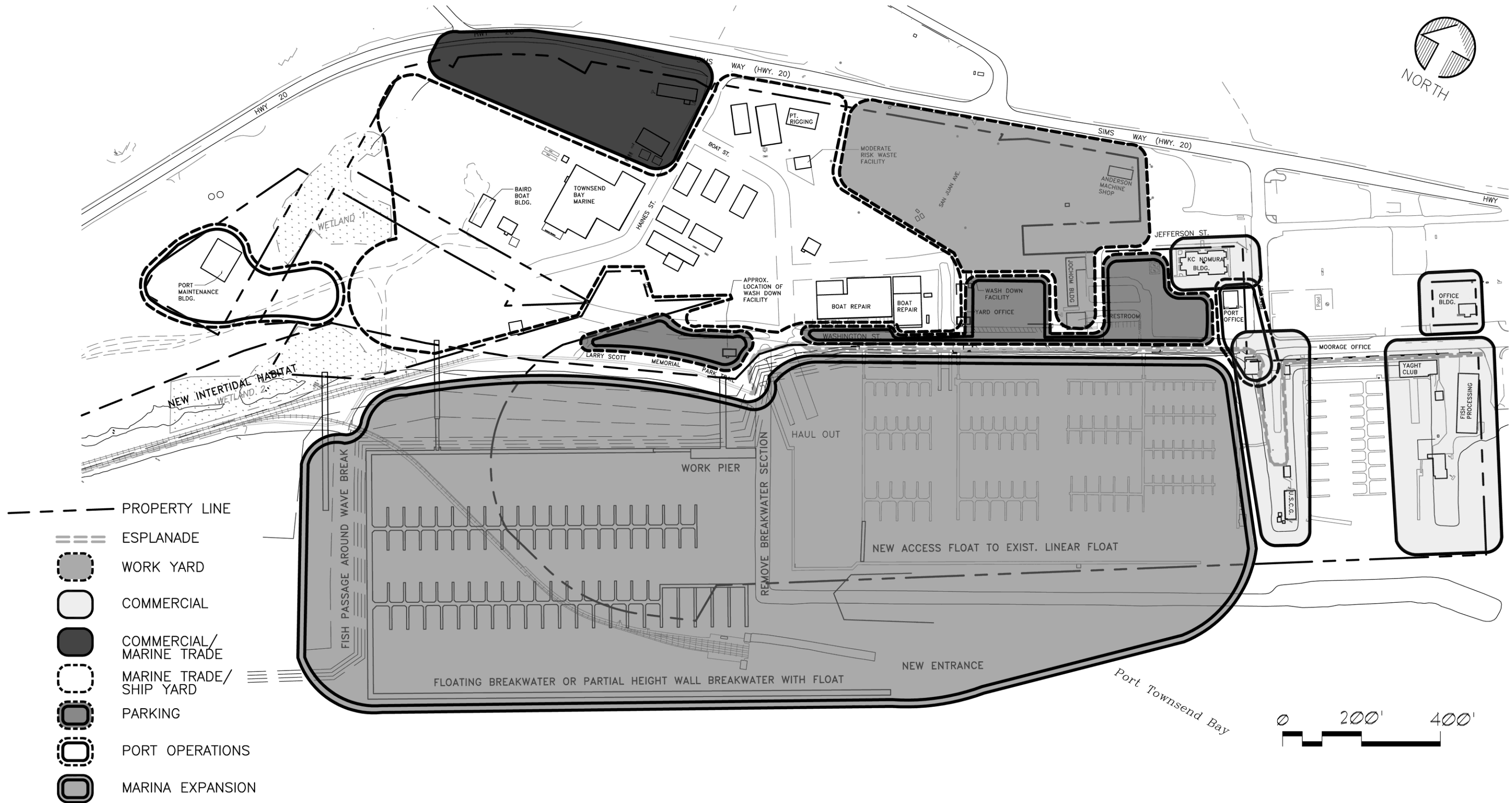
The following elements are included in the cost estimate: new and re-stripped parking areas and a business park including grading, utilities, parking, and two-story structures (35 percent site coverage).

Upland: \$15,300,000

Potential Land Acquisitions

- Boat Haven – Burns property
- Wetlands to the southwest
- Tide lands – lease or purchase

Property southwest of the Port maintenance shed (approx. 0.5 acres)



3.1.3 Environmental Impacts and Potential Mitigation Measures

General Environmental Considerations Common to Alternatives

Built Environment

Several City of Port Townsend land use approvals and permits are associated with each of the Boat Haven alternatives. The City's Comprehensive Plan policies, zoning, and Shoreline Management Program policies and procedures in place at the time a specific project is proposed may restrict some types of land uses or actions in certain areas identified in the proposed alternatives. It is anticipated that many (or all) of the potential impacts to the built environment will be mitigated by the required land use and building permit process.

Natural Environment

Development in or above marine and freshwater environments generally requires permits from federal, state, and local government agencies. Permits are usually required when impacts to navigable waters or fish and wildlife habitat are anticipated. Activities waterward of mean higher high water (MHHW) for tidal waters and ordinary high water (OHW) for freshwater are regulated by the U.S. Army Corps of Engineers (USACE), Washington State Department of Ecology (DOE), and the Washington Department of Fish and Wildlife (WDFW). In addition, the National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (USFWS) must concur that any project requiring federal approvals (a USACE permit, for example) is consistent with the Endangered Species Act (ESA). These agencies will require that proposed projects avoid or reduce project impacts on certain fish and wildlife species through design and/or environmental controls or mitigate impacts through restoration activities.

In general, potential impacts from all marina expansion alternatives include: intertidal [10 to 0 feet mean lower low water (MLLW)] and shallow subtidal (0 to -4 feet MLLW) habitat loss due to dredging or filling; eelgrass and forage fish spawning habitat loss due to dredging or filling; habitat degradation due to shading; obstacles to juvenile salmon migration from piers and docks; and with a fixed wall breakwater, reduced water circulation and impaired water quality from breakwater fill around the marina perimeter; slope steepening; and substrate covering/armoring with riprap or sheetpile.

The existing breakwater at Boat Haven was originally constructed on an intertidal beach, between 0 and 5 feet MLLW, and then dredged for boat access. Remnants of the intertidal beach form an intertidal ledge or bench, about 40 feet wide, extending around the toe of the breakwater to adjacent subtidal depths. Any alternative that removes any part of the breakwater would also require dredging

the intertidal and shallow subtidal habitat bench to achieve navigation depths in the former breakwater footprint. Thus, intertidal and shallow subtidal habitat loss is a potential impact for all breakwater removal alternatives.

It is anticipated that all alternatives will be consistent with regulations pertaining to development in, or adjacent to, wetlands.

Construction Impacts

All alternatives require maintenance and /or expansion activities that will result in localized, short-term construction impacts.

In-water activities may temporarily impact water quality (i.e., increase turbidity, re-suspend sediments, increase the potential for material spills). Increased noise associated with pile driving, anchor placements, etc. may result in avoidance of the immediate work area by “listed” species. These activities will, however, be conducted within the allowable “work window” as determined by the USACE and WDFW (i.e., when a significant number of listed species are not likely to be present) and at low water levels. Care must be taken to ensure that no construction debris enters the water. Use of Best Management Practices will also minimize potential impacts.

Construction noise, dust and truck traffic may also temporarily impact adjacent upland uses.

Alternative 1: Maintain in Existing Condition (No Action)

Marina

No substantial environmental impacts to the natural environment are anticipated because proposed changes, such as float repairs and reconfiguration, would be minor. However, mitigation may be required for habitat impacts due to shading from increases in dock/pier overwater cover at elevations to about –10 feet MLLW.

Pile replacement and maintenance dredging would have minor environmental impacts. If marina dredging were needed to restore authorized navigation depths or to accommodate larger vessels, mitigation might be required for intertidal habitat loss.

No impacts to the Built Environment are anticipated as no significant expansion is proposed. The new shoreline esplanade would improve public access along the shoreline.

Potential Mitigation Measures

Maintenance dredging and pile replacement would have minor environmental impacts that might be reduced or avoided by using environmentally acceptable materials and environmental controls. Other design considerations, such as placing the proposed esplanade on existing pavement and the use of environmentally sensitive construction materials, could be incorporated in the design to avoid impacts and associated mitigation due to shading OHW habitat. If mitigation is required for any proposed actions, opportunities within the marina may be limited to relatively costly actions, such as shoreline reconfiguration to soften the slope or breakwater modification to improve water exchange and juvenile fish passage through the marina. Numerous offsite mitigation opportunities are available within the area of the old trestle. Mitigation examples include shoreline slope modification on the outer breakwater face, removal of creosote-treated piling, removal of old decking and overhead trestle structures, and backshore wetland enhancement.

Considering the relatively low development cost of this alternative, mitigation costs may be disproportionately high.

Uplands

No significant environment impacts to the natural or built environment are anticipated from this alternative. Environmental impacts from the proposed upland alternative would be similar to impacts from existing conditions. No intrusion into Sensitive Areas is anticipated. The amount of impervious surface would not increase significantly given the existing development pattern.

Over time, increased development within the upland area would incrementally increase noise, light and glare, vehicular and truck traffic, and demand for public services. The number of new employment opportunities will depend on the nature of the new businesses. No significant impacts are anticipated as all new development would be consistent with City codes and regulations and is anticipated by the M - II (A) zoning.

Potential Mitigation Measures

It is not anticipated that mitigating measures beyond the usual requirements associated with the City permitting process would be required.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated.

Alternative 2: Marina Deep Water Expansion and Upland Redevelopment (Preferred Alternative)

Marina

Environmental impacts are anticipated because of:

- Loss of intertidal and shallow subtidal habitat by dredging the bench around the south side of the old breakwater, and
- Marina expansion into eelgrass beds.

If fill is required to construct a partial breakwater and float, that fill would constitute an additional impact, although a small area of subtidal fill requires relatively little mitigation.

The loss of intertidal habitat is considered a substantial impact because juvenile salmon migrate along and feed on intertidal habitat between 10 feet MLLW and –10 feet MLLW; the most valuable juvenile salmon habitat is considered to be between 4 feet and –4 feet MLLW. Furthermore, eelgrass habitat provides food and shelter for juvenile salmon and other marine species.

Increased shading from new docks in water deeper than –10 feet MLLW may not be considered a substantial impact because this deeper habitat is not typically in the migration range of juvenile salmon. However, any development within the intertidal range will require an eelgrass survey.

Conversion of intertidal habitat into subtidal habitat is restricted by Washington Administrative Code and federal law (namely, the Clean Water Act and Endangered Species Act). Loss of salmon habitat, such as eelgrass, and associated food resources, such as forage fish, are also restricted by state and federal law.

Marina expansion would also expand public moorage opportunities in this portion of the City, and potentially concentrate moorage along this portion of Admiralty Inlet.

The approximate 200 new marina slips would result in increased vehicular traffic within the upland portion of Boat Haven and would increase the demand for parking. Section 17.72.080 of the Port Townsend Municipal Code requires one off-street parking space per each two moorage slips, excluding slips used only for transient moorage. Demand for water, power, and sanitary pump-outs will increase incrementally.

Potential Mitigation Measures:

The loss of eelgrass habitat along this section of shore would likely require replacement greater than a 1:1 ratio. All mitigation would need to be approved by the regulatory agencies during the permit review process and mitigation ratios for

eelgrass replacement would be determined at that time. Eelgrass habitat replacement for this alternative would be facilitated by the availability of adjacent intertidal habitat (within the trestle and westward) in which to transplant eelgrass. However, there is a low to moderate chance of success for eelgrass transplant survival in this area.

Construction of a shallow, sand-covered ledge or bench along the marina shoreline and covering the existing riprap slopes with fish mix (i.e., a sandy gravel habitat-enhancement mixture specified by WDFW) would compensate for some reconfiguration/expansion impacts. Eelgrass transplanted onto a constructed sandy bench could replace eelgrass lost from expansion; however, construction of new intertidal habitat is relatively costly. Habitat replacement, especially for eelgrass, is relatively expensive because of replacement site acquisition, design, preparation, construction/installation, and long-term monitoring.

The loss of intertidal/shallow subtidal habitat around the existing breakwater would likely require a minimum of 1:1 replacement area and possibly additional mitigation for a temporary loss of habitat function. The value of this intertidal habitat, as determined by regulatory agencies during the permitting process, may trigger a greater replacement ratio (e.g., 2:1).

Habitat impacts from marina expansion would be offset to some extent by removal of the existing rubble mound breakwater, if it is replaced by a floating breakwater. Environmental benefits derived from fill removal and subsequent improved water circulation and fish passage through the marina would largely compensate for marina expansion. Any subtidal fill added to construct a fixed-wall breakwater with float may be considered as habitat loss, although mitigation for a small volume of subtidal fill is not usually difficult to achieve.

Numerous offsite mitigation opportunities would be available within the area of the old trestle. Examples include shoreline slope modification, removal of creosote-treated piles, removal of old decking and overhead trestle structures, eelgrass enhancement (through transplanting), and backshore wetland enhancement.

Depending on the extent of intertidal and shallow subtidal habitat lost due to marina breakwater removal, mitigation effort and costs could range from relatively minor to substantial. A reduction of environmental impacts could be achieved through environmentally sensitive design. Numerous mitigation opportunities (including replacement habitat areas) are available around the new marina breakwater and at the adjacent beach to the west. A combination of fewer environmental impacts and greater mitigation opportunities would allow this alternative to be permitted more easily, quickly, and cost-effectively than Alternative 3.

Regarding the potential for increased sanitary waste, the Port may solicit a private contractor to provide a mobile facility or service to increase the availability of sanitary pump-out facilities at the marina. Alternatively, the Port could install another fixed pump-out unit. The existing stationary pump-out facilities would remain.

Potential mitigation of impacts to the built environment would include a new marina parking plan and coordination of utility improvements.

Uplands

Upland development in Alternative 2 would be the Port's Upland Development Option. No significant environmental impacts are anticipated from this alternative. Similar to Alternative 1, incremental increases in noise, vehicular and truck traffic, etc. will occur as a result of the addition of a business park and the infill of businesses on the property over time. These impacts are customary for the M-II (A) zone.

Potential Mitigation Measures

Similar to Alternative 1, it is not anticipated that mitigating measures beyond the usual requirements associated with the City permitting process would be required.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are known at this time.

Alternative 3: Marina Trestle Expansion and Upland Redevelopment

Marina

Substantial environmental impacts are anticipated because of:

- Conversion of intertidal habitat into subtidal habitat by dredging the bench around the west and southwest sides of the old breakwater
- Marina expansion into eelgrass beds to the west and southwest
- Marina expansion into a documented forage fish spawning habitat to the west
- The addition of two piers and a wave break across intertidal habitat along a salmon migration corridor

If fill is required to construct a partial breakwater and float, that fill would constitute an additional, possibly substantial, impact.

Substantial environmental impacts are anticipated with this Alternative because of the loss of intertidal habitat. Juvenile salmon generally use intertidal habitat

between 10 feet MLLW and –10 feet MLLW; the most valuable juvenile salmon habitat is considered to be between 4 feet and –4 feet MLLW. In addition, adult salmon feed on forage fish, which spawn on intertidal beaches, and eelgrass habitat provides food and shelter for juvenile salmon and other marine resources.

Increased shading from the majority of new docks in deeper water may not be considered an impact at depths greater than –10 feet MLLW.

Conversion of intertidal habitat into subtidal habitat is restricted by Washington Administrative Code and federal law (namely, the Clean Water Act and Endangered Species Act). Loss of salmon habitat, such as eelgrass and salmon food resources, such as forage fish, are also restricted by state and federal law.

Impacts of expansion of the marina to the Built Environment would be similar to impacts associated with Alternative 2.

Potential Mitigation Measures

The loss of intertidal/shallow subtidal habitat around the existing breakwater would likely require a minimum of 1:1 replacement area and possibly additional mitigation for a temporary loss of habitat function. The value of this intertidal habitat may trigger a greater replacement ratio (e.g., 2:1).

Substantial environmental impacts are anticipated because of marina expansion into eelgrass beds along the west beach, trestle, and existing breakwater. The loss of all potential eelgrass habitat along this section of shore would likely require 2:1 (or greater) replacement area and possibly additional mitigation. Because new eelgrass habitat is difficult to maintain, eelgrass replacement ratios can range as high as 4:1. Eelgrass habitat replacement for this alternative would be limited by the lack of suitable adjacent intertidal habitat in which to transplant eelgrass. Furthermore, because intertidal habitat loss has steadily occurred along virtually all of Port Townsend's shoreline since settlement, because relatively little intertidal habitat remains along this part of Port Townsend's shoreline, and because federally listed threatened salmon species use this shoreline, conversion of this additional intertidal area into subtidal habitat permit approvals would be difficult to obtain, and mitigation requirements would be extensive. Habitat replacement, especially for this magnitude of eelgrass loss, would be expensive due to replacement site acquisition and development, design, construction, eelgrass installation, and long-term monitoring.

Substantial environmental impacts are anticipated from marina expansion into forage fish spawning habitat along the west beach, trestle, and existing breakwater. The loss of potential spawning habitat along this section of shore would likely require 2:1 (or greater) replacement area and possibly additional mitigation. Because little is known about the long-term success of constructed forage fish spawning habitat (i.e., its long-term use by spawning forage fish), replacement ratios could range as high as 4:1. Habitat replacement for this

alternative would be limited by the lack of suitable adjacent intertidal habitat in which to construct an artificial beach. Furthermore, because intertidal habitat loss has steadily occurred along virtually all of Port Townsend's shoreline since settlement, because relatively little intertidal habitat remains along this part of Port Townsend's shoreline, and because federally listed threatened salmon species use this shoreline, conversion of this additional intertidal area into subtidal habitat would be difficult to gain permit approvals for, and mitigation requirements would be extensive. Habitat replacement, especially for this magnitude of habitat loss, would be expensive due to replacement site acquisition and development, design, construction, installation, and long-term monitoring.

The impacts from adding about 3,500 feet of floating breakwater would be reduced to some extent by removal of about 500 feet of existing rubble mound breakwater (the west leg); however, dredging the existing intertidal habitat at the toe of the breakwater to provide adequate navigation depths would trigger substantial mitigation. Removal of 500 feet of existing rubble mound breakwater would not substantially offset habitat impacts resulting from constructing a 3,500-foot fixed-wall breakwater with float, although water circulation and fish passage would improve (there is no established mitigation ratio for conversion of filled habitat to shaded habitat). Subtidal fill may be mitigated by removal of intertidal fill, generally at a ratio of 2 subtidal to 1 intertidal, based on area.

The addition of a wave break and two piers across intertidal habitat and a salmon migration corridor would cause additional impacts. These structures would shade intertidal habitat and possibly affect fish migration behavior. Shading reduces intertidal habitat productivity of algae, eelgrass, and benthic organisms that comprise food for salmon and forage fish. During the day, salmon and forage fish tend to avoid darkly shaded areas and delay passage or swim into deeper water, where they may be at greater risk from predators. Impacts from shading on intertidal habitat and salmon and forage fish behavior could be reduced by reducing the number and size of the structures and using metal grating or glass to reduce the density of shade. Because impacts from shade cannot be eliminated by design, these structures would also require mitigation.

Removal of the creosote-treated wood trestle would improve water and sediment quality, which could mitigate for some project impacts, such as shading from new piers.

Mitigation opportunities include restoration or re-creation of intertidal habitat southwest of the marina expansion. Removal of intertidal fill and enhancement of the brackish backshore wetland may be considered an acceptable approach to mitigation; however, the available area may be too small to compensate for the intertidal area lost by marina expansion if an equivalent replacement area is required. If Kah Tai Lagoon is accessible to juvenile salmon, additional mitigation opportunities may be available at that location, through wetland enhancement. Another mitigation option may be to create new beach habitat along the offshore slope of the remaining rubble mound breakwater, using clean

dredge material from the marina expansion. This type of breakwater enhancement for habitat mitigation is being permitted at Squalicum Harbor Marina in Bellingham, Washington.

The greatest disadvantages of this alternative are that:

- A relatively rare intertidal beach and wetland/upland habitat complex would be substantially reduced in size and function, and
- Eelgrass and forage fish spawning habitat around the existing marina would be removed.

Conversion of a broad intertidal beach into a narrow, steepened strip between the shore and marina will likely be viewed by regulatory agencies as losses in area, function, and long-term habitat viability. Substantial mitigation and compensation efforts would be required, and a long and potentially costly permitting effort would probably accompany this alternative. To obtain permit approvals, strong justification for this alternative over the deep-water expansion alternative would need to be demonstrated to the resource agencies. A combination of greater environmental impacts and fewer mitigation opportunities reduces this alternative to a complicated, slow, and expensive permitting option.

Uplands

Upland development in Alternative 3 would be the Port's Upland Development Option, as described in Alternative 2. Please see the environmental impacts and potential mitigation measures description for Alternative 2.

Potential Mitigation Measures

Please see the environmental impacts and potential mitigation measures description for Alternative 2.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are known at this time.

3.2 Point Hudson

3.2.1 Existing Conditions

Built Environment

Ownership

The Point Hudson property includes approximately 32 acres consisting of upland and tidelands lying generally between Jackson Street and the shoreline of Admiralty Inlet, south of Hudson Place. The Port assumed management of Point Hudson in April 2002. The Port leases the majority of the on-site buildings to private concessionaires.



Existing Facilities and Use

The Point Hudson property was developed in 1933-34 for use as an immigration facility, but was never utilized 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 barracks buildings and similar structures. The property was deeded to the Port of Port Townsend in 1956. Several buildings remain on the site from this historical period, such as the Armory Building, the Cupola Building and the Commander's House.

Several studies have been undertaken in the last several years to evaluate the site and existing structures. These studies include:

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

Upland Facilities and 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 restaurants, RV sites, and residences. There are approximately 12+ structures on site, ranging in scale from sheds to single-family residences, to large shops. The interior configurations of the structures also vary, and have been modified over the years. The structures presently may not be conducive to the existing City of Port Townsend zoning designation.

Conditions of the upland structures vary from average to poor. A detailed building assessment is contained in the *Point Hudson Building Assessment and Maintenance Program*. Vapors from creosote pilings, and friable asbestos, and lead paint have been identified as potentially hazardous substances present on the site.

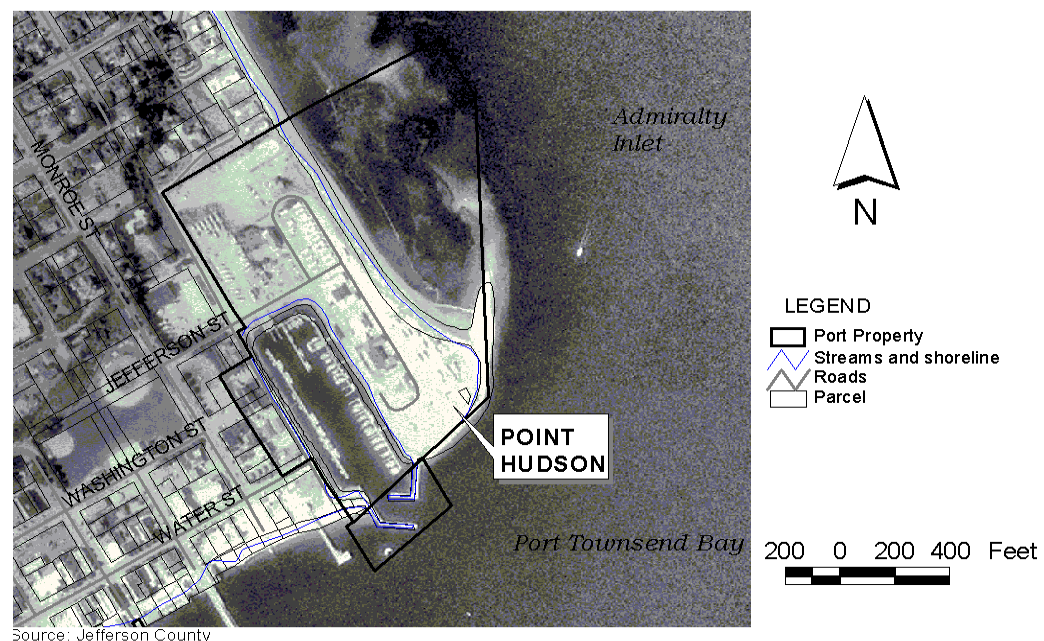
Moorage Facilities and Conditions

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 condition of the marina varies. The west and center docks were replaced in 2002. The eastern dock requires replacement. The harbor is fully protected from wave action by two overlapping breakwaters but is very shallow and requires dredging. The harbor entrance consists of two timber piling jetties about 24 feet wide with timber piling on each side enclosing a riprap fill material. Their condition is unknown. A pier extends out into the harbor from the Harbor Master's office but is essentially not usable. Removal would open up additional space for moorage. The marina also contains a 30-ton boat haulout at the west end of the harbor that can accommodate vessels up to 45 feet. A boat launch ramp is also located in the marina area.

All floats in the harbor are timber with polystyrene flotation and have the minimum required freeboard for safety (less than 9"-12"). The northern float system appears newer than the southern float system. The 580-foot long southern float is currently used for side-tie moorage on both sides. The floats, at rest, are not level and this presents a potential safety hazard. A short steel gangway (not ADA accessible) is the single access point located approximately in the middle of the float. Utility power outlets are spaced about every 60 feet and are in poor condition. Potable water consists of PVC piping and hose bibs spaced near power outlet centers.

The northern float system is in two parts, east and west. Each system is similar in construction and condition and is accessed by separate short aluminum gangways. This set of floats has multiple finger floats along the south side, allowing for bow-in moorage. More vessels could potentially be accommodated with additional finger floats. Side tie moorage is located on the north side of the float system. All utilities are in usable condition but are showing signs of deterioration.



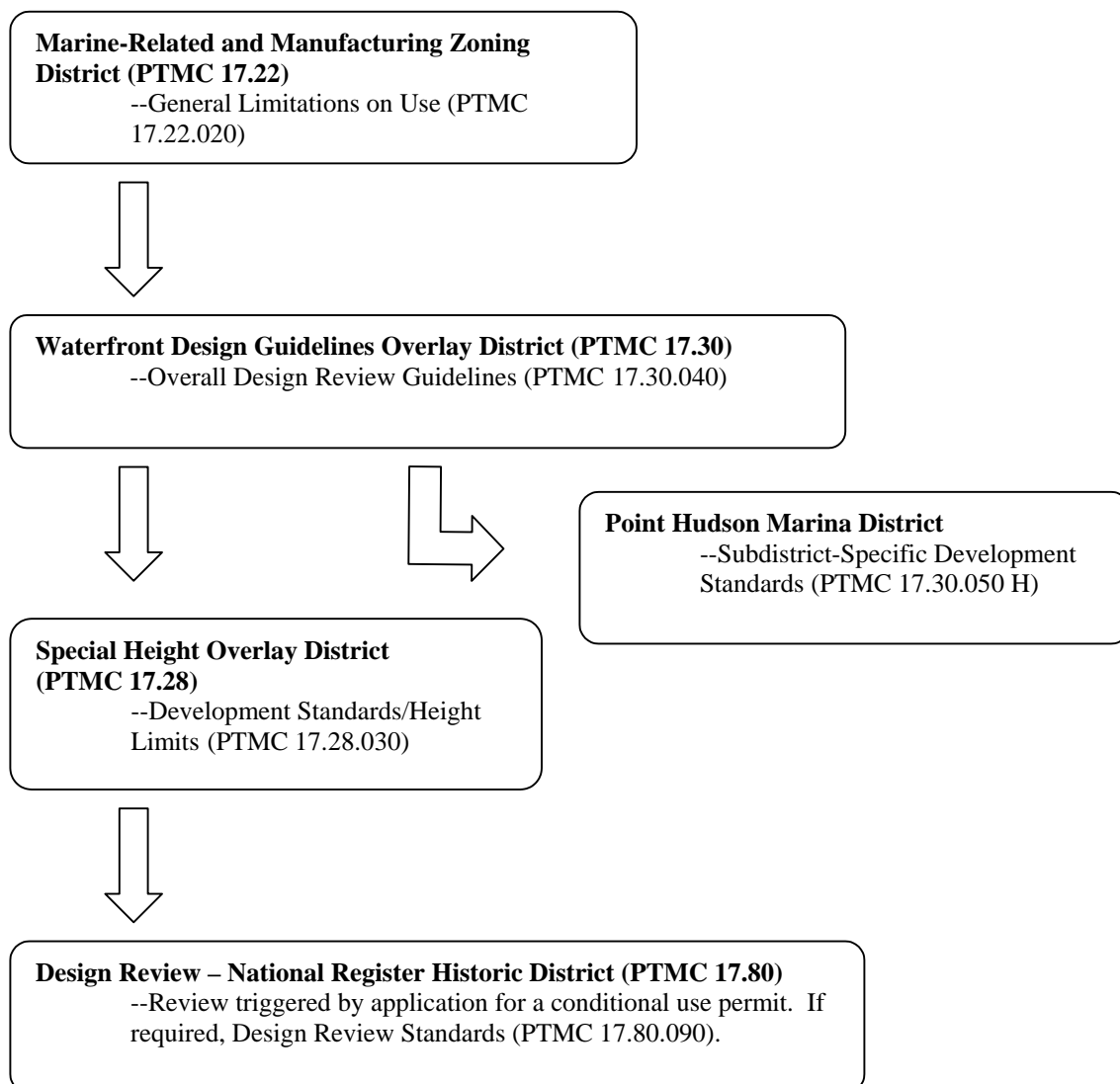
Aerial Photo

Land Use Regulations

The codes and provisions regulating land use on the Point Hudson property are complicated and are organized in multiple layers. This property is encompassed within numerous zoning and shoreline districts and subdistricts, each of which has its own performance standards and review criteria. A code compliance roadmap is located below to help distinguish these myriad codes and to show how they interrelate in a simplified format. Detailed descriptions of the codes are located after the roadmap.

Please note that for those areas within the jurisdiction of the City of Port Townsend Shoreline Master Program (within 200 feet of the shoreline), the SMP regulations supersede those of the City of Port Townsend Municipal Code (PTMC 17.26.020).

Zoning/Comprehensive Plan



Marine-Related and Manufacturing Zoning District: The City of Port Townsend Municipal Code (PTMC) designates the Point Hudson property as located within a Marine-Related and Manufacturing Zoning District (PTMC 17.22). The general purposes of these districts, as stated in PTMC 17.22.10, include:

1. To permit a variety of manufacturing and marine-related uses in limited and appropriate areas, which if located elsewhere would be unacceptable;
2. To protect residential and other non-manufacturing and non-marine areas from adverse and damaging impacts emanating from manufacturing-type or marine-related activities;
3. To protect manufacturing and marine-related areas from other uses that may interfere with the purpose and efficient operation of these areas;
4. To promote economic diversification and provide for employment opportunities for present and future residents;
5. To protect the viability of water-dependent manufacturing enterprises by ensuring adequate and appropriate areas for locating marine-related activities.

Point Hudson is located in the M-II (B) district, which is specific to the Point Hudson property. This district accommodates a variety of marine-related uses but on a less intensive scale than the M-II (A) district, which specifically designates the Port's Boat Haven property. The M-II (B) district promotes mixed-use projects that incorporate water-oriented uses that are consistent with the historic, marine-related character of the area. This land use designation allows for a variety of marine-related manufacturing, commercial, and office uses. Most non-marine related manufacturing, commercial retail, food services including restaurants, public facilities, and utility uses and storage are either not permitted or allowed only under a conditional use permit.

Table 17.22.020 – “Marine –Related and Manufacturing Districts – Permitted, Conditional and Prohibited Uses” identifies land uses that are permitted outright, permitted if marine-related, subject to a conditional use permit, or prohibited outright. This table should be referenced to determine if a land use is permitted on the Point Hudson property. Development and redevelopment in this district is subject to the regulations of the Marine-Related and Manufacturing Zoning District (PTMC 17.22), in addition to others described below.

Waterfront Design Guidelines Overlay District: Point Hudson is also located within the Waterfront Design Guidelines Overlay District and its own subdistrict, the Point Hudson Marina District, as stated in PTMC 17.30. The purpose of the Waterfront Design Guidelines Overlay District is to establish waterfront design

guidelines that protect, maintain, and enhance the diversity of the waterfront area of the city and unique characteristics of certain subdistricts of the city. This code establishes a Historic Preservation Committee (HPC) and stipulates that any plans to “alter, demolish, construct, reconstruct, restore, remodel, or make any visible change to the exterior appearance of any structure” within the Waterfront District, must be reviewed and approved by the HPC. Building officials will not issue permits unless the HPC has issued a Certificate of Review (17.30.030.E.4.d). Interior work, emergency repairs, and ordinary building maintenance are exempt from HPC review.

The role of the HPC is to determine if a project is consistent with the Waterfront District design guidelines. The guidelines are divided into overall guidelines, which address city form, city connections, civic spaces, and new buildings, and subdistrict-specific guidelines. The Point Hudson Marina District subdistrict guidelines (PTMC 17.30.050 H) specifically address style, height, size, proportions, material and appearance of building massing, and setbacks required for new development and redevelopment. Specifically, the Point Hudson guidelines state:

1. New development or redevelopment should be compatible in style, height, size, proportions, and material used with the former Coast Guard and shipyard buildings in this subdistrict. However, new developments are also encouraged to provide a transition to the civic district and the historic commercial district by incorporating features of those subdistricts, such as building materials and construction styles in the design.
2. Buildings more than 30 feet in length or width shall be designed to give the appearance of groups of small buildings by varying building height, massing, setbacks, and façade features, such as windows and doors, every 30 feet along the length of the building.
3. Towers of up to 100 square feet may exceed the height limit by 10 feet; provided that no building shall exceed a total of 50 feet.
4. Public access to and along the shoreline is encouraged in all new development in this subdistrict.
5. Mixed-use projects incorporating both water-dependent and water-related uses as those terms are defined in the plan are strongly encouraged.
6. New parking facilities and additional roads should be minimized.

The recommendations of the HPC “...shall be binding on the applicant and compliance with such recommendations is mandatory” (PTMC 17.30.030 F). The

HPC has 60 days to make a decision from the time it receives a complete application, and committee meetings are open to the public. The code states that, “In order to grant any appeal from the recommendations of the HPC, the city council must find that the Historic Preservation Committee was clearly erroneous in its conclusions or that the HPC failed to adhere to the design guidelines...” (PTMC 17.30.040.G.3). Applicants have 30 days to appeal the HPC decision to the city council (PTMC 17.30.060).

The overall and subdistrict-specific guidelines are applicable to development and redevelopment on the Point Hudson property.

Special Height Overlay District: Chapter 17.28 of the PTMC establishes a Special Height Overlay District to “protect the visual and physical prominence of the bluff which is a unique and dominant land form of the city” (PTMC 17.28.010). Point Hudson is located within this district. All properties within this district are subject to both the properties’ underlying zone classification and to the requirements of the special height overlay district. Height limits at Point Hudson vary by block from 25 feet near the water (Blocks 2, 47, 50, 95 and 98) to 32 feet in the middle (Block 94) to 34 feet near the bluff (Block 99). These limits will be enforced during any development or redevelopment of the property.

National Register Historic District Design Review: The Point Hudson property is within the Design Review – National Register Historic District (PTMC 17.80). The purpose of the district is to, among other things, “Preserve, protect, enhance, and perpetuate those structures, buildings, and improvements that reflect significant elements of the city’s cultural, artistic, social, and economic, political, architectural, engineering, historic or other heritage” (PTMC 17.80.010).

Design review is mandatory for all developments within the district that are also within the C-III, P/OS(A), P/OS(B) or P-I zoning district or on property subject to a conditional use permit. Point Hudson is not located within one of the zones requiring mandatory review, and most marine-related development is permitted outright on the property, as noted in Table 17.22.020 – “Marine –Related and Manufacturing Districts – Permitted, Conditional and Prohibited Uses.” Thus, design review will be required for any use that requires a conditional use permit. For example, design review will be required for food service establishments including restaurants, public parking, or child day care facilities.

Design review required under this code is performed by the Historic Preservation Committee (HPC) and is subject to the procedures and design review standards of Chapter 17.80 of the PTMC. While review is required prior to any demolition, substantial change to a development, or approval of a city permit, the “... recommendations of the HPC set forth in a certificate of review shall be advisory only and shall not be binding on the applicant or any other person; provided, however, that the applicant may at his/her option agree to certain binding

conditions contained therein in the course of approval of a variance, conditional use permit, environmental determination,...” (PTMC 17.80.050).

In simpler terms, the HPC’s recommendations are not be binding, when issued for design review triggered by location within the National Register Historic District. However, the applicant may at their own discretion choose to agree with the conditions. By contrast, HPC design review recommendations issued regarding the Point Hudson Marina District subdistrict (in the Waterfront Design Guidelines Overlay District) are binding and compliance is mandatory, as discussed above.

Comprehensive Plan Review: The Final City of Port Townsend Comprehensive Plan, dated July 1996, was written to provide direction and a vision for future growth of the City of Port Townsend. The Plan was created to comply with the Growth Management Act (GMA) of 1990 and includes elements required under the GMA and voluntary information. The Plan is composed of ten chapters: Adoption Ordinance; Introduction; Community Direction Statement; Land Use Element; Housing Element; Transportation Element; Capitol Facilities & Utilities Element; Economic Development Element; Consistency with the GMA & County-Wide Planning Policy; and Glossary of Terms.

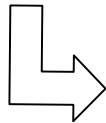
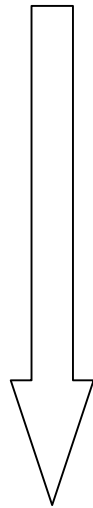
The Comprehensive Plan was generally reviewed with regard to the existing conditions at the Point Hudson property, and no significant incompatibilities were found to exist. The Plan should be reviewed prior to any development or redevelopment to ensure that proposed activities will be consistent with the Plan. Several policies from the Land Use Element (including 9.9 and 9.10) and Economic Development Element (including Policy 3.6) address land and shoreline uses that are applicable to Port properties.

Shoreline Master Program

All land at Point Hudson that is within 200 feet of the shoreline is subject to the policies and standards of the Port Townsend Shoreline Master Program (PTSMP), in addition to the PTMC. This includes a substantial portion of the Point Hudson property. A code compliance roadmap is located below to help distinguish the applicable regulations regarding the shoreline. Detailed descriptions of the codes are located after the roadmap.

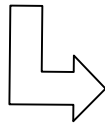
“Urban” Shoreline Designation (PTSMP 4.105)

--Policies and Performance Standards



Port Townsend Urban Waterfront Special District (PTSMP 4.106)

--Policies and Performance Standards



Port Townsend Urban Waterfront Plan – incorporated by reference

--Elements sections should be reviewed for consistency. Design review and subdistrict specific development standards are identical to those of the Waterfront Design Guidelines Overlay District in the zoning code.

Policies and Performance Standards – Use-Specific (PTSMP 5)

--The following subsections may apply: 5.40 – Boat Launches, 5.50 – Commercial Development, 5.60 – Docks, Piers and Floats, 5.70 – Dredging, 5.90 – Industrial and Port Facilities, 5.100 – Landfills, 5.110 – Marinas, 5.130 – Mooring Buoys, 5.140 – Parking Facilities, 5.150 – Recreational Facilities, 5.170 – Scientific and Educational Facilities and 5.190 – Transportation Facilities.

Urban Shoreline Designation: Point Hudson’s shoreline environmental designation is “Urban”, which is defined as an area that is and should remain to be an area of high intensity land use, including residential, commercial, and industrial development. Properties with this designation are subject to the policies and performance standards of the Urban shoreline environment, as noted in the PTSMP Section 4.105.

Port Townsend Urban Waterfront Special District: Point Hudson is encompassed within a subdivision of the urban shoreline environmental designation called the Port Townsend Urban Waterfront Special District. This district is the most intensely developed waterfront area in the City and includes water-dependent and water-related commercial and industrial uses as well as two major marinas, Point Hudson and Boat Haven. Properties in this special district are subject to the policies and performance standards of the Port Townsend Urban Waterfront Special District, as noted in the PTSMP Section 4.106.

The Shoreline Master Program incorporates by reference the Port Townsend Urban Waterfront Plan (UWP) into the Port Townsend Urban Waterfront Special District. This incorporation defines the boundaries of the Urban Waterfront Special District as those of the UWP. In effect, the plan and special district encompass the same area. In addition to defining the spatial boundaries of the Urban Waterfront Special District, this incorporation of the UWP means that the plan elements and development guidelines of the UWP apply to those properties within the Urban Waterfront Special District. The UWP and its applicability are discussed below.

Port Townsend Urban Waterfront Plan: The Port Townsend UWP was adopted by Ordinance #2216 in December 1990, and identifies a vision for the waterfront of Port Townsend. This plan divides the Urban Waterfront Special District into subdistricts; the Point Hudson area is encompassed within its own subdistrict called the Point Hudson Marina District. This subdistrict contains specific development guidelines that should be reviewed prior to any development or redevelopment. The guidelines described for the subdistrict, as noted in the UWP Chapter 5.8, are identical to the development guidelines for the Point Hudson Marina District subdistrict of the Waterfront Design Guidelines Overlay District, as found in PTMC 17.30. In fact, the Waterfront Design Guidelines Overlay District was created in the same ordinance as the UWP. Therefore, the general and subdistrict-specific design guidelines of the UWP and the Waterfront Design Guidelines Overlay District are the same.

The UWP does contain other policies that are found only in the UWP that must be addressed, however. The UWP identifies Community Goals and Objectives, Projects, and Policies and Programs for the following elements of the UWP, as they relate to the Port Townsend waterfront: Aesthetics and Urban Design; Land Use; Economics; Natural Environment; Parks and Open Space; Historic and Cultural Resources; Transportation and Parking; Housing; Public Services and Utilities; Government; and Point Hudson. These element sections of the UWP should be reviewed prior to development or redevelopment of any properties to ensure that the proposed development is consistent with these parts of the UWP.

Future development in this district must be consistent with the element sections and the general and subdistrict-specific design guidelines of the UWP. The element sections are found only in the UWP, but the design guidelines are identical to those of the Waterfront Design Guidelines Overlay District.

Note: Where inconsistencies exist between the goals and policies of the Urban Waterfront Plan and the Port Townsend Shoreline Master Program, the Shoreline Master Program should prevail (Final City of Port Townsend Comprehensive Plan, Policy 17.5, IV-33).

Use-Specific Policies and Performance Standards: Section Five of the Port Townsend Shoreline Master Program (PTSMP) establishes policies and

procedures for specific activities and uses. Compliance with these policies and procedures in addition to other regulations in the PTSMP is mandatory. Where a conflict arises between applicable codes, the more stringent standard will apply.

The activities and uses in Section Five are divided into 20 subsections, each of which has its own set of policies and performance standards. These subsections and their requirements should be reviewed prior to any development or redevelopment on the Point Hudson property to ensure compliance is being met. The subsections include:

5.10 – Advertising	5.110 – Marinas
5.20 – Agriculture	5.120 – Mining
5.30 – Aquaculture	5.130 – Mooring Buoys
5.40 – Boat Launches	5.140 – Parking Facilities
5.50 – Commercial Development	5.150 – Recreational Facilities
5.60 – Docks, Piers and Floats	5.160 – Residential Development
5.70 – Dredging	5.170 – Scientific and Educational Facilities
5.80 – Forest Management	5.180 – Shore Defense Works
5.90 – Industrial and Port Facilities	5.190 – Transportation Facilities
5.100 – Landfills	5.200 – Utilities

Sensitive Areas Ordinance

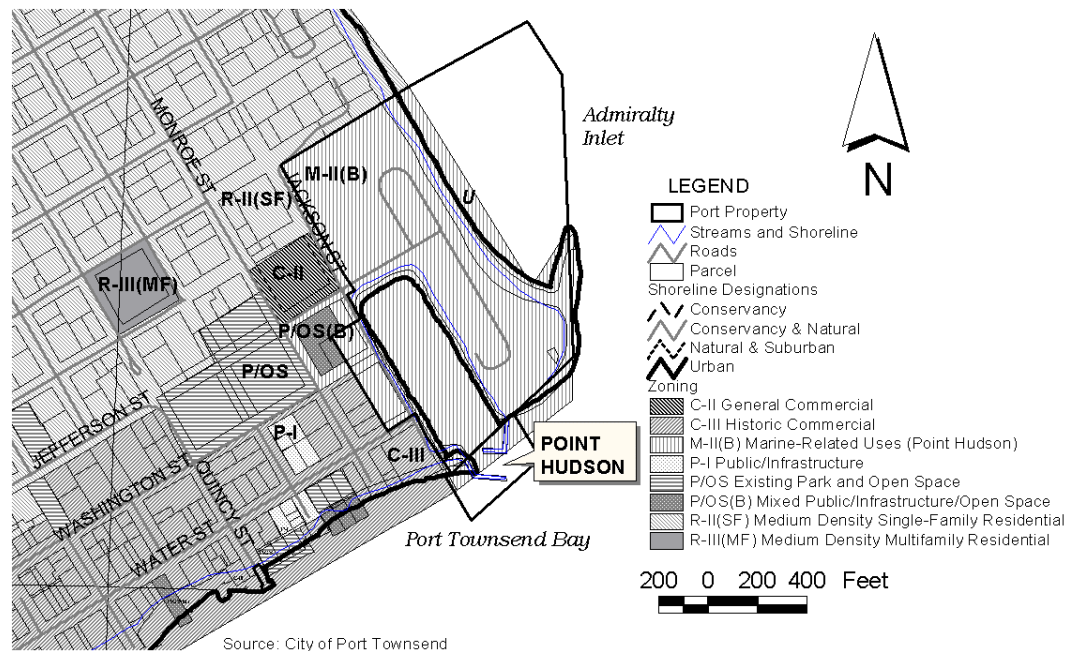
Chapter 19.05 – Environmentally Sensitive Areas of the PTMC establishes standards designed to identify and protect environmentally sensitive areas within the jurisdiction of the City of Port Townsend. The chapter provides general and sensitive area specific performance standards of development for five sensitive areas, which include:

- Sensitive Area 1 – Aquifer Recharge Areas
- Sensitive Area 2 – Fish and Wildlife Habitat Areas
- Sensitive Area 3 – Frequently Flooded Areas and Critical Drainage Corridors
- Sensitive Area 4 – Geologically Hazardous Areas
- Sensitive Area 5 – Wetlands

This chapter applies “...to all development proposals which contain environmentally sensitive areas and associated buffers wholly or partially on-site, whether public or private, unless otherwise exempted or waived...” (PTMC19.05.030 C) and states that, “...a sensitive area permit is required for any development proposal whenever any portion of the site is within an environmentally sensitive area or required buffer area” (PTMC 19.05.040). A waiver of the permit requirement is possible under several circumstances. The Director, for instance, may waive the permit requirement if all development and construction activities are proposed outside the environmentally sensitive area, and are to occur at a distance which is substantially greater than the applicable buffers and setbacks required. This waiver will only be granted if it is determined

that no useful purpose would be served by the permit requirement for that particular instance.

Environmentally Sensitive Areas at Point Hudson are discussed in the Natural Environment section.



Land Use Designations Map

Public Access, Services, and 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.

Marine Access:

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

Fire/Emergency Services:	The City of Port Townsend Fire Department provides fire protection and emergency services at Point Hudson. The Public Information Manager for the Department stated that the Department is adequately staffed with mutual staff from the neighboring fire department, Jefferson County Fire District #6.
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 Puget Sound Energy.
Other:	Telephone service is provided by Qwest and gas service is provided by Petit Oil. Solid waste collection service is provided by Waste Connections/DM Disposal. The Millennium Digital Media Company is the provider of cable and Internet services in this area.

Natural Environment

Environmental Characteristics

Point Hudson Marina is a 4-acre rectangle surrounded by a riprap breakwater and shoreline, with depths ranging from -10 to -12 feet MLLW. Although natural habitat is limited within the marina, a seabird nesting area for Pigeon Guillemot was identified along the northeast shoreline.

Adjacent shoreline to the southwest consists of a broad intertidal and shallow subtidal sand flat, gradually sloping up toward a riprapped upper intertidal shoreline along the waterfront. Eelgrass along the City waterfront was recently mapped (MRC 1999); a large band of eelgrass begins at the southwest entrance to the marina and continues southward between 0 and -19.5 ft MLLW.

Along the north shoreline, eelgrass beds have been identified extending from Point Hudson. These beds provide feeding and resting areas for large concentrations of migrating and wintering waterfowl, which include pintail, mallard, and harlequin ducks, and Brant geese (WDFW 2002a). Bull kelp is found along the north shore, although the cobble substrate needed for permanent attachment is not typically present (Nightingale 2000).

Birds commonly sighted along Port Townsend shoreline, including Point Hudson, include surf scoter, white-winged scoter, western grebe, pigeon guillemot, American widgeon, harlequin duck, common murre, pelagic cormorant, double-crested cormorant, black oystercatcher, and glaucous-winged gull (Nightingale 2000). Less common occurrences have been noted for rhinoceros auklet, tufted puffin, Caspian tern, and osprey (Nightingale 2000). A purple martin nest site was identified along the City shoreline southwest of the marina (WDFW 2002a). The nearest active bald eagle nest is about 1.5 miles north of the marina (WDFW 2002a).

Subtidal geoduck beds occur within 0.5 mile of the marina; however, the marina and adjacent offshore area, out to about 1 mile, is prohibited to commercial shellfish harvest under the 1999 Commercial Shellfish Beach Classification by WDOH.

According to Penttila (2000), a single surf smelt egg was documented on both the north and south side of Point Hudson. By WDFW current criteria, this is not sufficient to allow “documentation” of such sites as *bona fide* spawning sites, worthy of “no-net-loss” protection by WDFW statute and policy (Penttila, 2000). More recent studies performed by the North Olympic Salmon Coalition documented a one-egg surf smelt site at the end of Adams Street (Nifty Fiftys beach) (Kevin Long, personal communication). No sand lance spawning areas in the vicinity of Point Hudson were documented by Penttila (2000) or by later studies (Kevin Long, personal communication), although spawning beaches are found near Point Wilson and Boat Haven marina (WDFW 2002d). The presence of forage fish spawning areas will be addressed in detail at project level design for marina expansion.

No marine mammal haulout areas are found near the marina. River otters are commonly sighted at Point Hudson. Other marine mammals observed along Port Townsend shorelines include orca, gray whale, harbor seal, Dall’s porpoise, harbor porpoise, and California sea lion (Nightingale, 2000).

Point Hudson marina is within the geographic boundaries of the Hood Canal summer chum and Puget Sound chinook salmon Evolutionarily Significant Units; both species are listed as “threatened” under the Endangered Species Act. The shorelines adjacent to the marina and along the City of Port Townsend are considered part of the Hood Canal and Puget Sound salmon and trout migration corridor, with habitat critical to juvenile salmon feeding, rearing, and migration.

Chum salmon are the most abundant salmon along the Port Townsend shorelines; chum are known to spawn in Chimacum Creek and rear along the City shoreline (Nightingale 2000). Other salmon and trout species, including coho and sockeye salmon, and steelhead, coastal cutthroat, and bull trout, show little to no shoreline use along Port Townsend (Nightingale, 2000). Federally listed threatened or endangered species that may be considered to (rarely) occur within this area include bull trout, humpback whale, leatherback turtle, and Steller sea lion.

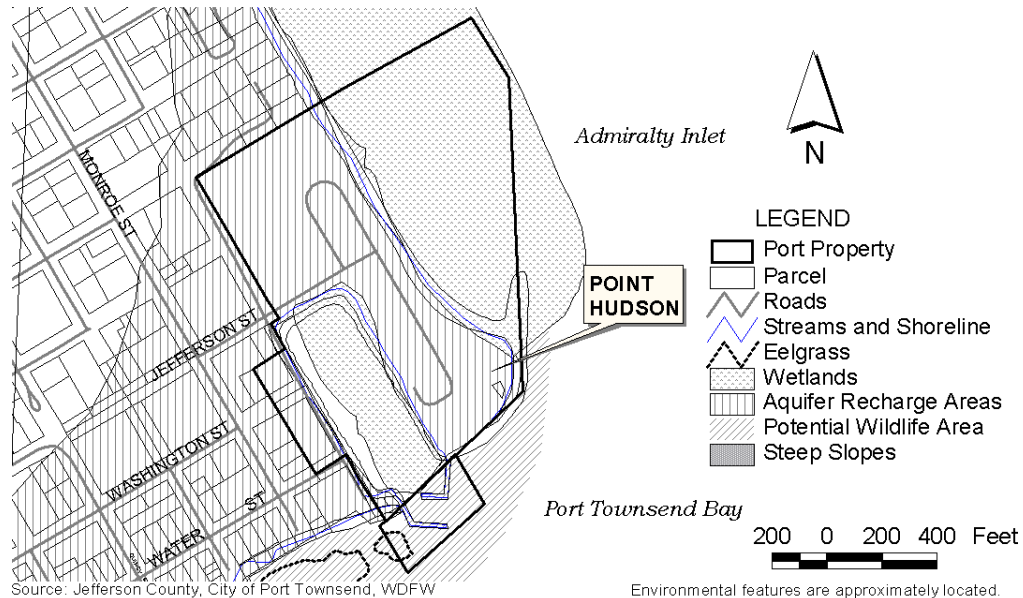
The upland is flat coastal plain, much of which consists of previously filled tidelands. To the west-northwest, fairly steep hills rise from the site (10 ft in elevation) to elevations of 60 to 80 ft.

Please refer to *Port of Port Townsend Comprehensive Scheme: Background Environmental Information*, prepared by Landau Associates, dated December 21, 2002, (on file with the Port of Port Townsend) for further information regarding environmental characteristics contained in this report.

Environmentally Sensitive Areas

The City of Port Townsend has stated that the entire upland area of Point Hudson is mapped as Sensitive Area 1 - Aquifer Recharge Area, and the site may contain areas of Sensitive Area 2 – Fish and Wildlife Habitat Areas, Sensitive Area 4 – Geologically Hazardous Areas and Sensitive Area 5 – Wetlands. The City of Port Townsend maintains an Inventory of Environmentally Sensitive Areas, however, it should be noted that this inventory is not complete and shows only the approximate location and extent of environmentally sensitive areas (PTMC 19.05.030 G). The maps and inventory lists are to be considered only as guides to the general location and extent of sensitive areas and will be used to make a preliminary determination to suggest the presence or absence of environmentally sensitive areas. These maps are updated as new inventories are completed, and these maps should be reviewed prior to submitting any proposal for development or redevelopment of this property.

In the event that environmentally sensitive areas are determined to be located on the property, all future development on the site will be subject to the performance standards for development in environmentally sensitive areas, as well as the general and sensitive area specific development standards and provisions of the sensitive areas determined to be located on site, as outlined in Chapter 19.05 of the PTMC.



Environmental Features Map

3.2.2 Alternatives Analysis

Three alternatives for future use of the Point Hudson site are presented in this section. The alternatives were developed through a collaborative effort of the Port staff and Commissioners, an Advisory Committee and the consultant. The alternatives take into consideration varying issues and land use potential on four distinct areas on the Point Hudson property. The four areas include the marina basin and three upland areas identified as the northeast, north and southwest areas.

This technique of breaking the site down into areas for discussion of development alternatives is appropriate because each area is unique and contains distinct characteristics. A “blanket approach” to alternatives for site development would require overgeneralization and would not facilitate meaningful discussion of site development specifics.

The **marina area** includes the marina basin, haul out area and in-water infrastructure. The **northeast area** includes the existing restroom building, Main building, Pavilion building, motel, and office, as well as RV sites and parking areas. The **north area** includes the RV park, Cupola House, Commander’s House, the duplex building and Fleet Marine buildings and yard area. The **southwest area** includes the Armory Building, storage buildings and a restaurant.

Consistencies Between Alternatives: Several alternatives for the Point Hudson site have identical features. Each alternative anticipates a mix of uses on the property, for example. These uses may include marine- and non-marine related

uses. Some of the anticipated uses would conform to existing zoning and development regulations while others would conflict with current codes. It is anticipated that a zoning amendment will be required to facilitate development of the proposed alternatives.

Creation of new public access and open space through installation of a new esplanade and open space areas will accompany two development options at Point Hudson. The esplanade will lead around the perimeter of the marina basin, and along the shoreline of Point Hudson itself. Nodes of open space will be added in several areas along the shoreline.

Each option preserves important existing buildings on the site, including the Cupola House, the Commander's House, and the Armory Building. Several options call for re-use of existing structures, when feasible. The Armory Building will remain in its current location, while the Commander's House and Cupola House may be relocated in some alternatives.

Guidance: This Guidance section was used in the Draft Alternatives Analysis (issued for public review in December 2002) and has been re-inserted into the Final Comprehensive Scheme Update & FEIS document to clarify the decision-making process that was undertaken to determine the alternatives for the Point Hudson property. The following issues formed the basis for development of the alternatives for Point Hudson. These were derived from the Port staff, Commissioners, and Advisory Committee comments.

1. Define the alternatives for the property in terms of uses, not zones.
2. One alternative should more closely reflect "existing conditions", or a no action effect.
3. Include public access in every alternative.
4. The west area of the site should be marine-related commercial/trade.
5. Consider using existing structures for new uses before considering demolition.
6. Provide a preamble and vision for the entire site, and develop alternatives around this vision.
7. Design the alternatives to be consistent with the goals adopted in the December 1994 Point Hudson Phase III Final Report:
 - *Point Hudson must be financially self supporting;*
 - *Protect small scale nature;*
 - *Provide a high degree of public access/use;*

- *Preserve the historic character;*
- *Encourage marine trades and water oriented uses; and,*
- *Maintain property in Port/public ownership.*

These goals, taken from the December 1994 Point Hudson Phase III Final Report, are specifically addressed below:

Goal 1: Point Hudson must be financially self-supporting

Accomplished by: Increasing sources of revenue by encouraging new business and mixed uses for the site.

Goal 2: Protect small-scale nature

Accomplished by: City development regulations require design review.

Goal 3: Provide a high degree of public access/use

Accomplished by: Maintaining existing public access and rights of use and creating new public access and open space through installation of the esplanade.

Goal 4: Preserve the historic character

Accomplished by: Retaining and reusing existing structures, as feasible.

Goal 5: Encourage marine trades and water oriented uses

Accomplished by: Creating new spaces for marine-related commercial and retail businesses to occupy and by improving or enlarging the marina basin to encourage increased use of marina and supporting businesses at the site.

Goal 6: Maintain property in Port/public ownership

Accomplished by: Proposing three alternatives that involve retention of ownership by the Port.

Alternative 1: Marine Trades/Marine Commercial (No Action)

Summary of Alternative 1

Marina:	Minor remodel
Uplands:	NE - Buildings remain; Continued uses include marine-related commercial/retail, transient accommodation, parking and open space
	N - Buildings and existing uses remain; Site improvements added
	SE - Buildings remain; Marine-related commercial/retail uses/mixed use and parking

This Alternative is shown in Figure 3-4.

Full Description of Alternative 1

Marina

This alternative would leave the marina “as is,” with minor reconfigurations and updates. The existing old timber floats would be replaced with new floats. The single shorter slips on the north dock will be replaced with double slips slightly longer than the existing slips. The linear moorage on the south side of the basin would remain. Ongoing maintenance such as dredging of the marina entrance and other shallow areas and repair of the existing jetties would occur.

Costs

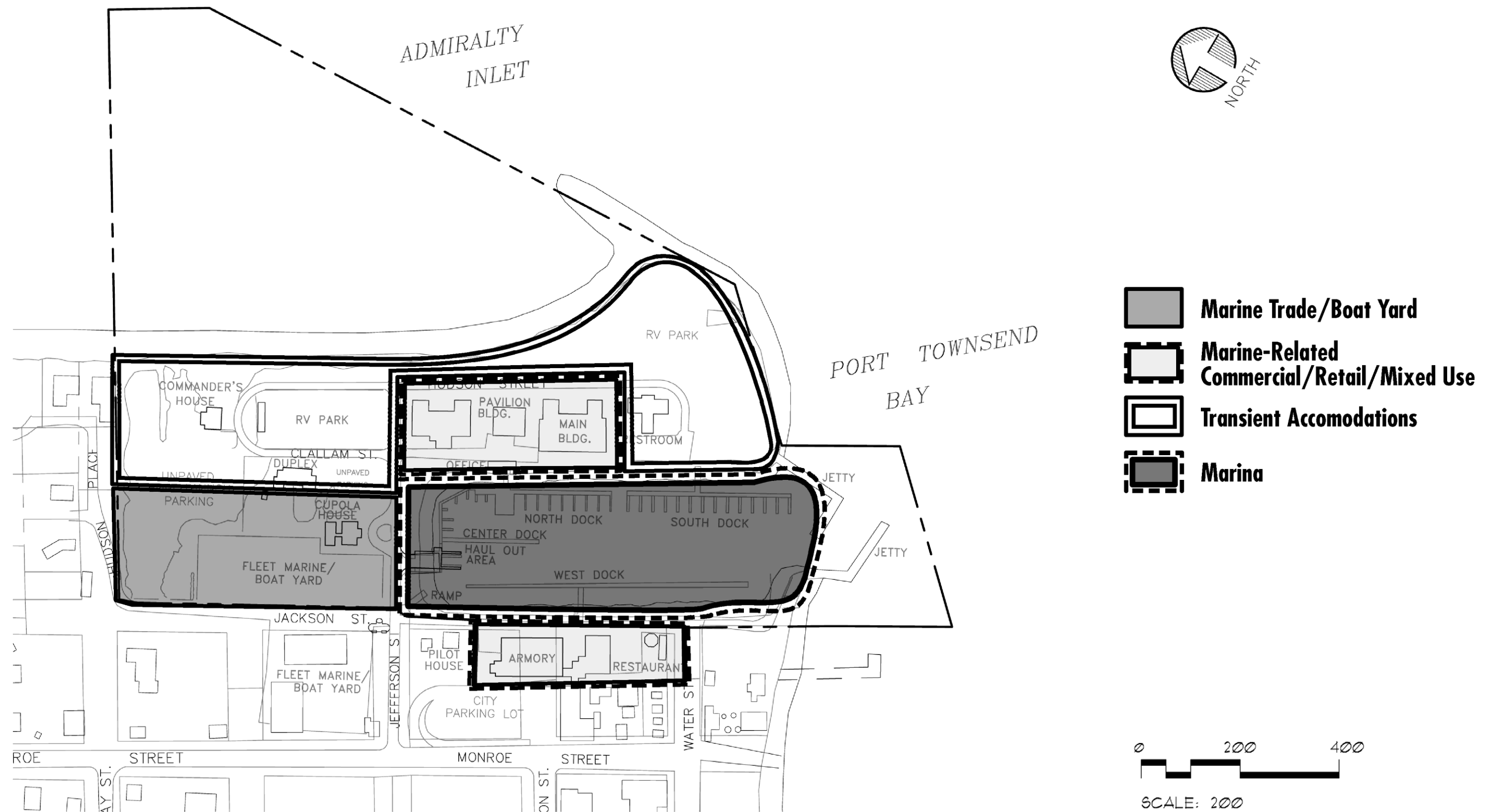
The following elements are included in the cost estimate: demolition of floats, and new floats and utilities.

Marina: \$ 1,720,000

Uplands

The northeast area would continue to be used for marine-related commercial/retail uses and transient accommodations. New or continued uses would take place within the existing structures, and might include marine-related businesses, improvements to the existing RV Park and supporting facilities, and/or construction of parking for general use.

The area north of the marina would continue to be used for marine-related trade and transient accommodations. Site improvements such as new or reconfigured boat storage, auto parking areas and updated RV accommodation infrastructure and facilities may be made. The Commander’s House and the residence may be relocated to the north shoreline area for use as a bed and breakfast, if necessary.



The area southwest of the marina would accommodate marine-related commercial/retail/mixed uses and parking. The existing Armory Building and restaurant would remain in place, and potentially be used for commercial purposes. Parking would be located between the two structures.

Costs

The following elements are included in the cost estimate: new paved parking and new configuration, parking and utilities at the RV park.

Uplands: \$1,490,000

Alternative 2: Marine Commercial (Preferred Alternative)

Summary of Alternative 2

- Marina: Moderate remodel
- Uplands: Esplanade added around perimeter of marina basin and northeast shoreline
 - NE - Buildings remain, if feasible; Marine-related commercial/retail/mixed use and open space
 - N - New buildings; Marine-related commercial/retail/mixed use, hotel/RV lodging and parking
 - SE - Buildings remain, uses are marine-related commercial/retail/mixed use and parking

This Alternative is shown in Figure 3-5.

Full Description of Alternative 2

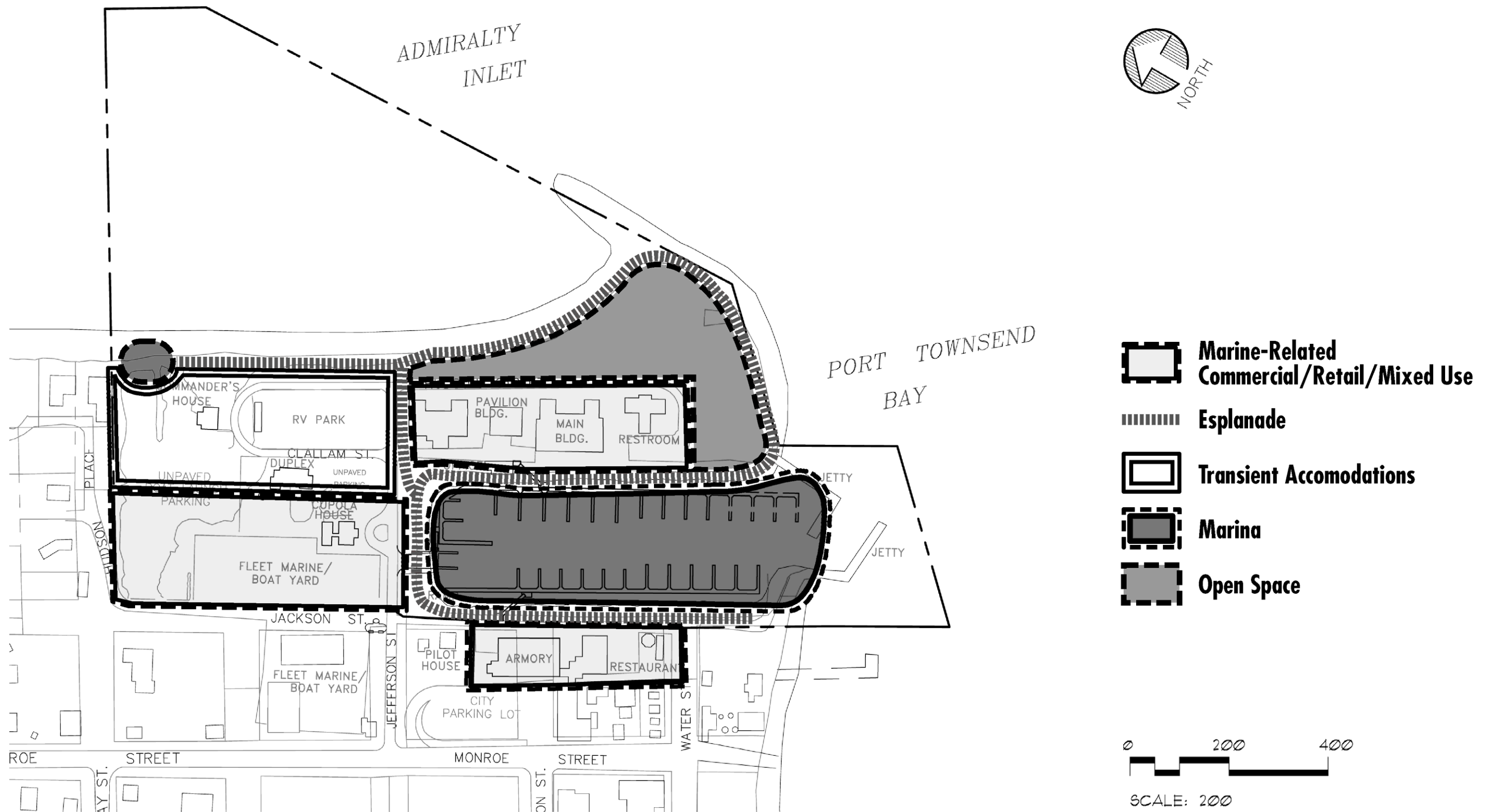
Marina

This alternative would replace the existing floats with new floats, and may reconfigure the docks within the existing basin to maximize the moorage capacity. One option, as shown in Figure 3-5, would add forty- and fifty-foot slips to the south dock and fifty- and sixty-foot slips to the north dock. The slips would be oriented similar to their existing configuration. Sections of linear moorage would be provided for small cruise ships and rafting. The center dock near the haul out would be shortened, and new gangways would be installed at appropriate access points. This option would provide approximately 1,100 additional linear feet of moorage above the existing conditions.

Costs

The following elements are included in the cost estimate: demolition of floats and wharf, and new floats and utilities.

Marina: \$2,080,000



Uplands

An esplanade and open space areas would be installed around the perimeter of the marina basin and along the northeast shoreline to create new public access and open space. The esplanade could eventually be connected to the esplanade at the Boat Haven Marina. These two esplanades support the vision in the City's Urban Waterfront Plan. The three upland areas will contain a mix of uses, ranging from marine-related and non-marine-related commercial, retail, office and service uses.

The northeast area would be designated for marine-related commercial/retail/mixed-use and open space. New or continued uses would take place within the existing structures, if feasible, and might include restaurants, offices, and other mixed uses. The remainder of this area would be designated open space. A public park and associated facilities may be installed.

The area directly north of the marina would be used for marine-related commercial/retail/mixed use, transient accommodations and parking. This may include a zone for marine-related and mixed-use businesses, construction of a parking lot for public and business use, and/or construction and site development of a hotel and/or RV park. This option would include relocation of the Commander's House and the residence to the north shoreline for use as a bed and breakfast.

The area southwest of the marina would be configured in essentially the same way as described in Alternative 1 other than parking would be replaced with additional commercial uses.

Costs

The following elements are included in the cost estimate: an esplanade and open space, new paved parking, a hotel, moving a building, new commercial buildings and utilities, and new configuration, parking and utilities at the RV park. Note: the hotel would likely be paid for by a private party.

Uplands: \$10,480,000

Alternative 3: Transient Accommodations/Marine Commercial

Summary of Alternative 3

Marina:	Major expansion
Uplands:	Esplanade added around perimeter of marina basin and northeast shoreline
	NE - Buildings removed; Open space
	N - New buildings; Marine-related commercial/retail/mixed use, hotel/RV lodging and parking

SE - Buildings remain; Marine-related commercial/retail/mixed use and parking

This Alternative is shown in Figure 3-6.

Full Description of Alternative 3

Marina

The existing moorage basin in this alternative would be enlarged to the north to create additional moorage. The existing buildings along Hudson Street on the north edge of the basin would be removed and this area would be dredged to create space for additional moorage docks. The slips would range in size from forty to sixty feet and would be oriented north/south, opposite of the existing conditions. Additional linear moorage would be provided and new gangways would be installed at appropriate access points. This option would provide approximately 1,300 additional linear feet of moorage above the existing conditions. This is shown in Figure 3-6.

Costs

The following elements are included in the cost estimate: demolition of floats and wharf, and new floats and utilities.

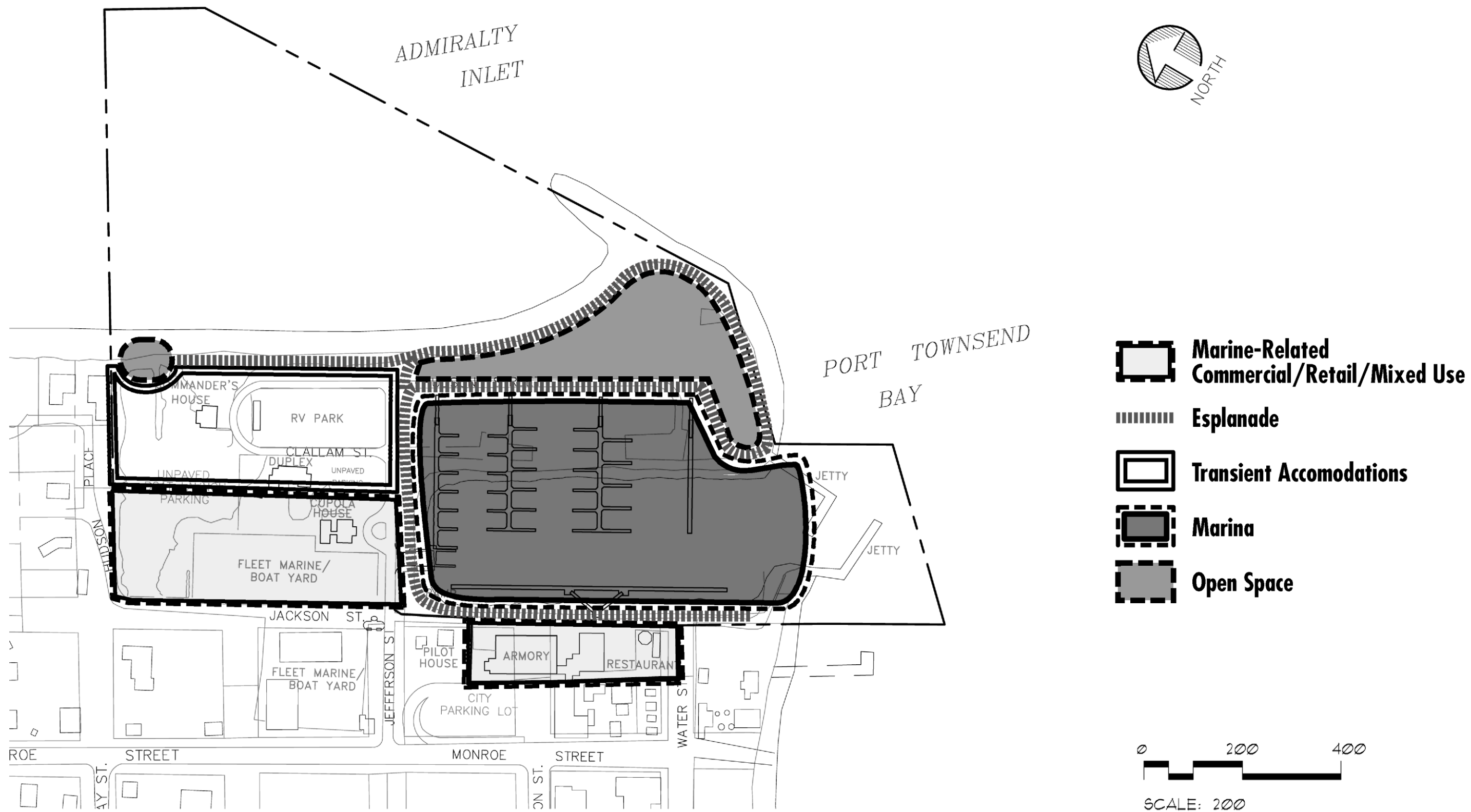
Marina: \$4,100,000

Uplands

An esplanade and open space areas would be installed around the perimeter of the marina basin and along the northeast shoreline to create new public access and open space. The esplanade could eventually be connected to the esplanade at the Boat Haven Marina. These two esplanades support the vision in the City's Urban Waterfront Plan. The three upland areas will contain a mix of uses, ranging from marine-related and non-marine-related commercial, retail, office and service uses.

The northeast area in this alternative would be designated as open space. A public park and associated facilities may be installed. This limited use is ideal due to the reduced width and overall size of this area as a result of the marina expansion. Relocation or demolition of all existing structures in this zone would accompany the marina expansion and development of this area.

The area directly north of the marina would be used in the same manner as in Alternative 2, which is marine-related commercial/retail/mixed use, transient accommodations and parking. This may include a zone for marine-related and mixed-use businesses, construction of a parking lot for public and business use, and/or construction and site development of a hotel and/or RV park. This option would include relocation of the Commander's House and the residence to the north shoreline for use as a bed and breakfast.



The area southwest of the marina would be configured in essentially the same way as described in Alternative 1 other than parking would be replaced with additional commercial uses.

Costs

The following elements are included in the cost estimate: an esplanade and open space, new paved parking, a hotel, moving a building, and new commercial buildings and utilities. Note: the hotel would likely be paid for by a private party.

Uplands: \$13,980,000

Potential Land Acquisitions

The Port has considered acquisition of the following properties adjacent to the Point Hudson property. Acquisition of any of these properties would be included in the Development Scenario included in the Port of Port Townsend Comprehensive Scheme for Point Hudson.

- Fleet Marine
- Property north of Fleet Marine
- Pilot House property

3.2.3 Environmental Impacts and Potential Mitigation Measures

General Environmental Considerations Common To All Alternatives

Built Environment

Several City of Port Townsend land use approvals and permits are associated with each of the Point Hudson alternatives. City of Port Townsend Comprehensive Plan policies, zoning, and Shoreline Management Program policies and procedures, as well as state and federal regulations, may restrict some types of land uses or actions in certain areas proposed in these alternatives.

Natural Environment

Development in marine and freshwater environments often requires permits from federal, state and local government agencies. Permits are usually required when impacts to navigable waters or fish and wildlife habitat are anticipated. Activities waterward of mean higher high water (MHHW) for tidal waters and ordinary high water (OHW) for freshwater are regulated by the U.S. Army Corps of Engineers (USACE), Washington State Department of Ecology, and Washington Department of Fish and Wildlife (WDFW). In addition, the National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (USFWS) must concur that any project with federal approvals (a USACE permit, for example) is consistent with the Endangered Species Act. These agencies will require that proposed projects avoid or reduce project impacts on certain fish and wildlife species through design and/or environmental controls, or mitigate impacts through restoration activities.

In general, potential impacts from the marina expansion alternative includes: intertidal [10 feet to 0 feet mean lower low water (MLLW)] and shallow subtidal (0 feet to -4 feet MLLW) habitat loss due to dredging or filling; eelgrass and forage fish spawning habitat loss due to dredging or filling; habitat degradation due to shading; slope steepening; and substrate covering/armoring with riprap or sheetpile.

Construction Impacts

All alternatives require maintenance and /or expansion activities that will result in localized, short-term construction impacts.

In-water activities may temporarily impact water quality (i.e., increase turbidity, re-suspend sediments, increase the potential for material spills). Increased noise associated with pile driving, anchor placements, etc. may result in avoidance of the immediate work area by “listed” species. These activities will, however, be

conducted within the allowable “work window” as determined by the USACE and WDFW (i.e., when a significant number of listed species are not likely to be present) and at low water levels. Care must be taken to ensure that no construction debris enters the water. Use of Best Management Practices will also minimize potential impacts.

Construction noise, dust and truck traffic may also temporarily impact adjacent upland uses.

Alternative 1: Marine Trades/Marine Commercial (No Action)

Marina

No substantial impacts to the natural environment are anticipated because proposed changes, such as float repairs and reconfiguration, would be minor. Dredging and pile replacement would have minor environmental impacts. Minor mitigation may be required for increases in dock/pier overwater cover (i.e., habitat shading); however, shading impacts on habitat greater than –10 feet MLLW would not likely require mitigation. Marina dredging (in the range of 6,000 – 8,000 cubic yards) to restore authorized navigation depths would not likely require mitigation.

Impacts to built environment would be minor as no significant expansion is proposed.

Potential Mitigation Measures

Few opportunities exist for onsite (i.e., within the marina) mitigation, although slope modification (e.g., cover with fish mix) within the marina, or jetty breakwater habitat enhancement may be possible. Impacts from dredging and pile replacement might be reduced or avoided by using environmentally acceptable materials, such as steel, concrete, and ammoniacal copper zinc arsenate (ACZA)-treated wood and environmental measures to control sediment suspension.

Uplands

Impacts to the natural environment for all Point Hudson upland alternatives would be similar and minor because no upland habitats, such as wetlands, are present. Proposed changes in open space designation would not likely affect adjacent habitat. Whether the open area adjacent to Point Hudson is occupied seasonally by large numbers of short-term beach visitors, or year-round by small numbers of long-term RV visitors, impacts to wildlife would remain largely unchanged.

Increases in impervious surface areas from pavement, compacted gravel, or compacted sod, would not measurably affect the upland or marine environment or resources in this or adjacent areas. Dense plantings of native riparian vegetation along the shoreline would benefit fish and wildlife habitat and offer some

environmental mitigation benefit. The proposed esplanade could be designed to have no impacts on fish or wildlife in the area.

Impacts to the built environment may include an incremental increase in noise, light and glare, vehicular and truck traffic and demand for public services. No significant impacts are anticipated, as all development would be consistent with the City's land use regulations for the M-II (B) district. Given the configuration of the existing structures, it is unclear to what extent new marine-related businesses could use the site without extensive building remodeling.

The visual appearance of the site would remain substantially unchanged. Given the age and condition of the on-site structures, maintenance responsibilities will increase significantly. Issues of vapors from creosote piling, friable asbestos, and lead paint must be addressed.

Consistency with Resolution 94-148

Alternative 1 is consistent with goals related to protecting the small-scale nature of the facility, preserving the site's historic character, and maintaining the property in Port/public ownership. Because it is unknown to what extent new marine-related businesses could use the site without extensive building remodeling, it is unclear whether or not this alternative is consistent with the goals regarding Point Hudson being financially self-supporting and encouraging marine trades and water-oriented uses. Alternative 1 would not change the present provision of public access.

Potential Mitigation Measures

It is not anticipated that mitigating measures beyond the usual requirements associated with the City land use and building permit process would be required. A written creosote, asbestos and lead management plan could be adopted to address management of these materials.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated.

Alternative 2: Marine Commercial

Marina

Similar to Alternative 1, this alternative presents no substantial impacts to the natural environment because proposed changes, such as float repairs and reconfiguration, would be minor. See discussion of impacts under Alternative 1 for more detail.

Impacts to the built environment would be minor as no expansion is proposed.

Potential Mitigation Measures

Potential mitigation measures would be similar to those identified for Alternative 1.

Uplands

Impacts to the natural environment would be minor because no upland habitats, such as wetlands, are present. See discussion of impacts under Alternative 1 for more detail.

Alternative 2 anticipates partial redevelopment of the upland area and a general increase in the intensity of use. Without a substantial remodel or replacement of the existing buildings in the “Northeast” area, it is unclear how these facilities could accommodate marine trade uses, given the interior configurations of the existing buildings and the lack of adequate insulation. Any remodeling activities must address exposure to vapors from creosote impregnated piling, and potentially friable asbestos, and lead paint. With Alternative 2, retention of the existing buildings will result in increased maintenance responsibilities as the past deferred maintenance and lack of capital investment is ended.

Certain proposed non marine-related uses, especially in the “north area” (i.e., a hotel), may not be consistent with the City’s current M-II (B) zoning regulations. The proposed new esplanade and open space areas would create new shoreline public access and open space, consistent with the City’s Waterfront Plan.

Increased use of the upland portion of the site will result in increased noise, nighttime light and glare, vehicular and truck traffic, and an increased demand on City services. Jefferson and Water Streets will experience an increase in traffic accessing the site.

The character of the site may change moderately as activity levels increase, the Commander’s house and northern residence are relocated, and a new one or two-story building is constructed in the “north area”. The new development will likely increase local sales tax revenue and provide additional employment opportunities.

Consistency with Resolution 94-148

Alternative 2 is consistent with goals related to Point Hudson being financially self-supporting, protecting the small scale nature of the facility, providing a high degree of public access/use, encouraging marine trades and water-oriented uses (although some non-marine uses may be included), and maintaining the property in Port/public ownership. Because it is unknown to what extent existing buildings may be removed and what the architectural character of any new buildings will be, it is unclear whether or not this alternative would be consistent with the goals regarding preserving the historic character of the site.

Potential Mitigation Measures

Potential mitigation measures relate to maintaining the existing character of the site, working with the City to resolve issues related to master planning and permitted land uses, and minimizing impacts to the transportation and utility systems. Construction of new commercial buildings suitable for marine-related uses would assist in attracting new uses to the site.

A written creosote, asbestos and lead management plan could be adopted to address management of these materials in buildings to be retained and/or renovated.

Specific mitigating measures will be identified during a later phase of the project, when more information regarding a proposed project is available.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are known at this time.

Alternative 3: Transient Accommodations/Marine Commercial

Marina

This alternative presents few environmental impacts, if combined with environmentally sensitive design, because dredging for marina expansion (approximately 75,000 cubic yards) would remove historic fill and create new marine habitat within the boat basin. Other changes, such as new floats, float repairs, and reconfiguration, would be minor. As in Alternatives 1 and 2, minor mitigation may be required for impacts from increases in dock/pier overwater cover (i.e., habitat shading), dredging and pile replacement. See discussion of Alternatives 1 and 2 for more detail of potential impacts.

The most significant impact to the built environment would be the impact to the character of the site. Marina expansion requires removal of the existing motel, pavilion building, main building and restroom building. The existing RV facility would also be removed. The northeast portion of the site would be transformed from its current mix of early – 1900's vintage buildings and RVs, to an expanded marina and open space. Public access along the shoreline would be increased.

Impacts to the built environment from increased marina use would be minor, and would result from the increased guest moorage at the marina (i.e., an incremental increase in traffic and need for additional off-street parking).

Potential Mitigation Measures

Onsite mitigation for in-water impacts could be achieved by designing the new north slope to enhance juvenile salmon migration through the integration of a

sandy covered, shallow-water habitat bench. Other riprap slopes could be covered with fish mix to compensate for reconfiguration/expansion impacts. Use of environmentally acceptable materials and environmental control measures might reduce or eliminate potential impacts.

Upland shoreline along the north slope could be heavily planted with an overhanging buffer of native riparian vegetation, to further enhance intertidal fish habitat. Adjacent offsite habitat improvements for salmon mitigation, if required, could be designed around the existing marina jetties. Overall, this alternative would increase aquatic habitat within the marina by removing previous fill and exchanging upland for marine environment. Project impacts will be evaluated and the extent of mitigation will be determined during the permitting phase.

Uplands

Impacts to the natural environment would be minor because no upland habitats, such as wetlands, are present. See discussion of Alternative 1 impacts for more detail.

Impacts to the built environment would include a change in the visual character of the site, increased public shoreline access and recreational opportunities and impacts as described in Alternative 2. Demolition of buildings in the “Northeast” area would require a management plan to address issues related to creosote, asbestos and lead paint.

Consistency with Resolution 94-148

Alternative 3 is consistent with goals related to Point Hudson being financially self-supporting, protecting the small-scale nature of the facility, providing a high degree of public access/use, encouraging marine trades and water-oriented uses (however, some non-marine uses are also proposed), and maintaining the property in Port/public ownership. Although some existing buildings would remain (including the Commander’s House, Guest House, Cupola House, Armory, and Sail Loft), it is uncertain as to whether or not this alternative would be consistent with the goal regarding preserving the historic character of the site.

Potential Mitigation Measures

Potential mitigation measures relate to maintaining the existing architectural character of the site, working with the City to resolve issues related to master planning and permitted land uses, and minimizing impacts to the transportation and utility systems. These mitigating measures will be identified during a later phase of the project, when more information regarding a proposed project is available.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are known at this time, although it is recognized that removal of existing buildings may be seen by some as a significant loss.

3.3 Quilcene Boat Haven Marina

3.3.1 Existing Conditions

Built Environment

Ownership

The Quilcene Boat Haven Marina ownership on Quilcene Bay encompasses approximately 40 acres of waterfront and adjoining upland lying at the south end of Linger Longer Road on the west shore of the Bay. The waterfront property lies within two unconnected parcels approximately 5.8 acres in size. The Port's waterfront land also includes a considerable amount of submerged tidelands lying beneath the Bay.



Existing Facilities and Use

Existing in-water facilities on Port property include a 50-boat marina, boat launch ramp, fuel and water service, and rock breakwaters. The upland property west of Linger Longer Road consists of forested, steep hillsides and a two-acre area of gravel extraction for local use.

The marina consists of a small manmade harbor and floating docks that can accommodate approximately 50 boats. Two large riprap revetments were extended from shore to create the harbor. A small fuel dock (gas and diesel), sanitary sewer pump-out, and a single-lane launch ramp are also situated within the harbor along with the boat slips. Generally, the marina is in fair 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 marina facility owned by the Port in southeastern Jefferson County.

The floating docks are concrete with structural timber wales and are in fair to poor condition with minimal freeboard (12 inches or less). There are 17 creosote timber pilings, with galvanized steel pile guides, in good condition anchoring the concrete floats within the harbor. 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. No telephone service is available on the floats.

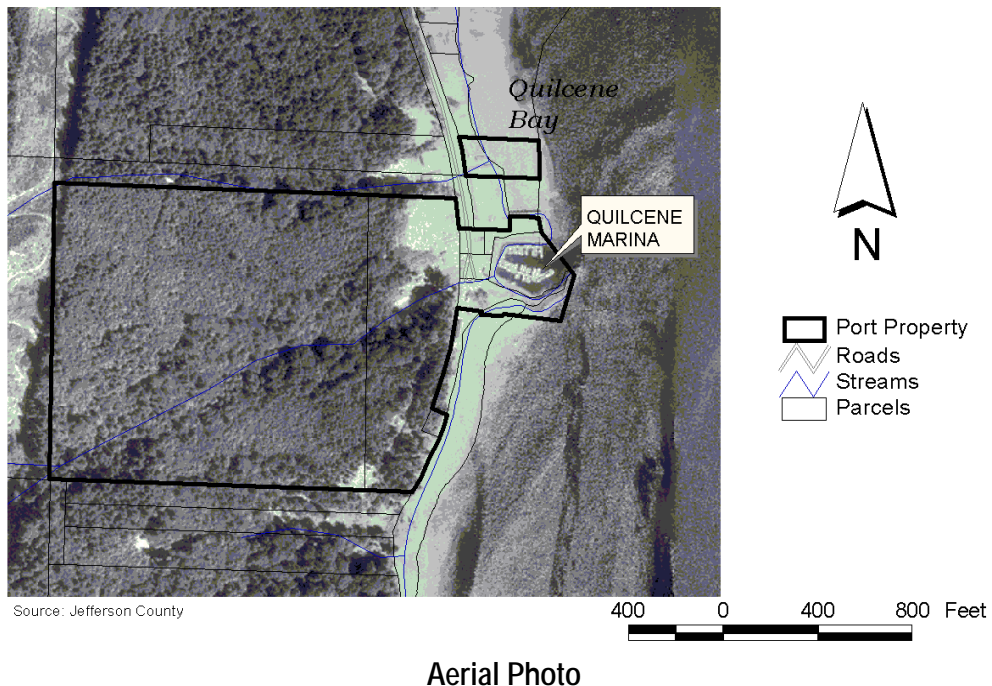
The fuel dock is approximately 12 feet wide and 40 feet long with minimal freeboard (12 inches or less). The float is concrete with structural timber wales and is in fair to poor condition. One of the gangways is attached to landside and is the access point for the above ground fuel tanks, sanitary sewer pump-out and electric and water service. Landside at the top of the ramp is a small wooden structure for 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 harbormaster's quarters, public restroom and laundry, a vacant building, and adjoining open space, a swimming beach, and tidelands. The parking lot located onsite is about 75 percent asphalt and 25 percent gravel. The parking lot and marina are lighted by street type high-output lighting attached to steel posts.

The boat launch ramp is concrete and sloped to accommodate all boat sizes. 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 residences are located north of the marina. The Canterbury residence and Coast Seafoods, Inc. are located both to the south and between the Port properties. Coast Seafoods owns about .56 acres of upland property and

several tideland parcels. In addition, Coast Seafoods leases about one quarter of an acre from the Port. The Canterbury residence occupies slightly over two acres of upland.



Land Use Regulations

Zoning/Comprehensive Plan

- “Rural Residential 1:5,” one dwelling unit per five acres (JCUDC 3.1) to the east of Linger Longer Road.
- “Rural Residential 1:20,” one dwelling unit per twenty acres (JCUDC 3.1) to the west of Linger Longer Road.
- The Jefferson County Comprehensive Plan, adopted August 28, 1998, was generally reviewed with regard to the existing conditions at the Quilcene property, and no significant incompatibilities were found to exist. The Plan should be reviewed prior to any development or redevelopment to ensure that proposed activities will be consistent with the Plan.

Shoreline Management Master Program

- “Urban” shoreline environment at the location of the marina and “Suburban” at the rectangular shaped Port owned property to the north of the marina (JCSMMP 4.105 & 4.104). Policies and performance standards for commercial development (JCSMMP 5.50), docks, piers, and floats (JCSMMP 5.60), industrial and port facilities (JCSMMP 5.90), and for marinas (JCSMMP 5.110) may apply and should be reviewed prior to any development or redevelopment at the Quilcene property.

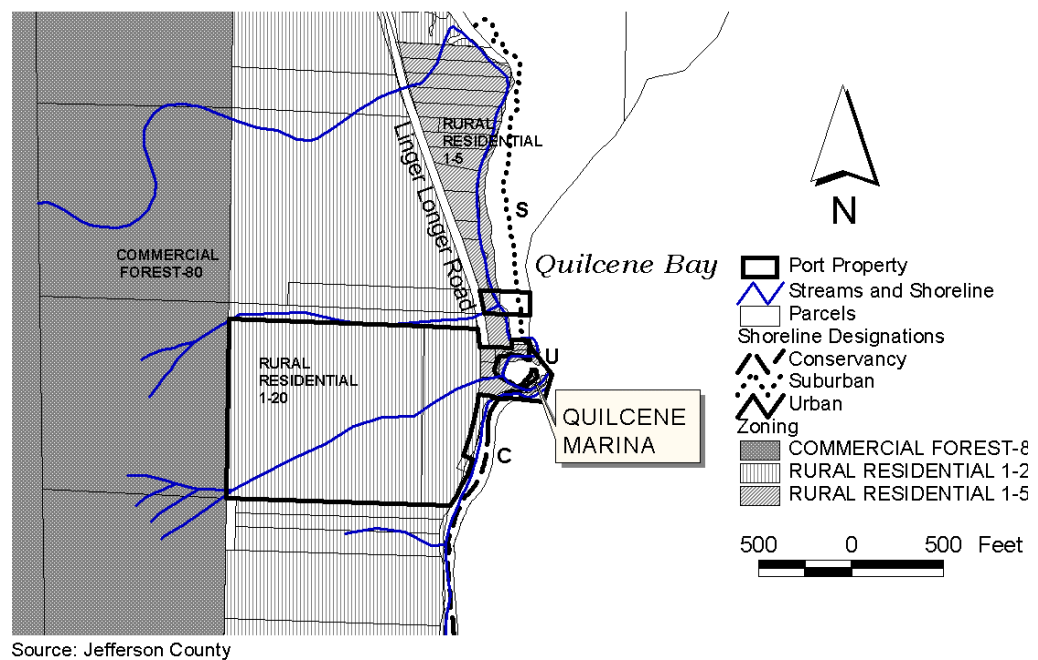
Environmentally Sensitive Areas

Jefferson County Unified Development Code Section 3.6.4 establishes standards designed to identify and protect environmentally sensitive areas within the jurisdiction of Jefferson County. The section provides general and sensitive area specific performance standards of development for five sensitive areas, which include:

- (1) - Critical Aquifer Recharge Areas;
- (2) - Frequently Flooded Areas;
- (3) - Geologically Hazardous Areas;
- (4) - Fish and Wildlife Habitat Areas; and,
- (5) - Wetlands

This chapter applies to “Any land use or development activity which is subject to a development permit or approval under this code...” (JCUDC 3.6.4b).

The Quilcene Marina site may contain environmentally sensitive areas. Please see the discussion of environmentally sensitive areas under the Natural Environment section.



Land Use Designations

Public Access, Services, and Utilities

Regional Access: US 101

Local Access: Linger Longer Road

Marine access:	Quilcene/Dabob Bay
Fire/Emergency Services:	Jefferson County Fire District #2
Water:	Water service is provided by the Port of Port Townsend through a well.
Sewer:	The site is on a septic system on site.
Electricity:	Electricity service is provided by Puget Sound Energy.
Other:	Sprint provides Telephone service; gas service is provided by Petit Oil; and Murrey's Disposal provides solid waste collection service. The Millennium Digital Media Company is the provider of cable and Internet services in this area.

Natural Environment

Environmental Characteristics

Quilcene Bay is a small embayment on the northwest side of Dabob Bay, on Hood Canal. The shoreline and head of the bay contain large areas of eelgrass, at maximum depths between –15 and –20 ft (WDNR 2001, no tidal datum reference).

Quilcene Bay contains two major river systems, the Quilcene and Little Quilcene rivers. Both systems support Hood Canal summer chum, chinook, and coho salmon, and cutthroat and steelhead trout.

The south half of Dabob Bay is an extensive sport and commercial fishing area; the bay falls within the usual and accustomed fishing places of Jamestown S'Klallum, Lower Elwha S'Klallum, Port Gamble S'Klallum, Skokomish, and Suquamish tribes. Along the east shore of Dabob Bay, extending into Hood Canal, is Commercial Marine Fish – Shellfish Area 27A and Recreational Salmon Marine Area 12. Most of Quilcene Bay is a historically certified commercial shellfish bed, approved for commercial harvest. Quilcene Bay also contains a large Pacific herring spawning ground (WDFW 2002l).

The Coastal Zone Atlas and WDFW herring surveys indicate extensive areas of eelgrass throughout Quilcene Bay. Eelgrass borders the southern edge of the mudflats along the north end of the bay (R. Thom 30 July 2002 personal communication).

Quilcene Boat Haven

The Quilcene Boat Haven lies along the central western shore of Quilcene Bay. The NWI and Washington State Department of Natural Resources (WDNR) (2002) maps define the shoreline within several hundred feet of the marina (north and south) as intertidal wetland (E2AB/USN) and aquatic bed, with unconsolidated substrate and moderately low vegetative cover (less than 30 percent). Substrate consists of mixed fine material and gravel or gravelly sand near the marina and within the derelict railroad trestle, grading into a rocky intertidal beach farther south. The intertidal and subtidal substrate north of the marina is predominantly gravel to the head of Quilcene Bay. The WDFW database identifies aquatic beds within the shoreline habitat.

Steep slopes adjoining the upper intertidal/supralittoral zone and several slide areas, north and south of the marina, are visible on recent (2001) Washington State Department of Ecology (Ecology) aerial photographs. Apart from a small cluster of commercial and residential buildings, the adjoining upland is undeveloped and consists of mixed coniferous and hardwood regrowth forest. A gravel mine is under development immediately upland of the marina. No wetlands were identified from NWI maps within the upland boundaries of the Port's property.

The Puget Sound Environmental Atlas identified extensive eelgrass beds along the boat haven and northward (Evans-Hamilton and D.R. Systems 1987; WDNR 2001). The marina lies within the largest Pacific herring spawning ground in Dabob Bay. The beach adjacent to and immediately south of the marina is noted as a sand lance spawning area (WDFW 2002l). The shorelines adjacent to the marina are considered part of the Hood Canal salmon and trout migration corridor, with habitat critical to juvenile salmon feeding, rearing, and migration.

The marina is bordered by commercial clam and oyster beds, and Dungeness crab and shrimp (primarily *Pandalus* sp.) shellfish resources areas. Adjacent commercial subtidal shellfish resources include butter, Manila, and Pacific littleneck clams. Both *Crassostrea gigas* and *Ostrea lurida* oysters are present. Shoreline areas immediately north and south of the marina are designated as on-bottom aquaculture areas; most of Quilcene Bay, including the marina area, is a historically certified commercial shellfish bed (WDOH 2000). North and south of the marina are both public and recreational shellfish beaches (Quilcene Bay Tidelands and West Quilcene Bay Beach). A commercial shellfish growing facility is located immediately north of the marina, on adjacent Port property.

A Sensitive Area was designated around the marina and surrounding shoreline into Quilcene Bay. The marina falls within a spotted owl management area of an established owl territory (WDFW 2002m). Harbor seal haulouts have been noted north of the marina. River otter habitat was noted within a half-mile north of the marina (at Indian George Creek). An active bald eagle nest was found within 0.5

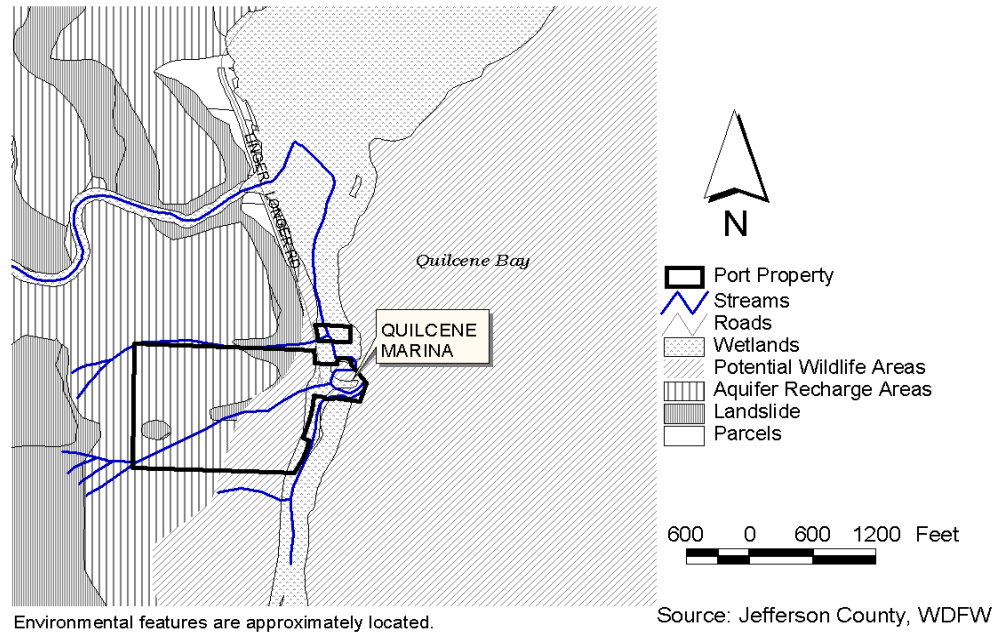
mile of the marina; the marina and adjacent shorelines are within the eagle management territory (WDFW 2002m).

Please refer to *Port of Port Townsend Comprehensive Scheme: Background Environmental Information*, prepared by Landau Associates, dated December 21, 2002, for further information regarding environmental characteristics contained in this report.

Environmentally Sensitive Areas

Portions of the site are classified as containing Sensitive Area 1-Critical Aquifer Recharge Area, Sensitive Area 3- Geologically Hazardous Area, Sensitive Area 4- Fish and Wildlife Habitat Area and Sensitive Area 5-Wetlands (JCUDC 3.6.4). Other regulated sensitive areas may also be located on the site. Jefferson County maintains Environmentally Sensitive Area Maps, however it should be noted that these maps "...are provided only as a general guide to alert the viewer to the possible location and extent of environmentally sensitive areas..." and "The maps may not be relied on to establish the existence or boundaries of a sensitive area...Conditions in the field prevail..." (JCUDC 3.6.2.2). These maps are updated as new inventories are completed, and these maps should be reviewed prior to submitting any proposal for development or redevelopment of this property.

In the event that environmentally sensitive areas are determined to be located on the property, all future development on the site will be subject to the general provisions of the Environmentally Sensitive Areas District, as well as the sensitive area specific protection standards and provisions of the sensitive areas determined to be located on site, as outlined in Section 3.6 of the JCUDC.



Environmental Features Map

3.3.2 Alternatives Analysis

There are a number of land use approvals and permits associated with each of these alternatives. Jefferson County Comprehensive Plan policies, zoning, and Shoreline Management Program policies and procedures may restrict some types of land uses or actions in certain areas proposed in these alternatives.

Alternative 1. Marina Maintenance/Uplands Land Acquisition (No Action)

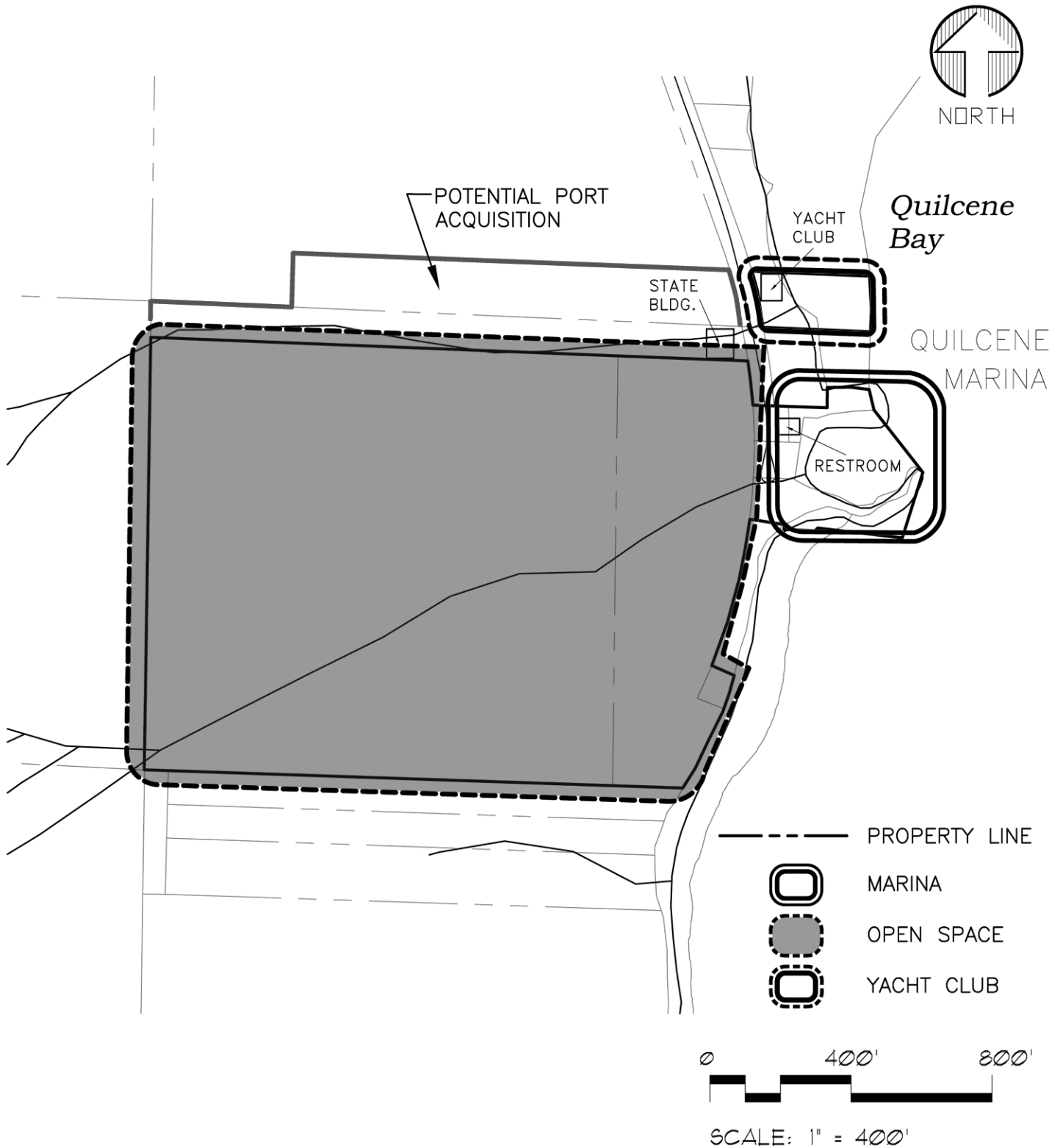
Leave the marina in the existing configuration and maintain as is.

Upland redevelopment: Leave all parcels as is, consider acquisition of the building across from Coast Seafoods and/or the Canterbury property and other adjacent parcels. This alternative is shown in Figure 3-7.

Costs

The following elements are included in the cost estimate: maintenance of the existing conditions of the site.

Marina:	\$ 15,000
Upland:	Included in above figure



Alternative 2. Marina Float Reconfiguration/Uplands Commercial and Marine Trades

Leave the marina in the same basin but reconfigure floats. Evaluate expansion of the marina within the existing basin.

Upland redevelopment: Develop commercial and marine trades along the shoreline, and consider acquisition of the building across from Coast Seafoods and/or the Canterbury property and other adjacent parcels. This alternative is shown in Figure 3-8.

Costs

The following elements are included in the cost estimate: demolish and replace marina floats, install new utilities and construct one building on the uplands.

Marina: \$ 640,000

Upland: \$ 2,420,000

Alternative 3. Marina Float Reconfiguration/Uplands Commercial, Marine Trades, RV Park (Preferred Alternative)

Leave the marina in the same basin but reconfigure floats. Evaluate expansion of the marina within the existing basin.

Upland redevelopment: Develop commercial and marine trades along the shoreline, and consider acquisition of the building across from Coast Seafoods and/or the Canterbury property and other adjacent parcels. Develop all usable portions of the upper area for transient accommodations, such as an RV park. This development would exclude environmentally critical areas and buffer areas. This alternative is shown in Figure 3-9.

Costs

The following elements are included in the cost estimate: demolish and replace marina floats, install new utilities, construct one building and develop an RV park on the uplands.

Marina: \$ 640,000

Upland: \$ 3,840,000



Quilcene Bay

YACHT CLUB

STATE BLDG.

POTENTIAL PORT ACQUISITION

RESTROOM

QUILCENE MARINA

PROPERTY LINE

COMMERCIAL & MARINE TRADES

MARINA

OPEN SPACE



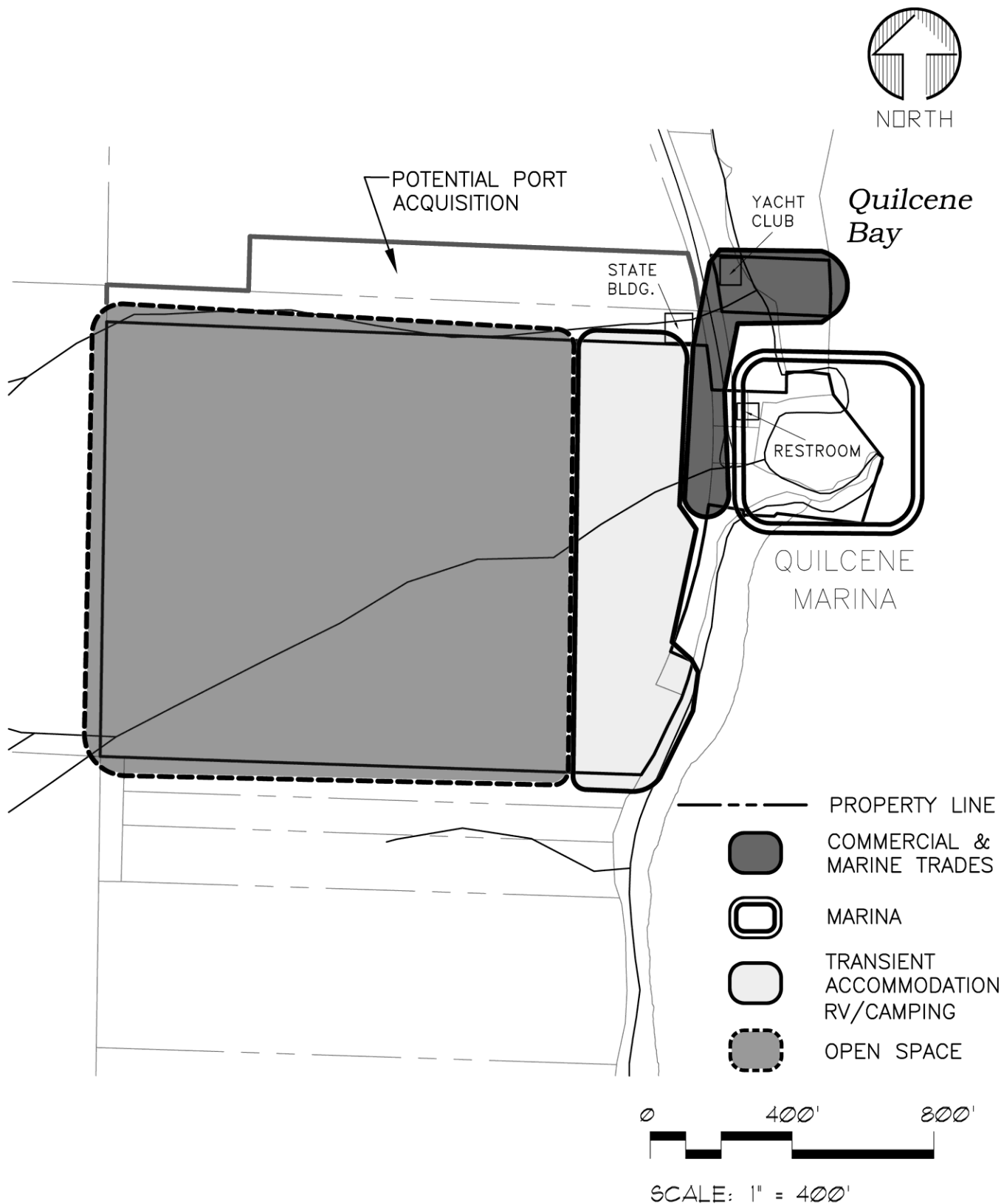
SCALE: 1" = 400'

Reid Middleton

QUILCENE MARINA **ALTERNATIVE 2**

PORT OF PORT TOWNSEND COMPREHENSIVE SCHEME UPDATE 2003

Figure 3-8



Potential Land Acquisitions

- Department of Fish and Wildlife building
- Canterbury property
- Land across from Coast Seafoods
- Other adjacent properties

3.3.3 Environmental Impacts and Potential Mitigation Measures

Alternative 1. Marina Maintenance/Uplands Land Acquisition (No Action)

Marina

No environmental impacts to the built or natural environment are anticipated because no changes are proposed.

Potential Mitigation Measures

None.

Uplands

No environmental impacts to the built or natural environment are anticipated because no changes are proposed.

If additional land is acquired and new uses proposed, additional SEPA review will be required at that time.

Potential Mitigation Measures

None.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated.

Alternative 2. Marina Float Reconfiguration/Uplands Commercial and Marine Trades

Marina

No substantial environmental impacts to the natural environment are anticipated because proposed changes, such as float repairs and reconfiguration, would be minor. Dredging and pile replacement would have minor environmental impacts. Minor mitigation may be required for increases in dock/pier overwater cover (i.e., habitat shading); however, shading impacts on habitat greater than –10 feet MLLW would not likely require mitigation. Marina dredging to restore authorized navigation depths may also require mitigation.

The extent of environmental impacts associated with a marina expansion within the existing basin have not been evaluated.

Impacts to built environment would not be significant.

Potential Mitigation Measures

Impacts from dredging and pile replacement might be reduced or avoided by using environmentally acceptable materials, such as steel, concrete, and ammoniacal copper zinc arsenate (ACZA)-treated wood and environmental measures to control sediment suspension.

Mitigation opportunities within the marina may be limited to relatively costly actions such as shoreline softening. Offsite mitigation opportunities, such as shoreline slope modification or removal of shoreline structures or creosote-treated piles, may be available along adjacent shoreline, although proposed upland development may preclude those mitigation options.

Uplands

Two drainages from adjacent hillsides appear to flow through Port of Port Townsend parcels into Quilcene Bay. WDFW's Priority Habitat Map indicates that these drainages are not anadromous fish habitat. If these drainages flow through culverts under the Port's waterfront parcels, proposed development will have no impacts on the drainages. If these drainages flow through open surface channels, further classification is needed to determine buffers and potential mitigation requirements from proposed development. The County requires a stream buffer of 50 to 150 feet in width, depending on the stream classification. Buffer width reductions and buffer averaging are allowed in certain situations.

Bald eagle and its associated upland habitat would not be affected by the proposed development. Spotted owl and its associated territory would not be affected by the proposed development along the water at this site.

Impacts to built environment would be minor, and would relate to increase use of the upland properties (i.e., incremental increases in traffic, noise, light and glare, etc.).

Potential Mitigation Measures

Mitigating measures would be identified during the County's permitting process.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated.

Alternative 3. Marina Float Reconfiguration/Uplands Commercial, Marine Trades, RV Park (Preferred Alternative)

Marina

Similar to Alternative 2, marina reconfiguration for Alternative 3 presents no substantial environmental impacts because proposed changes, such as float repairs and reconfiguration, would be minor. See discussion of impacts under Alternative 2 for more detail.

Impacts to built environment would also be similar to Alternative 2.

Potential Mitigation Measures

See discussion of potential mitigation measures under Alternative 2.

Uplands

Two drainages from adjacent hillsides appear to flow through Port of Port Townsend parcels into Quilcene Bay. Potential environmental impacts to these drainages are discussed under Alternative 2.

Bald eagle and associated nesting habitat near Indian George Creek would not be affected by the proposed development at this site. Because the large upland parcel is within active spotted owl territory, habitat suitability for spotted owl would need to be assessed, either through a forest survey or Washington Department of Natural Resources (WDNR) data from another proposed forest clearing action within the same section. Depending on habitat suitability, restrictions may apply to the percentage of forest cover that may be cleared from the parcel and the seasonal timing for clearing. Forest clearing on this parcel may be regulated by WDNR under the Washington Forest Practices Act and USFWS under the Endangered Species Act.

Impacts to built environment would relate to increased upland activity and the small RV park.

Potential Mitigation Measures

See discussion of potential mitigation measures under Alternative 2.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated.

Chapter 4 - Boat Ramps and 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. The three ramps/ launches are located in unincorporated Jefferson County.

Following is a description of each of the existing facilities, proposed alternative development scenarios, and a description of potential environmental impacts and mitigation measures for each of the alternative scenarios.

4.1 Gardiner Launch Ramp

4.1.1 Existing Conditions

Built Environment

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...”.^{*} This facility provides the only public access to Discovery Bay.

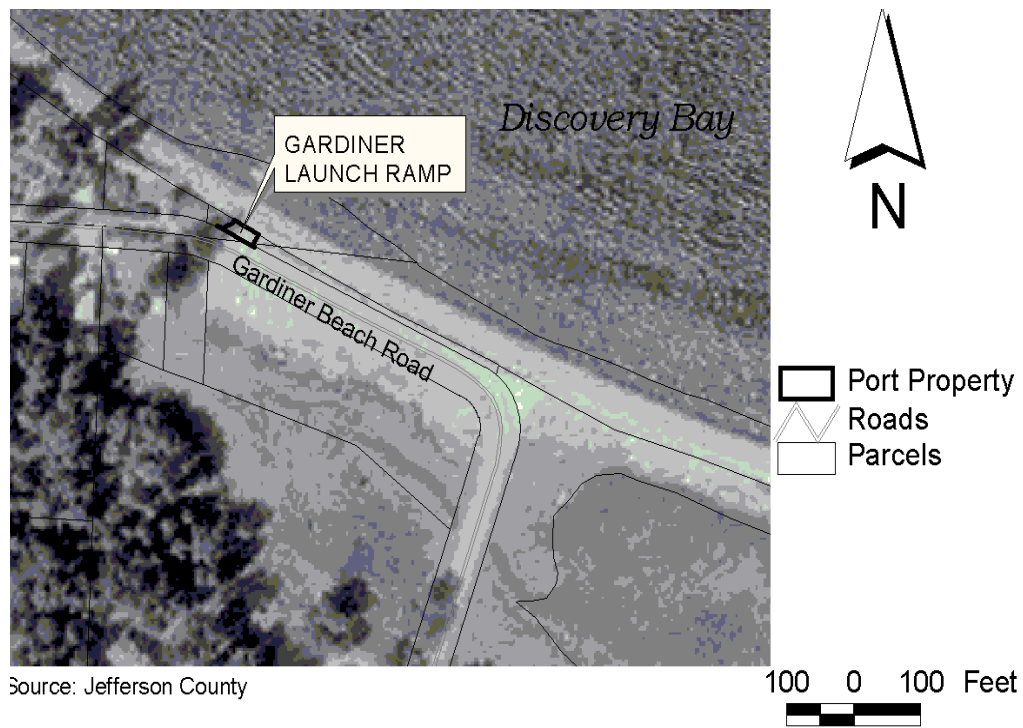


Existing Facilities and Use

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. The ramp condition is adequate for the use of launching and retrieving of small boats, but not steep enough for larger boats on trailers in the 16-foot and greater range. The observable ramp concrete is in fair condition, however, there were some concrete slabs (similar to ramp concrete) on the beach nearby. These slabs could be 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.



Aerial Photo

Land Use Regulations

Zoning/Comprehensive Plan

- “Rural Residential 1:5”, one dwelling unit per five acres (JCUDC 3.1).

- The Jefferson County Comprehensive Plan, adopted August 28, 1998, was generally reviewed with regard to the existing conditions at the Gardiner Ramp property, and no significant incompatibilities were found to exist. The Plan should be reviewed prior to any development or redevelopment to ensure that proposed activities will be consistent with the Plan.

Shoreline Master Program:

- “Conservancy” environment designation (JCSMP 4.103). Policies and performance standards for boat launches (JCSMMP 5.40) and industrial and port facilities (JCSMMP 5.90) may apply and should be reviewed prior to any development or redevelopment at the Gardiner property.

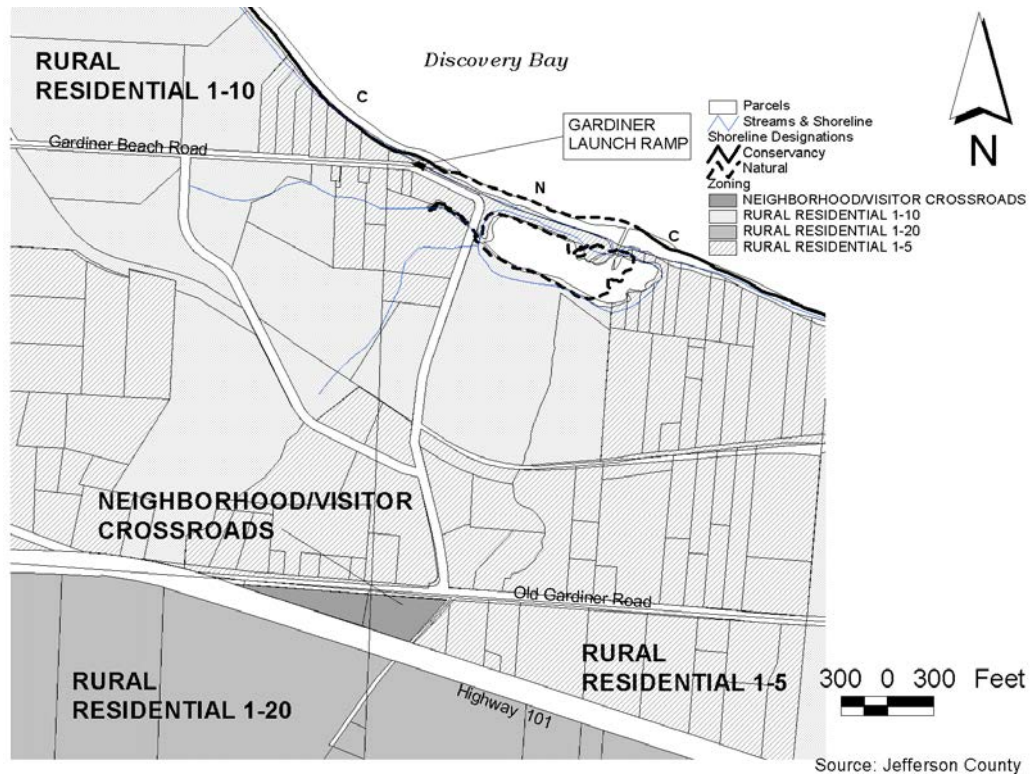
Environmentally Sensitive Areas

Jefferson County Unified Development Code Section 3.6.4 establishes standards designed to identify and protect environmentally sensitive areas within the jurisdiction of Jefferson County. The section provides general and sensitive area specific performance standards of development for five sensitive areas, which include:

- (1) - Critical Aquifer Recharge Areas;
- (2) - Frequently Flooded Areas;
- (3) - Geologically Hazardous Areas;
- (4) - Fish and Wildlife Habitat Areas; and,
- (5) - Wetlands

This chapter applies to “Any land use or development activity which is subject to a development permit or approval under this code...” (JCUDC 3.6.4b).

The Gardiner Launch Ramp site may contain environmentally sensitive areas. Please see the discussion of environmentally sensitive areas under the Natural Environment section.



Land Use Designations Map

Public Access, Services, and Utilities

Regional Access:	US-101 via Gardiner Beach Road.
Local Access:	Gardiner Beach Road (two-lane asphalt street) is the primary access street. Rondeley Road, Bachelor Road, and Old Gardner Road are all in the vicinity of the site and either provide direct or indirect access to the site.
Marine Access:	The site is located along the western shore of Discovery Bay.
Fire/Emergency Services:	Jefferson County Fire District #5
Utilities:	None are currently available on site.
References:	*Easement # 151 261

Natural Environment

Discovery Bay

Discovery Bay lies along the south shore of the Strait of Juan de Fuca, west of Admiralty Inlet. The bay is open to the north and exposed to the several weather and water conditions common in the Strait.

Discovery Bay contains several salmon-bearing creeks; notably Snow and Salmon creeks, which support Hood Canal summer chum salmon. Puget Sound chinook salmon use the bay along their ocean migration corridor. Several salmon habitat restoration projects have been proposed and/or constructed in creeks within Discovery Bay. WDFW is also examining the possibility of improving the habitat conditions in the Salmon Creek sub-estuary of Discovery Bay (Nightingale 2000).

Eelgrass is reported in the Coastal Zone Atlas and 19th century hydrographic charts along the southwest shore of the bay (R. Thom 30 July 2002 personal communication). A *Spartina* cordgrass infestation was noted in southern Discovery Bay in the mid-1990s (Nightingale 2000).

A recent forage fish map highlights a surf smelt spawning area at the head of Discovery Bay, and sand lance and Pacific herring spawning areas within the bay (WDFW 2002n).

Gardiner Launch Ramp

The NWI map defines the shoreline within several hundred feet of the ramp (east and west) as intertidal wetland (E2AB/USN), consisting of unconsolidated gravel substrate. Immediately east of the launch ramp parcel is a 5.7-acre tidal marsh (E1UBL). The tidal marsh is bordered by a regularly flooded estuarine intertidal wetland (E2EMN) and a small, emergent, seasonally flooded wetland (PEMC) (WDNR 2002).

Although older environmental documents do not mention the presence of eelgrass, more recent records note extensive eelgrass beds, ranging to a maximum depth of -5 to -10 ft (WDNR 2001, no tidal datum reference) in the Gardiner area. The presence of eelgrass coincides with an extensive Pacific herring holding area in the bay near the Gardiner boat launch, and an important spawning area about 0.25 mile to the southeast (WDFW 2002n). A sand lance spawning area along Discovery Bay shoreline includes the Gardiner boat launch area (WDFW 2002n).

The shoreline habitat along Discovery Bay is considered part of the Hood Canal and Puget Sound salmon and trout migration corridor, with habitat critical to juvenile salmon feeding, rearing, and migration. The Gardiner boat launch provides access to an extensive salmon sport fishing area (Salmon Marine Area 6)

in Discovery Bay. The bay falls within the usual and accustomed fishing places of Jamestown S’Klallum, Lummi, Lower Elwha S’Klallum, Port Gamble S’Klallum, Suquamish, Swinomish, and Tulalip tribes. The boat ramp abuts Commercial Marine Fish – Shellfish Area 25E.

The boat launch is bordered by commercial intertidal hardshell clam beds for butter, Manila, and Pacific littleneck clams (WDFW 2002o). A large geoduck tract and hardshell subtidal clam beds are found off shore, at depths greater than 60 ft. Extensive Pandalid shrimp grounds are found off shore; a Dungeness crab resource area is about 0.5 mile southeast of the ramp (WDFW 2002p). Shoreline areas immediately north and south of the ramp are designated as on-bottom aquaculture areas; all of Discovery Bay, including the ramp area, is a historically certified shellfish bed approved for commercial harvest by WDOH (2000).

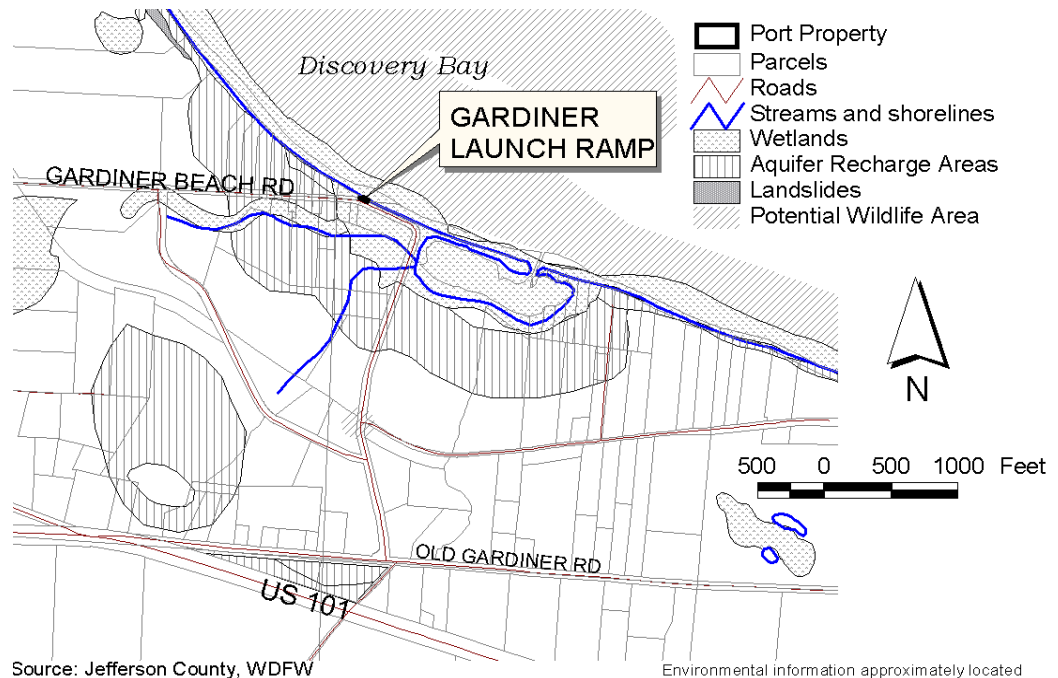
No seabird nesting areas or Sensitive Areas were noted in the immediate vicinity of the boat launch; however, Protection Island at the head of Discovery Bay is a seabird nesting site. An active bald eagle nest is about 1.25 miles from the ramp. A great blue heron colony was observed in 1990-1991 several hundred feet south of the ramp, but no nesting birds were reported in 1999 (WDFW 2002q).

Please refer to *Port of Port Townsend Comprehensive Scheme: Background Environmental Information* (Landau Associates, December 2002), on file with the Port of Port Townsend), for further information regarding environmental characteristics contained in this report.

Environmentally Sensitive Areas

Portions of the site are classified as containing Sensitive Area 1-Critical Aquifer Recharge Area, Sensitive Area 4-Fish and Wildlife Habitat Area and Sensitive Area 5-Wetlands (JCUDC 3.6.4). Other regulated sensitive areas may also be located on the site. Jefferson County maintains Environmentally Sensitive Area Maps, however it should be noted that these maps “...are provided only as a general guide to alert the viewer to the possible location and extent of environmentally sensitive areas...” and “The maps may not be relied on to establish the existence or boundaries of a sensitive area...Conditions in the field prevail...” (JCUDC 3.6.2.2). These maps are updated as new inventories are completed, and these maps should be reviewed prior to submitting any proposal for development or redevelopment of this property.

In the event that environmentally sensitive areas are determined to be located on the property, all future development on the site will be subject to the general provisions of the Environmentally Sensitive Areas District, as well as the sensitive area specific protection standards and provisions of the sensitive areas determined to be located on site, as outlined in Section 3.6 of the JCUDC.



Environmental Features Map

4.1.2 Alternatives Analysis

Alternative 1: Maintain in Existing Condition (No Action)

Leave the facility as is and provide maintenance to recreational facilities. Consider purchase of adjacent property to enhance the existing recreational facilities.

Costs

The following element is included in the cost estimate: maintenance of the existing conditions of the site.

\$3,000 per year.

In the event the Port decides to consider purchasing adjacent property, it would be necessary to further evaluate the need for increased recreational facilities at this location and to prepare an appraisal of the site, including any tidal areas. The value of the property will be determined on a case-by-case basis.

Alternative 2: Terminate Port Use of the Facility

Terminate easement for facility.

Costs

Extinguishing an easement is a legal procedure that would clear the title of the underlying owner from the burden of the easement. The costs associated with such an action would be primarily for legal services and surveying.

4.1.3 Environmental Impacts and Potential Mitigation Measures

General Environmental Considerations Common to Both Alternatives

Built Environment

As no expansion of the Gardiner ramp is proposed, any required Jefferson County permits would be associated with maintenance activities.

Natural Environment

New development in or above marine and freshwater environments generally requires permits from federal, state, and local government agencies. Permits are usually required when impacts to navigable waters or fish and wildlife habitat are anticipated. Activities waterward of mean higher high water (MHHW) for tidal waters and ordinary high water (OHW) for freshwater are regulated by the U.S. Army Corps of Engineers (USACE), Washington State Department of Ecology (DOE), and the Washington Department of Fish and Wildlife (WDFW). In addition, the National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (USFWS) must concur that any project requiring federal approvals (a USACE permit, for example) is consistent with the Endangered Species Act (ESA). These agencies will require that proposed projects avoid or reduce project impacts on certain fish and wildlife species through design and/or environmental controls or mitigate impacts through restoration activities.

Maintenance activities typically do not require the above permits.

Construction Impacts

Alternative 1 requires maintenance activities that could result in minor, localized, short-term construction impacts.

In-water activities may temporarily impact water quality (i.e., increase turbidity, re-suspend sediments, increase the potential for material spills). These activities will, however, be conducted within the allowable “work window” as determined by the USACE and WDFW (i.e., when a significant number of listed species are not likely to be present) and at low water levels. Care must be taken to ensure that no construction debris enters the water. Use of Best Management Practices will also minimize potential impacts.

Construction noise, dust and truck traffic may also temporarily impact adjacent upland uses.

Alternative 1: Maintain in Existing Condition (No Action and Preferred Alternative)

No significant environmental impacts are anticipated from this alternative. At some time in the future, repairs to the ramp may be required. Impacts associated with the repair/rehabilitation will be mitigated through the permitting process. Also, should the Port decide to acquire any adjacent property to enhance the facility, further environmental review would be undertaken at that time.

Potential Mitigation Measures

Because no new environmental impacts are anticipated, no potential mitigating measures have been identified.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated.

Alternative 2: Terminate Port Use of the Facility

Unless another public entity assumed responsibility for the ramp, this alternative would result in the ramp being physically removed, or no longer maintained. If the ramp were removed, any current impacts to the marine environment from boat launches would cease. If the ramp is left in place, impacts would diminish over time as use of the ramp declined.

This alternative would result in no small boat access to Discovery Bay for the general public or tribes.

Potential Mitigation Measures

The ramp could be acquired by another public entity in order to maintain public small boat access in this area.

Unavoidable Adverse Impacts

If the ramp is not acquired by another public entity, public and tribal small boat access to Discovery Bay would no longer be available.

4.2 Mats Mats Launch Ramp

4.2.1 Existing Conditions

Built Environment

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.



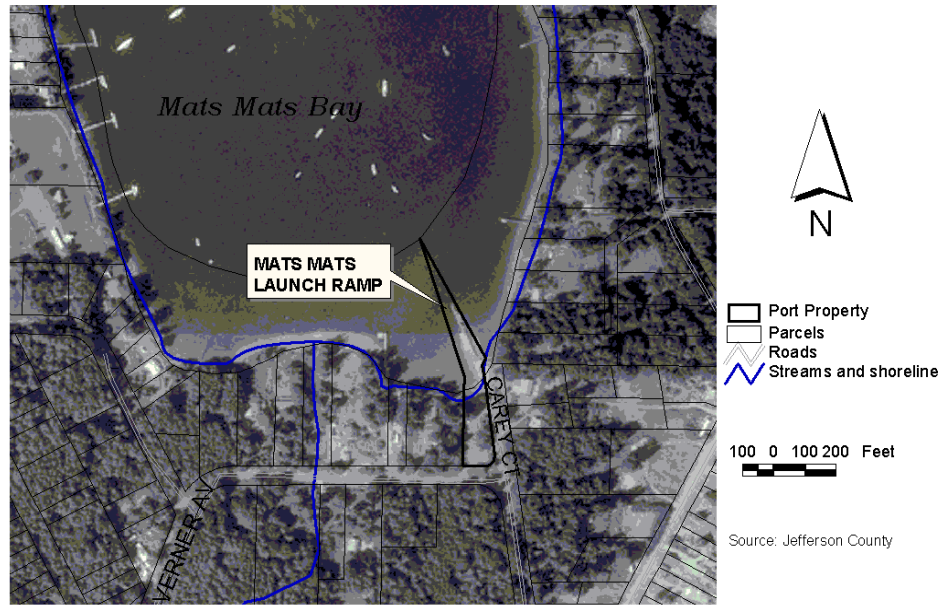
Existing Facilities and Use

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 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 is not adequate 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-feet 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 good condition. There are 10 creosote timber pilings in fair condition with galvanized steel pile guides attached to the floats. The timber floats are 6 1/2-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. There were no utilities present on the floats. 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 residences are located adjacent to the ramp. The upland parking area for eight cars and seven trailers is a well-designed and efficient configuration for the available space. The site is landscaped and in excellent condition. The roadway and curbs are in good condition.



Aerial Photo

Land Use Regulations

Zoning/Comprehensive Plan

- “Rural Residential 1:5”, one dwelling unit per five acres (JCUDC 3.1).
- The Jefferson County Comprehensive Plan, adopted August 28, 1998, was generally reviewed with regard to the existing conditions at the Mats Mats site, and no significant incompatibilities were found to exist. The Plan should be reviewed prior to any development or redevelopment to ensure that proposed activities will be consistent with the Plan.

Shoreline Management Master Program

- “Conservancy” shoreline environment designation (JCSMMP 4.103). Policies and performance standards for boat launches (JCSMMP 5.40) docks, piers and floats (JCSMMP 5.60), and industrial and port facilities (JCSMMP 5.90) may apply and should be reviewed prior to any development or redevelopment at the Mats Mats property.

Environmentally Sensitive Areas

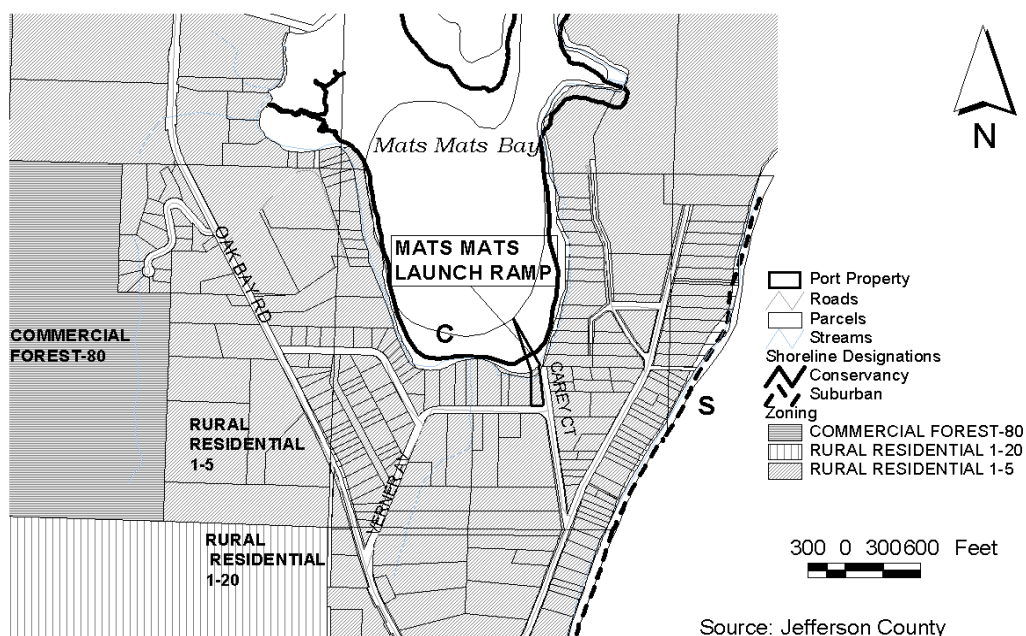
Jefferson County Unified Development Code Section 3.6.4 establishes standards designed to identify and protect environmentally sensitive areas within the jurisdiction of Jefferson County. The section provides general and sensitive area specific performance standards of development for five sensitive areas, which include:

- (1) - Critical Aquifer Recharge Areas;
- (2) - Frequently Flooded Areas;

- (3) - Geologically Hazardous Areas;
- (4) - Fish and Wildlife Habitat Areas; and,
- (5) - Wetlands

This chapter applies to “Any land use or development activity which is subject to a development permit or approval under this code...” (JCUDC 3.6.4b).

The Mats Mats Launch Ramp site may contain environmentally sensitive areas. Please see the discussion of environmentally sensitive areas under the Natural Environment section.



Land Use Designations Map

Public Access, Services, and 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 Public Utilities District #1.

Sewer:	No sewer service is currently available to the site.
Electric:	Electrical service is provided by Puget Sound Energy.
Other:	The Millennium Digital Media Company is the provider of cable and Internet services in this area.

Natural Environment

Environmental Characteristics

Mats Mats Bay is a small, enclosed embayment along the west shore of Admiralty Inlet, north of Port Ludlow and the entrance to Hood Canal. Substrate consists of mixed fine, unconsolidated material, primarily mud, along the south shore (WDNR 2002). The bay is classified by the NWI as an open-water estuarine wetland (E1OWL), with an intertidal wetland (E2AB/USN) and aquatic bed along the south shoreline, including the Port launch ramp; however, no wetland habitat was identified upland along the Port facility or adjacent properties.

In 1996, the invasive cordgrass *Spartina anglica* was found covering about 0.02 acre in Mats Mats Bay. Between 1996 and 2001, Adopt-A-Beach volunteers and Washington State Department of Agriculture staff manually removed clones; continuous long-term monitoring is planned (WSDA 2001).

Eelgrass beds are found within the north-central portion of the bay (Evans-Hamilton and D.R. Systems 1987). Recent aerial photographs (Ecology 2001) depict a small area—possibly an eelgrass bed—near the southeast corner of the bay, about 500 ft north of the launch ramp, but Landau did not conduct a site survey for positive identification. Eelgrass maximum depths range from –5 to –10 ft (WDNR 2001, no tidal datum reference) outside the Mats Mats Bay entrance, along the Oak Bay/Mats Mats Bay/Port Ludlow shoreline.

The entire west shore of Mats Mats Bay is noted for Pacific oyster beds, and hardshell subtidal clams are noted throughout the entrance and into the northeast corner of the bay (WDFW 2002j). As recently as 1986, Mats Mats Bay was designated as a certified shellfish bed. Currently, the bay is unclassified as a recreational or commercial shellfish beach by WDOH (2000).

The shoreline habitat adjacent to and within Mats Mats Bay is considered part of the Hood Canal and Puget Sound salmon and trout migration corridor, with habitat critical to juvenile salmon and trout feeding, rearing, and migration. The Mats Mats Bay entrance is in Recreational Salmon Marine Area 9. The bay

entrance abuts Commercial Marine Fish – Shellfish Area 25C. This area falls within the usual and accustomed fishing place of Jamestown S’Klallum, Lummi, Lower Elwha S’Klallum, Port Gamble S’Klallum, Suquamish, Swinomish, and Tulalip tribes.

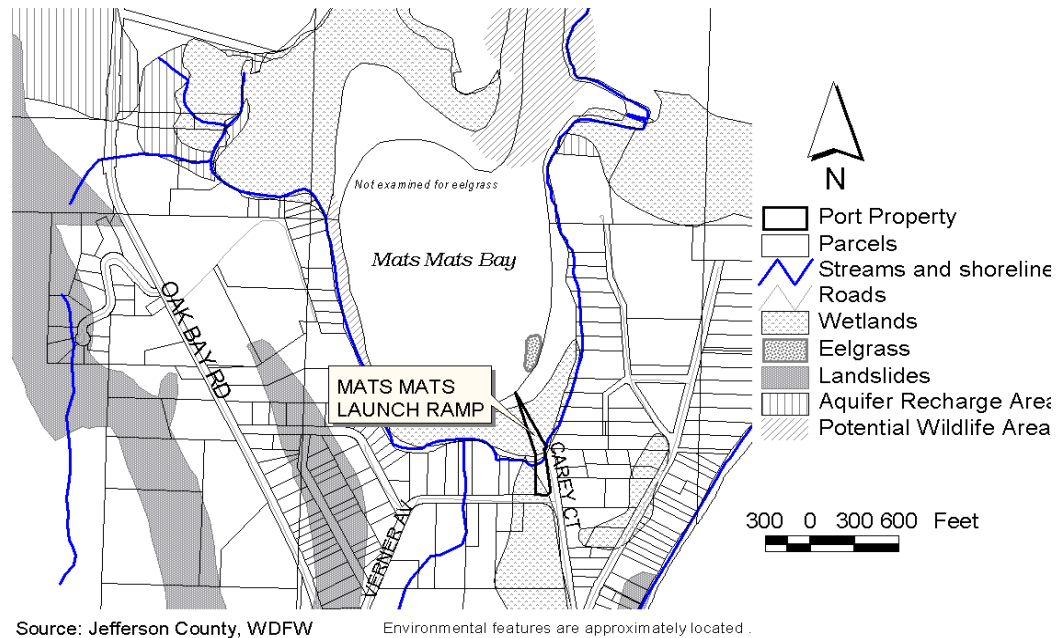
A Sensitive Area was designated around the bay entrance and northeast corner of the bay. Harbor seal haulouts and breeding areas were noted south of the bay entrance, and river otter habitat was noted generally north of the bay entrance (north of Olele Point) (WDFW 2002k, Evans-Hamilton and D.R. Systems 1987). Glaucous-winged gull nesting areas may be found south of the bay entrance (WDFW 2002k).

Please refer to *Port of Port Townsend Comprehensive Scheme: Background Environmental Information*, (Landau Associates – December 2002), on file with the Port of Port Townsend for further information regarding environmental characteristics contained in this report.

Environmentally Sensitive Areas

Portions of the site are classified as containing Sensitive Area 5-Wetlands (JCUDC 3.6.4). Other regulated sensitive areas may also be located on the site. Jefferson County maintains Environmentally Sensitive Area Maps, however it should be noted that these maps “...are provided only as a general guide to alert the viewer to the possible location and extent of environmentally sensitive areas...” and “The maps may not be relied on to establish the existence or boundaries of a sensitive area...Conditions in the field prevail...” (JCUDC 3.6.2.2). These maps are updated as new inventories are completed, and these maps should be reviewed prior to submitting any proposal for development or redevelopment of this property.

In the event that environmentally sensitive areas are determined to be located on the property, all future development on the site will be subject to the general provisions of the Environmentally Sensitive Areas District, as well as the sensitive area specific protection standards and provisions of the sensitive areas determined to be located on site, as outlined in Section 3.6 of the JCUDC.



Environmental Features Map

4.2.2 Alternatives Analysis

Alternative 1: Maintain in Existing Condition (No Action and Preferred Alternative)

Leave the facility as is and provide maintenance to recreational facilities. Consider purchase of adjacent properties to enhance the existing recreational facilities.

Costs

The following element is included in the cost estimate: maintenance of the existing conditions of the site.

\$3,000 per year.

In the event the Port decides to consider purchasing adjacent property, it would be necessary to further evaluate the need for increased recreational facilities at this location and to prepare an appraisal of the site, including any tidal areas. The value of the property will be determined on a case-by-case basis.

Alternative 2: Sale of the Facility

Sell the facility.

Costs

In the event the Port decides to sell the property it would be necessary to prepare an appraisal of the site including the tidal areas. There are limited options for sale of such a facility. The most likely purchaser is another public entity.

Alternatively, there may be opportunities for sale to an adjacent owner. In all cases, the value of the property will be determined on a case-by-case basis.

4.2.3 Environmental Impacts and Potential Mitigation Measures

General Environmental Considerations Common to Both Alternatives

Built Environment

As no expansion of the Mats Mats ramp is proposed, any required Jefferson County permits would be associated with maintenance activities.

Natural Environment

New development in or above marine and freshwater environments generally requires permits from federal, state, and local government agencies. Permits are usually required when impacts to navigable waters or fish and wildlife habitat are anticipated. Activities waterward of mean higher high water (MHHW) for tidal waters and ordinary high water (OHW) for freshwater are regulated by the U.S. Army Corps of Engineers (USACE), Washington State Department of Ecology (DOE), and the Washington Department of Fish and Wildlife (WDFW). In addition, the National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (USFWS) must concur that any project requiring federal approvals (a USACE permit, for example) is consistent with the Endangered Species Act (ESA). These agencies will require that proposed projects avoid or reduce project impacts on certain fish and wildlife species through design and/or environmental controls or mitigate impacts through restoration activities.

Maintenance activities typically do not require the above permits.

Construction Impacts

Alternative 1 requires maintenance activities that could result in minor, localized, short-term construction impacts.

In-water activities may temporarily impact water quality (i.e., increase turbidity, re-suspend sediments, increase the potential for material spills). These activities will, however, be conducted within the allowable “work window” as determined by the USACE and WDFW (i.e., when a significant number of listed species are not likely to be present) and at low water levels. Care must be taken to ensure that no construction debris enters the water. Use of Best Management Practices will also minimize potential impacts.

Construction noise, dust and truck traffic may also temporarily impact adjacent upland uses.

Alternative 1: Maintain in Existing Condition (No Action and Preferred Alternative)

No significant environmental impacts are anticipated from this alternative. At some time in the future, repairs to the upland and in-water facilities may be required. Any impacts associated with the repair/rehabilitation will be mitigated through the permitting process. Also, should the Port decide to acquire any adjacent property to enhance the facility, further environmental review would be undertaken at that time.

Potential Mitigation Measures

Because no new environmental impacts are anticipated, no potential mitigating measures have been identified.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated.

Alternative 2: Sale of the Facility

Unless another public entity assumed responsibility for the ramp, this alternative would result in the ramp being closed, or no longer maintained. Any current impacts to the marine environment from boat launches would cease, or diminish over time. Public small boat access to Mats Mats Bay and the tribal fisheries would no longer be available.

Potential Mitigation Measures

If ownership and maintenance of the ramp was assumed by another public entity, public small boat access to Mats Mats Bay could be maintained.

Unavoidable Adverse Impacts

If the ramp is not acquired by another public entity, public and tribal small boat access to Mats Mats Bay would no longer be available.

4.3 Port Hadlock Ramp and Dock

4.3.1 Existing Conditions

Built Environment

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 and Use

Historically, the Port Hadlock area was intensively used for waterfront industrial activities including shipping, fishing, boat building, and lumber processing. Today few of these activities remain. Existing land uses in the area include boat building, aquaculture, recreation, residences, and a restaurant.

The facilities at the Port Hadlock ramp and dock include a dock, a boat launch ramp, two loading floats, and an intervening beach. The Port does not own an upland parking area.

The single-lane concrete ramp, timber pier and gangway, and timber docks are currently in fair condition. However, the ramp is constantly inundated 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. 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.

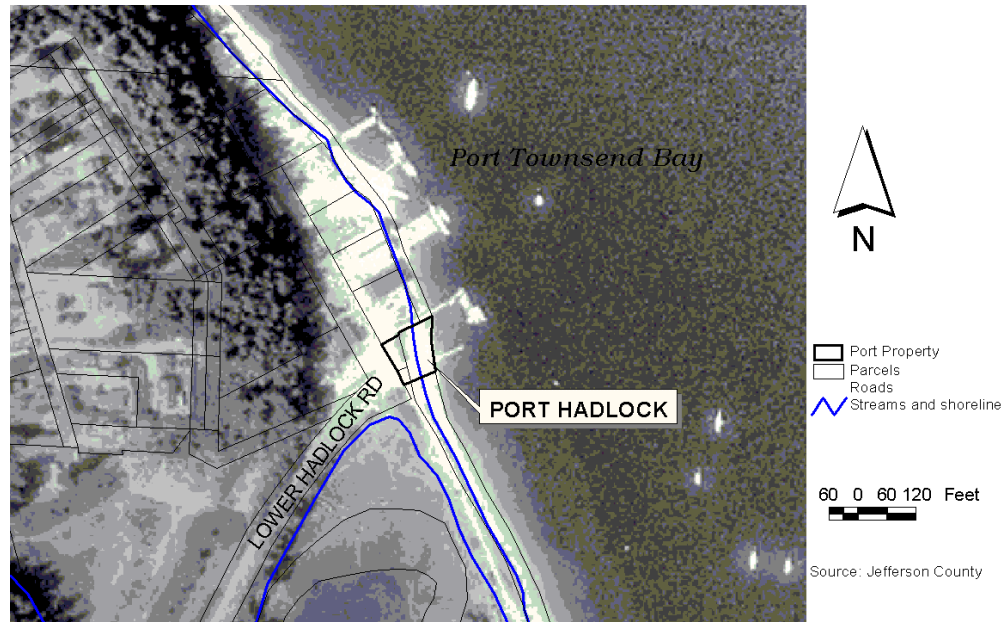
A small timber grounding float is located adjacent to the ramp and has a three-piling arrangement at the outer end to anchor it in place. The float consists of four sections about 20-feet long and six-feet wide attached to a fourth piling. The fourth piling acts as landside alignment for the dock floats. Attachment for the pilings to the floats consisted of galvanized steel wire rope in poor condition. An eight-foot timber gangway connects the landside to the floating docks and consists of two planks side by side, across a six-foot gap that attaches to a small landside timber structure.

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

The outer floating dock is about 12-feet wide and 100-feet long with minimal freeboard. There are nine creosote timber pilings that locate 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.

There is essentially no parking area for car or trailers within the site. Parking is available on the street only, where there is room for about 8-10 car/trailer combinations on each side of the street.

The Northwest School of Wooden Boat Building is in the process of relocating its facilities from the Glen Cove Industrial Park to buildings adjacent to the Port Hadlock ramp. The Port and Northwest School of Wooden Boat Building anticipate partnering in developing a new upland parking area.



Aerial Photo

Land Use Regulations

Zoning/ Comprehensive Plan

- “Rural Village Center” (JCUDC 3.1)
Note that Port Hadlock will be included within the new Hadlock-Irondale Urban Growth Area (UGA).
- The Jefferson County Comprehensive Plan, adopted August 28, 1998, was generally reviewed with regard to the existing conditions at the Port Hadlock property, and no significant incompatibilities were found to exist. The Plan should be reviewed prior to any development or redevelopment to ensure that proposed activities will be consistent with the Plan.

Shoreline Management Master Program

- “Urban” and “Suburban” shoreline environment designation (JCSMP 4.104 & 4.105). Policies and performance standards for boat launches (JCSMMP 5.40) docks, piers and floats (JCSMMP 5.60), and industrial and port facilities (JCSMMP 5.90) may apply and should be reviewed prior to any development or redevelopment at the Port Hadlock property.

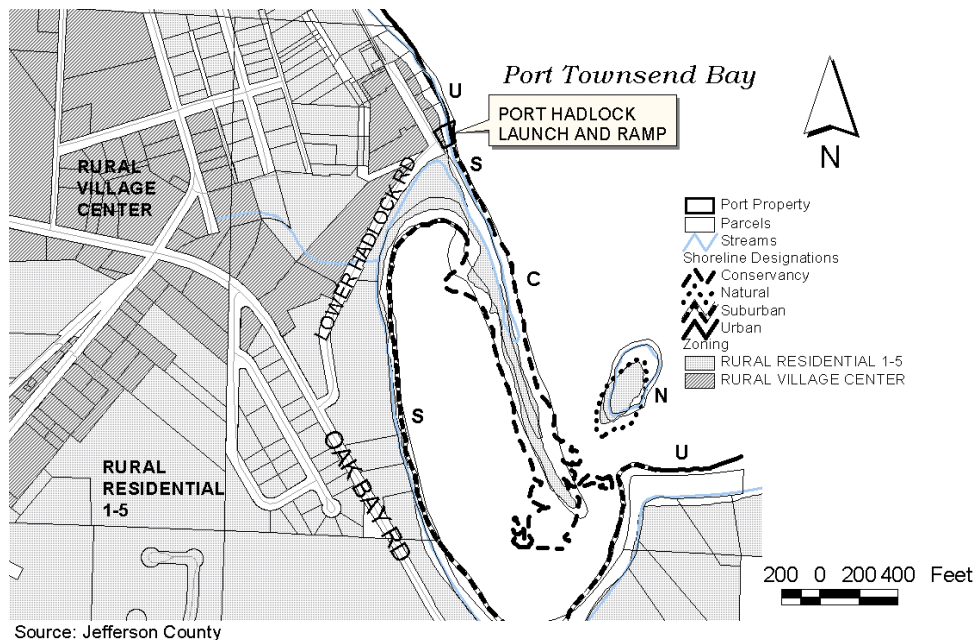
Environmentally Sensitive Areas

Jefferson County Unified Development Code Section 3.6.4 establishes standards designed to identify and protect environmentally sensitive areas within the jurisdiction of Jefferson County. The section provides general and sensitive area specific performance standards of development for five sensitive areas, which include:

- (1) - Critical Aquifer Recharge Areas;
- (2) - Frequently Flooded Areas;
- (3) - Geologically Hazardous Areas;
- (4) - Fish and Wildlife Habitat Areas; and,
- (5) - Wetlands

This chapter applies to “Any land use or development activity which is subject to a development permit or approval under this code...” (JCUDC 3.6.4b).

The Port Hadlock Ramp and Dock site may contain environmentally sensitive areas. Please see the discussion of environmentally sensitive areas under the Natural Environment section.



Land Use Map

Public Access, Services, and Utilities

Regional Access:	SR 19 and SR 116.
Local Access:	Lower Hadlock Road
Marine Access:	Southernmost shore of Port Townsend Bay.
Fire/Emergency Services:	Jefferson County Fire District #1.
Utilities:	None are currently available on site.

Natural Environment

Environmental Characteristics

Port Hadlock Boat Launch and dock are along the southwest shoreline of Port Townsend Bay. The southern location and proximity to Indian Island provide protection from northerly winds and waves that have a greater effect on the Port Townsend shoreline. Longshore sediment transport and depositional conditions that formed the Hadlock spit continue to deposit large loads of sand along the spit and across the boat launch. Eelgrass beds are dense and extensive along the outer Port Hadlock spit, inner shoreline and lagoon, and adjacent shoreline (Hirschi 1999). In this area, eelgrass reaches a maximum depth between – 5 and –10 ft (WDNR 2001, no tidal datum reference).

The Port Hadlock area falls within usual and accustomed fishing place of Jamestown S’Klallum, Lummi, Lower Elwha S’Klallum, Port Gamble S’Klallum, Suquamish, Swinomish, and Tulalip tribes; however, the Port Hadlock Boat Launch is not within designated salmon commercial or sport fishing areas. Port Hadlock is about equidistant from Commercial Marine Fish – Shellfish Areas 25B and D.

Port Hadlock spit and embayment are bordered by commercial intertidal hardshell clam beds and a Dungeness crab shellfish resources area (WDFW 2002f,g). Adjacent commercial subtidal shellfish resources include butter, Manila, and Pacific littleneck clams. The beaches in this area of Port Townsend Bay are state-approved commercial shellfish beaches (WDOH 2000). The Hadlock embayment and spit are also designated as areas set aside for on-bottom culture of oysters and/or mussels (on-bottom aquaculture areas) and historically certified shellfish beds, approved for commercial harvest.

Recent WDFW (2002h) maps highlight a sand lance spawning area along Port Hadlock shoreline and spit. Because sand lance is a major prey of many commercially and recreationally valuable fish, including juvenile chinook salmon, sand lance spawning beaches are protected by state law.

The shoreline habitat along Port Hadlock is considered part of the Hood Canal and Puget Sound salmon and trout migration corridor, with habitat critical to juvenile salmon feeding, rearing, and migration.

Large concentrations of wintering waterfowl, including pintail, mallard, and widgeon ducks, have been regularly observed in the bay behind the spit. Purple martins nest in boxes installed on shore near the commercial buildings (WDFW 2002i).

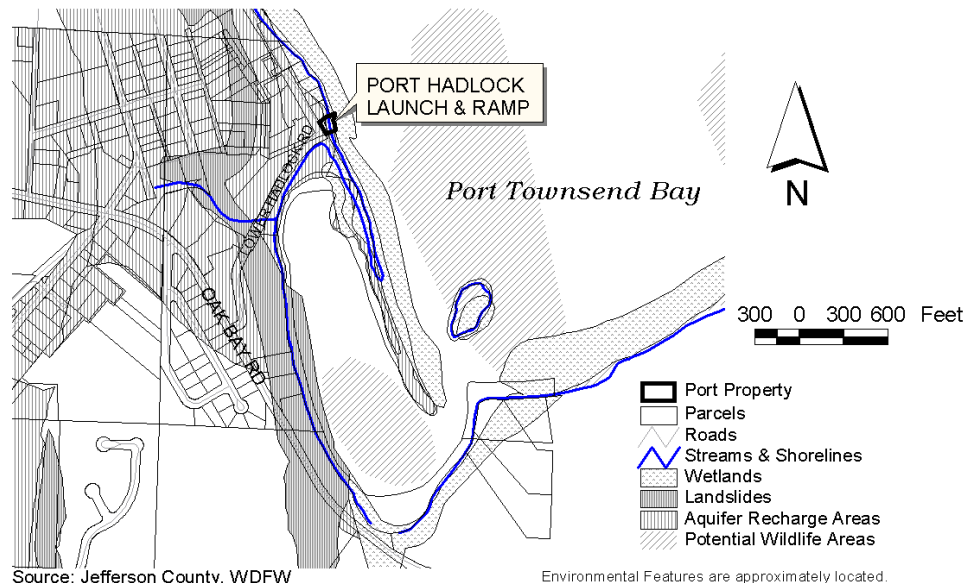
Please refer to *Port of Port Townsend Comprehensive Scheme: Background Environmental Information*, prepared by Landau Associates, dated December 21,

2002, for further information regarding environmental characteristics contained in this report.

Environmentally Sensitive Areas

Portions of the site are classified as containing Sensitive Area 1-Critical Aquifer Recharge Area, and other regulated sensitive areas may be located on the site (JCUDC 3.6.4). Jefferson County maintains Environmentally Sensitive Area Maps, however it should be noted that these maps "...are provided only as a general guide to alert the viewer to the possible location and extent of environmentally sensitive areas..." and "The maps may not be relied on to establish the existence or boundaries of a sensitive area...Conditions in the field prevail..." (JCUDC 3.6.2.2). These maps are updated as new inventories are completed, and these maps should be reviewed prior to submitting any proposal for development or redevelopment of this property.

In the event that environmentally sensitive areas are determined to be located on the property, all future development on the site will be subject to the general provisions of the Environmentally Sensitive Areas District, as well as the sensitive area specific protection standards and provisions of the sensitive areas determined to be located on site, as outlined in Section 3.6 of the JCUDC.



Environmental Features Map

4.3.2 Alternatives Analysis

Alternative 1: Maintain in Existing Condition (No Action)

Leave the facility as is and provide maintenance to recreational facilities.

Costs

The following element is included in the cost estimate: maintenance of the existing conditions of the site.

\$5,000 per year.

Alternative 2: Improve Existing Facility (Preferred Alternative)

Retain the property and consider an extension of the dock or widening of the existing facility to accommodate increased use.

Costs

The following elements are included in this cost estimate: install timber floats and piling.

\$ 70,000

Alternative 3: Sale of the Property

Sell the facility.

Costs

In the event the Port decides to sell the property, it would be necessary to prepare an appraisal of the site, including the tidal areas. There are limited options for sale of such a facility. The most likely purchaser is another public entity. Alternatively, there may be opportunities for sale to an adjacent owner. In all cases, the value of the property will be determined on a case-by-case basis.

4.3.3 Environmental Impacts and Potential Mitigation Measures

General Environmental Considerations Common to All Alternatives

Built Environment

Several Jefferson County land use approvals and permits are associated with the alternatives. The County's Comprehensive Plan policies, zoning, and Shoreline Management Program policies and procedures in place at the time a specific project is proposed may restrict some types of land uses or actions in certain areas identified in the proposed alternatives. It is anticipated that many (or all) of the potential impacts to the built environment will be mitigated by the required land use and building permit process.

Natural Environment

Development in or above marine and freshwater environments generally requires permits from federal, state, and local government agencies. Permits are usually required when impacts to navigable waters or fish and wildlife habitat are anticipated. Activities waterward of mean higher high water (MHHW) for tidal waters and ordinary high water (OHW) for freshwater are regulated by the U.S. Army Corps of Engineers (USACE), Washington State Department of Ecology (DOE), and the Washington Department of Fish and Wildlife (WDFW). In addition, the National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (USFWS) must concur that any project requiring federal approvals (a USACE permit, for example) is consistent with the Endangered Species Act (ESA). These agencies will require that proposed projects avoid or reduce project impacts on certain fish and wildlife species through design and/or environmental controls or mitigate impacts through restoration activities.

It is anticipated that all alternatives will be consistent with regulations pertaining to development in, or adjacent to, wetlands.

Construction Impacts

All alternatives require maintenance and /or expansion activities that will result in localized, short-term construction impacts.

In-water activities may temporarily result in minor impacts to water quality (i.e., increase turbidity, re-suspend sediments, increase the potential for material spills). Increased noise associated with pile driving, anchor placements, etc. may result in avoidance of the immediate work area by "listed" species. These activities will, however, be conducted within the allowable "work window" as determined by the USACE and WDFW (i.e., when a significant number of listed species are not

likely to be present) and at low water levels. Care must be taken to ensure that no construction debris enters the water. Use of Best Management Practices will also minimize potential impacts.

Construction noise, dust and truck traffic may also temporarily impact adjacent upland uses.

Alternative 1: Maintain in Existing Condition (No Action)

No significant environmental impacts are anticipated from this alternative. Periodical removal of the sand deposits on the ramp will be an on-going maintenance responsibility for the Port.

Potential Mitigation Measures:

Because no new environmental impacts are anticipated, no potential mitigating measures have been identified.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated.

Alternative 2: Improve Existing Facility (Preferred Alternative)

Alternative 2 would result in widening the existing dock to increase space for transient tie-ups. No permanent moorage is proposed. The new dock space would be added to the end of the existing floating dock. The new space would result in an increase of approximately 600 square feet of over-water shading and minor habitat loss associated with the installation of approximately two new piles.

The Port Gamble S'Klallum Tribe has indicated that fecal coliform bacteria contamination is worsening in Lower Hadlock, potentially impacting shellfish beds. Increased boat activity could incrementally contribute to this problem if boaters do not use proper sanitary facilities.

Alternative 2 appears to be consistent with Jefferson County Land Use and Shoreline regulations.

It is not anticipated that the new tie-up space will encourage additional use of the ramp - the new tie-up space will be used primarily by boaters visiting Port Hadlock and potentially by the Northwest School of Wooden Boat Building. Periodic removal of the sand deposits on the ramp will continue to be a maintenance responsibility for the Port.

Potential Mitigation Measures

If any significant environmental impacts are identified during the design phase/permitting process, it is assumed appropriate mitigation will be required.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated.

Alternative 3: Sale of the Facility

Unless another public entity assumed responsibility for the ramp, this alternative would result in the ramp being closed, or no longer maintained. Any current impacts to the marine environment from boat launches would cease, or diminish over time. It is unknown whether or not all existing dock facilities would be removed or left in place.

With Alternative 3, public small boat access to this portion of Port Townsend Bay and the tribal fisheries would no longer be available. The Northwest School of Wooden Boats would not have immediate access to a ramp, and the Port would no longer have an interest in development of a common parking area.

Potential Mitigation Measures

Acquisition of the ramp by another public entity would result in maintaining public small boat access to this part of Port Townsend Bay.

Unavoidable Adverse Impacts

If the ramp is not acquired by another public entity, public and tribal small boat access to this portion of Port Townsend Bay would no longer be available.

Chapter 5 - Other Facilities

The Port owns three additional waterfront properties – Fort Worden Beach, adjacent to Fort Worden State Park, the Quincy Street Dock and property adjacent to the Kah Tai Lagoon, all of which are located within the City of Port Townsend.

Following is a description of each of these facilities, proposed alternative development scenarios, and a description of potential environmental impacts and mitigation measures for each of the alternative scenarios.

5.1 Fort Worden Beach

5.1.1 Existing Conditions

Built Environment

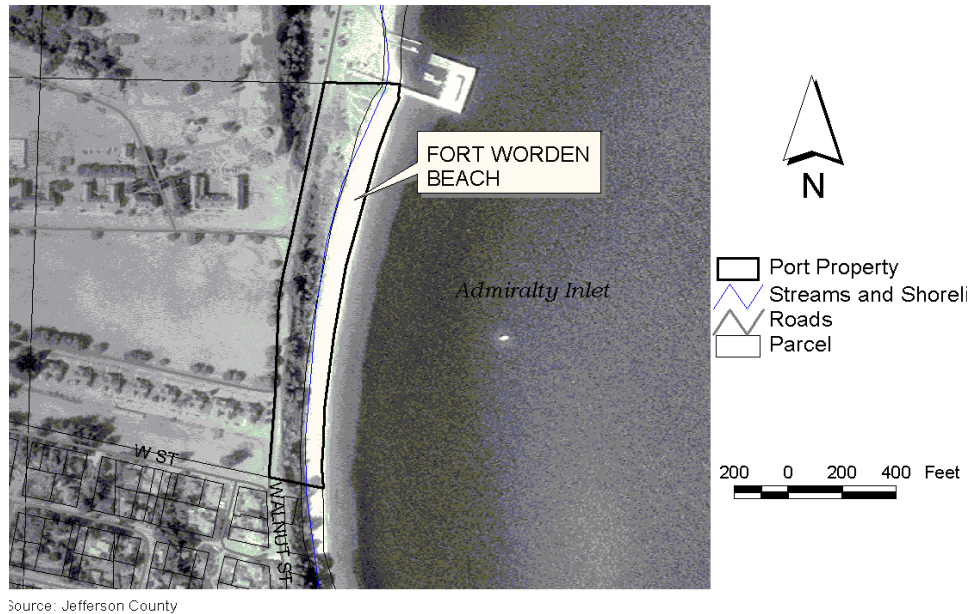
Ownership

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.



Existing Facilities and 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 site is available from the water, or from a set of stairs that descend a steep bluff down to the beach. There is no designated parking for the beach in the vicinity of the stairs. Immediately adjacent to the beach is the Fort Worden Marine Sciences Center facility operated by the Port Townsend Marine Science Center.



Aerial Photo

Land Use Regulations

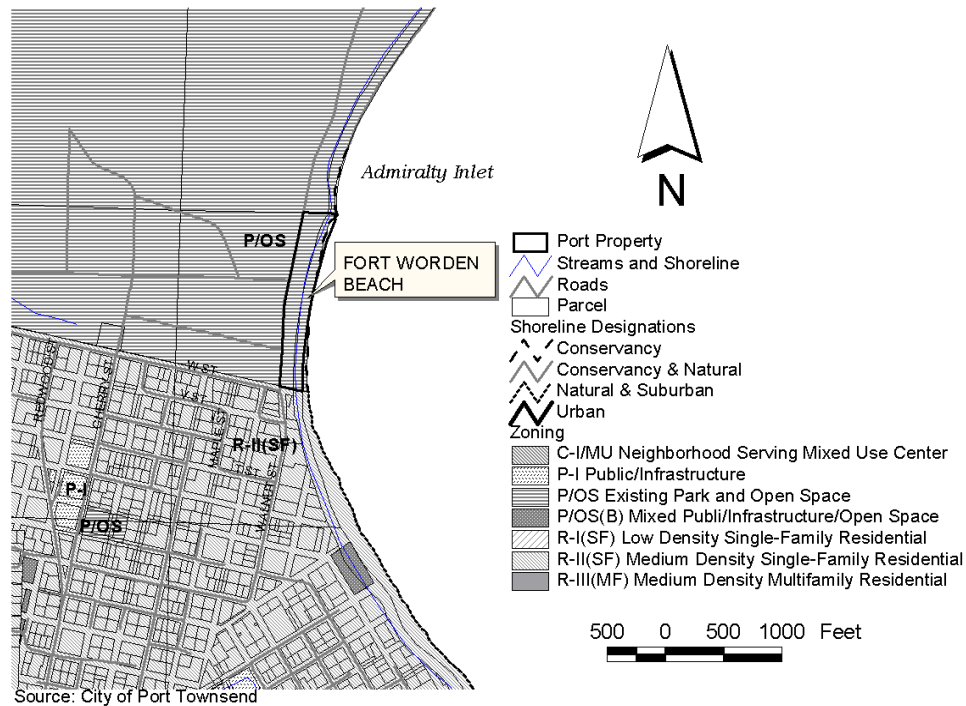
Please note that for those areas within the jurisdiction of the City of Port Townsend Shoreline Master Program (within 200 feet of the shoreline), the SMP regulations supersede those of the City of Port Townsend Municipal Code (PTMC 17.26.020).

Zoning/Comprehensive Plan

- This site is zoned Existing Park and Open Space (P/OS) by the City of Port Townsend.
- The *Final City of Port Townsend Comprehensive Plan*, dated July, 1996, was generally reviewed with regard to the existing conditions at the Fort Worden Beach property, and no significant incompatibilities were found to exist.. The Plan should be reviewed prior to any development or redevelopment to ensure that proposed activities will be consistent with the Plan.

Shoreline Management Master Plan

- “Conservancy” environmental designation (PTSMP 4.103). Subject to the policies and performance standards of PTSMP 4.103.
- Use-Specific Policies and Performance Standards (PTSMP 5) – Use-specific policies and performance standards may apply to development at the Fort Worden property depending on the use proposed. This chapter should be reviewed prior to any development on the site.



Land Use Designations Map

Public Access, Services, and Utilities

Regional Access:	WA 20
Local Access:	Cherry Street, Redwood Street, and 49 th 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: water service provided by the

City of Port Townsend; and electrical service provided by Puget Sound Energy. The Millennium Digital Media Company is the provider of cable and Internet services in this area.

Natural Environment

Environmental Characteristics

Fort Worden beach, extending from the upper intertidal to about –20 ft MLLW, is adjacent to Fort Worden State Park and the Marine Science Center. The beach comprises about a half-acre of intertidal land. The NWI map classifies the beach as intertidal wetland (E2AB/USN) and aquatic bed, with unconsolidated substrate and moderately low vegetative cover (less than 30 percent); substrate consists of coarse sand, gravel, and cobble (WDNR 2002).

The beach is a surf smelt spawning area (WDFW 2002d) and adjacent to kelp beds along shoreline. This shoreline habitat is considered part of the Hood Canal and Puget Sound salmon and trout migration corridor, with habitat critical to juvenile salmon feeding, rearing, and migration. The beach is also adjacent to extensive salmon sport and commercial fishing areas, near Marine Fish – Shellfish Area 25A and Salmon Marine Area 9. The beach falls within the usual and accustomed fishing place of Jamestown S’Klallum, Lummi, Lower Elwha S’Klallum, Port Gamble S’Klallum, Suquamish, Swinomish, and Tulalip tribes (Evans-Hamilton and D.R. Systems 1987).

A WDFW-designated commercial geoduck bed (WDFW 2002b) that lies in deep water immediately offshore this beach was not depicted in the 1999 WDOH commercial shellfish areas of Jefferson County. The shoreline south of the Fort Worden beach, extending around Point Hudson to Boat Haven, is prohibited to commercial shellfish harvest, as indicated under the 1999 Commercial Shellfish Beach Classification by WDOH (2000).

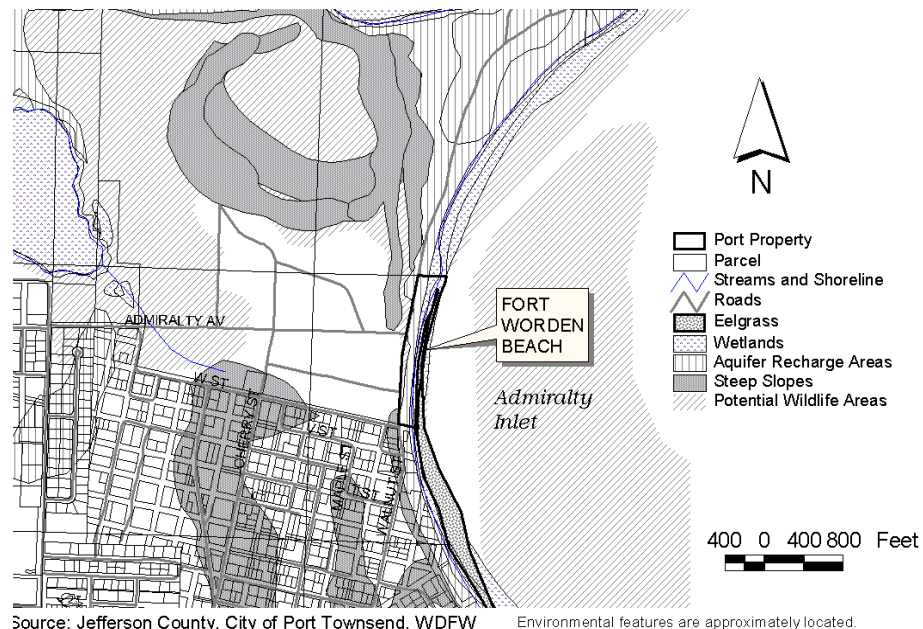
No marine mammal haulouts or sensitive areas were noted in the literature. The beach is within a state-recognized bald eagle nesting area; two active bald eagle nests are about 0.5 mile to the west (WDFW 2002a).

Please refer to *Port of Port Townsend Comprehensive Scheme: Background Environmental Information* (Landau Associates - December 2002), on file with the Port of Port Townsend for further information regarding environmental characteristics contained in this report.

Environmentally Sensitive Areas

Portions of the site are mapped as Sensitive Area 1 - Aquifer Recharge Area, Sensitive Area 2 – Fish and Wildlife Habitat Areas, Sensitive Area 3 – Frequently Flooded Areas and Critical Drainage Corridors, Sensitive Area 4 – Geologically Hazardous Areas and Sensitive Area 5 – Wetlands. The City of Port Townsend maintains an Inventory of Environmentally Sensitive Areas, however it should be noted that this inventory is not complete and shows only the approximate location and extent of environmentally sensitive areas (PTMC 19.05.030 G). The maps and inventory lists are to be considered only as guides to the general location and extent of sensitive areas and will be used to make a preliminary determination to suggest the presence or absence of environmentally sensitive areas. These maps are updated as new inventories are completed, and these maps should be reviewed prior to submitting any proposal for development or redevelopment of this property.

In the event that environmentally sensitive areas are determined to be located on the property, all future development on the site will be subject to the performance standards for development in environmentally sensitive areas, as well as the general and sensitive area specific development standards and provisions of the sensitive areas determined to be located on site, as outlined in Chapter 19.05 of the PTMC.



Environmental Features Map

5.1.2 Alternatives Analysis

Alternative 1: Maintain in Existing Condition (No Action and Preferred Alternative)

Keep the property as a passive recreational site, with the option of selling or trading the property to a public entity with the stipulation the property must remain open for public use.

Costs

None.

Alternative 2: Sale or Trade of Property for Public Use

Sell or trade the property to a public entity with the stipulation the property must remain open for public use.

Costs

In the event the Port decides to sell the property, it would be necessary to prepare an appraisal of the site including the tidal areas. There are limited options for sale of such a facility. The most likely purchaser is another public entity.

5.1.3 Environmental Impacts and Potential Mitigation Measures

Alternative 1: Maintain in Existing Condition (No Action and Preferred Alternative)

No significant environmental impacts are anticipated from this alternative.

Potential Mitigation Measures

None.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated.

Alternative 2: Sale or Trade of Property for Public Use

No significant environmental impacts are anticipated from this alternative.

Potential Mitigation Measures

None.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated.

5.2 Quincy Street Dock

5.2.1 Existing Conditions

Built Environment

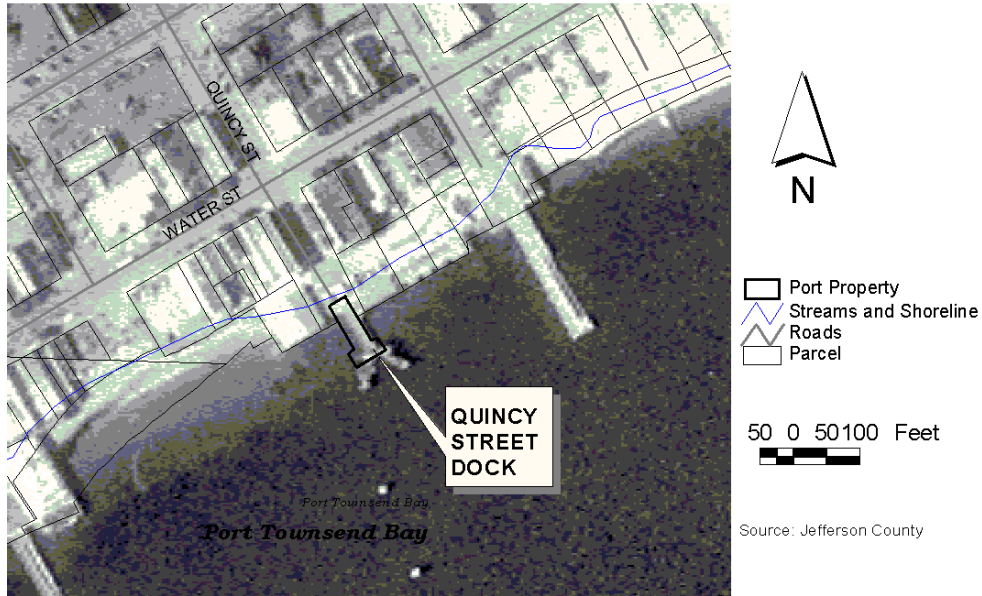
Ownership

The Quincy Street Dock is 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 owns all upland facilities and uses adjacent to the overwater dock.



Existing Facilities and Use

This dock was formerly used as a ferry dock, but is currently unused and fenced, prohibiting all access. The docking facility consists of very large timber dolphin guides and a steel access ramp with wood decking. The shoreline dock appears to be creosote treated timber piling and decking. Three mooring dolphins lie offshore. The condition of the facilities is unknown.



Aerial Photo

Land Use Regulations

Please note that for those areas within the jurisdiction of the City of Port Townsend Shoreline Master Program (within 200 feet of the shoreline), the SMP regulations supersede those of the City of Port Townsend Municipal Code (PTMC 17.26.020).

Zoning/Comprehensive Plan

- “C-III - Historic Commercial”(PTMC 17.12)

Uses permitted per Table 17.20.020 – “Commercial Zoning Districts – Permitted, Conditional and Prohibited Uses.” Bulk, dimension and density requirements as stated in PTMC 17.20.30.

Waterfront Design Guidelines Overlay District: The Quincy Street Dock is located within the Waterfront Design Guidelines Overlay District and a subdistrict, the Civic District, as stated in PTMC 17.30. The purpose of the Waterfront Design Guidelines Overlay District is to establish waterfront design guidelines that protect, maintain and enhance the diversity of the waterfront area of the city, and unique characteristics of certain subdistricts of the city. This code establishes a Historic Preservation Committee (HPC) and stipulates that any plans to “alter, demolish, construct, reconstruct, restore, remodel or make any visible change to the exterior appearance of any structure” within the Waterfront District, must be reviewed and approved by the HPC. Building officials will not issue permits unless the HPC has issued a Certificate of Review (17.30.030.E.4.d).

Interior work, emergency repairs and ordinary building maintenance are exempt from HPC review.

The role of the HPC is to determine if a project is consistent with the Waterfront District design guidelines. The guidelines are divided into overall guidelines, which address city form, city connections, civic spaces and new buildings, and subdistrict-specific guidelines. The Civic District subdistrict guidelines (PTMC 17.30.050 G) specifically address streetscape design, building materials, and height and view restrictions. Specifically, the Civic District guidelines state:

1. Streetscape design shall comply with the Streetscape Design/Main Street Project Manual adopted January 17, 1989, by Ordinance No. 2143, including the specification of Norway Maples as street trees. The city shall provide additional landscaping and hardscape features, including special paving on Madison Street, monuments and banners that delineate and explain the civic purpose of this subdistrict.
2. Brick that is compatible in color, texture and size with brick used in existing structures in this subdistrict should be the dominant building material used in any future construction.
3. Designs should protect the view corridors along the Water Street axis to Point Hudson and the Madison Street axis from Memorial Field and to the City Dock through compliance with the height restrictions set forth in Chapter 17.28 PTMC. Buildings framing these view corridors are encouraged to be built to the street property lines. Elements occurring in public rights-of-way, such as signs, fountains, and monuments, should be low in form with vertical elements limited to slender obelisks.
4. City Hall should remain the dominant feature of the cityscape in this subdistrict. No building shall be erected in this subdistrict that is greater in height than City Hall. Buildings adjacent to or adjoining City Hall shall be of lower height and building facades shall be designed with less detail and ornamentation than City Hall to defer to the architectural significance of City Hall. Buildings connected to City Hall shall not directly abut City Hall at the street property line, but shall be set back at least five feet from the property line for a length of at least five feet.

The recommendations of the HPC "...shall be binding on the applicant and compliance with such recommendations is mandatory" (PTMC 17.30.030 F). The HPC has 60 days to make a decision from the time it receives a complete application, and committee meetings are open to the public. The code states that, "In order to grant any appeal from the recommendations of the HPC, the city council must find that the Historic Preservation Committee was clearly erroneous in its conclusions or that the HPC failed to adhere to the design guidelines..."

(PTMC 17.30.040.G.3). Applicants have 30 days to appeal the HPC decision to the city council (PTMC 17.30.060).

The overall and subdistrict-specific guidelines are applicable to development and redevelopment on the Quincy Street property.

National Register Historic District Design Review: The Quincy Street property is within the Design Review – National Register Historic District (PTMC 17.80). Design review is mandatory under this code for any development or redevelopment at this property because it is zoned C-III (PTMC 17.80.020). Design review required under this code is performed by the Historic Preservation Committee (HPC), and is subject to the procedures and design review standards of Chapter 17.80 of the PTMC. While review is required prior to any demolition, substantial change to a development, or approval of a city permit, the “... recommendations of the HPC set forth in a certificate of review shall be advisory only and shall not be binding on the applicant or any other person; provided, however, that the applicant may at his/her option agree to certain binding conditions contained therein in the course of approval of a variance, conditional use permit, environmental determination,...or other city approval related to the development” (PTMC 17.80.050).

In simpler terms, the HPC’s recommendations are not binding, when issued for design review triggered by location within the National Register Historic District. However, the applicant may at their own discretion choose to agree with the conditions. By contrast, HPC design review recommendations issued regarding the Civic District subdistrict (in the Waterfront Design Guidelines Overlay District) are binding and compliance is mandatory, as discussed above.

Special Height Overlay District: Chapter 17.28 of the PTMC establishes a Special Height Overlay District to “protect the visual and physical prominence of the bluff which is a unique and dominant land form of the city” (PTMC 17.28.010). The Quincy Street property is located within this district. All properties within this district are subject to both the properties’ underlying zone classification and to the requirements of the special height overlay district. Height limits at the Quincy Street Dock vary by block, as described in PTMC 17.28.030. These limits will be enforced during any development or redevelopment of the property.

Comprehensive Plan Review: The Final City of Port Townsend Comprehensive Plan, dated July 1996, was generally reviewed with regard to the existing conditions at the Quincy Street Dock property, and no significant incompatibilities were found to exist. The Plan should be reviewed prior to any development or redevelopment to ensure that proposed activities will be consistent with the Plan.

Shoreline Master Program

- “Urban” environmental designation (PTSMP 4.105). Subject to the policies and performance standards of PTSMP 4.105.
- Use-Specific Policies and Performance Standards (PTSMP 5) – The policies and performance standards for commercial development (PTSMP 5.50), docks, piers and floats (PTSMP 5.60), industrial and port facilities (PTSMP 5.90), mooring buoys (PTSMP 5.130), and transportation facilities (PTSMP 5.190) may apply and should be reviewed prior to any development or redevelopment at the Quincy Street property.
- “Port Townsend Urban Waterfront Special District” (PTSMP 4.106). Subject to the policies and performance standards of PTSMP 4.106. Also, subject to Port Townsend Urban Waterfront Plan (UWP) element sections, and the general and Civic District subdistrict-specific design guidelines. The general and subdistrict-specific design guidelines are identical to those of the Waterfront Design Guidelines Overlay District.

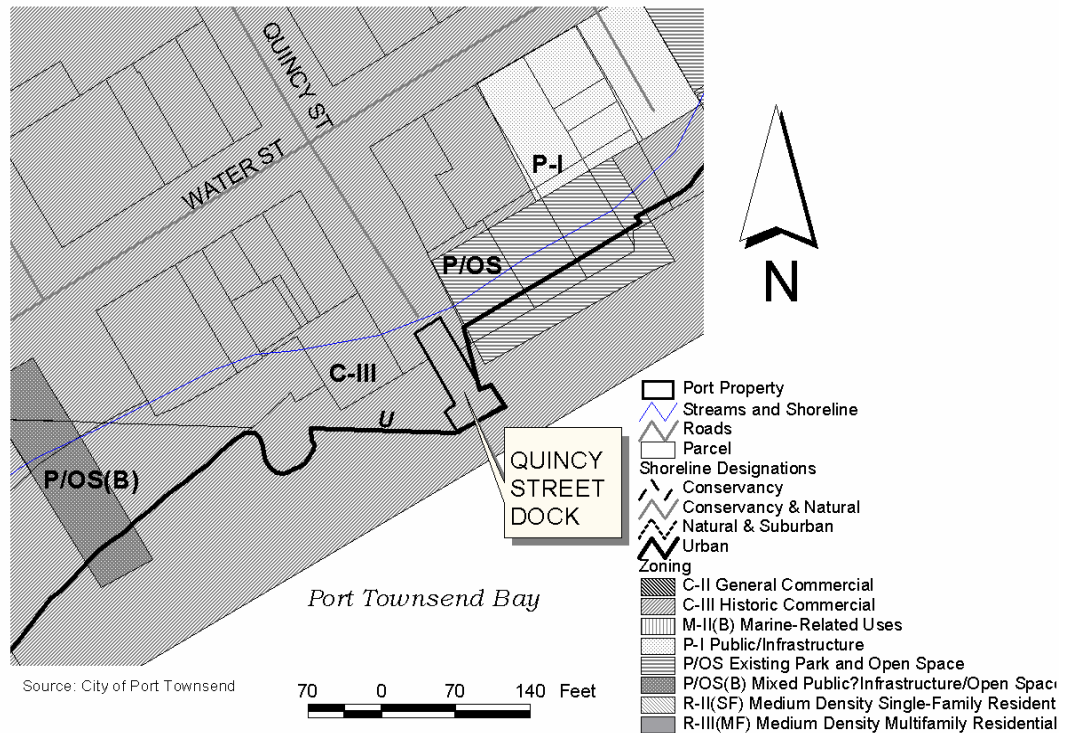
Environmentally Sensitive Areas

Chapter 19.05 – Environmentally Sensitive Areas, of the PTMC establishes standards designed to identify and protect environmentally sensitive areas within the jurisdiction of the City of Port Townsend. The chapter provides general and sensitive area specific performance standards of development for five sensitive areas, which include:

- Sensitive Area 1 – Aquifer Recharge Areas;
- Sensitive Area 2 – Fish and Wildlife Habitat Areas;
- Sensitive Area 3 – Frequently Flooded Areas and Critical Drainage Corridors;
- Sensitive Area 4 – Geologically Hazardous Areas; and,
- Sensitive Area 5 – Wetlands.

This chapter applies “...to all development proposals which contain environmentally sensitive areas and associated buffers wholly or partially on-site, whether public or private, unless otherwise exempted or waived...” (PTMC19.05.030 C) and states that “...a sensitive area permit is required for any development proposal whenever any portion of the site is within an environmentally sensitive area or required buffer area” (PTMC 19.05.040). A waiver of the permit requirement is possible under several circumstances. The Director, for instance, may waive the permit requirement if all development and construction activities are proposed outside the environmentally sensitive area and are to occur at a distance which is substantially greater than the applicable buffers and setbacks required. This waiver will only be granted if it is determined that no useful purpose would be served by the permit requirement for that particular instance.

Environmentally Sensitive Areas at the Quincy Street Dock are discussed in the Natural Environment section.



Land Use Designations Map

Public Access, Services, and Utilities

Regional Access:	SR 20
Local Access:	Quincy Street, in downtown Port Townsend.
Marine:	The dock is located on the northwest shoreline of Port Townsend Bay.
Fire/Emergency Services:	City of Port Townsend Fire 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.
Sewer:	A 10-inch sewer line on Water Street is available.
Electrical:	Electricity is provided by Puget Sound Energy.
Other:	Gas, telephone, and solid waste collection services are available in the vicinity.

Natural Environment

Environmental Characteristics

The shoreline along the Quincy Street Dock was bulkheaded, filled, and riprapped to create a dock for a former ferry terminal. Currently, the overwater structures are limited to creosote-treated piles and dolphins. The extensive eelgrass band that parallels the City of Port Townsend shoreline is broken into several patches on either side of the former dock (MRC 1999). Eelgrass near this site, in the area around the ferry terminal, extends to about -16 ft MLLW (R. Thom 30 July 2002 personal communication). This shoreline area is not noted for herring, sand lance, or surf smelt spawning. According to the City of Port Townsend, Purple Martin and laminaria are present in the vicinity.

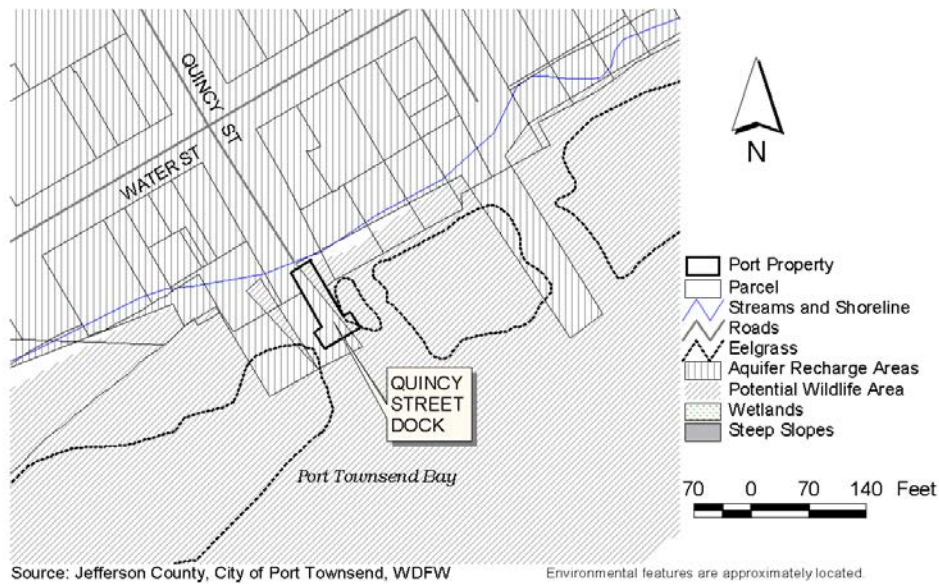
Commercial shellfish harvest is prohibited along the Port Townsend shoreline from Point Hudson to Boat Haven under the 1999 Commercial Shellfish Beach Classification by WDOH (2000).

Please refer to *Port of Port Townsend Comprehensive Scheme: Background Environmental Information* (Landau Associates - December 2002) on file with the Port of Port Townsend for further information regarding environmental characteristics contained in this report.

Environmentally Sensitive Areas

This site is mapped as containing areas of Sensitive Area 1 - Aquifer Recharge Area, Sensitive Area 2 – Fish and Wildlife Habitat Areas, Sensitive Area 3 – Frequently Flooded Areas and Critical Drainage Corridors, and Sensitive Area 4 – Geologically Hazardous Areas. The City of Port Townsend maintains an Inventory of Environmentally Sensitive Areas however it should be noted that this inventory is not complete, and shows only the approximate location and extent of environmentally sensitive areas (PTMC 19.05.030 G). The maps and inventory lists are to be considered only as guides to the general location and extent of sensitive areas, and will be used to make a preliminary determination to suggest the presence or absence of environmentally sensitive areas. These maps are updated as new inventories are completed, and these maps should be reviewed prior to submitting any proposal for development or redevelopment of this property.

In the event that environmentally sensitive areas are determined to be located on the property, all future development on the site will be subject to the performance standards for development in environmentally sensitive areas, as well as the general and sensitive area specific development standards and provisions of the sensitive areas determined to be located on site, as outlined in Chapter 19.05 of the PTMC.



Environmental Features Map

5.2.2 Alternatives Analysis

Alternative 1: Renovate for Future Use (Preferred Alternative)

Renovate the dock and/or retain ownership until such time that other uses become desirable or feasible.

Costs

The following elements are included in this cost estimate: demolish the ramp and pilings and install new timber pilings and amenities.

\$ 290,000

Alternative 2: Use for Future Mitigation (No Action)

Use the property as a mitigation site.

Costs

The value of the site for mitigation is dependent on a number of factors, including the value of the existing habitat resource. According to the existing conditions report, this site may not have significant habitat value. However, at the time of

proposing use of the site for mitigation, a full marine habitat survey would be conducted to determine the extent of habitat or eelgrass. In addition, an appraisal would be prepared to determine not only the value of the habitat, but the value of the land for a lease.

Alternative 3: Sale of the Property

Sell the property.

Costs

In the event the Port decides to sell the property, it would be necessary to prepare an appraisal of the site including the tidal areas. There are limited options for sale of such a facility. The most likely purchaser is another public entity. Alternatively, there may be opportunities for sale to an adjacent owner. In all cases, the value of the property will be determined on a case-by-case basis.

5.2.3 Environmental Impacts and Potential Mitigation Measures

Alternative 1: Renovate for Future Use (Preferred Alternative)

Renovation of the dock for future use would likely require in-water work that could result in temporary, short-term impacts to water quality (turbidity, re-suspension of sediments, potential for material spills). Construction activity could also result in short-term impacts to adjacent upland uses.

The potential use of the renovated facility is unknown at this time. Use of the facility must be consistent with City zoning and Shoreline regulations. Potentially, the renovated dock could be used for pedestrian boarding of tourist boats. Renewed activity/use of the dock may encourage additional redevelopment of the general Quincy Street waterfront area. Public visual access to the shoreline would be improved. New lighting is anticipated. If the dock is used for pedestrian boarding, this alternative would likely result in increased demand for downtown off-street parking.

Potential Mitigation Measures

Short-term impacts from construction activities can be mitigated through limitations on the hours of construction and use of Best Management Practices.

Any in-water work will require City, State and federal permitting.

The use of the renovated facility must be consistent with City of Port Townsend land use regulations.

Unavoidable Adverse Impacts

Unavoidable adverse impacts are unknown at this time.

Alternative 2: Use for Future Mitigation (No Action)

Using the property as a mitigation site would likely result in the site being retained in its current condition for the immediate future. In the long-term, when used for mitigation, demolition of the existing dock and the large timber dolphin guides may be required. Demolition of the facility will result in temporary, short-term construction impacts to water quality.

Demolition activities and associated noise and odors may also result in short-term impacts to adjacent upland commercial land uses.

Use of the site for mitigation would result in improved marine habitat. Public visual access to the shoreline would also be improved. The site itself would not generate commercial activity, so would not result in impacts to the built environment.

Potential Mitigation Measures

Mitigation for demolition-related impacts would be determined during the permitting process, but could typically include timing the work to avoid periods of high use by juvenile salmonids.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated.

Alternative 3: Sale of the Property

Significant environmental impacts resulting from this alternative are not known at this time. Future use/renovation of the facility by another owner would require a new SEPA review during the project permitting process.

Potential Mitigation Measures

Mitigating measures would be identified during the design/permitting phase of any future project.

Unavoidable Adverse Impacts

Unavoidable adverse impacts are unknown at this time.

5.3 Kah Tai Lagoon

5.3.1 Existing Conditions

Built Environment

Ownership

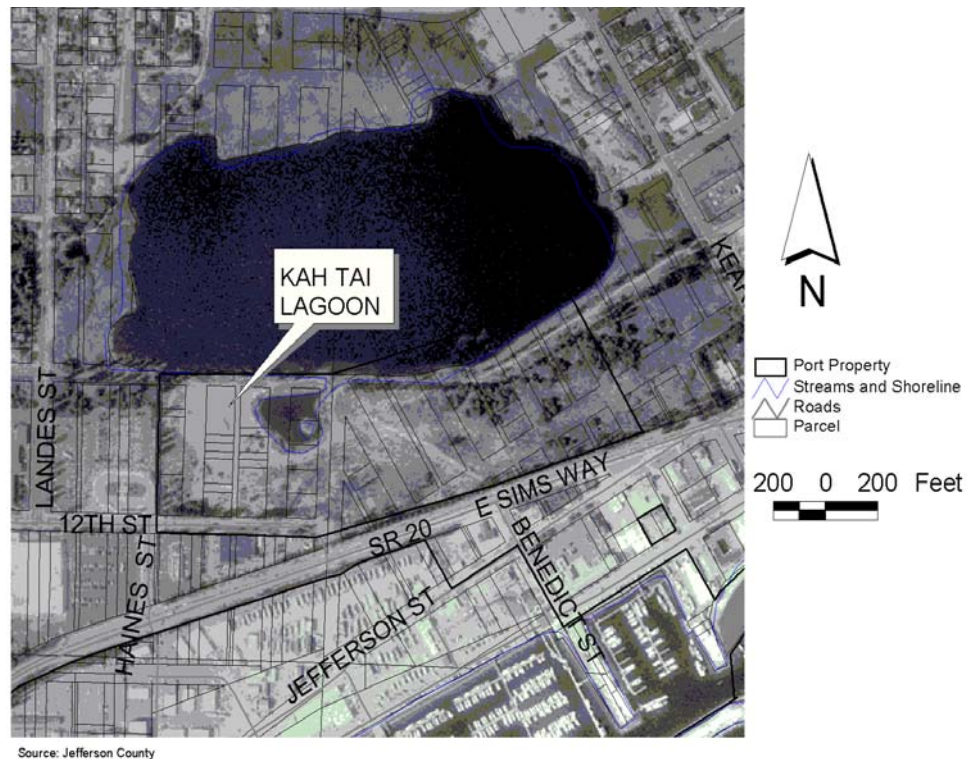
The Kah Tai Lagoon lies directly north of Boat Haven. The Port ownership includes approximately 21 acres of undeveloped land and rights-of-way located between SR 20/Sims Way and the southern edge of the lagoon between Kearney and Landes Street.



Existing Facilities and Use

Kah Tai Lagoon currently functions as a passive recreation park and is the second largest stormwater basin in the City. The Port-owned portion of the lagoon property, which is along the southern boundary of the lagoon, is leased to the City

of Port Townsend. The City currently utilizes this site as a park and open space. The only facility on the site is a restroom and parking area.



Aerial Photo

Land Use Regulations

Zoning/Comprehensive Plan

- “P/OS”, Existing Park and Open Space (PTMC 17.12).
The City of Port Townsend leases the Kah Tai property from the Port of Port Townsend and has designated the site as Existing Park and Open Space. Per Resolution Number 97-08, adopted January 21, 1997, the lease to the City expires in the year 2012, at which time, “...the Port shall be free to apply for whatever land use designation which would be consistent with the Port’s proposed use of the property at that time. Upon such application by the Port, the City shall review the land use, and the designation as “P/OS Existing Park and Open Space” shall not be controlling.”
- The *Final City of Port Townsend Comprehensive Plan*, dated July 1996, was generally reviewed with regard to the existing conditions at the Kah Tai property, and no significant incompatibilities were found to exist. The Plan should be reviewed prior to any development or redevelopment to ensure that proposed activities will be consistent with the Plan.

Shoreline Master Program

- “Conservancy” shoreline environment designation (PTSMP 4.103). Use-specific polices and performance for commercial development (PTSMP 5.50), docks, piers and floats (PTSMP 5.60), industrial and port facilities (PTSMP 5.90), and recreational facilities may apply and should be reviewed prior to any development or redevelopment at the Kah Tai Lagoon property.

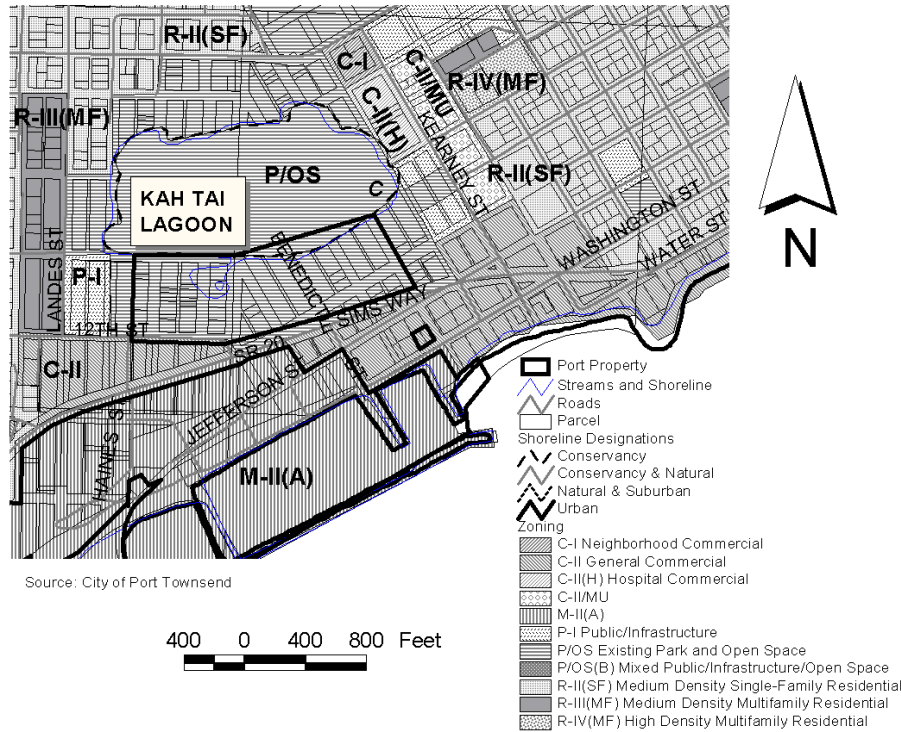
Environmentally Sensitive Areas

Chapter 19.05 – Environmentally Sensitive Areas, of the PTMC establishes standards designed to identify and protect environmentally sensitive areas within the jurisdiction of the City of Port Townsend. The chapter provides general and sensitive area specific performance standards of development for five sensitive areas, which include:

- Sensitive Area 1 – Aquifer Recharge Areas;
- Sensitive Area 2 – Fish and Wildlife Habitat Areas;
- Sensitive Area 3 – Frequently Flooded Areas and Critical Drainage Corridors;
- Sensitive Area 4 – Geologically Hazardous Areas; and,
- Sensitive Area 5 – Wetlands.

This chapter applies “...to all development proposals which contain environmentally sensitive areas and associated buffers wholly or partially on-site, whether public or private, unless otherwise exempted or waived...” (PTMC19.05.030 C) and states that “...a sensitive area permit is required for any development proposal whenever any portion of the site is within an environmentally sensitive area or required buffer area” (PTMC 19.05.040). A waiver of the permit requirement is possible under several circumstances. The Director, for instance, may waive the permit requirement if all development and construction activities are proposed outside the environmentally sensitive area and are to occur at a distance which is substantially greater than the applicable buffers and setbacks required. This waiver will only be granted if it is determined that no useful purpose would be served by the permit requirement for that particular instance.

Environmentally Sensitive Areas at Kah Tai are discussed in the Natural Environment section.



Land Use Designations Map

Public Access, Services, and Utilities

Regional Access:	SR 20
Local Access:	12th Street and East Sims Way
Fire/Emergency Services:	City of Port Townsend's Fire Department and Jefferson County Fire District #6.
Utilities:	The City of Port Townsend provides sewer service to the site. There are no other utility services to the site, although the following utilities are available in the vicinity of the site include; water service provided by the City of Port Townsend; and electrical service provided by Puget Sound Energy.

Natural Environment

Environmental Characteristics

Lagoon Characteristics

The following information was prepared by Landau Associates in a report dated December, 2002).

A wetland complex (the Kah Tai Lagoon) near the Port of Port Townsend was historically connected through a series of brackish wetlands to the bay, but is now separated by fill dredged from Boat Haven. The Kah Tai Lagoon is listed in the NWI as a lacustrine, limnetic, open-water, permanently flooded wetland (L1OW H) with palustrine, emergent, and seasonally flooded (PEMC) habitat along the northern shoreline across the lagoon from Port properties. A site visit conducted on July 8, 2002 revealed that the palustrine emergent habitat extends nearly around the entire perimeter of the lagoon in widths that vary from 1 ft on the southeast side to several hundred feet on the west side. In addition, a small, shallow pond has been created at the southeast boundary of the lagoon and would be classified as palustrine, unconsolidated bottom, permanently flooded (PUBF).

The lagoon is connected via a tidal gate to Port Townsend Bay through a culvert in the Boat Haven, northwest of the heavy haulout area. Although it was not determined that the lagoon is tidally influenced, salinity measured four times within 1 year ranged from 7.3 parts per thousand (ppt) to 16.4 ppt (Nightingale 2000). If the lagoon receives tidal waters on a regular basis, the designation of this wetland would change from lacustrine and palustrine to an estuarine system.

Approximately 46 acres in size, the Kah Tai Lagoon is the largest wetland along the west side of Port Townsend Bay, and is also the second-largest stormwater basin (approximately 645 acres) within the City. Lagoon surface sediment sampled in 1996 contained low concentrations of several metals commonly found in urban stormwater. Copper, lead, nickel, zinc, manganese, and cadmium were detected at concentrations less than screening levels (where available) and less than human health exposure risk levels [calculated by WDOH (in WDOH 2001)]. The DOH report recommends that additional sampling should be conducted from probable human exposure areas within Kah Tai park (both upland soils and lagoon sediments). The report also recommends that informational signs be provided at the entrance to the park which recommend against disturbing soils or participating in recreational activities within the lagoon area involving contact with lagoon sediments.

Lacustrine habitat comprises about 75 percent of the Kah Tai Lagoon. No vegetation was observed growing in the shallow waters of the lagoon. Palustrine emergent habitat, observed along the perimeter of the lagoon along the Port property, is composed of a number of salt-tolerant and brackish wetland plant species dominated by hardstem bulrush.

Soils in the emergent habitat were comprised of a dark-colored coarse sand that was saturated to the surface. The wetland boundary was demarcated by the presence of saturated soils, the plant community dominated by species associated with wetland habitat, and a 1- to 3-ft topographic rise. At the south end of the Port property, the wetland edge was within several feet of the edge of open water. At the north end of the site, the wetland edge extended at least 30 ft from the open water.

The Landau study preliminarily determined the Kah Tai Lagoon to be a Category III wetland, based on its lack of habitat features, low wetland class interspersion, degraded buffers, and lack of surface water connection to streams. Port Townsend Municipal Code (PTMC) calls for a 50-ft buffer for Category III wetlands (PTMC 19.05.110 2E3).

Upland habitat along the east side of the lagoon is comprised mainly of large patches of grassland and shrub habitat, with a forested area off the northeast edge of the lagoon. Several rows of Lombardy poplar, now mature, have been planted along the lagoon. Most of the plant species observed in the upland are associated with disturbed environments. New plantings of native shrub and tree species located between the wetland and the walking path were noted during the site visit.

Soils in the upland were a light colored small-grained sand. Even though it had rained heavily the day prior to the site visit, soils were dry. Thus, the majority of the Port property does not meet wetland vegetation, soils, or hydrologic conditions.

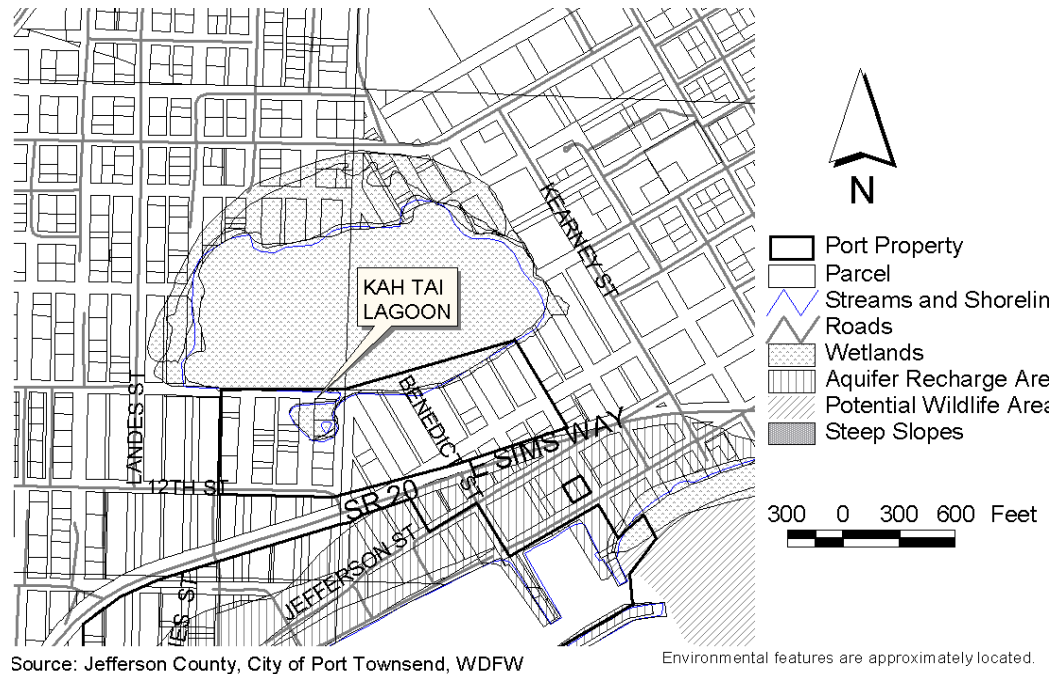
A number of bird species were observed using the wetland and surrounding upland habitat during a July 8, 2002 site visit, including American killdeer, mallard, house sparrow, white-crowned sparrow, American crow, barn swallow, violet-green swallow, cedar waxwing, red-winged blackbird, and marsh wren. The lagoon also provides resting and feeding areas for large concentrations of migrating and wintering waterfowl (WDFW 2002a). Other species expected to use this site include, but are not limited to, great blue heron, tree swallow, house finch, purple finch, American robin, chickadee species, bushtit, golden-crowned sparrow, and dabbling ducks such as northern shoveler and teal species. The lagoon supports a population of three-spined stickleback (Nightingale 2000); if the tidal gate is passable to these fish, it is likely that other freshwater-tolerant marine species also inhabit the lagoon.

Please refer to *Port of Port Townsend Comprehensive Scheme: Background Environmental Information* (Landau Associates - December 2002), on file with the Port of Port Townsend for further information regarding environmental characteristics contained in this report.

Environmentally Sensitive Areas

The lagoon is designated as a Sensitive Area 5 – Wetland, and has been preliminarily identified as a Class III wetland, which requires a 50-foot buffer per the PTMC. The Port's property may also contain areas of Sensitive Area 1 – Aquifer Recharge Areas, Sensitive Area 2 – Fish and Wildlife Habitat Areas, Sensitive Area 3 – Frequently Flooded Areas and Critical Drainage Corridors, and Sensitive Area 4 – Geologically Hazardous Areas. The City of Port Townsend maintains an Inventory of Environmentally Sensitive Areas however it should be noted that this inventory is not complete, and shows only the approximate location and extent of environmentally sensitive areas (PTMC 19.05.030 G). The maps and inventory lists are to be considered only as guides to the general location and extent of sensitive areas, and will be used to make a preliminary determination to suggest the presence or absence of environmentally sensitive areas. These maps are updated as new inventories are completed, and these maps should be reviewed prior to submitting any proposal for development or redevelopment of this property.

In the event that environmentally sensitive areas are determined to be located on the property, all future development on the site will be subject to the performance standards for development in environmentally sensitive areas, as well as the general and sensitive area specific development standards and provisions of the sensitive areas determined to be located on site, as outlined in Chapter 19.05 of the PTMC.



Environmental Features Map

5.3.2 Alternatives Analysis

There are two major factors affecting the amount of land available for development at the Kah Tai Lagoon property. These factors are the buffer width related to the wetland classification, and the types of uses allowed at the site in accordance with the Port Townsend Shoreline Master Program. Wetland buffer widths are a factor because the buffer may be 50 feet or 150 feet, depending on the classification of the wetland. The Shoreline Master Program designation is a factor because some uses require more stringent levels of review than other uses.

Wetland Determination

The Kah Tai lagoon is considered a wetland under the definition of the City of Port Townsend's Critical Area Regulations and the U.S. Army Corps of Engineers (USACE). Both regulatory agencies would have jurisdiction over development within the wetlands and their buffers. The Existing Conditions report identifies the wetland at this site as a Class III lacustrine (i.e., freshwater lake) wetland. Under the PTMC, a Class III wetland requires a 50-foot buffer. It should be noted that this classification has not been verified and would require a full wetland delineation at the time of development.

It is possible that a wetland delineation may demonstrate sufficient evidence that the Kah Tai lagoon has a minor saltwater influence. In this case, the delineation

may demonstrate that the wetland should be classified as a Class I estuarine (i.e., saltwater) wetland under the PTMC. A Class I wetland requires a 150-foot buffer. Obviously, the final determination of the width of the wetland buffer may significantly impact the amount of land available for development at the site. In light of this, Alternative 1a for the Kah Tai Lagoon property assumes the wetland will be classified as Class I with a 150-foot buffer (Figure 5-1), and Alternative 1b assumes the wetland will be classified as Class III with a 50-foot buffer (Figure 5-2).

Wetland buffer width averaging is permitted under the PTMC and may provide some flexibility in buffer width determination. Buffer width averaging is permitted under the following condition: wetland functions and values will not be adversely impacted, the minimum buffer width is 50 percent of the standard required buffer width and the total area of averaged buffer is equal to the area of standard required buffer prior to averaging. The City also has the option of increasing buffer width for wetlands they deem of high value.

The City may ask for buffer mitigation to protect the functions of Kah Tai Lagoon from any commercial use of the lagoon's buffer. Most likely, mitigation would consist of buffer enhancement. Usually, the narrower the buffer, the greater the density of native plantings required to protect the water resource. The current disturbed condition of this area provides ample opportunity to enhance the existing buffer area with native vegetation; however, mitigation can be costly in consideration of preparation of a mitigation plan, installation of the plan, and monitoring of the mitigation area.

Shoreline Uses

Kah Tai Lagoon is designated as "Conservancy" under the Port Townsend Shoreline Master Program (SMP). This designation affects the uses within 200 feet of the shoreline of the lagoon. Section 4.103 of the SMP defines the Conservancy Environment as:

An area with valuable natural, cultural, or historical resources or environmental conditions that should be protected, conserved, and managed to the extent that a continual supply of those resources ... are not degraded or depleted but are maintained. Also included are areas containing sensitive environmental conditions that may limit the potential for development or use, including but not limited to steep slopes, flood prone areas, eroding bluffs, marshes, bogs, swamps, and accretion shore forms. Low density residential and recreational uses are permitted provided these activities do not significantly degrade or deplete resources and respect limiting environmental condition.

Commercial development that is water-dependent, water-related, or for water-enjoyment uses within this 200-foot area is considered a secondary use. A secondary use is defined as a use not automatically deemed as being preferable

within the scope of the Conservancy designation. Water-dependent uses include, but are not limited to, in-water boat storage, on-land boat storage, and hand-launch boat sites. Examples of water-related uses include marine fabrication and marine-related services that serve in-water and on-land boat storage and working boatyards. Water-enjoyment uses include public ecological and scientific reserves, public parks, marine-oriented or natural history museums, and certain mixed-use projects that include some retail and general marine businesses.

Secondary uses are allowed without a conditional use permit, but are subject to a more stringent standard of review than are 'primary' uses. A permit for commercial development at Kah Tai that is water-dependent, water-related, or for water-enjoyment would be subject to review to demonstrate that the proposed project would not 1) cause unnecessary adverse effects to the environment, 2) be contrary to the intent of the Shoreline Management Act, and 3) interfere with public use of State waters.

It should be noted that development of non-water-related commercial development within 200 feet of the shoreline of Kah Tai Lagoon would be considered a Conditional use. These uses would be subject to the most stringent standards of review and require a conditional use permit in accordance with State standards, Department of Ecology approval and additional criteria for approval in the Port Townsend SMP.

Alternative 1: Development Option

1. a. Use part of the site for commercial, retail, or mixed use (sell or lease) and retain the remainder as open space/park. This alternative is shown in Figure 5-1.

The open space use along Kah Tai Lagoon is compatible with the PTMC and Shoreline Master Program. However, the northern 50 feet of the developable area would be within the 200-foot-wide Conservancy designation of the City's Shoreline Master Program. If commercial development in this 50-foot area were water-dependent, water-related, or for water-enjoyment uses, it would be considered a secondary use. As noted, secondary uses are allowed but are not permitted outright. The City would review the proposal as discussed above to determine its compatibility with the Shoreline Master Program.

Costs

The following elements are included in this cost estimate for the Port: installation of utilities, landscaping, and paved parking.

\$ 1,890,000 (Cost to Port for Site Development)

\$20,330,000 (Cost to others: It is assumed private entities will pay for such construction after entering into a land lease with the Port.)

1.b. Develop all usable portions of land for commercial, retail or mixed use, and/or dry boat storage. This would exclude identified environmentally critical areas and their buffers. The area for this alternative is shown in Figure 5-2.

The northern 150 feet of the developable area of the site in this alternative lies within the 200-foot-wide Conservancy designation of the City's Shoreline Master Program. If commercial development in this 150-foot area were water-dependent, water-related, or for water-enjoyment uses, it would be considered a secondary use. As noted, secondary uses are allowed but are not permitted outright. The City would review the proposal as discussed above to determine its compatibility with the Shoreline Master Program.

Costs

The following elements are included in this cost estimate: installation of utilities, landscaping, and paved parking.

\$ 3,260,000 (Cost to Port for Site Development)

\$34,660,000 (Cost to others: It is assumed private entities will pay for such construction after entering into a land lease with the Port.)

1.c. Sell the entire site to a private interest for development.

Costs

Sale transaction costs.

Alternative 2: Open Space and/or Park Option (No Action and Preferred Alternative)

Sell the entire site to a public entity, such as the City of Port Townsend, for development as a park, or the Port will retain the property and maintain it as a park and/or open space. This alternative is shown in Figure 5-3.

Costs

Sale transaction costs.

5.3.3 Environmental Impacts and Potential Mitigation Measures

Alternative 1.a: Development Alternative

Alternative 1 assumes that that portion of the site adjacent to SR 20 (Sims Way) would be developed for commercial use, and that a minimum 150-foot open space buffer would be maintained adjacent to the lagoon. All development on the site would, therefore, be situated outside any potential wetland buffer. It is assumed that many of the existing easements for rights-of-way would be relinquished.

Maintenance of a minimum 150-foot buffer minimizes the possibility of substantial environmental impacts to the wetland itself. The adjacent commercial development would, however, result in increased impervious surfaces and associated potential impacts to the drainage system and water quality.

Existing upland habitat within the developed area would be lost. In addition, the increased intensity of human use would likely further impact upland habitat within the buffer, especially if pedestrian trails are located within the buffer.

Impacts to the built environment are associated with increased use of the site. Commercial development will generate additional vehicular traffic, incrementally increase local noise levels, and increase the amount of nighttime lighting. Visually, the site will change from open space to one of commercial activity. The new development will result in an incremental increase in the demand on City services, but will also result in increased property taxes and employment opportunities. The extent to which the size of the existing park will be reduced would depend on uses allowed within the 150-foot wetland buffer.

Construction activities may result in short-term increases in noise, dust and odors.

Potential Mitigation Measures

Enhancement of the existing degraded wetland buffer could mitigate loss of habitat within the area to be developed.

Construction impacts may be mitigated through limitations on hours of construction and use of Best Management Practices.

Unavoidable Adverse Impacts

A portion of the area currently used as a passive recreation park would be converted to commercial development.

Alternative 1.b

If Kah Tai Lagoon is designated as a Class III wetland, this alternative would have no impacts within the required 50-foot wetland buffer. No mitigation would be required.

If the lagoon is designated as a Class I wetland, proposed development would be well within the 150-foot buffer. Development within a wetland or wetland buffer is allowed only under strict circumstances and is subject to potentially extensive mitigation and compensation requirements. Additionally, insufficient open space is available in this alternative for buffer averaging. The proposed developable area would need to be reduced to allow buffer increases that would meet the requirements for buffer averaging. It is unlikely that mitigation alone (such as dense planting of native riparian vegetation) would be allowed to compensate for development impacts within the buffer.

Additional impacts are similar to those identified for Alternative 1a.

Potential Mitigation Measures

Potential mitigation measures are similar to those identified for Alternative 1a.

Unavoidable Adverse Impacts

A significant portion of the area currently used as a passive recreation park would be converted to commercial development.

Alternative 1.c

Sale of the property would have no short-term environmental impacts. If sale of the site anticipates future development, that future development would be required to undergo SEPA review during the land use permitting process.

Potential Mitigation Measures

Mitigating measures would be identified at the time of SEPA project review.

Unavoidable Adverse Impacts

Unavoidable adverse impacts are unknown at this time.

Alternative 2: Open Space and/or Park Option (No Action and Preferred Alternative)

Impacts associated with continued use of the site as open space or a park, relate primarily to the intensity of use adjacent to the wetland. Active recreation and/or general human and pet use within the wetland buffer would result in further loss of upland habitat. Park use outside the buffer would minimize impacts to existing habitat. It is not known at this time whether development outside the buffer would include facilities for active recreation. If active recreation is proposed, further characterization of the upland soils should be performed per the 2001 Department of Health recommendations.

Maintaining the site as a park would result in continued passive recreation opportunities for area residents and retention of a visual “green space” at this gateway to the City.

If the park site is retained by the Port beyond expiration of the City’s lease, the property would provide recreational benefits to area residents, but would not generate income for the Port District or local employment opportunities. Port maintenance responsibilities would increase.

Potential Mitigation Measures

Enhancement of the degraded wetland buffer would enhance upland habitat.

Unavoidable Adverse Impacts

No unavoidable adverse impacts are anticipated.

Chapter 6 - DEIS Comments & Responses

6.1 Introduction

The *Draft Comprehensive Scheme Update 2003/Draft EIS* was issued on September 26, 2003, and was circulated for comment until October 27, 2003.

This section of the *Final EIS* contains letters of comment on the *Draft EIS* from public agencies and private citizens together with responses to those comments. The comments in each letter are numbered, and each numbered comment is addressed in a response letter following the comment letter.

The Port of Port Townsend wishes to express its appreciation to all commenting agencies and individuals for taking the time and effort to review the Draft EIS.

6.2 Comment Letters & Response to Comments

Information shown: Author, Date Letter Written

Governmental Agencies

1. Washington State Department of Natural Resources, Martha Hurd, Straits District Manager – Aquatics Region; October 24, 2003.
2. City of Port Townsend, Jeff Randall, Director of Building and Community Development; October 27, 2003.
3. State of Washington Department of Fish and Wildlife, Randi L. Thurston, Area Habitat Biologist; October 27, 2003.
4. State of Washington Department of Ecology, Jeri Berube, Administrative Coordinator; October 28, 2003.

Citizens

5. Dave Robison; October 27, 2003.
6. Paula Mackrow; October 27, 2003.

The following letters provided comment on the proposed alternatives, but did not comment on the EIS.

7. Ronald and Rosemary Sikes; October 15, 2003.
8. Sally Rodgers; October 16, 2003.
9. Virginia Jennings and Marion Davis; October 17, 2003.
10. Libby Palmer; October 19, 2003.
11. Kathy and Bob Francis; October 20, 2003.
12. Patricia Farmer; October 20, 2003.
13. Marilyn Freidrick, October 21, 2003.
14. Doris Thurston; October 22, 2003.
15. Nancy Dorgan; October 27, 2003.
16. Jeff Kelety; October 27, 2003.
17. Nora Regan; October 27, 2003.
18. Deborah Carroll; October 27, 2003.
19. Joey Pipia; October 27, 2003.
20. James Todd; October 27, 2003.
21. Phina and Sophie Pipia; October 27, 2003.
22. Beverly Brice; October 27, 2003.
23. Bruce Marston, October 29, 2003.
24. Brenda McMullan; No Date.
25. Barbara Cochran; No Date.



WASHINGTON STATE DEPARTMENT OF
Natural Resources

DOUG SUTHERLAND
Commissioner of Public Lands

Post-it Fax Note	7671	Date	10/27/03	# of pages	2
To	Port of Port Townsend	From	Martin Hurd, DNR		
Co/Dept.		Co			
Phone	ORIGINAL AND THE MAIL	Phone	360-457-2510 ext 201		
Fax	360-385-3988	Fax	360-452-4922		

October 24, 2003

Port Of Port Townsend
P O. Box 1180

Port Townsend, WA 98368

Re: Comments on The Comprehensive Scheme Update 2003 Draft EIS September 2,
2003

RECEIVED

OCT 27 2003

PORT OF PORT TOWNSEND
ADMINISTRATION OFFICE

Dear Port of Port Townsend Officials,

Congratulations on a well written and comprehensive evaluation of Port-managed and owned facilities in Jefferson County.

I would like to add the following suggestions for inclusion into the document:

- 1 Show and describe harbor lines established by the state harbor line commission on Port owned and managed areas located in the Port Townsend Harbor Area of Jefferson County. It would be helpful to see these identified both in the narratives and drawings for those properties located within the harbor area and their relationships to the various alternatives. There are now maps of the harbor areas in Washington at the DNR website that you might find helpful.
- 2 Add a discussion of the port management agreement between the Port and DNR and locate and describe them in the narrative and figures. The port management agreement is #20-080014 and currently includes land at three port-managed sites: Port Hudlock, Port Hudson, and the Port Townsend Boat Haven.
- 3 Boat Haven Marina. The department would encourage the Port to pursue alternatives that would include removal of the old railroad trestle and sunken derelict vessel located on state-owned aquatic lands leased by Port Townsend Paper. They are located just south of the current marina. The DNR, Port Townsend Paper, the Port, and the city of Port Townsend continue to look for opportunities to get these structures removed from state-owned aquatic lands.



WASHINGTON STATE DEPARTMENT OF
Natural Resources

DOUG SUTHERLAND
Commissioner of Public Lands

4

Unavoidable impacts on state-owned aquatic lands will require appropriate compensatory mitigation that will need to be determined, consistent with state and federal mitigation requirements. DNR is currently developing policy that addresses the use of state-owned aquatic lands for mitigation activities. This policy requires that impacts realized on state-owned aquatic lands must also be compensated for on state-owned aquatic lands. In addition, the policy will detail additional requirements regarding appropriate mitigation activities on state lands, fees, associated with these activities and the long-term management of mitigation sites.

Additional item:

5

4. Quincy Street Dock. We're continuing to research the assertion of ownership of state owned aquatic lands associated with this site. Thank you for sending the quit claim deed and interlocal agreement related to the site. The question comes with whether the quit claim deed from DOT included state owned aquatic tide and bedlands at the site. I'll stay in touch with you on this item.

Thanks for the opportunity to comment. If you have additional questions, please contact me at 360-457-2570 ext 221.

Sincerely,

A handwritten signature in cursive script that reads "Martha Hurd".

Martha Hurd
Straits District Manager - Aquatics Region

cc File

Andy Karlsness, Port Townsend Paper
David Roberts, DNR
Don Olmsted, DNR
Hugo Flores, DNR

**Washington State Department of Natural Resources
Letter Dated October 24, 2003**

Comment 1. Show and describe harbor lines established by the State Harbor Line Commission on Port owned and managed areas located in the Port Townsend Harbor Area of Jefferson County. It would be helpful to see these identified in the narrative and drawings and to show their relationships to the various alternatives.

Response 1. Your comment is acknowledged. Harbor lines will be shown for all sites as individual development projects are proposed. Please see revised text in Section 1.2 regarding the Port's planning process.

Comment 2. Add a discussion of the Port Management Agreement between the Port and DNR and locate and describe them in narrative and figures. The Port Management Agreement is #20-080014 and currently includes land at three Port managed sites: Port Hadlock, Port Hudson, and the Port Townsend Boat Haven.

Response 2. Your comment is acknowledged. The Port Management Agreement will be described in narrative and graphics as individual development projects are proposed. Please see revised text in Section 1.2 regarding the Port's planning process.

Comment 3. At the Boat Haven Marina, DNR would encourage the Port to pursue alternatives that would include removal of the old railroad trestle and sunken derelict vessel located on state-owned aquatic lands leased by Port Townsend Paper.

Response 3. Your comment is acknowledged. Removal of the railroad trestle and sunken derelict vessel will be considered at the time a specific development project is proposed. Please see revised text in Section 1.2 regarding the Port's planning process.

Comment 4. Unavoidable impacts on state-owned aquatic lands will require appropriate compensatory mitigation that will need to be determined, consistent with state and federal mitigation requirements. DNR is currently developing policy that addresses the use of state-owned aquatic lands for mitigation activities. This policy requires that impacts realized on state-owned aquatic lands must also be compensated for on state-owned aquatic lands.

Response 4. Your comment is acknowledged. Specific impacts and mitigation measures will be identified at such time that a development action is proposed. The Port will work with DNR and other permitting agencies to develop appropriate mitigation.

Comment 5. Regarding the Quincy Street Dock, we are continuing to research the assertion of ownership of state-owned aquatic lands associated with this site. Thank you for sending the quitclaim deed and interlocal agreement related to the site. The question comes with whether the quitclaim deed from DOT included state-owned aquatic tide and bedlands at the site.

Response 5. Your comment is acknowledged. The Port will continue to work with DNR regarding this issue.

City of Port Townsend
Building and Community Development
Waterman-Katz Building
181 Quincy Street, Suite 301A, Port Townsend WA 98368
(360) 379-3208 FAX (360) 385-7675



October 27, 2003

RECEIVED

Mr. Larry Crockett, Executive Director
Port of Port Townsend
333 Benedict Street
P.O. Box 1180
Port Townsend, WA 98368

OCT 27 2003

PORT OF PORT TOWNSEND
ADMINISTRATION OFFICE

RE: DEIS for Port of Port Townsend Comprehensive Scheme Update 2003

Dear Mr. Crockett:

We have completed review of the DEIS for the Port's Comprehensive Scheme. Although numerous comments/corrections are noted on the attached pages, our principal concerns center around future land use and associated impacts at the Port's Boat Haven, Point Hudson, and Kah Tai properties. My office was disappointed to find that many of our comments submitted in response to the Scoping Notice (letter dated July 29, 2003), were not addressed by the DEIS. Most notably the document did not address potentially significant historic/cultural, or traffic/parking impacts at Point Hudson nor did it include a discussion of our suggested alternatives.

Potential land uses described in the Comprehensive Scheme are understandably broad. However, it should be clearly stated that *all* uses at the marina properties are to be "marine-related" consistent with the city's Comprehensive Plan, Shoreline Master Program and zoning. Specific policies in the Comprehensive Plan apply directly to Boat Haven and Point Hudson properties, including:

Land Use Element, Policy 9.9: Work closely with the Port of Port Townsend to provide for the development of the Boat Haven and Point Hudson properties in a way that ensures the viability of long-term marine uses, the vitality of the area for port-related uses, and compatibility with surrounding areas.

Economic Development Element Policy 3.6: Encourage the creation of marine trades jobs that are dependent upon traditional skills, construction techniques, and materials, such as: sail and canvas accessory manufacture; spar and rigging construction; marine-oriented carpentry; construction of wooden boats; blacksmithing; and block-making and casting.

*Response to DEIS, Port Comprehensive Scheme
October 27, 2003
Page 2 of 9*

In addition, for Point Hudson, the City and Port jointly agreed to the following basic goals adopted under Resolution 94-148:

- Point Hudson must be financially self supporting;
- Protect small scale nature;
- Provide a high degree of public access/use;
- Preserve the historic character;
- Encourage marine trades and water oriented uses; and
- Maintain property in Port/public ownership.

Environmental analysis provided in the Comprehensive Scheme is extremely limited. Recognizing that the document is programmatic, we did not anticipate a significant amount of detail. However, there were several opportunities to interject meaningful, quantitative analysis into this document. For example, acreage of habitat lost to expansion of the Boat Haven Marina could have been roughly quantified.

Perhaps more discouraging was the lack of analysis for the Point Hudson alternatives. As noted in our scoping letter, preservation of the historic character of Point Hudson was a goal adopted by both the Port and the City in 1994. Clearly, Alternative 3 and perhaps Alternative 2, would result in unavoidable significant impacts to historic resources. In regards to traffic/parking, we had requested that special emphasis be afforded to Point Hudson due to its location at the end of our historic downtown where traffic and parking are currently of issue.

Finally, it is disappointing to find that the two alternatives previously suggested, Kah Tai as a Mitigation Site, and the Draft Point Hudson Master Plan, were not considered nor was their a brief discussion of the facts that lead to their exclusion. In a recent email from Ann Boeholt of DOE, she stated "in conducting my graduate research I discovered that Kah Tai is teaming with mysids, a favored invertebrate food of juvenile salmonids. If juvenile salmonids could get into Kah Tai, this would be a very productive habitat for them. Or, if some of these mysids are making it out of the lagoon with outflowing water, then the lagoon is functioning at a very high level in providing food to the marine food web (production and export)."

Thank you for the opportunity to review the DEIS. If we can provide any additional information or resources, please contact Judy Surber (360-379-5084) of our offices.

Sincerely



Jeff Randall, Director
Building and Community Development
JR:js

Attachment: "Comments/Suggested Revisions"

Cc: City Council

*Response to DEIS, Port Comprehensive Scheme
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ATTACHMENT COMMENTS/SUGGESTED REVISIONS

Following are our comments and corresponding page/section of the DEIS:

- 1 Boat Haven**
III-5 Zoning/Comprehensive Plan – Note that within shorelines jurisdiction, uses specified in the SMP take precedence over zoning (PTMC 17.26 020).
- 2** III-6 Waterfront Design Guidelines Overlay District – Chapter 17.30 of the PTMC does not apply outright to projects within Boat Haven. Review may be required as a SEPA mitigation/condition of permit approval. A new ordinance is currently being drafted for possible adoption by the end of this year. It will combine Chapters 17.30 and 17.80 of the PTMC and clarify application. (Contact: John McDonagh 360-370-5085)
- 3** III-7 Comprehensive Plan Review – Specific policies in the Comprehensive Plan apply to Port properties. Key policies include:

From the Land Use Element:

Policy 9.9: Work closely with the Port of Port Townsend to provide for the development of the Boat Haven and Point Hudson properties in a way that ensures the viability of long-term marine uses, the vitality of the area for port-related uses, and compatibility with surrounding areas.

Policy 9.10: Where regulated by the Port Townsend Shorelines Master Program, new port-related manufacturing and commercial uses should be limited to water-oriented uses. [Ord. No. 2670, §1.6 (December 7, 1998)].

From the Economic Development Element:

Policy 3 6: Encourage the creation of marine trades jobs that are dependent upon traditional skills, construction techniques, and materials, such as: sail and canvas accessory manufacture; spar and rigging construction; marine-oriented carpentry, construction of wooden boats; blacksmithing, and block-making and casting.

3.6.1 Support educational and vocational training efforts aimed at enhancing traditional marine trades skills, including mentorship and apprenticeship programs.

3.6.2 Work with the Port of Port Townsend to promote traditional marine trades enterprises on Port owned lands at both the Boat Haven and Point Hudson.

Response to DEIS, Port Comprehensive Scheme
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4 III-9 Port Townsend Urban Waterfront Plan (UWP)

The Boat Haven property lies within the Boat Haven and Urban Wetland Subdistricts of the UWP.

III-13 Environmental Characteristics

5

Wetlands 1 and 2 were previously delineated and categorized (Wetland Survey, Pacific Rim Soil and Water, September 10, 1993). A copy of the report was mailed under separate cover 10-13-03. It is unknown whether Wetland #1, at the base of Sims Way, is an associated wetland per the Shoreline Management Act

6

Forage Fish Spawning – According to the city's 2002 Shoreline Inventory Summary Report, sand lance spawning beaches have been documented on both beaches on either side of the marina. The source is listed as Pentilla: 2000

7

Eagles Nest – The nearest active bald eagle nest is roughly 1,500 feet away, near Cleveland and vacated 6th, by Manresa Castle.

8

Environmentally Sensitive Areas – In addition to Aquifer Recharge Area, Boat Haven is mapped as seismic hazard area, and portions also contain Fish & Wildlife (area SW of breakwater), Frequently Flooded, and Wetlands.

III-16

9

3.1.2 Proposed Alternatives

We are unaware of any current negotiations to vacate all existing right-of-ways on Boat Haven Property.

10

The number of parking spaces for the marina expansions can be calculated based upon 1 per each 2 slips excluding slips used only for transient moorage (17.72.080PTMC), thus roughly 100 spaces are required. How many spaces are "credited" under the Port's agreement with Jefferson Transit for the Park and Ride? Given this number is there sufficient parking identified under each alternative?

11

If all proposed development is consistent with the underlying MII (A) zoning, the additional marina slips would be the only potential increase in ADTs over that assumed by the Comprehensive Plan. Trips per berth during the peak hour of adjacent street traffic could be easily calculated.

12

Please note that commercial and "business-park" development within the MII (A) zoning district must be marine-related

III-26 Environmental Impacts and Potential Mitigation Measures

13

Plants, Aquatic Habitat – Incorporating rough estimates of habitat loss would provide valuable information to the reviewer. Given the general footprint for each alternative,

*Response to DEIS, Port Comprehensive Scheme
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estimate the acreage of habitat lost. To facilitate comparison of the alternatives, we recommend a table, showing acreage of habitat lost (by type), the quality of the habitat (low/mod/high), the anticipated replacement ratio and thus mitigation acreage required. How many acres does the Port have available for mitigation? Given the replacement ratios, how much would the Port need to purchase?

14 What is the estimated quantity of dredged material under each alternative? Is it contaminated and thus incurring high costs for disposal? Or, is it high quality and thus suitable for beach nourishment?

15 Shading Impacts – For Alternative #1, mitigation for shading of habitat within the existing marina is likely to be minimal and thus costs should not be “disproportionately high”.

16 Water Quality – Contaminated sediments and seasonally high levels of fecal coliform exist within the Boat Haven marina. Under Alternatives 2 & 3 the contaminated water would be released into Port Townsend Bay. Does dilution pose fewer negative environmental impacts than containment?

17 Fish passage – It is unclear how fish passage is accomplished in Alternative 2. It appears that fish follow the solid breakwater to the floating breakwater where the grade suddenly drops off?

18 Littoral Drift/Eelgrass – Historically, it appears that the net direction of littoral drift along the Southern Shoreline was from west to east. Fine sediments lining the eelgrass beds along our downtown waterfront likely originated from the high bluffs along the Larry Scott Memorial Trail. Modification through bulk heading, dredging and filling, etc. has modified the littoral drift significantly. We are concerned that expansion of the marina could further interrupt littoral drift, thus starving the eelgrass beds and our remaining pocket beaches. How would the alternative designs impact littoral drift? Regular beach nourishment may be required to ensure the viability of the potential mitigation measures mentioned on page III-30 (i.e., construction of new intertidal habitat and transplanted eelgrass).

Point Hudson

19 III-39 Zoning/Comprehensive Plan – The vast majority of Point Hudson lies within shorelines jurisdiction. Within shorelines jurisdiction, uses specified in the SMP take precedence over zoning (PTMC 17.26.020).

20 III-42 In addition to Policies 9.9 and 9.10 of the Land Use Element and 3.6 of the Economic Development Element, cited above, the following policy applies to Point Hudson:

*Response to DEIS, Port Comprehensive Scheme
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Land Use Element Policy 9.11: Review, recommend revisions if necessary, and approve the Point Hudson Master Plan. Assist the Port in identifying and evaluating its management options for the period from 2002 to 2016.

In addition, though the 1994 *Point Hudson Master Plan Draft* was never adopted, the City and Port agreed to jointly adopted Resolution 94-148, setting forth the following basic goals:

- Point Hudson must be financially self supporting,
- Protect small scale nature;
- Provide a high degree of public access/use;
- Preserve the historic character;
- Encourage marine trades and water oriented uses; and
- Maintain property in Port/public ownership.

21 III-43 Shoreline Master Program (SMP) -- Per the City's SMP, page 34, Performance Standard #8, "New development or redevelopment within the Point Hudson Marina District shall be limited to water-oriented uses."

22 III-49 Environmentally Sensitive Areas -- The entire upland area is also mapped geologically hazardous/seismic hazard area and the shoreline is mapped Fish & Wildlife Habitat Area.

III-60 Environmental Impacts & Potential Mitigation Measures

23 As requested in our scoping letter, the EIS should analyze the impacts to Historic/Cultural Resources. Preservation of the historic character of Point Hudson was a goal adopted by both the Port and the City in 1994. Although not individually listed, the buildings within Point Hudson are all within a National Historic Landmark District and it is likely that all of the buildings would meet the criteria for listing either on local or national registers. Not only is the preservation of individual buildings important but also, preservation of the relationship of buildings to one another and to the land. Clearly, Alternative 3 would result in unavoidable significant impacts to historic resources.

24 Land Use - Under each of the alternatives, it appears that the uses may be inconsistent with not only the zoning but the Shoreline Master Program and Comprehensive Plan as well.

25 Transportation and Parking- As stated in our scoping letter, we recognize the difficulty in determining vehicle trip counts and parking requirements at the "non-project" level of analysis, however, the EIS should strive to provide sufficient detail to compare the alternatives. Special emphasis should be afforded to Point Hudson regarding parking impacts from the alternatives due to the high parking demand in the area. Also the EIS should consider vehicle traffic impacts to Water Street as it provides the primary vehicle access to Point Hudson and is Port Townsend's downtown historic main street.

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- 26 The various alternatives should also consider impacts to recreational boat launching, as at least one alternative removes the small boat launch in the northwest corner of the Point Hudson marina.
- 27 **Fort Worden Beach**
V-4 Environmental Characteristics -- Patchy eelgrass is found offshore (WDNR 2001 Shoreline Inventory). Pigeon guillemots breed at the Port Townsend Marine Science pier. The area is also a mapped ESA for Flood Hazard Area, Fish & Wildlife Habitat, and Seismic Hazard area.
- 28 **Quincy Street Dock**
V-9 Note that the use provisions of the SMP prevail over zoning
- 29 V-11 The SMP designation would be both Urban and Aquatic.
- 30 V-14 Environmental Characteristics -- Note the presence of Purple Martin and laminaria. The site is also mapped as frequently flooded and seismic hazard area.
- 31 V-17 Alternative 1 -- Depending on the size/type of boats and the duration of docking the use of the dock could cause impacts to eelgrass via turbidity, scouring or shading.
- 32 **Kah Tai --**
V-23 Wetlands: In addition to the Landau report, the DEIS should reference the two wetland reports on file with the City that estimate Kah Tai Wetland is either a Category I or II (Wetland Rating Field Data Form for Kah Tai, Bionomics, February 8, 1997; Jefferson County PUD Wetland Assessment, Bionomics, February 12, 1997). Copies of these reports were mailed to you on October 13, 2003. V-23. According to more recent correspondence with Ann Boeholt of DOE, "This lagoon is technically as estuarine wetland as the salinity of the water is greater than .5 ppt. The salinity is around 10 ppt. The tide gate does not work to keep salt water out." The center of the lagoon—the open water portion—does not classify as wetland because it supports only submerged aquatic vegetation (*Ruppia maritima*, or widgeon grass). However, the surrounding fringes of the lagoon are vegetated with very tolerant to somewhat salt tolerant vegetation. These areas are estuarine wetland and together comprise 5 acres, therefore these fringe areas would, together, classify as a category I estuarine wetland. Now, this is according to the current (i.e. 1993) wetland rating system, which is currently being amended. The new rating system will address coastal lagoons (including brackish lagoons such as Kah Tai) separately."
- 33 According to our files, there are two smaller wetlands within Kah Tai Nature Park. One is located in the vicinity of Kearny Street on Block 24 of the Railroad Addition. The easterly edge of the wetland was delineated in 1992 (Wetland Delineation Kearny Street,

Response to DEIS, Port Comprehensive Scheme
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Sheldon & Associates, November 6, 1992; mailed under separate cover 10-13-03). The Kearny Street wetland is considered a Category III wetland. The second, located easterly of the parking lot, has not been formally delineated or classified. In association with our SMP update, we have requested that DOE investigate the two smaller wetlands to determine if they are "associated wetlands" per WAC 173-22-030 of the SMA.

- 34 V-25 Kah Tai is mapped as an ESA for Fish & Wildlife (it is a priority habitat per WDFW and the city's ESA ordinance due to high concentrations of migrating/wintering waterfowl), seismic, wetlands, frequently flooded, and critical aquifer recharge
- 35 V-30 Figure 5-2 shows a 100-foot buffer between Kah Tai and the lagoon.
- 36 V-34 Under each alternative, the DEIS should calculate the area of development and the area of wetland/wetland buffer to be impacted. This would include impacts to the two smaller wetlands noted above. Using the ESA Ordinance and Manual, provide some basic information on anticipated mitigation requirements.
- 37 Contaminated Soils: According to the "Health Consultation" prepared by Washington State Department of Health Department, dated March 23, 2001 and an updated report dated April 19, 2001, upland soils in the Kah Tai Nature Park have not been sampled or analyzed. Sediment below the water surface of the lagoon was sampled in 1986. A recreational child exposure scenario was used to evaluate contaminants detected in the sediments. According to the 2001 report, the older data showed that nickel, zinc, copper and cadmium were not considered to be contaminants of concern. Lead and manganese were analyzed but it was determined that adverse health effects would not be expected to occur under a recreational child exposure scenario.
- In conclusion, the report states "further characterization of upland park surface soils and lagoon sediments are necessary to adequately evaluate the potential public health implications of exposure to contaminants present within Kah Tai Nature Park" Recommendations include signage recommending against disturbing soils or participating in recreational activities within the lagoon area and, if future uses of the park involve creation of playing fields or child play areas which increase the potential for exposure to soils, further characterization of site soils should be performed. Following the recommendations of the Health Consultations, Russ McMillan of DOE has taken soil and sediment samples from Kah Tai Nature Park. Analysis has not been conducted to date.
- 38 Alternatives 1b and 1c propose development within areas currently zoned for parks and open space. A comprehensive plan amendment/rezone would be required to implement these alternatives. Given that the proposed land use is significantly more intense than that assumed by the Comprehensive Plan, the city would closely review the associated traffic, stormwater, and infrastructure impacts. You may wish to note that if zoned for commercial, the land would be subject to the city's commercial design standards which would be expected to reduce potential visual/lighting impacts

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October 27, 2003
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39

V-36 Potential Mitigation Measures – Place active recreation, if any, outside of the buffer. Enhance buffers along the trails to minimize disturbance of waterfowl. Stormwater treatment could be added to improve water quality before runoff reaches the lagoon.

40

Cumulative Impacts

The required analysis of cumulative impacts (WAC 197-11-228 & -792) appears to be absent from the DEIS. How will implementation of the Comprehensive Scheme in concert with growth anticipated under the City's Comprehensive Plan effect the region over time?

41

Alternatives

It is disappointing to find that the two alternatives previously suggested, Kah Tai as a Mitigation Site, and the Draft Point Hudson Master Plan, were not considered nor was their a brief discussion of the facts that lead to their exclusion. In a recent email from Ann Boeholt of DOE, she stated "in conducting my graduate research I discovered that Kah Tai is teaming with mysids, a favored invertebrate food of juvenile salmonids. If juvenile salmonids could get into Kah Tai, this would be a very productive habitat for them. Or, if some of these mysids are making it out of the lagoon with outflowing water, then the lagoon is functioning at a very high level in providing food to the marine food web (production and export)."

**City of Port Townsend, Building and Community Development
Letter Dated October 27, 2003**

Boat Haven

Comment 1. Within the shoreline jurisdiction, uses specified in the SMP take precedence over zoning.

Response 1. The comment is acknowledged. Please see revised text on page III-4.

Comment 2. Chapter 17.30 of the PTMC does not apply outright to projects within Boat Haven. Review may be required as a SEPA mitigation/condition of permit approval. A new ordinance is currently being drafted to combine Chapters 17.30 and 17.80.

Response 2. The comment is acknowledged. Please see revised text on page III-6.

Comment 3. Specific policies in the Comprehensive Plan apply to development of Port properties. These policies are contained in the Land Use and Economic Development elements.

Response 3. Your comment is acknowledged. Please see revised text on page III-7.

Comment 4. The Boat Haven Property lies within the Boat Haven and Urban Wetland Subdistricts of the Urban Waterfront Plan.

Response 4. Your comment is acknowledged. Please see revised text on page III-9.

Comment 5. Boat Haven wetlands 1 and 2 were previously delineated and categorized. It is unknown whether wetland #1 is an associated wetland per the SMA.

Response 5. Your comment is acknowledged. Please see revised text on page III-13.

Comment 6. Sand lance spawning beaches have been documented on both beaches on either side of the marina (source: Penttila, 2000).

Response 6. Your comment is acknowledged. Please see revised text on page III-14.

Comment 7. The closest active bald eagle nest to Boat Haven is roughly 1,500 feet away, near Cleveland and vacated Sixth.

Response 7. Your comment is acknowledged. Please see revised text, page III-14.

Comment 8. Boat Haven is mapped as an aquifer recharge area, seismic hazard area, and portions also contain fish and wildlife, frequently flooded, and wetlands areas.

Response 8. Your comment is acknowledged. Port Townsend Municipal Code identifies areas susceptible to seismic hazards as Sensitive Area 4 –Geologically Hazardous Areas. Please see revised text on page III-15.

Comment 9. We are unaware of any current negotiations to vacate all existing rights-of-way on Boat Haven property.

Response 9. The Port initiated discussion of this topic with the City in a letter to the City Manager dated September 1, 2000. Since that time, the Port and City Manager have engaged in on-going verbal negotiations regarding the vacation of rights-of-way at Boat Haven and adjacent properties.

Comment 10. Roughly 100 spaces are required for the marina expansion. How many spaces are “credited” under the port’s agreement with Jefferson Transit for the Park and Ride? Is sufficient parking identified under each alternative?

Response 10. Under the 1994 Interlocal Agreement between Jefferson Transit Authority and the Port of Port Townsend, 20 stalls are reserved for Port uses in the Haines Place Park and Ride lot. These stalls are currently used for employee and visitor parking. Jefferson Transit also provides bus transportation from the Park and Ride to the ramp for the launching of small boats.

The Port acknowledges it must provide parking as required by City regulations for any expansion of the marina.

Comment 11. If all proposed Boat Haven development is consistent with existing zoning, the only additional ADT not anticipated by the Comprehensive Plan would relate to the marina expansion. Peak hour trips per marina slip could easily be calculated.

Response 11. Your comment is acknowledged. The Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (Sixth Edition) provides data for trip generation based on surveys of marinas in the metropolitan areas of San Francisco, San Diego, and Seattle. In addition to docks and berths for boats, some of the sites surveyed also had social and club activities, limited retail, and restaurants. Using this data provides a conservative analysis - it possibly over-states trips from the Boat Haven Marina.

The ITE data indicates that an average of 2.96 trips are generated per slip on weekdays, an average of 3.22 trips per slip are generated on Saturdays, and an average of 6.40 trips per slip are generated on Sundays. Weekday AM peak hour trips are shown as 0.17 trips per slip, and the PM peak hour trips as 0.21 trips per slip. The Saturday peak is 0.27 trips per slip. No peak is shown for Sunday.

The State of Washington Department of Transportation collects traffic volume data for SR 20/Sims Way. Only weekday data was available for review. Data from February 7, 2001 volume counts at MP 10.47 (McPherson Street) shows that the weekday peak hour is generally spread over a six-hour period from 11:00 am to 5:00 p.m. The single highest volume hour is 4:00 – 5:00 p.m. The 24-hour weekday ADT for February 7 was 15,536. Sims Way is used by commuters, business traffic, ferry traffic, and tourists.

According to the ITE data, a 200-slip expansion of the marina would result in an additional 42 trips onto Sims Way during the weekday PM peak hour.

Comment 12. The commercial and “business-park” development within the MII(A) zoning district must be marine-related.

Response 12. Your comment is acknowledged. Please see discussion of the MII(A) district on page III-6.

Comment 13. It would be helpful to estimate the acreage of habitat loss in terms of plants and aquatic habitat. A table showing the acreage of habitat lost (by type), the quality of habitat (low/med/high), the anticipated replacement ratio, and thus mitigation acreage required may facilitate comparison of alternatives. How many acres does the Port have available for mitigation? Given the replacement ratios, how much would the Port need to purchase?

Response 13. Project information of this level of detail is beyond the scope of the Comprehensive Scheme process. Project-level data of this type will be generated at such time that a specific development action is proposed.

Comment 14. What is the quantity of dredged material under each alternative? Is it contaminated and thus incurring high costs for disposal? Or is it high quality and thus suitable for beach nourishment?

Response 14. Your comment is acknowledged. Please see Response 13, above.

Comment 15. For Alternative 1, mitigation for shading of habitat within the existing marina is likely to be minimal and thus costs should not be “disproportionately high.”

Response 15. The paragraph on Potential Mitigation Measures discusses a number of potential mitigation measures for maintenance dredging and pile replacement in addition to shading. Examples include shoreline slope modifications on the outer breakwater face, removal of creosote-treated piling, removal of old decking and overhead trestle structures, and backshore wetland enhancement. The cost to implement any of these mitigation measures could be disproportionately high relative to the impacts of the proposed marina improvements.

Comment 16. Under Alternatives 2 and 3, contaminated water would be released into Port Townsend Bay. Does dilution pose fewer negative environmental impacts than containment? (Note: From further discussion, it was determined that this comment addresses the issue of fecal coliform bacteria as monitored by the Port Townsend Marine Science Center. High and very high counts have been recorded during summer and early fall months on several occasions at the Boat Haven and Point Hudson marinas. The highest counts recorded were taken shortly after the 1996 Wooden Boat Festival.)

Response 16. The Boat Haven Marina currently provides pump-out facilities for sanitary waste for tenants and guests. Marina regulations prohibit discharge of black water within the marina. If expansion of the marina is proposed as a development project, the SEPA review will include how the existing and increased sanitary waste will be accommodated, and will address potential impacts on Port Townsend Bay. To the extent that high counts of fecal coliform bacteria correspond to festival events, rather than regular marina tenants and guests, potential mitigation may include the Port, City, and festival sponsors working together to increase public awareness of the issue, provide public education, and development of an enforcement strategy. It should also be noted that a storm water out-

fall carrying drainage from the Kah Tai area also drains into Boat Haven. It is unknown to what extent this drainage impacts water quality.

The monitoring conducted by the Marine Science Center for the period of September 1991 through March 2000 was part of a larger monitoring program; the program did not include identifying sources of the fecal coliform.

Comment 17. It is unclear how fish passage is accomplished in Alternative 2. It appears that fish follow the solid breakwater to the floating breakwater where the grade suddenly drops off?

Response 17. Fish passage for Alternative 2 would be similar to existing conditions. Presently, migrating fish must follow the outside (or deep-water side) of the existing rubble mound breakwater. At this conceptual stage, the intent is to provide a gap between the existing solid breakwater and the new floating breakwater, so fish could continue to follow the solid breakwater. This issue will be addressed in more detail in the project-level SEPA review.

Comment 18. How would the alternative designs impact littoral drift? We are concerned that expansion of the marina could further interrupt littoral drift, thus starving the eelgrass beds and our remaining pocket beaches.

Response 18. Any construction in water has the potential to impact littoral drift. This issue will be examined at such time as a development project is proposed and a specific project design is identified.

Point Hudson

Comment 19. The vast majority of Point Hudson is within the shoreline jurisdiction. Uses specified in the SMP for this area take precedence over zoning.

Response 19. Your comment is acknowledged. Please see revised text on page III-38.

Comment 20. Comprehensive Plan Policies 3.6 (Economic Development Element) and 9.09, 9.10, and 9.11 (Land Use Element) apply to Point Hudson. Policy 9.11 specifically states: “Review, recommend revisions if necessary, and approve the Point Hudson Master Plan. Assist the Port in identifying and evaluating its management options for the period from 2002 to 2016.”

In addition, though the 1994 Point Hudson Master Plan Draft was never adopted, the City and Port agreed to jointly adopt Resolution 94-148, setting forth the following basic goals:

- **Point Hudson must be financially self supporting;**
- **Protect small scale nature;**
- **Provide a high degree of public access/use;**
- **Preserve the historic character;**
- **Encourage marine trades and water-oriented uses; and,**
- **Maintain property in Port/public ownership.**

Response 20. Your comment is acknowledged. Please see revised text on page III-42 for additional discussion regarding the Comprehensive Plan and page III-51 and III-52 for additional discussion regarding development of the alternatives.

Comment 21. Per the City's SMP, page 34, Performance Standard #8, "New development or redevelopment within the Point Hudson Marina District shall be limited to water-oriented uses."

Response 21. Your comment is acknowledged. Please see discussion of the MII(B) zone on page III-39 and discussion of the Built Environment on page III-63.

Comment 22. The entire upland area is also mapped geologically hazardous/seismic hazard area and the shoreline is mapped Fish & Wildlife Habitat Area.

Response 22. Your comment is acknowledged. Please see revised text on page III-49.

Comment 23. The EIS should analyze the impacts to Historic/Cultural Resources. Preservation of the historic character was a goal adopted by the City and Port in 1994. Although not individually listed, the buildings within Point Hudson are all within a National Historic Landmark District and it is likely that all of the buildings would meet the criteria for listing either on local or national registers. Clearly, Alternative 3 would result in unavoidable significant impacts to historic resources.

Response 23. Your comment is acknowledged. Regarding Alternative 3, the DEIS states that "The most significant impact to the built environment would be the impact to the character of the site...", and identifies the potential buildings that could be removed. For all Point Hudson alternatives, future development, including demolition of existing buildings, will be required to comply with all City, state, and federal regulations that are in effect at the time the development is proposed. The EIS also recognizes that Point Hudson lies within the City's Waterfront Design Guidelines Overlay District. Any

development within this District must be reviewed and approved by the Historic Preservation Committee.

Comment 24. Under each of the alternatives, it appears that the uses may be inconsistent with not only the zoning but the Shoreline Master Program and Comprehensive Plan as well.

Response 24. Your comment is acknowledged. Please see discussion of the Built Environment on page III-63.

Comment 25. The EIS should strive to provide sufficient detail regarding transportation and parking to compare the alternatives. Emphasis should be made on parking impacts due to the high demand for parking in the Point Hudson area. Vehicle traffic impacts to Water Street should be considered as it provides primary vehicle access to Point Hudson and is Port Townsend's downtown historic main street.

Response 25. Point Hudson contains sufficient available land to provide on-site parking for any existing and proposed land uses. Under all alternatives, all development within Point Hudson will provide required off-street parking on site; no spill-over of parking onto City streets will occur. Traffic impacts to Water Street, especially anything above the levels in the recent past (i.e., 2000 – 2001) will be addressed at the time a more specific development proposal is presented. Any proposed development will be required to comply with all City parking and traffic requirements in effect at the time a development permit is sought by the Port or any other applicant.

Comment 26. The various alternatives should consider impacts to recreational boat launching, as at least one alternative removes the small boat launch in the northwest corner of the Point Hudson marina.

Response 26. All alternatives would preserve the opportunity for launching small recreational boats.

Fort Worden Beach

Comment 27. Patchy eelgrass is found offshore. Pigeon guillemots breed at the Port Townsend Marine Science pier. The area is also a mapped ESA for Flood Hazard Area, Fish and Wildlife Habitat, and Seismic Hazard area.

Response 27. Your comment is acknowledged. Landau Associates has further reviewed the potential for eelgrass. The City referenced the WDNR 2001 Shoreline Inventory as their source for the eelgrass occurrence. It should be noted that this inventory was conducted on a large scale (half mile units) and specific locations for habitat features can only be inferred from this data. Landau Associates reviewed the WDNR Puget Sound Submerged Vegetation Monitoring Project: 2000-2002 Monitoring Report (Berry et. al.) and did not find any eelgrass sampling sites listed at Fort Worden beach. If any development is proposed at this site, further analysis may be required.

Quincy Street Dock

Comment 28. Note that the use provisions of the SMP prevail over zoning.

Response 28. Your comment is acknowledged. Please see revised text on page V-9.

Comment 29. The SMP designation would be both Urban and Aquatic.

Response 29. Your comment is acknowledged. The Port's ownership at this site only includes submerged tidelands, and no upland property. Therefore, the property lies only within the Aquatic shoreline designation, per PTSMP 4.101.

Comment 30. Note the presence of Purple Martin and laminaria. The site is also mapped as frequently flooded and seismic hazard area.

Response 30. Your comment is acknowledged. At such time as a specific development is proposed, this issue may be reviewed in more detail. Additionally, see revised text on page V-14 regarding Environmentally Sensitive Areas.

Comment 31. Depending on the size/type of boats and the duration of docking, the use of the dock could cause impacts to eelgrass via turbidity, scouring, or shading.

Response 31. Your comment is acknowledged. Detailed information regarding this potential impact is beyond the scope of the Comprehensive Scheme process. Project-level data will be generated at such time that a development action is proposed.

Kah Tai

Comment 32. The DEIS should reference the two wetland reports on file with the City that estimate Kah Tai Wetland is either a Category I or II (Wetland Rating Field Data Form for Kah Tai, Bionomics, February 8, 1997; Jefferson County PUD Wetland Assessment, Bionomics, February 12, 1997). According to more recent correspondence with Ann Boeholt of DOE, “This lagoon is technically an estuarine wetland as the salinity of the water is greater than .5 ppt. The salinity is around 10 ppt. The tide gate does not work to keep salt water out.” The center of the lagoon – the open water portion – does not classify as wetland because it supports only submerged aquatic vegetation (*Ruppia maritima*, or widgeon grass). However, the surrounding fringes of the lagoon are vegetated with very tolerant to somewhat salt tolerant vegetation. These areas are estuarine wetland and together comprise 5 acres, therefore these fringe areas would, together, classify as a category I estuarine wetland. This is according to the current (i.e., 1993) wetland rating system, which is currently being amended. The new wetland rating system will address coastal lagoons (including brackish lagoons such as Kah Tai) separately.

Response 32. Landau Associates reviewed all three reports/documents submitted by the City (Bionomics 1997, Bionomics 1998, and Sheldon and Associates 1992). All three documents identified the Kah Tai wetland as a freshwater (palustrine or lacustrine) system. The 1997 Bionomics wetland report rated the wetland as a Category II wetland and provided documentation using the Washington State Wetlands Rating form for western Washington. The 1998 Bionomics letter to the City regarding ownership of the parcel to the east of the Kah Tai wetland refers to the wetland as a Category I wetland, but provides no documentation for that decision. The 1992 Sheldon and Associates wetland report states several possible ratings for the wetland, but provides no documentation. The Kah Tai wetland was reevaluated in 2002 (Landau Associates) using the Washington State Wetland Rating System for Western Washington and was rated as a Category III wetland.

Because there is currently no one definitive evaluation of this wetland regarding its rating or habitat evaluation, specific studies will be conducted during the design phase for any future development proposals in this area to resolve this issue.

Comment 33. According to our files, there are two smaller wetlands within Kah Tai Nature Park. The east edge of a wetland in the vicinity of Kearny Street on Block 24 of the Railroad Addition was delineated in 1992 and classified as a Category III wetland. The second wetland, located easterly of the parking lot, has not been formally delineated or classified. We have asked DOE to determine if these are “associated wetlands” per WAC 173-22-030 of the SMA.

Response 33. Your comment is acknowledged. In reference to the Kearny Street wetland, Bionomics identified a small wetland in the vicinity of Kearney Street in their

1997 wetland assessment of the parcel between Kah Tai wetland and Kearney Street. A second wetland assessment of this same area, completed by Sheldon and Associates (1992) identified only the Kah Tai wetland and did not identify the small wet area discussed in the Bionomics report.

Because there is no current definitive information on these potential environmentally sensitive areas, any proposed development will require a wetland delineation to determine the presence and extent of wetland habitat in this area. All future proposed development would be subject to the PTMC requirements for environmentally sensitive areas and, if appropriate, the PTSMP.

Comment 34. Kai Tai is mapped as an ESA for Fish and Wildlife (it is priority habitat per WDFW and the City's ESA ordinance due to high concentrations of migrating/wintering waterfowl), seismic, wetlands, frequently flooded, and critical aquifer recharge.

Response 34. Your comment is acknowledged. See revised text on page V-25.

Comment 35. Figure 5-2 shows a 100-foot buffer between Kah Tai and the lagoon.

Response 35. Your comment is acknowledged. Figure 5-2 has been revised to show a 50-foot buffer.

Comment 36. Each alternative should calculate the area of development and the area of wetland/wetland buffer to be impacted. This should include the two smaller wetlands and should provide basic information on anticipated mitigation requirements.

Response 36. See response to Comments 32 and 33 for discussion of the two smaller wetlands. Regarding calculation of the area of development and potential wetland buffer impact, project information of this level of detail is beyond the scope of the Comprehensive Scheme process. Project-level data of this type would be generated at such time that a development action is proposed. Please also note existing discussion of potential mitigation measures in Section 5.3.3.

Comment 37. Regarding soil contamination, the Washington State Department of Health has indicated that upland soils at Kah Tai have not been sampled, while sediment below the water surface was sampled in 1986 (per a March 23, 2001

“Health Consultation” and an April 19, 2001 report). The report states that, “further characterization of upland park surface soils and lagoon sediments are necessary to adequately evaluate the potential public health implications of exposure to contaminants present within Kah Tai Nature Park.” Recommendations are provided in the letter.

Response 37. Your comment is acknowledged. The referenced State report is addressed on page V-23 of the Comprehensive Scheme/EIS. Further investigation into this subject may be initiated at such time that development or a change of land use is proposed.

Comment 38. Alternatives 1b and 1c propose development within areas currently zoned for parks and open space. A Comprehensive Plan amendment/rezone would be required to implement these alternatives.

Response 38. Your comment is acknowledged. The Port is aware that amendment, rezone or other procedures may be necessary for the Kah Tai property. Please see revised text Section 5.3.1, Land Use Regulations.

Comment 39. Potential mitigation measures might include: Place active recreation, if any, outside of the buffer. Enhance buffers along the trails to minimize disturbance of waterfowl. Stormwater treatment could be added to improve water quality before runoff reaches the lagoon.

Response 39. Your comment is acknowledged. These suggested mitigation measures will be taken into consideration.

Comment 40. The required analysis of cumulative impacts (WAC 197-11-228 & - 792) appears to be absent from the DEIS.

Response 40. Given the dispersed location of the Port’s waterfront properties, and varied and extended time frame over which development projects are proposed, cumulative impacts of the projects themselves cannot be identified.

It is recognized that within the City of Port Townsend, expansion of the Boat Haven Marina would add vehicular traffic to Sims Way. Other (non-Port related) projects may also impact Sims Way. Although no specific development proposals are currently before the City for approval, future proposals such as changes related to ferry traffic may have significant impacts. Cumulative impacts to this corridor should be addressed at the time a development project is proposed.

Comment 41. It is disappointing to find that the two alternatives previously suggested, Kah Tai as a Mitigation Site, and the Draft Point Hudson Master Plan, were not considered nor was there a brief discussion of the facts that lead to their exclusion. Graduate research by Anne Boeholt of DOE indicates that Kah Tai “is teaming with mysids, a favored invertebrate food of juvenile salmonids.” If juvenile salmonids could get into the lagoon or the mysids out of the lagoon, the lagoon could be functioning at a high level in providing food.

Response 41. Your comment is acknowledged. At the present time, the Port does not contemplate any future development with impacts significant enough to require use of Kah Tai as a mitigation site. The proposed alternative (Open Space and/or Park Option) does not preclude this option if other public entities identify Kah Tai as a suitable mitigation site from a city-wide or regional standpoint.

Regarding Point Hudson, please refer to Response 20. It is also noted that the *Draft Point Hudson Master Plan* was never adopted. Resolution 94-148, which sets forth the six goal statements, was adopted. Please see revised text in Section 3.2.2.



State of Washington
DEPARTMENT OF FISH AND WILDLIFE

Region 8 Office 48 Devonshire Road - Montesano, Washington 98683-9818 - (360) 249-4628

October 27, 2003

Port of Port Townsend
ATTENTION: Jim Pavarnik
333 Benedict Street
Port Townsend, WA 98368

Dear Mr. Pavarnik:

**SUBJECT: State Environmental Policy Act Document; Port of Port Townsend
Proponent, Draft Comprehensive Scheme of Harbor Improvements,
Jefferson County**

The Washington Department of Fish and Wildlife (WDFW) has reviewed the above-referenced State Environmental Policy Act (SEPA) document received on September 26, 2003, and offers the following comments at this time. Other comments may be offered as the project progresses.

1 It appears from the general description of the potential projects, that a Hydraulic Project Approval (HPA; Chapter 77.55 RCW, WAC 220-110) to be issued by WDFW, will be required for most of the alternatives proposed. There is, however, insufficient project detail to determine specific conditions to be placed on the projects at this stage of the project development. We encourage you to seek involvement from WDFW on resource needs and typical project requirements to insure proper protection of fish life as you proceed with project design and development. Early involvement with WDFW will facilitate later processing of the HPA. Once final design plans are available, please submit a completed Joint Aquatic Resource Permits Application (JARPA) for an HPA, including complete plans and specifications, to WDFW for review.

2 The plans and specifications should be developed relative to Mean Higher High Water (MHHW), (Datum, Mean Lower Low Water [MLLW] = 0.0 feet). The drawings should accurately depict existing conditions including all prominent natural features and manmade improvements on the bank and beach in the immediate vicinity of the project area. They should include plan and cross-sectional views of the proposed project, a vicinity map of the project area, and accurate directions to the project site. In addition, to aid us in locating the project site, a photograph should be supplied.

JARPA forms are available from WDFW or most local government permit offices. You should allow 45 days from the receipt of a complete application and written notice of compliance with the SEPA process for processing of the HPA.

Mr Pivarnik
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3

A project for which a Hydraulic Project Approval is issued must demonstrate a no-net-loss of fish habitat quantity or quality. Mitigation debits and credits are based on a scientifically valid measure of habitat function, value and area. The general, the overview of the alternatives and environmental impacts and potential mitigation measures provided in the EIS isn't specific enough for WDFW to determine if the proposed mitigation would maintain the functions, values and area of the habitat. Mitigation ratios required by WDFW are usually greater than 1:1 to compensate for temporal losses, uncertainty of performance, and differences in functions and values. Based on the mitigation information provided, WDFW is unable to determine if Hydraulic Project Approvals are likely be issued for the preferred alternatives.

As each alternative is developed, the following types mitigation should be considered and implemented in the sequential order of preference:

- A. Avoid the impact altogether
- B. Minimize the impacts by limiting the degree or magnitude of the project
- C. Rectifying the impact by repairing, rehabilitating, or restoring the habitat
- D. Reducing or eliminating the impact over time
- E. Compensating for the impact by replacing or providing substitute resources or environments

4

WDFW recognizes the Port intends to conduct a more detailed review for each specific development activity. This is imperative since several of the alternatives outlined have the potential to significantly adversely impact habitats identified in WAC 220-110-250 "Saltwater Habitats of Special Concern". These habitats serve essential functions in the developmental life history of fishes and shellfishes and include forage fish spawning beds; intertidal vascular plants; eelgrass, kelp and macroalgae beds; rockfish and lingcod settlement and nursery areas and juvenile salmonid migration, rearing and feeding areas. WDFW requires a Mitigation Plan for projects with potential significant impacts.

A Mitigation plan for the habitat mitigation/enhancement should include the following:

- Baseline data (quantity and quality)
- Estimate of impacts (quantity and quality)
- Mitigation measures for the life of the structures
- Goals and objectives
- Detailed implementation plan
- Adequate replacement ratio
- Performance standards to measure whether goals are being reached
- Maps and drawings of proposal
- Operation and maintenance plans (including who will perform)
- Monitoring and evaluation plans (including schedules)

Mr Pivarnik
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Page 3

- Contingency plans, including corrective actions that will be taken if mitigation does not meet goals and objectives.
- Performance bonds, mitigation agreement or other guarantees that the proponent will fulfill mitigation, operation and maintenance, monitoring, and contingency plan.

In addition to "Saltwater Habitats of Special Concern", several priority wildlife species and habitats are within the nine project areas. Protective measures for the priority species and habitats should be included in the Final EIS and/or SEPA conducted for each specific development activity.

5

he Department of Ecology "Net Shore-drift in Washington State Volume 1" should be used to verify net littoral drift direction to determine impacts of new, modified or removed in-water or overwater structures and dredging on the drift cell and associated habitats of special concern.

6

According the manuscript report "Documented Spawning Areas of Pacific Herring, Surf Smelt and Pacific Sand Lance in E. Jefferson County" prepared by Dan Pontila, WDFW. Pacific sand lance spawning occurs on beaches on either side of Boat Haven. In addition, sand lance may occur near the Point Hudson. This area has similar bed materials to documented sand lance spawning beds in close proximity. In addition, an egg was documented in a sample from near the end of Monroe Street. Areas in close proximity to documented forage fish spawning beds with similar substrate characteristics are, in general, considered "Saltwater Habitats of Special Concern". WDFW recommends you verify documented or potential forage fish spawning areas at each of the nine locations using the manuscript report. Potential beds (close proximity and similar substrate) should receive the same scrutiny regarding project type, design, location, timing and other mitigation.

Thank you for the opportunity to provide these comments. If you have any questions, please contact me at (360) 895-6123.

Sincerely,

Randi L. Thurston

Randi L. Thurston
Area Habitat Biologist

RLT:rlt:PORT EIS 1003

cc. SEPA Coordinator, WDFW
SEPA Coordinator, Ecology
Judy Surber, City of Port Townsend

**State of Washington
Department of Fish and Wildlife
Letter Dated October 27, 2003**

Comment 1. It appears that a Hydraulic Project Approval will be required. However, there is insufficient project detail to determine specific conditions to be placed on the project at this stage of project development. We encourage you to seek involvement from WDFW on resource needs and typical project requirements to ensure proper protection of fish life as you proceed with project design and development. Early involvement with WDFW will facilitate later processing of the HPA.

Response 1. Your comment is acknowledged. Project information at the Comprehensive Scheme level is not intended for permit review. Information of this level of detail is beyond the scope of the Comprehensive Scheme process. Efforts will be made to involve reviewing agencies during project development.

Comment 2. The plans and specifications should be developed relative to Mean Higher High Water. The drawings should accurately depict existing conditions and should include plan and cross sectional views, a vicinity map, directions and a photograph.

Response 2. Your comment is acknowledged. Please see response to Comment 1.

Comment 3. Projects that require an HPA must demonstrate a no-net-loss of fish habitat quantity or quality. The general overview of the alternatives and environmental impacts and potential mitigation measures provided in the EIS isn't specific enough for WDFW to determine if the proposed mitigation would maintain the functions, values and area of the habitat. Based on the mitigation information provided, WDFW is not able to determine whether an HPA is likely to be approved for the preferred alternatives.

Response 3. Your comment is acknowledged. Please see response to Comment 1.

Comment 4. WDFW recognizes that the Port intends to conduct a more detailed review for each specific development activity. This is imperative since several of the alternatives outlined have the potential to significantly adversely impact habitats identified in WAC 220-110-250 "Saltwater Habitats of Special Concern." WDFW requires a Mitigation Plan for projects with potential significant impacts.

Response 4. Your comment is acknowledged. Please see response to Comment 1.

Comment 5. The Department of Ecology “Net Shore-drift in Washington State Volume 1” should be used to verify net littoral drift direction to determine impacts of new, modified or removed in-water or overwater structures and dredging on the drift cell and associated habitats of special concern.

Response 5. Your comment is acknowledged. Please see Response 18, City of Port Townsend.

Comment 6. Research (a manuscript report) indicates that Pacific Sand Lance spawning occurs on beaches on either side of Boat Haven, and sand lance may occur near Point Hudson. In addition, an egg was documented near the end of Monroe Street. Areas in close proximity to documented forage fish spawning beds with similar substrate characteristics are, in general, considered “Saltwater Habitats of Special Concern.” WDFW recommends that you verify documented or potential forage fish spawning areas at each of the nine locations using the manuscript report. Potential beds (close proximity and similar substrate) should receive the same scrutiny regarding project type, design, location, timing and other mitigation.

Response 6. Your comment is acknowledged. Please see Response 6, City of Port Townsend.

OCT-28-2003 TUE 07:51 AM DOE SW REGIONAL OFFICE

FAX NO. 3604076305

P. 02

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

PO Box 47775 • Olympia, Washington 98504-7775 • (360) 407-6300

1 day late
RECEIVED

OCT 28 2003

PORT OF PORT TOWNSEND
ADMINISTRATION OFFICE

October 28, 2003

Mr. Jim Pivarnik
Port of Port Townsend
PO Box 1180
Port Townsend, WA 98368



Your address
is in the
Elwha River
watershed

Dear Mr. Pivarnik:

Thank you for the opportunity to comment on the **Draft Port of Port Townsend Comprehensive Scheme of Harbor Improvements Update 2003** and **Draft Environmental Impact Statement (DEIS)**. We reviewed the proposed updates and DEIS and have the following comments:

Section 1.10 - EIS Scoping

"The analysis of Port properties within the City of Port Townsend should be conducted in sufficient graphic and narrative detail to clearly assess the relative level of impacts and feasibility of each alternative."

1

We would like to see additional detail in the blue pages, which currently provide insufficient information to evaluate whether proposed alternatives would be consistent with Port Townsend's Shoreline Master Program.

While entirely different and significant impacts and regulatory requirements would be expected to stem from and apply to these very different, very generally described alternatives, we note that much of the same language is repeated from one alternative to the next.

2

The Final EIS needs to include more specific differentiation as to impacts of each alternative, and give better definition of specific changes being proposed in each.

Chapter 3 - Marinas

In Section 3.1.1, Page III-4 begins a section on "Land Use Regulations." The present document acknowledges that "...codes and provisions regulating land use on the Boat Haven property are complicated and are organized in multiple layers..." The DEIS does not attempt to clarify this for the reader.

3

We would like to see the final EIS clearly illustrate those layers of regulation in relation to one another.

The so-called "roadmap" outline illustrates elements of local comp plan ordinance, after which comes text about the local shoreline master program, the latter being spoken of without context.

OCT-28-2003 TUE 07:51 AM DCE SW REGIONAL OFFICE

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4

The Port Townsend Shoreline Master Program (PTSMP) is adopted under the Washington State Shoreline Management Act. *That legal relationship needs to be spelled out.* Any development in shoreline jurisdiction is subject to policies and regulations of RCW 90.58 and WAC 173-27 and the Port Townsend Shoreline Master Plan.

On Page III-10, under use-specific policies and performance Standards (of the PTSMP), the statement is made, "These subsections and their requirements should be reviewed prior to any development on the Boat Haven property to ensure compliance is met."

5

This statement should be replaced with something more definite and informing, for example, "All development within shoreline jurisdiction requires shoreline substantial development permits, and may require conditional use or variance approvals that must also be approved by the Department of Ecology. The Port must demonstrate a proposal is in compliance with all the relevant policies and regulations before a permit may be granted."

It should be noted that once approved, any citizen or agency who contends the requirements have not been upheld to the shoreline permits can be appealed by State Shorelines Hearings Board. Careful attention to compliance with all relevant policies and regulations will avoid unnecessary delays and litigation.

6

On Page III-7, a note indicates possible future removal of Benedict Spit. We note that alterations of natural shoreline features may generally not be legally permitted because protection of the resources and ecology of Puget Sound shorelines is required under RCW 90.58. Related provisions of other state and/or federal law.

7

On Page III-26, under Natural Environment, *we believe the general statements made about regulations applying to activities waterward of the mean higher high water (MHHW) should be augmented with more specific information.*

For example, shoreline jurisdiction extends two hundred feet in all directions horizontally from the Ordinary High Water Mark (OHWM) (as defined in RCW 90.58.030) and this is generally landward of MHHW. Work within this area must comply with the provisions of the Port Townsend Shoreline Master Program. Areas waterward of the Extreme Low Tide line are designated by the Washington State Legislature as Shorelines of Statewide Significance, and review of all proposals in that area is subject to the criteria listed under RCW 90.58.020.

Under the Federal Clean Water Act Section 10, 401 or 404 approvals may be required by the Corps. Pursuant to this, certification of compliance with Washington State Water Quality Standards is administered by Ecology. Likewise, Ecology determines whether a proposal is consistent with the federal Coastal Zone Management Act (CZM).

On Page III-29, similarly, in reference to conversion of intertidal habitat to subtidal habitat, for the final EIS, *the Shoreline Management Act and other state laws like the Washington Hydraulic Code administered by WDFW, need to be explicitly identified.*

OCT-28-2003 TUE 07:52 AM DOE SW REGIONAL OFFICE

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8

Potential mitigation measures are briefly spoken about on the same page and III-30, but the source of ratio numbers for mitigation as described is unclear. We suspect it is probably an underestimate. In the Final EIS, we would appreciate seeing the basis for these assertions about mitigation made explicit.

9

On Page III-39 once again a regulatory "road map" shows zoning regulations. Since PTSMP provisions will supercede those of the zoning code (as acknowledged on page III-45), we recommend that these regulations be shown in the "roadmap" in relation to the PTSMP, and placing the shorelines rules first.

10

On Page III-51, Alternatives Analysis for Point Hudson, the statement is made, "Some of the anticipated uses would conform to existing zoning and development regulations while others would conflict with the current codes."

The alternatives are not described nor shown in sufficient plan detail to effectively evaluate against current policies of RCW 90.58, WAC 173-27, or The Port Townsend Shoreline Master Program. All these statutes and administrative code will apply to what is being proposed here.

We note that changes to shoreline master program regulations require public review followed by formal adoption with mandatory timeframes imposed by the legislature, and also state agency approval. For these reasons, it will be advisable to propose alternatives, which are conforming with current shoreline code.

11

On Page III-56, the statement is made that upland areas will contain a mix of uses...including non-marine-related commercial, retail, office, and service uses. We are concerned this may be inconsistent with the shorelines designation and/or policies and regulations. More specific information would be needed to comment directly on the legality of particular uses. We believe it is advisable to limit the use of this area to primarily water-dependent and water-oriented uses.

12

On the same page, it is noted the Commanders House may be relocated "...to the north shoreline..." The specific location is not identified, and we note that, according to text on page III-50, the Commander's House is already in the "north area".

13

The draft EIS plans all show buildings in the same, existing locations. Only the marina basin and area boundaries change from one site plan to the next. In the Final EIS, we would appreciate seeing maps for each alternative that are more detailed, such as showing proposed locations of structures and their estimated footprints. We suggest careful review to ensure the maps and text for each alternative are in agreement.

14

On Page III-60, under Natural Environment, the statement is made: "Development in marine and freshwater environments often requires permits from federal, state, and local government agencies. Permits are usually required when impacts to navigable waters or fish or wildlife habitat are anticipated."

We note that permits are required for virtually all development in marine and freshwater environments. While "anticipated impacts" is a major concern, that is not legally the trigger for requiring a permit. We hope the final EIS sections will consistently and specifically reference the Shoreline Management Act and Hydraulic Code as they are applicable.

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P. 05

October 28, 2003

Page 4

15

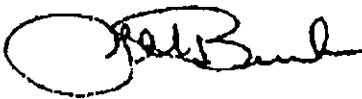
On Page III-64 under "Potential mitigation Measures," the text reads, "The extent of mitigation would not be great because the project could be demonstrated to have no substantial impacts on juvenile salmon or salmon habitat." *We do not understand the basis for such an assertion, and ask that the final EIS should clearly describe the basis for such statements, and also provide evidence supporting the conclusion.*

16

The statement is made there would be increased public access under the proposed alternatives. We note that the entire shoreline of Point Hudson is currently open to the public, and has been for many years. Thus, while additional facilities may enhance or alter the experience, adding a boardwalk to a public beach does not constitute additional public access. *We would like to see the final EIS address carefully how public access is proposed to be altered.*

If you have any questions or would like to respond to these comments, please call Jeffree Stewart (Shorelands Specialist) at (360) 407-6521.

Sincerely,



Jeri Beube
Administrative Coordinator

JB:aw (03-6043)

cc: Jeff Stewart, SEA

**State of Washington, Department of Ecology
Letter Dated October 28, 2003**

Comment 1. We would like to see additional detail to evaluate whether proposed alternatives would be consistent with Port Townsend's Shoreline Master Program.

Response 1. Some additional detail regarding the consistency of proposed alternatives with the City's Shoreline Master Program has been provided. It must be noted, however, that project-level SEPA analysis will be required to address this issue in more detail. Revised Section 1.2 addresses the Port's the planning process.

Further, the City of Port Townsend is currently in the process of updating its Shoreline Master Program (SMP). All project-level SEPA analysis will address consistency with the SMP in place at the time the project is proposed.

Comment 2. The FEIS needs to include more specific differentiation as to impacts of each alternative.

Response 2. The level of detail provided is adequate for Comprehensive Scheme review of the alternatives. More detailed information and analysis will be generated at such time that a development action is proposed. Please see the revised discussion under Section 1.2 – Introduction to the Comprehensive Scheme Process.

Comment 3. We would like the FEIS to illustrate the layers of the City's land use regulations in relation to one another.

Response 3. The DEIS provides a detailed examination of applicable land use regulations. As noted, the City of Port Townsend has placed numerous districts and overlays throughout the City, several of which affect and even overlap, the Boat Haven property. Changes to existing regulations are anticipated. A more detailed interpretation of all City regulations in place at the time any development is proposed will be required.

Comment 4. The Port Townsend SMP is adopted under the WA State Shoreline Management Act. This legal relationship needs to be spelled out.

Response 4. Your comment is acknowledged.

Comment 5. The FEIS should state: “All development within shoreline jurisdiction requires shoreline substantial development permits and may require conditional use or variance approvals that must also be approved by the Department of Ecology. The Port must demonstrate a proposal is in compliance with all the relevant policies and regulations before a permit may be granted.”

Response 5. Your comment is acknowledged. Permitting requirements will be addressed at such time that a development proposal is generated.

Comment 6. Regarding possible future removal of Benedict Spit, alterations of the natural shoreline features may generally not be legally permitted.

Response 6. Your comment is acknowledged.

Comment 7. The general statements made about regulations applying to activities waterward of the mean higher high water (MHHW) should be augmented with more specific information.

Response 7. Your comment is acknowledged. Please see revised text on page III-26. More detailed permit requirements related to activities waterward of MHHW will be addressed at the time a specific development project is proposed.

Comment 8. The source of the ratio numbers for mitigation as described is unclear. We suspect it is probably an underestimate. The basis for these assertions should be made explicit.

Response 8. Your comment is acknowledged. Please see revised text on page III-29.

Comment 9. Regarding the relationship between zoning and shoreline regulations, the regulatory road map should show the shoreline regulations first.

Response 9. Your comment is acknowledged. Please see revised text under Land Use Regulations, page III-4.

Comment 10. Regarding Point Hudson, the discussion of alternatives should evaluate consistency with current City and State shoreline regulations.

Response 10. Your comment is acknowledged. Please refer to Responses 19, 20, and 21, City of Port Townsend.

Comment 11. Regarding Point Hudson, more specific information is needed to comment directly on the legality of particular uses. We believe it is advisable to limit the use of this area to primarily water-dependent and water-oriented uses.

Response 11. Your comment is acknowledged.

Comment 12. A specific location for relocation of the Commander's House is not given.

Response 12. The decision whether or not to relocate the Commander's House will be made at a later stage in the planning process. Please see revised text in Section 1.2 regarding the Port's planning process.

Comment 13. The FEIS should include more detailed maps for each alternative, showing proposed locations of structures and their footprints.

Response 13. Depicting locations of specific structures and building footprints will occur at the Individual Site Planing stage, which is a later stage in the planning process. Please see revised text in Section 1.2 for a more detailed discussion of the Port's planning process.

Comment 14. Permits are required for virtually all development in marine and freshwater environments. The FEIS sections should consistently and specifically reference the SMA and Hydraulic Code as they are applicable.

Response 14. Your comment is acknowledged. The EIS states that approval of the City of Port Townsend, the Department of Ecology, and the Department of Fish and Wildlife is required for in-water work.

Comment 15. Regarding Point Hudson, we do not understand the basis for the assertion that Alternative 3 could be demonstrated to have no substantial impacts on juvenile salmon or salmon habitat.

Response 15. Your comment is acknowledged. Please see revised text on page III-66. This issue will be evaluated during the permitting phase.

Comment 16. The entire shoreline of Point Hudson is currently open to the public – adding a boardwalk does not constitute additional public access.

Response 16. It is acknowledged that the Point Hudson Shoreline is currently open to public access. The new esplanade proposed in Alternatives 2 and 3 is intended to improve access to the shoreline by providing a safe, attractive pedestrian route along the shoreline. The esplanade is also intended to be consistent with the December 1994 Point Hudson Phase III Final Report goal to “*Provide a high degree of public access/use.*” This route will be ADA accessible. Design of the esplanade will occur at a later phase of the Port’s planning process. It is anticipated that increased public use of Point Hudson in general, together with ADA accessibility and the esplanade, will result in more public use of the site.

**RECEIVED**

OCT 27 2003

PORT OF PORT TOWNSEND
ADMINISTRATION OFFICE

October 27, 2003

HAND-DELIVERED

Larry Crockett, Executive Director
Port of Port Townsend
333 Benedict Street
P.O. Box 1180
Port Townsend, WA 98368

Dear Larry,

Thank you for the opportunity to comment on the EIS for the Port's Comprehensive Scheme of Harbor Improvements Update 2003.

As you know, I served as an Advisory Committee member representing the Northwest Maritime Center. Therefore, my comments are directed primarily to the Port's properties at Point Hudson, and to how the Comprehensive Scheme will affect long-term growth and development of marine trades in the city. Please note that these comments are reflective of my opinion alone, and does not necessarily reflect the opinions of the board of directors of the Northwest Maritime Center.

I strongly support the Port's efforts to expand the marine trades at both the Boat Haven and Point Hudson properties. I anticipate the Northwest Maritime Center acting as a key partner in the Port's efforts to redevelop Point Hudson in a manner that benefits the tenants at Point Hudson, the educational programs and activities offered at the Maritime Center, visitors to the area, and the community as a whole.

1

My major concern with the *Draft Comprehensive Scheme and Draft EIS* is the lack of detail and specificity contained in either regarding future development and/or redevelopment of the Point Hudson property. Throughout the Advisory Committee process, Port staff and the consultant team stressed that the port was conducting a phased programmatic review that was necessarily broad in scope, and that the Comprehensive Scheme was the first step in identifying the types of uses and alternatives that would be considered by the Pot as it moved forward with a more detailed planning and development process for the future use of Point Hudson.

Over the past fifteen years, the future use and redevelopment of Point Hudson has been a polarizing community issue. From my perspective, given the time constraints of the process, the Advisory Committee did an admirable job in assisting the consultant team and Port staff to identify issues and alternatives to consider in the Comprehensive Scheme.

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Email: email@nwmaritime.org
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2

Given the necessarily broad emphasis of this planning process, Port staff was urged by the Advisory Committee to include 7 issues to *guide* the development of the alternatives for Point Hudson (see Section E, Guidance, December 2002; Draft Alternatives Analysis, attached). **The Advisory Committee and the Port agreed in their January 14, 2003 meeting that the Port will produce a preamble and vision for the Point Hudson site and alternatives, which also incorporates the goals listed in the 1994 Draft Point Hudson Master Plan.** The Advisory Committee's recommendations were intended to help alleviate community concerns over the vagueness of the proposed uses, design considerations and capital improvement priorities being contemplated for the Comprehensive Scheme Update for Point Hudson.

My specific comments on Draft Comprehensive Scheme and Draft EIS document are as follows:

3

1. The **Guidance Section** mentioned above does not appear to be included in the Draft Comprehensive Scheme Update 2003 document nor was it used in the preparation of the Point Hudson alternatives contained in the Draft EIS. At a minimum, the analysis of each of the alternatives and proposed uses for Point Hudson should be evaluated for its consistency with a preamble and vision for Point Hudson, in addition with the six goals stated on pages II-2 and II-3 in the December 2002 draft of the Alternatives Analysis.

4

2. There is Insufficient detail on what may be proposed (square footage, scale, bulk, and type of uses) for the future development or redevelopment at Point Hudson to clearly assess the relative impacts and feasibility of each alternative. This is readily apparent when one reviews Table 1.11, Summary of Environmental Impacts and Mitigation Measures, and compares the environmental impacts and potential mitigation measures between Alternatives 2 and 3. This table should present detailed comparisons between the two alternatives, and where possible, include quantifiable differences. In order to be consistent with SEPA, there should also be a discussion of the unavoidable environmental impacts of each alternative.

5

3. There was very little discussion and analysis of future moorage arrangements (slip size, orientation, types of vessels targeted, etc.) by the Advisory Committee or contained in either the Draft EIS or Draft Comprehensive Scheme. More detailed alternatives should be developed, evaluated and assessed in the Master Plan process.

6

4. In Alternatives 2 & 3, there are a number of uses that are proposed that are not allowed under the City's existing Shoreline Master Program (e.g., transient accommodations and non-marine related commercial, retail,

office and service uses). The Final EIS and Final Comprehensive Scheme should include more specific information on the types of uses proposed, whether they are allowed under the current City regulations, and if not currently allowed, a clear description and definition of the proposed use (i.e., non-marine-related commercial).

- 7
5. Currently, the Point Hudson area is limited to water-oriented uses under the Shoreline Master Program. I have attached Appendix D, Example of Water-oriented Uses (page 103 and 104 of the City's Shoreline Master Program), which gives a detailed list of the types of uses that are allowed and can be accommodated within the Point Hudson properties. Proposed uses that are not consistent with this table should be identified, evaluated and assessed within the Final EIS, and whether they meet the preamble, vision and goals identified for Point Hudson as described above under comment #1.

8

Given the broad-brush emphasis of this Comprehensive Scheme planning process, and the Port's failure to include in the preparation of the Alternatives the Guidance section recommended by the Advisory Committee, I strongly urge that the Port to commit, prior to adoption of the Final EIS and Comprehensive Scheme, to establish a joint Port/City Advisory Committee to assist in developing a detailed Master Plan for the Point Hudson properties.

This would help to alleviate potential community concerns over the vagueness of the proposed uses, design considerations and capital improvement priorities recommended in the Comprehensive Scheme Update 2003 for Point Hudson. Preparing a Master Plan for Point Hudson would also provide more opportunities for building public consensus, resolving potential use conflicts and regulatory inconsistencies, as well as providing the Port with more certainty and predictability in moving ahead with permitting for the area's redevelopment.

I look forward to working with the Port as it begins to refine the types of uses, design issues, and phasing of capital improvements as it moves forward with the planning and redevelopment of Point Hudson.

Sincerely,



Dave Robison
Executive Director

Attachments: Page II-2&3, Draft Alternatives Analysis, December 2002
Appendix D: Examples of Water-Oriented Uses

Each option preserves important existing buildings on the site, including the Cupola House, the Commander's House, and the Armory Building. Several options call for re-use of the existing structures, when feasible. The Armory Building will remain in its current location, while the Commander's House and Cupola House may be relocated in some alternatives

E. Guidance

The following issues formed the basis for development of the alternatives for Point Hudson. These were derived from the Port staff, Commissioners and Advisory Committee comments.

1. Define the alternatives for the property in terms of uses, not zones.
2. One alternative should more closely reflect "existing conditions", or a no action effect.
3. Include public access in every alternative.
4. The west area of the site should be marine-related commercial/trade.
5. Consider using existing structures for new uses before considering demolition.
6. Provide a preamble and vision for the entire site, and develop alternatives around this vision.¹
7. Design the alternatives to be consistent with the goals adopted to in the December 1994 Point Hudson Phase III Final Report.

- *Point Hudson must be financially self supporting;*
- *Protect small scale nature;*
- *Provide a high degree of public access/use;*
- *Preserve the historic character;*
- *Encourage marine trades and water oriented uses; and,*
- *Maintain property in Port/public ownership.*

These goals, taken from the December 1994 Point Hudson Phase III Final Report, are specifically addresses below:

Goal 1: Point Hudson must be financially self-supporting

Accomplished by: Increasing sources of revenue by encouraging new business and mixed uses for the site.

¹ The Advisory Committee and Port agreed in their January 14, 2003 meeting that the Port will produce a preamble and vision for the Point Hudson site and alternatives. This vision and any resulting changes to the alternatives should be incorporated into the final version of this document.

Goal 2: Protect small-scale nature

Accomplished by: Existing City development regulations require design review.

Goal 3: Provide a high degree of public access/use

Accomplished by: Maintaining existing public access and rights of use, and creating new public access and open space through installation of the esplanade.

Goal 4: Preserve the historic character

Accomplished by: Retaining and reusing existing structures, as feasible.

Goal 5: Encourage marine trades and water oriented uses

Accomplished by: Creating new spaces for marine-related commercial and retail businesses to occupy, and by improving or enlarging the marina basin to encourage increased use of marina and supporting businesses at the site.

Goal 6: Maintain property in Port/public ownership

Accomplished by: Proposing three alternatives that involve retention of ownership by the Port, and only one that results in sale of the property.

II. Description of Point Hudson Alternatives**A. Summary of Alternatives****Alternative 1 - Marine Trades/Marine Commercial - Figure 5**

Marina: Minor remodel

Uplands: NE - Buildings remain; Continued uses include marine-related commercial/retail, transient accommodation, parking and open space
 N - Buildings and existing uses remain; Site improvements added
 SE - Buildings remain; Marine-related commercial/retail uses/mixed use and parking

Alternative 2 - Marine Commercial - Figure 6

Marina: Moderate remodel

Uplands: Esplanade added around perimeter of marina basin and northeast shoreline
 NE - Buildings remain, if feasible; New transient accommodation facilities, marine-related commercial/retail/mixed use and open space
 N - New buildings; Marine-related commercial/retail/mixed use, hotel/RV lodging and parking
 SE - Buildings remain, uses are marine-related commercial/retail/mixed use and parking

APPENDIX D: EXAMPLES OF WATER-ORIENTED USES

WATER-DEPENDENT USES
In-Water Boat Storage <ul style="list-style-type: none"> a. Docks, slips, piers, and other facilities at which boats are berthed.
On-Land Boat Storage <ul style="list-style-type: none"> a. Boat building, repair, servicing, and dry docking
Hand-Launch Boat Sites <ul style="list-style-type: none"> a. For kayaks, dinghies, canoes, and wind-surfers
Passenger Ferry Terminals
Sewer Outfalls
Fuel Storage and Fueling Facilities for Marine Craft
WATER-RELATED USES
Marine Fabrication <ul style="list-style-type: none"> a. Sail and canvas accessory manufacture b. Spar and rigging construction c. Marine-oriented carpentry d. Construction of boats e. Blacksmithing, block-making and casting
Marine-Related Services <p>Functions necessary to serve in-water and on-land boat storage and working boatyards, including, but not limited to:</p> <ul style="list-style-type: none"> a. Boat dealers and brokers b. Boat rentals and charters c. Marine parts, supplies and accessories d. Diving rentals, classes and merchandise
Marine Transportation and Water Taxi
Utility Lines Serving Waterfront Uses

APPENDIX D: EXAMPLES OF WATER-ORIENTED USES (continued)

WATER-ENJOYMENT USES
Public Ecological and Scientific Reserves
Public Waterfront Parks
Public Use Beaches
Aquariums Available to the Public
Yacht, Sailing, Kayak Club Offices and Member Services
Marine Oriented or Natural History Museums
Boat Building Schools or those oriented to marine trades
Restaurants available to the public as part of a mixed use
Retail businesses housed in mixed use projects designed to take advantage of a waterfront location, protect views of the water and enhance pedestrian traffic, and which display and sell merchandise oriented to marine uses, including but not limited to: <ul style="list-style-type: none"> a. Marine hardware b. Fishing tackle c. Marine chandleries d. Boat furniture e. Marine maps, books, magazines, catalogues f. Marine oriented provisions and clothing
General Marine Services that are also part of mixed use projects that offer office and research functions contributing to marine activities including, but not limited to: <ul style="list-style-type: none"> a. Marine research and environmental services b. Maritime associations c. Marine oriented laboratories and experimental facilities d. Specialized professional services to the marine trades e. Marine photography, printmaking and chartmaking f. Marine documentation g. Marine transportation operations

Dave Robinson
Letter Dated October 27, 2003

Point Hudson

Comment 1. My major concern with the Draft Comprehensive Scheme and Draft EIS is the lack of detail and specificity contained in either regarding future development and/or redevelopment of the Point Hudson property.

Response 1. Your comment is acknowledged. The information and level of detail provided in the *Comprehensive Scheme Update* and *Draft EIS* are appropriate for the scope of the Comprehensive Scheme planning process. More specific, project-level details will be generated at such time that a development action or master plan is proposed for the property. Please see revised text in Section 1.2 regarding the Port's planning process.

Comment 2. The Advisory Committee and the Port agreed in their January 14, 2003, meeting that the Port will produce a preamble and vision for the Point Hudson site and alternatives, which also incorporates the goals listed in the 1994 Draft Point Hudson Master Plan.

Response 2. Your comment is acknowledged. After further consideration, the Port has determined that sufficient study has not been undertaken to develop a specific, project-level vision for Point Hudson at the Comprehensive Scheme stage of the planning process. Such actions are more appropriate for specific, project-level planning. Please see revised text on page III-51 regarding the 1994 goal statements.

Comment 3. The guidance section (preamble, vision and goals noted in comment 2) do not appear to be included in the Draft Comprehensive Scheme nor were they used in preparation of the Point Hudson alternatives in the DEIS. At a minimum, the analysis of each of the alternatives and proposed uses for Point Hudson should be evaluated for its consistency with a preamble and vision for Point Hudson, in addition with the six goals stated on pages II-2 and II-3 in the December 2002 draft of the Alternatives Analysis.

Response 3. Your comment is acknowledged. The Guidance section has been included in the Alternatives Analysis. Please see Response 2 and revised text on pages III-63 through III-66.

Comment 4. There is insufficient detail on what may be proposed (square footage, scale, bulk, and type of uses) for the future development or redevelopment at Point Hudson to clearly assess the relative impacts and feasibility of each alternative. The Summary of Environmental Impacts and Mitigation Measures table should present detailed comparisons between alternatives, and where possible, include quantifiable differences. In order to be consistent with SEPA, there should be a discussion of the unavoidable environmental impacts of each alternative.

Response 4. Your comment is acknowledged. Please see Response 1. Unavoidable adverse environmental impacts have been added to each of the Environmental Impacts sections.

Comment 5. There was very little discussion and analysis of future moorage arrangements (slip size, orientation, types of vessels targeted, etc.). More detailed alternatives should be developed, evaluated, and assessed in the Master Plan process.

Response 5. Your comment is acknowledged. This information will be developed at such time as a site-specific planning process takes place for this property.

Comment 6. In Alternatives 2 and 3, there are a number of uses that are proposed that are not allowed under the City's existing Shoreline Master Program (e.g., transient accommodations and non-marine related commercial, retail, office, and service uses). The Final EIS and Final Comprehensive Scheme should include more specific information on the types of uses proposed, whether they are allowed under the current City regulations, and if not currently allowed, a clear description and definition of the proposed use (i.e., non-marine related commercial).

Response 6. Detailed descriptions of the types of possible uses are included in the discussion of each alternative, both in summary and full text formats. Please refer to Section 3.2.2. It is acknowledged that some of the identified uses may not be allowed under the current Shoreline Master Program. Please refer to the discussion of the Built Environment on page III-63.

Comment 7. Currently, the Point Hudson area is limited to water-oriented uses under the Shoreline Master Program. Proposed uses that are not consistent with the SMP should be identified, evaluated, and assessed within the Final EIS and whether they meet the preamble, vision, and goals identified for Point Hudson as described under the comment above.

Response 7. Your comment is acknowledged. Please see discussion of the Built Environment on page III-63 regarding uses in the shoreline area. The consistency of specific uses with the City's Shoreline Master Program will be evaluated in more detail at such time as a site-specific planning process takes place for this property. It is acknowledged that the City's Shoreline Master Program is currently being updated; the evaluation of uses will be based on the regulations in place at the time additional planning is undertaken.

Comment 8. Given the broad brush emphasis on this planning process and the Port's failure to use the Guidance section recommended by the Advisory Committee, I strongly urge the Port to commit, prior to adoption of the Final EIS and Comprehensive Scheme, to establish a joint Port/City Advisory Committee to assist in developing a detailed Master Plan for Point Hudson properties.

Response 8. Your comment is acknowledged.

RECEIVED

OCT 27 2003

PORT OF PORT TOWNSEND
ADMINISTRATION OFFICE

October 27, 2003

Port of Port Townsend
333 Benedict Street
P.O. Box 1180
Port Townsend, WA 98368Re: Draft Comprehensive Scheme of Harbor Improvements Update 2003/ Draft
Environmental Impact Statement - September 26, 2003

Commissioners:

Thank you for the opportunity to comment on your EIS for Port Comprehensive Scheme.

Kah Tai Lagoon

1 I would like to thank you also for preliminary adoption of a preferred alternative regarding Kah Tai Lagoon Nature Park properties that specifies continued park designation. It is of the utmost importance to note that the consultant work was somewhat inadequate in evaluation of the wetland area regarding classification. It is well known by the Port and community alike that there is a direct tidal link between the open water lagoon and Port Townsend Bay through a tide gate in the boat basin, pipe under Sims way and flow control vault located the inner pond near the picnic shelter. Ann Beholt of WA dept of Ecology has correctly characterized this waterbody as "Estuarine" in preliminary thesis work. This oversight should be corrected in the Final EIS documents.

2 Kah Tai is a valuable asset to the tourism sector of our local economy because of its intrinsic beauty and central location at the entrance to our historic uptown and downtown districts. The Port easily meets its economic development mandate by leaving the area as undeveloped open space. Ready access to Kah Tai Lagoon Nature Park from the Port is appreciated by Boat Haven visitors, a benefit reflected in the 1982 Port Resolution (No.7-82), which authorized the long-term lease with the City for the initial creation of the Park:

"Whereas, it is found that a park in the close vicinity of the Port Townsend Boat Haven is necessary in order to more fully utilize the said Boat Haven's harbor and waterway facilities,..."

Jefferson County residents have had innumerable financial and economic benefits from the filled Kah Tai land just from the cost savings of the fill location at the time of the harbor dredging. That cost saving was ostensibly part of the public investment in other port infrastructure and over the years has reaped returns that more than compensate the Port District (and larger county public) for the benefit to the Port users and the community as a whole. The area has long been recognized as an important part of the Pacific Flyway. Any duck hunter south of town has benefited from this important resting and feeding habitat.

3 Kah Tai is now a nature park and should remain a nature park. The Port Commission's selection of its Preferred Alternative for continued park/open space use for Kah Tai should contain specific support for its use as a nature park rather than for the kind of active recreation uses that Port Commissioners have suggested in recent years (e.g. skateboard park, RV park,

aquatic center). The open space/park use of Kah Tai as a wildlife reserve is not compatible with active recreation development and its resulting impacts (traffic, light, noise, habitat destruction, etc.)

As a restoration professional I would like to help the City create a planting plan and implementation program that continues the work of 2 generations to reforest portions of the park. The City has a written plan that describes the creation of visual screens of natural vegetation to improve nesting and rearing habitat, separating the nature area from the Highway. This plan should be immediately approved for implementation by the Port Commissioners so that the community's important work can continue.

Thank you for recognizing its unique value now. I hope the Port Commissioners will soon relinquish once and for all time the need to confuse money with value when discussing the future *vision* of open space at Kah Tai Lagoon Nature Park.

Point Hudson

4

The value of historic, though somewhat deteriorated buildings is key to the continued economic status of this "Victorian Seaport". I hope the public outcry regarding the disposal of the existing buildings is reflected in future renovation schemes. You need to protect, preserve, and restore the buildings at this unique and historic location. Future construction should reflect the scale of existing buildings as well as preserve the existing height configuration that creates opportunities for vistas of the water throughout the downtown area. Public access to this wonderful habitat beach should be protected for the long term not exploited for relatively short-term financial gain. A multi-floor 25,000 sq. ft. motel/hotel is completely inappropriate and will provide competition for local privately owned operations.

There is already a unique balance between the working port and the urban open space at Point Hudson that should be acknowledged in the ESI as the *most valuable* use of the property for the citizens of Jefferson County. Planning decisions would best serve the community that are geared to preserving the working port for marine-oriented trades and businesses. It should not be rezoned as an extension of the general commercial downtown district. To destroy a *working facility* at one end of the block while creating a *entertainment oriented tourist version* at the other end of the block will be costly in the long run to the working seaport vision. Creating an environment for both to co-exist and prosper is the prudent choice for a sustainable downtown complex. The Port documents should deal far more with removing vehicle congestion in this area than trying to create more parking for visitors. How about a Port sponsored shuttle bus?

Boat Haven

5

Seaplanes?? I strongly oppose any Port planning for a seaplane base. While remote coastlines like I have seen in Alaska depend on this transportation mode it is noisy and smelly. Exhaust fumes are horrible and accidents with boaters are not uncommon in harbors often full of boats, as is Port Townsend. The hospital heli port is in close proximity as are dense residential areas. Again, the *visionary* proposals should contain low tech sustainable transportation and recreation modes such as the kayak businesses and foot ferries that currently exist at the other end of town. How about a Port sponsored shuttle from the Airport to Hadlock and PT?? Increasing access to the Tri-Area community and businesses such as the new Wooden Boat School Campus would

be a very *visionary* action to improve the economic sustainability of the Greater Jefferson County economy.

Marina Expansion:

6

Port management has stated the planning focus is to create larger slips over 100 feet on the grounds that visiting yachts generate tourism dollars and shipyard revenue. I would like to see the Port return to its former policy of offering permanent moorage only to Jefferson County residents. Watching fiberglass yachts sit out the winter in the PT yard does not create a big job market, just a nice small one that may not be sustainable as the fishing fleet continues to move out of town. That waiting list is for big boats that likely spend less per slip footage than many smaller boats. That small size range demand should be encouraged to increase locally. How many millionaire yachts should we use public funds to support? NONE. While you are contemplating a floating expandable marina I personally can wait for that big southeasterly to pop more City of Dreams bubbles at public expense. Be smart about what floats your boat!

7

On the other hand commercial conversion of the former lumberyard would certainly be a misuse of public resources. Such shortsighted planning will undercut the growth potential of the vital marine trades sector of our economy. If you plan to grow our boatyard why close off the place to boats?? There is far greater economic value in using limited Port land for the marine trades. If the Port is to make best use of the area it must be for *water-dependent uses*. Don't turn the community's back on its waterfront heritage here, too.

Thanks for your consideration and vision during this process.

P. J. Mackrow

Paula Mackrow
916 M Street
Port Townsend WA

Paula Mackrow
Letter Dated October 27, 2003

Comment 1. Thank you for adoption of the continued Park designation as the preferred alternative for the Kah Tai property. The consultant work was somewhat inadequate in evaluation of the Kah Tai wetland area with regard to classification. This waterbody has been classified as “estuarine” in preliminary thesis work; this oversight should be corrected.

Response 1. Your comment is acknowledged. The three wetland reports submitted by the City and reviewed by Landau Associates identify the wetland as a freshwater (palustrine or lacustrine) system. Because there is currently no one definitive evaluation of this wetland regarding its rating, or habitat evaluation, specific studies will be conducted during the design phase for any future development proposals in this area to determine these issues. Also, please see Response 32, City of Port Townsend.

Comment 2. Kah Tai is a valuable asset to the tourism sector of our local economy. The Port meets its economic mandate by leaving the area as undeveloped open space.

Response 2. Your comment is acknowledged.

Comment 3. Kah Tai is now a nature park and should remain a nature park, rather than a park for active recreation.

Response 3. Your comment is acknowledged.

Comment 4. Point Hudson - The value of the historic, though somewhat deteriorated buildings, is key to the continued economic status of this “Victorian Seaport.” The unique balance between the working Port and the urban open space should be acknowledged in the EIS as the most valuable use of the property for the citizens of Port Townsend. It should not be rezoned as an extension of the general commercial downtown district. The Port documents should deal far more with removing vehicle congestion in this area than trying to create more parking for visitors. How about a Port-sponsored shuttle bus?

Response 4. Your comment is acknowledged. Please see revised text in Section 3.2.2 regarding Guidance for future development at Point Hudson and Response 25, City of Port Townsend.

Comment 5. Boat Haven – I strongly oppose any planning for a seaplane base. Visionary proposals should contain low-tech, sustainable transportation and recreation modes. Increasing access to the Tri-Area community and businesses such as the new Wooden Boat School Campus would be a very visionary action to improve the economic sustainability of the County economy.

Response 5. Your comment acknowledged.

Comment 6. Marina Expansion – The Port should return to its former policy of offering permanent moorage to only Jefferson County residents. Large yachts do not create a big job market and should not be supported by public funds. The floating expandable marina may not be feasible due to southeasterly storms.

Response 6. Your comment is acknowledged.

Comment 7. The commercial conversion of the former lumberyard would be a misuse of public resources. There is far greater value in using limited Port land for the marine trades – for water-dependent uses.

Response 7. Your comment is acknowledged.

(pg 1/2)

Ronald & Rosemary Sikes
1709 Gise St.
Port Townsend, WA 98368

15 October, 2003

Port of Port Townsend
333 Benedict Street
P.O. Box 1180
Port Townsend, WA 98368

Port of Port Townsend,

We are writing to comment on the Port of Port Townsend Comprehensive Scheme Update Draft EIS. Our comments address the portion concerning the Port property in the Kah Tai Lagoon Nature Park.

Alternative 1a - Partial Development Alternative (The portion of the site adjacent to Sims Way would be developed for commercial use, and a minimum 150-foot open space buffer would be maintained adjacent to the lagoon.)

- ◆ Commercial activity in the developed area will also increase daily levels of air pollution. The current open space covered with trees, shrubs, and herbaceous plants reduces air pollution by increasing oxygen levels and trapping dust.
- ◆ Structures raised on the uplands will interfere with bird flights to and from the bay to the lagoon. Mortality can be significant as birds crash into buildings, blinded by building illumination, and confused by window reflections.
- ◆ There is potential loss of property values to surrounding residential property due to loss of the scenic view of the open space.
- ◆ Improvements to the wetland buffer will not be enough to offset the losses of upland habitat. Some species of wildlife and plants require the drier uplands.
- ◆ All public users seeking open space will be funneled into the remaining undeveloped land increasing impacts of wildlife disturbance, trampling of vegetation, and litter.

Alternative 1b - Total Development Alternative (The entire area is developed for commercial use except for a 50-foot buffer adjacent to the lagoon.)

(Pg 2/2)

- ◆ This alternative has even greater impacts on the upland habitat given in alternative 1a. All of the uplands not protected in the wetland buffer will be wiped out.
- ◆ This alternative forces all public use into the remaining 50-foot wetland buffer greatly increasing the impacts noted in 1a.
- ◆ Mitigation measures in the 50-foot buffer would not provide any significant reversal to habitat loss of the developed uplands. Instead the area will receive increased run off, pollution of water and air and loss of public use.

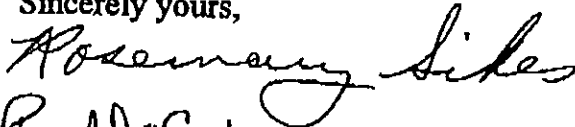
Alternative 1c - Sell the entire site to a private interest for development.

- ◆ Sale of the property to a private developer most likely will preclude any opportunity to protect the areas as parks and open space.

Alternative 2 - Open space and/or Park Option (Sell the entire site to a public entity, such as the City of Port Townsend, for development as a park, or the Port will retain the property and maintain it as a park and/or open space.) This is our preferred alternative.

- ◆ After the lease to the City expires in 2012, increased maintenance responsibilities by the Port could be mitigated by renewing the lease to the City of Port Townsend.
- ◆ The Port Commissioner's January 2002 planting moratorium could be lifted to resume planting of native shrubs and trees in the wetland buffers of the lagoon to enhance degraded wetland buffers as recommended under potential mitigation measures.
- ◆ Port land remaining as a park can earn income for the Port by being used as a mitigation bank. Contact Randy Davis, DOE Shorelands Planner, 360/407-0242 or rdav461@ecy.wa.gov for more information.

Sincerely yours,



Ronald Sikes and Rosemary Sikes

CC: City Council

RECEIVED

OCT 20 2003

PORT OF PORT TOWNSEND
ADMINISTRATION OFFICE

October 16, 2003

Port of Port Townsend
333 Benedict Street
PO Box 1180
Port Townsend, Washington 98368

Dear Commissioners:

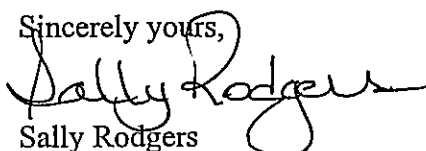
This letter is to support your recent vote for Alternative 2 on the future of the Kah Tai Lagoon area (Draft EIS).

As a Port Townsend resident, I walk many of the places I wish to go. I also walk my dog (on a leash) every morning of the week. We have several routes we take, but the path along the Kah Tai Lagoon is one of our favorites. I enjoy seeing the waterfowl, listening to the birds communicate, and watching the birds feed on the water and beach. In the early summer, the sunrises and sunsets are magnificent from the lagoon. Deer often make their way through this under-disturbed area.

But more than this being a country walk in the city, it's a buffer between the increasingly busy Sims Way traffic, noise and dirt, and the quietness of the residential area of the town. The poplars lining Sims Way make a grand entrance into Port Townsend, and having the Kah Tai Lagoon makes a statement about the kind of community Port Townsend is.

There is no question this community will continue to grow. We need to protect these open spaces not only for our use and enjoyment but for future generations as well. It is our obligation to protect as many natural pockets of wilderness for birds and animals as we can, and Kah Tai Lagoon is a treasure worth keeping. Please do not change your minds about your vote. Please maintain Kah Tai in its present form.

Sincerely yours,



Sally Rodgers
1407 Jefferson Street
Port Townsend, WA 98368

Virginia Jennings
 Marion Davis
 450 Dennis Blvd
 Port Townsend, WA 98368

Oct 17, 2003

(pg 1/2)

Port of Port Townsend

333 Benedict Street

P.O. Box 1180

Port Townsend, WA 98368

Port of Port Townsend

We are writing to comment on the Port of Port Townsend Comprehensive Scheme Update Draft EIS. Our comments address the portion concerning the Port property in the Kah Tai Lagoon Nature Park.

Alternative 1a - Partial Development Alternative (The portion of the site adjacent to Sims Way would be developed for commercial use, and a minimum 150-foot open space buffer would be maintained adjacent to the lagoon.)

- ◆ Commercial activity in the developed area will also increase daily levels of air pollution. The current open space covered with trees, shrubs, and herbaceous plants reduces air pollution by increasing oxygen levels and trapping dust.
- ◆ Structures raised on the uplands will interfere with bird flights to and from the bay to the lagoon. Mortality can be significant as birds crash into buildings, blinded by building illumination, and confused by window reflections.
- ◆ There is potential loss of property values to surrounding residential property due to loss of the scenic view of the open space.
- ◆ Improvements to the wetland buffer will not be enough to offset the losses of upland habitat. Some species of wildlife and plants require the drier uplands.
- ◆ All public users seeking open space will be funneled into the remaining undeveloped land increasing impacts of wildlife disturbance, trampling of vegetation, and litter.

Alternative 1b - Total Development Alternative (The entire area is developed for commercial use except for a 50-foot buffer adjacent to the lagoon.)

- pg 2/2
- ◆ This alternative has even greater impacts on the upland habitat given in alternative 1a. All of the uplands not protected in the wetland buffer will be wiped out.
 - ◆ This alternative forces all public use into the remaining 50-foot wetland buffer greatly increasing the impacts noted in 1a.
 - ◆ Mitigation measures in the 50-foot buffer would not provide any significant reversal to habitat loss of the developed uplands. Instead the area will receive increased run off, pollution of water and air and loss of public use.

Alternative 1c - Sell the entire site to a private interest for development.

- ◆ Sale of the property to a private developer most likely will preclude any opportunity to protect the areas as parks and open space.

Alternative 2 - Open space and/or Park Option (Sell the entire site to a public entity, such as the City of Port Townsend, for development as a park, or the Port will retain the property and maintain it as a park and/or open space.)

- ◆ Increased maintenance responsibilities, by the Port after the lease to the City expires in 2012, could be mitigated by renewing the lease to the City of Port Townsend.
- ◆ The Port Commissioner's January 2002 planting moratorium could be lifted to allow the planting of native shrubs and trees in the wetland buffers of the lagoon to enhance degraded wetland buffers as recommended under potential mitigation measures.
- ◆ Port land remaining as a park can earn income for the Port by being used as a mitigation bank. Contact Randy Davis, DOE Shorelands Planner, 360/407-0242 or rdav461@ecy.wa.gov for more information.

Sincerely yours,

Virginia Johnson
Marion Davis

This letter form was originally submitted by Rosemary & Ron Sches but so completely & thoroughly expressed our thoughts as well, we are using it to re-enforce these ideas.

Alternative 1c - Total
development for commerce
(lagoon)

Libby Palmer
2336 Kuhn Street
Port Townsend, WA 98368
October 19, 2003

Port Commissioners
Port of Port Townsend
333 Benedict Street
PO Box 1180
Port Townsend, WA 98368

Re: EIS for Port Proposal/Kah Tai Lagoon

I would like to congratulate the Port Commissioners and express my support of their recommendation of Alternative 2: OPEN SPACE AND/OR PARK OPTION as the preferred alternative.

The Comprehensive Plan Update is, and should be, a document for the future, expressing the vision of the Port for future use of its property. The EIS makes clear the significant and serious impacts faced by the Lagoon should further development of any part of the property surrounding the Lagoon be allowed.

It is certain that Port Townsend will continue to grow and its valuable open space will feel increasing pressure for development. However, another Lagoon will never be "constructed" nor will its valuable habitat for numerous marine species as well as birds be duplicated. Mitigation attempts seldom, if ever, replace natural habitats and Kah Tai Lagoon, although a "disturbed" habitat, is functioning well for resident and migratory species.

I trust that the Commissioners will heed the warnings of the EIS and continue on its wise course of no development for the area adjacent to Kah Tai Lagoon.

Thank you.

Sincerely,



Libby Palmer

cc: City Council

To: Commissioners, Port of Port Townsend
333 Benedict Street
P O. Box 1180
Port Townsend, WA 98368

From: Kathleen and Robert Francis
1427 Washington Street
Port Townsend, 98368

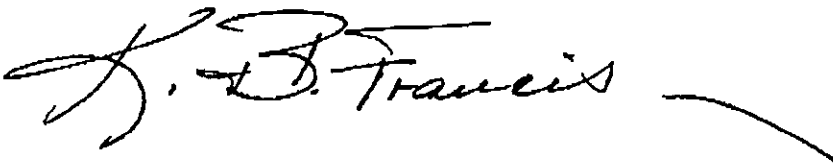
Re: Comprehensive Scheme Update 2003 and Draft EIS

Date: October 20, 2003

We would like to say, again, that we firmly support Alternative number 2 in the Port of Port Townsend's Draft EIS for their property on the south side of Kah Tai Lagoon Nature Park.

Thank you for listening! Keep up the good work

Very truly yours,

A handwritten signature in black ink, appearing to read "K. & B. Francis", followed by a long horizontal flourish line.

Kathy and Bob Francis

21-2 Seaview Court
Port Townsend, Wa 98368

October 20, 2003

Port of Port Townsend
333 Benedict St.
P.O. Box 1180
Port Townsend, WA 98368

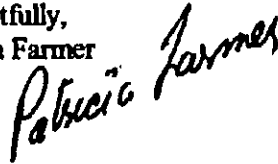
Dear Port Authority,

I am not a letter writer, but I feel that the issue of commercial development on the south side of Kah Tai Lagoon would be so wrong that I must write you.

Please do not plan any commercial development on our special and historical nature park.

cc: City of Port Townsend
City Council
Waterman & Katz Building
181 Quincy St. Suite
Port Townsend, WA 98368

Respectfully,
Patricia Farmer



cc: Reid Addition 10/24/03

the Greater Yellowlegs
a resident of Kah Tai Lagoon
Nature Park.

Dear Port Commissioners,

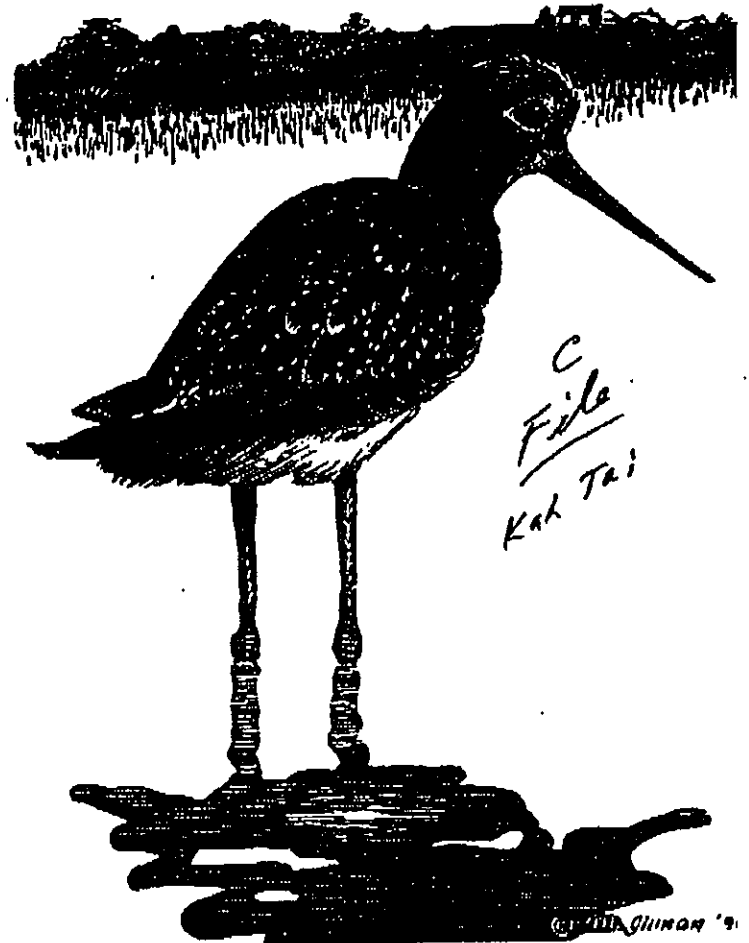
I urge you continue your support for
keeping Kah Tai Lagoon as a nature park.
When the final acceptance of the
E15 is up for voting, please remember
the people of Port Townsend and their
overwhelming support for Kah Tai Lagoon Nature
Park. Kah Tai is a very special place for the
birds in this area and we hope to be
able to visit that park and its birds
for many years in the future.

My sincere thanks, Marjorie Friedman
5509 Jackson
PT

RECEIVED

OCT 27 2003

PORT OF PORT TOWNSEND
ADMINISTRATION OFFICE



"Greater Yellowlegs"
by Marjorie Timen

A Bird Which Needs the Washington Wetlands
Admiralty Audubon Society • Port Townsend, Washington

© 1994 JIMMY '94

October 22, 2003

To: The Port of Port Townsend
The City Council of Port Townsend

The letter below is a restatement of my concerns about the EIS handling of Kah Tai Lagoon. Leave it as it is, choosing Alternative 2. Protect the wetlands fully. Think ahead to the enlarging needs of our community of families.

Hopefully,



Doris H. Thurston

July 5, 2003

Port Townsend & Jefferson County Leader
Opinion Forum

To the Editor:

I agree with Mitch Polling — "Leave Kah Tai alone."

The hillside entrance to this beautiful port town does not need more roofs, asphalt and neon lights. There is room and zoning at the top of Sims way for commercial development.

Let's not be short-sighted as to the importance of park and family space as this area builds and develops.

Sincerely,

Doris H. Thurston
990 U. Street
Port Townsend, WA 98368
385-0413 or dorisht@olympen.com

October 27, 2003

Port of Port Townsend
333 Benedict Street
P.O. Box 1180
Port Townsend, WA 98368

RECEIVED

OCT 27 2003

PORT OF PORT TOWNSEND
ADMINISTRATION OFFICE

Re: Draft Comprehensive Scheme of Harbor Improvements Update 2003/
Draft Environmental Impact Statement - September 26, 2003

Commissioners:

I would appreciate your consideration of the following comments on your EIS.

Point Hudson

I hope the Port's April 2002 heady rush to demolition has cooled off -- permanently. You need to protect, preserve, and restore the buildings at this unique and historic location. You need to keep future construction in proper scale to what is now there. A multi-floor 25,000 sq. ft. motel, half the size of our Safeway, is a completely inappropriate scale. Lastly, Point Hudson should remain a working port for marine-oriented trades and businesses. It should not be rezoned as an extension of the general commercial downtown district.

Boat Haven

Seaplanes: I strongly oppose any Port planning for a seaplane base. As boaters, we often visit places with seaplane activity, such as Victoria, Nanaimo, and Ganges harbors. The seaplane noise and smelly fuel exhaust is horrible, not to mention the close calls in harbors often full of boats, as is Port Townsend. I once witnessed the terrible crash and explosion of a commercial seaplane about to land with passengers at a small village in Alaska, so I'm unlikely to ever approve of using the Boat Haven for seaplane service and facilities. Accidents happen.

Marina Expansion: I live on the cove just outside the entrance to the Boat Haven, so I have had many opportunities to witness the force of the wave action generated by southeasterly gales. Watching high waves and spray crash over the rock breakwater is great winter entertainment, so it is difficult for me to visualize a successful floating breakwater further out into Port Townsend Bay during such weather. Floating breakwaters I have seen in Oak Harbor, Friday Harbor, and Alaska were not exposed to southeast winds.

I could support an adequately engineered and mitigated outward expansion if I felt it were being done primarily to meet the moorage needs of Jefferson County boaters, but that does not appear to be the case. Instead, the primary planning focus seems to be creating larger slips for those larger visiting yachts that generate tourism dollars and shipyard revenue. I would like to see the Port return to its former policy of offering permanent moorage only to Jefferson County residents. We are growing and this is a place where people want to have boats. There is already a long waiting list without factoring in future population growth and a proportionate demand for increased moorage at the Boat Haven. Moreover, I think the Port should complete the overdue dock upgrades to the existing Boat Haven before committing to an expensive marina expansion.

Business Park:

I think the Port should use the former lumberyard site exclusively for the marine trades as currently zoned, and not for general commercial uses that can and should go elsewhere. The Port's sign on Sims Way says Industrial Shipyard. That is what it should remain -- not mixed-use business park. I think the Port should either begin the necessary infrastructure planning to convert the lumberyard site to shipyard standards or use that area for marine-related businesses that do not require the heavy ballasting and EPA protections required in the working shipyard.

A commercial conversion of the former lumberyard would certainly be easier and cheaper for the Port and new commercial tenants would be a ready source of lease revenue. However, that would be shortsighted planning that undercut the growth potential of the vital marine trades sector of our economy. There is far greater economic value in using limited Port land for the marine trades. They are also the businesses that need to be near water and boats, and they do not consume as much land for parking.

Kah Tai Lagoon

Kah Tai is a now a park and should remain a park. I would like to express my deep gratitude for the Port Commission's selection of its Preferred Alternative for continued park/open space use for Kah Tai, but I would like the FEIS to contain specific support for its use as a nature park rather than for the kind of active recreation uses that Port Commissioners have suggested in recent years (e.g. skateboard park, RV park, aquatic center). The open space/park use of Kah Tai as a wildlife reserve is not compatible with active recreation development and its resulting impacts (traffic, light, noise, habitat destruction, etc.)

Kah Tai Lagoon has already given much for local growth and economic development:

- It was criss-crossed and degraded by the old trestles used for town access and dumping garbage.
- Its shoreward side was severed and marine hydrology radically altered in 1930 by the causeway for the new highway arterial.
- It was chosen the "best" fill location (= cheapest development costs) for the dredge spoils from Port Townsend Bay for the 1964 marina expansion. The marine trades flourished after water and wetlands disappeared on both sides of the causeway.
- The Kah Tai fill converted useless underwater lots into valuable real estate that was later commercially rezoned and developed (Safeway, McDonald's, Henery's Hardware, Port Angeles Savings and Loan, etc.) with great financial gain to parcel owners and the local tax base.
- Development of the Haines Place Park and Ride at Kah Tai was a significant lagoon area contribution to public infrastructure and services, but at the high environmental cost of more lost habitat.
- That's enough sacrifice. There is no longer a "balance" issue between preserving the Kah Tai environment and the economy

Kah Tai, however, is a valuable asset to the tourism sector of our local economy because of its intrinsic beauty and central location at the entrance to our historic uptown and downtown districts. The Port easily meets its economic development mandate by leaving the area natural. Boat Haven visitors particularly appreciate the ready access to Kah Tai Lagoon Nature Park, a benefit reflected in the 1982 Port Resolution (No.7-82), which authorized the long-term lease with the City for the initial creation of the Park:

"Whereas, It is found that a park in the close vicinity of the Port Townsend Boat Haven is necessary in order to more fully utilize the said Boat Haven's harbor and waterway facilities,..."

The Port's 2003 Preferred Alternative for park/open space use of its Kah Tai, property is not the first statement of Port support for park use:

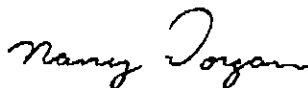
- The Port's 1976 planned unit development application to the City to build a shopping center/motel/condo complex on its Kah Tai property also included an open space, "perimeter" park
- In 1981 the Port signed a 30-year lease with the City for creation of Kah Tai Lagoon Nature Park and also co-sponsored the IAC acquisition grant application for funds to purchase private parcels for the park.
- The Port donated to the City those formerly underwater parcels that had been given to the Port by H.J. Carroll in 1977 for the perimeter park element of the Port's planned unit development proposal.

The legal and political history of community efforts to protect the Kah Tai Lagoon area from incremental destruction by commercialization has been long, contentious, and unpleasant. Zoning code revisions that incorporate GMA-mandated "Best Available Science" are now required to protect the functions and values of Kah Tai's critical wetlands and habitat, and wider buffers mean even less of Kah Tai will be available for potential future commercial development. Any such commercial development would also have to satisfy the full market value replacement requirements for converting public recreational land that had been developed with Federal Land and Water Conservation Act grant funds, as was the Port's property under the second IAC grant for park development (e.g. landscaping, trails, picnic shelter, restrooms, construction of the inner lagoon)

Kah Tai Lagoon Nature Park has become an uncommon natural and regenerated area in an urban setting. It is an area that will become even more beautiful, valuable, and important as our town develops. The park has been painstakingly patched together through parcel purchase with IAC grant funds, land transfers, outright land donations, and leases with the Port and PUD. In 1998 the City purchased the PUD's Kearney St. parcels for the Park, and the County will soon transfer its Kah Tai holdings to the City. Now with the Port Commission's adoption of its Preferred Alternative, it is finally possible for the Port and the City to work toward a financial agreement that will transfer the remaining Port parcels into permanent City park stewardship.

Community support for a nature park at Kah Tai has been consistently and strongly expressed for decades, and that support has been documented in every relevant planning document and public survey since the 60's. Nothing has changed. It is crucial that we continue to protect and enhance all of the Kah Tai Lagoon shoreline, and all of its associated wetlands and upland habitat for wildlife use and for the enjoyment of future generations. Thank you for wanting to make that possible.

Sincerely,



Nancy Dorgan

cc: City of Port Townsend City Council, Waterman & Katz Building, 181 Quincy Street, Suite 201, Port Townsend, WA 98368

October 27, 2003

Port of Port Townsend
333 Benedict Street
P.O. Box 1180
Port Townsend, WA 98368

RECEIVED

OCT 27 2003

PORT OF PORT TOWNSEND
ADMINISTRATION OFFICE

Re: Draft Comprehensive Scheme of Harbor Improvements Update 2003/ Draft
Environmental Impact Statement - September 26, 2003

Please accept the following comments regarding your Comp Scheme EIS.

Point Hudson: I urge preservation of the existing historically significant buildings. I applaud the recent electrical upgrade to the restaurant buildings. Please continue down this path.

Boat Haven: Remembering the devastation of the Hadlock Marina a number of years ago, I think it ill-advised to put a floating breakwater as a means to expand the marina. I am similarly not in favor of our facilities being used as a seaplane port. It tips our facilities too much to the side of a Disneyland tourist attraction. We need to take care to preserve our working marina roots. And finally, please use the lumberyard only for marine-related businesses. Any other uses erode the value of the shipyard to the community: as a working shipyard for marine trades.

Kah Tai Lagoon: Please accept the broad public appeal to keep Kah Tai Lagoon as a nature park. This will be all the more necessary as the area loses green space to residential development.

Sincerely,
Jeff Kelety
419 Benton St.
Port Townsend, WA 98368

Post-It® Fax Note	7671	Date	10-27-03	# of pages	2
To	Lyn K.	From	Sue Nelson		
Co /Dept	Reid Middleman	Co.			
Phone #		Phone #			
Fax #	425-741-3900	Fax #			

RECEIVED

OCT 27 2003

October 27, 2003

Port Commissioners:

PORT OF PORT TOWNSEND
ADMINISTRATION OFFICE

Here are my comments re your EIS:

With regards to KahTai Lagoon Nature Park, I want to see support for its use as a nature park and not a site for active recreation which is incompatible with a wildlife preserve. KahTai is unique in that it is a site for passive recreation viewing wildlife in a natural setting, an enigma for an inner-city park. As our town and county grows, KahTai's value will increase as a visual oasis in the midst of building and road density.

KahTai's juxtaposition to the marina enhances the draw of boaters to Port Townsend who step off their boats to see a beautiful lagoon and surrounding flora, rather than a tacky strip of businesses creeping along towards our downtown. Apparently, the Port foresees yacht users as an important source of income especially in the future. I doubt that a strip mall along Sims would impress them very much, besides causing major degradation to this wildlife preserve.

There is huge community support for keeping KahTai open space. There have been thousands of volunteer hours planting native species to help restore this wetlands ecosystem. We need to recognize this as a critical wetlands habitat and protect as much of this wetlands ecosystem as possible to prevent degradation, and enhance migratory bird activity.

A few other comments:

1. No seaplanes landing at the Port marina. They are extremely loud, detracting from what is otherwise a beautiful, tranquil setting. Also, they are extremely dangerous especially when landing, and can cause chaotic congestion of waterways.
2. Keep Point Hudson building sizes small and compatible with the existing architecture. Do not allow chain business and restaurants to establish here. This should remain a working port with marine-related businesses.
3. Keep the former lumberyard at the Port industrially zoned. This is not an appropriate setting for mixed-use commercial. There is land already zoned for commercial use in the city and county which needs to be developed before a rezoning of this land can be deemed necessary. This land should be used for businesses related to the marine trades.

Sincerely, Nora Regan
Port Townsend, WA

RECEIVED

OCT 27 2003

PORT OF PORT TOWNSEND
ADMINISTRATION OFFICE

October 27, 2003

Port of Port Townsend
333 Benedict Street
P.O. Box 1180
Port Townsend, WA 98368

Re: Draft Comprehensive Scheme of Harbor Improvements Update 2003/ Draft
Environmental Impact Statement - September 26, 2003

To The Port Commissioners of the Port of Port Townsend,

Please accept the following comments regarding your Draft Comprehensive Scheme and EIS.

Point Hudson

I urge you to preserve the existing historically significant buildings I read in the paper that you recently began an upgrade of the electrical system in one of the buildings. This is a good beginning to improving the facility while preserving the historical nature of the existing buildings. Please continue this good work.

Kah Tai Lagoon

Please maintain Kah Tai Lagoon as a nature park and wildlife refuge. Kah Tai Lagoon is one of the jewels of Port Townsend and is much loved by the citizens here, as evidenced by the volunteer groups who work to maintain the park and by the many, many people who visit the park every day. My three children and I enjoy spending time at Kah Tai Lagoon to bird watch and participate in the National Audubon Society's annual backyard bird count. This lovely bird sanctuary should continue to be a nature park. I urge you to protect it!

Sincerely,



Deborah Carroll
419 Benton St.
Port Townsend, WA 98368
(360) 385-3830

Joe Pipia1540 22nd Street Port Townsend, WA 98368
(360) 379-1068 joey@olympus.net**RECEIVED**

October 27, 2003

OCT 27 2003

Port of Port Townsend
333 Benedict Street
P.O. Box 1180
Port Townsend, WA 98368PORT OF PORT TOWNSEND
ADMINISTRATION OFFICERe: Draft Comprehensive Scheme of Harbor Improvements Update 2003/
Draft Environmental Impact Statement - September 26, 2003

Dear Commissioners,

Kah Tai Lagoon - I am writing to ask the Port Commissioners to support **ALTERNATIVE 2: OPEN SPACE AND/OR PARK OPTION**, and urge them to continue the current use of Kah Tai as a nature park as opposed to expanding the uses to include RVs, Skateboard Park, etc.

Why are we always moving so fast to pave this greenspace, or that waterway? What is the rush? The Kai Tah Lagoon Nature Park is a remarkable reminder of what can be done by reclaiming an area and letting it go natural. Let's keep it that way.

This reclaimed portion of our town has become a gem to many, and is symbolic of what we can do to let nature have it's way with us being the beneficiaries.

You have the power to not allow the corridor leading to our Historic Downtown to look like every other corridor. For the people who live here, for the people who will live here, and for the people who visit here, please vote for Alternative 2 and maintain the park in its most natural state.

Point Hudson Marina - Again we have an opportunity to continue a tradition that in some respects lives on in the buildings of this unique port. Please vote to keep these buildings and this rare working port alive. And lastly, please do not rezone this area as an extension of the general commercial downtown district.

Thank you,


Joe Pipiacc: City of Port Townsend City Council, Waterman & Katz Building, 181 Quincy Street, Suite 201,
Port Townsend, WA 98368

Post-it® Fax Note	7671	Date	10-27-03	# of pages	5
To	Lyn K.	From	Sue		
Co/Dept	Reid Middleton	Co			
Phone #		Phone #			
Fax #	425-741-3900	Fax #			

Part of Port Townsend
333 Benedict St., POB 1180
Port Townsend, WA 98368

RECEIVED ²⁷ Oct 03

OCT 27 2003

PORT OF PORT TOWNSEND
ADMINISTRATION OFFICE

Regarding the Port of PT Comprehensive Scheme Update 2003 and Draft EIS, I completely support the observations made by Ronald and Rosemary Sikes in their 15 Oct 03 letter to the Port concerning Kah Tai Nature Park portion of the EIS (alternatives 1a, b, c and alternative 2).

I wish to emphasize that alternatives 1a, b, c would permanently increase the noise and light pollution at the Kah Tai Lagoon, thereby decreasing the quality of the wildlife habitat and the enjoyment of those people who come to this park to appreciate a natural area.

Please make this letter part of the official record.

James S. Tadd
1515 FIR ST.
Port Townsend, WA

cc PT City Council

October 27, 2003

Port of Port Townsend
333 Benedict Street
P.O. Box 1180
Port Townsend, WA 98368

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OCT 27 2003

PORT OF PORT TOWNSEND
ADMINISTRATION OFFICE

Re: Draft Comprehensive Scheme of Harbor Improvements
Update 2003/ Draft Environmental Impact Statement - September
26, 2003

Dear Port Commissioners,

Kah Tai Lagoon Nature Park is the fresh, birdy, and smelly-good place in the middle of our town. We owe it to the lagoon to write this letter requesting that you choose alternative 2 and keep our lagoon the healthy spacious place it is now. Any city would love to have an area as positive and friendly for the community as our lagoon is. We are fortunate enough to have such a spot and it is in danger of being destroyed.

We often walk through the lagoon on our way to down town classes, when we were little we played Pooh Sticks on the bridge, and we have always loved to feed bread to the ducks.

In the future there will be many more kids who deserve to walk through and spend time in the lagoon. Please consider them when you make your decision.

Sincerely,
Phina and Sophie Pipia

Enclosure
CC: City of Port Townsend City Council

CHAPTER VI
*IN WHICH Pook Presents a New Game and Eeyore
Joins In*

BY THE TIME it came to the edge of the Forest the stream had grown up, so that it was almost a river, and, being grown-up, it did not run and jump and sparkle along as it used to do when it was younger, but moved more slowly. For it knew now where it was going, and it said to itself, "There is no hurry. We shall get there some day." But all the little streams higher up in the Forest went this way and that, quickly, eagerly, having so much to find out before it was too late.

There was a broad track, almost as broad as a road, leading from the Outland to the Forest, but before it could come to the Forest, it had to cross this river. So, where it crossed, there was a wooden bridge, almost as broad as a road, with wooden rails on each side of it. Christopher Robin could just get his chin to the top rail, if he wanted to, but it was more fun to stand on

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THE HOUSE AT POOH CORNER

the bottom rail, so that he could lean right over, and watch the river slipping slowly away beneath him. Pooh could get his chin on to the bottom rail if he wanted to, but it was more fun to lie down and get his head under it, and watch the river slipping slowly away beneath him. And this was the only way in which Piglet and Roo could watch the river at all, because they were too small to reach the bottom rail. So they would lie down and watch it . . . and it slipped away very slowly, being in no hurry to get there.



One day, when Pooh was walking towards this bridge, he was trying to make up a piece of poetry about fir-cones, because there they were, lying about on each side of him, and he felt singy. So he picked a fir-cone up, and looked at it, and said to himself, "This is a very good fir-cone, and something ought to rhyme to it." But he couldn't think of anything. And then this came into his head suddenly:

Here is a myst'ry
About a little fir-tree.

BEFORE JOINS A GAME

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Owl says it's *his* tree,
And Kanga says it's *her* tree.

"Which doesn't make sense," said Pooh, "because Kanga doesn't live in a tree."

He had just come to the bridge; and not looking where he was going, he tripped over something, and the fir-cone jerked out of his paw into the river.

"Bother," said Pooh, as it floated slowly under the bridge, and he went back to get another fir-cone which had a rhyme to it. But then he thought that he would just look at the river instead, because it was a peaceful sort of day, so he lay down and looked at it, and it slipped slowly away beneath him . . . and suddenly, there was his fir-cone slipping away too.

"That's funny," said Pooh. "I dropped it on the other side," said Pooh, "and it came out on this side! I wonder if it would do it again?" And he went back for some more fir-cones.

It did. It kept on doing it. Then he dropped two in at once, and leant over the bridge to see which of them would come out first; and one of them did; but as they were both the same size, he didn't know if it was the one which he wanted to win, or the other one. So the next time he dropped one big one and one little one, and the big one came out first, which was what he had said it would do, and the little one came out last, which was what he had said it would do, so he had won twice . . . and when he went home for tea, he had won thirty-six and lost twenty-eight, which meant that he was—that he had—well, you take twenty-eight from thirty-

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THE HOUSE AT POOH CORNER

six, and *that's* what he was. Instead of the other way round.

And that was the beginning of the game called Poohsticks, which Pooh invented, and which he and his friends used to play on the edge of the Forest. But they played with sticks instead of fir-cones, because they were easier to mark.

EYORE JOINS A GAME

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Beverly Brice
1529 Washington St
Port Townsend, WA 98368
bb@olympus.net
360-385-6599

October 26, 2003

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OCT 27 2003

PORT OF PORT TOWNSEND
ACCOUNTING OFFICE

Port of Port Townsend
333 Benedict St
Port Townsend, WA 98368

Re: Comment on EIS for Comprehensive Scheme

I strongly support the alternative of keeping Kah Tai Park a nature park. As stated in your own review, this is the alternative with no further impact on the area.

The values mentioned of use by citizens as well as the wildlife habitat and green belt at the entry to the downtown area are all very important to me. I live in the neighborhood and use the park on a regular basis. I know the richness of this area to all creatures in the vicinity.

Sincerely,



Beverly Brice
Cc: Port Townsend City Council

Date: October 29, 2003

To: Port of Port Townsend

Re: Kah Tai Lagoon

From: Bruce Marston
410 Lincoln Street
Port Townsend, WA 98368
loft@macaid.com
360 385-5284

RECEIVED

OCT 30 2003

PORT OF PORT TOWNSEND
ADMINISTRATION OFFICE

Dear Port,

I attended a meeting some time back and suggested that our community should take a look at the community of Sackville, New Brunswick on the east coast of Canada. My wife and I traveled there about 20 years ago with another couple celebrating our 10th anniversaries. Sackville is a small college town that has a marsh in the center of town. I had reason to go back this past year to see a friend graduate from that particular college, Mount Allison. I was struck even more this time because the town had made even more extensive walkways around and over the marsh. They had done it in a sensitive way. In addition the government of Canada had erected their naturalist headquarters nearby. In short, the community of Sackville has promoted its natural beauty and brought many of us interested in nature right to the downtown.

I am sure that you noticed that the buff breasted sandpiper was seen in our lagoon this past month. A real prize. Some years back another bird drew people from all over the world to Fort Worden where a male Steller's eider hung out for two months! First sighting of a male in breeding plumage in the continental US.

In addition to attracting tourists with little or no costs. Kah Tai is a beautiful place to visit for all of our residents - day in and day out.

If you would like me to get you more information on Sackville or wax eloquent on the many birds I have seen at Kah Tai - give me a call. I offer my services in any way to protect and enhance this gem in the city.

Yours truly,


Bruce Marston

To: Port Commissioners re planning Kah Tai future.

The preferred alternative #2 is also my preference.

There should be no reason that the Port cannot continue to own the Kah Tai land after the expiration of the lease. In order to make owning "Open Space" more acceptable to the Port there should be an agreement with the City that all expenses of owning the property be paid for by city taxpayers.

Sincerely, Brenda Medullan

2929 Sheridan St P.T.

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OCT 27 2003

PORT OF PORT TOWNSEND
ADMINISTRATION OFFICE

cc: City Council.

315 Sherman Street
Port Townsend, Wa

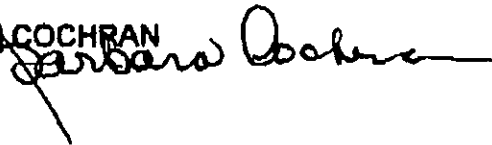
Port of Port Townsend,
Box 1150
Port Townsend

I am one of the many citizens of Port Townsend who have expressed feelings about the future of the Kah Tai Lagoon property:

I want it left alone.

I know that there are obligations to "make money for Port Townsend" but there are other ways. Port Townsend is not Wall Street or even a close relation. Perhaps in the future if Port Townsend and Jefferson County becomes a more sophisticated area the folks who live here will want a different kind of town and will no longer care for the simple wild paths, bird watching, and the places of peace and tranquility But until then **leave it be.**

BARBARA COCHRAN



Chapter 7 - Capital Improvements Implementation Plan

Proposed 20 Year Implementation Plan

The following implementation plan summarizes the approximate costs and time periods for implementation of the major actions described for each property in the *Comprehensive Scheme Update 2003*. The purpose of providing this implementation plan is to illustrate which improvements will be made first and approximately how much money will be required to complete the improvements. The costs shown below were derived during the alternatives analysis process. Funding sources for capital improvements are discussed in Section 2.4.3 in Chapter 2.

Time periods for implementation are divided into near term (0-5 years), mid term (6-10 years) and long term (11-20 years). This approach reflects realistic time frames for implementation based on planning processes, permit time frames, and current revenue projections and cost estimates. Please note, however, that this plan is for planning purposes only. The actual projects and sequence of implementation of the improvements will depend on a number of factors including availability of funding sources and actual design and configuration of each project. In addition, the Port may purchase additional properties to take advantage of new economic development opportunities as they arise.

Near Term: 0 – 5 Years

Point Hudson

• Marina Reconfiguration	\$2,080,000	
• Boardwalk with landscape	\$210,000	
• Central Shower Facility	\$150,000	
		\$2,440,000

Boat Haven

• A/B Dock Reconfiguration (170 slips)	\$5,880,000
--	-------------

Quilcene Marina

- No Proposed Action

Mats Mats Boat Ramp

• Resurface ramp	\$10,000*
------------------	-----------

*With IAC funding, more significant rehabilitation will be possible.

Gardiner Launch Ramp

• Maintenance of Existing Boat Ramp	\$3,000*
-------------------------------------	----------

* With IAC funding, more significant rehabilitation will be possible.

Port Hadlock Ramp and Dock

• Rehabilitation of Existing Boat Ramp and Dock	\$70,000*
---	-----------

*With IAC funding, more significant rehabilitation will be possible.

Quincy Street Dock

- Lease to Private Entity for Public Access Project

Kah Tai Lagoon

- No Proposed Action

Fort Worden Beach

- No Proposed Action

Total Estimated Costs (0 – 5 years)	\$8,403,000
--	--------------------

Mid-Term: 6 – 10 Years

Point Hudson

- Existing Building Renovation, construction of new buildings, parking and utilities \$10,480,000

Boat Haven

- Reconfiguration of Existing Marina \$6,120,000
 - Replacement and/or upgrade of existing upland infrastructure \$1,000,000
- \$7,120,000

Quilcene Marina

- Reconfiguration and Replacement of Existing Marina \$640,000

Mats Mats Boat Ramp

- No Proposed Action

Gardiner Launch Ramp

- No Proposed Action

Port Hadlock Ramp and Dock

- No Proposed Action

Quincy Street Dock

- No Proposed Action

Kah Tai Lagoon

- No Proposed Action

Fort Worden Beach

- No Proposed Action

Total Estimated Costs (6 – 10 years) \$18,240,000

Long-Term: 11 – 20 Years

Point Hudson

- No Proposed Action

Boat Haven

- Expansion of Marina \$21,790,000

Quilcene Marina

- Development of Uplands \$3,840,000

Mats Mats Boat Ramp

- No Proposed Action

Gardiner Launch Ramp

- No Proposed Action

Port Hadlock Ramp and Dock

- No Proposed Action

Quincy Street Dock

- No Proposed Action

Kah Tai Lagoon

- No Proposed Action

Fort Worden Beach

- No Proposed Action

Total Estimated Costs (11 – 20 years) \$25,630,000

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