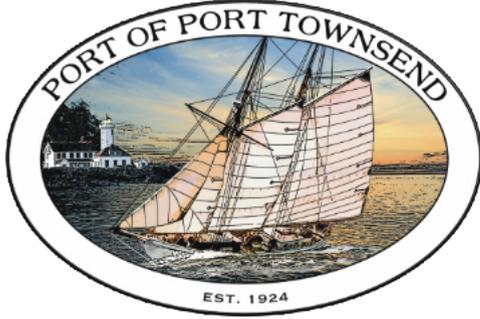


# PORT REPORT



ECONOMIC VITALITY | COMMUNITY PARTNERSHIPS  
OPENNESS & ACCOUNTABILITY | STEWARDSHIP

Spring 2023 NEWSLETTER *from the* PORT OF PORT TOWNSEND



## Adapting to Rising Sea Levels, & other Environmental initiatives

On Dec. 27, 2022, seawater flowed over the marina bulkhead and, for a few hours, turned the parking lot at the Boat Haven Marina into an extension of Port Townsend Bay, flooding some businesses. The Port is focused on rising sea levels and other environmental issues.

**INSIDE:** Reuse, recycle: **2** • Seawall coming? **4** • New life for Coast Guard Building: **7**

## From the Executive Director

# Environment is part of Port's bottom line

The Port of Port Townsend is a triple bottom line organization.

What this means for your Port team is that our planning and decision-making takes into account all three legs that underpin a healthy community: economic strength, environmental stewardship and well people.

The theme of this Port Report is what the Port and its tenants are doing locally to address a changing climate. While this problem is significant and existentially relevant, actions and decisions today can have an effect on the future. Our intention is to make decisions, with the best available information, that leave a desired legacy to future generations.

A consistent message from members of the community is one of affection and appreciation for the Port and the culture and lifestyle that is made possible at the Port. A clear objective of our decision-making is to ensure that strong maritime culture and the opportunities of the working waterfront are here for future generations.

Key actions of the Port to achieve this goal includes a strong program of maintenance and repair. Keeping what we have and



**By Eron Berg**  
Port Executive  
Director

use in good and working order is a generally cost-effective and least environmentally impactful option. In planning for major reconstruction or other new projects, we take into account climate change modeling.

Two good examples of this include the new top elevation of the Point Hudson breakwaters (three feet taller than the old) and our imagined flood protection project for the Flats District and ultimately downtown Port Townsend (intended to provide flood protection from rising tides).

We have enjoyed an era of easy access to energy and economic growth. As we look into an uncertain future, the Port will do what it can to preserve opportunities, consistent with our triple bottom line, throughout Jefferson County. From growing and improving stormwater treatment at the boat yard to acquiring the Shorts Farm, the Port is focused on it's mission, promoting sustainable economic growth and access to the world.

As always, I welcome your comments, thoughts and questions about the Port. My contact information is on page 7.

## Commissioner's Corner

# Port's mantra: Reduce, reuse, recycle

Fifty years ago, I was blissfully sailing from the Galapagos to Hawaii. A week or so from landfall, food stores were down to rice and beans. And cooking fuel was running low.

Thus began my education in resource management and energy needs.

During that passage I read two books by marine biologist and environmentalist Rachel Carson: "The Sea Around Us" and "Silent Spring." The first deepened my love for the ocean. The second taught me of the fragility of the earth's ecosystems.

A sea-going tree hugger still, I am grateful to be a part of today's Port. Commissioners, director, staff and crew of the Port of Port Townsend are committed to the well being of our unique environment, and to thoughtfully responding to the clear and present dangers and challenges of global warning.

"Reduce, reuse, recycle" is the Port's working mantra.

Complying with all state and federal regulations and "best management practices," the Port also works to foster stewardship values in Boat Yard crew, Port staff and tenants.

We are proud of our haul-out wash down facility, runoff monitoring protocols at Jefferson County International Airport and Boat Yard, and our planned new Boat Yard stormwater treatment system. Its ecological approach using natural plant bio-filtration will

exceed standards set by the Washington State Department of Ecology.

Recycling centers are provided for boaters at our marinas and for our pilots at the airport. Although the Jefferson County-operated hazardous waste facility at Boat Haven has gone mobile, Port moorage tenants can dispose of used motor oil and contaminated bilge water at the Boat Yard (contact the Moorage office for details.)

A portable sled with 250 gallon waste tank and solar panels that power a high-capacity electric pump is currently being built at the Northwest School of Wooden Boatbuilding. It will convert the Port's existing work boat into a floating pump-out service for local and visiting vessels.

The Port is pursuing funding to install "dolphins" (a lash up of pilings) and shore power at Union Wharf to serve small cruise ships. Dolphins will protect the wharf. Shore power will allow visiting ships' power plants to be shut down, lowering fossil fuel emissions.

Port employees' ongoing maintenance, restorations and energy efficient renovations are preserving Port buildings. That includes the old Coast Guard headquarters that will soon become Boat Haven's new, welcoming and spacious moorage office.



**By Carol Hasse**  
Commissioner  
District 2

While we look for wisest paths to decarbonization and energy independence, global climate change is upon us.

We experience it in the greater frequency and intensity of storms whose wind, waves and rain cause flooding, bluff and shore erosion, and windfall, damaging

power, water, and transportation infrastructure. Atmospheric and marine heat waves threaten humans, forests, food crops, animals, sea life, and fresh water. Sea level rise is at minimum one inch in every five years. Flooding is already an issue for our Boat Yard when king tides combine with waves and low pressure from southerly gales.

How we respond and adapt is critical.

Point Hudson's recently completed north jetty stands three feet taller than the old jetty. Some of its basalt rocks have been placed from the south jetty's end into deep water so local divers with Marine Science Center training can usher south jetty sea life onto those rocks before the south jetty is demolished and replaced with another new structure, scheduled to begin in September 2023.

Debris from the recent Water Street bluff collapse was used to rebuild the eroding beach at Point Hudson.

[>> Continued on page 6](#)

# Purchase of Chimacum's Short Family Farm has economic & environmental benefits

The commitment of the Port of Port Townsend to environmental quality explains, in part, why the Port Commission took the seemingly unusual step on Feb. 15, 2023, of voting to acquire the Short Family Farm just outside of Chimacum.

The historic farm's contiguous 253 acres make it the largest single farm in east Jefferson County. The Port Commission elected to spend \$1.4 million for it, on the condition that \$1 million of the purchase price comes from the State of Washington. The rest would come from the Port's capital reserve fund. Of course, the State's investment is also supplied by taxpayers. Spending state dollars locally means dollars that will otherwise be spent elsewhere in the state come to benefit this community.

The Short Family Farm has traditionally raised cattle under its current owners, Roger and Sandy Short, and the previous owners, Roger's parents Norris and Laura Short. The farm has been in the Short family since 1945.

The decision to buy the farm surprised many residents who associate the Port with coastal maritime facilities. That's largely true, except for the Port-owned Jefferson County International Airport (JCIA). But the laws that govern this and the other public Port districts across Washington State make it clear that Ports can own any type of land or facilities that enhance job creation and job retention in economic sectors important to the area.



Roger and Sandy Short are ready to sell the Short Family Farm to the Port of Port Townsend if the Port receives anticipated state funds. Should that happen, the Port expects to get the local agriculture community to help plan for its future.

Agricultural land and facilities are explicitly included in a Port's purview, by state statute. Many public Port districts, such as those in Eastern Washington, are exclusively focused on agriculture.

Should state funds arrive and the deal go through, the Port has many options for use of the land. Almost all of those uses have environmental benefits. They include:

- Leasing farmland to local farmers. It's possible that, under Port management, acreage of the farm can be leased to farmers and kept in working agriculture. Port Executive Director Eron Berg has already had inquiries from artisan farmers of the Chimacum Valley.

Sustaining the county's agricultural vitality by itself is an important goal, said Berg.

"The Port goal is to support local agriculture, small-scale farms, part of local resiliency measures important to us and to the world," he said.

- Restoring salmon-bearing Chimacum Creek, which flows through the center of the property. During the wet months the creek floods up to a third of the farmland. (The annual flooding attracts migrating snow geese.) The entire farm is part of a conservation easement held by the Jefferson Land Trust. Among the conditions of that easement are that the farm remain intact under a single owner, and that enhancement of the salmon run remain a priority. While some who spoke at Port meetings argued that improved farming could conflict with the salmon stream, Berg said it's possible that the Port could take mitigation steps beyond what a private landowner could do.

As Berg said in a Port meeting on Feb. 13: "The potential to take a piece of property that's challenging and puzzle through and have an outcome that can support the ag community, as well as fish habitat restoration, who wouldn't want to be part of that?"

- Facilities to help local farmers. In Eastern Washington counties, Port districts often own and operate cold storage or other facilities of use to many farmers. Any facility built by the Port that helps local farmers would also help preserve working agriculture and agricultural jobs in Jefferson County. No plans have been drafted for such a facility, but they could come in the future, Berg said.

"The processing could be as small scale as using the existing barn for a farmer to stage, store, package and produce," said Berg. "It doesn't have to be a

massive processing facility. That's to be determined. The Port is looking for the agriculture sector to take the lead and to let us know what role the Port can take."

If the purchase goes through, the next step will be for the Port to empower a committee to develop a Farm Plan. The Farm Plan will identify the mix of planned uses and anticipated tenants for the farm that will both support the ag sector economically and enhance the environment. "This community is full of really smart people who know that land and that watershed," said Berg. "I'm sure they will come together and find a plan that really works for the Short Farm long into the future."

Later this year, the Port will learn if sufficient State funds are forthcoming to complete the transaction. "Then," said Berg, "the real work will begin."

# Seawall possible for Boat Haven district?

On Dec. 27, 2022, the combination of king tides, strong southeasterly winds and extremely low air pressure gave Port Townsend - and the Port of Port Townsend - a harbinger of what's to come in the years ahead.

That combination sent seawater flooding over the bulkhead and into the parking lot at the Port's Boat Haven Marina, with the water rising to the middle of the hubcaps of cars, and water surging a foot deep into marine trades shops such as Gold Star Marine on Washington St. At the other end of Port Townsend, drift logs and debris pounded the deck

of the Northwest Maritime Center or were dashed up the stairs of the plaza on the other side of the Maritime Center dock.

It was the highest tide since 1982. But there was another monster tide early in 2022, and they're becoming more frequent.

Welcome to the future. According to an assessment prepared by the City of Port Townsend in October 2022, sea levels are expected to rise between three and six feet by the year 2100.

No public entity is as affected like the Port of Port Townsend with its

three coastal marinas and 61 Boat Haven business tenants. However the Port is not alone. The entire "flats" area from Safeway to Penny Saver and the Tides Inn is just a few feet above the highest high tide mark. The entire commercial downtown is likewise vulnerable to rising seawater, and in fact is largely built on fill.

The Port is starting to grapple with this immense challenge, and the first steps are ones of study. But two things are already known:

1. It won't be easy, and
2. It won't be cheap.

## Three alternatives, none good

According to Port Executive Director Eron Berg, sea level rise is a community problem. Addressing it will be a joint project of many governments and interests. He lists these three alternatives:

1. A seawall, perhaps in two phases, starting with the Boat Haven end of town and then addressing the downtown and Point Hudson. The seawall could be topped with a pedestrian walkway, creating the Port Townsend Waterwalk as imagined in the City's 1990

Urban Waterfront Plan. It would be very expensive, but comprehensive in that it would run from one high point to another.

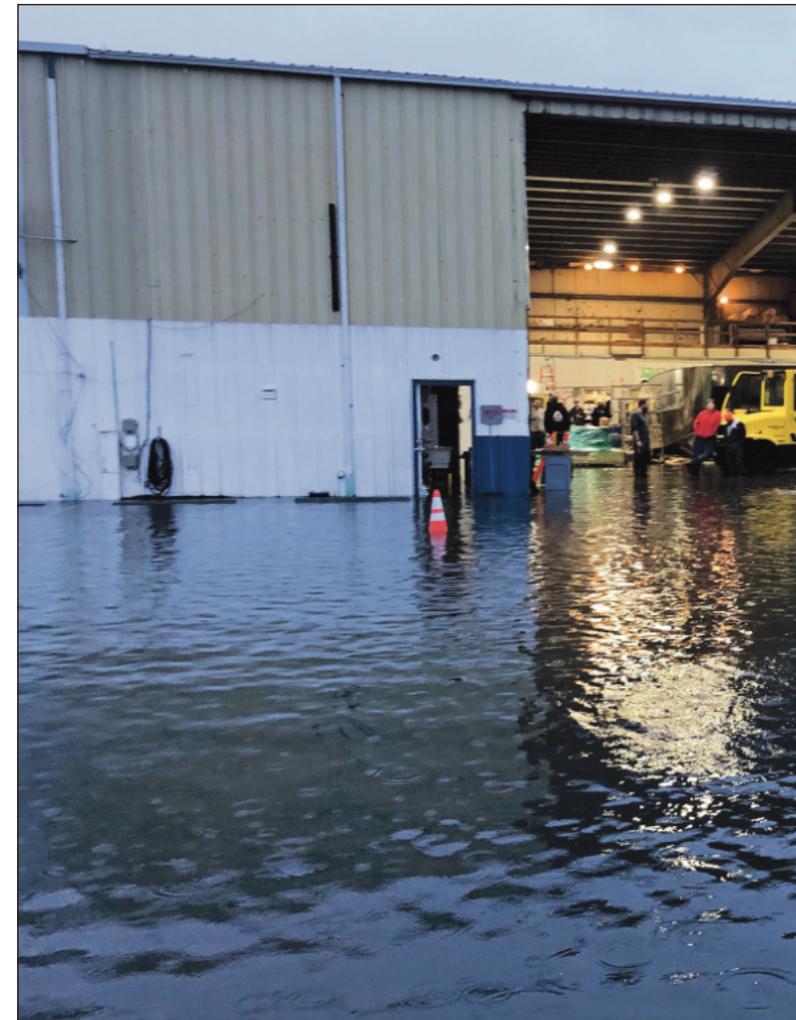
2. The Port, acting alone, could raise the grade of its entire 24-acre Boat Yard, including the commercial buildings, by a few feet. Unfortunately that could mean the Boat Haven area would become an island during high tide events, with water flowing around it.

3. Do nothing, and consider instead a retreat from the water's edge.



What would happen to the neighborhood around the Boat Haven if sea levels rose three feet? This map from the National Oceanic Atmospheric Administration (NOAA) projects new flooding (light blue) and the growth of an existing swamp (green). It shows the flooding of Sims Way between the Boat Haven and Kah Tai Lagoon.

Much of the Boat Yard becomes an island.



Seawater from the late December high tide flooded this bay of Gold

In 2023, according to Port Engineer Matt Klontz, the Port expects to invest up to \$200,000 into engineering studies that would help winnow down the options. The Port has allocated \$100,000 of its own money into that and Jefferson County has committed \$50,000 in ARPA funds to help.

Klontz said he expects the seawall is the most likely alternative, as it would protect the entire “flats” district and would include a pedestrian walkway. A cheaper option would be a wall of rip-rap but that would not allow for a walkway, he said.

Berg said the Port is moving ahead.

“We hope to get a consultant who can do a feasibility and cost-benefit analysis,” he said. “Assuming it makes sense, we would aim to apply for federal funding toward the end of 2023. Design and permitting could be in 2024 or 2025. Potentially, construction could start as early as 2026, but we should add a year or two to that.”

Looking beyond the “flats” district to downtown Port Townsend, which Berg said is Phase 2, the entire coastline might be a decade-long project.

This is only the beginning, Berg said. “There is lots to study, lots to discuss and lots to communicate with the public,” he said.



If a seawall and water walk is built to protect the “flats” area around the Boat Haven and Kah Tai Lagoon from sea level rise, this graphic shows its possible location and route.



Star Marine adjacent to the Boat Haven Marina. Photo by Eron Berg.



The king tide combined with a stiff southeasterly sent drift logs crashing into the supports below the plaza at the Northwest Maritime Center near Point Hudson Marina. (The log was recycled into shoreline protection.)

# Hasse: Port recycles

>> Continued from page 2

The Port, along with Jefferson County and the City of Port Townsend are beginning collaboration on a plan for a “Bluff to Bluff” elevated bulkhead/walkway from the Boat Haven to the Washington State ferry dock to protect our lowest elevation areas from rising seas.

The Port’s vision for acquisition of the Short Family Farm includes

enhancing local food resilience and salmon stream health.

Our County’s people possess extraordinary skill and brilliance. They inform and inspire friends, family and their leadership to action and hope. I believe alternative energy solutions will come, quite possibly from here! May our collective dreams and enterprises hasten a peaceful way to a habitable earth.

## Did you know?

- **The Port insists that boaters in or out of the water use best environmental practices.** For boats in the water, that includes no discharges of any pollutants into the water and strict control over any airborne particles caused by sanding or scraping. For boats hauled out for work, that includes vacuum sanders, waterproof tarps to collect dust or waste beneath the boat, and, if needed, an enclosed space surrounding the boat to capture airborne particles. Port staff inspect boat work to ensure its environmental standards are being met.

- **Violations of the Best Management Practices Agreement**, which all hauled-out boaters must sign include fines of \$210 for the first violation, \$525 for the second violation and \$1,050 for the third violation.

- **The Boat Haven Boat Yard operates with a permit from the Washington Department of Ecology** that requires the Port to control discharges that may eventually wind up as runoff into Port Townsend Bay. The Boat Haven’s stormwater drainage is constantly tested for pollutants such as copper, lead, zinc, tin and arsenic. If pollutants exceed DOE standards, immediate steps must be taken or the permit that allows the Boat Yard to operate can be suspended.

- **Coast Seafoods, which grows oysters on Port of Port Townsend land outside of Quilcene**, has taken several steps to reduce its energy usage and carbon footprint in recent years. A decade ago, the company switched from diesel-powered water heaters to propane-powered heaters. Two years ago, it switched to LED lighting and away from 750-watt metal highlight bulbs.



The MRW collection facility at the Boat Haven is closed. The County is scheduling several collection events around the County to handle dangerous wastes.

## New County waste collection system successful

Until the middle of 2022, boaters and residents in Jefferson County could bring liquid hazardous wastes – classified as Moderate Risk Wastes – to the County-operated facility in the middle of the Port of Port Townsend’s Boat Haven boat yard.

No more. That facility was closed while the County set up a new system for collecting MRW wastes at different locations around Jefferson County.

The first collection event, held Jan. 21 at the Haines Place Park & Ride in Port Townsend, was a big success, attended by 197 people who safely disposed of gallons of waste. The County has contracted the handling of these wastes to Clean Harbors Environmental Services.

Now the Jefferson County Public Works Department has scheduled several additional events during 2023. They are:

- April 15, at the Jefferson County Road Shop in Port Hadlock, 371 Chimacum Road, from 10 a.m. to 2 p.m.
- Sept. 16 at the County’s Quilcene Road Shop in Quilcene, 295316 Highway 101, from 10 a.m. to 2 p.m.
- Sept. 30, back at the Haines Place Park & Ride in Port Townsend, 440 12<sup>th</sup> St., from 10 a.m. to 2 p.m.

Household hazardous wastes collected at the events include automotive liquids, aerosols, gasoline and fuels, household cleaners, latex paint, oil paints, stains, solvents, flares, pesticides and herbicides, pool and spa chemicals, and mercury thermometers. Not accepted at these events are antifreeze, used motor oil, lithium or rechargeable batteries and fluorescent lights. Those items can be taken to special receptacles at the County Solid

Waste facility.

At the Boat Haven, the Port of Port Townsend still collects polluted bilge water and used oil from boaters, and will also handle empty paint cans that have been double-bagged.

“The goal is to pull most hazardous waste out of the standard waste stream,” said Executive Director Eron Berg.

The old MRW facility still stands at the Boat Haven. While the Port expects eventually to move it to make room for boats, for the next 12 months or so Port Engineer Matt Klontz said it might be rented to a marine trades business who can make use of its covered space.

Either way, said Berg, the Port is happy to see the building reused. Even if it is moved to make way for boat storage, it will find another use on Port property, he said.

# Old Coast Guard building gets new life as moorage office

Giving new life to old buildings through re-use and re-construction is one way the Port of Port Townsend reduces its impact on resources and the environment.

That's especially important when the building in question is historic and is perfectly suited for a new use that will serve both Port customers and Port staff for many years to come.

The remodel of the old U.S. Coast Guard building that once served crews at Benedict Spit inside the Boat Haven Marina is almost done. Later in 2023, the 1,470-square foot building with its broad, covered veranda will be moved from the Port maintenance yard to the Boat Haven Marina where it will become the new moorage and yard office. The building is thought to be about 65 years old.

The current moorage office is so cramped there's no place for customers to come inside. Instead they stand outside and talk to staff through windows.

The current office "could probably fit into the lobby" of the new one, said Dave Johnson.

The new office will have a veranda, a large lobby for

customers and also space for the Port's environmental specialist. That allows boaters to get the latest on sound environmental practices from the get-go.

There will also be space for a staff breakroom and bathrooms for both the moorage and the yard staff.

"We try to extend the life of Port infrastructure," said Port Executive Director Eron Berg. A similar renovation project has made Point Hudson's historic Pavilion Building useable for meetings by the Port Commission and other groups. Renovation of the historic Cupola House at Point Hudson is next on the list, likely followed by the Duplex Building.

All of the reconstruction work on the Coast Guard building was done by the Port's Maintenance crew led by Chris Sparks.

"The bones were good," Sparks said. His crew moved interior walls, replaced single-pane windows with double-pane thermal ones, attached new doors, enhanced the insulation, installed LED lighting and re-attached the aluminum roof. Local subcontractors did the



Dave Johnson, left, and Chris Sparks are doing the final touches on the old Coast Guard building, soon to become the new moorage and yard office at the Boat Haven.

electrical, plumbing, heat-pump HVAC and sheetrock. The project has taken about a year, and its total cost will probably be about \$250,000, said Sparks.

The timing of its move to the Boat Haven awaits final permits from the City of Port Townsend, complicated because it's in a Shorelines zone. Monroe House Moving of Quilcene will do the transport. The new office will be placed adjacent to the current Port restrooms and laundry room at the Boat Haven. The future of the old moorage office is yet undecided, other than its

planned removal to make more space for blocking boats.

The building, then about 50 years old, was moved by Monroe from Benedict Spit in early 2010, making way for a new Coast Guard building that serves the cutter Osprey.

Sparks said the use of the renovated building will also impact other structures at the Boat Haven. The crew plans to use Coast Guard colors – a red roof and white-washed exterior walls – for all other Port facilities, such as environmental stations and the restrooms that are open to tenants or the public.

## Doing Business with the Port

### How do I:

- **Sign up for permanent boat moorage?** Call the Boat Haven Moorage Office at 360-385-6211.
- **Sign up for transient boat moorage?** Call the Boat Haven Moorage Office at 360-385-6211, or the Herb Beck Marina (Quilcene) office at 360-765-3131. For boats or RVs at Point Hudson, visit [www.pointhudsonmarina.com](http://www.pointhudsonmarina.com).
- **Get a vessel hauled out?** Call the Boat Haven Yard Office at 360-385-6211 to schedule.
- **Become a tenant?** Talk to Lease & Contracts Administrator Sue Nelson at 360-385-0410. ([snelson@portofpt.com](mailto:snelson@portofpt.com)).
- **Pay a bill?** Call the Boat Haven Moorage Office at 360-385-6211.
- **Comment on or participate in a discussion of the Port Commission?** Call Joanna Sanders at 360-385-2323, or email [publiccomments@portofpt.com](mailto:publiccomments@portofpt.com).
- **Attend a meeting of the Port of Port Townsend Commission?** All meetings are open to the public. Regular meetings are the second Wednesday of each month at 1 p.m. and the fourth Wednesday of each month at 5:30 p.m. Workshops are held 2nd Wednesdays at 9:30 a.m. Meeting agendas and supporting documents are accessed via the website, [portofpt.com](http://portofpt.com). Click on "Commission Meetings" and find the meeting you want. Each agenda includes links and information on how to attend a live meeting or attend via Zoom. The Port also maintains full recordings and documents of all previous meetings.



District 1  
Commission Chair

*Pam  
Petranek*

Skipper, Commercial Fisher  
Email: [pam@portofpt.com](mailto:pam@portofpt.com)  
360-385-0656, ext. 6



District 2  
Commissioner

*Carol  
Hasse*

Sailmaker, Sailor  
Email: [carol@portofpt.com](mailto:carol@portofpt.com)  
360-385-0656, ext. 6



District 3  
Commissioner

*Pete  
Hanke*

Owns PS Express, Pilot.  
Email: [phanke@portofpt.com](mailto:phanke@portofpt.com)  
360-385-0656, ext. 6



Executive  
Director

*Eron  
Berg*

Email: [eron@portofpt.com](mailto:eron@portofpt.com)  
360-316-6013

## What the Port Manages



### *Point Hudson Marina*

An intimate marina surrounded by historic buildings, with 50 slips and 800 feet of linear dock. Also an RV park with 48 spots. Home of the annual Wooden Boat Festival.

### *Boat Haven*

Center of the marine trades in Port Townsend and the region's largest marina, home to 475 vessels. Fuel, showers, restroom, pump-out. Over 400 skilled marine trades workers employed by 60 businesses. Acres of upland storage used both by the pros and do-it-yourselfers. Three lifts carry boats up to 300 tons. Dual boat ramps.

### *Port Administration*

Port staff can help with billing questions, and with public engagement in the public decision-making by the elected Port of Port Townsend Commission.  
[www.portofpt.com](http://www.portofpt.com)

### *Jefferson Co. International Airport*

Featuring a 3,000-foot runway, together with on-call Customs, full aircraft services, fuel, the renowned PT Aero Museum, and the Spruce Goose Cafe. More than 140 aircraft are home-based here.

### *Boat Launches*

The Port operates four rural boat launches. They are at Discovery Bay (Gardiner Beach Road), Port Hadlock (Lower Hadlock Road), Mats Mats Bay near Port Ludlow (Verner Avenue) and Quilcene (Linger Longer Road). There are also dual launches at the Port Townsend Boat Haven.

### *Quilcene Marina*

The Herb Beck Marina in Quilcene offers 50 slips, and offers services such as pump out, showers and restrooms. Nearby is Coast Seafoods, operating mostly on Port land.

## Look for the Next Newsletter in June 2023

Published by the Port of Port Townsend, Eron Berg, Executive Director

Content: Olympic Peninsula Communications

Layout & Design: ROHgraphics.com

Printing: The Port Townsend Leader