

SIMS GATEWAY AND BOATYARD EXPANSION PROJECT

PORT, PUD, AND CITY PRINCIPLES

Prepared for the May 10, 2022
Stakeholder Meeting and the
May 24, 2022 PRTTAB Meeting



Basis for Successful Partnerships

Four Key Partnership Points:

1. Recognition that Port, PUD, and the City serve the same people, but with specifically different purposes as set forth in the authorizing laws of Washington State.
2. Successful partnerships rely on recognizing and respecting each agency's specific purpose and goals for the partnership project.
3. Successful partnerships seek to find overlapping benefit for each agency's purpose in the project.
4. The result of successful partnerships are coordinated and cost effective outcomes.

These partnership principles will be reflected upon often during the process of developing options for this project.

Partnership: Recognizing Differences



Special Purpose of Port Districts (Title 53 RCW):

Ports are specifically created to operate, build, and water ports, airports, and properties owned by the Port. Ports also support economic development through the development of infrastructure to support job creation.

Port Districts receive very little taxes and thus are expected to create a return on investments in order to be sustainable. This means a primary requirement of Port Districts to receive revenue from their assets to cover costs of operations while promoting and facilitating commerce.

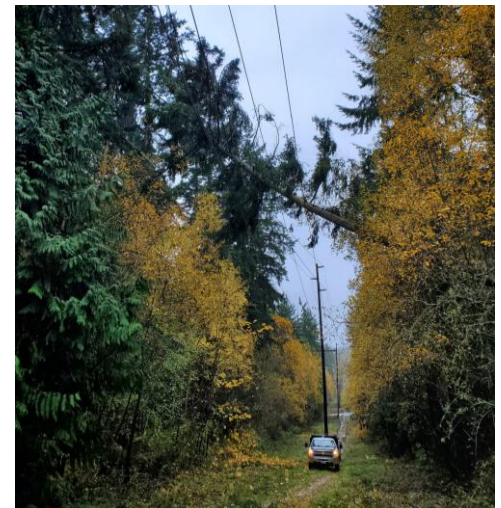


Partnership: Recognizing Differences

Special Purpose of Public Utility Districts (Title 54 RCW):

PUDs are specifically created to operate, build, and manage utility infrastructure including electric, water, sewer, and broadband.

PUDs operate almost exclusively on fees for services or rates collected from customers. The only time PUDs receive tax dollars is associated with grants and loans for infrastructure.





Partnership: Recognizing Differences

General Purpose of City Government (Title 35 RCW):

Cities purposes are broad in that they provide for the operation, maintenance, and construction of public infrastructure, promote commerce, and provide utilities services similar to Ports and PUDs.

However, cities also provide general public services such as, parks, police, streets/transportation, planning/building services, and for the general health and public safety of densely populated areas.

Cities are different from Ports and PUD is that most of the city's revenue is from general taxation from sales, property, B&O, and utility taxes. This means the city has less limitations about use of funds so long as there is a public benefit.



Sims Gateway and Boat Yard Expansion Project



Recognizing each agency's specific purposes and limitations, the three agencies came together in partnership to find win-wins:



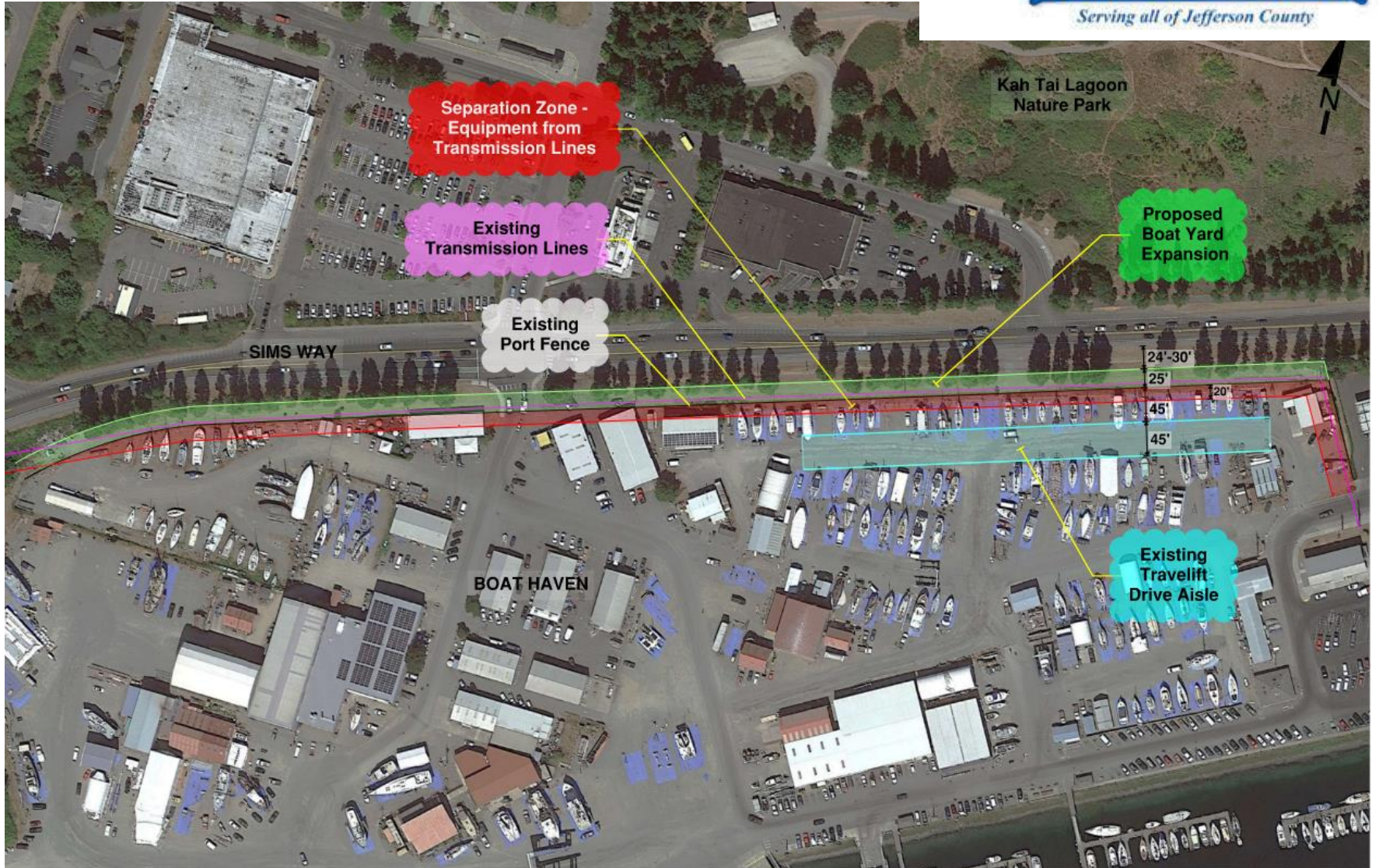
This is the purpose of the stakeholder committee.... to find the best possible options for the project for our community.



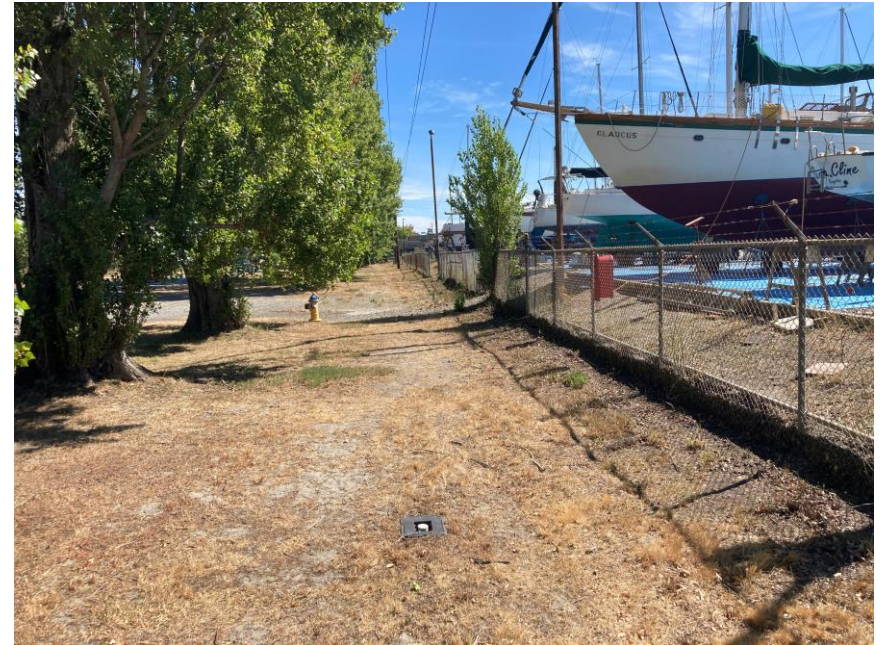
Key Project Principles

Seeks to improve the financial and operational sustainability of Boat Haven and improve the interface between Sims Way and the boatyard thru:

1. Making full use of the existing property ownership increases the boatyard work area and flexibility for placing boats. Property line is along row of poplars.
2. Increasing the length of boat stalls from 40 ft to 65 ft provides for serving larger vessels too.
3. Providing a safe environment for boatworks by avoiding overhead wires.
4. Providing reliable power service for boat repair operations by providing new secondary service and pedestals.
5. Preserving flexibility of property by minimizing the impact of the PUD easement encumbrance above and below ground.
6. Creating a visually appealing and functional boatyard interface with Sims Way by providing fencing along property line.
7. Increasing community resiliency by sustaining the economic vitality and health of the marine trades.



Key Project Principles



Key Project Principles



Key Project Principles

Seeks to address safety issue with the transmission lines and adjoining trees while improving reliability of power service to the city service area through:

1. Underground the transmission lines along Sims Way.
2. Comply with National Electric Code and Washington State Laws governing distribution of electric service.
3. Minimize long term operations and maintenance costs.
4. Maintain accessibility to infrastructure for repairs.
5. Support partner agencies by locating the infrastructure in a location meeting their goals to the greatest extent feasible

Key Project Principles



Approximate limits of transmission to be routed underground

Key Project Principles



Service power for boatyard needs upgrading. If possible, utilize the same trench as the transmission lines to minimize trenching impacts and costs.



Key Project Principles

Seeks to support the Port and PUD by facilitating the use of the City's public right of way consistent with adopted plans, policies, and codes while balancing public input through:

1. Fostering a public engagement process in which all voices can fairly be heard and carried through the decision making process of selecting an alternative for the project.
2. Follow the intent of the adopted 1993 Gateway Development Plan.
3. Follow city codes, and other adopted plans such as the Comprehensive Plan, Non-motorized Plan, PROS plan, and Transportation Functional Plan.
4. Apply best available science for the Kah Tai Nature Park consistent with the original intent for the park.
5. Minimize long term maintenance costs and requirements.
6. Support partner agencies in their project objectives.



Key Project Principles

Public Engagement:

The City's EngagePT website includes access to all meeting recordings and data.

<https://cityofpt.us/engagept/page/sims-gateway-and-boatyard-expansion-project>

The stakeholder committee will research options for the project and make recommendations to the PRTTAB. A meeting with the PRTTAB will be held each month to provide informational updates and collect public feedback on the work being done.

At the August 23, 2022 PRTTAB, the board will make a recommendation of the preferred alternative to be forwarded to the City Council. The preferred option will also be considered by the Port of Port Townsend and PUD Commissioners.



Key Project Principles

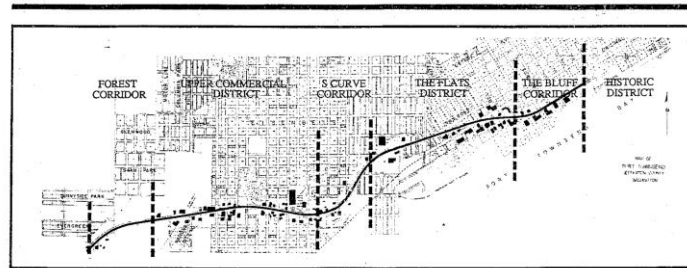
The City Comprehensive Plan refers to the Gateway Development Plan in multiple locations.



- Adopted Sub Area Plans
 - Gateway Development Plan 1993
 - Urban Waterfront Plan 1990
- Conceptual Sub Area Plan
 - Howard Street Corridor



Key Project Principles



PORT TOWNSEND GATEWAY
DEVELOPMENT PLAN

2. REVISITING THE GATEWAY CONCEPT

The Port Townsend Gateway Concept Plan, adopted in 1988, set the stage for the creation of the Gateway Development Plan. The basic foundation is the Statement of Purpose created, and adopted, in the Gateway Design Charrette:

TO IMPROVE AND PRESERVE THE OVERALL QUALITY OF LIFE AND FACILITATE THE CREATION OF A GRACEFUL COMMUNITY FOR BOTH RESIDENTS AND VISITORS.

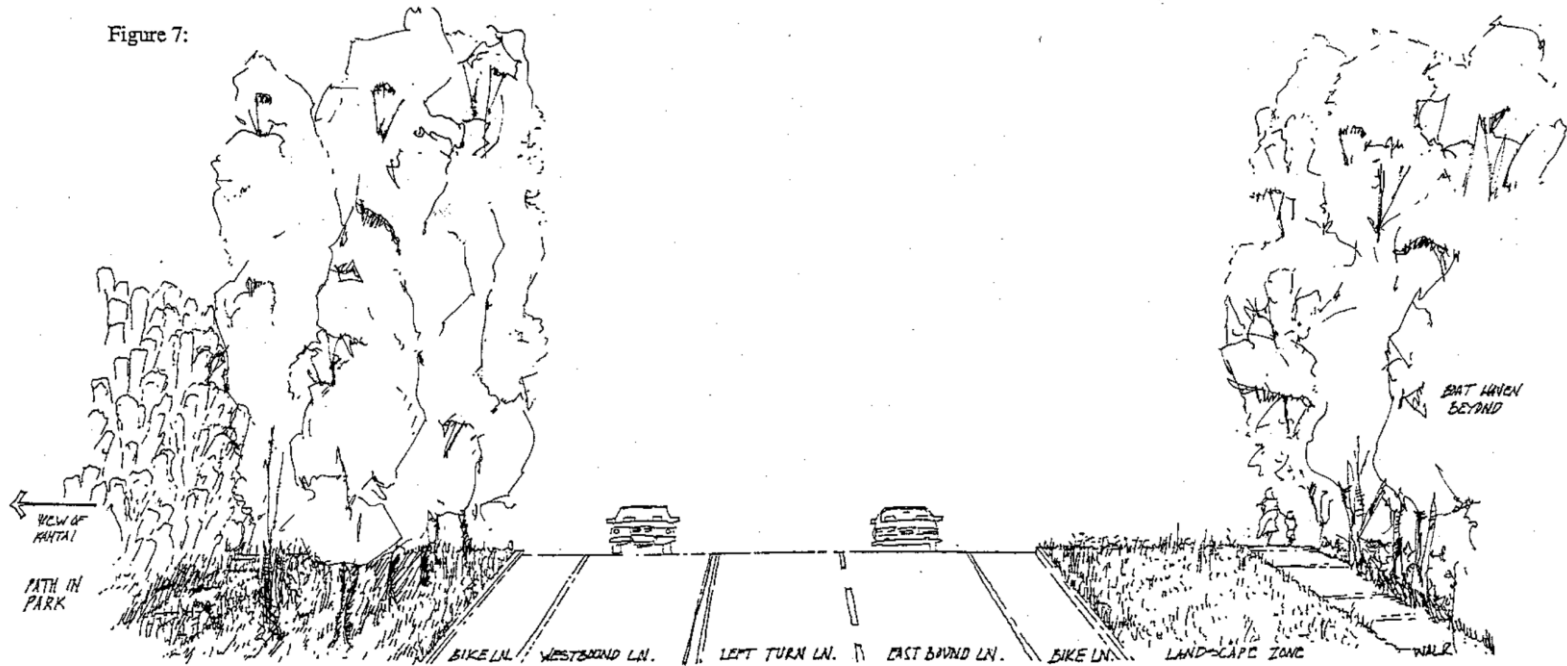
- A. To create a gateway that provides continuity of positive visual quality and enhances the overall beauty of the community of Port Townsend.
- B. To enhance the economic vitality of the corridor, its businesses and the community as a whole.
- C. To provide a safe corridor to and through the community for motor vehicles, pedestrians and bicycles.
- D. To maintain continuing dialogue and involvement of the community in development of the corridor.
- E. To ensure that the corridor concept is implemented in a timely, cost-effective and efficient way.

In the Gateway Concept Plan, districts and areas were identified with specific treatments suggested for some locations and various infrastructure improvements throughout. The Concept Plan has continued to evolve and the work of the Consultant Team has built upon the community decisions to date.



Key Project Principles

Figure 7:



SECTION AT FLATS

Illustrates configuration of new left turn lane between westbound and eastbound lanes. A new shoulder provides bike lane at north, and the existing south shoulder is developed into a bike lane and sidewalk. Existing poplars are thinned as required to improve view to Kah-Tai Park.

Gateway Development Plan set goals and intent.

Key Project Principles



Streetscape Recommendations

The linear corridor quality of the poplar trees can be maintained, while enhancing views of the shipyards and the Historic buildings. Removal of "sucker" growth of the large poplars, and selective removal of the small, individual seedlings would open up views to the lagoon and boatyard. New poplars, spaced 20'-25' apart, can be selectively planted to fill in "gaps" along Sims. Meadow grass and wildflowers can be planted as ground cover around the poplars. The area north of Sims, adjacent to Kah-Tai Park, can be planted with willows, riparian plantings and other marsh plants to recall the lagoon's former link with the Bay.

A pedestrian link can be created by the development of a hillclimb in the Jefferson Street right-of-way to link the Kearney/Sims intersection and the County Courthouse, Bluff and Uptown Residential District. This hillclimb could feature works of art by local residents as well as information about Port Townsend's history and provide access to a shuttle/parking lot at the base of the hillclimb.

Gateway Development Plan Flats District Key Points:

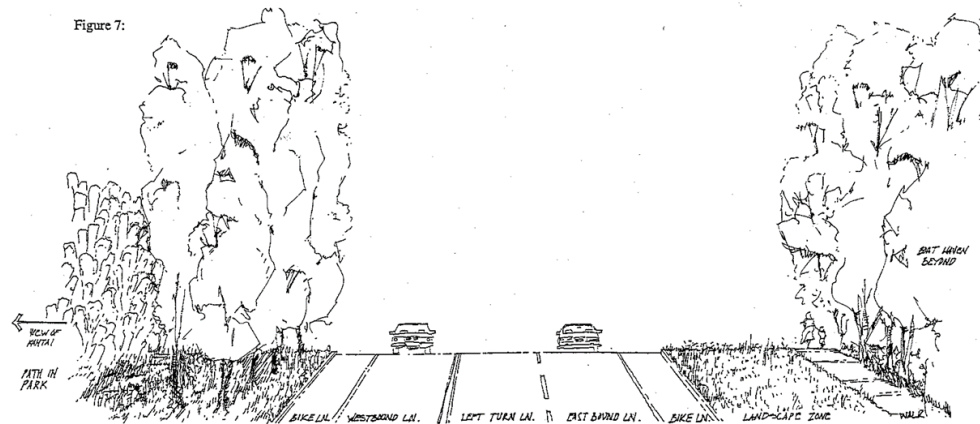
- Linear corridor – created by the existing poplars
- Views of shipyard and historic buildings should be enhanced. Views of bluff and courthouse are also recognized. Trees should be low enough to preserve views of the Courthouse and Uptown.
- Thin poplars and remove sucker growth.
- Plant with riparian plantings along Kah Tai.
- Utilities should be placed underground.
- Trees should be infilled with new ones when others are removed.
- Grasses and wildflowers can be used as ground cover

Key Project Principles



Gateway Development Plan Flats District Key Points (cont.)

- Create a pedestrian link to the Courthouse area.
- Pedestrian environment should be enhanced with amenities such as public art.
- A sidewalk is shown on the south side of Sims with a nature path on the north side.
- Create connection to waterwalk and Discovery Trail
- Plantings should strengthen pedestrian environment



SECTION AT FLATS

Illustrates configuration of new left turn lane between westbound and eastbound lanes. A new shoulder provides bike lane at north, and the existing south shoulder is developed into a bike lane and sidewalk. Existing poplars are thinned as required to improve view to Kah-Tai Park.



Key Project Principles

KAH TAI LAGOON NATURE PARK



- **Bird Habitat:** Habitat conservation for birds & other wildlife
- **Boardwalk Connection:** Boardwalk & overlook connecting over sensitive ecosystems
- **Loop Trails:** ADA accessible loop trails through the whole park, informal connecting trails & educational signage
- **Wayfinding:** Improved signs & entrances for wayfinding through out the park
- **Forest & Prairie:** Enhanced native prairie & forest ecosystems
- **Pond Connection:** Improved ecological connection between ponds
- **Picnic areas:** Convert restroom into picnic shelter, provide additional ADA picnic areas & shelters.
- **Improved Entrance:** Gateway at entrance with wayfinding & opened views
- **Opened Views:** Vegetation removed to allow sight lines into park for improved safety

PROS PLAN

DRAFT January 2020

Parks Recreation and Open Space Plan adopted in 2020



Key Project Principles

Parks Recreation and Open Space Plan adopted in 2020. Key principles include:

- Enhancing Gateways with art and aesthetic improvements
- References Gateway Development Plan and importance of open space.
- Improve Kah Tai lagoon for passive recreational use and conduct habitat restoration.
- The 1986 furniture and landscaping plans were done as a result of the Land Water Conservation Funding to purchase the park and the 1983 IAC grants to partially develop the park.
- Volunteers have been working since the early 1980s to restore native vegetation and remove invasive species.
- Remove vegetation to open views from Sims Way.



Key Project Principles

City Code, Chapter 12.04 - Tree Removal Requirements inside of Right of Way

4. Removal of Trees in the Right-of-Way – Permit Required. Any person who desires to prune or remove any tree or remove shrubs or other vegetation from the right-of-way (except for minor landscaping) shall first obtain a permit from the public works department. There is no charge for the permit, but the procedure allows the city public works department to review and determine the appropriateness of the pruning or removal. The public works director may develop and maintain standards and policies that govern the issuance of permits, and develop requirements for permit applications.

The requirements of this subsection do not apply to the removal of minor landscaping.

5. Standards for Tree Removal or Pruning. In reviewing a request to remove or prune a tree, the director shall give due regard to the following criteria:

- a. Whether the tree is dead, diseased, dying or dangerous.
- b. Whether the tree was a volunteer, was planted by an abutting owner, or was planted pursuant to a city program.
- c. Whether the tree is of a type not suitable for the location. For example, a fir tree growing under or into power lines may be suitable for removal.
- d. Whether the tree is a suitable for the location. For example, Lombardy poplars may not be suitable street trees.
- e. Impact on surrounding properties and public spaces.
- f. Whether removal improves the environment. For example, the director may approve thinning of trees, or (say) removal of small alders, if this improves the environment for remaining or other species.

WSDOT requirements:

The city is responsible for maintenance outside of the traveled way. All improvements will need to be reviewed by WSDOT for impacts to the roadway system.



Key Project Principles

Minimizing maintenance:

Long term maintenance requirements put considerable strain on city parks crews and budgets. For example, projects should be designed to:

- Minimize mowing and weeding, and brush/tree maintenance.
- Irrigation requirements should be minimal and preferably only for plant establishment.
- Plantings should be selected reduce impacts to traveled way due to roots and overgrown limbs/brush.
- The use of the right of way should be optimized for aesthetics, transportation, and utilities.
- Plants and trees need to be non-invasive and hardy for the environment

Project Budget

The project budget is as follows:



- ▶ PUD – Tree removal, undergrounding, and path installation. \$700,000
- ▶ Port – Boatyard expansion. \$900,000
- ▶ City – Replanting on Boat Haven side of Sims. \$170,000
- ▶ City – Tree removal and planting on Kah Tai side of Sims. \$200,000
- ▶ TOTAL = \$1,970,000

Project Limits & Schedule



Project Limits:

The project limits are along Sims Way between 10th Street and Kearney Street.

Schedule:

1. Power safety and reliability needs to be addressed prior to the next storm season. This means that a project alternative needs to be selected by the decision makers no later than September of this year. Thus the stakeholder work needs to be completed by the Parks Recreation Tree Trail Advisory Board meeting on August 23, 2022.
2. Design of the boatyard expansion needs to be completed by February of 2023 in order to facilitate construction in 2023 and 2024 consistent with the Public Infrastructure Funding Grant.