



**Special Joint Meeting of City of Port Townsend, Port of Port Townsend and  
Jefferson County Public Utility District**

**AGENDA**

**Monday, September 12, 2022, 6:30 p.m.**

**Point Hudson Pavilion Building, 355 Hudson Street, Port Townsend (seating limited) *and also online***

**Via <https://zoom.us/> – or call (253) 215-8782, use Webinar ID: 862 6904 3651, Password: 911887**

**Send comment to [publiccomment@portofpt.com](mailto:publiccomment@portofpt.com), [publiccomment@cityofpt.us](mailto:publiccomment@cityofpt.us),  
[customerservice@jeffpud.org](mailto:customerservice@jeffpud.org)**

- I. Call to Order, Roll Call & Pledge of Allegiance
  - a. City Council
  - b. Port Commission
  - c. PUD Commission
  
- II. Special Business Item – Memorandum of Understanding for Collaborating on Projects Along the Sims Gateway Corridor
  - a. Staff Report ..... 2-61
  - b. Public Comment (limited to 3 minutes per person), in person and Zoom participants
  - c. Joint Elected Official Deliberations
  - d. Possible Action on Draft Memorandum of Understanding by City Council, Public Utility District Commission and Port Commission.
  
- III. Adjournment
  - a. City Council
  - b. Port Commission
  - c. PUD Commission

# PORT OF PORT TOWNSEND

## AGENDA MEMO

**DATE:** 9/12/2022  
**TO:** Commission  
**FROM:** Eron Berg, Executive Director, Eric Toews, Deputy Director & Matt Klontz, Director of Capital Projects  
**SUBJECT:** Sims Gateway & Boatyard Expansion Project

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### **ISSUE**

Should the Commission approve the draft memorandum of understanding between the City of Port Townsend, Port of Port Townsend and Jefferson Public Utility District No. 1 and authorize the Executive Director to execute all necessary documents to implement the project?

### **BACKGROUND**

The PUD owns and operates an 115kV electrical transmission line that runs parallel to Sims Way at the outside edge of the boatyard. Along the same alignment and very close to those power lines, there is a row of Lombardy poplar trees that are near and above the power lines. These trees were planted between 1964 and 1976<sup>1</sup> which makes them about 50 years old. On June 25, 2021, Port staff witnessed arcing between the power lines and the trees and on one occasion experienced an electrical tingling sensation while standing in the Boat Yard. Burn marks were plainly visible on the poplar trees at the height of the lines.

As a result of the safety concerns, last summer, the Executive Director authorized the PUD to enter Port property for any emergency tree trimming that they deemed appropriate and on July 14, 2021, the Commission authorized the PUD to fully remove those trees on Port property that create a safety hazard.

The City, PUD and Port continued to work together to develop a project that not only addresses the safety concerns, but also implements the City's Gateway Plan (which includes tree replanting and pedestrian amenities) while also expanding the Boat Yard. This became what we now call the Sims Gateway & Boatyard Expansion Project and on September 17, 2021, the Commission authorized a Public Infrastructure Fund (PIF) grant application to Jefferson County. That grant was awarded and the City, Port and PUD selected a design team to begin design work while also planning more public process and engagement.

As a result of concerns raised by members of the community, including an organized group, the Gateway Poplar Alliance, the three entities shifted from designing the imagined project to a full public process that was intended to address the problems identified, conceptualize various alternatives, and culminate with a proposed preferred alternative. To aid the engagement process a

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<sup>1</sup> Simpson, Peter, *City of Dreams* (Jefferson County Historical Society, 2018) at page 192

stakeholder advisory group was created. The stakeholder advisory group worked with the consultant, Port, PUD, and City staff to develop alternatives during nine stakeholder meetings held over the course of five months from April to August 2022. The following volunteers composed the stakeholder advisory group.

Name	Organization	Diversity in Representation
<b>Jennifer Rotermund</b>	PRTTAB Liaison	Arboriculture/Landscape Architecture
<b>Ron Sikes</b>	Admiralty Audubon	Kah Tai Nature Park
<b>Forest Shomer</b>	Resident	Local Arborist
<b>Dan Burden</b>	Resident	Transportation and Multimodal Mobility
<b>Russell Hill</b>	Resident	Civil Engineer - Design
<b>Joni Blanchard</b>	Resident	Boatyard
<b>Arlene Allen</b>	Chamber	Tourism
<b>Steve Mader</b>	Resident	WSDOT/NEPA/SEPA landscape, native plants, forestry
<b>Sarah McQuillen</b>	Resident	Overall Design

Additionally, on August 6, 2022, a community open house was held to share preliminary findings and hear from the community. Approximately 100 people attended that public open house. On August 23, 2022, three project design alternatives were presented to the City's Parks, Tree, Trail, Recreation Advisory Committee (PTTRAB). At this meeting, the PTTRAB identified a preferred alternative: the full expansion alternative presented tonight for your consideration and possible action.

The three alternatives presented to the PTTRAB included:

- A "null" or no expansion option.
- A "partial" expansion option of 20 feet measured from the existing concrete curb (12 feet when measured from the existing chain link fence).
- A "full" expansion option, about 35 feet from the curb to the Port's property line along Sims Way.

In summary, the no expansion option would require the Travelift to observe a 20-foot setback from the energized power lines, effectively reducing the boatyard by 20 feet from what is used today. The partial expansion option would require removing the Lombardy poplar trees without the benefit of a fully expanded yard, since the trees and boats would be too close to each other. The full expansion option would provide the most operational flexibility to the Boat Haven since commercial fishing vessels up to 60 feet could be staged for work by the maritime trades.

## **DISCUSSION**

The key objectives for the project from the Port's perspective are to improve financial and operational sustainability of Boat Haven and improve the interface between Sims Way and the boatyard thru:

- 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.
- Increasing the length of boat stalls from 40 ft to 65 ft provides for serving larger vessels too.
- Providing a safe environment for boatworks by avoiding overhead wires.  
Providing reliable power service for boat repair operations by providing new secondary service and pedestals.
- Preserving flexibility of property by minimizing the impact of the PUD easement encumbrance above and below ground.
- Creating a visually appealing and functional boatyard interface with Sims Way by providing fencing along property line.
- Increasing community resiliency by sustaining the economic vitality and health of the marine trades.

Action on the proposed motion tonight will shift staff from supporting the public engagement process to designing the preferred alternative and seeking permits to construct the project. The Port's proposed boatyard expansion will require a number of permits that include their own process and opportunity for citizen participation. The timeline for moving forward includes refining the design concept and the initial permitting in the Fall of 2022, completing design, permitting, and construction documents for bidding in the Spring of 2023, and construction in the Fall of 2023/Spring of 2024.

#### **FISCAL IMPACT**

No new impact: this project is included in the 2022 adopted budget. The Public Infrastructure grant award was \$1 million, and was allocated to the Port, PUD and City as \$450k, \$350k, and \$200k, respectively. The total project cost for the preferred alternative is estimated to be about \$2 million of which, roughly \$1 million is associated with boatyard improvements.

#### **ATTACHMENTS**

City of Port Townsend Agenda Bill on the same topic.

#### **RECOMMENDATION**

Motion to approve the draft memorandum of understanding between the City of Port Townsend, Port of Port Townsend and Jefferson Public Utility District No. 1 and authorizing the Executive Director to execute all necessary documents to implement the project.



**Agenda Bill AB22-082****Meeting Date: September 12, 2022****Agenda Item:**

- ☐ Regular Business Meeting  
☐ Workshop/Study Session  
☒ Special Business Meeting

**Submitted By:** Steve King, PW Director  
**Department:** Public Works

**Date Submitted:** September 7, 2022  
**Contact Phone:** 360-379-5090

**SUBJECT: Approval of a Memorandum of Understanding (MOU) between the City, Port of Port Townsend, and the Jefferson County PUD and authorize the City Manager to execute all documents necessary to carry out the City's responsibilities as listed in the MOU, including consultant and construction contracts.**

**CATEGORY:**

- ☐ Consent                      ☐ Resolution  
☐ Staff Report                  ☐ Ordinance  
☐ Contract Approval    ☒ Other: Motion  
☐ Public Hearing (Legislative, unless otherwise noted)  
☐ **3-Year Strategic Plan:** 4 - Ensure sustainable future for public services and facilities

**BUDGET IMPACT: 2023 Budget**

Expenditure Amount: \$170,000

Included in Budget? Yes ☐ No ☒**Cost Allocation Fund:** 305 CIP Street**SUMMARY STATEMENT:**

The City of Port Townsend, Port of Port Townsend, and Jefferson County PUD have been working collaboratively to address safety concerns reported by the Port of Port Townsend in summer 2021 regarding poplar trees along Sims Way and power transmission lines alongside the boatyard. Since then, the agencies have worked to coordinate efforts to ameliorate short-term safety concerns as well as provide a greater set of community benefits, including but not limited to positive economic impacts for the community via the Port, enhanced boatyard accessibility, improved power reliability, improved nonmotorized connectivity and environmental stewardship. The agencies were successful in applying for and receiving Public Infrastructure Fund support from Jefferson County.

An extensive public engagement process has been underway since the Parks, Recreation, Tree and Trails Advisory Board (PRTTAB) was briefed on August 24, 2021. Over the course of the year since August 2021, the three agencies including the City agreed, coordinated and participated in an approach that included PRTTAB, a volunteer stakeholder group, virtual and in-person open houses and town halls. Those meeting videos, agendas and all related materials can be found at the City's Engage PT website at <https://cityofpt.us/engagept/page/sims-gateway-and-boatyard-expansion-project>.

The stakeholder group discussed and worked through various alternatives with staff and consultant support, landing on a preferred alternative. The PRTTAB recommended forwarding the preferred alternative as the design concept to follow for the project, now being considered for action as a coordinated Memorandum of Understanding (MOU) at the joint special public meeting on September 12, 2022, at the Port Pavilion Building in Point Hudson at 6:30 p.m. The MOU provides a summary background of the work to date, the project scope, and an outline of each agency's respective responsibilities for project implementation.

A presentation will be provided to the three elected bodies at the meeting that mirrors the presentation provided to the Parks, Recreation, Trees, and Trails Advisory Board on August 23, 2022. Public comments will be received at the meeting after a detailed presentation is provided by staff either in person or virtually.

Staff recommends the City Council approve the attached MOU and authorize the City Manager to execute all documents to carry out the City's responsibilities under the MOU.

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**ATTACHMENTS:**

1. Meeting announcement flyer
  2. Memorandum of Understanding
  3. Presentation (See the August 23<sup>rd</sup>, Parks Recreation, Trees, and Trails Advisory Board meeting at the engage PT link above.)
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**CITY COUNCIL COMMITTEE RECOMMENDATION: N/A**

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**RECOMMENDED ACTION:**

Move to approve the MOU and authorize the City Manager to execute all documents necessary to carry out the City's responsibilities as listed in the MOU, including consultant and construction contracts.

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**ALTERNATIVES:**

- ☒ Take No Action     
 ☒ Refer to Committee     
 ☒ Refer to Staff     
 ☒ Postpone Action  
☐ Remove from Consent Agenda     
 ☐ Waive Council Rules and approve Ordinance \_\_\_\_  
☐ Other:

# SIMS GATEWAY & BOATYARD EXPANSION

## PUBLIC MEETING



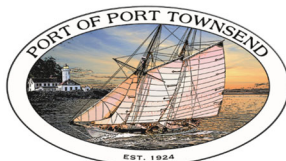
**Joint Special Meeting of the  
Port of Port Townsend, City of  
Port Townsend, and Jefferson  
PUD No. 1**



**Monday, September 12, 2022 – 6:30 P.M.**

**See Agency Websites for Agenda (In-Person & Zoom)**

**Point Hudson Pavilion (355 Hudson Street)**





## MEMORANDUM OF UNDERSTANDING (MOU): SIMS GATEWAY & BOATYARD EXPANSION PROJECT

### Parties to the Agreement (“the Parties”):

1. The City of Port Townsend (City), a non-charter code city and municipal corporation of the State of Washington. The City owns the Kah Tai Nature Park and is responsible for management of the SR20 right-of-way outside of the existing pavement.
2. The Port of Port Townsend (Port), a special purpose district organized in the State of Washington to own and operate maritime, aviation, commercial, and industrial facilities throughout Jefferson County. The Port owns Port Townsend Boat Haven Boatyard and Marina immediately adjacent to Sims Way.
3. The Jefferson County Public Utility District No. 1 (PUD), a special purpose district organized in the State of Washington to own and operate water, sewer, electric, and fiber optic utilities. The PUD owns a 115 KV electrical transmission located in a utility easement that traverses the edge of the Port’s boatyard.

### Project Background:

1. A safety issue concerning interaction between poplar trees along Sims Way and the power transmission lines along the boatyard was discovered by the Port and confirmed by the PUD in the summer of 2021.
2. The Port, PUD and City each recognized that they have unique and significant interests and responsibilities involving the Sims Gateway Corridor:
  - a. The City owns Kah Tai Nature Park on the north side of Sims Way, is responsible for managing the SR20 right-of-way, and is the general-purpose government under Chapter 36.70A RCW responsible for adopting and administering the comprehensive plan and development regulations that govern the Gateway Corridor, including its Gateway Development Plan (a subarea plan incorporated within the City’s Comprehensive Plan);
  - b. The Port owns the Port Townsend Boatyard immediately abutting Sims Way in which the overhead electrical transmission lines are located; and
  - c. The PUD owns a 115KV electrical transmission line that serves much of downtown Port Townsend which is located along the Sims Way right-of-way.

Because a row of Lombardy poplar trees straddles the right-of-way line between SR 20 and the Port of Port Townsend’s Boat Haven Boatyard, the Parties agreed that a collaborative project involving the City, the Port, and the PUD would most be the most efficient means to address the





transmission line safety issue along the south side of Sims Way, expand the boatyard, and implement the City's Gateway Development Plan.

3. In October 2021, the Parties submitted a joint application to the Jefferson County Public Infrastructure Fund (PIF) Board requesting funding to complete a collaborative, multi-jurisdictional, project involving tree removal, expansion of the Port's boatyard, undergrounding of the PUD's electrical transmission lines, and associated streetscape improvements.
4. On November 15, 2021, the Jefferson County Board of County Commissioners approved the Parties' PIF grant request for project funding in the amount of \$1,000,000.
5. On November 10, 2021, and December 15, 2021, the Parties conducted townhall meetings to apprise citizens of the anticipated scope of the PIF funded project and outline anticipated next steps. Based on initial community feedback, the Parties agreed that a comprehensive public process was needed to engage and inform the public, more fully develop project alternatives for consideration by decisionmakers, and recommend a "preferred" alternative for implementation.
6. The public process agreed upon by the Parties involved the following:
  - a. Retaining a consultant to assist with developing project alternatives and to lead the public engagement effort; and
  - b. Appointing a Citizen Stakeholder Committee to represent a diverse cross-section of community interests, assist in refining the alternatives, and recommend a preferred project alternative; and
  - c. Review and evaluation of the Stakeholder Committee's preferred alternative by the City's Parks Recreation Trees and Trails Advisory Board (PRTTAB) together with a formal recommendation by the PRTTAB to the City Council.
7. The Parties agreed that the Port should take the lead in soliciting qualifications from qualified professionals to complete concept plans and specifications for the Sims Way Gateway Plan Implementation and Boat Yard Expansion Project. On March 31, 2022, a Request for Qualifications (RFQ) was published. Following a formal selection process, the Port selected SCJ Alliance to assist the Parties with the project.
8. The City of Port Townsend took the lead in convening the Citizen Stakeholder Committee. The Stakeholder Committee was comprised of nine members representing key interests and areas of expertise, including Boatyard marine trades, Kah Tai Nature Park, arborists, landscapers, local tourism, transportation, project constructability, environmental stewardship, and citizens at large. The Stakeholder Committee met a total of eight times between April 12, 2022, and August 16, 2022, and held an open house on August 6, 2022, to invite public comment on the project.
9. On August 16, 2022, the Stakeholder Committee, consultant, and staff completed the process of developing a preferred alternative for consideration by the PRTTAB. The preferred alternative featured removal of the poplar trees along the boundary of the Port's boatyard, expansion of



the boatyard to the Port's northerly ownership boundary and undergrounding of the PUD's 115 KV electrical transmission line. In arriving at its preferred alternative, the Stakeholder Committee considered alternatives to full expansion, and a wide variety of factors ranging from pedestrian mobility, environmental stewardship, boatyard/right-of-way interface, aesthetics, and replacement tree and shrub species for the streetscape.

10. On August 23, 2022, the City's PRTTAB considered the work of the Stakeholder Committee along with the public comments from the open house, emails, and in-person comments. The PRTTAB endorsed the preferred alternative developed by the Stakeholder Committee and staff and recommended it to the City Council with the understanding that it would also be reviewed and considered by the Port and PUD Commissions.
11. Throughout the above-described public engagement effort, the Parties have sought to provide the public with timely and complete information concerning the project and decision-making timeline and process. The City's "Engage PT" website and Sims Gateway Boatyard Expansion Project page has been used throughout the effort to accomplish this, and citizens have been afforded a variety of means to stay informed and participate, including the following: video and in-person attendance of all Stakeholder Committee meetings and the meeting of the PRTTAB; opportunities to submit comments online via the "Engage PT" website; and attendance and participation in a public Open House meeting held on August 6, 2022.
12. Separate and distinct from the project scope described in this MOU, the Parties understand and acknowledge the PUD's need to undertake near-term steps to ensure safe and reliable electrical power supply to the community that may involve the trimming or removal of selected poplar trees consistent with its statutory and regulatory authority under RCW 64.12.035 and 197-11-800(23)(c).

### **Project Scope:**

The preferred alternative developed by the Stakeholder Committee and recommended by the City's PRTTAB incorporates the following key features:

- Expansion of the Port Townsend Boatyard to the Port's north property line;
- Removal of the poplar trees on the south side of Sims Way adjacent to the boatyard;
- Placing the 115 KV electrical transmission powerlines underground;
- Replacing the existing substandard power supply to the boatyard with upgraded electrical distribution infrastructure and capacity;
- Replanting the right-of-way adjacent to the boatyard with appropriate street trees and shrubs;
- Installing a pedestrian path between Haines Street and the existing sidewalk near Benedict Street; and
- Over time, thinning and replacing the poplars on the north side of Sims Way (i.e., the south side of Kah Tai Nature Park).



### Project Implementation:

The parties will work together to implement the project scope as set forth below.

### City Responsibilities:

1. **Sims Gateway & Boatyard Expansion Project.** In its role as property owner and right-of-way manager, the City will move forward with the PRTTAB's preferred alternative which includes pedestrian improvements and new tree plantings along Sims Way/SR 20 on the boatyard side and a gradual thinning of the Lombardy poplars on the Kah Tai Nature Park side. The City will be the lead entity for work on the Kah Tai side of Sims Way.
2. **Planning.** The City will initiate a separate process to incorporate the work of the Stakeholder Committee and PRTTAB in amendments to the Gateway Development Plan and Comprehensive Plan. Subsequent plan amendments will be subject to programmatic environmental review under the State Environmental Policy Act (SEPA), Chapter 43.21C RCW as required by law.
3. **Permitting.** The City will process any permits related to the project described in this MOU as required by law. The intent of Section 3 is to distinguish the City's dual role as project owner and land use regulatory authority.

**Port Commission Finding and Port Responsibilities:** The Port Commission finds that the existing conditions in the Port Townsend Boatyard with the proximity of the powerlines and poplars and vessels in an area of mobile straddle crane operations is untenable and represents a significant threat to the economic viability of the boatyard and marine trades in Jefferson County. Consistent with this finding, the Port affirms the following:

1. **Sims Gateway & Boatyard Expansion Project.** The Port supports the recommendation of the preferred alternative from the City's PRTTAB and reaffirms the Executive Director's authority to advance the design and permitting of the Port Townsend Boatyard Expansion Project. The Port will be the lead entity for project elements concerning the south side of Sims Way, except for electrical utilities and infrastructure which are a PUD responsibility.
2. **Collaboration.** The Port will coordinate and collaborate with the City on elements of the project in the Sims Way/SR 20 right-of-way and with the PUD on power distribution for the boatyard.



**PUD Responsibilities:**

1. **Electrical Service and Safety.** The Parties acknowledge that the PUD has independent obligations and duties regarding the development, maintenance, and operation of its electrical utility facilities and infrastructure. Nothing in this MOU limits the duties, obligations, immunities, and actions that the PUD Board of Commissioners may take to maintain and operate its facilities and infrastructure.
2. **Sims Gateway & Boatyard Expansion Project.** The PUD supports the recommendation of the preferred alternative from the City's PRTTAB and reaffirms the General Manager's authority to advance the design in coordination with the Port for work on south side of Sims Way.
3. **Collaboration.** The PUD will collaborate and coordinate with the Port on the design and construction of an electrical distribution system to serve the Boatyard.

**APPROVED AND SIGNED THIS 12<sup>th</sup> day of September 2022 by the City of Port Townsend:**

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David Faber, Mayor  
City of Port Townsend

*Attest:*

*Approved as to form:*

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Alyssa Rodrigues, City Clerk

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Heidi Greenwood, City Attorney



**APPROVED AND SIGNED THIS 12<sup>th</sup> day of September 2022 by the Port of Port Townsend:**

\_\_\_\_\_  
Pamela A. Petranek, President  
Port Commission

\_\_\_\_\_  
Carol L. Hasse, Vice President  
Port Commission

*Attest:*

*Approved as to form:*

\_\_\_\_\_  
Peter W. Hanke, Secretary  
Port Commission

\_\_\_\_\_  
Port Attorney

**APPROVED AND SIGNED THIS 12<sup>th</sup> day of September 2022 by PUD No. 1 of Jefferson County:**

\_\_\_\_\_  
Dan Toepper, President  
Board of Commissioners

\_\_\_\_\_  
Kenneth Collins, Vice President  
Board of Commissioners

*Attest:*

*Approved as to form:*

\_\_\_\_\_  
Jeff Randall, Secretary  
Board of Commissioners

\_\_\_\_\_  
Joel Paisner,  
Legal Counsel

# Sims Way Gateway and Boatyard Expansion Project

Parks, Recreation, Tree and Trail Advisory  
Board Meeting – Aug. 23, 2022



# Overview



Port Prop. Line



Transmission  
Powerlines

Burned leaves  
from power lines

Photographs illustrate conditions in the summer of 2021 when problem between powerlines and wires were first raised in the boatyard.



# A Year of Learning



Much has been learned over the course of a year including details about boatyard operations, safety requirements, tree health, soil conditions, aesthetic considerations, constructability, and much more.

# Appreciation

The Project Team would like to say, “Thank you!” to all of the Stakeholders who generously volunteered considerable time and brought diverse perspectives to the table to help shape and develop the materials. Stakeholders include:

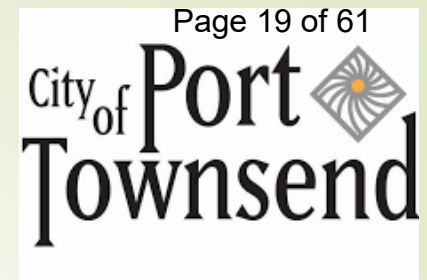
- Joni Blanchard (boatyard works)
- Forest Shomer (arboriculture and Kah Tail Nature Park experience)
- Ron Sikes (Audubon and Kah Tai Nature Park experience)
- Russell Hill (constructability and design)
- Steve Mader (urban forestry, landscape, and environmental stewardship)
- Dan Burden (complete Streets/multimodal transportation)
- Jennifer Rotermond (PRTTAB liaison, arboriculture, and landscape arch.)
- Arlene Alen (Chamber of Commerce and tourism)
- Sarah McQuillen (overall design)



# Meeting Objective & Decision-Making Process

1. Provide a comprehensive overview of the efforts for this project over the last year.
2. Present a preferred design concept alternative for Board consideration.
3. Request action from the Board with a recommendation to the City Council of the preferred design concept.

Note: The final decision on the preferred design concept will be made jointly by the City Council, Port of Port Townsend Commission, and the Jefferson Co. PUD Commission.



# A Multi-Agency Partnership Project

# Agency Roles

## 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.



# Agency Roles: Port

## 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.



# Agency Roles: PUD

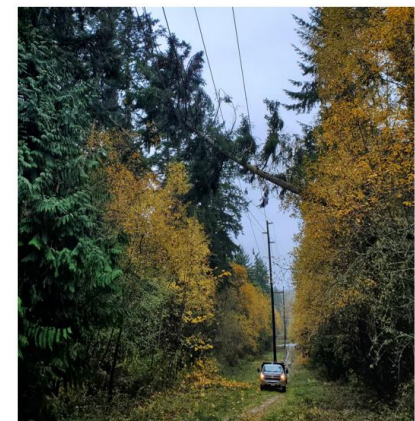
## Partnership: Recognizing Differences



### **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.



# Agency Roles: City

## 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.

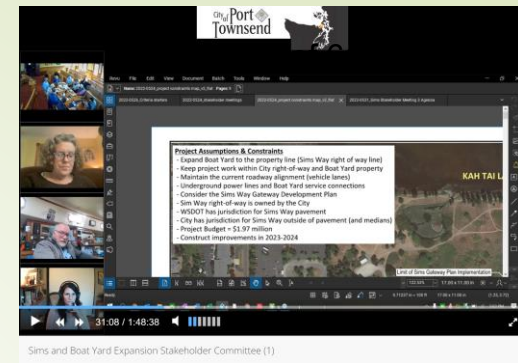
However, cities also provide general public services such as, parks, police, streets/transportation, planning/building services, and for the general health and public safety of densely populated areas.

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.





# Public Participation



The public participation plan for development of the preferred alternative design concept was executed with the objective of providing transparent discussions based on diverse perspectives in order to derive the best possible outcomes for the community. The following points are key elements were deployed to accomplish the objective:

- Convene a stakeholder committee of volunteers with diverse perspectives and video record all stakeholder meetings
- Solicit and collect comments continuously throughout the process. Create a comments log with responses.
- Hold a public open house showing preferred design concept.
- Post reference materials, meeting agendas and videos, and notices on a project website. [www.cityofpt.us/engagePT](http://www.cityofpt.us/engagePT)

# Background/Timeline

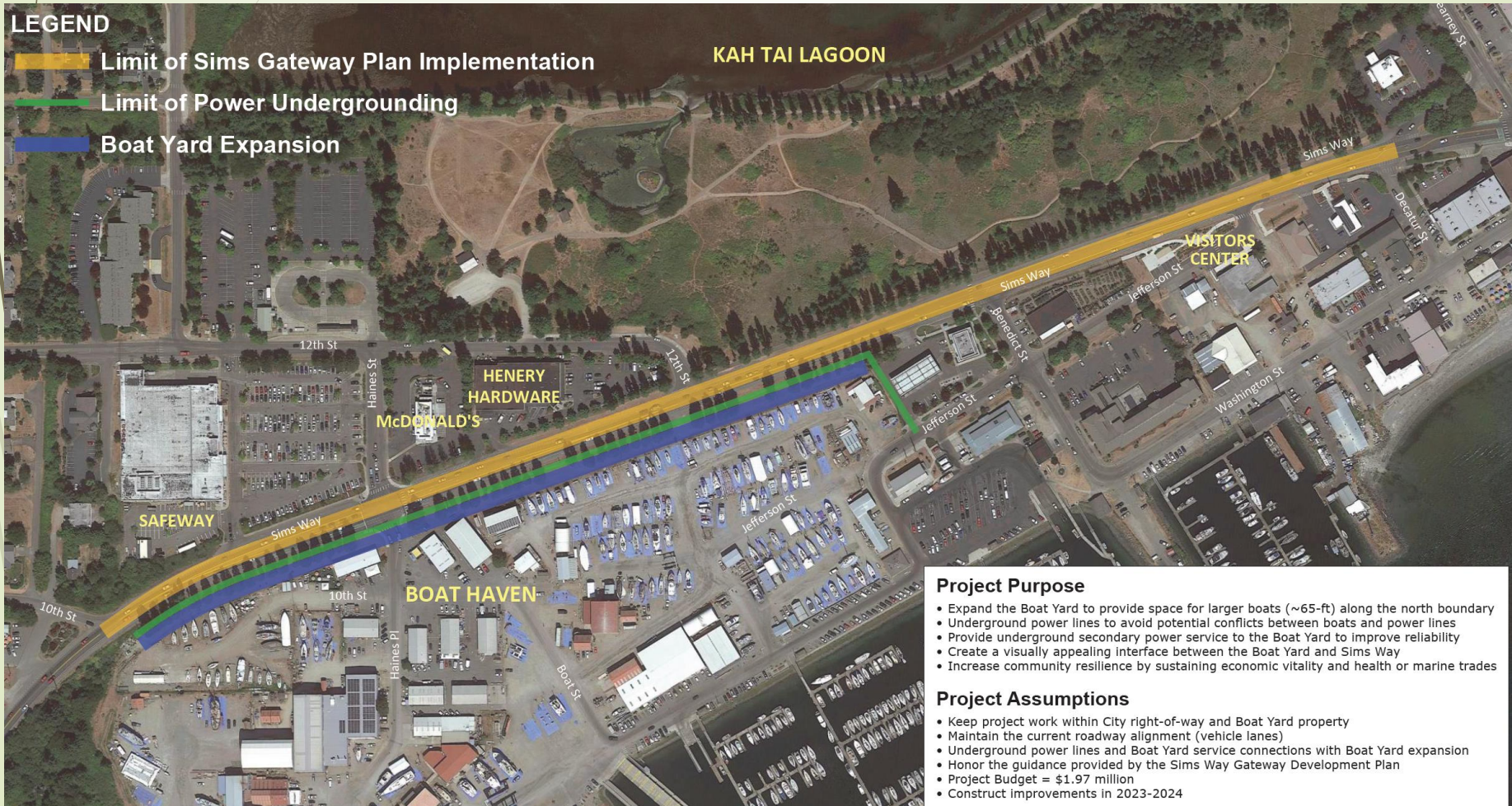
- Concern of powerlines and boatyard safety raised in July of 2021
- Boatyard expansion, powerline undergrounding, and Gateway implementation plan project scope of work developed and presented to Parks, Recreation, Tree, and Trail Advisory Board on 8/24/21
- Same presentation provided to City Council on 9/20/21 and submittal for Jeff. Co. Public Infrastructure Funding (PIF) Grant approved.  
[https://cityofpt.granicus.com/GeneratedAgendaViewer.php?view\\_id=4&clip\\_id=2290](https://cityofpt.granicus.com/GeneratedAgendaViewer.php?view_id=4&clip_id=2290)
- PIF Grant in the amount of \$1,000,000 submitted and approved on November 2, 2021 by PIF funding board.

# Background/Timeline

- Town Hall meetings held on:
  - 11/10/21 – Video link  
[https://cityofpt.granicus.com/player/clip/2307?view\\_id=4&redirect=true](https://cityofpt.granicus.com/player/clip/2307?view_id=4&redirect=true)
  - 12/15/21 – Video link  
[https://cityofpt.granicus.com/player/clip/2318?view\\_id=4&redirect=true](https://cityofpt.granicus.com/player/clip/2318?view_id=4&redirect=true)
- Stakeholder committee of volunteers assembled in February of 2022
- 8 stakeholder meetings held between April and August of 2022. Meetings video recorded and available on engagePT website.
- Public Open House to present preferred design concept alternative held at the Uptown Community Center on August 6, 2022. Displays available on engagePT website.



# Sideboards & Project Limits



# Sideboards & Project Limits

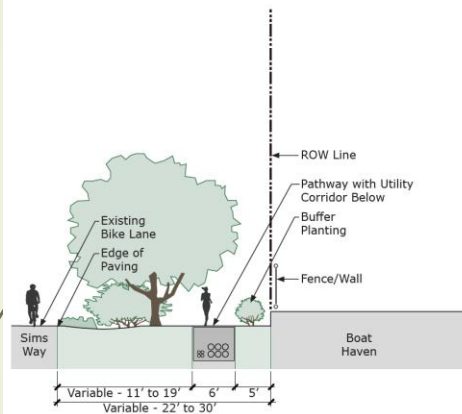
Key Sideboards include:

- No work within limits of pavement unless a proposed crossing which needs WSDOT concurrence.
- No work in the Kah Tai Nature park except to address trees straddling right of way line
- Project must accomplish goals of boatyard expansion and undergrounding of power.
- Consistency with intent of adopted plans, policies, and codes.
- Project budget \$1.97 Million



# Range of Alternatives Considered

## Full Expansion



### Description

- Expands the Boat Yard to the right-of-way (ROW) line
- Power and utility services connections placed underground
- Pedestrian facilities added to the south side of Sims Way
- Poplars on the south side of Sims Way replaced with "parkway" plantings

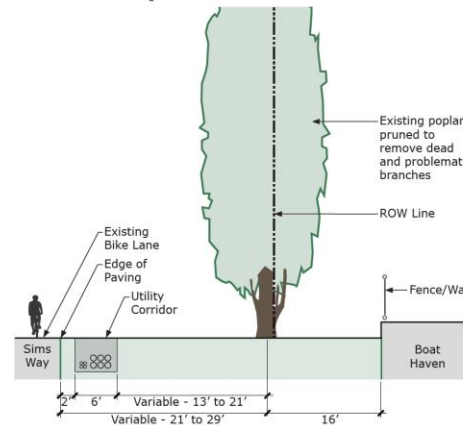
### Pros

- Maximizes opportunities for employment growth (up to 20 jobs)
- Creates space for larger vessels and projects that employ local marine trades
- Allows the Port to maximize efficient use of its property
- Replaces poplars on the south side of Sims Way with "parkway" plantings

### Cons

- Removes all poplars within the expansion area

## Partial Expansion



### Description

- 20' Boat Yard expansion provides opportunity for job growth – but less than Option #1
- Power and utility services connections placed underground
- No pedestrian facilities added to the south side of Sims Way
- Retains poplars on the south side of Sims Way – dependent upon individual tree health

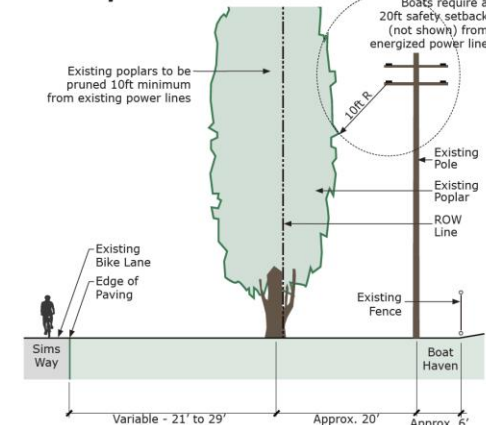
### Pros

- Preserves poplars – and "corridor" entrance into town

### Cons

- Placing utilities underground could adversely affect individual tree health – accelerating tree mortality
- Vessels placed closer to poplar trees – creating challenges for refinishing and refit work
- Limits opportunities to expand marine trades and economic activity

## No Expansion



### Description

- No Boat Yard expansion (fence line remains in current location)
- Trees trimmed substantially to provide safety clearance – above-ground power lines reenergized
- No pedestrian facilities added to on south side of Sims Way
- Retains poplars on the south side of Sims Way (depending on individual tree health)

### Pros

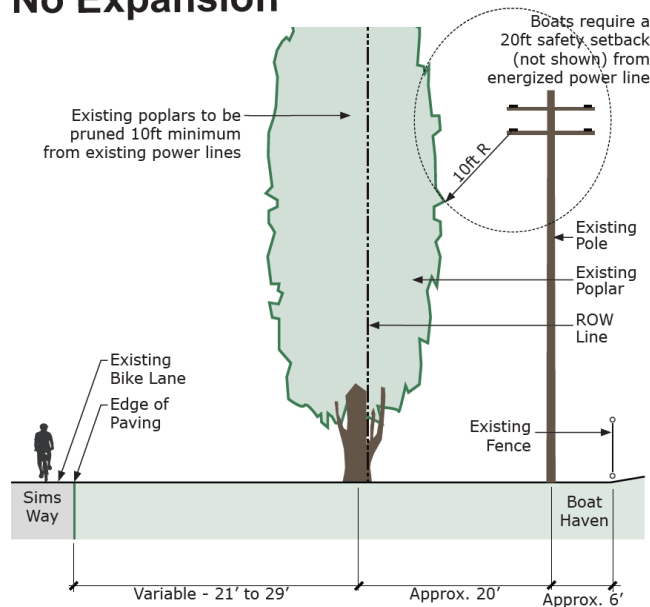
- Preserves poplars – but trimming will stress trees and change aesthetic by reducing canopy size

### Cons

- Safely reenergizing existing overhead power lines requires:
  - Trimming to ensure a 10' radius from tree canopy to power lines
  - Dedicating a 20' setback from vessels to power lines will substantially reduce Boat Yard space
- Initial and recurrent tree trimming will adversely affect tree health

# Range of Alternatives

## No Expansion



### Description

- No Boat Yard expansion (fence line remains in current location)
- Trees trimmed substantially to provide safety clearance - above-ground power lines reenergized
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### Pros

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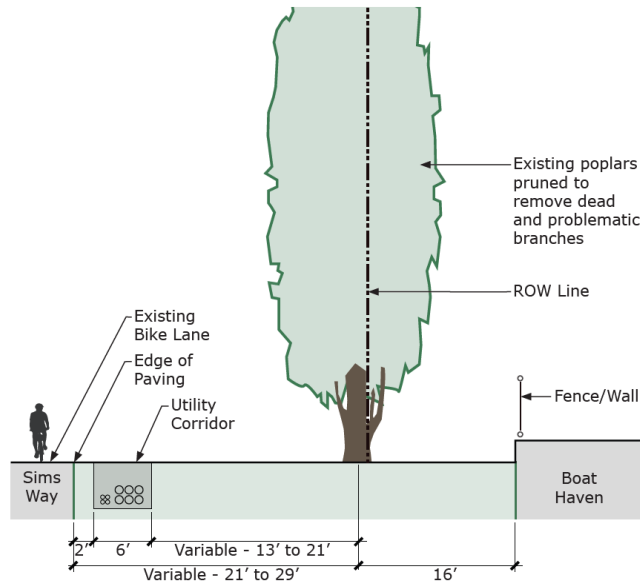
### Cons

- Safely reenergizing existing overhead power lines requires:
  - ◊ Trimming to ensure a 10' radius from tree canopy to power lines
  - ◊ Dedicating a 20' setback from vessels to power lines will substantially reduce Boat Yard space
- Initial and recurrent tree trimming will adversely affect tree health

Based on what has been learned about safety requirements for operating around high voltage powerlines, doing nothing results in significant impacts to the trees in terms of pruning and to the boatyard in terms of setbacks to the traveling crane. Effectively, row of boats along the fence would be reduced by 10 to 20 feet.

# Range of Alternatives

## Partial Expansion



### Description

- 20' Boat Yard expansion provides opportunity for job growth – but less than Option #1
- Power and utility services connections placed underground
- No pedestrian facilities added to the south side of Sims Way
- Retains poplars on the south side of Sims Way – dependent upon individual tree health

### Pros

- Preserves poplars – and “corridor” entrance into town

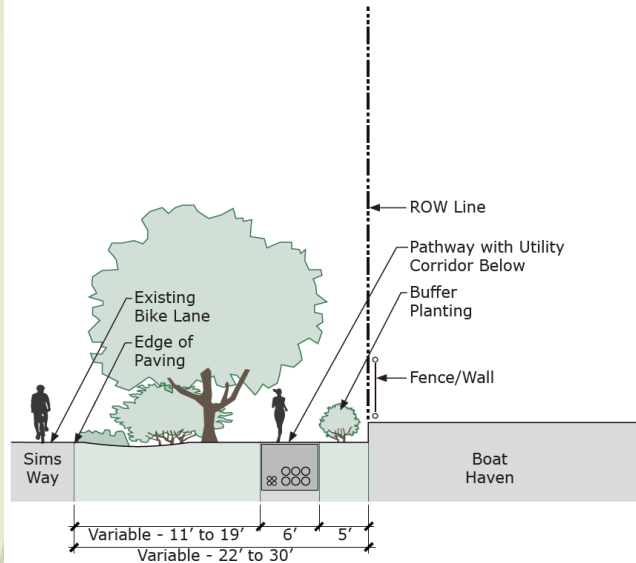
### Cons

- Placing utilities underground could adversely affect individual tree health – accelerating tree mortality
- Vessels placed closer to poplar trees – creating challenges for refinishing and refit work
- Limits opportunities to expand marine trades and economic activity

Partial expansion is an option, however, concerns were raised concerning the proximity of the boats to the existing trees. A partial expansion results in trees directly overhanging the boats. Partial expansion also puts additional stress on the already relatively stressed trees by placing fill over the critical root zone.

# Range of Alternatives

## Full Expansion



### Description

- Expands the Boat Yard to the right-of-way (ROW) line
- Power and utility services connections placed underground
- Pedestrian facilities added to the south side of Sims Way
- Poplars on the south side of Sims Way replaced with "parkway" planting

### Pros

- Maximizes opportunities for employment growth (up to 20 jobs)
- Creates space for larger vessels and projects that employ local marine trades
- Allows the Port to maximize efficient use of its property
- Replaces poplars on the south side of Sims Way with "parkway" plantings

### Cons

- Removes all poplars within the expansion area

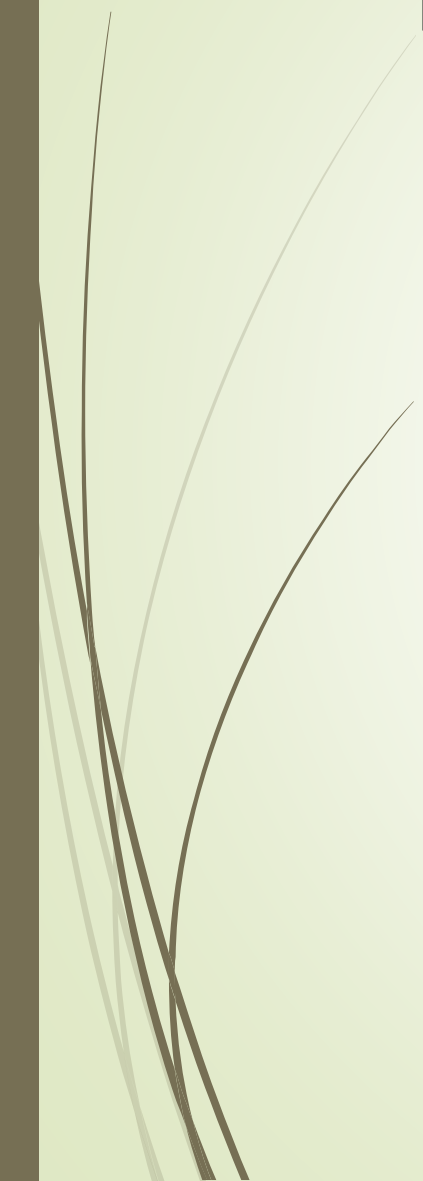
Full expansion best meets the objectives of the project including creating an environment for healthy vegetation. The remainder of the presentation illustrates full expansion because it is the preferred alternative.

# Project Principles

- Plans, policies, and codes
- Facilitate future improvements
- Multimodal mobility
- Boatyard considerations
- Aesthetics – Gateway, Parkway
- Stormwater
- Soils
- Existing tree health
- Tree replacement
- Existing tree recycling
- Plantings and species selection



# Project Principles: Plans, Policies, and Codes



Respecting the intent of the following adopted plans is an important element of the project development of a preferred alternative. These plans serve as guidance documents that are intended to balance various objectives. They differ from City code in that they are not intended to be literal. Following City codes are required elements of the project.



# Project Principles: Comprehensive Plan (2016)



## Adopted Sub Area Plans

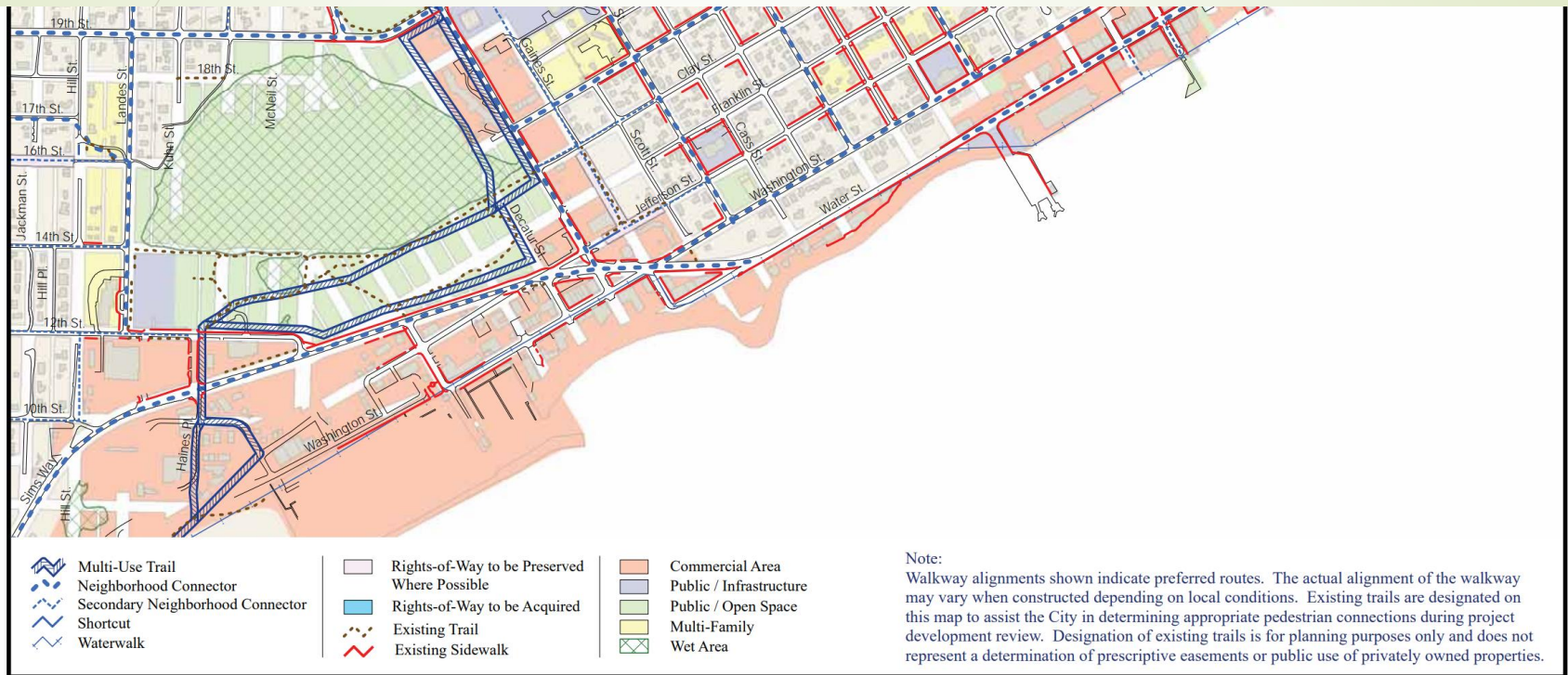
- Gateway Development Plan 1993
- Urban Waterfront Plan 1990

## Conceptual Sub Area Plan

- Howard Street Corridor

The Comprehensive Plan adopts all other city plans by reference including the relevant Non-motorized, PROS, Gateway Dev. Plan.

# Project Principles: Non-motorized Plan (1998 & 2011)



CITY OF PORT TOWNSEND

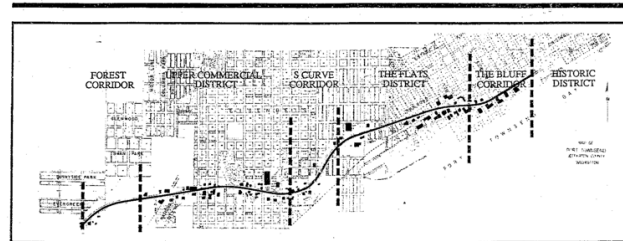
~121~

NON-MOTORIZED TRANSPORTATION PLAN  
JUNE 1, 1998, SUPPLEMENTED, JUNE 6, 2011

The Non-motorized plan identifies key walking and biking connections/routes. A neighborhood connector is identified along Sims Way with a multi-use trail on the Kah Tai side.



# Project Principles: Gateway Development Plan (1993)



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.

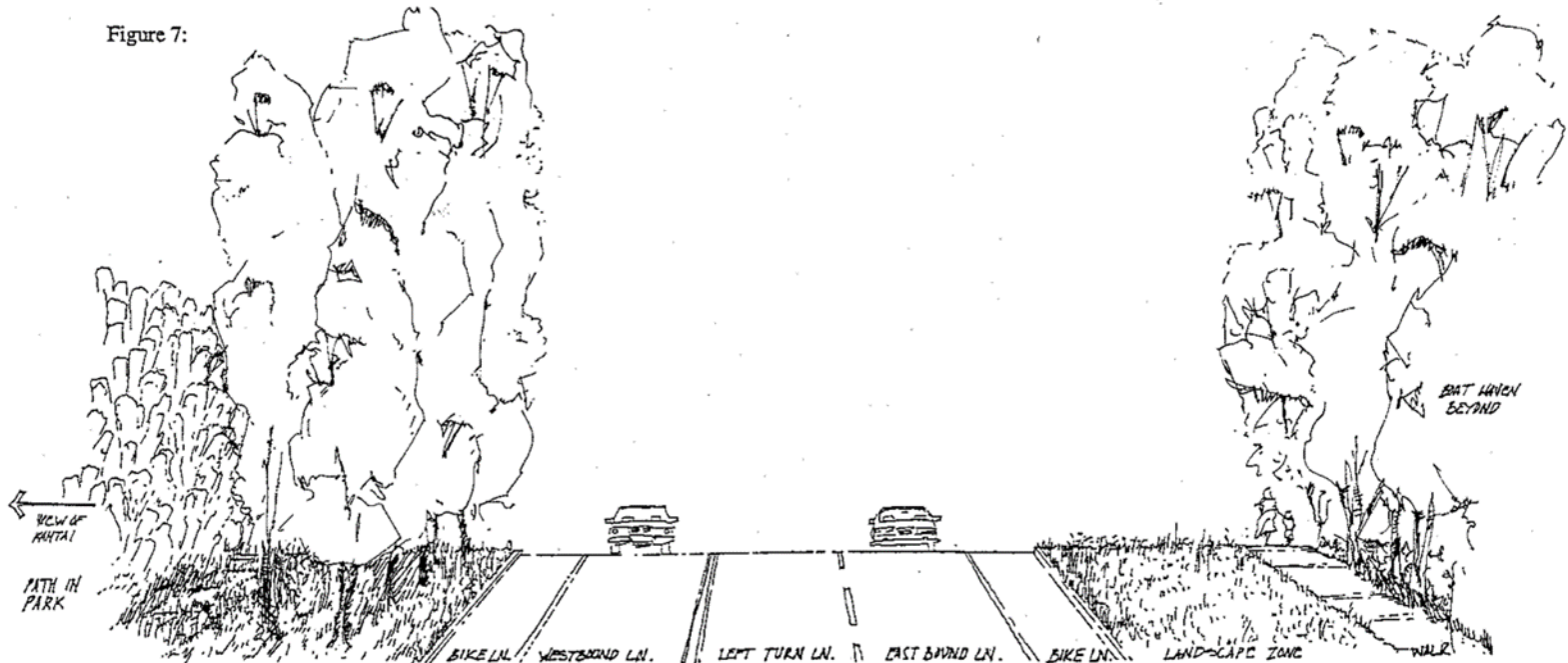
- A. To create a gateway that provides continuity of positive visual quality and enhances the overall beauty of the community of Port Townsend.
- B. To enhance the economic vitality of the corridor, its businesses and the community as a whole.
- C. To provide a safe corridor to and through the community 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.

The Gateway Development Plan provides a balanced set of objectives.

# Project Principles: Gateway Development Plan (1993)

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.

Illustration of intent of Gateway Plan. The Non-motorized plan adds a multiuse trail on the park side. The third lane is only at intersections.

# Project Principles: Gateway Development Plan (1993)

## 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
- 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

# Project Principles: PROS and Kah Tai Park

## KAH TAI LAGOON NATURE PARK



**PROS PLAN**

DRAFT January 2020

City of Port  
Townsend  
PARKS, RECREATION &  
COMMUNITY SERVICES

Work in the park is limited due to grant restrictions and project scope/funding. However, Sims Way improvements should complement the Nature Park intent.



# Project Principles: Kah Tai Development Plan

In 1986, development plan for Kah Tai park was created.

- City Council resolutions impacting the development of the park include: Resolutions 82-20, 83-1, 83-2, 83-2, 84-19, 85-2, 85-9 and a shoreline development permit for the small lagoon in 1985 (SH10-85).
- Zone 12 of the 12-zone Planting Plan for Kah Tai is impacted by this Sims Way project. See attached Tree Variety List and Planting information.
- This project is outside of the park, but to the extent feasible the project should honor consider impacts to zone 12 of the Planting Plan.

# Project Principles: City Codes

Applicable sections of City Code include the following:

- Chapter 12 addresses right of way development including rules for management of the right of way, right of way trees, and adoption of the Gateway Plan as a guidance document.
- Chapter 17 addresses land use on private property and development regulations
- Chapter 19 is the State Environmental Policy Act code setting forth environmental permitting requirements.
- Chapter 20 provides the rules and administrative procedures for processing permit applications.

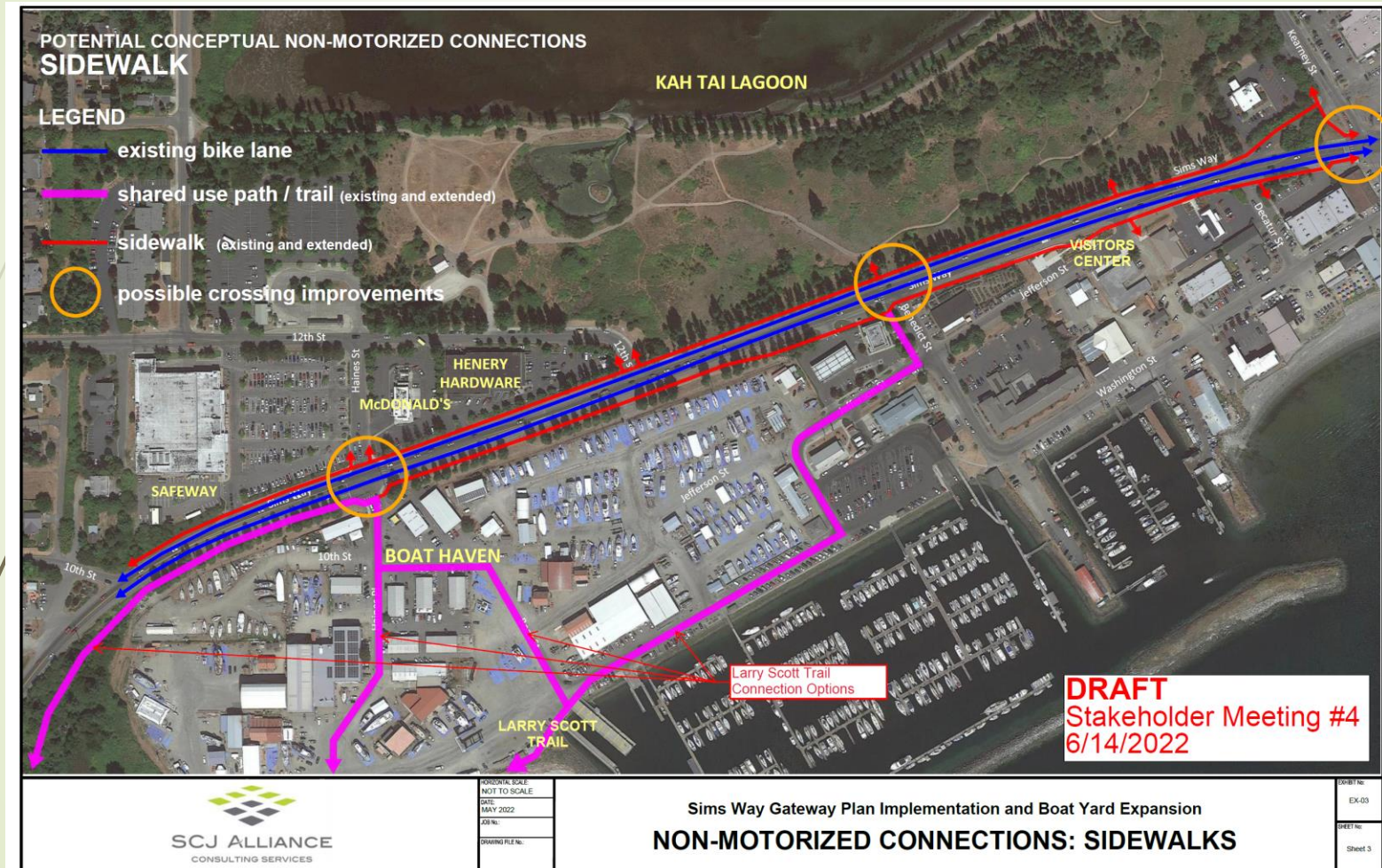


# Project Principles: Facilitate Future Improvements



The stakeholders brainstormed future work that might occur in the area and set the criteria that the preferred alternative should facilitate future work. A Larry Scott realignment shown here is an example. Other future work includes possible roundabout at Haines.

# Project Principles: Multimodal Transportation



City's complete streets policy requires projects to address transportation for all users of all abilities





# Project Principles: Boatyard Considerations

Boatyard interface considerations are an important element of preferred alternative development including the following:

- Security and Public Safety: Public access should not be direct and fenced separation is needed between the right of way and the boatyard. Access to the boatyard needs to be controlled to Haines Street, internal roadways, and near the Safeway Gas pumps.
- An updated power supply is needed for boat works.
- Tree and shrub species should be selected to minimize branches, leaves, pollen, and other tree debris falling on the boats under work.
- Maximize the horizontal separation between trees and the boats by placing trees closer to the roadway.

# Project Principles: Aesthetics - Gateway

Stakeholders asked that the Gateway feel like a “warm hug” welcoming residents and visitors to our community. The following characteristics are key objectives.

- Preserve as much green space as possible within the right of way.
- Create view corridors consistent with Gateway Plan into the boatyard and park to add interest. Create view corridors such that those interested in the boatyard, see glimpses of boats, and those not interested see a welcoming vegetated streetscape.
- Make the corridor welcoming to motorists, bicyclists, and pedestrians.
- Create a Parkway tree planting form as compared to a columnar row form and still maintain linear look of the Gateway with a degree of symmetry



# Columnar Tree Form

- Medium to large columnar form; variable spread and height but typically ranges from 5' to 10' spread, 15' to 60' height.
- Typically deciduous, but may be coniferous or broad leaf evergreen; usually more ornamental with spring/fall color than with flowering.
- Typically moderate growth; some coniferous or broad leaf may be slower.
- Symmetrical formality and strong vertical form emphatically convey 'gateway'.
- Monoculture; blended species does not convey strong symmetrical formality.





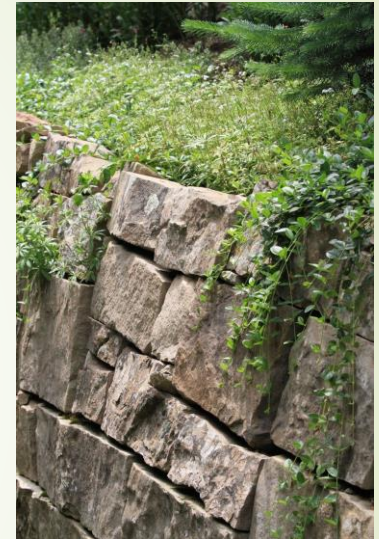
# Parkway Tree Form

- Blended mix of large to small trees with or without shrub understory; blend of coniferous, deciduous, and broad leaf.
- Plantings 'layered' or arranged to highlight flowering or leaf color, texture, form.
- Mixed range of growth provides quick cover and long lasting durability (lower level of maintenance due to informal arrangement)
- No formal symmetry or 'gateway' effect, particularly if depth of planting is variable on both sides of roadway.
- No monoculture.





# Project Principles: Softscape - examples





# Project Principles: Soils



1966 aerial photo on left illustrates dredge spoils. 2012 aerial photo on the right shows park vegetation.

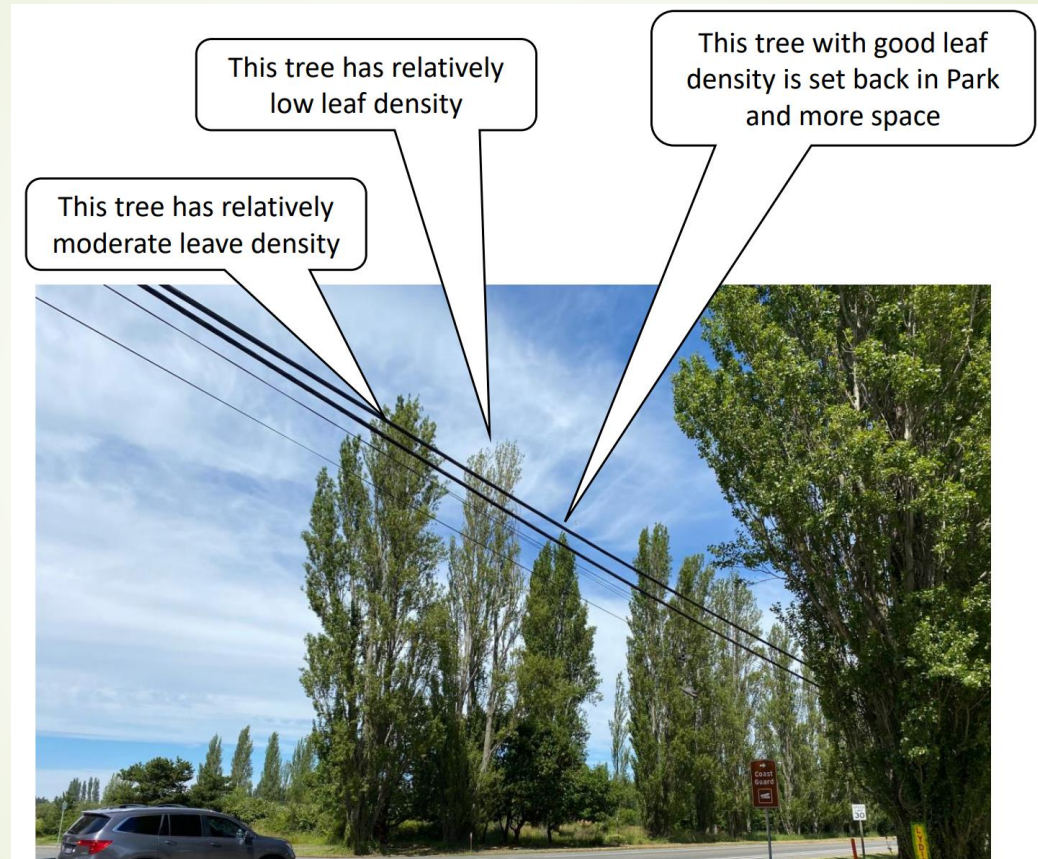


# Project Principles: Stormwater and Soils



June 5, 2022 25-yr rainfall event. Water pooled for approx.  
3 hours before completely infiltrating.

# Project Principles: Existing Tree Health



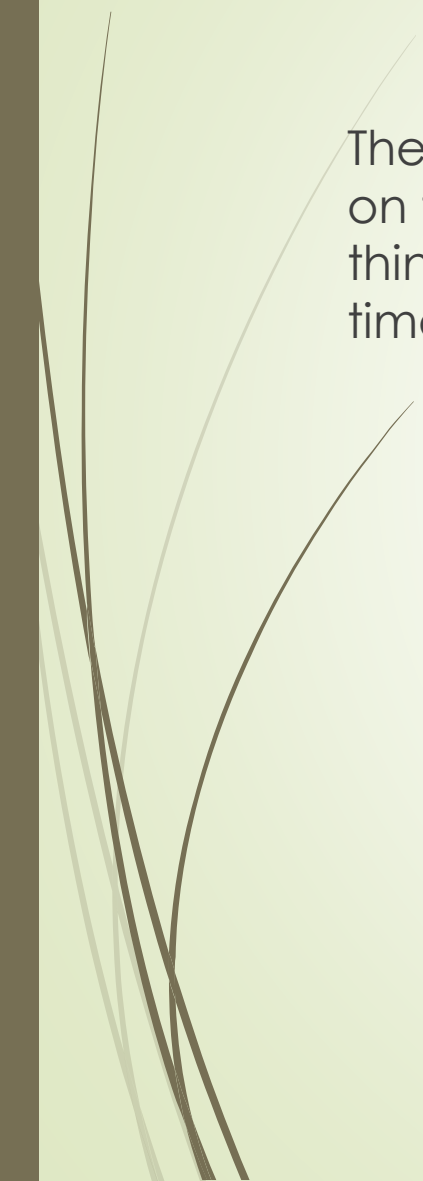
Many of the existing trees are stressed due to a combination of factors including but not limited to poor soil conditions, competition for nutrients and water, tree age, 2021 summer heat, lack of maintenance, and impacts to the root zone.





# Project Principles: Tree Replacement

The preferred alternative proposes replacement of the poplars on the boatyard side associated at the time of this project and thinning of trees on the Kah Tai park side with replacement over time. Tree replacement over time on the park side means:

- 
- Individual analysis of trees will be made by an arborist to assess tree health to focus removal on trees in the poorest condition.
  - Strategic removal and thinning will seek to improve health of nearby trees and open views into the park as part of the project.
  - Replacement over time generally means that trees will need to be evaluated periodically and replaced over a period of approximately 20 years consistent with urban forestry practices.

# Project Principles: Existing Tree Recycling

To the extent feasible, the stakeholder committee and design team recommend recycling the existing trees in the following ways:

- Make trees available for public to utilize as a wood product to honor our maritime, arts, and natural resource values in the community.
- Utilize existing removed trees as habitat strategically placed in Kah Tai Park or potentially other locations in the region.
- Utilize chips as a soil amendment to help new plantings the health of new plantings.



# Project Principles: Planting Considerations

Plantings and landscape architecture design need to include the following considerations:

- Soils are largely devoid of organics, free draining (sand) with high concentrations of copper and other metals.
- Soil amendments are necessary to support the health of plantings.
- Irrigation for plant establishment will be required. (5-10 years)
- Root volume needs to be sufficient to support tree growth. This means horizontal and longitudinal separation from hard surfaces should be maximized.
- The boatyard side and park side are distinctly different from an aesthetic and maintenance standpoint.
- The boatyard side green space serves as a stormwater infiltration swale.



# Project Principles: Species Selection Considerations

Tree species selection is critical given soil conditions and project goals. The following principles should be considered:

- Trees should not have aggressive root systems causing suckering and upheaval of road/path and other infrastructure
- The boatyard side along the boats needs to have low pollen producing trees and granular pollen rather than in dust form.
- The boatyard side could have greater pollen producing species along existing buildings, but not along the boats.
- Native varieties are preferred on the park side. See attached tree varieties and planting information illustrating 1986 IACC park planting plan.
- The boatyard side trees need to be sturdy and fit a parkway setting.
- There is a preference for all trees to be native or cultivars of native species that will be successful in the right-of-way environment. Climate change should be considered in species selection.
- Shrubs and ground cover need to accompany tree planting for mutual plant health and for architectural aesthetic purposes.



# Project Principles: Species Selection Considerations

A list of tree species and attributes has been developed for the design. Other factors impacting species selection include:

- Tree species availability in the market place.
  - Whether or not female or male trees are available and their relative pollen/fruit producing characteristics. If possible, tree sex is important to consider.
  - Size of trees (3-inch minimum caliper trees are preferred for initial planting)
  - Deer protection and impacts
  - Tree replacement if a new planting fails to survive
  - Shrub maintenance and control (parks maintenance staff capacity and experience)
- 
- The basket of tree species evaluated and recommended are included as a reference to this presentation. See attached.



# Preferred Alternative: Design Concept

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Key visual features include: Parkway Setting with Poplar replacement on the boatyard side and poplar replacement over time on the Kah Tai park side.





# Timeline and Next Steps

Based on design concept approval in September of 2022, the following steps and approximate timeline are anticipated:

- Refine design concept and initiate permitting (Fall 2022)
- Complete design and prepare construction documents for bidding (Spring of 2023)
- Construction (Fall of 2023/Spring of 2024). Note: Construction timelines may vary and are based on availability of materials

Note: While the project is in further development stages, the PUD will need to trim the boatyard side Poplars in order to address powerline safety in the interim.

# Discussion and Questions Board Recommendation



# References

- See the City's website for the project for a complete record of materials, meetings, and videos at <https://cityofpt.us/engagept/page/sims-gateway-and-boatyard-expansion-project>
- Other key reference documents attached include
  - Memo report from SCJ Alliance and August 6<sup>th</sup> Open House materials and public comment
  - Public Comment log and response to comments
  - Tree varieties – lists of tree and shrub species that have the best chance of thriving in the environment.