

*Chimacum Creek Beach Park
Jefferson County, Washington*

Chimacum/Irondale Beach Park

Draft Master Plan

September 14, 2004

Prepared for: Jefferson County Department of Public Works
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Port Townsend, Washington 98368

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1.0 Summary

1.1 Introduction

The acquisition by Jefferson County of waterfront property located on Port Townsend Bay in the historic Irondale community has provided County residents with a significant amenity and recreational resource. Together with Washington State Department of Fish and Wildlife's proposed restoration and rehabilitation of the adjacent property, a continuous stretch of shoreline from the mouth of Chimacum Creek extending approximately 3,000 feet southerly will allow virtually unlimited public access and be preserved as open space into the future.

The property was historically the site of the Irondale Foundry and its' associated works and more recently was used as a log dump. The park site is located at the end of Moore Street in the Port Hadlock / Irondale neighborhood. The Department of Fish and Wildlife owns the northerly portion of the former log dump property. The County completed purchase of the southern portion (which is the subject of this Master Plan) on December 30, 2002.

The Master Plan Report is a blueprint for the future development and use by the community of the site. It was developed with the extensive involvement of community members, organizations and agencies. As proposed, it provides guidance on the development and use of the Park for both the short and long term.

1.2 The Opportunity

The newly-acquired park land offers an unusual opportunity to realize an outdoor community space for Irondale and the Tri-Area. Community use is already established and accepted by the neighborhood; the land is readily accessible but off well-traveled routes. It is not likely to be an active use park such as H.J. Carroll, but still can accomodate community events such as outdoor classroom activities, group picnics and clambakes and block parties. There is also a tremendous opportunity for education about the estuarine and marine environments and about the history of the community.

In addition to space for community activity, the site offers a valuable amenity as open space – a punctuation mark in the fabric of a residential community, with bigger views, more sunshine, more solitude and more just plain running space than most places in the community. You can walk your dog, fly a kite, throw a Frisbee, lie on the beach, swim, read a book and/or talk to your neighbors and to

strangers without having to be doing anything. This may be the greatest value for the most people that such a space offers, but it may also be the most easily overlooked.

1.3 The Site

The Park includes the historic mill site as well as all tidelands out to Mean Low Lower Waterline (MLLW). The area acquired comprises 12.58 acres of uplands and 4.84 acres of tideland. There are over 3,000 lineal feet of shoreline (including the adjacent Washington Department of Fish and Wildlife property).

2.0 The Master Plan

2.1 Introduction

Visitors to the park site will find a diverse and historic landscape offering the potential for a range of recreational and educational opportunities in an array of different settings: from a restored beach environment (on the adjacent WSDFW parcel) to more formalized play, interpretive and leisure facilities. The park will serve a variety of users, from local neighborhood recreation and informal gatherings to visitors from beyond the region who are interested in the parks unique environment and history.

The Master Plan was developed after a detailed site analysis of the existing environmental and historic context. The plan establishes an overall vision for the park and goals that identify appropriate future activities and uses. A synthesis of the environmental and historic analysis and the vision and goals resulted in the preparation of a recommended site plan for the park.

2.2 Existing Conditions

The park is comprised of two distinct environments – the wooded upland portion of the site and the waterfront area fronting Port Townsend Bay.

Upland Portion of Site

The upland portion of the site was completely cleared in 1885 and was occupied by the Irondale iron foundry from 1885 until at least 1919. The site is now heavily overgrown with mature timber as well as brush. Only the foundations of

the original mill and later steel rolling mill, as well as many outlying machine bases and foundations of smaller buildings, remain and are accessible by trails.

The site is well-drained with substantial slopes and a steep, but not particularly high, bank on the eastward edge. It is accessible from Hadlock Avenue along the east edge, and from the end of Market Street at the southwest corner. The northern portion of platted Hadlock Avenue has not been opened. Along the northern edge of the property and on adjacent private property to the north there is a small stream that originates in a spring. The property falls off into a small ravine along this edge, and otherwise generally slopes east and northeast. The southern edge of the property is the highest and has a steep bank (about 25') above the beach. There is water seepage from the face of this bank that collects at the base behind an old road that prevents flow directly to the beach.

Waterfront Portion of Site

The waterfront portion of the site is a nearly-flat "bench" about 5 feet above Mean High Water (MHW). The southern portion of this bench is apparently natural, though disturbed, and the northern portion of it was created by spoils from dredging operations about 1912 that deepened the slips alongside the mill's dock to accommodate ore ships from China. The bench continued in use for a sawmill, log chipping and other industrial uses until 1999, and hence all but the most southerly portion of the waterfront is cleared and flat. An old cabin site and a solitary willow tree just above high-tide line mark the southern boundary of the site, beyond which access on foot is impossible except on the beach.

The bulk of the 1912 dredge-spoil fill was placed on the portion of the industrial site north of the end of Moore Street. This portion of the site is owned by the Washington State Department of Fish and Wildlife, and is destined for substantial modification for the purpose of expanding the shallow-water tidelands and restoring sediment transport near the Chimacum Creek estuary. It is expected that the cessation of industrial use and the reconfiguration of the beach will result in expansion of the existing eelgrass meadows in the intertidal zone and a general increase in plankton and forage fish habitat, resulting in more favorable conditions for Chimacum Creek salmon fingerlings. A section of beach spanning the two properties is an identified sand-lance spawning site which contributes to the forage fish stock in the estuary. There is also an identified surf-smelt spawning site on the north property.

The existing beach profile on the acquired site is shallow, fine-grained sand and cobble at the top, and very flat mud at a mid-tide level and below. Remnants of piling, brick and concrete foundations and slag dumping are obvious at several points, but the beach remains an excellent recreational resource with good shellfish, good swimming and good sunshine (when there is any). It is a good location for small boats, protected from all but the most severe winter winds. Access to water deep enough to float your boat is best at the south end, where the beach is steeper and the water deeper within a few yards of shore.

2.3 History of the Park Site

Prior to the arrival of European settlers and explorers, the general area that includes the park site was frequented and/or inhabited by several Native American groups, including the Klallam and Chimakum tribes. These groups were hunters and gatherers, using canoes to fish, hunt whales and seals, and collect shellfish. They also hunted land mammals and birds, collected food and medicinal plants, and extensively used forest resources, creating most of their material culture from wood, other botanical material, and bone.

The history of the Chimakum tribe is unclear.¹ The tribe has been identified as a remnant of a coastal Quileute band that resettled in the Port Townsend Bay area. The Chimakum were apparently attacked by neighboring tribes as early as 1790. Records exist of a subsequent massacre between 1815 and 1850. Census records show a decline in the tribal population of 400 in 1870 to 3 in 1910.²

Use of the park site by the Chimakum was likely due to the relative ease of access to the shoreline. The relationship between alleged massacres and vast quantities of human remains found in approximately 1869 north of the site near Kuhn Spit (located near present day Kala Point) is less certain. A story attributed to Joe Kuhn suggests that Chief Chetzemoka of the Klallam and Skagit tribal members attacked the Chimakum while they were encamped near the spit.

The park site was the location of an iron and subsequent steel plant from 1878 until at least 1919. In the 1870's the plant processed bog iron. By the 1880's there were new owners to revive the then-failing plant by processing pig iron, but it

¹ City of Dreams. (Bay Press Port Townsend, WA; 1986) pp. 49 -50

² Ibid. pp. 49

closed by 1890.³ An Oct. 2, 1889, Leader article explained where pig iron got its name:

"Every eight hours the metal is run off from the blast furnace, by means of a tap-hole at the bottom of the hearth, into rows of parallel mounds called "pigs," which are formed in the sand, hence the name "pig-iron."

After 10 years of inactivity at the site, the Pacific Steel Company renewed operation of the old smelter. Equipment and processes were replaced and updated. These improvements brought new energy to the surrounding community of Irondale, but it lasted only a few years. When the principal of Pacific Steel drowned in 1904, business activities begin to taper to a stop. The smelter was acquired in 1909 by the Western Steel Company. The Seattle Post-Intelligencer editorialized on April 7, 1909:

"The making of steel on Puget Sound will bring about an industrial development of undreamed proportions."

Much of the current topography of the waterfront portion of the site was created during this period as dredging operations were conducted to permit deeper draft ships to tie to the works dock to offload ore. The beach area was simply the cheapest place to deposit the dredged materials.

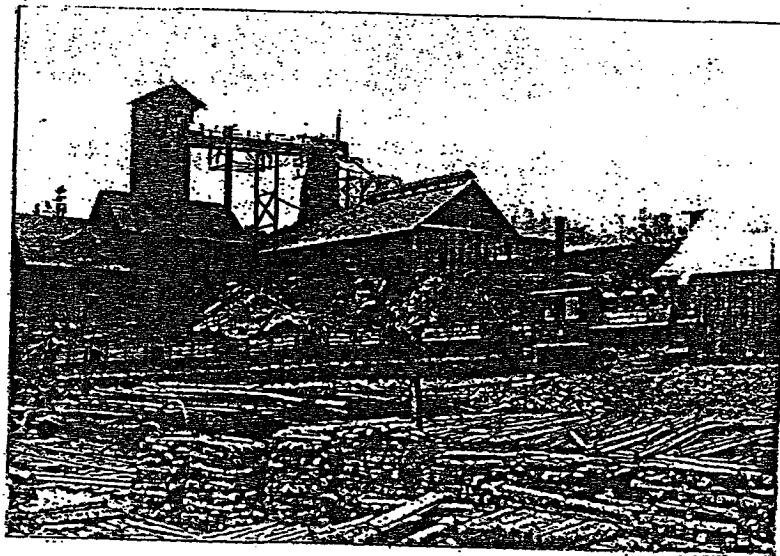


Illustration 1 – Photocopy of photograph. Close-up View of East Side of Plant, 1910, (from the University of Washington Collection, Seattle, WA)

³ *Growing up with Irondale iron, steel mills.* Port Townsend Leader, January 7, 2004.

However, the steel mill proved to be a losing proposition. Chimacum ore was of relatively poor quality and soon ran out. The mill closed in 1911, although it reopened for 18 months during World War I.⁴

Termination of the foundry activities caused the slow erosion of the Irondale community. Although the site was subsequently used for fish processing, over time, fire and neglect took their toll on the industrial buildings. At present, only the remains of building foundations exist on the upland portion of the site.

The site is listed on both the National Register of Historic Places, and the National Parks Service Historic American Engineering Record (HAER). 14 sheets of drawings of the site and the original industrial buildings are available from HAER together with several dozen photographs of the mills in operation.

The site was subsequently used as a log dump. Quarry spalls were brought in to stabilize the machine paths.

Purchase of the southerly portion of the former log dump property by the County was completed in December 2002. The County was obligated to do a small cleanup contract at the site of the former fuel tank for the iron foundry. The total purchase price was \$582,000. Acquisition of this site was funded by a combination of grants from the Interagency Committee on Outdoor Recreation (IAC), the Department of Natural Resources Aquatic Lands Enhancement Account (ALEA), and the federally-funded non-profit National Fish & Wildlife Foundation.

2.4 Park Vision Statement

A vision statement helps to organize and summarize the key qualities and desirable characteristics that are unique to an identified place. As applied to the Park, the vision statement represents a concise summary of the community's direction for the on-going use and character of the facility. Taken together with the Park Goals (below), the vision statement frames a "snapshot" of how the community uses (and will use) the Park.

Irondale Beach Park is a unique, community-oriented facility located on a historically significant site in an area of great natural beauty and environmental

⁴ *City of Dreams*, pp 131-132.

richness. The Park serves the needs of the local community by providing access to the shoreline for a variety of residents and opportunities for water-related and water dependent recreational uses. In addition, the Park preserves and protects the natural environment and celebrates the rich heritage of the site.

2.5 Park Goals

Goals have been established for the Park to provide long term guidance to assist with the evaluation of on-going and future park activities. As the Park evolves, it is likely that facilities and/or activities that were not identified or evaluated in the master planning process will be proposed for consideration. All future Park facilities and activities shall be evaluated for consistency with the Park Goals. Only those facilities and/or uses that are found to be consistent with all of the goals should be permitted.

Goal 1.0 The Park should incorporate facilities and encourage activities that serve the recreational needs of the immediate neighborhood and local community.

Goal 2.0 The Park should accommodate recreational opportunities that have limited or no impact on the environmental qualities of the site and surrounding area.

Goal 3.0 A primary intent of the Park should be to inform and educate County residents of both the rich natural environment and the historic use of the site and surrounding area.

Goal 4.0 Facilities in the Park should enhance both formal and informal opportunities for community residents to interact.

Goal 5.0 Facilities established in the Park should be "informal" in nature and designed to integrate as much as possible into the natural environment. Where possible, natural materials (wood as opposed to metal; gravel trails as opposed to paved sidewalks; etc.) and colors (natural earth tones) should be used.

Goal 6.0 Activities and uses should be designed and established in a manner that prevents crime, vandalism and other inappropriate activities.

Crime Prevention Through Environmental Design (CPTED) principles should be employed in the design of all park facilities.

Goal 7.0 Facilities and activities in the Park should be designed and established in a manner that minimizes maintenance and operational costs.

2.6 Recommended Site Master Plan

The Jefferson County Parks Board reviewed the Draft Master Plan at a special meeting held on February 5th, 2004. The Parks Board heard presentations from County Staff and the Park Consultant, considered public comment and discussed the proposed recommendations and strategies contained in the Draft Master Plan.

The Parks Board, by a vote of 5 in favor and 2 opposed selected **Alternative A** as the Recommended Site Master Plan.⁵ In preparing their recommendation, the Board noted that the configuration of Alternative A did not preclude the future location of a boat ramp facility in the Park. The Board majority recommended that the potential for incorporating a boat ramp should be reevaluated in approximately three years after the effect on the shoreline environment of the adjacent Fish and Wildlife beach restoration project can be fully determined.

3.0 Master Plan Process

3.1 Process

After the acquisition of the park by the County a planning process was initiated to develop the most appropriate future public use of the site. The process focused on facilitating a community-based discussion of key issues and opportunities associated with the site. In addition, current and future recreational needs for the community were examined. The results of these early meetings served as the basis for this Master Plan (Please see Appendix B).

Specific issues associated with the site were identified. These include:

- **Stormwater / Drainage.** Moore Street lies in a natural depression and consequently channels most of the surface water from the nearby neighborhoods down to the bay by means of a small and deteriorated culvert

⁵ Board Member Rick Tollefson moved to accept Alternative A with the option for the Parks Board to revisit this issue in 2-3 years when the impacts of the Fish and Wildlife restoration work is done in order to update the plan.

under the road and the easement to County Property. Natural drainage includes flow from perennial springs. Since some of the nearby adjacent residential properties are thoroughly saturated, there are likely to be septic overflow issues as well. There is also significant seepage from the shoreline banks that accumulates at the base of the bank and creates a permanent soggy area that floods in winter.

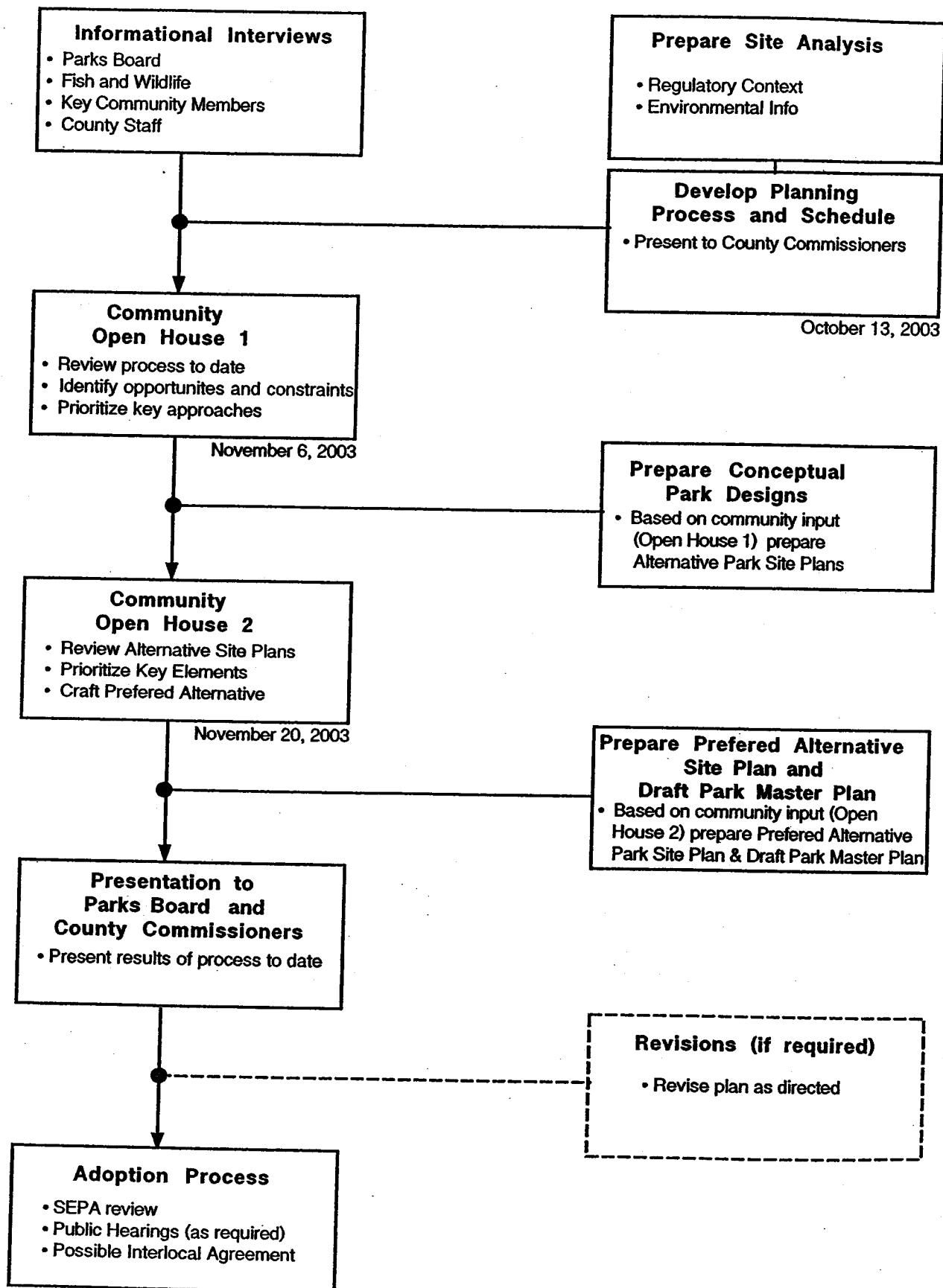
- **Reconstruction of Beach.** The Department of Fish and Wildlife's planned restoration of the beach on their parcel north of the County site will likely have a significant effect on the park. It will be necessary to modify the shoreline on the County parcel to ensure a successful transition area between the restored beach environment on the Fish and Wildlife property and the filled areas remaining on the County site.
- **Inappropriate Uses.** Community use of the site and the beach is long-standing and mostly benevolent. However, since the site is not maintained or policed, it is open to abuse and receives its share, including:
 - Garbage Dumping
 - Squatting
 - High Speed / Destructive Motor Vehicles and other Illegal Activities
- **Operations Costs.** Development of the park is limited not only by the cost of initial construction, but by ongoing maintenance costs. This issue is complicated by the possible transition of Parks and Recreation from a County Department to an Independent Taxing District and by the possible incorporation of the Tri-Area. For the present, development is constrained to improvements that reduce maintenance costs, are legally mandated, or solve important safety issues.

In order to develop a recommended site plan and capital budget for the park, more specific information was needed. Using the information identified in previous discussions as a starting point, a focused process to more clearly determine the programming and design of the park was initiated in November 2003.

This process sought to involve both those who had previously participated in the planning discussions regarding the site as well as neighborhood and community members who were new to the process. In addition, all prior participants agreed that the continued participation of Washington State Department of Fish and Wildlife representatives in the planning process was critical as their restoration project would be environmentally and functionally linked to what occurs on the park site.

Chimacum Beach Park Master Planning Process

Jefferson County Parks and Recreation



Prepared: 9/29/03
Revised: 11/5/03

3.2 Park Programming and Community Involvement

One of the initial tasks that community members addressed in the planning process was the identification and prioritization of the key opportunities associated with the site (Appendix B). The purpose of this exercise was to help the process participants to identify opportunities as seen from a variety of different perspectives in the community.

Several central themes were apparent after review of the results of this exercise. These themes acted as an overarching thread throughout the subsequent programming process:

- **Enhancement, Restoration and Protection of the Natural Environment.** The protection, enhancement and restoration of the natural environment were identified as a key theme to be integrated into any proposed action or activity occurring on the site.
- **Interpretation of Historical / Natural Environment.** The park should strive to educate and inform users of the unique historic and environmental context of the site.
- **Establishment of a Boat Launch.** During the workshop sessions, the shortfalls and deficiencies of existing trailer boat ramps and launches in the surrounding area were identified. The benefits and drawbacks of establishing a trailer boat ramp in the park should be evaluated. However, participants in the process were uniformly supportive of the inclusion of a hand-launch area for small in any future park design.
- **Establishment of Passive Recreational Activities.** The desire for an informal park that focused on passive recreational activities was clearly articulated by the participating community members. Improvements were to be modest and "low-key". The park design should not duplicate the facilities found at H.J. Carroll Park, but should integrate improvements that allow access and interpretation.

These themes served as the basis for the preparation of the park vision statement and goals (see Sections 2.5 and 2.4).

3.3 Alternatives

Although consensus was achieved by the community members regarding the draft Park Vision Statement and Goals, agreement on a specific site plan was more difficult to achieve. Members of the community held forth strong opinions regarding the best alternatives to be considered. Specific focus was placed on the suitability of the site for a boat launch. Several participants felt strongly that a number of issues associated with the establishment of a boat launch on the site required greater discussion and research before it could be considered. These issues were evaluated in a separate letter report (Please see Exhibit C).

In response to community input, two alternative site plans were developed. The significant difference between them is the inclusion of a trailer boat launch and associated parking in Alternative B. Both alternatives were evaluated using Crime Prevention Through Environmental Design (CPTED) principles. Proposed crime-prevention strategies that resulted from the evaluation are described in Section 4.2 (Project 1).

Alternative A

This alternative proposes the following:

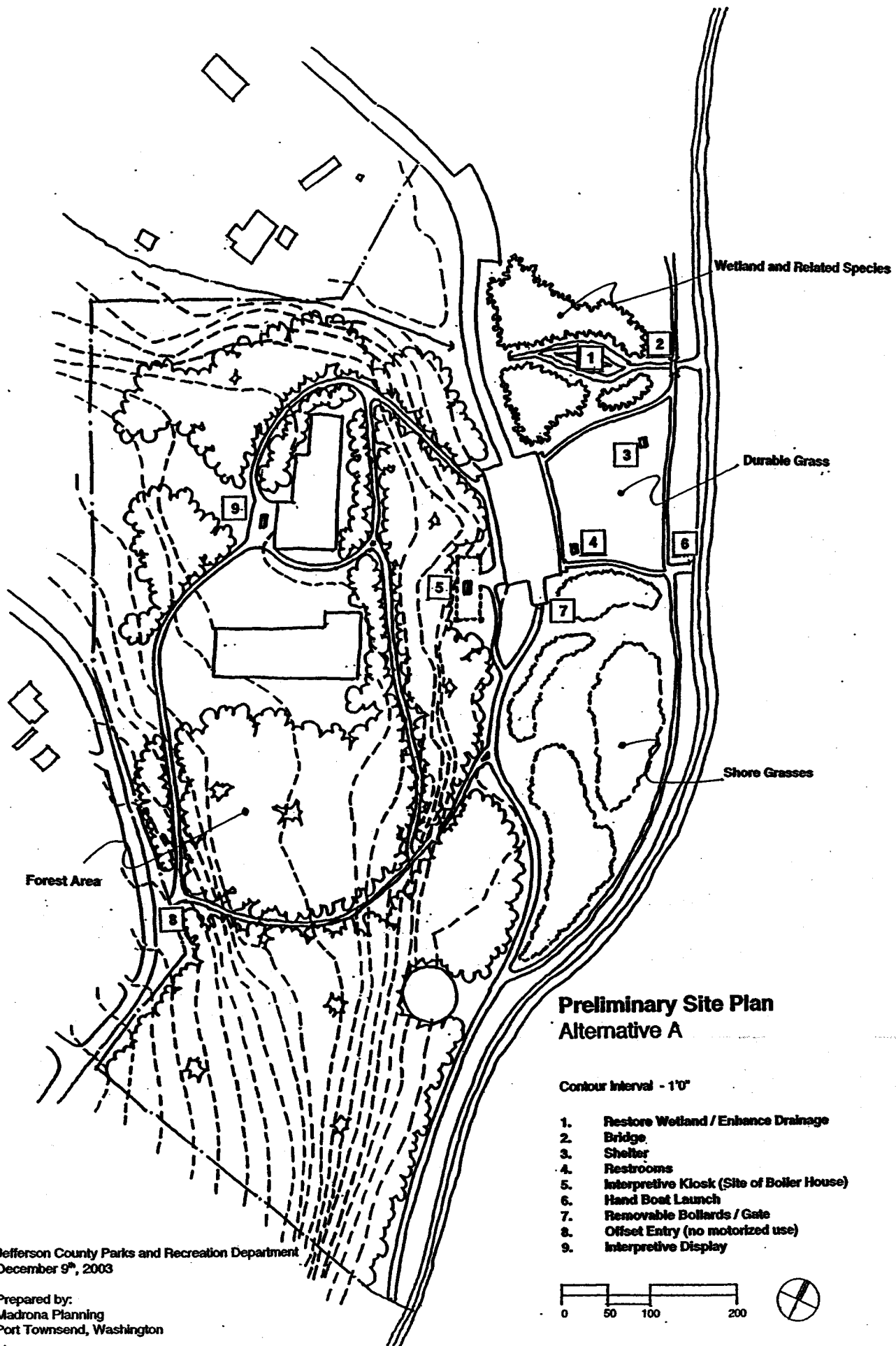
- **Wetland Restoration.** The existing drainage that separates the Fish and Wildlife parcel from the park is proposed to be enhanced through the creation of a fresh / salt-water marsh area. Removal of the decaying pipe or culvert and natural (soft) armoring of the banks would assist in both filtration and the reduction of scouring from peak stormwater loads. This would not only enhance environmental and habitat values but would also serve to provide a strong transition between the more programmed areas of the park and the restored beach area leading to Chimacum Creek.
- **Trail Network.** An extensive trail network is proposed. The trails will provide access to both the historic mill sites as well as along the waters edge.
- **Interpretive Signage.** Both the environmental and historic context would be described in a series of informational kiosk and interpretive displays.
- **Active Informal Use Area.** A small (approximately .9 acre) portion of the park area will be improved to allow for informal recreational activities such as kite flying, frisbee and community events. This area will be planted with durable "playground" grass that requires limited irrigation and mowing.
- **Restoration of Filled Areas.** Portions of the lower portion of the park will be improved/amended to accommodate native shore grasses.

- **Limitations on Inappropriate Vehicular Access.** A “turnstile” gate will be installed at the Hadlock Avenue entrance to discourage inappropriate access. (Strategies for reducing other inappropriate activities are described in more detail in Section 4.2, below).
- **Hand Boat Launch.** Access from the parking area to a designated small boat launch area will be established.
- **Expanded and Relocated Parking Area.** The current parking area will be revised to shorten on-site access roads thereby maximizing open space. This revision will also eliminate the “hidden” nature of the current access road configuration that does not allow visual connection with Moore Street.
- **Restroom and Picnic Shelter.** A restroom facility and picnic shelter are proposed for the site.

Alternative B

Alternative B incorporates the improvements contained in Alternative A plus the following:

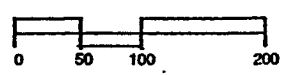
- **Trailer Boat Launch and Associated Parking Areas.** The proposed boat launch is located as far southerly on the site as practicable due to topography. The reason for this southerly location is to provide access to the deepest water. Parking consists of a paved area for general use and an unpaved area for overflow or peak use. Parking capacity is approximately 1/2 of that found at the regions largest ramp located at the Port of Port Townsend’s Boat Haven. Higher parking capacity is required on-site as Moore Street would be unable to accommodate overflow parking due to its lack of shoulders. A washdown facility is also proposed in this alternative. Paving of internal access ways will be required to accommodate anticipated vehicular traffic volumes.



**Preliminary Site Plan
Alternative A**

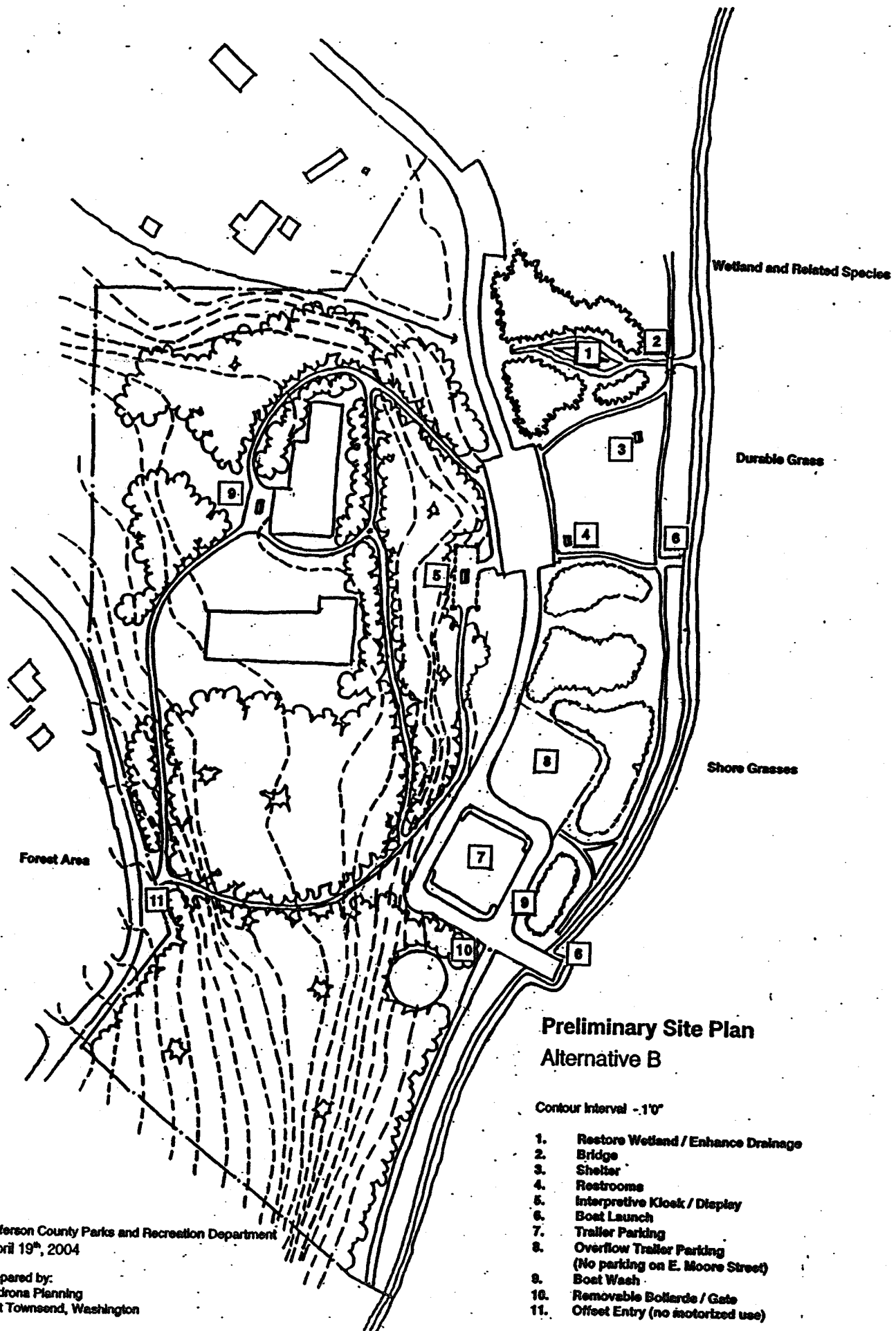
Contour Interval - 1'0"

- 1. Restore Wetland / Enhance Drainage
- 2. Bridge
- 3. Shelter
- 4. Restrooms
- 5. Interpretive Kiosk (Site of Boiler House)
- 6. Hand Boat Launch
- 7. Removable Bollards / Gate
- 8. Offset Entry (no motorized use)
- 9. Interpretive Display



Jefferson County Parks and Recreation Department
December 9th, 2003

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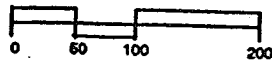
**Preliminary Site Plan
Alternative B**

Contour Interval - 10'

- 1. Restore Wetland / Enhance Drainage
- 2. Bridge
- 3. Shelter
- 4. Restrooms
- 5. Interpretive Kiosk / Display
- 6. Boat Launch
- 7. Trailer Parking
- 8. Overflow Trailer Parking
(No parking on E. Moore Street)
- 9. Boat Wash
- 10. Removable Bollards / Gate
- 11. Offset Entry (no motorized use)

Jefferson County Parks and Recreation Department
April 19th, 2004

Prepared by:
Madrona Planning
Port Townsend, Washington



4.0 Implementation

4.1 Recommended Park Naming Process

The Park has not yet been formally named due to the relatively recent acquisition of the land and the lack of a specific formal or informal name associated with the property. The opportunity to name the park represents an excellent opportunity to increase community awareness, interest and potentially on-going involvement with the facility. In addition, the general excitement associated with a successful naming process for the Park can help instill an on-going sense of community stewardship.

The following process is recommended as a means of developing a name for the Park.

- A. Working cooperatively with the Port Townsend Leader / Peninsula Daily News the County will publicize both the history of the site and well as the park master plan. The County will solicit nominations for the name of the park concurrent with a kick-off meeting of the "Friends of the Park", a proposed stewardship group (Please see Section 4.2, below). In addition, the County will actively seek to involve Chimacum School District students in the naming process.

Proposed names will be submitted via the County's website or through the mail. A specific cut-off date will be pre-determined. Innovation and relevance to the site will be encouraged, however the following limitations will apply:

- The proposed park name should reflect the rich history of the site and/or celebrate features of the natural shoreline environment
- The proposed name should not be that of a person or group excepting an individual or group that has had a direct, historic connection with the site or surrounding community.

- B. The Parks Board will consider the submitted park names and will select the three best proposals. The Board will rank the proposals and forward a recommendation to the Board of County Commissioners.

- C. The Board of County Commissioners will consider the recommendation of the Parks Board and will select the name for the park.

4.2 Projects and Phasing

The following projects are proposed to fully implement the master plan.

Project 1 – Crime Prevention Through Environmental Design (CPTED).

Inappropriate activities have and may continue to occur in the park. A coordinated approach is needed to lessen the chance for crime. This can be accomplished through the application of CPTED principles during site design and development to identify and incorporate design features which reduce opportunities for criminal activity to occur. Specific CPTED principles have been considered in the development of the proposed Site Master Plan.

The effectiveness of CPTED is based on the fact that criminals make rational choices about their targets. In general:

- A. The greater the risk of being seen, challenged or caught, the less likely they are to commit a crime,
- B. The greater the effort required, the less likely they are to commit a crime,
- C. The lesser the actual or perceived rewards, the less likely they are to commit a crime.

Through use of CPTED principles, the park can be designed and managed to ensure:

- A. There is more chance of being seen, challenged or caught,
- B. Greater effort is required,
- C. The actual or perceived rewards are less, and
- D. Opportunities for criminal activity are minimized.

CPTED design principles are functionally grouped into three categories:

- **Natural Surveillance.** This category focuses on strategies to design the built environment in a manner which promotes visibility of public spaces and areas.
- **Access Control.** This category focuses on the techniques which prevent and/or deter unauthorized and/or inappropriate access.

- **Ownership.** This category focuses on strategies to reduce the perception of areas as “ownerless” and therefore available for undesirable uses.

CEPTED principles were considered in the design process for the Alternatives. The following table summarizes the results of the analysis:

CEPTED Design Principles	Alternative A	Alternative B
Natural Surveillance.	Good visibility of proposed parking area from Moore Street and surrounding homes. Trail visibility is fair on waterfront, poor on uplands.	Poor visibility of parking area and boat launch. Trail visibility is fair on waterfront, poor on uplands.
Access Control.	Pedestrian / vehicular access is uncontrolled.	Pedestrian / vehicular access is uncontrolled.
Ownership.	Area located near Moore street is less susceptible to crime as it is “owned” by surrounding residences. Park users and community groups can demonstrate ownership through use patterns and the provision of facilities.	Area located near Moore street is less susceptible to crime as it is “owned” by surrounding residences. Park users and community groups can demonstrate ownership through use patterns and the provision of facilities.

The results of the CPTED analysis have resulted in the development of the following strategies:

- A. **Natural Surveillance.** To reduce the lack of visibility due to the necessary southerly location of the proposed boat launch, Alternative B will require the provision of an on-site caretaker’s residence. To maximize it’s effectiveness, the caretaker’s residence would need to be located in the southerly portion of the park. Domestic water is available to serve the residence. A sanitary

drainfield will need to be established. The drainfield may be co-located with that required for the proposed restroom facilities.

- B. Access Control. Evening hours typically have a greater exposure for crime as natural surveillance is reduced. Limiting access to the park during evening hours will significantly reduce opportunities for crime to occur. However, such limitations could curtail many appropriate evening activities such as shorewalks in summer, fireworks parties, nighttime crabbing and early morning fishing. It is possible that restricting vehicular access to the park during nighttime hours may by itself successfully discourage inappropriate activities.

Lighting of key park facilities (notably parking areas) can also contribute to a reduction in the likelihood of criminal activity. However, to avoid "light-pollution" which could adversely effect both park users and nearby residents, it is recommended that downward facing, shielded light fixtures should be used.

The following interventions are recommended and are shown in rank order of suggested implementation:

Alternative A: Signage (park closed at dusk)
Turnstile gate at Hadlock Avenue pedestrian entrance
Lighting of parking areas, restrooms
Gate closure at dusk / opening at dawn

Alternative B: Signage (park closed at dusk)
Turnstile gate at Hadlock Avenue pedestrian entrance
Caretakers's residence
Lighting of parking areas, restrooms, boat launch
Gate closure at dusk / opening at dawn

- C. Ownership. Increased use by community members and groups will enhance the perception of ownership of the park. Please see Project 3 - Stewardship below.

Project 2 – Coordination with Fish and Wildlife.

At one time, the Department of Fish and Wildlife (WDFW) was to be closely connected with the County acquisition of the park site. However, financial arrangements were never resolved successfully, so there was no crossover in ownership between the County and the state. However, WDFW has been an active participant in the Master Planning Process.

WDFW proposes to restore their property to a pre-development state. Shallow water habitat in Port Townsend Bay is crucial for migrating salmon to avoid predators. The WDFW property was historically a flat, sandy beach with a spit at the mouth of Chimacum Creek. Shallow water habitat existed even during high tide. Decades ago industrial development on the beach covered about 13 acres of intertidal sand flats destroying this important habitat.

WDFW has received a grant to restore the intertidal habitat by removing bulkheads and fill as recommended in the summer chum recovery plan. The removal of these materials will have a direct effect on the park. It has been speculated that an embayment may be created by tidal action and drift patterns rather than a gently sloped beach. Further, additional erosion may occur on the park site due to the proposed removal of materials.

The County shall coordinate with WDFW to ensure that the final restoration design is integrated with the proposed park and that risks to the shoreline are minimized.

Project 3 – Stewardship

A key component for the continued success of the park will be the identification and recruitment of an active community group who supports and nurtures the facility. The nucleus of this group appears to already been formed as evidenced by ongoing workshop participation and attendance.

This “Friends of the Park” group should advocate for the implementation of the master plan. A key component of the support group may be the preparation of grant applications, monthly work parties on site, dedicated fund raising and other similar activities.

The County shall support the initial establishment of this support group.

Project 4 – Cooperative Process to Address Boat Ramp Shortfall

Public comment taken during the Park planning process has indicated that the Port Hadlock / Irondale area is currently under served in terms of effective boat launch facilities. Although ramps currently exist in relatively close proximity to the park site, these facilities have been identified as being deficient due to a variety of reasons. The Port of Port Townsend has proposed to partner with the County to establish a boat ramp in the Park as a means of addressing the pre-existing shortfall. The Port has acknowledged that environmental constraints may preclude the location of a ramp in this location, but has suggested that new technology may overcome potential limitations.

It is generally agreed that the forthcoming restoration of the Fish and Wildlife beach are will have a significant effect on the immediate nearshore environment. The magnitude of this effect will not be apparent for approximately 2 –3 years post-construction. This period would allow for an adequate assessment of ramp opportunities in the area. Upon adoption of this Plan, the County shall work cooperatively with both the Port of Port Townsend and the Washington State Department of Fish and Wildlife to assess opportunities for improved boat access in the South Port Townsend Bay area. The completed assessment shall be made available to appropriate decision-makers.

The assessment shall evaluate the following:

1. Potential improvements to the Port of Port Townsend's existing Lower Hadlock Ramp;
2. The establishment of a ramp at the Park (as described conceptually in Alternative B); and
3. The establishment of a ramp at an alternative site to serve the area.

In evaluating the above-referenced sites, the following shall be considered:

1. The environmental effect of the proposed ramp or (in the case of a pre-existing facility) the effect of the proposed enhancement.
2. The estimated cost of construction and operation for the new boat ramp facility or proposed enhancement.

4.3 Capitol Cost Estimates

DESCRIPTION	QUANTITY	UNITS	UNIT COST	TOTAL	SUBTOTAL	TOTAL ⁶
Road Access and Parking						
ACP Road, 2" / 4"	1,333	sqyd	12.9	17,199	39,055	
ACP Parking, 2" / 4"	1,331	sqyd	12.9	17,196		
Wheelstops	60	ea	55	3,300		
Striping	60	ea	6	360		
Lights	2	ea	500	1,000		
Structures					29,000	
Picnic Shelter	150	sf	60	9,000		
Restroom, Vault Toilets	1	ea	20,000	20,000		
Benches	10	ea	500		5,000	
Picnic Tables on Pad	4	ea	1,000		4,000	
Grass Open Area	40,000	sf	.35		14,000	
Soft Trail, 6'	9,600	sqyd	9		86,400	
Trail Bridge	1	ea	5,000		5,000	
Interpretive & Educational					11,000	
Signage	10	ea	500	5,000		
Trailhead / Info Kiosk	1	ea	3,500	3,500		
Ironworks Info Kiosk	1	ea	2,500	2,500		
Turnstile Gate	1	ea	700		700	
Park Signage					2,000	
Primary entry signs	1	ea	1,000			
Secondary entry signs	2	ea	500	1,000		
Marsh Transition Area					15,000	
Shore Grasses	50,000	sf	2.5		125,000	
Site Prep / Remediation					20,000	
Power / Water to Site					10,000	
Subtotal (rounded)						366,155
Contingency, Taxes (20%)						73,231
Subtotal						439,386
A&E (Design) (15%)						65,908
TOTAL						505,294

⁶ These preliminary cost estimates have been prepared based on expenses incurred for recent projects in the area. These estimates are for general informational purposes only: detailed construction plans and site-specific investigation will be required to assess actual costs.

APPENDIX A

REGULATORY CONTEXT

Appendix A – Regulatory Context

Regulation	Designation of Site	Notes
Zoning	RURAL RESIDENTIAL 1:5	Parks and Playfields and Recreational Facilities are allowed in RR1:5 Zoning Districts. Caretakers Residences (public parks) are not allowed.
Comprehensive Plan	RURAL RESIDENTIAL 1:5	
Shoreline Master Plan	URBAN	Day-use recreational facilities and boat launches are primary uses in a Urban Shoreline District. A Shoreline Substantial Development Permit will be required for most construction activities occurring on the site. A substantial development is defined as any development of which total cost for market value exceeds \$5,000 or any development which material interferes with any normal public use of the water or shorelines of the state.

APPENDIX B

RESULTS OF WORKSHOPS

Chimacum Creek / Irondale Beach Park Master Plan
Jefferson County Parks and Recreation
November 6, 2003

Agenda

7:00 p.m.	Welcome, Introduction and Overview	Warren Steurer, Jefferson County Rick Sepler, Madrona Planning
7:10 p.m.	Exercise I	Rick Sepler, Facilitator Warren Steurer, Recorder
7:30 p.m.	Fish and Wildlife Status Update	Doris Small, Fish and Wildlife
8:00 p.m.	Exercise II	Rick Sepler, Facilitator Warren Steurer, Recorder
8:25 p.m.	Exercise III	Rick Sepler, Facilitator
8:35 p.m.	Next Steps	Rick Sepler
8:40 p.m.	Closing	Rick Sepler

For additional information on the park planning process, please contact:

Warren Steurer
Parks and Recreation Manager
Jefferson County Department of Public Works
Phone: 385.9129 e-mail: wsteurer@co.jefferson.wa.us

Chimacum Creek / Irondale Beach Park Master Plan

Jefferson County Parks and Recreation

Workshop Results: November 6, 2003

Exercise I: Issue Identification (Issues identified at workshop in bold)

- Stormwater Drainage / **Drainage on County Property**
- Reconstruction of Beach
- Inappropriate Uses
 - Garbage Dumping
 - Drug Dealing
 - Squatting
 - High Speed / Destructive Motor Vehicles
- Safety Issues
 - Well
 - Ruins
 - Feeder Banks
- Operational Costs / **Maintenance Budget**
- Access to Creek
- Coordination with Washington Department of Fish and Wildlife (WDFW)
- **Habitat / Recreation Issues**
- **Shellfish / Fishing Access**
- **Beach Access (Getting to Beach)**
- **Parking Quantity and Location**
- **Other Access Points to Park (Trails – Existing / Proposed)**
- **Effect of Potential Park Uses on Neighborhood (Now / Future)**
- **Hours of Operation**
- **Park Name**
- **Neighbors Views**

Exercise II and III: Use / Action Identification and Prioritization
 (Uses / Actions identified at workshop in **bold**)

Rank	Use	Number of Votes
1	Natural Environment (Enhancement / Recreation) Evaluate Drainage Patterns (Restoration Opportunities / Restore Salt Marsh)	20
2	Interpretive Devices (Historical and Natural) Context	13
3	Boat Launch and Parking (Trailers) – Pier / Fishing Opportunities	8
4	Hand-launched Boats	6
	Passive Uses (Plan / Enhance – Open Space)	6
6	Regrade / Replant (Banks and Transition)	4
	Trails (How Formal?)	4
8	Restrooms	2
	Shelters (Both for Weather and Viewing)	2
9	Outdoor Community Space (Lawn, “Stage”?)	1
	Fishing	1
	Off-leash Dog Area	1
	Educational Opportunities (Schools)	1
13	Drinking Water	0
	ADA Compliance	0
	Bike Racks	0
	BBQ and Picnic Fixtures	0
	Camping	0
	Public Art	0

For additional information on the park planning process, please contact:

Warren Steurer
 Parks and Recreation Manager
 Jefferson County Department of Public Works
 Phone: 385.9129 e-mail: wsteurer@co.jefferson.wa.us

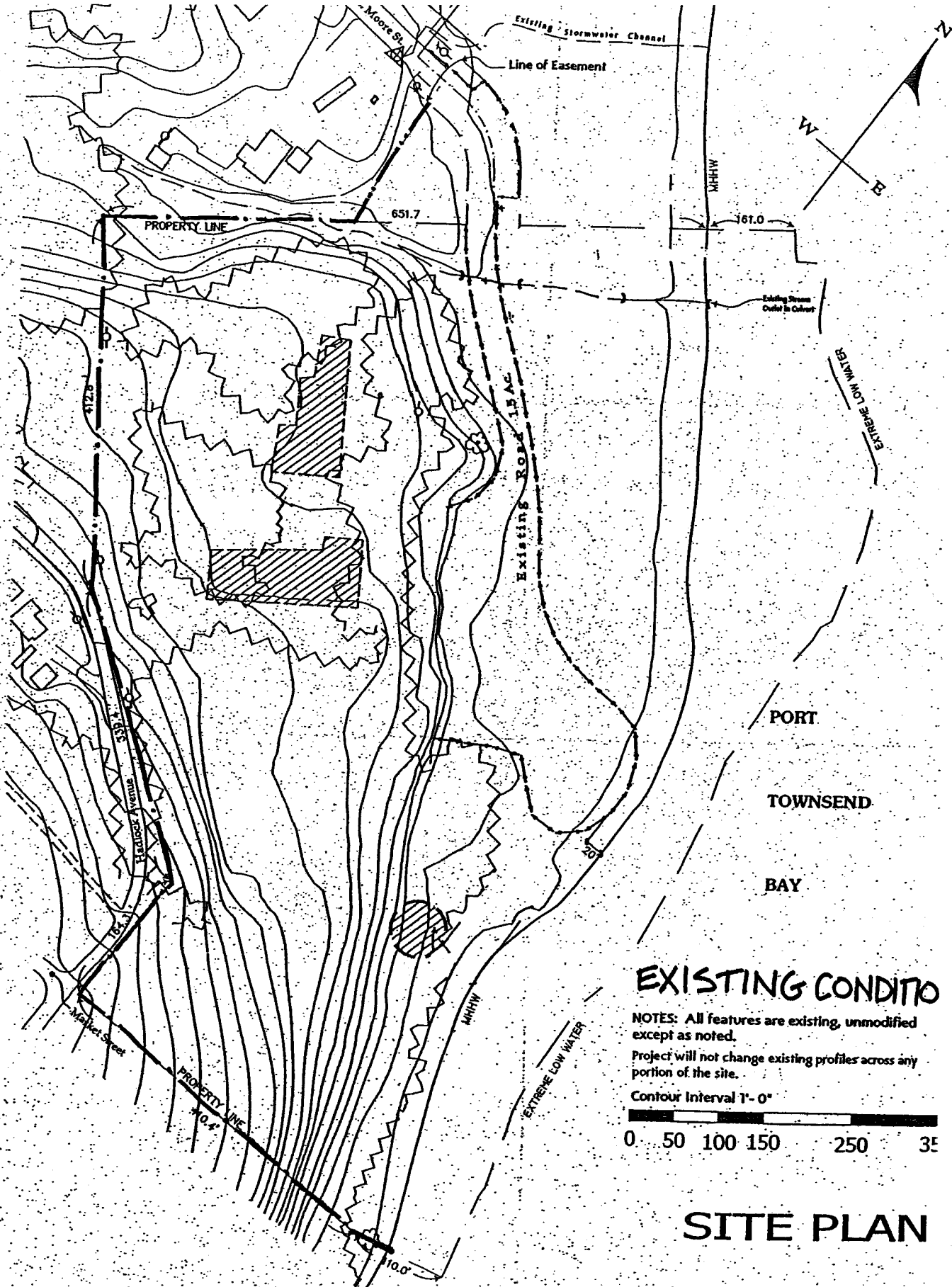
Chimacum Creek / Irondale Beach Park Master Plan
Jefferson County Parks and Recreation
November 20, 2003

Agenda

7:00 p.m.	Welcome, Introduction and Overview	Warren Steurer, Jefferson County Rick Sepler, Madrona Planning
7:05 p.m.	Exercise I	Rick Sepler, Facilitator
7:15 p.m.	Review Draft Vision Statement	Rick Sepler, Facilitator
7:30 p.m.	Review Draft Park Goals	Rick Sepler, Facilitator
8:00 p.m.	Discuss Draft Park Alternatives	Rick Sepler, Facilitator
8:30 p.m.	Exercise II	Rick Sepler, Facilitator
8:50 p.m.	Exercise III	Rick Sepler, Facilitator
9:00 p.m.	Closing and Next Steps	Warren Steurer

For additional information on the park planning process, please contact:

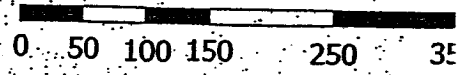
Warren Steurer
Parks and Recreation Manager
Jefferson County Department of Public Works
Phone: 385.9129 e-mail: wsteurer@co.jefferson.wa.us



PORT
TOWNSEND
BAY

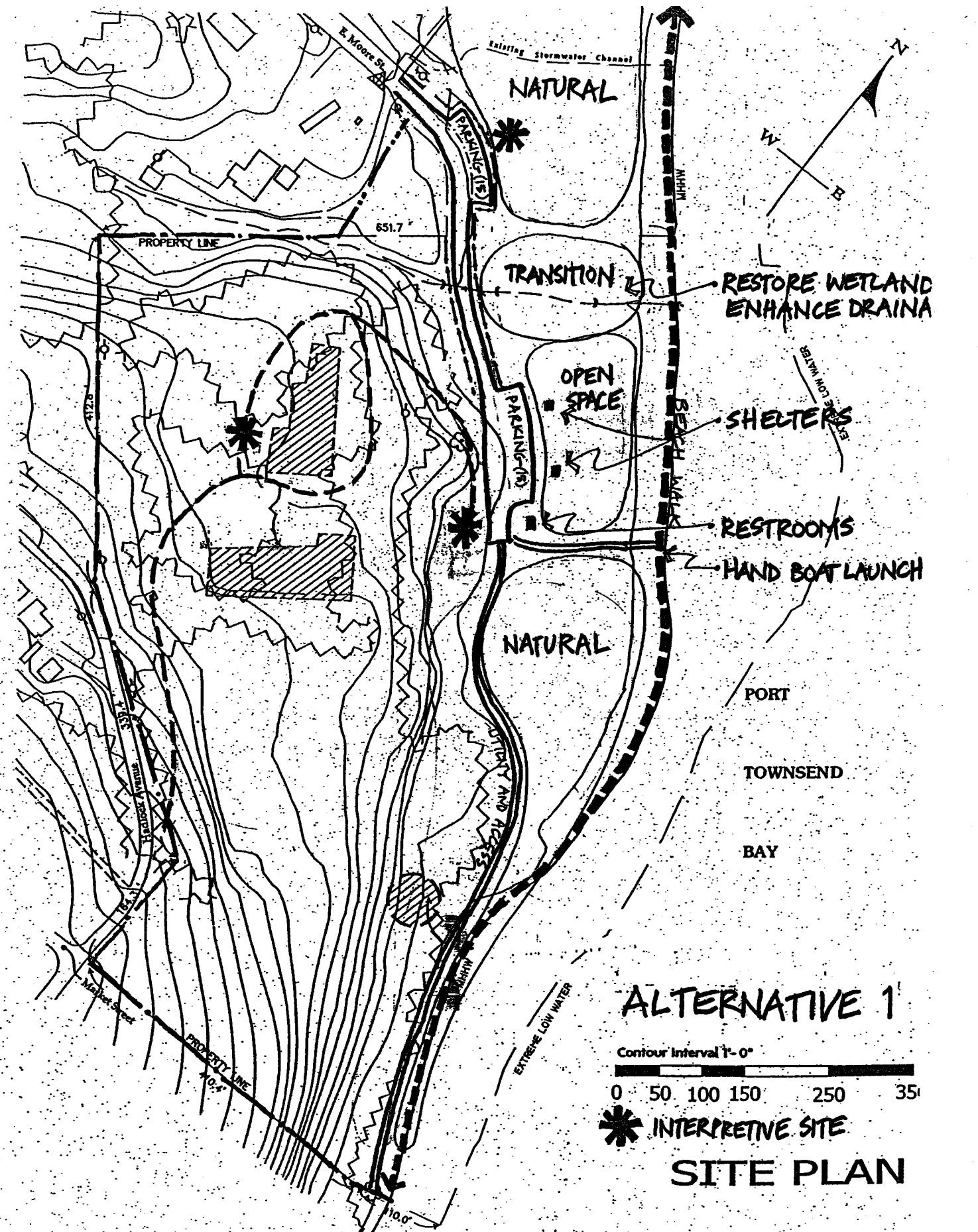
EXISTING CONDITIO

NOTES: All features are existing, unmodified except as noted.
Project will not change existing profiles across any portion of the site.
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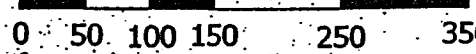
SITE PLAN

Irondale Beach at Chimacum Creek



ALTERNATIVE 1

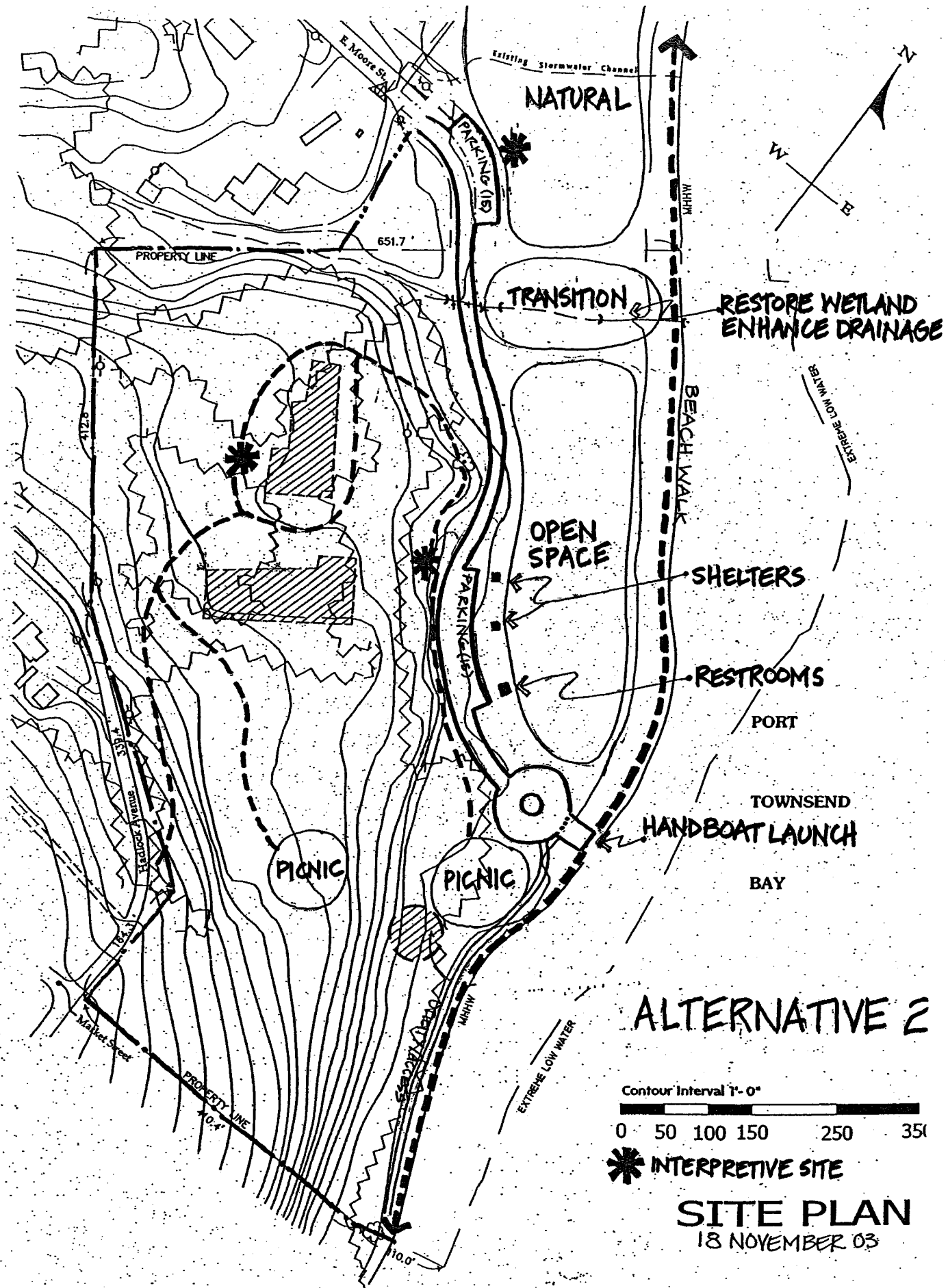
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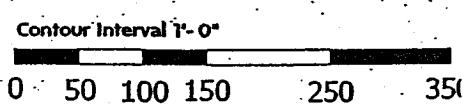
***** INTERPRETIVE SITE

SITE PLAN

Irondale Beach at Chimacum Creek



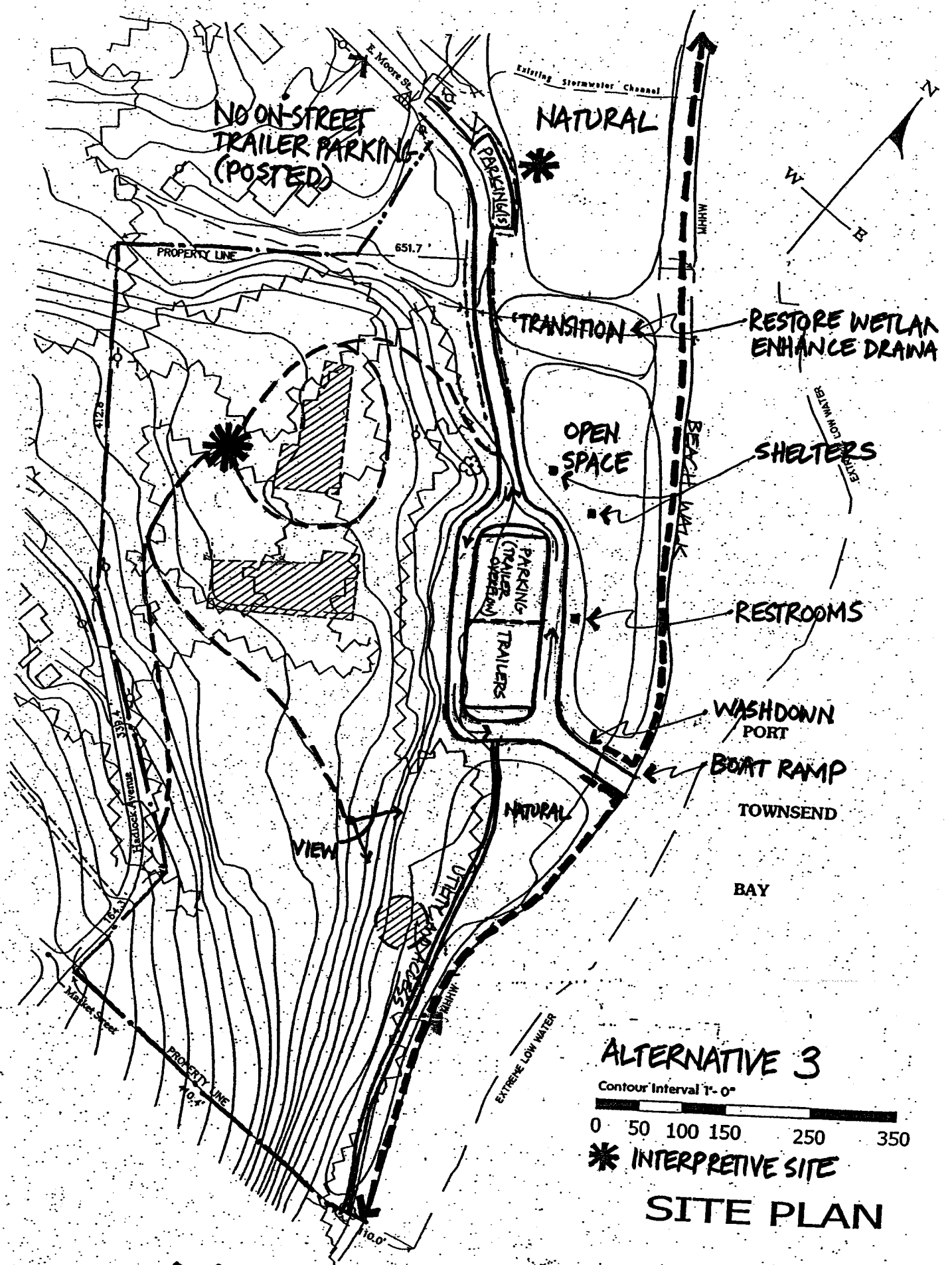
ALTERNATIVE 2



*** INTERPRETIVE SITE**

SITE PLAN
18 NOVEMBER 03

Irondale Beach at Chimacum Creek



Irondale Beach at Chimacum Creek

Chimacum Creek / Irondale Beach Park Master Plan
Jefferson County Parks and Recreation
December 9, 2003

Agenda

- | | | |
|-----------|--|---|
| 7:00 p.m. | Open House | Informal Review of Alternative Site Plans
(County staff available to answer questions) |
| 7:30 p.m. | Introduction and Overview | Warren Steurer, Jefferson County
Rick Sepler, Madrona Planning |
| 7:35 p.m. | Presentation of Site Plans
and Facilitated Evaluation | Rick Sepler, Facilitator |
| 8:30 p.m. | Closing and Next Steps | Warren Steurer |

For additional information on the park planning process, please contact:

Warren Steurer
Parks and Recreation Manager
Jefferson County Department of Public Works
Phone: 385.9129 e-mail: wsteurer@co.jefferson.wa.us

APPENDIX C

BOAT RAMP FEASIBILITY LETTER



20 January 2004

Warren Steurer
Parks and Recreation Director
Jefferson County
P.O. Box 2070
Port Townsend, Washington 98368

Re: Preliminary Analysis of proposed boat ramp at Irondale Park

Dear Warren,

We appreciate the opportunity to assist the County in developing a Master Plan for the park property located at Irondale Beach. As you are aware, a key outcome associated with the on-going public planning process for the facility has been the request from community members for additional information regarding the feasibility and potential benefits and/or impacts associated with the establishment of a boat ramp on the site.

Although a thorough, in-depth technical analysis of the issues associated with the construction of a boat ramp in the park would be required as precursor to any permitting process, a brief, initial appraisal may serve to indicate whether it is feasible to consider further exploration of the proposal. In this case, feasibility would be defined as the ability to construct a facility that:

- **Meets Identified Needs** – The new ramp should allow greater and more efficient usage than found at other ramps in the area (Lower Hadlock, Oak Bay).
- **Is Environmentally Compatible** – Any proposed ramp must provide thoroughly documented research and evidence on the environmental impacts of the proposal, including impacts to fish, shellfish, wildlife and water quality. The analysis must also identify recommended mitigation's which will ensure that the ramp would be constructed and configured in such a manner as to be compatible with natural characteristics of the shoreline.
- **Is Affordable in both the Short and Long Term** – The proposed ramp must be cost effective. Mitigation's, construction and costs associated with ongoing operation

and maintenance of the facility must be directly proportionate to the likely benefit derived.

Should initial analysis indicate a high probability that the proposed facility would not be able to successfully meet any of the above-referenced criteria, it would be our recommendation to refrain from further exploration of the topic. However, should the initial review appear promising, further detailed research would be warranted. It is important to note that successful completion of the preliminary analysis summarized in this letter would not be a guarantee that subsequent analysis would similarly find the proposal to be feasible.

Analysis of Preliminary Feasibility

The following analysis is based on research and the assessment of existing information found in adopted plans and regulations, studies and the environmental record. No new materials were prepared for this letter report. Specific source references have been noted.

1. The proposed ramp must meet identified needs. Public comment has indicated that the Port Hadlock / Irondale area is currently under served in terms of effective boat launch facilities. Although ramps currently exist in relatively close proximity to the park site, these facilities have been identified as deficient due to a variety of reasons (please see Attachment 1 for a summary of area facilities). In order to meet identified needs and represent a net improvement in access to the water, the proposed ramp should not be subject to similar constraints. These constraints are summarized in Table 1 below:

Constraints Identified at Other Area Ramps	Analysis of Proposed Irondale Park Ramp
<u>Unusable during Low Tides.</u> Several of the existing ramps are located on shorelines that are characterized by gentle slopes that limit use during low tide periods.	The proposed site has been identified to have similar gentle slope characteristics. ¹ Use limitation similar to those found at other area sites are likely.

¹ Phone conversation with Amy Leitman, Marine Surveys and Assessments, December 17, 2003.

Constraints Identified at other Area Ramps	Analysis of Proposed Irondale Park Ramp
<u>Silt and Sand Deposits Limit Use.</u>	Migration of sand across the intertidal area and erosion of the existing banks are likely. ² Silt and sand will limit use of the proposed ramp and will require maintenance for on-going operations.
<u>Lack of Parking.</u> Several of the area ramps have significant parking constraints or offer no parking at all.	Adequate parking for off-peak use can be located with the park. Peak use will require additional area that can similarly be provided on-site.
<u>Susceptible to Storm Damage.</u> Several of the surrounding ramps are not well sheltered from storm events resulting in damage to the facility.	The proposed launch will not be sheltered from storm events and may suffer damage similar to that found at existing ramps.
<u>Lack of Maintenance.</u> Existing ramps are not well maintained.	The proposed ramps would require a commitment from the County for on-going maintenance.

Analysis: Preliminary review indicates that the singular advantage of establishing a ramp at the Irondale park site (as compared to other existing facilities) is the ability to accommodate on-site parking.

2. **Environmentally Compatible.** The best potential location on the subject site for a boat ramp is located on the southerly portion of the property. This portion of the site offers the best access to the water as the beach is steeper and water deeper a few yards from shore. Although deeper than other portion of the site, the slope remains relatively flat. The construction of a boat ramp in the southerly portion of the site would have the following likely environmental impacts:

- *Potential adverse effect to existing habitat values.* A portion of the site has been identified as a sand-lance spawning site. There is also an identified surf-smelt spawning site on the WDFW property. The establishment of a ramp

² Conversation with Hugh Shipman, Shorelines Specialist, DOE on-site, December 11th, 2003.

may impede sediment and nutrient transport along the beach to and from the spawning sites.

- *Potential adverse effect on existing eelgrass meadows.* It is anticipated that the reconfiguration of the adjacent WDFW property beach will result in the expansion of the pre-existing eel grass meadows in the intertidal zone and a general increase in plankton and forage fish habitat. The impact of ramp construction and on-going maintenance (sand and silt removal) may have an adverse effect on the health of the eelgrass meadows.

Analysis: It is likely that the construction of a boat ramp on the park property will have an adverse effect on the shoreline environment. However, the severity of these effects cannot be determined at this time from available information. Additional study is warranted to assess the relative magnitude of environmental impacts associated with a potential boat ramp facility. However, it is unlikely that these studies can be initiated (or would be meaningful) until after completion of the proposed WDFW beach restoration due to that projects significant, albeit positive, alteration to the immediate shoreline environment.

3. **Short and Long Term Affordability.** A key consideration in evaluating the potential establishment of a boat ramp in the Park is the cost to construct and operate such a facility. Several variables need to be confirmed to allow for the preparation of a detailed estimate for construction cost. These variables include a detailed analysis of the seabed to determine slope, sand migration patterns and existing habitat values.

At present, based on available information, a preliminary estimate can be prepared for planning purposes using costs associated with other recent projects³. It should be cautioned however that these estimates are very preliminary – additional research will be required to obtain more accurate cost projections.

Grant funding is available to establish boat ramps in Washington. Potentially, a portion of construction expense could be defrayed through a successful IAC grant

³ Phone conversation with Reid-Middleton Shoreline Group Staff, December 22, 2003

proposal. However, ramp construction will require approval from a number of agencies including Washington State Department of Fish and Wildlife (WFW). As you are aware WFW is embarking on a significant restoration effort on the adjoining parcel. WFW has expressed concern regarding the potential adverse effects on their efforts that may occur as a result of the establishment of a ramp on the park site.

Description	Quantity	Units	Unit Cost	Subtotal
<u>Ramp</u> – Grading , concrete ramp, retaining structures, etc.	1			\$ 50,000
<u>Float</u> – 6 ft wide x 70 ft	1	sq.ft.	\$70	\$ 29,400
<u>Piles</u>	4	ea	\$ 3,000	\$ 12,000
<u>Pavement</u> – 1/2 parking and approach		sq.ft.		\$ 27,000
<u>Stormwater Management</u> – for impervious surfaces, wash down				\$ 15,000
<u>Water Service</u> –for wash down (use pre-existing connection in Moore Street ROW)				\$ 7,000
<u>A & E</u> Design costs, project management				\$ 15,000
<u>Entitlements</u> – Environmental studies, permitting				\$ 25,000
Estimated Project Total				\$ 180,400

The post-construction operation of the boat ramp will present on-going operation and maintenance costs to the County. These costs are summarized below:

- **Ramp Maintenance:** The ramp will require periodic removal of sand and silt deposits. The frequency and estimated cost of this removal is not known at present. Additional study will be required to determine drift patterns when the WFW restoration is completed on the adjoining parcel.
- **Float Maintenance:** Floats established in a marine environment have a limited life span. Exposure to the elements, wind and wave action can rapidly wear materials necessitating replacement. In addition, winter storms can severely damaged floats and ramp facilities. The proposed site is exposed to storms from the southeast. The areas most significant storm events occur with predictable frequency from this direction. An alternative that could prolong the life of the float system would be to remove it during the winter. This would entail additional removal / reinstallation expense but would significantly increase the life of the floats.
- **Security:** The need to locate the ramp on the southerly portion of the park site (to provide access to the deepest water) presents a significant security problem. The proposed ramp will not be visually accessible from surrounding homes. The lack of visual connectivity is an invitation for vandalism and unlawful activities. Potential solutions include the location of a care-taker facility on site, an increase in Sheriff patrols of the area, the establishment of area lighting and/or the construction of a lockable, security fence surrounding the boat ramp facility.
- **Fee Collection / Monitoring:** It is likely that a portion of the costs associated with the operation of the ramp can be recovered through the establishment of a launch fee (similar to the \$5 fee currently charged at Port of Port Townsend ramps). Although the collection of the fee is typically accomplished through an "iron ranger" or drop box, these facilities must be checked (and funds removed) at least once per day and more frequently during periods of intensive use. Failure to remove funds in a timely manner is an invitation to crime. This is especially applicable to the proposed ramp due to it's visually isolated location. Employee costs associated with fee collection are exacerbated by the anticipated

peak times for ramp use, with likely highest use of the facility occurring during weekend and holiday periods.

Analysis: The proposed ramp will require a significant capital expenditure to construct. It is possible that expense to the County can be reduced through successful grant applications. Post-construction operation and maintenance will required regular expenditures for the County. As typical for facilities of this type, the service life of the ramp will be limited and will require reinvestment over time to ensure continued efficient operation.

Conclusion

Based on the preliminary analysis prepared to date, it does not appear that the subject property is well suited to the establishment of a boat ramp facility. Further investigation does not appear cost-effective or warranted.

An alternative strategy to address identified boating access deficiencies may be to investigate other locations which are better-able to accommodate a new boat ramp while concurrently working with existing ramp operators to review opportunities to upgrade existing facilities.

Please feel free to contact me directly should you wish to discuss the analysis and/or the conclusions raised herein.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. M. Sepler', with a long horizontal line extending to the right.

Richard M. Sepler, AICP
Principal

Attachment 1: Summary of Area Boat Launching Facilities

Facility	Distance from Port	Notes
Lower Port Hadlock Boat Launch	1 mile	Owned and Operated by the Port of Port Townsend The single-land concrete ramp, timber pier and gangway, and timber docks are in fair condition. However, the ramp is constantly inundated by sand from the adjacent beach area. The ramp and dock are in a well protected cove that is favorable for all weather loading / off loading of boats. The ramp has a very gentle slope (less than 10%) that is adequate for samll boats , but is not adequate for boats larger than 16 to 18 feet. ¹ There is essentially no parking area for cars or trailers within the site. Parking is available on the street only, where there is room for about 8 – 10 car/trailer combinations on each side of the street. ²
Lower Oak Bay Park	3 miles	County park with boat launch. Crown of ramp has wasted away. Debris have accumulated preventing use. Lower section of ramp is in poor condition. Length of ramp suggests that low tides would make launching or loading of boats difficult or impossible. ³

* Approximate distance

¹ Draft Comprehensive Scheme of Harbor Improvements Update 2003 and DEIS, Port of Port Townsend (September 2003) page IV-22.

² Ibid.

³ IAC Website

Facility	Distance from Park Site	Notes
Mystery Bay State Park	6 miles	State park with boat launch. Parking for 25 trailers (gravel).
Port Townsend Boat Haven	6 miles	Port of Port Townsend facility.
Port Townsend Salmon Club	7 miles	The public boat launch and launching float were installed in the mid-1990's and are in good condition. Several inches of gravel and sand have accumulated at the ramp area. When gravel and sand are deposited on the ramp, the use of 4-wheel drive vehicles may be required. Gentle slope may make launching and loading difficult at low tides. Ramp is in relatively good shape. Parking in the immediate ramp area is permitted to Salmon Club Members only. Launching from the facility is free and open to the public (Public street end). ⁴
Point Hudson	7 miles	Port of Port Townsend facility.
Mats Mats Bay ⁵	8 miles	Ramp in fair condition. Moderately steep grade. Parking for 100 trailers (grass - informal) The Port of Port Townsend Boat Launch facility includes a concrete plank ramp, an approximately 150-foot loading float and upland asphalt parking for eight cars and seven trailers.

⁴ IAC Website

⁵ Port of Port Townsend Draft Comp. Scheme, page IV-12

Project Name	Distance from Boat Site	Notes
		The ramp has a very gentle slope (less than 6%) that is adequate for small boats, but is not adequate for boats larger than approximately 15-feet to 17-feet.
Fort Worden	8 miles	State park with boat launch. Parking for 55 trailers (gravel and paved).
Fort Flagler	8.5 miles	State park with boat launch. Parking for 32 trailers (25 gravel and 7 paved)