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Chapter 1 Introduction

1.1 Purpose

Providing park and recreation facilities in Clallam County is a responsibility that is shared by many governmental agencies. The primary responsibility is assumed by the Federal Government, State Government and general purpose units of government (Clallam County and the cities of Port Angeles, Sequim and Forks).

The Port of Port Angeles also shares this responsibility, although to a limited extent. State law (RCW 53.08.260) states the following:

“A Port district may construct, improve, maintain, and operate public park and recreation facilities when such facilities are necessary to more fully utilize boat landings, harbors, wharves and piers, air, land and water passenger and transfer terminals, waterways and other port facilities authorized by law pursuant to the port’s comprehensive plan of harbor improvements and industrial development.”

The Port of Port Angeles has owned, maintained, and operated water oriented recreation areas for many years. Other facilities are under consideration for future development. The purpose of this plan is to clearly define the Port’s role and future direction in providing certain types of public park and recreation facilities in Clallam County.

1.2 The Port District

The Public Port District is the primary public agency in the State dealing with local economic development. The breadth of its authority in relation to furthering compatible development of industry, commerce, trade and recreational facilities is the most extensive and far-reaching of any similar entity in the State.

The basic outline of the Public Port Authority was established through legislative action in Washington in 1911. Since then port districts have been formed in 33 of the 39 counties of the State.

The Port Angeles Port District is county-wide. It is one of 75 port districts in Washington. Many of the port districts are single purpose, and cover only a small portion of the county.

The Port of Port Angeles is administered by a three member non-partisan Port Commission elected to represent the eastern, western and central areas of Clallam County. Official actions of a port district are the responsibility of the Commissioners and must be a matter of public record. As with many ports, the Port of Port Angeles has a full time staff of employees who are responsible for the day-to-day operations. Staff members have various technical capabilities in such fields as industrial development, marketing, finance, marine trades, airport management and freight traffic services.

Activities of the Port of Port Angeles are funded by revenues from the operation of marine terminals and boat havens, sale and lease of properties and tax levies. The Port Commission may levy an annual tax not to exceed \$0.45 per \$1,000 of assessed valuation of taxable property within the district for general port purposes. Up to \$0.45 per \$1,000 of assessed valuation may be assessed for purposes of dredging, land leveling and canal construction, subject to approval of voters within the district.

A district may at any time issue general obligation bonds, not to exceed one-fourth of one percent of the assessed value of taxable property in the district without a vote of the people. General obligation bonds up to three-quarters of one percent of the assessed valuation may be issued after a favorable three-fifths majority vote of the electorate.

The issuance of revenue bonds and other revenue obligations may be authorized for any district purpose, including recreation projects. These obligations are payable exclusively from the port's operating revenues.

The authority for the Port to acquire property for recreational as well as other purposes is provided in RCW 53.08.010. This statute states in part that: "A port district may acquire by purchase, for cash or on deferred payments...., or by condemnation, or both, all lands, property, property rights, leases, or easements necessary for its purposes and may exercise the right of eminent domain in the acquirement or damaging of all such lands...." All property acquisition must receive the approval of the elected Port Commission.

Chapter 2 Goals and Objectives

The Port Commission's mission statement detailed in the Port's Strategic Plan: 2009 – 2013 is as follows:

“The Port’s Mission is to be the primary leader in economic development in Clallam County by marketing and developing properties and facilities for the long-term benefit of our stakeholders while fulfilling the Port’s environmental stewardship role.”

Detailed in the Port's Strategic Plan are goals and objectives for each of the Port's operations sectors. Those that specifically relate to the management and development of recreation facilities are the following:

Objective: Manage significant capacity expansion of Port Angeles Boat Haven Marina

1. Expand moorage capacity for mid-size and larger yachts
2. Provide opportunities for enhanced public access and public use

Objective: Improve marina infrastructure including bulkheads, lighting, landscaping, parking utilities and services

Objective: Plan and maintain John Wayne Marina to maximize its recreational and community access potential

1. Develop design concepts to accommodate seaplane operations
2. Optimize moorage configurations within facility limits
3. Increase public access through planning, permitting and construction of a fishing pier
4. Explore opportunities to enhance fish habitat in partnership with the Jamestown S'Klallam tribe

Chapter 3 Description of the Planning Area

3.1 Clallam County Overview

LOCATION: Lies across the north half of Washington’s Olympic Peninsula on the Strait of Juan de Fuca. Seventy-two miles (116 km) northwest of Seattle, 18 miles (29 km) from Victoria, British Columbia.

Figure 3.1 – Clallam County

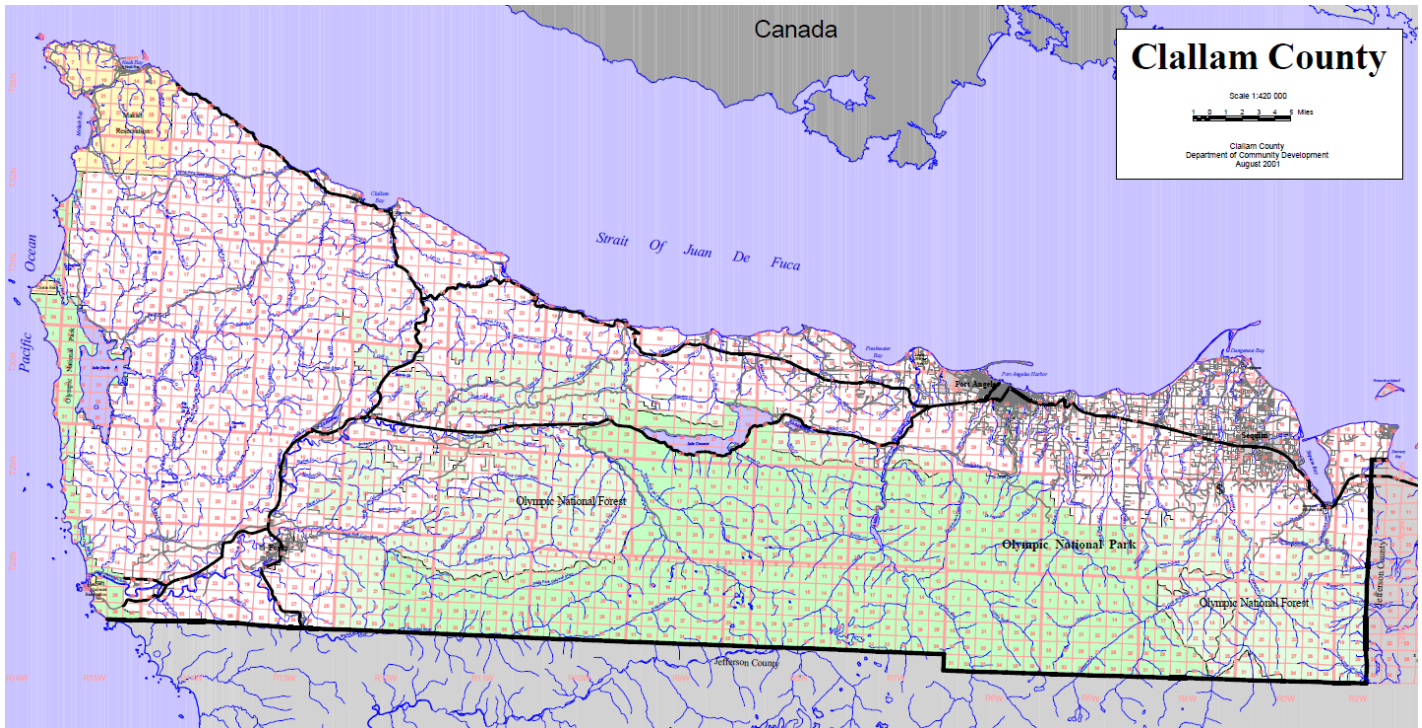


Table 3.1 – County Population

POPULATION: 71,404 according to the 2010 U.S. Census report

Cities and Unincorporated	2010 U.S. Census Report
Port Angeles	19,038
Sequim	6,606
Forks	3,532
Unincorporated	42,228
Total County	71,404

LAND AREA: 1,753.8 square miles, 4,542.3 square km, 1,122,428 acres

Table 3.2 – Land Use

¹ Countywide Land Uses	Acreage	% of Total
Forestry Resource lands	635,577	55.6
² Olympic National Forest	199,209	-
³ Department of Natural Resources (DNR)	92,532	-
² Commercial Timber Holdings	285,842	-
Agriculture Resource lands	6,193	0.6
Olympic National Park	318,087	28.3
Other parks and lakes (Ozette and Pleasant)	12,248	1.1
Rural lands (excluding LAMIRDs)	91,454	8.1
Land Areas of More Intense Rural Development. (LAMIRDs)	11,930	1.1
Tribal lands	31,326	2.8
Urban Growth Areas (Cities)	15,613	1.4
Totals:	1,122,428	100.0

¹ Clallam County Rural Lands Report – 2/16/2007

² Clallam Conservation District 5-Year Plan (2005-2010) Resource Inventory

³ DNR – County Quarterly Income Reports – Clallam County 4th Qtr 2011

Table 3.3 - Shorelines

Water Body	Miles	Kilometers
Marine	180.1	290
Lakes	119.4	192
Rivers and Streams	513.8	827

HIGHEST POINT: Mt. Carrie, at 6,996 feet or 2,132 meters.

PORT ANGELES HARBOR: Natural deep-water port, 1 mile wide by 3 miles long (1.6 x 4.8 km), up to 165 feet (50 m) deep.

Table 3.4 - Climate

	Sequim		Port Angeles		Forks	
	F	C	F	C	F	C
Jan avg. max.	44.8	7.1	43.7	6.5	44.0	6.7
Jan avg. min.	33.5	0.8	31.0	-0.5	33.8	1.0
July avg. max.	71.8	22.1	66.5	19.2	67.7	19.8
July avg. min.	51.1	10.6	49.0	9.4	50.3	10.2
Annual mean	49.3	9.6	48.7	9.3	49.1	9.5
Precipitation	inches	cm	inches	cm	inches	cm
Annual	16.81	42.70	24.61	62.50	104.9	266.44
10/1 to 4/30	12.68	32.20	20.60	52.32	86.5	219.73

TRANSPORTATION: Air, truck, ship, barge.

MAJOR INDUSTRIES: Logging, lumber, pulp and paper, other wood products, tourism, fishing, retirement, aerospace/aviation, ship repair, yacht construction and repair.

Table 3.5 – Employment

Employment in Clallam County by Major Industry 2010

Source: Washington State Office of Financial Management

Industry	Employers	Av. # of Employees	Percent of Total	Wages Paid	Percent of Total
Agric., Forestry, Fishing & Hunting	76	506	2.3	\$19,100,817	2.6
Mining	3	10	0.1	338,259	0.1
Utilities	7	16	0.1	401,355	0.1
Construction	340	970	4.4	35,681,978	4.8
Manufacturing	73	1,526	7.0	63,910,026	8.6
Wholesale/Retail Trade	305	3,552	16.2	97,355,748	13.1
Transp. & Warehousing	58	429	2.0	14,703,577	2.0
Information	19	241	1.1	7,822,541	1.1
Fin., Ins., & Real Estate	142	680	3.1	19,902,243	2.7
Professional & Tech. Services	139	539	2.5	21,881,954	3.0
Mgmt. of Companies & Enterprises	4	156	0.7	10,052,242	1.4
Administrative & Waste Services	101	375	1.7	9,811,517	1.3
Educational Services	22	67	0.3	3,044,852	0.4
Health Care & Social Assistance	209	2,432	11.1	70,572,963	9.5
Arts, Entertainment, & Recreation	30	144	0.7	2,645,060	0.4
Accommodation & Food Services	221	2,084	9.5	29,219,778	3.9
Other Svcs, except Public Admin.	575	1,160	5.3	21,755,313	2.9
Government	104	7,000	32.0	313,382,225	42.3
Not Elsewhere Classified	--	--	--	--	--
Total	2,425	21,885	100.0	\$741,582,448	100.0

PER CAPITA PERSONAL INCOME: (2010) \$35,852.

3.2 Geographic Setting

Some of the earliest explorations of the Pacific Northwest took place in the late 16th century in what is now Clallam County. These early explorations by the Spaniard, Juan de Fuca, after whom the Strait of Juan de Fuca was named, were later followed by other parties of Spanish, English and Americans. This exploration activity continued well into the nineteenth century. Soon after the start of American homesteading around 1840, the county was officially created on April 25, 1854.

The county offers one of the richest contrasts in scenery and climate to be found anywhere in North America. Its broad beaches and rocky coastline, snow-capped mountains, lush forests, cascading rivers, clear lakes, rolling hills and farm lands are all part of the rich resource base. The Olympic Mountains dominate the North coast region and cause a diversity of climate conditions within the region. This is exemplified in the annual precipitation figures, which ranges from a low of about seventeen inches in the North-Eastern area to a high of more than 140 inches on the South-Western slopes. The volume of rainfall in the South-Western area is the heaviest recorded in the Continental United States. It is this extreme that has created the Olympic Rain Forest.

3.3 History of Settlement and Development

Historically, the region was characterized by an early period of isolated homesteading and farming, followed closely by logging and sawmilling. Agriculture later became important and general farming developed to supplement the forest economy.

Improvements in access over the years along with the creation of Olympic National Park in 1938 have served to stimulate heavy vacation and recreational use of the north coast region. Tourism is now a major industry in the county.

Access to the county is from the south and east by U.S. Route 101 and Interstate Highway 5. There is also a single private company providing direct ferry service from Port Angeles to Victoria, British Columbia. Commercial air service between Port Angeles and Boeing Field is provided by two airlines, with regional, national and international connecting flights.

The residents in Clallam County are constantly faced with decisions regarding the direction of future growth and the measures necessary to strengthen the economic base. At the same time there is a concern for preserving the quality of life. Some advocate the need to strengthen the historical industrial base of sawmills, pulp and paper mills, and related industries. This will require strong lobbies to maintain the logging operation and commercial forest land base, to change transportation regulations and modify environmental regulations. On the other hand, some see the need to preserve the county's natural resources, focusing on the establishment of more wild life sanctuaries, improving year-round tourist facilities, recreation services, etc. This will require an equally strong lobby to encourage State support for some recreation investments so that tourist oriented businesses throughout the county can benefit from the tourist spending.

3.4 Population Characteristics

The population of Clallam County grew from 51,648 in 1980 to 71,600 in 2010, an increase of 19,952. Between 1950 and 2010 the population of Clallam County grew from 26,396 to 71,600, and increase of 45,204. A brief analysis of this growth trend, broken down into ten-year increments, is given in Table 3.6.

Table 3.6 - Clallam County Growth Trends

	1950	1960	1970	1980	1990	2000	2010
Population	26,396	30,022	34,770	51,648	56,465	64,525	71,600
% Growth Rate per Year		1.3	1.48	4.04	0.9	1.2	.9
Absolute Growth Rate/Year		378	475	1,688	456	798	707

As shown above, the period of greatest population growth in Clallam County was between 1970 and 1980.

Chapter 4 Existing Facilities

The Port of Port Angeles has four park or recreation areas which it owns and operates. Three of the facilities are associated with marine access. One additional recreation facility, the fly-in campground at the Port Angeles airport, had to be removed as part of a safety area clearance project.

4.1 John Wayne Marina

A new marina was proposed in the late 1970s by the Port of Port Angeles to meet the demand for a marina in eastern Clallam County. Surveys indicated the existence of a number of non-trailerable pleasure boats and commercial fishing boats for which there were no moorage opportunities. The project was also designed to increase access to the relatively protected waters between Dungeness Spit and McCurdy Point which lies west of Port Townsend. The Port was able to undertake construction of a marina on the west shore of Sequim Bay following the donation of property for that purpose by the estate of film star John Wayne. Construction was started in 1983, and was completed in 1984.

Figure 4.1 - John Wayne Marina



Moorage is provided in a 13 acre oval shaped wet moorage basin. The basin and access channel are protected by a 1,800 lineal foot rubble mound breakwater. Concrete floats provide 300 permanent moorage slips and 22 transient slips for visiting boats. Additional floats will be added as needed until the ultimate capacity of 355 slips is reached.

A number of service facilities are provided to meet the boater demands. These include boat fuel and a sewage pumpout station on the fuel float near the marina entrance, receptacles for disposing of trash and

petroleum waste products, electrical and water service to the floats and a remote restroom building. In addition, the main service building provides restrooms and showers, a self-service laundry, and a harbor master's office for the boater's convenience. Lease space in the service building allows businesses to provide various goods and services for the boater's needs. A restaurant is the present tenant. Finally, the building provides space for the Sequim Bay Yacht Club, and a large public meeting room with a kitchen which can be rented on a daily basis.

The marina is a popular recreation area for the non-boater too. A ½ acre park allows picnicking, boat viewing and other passive recreational activities. The waterfront promenade and the deck and viewing tower of the service building are popular attractions. The Pitship Point breakwater at the basin entrance channel is used for fishing. Finally, the 8 acre public beach south of the basin is available to the public for a variety of activities such as kayak and paddleboat launch, beach combing, sunbathing and clamming. Picnic tables are provided overlooking the beach.

The kiosk at the top of the boat launch ramp presents a permanent interpretative display, educating the boaters about the importance of protecting the marine environment. One side shows the birds and mammals likely to be seen in the Sequim Bay vicinity. The other side depicts the various ways boaters can disturb wildlife, and cautions boaters to avoid those practices. This is particularly important because Protection Island and Dungeness Spit, located near the bay, are wildlife sanctuaries.

Since its opening in 1984 the marina has become a major attraction and source of pride for the Sequim area. The reputation of Sequim as a retirement area has been enhanced by having a first class marina facility. Visits by boaters from other areas have increased dramatically. The marina is a center for a wide variety of recreational activities from strolling and observing to fishing and clamming. The public meeting room is also a center of activity, with events from public forums to wedding receptions. In short, rather than just a boat marina, John Wayne Marina has become a major waterfront recreation center.

4.2 Port Angeles Boat Haven Pocket Park

The Port developed a pocket park adjacent to the west boat launch. The objective of building the park adjacent to the boat launch area was to create a pleasant and attractive site for passive recreation. The park is used by boaters and those who accompany boaters before launching and after retrieval of boats. Also, users include the general public who enjoy being close to the activity associated with boating and fishing, and who enjoy watching boating activities in the Port Angeles harbor. Prior to the construction of the park there was no place for this to occur, except for an unimproved grass area.

Figure 4.2 - Pocket Park and West Boat Launch



Other features at the site include: a parking area adjacent to the boat launch ramp capable of handling approximately 40 vehicles and boat trailers, a restroom, and picnic tables.

4.3 Port Angeles Boat Haven

The Port owns and operates the Port Angeles Boat Haven on the Port Angeles harbor. The boat haven has 351 slips and 2000' of side tie available for all types of craft. Boaters have access to all services offered, including water, electricity, fuel, sewage pumpout station, boat hoist and transient moorage. The moorage is arranged in three separate sections. Each section has its own parking area. Restrooms are provided on the east side and the west side. The east restroom building has showers. Waste oil disposal areas are provided on both sides of the marina, as well as trash receptacles.

Adjacent to the boat haven is a public boat yard. This facility is available for the maintenance and repair of vessels under 65 feet in length. A 75 ton mobile straddle hoist can be used to take the smaller boats out of the water and placed in dry storage spaces for the performance of maintenance and repair work.

The Boat Haven underwent renovation in 2007-2009 to reconfigure the existing boat haven, provide for larger slips with better access, and updated facilities.

Associated with the Port Angeles boat haven is the west boat launch located at the west end of the boat haven. This unprotected ramp on the west end has the floats removed during winter to prevent storm damage. A second ramp was located within the boat haven on the east end, but was closed in 2010 due to deterioration of the structure. The ramp on the east was a protected launch site, offering access to the Strait during the winter months when the west boat ramp is not usable due to adverse weather conditions.

Figure 4.3 - Port Angeles Boat Haven



4.4 Port Angeles Waterfront Trail and Valley Creek Estuary Park

The Port Angeles waterfront trail extends for nearly four miles along the inner harbor shoreline. At two locations alternate trail routes take the trail onto Port property. The first is at the Black Ferry Terminal (Terminal-2) on the downtown waterfront, where the trail has been constructed around the perimeter of the site. The second is on Port property between at the Valley Creek Estuary from Cherry Street to Valley Street.

Figure 4.4 - Valley Creek Estuary



The Valley Creek estuary was constructed by the Port in 1997. The estuary portion was the Port's responsibility. The upland park area has been master planned and includes a viewing tower, an interpretative pavilion, interpretative signs, overlooks, landscaping, and a bridge over the creek. A cooperative effort between the City of Port Angeles, the Port Angeles Soroptimist Club, and other civic and philanthropic organizations allowed the gradual construction of the upland park elements.

4.5 Fly-In Air Park

Until 1998 the Port had a fly-in campground at the east end of the William R. Fairchild International Airport in Port Angeles. It enabled visiting pilots to taxi into the park and have a picnic lunch or an overnight visit. Facilities included picnic tables, barbecue pits, water, a restroom and a windbreak fence.

However, FAA regulation required eliminating the fly-in park as part of a safety area clearance project. The Port may replace the facility on the airport's south side, in the general vicinity of the Civil Air Patrol buildings.

Chapter 5 Public Involvement

The Port of Port Angeles has had extensive citizen involvement in its efforts to determine the need for recreational boating facilities in Clallam County. Each year the Port Commission conducts public sessions to receive input from the boaters that use the Port Angeles Boat Haven and the John Wayne Marina. In the recent years the development of the Port's Central Waterfront Master Plan and the City of Port Angeles Harbor Resources Management Plan utilized stakeholders groups and public meetings to create citizen driven long-term plans.

5.1 Citizen Advisory Committees

There are currently Citizen Advisory Committees for both the Port Angeles Boat Haven and the John Wayne Marina. These committees are made up of marina/boat haven tenants, concerned citizens and users of the facilities. These committees meet to discuss proposed capital improvements, rate changes and operational improvements that may be made at the marinas.

5.2 Central Waterfront Master Plan (2010)

In 2006, the Port adopted a Marine Facilities Master Plan, which outlined strategies for more efficient operations, allowed for expansion of the marina uplands, and delineated a "flex space" to accommodate growth. By 2008, substantial changes in the marine industry propelled the Port to develop a plan for the flex space and surroundings, referred to as the Central Waterfront. The Central Waterfront Master Plan and supporting development options were generated based on interviews, an interactive land use exercise, and input from key Central Waterfront stakeholders, including Port Staff, Commissioners, tenants, potential tenants, and representatives of local agencies and jurisdictions. The Central Waterfront Master Plan envisions an efficient waterfront that supports industrial, commercial, and recreational activity.

Recreational goals were outlined in the plan as follows:

- Supports commercial, boater and visitor activity within a vibrant Boat Haven by expanding in-water capacity, reinforcing boater amenities, improving circulation, and enhancing marine-related services and amenities upland.
- Provides additional parking and improved pedestrian connections, while removing non-essential parking from the waterfront to better serve marine-related uses

5.3 Harbor Resources Management Plan (2011)

In 2011 the City of Port Angeles and the Harbor Planning Committee members, including the Port of Port Angeles, developed the Harbor Resources Management Plan (HRMP). The Harbor Resources Management Plan (HRMP) represents the community's vision for the use, management, and protection of their Harbor.

The planning committee gathered key input from Port Angeles residents, businesses, environmental organizations, Tribes, and the HPC to create this citizen-driven, long-term plan. Input was also solicited via an online survey, gathered at two community meetings (June and September 2010) and provided by three focus groups (August 2010). The focus groups were organized around three topic areas: 1) environmental protection and restoration, 2) economic development, and 3) recreational, public access, and cultural resources. The Draft HRMP concepts were reviewed in a public meeting and open house (February 2011).

During the HRMP development process the community has expressed interest in additional or improved opportunities for SCUBA diving, hand-held watercraft activities (e.g., rowing, kayaking, windsurfing, stand-up paddleboarding, kiteboarding, and sailing), and recreational fishing.

This plan provides direction for the City of Port Angeles' capital improvement program as well as the Port of Port Angeles, local Tribal entities (Lower Elwha Klallam, Jamestown S'Klallam, and Port Gamble S'Klallam), and private sector investment.

5.4 Port Comprehensive Park and Recreation Plan (2012-2018)

In an additional effort by the Port to coordinate recommendations in the Port Park and Recreation Plan with other park and recreation providers, the draft plan was sent in February of 2012 to the following municipalities and tribal governments for review and comment:

- City of Port Angeles
- City of Sequim
- Jamestown S'Klallam Tribe
- Lower Elwha Tribe
- City of Forks
- Quillayute Tribe
- Makah Tribe
- Clallam County

Finally, a Public Hearing was conducted on February 27, 2012 to receive public comments on the draft Park and Recreation Plan. Modifications have been made in the plan as a result of comments received from the public, adjacent municipalities, tribes, and Port Commission. Those comments were reviewed and appropriate revisions were made before adopting the 2012-2018 Comprehensive Park and Recreation Plan.

Public, tribal government and municipality comments that were received are included in Appendix A

Chapter 6 Future Demand

6.1 Role and Responsibility

Within Clallam County recreational facilities have been developed by a wide variety of public agencies, and to a lesser extent by private investment. The National Park Service manages the 1400 square mile Olympic National Park. Lands administered by the Olympic National Forest occupy approximately 650,000 acres in Clallam, Jefferson, Grays Harbor and Mason Counties. In Clallam County approximately 45 percent of the land area is in Federal ownership. The State of Washington maintains and operates numerous public campgrounds, picnic areas and boat launch facilities throughout the county. Clallam County also maintains several recreation areas. The three cities each have numerous parks and athletic areas. Private developers provide additional camping and other recreational areas.

The Port's role in providing recreational opportunities in Clallam County has traditionally been limited to the construction and operation of boating facilities which provide access to the marine waters of the county. The one exception to the marine oriented recreational facilities was the provision of a fly-in campground at William R. Fairchild International Airport in Port Angeles. Airport visitors did make extensive use of that facility during the warmer months of the year. Also, in recent years there has been interest in the development of a Shooting or Motorsports Park at the west end of Clallam County.

Other Port projects involve improving public waterfront access on Port-owned land throughout the county. This would be in harmony with the City of Port Angeles maintaining the waterfront trail along the entire length of the Port Angeles harbor, and with the City of Sequim and county plans for providing additional salt water access.

Projects identified by the Port for future development, as more fully described in Chapter 7, were determined to be the following:

- Partnership with the City of Port Angeles to redevelop Lincoln Park
- Support a West End (City of Forks Area) Shooting & Motorsports Park
- Port Angeles Boat Haven
 - Boat Haven Upland Development
 - Marine Drive Bulkhead Replacement /Dredging
 - Dredge A Float & B Float
 - Construct Dumpster Enclosures
 - Laundry Facilities
 - Pave East Parking Lot
 - Improve Center Section Restrooms
 - Install Trash Compactors
 - Boat Yard Stormwater Improvements
- John Wayne Marina
 - John Wayne Marina Development (Upland & Fish Pier)
 - Armor Rock Stabilization
 - Fuel Pump Replacement
 - Dumpster Enclosures
 - Resurface Interior Roads
 - Boardwalk and Buoy Improvements

6.2 Demand for Moorage Facilities

This section reviews the markets for recreational boats, including those that require wet moorage and those that are launched at boat ramps or hand launched. The Port Angeles Boat Haven and John Wayne Marina are recognized as a good location for boating (both as a home port and a launching area).

In 2009, the Port of Port Angeles hired BST Associates to conduct an assessment of the potential expansion of John Wayne Marina and in 2004 Reid Middleton conducted a market analysis for the Boat Haven Master Plan – Phase II. The following are relevant sections from those reports. Future demand for moorage can be projected based on population growth, registration rates, and changes in the marinas capture rate.

6.2.1 Port Angeles Boat Haven

The 2004 market analysis detailed that potential demand could grow to 642 slips at the Boat Haven. This projection was based on the population growth and projecting registration rated to change with recent population trends. The 2004 market analysis growth in moorage demand is detailed in Table 6.1 below.

Table 6.1 - Potential Growth in Demand – Boat Haven

	2005	2010	2015	2020
Potential Demand				
20'-40'	322	354	367	401
40'-60'	126	139	169	197
60'+	1	2	3	4
Side Tie	40	40	40	
Total	489	535	579	602

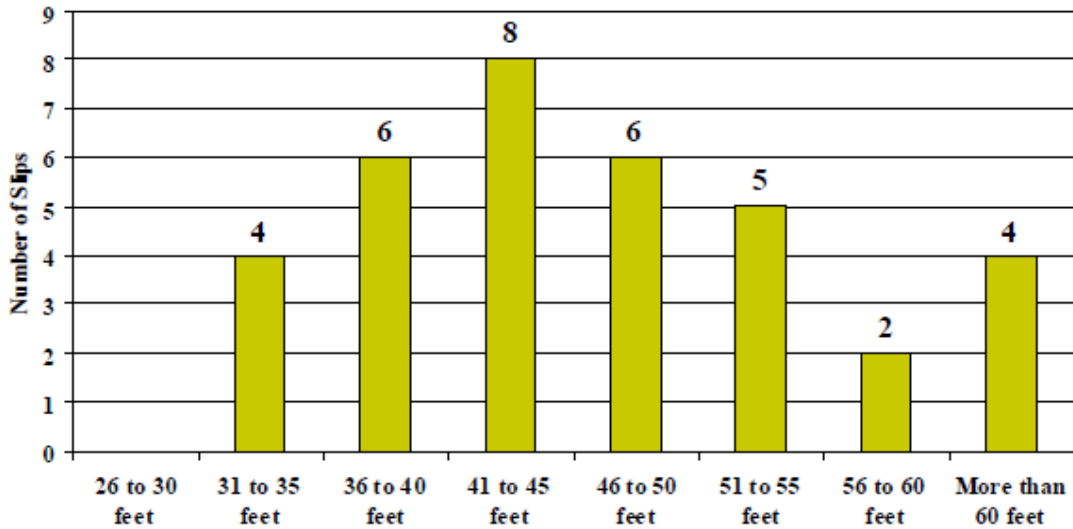
Note: Maximum current (2012) occupancy = 472 (51 Boat houses + 351 Slips + 70 Side Ties)

The actual average occupancy for the Boat Haven in 2011 was 309 including slips, boathouses, and side ties (Maximum Occupancy is 472). The demand projections in the 2004 analysis did not mirror the actual occupancy or demand at the Boat Haven as observed over the last six years. The average number of occupants at the boat haven has dropped from 378 per year in 2006 to 309 per year in 2011. The effect of the national and regional economic downturn is recognized in an excess moorage capacity at the Boat Haven for the foreseeable future. The goal of the Port in the near future as is documented in the Port's 2012 Capital Budget Five Year Plan is to maintain and enhance existing infrastructure within and around the Port Angeles Boat Haven.

6.2.2 John Wayne Marina

The John Wayne Marina Expansion Financial Assessment prepared by BST Associates for the Port of Port Angeles in 2009 estimated that there would be a demand for approximately 35 additional slips between 2009 and 2020. The size of these 35 additional slips is detailed in Figure 6.1 below.

Figure 6.1 - Demand Forecast for John Wayne Marina 2009-2020



The marina is well utilized with an occupancy rate averaging approximately 93% between 2005 and 2008, but during the recent economic downturn the average occupancy rate dropped to 88% between 2008 and 2011. Reflecting the current occupancy rate of the marina the goal of the Port in the near future as is documented in the Port’s 2012 Capital Budget Five Year Plan is to maintain and enhance existing infrastructure within and around John Wayne Marina. The exception to the maintenance and enhancement of existing infrastructure would be the construction of fishing pier and boardwalk in the vicinity of the marina. The construction of the facilities would depend on demand, possible partnerships, and grant funding.

6.3 Demand for Boat Launch Facilities

Excluding inland ramps, there are approximately 17 ramps public and private available in the County. Parking is provided for 670 vehicles, although at the Port Angeles Boat Haven and the John Wayne Marina spaces are also shared by wet moorage tenants.

The Port owns and maintains two launch ramps having a total of four lanes. Port ramps are located at the Port Angeles Boat Haven, and the John Wayne Marina.

6.3.1 Port Angeles Boat Haven

Associated with the Port Angeles boat haven is the west boat launch located at the west end of the boat haven. This unprotected western ramp has the floats removed during winter to prevent storm damage. A second ramp was located within the boat haven on the east end, but was closed in 2010 due to deterioration of the structure. The ramp on the east was a protected launch site, offering access to the Strait during the winter months when the west boat ramp is not usable due to adverse weather conditions.

6.3.2 John Wayne Marina

The marina has a two-lane ramp within the protected area of the breakwater, and also offers adequate parking for trailers.

6.3.3 Other Public Access Launch Ramps

Tidewater launch ramps operated by Clallam County and the State of Washington are located at Cline Spit, Dungeness Bay, Sequim Bay State Park, Freshwater Bay, Pillar Point and Port Williams. The four lane ramp at Ediz Hook in Port Angeles, formerly owned by the Port, was transferred to the City of Port Angeles at the end of 1993.

6.3.4 Private Launch Ramps

An additional 7 marine boat ramps providing 11 launch lanes are available at private resorts. Three ramps are in Neah Bay, two in Sekiu, and one east of Clallam Bay.

6.3.5 Demand for New Launch Ramps

Observations of Port operated boat launches indicate significant demand for additional launch ramps at peak periods (Salmon and Halibut Season), although the average level of demand approximates supply very closely. Since the provision of launch and other waterfront facilities is an important factor in attracting visitors to the region, to meet peak demand additional regional boat launches may be needed.

The location of these new ramps should be planned to maximize tourist opportunities. It is therefore best carried out as part of an overall recreational development plan, which includes planning for RV parks, camp sites, etc.

Although the stated objectives of the Port of Port Angeles includes the promotion of tourism and recreational activities, it is suggested that development of additional launch ramps or sites by the Port should only be undertaken where it can be considered as an integral part of any marina or small boat harbor development. The planning and construction of new facilities outside this scope is considered to be more appropriate to the role of established recreation facility providers such as the county or state.

The Port will however continue to provide ramps in any new marinas or purpose built small boat harbors, with an emphasis on the expansion of facilities in the west end of the county.

6.3.6 Canoes, Kayaks, and Other Car-top Boats

There is evidence of growing interest in using the coastal waters of Clallam County for canoeing, kayaking, and other forms of paddle-sports. Boats used in paddle-sports are typically transported on a car top carrier as opposed to a trailer towed behind a vehicle. As such, the vehicle occupies only a single vehicle parking space, compared to a double length or longer parking space occupied by a vehicle and boat trailer. Furthermore, the boater usually carries the canoe or kayak type of boat to the launching area rather than using a boat launch ramp.

The Port has existing properties suitable for launching boats used in paddle-sports. The south parking lot at the John Wayne Marina has a trail from the parking lot down to the public beach. This trail, with some improvements, can easily be used by boaters to launch their car-top boats. In the Port Angeles area Port-owned facilities are not required for this purpose since the City of Port Angeles provides a paddle-sport boat launch park on Ediz Hook and access to launch at Hollywood Beach.

6.4 Demand for a Motorsports Park

In 2009 the Port and the City of Forks had a Preliminary Feasibility Study for a Motorsports Park in Forks, Washington prepared by SE Group. The purpose of the study was to analyze, at a preliminary level, the feasibility of developing a motorsports park in the vicinity of the City of Forks located at the west end of the County.

6.4.1 Background

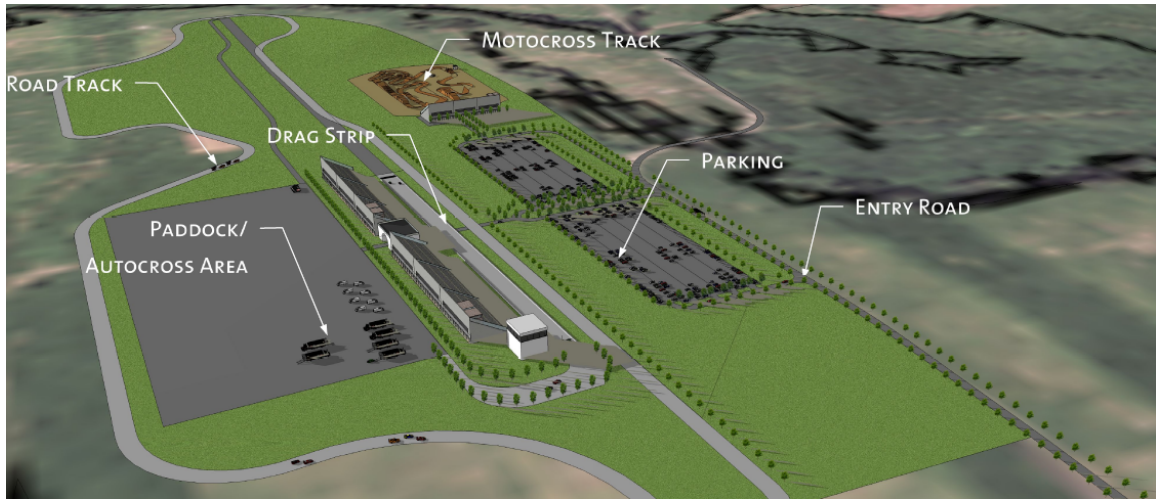
The feasibility study was prepared because the interest in organized racing at the Forks Municipal Airport hosted by the West End Thunder racing group. The group was primarily organized to provide a safe location for local racers to publicly exhibit vintage and custom vehicles, race against each other, and provide a spectator and participant recreational outlet for local citizens. Since the inception of organized racing at the Forks Municipal Airport in 2005 the event has been immensely popular, drawing spectators from across the Olympic Peninsula region to the four or five events a season. Races are promoted in The Forks Forum newspaper, on the West End Thunder website, and by word of mouth. The group is operated as a non-profit organization with all proceeds going to support the operation of the events. During the 2008 season, approximately 7,500 spectators paid to watch the races, with about 85 entries per racing weekend.

In 2005 the Forks City Council agreed to allow races at the Forks Municipal Airport. At the time the city believed it had fulfilled all of its grant obligations with the Federal Aviation Administration (FAA) and racing could officially be sanctioned at this location. This stems from the ownership transfer of the Quillayute Airport from the state to the city in 1999 and subsequent listing of the Quillayute Airport on the systems list. When the ownership transfer occurred the city removed Forks Municipal Airport from the FAA list with the belief that doing so removed any grant obligations associated with the receipt of federal money. In 2007 the FAA notified the City of Forks that this was not the case and, in an effort to provide an interim solution, the agency has worked with local officials to temporarily permit drag racing at the current location until 2011.

6.4.2 Motorsports Park Feasibility

Although the development of a new motorsports park to serve the Olympic Peninsula region near the City of Forks is technically feasible, there is an obstacle that may be considered “a fatal flaw”. The most critical challenge that would need to be addressed would be the significant capital costs for facility development. The appropriate next step would be to conduct additional surveys and a prepare a Market Analysis and Economic Impact Study to further determine the level of interest in hosting events at a purpose-built motorsports park in the west end of Clallam County.

Figure 6.2 –Forks Motorsports Park Conceptual Layout



Chapter 7 Improvement Plans

The following proposed project elements are based on prior Port approved comprehensive scheme of harbor improvement plans, Port 2012 Budget, current draft plans, field analysis, adjacent jurisdictional planning proposals and consultation. Modifications and the addition of projects at the following facilities will be documented on an annual basis in the Port's annual Budget and annual update of the comprehensive scheme of harbor improvement plan.

7.1 John Wayne Marina

The following projects are proposed for the John Wayne Marina:

1. **John Wayne Marina Development (Upland & Fish Pier):** Support boater and visitor activity within a vibrant marina, reinforcing boater amenities, improving circulation, and enhancing marine-related services and amenities upland. The proposed fish pier in the marina vicinity would provide water access to the non-boating public and would improve the recreational opportunities on Sequim Bay.
2. **Armor Rock Stabilization:** Wave and tidal action damage the armor rock in the vicinity of the marina. The replacement of armor rock is an ongoing operation to provide a safe and reliable facility at the marina and adjacent public beach access trail.
3. **Fuel Pump Replacement:** The pump needs to be replaced in a timely manner to provide reliable and convenient fueling facilities for boaters in the area.
4. **Dumpster Enclosures:** Are planned to provide improved facilities at the marina.
5. **Resurface Interior Roads:** Normal maintenance is required to provide a reliable and attractive road surface for the public.
6. **Boardwalk and Buoy Improvements:** A boardwalk at the marina would provide increased access to the non-boating public to enjoy Sequim Bay. Additional buoys would provide increased seasonal moorage and/or seaplane access at the marina.

7.2 Port Angeles Boat Haven & Boat Yard

The following proposed projects are proposed for the Port Angeles Boat Haven:

1. **Boat Haven Upland Development:** Supports commercial, boater and visitor activity within a vibrant Boat Haven, reinforcing boater amenities, improving circulation, and enhancing marine-related services and amenities upland. Provide additional parking and improved pedestrian connections, while removing non-essential parking from the waterfront to better serve marine-related uses.
2. **Breakwater Facing Repairs:** Wave and tidal action damage the wood panels protecting the boat haven breakwater. Repairs will prolong the life of this vital structure protecting the boat haven.

3. **Marine Drive Bulkhead Replacement / Dredging:** The bulkhead along the southern edge of the boat haven is in poor to fair shape and requires replacement to protect the boat haven and access to Ediz Hook via Marine Drive.
4. **Dredge A Float & B Float:** The use of A Float and B Float are constrained due to siltation caused by an adjacent stormwater outfall. Dredging is required to maintain the long term use of the floats.
5. **Construct Dumpster Enclosures:** Are planned to provide improved facilities at the boat haven.
6. **Laundry Facilities:** Are planned to provide improved facilities at the boat haven.
7. **Pave East Parking Lot:** Normal maintenance is required to provide a reliable and attractive parking facility for the public.
8. **Improve Center Section Restrooms:** Are planned to provide improved facilities at the boat haven.
9. **Install Trash Compactors:** Are planned to provide improved facilities at the boat haven
10. **Boat Yard Stormwater Improvements:** Is planned to maintain the public boat yard and the character and resources it provides to the boating public utilizing the boat haven.

7.3 Lincoln Park Redevelopment

The Port in a partnership with the City of Port Angeles has begun the master planning process for the redevelopment of the City owned Lincoln Park. The park is adjacent to the Port operated William R. Fairchild International Airport and in order to operate the airport safely, planes must have an area clear of any obstructions for take-off and landing. Currently the trees in Lincoln Park create an obstruction that affects a pilot's ability to land safely. The Port's goal is develop a plan to remove the obstruction trees at Lincoln Park and redevelop the park with low growth trees. The public master planning process will determine the final redevelopment plan for the park and is scheduled to be complete in the summer of 2012.

7.4 West End Shooting & Motorsports Park

The next step in promoting tourism and recreation in the west end of the County through the development of a shooting and/or motorsports park is would be to conduct additional surveys and a prepare a Market Analysis and Economic Impact Study to further determine the level of interest in hosting events at a purpose-built motorsports park in the west end of Clallam County.

7.5 Capital Improvement Program

The 19 project listed above are detailed in the Port's 2012 Budget which includes a 5 year capital improvement plan developed in the fall of 2011.

The basis for project costs is a planning level analysis on a typical design associated with each project type or component. Cost estimates are subject to change based on final design and construction timing.

These cost estimates are not intended to denote specific financial responsibility. Rather, projects may be funded from a variety of sources including Port funds or land dedications, state and federal grants, interlocal agreements, and possibly private developer project matching funds or construction responsibilities. The following Table 7.1 details the 19 projects listed above in the format taken directly from the Port's five year capital improvement plan.

Table 7.1 – Capital Improvement Program

	2012	2013	2014	2015	2016 Forward	Total
STRATEGIC PROJECTS:						
JWM Development (Upland & Fishing Pier)		TBD				
PABH Upland Development		100,000	500,000	1,200,000		1,800,000
W End Tourism (Shooting&Motor Sports Park)		TBD				
Total Strategic Projects	0	100,000	500,000	1,200,000	0	1,800,000
FAIRCHILD INTERNATIONAL AIRPORT:						
Lincoln Park - MP & Dev. (AIP-5%)	7,500	TBD	TBD			7,500
Total Fairchild International Airport	7,500	0	0	0	0	7,500
PORT ANGELES BOAT HAVEN:						
Breakwater Facing Repairs			100,000	100,000		200,000
Bulkhead Replacement/Dredging (w/City)		TBD				
Dredge A Float			65,000			65,000
Dredge M Float			60,000			60,000
Dumpster Enclosures		25,000	25,000			50,000
Laundry Facilities East		200,000				200,000
Pave Parking East		300,000				300,000
Restrooms - Center Section		60,000				60,000
Trash Compactors (2)		35,000				35,000
Total Port Angeles Boat Haven	0	620,000	250,000	100,000	0	970,000
JOHN WAYNE MARINA:						
Armor Rock Stabilization		100,000				100,000
Fuel Pumps Replacement		30,000				30,000
Dumpster Enclosures		25,000	25,000	25,000	25,000	100,000
JWM Improvements (boardwalk/buoys)		TBD				
Resurface Interior Roads		200,000				200,000
Total John Wayne Marina	0	355,000	25,000	25,000	25,000	430,000
BOATYARD						
Stormwater Improvements		75,000		50,000	150,000	275,000
Total Boatyard	0	75,000	0	50,000	150,000	275,000
TOTAL CAPITAL IMPROVEMENT PLAN	7,500	1,150,000	775,000	1,375,000	175,000	3,482,500

Appendix A

Public and Agency Comments

1. General Public Comments

Received February 27th, 2012 at the Public Hearing at 10:17

William Hunt addressed why there hasn't been any public comment on this issue because the first he heard of it was in yesterday's newspaper although it was previously published. He indicated that Ms Vong did not mention the hearing at the February 15 open meeting and feels this was important piece of information that was left out. There were no other public comments.

2. Local Tribal Nations Comments

No comments were received.

3. Local Municipality/Agency Comments

Received February 27th, 2012 at the Public Hearing at 10:17

Richard Bonine, City of Port Angeles Recreation and Services Manager, spoke and said they have reviewed the Plan and for the record it looks good to them and reiterated that most of the amendments were focused on Port property.

Appendix B Self Certification Form

Appendix B: Self-Certification Form

Appendix B: Self-Certification Form

Planning Process Self Certification Form (Form #222)		
Use this form to certify that the need for your projects have been determined through an appropriate planning process. Provide the completed form with the subject plans (on CD-ROM) and adoption documentation to RCO.		
Name and adoption date of documents submitted in fulfillment of this requirement:		
Comprehensive Parks and Recreation Plan		
Adopted by the Port Commissioners via Resolution 12-1034 on March 12, 2012		
Check or Initial Each to Certify Completion	Plan Element Certification	Document and Page Number Location of Information
JW	1. Goals, objectives: The attached plan supports our project with broad statements of intent (goals) <i>and</i> measures that describe when these intents will be attained (objectives). Goals may include a higher level of service.	Page 3
JW	2. Inventory: The plan includes a description of the service area's facilities, lands, programs, and their condition. <i>(This may be done in a quantitative format, or in a qualitative/narrative format.)</i>	Page 9-13
JW	3. Public involvement: The planning process gave the public ample opportunity to be involved in plan development and adoption.	Page 14-15
JW	4a. Demand and need analysis: In the plans: <ul style="list-style-type: none"> An analysis defines priorities, as appropriate, for acquisition, development, preservation, enhancement, management, etc., and explains why these actions are needed. The process used in developing the analysis assessed community desires for parks, recreation, open space, and/or habitat, as appropriate, in a manner appropriate for the service area (personal observation, informal talks, formal survey(s), workshops, etc.). 	Page 16-20
	4b. Level of Service assessment (optional): An assessment of the criterion appropriate to your community. Possibly establish a higher level of service as a plan goal (above).	
JW	5. Capital Improvement Program: The plans includes a capital improvement/facility program that lists land acquisition, development, and renovation projects by year of anticipated implementation; include funding source. The program includes any capital project submitted to RCFB for funding.	Page 22-23
JW	6. Adoption: The plans and process has received formal governing body approval <i>(that is, city/county department head, district ranger, regional manager/ supervisor, etc., as appropriate)</i> . Attach resolution, letter, or other adoption instrument.	Appendix C

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I certify that this information is true and complete to the best of my knowledge,

Print Name: Jesse Waknitz

Signature: 

Title: Environmental Planning & Permit Technician

Date: 3-20-2012

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Appendix C
Adoption Resolution

Port of Port Angeles

Port Angeles, Washington

Commissioners' Resolution No. 12-1034

A RESOLUTION of the Port Commission of the Port of Port Angeles adopting an amended Comprehensive Parks and Recreation Plan.

WHEREAS, a public hearing was held on February 27, 2012 after notice as provided by law, on amending the Port Comprehensive Parks and Recreation Plan, and;

WHEREAS, after discussion and consideration of the proposed amended Port Comprehensive Parks and Recreation Plan, the Commission decided that said amended comprehensive plan should be adopted;

NOW THEREFORE BE IT RESOLVED, by the Port Commission of the Port of Port Angeles as follows:

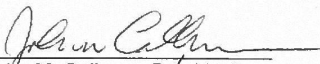
Section 1: That after and pursuant to a public hearing held on February 27, 2012, following notice therefore given as required by law, the Port Commission of the Port of Port Angeles does hereby adopt an amended Comprehensive Parks and Recreation Plan in the manner required by law.

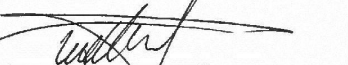
Section 2: The purpose in adopting an amended Comprehensive Parks and Recreation Plan is to update the Port's role and future direction in providing public park and recreation facilities, under the applicable provisions of State Law (RCW 53.08.260).

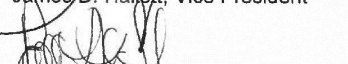
Said amended Parks and Recreation Plan is fully set forth in the plan document on file at the Port of Port Angeles Administrative Office.

ADOPTED by the Port Commission in a regular meeting thereof held this 12th day of March, 2012.

PORT OF PORT ANGELES
PORT COMMISSION


John M. Calhoun, President


James D. Hallett, Vice President


Paul L. McHugh, Secretary