

**Port of Port Angeles**  
**Recreation and Public Access Plan**  
**2018**

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## Introduction

### **Our Vision:**

*A Prosperous Clallam County*

### **Our Mission:**

*We bring people, resources and industry together to foster economic prosperity and living wage jobs.*

Per

[Port of Port Angeles Strategic Plan 2015-2020](#)

(Worldwide Web Link)

## Purpose

The purpose of the Port of Port Angeles Recreation and Public Access Plan is to establish a framework to guide the operation, development and improvement of public recreation lands and facilities under the ownership of the Port of Port Angeles (Port). This plan for its recreational facilities; it is consistent with the Washington State Recreation and Conservation Office (RCO) Comprehensive Plan Guidelines.

This plan also provides the basis of eligibility for federal and state financial assistance. All elements necessary to qualify for recreation funding are included in this plan:

- Goals and objectives
- Inventory
- Public involvement
- Demand and need analysis
- Capital Improvement Program
- Local adoption

Washington State statutes enable ports to operate certain recreational facilities. RCW 53.08.260 enables port districts to construct, improve, maintain and operate public park and recreation facilities when such facilities are necessary to fully utilize boat landings, harbors, wharves and piers; air, land and water passenger and transfer terminals and waterways, and other port facilities.

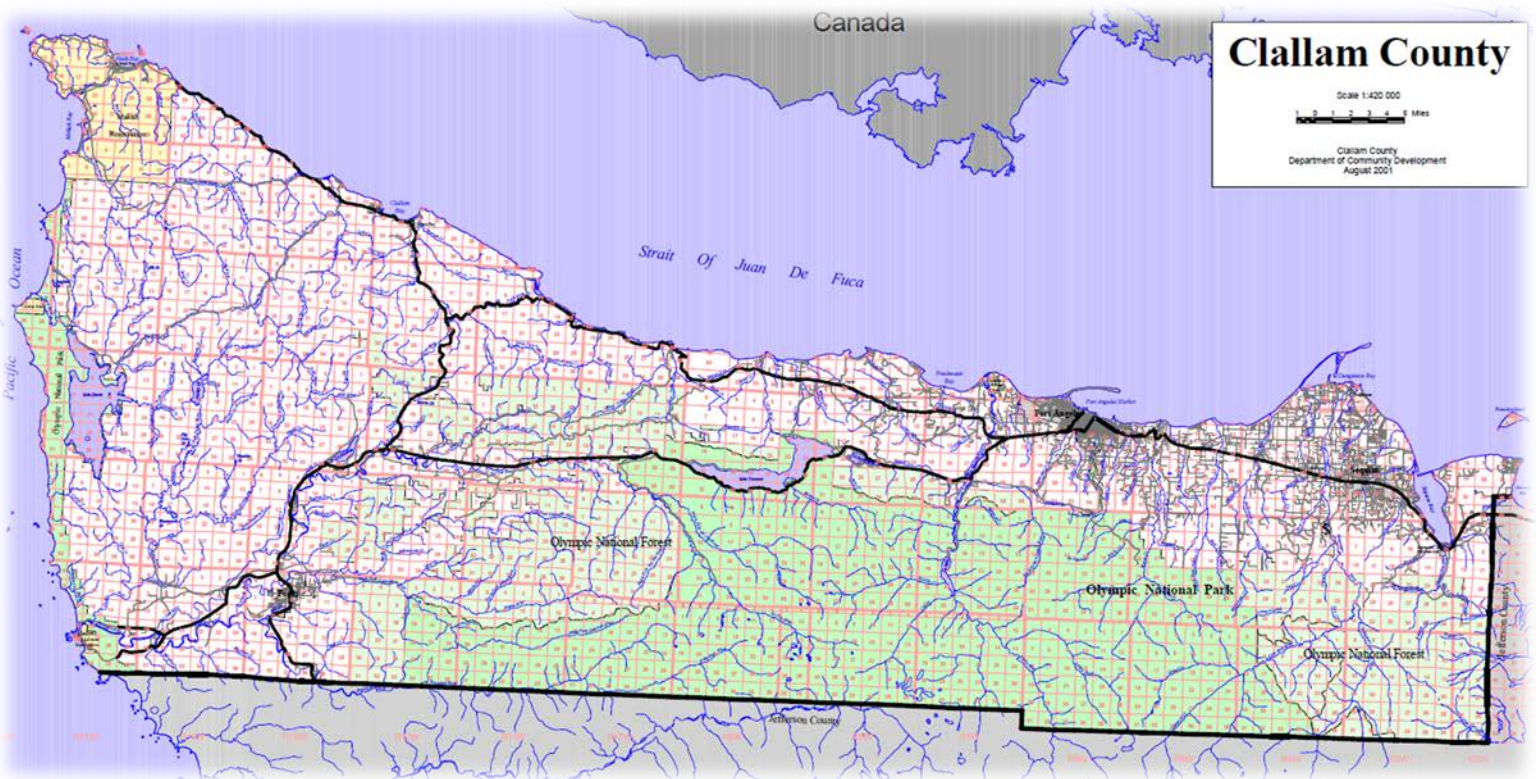
Through the provision of increased public access the Port of Port Angeles is upholding the Public Trust Doctrine as detailed in the local Shoreline Master Programs. The essence of the Doctrine is that the waters of the state are a public resource available to all citizens for navigation, commerce, fishing, recreation and similar uses and that this trust is not invalidated by private ownership of the underlying land. The Doctrine limits public and private use of tidelands and other shore lands to protect the public's right to use the waters of the state. While the Doctrine does not allow public trespass on privately owned lands, it does protect public use of navigable water bodies below the ordinary high water mark.

The Shoreline Management Act is one of the primary means by which the Public Trust Doctrine is enabled. All Shoreline Master Programs must include a public access element to make provisions for public access

to publicly owned areas, and a recreational element for the preservation and enlargement of recreational opportunities.

While Port district boundaries cover the entire county, only recreation lands and facilities owned and operated by the Port of Port Angeles will be discussed in this plan. Please refer to Figure 1, Clallam County/Port District for an overview of the Port District. Clallam County and the cities within the county maintain their own individual comprehensive park and recreation plans.

**Figure 1: Clallam County/Port District**



### Background

The Port of Port Angeles is a municipal corporation approved by Clallam County voters in 1922 and established in 1923. The Port is responsible for promoting and enhancing the economic vitality of Clallam County through business development and job creation, and serves the community as both a public steward and an economically self-sustaining enterprise.

The Port is a complex enterprise that operates, manages and makes capital investments in four lines of business: Marine Facilities, Marinas, Airports and Industrial Properties.

These businesses include four marine terminals; two airports; two marinas; industrial business parks; and several other industrial and commercial properties. In addition to its business responsibilities, the Port also plays an important role in the redevelopment of industrial properties County-wide.

Historically, the Port provided facilities for handling logs transported from the Olympic Peninsula to the Puget Sound, along the West Coast and for export to Pacific Rim countries. Log handling is still an important business line to the Port and our county, but in recent years, the Port has modernized its facilities and expanded its marine terminal services to support vessel repair.

Today, the Port is working hard to strengthen Clallam County's economy through strategic investments in its facilities, partnering with public and private entities to reposition and revitalize key properties and identifying emerging markets and new business opportunities that create community value and facilitate new job development.

## Plan Organization

The Port of Port Angeles Recreation and Public Access Plan is organized as follows:

**Introduction** – Provides an introduction of the plan including the purpose, background information, and organization of chapters.

**Goals and Objectives** – Presents a vision and strategy for the Port's recreation properties. Sites, facilities, maintenance, and capital plans are addressed by the goals and objectives set forth in this plan.

**Inventory** – Lists service area, location, type, and condition of Port recreation lands and facilities, along with individual amenities.

**Public Involvement** – Describes the important public outreach process in developing this plan Goals and Objectives.

**Demand and Need Analysis** – Reviews and identifies the State, regional and local trends and other pertinent information to provide guidance in developing priorities and channeling investment in Port recreation lands and facilities.

**Capital Improvement Plan** – Lists recreation facilities capital assets, future needs for improvements and/or maintenance, costs, and likely fund sources over a 5 year period.

**Plan Adoption**– Describes how the Port reviewed and approved the recreation facilities plan, and how it can be updated as the years proceed.

## Goals and Objectives

### Overall Recreation and Public Access Goals

Supporting recreation public access is a priority for the Port of Port Angeles. The Port's vision is to support our existing recreation and public access facilities for residents, visitors and future generations to maintain a healthy active lifestyle by exploring the open spaces, shorelines and waters under Port ownership or control. The following goal and objectives are based on an analysis of existing recreation opportunities available to Port lands, the mission and resources of the Port of Port Angeles, and the

results of prior public input. This Plan will be revised on an annual basis, each October, to mirror the Port capital budget planning process.

The goal of the Port is, to the extent possible, ensure that Port recreation sites, facilities and their shoreline environments are accessible to all members of the community, where practical and safe, by maintaining and expanding opportunities for recreational boating and fishing and pedestrian shoreline access<sup>1</sup>. This goal will be met by implementing the following objectives as feasible:

**Objective 1** - Maintain, improve, and expand (where appropriate) boat ramp access points for recreational boaters.

**Objective 2** - Ensure recreation facilities are identifiable and easy to locate by implementing a system of easily visible signage for all Port recreation sites.

**Objective 3** - Invest in improvements and maintenance projects at the Port Angeles Boat Haven and John Wayne Marina to improve the experience of day users, recreational fishers and moorage clients. Improvements should include the rehabilitation of existing showers and restrooms, the development of new additional facilities, laundry facilities, fish cleaning station and picnic areas at both marinas, as needed.

**Objective 4** - Collaborate with the City of Port Angeles, Peninsula Trails Coalition, Clallam County, Lower Elwha Klallam Tribe and the Jamestown S’Klallam Tribe to improve and ensure balance between our communities working waterfront and safe public access to Port owned property adjacent to the Waterfront and Olympic Discovery Trails as detailed on the Public Access Plan (Figures 4 & 5).

**Objective 5** – Implement [Clean Marina Program](#) (link) and [Best Management Practices](#) (link) in 2018 at Port Angeles Boat Haven and John Wayne Marina to protect the sensitive nearshore habitat for public recreational use.

<sup>1</sup>Attached as Appendix B is detailed City of Port Angeles Shoreline Master Program language regarding Public Access.

## Inventory

### Community Setting

Clallam County is composed of 1,738 square miles and lies across the northern half of Washington’s Olympic Peninsula, the northwest corner of the Pacific Northwest. Its western and northern boundaries are the Pacific Ocean and Strait of Juan de Fuca shorelines. The southern boundary cuts through Olympic National Park, the nearly million-acre wilderness interior of the Peninsula. The high mountains, rugged coastlines, deep forest, miles of unspoiled rivers, clean air and water, and mild marine climate offer a most unusual combination of environmental amenities. When the cultural, educational, and

social amenities available in the cities and towns are considered, along with the range of living styles from small town to rural to backwoods, the county becomes a uniquely desirable place to live and work.

The county is rich in natural resources and recreational opportunities on public land. Approximately 46% of the county is federal land (National Park & National Forest), approximately 14% is state land (Timber Lands & State Parks), approximately 1% is local government (County, Cities, Port & School Districts) and 39% is private land. The Port of Port land area is approximately 858 acres or .08% of the county land area.

## Existing Inventory

Clallam County has many existing facilities owned or managed by other agencies and tribal governments including trails, campgrounds, boat launches, marinas, picnic areas, shelters, natural areas, open space, community and regional parks, multi-use trails, special use areas and other amenities. Only those pertaining to Port owned facilities are included in this chapter. See Figures 2: John Wayne Marina and Figure 3 Port Angeles Boat Haven/Waterfront for an overview of Port facilities.

### 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 on [John Wayne Marina](#) (*link*) was started in 1983, and was completed in 1984.



*Photo 1: John Wayne Marina, looking west*



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 approximately 355 slips is reached.

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

Within the protected marina basin is a two lane boat launch with an associated lot for truck and trailer parking. This ramp is popular because of year round access and close proximity to prime recreational fishing and crabbing locations.

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 paddleboard launch, beach combing and sunbathing. 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.

The [Olympic Discovery Trail](#) (link) east-central segment runs just a half mile west of the marina and easy access to the public marina facilities are available to trail users utilizing White Feather Way and W. Sequim Bay Road.

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.

Figure 2: John Wayne Marina Overview



FIGURE 2: JOHN WAYNE MARINA OVERVIEW

## Port Angeles Boat Haven

The Port owns and operates the [Port Angeles Boat Haven](#) (*link*) on the Port Angeles Harbor. Closer to the Pacific Ocean than any other port on the Puget Sound, the Port Angeles Boat Haven is the best option for no-hassle access to all points northwest.

The Boat Haven has 442 slips 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 buildings have 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 70-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 two lane West Boat Launch located at the west end of the Boat Haven. This ramp has the floats removed during winter to prevent storm damage. This facility was reconstructed in 2016 utilizing RCO Boating Facility Grant funding. Directly adjacent to this ramp along the shoreline is a pocket park with picnic tables and trash receptacles.

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.

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 3: Port Angeles Boat Haven Overview



*Photo 2: Port Angeles Boat Haven, looking north*



### **City of Port Angeles Waterfront Trail & Valley Creek Estuary**

The [City of Port Angeles Waterfront Trail](#) (*link*) extends for nearly 8 miles along the inner Port Angeles Harbor shoreline from the Morse Creek Rail Road Trestle to the US Coast Guard Air Station at the tip of Ediz Hook. The Waterfront Trail is part of the [Olympic Discovery Trail](#) (*link*) that is under development from Port Townsend to La Push on the Pacific Ocean.

The City Waterfront Trail runs directly adjacent to Port waterfront property for two miles along the inner harbor west of Hollywood Beach. At the Port Valley Creek Estuary stretch of trail, there is access to the shoreline, outside of the extensive access provided by the Boat Haven marina.

The Port constructed the Valley Creek estuary in 1997 as restoration for filling in the adjacent K-PLY Mill Log Pond. The estuary portion was the Port's responsibility as a restoration site. The estuary provides a visible and effective transition between Downtown Port Angeles and the Port's working waterfront to the west. The upland Valley Creek Estuary park area was developed through a cooperative effort between the City of Port Angeles, Port Angeles Soroptimist Club and the Port. The City maintains this park on Port owned land and provides a viewing tower, an interpretative pavilion, interpretative signs, overlooks, landscaping, and a bridge over the Valley Creek. East of the Valley Creek Estuary, in 2015, the City completed their Railroad Avenue Esplanade and Oak Street Waterfront Park as detailed in the City Waterfront Transportation Improvement Plan. The Waterfront Park directly blends into the Port Valley Creek Estuary. The three acre City Waterfront Park and adjacent Esplanade re-envision the



waterfront experience and connect downtown Port Angeles to the Harbor shoreline for residents and visitors.

*Photo 3: City Waterfront Park and Port Valley Creek Estuary, looking south*



### **Olympic View Airport Loop**

Since April 2014 Port staff has been working with a dedicated group of local pilots and citizens to complete a pedestrian/bicycle loop around [Fairchild Airport](#) (link) that would incorporate existing roads, the Olympic Discovery Trail and newly constructed gravel pathways. The northern half of this loop, officially known as the Olympic View Airport Loop (OVAL), has been completed at minimal cost. This northern section of trail that consists of newly constructed gravel pathways and existing paved airport roads is approximately 1.3 miles in length. This route connects S. 'L' Street to the Olympic Discovery Trail at 18<sup>th</sup> Street.

The southern half of the loop, however, will require some fencing, more extensive clearing operations and possibly negotiations with private citizens who own property adjacent to the proposed loop. When completed this loop trail will be approximately 5 miles in length. This in process project will provide a new and welcomed recreational opportunity to the citizens of Clallam County as well as increase the public's appreciation for the importance of a vibrant commercial airport to the long term economic well-being of the county.



*Photo 3: Olympic View Airport Loop, looking west*



## **Public Involvement**

Public involvement is important to a port recreation plan. The citizen members of the Marina Advisory Committee provided valuable input, evaluated the draft plan and made a recommendation prior to final adoption.

Two public open houses specific to introducing the Port’s Draft 2018 Recreation and Public Access Plan were held on February 1<sup>st</sup>, 2018 at 1:00 PM and 5:30 pm in Port Angeles. A Public Notice advertising the public open houses was placed in the local newspaper of general circulation in the County to solicit public comments on the Port’s Draft 2018 Conservation and Public Access Plan. Notice of requesting comments and advertising the public open houses was also posted on the Port Website.

To coordinate recommendations in the Port Recreation and Public Access Plan with other park and recreation providers, the draft plan was sent in February of 2018 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

- Clallam County

The draft plan was also emailed to airport, Port Angeles waterfront and John Wayne Marina tenants in February 2018.

Comments on the Draft Recreation and Public Access Plan are included in Appendix A.

## Demand and Need Analysis

The purpose of this chapter is to prepare updated forecasts of demand for the infrastructure associated with various recreational activities supported by the Port of Port Angeles. Forecasting is a key element in the planning process. Forecasts of activity presented in this chapter are to be used as guidelines for the formulation of long range development plans for improvements to serve recreational activities. It is important, therefore, for managers and administrators to know how many people participate in a given recreation activity, and how this measure could change over time.

Participation in various outdoor activities can be affected by changes in population, available sites and infrastructure, lifestyles, economics, technology and the politics of land use. With an understanding of these characteristics and use of the best available data, this plan makes a best estimate of change in recreation patterns to assist with determining future Port outdoor recreational needs.

## Population Trends

Washington's population is expected to grow by 2 million people by 2040 per the Washington State office of Financial Management. Leading to more congestion and competition for recreation resources. The increase in population is expected to be mostly from people moving into the state, which is often the result of the attractiveness of Washington as a place to live.

The national population is aging, and with Clallam County being a favorite retirement locations, the county follows this trend. Since 2013 the percent of residents in Clallam County age 60 and older has steadily risen; from 34.7% in 2013 to 37.5% in 2017. While the state population of 60 years of age or older was 18% in 2016. The median age of Clallam County is 49 years; the median age of Washington State is 37.

The aging population in Washington is having an impact on recreation in the state as many older Washington residents remain very active and involved in outdoor recreation throughout the state. According to *2018-2022 Recreation and Conservation Plan* for Washington State, by 2040, there will be more seniors than youth. This age group is becoming increasingly fit and they will seek different recreational experiences.

## Statewide Recreation Trends

The *State of Washington 2017 Assessment of Outdoor Recreation Demand Report* identified 23 outdoor recreation categories. The top ten favored activities for the Olympic Peninsula and percentage of responses are:

1. Walking in a park or trail setting – 85%
2. Visiting a beach or tide pools – 75%
3. Visiting rivers or streams – 64%
4. Gather or collect things in a nature setting (e.g., rocks, shells, plants) -59%
5. Attending an outdoor concert or event – 57%
6. Scenic or wilderness area – 57%
7. Day-hiking – 54%
8. Wildlife or nature viewing – 54%
9. Swimming/wading at beach- saltwater -49%
10. Driving or motorcycling for pleasure – 48%

Participation rates for saltwater motorboating is at 8% and use of a marina is at 17%. While boating is not the preferred recreational activity for a majority of Clallam County residents it is important to the economy with people spending about \$4.5 billion/year on recreation boating in Washington State per *Earth Economics, Economic Analysis of Outdoor Recreation in Washington State 2017*.

Supporting boating facilities is the Port’s recreational activity niche and is important to our local and state economy. Boating on marine waters is a seasonal activity tied directly to the pleasant summer weather found in Western Washington and recreational fishing and crabbing seasons.

### **Response to Demand**

The Port will continue to support recreational boating facilities by conducting ordinary maintenance and capital improvements as needed. The expansion of these facilities will depend on stakeholder input during the development of the annual capital budget and the availability of state and federal grants to fund such infrastructure improvements.

With walking in a park or trail like setting being the most favored recreational activity in Clallam County the Port will continue to collaborate with the City of Port Angeles, City of Sequim, Peninsula Trails Coalition, Clallam County, Lower Elwha Klallam Tribe and the Jamestown S’Klallam Tribe to improve and ensure accessibility to Port owned property adjacent to the Waterfront and Olympic Discovery Trails.

### **Capital Improvement Plan**

The following is a brief overview of strategies that address the Port of Port Angeles’s role in providing public access opportunities along with a summary of project development plans and the proposed capital improvement program for submittal to the Recreation and Conservation Funding Board for the next 5 year planning cycle.

This plan recommends that the Port of Port Angeles pursue a strategic approach where the Port assumes responsibility for those functions and/or site specific projects that no other agency or organization provides and helps coordinate or support these functions and activities with other viable sponsors. The Port would be the coordinator or planner of first resort and the provider of last resort.

The Port will assume a primary role in the development and maintenance of boat launch sites, and marinas in locations currently controlled by the Port or complement the Port's planned land uses.

The Port will work with other public agencies, such as the City of Sequim, City of Port Angeles and Clallam County to provide public access along the shoreline by creating and maintaining a system of interconnected trails, natural corridors, and related facilities accessing Port properties and connecting community parks and public facilities in locations which are compatible with Port industrial or marine trades activities. See the Public Access Plan section below for details of these existing and proposed public access points.

### **Proposed Projects**

The following proposed project elements are based on the current Port 2018 Budget approved via Port Commissioners' Resolution No 17-1159. Modifications and the addition of projects at the following facilities will be documented on a yearly basis in the Port's annual Budget.

It is important to note that the five-year Capital Improvement Plan is a living planning document and as such is open to changes as needed. For example, if an unforeseen funding opportunity becomes available the Port may opt to move a project from one year to another to take advantage of the opportunity. Alternately if repair to a site or a facility becomes critical, the Port may opt to rebalance funds and scheduling between projects to facilitate need.

**John Wayne Marina**

**Table 1: Proposed Projects at John Wayne Marina**

Project Description	Potential Grant Funding Source	Alignment To Recreation Goals	2018	2019	2020	2021	2022
Sequim Sewer Connection	TBD	Objective 3				\$350,000	
Sequim Water Connection	TBD	Objective 3			\$350,000		
Slope Stabilization	TBD	Objective 3		\$50,000			
Restaurant Cooler Replace	NA	Objective 3	\$25,000				
Replace Fuel Pumps	BIG	Objective 3		\$30,000			
Dumpster Enclosures	ALEA, BIG, BFP, WWRP	Objective 3	\$20,000	\$40,000			
Lawn Mower Replace	TBD	Objective 3	\$15,000				
Fence Replacement	ALEA, BIG, BFP, WWRP, LWCF	Objective 3		\$50,000			
Sewer Vault Replacement	CVA	Objective 3			\$35,000	\$300,000	
Central Parking Overlay	ALEA, BFP, WWRP, LWCF	Objective 3				\$150,000	

Grant Funding Sources: ALEA – Aquatic Lands Enhancement Account, BFP – Boating Facilities Program, BIG – Boating Infrastructure Grant Program, CVA – Clean Vessel Act, LWCF – Land and Water Conservation Fund State and Local Assistance, WWRP – Washington Wildlife and Recreation Program, NA – Not Applicable & TBD – To Be Determined

**Port Angeles Boat Haven**

**Table 2: Proposed Projects at Port Angeles Boat Haven**

Project Description	Potential Grant Funding Source	Alignment To Recreation Goals	2018	2019	2020	2021	2022
Tiny Stores	TBD	Objective 3		\$75,000			
Laundry Facility	BIG	Objective 3	\$70,000				
750KVA Transformer	NA	Objective 3	\$15,000				
Signs (E., W. & water side)	ALEA, BIG, BFP, LWCF, WWRP	Objective 2	\$50,000				
Breakwater Repairs	ALEA, BIG, BFP, LWCF, WWRP	Objective 3				\$1,000,000	
E. Parking Resurfacing	ALEA, BIG, BFP, LWCF, WWRP	Objective 3		\$150,000			
Fuel Float Replacement	BIG	Objective 3		\$115,000	\$340,000	\$340,000	
Boat Yard Fabric Structure	TBD	Objective 3		\$150,000			
Trash Compactor / Enclosure	TBD	Objective 3			\$60,000		
Boat Yard Travel Lift Pier Repairs	TBD	Objective 3		\$10,000	\$70,000		
Grant Funding Sources: ALEA – Aquatic Lands Enhancement Account, BFP – Boating Facilities Program, BIG – Boating Infrastructure Grant Program, CVA – Clean Vessel Act, LWCF – Land and Water Conservation Fund State & Local Assistance, WWRP – Washington Wildlife and Recreation Program & TBD – To Be Determined							



During the development of this Recreation and Public Access Plan Port tenants and the public provided input on improvements and projects that could be included in the Port Capital Improvement Plan. To list these projects Table 3 was developed so that the project may be considered in the 2019 Capital Budget planning process.

**Table 3: Projects To Be Assessed in the Annual Capital Budget Process**

Facility	Project Description	Project Proponent
John Wayne Marina	South Beach Access – Improve access to south beach	Marine Advisory Committee
John Wayne Marina	Breakwater/Jetty Walkway – Path or walkway constructed on top of marina breakwater	Marine Advisory Committee
Port Angeles Boat Haven	Small Boat Access – Access improvements such as floats for kayaks, canoes, rowing shells, paddle boards and other small recreational craft	Port Angeles Yacht Club
Port Angeles Boat Haven	West Pocket Park – Improved access	Port Angeles Yacht Club
Airport/OVAL	OVAL Improvements – Plan and complete OVAL	Eugene Rimov

## **Public Access Plan**

Public access to the shoreline in Clallam County is important. The Shoreline Management Act is one of the primary means by which the Public Trust Doctrine is enabled. The City of Port Angeles, City of Sequim and Clallam County Shoreline Master Programs (SMPs)<sup>1</sup> include a public access element to make provisions for public access to publicly owned areas, and a recreational element for the preservation and enlargement of recreational opportunities.

Providing improved and additional safe public access to the shoreline as part of future Port development is in-line with existing local SMPs. To provide safe and meaningful public access points the Port will work with other public agencies, such as the City of Sequim, City of Port Angeles and Clallam County to provide public access along the shoreline.

Figure 4 – Port Angeles Inner Harbor Public Access Plan and Figure 5 – John Wayne Marina Public Access Plan provide an overview of existing and potential public access locations that are compatible with Port industrial and marine trades activities and build upon existing access point and recreational trail networks. Balance between existing and new public access with marine trades and heavy industrial activities along our communities working waterfront is important. Recreational opportunities for residents and visitors to our area is essential for a healthy community. Also, essential to our communities physical and financial health is living wage jobs generated by a working waterfront. An industrial waterfront and public access/recreation can be compatible uses within the whole landscape of Port Angeles Harbor. Taking advantage of this landscape by appropriately locating public access at significant geographic features and in between industrial areas is the responsible goal and objective. The attached Public Access Plans detailed within Figures 4 & 5 meet this objective. The Port of Port Angeles will strive to preserve our working waterfront and the safety of the public that visit and work within these important facilities.

<sup>1</sup>Attached as Appendix B is detailed City of Port Angeles Shoreline Master Program language regarding Public Access.

Figure 4: Port Angeles Inner Harbor Public Access Plan

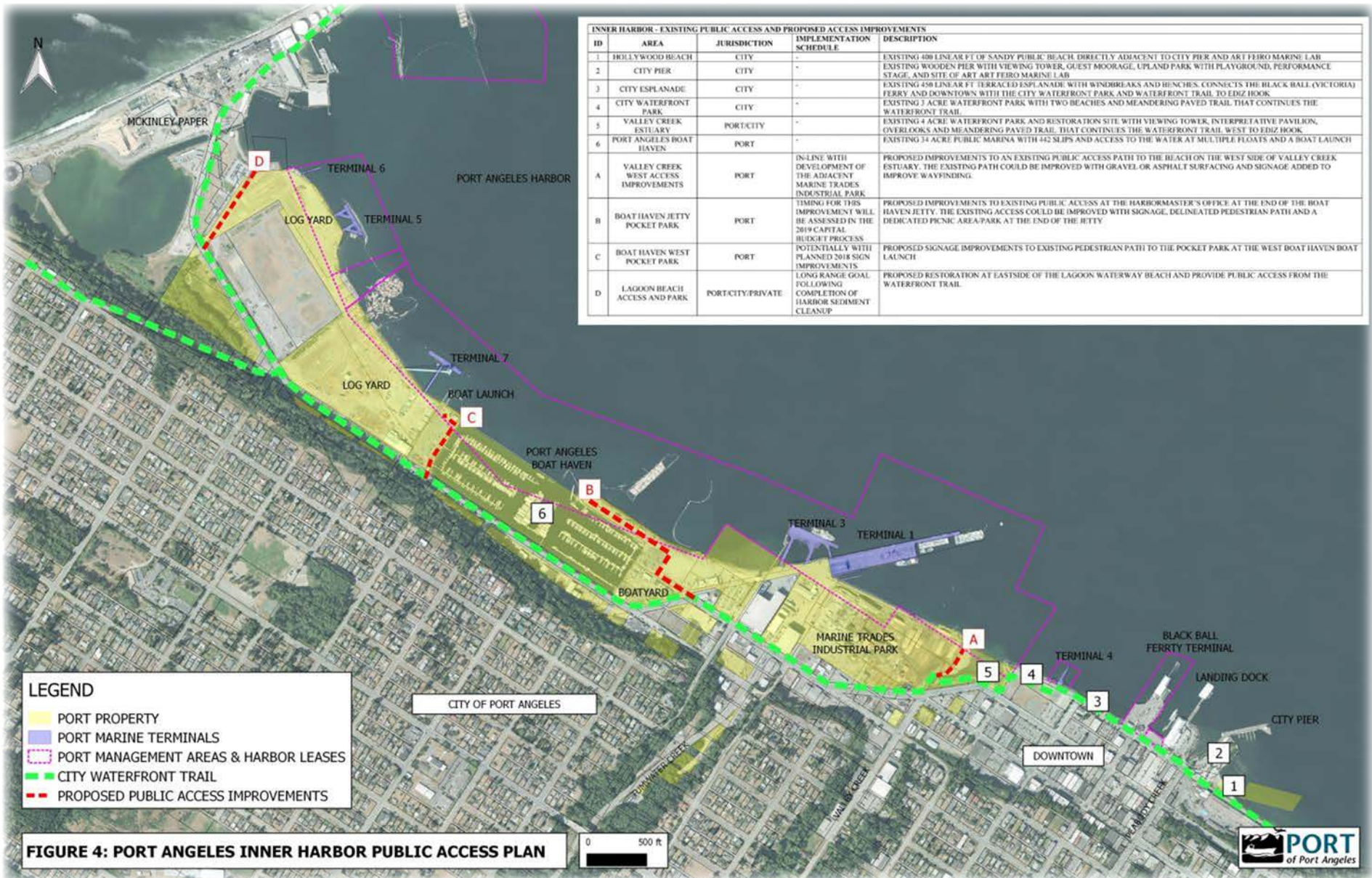
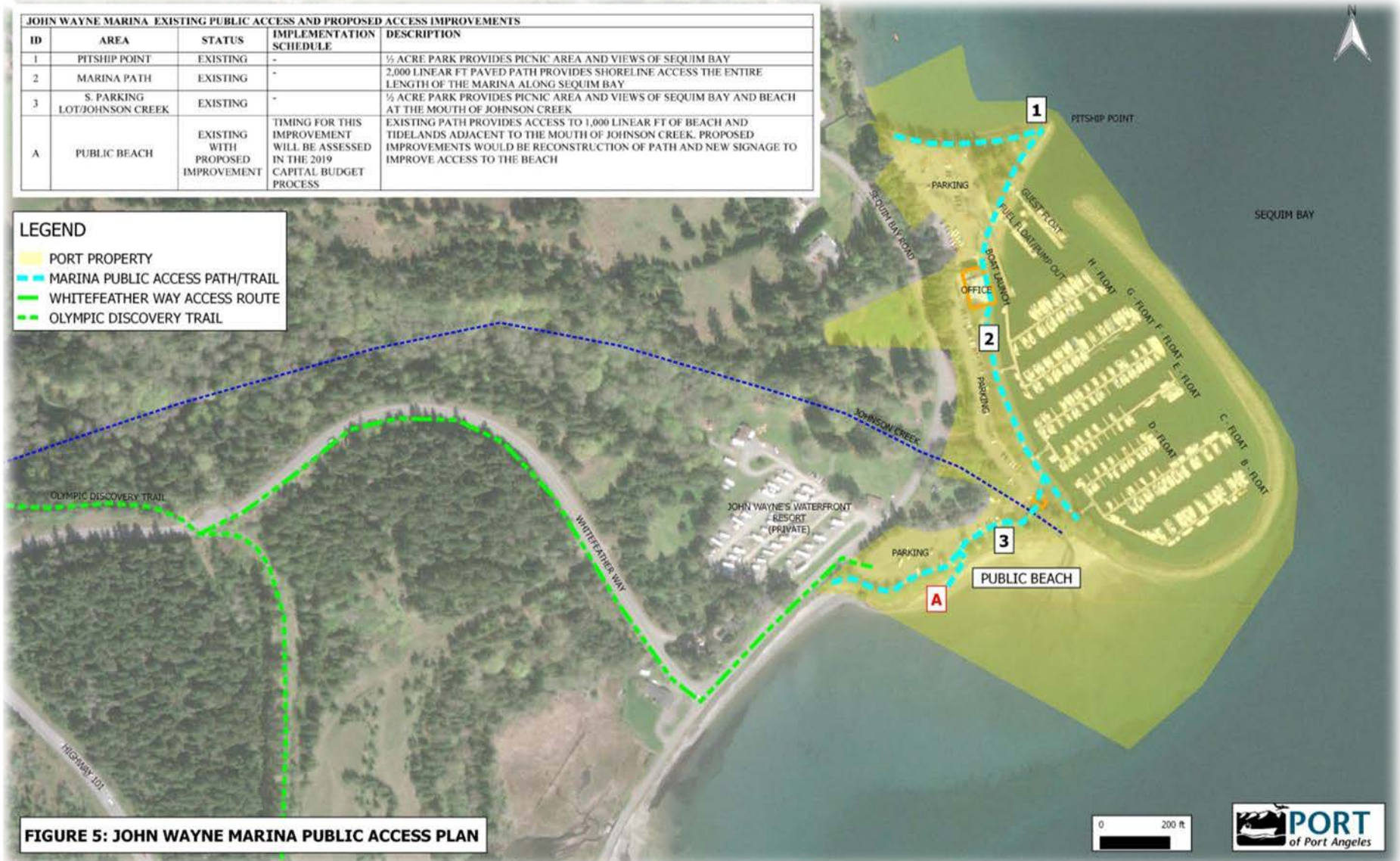




Figure 5: John Wayne Marina Public Access Plan



## **Plan Adoption**

Port of Port Angeles Recreation and Public Access Plan was formally adopted via resolution at the February 27, 2018 Port of Port Angeles Commission meeting.

The Recreation and Public Access Plan will be updated on an annual basis in October to mirror the development and adoption of the annual Port Budget and Capital Improvement Plan.

Adoption Resolution and Self Certification Form are included as Appendix C.

## Appendix A: Comments on Recreation & Public Access Plan

Port of Port Angeles, WA - Official Website
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**Home**

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Posted on: January 23, 2018

### Port Recreation & Public Access Plan Open House

You are invited to join the Port of Port Angeles staff on Thursday February 1st at 1:00 PM or 5:30 PM to provide input on the proposed Port Recreation and Public Access Plan. The Port is seeking input from the public on how to improve our recreational waterfront facilities. The Port operates the Port Angeles Boat Haven on Port Angeles Harbor and John Wayne Marina on Sequim Bay. The Port is creating a Recreation and Public Access Plan to be eligible for state and federal grants to improve and maintain these marina facilities.



Two open house presentations on the proposed plan will be held on February 1st at the Port of Port Angeles Commission Meeting Room, located at 338 W. First Street, from 1:00-2:00 PM and 5:30-6:30 PM.

For a copy of the proposed plan, please visit the link below.

Comments and questions on the proposed plan should be sent to Jesse Waknitz at [jessew@portofpa.com](mailto:jessew@portofpa.com)

**[DRAFT Port of Port Angeles 2018 Recreation Plan](#)**

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Posted on: December 8, 2017



<https://portofpa.com/CivicAlerts.aspx?AID=164>

1/24/2018



**1. General Public Comments**

As of February 21<sup>st</sup>, no comments have been received.

Two public open houses specific to introducing the Port’s Draft 2018 Recreation and Public Access Plan were held on February 1st, 2018 at 1:00 PM and 5:30 pm in Port Angeles. A Public Notice advertising the public open houses was placed in the local newspaper of general circulation in the County to solicit public comments on the Port’s Draft 2018 Conservation and Public Access Plan. Notice of requesting comments and advertising the public open houses was also posted on the Port Website.

**2. Marina Advisory Committee Comments (February 1, 2018)**(As summarized from Staff notes)

**Comment 1:** The Port should include maintenance to rip rap armoring at John Wayne Marina in the Capital Improvement Plan.

**Port Response 1:** *Maintenance to rip rap armoring at John Wayne Marina is included in the 2018 – 2022 Capital Improvement Plan for 2019 as the “Slope Stabilization Project”.*

**Comment 2:** The Port should include the redevelopment and improvements to the south beach access path at John Wayne Marina in the Capital Improvement Plan.

**Port Response 2:** *Improvements to the south beach access path will be introduced into the 2019 Capital Budget planning process in August of 2018. If project approved it will be added to the revised Recreation and Public Access Plan in Fall of 2018.*

**Comment 3:** The Port should include the development of a public access walkway on top of the John Wayne Marina breakwater in the Capital Improvement Plan.

**Port Response 2:** *The development of a public access walkway on the breakwater will be introduced into the 2019 Capital Budget planning process in August of 2018. If project approved it will be added to the revised Recreation and Public Access Plan in Fall of 2018.*

**Comment 4:** The draft plan does not detail to the Olympic Discovery Trail that runs just west of John Wayne Marina. The plan should reference the trail, City of Sequim’s jurisdiction, and the easy access to the marina from the Olympic Discovery trail via White Feather Way. This access could also be improved with signage at the trail and the marina and with details on the Port or Olympic Discovery Trail websites.

**Port Response 2:** *The draft plan has been updated to detail the access to the Marina from the Olympic Discovery Trail and the role that City of Sequim has to play in trail access. This update was done within the plan text and on Figure 5.*

**Comment 5:** The draft plan should include an objective of improving or protecting the near shore environment.

**Port Response 2:** *The draft plan has been updated to include “Objective 5” to implement Clean Marina Program / Best Management Practices to further protect and improve the quality of the near shore environment at the two Port marinas.*

### 3. Local Cities, Tribes and County Comments

#### **City of Port Angeles (Received 2/12/2018 via email)**

*Good morning Jesse,*

*I was able to take some time to review your Master Plan so it can be reviewed and adopted by the RCO for future grants. I would like to start off by saying I thought the plan was excellent. It was very detailed but yet precise and to the point and I feel meets all the requirements the RCO is looking for. Very well done. Let me know if you need any additional information or have any questions*

*Corey Delikat*

*Parks & Recreation Director | Port Angeles Parks & Recreation*

*308 East 4th Street*

*Port Angeles, WA 98362*

*D: (360) 417-4551 | Admin (Emily): (360) 417-4550 | F: (360) 417-4559”*

#### **City of Sequim (Received 2/16/2018 via email)**

*Hello Jesse,*

*I am submitting written comments below related to the Draft Port of PA park Plan.*

*We have heard that there is close to \$10M in deferred maintenance at the John Wayne Marina. The Proposed project table on Page 17 identifies a total of \$1.4M over the next 5-year period. While we understand this is a plan that is subject to potential grants and that it is iterative in nature; we would like to somehow ensure that the Port of PA strives to minimize the growing deferred maintenance. I note that the PA Boat Haven prioritizes float replacements and I would like to make sure needed float replacements be prioritized at John Wayne Marina as well.*

*I also want to note that we support the inclusion of the marina advisory comments (1 through 5) from their 2/1/18 meeting which are reflected on Page 22 of the Draft Plan.*

*If you have any questions, please do not hesitate to contact me.*

*Joseph D. Irvin, AICP*

*Assistant City Manager*

*City of Sequim*

**Port Response to City of Sequim Comment (Sent 2/21/2018 via email)**

Joe,

*I discussed the maintenance schedule at John Wayne Marina with the Port Director of Engineering and other staff. They provided the following feedback:*

*“The Port strives to prioritize preventative maintenance to the maximum extent practical within all of its business lines including John Wayne Marina. The Port continuously inspects and performs planned maintenance within the marina to maximize the life of its assets. These activities do not show up in the 5-year Capital Improvement Plan table that City of Sequim references in their February 16th email, but are budgeted as an operating expense.*

*The Port is fully aware that the replacement of the floats and piles within John Wayne Marina will eventually be necessary as is the case with any infrastructure installed in the salt water environment. The existing floats and piles are still in good working condition with more than 5-years remaining life and that is why replacement of the floats and piles do not show up in the Port’s 5-year Capital Improvement Plan. This is not deferring maintenance, but is rather planning to replace the floats when their conditions require it.”*

*This is great feedback. It helps me understand the Port’s maintenance schedule at John Wayne Marina and it provides clear response to your comment.*

Regards,

Jesse Waknitz  
Environmental Manager  
Port of Port Angeles  
www.portofpa.com  
Phone: 360-417-3452  
Cell: 360-460-1364

#### 4. Comments Received From Port Tenants

**Eugene Rimov (Airport User & OVAL Supporter)(Received 2/16/2018 via email)**

*Jesse and David,*

*The OVAL committee staked out the route south and southwest of the western hanger fence last year. I believe that this area should be done now since lots of folks walk their dogs in this area. Much of the work in the past was done by volunteers so that trail building is not a very expensive proposition. There are even volunteers that would be willing to bring in machinery to get this section done as was the bypass on the northwest corner of the airport and the bypass past the helo pad and the bypass around the ball fields in Lincoln Park. A graveled trail should not affect designated protected areas, but would give the public better access to such.*

*This is what I would propose for consideration by CCPA, Peninsula Trails Coalition, the OVAL committee, and the Port of PA.*

- 1. Take no action until area is dry in the summer of 2018.*
- 2. Bring in excavator with 4' blade to scrape off sod in field (hope excavator is still available).*
- 3. Port of PA purchases 100 yards of trail gravel for wet areas.*
- 4. CCPA purchases fuel for equipment used on this project.*
- 5. Complete the trail up to a line extending about 20 feet west from the SW corner of the airport fence. Proposed trail is staked through this point.*

*Then for 2019*

- 1. Port of PA has the equipment to mow down the blackberry bushes near the north end of this trail where it intersects the eastern end of the western extension of Fairchild Airport Road.*
- 2. Get volunteers to remove Scotts Broom where the trail continues north parallel to the airport fence.*
- 3. Bring in machinery to build this last section of proposed trail.*
- 4. Port of PA purchases another 100 yards of trail gravel to cover parts of the trail that need gravel plus any area that needs additional gravel in the area built in 2018.*

*Then for 2020*

- 1. Port of PA purchases another 100 yards of gravel for places in the trail that show from use that they still need additional gravel.*

*Of course before this proposal becomes final it must be modified and approved by the parties concerned. However, this is a start at completing an area already designated and used for recreational walking.*

*Please feel free to contact, Gordon Taylor, Glenn Stehr for their ideas on this proposal. Although this trail is on airport land, county road department helped plan the OVAL connection to the ODT and also provided labor from the Thursday Trail Crew. So Rich James should be consulted too.*

*Gene,*



**Port Response to Eugene Rimov (Sent 2/20/2018 via email)**

Gene,

*I appreciate you providing feedback on OVAL. This will be great info to incorporate into the Port Parks plan.*

*I have forwarded this email on to Jerry Ludke.*

*Thanks again,*

Jesse,

**David L. Walter (Chief Executive Officer, Composite Recycling Technology Center)  
(Received 2/20/2018 via email)**

Hi Jesse,

*Nice job. The only upgrade I had was to get clear on the distance the Airport Oval would be so the public has a sense of it. This seems like a great project as I see people out walking by our place every day and it would be nice if they could make a complete loop.*

Thanks,

Dave

David L. Walter  
Chief Executive Officer  
Composite Recycling Technology Center  
2220 West 18th St.  
Port Angeles, WA 98363  
dwalter@compositerecycling.org  
360-819-1203 (office)  
360-477-1560 (mobile)  
360-470-7160 (fax)  
www.compositerecycling.org  
<https://www.linkedin.com/in/dlwalter>

**Port Response to David L. Water Comment (Sent 2/20/2018 via email)**

Dave,

*Thanks for the feedback. I will add the distance to the Plan.*

Jesse,

**Port Angeles Yacht Club (Received 2/21/2018 via email)**

*Comments to Port of Port Angeles Recreation and Public Access Plan 2018, Dated February 14, 2018, Submitted by the Port Angeles Yacht Club, February 21, 2018*

*General Comments*

- 1. There is no discussion of how the proposed projects of the Port's 5-year Capital Plan address the 5 Recreational and Public Access Objections listed in the plan.*
- 2. The proposed improvements listed as items A, B, C, D in Figure 4 and item A in Figure 5 are not addressed with any specifics in terms of how they will move forward towards future execution. It looks like a list of things that have no priority and pathway to realization. When and how will the proposed improvement be realized?*
- 3. None of the proposed improvements listed for PABH address improving the public access to get onto the water by recreation boaters. The proposed improvements (items A, B, C, D) listed in figure 4 are focused solely on providing view points and picnic areas.*

*Specific Recommendations*

*1. PABH Small Boat Water Access*

*Consideration should be given to improving the launching and on-the-water storage capabilities for small boats (kayak, canoe, row boat, sailing dinghy). Presently, there is no way for the public to launch these small boats for 6 months of the year (when the boat ramp docks are not available) except for entry through the marina gates and down the narrow ramps to a vacant dock space. Doing this is inconvenient, not safe, does not conform with Marina Rules and Regulations. The existing Marina Rules and Regulation directs the marina tenants to launch these small boats at East End boat ramp, which has been closed since 2010. The marina docks as well as the seasonal boat ramp docks have free-board that is too high to safely launch of these small boats. Additionally, there is no small boat dock area within the marina suitable for storing these small boats for easy water launch. Small boat storage and low free-board/assisted launch capability is fairly standard at most marinas and is easy and inexpensive to implement.*

*2. PABH West Pocket Park*

*The Port Angeles Yacht Club (PAYC) would like to work with the Port on public access improvements and increasing utilization of the West Pocket Park. Several suggestions were discussed with the Commissioners and Port Staff during the PAYC update in October 2017. PAYC is available to work with the Port to develop some specific initiatives based upon those suggestions.*

**Port Response to Port Angeles Yacht Club Comments (Sent 2/22/2018 via email)**

**General Comments**

**Port Response 1:** Port updated Tables 1 and 2 of the Capital Improvement Plan to detail how proposed projects align with Objectives.

**Port Response 2:** Port updated Figures 4 and 5 of the Public Access Plan to detail implementation schedules for each proposed access improvement.

**Port Response 3:** The purpose of the Public Access Plan is to align with the Shoreline Management Act and detail potential areas for general public access along the shoreline. The majority of the public is interested in enjoying the shoreline via walking in a park or trail like setting. To detail potential public access and improvements for recreational boaters Table 3: Projects To Be Assessed in the Annual Capital Budget Process was added to the Plan. This Table 3 details project posed by the public and Port tenants during the development of the 2018 Recreation and Public Access Plan. This list will enable the Port to access these projects in the summer/fall of 2018 for potential incorporation into the 2019 Port Capital Budget and Improvement Plan.

**Specific Recommendations**

**PABH Small Boat Water Access**

**Port Response 4:** See Port Response 3. Small boat access improvements were added to projects listed in Table 3. These types of improvements will be considered in the 2019 Capital Budget planning process. In-water improvements no matter how small involve a lengthy state and federal permitting process. Appropriately planning and scheduling these types of projects to allow staff time and capital budget allocation is critical to project success in a public works setting.

**PABH West Pocket Park**

**Port Response 5:** The Port agrees that this is a worthy goal. Let us work together on planning access improvements to the West Pocket Park. These improvements have been listed in Table 3.

## Appendix B: Shoreline Public Access Background

### **Public Access and the City of Port Angeles (COPA) Shoreline Master Program (SMP)**

Throughout the COPA SMP public access is listed as a requirement for development. This is in line with the Shoreline Management Act preferred uses ([RCW RCW 90.58.020](#)), that reads “Increase public access to publicly owned areas of the shorelines” being use number 5 of 7.

The COPA SMP also mirrors the language of [WAC173-26-221\(4\)](#) in that: “Requires that shoreline development by public entities, including local governments, port districts, state agencies, and public utility districts, include public access measures as part of each development project, unless such access is shown to be incompatible due to reasons of safety, security, or impact to the shoreline environment.” & “Where it is demonstrated to be infeasible due to reasons of incompatible uses, safety, security, or impact to the shoreline environment or due to constitutional or other legal limitations that may be applicable. In determining the infeasibility, undesirability, or incompatibility of public access in a given situation, local governments shall consider alternate methods of providing public access, such as off-site improvements, viewing platforms, separation of uses through site planning and design, and restricting hours of public access.”

#### **COPA SMP – Public Access**

##### **Chapter 3, Section 8 – Public Access**

*“Commercial and industrial development on the waterfront should be encouraged to provide a means for visual and physical access to the shoreline area wherever feasible. Public access is required, unless demonstrated infeasible, for development on public land, including the Port of Port Angeles.*

*Public access is not required if infeasible due to reasons of incompatible uses, safety, security, or impact to the shoreline environment. In those instances, alternative means of providing public access shall be proposed. Where on-site public access is not required because of above infeasibility, the City shall consider alternate methods of providing public access such as offsite improvements, viewing platforms, separation of uses through site planning and design, and restricting hours of public access.”*

##### **Chapter 5, Section B(5) Industrial Specific Regulations**

*“New industrial development should be required to provide physical and/or visual access, when feasible and when such access does not cause significant interference with industrial operations or hazards to life and property. All new or expanded industrial uses or developments located adjacent to the Olympic Discovery/Waterfront Trail shall provide a minimum 10-foot-wide strip of landscaping between buildings and the trail. The landscaping shall include:*

- a) Shrubs that will grow to at least 3 feet high within two years of planting;*
- b) Vegetative ground cover that will cover the planted area within at least two years;*
- c) Trees will be required if the Administrator determines there is sufficient space depending on the setting and the desired tree species; and*
- d) The City Shoreline Administrator may modify required landscaping patterns within these areas to avoid safety and security concerns.”*



## Appendix C: Adoption Resolution & Self Certification Form

### ADOPTION RESOLUTION

**Port of Port Angeles**  
*Port Angeles, Washington*

**Commissioners' Resolution No.** 18-1168

A RESOLUTION of the Port Commission of the Port of Port Angeles adopting the 2018 Port Recreation and Public Access Plan.

WHEREAS, the Port of Port Angeles adopted Resolution No. 12-1034 on March 12, 2012 establishing and adopting the existing 2012 – 2018 Park and Recreation Plan; and

WHEREAS, the updated 2018 Plan was drafted in accordance with the guidelines of the State of Washington Recreation and Conservation Office planning policies; and

WHEREAS, On February 6, 2018, pursuant to RCW 53.08.270, the draft plan was provided to local park and recreation agencies with jurisdiction for their review; and

WHEREAS, a public open houses were hosted by the Port staff on February 1, 2018 to accept public comment and feedback on the 2018 Plan; and

WHEREAS, the draft 2018 Plan was presented to the Port Commission at the February 13, 2018 Port Board of Commissioners Meeting; and

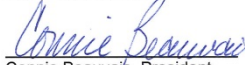
WHEREAS, Port staff shall submit the 2018 Recreation and Public Access Plan to the Recreation and Conservation Office (RCO), thus meeting the eligibility requirements for the next six years.

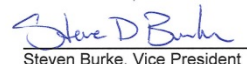
NOW THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Port of Port Angeles that:


The Port of Port Angeles 2018 Recreation and Public Access Plan is hereby adopted. Any new park, recreation and public access projects on Port property therein shall be incorporated into the Port's Comprehensive Scheme of Harbor Improvement Plan as appropriate. The prior Port 2012-2012 Park and Recreation Plan adopted under Resolution No. 12-1034 is hereby repealed.

ADOPTED by the Port Commission in a regular meeting thereof held this 27<sup>th</sup> day of February, 2018

PORT OF PORT ANGELES  
PORT COMMISSION

  
Connie Beauvais, President

  
Steven Burke, Vice President


  
Colleen McAleer, Secretary

**SELF CERTIFICATION FORM**

<b>Planning Process Self Certification Form (Form 222)</b> Use this form to certify that the need for your project has been determined through an appropriate planning process. Provide the completed form with the subject plans (on a thumb or flash drive) and adoption documentation to RCO.		
<b>Name and adoption date of documents submitted in fulfillment of this requirement:</b>		
▶ Port of Port Angeles Recreation and Public Access Plan 2018		
▶ Adopted by Port of Port Angeles Commission on February 27, 2018		
<b>Check or Initial Each to Certify Completion</b>	<b>Plan Element Certification</b>	<b>Document and Page Number Location of Information</b>
✓	<b>1. Goals, objectives:</b> 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 5
✓	<b>2. Inventory:</b> 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 6
✓	<b>3. Public involvement:</b> The planning process gave the public ample opportunity to be involved in plan development and adoption.	Page 15
✓	<b>4a. Demand and need analysis:</b> In the plans: <ul style="list-style-type: none"> <li>• An analysis defines priorities, as appropriate, for acquisition, development, preservation, enhancement, management, etc., and explains why these actions are needed.</li> <li>• 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.).</li> </ul>	Page 16
	<b>4b. Level of Service assessment (optional):</b> An assessment of the criterion appropriate to your community. Possibly establish a higher level of service as a plan goal (above).	
✓	<b>5. Capital Improvement Program:</b> 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 the Recreation and Conservation Funding Board for funding.	Page 17
✓	<b>6. Adoption:</b> 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.	Page 25

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

Print Name: Karen Goschen

Signature: 

Title: Executive Director

Date: 2/27/2018