

Port of Port Angeles
Recreation and Public Access Plan
2024

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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](#)

Purpose

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

This plan also provides the basis for 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

This Plan will be revised each spring to mirror the Port's capital budget planning process.

Jurisdiction

The Port of Port Angeles is a port district (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.

Title 53 of the Revised Code of Washington (RCW) enables 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.

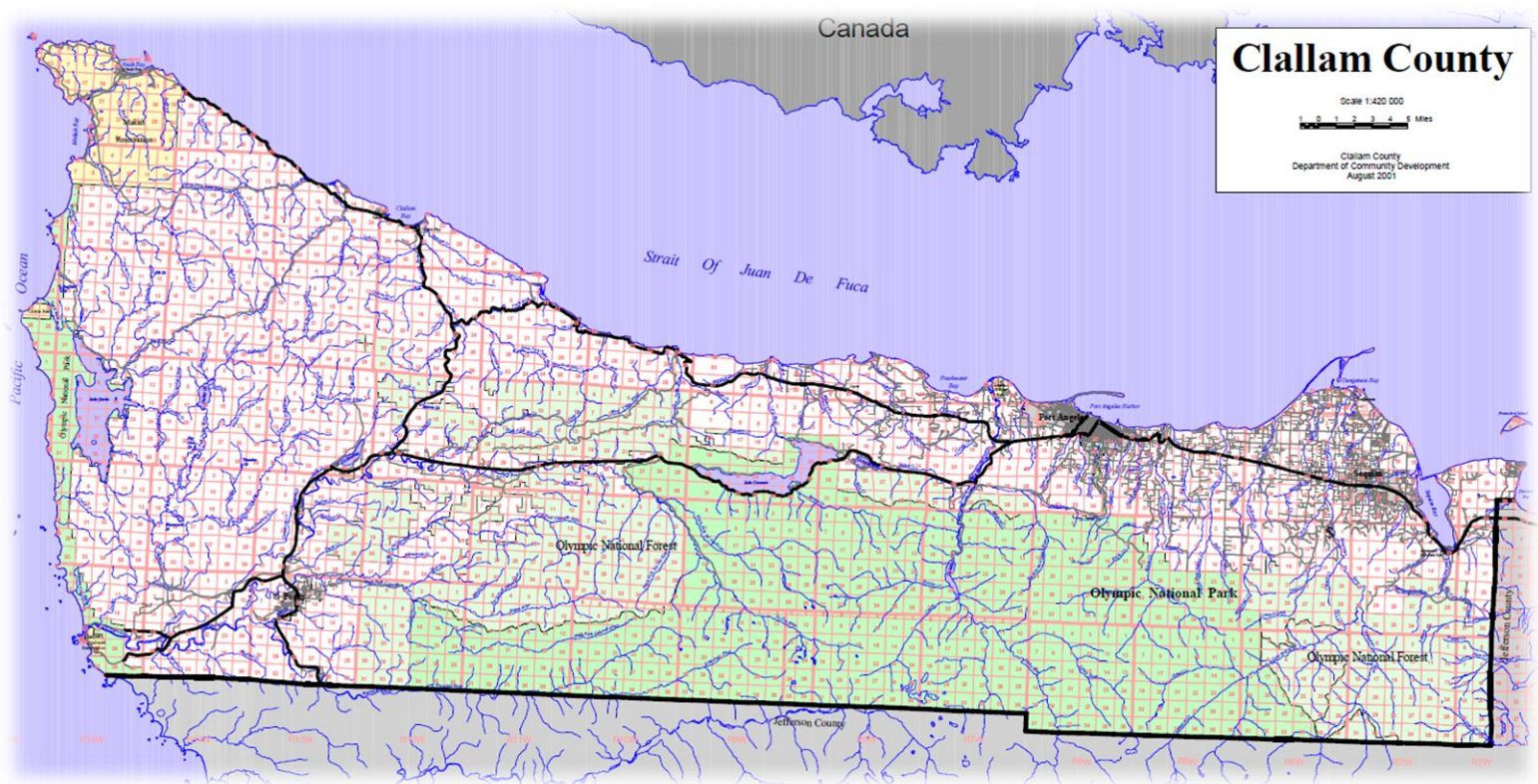
Through the provision of increased public access, the Port of Port Angeles upholds the Public Trust Doctrine as detailed in local Shoreline Master Programs. The Doctrine's essence is that the state's waters are a public resource available to all citizens for navigation, commerce, fishing, recreation, 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 shorelands to protect the public's right to use the State's waters. 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 of enabling the Public Trust Doctrine. All Shoreline Master Programs must include a public access element to make provisions for public access to publicly owned areas and a recreational element to preserve and develop recreational opportunities.

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

Figure 1: Clallam County/Port District



Background

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 redeveloping industrial properties throughout Clallam County.

Historically, the Port provided facilities for handling logs transported from the Olympic Peninsula to destinations in the Puget Sound and 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 services.

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

Goals and Objectives

Recreation and Public Access Goals

The Port of Port Angeles prioritizes recreational public access. The Port's vision is to support our existing public recreational facilities so that residents, visitors, and future generations can maintain a healthy, active lifestyle by exploring the open spaces, shorelines, and waters under Port ownership or control.

The following goals are based on prior public input, the Port's mission and strategic priorities, and available recreational resources:

Goal 1. Ensure that, where practical and safe, Port recreation sites, facilities, and their shoreline environments are accessible to all community members.

Goal 2. Continue to maintain and expand recreational boating, fishing, and pedestrian shoreline access opportunities.¹

Goal 3. Balance the maximization of public access with minimizing safety risks to the public and the working waterfront community members.

Goal 4. Preserve or enhance shorelines, near-shore, and marine habitats where opportunities exist.

Recreation and Public Access Objectives

The Port's goals will be met by implementing the following objectives as feasible:

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

¹ Appendix B, attached, is detailed City of Port Angeles Shoreline Master Program language regarding Public Access.

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 stations, and picnic areas at both marinas, as needed.

Objective 4. Collaborate with the City of Port Angeles, Peninsula Trails Coalition, Clallam County, the 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 10 & 11).

Objective 5. Contribute to habitat preservation and improvement efforts by identifying conservation opportunities in Port infrastructure projects, including through the Puget Sound Partnership and collaboration with local partners like the Lower Elwha Klallam Tribe and Clallam County Marine Resources Committee.

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 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 towns to rural to backwoods, the county becomes a uniquely desirable place to live and work.

Clallam County is home to three incorporated municipalities: Port Angeles (the county seat), Sequim, and Forks. The county is also home to four federally recognized Tribes: the Jamestown S’Klallam, Lower Elwha Klallam, Makah, and Quileute Tribes.

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 Angeles’s 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.

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 many non-trailerable pleasure boats, as well as 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*) started in 1983 and was completed in 1984.

Figure 2: 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.

Service facilities are provided to meet boater needs. These include boat fuel and a sewage pump out station on the fuel float near the marina entrance, disposal receptacles for 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. Currently, this space is occupied by a restaurant. 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 with local and visitor boaters alike because of year-round access and 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 and wildlife 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 launching, 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 Sequim Bay, are wildlife sanctuaries.

The east-central segment of the [Olympic Discovery Trail](#) (link) runs just a half mile west of the marina. Trail users enjoy easy access to the public marina facilities via 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. Sequim's reputation as a retirement area has been enhanced by having a first-class marina facility. Visits by boaters from other areas have also 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 hub 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 in eastern Clallam County.

In addition to the wide range of on and off-water public recreation opportunities, John Wayne Marina plays a key role in the Jamestown S'Klallam Tribe's Federally permitted and Treaty protected shellfish aquaculture work. The Tribe operates four FLUPSYs (floating upweller systems) at John Wayne Marina that support commercial and subsistence shellfish production. The Tribe also has multiple vessels moored at John Wayne Marina used for natural resource enforcement, oil spill response, as well as commercial and subsistence treaty resource harvest. The Port of Port Angeles works with the Jamestown S'Klallam Tribe to ensure Tribal access and recognizes John Wayne Marina provides important infrastructure for economic development and treaty resource protection efforts of the Tribe. The Port of Port Angeles also recognizes that marina operations and associated improvements

sometimes pose environmental and cultural resource challenges. When necessary, the Port of Port Angeles works cooperatively with the Tribe to identify meaningful mitigation measures.

Figure 3: John Wayne Marina Overview



Port Angeles Boat Haven (Boat Haven)

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

Figure 4: Port Angeles Boat Haven, looking north



The Boat Haven has 442 slips for all types of craft. Boaters have access to a wide range of services, including water, electricity, fuel, sewage pump out 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.

The Boat Haven underwent renovation in 2007-2009 to reconfigure the existing space, provide larger slips with easier access, and update facilities.

The two-lane West Boat Launch is located at the west end of the Boat Haven. This ramp has its 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.

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.

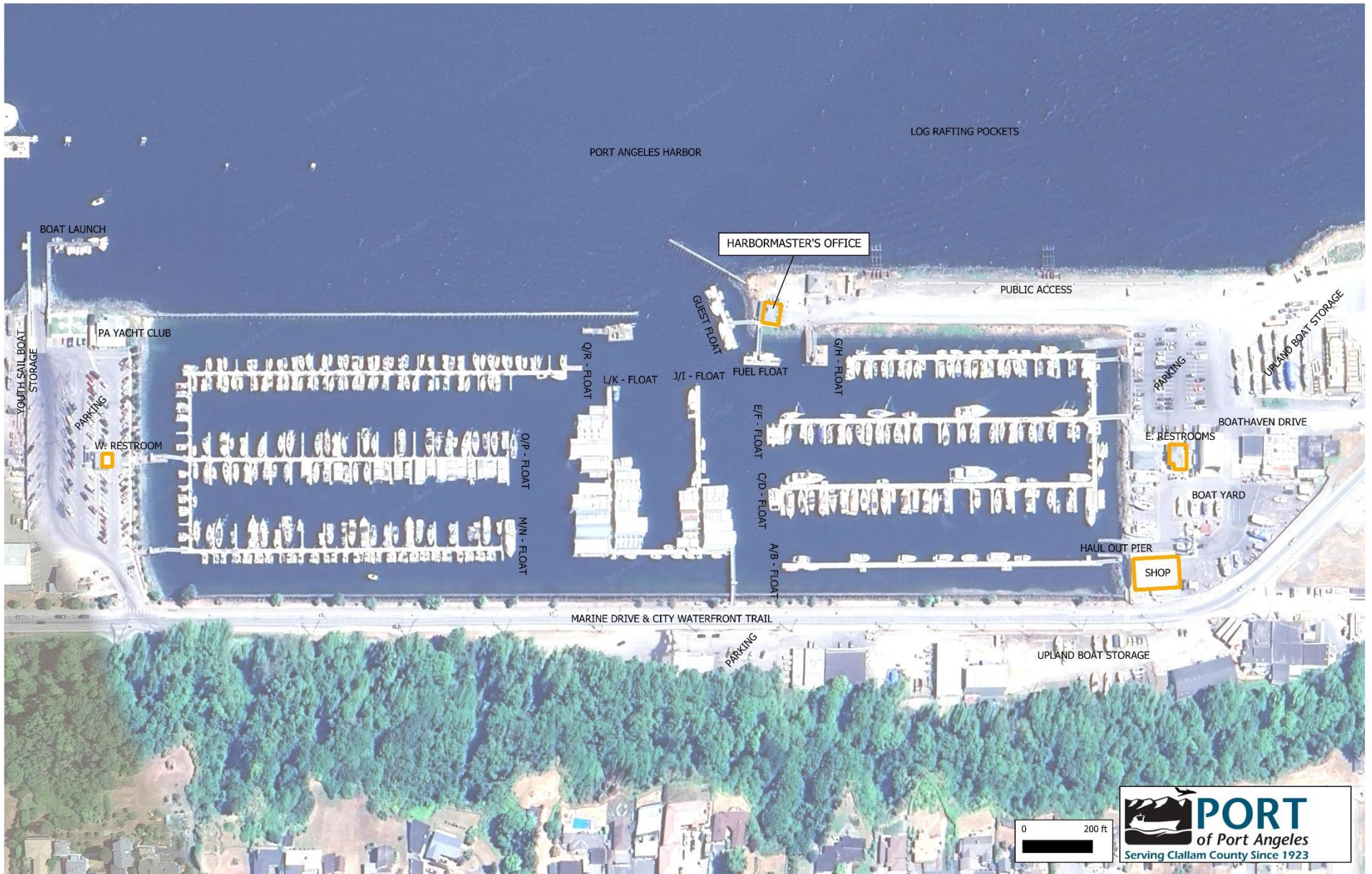
Also, users include the public who enjoy being close to the activity associated with boating and fishing, and who enjoy watching boating activities in Port Angeles Harbor. Prior to the construction of the park there was no place for non-boating users, except for an unimproved grass area.

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 place them in dry storage spaces for maintenance and repair work.

Figure 5: Port Angeles Boat Yard



Figure 6: Port Angeles Boat Haven Overview



7/23/2024

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 Bainbridge Island 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's Valley Creek Estuary stretch of trail, there is access to the shoreline, in addition to the extensive access provided at 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 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 Valley Creek.

Figure 7: Valley Creek Estuary Park and Waterfront Trail



In 2015, the City completed their Railroad Avenue Esplanade and Oak Street Waterfront Park east of Valley Creek Estuary 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.

Figure 8: City Waterfront Park and Port Valley Creek Estuary, looking east to the Esplanade



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). The loop was envisioned to 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 18th 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 ongoing project will provide a new and welcomed recreational opportunity to the citizens of Clallam County. The loop will also increase the

public’s appreciation and awareness of a vibrant commercial airport’s importance to the long-term economic well-being of the county.

Figure 9: Olympic View Airport Loop, looking west



Public Involvement

Public involvement is important to a port recreation plan. In spring 2024, the Port conducted targeted outreach to the public and sought feedback from local recreation communities. Outreach included messaging to the Port’s marina user listservs and the City of Sequim Parks, Arbor, & Recreation Board.

To coordinate recommendations in the Port Recreation and Public Access Plan with other park and recreation providers, the draft plan was sent in May 2024 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

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. This analysis was developed using national, state, and local data about population characteristics and recreation trends.

Forecasting is a key element in the planning process. Forecasts of activities presented in this chapter are to be used as guidelines for the formulation of long-term recreation development and improvement plans. Participation trends and forecasts help the Port proactively keep its development plans in line with public demand.

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 2.2 million people by 2050 per the Washington State Office of Financial Management's 2023 [Forecast of the State Population](#) report. This growth will result in a total population of 9.9 million, up from 7.7 in 2020 – an annual growth rate of 0.8%. 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. An increasing population means more people enjoying outdoor spaces, but it also means more congestion and competition for recreation resources.

The national population is aging, and with Clallam County's status as a desirable retirement location, the county follows this trend. The percentage of residents in Clallam County age 65 and older has steadily risen from 24.1% in 2010 to 32.3% in 2023 ([American Community Survey](#)). Meanwhile, in 2023 the state's 65 and older population was 16.8% and the median age was 38.4, compared to 52.3 years in Clallam County.

As older Washington residents remain highly active, the aging demographic trend is having an impact on recreation in the state. According to the [2023 Recreation and Conservation Plan](#) for Washington State, the 60 years and older age group is the fast growing group in the state. This age group is becoming increasingly fit and engaged in the state's outdoor resources, and they will seek a diversity of recreational experiences.

Statewide Recreation Trends

The [State of Washington 2022 Assessment of Outdoor Recreation Demand Report](#) identifies 23 outdoor recreation categories. The top ten favored activities for the Peninsulas region (Clallam, Jefferson, Mason, and Kitsap Counties) and percentage of responses are:

1. Walking (or using a mobility device) on Roads/Sidewalks: 91%
2. Wildlife/Nature Viewing: 90%
3. Walking/Day Hiking (or using a mobility device) on Trails: 89%

4. Scenic Driving or Sightseeing: 88%
5. Picnic, BBQ, or Cookout: 68%
6. Visiting Outdoor Cultural/Historical Facilities and Attending Cultural Events: 66%
7. Hanging Out: 64%
8. Community Garden or Farmers' Market: 63%
9. Gathering/Collection (anything in nature): 55%
10. Swimming (natural settings): 53%

While boating is not a preferred recreational activity for most Clallam County survey respondents, 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 2020*. 44% of Washington residents surveyed for the [2023 Recreation and Conservation Plan](#) reported participating in motorized boating and 14% reported participating in sailing. In addition, 61% swam in natural settings and 52% participated in paddleboarding activities, both of which are options at public water access points like those maintained by the Port.

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. Boating related to both recreation and commercial fishing is a key part of our coastal, rural economy.

Response to Demand

The Port will continue to support recreational boating and water access 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.

Strategy

This plan recommends that the Port of Port Angeles pursue a strategic approach where:

- The Port assumes responsibility for functions and/or site-specific projects that no other agency or organization provides. Where possible, the Port will also strategically help coordinate or support these functions and activities at project sites led by other viable sponsors.
- The Port will assume a primary role in the development and maintenance of boat launch sites and marinas in locations that are currently owned by the Port.
- The Port will serve as a collaborator with other agencies seeking to develop or make improvements to recreational facilities that 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, Lower Elwha Klallam Tribe, and Clallam County to provide public access along the shoreline. The Port and its partners will collaboratively create and maintain 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 2024 Budget approved via Port Commissioners' Resolution No 23-1288. 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 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. Alternatively, if repair to a site or a facility becomes critical, the Port may opt to rebalance funds and scheduling between projects to facilitate necessary or time-sensitive work. The Port of Port Angeles will consult with appropriate government agencies and area Tribes to ensure compliance with cultural and environmental regulations for proposed improvements to the Port's facilities.

John Wayne Marina

Table 1: Proposed Projects at John Wayne Marina

Project Description	Potential Grant Funding Source	Alignment To Recreation Goals	2024	2025	2026	2027	2028
Float & Pile Repairs	BIG, BFP	Objective 3			\$300,000	\$260,000	
Sewer Pump Out Replacement	CVA	Objective 3		\$17,500			
Ductless Heat Pump	TBD	Objective 3		\$12,000			
Boat Launch Float Replacement	BIG	Objective 3	\$85,750				
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							

Boating Facilities Projects at John Wayne Marina

- Float & Pile Repairs: The floats at John Wayne Marina have exceeded their useful lifespan. This critical infrastructure will be replaced to ensure boaters can continue to moor their vessels in the marina and enjoy access to Sequim Bay and the Strait of Juan de Fuca.
- Sewer Pump Out Replacement: This project will maintain clean, safe pump out facilities for boaters.
- Boat Launch Float Replacement: Current project in 2023-2024 to procure and install a new and improved boat launch float for public use.

Public Access Projects at John Wayne Marina

- Ductless Heat Pump Replacement: The heat pump providing climate control to the Harbormaster’s Office, restaurant, Sequim Bay Yacht Club, and public meeting room, and boater showers/restrooms has exceeded its useful lifespan. This project will include procurement and installation of a new ductless heat pump to maintain safe and comfortable facilities for boaters and other marina visitors.

Port Angeles Boat Haven (PABH)

Table 2: Proposed Projects at Port Angeles Boat Haven

Project Description	Potential Grant Funding Source	Alignment To Recreation Goals	2024	2025	2026	2027	2028
Boat Launch Restroom	BFP, BIG, WWRP	Objective 3			\$25,000		
West PABH Float Replacements	BFP, BIG	Objective 3	\$70,000	\$20,000	\$150,000	\$250,000	\$100,000
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							

Boating Facilities Project at Port Angeles Boat Haven

- Boat Launch Restroom: Renovation of the public restroom at the PABH boat launch. This restroom serves all Boat Launch visitors, including non-boaters who visit the facility for access to shoreline views.
- West PABH Float Replacements: The western floats at PABH have exceeded their useful lifespan. This critical infrastructure will be replaced to ensure boaters can continue to moor their vessels in the marina and enjoy access to Port Angeles Harbor and the Strait of Juan de Fuca.

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) 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 expanded safe public access to the shoreline as part of future Port development aligns with existing local SMPs. The Port will work with other public agencies, such as the City of Sequim, City of Port Angeles, and Clallam County to identify, develop, and maintain safe shoreline access points.

Figure 10 – Port Angeles Inner Harbor Public Access Plan and Figure 11 – 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 are essential for a healthy community. Living-wage jobs generated by the working waterfront are key to the community's financial health and future.

Industry, economic development, and recreation can safely coexist 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 Port's responsible goal and objective. The Port Angeles Inner Harbor Public Access Plan (Figure 10) and the John Wayne Marina Public Access Plan (Figure 11) provide an overview of existing and potential public access locations that are compatible with industrial and marine trades activities. These plans build upon existing access points and recreational trail networks maintained by the Port, City of Port Angeles, and other partners.

Through thoughtful development and renovation of public recreation sites along the shoreline, 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.

Figure 10: Port Angeles Inner Harbor Public Access Plan

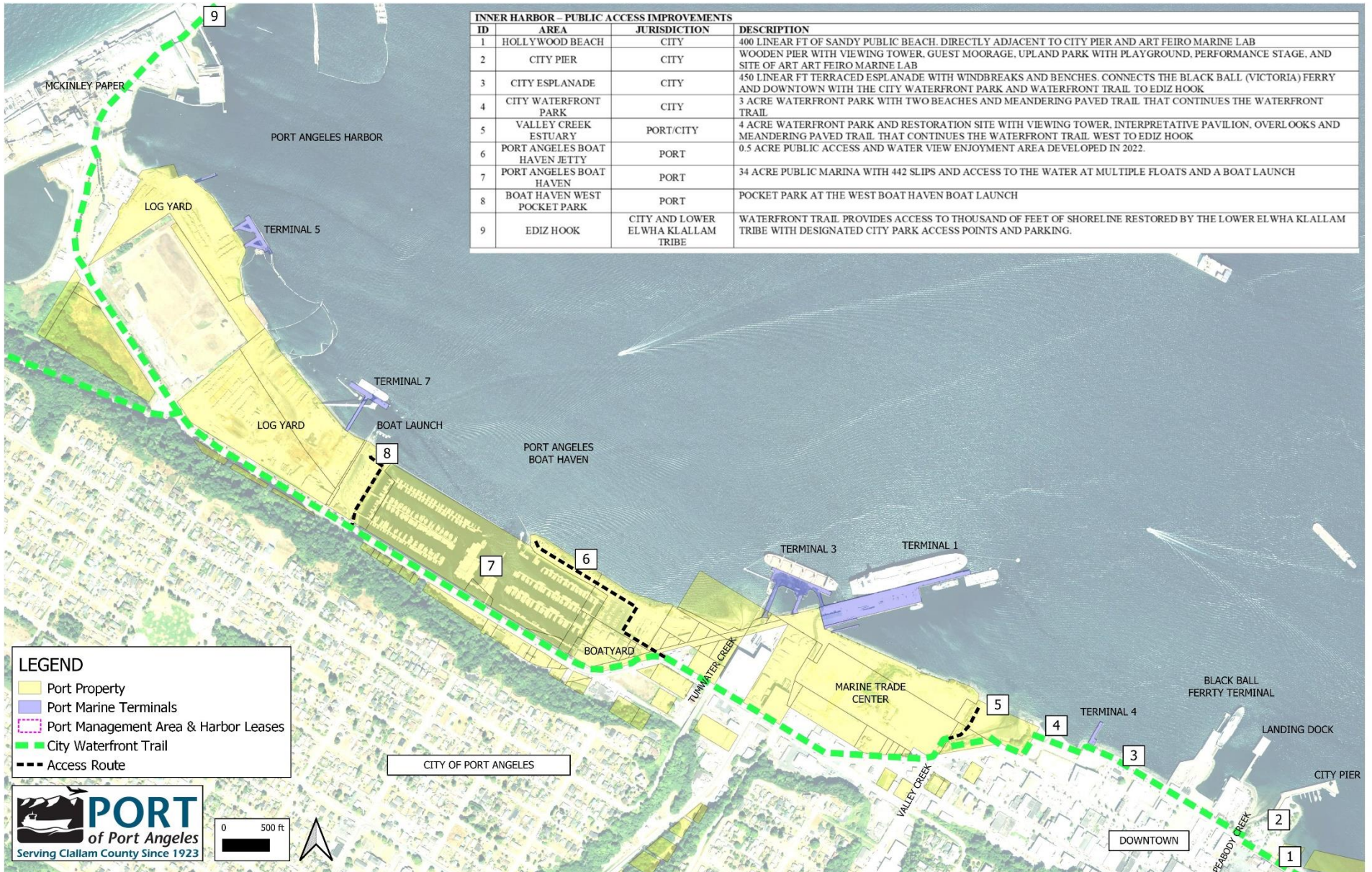
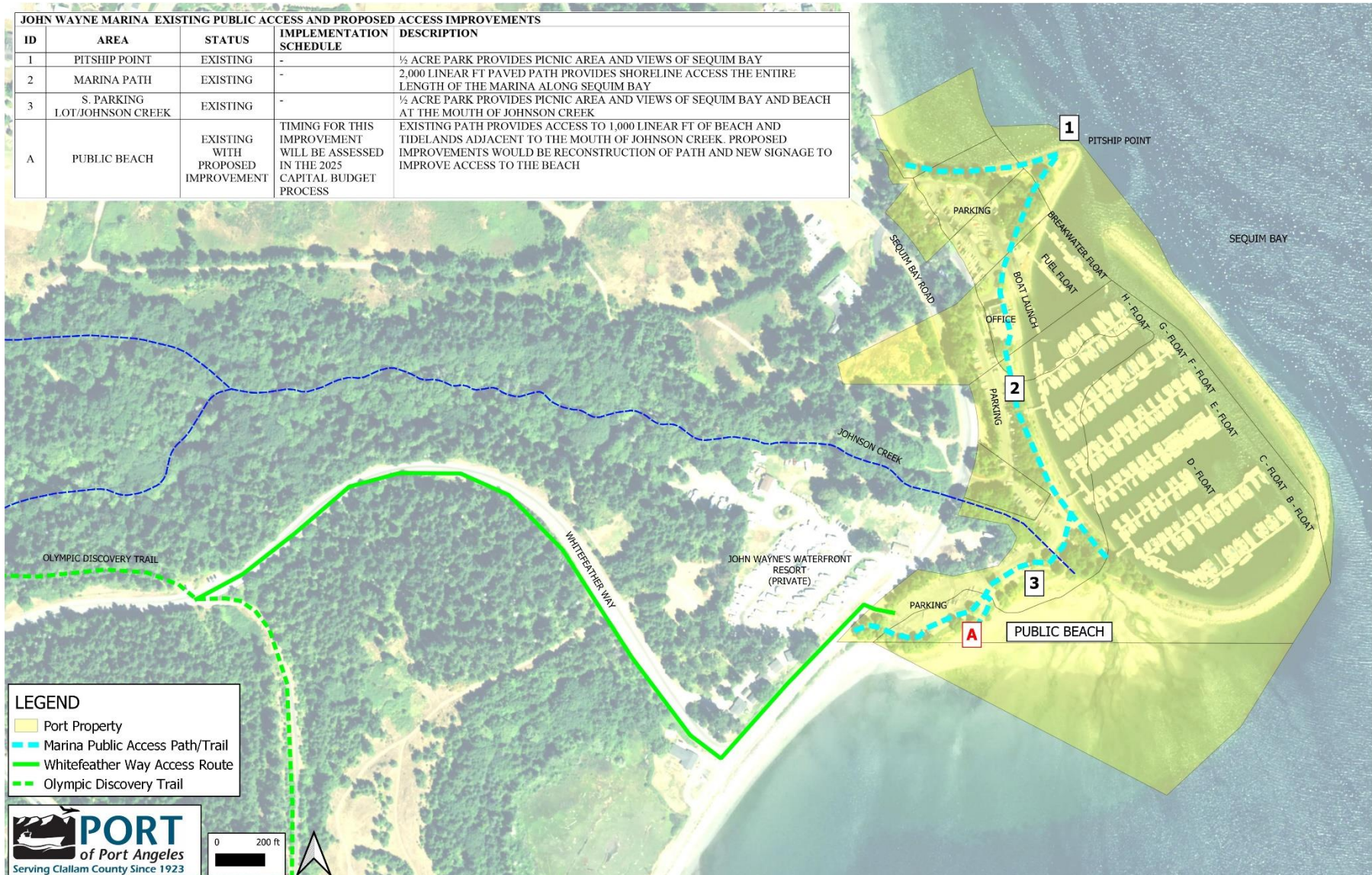


Figure 11: John Wayne Marina Public Access Plan



Plan Adoption

Port of Port Angeles Recreation and Public Access Plan was formally adopted via resolution at the July 23, 2024 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.

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

Appendix A: Public Comments and Feedback on Draft Plan

General Public Comments

The Port has received four comments from the Clallam County public about the proposed Recreation and Public Access Plan. The comments (deidentified) are below.

1. Appreciate the opportunity to comment. As an active boater in the Sequim area for over 20 years, I think that the investments made to the John Wayne Marina are much needed and highly recommended! Trying to divest the Marina is not in the best interest of the Port of Port Angeles. I would also suggest that the Port look to partner with the local school district, the Tribe, Washington Department of Fish and Game and the Pacific Northwest National Laboratory Sequim Bay facility to start a hatch box silver salmon program at the outlet of Johnson Creek at the Marina as a destination fishery for Sequim Bay! That sort of investment for recreation would be huge for the area and John Wayne Marina! I have lived in Alaska and have seen the positive economic and recreational opportunities at several destination fisheries in Cordova, Kodiak Island, and Homer Spit to name a few. Limited cost, excellent educational opportunities and outstanding recreational possibilities exist with a program like this. *(Received May 31, 2024)*
2. Thanks for reaching out to me for comments on the draft Port plan, particularly as it pertains to my four years as a tenant of the John Wayne Marina. It is a four hour drive for me to get to the [my boat and slip space] from my home in Portland. I wouldn't keep my boat that far away unless it was worth it. I've been in lots of marinas. Nothing comes close in terms of what John Wayne Marina has to offer. I like the recognition in this plan as to how proud the locals are of this marina, and the trickle down effect on the local economy to which I'm a regular contributor to. I endorse the spend on improving the public float and ramp area, as well as the upgrade to the heat pump in the building. Keep up the good work. I am happy and contented with the work being done, the insight the plan demonstrates and the proposals being made. Thanks for reaching out. *(Received June 2, 2024)*
3. Looks reasonable and appropriate to me. JWM is a fantastic marina, absolutely everyone that uses it agrees. Am pleased to see monies being inserted to continue the facility for the community. Thanks. *(Received June 5, 2024)*
4. I currently rent a 42' boat slip at John Wayne Marina. One improvement suggestion is improving shore power. My boat requires 240V 50 amp shore power. The slip I rent has a 120V 30 amp power outlet. That means I cannot run air conditioning, heating, or the stove. Two 120 volt 30 amp outlets would work since I have an adapter that makes two 120V outlets into 240V. The 240V service I see is on the slips for the yachts. My suggestion is to expand the 240V 50-amp service to the 42' moorage slips. Another suggestion is to add the shore power and the slip sizes to the marina map. A third long-term suggestion is to add covered slips to a couple of the floats. Please consider upgrading the shore power and the marina map. Note: I would happy to pay to have the 240V 50 amp service installed at the slip I rent. Everything else looks great! *(Received June 5, 2024)*

Local Cities, Tribes, and County Comments

Luke Strong-Cvetich, Tribal Planning Director, Jamestown S’Klallam Tribe (sent 6/5/2024)

Hi Katherine:

Attached is the Port’s Draft 2024 Recreation & Public Access Plan with input from JST staff. Track changes is on, I expanded on the “Existing Inventory” to highlight some interests more specific to JST. Let me know if you have any questions.

Thanks,
Luke

Port Response (sent 6/14/24)

Hi Luke,

Thanks again for providing feedback – I wanted to let you know that I’ve incorporated all of your additions into the proposed plan that we will put in front of our Board of Commissioners for approval. I really appreciate you taking the time to review and make those additions!

Have a great weekend,

Katharine Frazier

Grants & Contracts Manager

Donald Crawford, Director of Parks, Fair, & Facilities Department, Clallam County (sent 6/15/2024)

Kathrine, I have read the plan draft and find it comprehensive. I only have one comment: the landscaping along Marine Drive and around the Estuary Park is unsuccessful. However, I see a great opportunity here. This very public area could be more aesthetically pleasing. Currently, the area's appearance screams, “You have left the tourist center of PA!” It should scream, “Keep going; there is way more to experience ahead!” This area has the potential for funding by reintroducing native landscaping that improves the aesthetics and environmental sensitivity of the estuary. As I am sure you probably know, countless grant and incentive programs exist to develop and reenergize estuaries.

Previously, I was the director of two major university grounds departments. For that reason, I am more sensitive.



Port Response (sent 6/17/2024)

Hi Donald,

Thanks – this is great feedback! Your suggestion aligns well with future improvements we’d like to make along Marine Drive for Olympic Discovery Trail users. I agree that the current space doesn’t feel welcoming to pedestrians/bikers and a lot could be done to improve the experience for them, as well as the environment around the estuary.

I really appreciate you taking the time to provide your thoughts about the Port’s proposed plan!

All the best,

Katharine Frazier

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

Resolution 24-1298: Adoption of the Recreation & Public Access Plan



Self-Certification Form

Planning Eligibility Self-Certification Form		
<i>Use this form to certify that the need for any grant projects have been developed through an appropriate planning process. Provide the completed form with the subject plans and adoption documentation to RCO via e-mail or other means of electronic access (i.e. Web link, Box.com, etc.).</i>		
Organization Name: Port of Port Angeles		
Contact Name: Katharine Frazier, Grants & Contracts Manager, katharinef@portofpa.com		
Adoption Date of Submitted Documents: July 23, 2024		
Seeking Eligibility for: <input checked="" type="checkbox"/> Recreation Grants <input type="checkbox"/> Conservation Grants <input type="checkbox"/> Both		
Initial Each to Certify Completion	Plan Element Certification	Document and Page Number Location of Information
KF	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.	Pages 6-7
KF	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>	Pages 7-17
KF	3. Public involvement: The planning process gave the public ample opportunity to be involved in plan development and adoption.	Page 17 and Appendix A (pages 27-29)
KF	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.). 	Pages 18-19
KF	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).	N/A
KF	5. Capital Improvement Program: The plan 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.	Pages 19-22
KF	6. Adoption: The plan 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 signed resolution, letter, or other adoption instrument.	Page 26 and Resolution 24-1298 (Page 31)

Certification Signature

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

Print/Type Name: Katharine Frazier

Signature (Hand Written or Digital): 

Title: Grants & Contracts Manager, Port of Port Angeles

Date: August 7, 2024