

**SIMS WAY AND BOAT YARD EXPANSION STAKEHOLDER COMMITTEE  
AGENDA**

**June 28, 2022 | 2:00 p.m. – 4:00 p.m.**



**Welcome and Meeting Logistics:**

The principal purpose of this meeting is to allow the stakeholder committee, agency staff, and the design consultant to communicate with each other, answer questions, and get the stakeholder's opinions, and share information regarding the Sims Gateway and Boat Yard Expansion project. Meetings are held in hybrid format, in-person and over Goto Meeting. All meetings are recorded and available on the City's website. While the meeting can be viewed live online, public comment will not be taken during the meeting. Opportunities for general public comment is are provided at the Parks Recreation Tree Trail Advisory Board (PRTTAB) meetings. Those wishing to provide public comment on the stakeholder meeting process can do so via email to [engagept@cityofpt.us](mailto:engagept@cityofpt.us) . All written comment will be provided to the stakeholder committee, PRTTAB, and the City, Port, and PUD elected officials.

To join the webinar, follow these instructions.

- Join via computer or tablet at <http://joinwebinar.com> enter 9 digit Webinar ID 348-835-859
- Join by phone in listen-only mode: +1 (562) 247-8422 Access code: 704-353-576#

Recorded Meetings can be viewed anytime online at:

<https://cityofpt.us/engagept/page/sims-gateway-and-boatyard-expansion-project>

**I. Introductions (10 min)**

- A. Thank you for the last meeting discussion.
- B. Stakeholder Group Purpose

*The purpose of the stakeholder committee is to work with City, Port, and PUD staff along with the project consultant to review and prepare technical information with the objective of developing thoughtful options to obtain the best possible outcome for the community.*

- C. Review of where we left off in the last meeting.

**II. Alternatives (15 mins)**

- A. Review of draft alternative scoring

### **III. Tree Species and Vegetation (60 mins)**

- A. Review of conditions (i.e., soils, volume, etc.)
- B. Form
- C. Trees
- D. How does this information fit into alternatives

### **IV. Next Meeting (5 min)**

- A. Stakeholder Meeting 6 Concept Drawings Review: July 12th Meeting at 4:30 pm
- B. PRTTAB Meeting: June 28<sup>th</sup> at 4:30p

### **Parking Lot/Future Meetings**

*(The parking lot is for topics that come up that may be addressed in a future meeting.)*

# Sims Way Gateway Plan Implementation and Boat Yard Expansion Stakeholder Advisory Group Meetings

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## Meetings Previously Held

- Meeting 1 (April 23)
- Meeting 2 (May 10)
  - Add the Consultant Team
  - Agency Principles
  - Brainstorming
- Meeting 3 (May 31) – Criteria
  - Brainstorm criteria – “What’s important to each of us?”
  - Screen criteria
  - Establish final criteria
- Meeting 4 (June 14) – Alternatives
  - Brainstorm alternatives
  - Screen alternatives
  - Establish final alternatives

## Meetings Currently Scheduled

- Meeting 5 (June 28) – Draft Alternatives Ranking Results
  - Review draft scoring and ranking of alternatives
  - Discuss character (aka form) of vegetation
  - Discuss options for property line treatments (i.e., fence, wall, etc.)

## Future Meetings

- Meeting 6 (~July 12) – Final Alternatives Ranking Results & Discussion of Design Details
  - Share final alternatives ranking results
  - Finalize preference(s) for vegetation species
  - Finalize preference for property line treatments (i.e., fence, wall, etc.)
- Open House (~August 6) – Public open house to share the process and preferred alternative

- **Parks Board Meeting (August 23) – Recommend alternative to elected bodies**

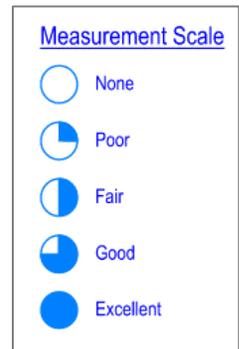
# Sims Way Gateway Plan Implementation and Boat Yard Expansion

## Criteria

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### Criteria – Bike/Pedestrian Circulation Preference

- Welcoming gateway, aka “warm hug” (aesthetic, placemaking, Port Townsend “feel”)
  - Measurement
    - Qualitative
- Connectivity/accessibility
  - Measurement
    - Connections to existing facilities
- Safety
  - Measurement
    - Increase lateral offset from Sims Way traveled lanes
    - Promote slower vehicle speeds
    - Reduce required crossings of Sims Way
    - Increase lateral offset from Port property line
- Cost
  - Measurement
    - Minimize long-term maintenance costs
- Planning document consistency
  - Measurement
    - Qualitative



### Criteria – Vegetation Preference

- Welcoming gateway, aka “warm hug” (aesthetic, placemaking, Port Townsend “feel”)
  - Measurement
    - Qualitative
- Vegetation Species
  - Measurement
    - Maximize use of native/climate resilient species
    - Maximize diversity of size, color, spacing, and shape
    - Maximize habitat value
    - Minimize risk of root damage to sidewalks and utilities
    - Compatible with existing soils and available soil volume
- Cost
  - Measurement
    - Minimize long-term maintenance costs
- Planning document consistency
  - Measurement
    - Qualitative

## Design Considerations

- **Port property line wall/fencing**
- CPTED (crime prevention through environmental design)
- Boat yard pedestrian access points
- Median trees (future compatibility)
- Haines Street intersection (possible roundabout)
- Kearney Street intersection (possible roundabout)
- Use of root barriers
- Pollen
- Lateral offset to power undergrounding
- Maintaining gateway feel during construction
- Consider bird nesting when scheduling tree work
- Obtain topographic survey – trees, pavement, sidewalks, property lines, etc.
- Electrical service connections to the Port
- Inflation impacts on project budget
- Stormwater design
- Connect pedestrian facilities to the Visitors Center and Willene sculpture
- Soil amendments

## Redundant Criteria

- Larry Scott trail (future compatibility) – redundant to Connectivity/Accessibility

## Criteria that are Solutions

- Keep Poplars on the north side
- Transplant Poplars

# Sims Way Gateway Plan Implementation and Boat Yard Expansion

## Arboricultural Summary

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### Kai Tai Park

Inspection limited to trees in or on the edge of the right-of-way that comprises the linear formal planting.

- Trees currently have the following physiological condition:
  - Small leaf size
  - Fair to poor leaf color
  - Low foliage density
  - Moderate to significant dieback
  - Fair to poor condition
- Trees have failed significant branch parts, including codominant trunks(leaders)/branching. This included:
  - Branches up to 5 inches diameter; length up to 25 feet (estimates)
  - Includes the failure of live and dead components
  - Failed component material is on the ground within the park
  - It is a reasonable assumption that failed component material has also impacted area within the active right-of-way
- Select trees contain significant basal and lower trunk decay
- At a minimum, the City should plan to perform risk mitigation work for retained trees on a defined recurring interval
- A sample measurement placed the trees about 22 feet from the edge of pavement and about 32 feet to the edge of the traffic lane
- Root barrier installation to protect existing surface infrastructure cannot be completed without impacting:
  - Tree condition
  - Stability (dependent on form/size of the barrier)
- In the current infrastructure configuration, root barrier cannot be installed without significant impact; root barrier is currently not recommended for retained trees
- Root growth has impacted asphalt
- Smaller Populus species behind the right-of-way row have a similar physiological condition; some exceptions exist
- A remove and replace plan that includes some retention must identify trees with structural flaws; irrespective of the alternative selected such trees require removal
- A remove and replace plan that includes some retention should budget and complete maintenance on retained trees; this would be on a schedule but may also require additional unscheduled work
- A remove and replace plan that includes some retention should budget and complete work to improve the growing conditions of retained trees for duration of their retention
- Soil samples should be collected; nutrient and sodium analysis should be completed

## Boat Haven

- Soil sampling has been collected and submitted for analysis
- Trees adjacent to the Safeway gas station contain signs of a similar physiological condition as the Kai Tai Park right-of-way/edge trees
- Tree retention could be attempted, considering the following:
  - Significant dieback is noted in the upper crown
  - Fair to poor physiological condition
  - Minimum tree protection distance required; trees will not tolerate grade change or trench within the Critical Root Zone
  - Significant maintenance is required prior, during, and following project completion for retained trees
- Area is currently used by pedestrians without formal pedestrian facilities
- Existing utilities should be mapped before finalize layout of replanting vegetation

# Sims Way Gateway Plan Implementation and Boat Yard Expansion

## Scoring Summary

Criteria	Alternatives				
	15	16	23	20	20
	P1 - North Side (existing facilities)	P2 - North Side (new shared use path)	P3 - Both Sides (new sidewalks)	V1 - Replace South Side Now/Replace North Side Over Time	V2 - Replace South Side Now/Replace North Side Now
	Peds			Vegetation	
	P1	P2	P3	V1	V2
<b>Pedestrians</b>					
Welcoming Gateway ("warm hug")					
Connectivity/accessibility					
<b>Safety</b>					
<del>Greater Offset from Sims Way</del>	<i>No distinction/detail</i>				
Slower Vehicle Speeds					
Reduced Required Crossing of Sims Way					
<del>Greater Offset from Port Property Line</del>	<i>No distinction/detail</i>				
Maintenance Costs					
Consistency with Planning Documents					
<b>Vegetation</b>					
Welcoming Gateway ("warm hug")					
<b>Vegetation Species</b>					
Maximize Native/Climate Resilient Species					
Maximize Diversity (size, color, spacing, and shape)					
Maximize Habitat Value					
Minimize Risk Root Damage to Sidewalks and Utilities					
<del>Compatible with existing soils and available soil volume</del>	<i>No distinction/detail</i>				
Maintenance Costs					
Consistency with Planning Documents					

**Measurement Scale**

- None 1
- Poor 2
- Fair 3
- Good 4
- Excellent 5

## Alternative P1 - North Side (existing facilities)

### Scoring By Criteria

		Pedestrians	Score
<b>Welcoming Gateway ("warm hug")</b>		Pedestrian facilities on one side only in an urban setting is less inviting than ped facilities on both sides.	3
<b>Connectivity/accessibility</b>		Connectivity is limited with ped facilities on one side.	3
<b>Safety</b>			
<i>Greater Offset from Sims Way</i>		<b>No distinction/no detail at this point.</b>	
<i>Slower Vehicle Speeds</i>		Vehicle speeds are slowed less with ped facilities on one side only. Vehicles generally feel they have more space to speed.	3
<i>Reduced Required Crossing of Sims Way</i>		More crossings of Sims Way are required with facilities on one side only.	2
<i>Greater Offset from Port Property Line</i>		<b>No distinction/no detail at this point.</b>	
<b>Maintenance Costs</b>		Maintenance costs are lower with only one side, but the existing facilities are older and more prone to future root damage.	2
<b>Consistency with Planning Documents</b>		Planning documents (i.e., City Non-motorized Plan) calls for facilities on both sides.	2

## Alternative P2 - North Side (new shared use path)

### Scoring By Criteria

		Pedestrians	Score
<b>Welcoming Gateway ("warm hug")</b>		Pedestrian facilities on one side only in an urban setting is less inviting than ped facilities on both sides.	3
<b>Connectivity/accessibility</b>		Connectivity is limited with ped facilities on one side.	3
	<b>Safety</b>		
	<i>Greater Offset from Sims Way</i>	<b>No distinction/no detail at this point.</b>	
	<i>Slower Vehicle Speeds</i>	Vehicle speeds are slowed less with ped facilities on one side only. Vehicles generally feel they have more space to speed.	3
	<i>Reduced Required Crossing of Sims Way</i>	More crossings of Sims Way are required with facilities on one side only.	2
	<i>Greater Offset from Port Property Line</i>	<b>No distinction/no detail at this point.</b>	
	<b>Maintenance Costs</b>	Maintenance costs are lower with only one side. A new shared use path could have less maintenance and be designed to mitigate root damage.	3
	<b>Consistency with Planning Documents</b>	Planning documents (i.e., City Non-motorized Plan) calls for facilities on both sides.	2

## Alternative P3 - Both Sides (new sidewalks)

### Scoring By Criteria

		Pedestrians	Score
<b>Welcoming Gateway ("warm hug")</b>	Pedestrian facilities on both sides is a more inviting urban setting.		4
<b>Connectivity/accessibility</b>	Connectivity is better with facilities on both sides.		4
<b>Safety</b>			
<i>Greater Offset from Sims Way</i>	<b>No distinction/no detail at this point.</b>		
<i>Slower Vehicle Speeds</i>	Vehicle speeds are slower with ped facilities on both sides. Vehicles generally feel more constrained by space.		4
<i>Reduced Required Crossing of Sims Way</i>	Less crossings of Sims Way are required with facilities on both sides.		4
<i>Greater Offset from Port Property Line</i>	<b>No distinction/no detail at this point.</b>		
<b>Maintenance Costs</b>	Maintenance costs could be higher with facilities on both sides, but the facilities would be new and concrete requires less maintenance than asphalt.		3
<b>Consistency with Planning Documents</b>	Planning documents (i.e., City Non-motorized Plan) calls for facilities on both sides.		4
			<b>23</b>

## Alternative V1 - South Side Replace Now/North Side Replace Over Time

### Scoring By Criteria

Vegetation		Score
<b>Welcoming Gateway ("warm hug")</b>	Phase replacement of Poplars creates a feel of more overall trees and gives time for new trees to mature.	4
<b>Vegetation Species</b>		
<i>Maximize Native/Climate Resilient Species</i>	Poplars are not native and the current Poplars lack resilience due to their age reaching their full life-span. Monocultures have a high risk of mass failure from disease.	2
<i>Maximize Diversity (size, color, spacing, and shape)</i>	Replacing Poplars increases diversity more slowly; however, replacing over time does increase diversity in size.	3
<i>Maximize Habitat Value</i>	The habitat value of Poplars moderate by comparison to a more diverse planting. Habitat is not impacted as greatly in the short term with slow replacement of trees. Habitat value is greater in the long term with greater diversity of planting.	3
<i>Minimize Risk Root Damage to Sidewalks and Utilities</i>	Existing Poplars create more risk of root damage.	2
<i>Compatible with existing soils and available soil volume</i>	<b>No distinction/no detail at this point.</b>	
<b>Maintenance Costs</b>	Maintenance costs are expected to be higher for Poplars due to their age and relative weak-wooded brittleness.	2
<b>Consistency with Planning Documents</b>	Replacing Poplars over time is consistent with the Gateway Plan. The Gateway Plan recommends maintaining poplars but removing sucker growth, selective removal of small seedlings, open up views to lagoon and boatyard, and filling in gaps at a 20' to 25' spacing. Kah Tai Lagoon Plans (undated Master Plan and 1986 Plan) recommends replacement of poplars along north side, fronting park, with native species beneficial to wildlife, with some exotic/ornamental species at entrances; and creation of water vistas with large openings in planting.	4

## Alternative V2 - South Side Replace Now/North Side Replace Now

### Scoring By Criteria

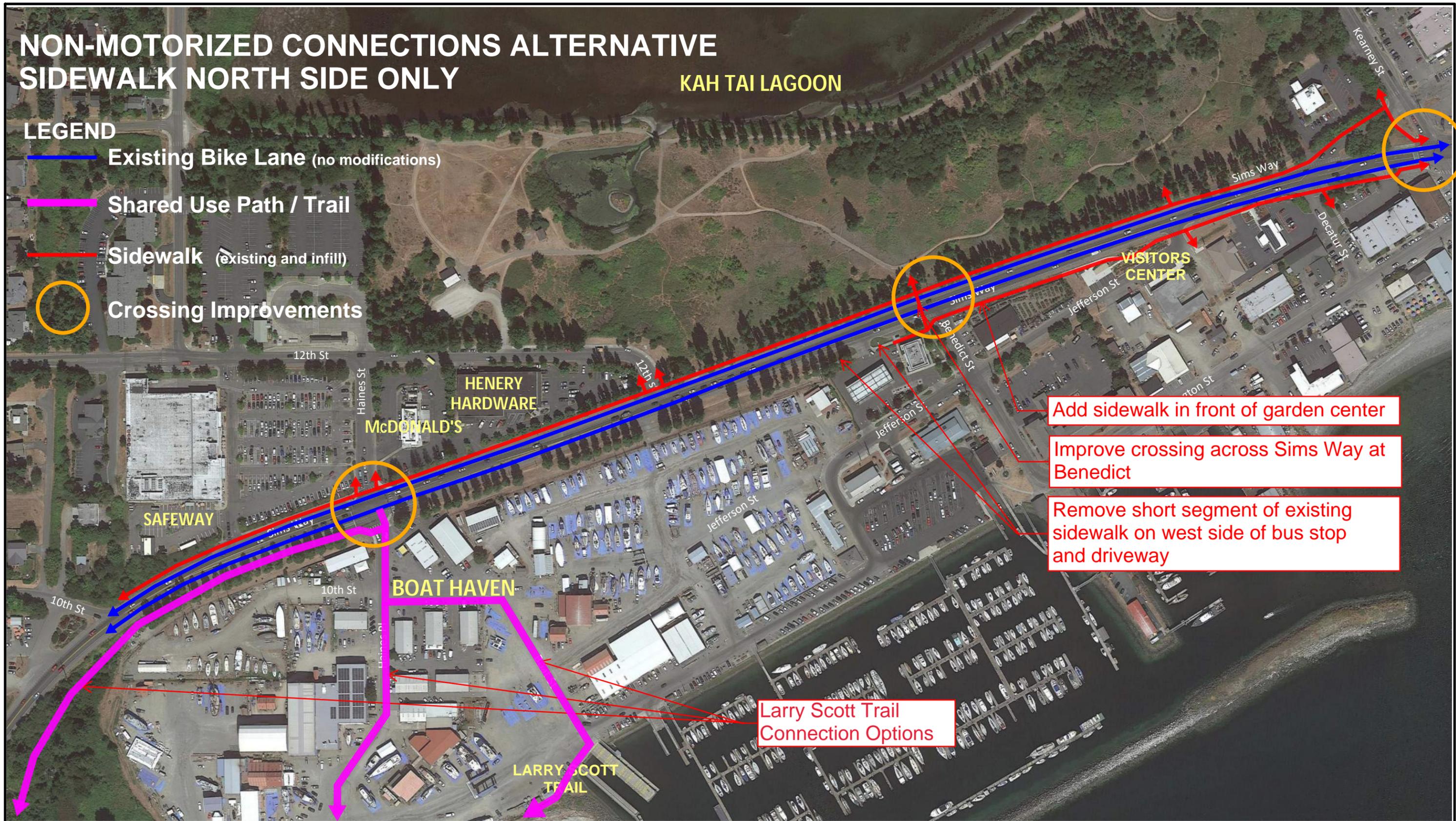
Vegetation		Score
<b>Welcoming Gateway ("warm hug")</b>	Replacing all Poplars now would reduce the visual impact of trees until replacement trees are more mature.	1
<b>Vegetation Species</b>		
<i>Maximize Native/Climate Resilient Species</i>	New species can be selected to favor native and climate resilient vegetation.	4
<i>Maximize Diversity (size, color, spacing, and shape)</i>	New species can be designed to create diversity; however, replanting all at once may limit diversity in size that would occur with phased replanting.	3
<i>Maximize Habitat Value</i>	New species can be selected to enhance habitate value; however, replacing all trees now will impact habit value until new trees mature.	3
<i>Minimize Risk Root Damage to Sidewalks and Utilities</i>	New species can be designed and planted to mimimize root damage (i.e., root barriers)	4
<i>Compatible with existing soils and available soil volume</i>	<b>No distinction/no detail at this point.</b>	
<b>Maintenance Costs</b>	New species may have lower maintenance costs than aging Poplars; however, new trees will require maintenance to establish new plantings.	2
<b>Consistency with Planning Documents</b>	Replace all Poplars now is less consistent with the Gateway Plan. The Gateway Plan recommends maintaining poplars but removing sucker growth, selective removal of small seedlings, open up views to lagoon and boatyard, and filling in gaps at a 20' to 25' spacing. Kah Tai Lagoon Plans (undated Master Plan and 1986 Plan) recommends replacement of poplars along north side, fronting park, with native species beneficial to wildlife, with some exotic/ornamental species at entrances; and creation of water vistas with large openings in planting.	3
		<b>20</b>

# NON-MOTORIZED CONNECTIONS ALTERNATIVE SIDEWALK NORTH SIDE ONLY

KAH TAI LAGOON

## LEGEND

- Existing Bike Lane (no modifications)
- Shared Use Path / Trail
- Sidewalk (existing and infill)
- Crossing Improvements



Add sidewalk in front of garden center

Improve crossing across Sims Way at Benedict

Remove short segment of existing sidewalk on west side of bus stop and driveway

Larry Scott Trail Connection Options



HORIZONTAL SCALE:  
NOT TO SCALE  
DATE:  
MAY 2022  
JOB No.:  
DRAWING FILE No.:

Sims Way Gateway Plan Implementation and Boat Yard Expansion

**Stakeholder Meeting #5 - 6/28/2022**

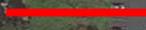
Alternate  
**P1**

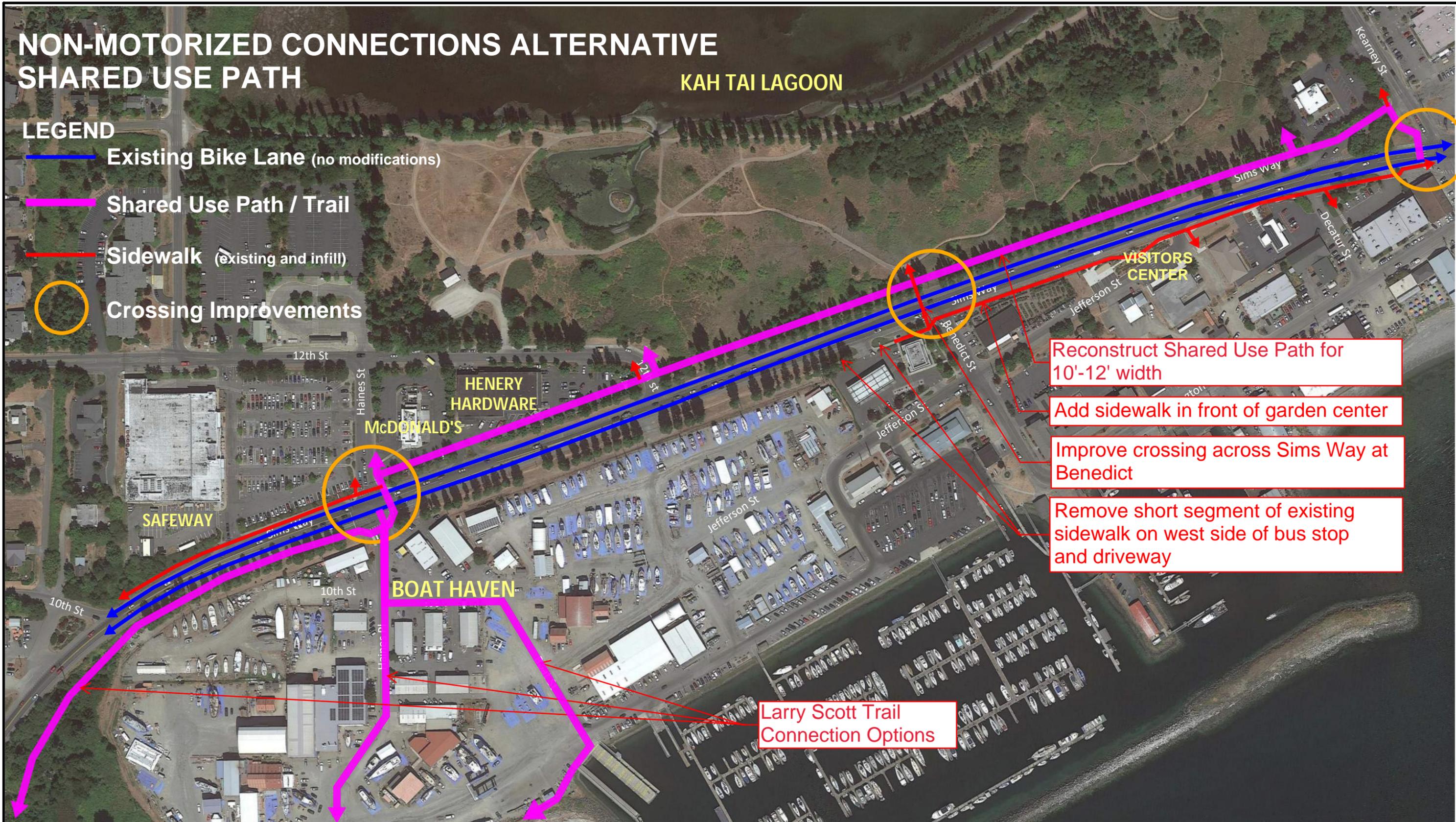
EXHIBIT No:  
EX-02  
SHEET No:  
Sheet 2

# NON-MOTORIZED CONNECTIONS ALTERNATIVE SHARED USE PATH

KAH TAI LAGOON

## LEGEND

-  Existing Bike Lane (no modifications)
-  Shared Use Path / Trail
-  Sidewalk (existing and infill)
-  Crossing Improvements



Reconstruct Shared Use Path for 10'-12' width

Add sidewalk in front of garden center

Improve crossing across Sims Way at Benedict

Remove short segment of existing sidewalk on west side of bus stop and driveway

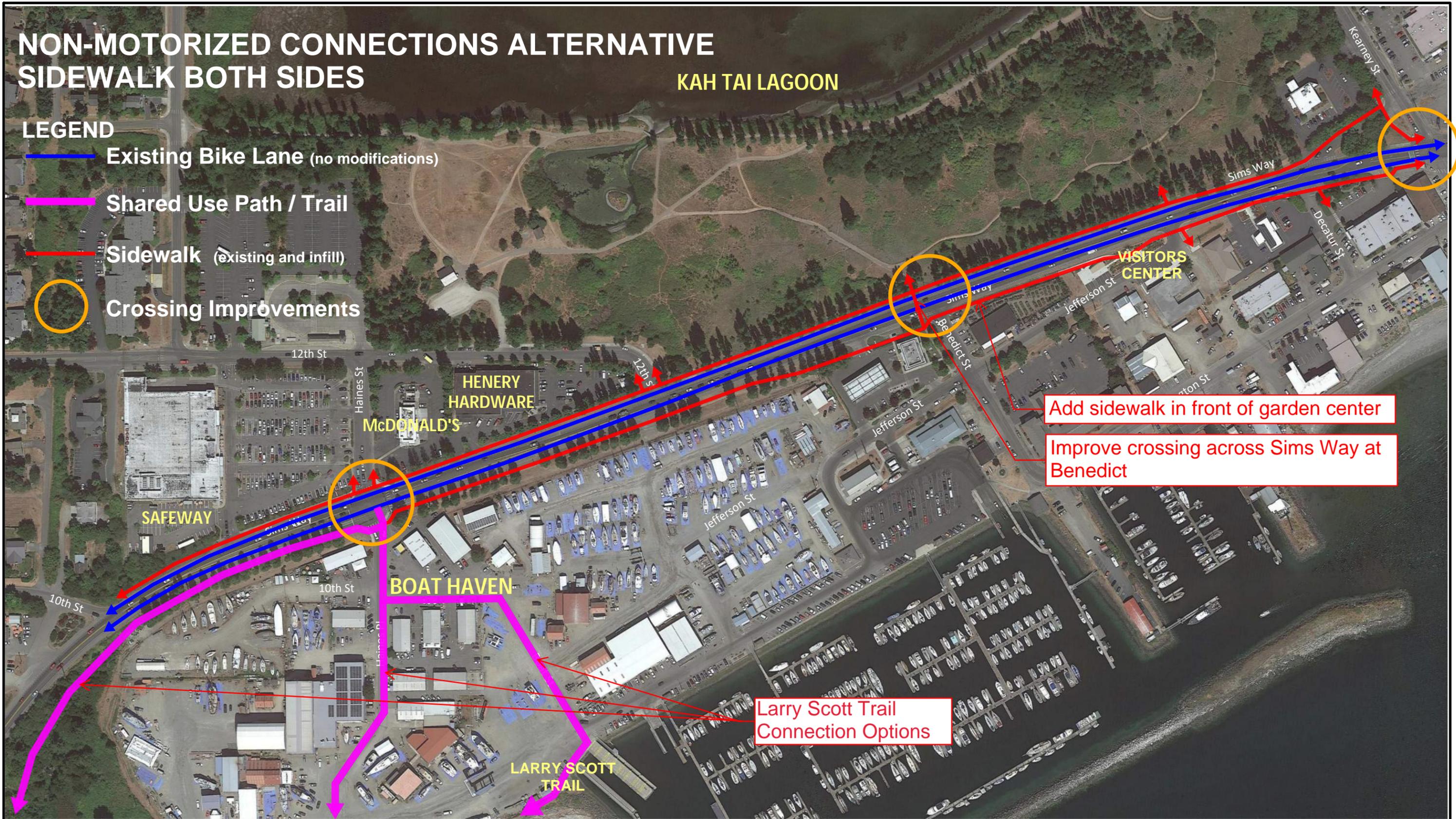
Larry Scott Trail Connection Options

# NON-MOTORIZED CONNECTIONS ALTERNATIVE SIDEWALK BOTH SIDES

KAH TAI LAGOON

## LEGEND

- Existing Bike Lane (no modifications)
- Shared Use Path / Trail
- Sidewalk (existing and infill)
- Crossing Improvements



Add sidewalk in front of garden center

Improve crossing across Sims Way at Benedict

Larry Scott Trail Connection Options

# PLANTING ALTERNATIVE REPLACE OVER TIME

## LEGEND

 Replace Now

 Replace Over Time  
Replacement over time will include strategic thinning but replacement tree species has not yet been determined.



# PLANTING ALTERNATIVE REPLACE NOW

## LEGEND

 Replace Now

KAH TAI LAGOON



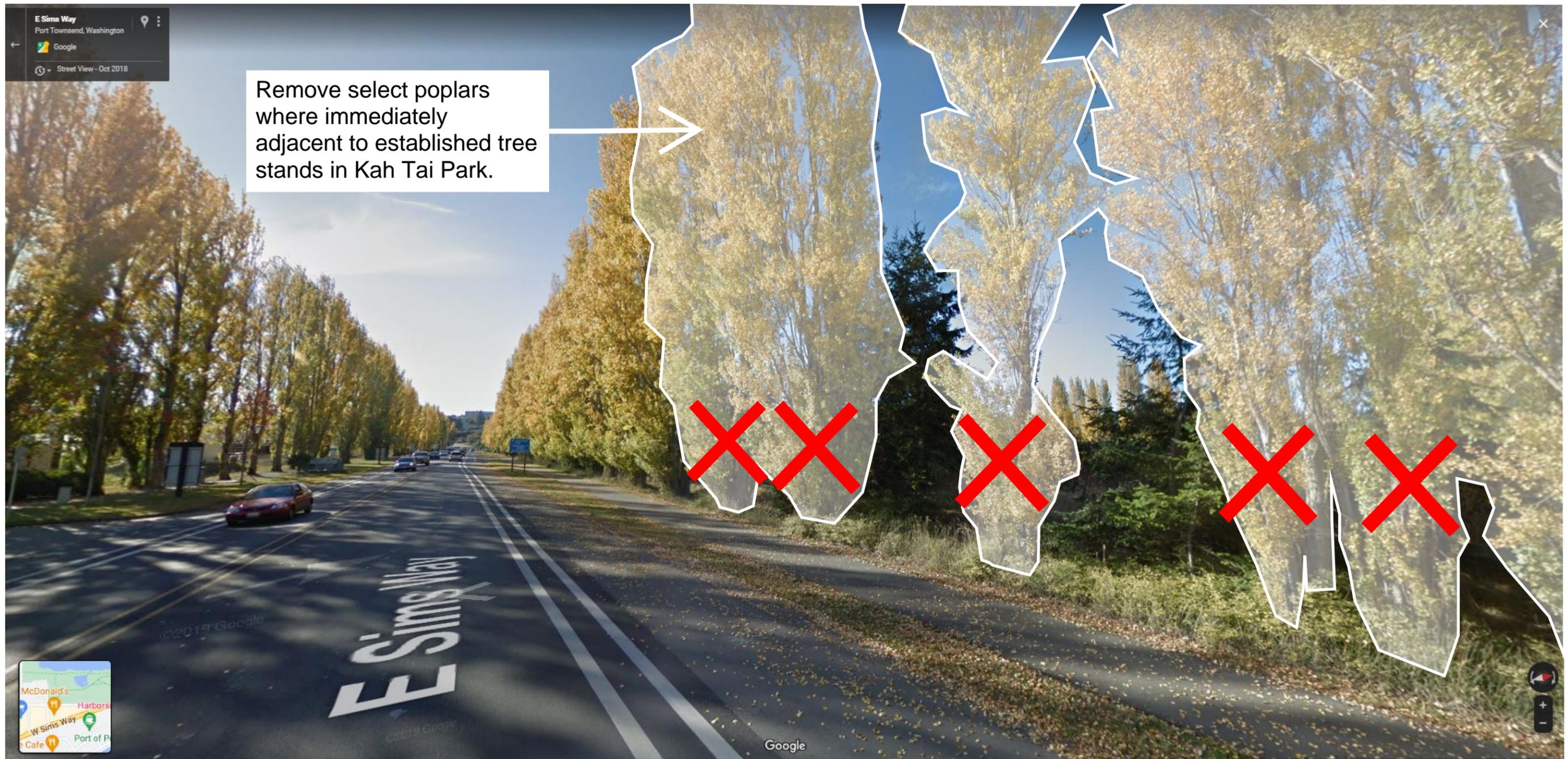
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DATE:  
MAY 2022  
JOB No.:  
DRAWING FILE No.:

Sims Way Gateway Plan Implementation and Boat Yard Expansion  
**Stakeholder Meeting #5 - 6/28/2022**

Alternate  
V2

EXHIBIT No:  
EX-02  
SHEET No:  
Sheet 2

# PLANTING ALTERNATIVE REPLACE OVER TIME



# PLANTING ALTERNATIVE REPLACE OVER TIME

