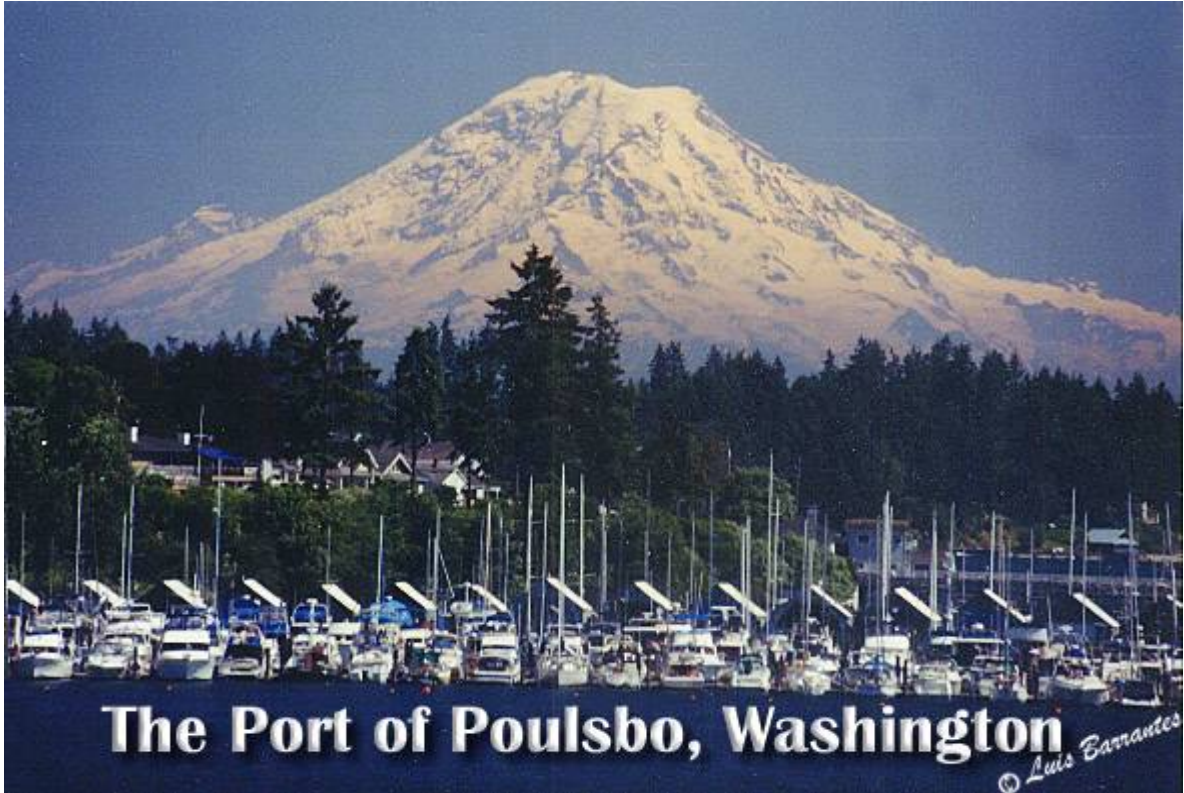


SIX YEAR COMPREHENSIVE PLAN

Years 2006 to 2012



The Port of Poulsbo is a destination port of the first class; its popular mountain views are surrounded by numerous recreational opportunities, natural, historic, scenic, cultural and dining pleasures. Separated from the main body of Puget Sound through a narrow passage, it offers calm and protected waters and a safe harbor.

The Port of Poulsbo is an active waterfront area located in the center of the commercial zone with fine restaurants, unique shopping areas, antique stores, Marine Science Center, historic walking tours and waterfront trails. You can walk along the boardwalk on Liberty Bay and listen to the sound of seagulls, breathe in the fresh marine air, catch a glimpse of the Olympic Mountains and watch the abundance of wildlife in and around beautiful Liberty Bay. The boardwalk leads to an undisturbed park conservation area abundant in native flora and fauna, bird sanctuary, walking paths and picnic areas with room for all to enjoy.

This is indeed a safe harbor in a storm, protected from the gales associated with Puget Sound.\*

Photo and narrative courtesy of Luis and Kathleen Barrantes

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## HISTORY:

The Port of Poulsbo had its humble beginnings in the late 1880's when, Jorgen Eliason and Ivar Moe, some of the first settlers, took their crops to Seattle in 12 to 14 foot rowboats on a regular basis. In the early 1900's it grew with a fishing fleet that worked in Puget Sound and the Straits of Juan de Fuca, then became the base of several larger boats / schooners working the fishing grounds of Alaska, under sails, for cod and salmon. In the 1950's the pursuit of pleasure craft and widespread use of the gasoline engine caused the demise of the large sailing ships in Liberty Bay. Prior to the 1950's, local ferries and the "mosquito fleet" of steamboats to and from Kitsap County and Seattle serviced the city and port. The harbor (Dogfish Bay, as it was known then) was home to a codfish fleet and had several oyster beds and processing plants. In the 1960's the harbor still retained its fishing history with a large number of working vessels and it was in 1964 that the Port of Poulsbo was formally formed as a port.

Since then, the Port has grown to include 7 main docks containing 254 permanent slips, 124 transient slips, of which 60 may be reserved. All with full water and power access, a floatplane dock, kayak and canoe rentals, tour boat moorage, full fuel facilities of gasoline (4000 gallons) and diesel (6000 gallons), sanitation pump out, restroom and shower facilities, a full laundry for live aboard and transient boaters, a launch ramp inside the protected harbor for trailer boats and supports the North Kitsap High School in its laser sailing program.

The Port of Poulsbo has three commissioners, a commission secretary, six full time employees and three part time employees that are utilized on weekends and summers.

The Port is open 363 days a year. In 2005 the Port had 7,039 boat days, which generated \$1,689,360.00 dollars in visitor spending in the immediate area of downtown Poulsbo.

The Port has a current budget of \$771,015 for 2006.

The Port may be contacted by U.S. mail at 18809 Front Street, P.O.Box 732 Poulsbo, Washington 98370, telephone (360) 779-9905, FAX (360) 779-8090, VHF radio channel 66A, or by E-mail at [portofpoulsbo@yahoo.com](mailto:portofpoulsbo@yahoo.com) for reservations, moorage availability etc. Telephone and VHF are monitored

during business hours only from 8am to 8pm in the summer and 8am to 4pm in winter.

**LOCATION:**

The Port of Poulsbo is located on Liberty Bay in Kitsap County, Washington, occupying 17 acres of water and approximately 2500 feet of waterfront in the historical heart of downtown Poulsbo. Precisely at 47.44.01 degrees N and 122.38.9 W. The Port is easily accessed from Seattle by way of Washington State ferries and highway 305, also from I-5 in Tacoma via State Route 16 to Bremerton and then North on Highway 3 by vehicle. The Port is also accessible from all points in Kitsap County (including Bainbridge Island) and most of Jefferson County by local bus service.

## GOALS OF THE LAST COMPREHESIVE PLAN AND RESULTS

### ❖ Market the port and increase tourism;

During the normal boating season of May through October, the port is averaging 98% usage of the guest moorage facilities. In the off-season, we have yacht clubs having rendezvous; meetings and general get togethers, along with the occasional winter sailor, usually in the 35' to 50' class of boats visiting the port on weekends. According to the Poulsbo Chamber of Commerce, the Port of Poulsbo generated \$1,689,360.00 in tourist dollars during the year 2005 to the business community in the immediate area.

### ❖ Our goals are to provide more moorage and increase the effective use of the facilities in the future;

While the port has been unable to provide additional moorage space in the current configuration, with planning and reconfiguration the possibilities of increasing slips and moorage is feasible. Currently the effective use of the marina has been met. In permanent moorage there is a waiting list for all slip sizes, from 20' to 50', in some cases the waiting list is in excess of three years. The multipurpose room is being utilized for commissioner meetings, and is available for a nominal fee to yacht clubs, boating clubs and others who would like to hold a meeting, brunch, or other function. At the north end of the multipurpose room has been put to use as an office for port personnel tending the fuel dock and transient moorage.

### ❖ Replace whalers;

Whaler replacement is progressing in a timely manner. "E" dock is completed and "F" dock work will begin in the fall of 2005. Replacing the whalers is an extremely hard and time consuming process, generally requiring three physically able personnel and must be done in fairly calm weather to limit the possibility of injury to the personnel and loss of equipment over the side of the docks.

### ❖ Power panel replacement;

Docks "AA" and "A" have power panels made of stainless steel that were installed when these docks were built ("AA"), and rebuilt ("A") after a severe storm in the late 1980's. Docks "D", "E" and "F" have been upgraded since 1998, leaving only "B" and "C" docks to be upgraded. Work is scheduled to begin in the fall of 2005 to replace power pedestals on "C" Dock.

❖ Bulkhead;

The Bulkhead that runs between Liberty Bay Park and the Port is old and in disrepair, although the process of rebuilding is in the works. The Port and the City of Poulsbo have partnered to facilitate repairs which will be done with the City as lead agency and beginning in the Spring of 2006.

The design is to be an ecological friendly seawall/side walk. The seawall and slop stability will enhance salmon spawning grounds (Dog Fish creek), as well as assisting with small boat transient moorage.

## GOALS AND VISION OF THE PORT FOR 2003 – 2009

### ❖ Breakwater;

The demolition and removal of the existing breakwater of creosoted piling will be of a design allowing for maximum wind and wave action protection. In addition the new breakwater will allow for a shore connection to facilitate access for public uses.

### ❖ Reduction of DNR leases;

Increase the amount of upland leases for the expansion of port footprint thereby reducing payments to DNR for lease of tidelands.

### ❖ Restoration of launch ramp area;

Replacement of some of the landside segments of the launch dock with smaller, more stable sections to reduce the damages of tidal actions, thus providing a safer and more level movement area for boat launch and recovery.

### ❖ Expansion of moorage slips;

With the expansion of the Port's footprint within Liberty Bay, the Port will be able to expand moorage inside of the new breakwater to accommodate larger transient boats of the 75' to 125' length.

The Port expansion will also allow for installation of mooring buoys to enhance the total moorage without renovation of "F" Dock to lengthen it.

### ❖ Power panels;

Continue upgrading power panels on "B" and "C" docks.

### ❖ Surveys

Complete an underwater survey of all pilings below the waterline, including under Viking Mall.

### ❖ Freshwater

"F" dock freshwater upgrade from ¾ inch to 1½-inch lines.

### ❖ Standpipes

'A' thru 'D' docks, replacement of steel standpipes upgraded to plastic PVC to conform to code.

❖ Floatation

Replace floatation devices on “AA” dock end.

❖ Access Ramps

Replacement of all ramps due to possible damage from rollers on access ends and compliance with ADA requirements.

❖ Bulkheads/Pilings

Cement bulkheads and pilings at head of “C” dock, H-beams and piling cleaning and placement of zincs at or under the mud line for electrolysis protection. 6-8 pilings and 20 H-beams. All piling tops will be treated and will receive pile caps beginning in 2006.

❖ Boathouse connectors

Replacement of boathouse attachments on (“B”) dock, the installation of steel plating with welded eyes and eyebolts is in the planning.

❖ Land acquisition

Explore the possibilities of land procurement in the immediate area of the port, for economic development and/or parking for port tenants.

❖ Installation of a floating breakwater, North boundary

Examine the possibility of installation of a floating breakwater on the north boundary of the port up to 700’ to the west and relocating the floatplane dock with an expansion of the guest moorage for larger size yachts or tour boats.

❖ Installation of ladders to comply with safety standards. To allow for self-recovery of persons overboard.

❖ Establish a computerized reservation system to allow non-club boaters to be assured in advance of transient slip availability on arrival.

❖ Institute relevant staff training on a regular basis.

❖ Develop grant application for “Floating” shower/toilet system, serving permanent tenants.

❖ Institute a viable system of reporting violations of port rules and Regulations. Port staff assigned to daily inspections of all facets of the Port operations and functions.