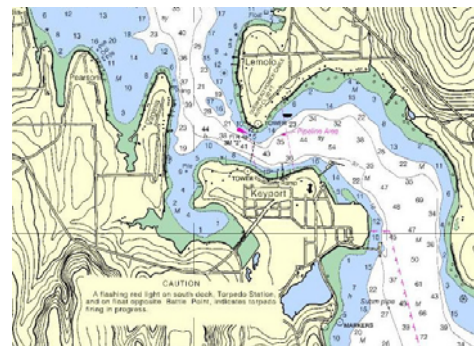


## CHAPTER 5: PORT IMPROVEMENTS & WATERFRONT DEVELOPMENT

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Liberty Bay is popular with boaters for both geographic and economic reasons. The bay is small enough to be protected from storms, but is big enough to accommodate boats as large as 100 feet. Poulsbo and Liberty Bay waterfront is an attractive destination for recreational boaters from the major urban centers of Puget Sound and their visits are a significant contribution to tourism in Poulsbo. As the gateway to Liberty Bay, the Port of Keyport is the primary waterfront access to Liberty Bay and to other marine destinations. Of the total five marinas in Liberty Bay, Keyport

hosts two of those with the Port of Keyport and the marina at Keyport Marine Services. Additionally, numerous private docks, floats,



**Figure 5.1.1 Keyport Nautical Chart (NOAA Chart#18446)**

and mooring buoys provide private boating, recreation, and waterfront access for Keyport residents.

## 5.1 Port of Keyport

### History

The history of the port of Keyport begins with the Mosquito Fleet. The very earliest steamers had no docks in Keyport for dropping off supplies and visitors. The sound of three whistles set the rowboats in motion as residents hurried out to their floats to see what the ship had left for them. The siting of the Keyport community dock, similar to most Mosquito Fleet docks past and present, are in gently sloping areas that provide easier access to the shoreline. Steep and wooded natural ravines commonly bisected the shoreline between dock locations often separating communities from land connections resulting in these dock sites frequently being the only established travel connections for the communities and immediate areas. The golden years of the Mosquito Fleet lasted from the 1880s to the early 1920s. Over the years, some 2,500 individual steamers were part of the Mosquito Fleet. Each community, no matter how small, depended on the steamers for their link to the greater community.



**Figure 5.1.2 Mosquito Fleet Steamer Hyak at Keyport.**

The very first residents of Keyport did not have access to docks. The settlers established a farming community and in 1896, they named the waterfront community Keyport. The Keyport general store, built in 1903 was located on the tip of the peninsula at the present site of the Naval Undersea Warfare Center and provided



**Figure 5.1.3 Original Keyport Store & Community Dock.**

a dock for all residents to use. The general store, now known as the Keyport Mercantile, due to the installation of the Naval facilities, was relocated to its present site on Washington Avenue with the 1914 platting of the town of Keyport. The Port of Keyport port district was established, and a dock and warehouses were built next to the relocated general store to serve as a landing for the Mosquito Fleet.

### Existing Facilities

The Port of Keyport existing facilities include 29 Permanent Moorage slips and transient moorage slip. No covered moorage or live aboard slips are provided. Public restrooms area available and dockside infrastructure includes drinking water, and electrical hookups. Pedestrian improvements include picnic tables.



Figure 5.1.4 Existing Port of Keyport & boat ramp.

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The port of Keyport also provides a 12 foot wide concrete boat launch ramp and loading float. The boat ramp current condition includes a moderate grade to water with the traction somewhat hindered by algae growing on the ramp surface. The concrete presently is uneven and breaking up at the end of the ramp and the asphalt approach is crumbling on the left side. Additionally, three striped trailer parking spaces are provided on Washington Avenue. Facilities that are available at similar marinas that are not available at the Port of Keyport include a boat hoist, pump out stations or Sanitary Dump, Fuel Station or fueling facilities, shower facilities, or laundry.

### Proposed Port of Keyport Improvements

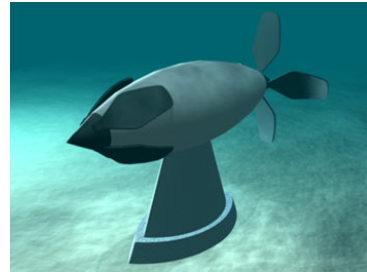
Proposed improvements to the Port of Keyport include the potential improvement of the boat ramp, pedestrian improvements, a breakwater/finger pier, addition of transient slips, addition of public dock access for marine transit, water taxi and/or seaplanes. A primary economic opportunity for Keyport may lie with water borne tourism and infrastructure to attract increased water dependent tourism and transit and the possibility to capture overflow facilities from the Poulsbo moorage facilities which operate at near capacity throughout the boating season. Additional improvements may include tidal and wave energy generation infrastructure, wireless internet, and small craft launching or storage facilities.

- Boat Ramp Improvements could include widening of the boat ramp, resurfacing of the drive ramp, installation of barrier curbs along the west edge of the ramp, extension for low-tide launchings, construction of a launching dock, or other similar improvements.
- Pedestrian Improvements could include improved pedestrian access to the beach, a pedestrian shelter, barbeque facilities, informational signage, and improved seating or more picnic benches, and improved ADA access.
- Breakwater / Finger Pier improvements would consist of a single long floating breakwater / finger pier that would help protect the port facilities from passing vessel wakes and provide an protected inside moorage and unprotected outside moorage along its length.
- Additional Transient Slips would allow visiting boaters to stay in Keyport overnight and for accommodating group activities such as visiting yacht clubs, wooden boat shows, or similar gatherings. Encouraging water dependent tourism from these improvements may lead to increased economic development opportunities throughout Keyport.
- Pump out station or fuel station. Installation of pump out station and /or possible fuel station for transient vessels and local boaters allows the Port of Keyport to become a destination and provide additional services.
- Public Dock for Marine transit / water taxi and Seaplanes would provide a finger dock for marine transit and water taxis from nearby Poulsbo and the Suquamish Casino. The proposed public dock would also allow for seaplanes to tie up similar to the Port of Poulsbo Seaplane Base #83Q and utilizing existing Liberty Bay water runways #13 and #31. A Seaplane float dock would allow air service to be provided directly to Keyport, possibly increasing opportunities for tourism.



**Figure 5.1.5 Port of Brownsville Improvements**

- Tidal and wave energy generation includes the installation of energy generation devices such as a water turbine that produces energy from the daily inflow and outflow of Liberty Bay or a float mounted generator that generates energy from the wakes of passing vessels. These installations may ultimately provide the Port of Keyport with energy independence.
- Small craft facilities. A new small craft facility would allow more recreational opportunities at the Port and will allow more access to local waterways by kayak, small skiff, or sailboats. By constructing a small watercraft facility the Port could serve the public by meeting the needs of small recreational boaters.



A possible addition would be, in the event of a sale of the Keyport Marine Service facility, the purchase and operation of that facility by the Port of Keyport. This alternative would provide Keyport with a public boat yard and marine service facility, increase the ability to provide transient moorage, and allow collocation of facilities between the two docks.

## 5.2 Keyport Marine Service

Keyport Marine Services is a boat and vessel repair facility for both recreational and commercial vessels and is located at 1954 Grandview Boulevard at the northeastern edge of the Keyport community on the inlet connecting Liberty Bay to Ne Si Ka Bay and the Puget Sound.



**Figure 5.1.7 Possible Port of Keyport Improvements**

With the exception of a tidal grid in the Port of Poulsbo, the Keyport Marine Services boat yard is the only repair facility and the last commercial boatyard operating in Liberty Bay. The remainder of the Liberty Bay boat yards have been closed over the years due to a decline in commercial fishing, expensive infrastructure replacement costs, and significant permitting hurdles. Tourism has been identified as a significant economic growth industry and with an increasing recreational boating community to service, Keyport Marine Services is one of only half a dozen remaining boat yards on the Kitsap peninsula.

The commercial facility has been in service since 1976 and is classified as a waterfront dependent industry employing a number of employees and has contributed approximately \$140,000 a year to the economic vitality of Keyport. The

Keyport Marine Services also offers recreational boating moorage slips and public restrooms.

No proposed expansion or improvements are anticipated as part of this plan, but support of the existing facilities and maintaining the existing waterfront dependent industry is an important community goal.



**Figure 5.2.1 Keyport Marine Services facilities.**

### **5.3 Waterfront Development**

The Keyport peninsula includes just over one mile of private shoreline. The majority of Keyport shoreline areas are generally flat or gently sloped, although there are many steep banked areas, especially near the northwestern tip of the Keyport peninsula. The Keyport community has historically included significant amounts of waterfront development. Waterfront development may include private docks, piers, groins, floats, boat ramps, boardwalks, bridges, and other overwater structures such as boathouses, or any structure within the average high tide water line.

This description also includes bulkheads, stairs, rockeries, or other “hardening” of the shoreline. Shores can be impacted by waterfront development activities in many ways and the Keyport private shoreline has been increasingly developed over the years. The Keyport community is presently home to just under a dozen private docks in both Dogfish Bay and Liberty Bay.

#### Private Docks

Keyport waterfront development presently includes a total of 12 private docks including the Keyport Marine Services dock, in addition to the public dock provided by the Port of Keyport. Prior to 1976, there were very few private docks in Keyport. As seen in Figures 5.3.2 through 5.3.5, a number of private docks have been constructed since 1976, with the most active dock construction occurring between 1992 and 2002.

Although dock construction assists in meeting the needs for recreation and marine transportation access, goals for future private and public docks may encourage

sensitive construction practices, co-location or joint use docks, and encourage material usage that minimize the potential impact to local species and habitat.

### Bulkheads

Significant portions of the Keyport shoreline have also had concrete or rock bulkheads installed to protect existing homes, water front development, and public and private property. The majority of bulkheads exist along the Northern and Western portions of the Keyport shoreline.

Similar mitigation measures for future shoreline improvements may include mitigation measures that encourage sensitive construction practices and material usage that minimize adverse impacts to local beaches and minimize alteration of the natural shoreline. Additional restoration and habitat enhancement measures may be adopted with new development or construction.



**Figure 5.3.1 Keyport Private Docks**

## Keyport Shoreline Past and Present



Figure 5.3.2 Keyport Northern Shoreline 1920s



Figure 5.3.3 Keyport Northern Shoreline 1976-1977



Figure 5.3.4 Keyport Northern Shoreline 1992



Figure 5.3.5 Keyport Northern Shoreline 2002

## 5.4 Shoreline Waterborne Spill and Incident Response Plans

The Keyport shoreline area falls under the Washington State Department of Ecology, Central Puget Sound Geographic Response Plan jurisdiction for any waterborne spills and for pollution incident response plans. Geographic Response Plans (GRP) are intended to help the first responders to a spill avoid the initial confusion that generally accompanies any spill. This document serves as the federal and state on-scene-coordinators “orders” during a spill in the area covered by this GRP. As such, it has been approved by the U.S. Coast Guard Marine Safety Office and the Washington State Department of Ecology Spills Program.

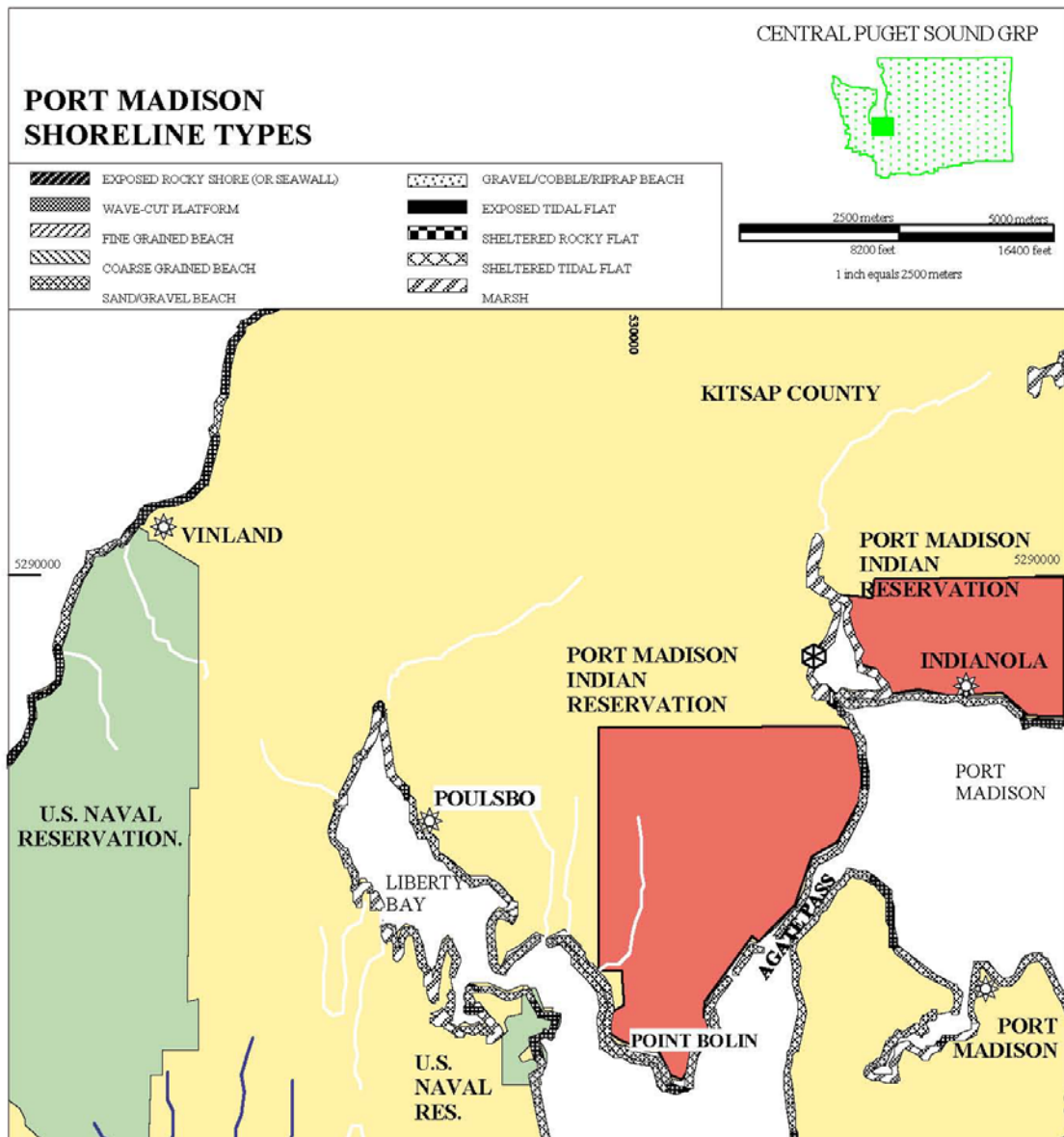


Figure 5.4.1 Central Puget Sound Geographic Response Plan; Shoreline Types

The first goal of a GRP was to identify, with the assistance of the Washington State Natural Resource Damage Assessment Team, resources needing protection; response resources (booms, boat ramps, vessels, etc.) needed, site access and staging, tribal and local response community contacts, and local conditions (e.g. physical features, hydrology, currents and tides, winds and climate) that may affect response strategies. Note that GRPs only address protection of sensitive **public** resources. It is the responsibility of private resource owners and/or potentially liable parties to address protection of private resources (such as commercial marinas, private water intakes, and non-release aquaculture facilities).

Secondly, response strategies were developed based on the sensitive resources noted, hydrology, and climatic considerations. Individual response strategies identify the amount of boom necessary for implementation. The response strategies are then applied to Potential Spill Origins and trajectory modeling, and prioritized, taking into account factors such as resource sensitivity, feasibility, wind, and tidal conditions. The following maps and tables are obtained from the Washington State Department of Ecology, Central Puget Sound Geographic Response Plan.

<b>Proposed Booming and Collection Strategies Matrix</b>						
<b>Strategy</b>	<b>Location</b>	<b>Response Strategy</b>	<b>Length of Boom</b>	<b>Strategy Implementation</b>	<b>Site Access</b>	<b>Resources Protected</b>
CPS 12	Keyport Lagoon	Exclusion – Keep oil out of lagoon	200'	Close causeway and add 200' of protective boom in front of causeway.	Vehicle access from Keyport, boat access from Naval Base or fuel dock at Poulsbo	Pigeon Guillemots.
CPS 13	Entrance to Liberty Bay	Diversion / Collection – prevent oil from entering Liberty Bay	1000'	Anchor at launch ramp, collect oil between launch ramp and stone rip-rap. Caution Pipeline Area	Vehicle access from Keyport, boat access from Naval Base or fuel dock at Poulsbo	Marine birds, waterfowl, & baitfish spawning beaches
CPS 14						
CPS 15						
CPS 16	Liberty Bay	Diversion / Collection – prevent oil from entering Liberty Bay	500'	Angle north leg toward the east to collect oil in North of bay.	Boat access from Keyport Marina, Naval Base, & Fuel Dock in Poulsbo.	Protect fish & wildlife resources in inner Liberty Bay.
CPS 17	Liberty Bay	Diversion / Collection – prevent oil from entering Liberty Bay	500'	Locate south leg just west of powerlines and east of the house w/ flagpole flying state flags, collect oil at small private ramp.	Boat access from Keyport Marina, Naval Base, & Fuel Dock in Poulsbo.	Protect fish & wildlife resources in inner Liberty Bay

**Table 5.4.1 Central Puget Sound Geographic Response Plan; Booming Strategies**

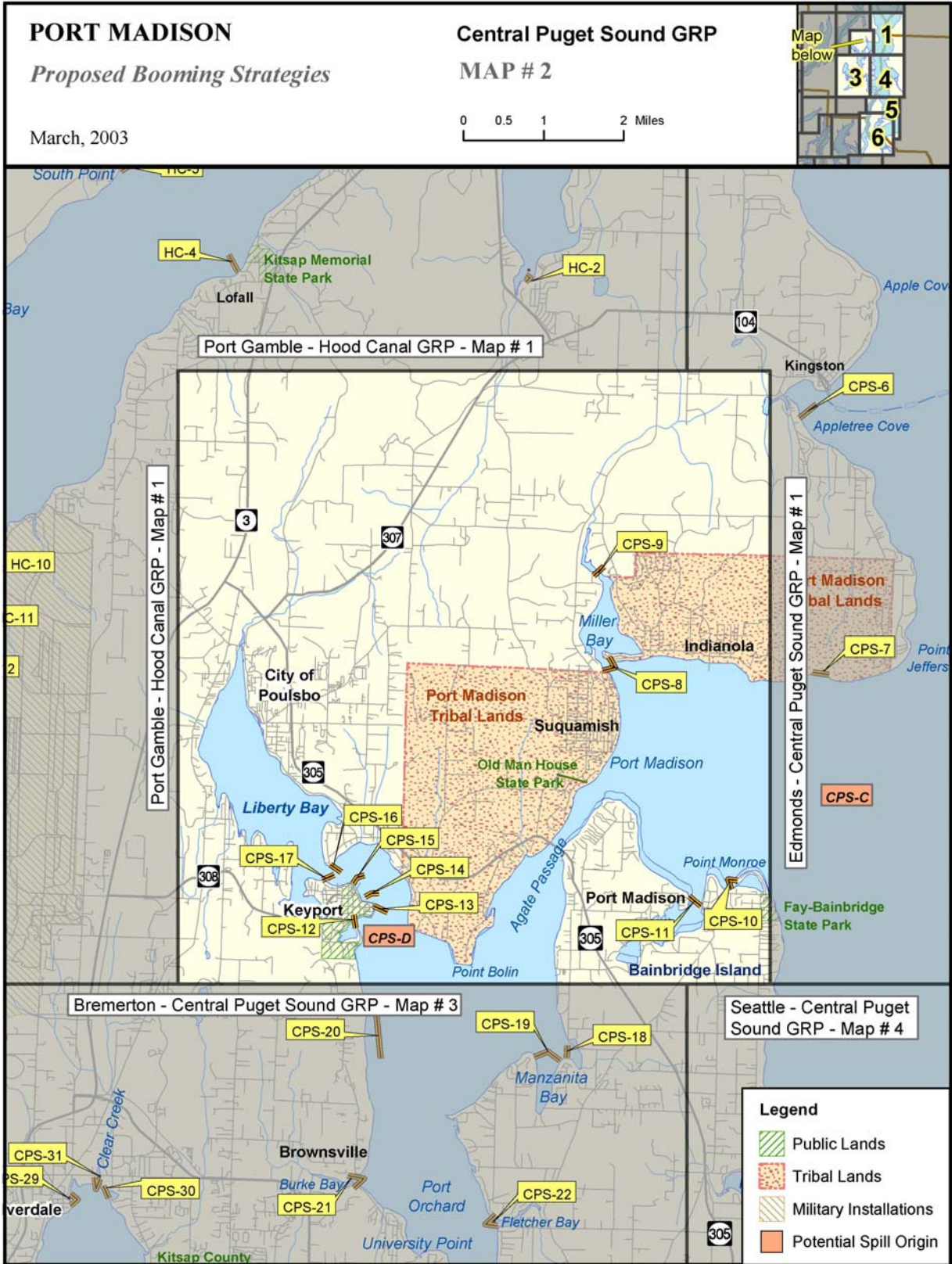


Figure 5.4.2 Central Puget Sound Geographic Response Plan; Proposed Booming Strategy

## **5.5 Port of Keyport & Waterfront Development Goal & Policies**

### **Goal 15 Encourage expansion of the existing Port of Keyport Facilities**

Policy Key-25 Update the Port of Keyport Master Plan.

Policy Key-26 Identify specific projects for a Port of Keyport funding measure .

Policy Key-27 Search out grant opportunities for shoreline improvement or replacement of marine facilities.

### **Goal 16 Minimize additional private docks in Keyport.**

Policy Key-28 Encourage joint use docks for any new dock development.

## **5.6 Port of Keyport and Waterfront Development Key Projects**

### Update the Port of Keyport Master Plan.

The update of the Port of Keyport Master Plan would be the first step to identify the recreation opportunities, economic opportunities, and infrastructure opportunities that may be pursued by the Port of Keyport in facilitating public access to the water and economic development within Keyport.

One component of that Master Plan may include the purchase and / or inclusion of the Keyport Marine Services facilities by the Port of Keyport. Inclusion of those facilities would provide one of the sole publicly managed vessel haulout facility in Liberty Bay or even Puget Sound and would provide an economic revenue stream for the Port to provide public marine access. The ability to link with these facilities as an expansion of the port may provide additional shoreline access and opportunities for a port with multiple shoreward connections.

Additional opportunities for the port to pursue economic development through partnerships with any private waterfront development and upland provision of infrastructure throughout the Keyport Community may exist. Each of these items may be addressed in an Update of the Port of Keyport Master Plan.