

MISINFORMATION MATRIX

AGENCIES

POPLAR ALLIANCE

ACTUAL REFERENCE

#1	<p>The catalyst for this project was an event in June 2021 when poplar limbs blew into the 115kV transmission line.</p>	<p>Not true. As indicated in a PUD email discovered under FOIA, the Port initiated the discussion to cut down the poplars in April 2020.</p>	<p>The Port of PT came to the PUD about 16 months ago to discuss the idea of removing the poplar trees along Sims Way on Port property. The Port and the PUD feel it is in the best interest of each entity to remove the poplar trees along Sims Way on Port property..now we are getting ready to communicate to the public what we intend to do. Scott Bancroft email, August 2, 2021, to STL Design.</p>
#2	<p>That trenching to underground the powerline would kill the poplars.</p>	<p>Not true. There is extensive existing trenching, as close as 4', 7' and 8' from the base of poplars which remain healthy.</p>	
#3	<p>That each component of the project is a stand alone project, and exempt from SEPA review as one project.</p>	<p>Not true. The entire project in its entirety must be considered under WAC 197-11-060 3b. Piecemealing a project to avoid evaluating cumulative impacts is against state law. https://app.leg.wa.gov/WAC/default.aspx?cite=197-11-060&pdf=true</p>	
#4	<p>That the adopted Gateway Development Plan (GDP) recommends removing the poplars and doing so is consistent with that plan.</p>	<p>Not true. The 1993 GDP recommends retaining and caring for the poplars.</p>	<p>http://weblink.cityofpt.us/weblink/0/edoc/150146/Gateway%20Development%20Plan.pdf</p>
#5	<p>That a hand-written Kah Tai furniture and site detail plan recommends removing the poplars.</p>	<p>Not true. This plan was never formally adopted by the City, and it is dated 1986. This informal plan was prepared prior to the 1993 GDP, which recommends retaining the poplars. Furthermore, this unofficial plan recommends selective thinning of the poplars to open up views to Kah Tai.</p>	

#6	That wildlife doesn't use the poplars due to their upright habit.	Not true.	See photos below.
			
#7	That the community has long wanted the poplars removed.	Not true. In fact, the City required McDonalds to specifically save the poplars along Sims Way when it was built in 1987.	"McDonald's shall work with the City to retain the Lombardy poplar trees currently existing in the Sims Way ROW by petitioning the WSDOT to preserve the trees. McDonald's shall work cooperatively with the City and the State to see that such trees are maintained."
#8	That the poplars along Sims Way are at the end of their lives and must come down.	Not true. We retained a professional forester to conduct a Tree Inventory and Assessment, who confirmed that this is a mixed age stand, and the trees, although severely neglected by the City, are no more dangerous than any other tree in Port Townsend. The Review & Analysis of the Proposed Gateway Destruction document, available for download on the website linked in the adjacent column, contains the Tree Inventory & Assessment as Appendix 1.	https://poplaralliance.wixsite.com/website
#9	That the PUD has unilateral authority to remove the poplars as "danger trees," even though the PUD has funds to, and plans to, underground the powerlines.	The PUD does not have authority to cut down these trees. There is no emergency or immediate threat. As established by facts on the ground, the trees will not die if the powerlines are undergrounded.	

#10	That the PUD is doing us a favor by not having already cut the trees down.	The PUD is not in charge of the aesthetic of the Gateway. The City is, as per the GDP.	
#11	That the poplars are akin to the poplar that fell along San Juan (SJ) in November storm	Not true. The poplars along SJ, also neglected by the City, are much older and much much larger. The tree that fell had interior rot, which was more than likely visible before it fell.	We retained a professional forester who determined the avg diameter of Sims Way poplars is 18". The tree that fell on SJ was 95" in diameter! This is the tree the City uploaded to its website saying this was the same as the Sims Way trees! Another tree cut on SJ was 36" diameter
#12	That the poplars must be cut down for the Port to expand the boatyard.	Not true. The powerlines are the real constraint to boatyard operations. The Port hit the powerlines in October 2021 with their Marine Travelift. They can't place boats with too many metal components near the powerlines as they conduct electricity. Once the powerlines are undergrounded, the Port can expand 15', angle their parking, and park the desired 65' boats in this area.	"Jefferson County PUD has a significant liability issue with the current clearance of its 115 kV transmission line paralleling the Port Townsend Boat Yard. ESCI highly recommends this issue be permanently correct as soon as possible." Hector Silva, Edmundo Avila, ESCI, November 22, 2021, Incident Report.
#13	That the Marine Travelift requires a 45' aisle width.	Not true. They are currently operating with about a 33' aisle width. The state-of-the art Swantown Boatworks in Olympia, with the same Travelift, places boats perpendicularly with a 38'8" aisle width. Angled parking would require even less width	We have retained an engineer to prepare 3 alternative boatyard lay-outs for the community to understand what is possible without cutting the poplars.

#14 That the Port desperately needs more boat working space

The Port built two large non-water-dependent buildings on filled land...tidelands destroyed under the sole justification that these destroyed lands would be used exclusively for water-dependent purposes. The Port office building, and commercial building adjacent, consume about 1 acre of land that should have been preserved for boatyard use. These uses could have been located elsewhere in town. In addition, the Sunrise Coffee roasters and brewpub are also non-water-dependent. All of this space could meet the current demand for boatyard that the Port is trying to re-gain by cutting down the community's poplars. Demand is cyclical; this is a period of high demand.



#15 That the poplar roots are causing damage to buildings in the boatyard.

This is true. However, as illustrated by the photo at right, this stormwater catchment ditch, over 3' deep, did not kill the poplars and also prevents the roots from damaging the building adjacent. Similar mitigation could be performed next to the coffee roaster, and brew pub, both non-water dependent uses that do not belong on filled tidelands.



#16 That cutting the trees along Kah Tai constitutes Economic Development

We question whether the removal of the poplars along the Kah Tai side of Sims Way meets the requirements of RCW 82, sales and use tax for economic development **and the statement of intent and eligible activities specified in the Public Infrastructure Development grant** that Jefferson County awarded to these entities

The priority of PIF is to create an environment that encourages the creation of new jobs by stimulating private investments that will improve the economy of incorporated and unincorporated Jefferson County. Established by Ordinance No. 09 0710 06

#17

That the trees are non-native and therefore don't belong there

On the contrary, the City's policy is for the exclusive use of **non-native trees** in the right-of-way and specifically under utility lines. Out of 24 recommended street trees in the City's 1997 Engineering Design Standards Manual, all are non-native. The unofficial Kah Tai Lagoon Park, Landscape Furniture Side Development Details, recommends predominantly native plants; not exclusive. All of the trees planted along Water Street 2 years ago as part of that major downtown reconstruction are ALL non-native.

https://cityofpt.us/sites/default/files/fileattachments/public_works/page/6251/dsdengstandards.pdf