

2018 Comprehensive Scheme Of Harbor Improvements

Approved by Resolution #392 February 12, 2018

Public Hearings
Port Commission Chambers
December 2, 2017
December 22, 2017
January 2, 2018
January 22, 2018 (Open House)
February 5, 2018
February 12, 2018

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Executive Summary

The Port of Allyn's Comprehensive Scheme of Harbor Improvements is a plan that outlines and updates the Port's strategy for the expansion, maintenance, and upgrading of its current facilities, as well as the creation of new ones. This plan also provides a framework for long-term planning on how to move forward into the future.

In 2016, the plan addressed the most immediate needs identified by Port management, citizens of the Port District, and commercial interests residing within the District. It provided a clear and comprehensive implementation strategy for the Port's properties while a longer-term comprehensive strategy was developed

The Port Commissioners, along with staff, met on July 28, 2016 for a professionally-facilitated strategic planning session, with the goal of identifying the long-term direction of the organization, as well as the specific types of projects and lines of business the Port planned to pursue over the next decade. With that direction identified, the Port's Executive Director was tasked with writing the 2017 Comprehensive Scheme of Harbor Improvements, which after public hearings and public input, was approved by the Commissioner's on November 10, 2016. Once final approval was codified, the Port began aggressively moving towards fulfillment of the vision outlined in the plan by the Commissioners.

During 2017, the Port faced financial challenges in the implementation of its growth strategy. With all the current facilities brought into prime condition as called for in the 2016 Comprehensive Scheme, and a long-term, cost-effective preventative maintenance schedule established, some of the financial burden was reduced, but certainly not eliminated.

Among the challenges the Port faced as part of its long-term strategic initiatives included improving communication with its taxpayers, increasing revenues from existing facilities and lines of business, funding and financing of new projects, regulatory compliance, upgrading relationships with other government entities, other Ports, elected officials and developing new private sector business partnerships.

The Port is dedicated to continuing its policies of conservative fiscal management of public monies, the utilization of Port properties for the good of the community, within the limits of state rules, regulations, and all laws governing Ports. Our goal is to aggressively seek out opportunities for economic development in areas where the Port is uniquely qualified. The Port's shoreline facilities on North Bay in Allyn and on Hood Canal will serve as the cornerstones for recreational boating opportunities in the communities we serve, but the Port will continue to pursue recreational opportunities that benefit our community and are fiscally responsible projects. And as always, the Port shall continue to enhance its ongoing commitment to the most responsible environmental stewardship possible.

This plan provides a clear and comprehensive vision for our future, as well as a roadmap to successful implementation and achievement of all of those goals during 2018.

Introduction

The Port of Allyn Comprehensive Scheme of Harbor Improvements is a public document and should provide enough information for the average citizen to easily understand where capital spending and investments will be dedicated.

The State of Washington currently does not provide guidelines for developing a Comprehensive Scheme of Harbor Improvements (Comprehensive Plan) for Port Districts. To meet the Comprehensive Plan statutory requirements, the Port District need only to identify its capital improvements, both existing and planned, for the reasonable future and make the plan available to the public.

The Comprehensive Plan can be condensed into a two-step "how to" process that describes the Ports assets, what is going to be done with them, and how. The 2016 plan was focused on eliminating all the deferred maintenance at all the Port's facilities, establishing a realistic, ongoing preventive maintenance schedule, and upgrading and updating them as needed and required to comply with all applicable statues, rules and regulations.

The 2018 Plan basically sets out an ambitious list of projects the Port intends to embark upon and pursue during the 2017 to 2019 timeframe and beyond. Naturally, all projects will depend upon funding, and the Port will aggressively pursue any and all funding opportunities, including federal, state and local grants, loans, gifts, and public/private partnership opportunities.

The basic plan includes:

- An inventory of current assets
- A list of projects currently in process and the progress stage of each
- A prioritized list of projects the Port wishes to pursue in the next 2-3 years
- · A metric for measuring the success of each individual project
- A Work Plan for the Implementation of the Comprehensive Scheme

Inventory of Assets

The Port's real estate and floating assets are:

- The Port's Main Office Building and Meeting Facility
- The Allyn Waterfront Park
- The Waterfront Park Gazebo
- The Waterfront Park restroom facility
- The Allyn Dock
- The Allyn Boat Launch Ramp and Floating Dock
- The Allyn Marina
- The Waterfront Park Maintenance Shed
- The Sargent Oyster House Building
- The Sargent Oyster House Artifact Storage Shed
- The Allyn Kayak Park
- The Allyn Kayak Park Restroom and Bridal Changing Facility
- The Allyn Kayak Park Storage Shed

- The North Shore Marina Park and Parking Area on Hood Canal
- The North Shore Boat Launch Ramp, Dock, and Parking Area on Hood Canal
- The Lakeland Drive Sidewalk
- The Port of Allyn Water System
- The Port of Allen Water System Storage Tank
- The Port of Allyn Water Wells

Existing In-Progress Projects Carried Over From 2017:

In Progress Project #1

Continue the Ongoing Series of Classes for New Entrepreneurs

Why is This Project a Viable Project for the Port?

- This a long-term core economic development activity which is every Port's main mission.
- Our community needs more entrepreneurs because they create local jobs.
- We have generated a community return on a minimal investment in such a program.
- We are currently the only source of entrepreneurial and business education in the county.
- We've created community recognition of this as being the "Go To" program for anyone considering opening a small business in North Mason County.
 - The program has increased positive recognition within the community for the Port.

Our Timeline

We will continue to engage in this as an ongoing program of the Port as long as the local demand for this type of education continues to exist.

Implementation Strategy

- The EDC has received a grant for doing this, and we will coordinate with them and their contractor, Enterprise for Equity, to continue bringing this program to North Mason County.
 - We will use our meeting room downstairs to conduct the classes.
 - The EDC grant will provide all the personnel/instructors and materials necessary.
 - We will promote these classes on social media and other venues.

Success Metrics

- Enough local residents have taken advantage of the program and opened and/or successfully expanded local businesses and have created local jobs to sustain the program.
 - The program has enough demonstrated local impact to justify continuing it on an ongoing basis.
- The Port has become recognized within its district as the main resource to learn about job creation and receive business education.

In Progress Project #2

Bring Water and Power To The Allyn Marina



Why is This Project a Viable Project for the Port?

- It will make the Allyn Marina more attractive as a boating destination
- It will make it easier to promote Allyn as a destination within the boating community
- It generate additional revenue for the Port in fees for launch, moorage, and electricity
- It will create economic development as additional numbers of visiting boaters, spending more time at the marina, will spend a significantly greater amount of money with local businesses than they do currently. A study by the Allyn Community Association estimates that a full-service marina will bring an additional \$375,000 annually into the local business community.

Our Timeline

We have applied for a Boating Infrastructure Grant (BIG Grant) to fund design and construction of this project. The grant will fund approximately 75 percent of the estimated cost of the project with the Port funding the difference out of its own reserves as well as using in-kind labor. The Port has also filed a Capital Budget Request for the 2019 budget cycle should the BIG grant be rejected and/or be needed to backfill any unexpected cost overruns such as necessary design changes, permitting cost increases, and/or additional regulatory burdens not in existence at the outset of the project.

Once a design the Port believes is both feasible and the most cost efficient, it will move forward. In the meantime it will also explore doing this as part of a much larger Port improvement project and seek grant funding for the entire project.

Implementation Strategy

- The Port staff will serve in the role of construction manager
- The Port will select the best responsible bids for each segment of the project
- Once complete, the Port will vigorously promote the facility as a boating destination

Success Metrics

- The facility draws increasing numbers of destination boaters each year
- The facility brings in enough new revenue that it can be budgeted each year
- The facility brings in enough money to fully pay its maintenance costs.
- The project is completed with no outstanding debt.

In Progress Project #3

Complete the Sargent Oyster House Restoration Project



Why is This Project a Viable Project for the Port?

- This project will make our Waterfront Park an even more attractive tourist destination.
- This is a historical legacy project that is underway and needs to be completed.
- The Oyster House is a part of Allyn's history and provides an opportunity for education about the area and its traditional oyster farming industry, which still thrives today.
- It can be considered economic development because when completed it will generate what is known as "Cultural Heritage Tourism," complementing our already established local tourism industry.

• It is one of the few remaining historical oyster processing buildings still in existence.

Our Timeline

This project is has been underway since 2015

Implementation Strategy

- While the Port owns the building, it has partnered with the North Bay Historical Society (NBHS) which is acting as the lead agency for the restoration and will operate the building when it's completed.
 - NBHS will continue to use volunteers for the physical labor remaining
 - NBHS will continue seeking historical, cultural, and other grants to fund the remaining work
- The Port will continue to coordinate with NBHS about volunteers for the administrative portion of the project
- The Port will work with NBHS to continue involving and searching for additional volunteers with the expertise necessary to complete the project.

Progress

- At this point, a volunteer engineer has drawn the schematic for the renovation.
- A final set of drawings are in process
- A contractor has been engaged to reconstruct the floor and bottom half of the building.
- All the asbestos shingles have been removed and properly disposed of.
- The exterior has been wrapped in Tyvek.
- Over 11 tons of concrete have been removed from the interior of the building.
- All shorelines and over-water permits have been applied for and approved
- The original windows have been completely restored and are set for re-installation
- A grant for new siding has been approved and is awaiting installation of the product
- The old launch ramp is scheduled for removal by the end of 2018.
- Once the launch ramp is removed, pilings for the overwater portion will be driven.
- Donations are being received and fundraising is continuing successfully

Success Metrics

- The physical restoration part of the project is completed, and the building moved to its final shoreline destination at the Allyn Waterfront Park
 - The Oyster House becomes known as a "Cultural Heritage Tourism" destination
- The Oyster House represents a new revenue stream for the Port through a lease with the North Bay Historical Society
 - The project is completed with no outstanding debt.

Prioritized List of Projects the Port of Allyn Will Pursue in 2018-2020

New Projects

These projects have been prioritized by the results of all of the public input that was gathered over a three-month period. Some of them are projects listed in the 2017 Comprehensive Scheme but had no action taken on them. That public input process included:

- Consideration of all written testimony submitted;
- Public testimony taken at the six public hearings and an open house;
- An online survey with a link to it prominently posted on the opening page of the Port's website;
- A written survey with the same questions as online and distributed to community groups
- Numerous Facebook postings which were boosted every time they were posted;
- Postings shared with each and every Mason County Facebook group;
- Postings shared on LinkedIn;
- Press Releases to all local media
- News stories about the process and public hearings appearing in both the *Shelton- Mason County Journal* and the *Kitsap Sun*, as well as *iFiber Radio*.

New Project #1

Develop a First-class, Tournament-quality, Combination Soccer and Baseball Destination Sports Complex.



Why is This Project a Viable Project for the Port?

• Based upon the successful Luke Jensen Sports Park complex in Vancouver, Washington, this was the Number One choice of the community based upon the surveys that were returned. Leading all potential projects on the list, this project will create youth sports tourism-based economic development, as well as compliment the already established tourist-oriented economy in North Mason County driven by the Salmon Center and Theler Wetlands. Two other tourism-oriented projects are proposed as well - the Sweetwater Park Project and the proposed Lower Hood Canal Discovery Trail Project, which would connect to the Theler Trail System.

- There is a documented local shortage of playing fields for soccer, baseball, softball, and LaCrosse.
- Every week of the year, literally hundreds of soccer players and their families travel for tournament play statewide. The same thing happens with adult and girls' softball, and Select League baseball players during baseball season. There is a Select League baseball team in Belfair the Blaze which practices year-round at an indoor facility on Highway 3 called "The Yard." Weather permitting, they play and practice outdoors at Sand Hill Park outside of Belfair. There is another Select team the Renegades headquartered at the Port of Bremerton's Olympic View Industrial Park less than five miles away from The Yard, that also plays at Sand Hill and South Kitsap High when it's available. There's a third Select team in West Bremerton the West Hills Vipers which has no home field at all and plays at the Fairgrounds in Silverdale and on the softball fields at Pendergast depending on availability. The Vipers have expressed a strong interest in using this proposed facility as their home field.
- There is significant documentation that shows youth sports-based tourism generates in excess of \$75,000 per tournament day in revenue for their local host communities. Hosting tournaments only 26 weeks a year could result in nearly \$2 million in new revenue for nearby local businesses.
- Such a complex will spur additional development of much-needed tourist facilities like hotels and restaurants among other things which means creating additional local jobs and fulfilling a current demand within the community for more of these types of businesses.
- Except at NMHS, there are no such facilities between Silverdale and Shelton. The only soccer facilities north of the Port District are at the Kitsap County Fairgrounds near Silverdale Gordon Field next to the Fairgrounds, and Silverdale Stadium at Olympic High School both of which are turf. Pendergast Park in West Bremerton has three turf indoor soccer fields two full-size and one Junior size and two full-size outdoor soccer fields that are not suitable for play because they are just dirt, and are primarily used for practice only. There was an effort by the City of Bremerton to convert those to turf fields, but it stalled due to funding issues. There are also softball fields at Pendergast, but no strictly regulation-size baseball fields. There is a baseball complex adjacent to the Fairgrounds, which is booked nearly all the time.
- Locally, NMHS has a stadium suitable for soccer, football and LaCrosse that it will be remodeled and have turf installed, and then possibly converted for public use once its new facility is built. That anticipated timeline is for some time in 2019. However, there is also a question surrounding the proposed route of the Belfair Bypass that may require these fields to be relocated. This offers some partnership potential and could be attractive as there would be no land acquisition costs.
- The County-owned MCRA in Shelton has no soccer fields at all. Right next to it, the South Mason Youth Soccer Club has six grass fields that are busy year-round. MCRA has seven baseball fields, two of which are turf, and two more being converted from grass to turf.
- Operating such a facility has the potential to generate substantial revenues for the Port in the form of league rental fees, as well as from other things like food and other concessions.

Our Timeline

We began the research and planning processes in early 2017, searching for grant funding as well as suitable sites

Implementation Strategy

- We will first evaluate and then decide on the best three potential 20+ acre sites
- We will be searching for potential grant money ahead of the site selection, as well as seek out potential funding partners, including Mason County, local individuals, RCO, CERB, the soccer and baseball leagues. Other potential sources are the US Soccer Association, Little League and USSSA Baseball among others.
 - We will acquire enough land to expand the complex beyond its original footprint
- We will liaison with the soccer, baseball and softball communities to help promote the project and draw teams and tournament play to it.

Success Metrics

- Ribbon cutting and play beginning in Summer (May-June) of 2020
- All of the fields booked for play on a year-round basis
- There is market demand for additional fields
- The complex becomes an ongoing major revenue source for the Port
- Creates additional business opportunities for non-sports use of the complex
- Youth sports grow in Mason and Kltsap Counties because of the location and quality
- Generates enough surplus revenue to pay off any debt ahead of schedule

New Project #2 Develop a State-of-the-Art Commercial and/or Light Industrial Park



Why is This Project a Viable Project for the Port?

- This was the second-rated project according to the surveys returned.
- Presently there is a lack of such needed facilities in North Mason County. It will provide a centrally-located alternative facility to both the Port of Bremerton's Olympic View Industrial Park and the Port of Shelton's industrial park at Sanderson Field.
 - It will offer local businesses a new, state-of-the-art venue which doesn't currently exist in North Mason County.
- The Belfair Bypass will spur commercial growth in the area, and create a demand for facilities of this type, as well as facilities that support the businesses located within such a business complex. Depending upon the final location, if positioned within reasonable proximity of the Belfair Bypass, it could offer easier access to transportation than any of the other existing facilities.
 - It will create economic development and local jobs, as well as create needed potential industrial and/or manufacturing capacity in the North Mason area.
 - It could jump-start a manufacturing and/or tech industry cluster in North Mason County.
- The complex will spur development of additional facilities, which will create more jobs especially if we can attract industry cluster type clients. Boat building is a distinct possibility, with SAFE Boats and Defiance Marine already close by.
- New businesses locating at such a facility, or existing businesses expanding to it, will create new jobs for our area.

• Operating these facilities has the potential to generate substantial ongoing revenue for the Port in the form of rents and leases.

Our Timeline

We will begin the research and planning processes for this project in mid-2018

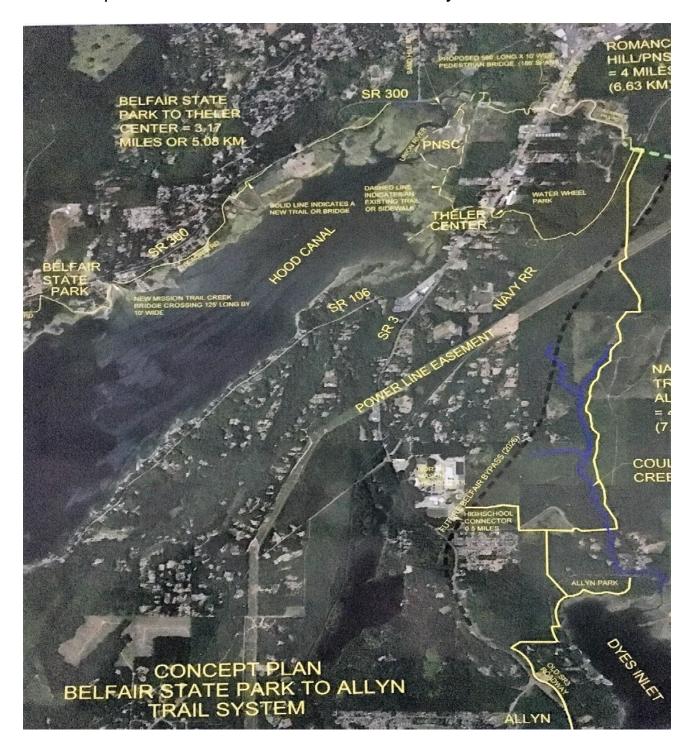
Implementation Strategy

- We will search for the best three potential sites in close proximity to the Bypass. However, there is also the possibility of acquiring enough land to combine part of this project with the proposed Sports Complex. The two facilities could share things like parking, as well as sustainably reduce the cost of infrastructure if underground utilities such as power, water, sewer and broadband could all be brought to the site simultaneously and configured to support both projects.
 - We will negotiate the best price for the site(s) we choose
 - We will seek out preliminary financing ahead of the site selection
 - We will acquire enough land to expand the complex beyond its original footprint
 - We will liaison with the EDC and other business groups to promote the project
 - We will seek out potential funding partners, including private developers
 - Ribbon cutting and first move-in to coordinate with Belfair Bypass completion

Success Metrics

- All of the buildings secure either long-term leases and/or are sold at a profit
- The complex becomes an ongoing major revenue source for the Port
- As tenants succeed, it creates additional business opportunities to expand the complex
- Because of the strategic location and quality of the facilities it creates its own demand
- · Maintenance staff is able to be shared with other Port facilities
- The complex generates enough surplus revenue to pay off any debt ahead of schedule

New Project #3 Development of the Lower Hood Canal Discovery Trail



- Why is This Project a Viable Project for the Port?• The Port of Allyn will act as the lead agency, managing construction of the trail for which it will be compensated.
 - The trail will connect Belfair State Park to the Theler Trails.
 - The trail will make walking and biking along North Shore Road much safer.

- The trail will become part of a much larger network of local community trails now in existence and being expanded.
- Construction of the trail will also help preserve some existing wetlands, will include some repaying on Gladwin Road, as well as add 12 and 18-inch storm drains.
 - Pedestrian bridges will be added over the Union River and Mission Creek.

Our Timeline

We can begin the planning process in coordination with the Salmon Center, who will oversee the grant funding process, which will dictate when the project actually begins.

Implementation Strategy

- We will be the lead agency and oversee all phases of the construction and all compliance issues.
- We will coordinate all phases of the project with the Salmon Center and let them be the lead agency for securing finding and the actual development of the park
 - We will support the Salmon Center in its quest for grant funding.
- We will craft an MOU with the County and the Salmon Center that protects and indemnifies the Port for any and all potential financial liabilities and contingencies once the project is complete.

Success Metrics

- The Lower Hood Canal Discovery trail becomes a destination for eco-tourism
- The Trail connects with the Theler Trails, and attracts both local and out of town users
- The automobile, auto/pedestrian and auto/bicycle accident count on Highway 300 (North Shore Road) declines measurably.
- The Port is able to create reserves from the payment(s) generated by this project and its efficient management of it, which are then used to help finance other Port projects and/or operations.

New Project #4

Develop Sweetwater Park



Why is This Project a Viable Project for the Port?

- We have a responsibility to establish facilities in that part of the Port District.
- This offers the opportunity to create some synergy for tourism with the Theler Wetlands, Lower Hood Canal Discovery Trail, as well as the sports complex we want to develop.
 - It would establish a working relationship with the Salmon Center
- It can be considered economic development because when completed it will help generate destination eco-tourism, and complement our already established local facilities and tourism industry in general.
- It will also have an environmental educational component that will add to its economic development relevancy.

Our Timeline

We can begin the planning process when the Salmon Center and/or the North Mason School District (NMSD) receives a "No Further Action" letter from the state Department of Ecology and the NMSD has legally deeded the property over to us.

Implementation Strategy

- We will coordinate with the Salmon Center and let them be the lead agency for securing finding and the actual development of the park
 - We will support the Salmon Center in its quest for grant funding
- We will craft an MOU that protects and indemnifies the Port for any and all potential financial liabilities and contingencies.
- While the Salmon Center will operate the park on a day-to-day basis, we will still own it and oversee the Salmon Center's management and maintenance

Success Metrics

- The park becomes a destination tourism attraction
- The park is revenue neutral it doesn't represent any kind of revenue stream for the Port, but it doesn't cost us any money either
 - · We develop it into an additional wedding venue

Additional Notes:

There are two projects that were previously proposed –a skateboard park at Beards Cove, and a competitive shooting range – that have been dropped from this plan. Also, in one of the public hearings, the possibility of building an aquatic facility was brought up, and met with a favorable response from the attendees. However, the resources to pursue such a facility are currently unavailable to the Port.

Skateboard Park at Beards Cove: This was the lowest ranking of all projects in our survey. It got the least number of votes of all proposed projects, and generated the most negative comments from the respondents to the survey and in the public hearings. When considering the resources required to move forward with the projects already in process, and the top two new projects, it is recommended the Port abandon this project in favor of the others.

Competitive Shooting Range: This is still considered a viable project, and one the Port would very much like to pursue in the future. It offers a lot of potential as a recreational facility, a major tourism facility, and could become an important revenue generator for the Port. While it will fulfill an obvious need and desire within the local community, the current lack of resources coupled with the ambitious plans this document outlines for other projects, has made this become a lower priority than those projects. However, unlike the skateboard park, this has not been abandoned, and will be high on the list for reconsideration as this plan is updated in future years.

Aquatic Facility: Like the shooting range, this could become a higher priority in future versions of this plan. One option would be for it to become an addition to the proposed destination sports complex rather than a stand-alone facility. However, at present the Port has neither the financial or human capital resources to pursue this project at any level. However, it will be reconsidered in future updates to this plan.

Purple Pipe: The primary mission of every Port is economic development. Therefore, in the event Mason County embarks on any kind of Purple Pipe project, the Port would be highly interested in exploring how it could work in partnership with the County to advance such an effort if it were pursued as part of an economic development project.

Port of Allyn 2018 Update To The Comprehensive Scheme of Harbor Improvements

Survey Results

Survey Questions and Answers

There were a total of 77 responses between the online survey (66) and the written survey (11). However, not all the questions in either survey were answered by all the respondents, so the answers do not total 77.

Question #1: Every Port's main function is Economic Development. How do you think the Port of Allyn should accomplish this?

1. Recreational Facilities Development?	34
2. Industrial/Commercial Facilities Development?	
3. Other?	
-	Total - 76

Question #2: Every Port is mandated to update its Comprehensive Plan annually. In that plan, each Port outlines and prioritizes its projects. The Port of Allyn outlined 7 projects in 2017, and prioritized them as follows:

- 1. Establish a series of classes for new entrepreneurs
- 2. Bring Water and Power to the Allyn Marina
- 3. Complete the Sargent Oyster House restoration project
- 4. Develop a first-class destination Soccer and Baseball combination sports complex
- 5. Develop a Commercial and/or Light Industrial Park
- 6. Develop a Commercial Indoor and/or Outdoor Shooting Range
- 7. Develop Sweetwater Park

Project Notes:

Note #1: Progress was made on some of these efforts in 2017 - specifically Project #1 was completed and will continue into 2018.

Note # 2: Project #2 funding is the subject of a grant application, and has moved forward to the federal level evaluation process. However, the final outcome won't be known until late in 2018

Note #3: Project #3 had significant progress made, but still has more to be done, and faces at least 3 more years of fundraising and work.

Note #4: Project #7 is a joint project with the North Mason School District and the Salmon Center. It is now waiting for the Department of Ecology to sign off on a federal Brownfield Site Cleanup to give it a green light.

Please put these projects in your personal priority order.

Projects Number one, two and three are all carryover projects from 2017 and weren't scored in the prioritization order. Only the proposed new projects were considered.

Question #3: Funding for projects is often the key to which projects get done and which ones don't. The Port has limited resources other than what is budgeted in the 2018 Capital Budget. Several items in the Capital Budget are carried over from 2017, with no new funding earmarked. Knowing this, how should the Port fund each of your priority projects?*

*A Port is allowed to create only 2 Industrial Development Districts (IDDs) in its lifetime. The Port of Allyn has already created one, and can only create one more. The total amount of money it could assess is 45 cents per thousand of assessed value. Based upon 2017 property tax valuations, it could potentially rise \$672,033 per year, for a maximum of 7 years, for a grand total of \$4,704,231.

- 3. Apply for Grants Most require a 25 of 50 percent funding match, some require 100 percent......**19**
 - 4. Some combination of all the above......24

Question #4: Other than the projects identified above, for 2018, the Port is considering becoming involved with the Salmon Center of a trail from Belfair State Park to connect to the trails at the Theler Center. Do you support this project?"

1. Yes	49
2. No	
	Total 65

Question #5: The Port is considering building a skateboard park at Beards Cove. The Beards Cove Owners Association would take ownership of the skateboard park after it was completed and become responsible for all ongoing maintenance. Do you support this project?

Question #6 What other projects would you like to see the Port Pursue?

The responses to this question come from the online survey and fall more into the category of comments than actual projects the Port could legally pursue. However, they do represent some of the thoughts of the residents of the Port District and are well worth considering.

- 1. Extend the ramp and adjacent dock in Allyn
- 2. Retail center. Spruce up the main street and limit the speed to 25.
- 3. I'd like to comment on 6 Beards Cove seems to have a lot of problems with the HOA and maintenance of existing facilities
- 4. Event center at Allyn park to host year round events and venues, such as weddings, family reunions, conferences
- 5. Business development we have empty store fronts in Belfair. Work on what we have to get to its potential before taking a stab at new projects.
 - 6. Ropes course and zip line anywhere
 - 7. Bring in more business. Hotel, Restaurants
 - 8. More dining
 - 9. Continue development of Hood Canal boat launch area to include more parking area.
 - 10. Better public outreach
 - 11. Make Allen a destination, a gateway....
- 12. I think your constituents need more information on creating an industrial development district. Also need to understand the restrictions and obligations of grant funding. Would like to know who and how much money has contributed to the Sweetwater park project. Something I feel should be discussed in an open session
 - 13. Boating facilities on Hood Canal

- 14. Industrial buildings
- 15. More business-related activities
- 16. Need more retail stores like Target or Fred Meyer or Wal-Mart.
- 17. Mountain biking trails/park near Allyn
- 18. Theater, Bowling Alley, Railroad station for travel. Bring Tourist to the area. It all ready runs through Belfair.
 - 19. Bike trail from Belfair to Allyn along train RW. And add more as time goes by to Shelton.
- 20. No swimming pool. Ongoing maintenance and utility costs, personnel too expensive. Prop 1 failed two to one
 - 21. Revenue generating projects rather than revenue draining
 - 22. Do not raise levy lid and do not raise taxes
- 23. More trail and outdoor recreation projects like the Theler Trails. Look into providing a fuel dock in Allyn. The pool/aquatic center is not economically feasible, nor are the soccer fields.
 - 24. Upgrade of water and water planning in Allyn.
 - 25. Purple pipe sounded like a good one.
- 26. I would like to see the dilapidated oyster house removed from port property and no longer a port project
- 27. Recreation center and sports complex, commercial area to allow expansion and growth i.e. theater, bowling alley, restaurants etc.
 - 28. Focus on walking and biking trails to connect Allyn, Belfair and Tahuya.
 - 29. Mountain biking trails, racquetball court
 - 30. The Port should study/encourage building a "shoreline walk"
 - 31. None
- 32. Is there any chance the Port can clean up the train trestles at the ends of town in Belfair? The one on the south end needs more artistic high school graffiti. Can't the art classes be asked to do the art?
 - 33. Something more for the kids to do, skate park, movie theater.
 - 34. More support for small businesses, they struggle to survive.
- 35. A complex of large garage/apt capability. Full bathroom and plumbing and electrical for possible kitchen galley.
- 36. Changing Allyn Days, you are more concerned about the beer garden, rather than thinking about families.
 - 37. Pedestrians safety on SR300
 - 38. Very poor survey. Poorly put together. Extremely limited. Disappointing
- 39. Local native habitat education. Local museum history art, health spa indoor pool, Jacuzzi, classes, physical therapy... "
 - 40. Get rid of the Oyster House!!!

Additional Comments from the Written Surveys:

- Skateboard Park
- 1. Assuming BC owner's association assumes liability
- 2. Would the owners association also put in "sweat equity" to build the park?
- 3. Insurance?

Hood Canal Discovery Trail Project

- 1. If you can do it with grants
- 2. I think this would be a great project but not sure if the Port should be involved

Gun Range

1. I would love to see a world class shooting range. The reality is people around here would be too resistant to it. Guns? Oh no!!

Written Comments received via email are included in this document.

Port of Allyn 2018 Update To The Comprehensive Scheme of Harbor Improvements

Additional Public Comments

The following are comments that were submitted to the Port by the general public during the open comment period. The following comments were copied and pasted directly from emails received by the Port. No editing and/or corrections for grammar, spelling, or formatting have been made. The comments are listed in the chronological order in which they were received. Any email attachments that accompanied those emails appear directly after the email. In some cases, the dates on the emails and date on the attachments may not match, but they do appear in the order they were received.

From: "Ken VanBuskirk" < kenvanb@gmail.com > Date: October 26, 2017 at 6:40:52 AM PDT

To: "Acklam, Nicholas \(ECY\)" < <u>nack461@ECY.WA.GOV</u>> "Rosenbach, Dana" < <u>drosenbach@northmasonschools.org</u>>

<scooper@portofallvn.com>

Cc: "Paula Reeves" reeves@co.mason.wa.us>

"Campbell, John" < icampbell@northmasonschools.org >

"Austin, Marguerite \(RCO\)" < Marguerite.Austin@rco.wa.gov

"Senator Tim Sheldon" < Marguerite.Austin@rco.wa.gov>

"Judy Scott" < JScott@portofallyn.com>

Subject: Shindelheim property/ Ecology site SW 0889

Mr. Acklam, Mr. Cooper. and Superintendent Rosenbach. It has been awhile since I or the public have heard anything about the status of Ecology site 0889 located on the **NM School district's Shindelheim property.**

Has the Salmon Center or school district reentered the site into DOE's Voluntary Cleanup Program?

I was recently given a 2017 WestSound Home and Garden magazine with an article in it titled "The Belfair Community Trail System". The magazine's chief executive officer is Mr. Coppola who is also the Port of Allyn's executive director. The article has some misinformation in it.

Was DOE, the Port or the school district consulted about this article? If the Port is involved with this project I would like to know who has donated the \$300,000 sited in the article.

In my opinion a community trail system/Park of this size should be included in the Mason County Comprehensive plan update. I can find no mention of it in the pending Comprehensive Plan update or the County's six year capital facilities plan.

Please enter this email into your respective organizations records. Kindly let me know what you find out.

Thank you, Ken VanBuskirk From: Ken VanBuskirk [mailto:kenvanb@gmail.com]

Sent: Monday, November 20, 2017 12:48 PM
To: Judy Scott < <u>JScott@portofallyn.com</u>>
Cc: Scott Cooper < <u>SCooper@portofallyn.com</u>>;
Lary Coppole < <u>Ifc@portofallyn.com</u>>;

Lary Coppola <lfc@portofallyn.com;
LeAnn Dennis LDennis@portofallyn.com>

Subject: November 20 Port of Allyn Special Meeting Public Comment

Judy I may not make it to the special meeting this evening. As my elected representative would you read the attached into the record?

As I suggest in the attached I look forward to working with the Port on community outreach and support of a Sports complex.

Sincerely, Ken VanBuskirk

ATTACHMENT

November 20, 2017 Port of Allyn Commission

Re: Port Comprehensive Scheme update

Commissioners at your last meeting the Executive Director reported that the RCO and funding agencies are more likely to fund projects that have had considerable public input and public hearings. I agree!

I would like to suggest that you survey all your constituents, perhaps with a newsletter or open house to see what the public's awareness and thoughts are about the Ports Comprehensive Scheme. Many of my neighbors don't realize they live in the Port of Allyn's boundaries and that you are having a special meeting to discuss the Comprehensive Scheme this evening.

After the newly elected Commissioner, Mr. Jackson is sworn in, and a survey completed then would perhaps be a more appropriate time to further develop and publically discuss projects and priorities.

In my opinion, in review of the existing 2017 Comprehensive Plan, I would suggest that perhaps Project 4, Development of a first class Soccer and Baseball Combination Sports Complex and Project 5, Develop a Commercial and/or light Industrial Park should rise in priority to 1 and 2. A survey would be one way to ascertain your constituent's thoughts. I fully support the Sports Complex idea and know the concept is supported in the both the 2003 Mason County Belfair sub-area plan and by many of your North Mason Community constituents.

Regarding projects like Project 7, Sweetwater Park, and the proposed new trail from Belfair State Park I do not feel that is a good idea for the Port to get involved in. Long term obligations of trail maintenance and public access are not things that the Port should get mired in. I don't believe it is a Port's function. Again a survey might be one way to gauge public acceptance.

I look forward to future meetings on the Comprehensive Scheme.

Thank you for this opportunity to comment.

Ken VanBuskirk POA District 1

From: Stephen DiJulio [mailto:steve.dijulio@foster.com]

Sent: Monday, November 27, 2017 11:30 AM **To:** Lary Coppola < lfc@portofallyn.com **Cc:** LeAnn Dennis LDennis@portofallyn.com

Subject: RE: November 20 Port of Allyn Special Meeting Public Comment

1. No attachment.

2. Unless Board has a rule that says all communications are read into the record, there is no duty to read the District's correspondence into the record.

3. Also, when you say "meeting not rescheduled" did the message really mean cancelled? That is, another meeting may be scheduled in the future.

From: Stephen DiJulio [mailto:steve.dijulio@foster.com]

Sent: Monday, November 27, 2017 11:50 AM
To: Lary Coppola lfc@portofallyn.com>

Cc: LeAnn Dennis < LDennis@portofallyn.com >

Subject: RE: November 20 Port of Allyn Special Meeting Public Comment

As you know, the statute requires a public hearing:

RCW 53.20.010 Adoption of harbor improvement plan.

It shall be the duty of the port commission of any port district, before creating any improvements hereunder, to adopt a comprehensive scheme of harbor improvement in the port district, after a public hearing thereon, of which notice shall be published once a week for two consecutive weeks in a newspaper of general circulation in the port district, and no expenditure for the carrying on of any harbor improvements shall be made by the port commission other than the necessary salaries, including engineers, clerical and office expenses of the port district, and the cost of engineering, surveying, preparation and collection of data necessary for the making and adoption of a general scheme of harbor improvements in the port district, unless and until the comprehensive scheme of harbor improvement has been so officially adopted by the port commission.

Certainly written comment on the proposed Plan, or Plan amendment, must be provided to the Board. But as previously stated, there is no requirement for "reading into the record" - although that commonly done. A convenient way to address is for Board chair to simply say that all written comments that have been received on proposed Plan are made part of the hearing record.

P. Stephen (Steve) DiJulio

ATTORNEY

FOSTER PEPPER PLLC 1111 Third Avenue, Suite 3000 Seattle, WA 98101

steve.dijulio@foster.com

Tel: 206-447-8971 Fax: 206-749-1927

foster.com

From: Ken VanBuskirk [mailto:kenvanb@gmail.com]

Sent: Friday, December 22, 2017 9:23 AM
To: Judy Scott <JScott@portofallyn.com>;
Scott Cooper <SCooper@portofallyn.com>
Cc: Craig Patti <craigpatti@msn.com>;
Lary Coppola <lfc@portofallyn.com>;
drosenbach@northmasonschools.org;
LeAnn Dennis <LDennis@portofallyn.com>
Subject: Port of Allyn Comphrehensive Scheme

Commissioners I read the recent article in the Kitsap Sun regarding your last meeting which I attended and testified. The article says you want to focus on "recreation". As I testified at your last meeting I would encourage you to wait until Mr. Jackson takes office and you survey your constituents as to what the Ports priorities should be.

As I also testified, I felt the Sweetwater trail project listed in your current 2017 Comp plan carries long term maintenance obligations that the Port should not get mired in. Regarding the proposal to site a brand new trail from Belfair State Park, I also think that is not a good idea for much the same reasons. I also testified to you that the existing Theler trail has some new serious issues with a December 2012 dike breech. You were obviously unaware.

Please recall it was and remains a contentious issue in the community as it was shortly after that the Theler board dissolved. I would encourage you to watch the last school board meeting as it appears they are seeking grants to repair the 5 year old breech. Granting agencies are more likely to fund proposals that have greater public process, support and need!

I think the community would be more likely to support fixing the existing Theler trail than building two brand new trails.

Again please consider updating your Comprehensive Scheme until Mr. Jackson takes office and you have a real chance to hear from your constituents what their priorities are. Please enter this into the record.

Thank you, Ken VanBuskirk 360-801-0550 From: Ken VanBuskirk [mailto:kenvanb@gmail.com]

Sent: Tuesday, January 2, 2018 12:54 PM **To:** Lary Coppola < lfc@portofallyn.com>

Cc: Stephen DiJulio < steve.dijulio@foster.com >;

Judy Scott < <u>JScott@portofallyn.com</u>> **Subject:** Public records request

Mr. Coppola please provide me with an opportunity to inspect and perhaps copy all documents/maps provided to the Port by Pat McCullough at your December special meeting regarding his proposed trail plan. I would like to be able to make informed public comment at your upcoming open house.

There is no need to engage Mr. DiJulio in answering this public record request. Please inform your board of this request and if I can clarify please give me a call. I look forward to inspecting

Thank you. Ken VanBuskirk 360-801-0550

From: Ken VanBuskirk [mailto:kenvanb@gmail.com]

Sent: Wednesday, January 3, 2018 7:43 AM **To:** Lary Coppola lfc@portofallyn.com>

Cc: LeAnn Dennis < <u>LDennis@portofallyn.com</u>>; Steve DiJulio < <u>steve.dijulio@foster.com</u>>; Judy Scott < <u>JScott@portofallyn.com</u>>

Subject: Re: Public records request

Mr. McCullough only provided the Port with the documents.

I would appreciate it if I could look at them. I would also like to attend the upcoming meeting you mentioned with him, Commissioner Neatherlin and the salmon center. thanks ken

FROM: LeAnn Dennis Wed 1/3, 11:02 AM

To: kenvanb@gmail.com;

Lary Coppola;

Steve DiJulio <steve.dijulio@foster.com>;

Judy Scott

Here you go Ken J

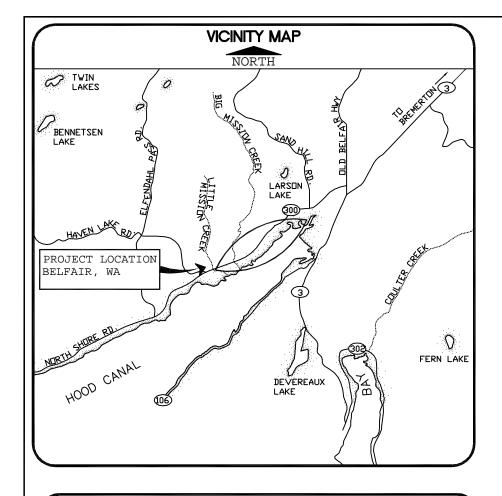
LeAnn Dennis Operations Manger Office Hours M,W,F

From: Lary Coppola Wed 1/3, 12:15 PM

To: kenvanb@gmail.com;

Mr. Van Buskirk,

Ms. Dennis has provided you with the documents you requested. This fulfills your request, and we now consider the request closed.



ATTACHMENT

SECTION 31, TOWNSHIP 23 NORTH, RANGE 1 WEST, W.M. GOVM'T LOTS 1 AND 2. TOWNSHIP 22 NORTH. RANGE 2 WEST. W.M.

LOWER HOOD CANAL DISCOVERY TRAIL BELFAIR STATE PARK TO THELER COMMUNITY CENTER PEDESTRIAN AND BICYCLE TRAIL PROJECT CONCEPTUAL DESIGN

GENERAL NOTES

- 1. THIS CONCEPTUAL DESIGN WAS DEVELOPED BY ESA INC. OF BELFAIR WA. FOR THE PURPOSES OF DEVELOPING THE PROJECT SPONSORSHIP AND FUNDING.
- 2. THIS CONCEPTUAL DESIGN IS BASED ON EXTENSIVE FIELD INVESTIGATION OF THE PROPOSED TRAIL ROUTE.
- 3. ESA INC. WAS THE ENGINEER OF RECORED FOR THE BELFAIR STATE PARK ESTUARY RESTORATION, THE KLINGEL WETLANDS RESTORATION, THE BEARDS COVE ESTUARY RESTORATION, AND THE UNION RIVER ESTUARY RESTORATION. THE DESIGNS FOR EACH OF THESE PROJECTS HAS BEEN INCORPORATED INTO THE TRAIL CONCEPTUAL DESIGN.
- 4. THE PURPOSE OF THIS CONCEPTUAL DESIGN IT TO INFORM THE STAKE HOLDERS OF THE PROJECT ABOUT THE SCOPE AND CHARACTER OF THE PROJECT. THE LAND OWNERS AND THE STAKEHOLDERS WILL BE ASKED TO PARTICIPATE IN THE PLANNING, FUNDING, AND PRELIMINARY DESIGN OF THE PROJECT.
- 5. THE PRELIMINARY DESIGN WILL SET THE ALIGNMENT AND THE OTHER DESIGN PARAMETERS FOR THE PROJECT.

INDEX OF DRAWINGS

TITLE SHEET NO.

- COVER. INDEX AND VICINITY MAP
- BELFAIR STATE PARK TO ALLYN CONCEPTUAL TRAIL LAYOUT
- BELFAIR STATE PARK TO ALLYN TRAIL PROPERTY OWNERSHIPS. (IN PROGRESS)

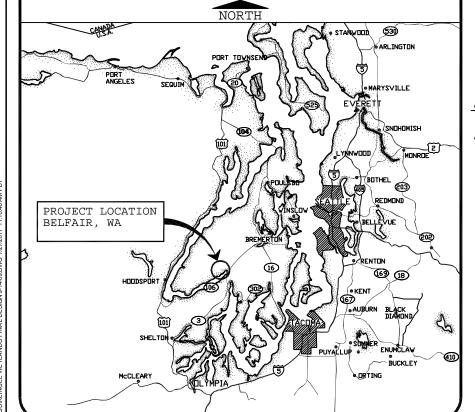
7-27-17

7-27-17

- BELFAIR STATE PARK TO THELER COMMUNITY CENTER TRAIL LAYOUT
- TYPICAL TRAIL SECTIONS AND IMAGES BOARDWALK SECTIONS AND IMAGES
- TYPICAL BRIDGE SECTIONS AND IMAGES
- BELFAIR STATE PARK TRAIL PROFILE STA. 21+00 TO 88+00 BELFAIR STATE PARK TRAIL PROFILE STA. 88+00 TO 151+00
- 10. BELFAIR STATE PARK TRAIL PROFILE STA. 151+00 TO 166+91
- 11. CONCEPTUAL MATERIALS AND TOTAL PROJECT COST ESTIMATE

TIDES	NAVD 88	MLLW
MLLW	-2.9	0
MHW	8.2	11.1
MHHW	9.2	12.1
EXTREME HW	12.6	15.5

NOTE: EXTREME HIGH WATER IS THE 100 YEAR STILL WATER TIDE PLUS THE WAVE RUN UP FROM A 2 YEAR WIND STORM.

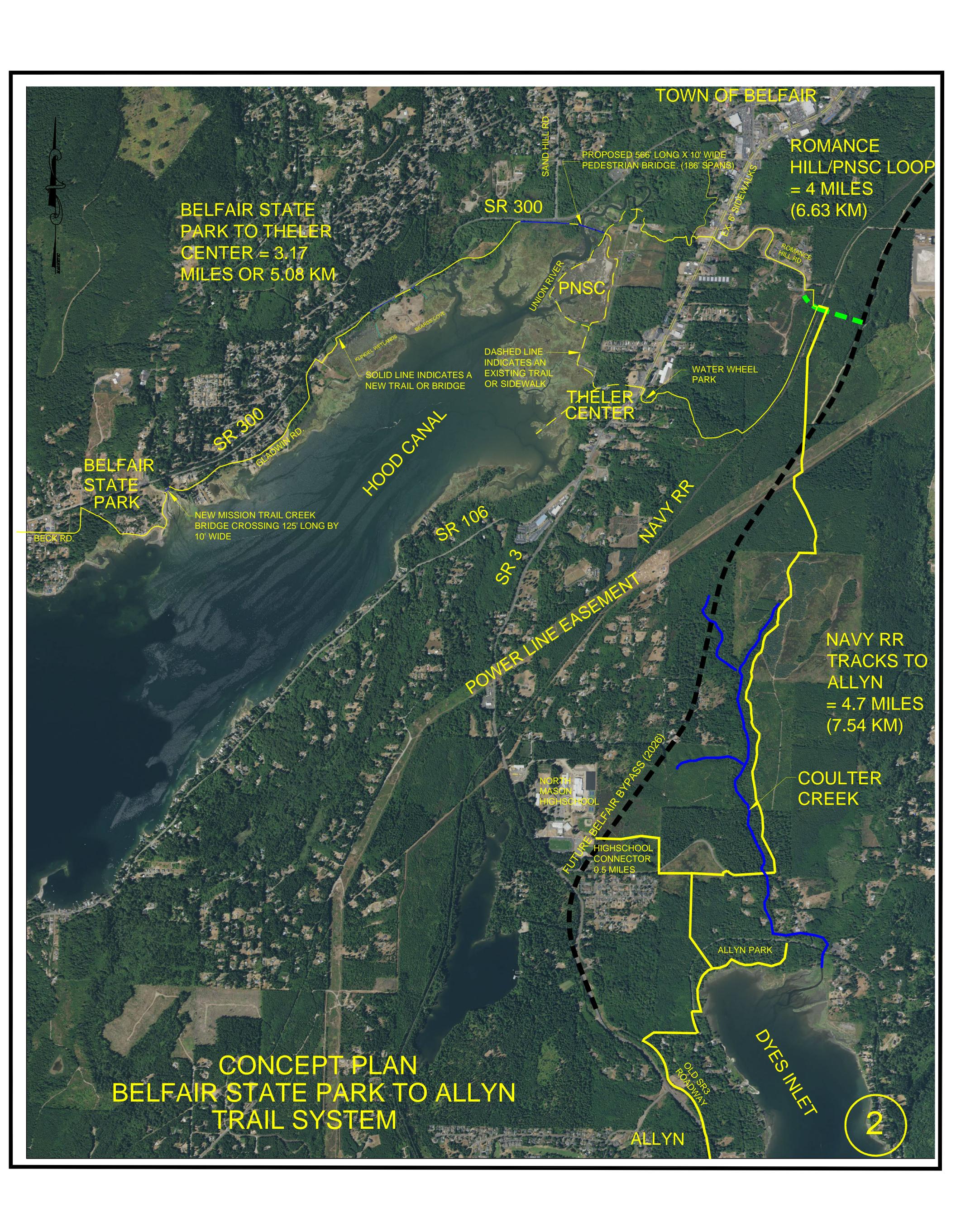


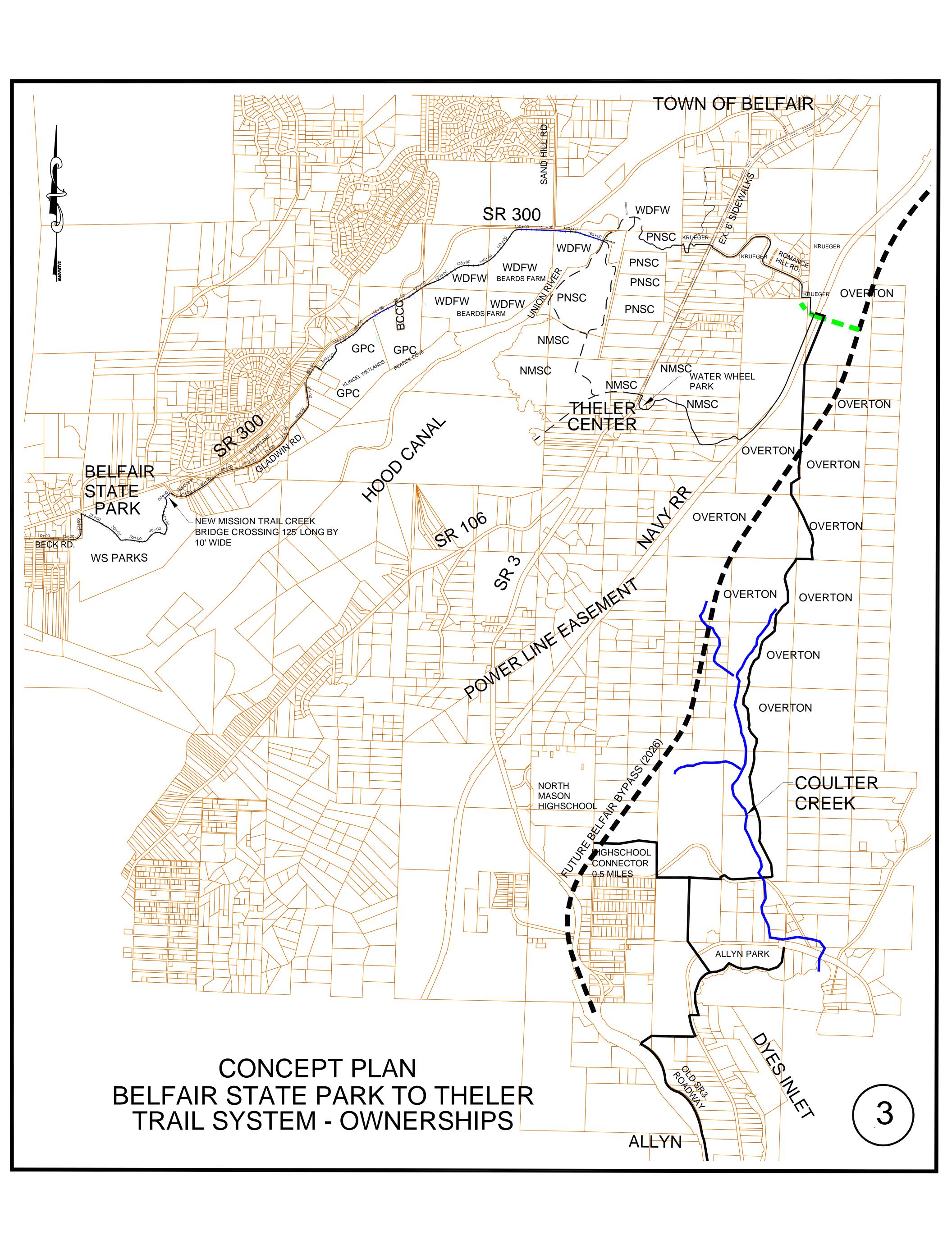
SITE LOCATION MAP

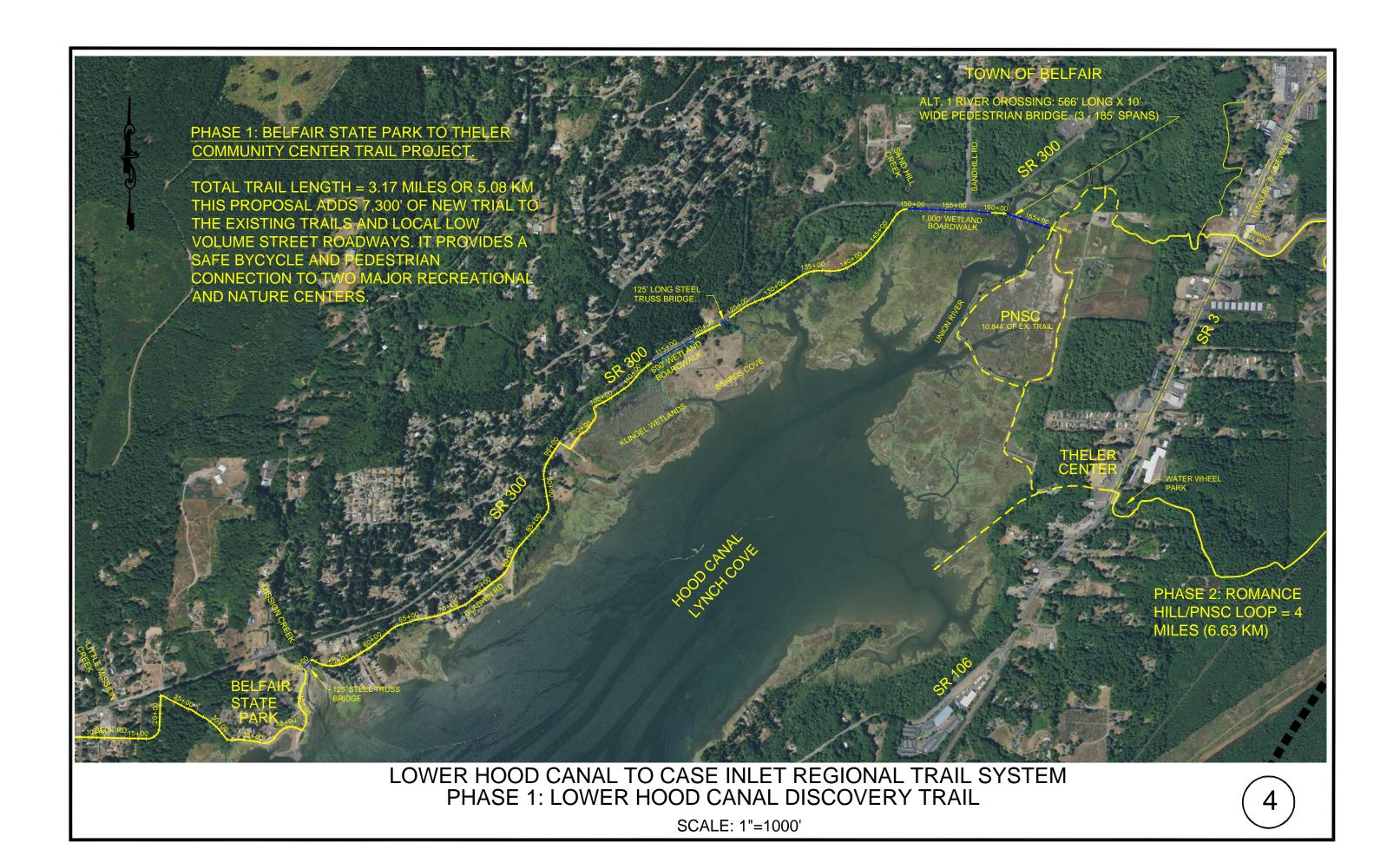
Drawn By: Date: 7-27-17 PM Designed By: Checked By:

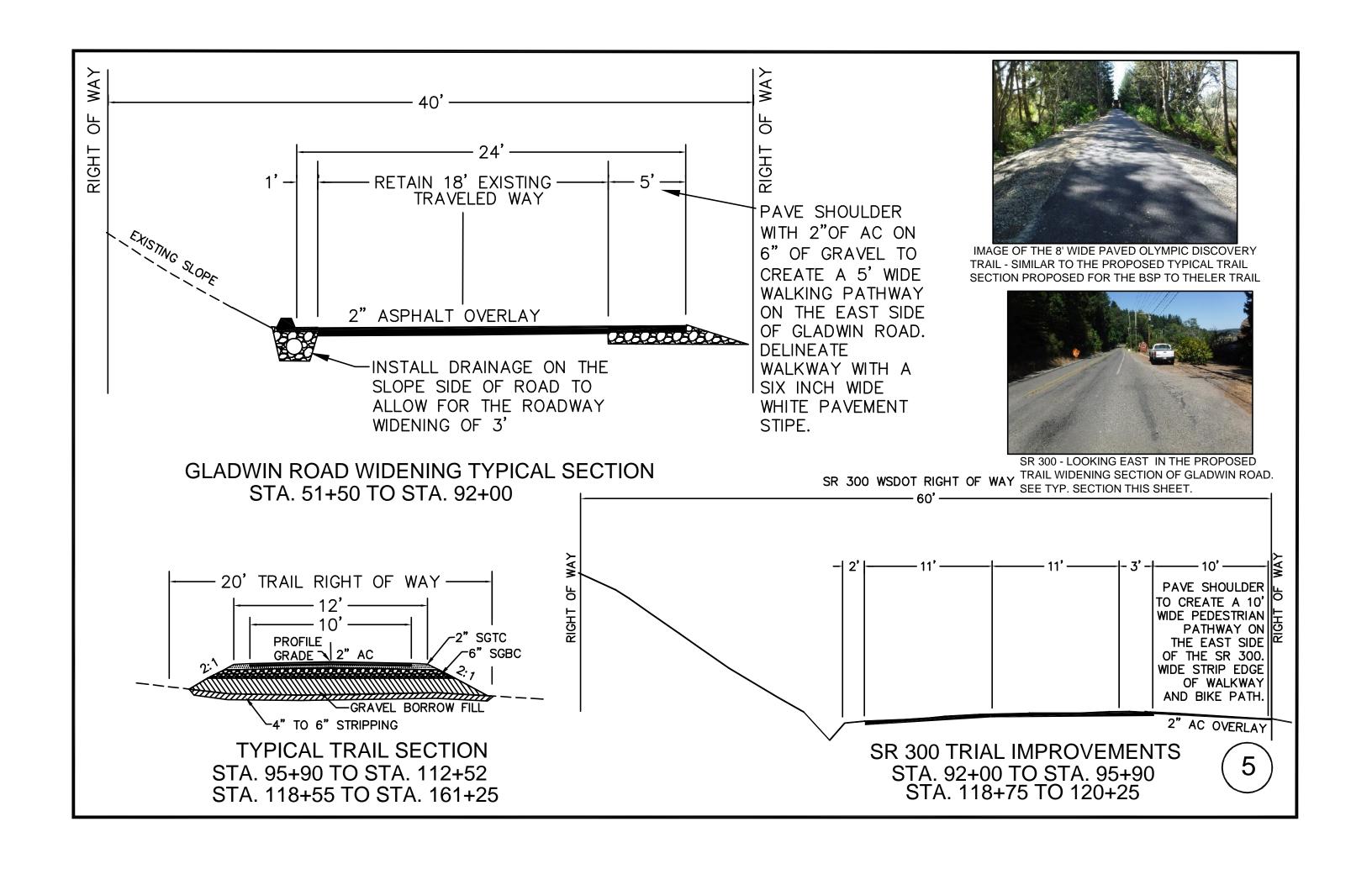
Engineering Services Associates Located on Beautiful Hood Canal N.E. 210 Cherokee Beach Road Belfair, Wa. 98528 (360) 275-7384

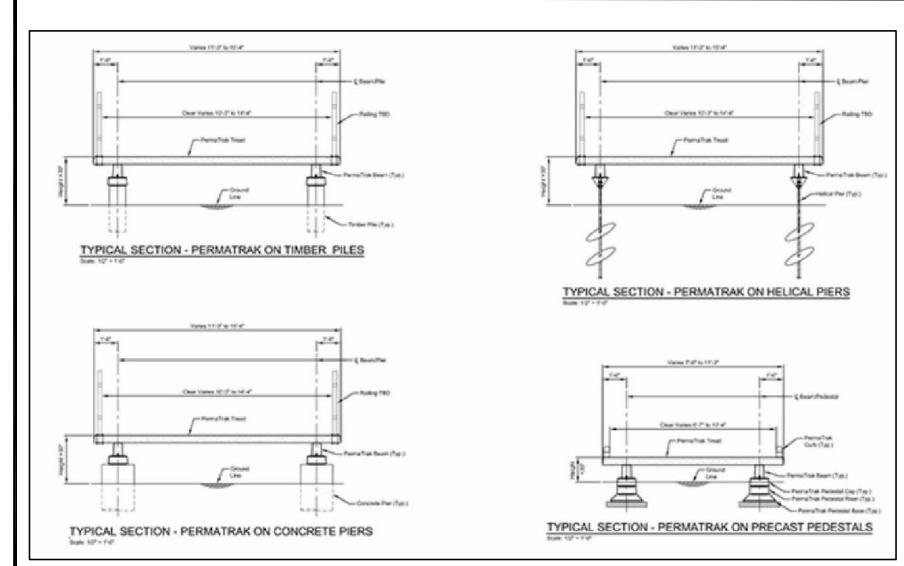
Scale:		PHASE 1: BELFAIR STATE PARK TO THELER TRAIL
Horiz	as shown	
Vert	AS SHOWN	COVER SHEET
Job	No.	











CONCRETE BOARDWALK SECTIONS - OVER WETLANDS WITH RAILINGS OR CURBS

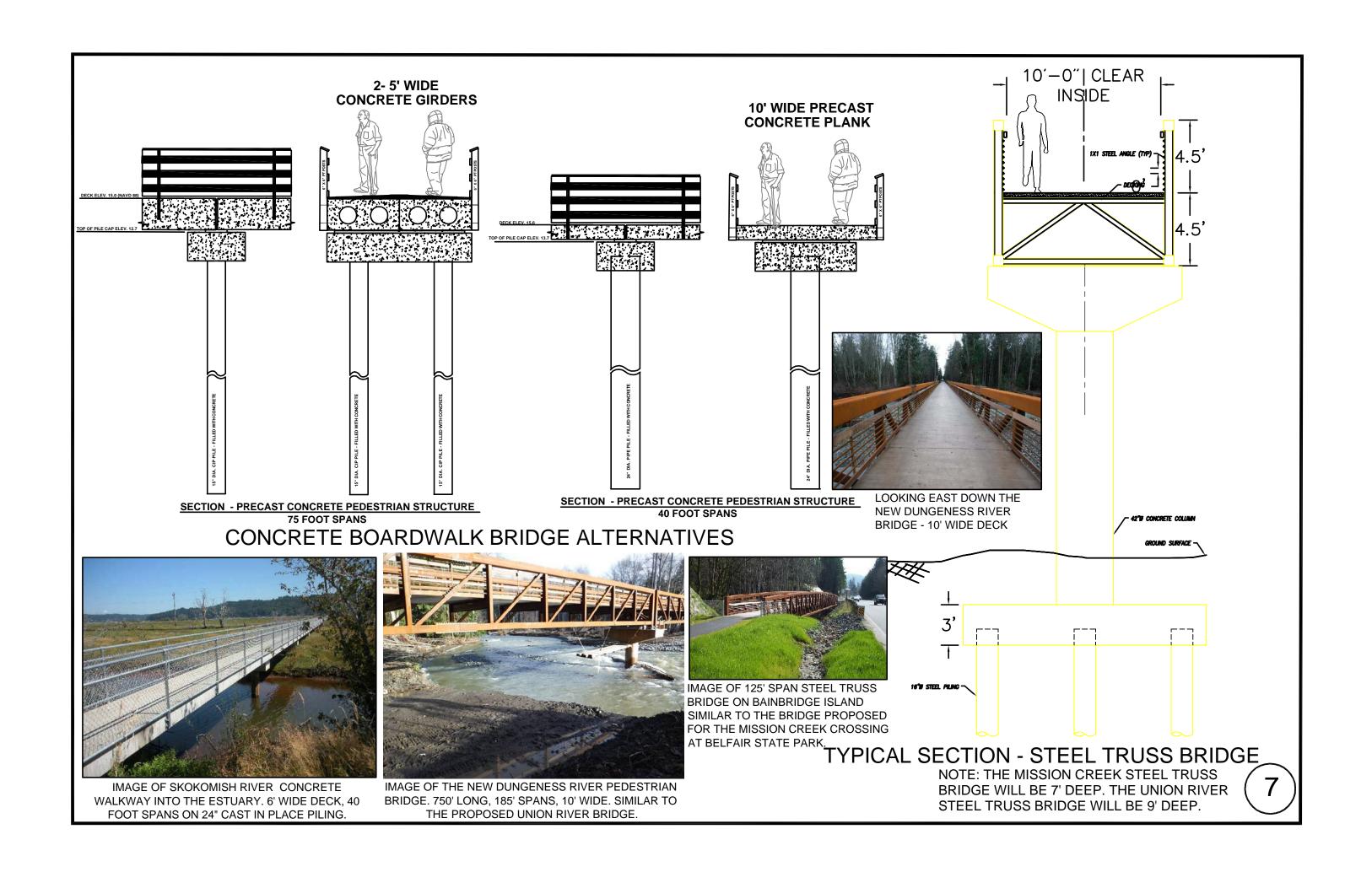


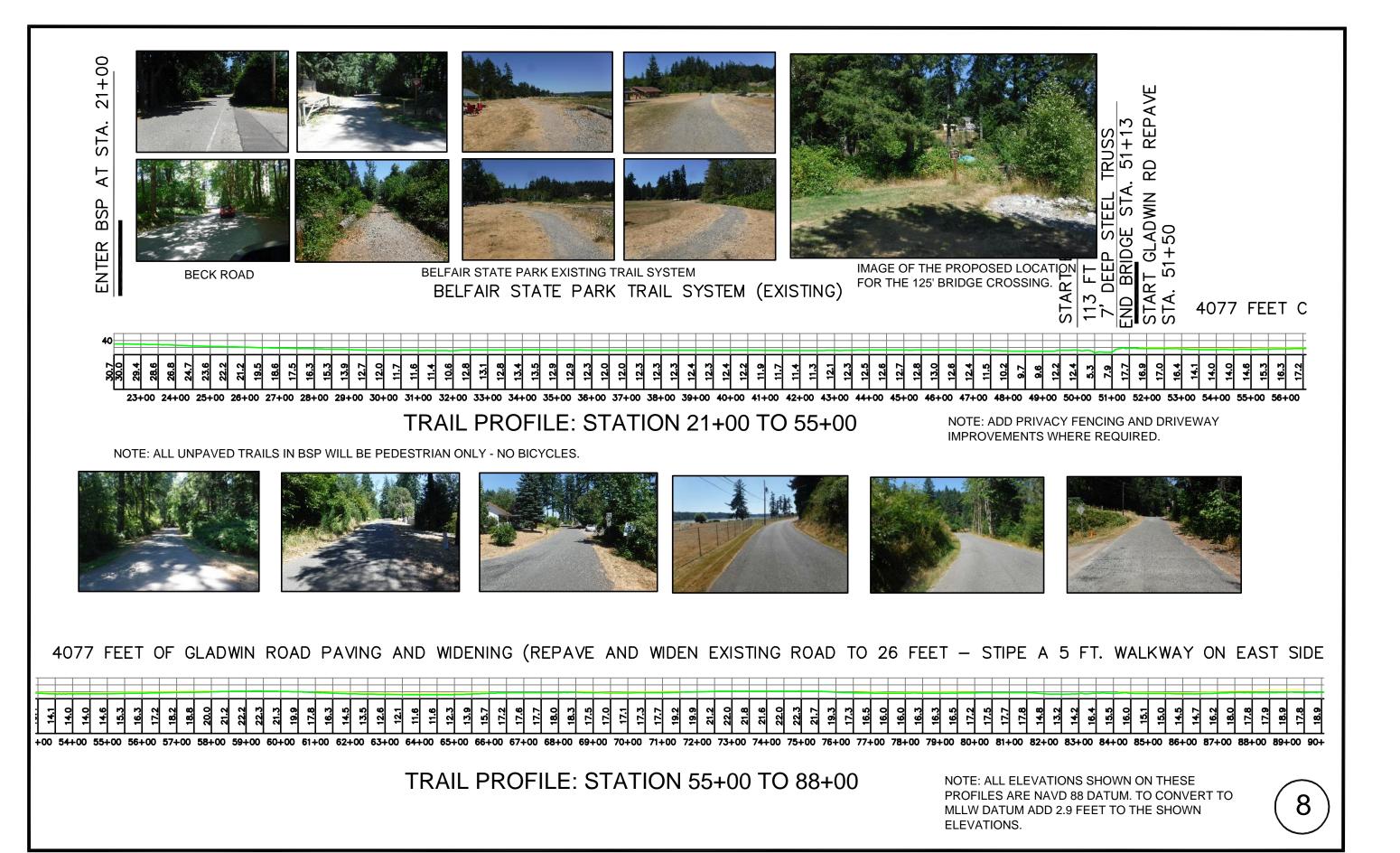


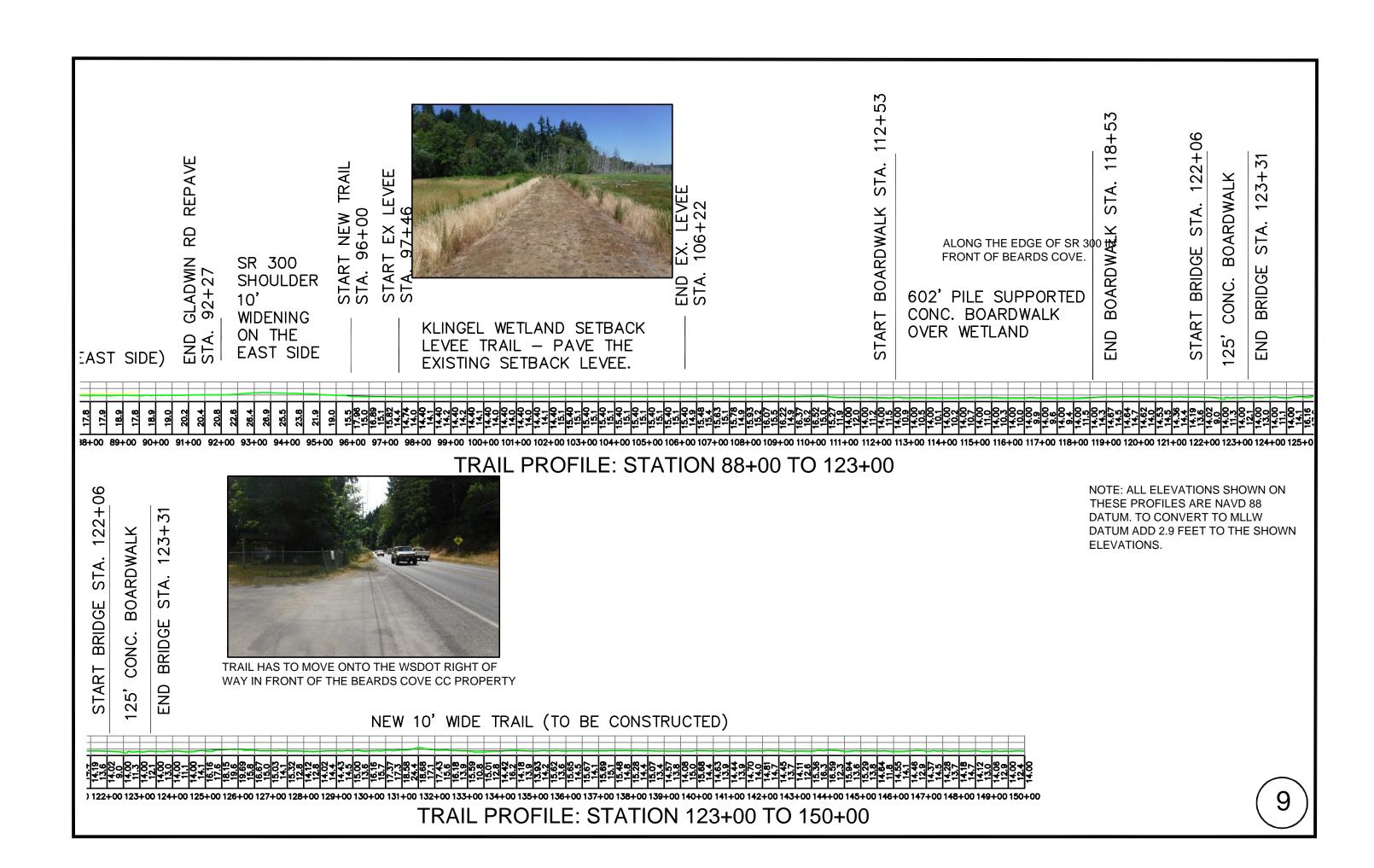


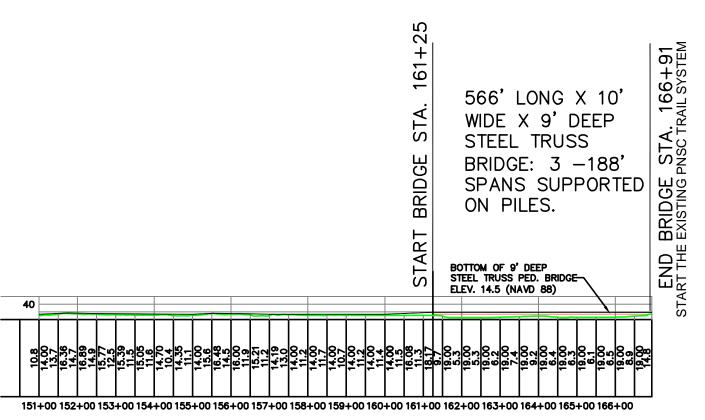
CONCRETE BOARDWALKS OVER WETLANDS WITH AND WITHOUT RAILINGS ON PILES. EST. COST APPROXIMATELY \$75 TO \$90 PER SQUARE FOOT











TRAIL PROFILE: STATION 158+00 TO 166+91



BRIDGE CROSSING LOCATION AT THE UNION RIVER

ALL ELEVATIONS SHOWN ON THESE PROFILES ARE NAVD 88 DATUM. TO CONVERT TO MLLW DATUM ADD 2.9 FEET TO THE SHOWN ELEVATIONS.



BRIDGE CROSSING LOCATION AT THE UNION RIVER HIGH RESOLUTION IMAGE TAKEN PRIOR TO THE UNION RIVER ESTUARY RESTORATION PROJECT

NOTE: PEDESTRIANS COULD CHOOSE ANY EXISTING TRAIL. BIKERS WOULD BE REQUIRED TO GO DIRECTLY TO ROESSEL ROAD FROM THE END OF THE NEW BRIDGE AND THENCE TO SR 3 IN BELFAIR ON THE EXISTING PAVED ROADWAY.



LOWER HOOD CANAL DISCOVERY TRAIL CONCEPTUAL DESIGN TOTAL PROJECT COST ESTIMATE 8-9-17

ITEM	DECODIPTION			INIT COST	OLIANITITY		0007 507
NO.	DESCRIPTION	UNIT	UNIT COST QUANTITY		QUANTITY		COST EST.
1	Mobilization	LS	\$	50,000.00	1	\$	50,000.00
2	Silt Fence	LF	\$	5.00	2,000	\$	10,000.00
3	Clearing and Grubbing	AC	\$	5,000.00	3	\$	15,000.00
4	Mission Creek Bridge	LF	\$	2,000.00	125	\$	250,000.00
5	Concrete Wetland Boardwalk wo Railing	LF	\$	750.00	1,000	\$	750,000.00
6	Concrete Wetland Boardwalk with Railing	LF	\$	900.00	600	\$	540,000.00
7	Station 122+06 Steel Truss Bridge	LF	\$	2,000.00	125	\$	250,000.00
8	Union River Steel Truss Bridge	LF	\$	2,250.00	566	\$	1,273,500.00
9	Union River Bridge - Foundation Piling	LF	\$	175.00	1,800	\$	315,000.00
10	Sta. 96+00 to Sta. 161+65 Trail Excavation	CY	\$	20.00	2,200	\$	44,000.00
11	Sta. 96+00 to Sta. 161+65 SGBC	CY	\$	25.00	1,300	\$	32,500.00
12	Sta. 96+00 to Sta. 161+65 SGTC	TON	\$	25.00	950	\$	23,750.00
13	Sta. 96+00 to Sta. 161+65 Surface AC	TON	\$	120.00	800	\$	96,000.00
14	Landscaping/Planting/ Signage	LS	\$	50,000.00	1	\$	50,000.00
15	Gladwin Road Repaving - Asphalt	TON	\$	120.00	1,368	\$	164,160.00
16	Gladwin Road Repaving - SGTC	TON	\$	25.00	1,500	\$	37,500.00
17	Gladwin Road Repaving - 18" Storm Drain	LF	\$	40.00	200	\$	8,000.00
18	Gladwin Road Repaving - 12" Storm Drain	LF	\$	30.00	2,224	\$	66,720.00
19	Gladwin Road Repaving - CB	EA	\$	750.00	12	\$	9,000.00
20	Contingency	LS	\$	250,000.00	1	\$	250,000.00
						\$	4,235,130.00
					Sales Tax 8.5%		359,986.05
			SUBTOTAL CONSTRUCTION		\$	4,595,116.05	
			CONSTRUCTION TOTAL Preliminary Engineering and Permitting (2%) Final Design (5%) Construction Support Services (6%) Project Administration (5%)			\$	4,595,116.05
						\$	91,902.32
						\$	229,755.80
						\$	275,706.96
						\$	229,755.80
			TOTAL PROJECT COST			\$	5,422,236.94

NOTE: ALL COSTS ARE BASED ON 2017 CONSTRUCTION COSTS FOR SIMILAR PROJECTS IN THE BELFAIR AREA AND THE RECENT EXPERIENCE OF THE ENGINEER ON SIMILAR BRIDGES AND CONCRETE BOARDWALKS IN MASON, JEFFERSON, AND CLALLAM COUNTIES.

From: Jeff Carey <jcarey5876@gmail.com>

Fri 1/12, 12:41 PM **To:** Lary Coppola

Inbox

Hi there Lary.

On the subject of the Port's plan known as I believe as the Comprehensive Scheme of Harbor Improvements. I mentioned two items, during the last regular meeting, that I feel should be in the Port's plan.

- 1) The ongoing development of the Water System utility and purveyor services both retail & wholesale for the Allyn UGA.
- 2) To support, and possibly assist or partner with other public and private stake holders with transportation projects within the Port of Allyn's district that would assist in creating economic growth in Mason County.

Thanks Jeff Carey Phn 360-275-0780

From: Ken VanBuskirk [mailto:kenvanb@gmail.com]

Sent: Wednesday, January 17, 2018 8:33 AM

To: Pat McCullough

Cc: Frank Pinter; 'Craig Patti'; '

"Rosenbach, Dana';

'Judy Scott';

'Commissioner Neatherlin';

'LeAnn Dennis'; 'Mendy Harlow'; 'Lary Coppola'; 'Dana Kampa'

Subject: Re: Pat McCullough meeting

Pat, I think projects of this magnitude should be as open and transparent as possible especially as it involves much public land. Can you tell me if this is one of the projects proposed by the HCSEG to the Mason County Parks plan? thanks Ken

From: Ken VanBuskirk < kenvanb@gmail.com Sent: Sunday, January 28, 2018 11:33:58 AM

To: Lary Coppola

Cc: craigpatti@msn.com; Rosenbach, Dana Subject: 2018 Port Comphrehensive Scheme

Please forward to all the Commissioners for their consideration and put into record regarding public hearing. I think Sweetwater Park should be removed from comphrehensive scheme.

Here is a rough timeline and a couple links and attachments regarding the property..

1997 aquisision grant,

https://secure.rco.wa.gov/prism/search/ProjectSnapshot.aspx?ProjectNumber=97-

1335 (Shindelheim property) for the NM school district as sponsor applied for by **Neil Werner**, who was serving as Theler board member also as executive director of Pacific NW Salmon Center, (PNWSC) which is also currently doing buisness as Hood Canal Salmon Enhancement Group, (HCSEG) and Farm at the Waters Edge, (FATWE)

2003 property adjacent to Theler parking lot and across SR-3 from the Shindelheim property sold to the PNWSC.

12-2003 Phase I ESA performed by Krazan and Associates, Inc. on PNWSC and school district property

2004 Brownsfield grant applied for by PNWSC, (Werner)

4- 2005 Theler Board of directors, including Werner, fired by NM school board, in part for issues of financial mismanagement.

9-2005 Ecology opinion letter, regarding Brownsield grant, to George Webster, ALKAI Consultants, LLC proposed actions not likely to be sufficient.

10-2007 Ecology opinon letter, regarding Brownsield grant, to Shawn Williams.ALKAI Consultants, LLC, that remedial actions report and supporting documentations, (8 total documents dated 1-2005 to 3-2007), not sufficient to meet MTCA requirements.

1-2009 PNWSC abandoned plans to site their facility on 25 acres described in 2004 Brownsfield grant fact sheet, map attached, (scan 0107). sold property to local land owner and moved to new location on property he sold them, Johnson Farm, partly acquired with grant funding through WDFW. Pnwsc chairperson **Fred Barrett**, invited former school superintendent, **David Peterson**, to serve on PNWSC board of directors. Approved by NM school board.

12-21-2015 parcel 12332-50-00057,(see scan 0107) bought by **Brian Peterson**, local chiropractor and chair of 2003 Belfair sub area planning committee. parcel supposedly purchased as PNWSC felt they needed more land for new grant.

12-11-2015 newspaper article attached. seeking another grant to build park, trails, ecetera. Also seeking letter of support. **School board unaware that work was being done on their property.**

2-2016 PNWSC came to school board for first time and told them they had "put cart ahead of horse".

3-2016 another newspaper article attached, school considering transfer of 1997 grant sponsorship to Port of Allyn..

Just wanted to give you some background. thank you

Ken VanBuskirk 360-275-3890

From: Ken VanBuskirk < kenvanb@gmail.com Sent: Monday, February 5, 2018 4:28:00 PM

To: Lary Coppola Cc: Judy Scott; Ted Jackson; Scott Cooper; LeAnn Dennis

Subject: Feb. 5 public hearing Comphrehensive Scheme of Harbor Improvements

comments

I will try to attend the meeting this evening but might be late. If I don't make it please enter these Feb. 5 comments into the record for the public hearing this evening.

In addition I want to make sure my Nov. 20 and January 29 comments along with these are included with the survey results and with any subsequent grants that are applied for.

thank you, Ken

in the 2018 Comprehensive Scheme. . I think the Port of Allyn in partnership with MTA and the PSNS should consider a light rail commuter train on the existing Navy RR line. It is my belief that such a transportation improvement would greatly relieve congestion on the SR-3 corridor. I had a discussion with the MTA executive director and she is also interested. Please explore and consider for inclusion in the Comprehensive scheme.

I would also like to suggest that prior to holding a special meeting to approve the 2018 Comprehensive scheme of harbor improvements that the Port hold a public meeting to present the results of the survey and all other comments the Port has received.

I also believe any granting agencies should receive those same comments when grants are applied for.

Thank you for this opportunity to comment.

Ken VanBuskirk POA District 1

ATTACHMENT

February 5,2017

Port of Allyn Commission

Re: Port Comprehensive Scheme update additional comments

I have one additional project that I would like to suggest for consideration in the 2018 Comprehensive Scheme. . I think the Port of Allyn in partnership with MTA and the PSNS should consider a light rail commuter train on the existing Navy RR line. It is my belief that such a transportation improvement would greatly relieve congestion on the SR-3 corridor. I had a discussion with the MTA executive director and she is also interested. Please explore and consider for inclusion in the Comprehensive scheme.

I would also like to suggest that prior to holding a special meeting to approve the 2018 Comprehensive scheme of harbor improvements that the Port hold a public meeting to present the results of the survey and all other comments the Port has received.

I also believe any granting agencies should receive those same comments when grants are applied for.

Thank you for this opportunity to comment.

Ken VanBuskirk POA District 1

From: Lary Coppola

To: kenvanb@gmail.com

Cc: LeAnn Dennis ; Judy Scott

Sent: Monday, February 05, 2018 4:42 PM

Subject: Re: Feb. 5 public hearing Comphrehensive Scheme of Harbor Improvements

comments

Mr. Van Buskirk,

Your comments are duly noted and will of course be entered into the record as part of our public outreach effort. The results of the survey will be tabulated prior to the meeting for the plan's approval, and will be available to the public for that meeting, if not sooner, depending upon the date the Commissioners set tonight for that meeting.

From: Ken VanBuskirk < kenvanb@gmail.com Sent: Tuesday, February 6, 2018 1:19 PM

To: Lary Coppola

Cc: LeAnn Dennis; Judy Scott

Subject: Re: Feb. 5 public hearing Comphrehensive Scheme of Harbor Improvements

comments

Lary the train tracks are located in the Port District and stops could be as well. thanks for considering ken

From: Lary Coppola

To: kenvanb@gmail.com

Cc: Judy Scott; LeAnn Dennis

Sent: Tuesday, February 06, 2018 2:33 PM

Subject: Re: Feb. 5 public hearing Comprehensive Scheme of Harbor Improvements

comments

Mr. Van Buskirk,

I understand that the tracks are located within the district, but the fact the tracks and the train would leave the boundaries of the district is where the problem is. I will double-check on this, but am certain I am correct.

LFC

From: Ken VanBuskirk < kenvanb@gmail.com > Sent: Thursday, February 8, 2018 1:35:50 PM

To: Lary Coppola **Cc:** Judy Scott; LeAnn Dennis

Subject: Re: Feb. 5 public hearing Comphrehensive Scheme of Harbor Improvements

comments

Thank you for exploring I don't see it as a problem. The intent was to partner with MTA, PSNS, even the Port of Bremerton to relieve congestion locally and economic development for the whole region. Regardless of the outcome please add these comments into to the public record for the Comprehensive Scheme.

Thanks to all for considering

Ken

From: Ken VanBuskirk < kenvanb@gmail.com > Sent: Thursday, February 8, 2018 2:43 PM

To: Lary Coppola

Subject: Re: Feb. 5 public hearing Comphrehensive Scheme of Harbor Improvements

comments

I understood the intent from the beginning. I'm just waiting for an answer.

GOALS AND OBJECTIVES of the PORT OF ALLYN BOARD OF COMMISSIONERS

MISSION

The mission of the Port of Allyn is to strengthen and enhance the Port of Allyn communities through business retention and recruitment; support of tourism; and development of infrastructure necessary for economic development.

The Port of Allyn District is authorized, and is directed by the Board of commissioners in accordance with the Revised Code of Washington. The Board of Commissioners adopted the following goals and objectives for the Port of Allyn by Resolution #337 on April 23,

GOALS Not in ranked order. Numbers are for clarification only.

- Improvement of existing facilities owned by the Port of Allyn.
- Acquisition and development of land and facilities for recreational, commercial, and other purposes compatible with the Port of Allyn mission.
- Support the tourist industry throughout the Port District.
- Support retention of existing businesses and development of new businesses and light industry throughout the Port District.
- Support and development of infrastructure necessary for economic development
- Support activities which preserve, enhance and protect the natural beauty and resources of the North Mason area.
- Develop and foster partnerships which support the Port of Allyn mission

OBJECTIVES:

In order to achieve the goals of the Port of Allyn, the Board of Commissioners has adopted the following objectives:

GOAL 1: Existing Facilities

Objectives:

- Reduce waterfront parking near elevated boat launch at Allyn Dock
- Improve and increase parking area at all Port facilities
- Provide permanent restroom, drinking water and other improvements at North Shore property
- Place signage on major highways identifying Port boundaries.
- Increase moorage at Port dock facilities
- Provide kayak 'take outs' and other such amenities to improve and increase nonmotorized water craft activity

GOAL 2: Acquisition of Land & Harbor Improvements

Objectives:

- Acquisition of salt water access on Hood Canal and Case Inlet to improve recreational and tourist opportunities
- Provide 'incubator' space for small and medium size new businesses and industries
- Develop inventory of space for lease
- Acquire land to provide adequate parking at Allyn and North Shore facilities
- Increase opportunities for public access to saltwater throughout the Port District

GOAL 3: Tourism

Objectives:

- Increase Port supported activities at Allyn Waterfront Park, North Shore and Kayak Park.
- Work with North Mason Chamber, local associations and public/private partnerships to promote tourism

Support efforts to provide meeting/convention facility for up to 300 people

GOAL 4: Business & Industries

Objectives:

- Assist existing businesses to grow and develop
- Seek opportunities for small and/or seasonal businesses that support waterfront activities to locate in Allyn
- Support passage of county and local ordinances that are compatible with development of light industry and economic development Assist existing businesses to grow and develop
- Inform businesses of economic development incentive programs and opportunities
- Develop program to promote Port district to light industry and tourist trade
- Support development of cottage-type industries
- Support efforts to provide adequate lodging facilities including RV parks and Bed & Breakfast establishments.
- Support creation and retention of jobs at all wage levels

GOAL 5: Infrastructure

Objectives:

- Support and encourage energy options including three phase power for light industrial uses
- Participate in development of storm water plans throughout the District
- Support development, upgrade and expansion of water system(s) to provide adequate fire flow and potable water for present and future needs
- Support upgrade of telecommunications systems and improved access to fiber optics throughout the District that support economic development and safety concerns.
- Support development of adequate and affordable sewer systems

• Support and take an active role in providing transportation infrastructure that supports economic development.

GOAL 6: Environment

Objectives:

- Operate within "best management practices" in all Port projects
- Protect shellfish beds at Port facilities
- Work with local and government agencies that address water quality issues within the Port District.

PORT OF ALLYN Allyn, Washington RESOLUTION NO. 392

BE IT RESOLVED BY THE COMMISSIONERS OF THE PORT OF ALLYN AS FOLLOWS:

WHEREAS, the Board of Commissioners of the Port of Allyn have met and after six public hearings, and after reviewing results of an online survey and all written input from residents of the Port District, have considered the proposed updates to its Comprehensive Scheme of Harbor Improvements;

NOW THEREFORE BE IT RESOLVED, that the Board of Commissioners, after duly considering all relevant evidence and public testimony presented, hereby resolves to adopt the 2018 update to its Comprehensive Scheme of Harbor Improvements.

Adopted this 12th day of February, 2018.

Judy Scott, Commission Chair

Scott Cooper, Commission Vice-Chair

Jackson, Commissioner

Appendix B Self-Certification Form

The form is a reproducible master. On the first three lines, enter the name and adoption date of the plans and other documents submitted in fulfillment of RCFB's planning requirement. If more space is needed, use the reverse.

Check or initial each plan element that will be provided to RCO with this form. In the right column, enter information that will enable RCO staff to locate quickly each item initialed.

Certify the accuracy of the information on the form by completing the signature line and submit all material to RCO according to the submission requirements for final plans.

Planning Process Self Certification Form (Form #222)

Use this form to certify that the need for your projects have been determined through an appropriate planning process. Provide the completed form with the subject plans burned on a USB flash drive (also known as a jump or thumb drive) and adoption documentation to RCO.

Name and adoption date of documents submitted in fulfillment of this requirement:

- ▶ Port of Allyn
- ▶ 2018 Comprehensive Scheme of Harbor Improvements Update
- Adopted on February 12, 2018

Check or Initial Each to Certify Completion	Plan Element Certification	Document and Page Number Location of Information
LFC	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 2 & 3 Pages 16, 17, 18 & 19
LFC	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 3 & 4
LFC	3. Public involvement: The planning process gave the public ample opportunity to be involved in plan development and adoption. We held 6 public hearings and an Open House, plus did an online survey and got 77 responses	Page 1 lists dates of all 6 Public Hearings
LFC LFC	 4a. Demand and need analysis: In the plans: 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 3 through 16
LFC	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
LFC	5. Capital Improvement Program: The plans 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 RCFB for funding.	Page 4 Pages 7 to15
LFC	6. Adoption: The plans and process has received formal governing body approval (that is, city/county department head, district ranger, regional manager/ supervisor, etc., as appropriate). Attach resolution, letter, or other adoption instrument.	Resolution Page 45

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

Print Name: Lawrence F. Coppola

Signature:

Title: Executive Director

Date: February 14, 2018