

# Comprehensive Scheme

Consolidated Comments | 14 January 2014

No.	Reviewer Name	Page	Comment	Response (Contractor/AE)	
				A = Accepted and incorporated R = Accepted with revisions N = Not incorporated AD = Additional information required NA = No action	
1	Curt Gordon (edited per Port Staff)	2	Revise the Port’s mission to “... <u>improve</u> public access to marine areas...”	A	
2	Port Staff	3	“ <b>Port-wide Recommendations:</b> Lists the recommended initiatives not tied to <u>specific</u> Port properties.”	A	
3	Port Staff	3	“ <b>Implementation:</b> Prioritized Comprehensive Scheme recommendations, <u>categorized as highest priority or other possibilities.</u> ”	R	Edited for clarity.
4	Port Staff	3	Under The Port District: “... representative of the larger communities of Freeland, Clinton, and <u>Langlely.</u> ” (delete “City of”)	A	
5	Port Staff	4	“Recommendations contained herein support the goals and objectives established in <u>that</u> document.”	A	
6	Port Staff	4	Title of replaced document is <i>Port District of South Whidbey Island: A six-year Comprehensive Scheme 2007-<u>2013.</u></i>	A	
7	Chris Williams	4	The list of stakeholders could be expanded, eg IBA Island Beach Access , Ladies of the Beach and other walking groups, particularly since beach walking ranks #3, even higher than sailing ( which the port has chosen to highlight) in the Island County Survey of 2011 regarding the relative importance of Waterfront Recreational Opportunities.	A	Added under Recreation: <ul style="list-style-type: none"> <li>• Island Beach Access (IBA)</li> <li>• Ladies of the Beach</li> </ul>

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8	Brad Johnson	5	The draft scheme references the draft “[Island] Countywide Development Goals”. Although this is the title used on our website, we have since met with the other planning jurisdictions on the island and all of the jurisdictions involved have agreed that it would be more appropriate to refer to these as “Countywide Planning Goals”.	A	
9	Port Staff	6	“... the Port commission and <u>stakeholders</u> identified...” “The following pages <u>list</u> key projects...”	A	
10	Leanne Finlay	7	I don’t see how the Port of South Whidbey can afford to truly make a difference with any of the Initiatives outlined in the Comprehensive Plan updates without the # 1 Initiative being replaced with what currently is the # 10 Initiative: Revisit levy rates to create an economic development fund.	NA	The Port appreciates this feedback.

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11	Chris Williams	8	The Port’s mission is to <u>increase</u> public access, yet the Port Wide Recommendation is to <u>maintain</u> public access. Public access can be immediately and significantly increased by providing signage for all the road end public beach access sites, waterside and landside, in the Port District. Signage could also be provided for the Robinson Beach Park. Since there is a cooperative deal with the county for the Mutiny Bay boat launch, the level of cooperation could be expanded to provide a really good sign that explains it all, including the public tidelands there that Island Beach Access wants to be clearly identified. Appropriate effective, coordinated signage, with input from all interested groups, county, port, IBA, Whidbey Watershed Stewards, Marine Resources Committee, etc is a low risk, high benefit, inexpensive option. I don’t want to have the beaches covered with different organizations’ signs. Double Bluff Park signage is an eyesore and I am on a mission against sign pollution.	R	See No. 1.  Initiative 7 about signage added under Goal 3.
12	Curt Gordon	9	Update Objective c to be “Strive for operational self-sufficiency or profitability overall across all facilities”	R	“Strive for operational self-sufficiency or <u>overall profitability</u> across all facilities.” (switched order)
13	Curt Gordon	9	Goal 4c: “Balance maintenance and operating costs with replacement spending...” What is replacement spending? Is that the cost of replacing our structures, e.g. boat ramps etc?	R	“Balance operating, maintenance, and capital improvements on existing assets with new economic development opportunities. “

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14	Chris Williams	10	The Port wants to Enhance Community Relations and one of its objectives is to provide opportunities for constructive citizen input into Port decisions. I am suggesting that the word <u>constructive</u> be removed because I believe that the Port should be taking all kinds of input from citizens, not merely the input that they deem "Constructive".	A	
15	Port Staff	11	Under Port-owned facilities, "The Port ... has also <u>acquired</u> a parking lot..." Under Jointly-owned sites, "...with the county <u>responsible for</u> facility maintenance."	A	
16	Port Staff	13	"... <u>28</u> slips and 200 linear feet of moorage space (six slips are permanent), ..." "The upland area consists of parking, Phil <u>Simon</u> Park, and a small public restroom. <u>Remnants from</u> an old commercial pier remain on site." Make sure to delete the "and a single family residence on the site."	A	Took out the comment about "a popular bird watching spot."
17	Port Staff	13	"...the Port has hired a full-time harbormaster and an assistant harbormaster, ..." "Once installation is completed <u>by the end of 2013</u> , ..."	R	"... completed in early 2014..."
18	Port Staff	13	In the left sidebar: "Parking: 23 vehicles max, <u>including 8 with trailers</u> "	A	
19	Port Staff	14	Under Limited parking: "On-site parking is limited; <u>offsite parking is needed for more than 8 boat trailers</u> . However, <u>one parking lot available for this purpose</u> is not available..." "...charter boats to embark from the South <u>Whidbey</u> Harbor,..."	A	
20	Port Staff	14	" <u>Small, older</u> marina facilities – the restroom on site is <u>older</u> and undersized;..."	A	

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21	Port Staff	14	“ <b>Long term maintenance and replacement needs</b> ” At the end of this paragraph, please add “The core infrastructure of the marina is a 20 year old creosote-pile stockade, and there is a limited life span remaining for this structure and the interior docks.”	A	
22	Port Staff	14	Under Recommendations: “Apply for grants to develop a Master Plan that coordinates with and supports Langley’s Waterfront Development Plan, <u>and aligns with the Port’s goals in consideration of the existing facility condition and the current regulatory environment.</u> ”	R	“Apply for grants to develop a Master Plan that coordinates with and supports Langley’s Waterfront Development Plan, <u>and aligns with the Port’s goals, and in consideration of the existing facility condition and the current regulatory environment.</u> ”
23	Port Staff	14	Last bullet under Recommendations: “... once the initial phase of the South Whidbey Harbor...”	A	
24	Port Staff	16	Second sentence: “It <u>consists</u> of...”	A	
25	Port Staff	16	Under major issues: “This ramp is difficult to use during strong winds <u>and wave conditions</u> . The ramp <u>surface needs repair</u> due to wave action and derosion.” [Staff disagrees that ramp needs to be replaced.]	A	
26	Port Staff	16	Please delete the first “Recommendations” bullet	A	

# Comprehensive Scheme

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27	Port Staff	17	"The Possession Beach is located <u>on the southwest side of Possession Sound.</u> " ... "The ramp is <del>a</del> highly used..." (delete "a")	A	
28	Clyde Monma	17	The current draft of the POSW Comprehensive Plan contains the following statement: "The <b>uplands portion of the park</b> is densely wooded and contains the Dorothy Cleveland Trail which starts near the boat ramp and extends across Franklin Road, and <b>uphill to a trailhead</b> near the ridgeline at the south end of Lupine Lane." This statement implies that the upland property is a part of the Possession Beach Park. It also suggests that the access trail is part of the Dorothy Cleveland Trail. The Port Commissioners have repeatedly stated that the uplands property is "NOT a park." So please either indicate that now the Commissioners are conceding that the uplands ARE a part of Possession Beach Park or remove this reference altogether. The Port Commissioners have always repeatedly said that the trail from Lupine Lane "is NOT a part of the Dorothy Cleveland Trail." Again, either explicitly state that it is a part of the Trail or remove reference this reference. These statements are misleading the public by their ambiguity and vagueness. Given the controversial and contentious discussions over the past three year the Port Commissioners should be be willing and able to provide a more careful and accurate representation of the facts.	NA	Per Port staff recommendation
29	Fred Lundahl	17	Consider providing the opportunity for recreational kayaking at Possession Beach.	NA	Already in recommendations

# Comprehensive Scheme

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30	Port Staff	18	Under Recommendations: perhaps add “If use analysis on Clinton Dock favors repairing the facility, then pursue supplemental funding for repair/replacement of the dock.”	A	
31	Port Staff	18	Under Services and facilities: “... Accessible Fishing <u>Pier</u> , ...”	A	
32	Port Staff	21	“Freeland Park is well used by the community and <u>provides boat access to great locations for crabbing in the Harbor.</u> ”	R	“...provides boat access to great crabbing locations.”
33	Steve Marx	22	Under Major issues. We are only allowed to clear sand from the ramp itself. We cannot drive on the beach to remove sand. This would require a dredging permit from the Army Corps of Engineers and also WDFW approval. Even if we did drive onto the beach and cut through the sand, the tide would certainly fill it back in. The reason no one can launch at the ramp is because a sand bar has drifted across and blocks the ramp. This is called long shore drift, and will continue to move until the ramp area is cleared again by nature. It is not because there are “reduced resources, and maintenance has not kept pace with need...”	R	See No. 33.
34	Port Staff	22	Agree with Steve’s comment. Suggest revising major issues to say “The ramp is subject to long shore drift, resulting in a sand bar build-up over the last 5 years. The only potential possibilities that the ramp will become usable will be to conduct offshore dredging or major reconstruction, both requiring major federal and Washington State permits, and/or to wait until the ramp area is cleared again by nature.”	R	“The ramp is subject to long shore drift. Over the past five years, a sand bar has built up, making it unusable. The ramp may naturally clear over time, but could also be cleared with offshore dredging or major reconstruction. Both would require federal and Washington State permits.”

# Comprehensive Scheme

Consolidated Comments | 14 January 2014

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35	Steve Marx	22	Recommendations: The upland development opportunity for vacation rentals is nil. That is a historic ballpark and we just renovated the stands and field for recreation use. I do not believe that the neighborhood would support such and idea, they were opposed to us even putting in more fencing and the dugouts.	NA	See No. 35
36	Port Staff	22	Under Recommendations: at this time please delete “and/or studying opportunities to develop the uplands with vacation rentals or other uses.”	A	
37	Steve Marx	23	Under Recommendations: The only upland is the parking lot. All the other land is designated a ‘wetland’ and you cannot touch it w/o major permits and costs. We just acquired 300’ of beach front adjoining the ramp.	A	
38	Port Staff	24	Under Q3, Lower risk... Last word should be <u>permitting</u> .	A	
39	Port Staff	24	[If this detail is provided in the final] Second paragraph: “The following matrix <u>illustrates...</u> ”	NA	Section removed.
40	Tom	25	Suggests adding the fairgrounds [to Initiatives]: “Just a thought but why not include the fairgrounds in your plans. I know it is not part of the port, but a regional/island issue. The fairgrounds is trying to redesign itself with no success or direction.”	A	
41	Curt Gordon	25	Suggests including Highest Priority Actions, and only one other category named “Other Possibilities.”	A	

# Comprehensive Scheme

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42	Angi Mozer (email)	25	Highest Priority Projects: <ul style="list-style-type: none"> <li>• Modify the South Whidbey Harbor breakwater to better accommodate larger passenger ferries and tour boats</li> <li>• Design, permit, &amp; rebuild Possession Beach ramp &amp; add new floats, pursuing funding grants as appropriate</li> <li>• Install surveillance cameras at Port District sites to enhance marine security and inform users of access and availability of facilities</li> </ul>	A  A  R	“Install surveillance cameras at Port <del>District and jointly-owned</del> sites to enhance marine security and inform users of <del>access and availability of facilities</del> current conditions.” <ul style="list-style-type: none"> <li>• Added as Initiative under Goal 3 on Page 8.</li> </ul>
43	Angi Mozer (email)	25	Highest Priority Initiatives: <ul style="list-style-type: none"> <li>• Outreach and marketing program to maximize year-round occupancy at South Whidbey Harbor</li> <li>• Coordinate with appropriate private &amp; public agencies to improve transportation and multi-modal connections for commuters, residents, and tourists</li> <li>• Joint-market with local economic development interest groups to attract new, family-wage focused businesses</li> <li>• Port will work with Island County to add Economic Development to the Countywide Planning Goals in the Island County Comprehensive Plan.</li> </ul>	R  A  A  R	“ <u>Institute an</u> outreach and marketing...”  “ <del>Port will w</del> ork with Island County to add <u>an</u> Economic Development <u>Element</u> to <del>the</del> <u>Countywide Planning Goals</u> in the Island County Comprehensive Plan.” <ul style="list-style-type: none"> <li>• Initiative added to Goal 5 on page 10.</li> </ul>

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44	Angi Mozer (email)	25	Other Projects: <ul style="list-style-type: none"> <li>• Develop a South Whidbey Harbor Master Plan that coordinates with and supports Langley’s Waterfront Development Plan</li> <li>• Analyze market demand &amp; construct infrastructure improvements to attract industrial incubators</li> <li>• Perform an engineering and use analysis on Clinton Dock to determine whether it’s most appropriate to repair or remove the facility. If use analysis favors repairing the facility, then pursue supplemental funding for repair/replacement of the dock.</li> <li>• Coordinate with appropriate private &amp; public agencies to develop a strategic plan for jointly-owned marine access facilities (Maxwelton Beach, Mutiny Bay, Holmes Harbor) to determine the most appropriate improvements at each site, and establish prioritization</li> <li>• Upgrade the Bush Point residence as needed</li> </ul>	R  R  A  R  NA	See No. 21.  “...attract industrial incubators <a href="#">and marine related light industries.</a> ”  “Coordinate with appropriate private and public agencies to develop a strategic plan for jointly-owned marine access facilities ( <a href="#">Maxwelton Beach, Mutiny Bay, Holmes Harbor</a> ) to determine the most appropriate improvements and establish priorities.”

# Comprehensive Scheme

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45	Angi Mozer (email)	25	Other Initiatives: <ul style="list-style-type: none"> <li>• Establish a new ILA with the City of Langley once the initial phase of the South Whidbey Harbor expansion is completed and the current ILA terms are fulfilled</li> <li>• Revisit levy rates to create an economic development fund</li> <li>• Collaborate with recreation interest groups to promote eco-tourism and non-motorized boating</li> <li>• Consider providing additional opportunities for recreational kayaking and non-motorized boat launching at Port facilities.</li> <li>• Develop a program for volunteers to perform routine maintenance at the Port’s recreational assets and boat launches</li> <li>• Develop &amp; maintain an asset inventory that guides investment</li> <li>• Leverage existing public outreach to educate the public about the Port</li> <li>• Explore and, if appropriate, implement revenue generating opportunities such as vacation rentals, campsites, or retail/gas sales</li> <li>• Support marine related light industry</li> </ul>	NA  NA  A  R  NA  A  A  NA  R	Moved to Projects under Other Possibilities.  Already stated in Goal 1. Added to above project: “Analyze market demand & construct infrastructure improvements to attract industrial incubators <a href="#">and marine related light industries.</a> ”

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46	Open House		Dive Park beyond buoys at Freeland Harbor in Homes Harbor <ul style="list-style-type: none"> <li>• Artificial reef</li> <li>• Need PMA with DNR-lease</li> <li>• Planned demarcated</li> <li>• Grant funds</li> </ul>	R	Added to recommendations for Site #6 - Freeland Park and Holmes Harbor Boat Ramp.
47	Open House		Light industrial near airpark <ul style="list-style-type: none"> <li>• Partner with island county road realignment</li> </ul>	NA	This type of initiative fits under Goal 1.
48	Open House		Other stakeholders: <ul style="list-style-type: none"> <li>• Whidbey Island Beach Access</li> <li>• Ladies of the Beach</li> <li>• Whidbey Watershed Stewards</li> </ul>	A	Added to the list of stakeholders on page 4.

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49	Open House		Project idea for coordinated signage that marks DNR land (at Mutiny Bay) and public street ends.	R	New Initiative under Goal 3. “Partner with public agencies to develop a coordinated signage system that identifies Port properties and advertises opportunities for public waterfront access.”  Public street ends are beyond the scope.
50	Open House		Improve ADA accessibility.	NA	Assume would be part of any new project design.
51	Port Commission Meeting		Add a summary of Port accomplishments at SWH as provided by commissioners.	A	See page 12.
52	Port Commission Meeting		Delete prioritization tool pages and provide separately.	A	



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54	Comp Scheme Public Hearing on 1/14/14: Fred Lundahl		Outreach for comments was very good. Generally very happy with the resulting document, and agrees that future efforts should focus on non-motorized boating activities.		
55	Comp Scheme Public Hearing on 1/14/14: Geoff Tappert		The document should not be so simple and should include many more activities and efforts, including economic development and job creation.		The Comp Scheme currently includes the commitment of the Port to establish and maintain public-private partnerships for economic development purposes and to promote tourism. The Comp Scheme sets a high level strategy and framework for evaluating any projects that come down the road, and the Port selected a few projects to be specifically highlighted in the document and prioritized them. The plan is realistic and pragmatic about we can do with our current and potential resources moving forward.

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56	Comp Scheme Public Hearing on 1/14/14: Mike McVay		How many projects on the recommended projects list have an associated budget, and for boat ramps in particular? Request to dedicate some funding for non-motorized boating and recreation, specifically for signage.	NA	The Port commits to providing signage and has already included Initiative 7 on P. 8 of the Comp Scheme- "The Port will partner with public agencies to develop a coordinated signage system that identifies ... public waterfront access."

Adopted as a Supplement to the "Port of South Whidbey Comprehensive Scheme 2013-2019" on February 11, 2014