

## Chapter 4 – DSEIS Comments and Responses

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### 4.1 Introduction

The Notice of Availability for the DSEIS was published on July 5, 2002 and the comment period ended on August 5, 2002.

This section of the Final SEIS contains letters of comment on the Draft SEIS from public agencies and private citizens, together with responses to those comments. Each comment letter is followed by responses, with each response numbered to correspond to the numbered comments.

Jefferson County wishes to express its appreciation of all commenting agencies and individuals for taking the time and effort spent in reviewing the Draft SEIS.

### 4.2 Comment Letters & Response to Comments

#### Letters Received:

##### Public Agency

Letter: Washington Department of Fish and Wildlife

##### Private Citizens

Letter: William Funke

Letter: Bill Master

Letter: Peter Joseph

Letter: Scott Gibson

Letter: Grant Colby

Letter: Burke Gibson

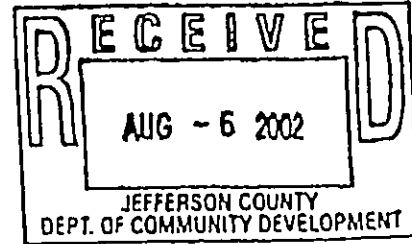


State of Washington  
**DEPARTMENT OF FISH AND WILDLIFE**

Region 6 Office: 48 Devonshire Road - Montesano, Washington 98563-9618 - (360) 249-4628

August 4, 2002

Jefferson County Department of Community Development  
ATTENTION: Josh Peters, Associate Planner  
621 Sheridan Street  
Port Townsend, WA 98368



Dear Mr. Peters:

**SUBJECT: Port Ludlow Marina Expansion Draft Supplemental Environmental Impact Statement; Port Ludlow Associates Proponent, Port Ludlow Marina Expansion, Port Ludlow Bay, Tributary to Puget Sound, Jefferson County, WRIA 17.9090**

The Washington Department of Fish and Wildlife (WDFW) has reviewed the above-referenced State Environmental Policy Act (SEPA) document received on July 5, 2002, and offers the following comments at this time. Other comments may be offered as the project progresses.

**Critical Resources**

The Port Ludlow Marina Expansion Biological Evaluation (Draft) and the Draft Supplemental Environmental Impact Statement identified several species of fishes and wildlife that are likely present in Port Ludlow Bay.

Puget Sound chinook and Hood Canal summer chum salmon are listed as "Threatened" under the federal Endangered Species Act and juveniles are present throughout Puget Sound during the spring and summer, including Port Ludlow Bay. A Port Ludlow Bay stream, Ludlow Creek, supports spawning populations of chum and coho salmon, and cutthroat trout. Juveniles of each of these species utilize the nearshore environment. During their first spring, juvenile chinook, chum and pink salmon are heavily dependent on nearshore areas as a migration corridor, a refuge from predators, and a foraging area. Cutthroat trout, yearling chinook and coho salmon, and yearling steelhead are also present to some extent along the nearshore areas throughout the year. Bull trout are listed as "Threatened" under the federal Endangered Species Act. Little is known regarding their presence in nearshore areas of Port Ludlow Bay, but they may be present occasionally at a low density.

Contrary to the information stated in the Port Ludlow Marina Expansion Draft Supplemental Environmental Impact Statement and Biological Evaluation, WDFW has documented spawning by Pacific sand lance and surf smelt on the beaches at or near the proponent's location. The spawning habitat of both of these forage fish species is upper intertidal sandy-gravel beach

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material. Spawning occurs at high tide, at which time the adhesive eggs commonly acquire a camouflaging coat of sand grains. Sand lance and surf smelt are schooling planktonic feeders. However, sand lance are unique in that they tend to feed in open water during the day and burrow in bottom substrates at night to avoid predation. Both species are an important component of diet of chinook and coho salmon, as well as other marine fishes, mammals, and birds.

WDFW publishes a Priority Habitats and Species (PHS) list. Priority species require protective measures for their perpetuation due to their population status, sensitivity to habitat alteration, and/or recreational, commercial and tribal importance. Priority species include those species designated as Endangered, Threatened, or Sensitive by the State and Federal governments. Priority habitats are those habitat types or elements with unique or significant value to a diverse assemblage of species.

It appears from the PHS map, the proponent's location is very close to an existing osprey and purple martin nesting areas. In addition, the PHS map shows estuarine habitat exists within Port Ludlow Bay. While the Port Ludlow Marina Expansion Draft Supplemental Environmental Impact Statement does address potential adverse impacts to several priority habitats and species, it doesn't address impacts to osprey, purple martin, or the estuarine habitat. Environmental review of the Marina Expansion as well as the Resort Plan should address potential impacts to all priority habitats and species in Port Ludlow Bay and adjacent uplands.

2

**Concerns**

It was evident that a great deal of focused effort went into preparing the Port Ludlow Marina Expansion Draft Supplemental Environmental Impact Statement. WDFW supports either Alternative 4: No Action or Alternative 2: Deep Water Expansion with additional mitigation. It appears from the description of both alternatives, that a Hydraulic Project Approval (HPA), to be issued by WDFW, will be required.

3

The Hydraulic Code (RCW 75.20.100) states, "In the event that any person or government agency desires to construct any form of hydraulic project or perform other work that will use, divert, obstruct, or change the natural flow or bed of any of the salt or fresh waters of the state, such person or government shall, before commencing construction or work thereon and to ensure the proper protection of fish life, secure the written approval of the department of fisheries or the department of game as to the adequacy of the means proposed for the protection of fish life." "Bed" is further defined as the land below the ordinary high waterlines of state waters (WAC 220-110-020(3)). Any individual conducting any activity subject to the above-referenced RCW 75.20.100 without first obtaining an HPA from Washington Department of Fisheries and Wildlife (WDFW) is guilty of a gross misdemeanor (WAC 220-110-030(16)) and may be subject to legal action.

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According to correspondence from Alan Rounds, an additional 900 units of polyurethane coated floatation, for a total of 3900 units, was installed at the marina this past winter. WDFW does not issue after-the-fact HPAs. It appears the installation of the floatation was done without an HPA. To comply with the Hydraulic code and avoid future legal action, the proponents should obtain a HPA prior to conducting maintenance activities in WDFW's jurisdiction.

4

WDFW recognizes the several mitigation measures proposed in Alternative 2 will minimize adverse impacts on fish resources including:

- Minimizing dock width to decrease under-dock shadow area
- Placing docks in deeper water to avoid grounding impacts to the intertidal
- Inserting dock grating to allow under-dock light transmission across the sub-tidal
- Using steel or concrete pilings to reduce the adverse impacts on fish resources associated with creosote or arsenic treated wood.
- Placing new structures in deeper water to preclude dredging

However, Alternative 2 still has the potential to adversely impact fish resources. Thus, additional measures are needed to meet mitigation requirements to achieve no-net-loss of productive capacity of fish and shellfish habitat.

5

Pile driving will result in a direct loss of benthic habitat and shellfish. The loss of bivalves and benthic habitat requires a mitigation plan. In addition, there will be impacts from construction such as increased turbidity from pile driving which may reduce primary productivity, interfere with fish respiration, reduce bottom habitat diversity, and smother benthic organisms. Furthermore, a biological opinion issued by National Marine Fisheries Service for the San Francisco-Oakland Bay Bridge East Span Seismic Safety Project states that underwater sound pressure waves, created when the hammer contacts the top of a steel pile, have the potential to adversely affect fishes including listed salmonid species. Potential adverse effects of underwater shock waves cited include instantaneous or delayed mortality from barotraumas associated with drastic changes in pressure, acoustic stunning, structural damage to the inner ear, and agitation resulting in disruption of behavior. A mitigation ratio of greater than 1:1 for direct loss of benthic habitat will be required to mitigate for both the direct and indirect loss habitat and fish life from pile driving.

6

WDFW does not agree with the conclusions in the submitted documents regarding the negligible impact of the proposed structure for shading effects on epibenthic organisms and macroalgae. For past projects involving overwater structures (once minimized in size), WDFW has accepted a mitigation ratio of 50% of the new overwater structure to offset losses for epibenthos and macroalgae. Until new research with conclusive results yields information to the contrary,

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WDFW prefers a conservative approach that gives the benefit of doubt to fish resources and thus will continue to require mitigation for impacts from overwater structures. Although, floats and upper portions of pilings may provide additional substrate that supports production of some epibenthic zooplankton preferred as prey by juvenile salmonids, these structures also provide surface area for encrusting communities of mussels and other sessile organisms such as sea stars that prey upon shellfish attached to the structures. This predation results in large depositions of shellhash on the bed near the structures and changes the biotic communities associated with the bed.

8

WDFW has evaluated the application for the proposed marina expansion under RCW 77.55.100 which outlines a clear mitigation sequence of:

1. avoidance of impacts is the highest mitigation priority then,
2. minimization of impacts by limiting the degree or magnitude of the action and lastly,
3. compensation of unavoidable impacts through restoration, creation and enhancement or a combination.

The goal of RCW 77.55.100 is no net loss of habitat functions and values and net gain through restoration, creation and enhancement. Since adverse impacts from pile driving and increased overwater structure to subtidal habitat cannot be avoided or minimized sufficiently to achieve no net loss of habitat functions or values, a mitigation plan should be submitted for review by WDFW.

Mitigation plan should include the following:

- Baseline data
- Estimate of impacts
- Mitigation measures for the life of the structures
- Goals and objectives
- Detailed implementation plan
- Adequate replacement ratio
- Performance standards to measure whether goals are being reached
- Maps and drawings of proposal
- Operation and maintenance plans (including who will perform)
- Monitoring and evaluation plans (including schedules)
- Contingency plans, including corrective actions that will be taken if mitigation does not meet goals and objectives.
- Performance bonds, mitigation agreement or other guarantees that the proponent will fulfill mitigation, operation and maintenance, monitoring, and contingency plan.

9

Mitigation measures are an integral part of a construction project and should be completed before or during project construction. WDFW recommends the removal of piling in the vicinity and/or restoration of the lagoon or beach area by bulkhead/fill removal.

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### Recommendations

1. To protect juvenile salmon residing in nearshore areas, work waterward of the ordinary high water line should not be permitted from February 15 through July 14.
2. Due to the lengthy spawning period of surf smelt in this portion of Puget Sound, work waterward of the ordinary high water line from October 15 through January 31 should not be permitted unless a WDFW representative confirms a lack of spawn during a site inspection.
3. To protect spawning Pacific sand lance, work waterward of the ordinary high water line should not be permitted from October 15 through March 1.
4. Pile driving and new overwater structure will result in a both direct and indirect loss subtidal benthic habitat for epibenthic organisms, bivalves and macroflora. WDFW recommends removal of piling in the vicinity and/or restoration or creation of subtidal, intertidal, or upper intertidal beach or salt marsh habitat as compensatory mitigation. A mitigation plan should be submitted to WDFW for review.
5. To attenuate the effects of sound pressure waves on fishes from pile driving, a bubble curtain should be required for driving of all in-water piles. To maintain the integrity of the bubble curtain, no barges, boat traffic, or other structure or equipment should be allowed to penetrate the curtain during pile driving activities.
6. To avoid attracting fishes with lights during nighttime pile driving operations, pile driving should be limited to daylight hours.
7. WDFW is concerned about potential impacts to bed from prop scour and impacts to nearby beaches supporting forage fish spawning from boat wakes. To reduce impacts, WDFW recommends the fuel dock and boat sewage pump be moved to deeper water.
8. Upland storage for kayaks and dinghies should be considered to minimize the need for overwater structures.
9. Environmental review of the Marina Expansion as well as the Resort Plan should address potential impacts to all priority habitats and species including but not limited to osprey and purple martin.

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Thank you for the opportunity to provide these comments. If you have any questions, please contact me at (360) 895-6123.

Sincerely,



Randi Thurston  
Area Habitat Biologist

RLT:rltSP-E7804-03

cc: SEPA Coordinator, WDFW  
SEPA Coordinator, Ecology  
Project Reviewer, USACE  
Project Reviewer, NMFS  
Project Reviewer, USFWS  
DNR Olympic Peninsula  
Mark Dorsey, Port Ludlow Associates

**State of Washington Department of Fish and Wildlife**  
**Letter Dated August 4, 2002**

**Comment 1:** Contrary to information contained in the DSEIS, WDFW has documented spawning by Pacific sand lance and surf smelt on the beaches at or near the project location. Both species are important components of the diet of chinook and coho salmon, as well as other marine fishes, mammals and birds.

**Response 1:** *Pacific sand lance and surf smelt are recognized in the DSEIS (page 3-25) as spawning within Port Ludlow. However, Mr. Greg Bargmann of WDFW (personal communications 2000) stated that there were no data indicating that forage fish spawn within the project area, i.e., within the area occupied by the Marina and its proposed expansion. The nearest probable habitat for forage fish spawning is found on the south and east shores of the spit that forms the north entrance to the Bay. Recent forage fish surveys have been conducted that further identify spawning areas in or near Port Ludlow. Those data appear to confirm the information provided in the DSEIS but add new identified spawning areas to the west of the Marina. This newly-identified spawning area is not within the footprint of any of the alternatives. It is not anticipated that impacts to this spawning area resulting from Alternative 1, Alternative 2, or Alternative 3 will be greater than the impacts identified in the DSEIS.*

**Comment 2:** It appears from the Priority Habitats and Species (PHS) List that the project location is very close to existing osprey and purple martin nesting areas. In addition, the PHS map shows estuarine habitat within Port Ludlow Bay. Although several priority habitats and species were addressed in the DSEIS, these were not. The environmental review should address potential impacts to all priority habitats and species in Port Ludlow Bay and adjacent uplands.

**Response 2:** *Avian species known to inhabit the Port Ludlow Bay and the marina area are addressed in the DSEIS Section 3.3.4.1. This information is based on detailed surveys in March and May of 1992 and subsequent incidental observations in 2000 and 2001. No osprey or purple martin were reported in any of those observation periods although the occasional presence of osprey was reported (DSEIS pg 3-28). Purple martin were reported in the PHS data base (DSEIS Appendix D: BE Appendix A) as occupying two boxes in the marina area in 1995. There are no subsequent records of martin use of those boxes and the status of the boxes is unknown. As a conservation measure, the applicant will investigate the location and status of the referenced boxes. If indeed they are (or were) on Marina property, the boxes will either be maintained or replaced.*

*Potential impacts of the four alternatives on all avian species (except bald eagle and marbled murrelets) are described on DSEIS pg 3-29 and would apply equally to osprey and purple martin.*

**Comment 3:** WDFW supports either Alternative 4 – No Action or Alternative 2 – Deep Water Expansion with additional mitigation. A Hydraulic Project Approval, issued by DFW, will be required.

**Response 3:** *Your comment is acknowledged.*

**Comment 4:** Additional floatation was installed at the marina this past winter as part of maintenance activities without issuance of the required HPA.

**Response 4:** *Your comment is acknowledged.*

**Comment 5:** Although Alternative 2 includes mitigating measures, this alternative still has the potential to adversely impact fish resources. Thus additional mitigation measures are needed to achieve no-net-loss of productive capacity of fish and shellfish habitat.

**Response 5:** *The Applicant will work with WDFW to develop a mitigation plan that assures no net loss of the productive capacity of fish and shellfish habitat.*

**Comment 6:** Pile driving will result in the loss of benthic habitat and shellfish. Impacts from construction include increased turbidity, and an increase in underwater sound pressure waves. A mitigation ratio of greater than 1:1 for direct loss of benthic habitat will be required to mitigate for the direct and indirect effects of lost habitat and fish life. A mitigation plan is required.

**Response 6:** *There are differing biological viewpoints concerning the impacts of pile driving and the loss of benthic habitat and shellfish. The applicant has agreed to follow specific guidelines approved by both NMFS and WDFW regarding the measurement of noise impacts from use of an impact hammer during pile driving as part of the marina expansion project. In addition, the applicant will work with WDFW to prepare a mitigation plan outlining mitigation for potential impacts. It is recognized that the goal of RCW 77.55.100 is no net loss of habitat functions and values and net gain through restoration, creation, and enhancement.*

**Comment 7:** WDFW does not agree with the conclusions regarding the negligible impact of the proposed structure for shading effects on epibenthic organisms and macroalgae. For past projects, WDFW has accepted a mitigation ratio of 50% of the new overwater structure to offset losses for epibenthos and macroalgae. WDFW prefers a conservative approach that gives the benefit of doubt to fish resources.

**Response 7:** *As noted in the eelgrass survey (Appendix C to the BE), there is very little macroalgae on the bottom under areas that would be occupied by new marina floats. Low abundance of macroalgae is due to a combination of lack of substantial hard substrates for attachment and to poor light transmissivity in the Bay. No algae were seen at depths greater than –32 ft MLLW (it was not reported whether algae at that depth were attached or simply had drifted to the site). Although not measured, it can be assumed that microalgae were more widely present than macroalgae, although their per*

*unit area productivity is likely lower. Because of the narrow width of most project structures, and because of high suspended particulate loads in the Bay, which scatter and diffuse light under structures, it is uncertain the degree to which algal productivity would actually be reduced by the proposed additional floats. The Applicant is aware that WDFW has recently been requiring 50 percent mitigation where shading impacts depths less than -10 ft MLLW and will work with WDFW to prepare a mitigation plan outlining mitigation for those impacts.*

**Comment 8:** Although floats and upper portions of pilings may provide additional substrate for epibenthic zooplankton, these structures also provide surface area for communities that prey upon shellfish attached to the structures. The predation results in large depositions of shell hash on the bed near the structure and changes the biotic communities associated with the bed.

**Response 8:** *Accumulation of shell hash over many years can indeed alter the nature of the substrate and the associated benthos around structures. This 'rain' of shell debris is particularly noticeable around piling where tidal action scrapes shells from the piling and where the piling offer a pathway for predators (mostly sea stars) to access epifauna (mostly barnacles and bivalves). Shell material can be expected to build up under floats at much lower rates because often (as at Port Ludlow) the floats are a predator-free zone, inaccessible to sea stars or drills.*

*In organically-enriched areas such as the bed under the Port Ludlow Marina, addition of shell material will add to the habitat diversity and increase the diversity of the associated infauna. Where shell hash builds up above the sediment surface, as it does around very old pilings, it becomes an island of coarse firm substrate surrounded by much softer organically enriched sediments. Such areas support very different biotic assemblages, for example, small Dungeness crab are known to favor areas of shell covered bottom because the shells offer refuge from predators. In shallow waters relatively free from sea star predation, shell enriched areas can support high densities of little neck clams (Protothaca staminea).*

*The applicant agrees that shell accumulations can change the biotic assemblages in localized areas, however, we have found no scientific evidence to show that those changes are adverse to the health of the benthos or fish and shellfish life in general, especially in the context of Port Ludlow.*

**Comment 9:** A mitigation plan should be submitted for review by WDFW. Mitigation measures are an integral part of a construction project and should be completed before or during project construction. WDFW recommends the removal of piling in the vicinity and/or restoration of the lagoon or beach area by bulkhead/fill removal.

**Response 9:** *The Applicant is committed to working with WDFW to develop a mitigation plan that will fully compensate for adverse impacts to fish or shellfish habitat.*

E-mail Message

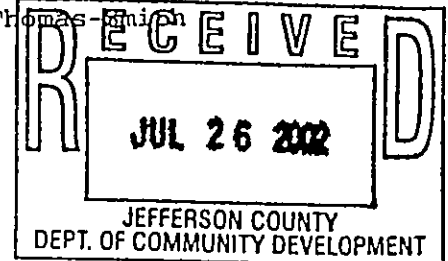
DATE: July 25, 2002

TO: Department of Community Development, Att'n: Mr. Josh Peters

CC: Ms Susan Glenn, US Army Corps of Engineers, Seattle  
Messrs. Grant Colby, D.A.Roult and Dr. Paul Thomas-Whitch

RE: Port Ludlow Marina Expansion, Draft SEIS

FR: William G. Funke  
75 Scott Court  
Port Ludlow



In response to the referenced Marina Expansion, Draft SEIS, I question the validity of the marina expansion map shown in the Draft as Alternative 3.

This Alternative 3 map purports to be the original marina expansion plan considered as part of the 1993 FEIS 100 slip marina expansion approval which, as drawn, shows a shoreline expansion to the West of the existing docks, reaching to and overlapping the current "Scott" docks.

Although the Reid Middleton document of September 17, 2001 lists a 1993 proposal amongst three alternatives, and the County Scoping document of November 30, 2001 lists a 1993 proposal amongst four alternatives, in response to my interest in seeing documentation of the 1993 Marina Expansion FEIS, Mr. Josh Peters advised me there was no record at the County that such a map existed.

Subsequently, I made a thorough search of the complete 1993 FEIS file in storage at the Beach Club without finding any marina expansion map nor a reference to one.

I call attention to this matter because at last fall's marina expansion scoping meeting, Mr. Greg McCarry made the comment that Scott Court residents knew prior to buying our properties that the marina expansion would be built off shore of our Scott Court property. As all Scott residents will attest there is no record of such disclosure. Mr. McCarry's statement was false

The appearance and inclusion of an Alternative 3 map as part of the Draft SEIS appears to be the Developer's attempt to lay basis and support any claims, as first made by Mr. McCarry, that the unrestricted water view Scott Court properties we purchased from Mr. McCarry were in fact encumbered at the time of sale by prior 1993 County approval for a Marina expansion.

Accordingly, I would appreciate your soonest validation and supporting documentation that the Draft SEIS Alternative 3 map is that plan originally proposed by the Developer and the map specifically considered by the County in the 1993 FEIS.

Another issue with respect to the Draft SEIS is that while the Draft SEIS records the Scott Court residents objections to any Marina Expansion and Marina activity off shore of our Scott Court property, the specific objections I raised in my letter to Mr. Peters relating Pope Resources marketing our lots as water front property and the May 1999 shoreline bank collapse and loss of my shoreline property were not included in the Draft. Accordingly I have included herewith copy of my September 20, 2000 letter on these subjects.

It is further noted Scott Court residents will be directly impacted by construction noise.

Finally, I will repeat the opinion set forth in my letter to Mr. Josh Peters dated November 1, 2001 that the County has violated the intent and requirements of the Port Ludlow Master Planned Resort Ordinance #0-10-1004-99, specifically:

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Section 3.902, Paragraph 1. "Environmental review of the Resort Plan shall not be piecemealed or broken into small segments" and

Section 3.902, Paragraph 3. "Architectural drawings including a detailed site plan, and architectural sketches or drawings showing approximate elevations, sections, and floor plans are required, however, to ensure that the SEIS considers project-level details."

Along with Mr. Greg McCarry, then representing Olympic Resources Management division of Pope Resources, I served as one of the County appointed "stakeholders" on the Mediation Group charged with developing these Zoning Ordinances for Port Ludlow.

I can attest the Resort Development process, as set forth in Section 3.902, was agreed to by all Mediation Group parties and specifically addressed and resolved the previously deadlocked position differences between ORM and Jefferson County, i.e. the Planning Staff and the Planning Commission, with respect to RCW requirements for a "Resort Plan" prior to creating and adopting Ordinances for a Master Planned Resort.

Mr. Josh Peters indicated the County Attorney approved the "piece meal" SEIS study for the Marina Expansion based on existing RCWs relating to shoreline studies. I would again remind the County the County Attorney approved the Resort Ordinances as worded, to specifically codify development requirements in compliance with and beyond those RCWs now used to justify this SEIS variance.

The above-cited Ordinance requirements were formulated and must be followed to evaluate the on-shore impacts of Marina Expansion to the ORM Resort Development conceptual proposals or whatever Port Ludlow Associates now plans, not to the existing Resort area structures and uses.

The ORM Resort Development proposals were presented to the Port Ludlow community and Mediation Group with artist conceptual paintings which illustrated major planned changes in the areas immediately adjacent to the existing marina. These included an outdoor amphitheater replacing the existing lake, the current marina parking lot area replaced by four single family houses, a new restaurant on the current overflow parking space and an under ground parking facility to be developed upland of the current marina parking area.

It is noted the ORM artist concept showed the Marina Expansion water ward only out from ORM property only.

It should also be noted that these ORM concepts were used during the Mediation to calculate the Resort Plan development limits as set forth in Ordinance Section 3.901

For the County to ignore the required Port Ludlow Resort Development EIS process citing convenience of accommodating and scheduling the many involved government agencies party, makes mockery of the Ordinance creation efforts and, in my belief, is an illegal action.

Respectfully submitted,

William G. Funke

Attachment: 1

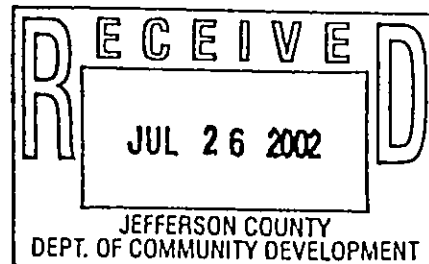
COPY

William G. & Katherine S. Funke

75 Scott Court

Port Ludlow, WA 9836

September 20, 2000



Mr. Josh Peters

Department of Community Development

Jefferson County

621 Sheridan Street

Port Townsend, WA 98368

Re: Port Ludlow Marina

Expansion

Case # SDP00-00014

Dear Mr. Peters:

Further to our discussions concerning the Marina Expansion proposal, my wife and I would like to submit our objections herewith to building any new docks and slips to the west of the existing docks, as proposed by Olympic Property Group (formerly known as Pope Resources).

Our Scott Court property was marketed and sold to us by Pope Resources as a premium water front lot with unrestricted water view, not as Marina front property. The planned dock extension will be built off shore to a point immediately adjacent to our extended property line. This dock extension and the resulting re-routing of Marina traffic will completely block our water front view and further subject us to Marina noise and shore incursions detrimental to all Scott Court water front property.

Please note that in May of 1999 an arc shaped section approximately 40 feet by 20 feet of our shoreline bank broke off and slid to the tidal flat. As you can appreciate high tides and wave action combined with rain water drainage create an on going bank erosion process in the Scott Court area.

We most certainly do not want our property subjected to the additional boat wake action, oil and fuel spills and other intrusions, which will result from moving the current Marina access boat traffic lane to pass immediately off shore of Scott Court properties.

You have received objections from our neighbors, Grant and Lori Colby dated September 18, 2000. My wife and I fully concur with their concerns and statements and join them in asking that the County deny the proposed Marina Expansion design.

A copy of this letter will be sent E-mail to the other government agencies participating in this project evaluation: The DNR, OEP, WDFW and the Corps of Engineers.

Again, with all thanks for your information, we are,

Very truly yours,

William G. and Katherine S. Funke

**Josh Peters**

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**From:** William G. Funke [wgfunke@olypen.com]  
**Sent:** Friday, July 26, 2002 12:11 PM  
**To:** Josh Peters  
**Cc:** Paul Taylor-Smith; DA Routt; Grant Colby; sussan.s.glenn@usace.army.mil  
**Subject:** Port Ludlow Marina Expansion

Mr. Josh Peters  
Jefferson County Office of  
Community Development

Josh:

In response to your offer to accept comments concerning the Marina Expansion Draft SEIS through today, I have attached herewith to this cover E mail my response to this Draft.

There is also attached a copy of my memorandum of September 20, 2001, referred to in today's submittal.

I have copied Ms. Glenn of the Army Corps of Engineers who also will also accept comment through today.

Sincerely,

William G. Funke

**William Funke**  
*E-mail dated July 25, 2002*

**Comment 1.** Although Alternative 3 – 1993 Design includes a site plan, no site plan for the marina expansion was included as a part of the 1993 EIS or can be found in Jefferson County or Port Ludlow Beach Club files.

**Response 1.** *Page 2-7 of the 1993 “Port Ludlow Development Program Final Environmental Impact Statement” describes the proposed marina expansion as follows:*

*“This expansion would provide 100 additional slips by extending new docks from existing docks. The new dock configurations would likely be as follows: a T-shaped dock extending 150 feet southward from the easternmost existing dock; an angled L-shaped dock extending 150 feet southward from the western existing dock; and, southwesterly extensions of the three westernmost docks. The total length of the dock extension would be about 1,400 feet, with additional 40 to 50-foot “prongs” defining the slips. Dredging would occur in a slightly less than one acre area near the eastern shore of the Marina in order to increase depths and improve access to the inner docks. The expansion would not involve any breakwaters or other underwater structures.”*

*The drawing shown in this DSEIS as “Alternative 3 – 1993 Design” was prepared from a Peratrovich, Nottingham & Drage, Inc. drawing dated March, 1992, developed as part of a marina expansion study and found in the client's project files. This drawing is the best representation found of the 1993 text description.*

**Comment 2.** Scott Court residents were not aware of the marina expansion being built off shore of the Scott Court properties at the time of their purchase.

**Response 2.** *Your comment is acknowledged.*

**Comment 3.** Previous objections related to Pope Resources marketing the Scott Court lots as waterfront property and the May 1999 shoreline bank collapse on my property with loss of shoreline property were not addressed in the DSEIS. Increased boat activity may further increase erosion.

**Response 3.** *Marketing of the Scott Court lots is not within the scope of this SEIS.*

*Regarding the bank collapse, page 3-8 of the DSEIS, states that it is unknown to what extent the previous bank collapse was a result of upland*

*drainage, boat wakes, and/or storm waves. With Marina expansion, additional boat wakes will occur, but are not anticipated to be significant as the Marina is a “no wake zone,” with speeds limited to a maximum of five knots. The new outer docks will reduce wave action, including storm waves, coming from Port Ludlow Bay. The reduced wave action may result in a decrease in shoreline erosion shoreward of the new docks.*

**Comment 4.** Noise from construction activity will impact the Scott Court residents.

**Response 4.** *Construction activity will be limited to non-holiday weekdays and Saturdays from 8:00 a.m. to 8:00 p.m. and restricted by conditions set forth by regulating agencies.*

**Comment 5.** The project is violating the Port Ludlow MPR Code which states “Environmental Review of the Resort Plan shall not be piecemealed or broken into small segments” and that architectural drawings or site plans are required for review.

**Response 5.** *The discussion of this issue in the SDEIS (pages 1-4 and 1-5) is reprinted below:*

*“In August of 1998, Jefferson County adopted a new comprehensive land use plan that designated the Port Ludlow community as a Master Planned Resort (MPR). Subsequent to the adoption of the Comprehensive Plan, Jefferson County adopted Development Regulations for Port Ludlow Master Planned Resort under Ordinance Number 08-1004-99. The adoption date for the Code was October 1999.*

*Under Section 3.902.1 of Ordinance No. 08-1004-99, a project level SEIS “analyzing the resort plan is required prior to issuance of building permits for any new resort development.” Section 3.902.6 similarly provides, “Actual resort development may be undertaken in phases, but only following completion of review and approval of a full resort buildout plan through the SEIS process.” A key element of the SEIS is to compare the change in cumulative development impact between the permitted plan of Ludlow Bay Village to proposed changes for any new resort components. Jefferson County will issue a land use or building permit for the Marina expansion only after a project level SEIS for the Resort at Ludlow Bay is complete. That SEIS must address the cumulative impacts of both the Resort and Marina Expansion.*

*For a variety of reasons, the applicant (PLA) has formally requested that Jefferson County allow the preparation of an SEIS for the Marina separate from an SEIS for the Resort. The elements of the two reports would then be*

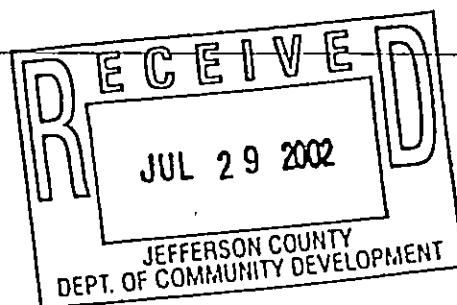
*combined into one overall project SEIS to meet the conditions of Section 3.902 as described above. The reasons for the request follow:*

- *The Marina expansion EIS requires multi-agency review with the DNR, Washington Department of Fish and Wildlife (WDFW), U.S. Army Corps of Engineers (COE), National Marine Fisheries Service (NMFS), and U.S. Fish and Wildlife Service (USFWS), all having some level of jurisdiction over the expansion proposal. These agencies have little if no review authority over the upland Resort development plans.*
- *Although the Marina expansion project is part of the Resort plan, it is not an interdependent part of the Resort plan and does not depend on the Resort plan as its justification or for its implementation (see WAC 197-11-060(3)(b)(ii)).*

*There are two separate issues related to a “phased” review of this project. On the one hand, Section 3.902 of the MPR ordinance provides, “Environmental review of the Resort Plan shall not be piecemealed or broken into small segments.” Based upon this language, the County is authorized to require only a single review of the project, however, the State Environmental Policy Act clearly authorizes the phased review of land use approvals. This process is described in Section 1.5 below. Jefferson County has agreed to allow the applicant to proceed with separate review of the Marina and the Resort with the clear understanding that no land use permits or building permits will be issued for the Marina Project until a Resort SEIS process (including cumulative impacts) is complete.”*

**Josh Peters**

**From:** Mo-chi Zoe Lindblad  
**Sent:** Monday, July 29, 2002 7:30 AM  
**To:** Josh Peters  
**Subject:** FW: SDP00-00014



-----Original Message-----

**From:** Bill Master [mailto:master@olympus.net]  
**Sent:** Saturday, July 27, 2002 9:03 PM  
**To:** Mo-chi Zoe Lindblad  
**Subject:** SDP00-00014

My wife and I live at 10 Heron Road, immediately to the east of the Heron Beach Inn. We currently rent space at the marina. We have reviewed the various alternatives for the expansion of the Port Ludlow Marina (SDP00-00014). As the alternatives in the EIS now stand, we are definitely in favor of alternative 4; "no change". We don't believe that 100 additional slips are needed.

In alternative 2, 100 additional slips force the docks out beyond Burner Point and creates a huge mass of boats, way out of proportion to the size of the bay, and destroying the tranquility of the area. This is a residential area, not some sort of industrialized waterfront.

Alternative 3 obviously conflicts with the dock belonging to the residents of Scott Court. We don't believe that dredging for slips immediately adjacent to the Inn makes any sense at all.

Alternative 1 makes some sense, but only for a smaller number of slips; certainly no more than 50 additional slips, preferably 30, or less. We would support alternative 1, but only if it called for 50 slips, or less.

As the EIS now reads, we strongly favor alternative number 4. Alternative 4 retains the rural character of the area, as it currently exists. 100 additional slips is way over the top, and drastically alters the nature of the bay. Thank you for your consideration.

Bill & Judy Master  
10 Heron Road  
Port Ludlow

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**Bill Master**  
*E-mail dated July 27, 2002*

**Comment 1.** We are in favor of Alternative 4 – “No Change”; we do not believe that a 100 slip expansion of the marina is needed.

**Response 1.** *The 100-slip expansion was identified as part of the redevelopment program in the 1993 “Port Ludlow Development Program EIS.” Section 3.901-Resort Uses of the Port Ludlow MPR Ordinance No. 08-1-1004-99, identifies the 100-slip expansion as the maximum allowed unless a major revision to the Resort Plan is approved.*

**Comment 2.** The Deep Water Alternative forces the docks out beyond Burner Point and creates a mass of boats out of proportion to the size of the Bay and destroys the tranquility of the area.

**Response 2.** *A view analysis from Burner Point has been completed and is included in Section 3.6 of this FSEIS.*

**Comment 3.** Alternative 3 conflicts with the Scott Court dock and nearshore dredging adjacent to the Inn does not make sense.

**Response 3.** *Your comment is acknowledged.*

**Comment 4.** Alternative 1 makes sense with a smaller number of slips - 50 slips or less (preferably 30).

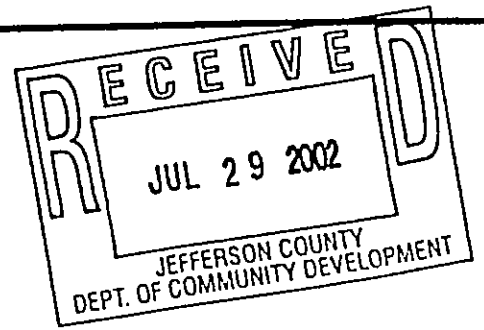
**Response 4.** *Your comment is acknowledged.*

**Comment 5.** As the EIS now reads, we strongly favor Alternative 4 which retains the rural character of the area.

**Response 5.** *Your comment is acknowledged.*

Josh Peters

From: Mo-chi Zoe Lindblad  
Sent: Monday, July 29, 2002 11:50 AM  
To: Josh Peters; 'lkeenan@reidmidd.com'  
Subject: FW: SDP00-00014



-----Original Message-----

From: Jeanne & Peter Joseph [mailto:jjadv@olympus.net]  
Sent: Monday, July 29, 2002 11:07 AM  
To: Mo-chi Zoe Lindblad  
Subject: SDP00-00014

To: Josh Peters

From: Peter Joseph

Date: July 27, 2002

Re: Case # SDP00-00014

Having just gone through the Draft SEIS for the Port Ludlow Marina Expansion, I would like to make the following comments.

I attended the scoping meeting held at the Bay club last Fall, and had no objection to what was being proposed at that time, even though I have never felt that they needed an additional 100 slips. There has never been any justification to support that number, and no one has been able to tell me how the 100 slip number was determined.

At the scoping meeting, which centered around Scott Court, the deep water option, option two, was not one of the alternatives. I knew that the 1993 plan, option three was D.O.A. due to the need to dredge contaminated soils. Now I read that option 2 would extend "A" dock 270' to the south.

This extension would completely block the view of the harbor looking WSW from the 7 townhouses located on Burner Point. Under Para. 3.6 "Anesthetics/ Visual Quality", the preparer of the SEIS failed to select the townhouses as a key view or observation point, even though more homes were affected than were located on Scott Court. Had he done so and created the simulated photograph like he did for the other three viewpoints, it would be obvious that the extension would block our view. The view is a million dollar view, and is perhaps one of the most spectacular views in all of Jefferson County as you look down the harbor and see the Olympic Mountains in the background. A more aesthetic view than that of Scott Court. I consider the extension of A dock in option 2 to interfere with my rights as an adjacent property owner. It will definitely affect the value of my home.

As a person who has spent most of his adult life along the waterfront, I can also point out some practical problems to this option, not to mention the expense associated with construction in such deep water. As the

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preparer notes on page 3-47, para 3.6.1, 3rd para., when talking about Burner Point "...but also due to the nature of less protected and windy promontory conditions...". The prevailing winter winds in this harbor are from the SSE. While Burner Point provides some lee to A dock when the wind is out of this direction, the extension will be fully exposed which will create significant problems for both the docks and boats moored on the extension. There are usually several instances each winter when the winds exceed 40 knots with gust exceeding 50 knots. I have witnessed the present outer wave wall on A dock move up and down as much 3-4 feet due to wave action. The proposed extension would be more exposed because it extends southward of Burner Point and will feel the full force of both the wind and seas, and I believe the probability of severe damage to both the docks and boats will increase significantly. My boat has been moored on the outer part of A dock for the last 6 years, and I have spent many hours down there ensuring that the boat is properly secured as well as assisting other boats whose owners are absent from the area.

3

From an environmental point of view, I think this extension would have an adverse impact on the ability of the harbor to flush itself. Even the existing marina entraps a good deal of flotsam which not only creates an unsightly appearance, but also causes anoxia and ulvoid blooms. Also the extension would put large boats with their gray water discharge very close to the Burner Point Beach where the 1993 EIS highlighted this specific area of beach as a sand lance spawning area which, as you know, is a critical part of the food chain for the salmon; still an ESA species.

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As the proposed slips for the "A" dock expansion are designed for larger boats, a commensurate increase in gray water can be expected which will ultimately flow along the beach tidal line. There are also oysters and clams located within the inter-tidal zone. Also the occasional, but potentially devastating oil/fuel spills must be considered. A recent study concluded that recreational boats annually spill three times as much petroleum products as was spilled by the Exxon Valdez. Previously, fuel spills were pretty much contained in the boat basin near the fuel dock.

5

As the eastern shoreline of the boat basin is already polluted from years of previous spills, the relative effect of spills in this area is not as harmful as small spills further out. A dock that might contaminate the beach at Burner Point as well as the pristine shoreline leading out to Admiralty Inlet.

6

In closing, I feel the best solution is a compromise by building out a lesser number of slips that would allow the marina to expand to accommodate the additional Port Ludlow residents which is capped at 2250 homes, but not to such an extent that it overwhelms and destroys an absolutely beautiful harbor and its associated views regardless of the viewpoint. With the exception of the long summer weekends, the present A dock almost always has a high vacancy rate throughout the year. The thirty or so underutilized slips, as well as the side ties on the outer wave wall, along with 50-60 additional slips should provide this area with sufficient moorage for

7

the foreseeable future. Currently there is one slip for every 8 homes in Port Ludlow. If 400 homes are to be built out before PLA hits the 2250 cap and then leaves the area, there should only be a need for 50 more slips.

The Marina would still have an additional 50-60 guest moorage slips and side ties; far more than most marinas. Given that the present marina tenants are being used to fund the expansion through increased moorage rates and converting the marina into private memberships, they will be grateful for not having to fund deep water pile driving.

My qualifications for making these comments are based upon my maritime background including 25 years service in the Coast Guard, a Masters' Degree in Coastal Zone Management, a licensed master mariner, Past Commodore of the Port Ludlow Yacht Club, a long time boat owner, as well as a full time resident on Burner Point for the last six years.

If you would like to discuss this matter further, I am at your disposal.

**Peter Joseph**  
*E-mail dated July 29, 2002*

**Comment 1.** Expansion of the marina by 100 slips is not necessary and there is no justification to support the need for this number of slips.

**Response 1.** *Please see Response 1 to Bill Master's comments.*

**Comment 2.** The Deep Water Alternative was not presented at the Scoping Meeting and views from Burner Point were not addressed in the DSEIS. The Deep Water Alternative would significantly impacts views from the seven townhouses located on Burner Point and affect the value of my home.

**Response 2.** *Please see Response 2 to Bill Master's comments.*

**Comment 3.** The southward dock extension as proposed in Alternative 3 – Deep Water Alternative will be fully exposed and result in increased exposure to wind and wave action which may cause damage to the boats and docks. A-Dock already moves as much as 3 – 4 feet up and down due to wave action.

**Response 3.** *All outer southern docks will be designed as floating breakwaters similar to the existing floating breakwaters. The Deep Water Alternative has greater exposure to wind and wave action from the southeast and east, around Burner Point. However, the design of the outer floats will be such as to withstand wave action.*

**Comment 4.** The Deep Water Alternative would decrease the rate of flushing within Port Ludlow Bay. Even the existing marina entraps flotsam.

**Response 4.** *Flushing of Port Ludlow Bay is a result of tidal actions and will not be affected by the southward extension of the docks as proposed in Alternative 3. The extension will however, trap floating debris which will be periodically removed by marina staff.*

**Comment 5.** Gray water discharge from boats docked on the southward extension as shown in Alternative 3 will impact beaches on Burner Point, including a sand lance spawning area.

**Response 5.** *Your comment is acknowledged. As noted in Section 1.8 of the FSEIS, the State of Washington Department of Natural Resources has recently issued*

*new Rules that include the issue of gray water discharge. The Port Ludlow Marina BMPs/Marina Standards are consistent with the new DNR Rules.*

*Current information from the Washington State Department of Fish and Wildlife (WDFW) indicates that the nearest probable habitat for forage fish (including sand lance) is found on the south and east shores of Burner Point. See also, Response 1 to the Washington State Department of Fish and Wildlife.*

**Comment 6.** Oil spills from the boats will contaminate the beaches at Burner Point. Previously, fuel spills were contained in the boat basin near the fuel dock.

**Response 6.** *The location of the fuel float will remain unchanged in all alternatives. Fuel spills, if any, would be limited to the area of the fueling float, where a hazardous material spill kit and response plans are in place.*

*Discharge of bilge water from boats moored at the docks, is prohibited by the Marina BMPs.*

**Comment 7.** The expansion should not overwhelm and destroy an absolutely beautiful harbor. An additional 50-60 slips should provide sufficient moorage to meet foreseeable future demands, based on the total cap of 2250 homes for the Port Ludlow community.

**Response 7.** *Please see Response 1 to Bill Master's comments.*

-Original Message-----

From: Scott Gibson (mailto:SGibson@BurkeGibsonInc.com)

Sent: Monday, July 29, 2002 3:21 PM

To: Josh Peters

Subject: case SDP00-00014

My name is Scott Gibson and I have a place at 12 Hillside Rd at Port  
Ludlow. I

would like to let you know that I feel the same as the Joseph's in regards  
to the expansion of the marina. I would like it done, so that it does not  
interfere with my view. There are other ways to do it. I read their memo  
and it covers the points that I had problems with the expansion. This  
needs

to be brought to some one's attention that us homeowner's are sensitive  
to

this expansion plan of the marina and how it is accomplished.

If you have any questions, please feel free to call me at: 253-735-4444

**Scott Gibson**

*E-mail dated July 29, 2002*

**Comment 1.** I concur with all the comments that were made by Peter Joseph. I would like the expansion done so it does not interfere with my view.

**Response 1.** *Please see responses to Peter Joseph's comments.*

October 12, 2001

Mr. Josh Peters  
Department of Community Development  
Development Review Division  
Jefferson County  
621 Sheridan Street  
Port Townsend, WA 98368

RE: Application SDP00-00014

Dear Mr. Peters:

We are writing to convey our concerns regarding the Draft Supplemental EIS.

We submit the following list (in no preference or order) for review and consideration with regards to the Draft Supplemental SEIS:

- 1) Currently the PL Marina has no official requirement of merit for "liveaboards" to use the pump-out facilities instead of simply pumping wastewater overboard. It is abundantly apparent that current residents of the marina who live aboard their' boats do not follow any guidelines - one only has to "walk the docks" in the early evening or morning to witness black water discharge. Their proposed plan to require once a month pump out is too infrequent to have any merit. As a long term liveaboard at Shilshole I can attest that our once a week service by a professional pump out service is required.
- 2) The Draft SEIS does provide documentation to the negative impact Alternate 1 has to the view of land owners on Scott Court. Our rights should take precedence over the views of anyone driving on Oak Bay Road.
- 3) There is NO comment or analysis to the riparian rights we posses with regards to access to our dock, nor does the document provide any information about our ability to bring a float plane up to our dock. With Alternate 1, we lose this ability - permanently.
- 4) Alternate 1 takes away any future opportunity to expand our dock out to accommodate a larger vessel. The document does not address our rights with regard to future plans.
- 5) The Draft SEIS does not address any apparent need for expansion - currently (through July 2002), there has only been one weekend when it appears the marina was full for transient moorage and PL Marina personnel attest to a short (40 boats) waiting list.

We remain steadfast that any expansion of the Port Ludlow Marina should be south of the current location, not west.

Thank you.

Respectfully,  
SENT VIA EMAIL

Grant and Lori Colby  
47 Scott Court  
Port Ludlow, WA

Mailing address:  
PMB 526

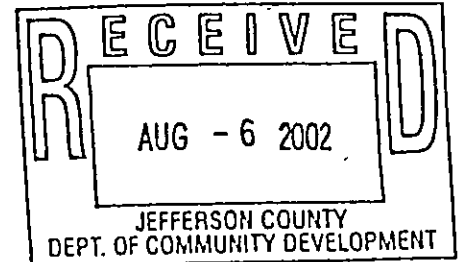
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2442 NW Market  
Seattle, WA 98004

Cc: Mr. and Mrs. Funke  
Mr. Paul Taylor-Smith  
Mr. and Mrs. Routt

Josh Peters

From: Colby, Grant [gcolby@sodexhoUSA.com]  
Sent: Tuesday, July 30, 2002 9:48 AM  
To: Josh Peters  
Subject: Draft SEIS



  
draft\_-1 doc

Josh - attached are my comments on the Draft SEIS and the project  
in general.

Grant

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Reply Separator

Subject: RE: Scoping Document for the PL Marina Expansion  
Author: "Josh Peters" <SMTP:jpeters@co.jefferson.wa.us> at BUFFALO  
Date: 12/03/2001 6:44 PM

Done.

-----Original Message-----

From: Colby, Grant [mailto:gcolby@sodexhoUSA.com]  
Sent: Monday, December 03, 2001 11:14 AM  
To: "Josh Peters"  
Subject: RE: Scoping Document for the PL Marina Expansion

Thanks Josh, I was not in attendance that day, if you could mail me  
a copy of the 1993 design I would appreciate it.

Grant

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Reply Separator

Subject: RE: Scoping Document for the PL Marina Expansion  
Author: "Josh Peters" <SMTP:jpeters@co.jefferson.wa.us> at BUFFALO  
Date: 12/03/2001 4:18 PM

Hello Grant:

The only item we have on file that pertains to the 1993 design is a  
one-page, 11" x 17" design that, I believe, was shown at the public  
scoping meeting at the Bay Club. It's not a problem to send you that design.  
Let  
me know if you already have it (i.e., you got a copy that day directly  
from  
the applicant).

When the DSEIS is issued, there will be more information, description,  
and  
analysis available pertaining to that option, as part of the DSEIS.

Regards,  
Josh

-----Original Message-----

From: Colby, Grant [mailto:gcolby@sodexhoUSA.com]  
Sent: Monday, December 03, 2001 10:02 AM  
To: "Josh Peters"  
Subject: Scoping Document for the PL Marina Expansion

Josh - I received the document over the weekend and have read through it. On the second page in the discussion about alternatives it lists the four....how do I get a copy of the alternate design #3 from 1993?

Is this something I can request of the County?

Thanks.

Grant Colby  
PMB 526  
2442 NW Market  
Seattle, WA 97108

46 Scott Court  
Port Ludlow, WA 98107

**Grant Colby**

*Letter attached to e-mail dated July 30, 2002*

**Comment 1.** Currently, the Port Ludlow Marina has no official requirement of merit for liveaboards to use the pump-out facilities instead of simply pumping wastewater overboard. It is abundantly apparent that current residents of the Marina who live aboard their boats do not follow any guidelines – one only has to “walk the docks” in the early evening or morning to witness black water discharge.

The proposed plan to require once a month pump-out is too infrequent to have any merit. As a long-term liveaboard at Shilshole, I can attest that once a week service by a professional pump out service was required.

**Response 1.** *As noted on page 3-9 of the DSEIS, discharge of black water is illegal and prohibited within the Port Ludlow Marina. Enforcement of this regulation is an on-going concern of Marina staff, Port Ludlow Associates, and members of the Marina. Any live-aboard found to be in violation of this regulation will be evicted.*

*To facilitate sewage pump-out, one new portable pump-out facility has been purchased and an additional portable pump-out facility will be purchased as part of the expansion. The sewage pump-out at the fuel dock will remain.*

*The need for pump-outs is dependent upon the size of the individual boat’s holding tank and the extent to which the occupants use land-side facilities. The Shilshole Marina, referenced above, requires pump-outs on a quarterly basis.*

**Comment 2.** Negative impacts to views from Scott Court should take precedence over views from Oak Bay Road.

**Response 2.** *Your comment is acknowledged.*

**Comment 3.** Boat and float plane access to the private dock for Scott Court will be permanently lost by the Alternative 1 design.

**Response 3.** *As noted on page 3-27 of the SDEIS, the U.S. Army Corps of Engineers publishes a manual “Environmental Engineering for Small Boat Basins” to guide the design of small marinas. The required minimum fairway width for a 60-foot boat would be 90 – 105 feet. The shortest distance between*

*the Scott Court dock and the proposed dock extension (D-Dock) for Alternative 1 is approximately 125 feet, assuming side ties present at both docks.*

*The recommended minimum taxi channel width for floatplanes is 125 feet per FAA Advisory Circular for Seaplane Bases, AC No: 150/5395-1. The shortest distance between the Scott Court dock and the proposed Alternative 1 dock extension is approximately 125 feet. This assumes a side-tie at both the Port Ludlow dock and the Scott dock.*

*The most desirable taxi channel per the FAA Circular is one that provides direct access to onshore facilities and into the prevailing wind. The prevailing wind in this area is generally from north to south. The taxi channel to the Scott dock is generally in a north-south orientation. Float plane access to the Scott dock is not likely to be impacted by the expansion of the Marina.*

**Comment 4.** Alternative 1 will limit future possibilities for the Scott Court dock to accommodate a larger vessel.

**Response 4.** *At present, the Scott Court dock is designed for boats approximately 50 feet in length or smaller; however, the design can accommodate boats up to 60 feet in length. To expand the dock to accommodate boats 60 feet in length or greater, the fingers require extension and the slip width must be increased. The Port Ludlow Marina dock extensions proposed in Alternative 1, provide sufficient room to expand the Scott Court dock to accommodate boats 60 feet in length or greater in accordance with standard marina design principles.*

**Comment 5.** The DSEIS does not address the need for a 100 slip expansion.

**Response 5.** *Please refer to Response 1 to Bill Master.*

Approved by

FACSIMILE TRANSMISSION



Phone: (206) 246-2010  
Fax: (206) 244-9886

401 Andover Park East Seattle, WA USA 98188-7605

TO: Jefferson County Department of Community Development  
ATTN: Josh D. Peters, Associate Planner  
FROM: Burke F. Gibson  
SUBJ: Port Ludlow Marina Expansion

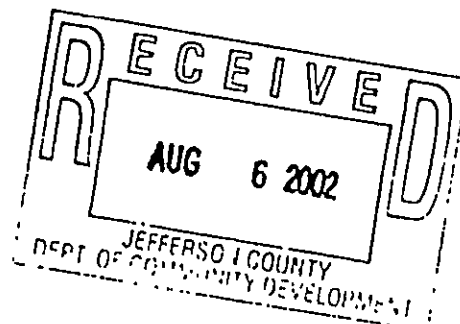
DATE: August 5, 2002  
FAX #: (360) 379-4473  
PHONE #: (360) 379-4466  
PAGE 1 OF: 1

I believe you recently received a letter from Peter Joseph of Port Ludlow concerning the expansion of the marina. I concur with his letter a hundred percent and support his ideas.

My townhouse is at 24 Heron Road, Port Ludlow. I can be reached at (425) 641-4455 or at the address below:

Burke F. Gibson  
89 Cascade Key  
Bellevue, WA 98006

*Burke F. Gibson*  
Burke F. Gibson



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**Burke Gibson**

*Fax transmission dated August 5, 2002*

**Comment 1.** I concur with the comments made by Peter Joseph.

**Response 1.** *Please see responses to Peter Joseph's comments.*