Port of Port Angeles
Comprehensive Scheme of Harbor Improvements

January 27, 2015

Proposed Amendment November 17, 2026, per Resolution 26-1357

Introduction

Under Washington State law, Washington port districts have broad powers to develop and operate programs and facilities designed to promote and encourage the development of transportation, commerce, tourism, and industry. The Port of Port Angeles's vision, mission, and core values, along with its strategic plan, provide policy-level direction for programs and activities the Port undertakes.

The Port's Comprehensive Scheme reflects intended near-term capital spending plans; however, these plans can change due to shifts in operating budgets, economic opportunities, and community priorities. The Comprehensive Scheme is amended, as necessary, to authorize anticipated improvements, acquisition or sale of real property, or adoption of plans and programs, making it a living document. The Port Commission adopts formal resolutions to make revisions.

Comp Scheme and GMA

Comprehensive plans are required of cities and counties that fall under the State of Washington's Growth Management Act (GMA), codified as RCW 36.70A. Ports, by contrast, do not exercise land use authority as cities and counties do under the GMA. Instead, Ports are subject to the planning requirements and the adopted Comprehensive Plans of the cities and counties in which the Ports operate.

Instead of Comprehensive Plans with their GMA connotations, Ports must comply with RCW 53.20.010, which requires a Comprehensive Scheme of Harbor Improvements. Courts ruled that the Port's bundle of budget and planning documents, including the Comprehensive Plan, satisfies the requirement for a Comprehensive Scheme of Harbor Improvements.

Background

The Port of Port Angeles first enacted a Comprehensive Scheme of Harbor Improvements in 1924 as Commission Resolution No. 5. After Resolution No. 5, the Port's Comprehensive Scheme of Harbor Improvements took the form of a series of resolutions amending or supplementing the original plan. A summary of resolutions constituting the history of the Port's CSHI as amended is set forth in Table 1.

In 1987, the Port Commission adopted a new CSHI that incorporated, in a single document, plans for all port facilities. The 1987 CSHI was updated as required through 2013. In 2015, the

Comprehensive Scheme of Harbor Improvements was redrafted to reflect the dynamic nature of Port planning and development.

2015 Comp Scheme

In January 2015, the Port modified the Comprehensive Scheme of Harbor Improvements format from the lengthy 1987 scheme. The 2015 and current CSHI serve as a preface to the planning and budget documents the Port uses.

Port Property

Appendix A of this document is a comprehensive overview of current Port property and includes current use and references to applicable Port planning documents.

Budget & Planning Documents

The current budget & planning documents, as they now exist or are hereinafter amended, incorporated into the Port Comprehensive Scheme of Harbor Improvements are as follows:

- Port of Port Angeles, Strategic Plan: 2026-2030
- Current Capital Budget: 2027
- West Boat Haven Master Plan Feasibility Report: 2026
- Recreation and Public Access Plan: 2024
- Clallam County Hazard Mitigation Plan Update: 2024
- William R. Fairchild International Airport Master Plan Update: 2019
- Marine Trades Industrial Park Master Plan: 2018
- Sekiu Airport Layout Plan: 2013
- Central Waterfront Master Plan: 2010

Federal, State and Local Regulations

In addition to the guidance in the Port's current planning documents, development in or above marine environments generally requires permits from federal and state agencies and local government (City of Port Angeles & Clallam County). Local municipality and county permits are required to cover local building codes and meet the requirements of the Shoreline Management Act.

Federal and State permits are usually required when impacts to navigable waters or fish and wildlife habitat are anticipated. In-water development is regulated by the U.S. Army Corps of Engineers (USACE or Corps), Washington State Department of Ecology (WSDOE), and the Washington State Department of Fish and Wildlife (WDFW).

In addition, the National Oceanographic and Atmospheric Administration (NOAA Fisheries) and U.S. Fish and Wildlife Service (USFWS) must concur that any project requiring federal approvals (a USACE permit, for example) is consistent with the Endangered Species Act (ESA). These agencies will require that proposed projects avoid or reduce project impacts on certain fish and wildlife species through design and/or environmental controls or mitigate impacts through restoration activities.

State Environmental Policy Act (SEPA)
A project or plan prepared by the Port will be subject to SEPA analysis. State law authorizes the Port to act as its own lead agency. That means that whenever the Port requests a land use permit, such as a shoreline permit from the City, it must meet SEPA's environmental documentation requirements.

The Port complies with SEPA’s environmental review processes by conducting SEPA review for physical projects when sufficient information is available to meaningfully evaluate potential environmental impacts. Nonproject actions are reviewed under SEPA when applicable based on the nature and scope of the proposed action.

Table 1: Comprehensive Scheme Resolutions from 1923-2026

Resolution	Date	Subject
2	5/8/1923	Request that the War Department establish Pierhead and Bulkhead lines so that Port can build docks in Port Angeles Harbor.
5	1/23/1924	Adoption of a Comprehensive Scheme or Plan of Harbor Improvements consisting of a description, maps, and plans as prepared by the Port Engineer, after public hearing.
6	1/23/1924	Call for special election of question of: 1) Ratification of comprehensive scheme of harbor improvements, and 2) Issuing serial bonds to pay for some property acquisition as shown in comprehensive scheme.
7	3/11/1924	Upon referral by the War Department, the Port Commission: 1) Recommends granting a permit for work at Quillayute by the Washington Pulp and Paper Corp. 2) Recommends approving part and denying part of the work at Quillayute requested by Quillayute Boom and Driving Col., and 3) Takes no action on a boom proposed above the Town of Mora since it is outside the area covered by the Port Comp Scheme.
15	2/10/1925	Recommendation from Port to War Department that Washington Pulp and Paper Corp. be required to amend its plan for boom grounds on Quillayute River.
17	5/1/1925	Setting a public hearing on the question of amending the Port Comp. scheme as follows: 1) Acquire additional property in Port Angeles, and authorize construction of port facilities 2) Acquire additional property in Port Angeles, and authorize construction of a sea wall or bulkhead 3) Change location and design of Dungeness wharf.
18	5/13/1925	Amend the original comprehensive scheme of the Port as follows: 1) Acquire additional property in Port Angeles, and authorize construction of port facilities 2) Acquire additional property in Port Angeles and authorize construction of sea wall or bulkhead 3) Acquire additional property at Dungeness and authorize construction of a wharf Also refer amendments to vote of people.
20	7/6/1925	Gives results of special election item described in Resolution 18. Those were: Passed Passed Passed.
29	10/27/1926	Established price to be paid to owners of land for Unit No. 1, Port Angeles.
30	10/27/1926	Authorized condemnation proceeding to acquire necessary lands in Unit No. 1, Port Angeles.
36	7/13/1927	Authorized vacation proceedings for streets and alleys in port fill area, City of Port Angeles.
43	9/13/1927	Authorize the Port to pay $17,000 as a contribution to Port Angeles LID No. 118.
44A	4/8/1929	Increases the Port's contribution to LID No. 118 by $1,500.
54	4/8/1929	Reaffirms Port's position to U.S. Board of Engineers for Rivers and Harbors that there is a need for a rock jetty and dike at the mouth of the Quillayute River.
87	11/25/31	Protest the sale of tidelands for oyster growing since those tidelands are shown in Port's comprehensive plan as being used for small boat haven.
106	9/10/1936	Amends Unit No. 13 of the Port's Comprehensive Scheme of Harbor Improvements and refers to changes to a special election to be held on November 3, 1936.

Table 1: Comprehensive Scheme Resolutions from 1923-2026 (Continued)

Resolution	Date	Subject
135	8/13/1941	Instituting condemnation proceedings to carry out plans for improvements to Unit No. 1 (Pen Ply site).
148	4/10/1944	Proposing the adoption of Supplemental Comprehensive Scheme of Harbor Improvements as follows: 1. Acquire by purchase or condemnation the property in District No. 1 to be known as Industrial Development District No. 1 and to develop said lands. 2. Etc. for Industrial Development District No. 2.
149	4/10/1944	Setting a public hearing for the subject identified in Resolution No. 148.
150	6/14/1944	Adoption of plan to create Industrial Development Districts No. 1 and 2 as proposed.
151	6/14/1944	Creation of Industrial Districts No. 1 and 2 as described.
152	8/9/1944	Proposing an amendment and supplementary comprehensive scheme and setting public hearing thereon.
153	9/6/1944	Adoption of certain additions to comprehensive scheme of harbor improvements, creating a fish terminal in a portion of Industrial Development District No. 1.
156	9/6/1944	Employing Preston Thorgrimson as bond attorneys to assist in preparing bond resolutions and other papers.
157	12/13/1944	Providing for the acquisition of certain lands to be used as a fish terminal.
160	1/10/1945	Request that the county convey to the Port lands within the Industrial Development Districts that were acquired through foreclosure of tax liens.
163	4/11/1945	Requesting the county to transfer additional land acquired through foreclosure of tax liens.
165	6/6/1946	Requesting that the State vacate Tumwater Creek Waterway.
189	12/10/1947	Declaring the Port's intention to assist the U.S. Government in improving the Quillayute River dredging for commerce and navigation.
196	9/8/1948	Proposing the adoption of a supplemental comprehensive scheme of harbor improvements. The plan would authorize acquisition by purchase of condemnation lands in the Industrial Development District No. 3 (Dungeness).
197	9/8/1948	Setting a public hearing to adopt Industrial Development District No. 3.
198	11/10/1948	Adopted a comprehensive scheme amendment and created Industrial Development District No. 3 to allow construction of a general boat haven.
199	11/10/1948	Creation of Ind. Dev. District No. 3.
200	11/10/1948	Authorization proceeding to acquire land at Dungeness by purchase or condemnation.
205	5/10/1950	Propose amended supplemental Comprehensive Scheme of Harbor Improvements to include Lot 2 Sec. 26, T21N, R$ W.W.M. (Cline Spit vicinity).
208	4/1/1951	Adopt a supplementary Comprehensive Scheme of Development to acquire, maintain, and develop the Clallam Co. Airport and attached facilities.
212	9/12/1951	Establishment of an airport fund to operate Clallam County Airport.
229	3/11/1953	Agreement to cooperate with the City of Port Angeles in filling property between the 1st and the railroad, from Oak to Valley.
236	11/10/1954	Agreement to convey right-of-way for Front Street and Marine Drive to City in exchange for David Masters' property.
251	3/14/1956	A proposal to amend the comprehensive scheme of harbor improvements by acquiring certain property in Dungeness.
252	4/11/1956	Reestablishment of reaffirmation to proceed with acquiring lands at Dungeness to establish an area for mooring and landing boats. Creation of Industrial Development District No. 3 with new boundaries.
253	4/11/1956	Decision to acquire by purchase or condemnation the land at Dungeness.
256	10/10/1956	Agreement to cooperate with U.S. Government in a project to improve Quillayute River for commercial fishing boats.

Table 1: Comprehensive Scheme Resolutions from 1923-2026 (Continued)

Resolution	Date	Subject
258	2/13/1957	A proposal to amend the supplemental comprehensive scheme of harbor improvements by leasing from the Quillayute Tribe for 25 years lands on the Quillayute River.
259	2/27/1957	Agreement to amend comprehensive scheme as proposed in Resolution 258.
260	2/27/1957	Appropriation of money for lease and improvements at Quillayute.
261	3/13/1957	Agreement to cooperate with the U.S. Government in the creation and operation of Port Angeles boat basin.
280	5/14/1958	Setting in public hearing to consider amending Resolution No. 153 to extend Port Angeles boat haven.
282	6/11/1958	Adopting plans for breakwater, dredging, floats and piling, all in Industrial Dis-trict No. 1.
289	2/27/1959	Amending the Comprehensive Scheme of Harbor Improvements to allow the acquisition of a dock at the foot of Laurel Street and allow improvements of same.
341	8/17/1966	Authorizing a study by TAMS to determine the feasibility of constructing a ma-rina at Dungeness.
343	8/30/1966	Adoption of certain amendments to Unit No. 1 of comprehensive scheme, al-lowing reconstruction of Pier No. 1, authorizing construction T-3, and in-stalling a truck scale.
398	1/14/1971	Establishing terms and conditions for using a portion of William R. Fairchild International Airport as a log yard.
399	2/11/1971	Amend Comprehensive Scheme to authorize an addition to Terminal 1, to de-velop non-aeronautical lands at WRF International Airport for industry, to ac-quire and develop lands at Miller Peninsula, and to acquire land and develop an airport at Sekiu.
400	9/9/1971	Amend Comprehensive Scheme by modifying pier faces and dredging to minus 45 feet.
414	3/15/1973	To further amend the Port's comprehensive Scheme by acquiring a leasehold interest in air and water pollution control facilities and sublease to ITT Rayonier.
416	4/12/1973	Amendment to the Comprehensive Scheme of Harbor Improvements to authorize the Port to improve, renovate, and equip its existing booming grounds.
459	5/12/1977	Declare surplus Lots 4-9 of Block 2 and one-half of tideland east of Laurel Street.
460	6/17/1977	Amend the Port's comprehensive Scheme by including a small boat haven at Pitship Point and commencing an improvement project.
466	11/10/1977	Amend Comprehensive Scheme to allow the acquisition of additional lands at WRF International Airport.
467	10/11/1977	Amend Comprehensive Scheme addition to Unit 2, acquiring additional lands and improvements east of Laurel Street.
469	11/29/1977	Adopt amendment to Comprehensive Scheme for WRF International Airport, authorizing development of North Industrial Park.
519	3/12/1981	Adopt amendment to Comprehensive Scheme declaring Gales Addition land surplus, and Miller Peninsula land surplus.
525	10/1/1981	Amend Comprehensive Scheme to include the location of a small boat haven at Pitship Point, and proceed to acquire necessary lands and obtain necessary permits.
533	6/10/1982	Amending Port's Comprehensive Scheme by adopting a new airport layout plan for WRF International Airport.
552	9/9/1983	Adoption of Port's Comprehensive Park and Recreation Plan.
578	2/11/1985	Establishment of three industrial development districts: Marine Terminal area, Carls-borg Industrial Park, and William R. Fairchild International Airport.
579	2/11/1985	Amend the Port's Comprehensive Scheme to include construction of approximately 150,000 sq. ft. of light manufacturing and warehouse facilities within Airport Industrial Development District.

Table 1: Comprehensive Scheme Resolutions from 1923-2026 (Continued)

Resolution	Date	Subject
580	2/22/1985	Authorize the sale or execution of options to sell general purpose manufacturing and warehousing buildings to be constructed within the William R. Fairchild International Airport Industrial Development District.
584	6/13/1985	Creation of the Forks Industrial Development District.
623	3/9/1987	Port adopts Comprehensive Scheme of Harbor Improvements prepared by Tams and dated December 1986.
658	11/13/1989	Fisheries Section, page S.3. Ediz Hook boat launches, page 5.21.
666	3/12/1990	Marine Terminal development options, page 3.5.33. New tourism commercial chapter, page 6.1
680	8/26/1991	Fisheries Section, page S.3. Marine Terminal development options, page 3.5.33. New tourist commercial section, page 6.1. Ediz Hook boat launch, page 5.21.
703	5/10/1993	Commercial Fisheries Section, pages 4.6, 4.7, and 4.8. Add Figure 4.1.1.
707	12/13/1993	Tourist Commercial Chapter revisions.
717	11/14/1994	Update of Chapter 3.1, the Marine Terminals Section.
722	3/13/1995	Updates to the Foreword, Chapter 1, and Chapter 2.
732	8/28/1995	Adopting amendments to the Airport Master Plan
740	12/11/1995	Adopting amendments to: Chapter 3.2; Chapter 3.5; Chapter 4; Chapter 5, and Adding the following new chapters: 3.3, Other Port Terminals; 3.4, Port Angeles Barge Terminal; 3.6, Port Angeles Private Cargo Terminals; 3.7, Other Terminals, Port Angeles Harbor.
754	6/24/1996	Adopting amended Chapter 7 for the Comprehensive Park and Recreation Plan.
770	2/24/1997	Amendments to Appendix A of the Comprehensive Scheme of Harbor Improvements.
788	4/27/1998	Amendment to Section 2.28 of Appendix A of the Comprehensive Scheme of Harbor Improvements.
806	11/9/1998	Forward, pages F.1 and F.2. Include a new Chapter 6, Strategic Action Plan. Adopt the Industrial Development Plan for Fairchild Industrial Park as an element of the plan. Add to the section on “Industrial Potential in Clallam County, pages 4.12 through 4.14.
813	8/9/1999	Amendments to Appendix A of the Comprehensive Scheme of Harbor Improvements.
850	11/13/2000	Amendments to Appendix A of the Comprehensive Scheme of Harbor Improvements.
03-896	11/17/2003	Adopt resolution declaring KONP Triangle Surplus Property.
04-906	4/12/2004	Surplus Serenity House Building. Approved surplus of building.
04-912	8/23/2004	Surplus Property. Authorized the surplus of the 113 acres on Edgewood and Lower Elwha Road.
08-970	8/25/2008	South Fairchild Industrial Park Property (Saleable land in Sector B). Motion to introduce Resolution 08-970, which surrenders the property and withdraws it from the Port’s Comprehensive Plan/Scheme. Motion passed unanimously. Motion to adopt Resolution 08-970. Motion passes unanimously.
10-1007	1/10/2011	Amendments to Appendix A of the Comprehensive Scheme of Harbor Improvements.
12-1029	1/23/2012	Amendments to Appendix A of the Comprehensive Scheme of Harbor Improvements.
12-1042	6/11/2012	Declared property at 720 Marine Drive surplus to Port needs.
13-1067	10/28/2013	Amendments to Appendix A of the Comprehensive Scheme of Harbor Improvements.
15-1099	1/27/2015	Comprehensive Scheme of Harbor Improvements and Appendix A reformatted and updated.

Table 1: Comprehensive Scheme Resolutions from 1923-2026 (Continued)

Resolution	Date	Subject
15-1113	12/15/2015	Amendments to Comprehensive Scheme of Harbor Improvements: 1) Added reference to and incorporated the new Port Strategic Plan: 2015 – 2020 2) Added reference to and incorporated the current Port Capital Budget
16-1129	5/23/2016	Modified the Port Comprehensive Scheme of Harbor Improvements to find the Lower Elwha Road Property surplus to Port needs and declared the Subject Property to be no longer needed for Port District purposes.
17-1161	11/21/2017	Modified the Port Comprehensive Scheme of Harbor Improvements to find the Carls-borg Railroad Right of Way Property surplus to Port needs and declared the Subject Property to be no longer needed for Port District purposes.
20-1214	2/25/2020	Amendments to Comprehensive Scheme of Harbor Improvements. 1) Added reference to: a. Port Capital Budget:2020 b. Clallam County Hazard Mitigation Plan Update: 2019 c. Marine Trades Industrial Park Master Plan: 2018 d. William R. Fairchild International Airport Master Plan Update: 2019 e. Port Comprehensive Park and Recreation Plan: 2018 2) Removed reference to : a. Central Waterfront Master Plan: 2010 b. Marine Facilities Master Plan: 2006 c. John Wayne Marina i. Market Study Final Report: 2004 ii. Harbor Master Building Use Study: 2004 iii. John Wayne Marina Expansion Financial Assessment: 2009 3) Reformatted and referenced Appendix A: Port Property Overview.
21-1231	1/12/2021	Added reference to the 2021 Port Capital Budget and revised Appendix A to include reference to the Marine Trades Center at the Former KPLY Mill Site.
22-1247	1/11/2022	Added reference to the 2022 Port Capital Budget.
23-1272	1/24/2023	Added reference to the 2023 Port Capital Budget and the 2023-2028 Strategic Plan.
23-1289	11/14/2023	Added reference to the 2024 Port Capital Budget.
24-1307	11/19/2024	Added references to the 2025 Port Capital Budget, 2025 Strategic Plan, and 2024 Recreation and Public Access Plan.
25-1314	1/7/2025	Declared approximately 6.3 acres of Port property (Protection Property or Subject Property) adjacent to Terminal 7 as surplus due to its unique characteristics and approved its transfer to the Lower Elwha Klallam Tribe (LEKT) in exchange for three stormwater ponds. The transfer aligns with a Memorandum of Agreement (MOA) involving the U.S. Department of Transportation, addressing historic preservation and environmental considerations. Additionally, the Port amended its Comprehensive Scheme of Harbor Improvements to reflect these property exchanges, including declaring the Subject Property surplus to Port needs and no longer needed for Port District purposes. CSHI Appendix A will be updated after property transfer has occurred.
25-1334	11/17/2025	Added references to the 2026 Port Capital Budget, 2024 Clallam County Hazard Mitigation Plan, and updated Appendix A to include purchase of property and building at 313 W 1st St, Port Angeles, WA 98362.
Proposed 26-1357	Proposed 11/17/2026	Added references to the 2027 Port Capital Budget, 2026-2030 Port Strategic Plan, and 2026 West Boat Haven Master Plan Feasibility Report

Table 2: Property Surplus to Port Needs

Resolution	Date	Property Description
25-1314	1/7/2025	Approximately 6.13 acres “Protection Area” property at the Port’s Terminal 7 with an approximate address of 1301 Marine Drive.

Appendix A – Port Property Overview

Figure 1: Port District, Clallam County, WA
Figure 2: Sekiu Airport
Figure 3: William R. Fairchild International Airport
Figure 4: Port Angeles Waterfront
Figure 5: Terminals 5 & 7 (Log Yard)
Figure 6: Port Angeles Boat Haven
Figure 7: Marine Terminals, MTC & Downtown
Figure 8: Tozier Marine Parkway
Figure 9: Dungeness Tidelands
Figure 10: John Wayne Marina

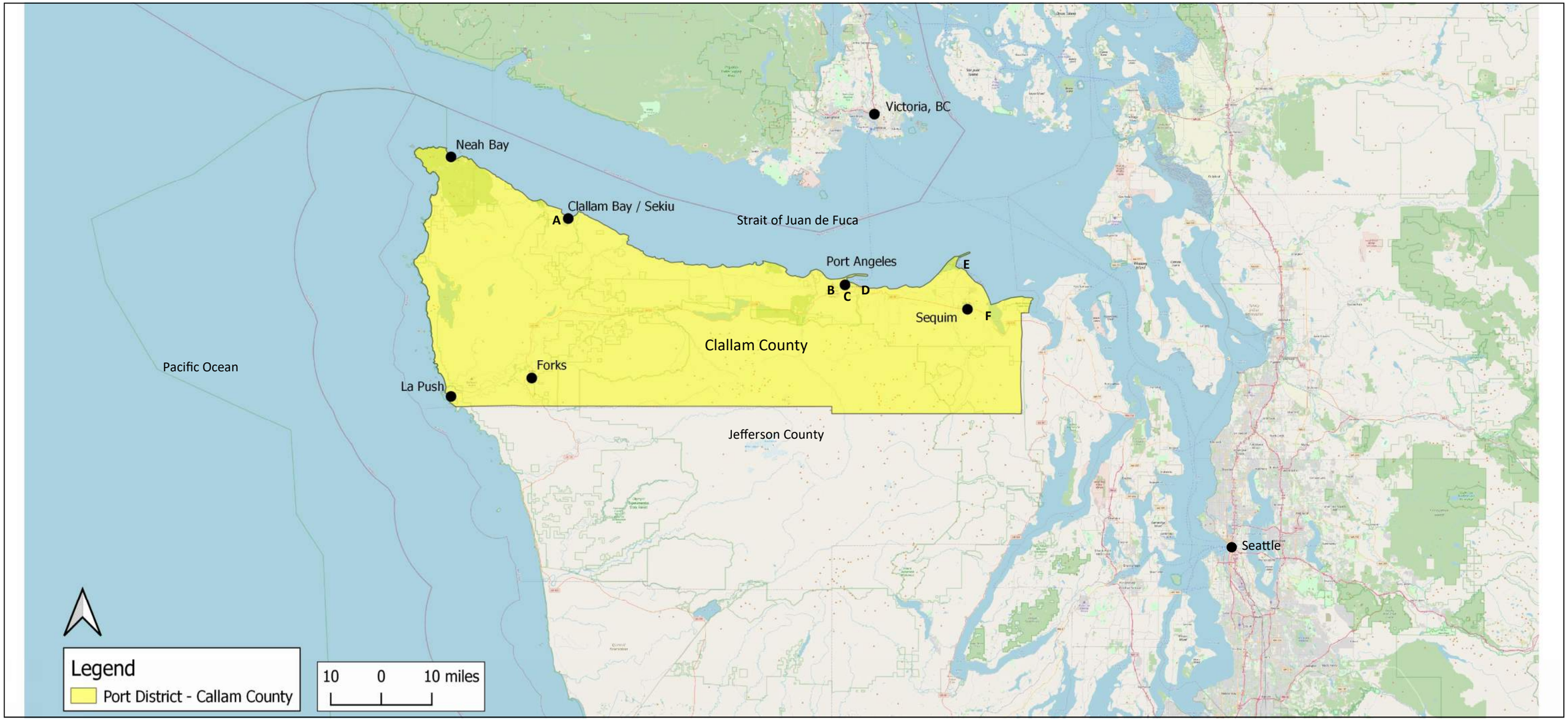


FIGURE 1— Port District, Clallam County, WA

Port Property Overview	
Description	**Figures**
A. Sekiu Airport	2
B. William R. Fairchild International Airport	3
C. Port Angeles Waterfront	4, 5, 6 & 7
D. Tozier Marine Parkway	8
E. Dungeness Tidelands	9
F. John Wayne Marina	10

PORT of Port Angeles

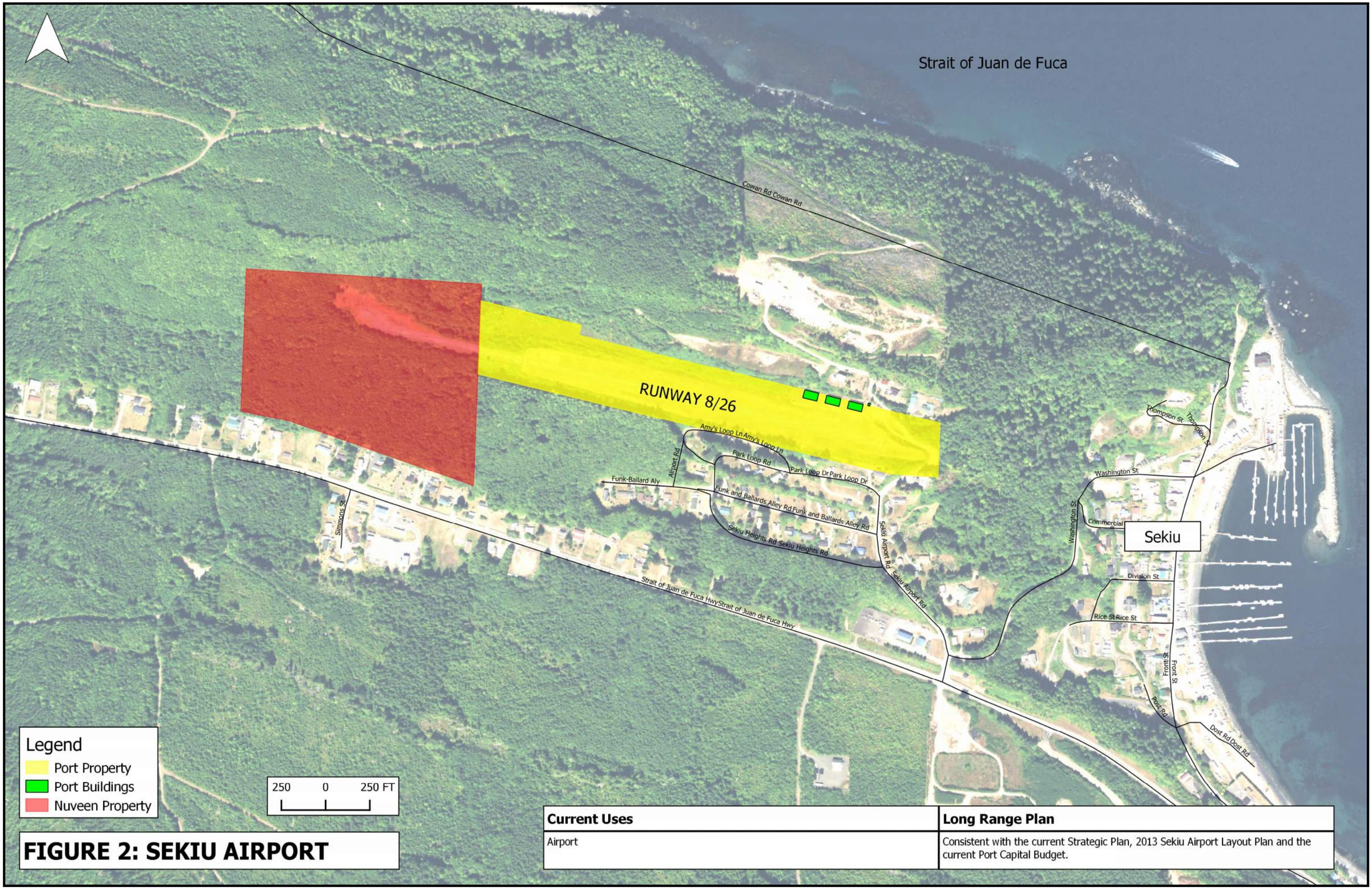


FIGURE 2: SEKIU AIRPORT

Current Uses	Long Range Plan
Airport	Consistent with the current Strategic Plan, 2013 Sekiu Airport Layout Plan and the current Port Capital Budget.

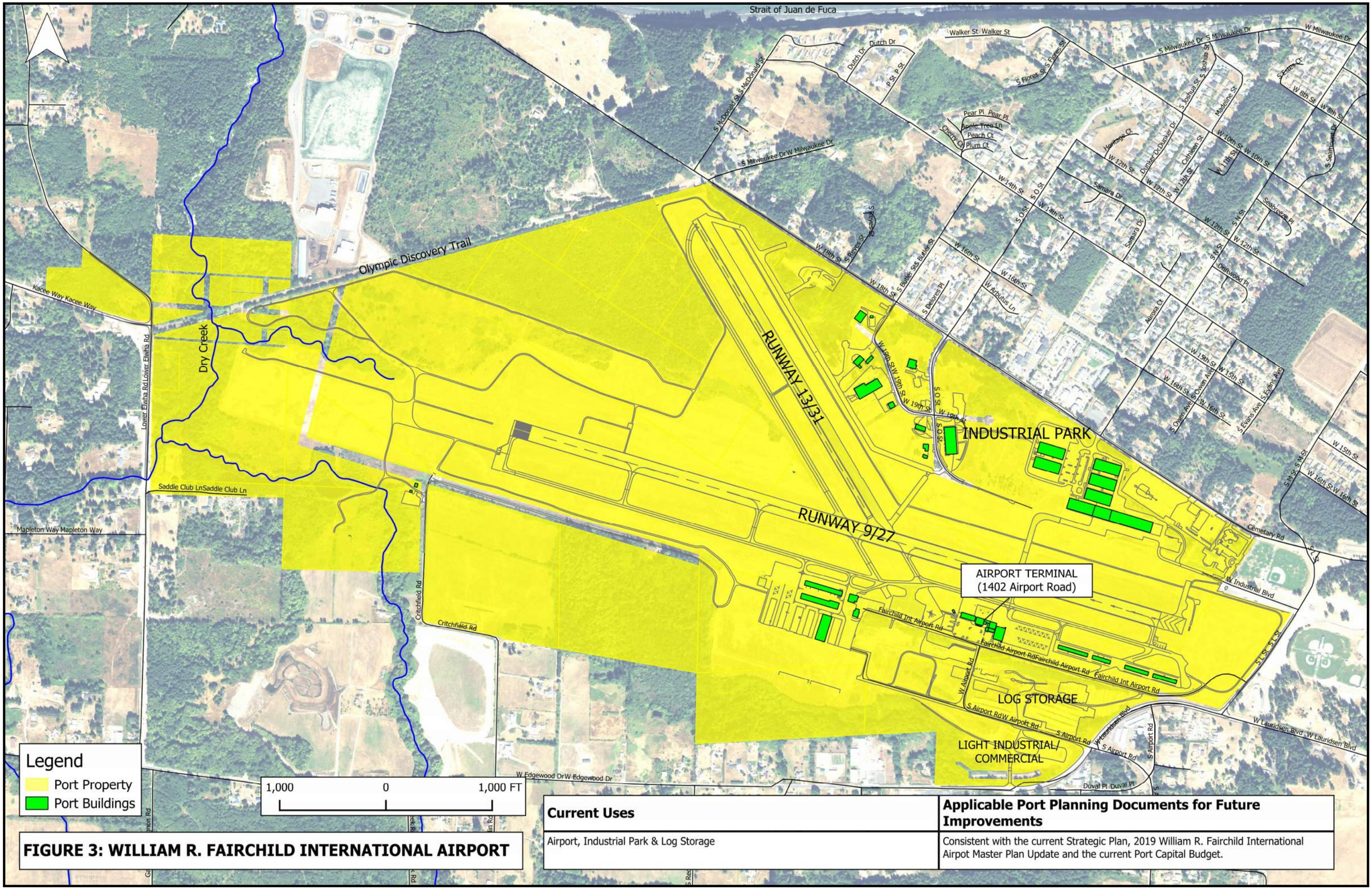


FIGURE 3: WILLIAM R. FAIRCHILD INTERNATIONAL AIRPORT

Current Uses	Applicable Port Planning Documents for Future Improvements
Airport, Industrial Park & Log Storage	Consistent with the current Strategic Plan, 2019 William R. Fairchild International Airpot Master Plan Update and the current Port Capital Budget.

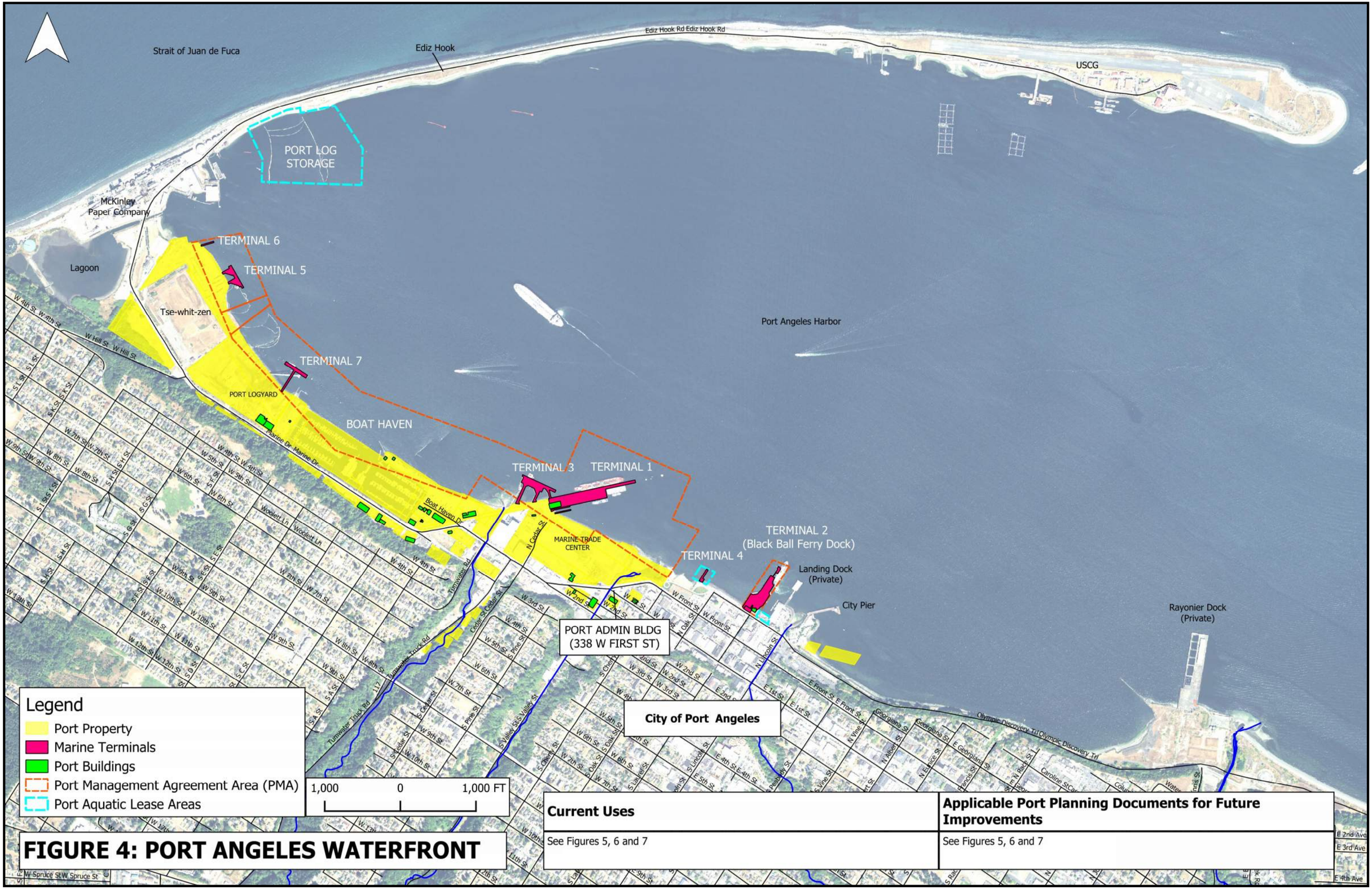
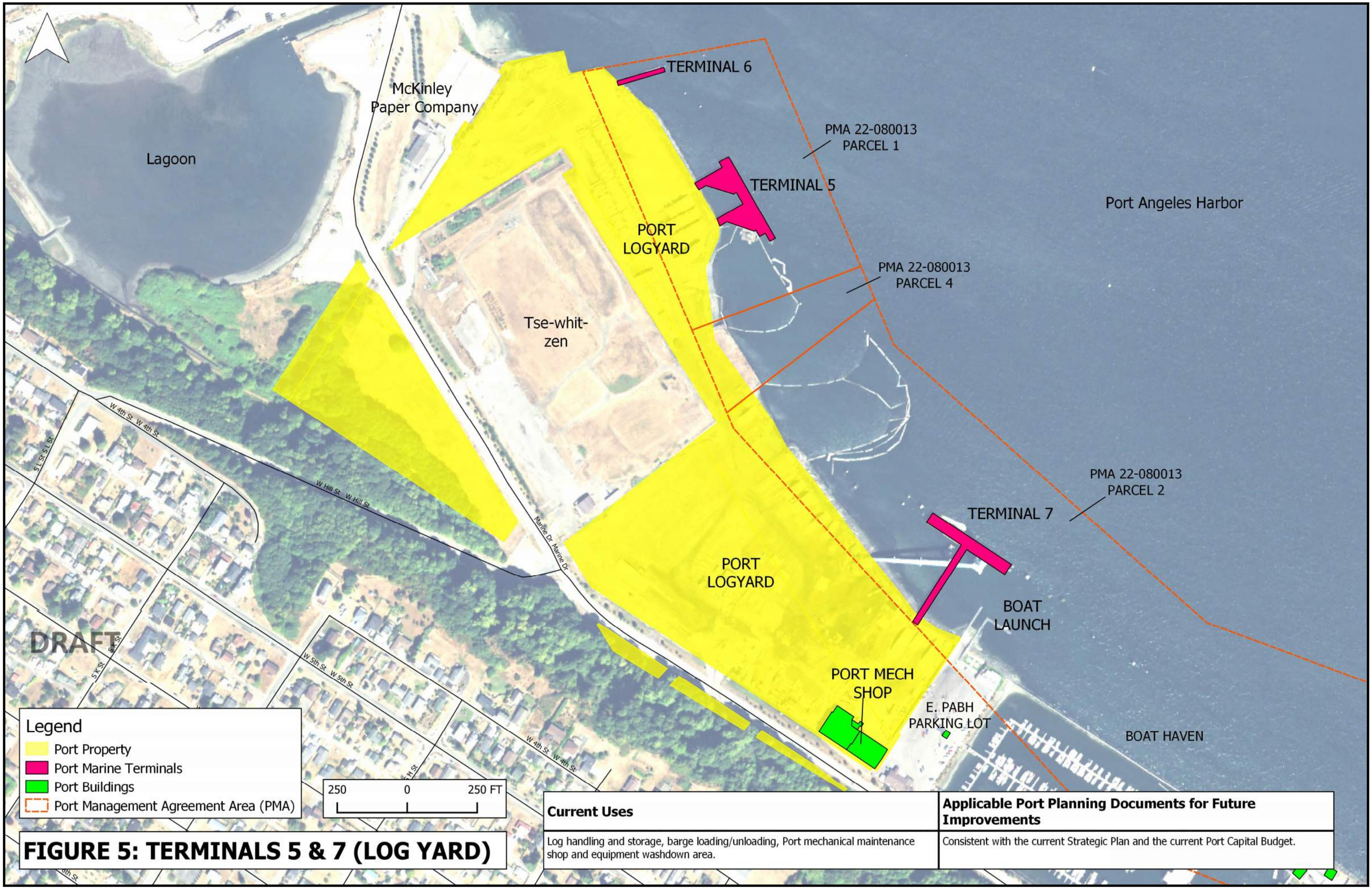


FIGURE 4: PORT ANGELES WATERFRONT



Current Uses	Applicable Port Planning Documents for Future Improvements
Log handling and storage, barge loading/unloading, Port mechanical maintenance shop and equipment washdown area.	Consistent with the current Strategic Plan and the current Port Capital Budget.

FIGURE 5: TERMINALS 5 & 7 (LOG YARD)

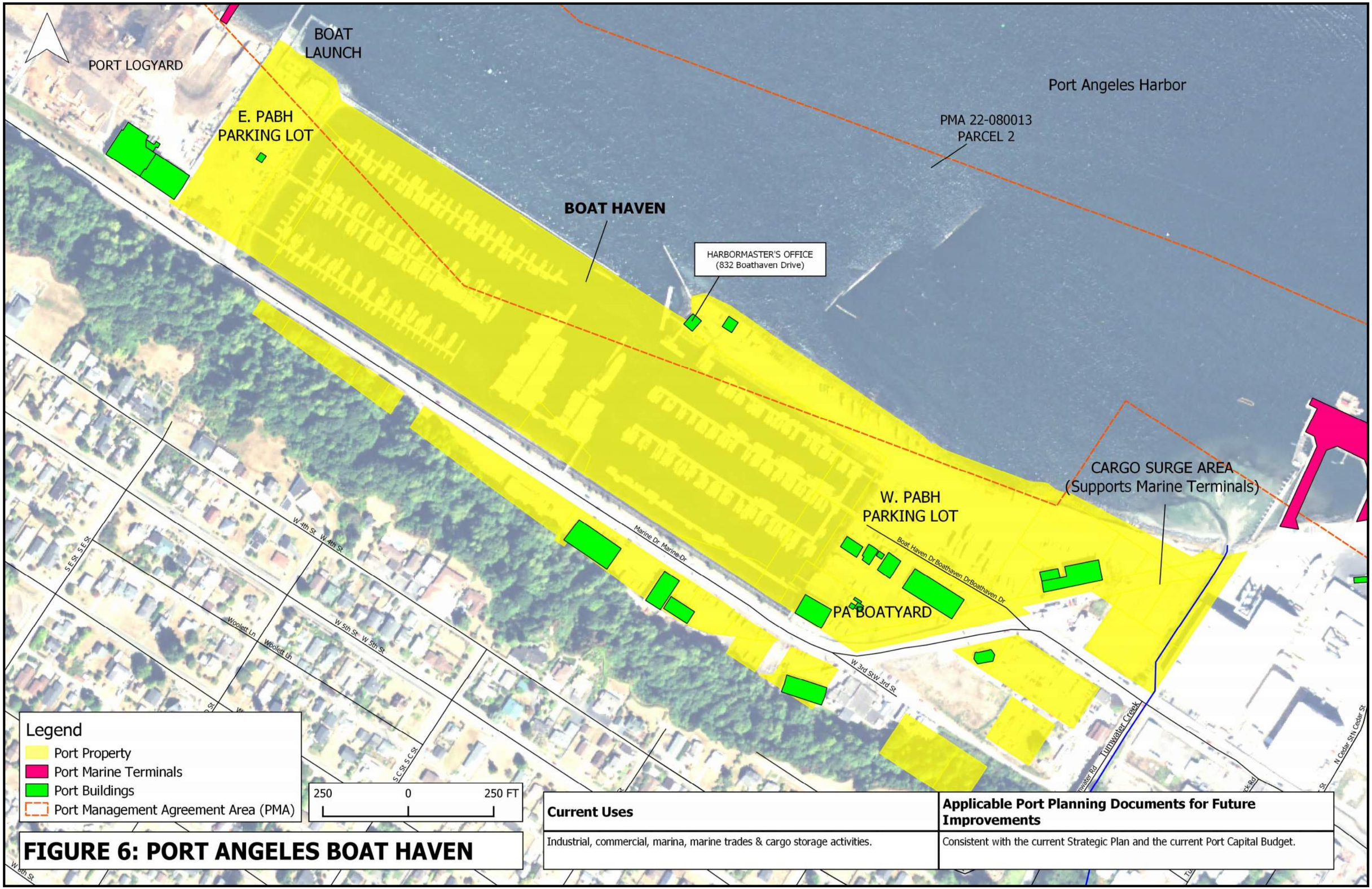


FIGURE 6: PORT ANGELES BOAT HAVEN

Current Uses	Applicable Port Planning Documents for Future Improvements
Industrial, commercial, marina, marine trades & cargo storage activities.	Consistent with the current Strategic Plan and the current Port Capital Budget.

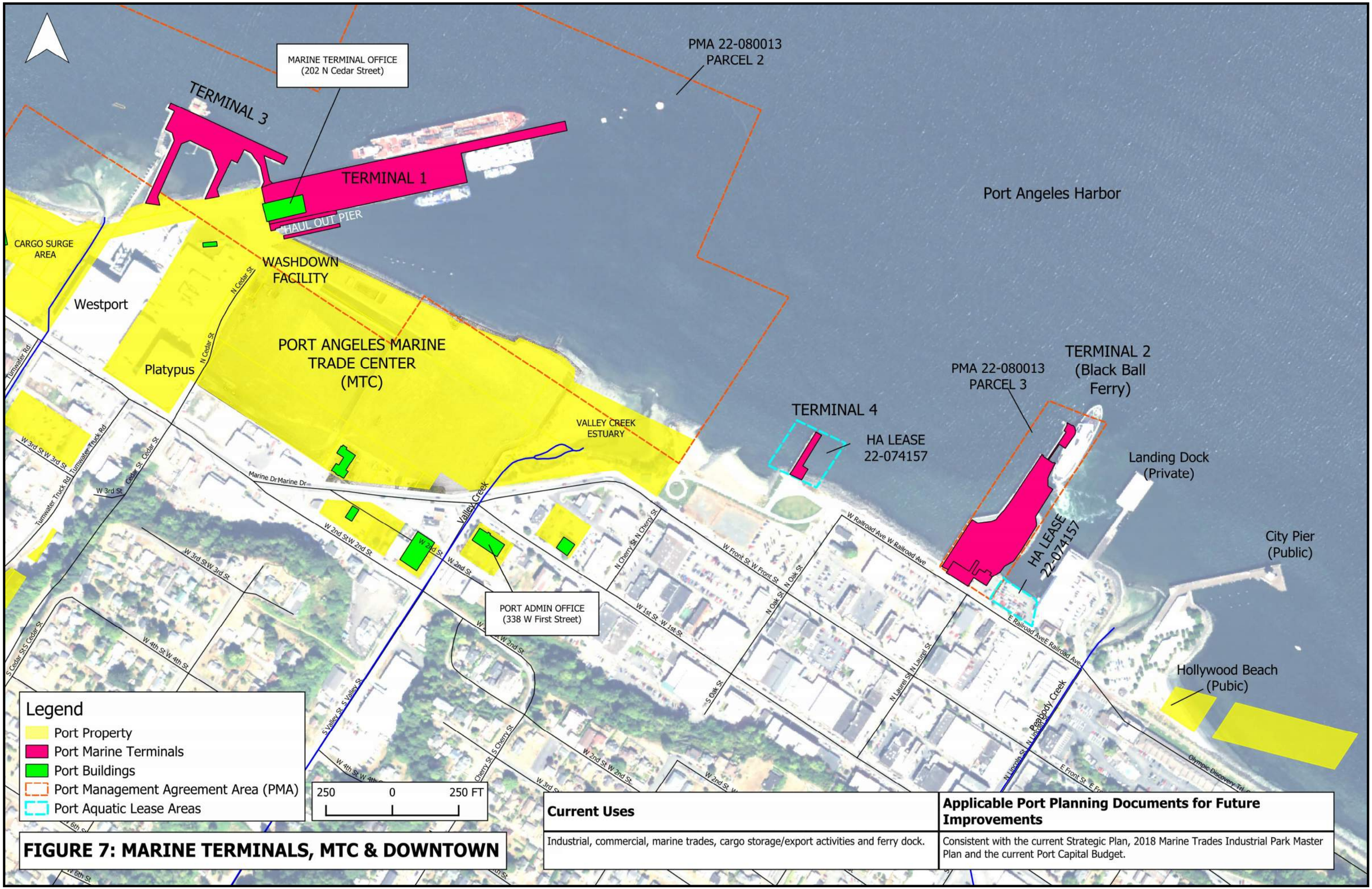


FIGURE 7: MARINE TERMINALS, MTC & DOWNTOWN

Current Uses	Applicable Port Planning Documents for Future Improvements
Industrial, commercial, marine trades, cargo storage/export activities and ferry dock.	Consistent with the current Strategic Plan, 2018 Marine Trades Industrial Park Master Plan and the current Port Capital Budget.

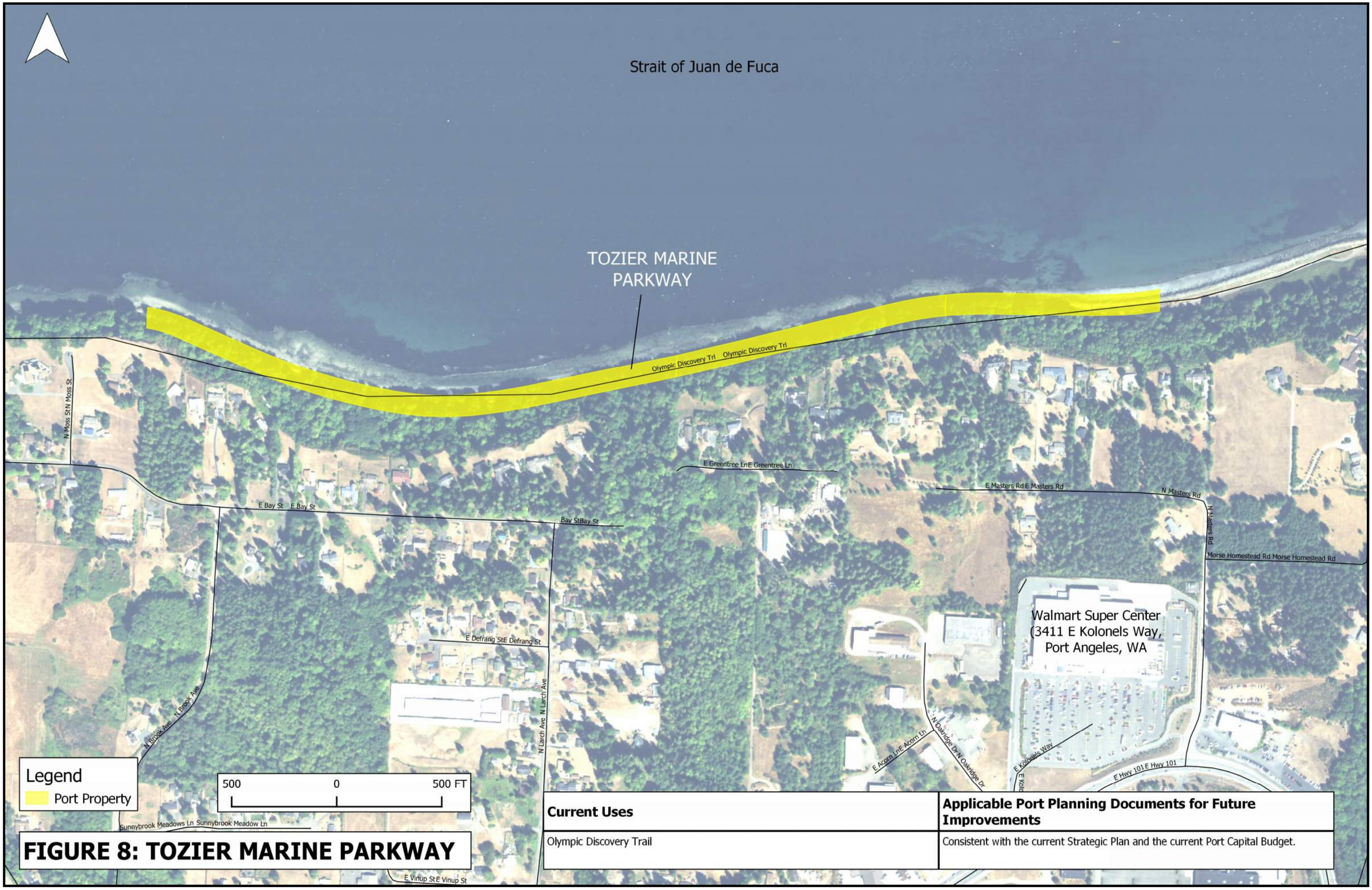
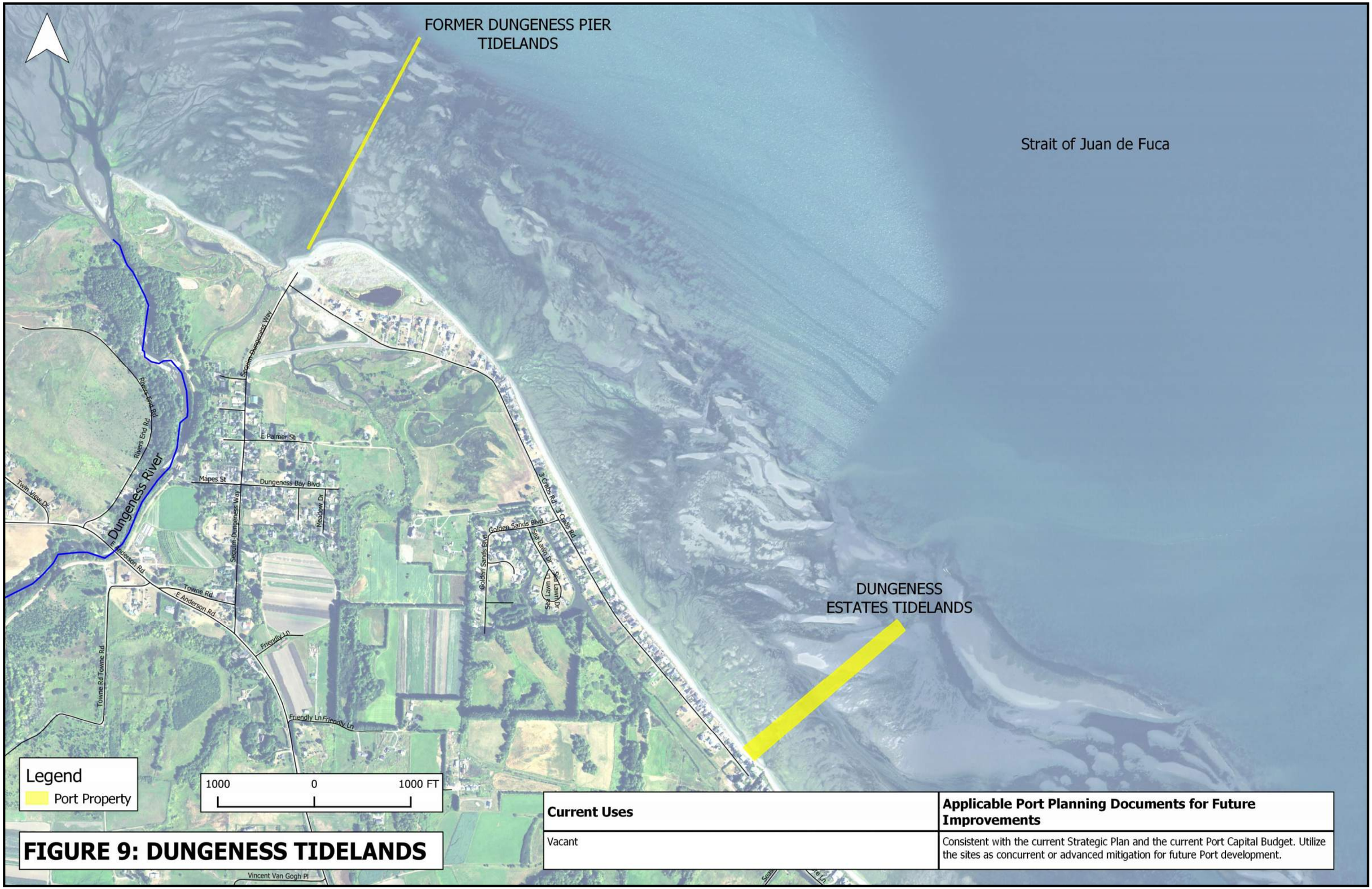


FIGURE 8: TOZIER MARINE PARKWAY

Current Uses	Applicable Port Planning Documents for Future Improvements
Olympic Discovery Trail	Consistent with the current Strategic Plan and the current Port Capital Budget.



Current Uses	Applicable Port Planning Documents for Future Improvements
Vacant	Consistent with the current Strategic Plan and the current Port Capital Budget. Utilize the sites as concurrent or advanced mitigation for future Port development.

FIGURE 9: DUNGENESS TIDELANDS

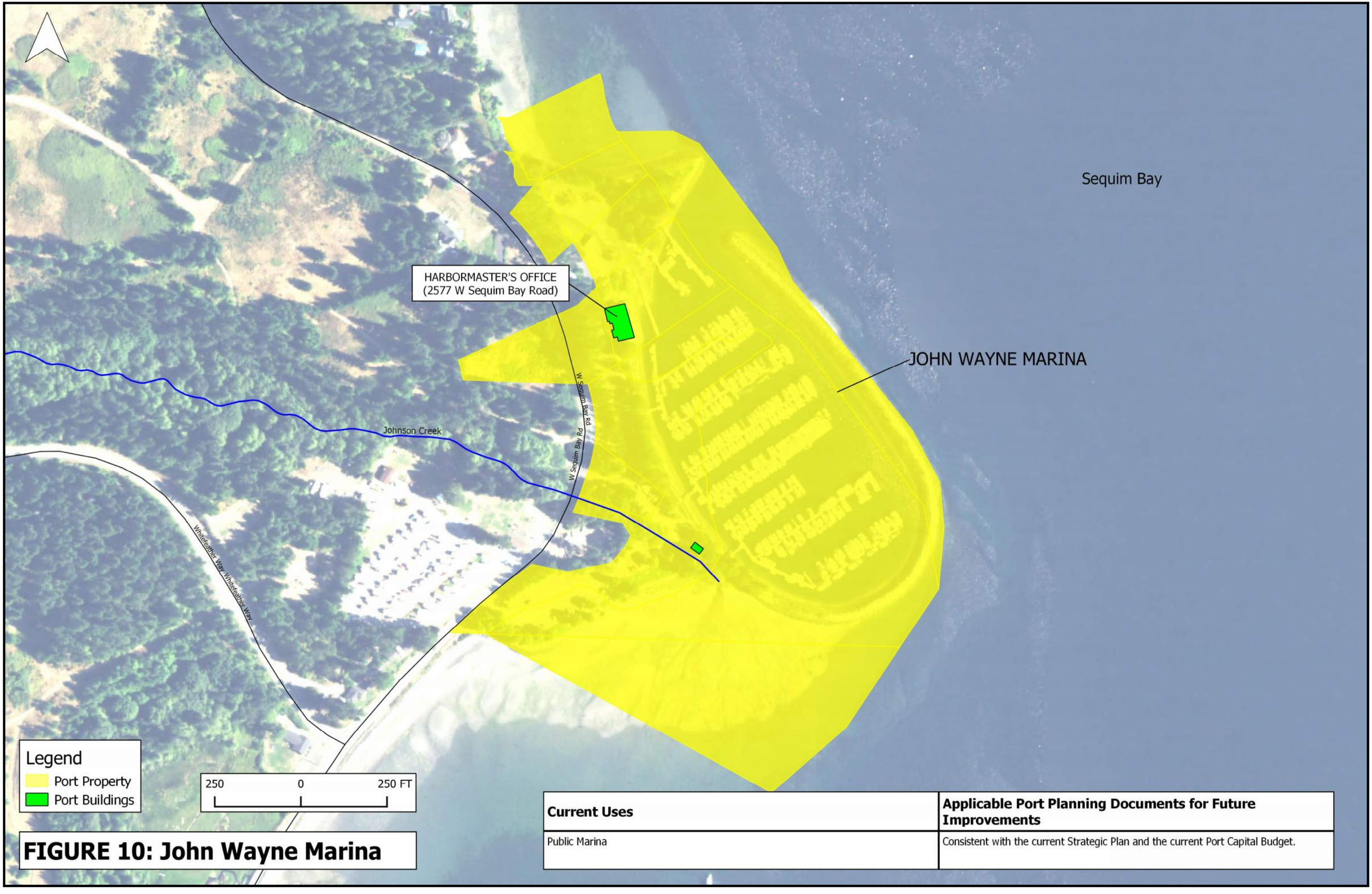


FIGURE 10: John Wayne Marina

Current Uses	Applicable Port Planning Documents for Future Improvements
Public Marina	Consistent with the current Strategic Plan and the current Port Capital Budget.