

Port of Bremerton
Comprehensive Scheme of Harbor Improvement
Revised and Amended August 28, 2012

I. What is a Comprehensive Scheme of Harbor Improvement

Historical Background

Washington State's ports provide diverse economic development opportunities ranging from recreational fishing piers and marinas, airports, industrial parks, to international shipping terminals. Regardless of port's physical size or function, each and every port was created by the same process as directed by the Revised Code of Washington (RCW). This process was first established in 1911 granting local citizens the ability to create and manage public port districts for the movements of goods and cargo. With the legislation enacted, citizens could then elect commissioners to administer their port districts and oversee development and operations. This process made Washington state ports public, thereby elevating each port's accountability to the people it serves and endowing each district with the expectation that it become an economic driver in its community and region.

Subsequent legislation granted authority to port districts to pursue industrial development, operate marinas, docks, airports, railroads, recreational facilities and promote tourism. This allowed for port districts to take a long view and invest in economic activities that would unlikely be developed or improved if left entirely to the private sector. Ports also can develop the infrastructure necessary to attract job-creating businesses. This infrastructure includes roads, rail access, sewer, stormwater systems, as well as other facilities that convey power, waste and other resources. Once a facility is built, it is often leased by the port to private-sector businesses that generate jobs in the community.

The codified requirements that relate to port districts have evolved from the original 1911 legislation. The original intent of Comprehensive Scheme of Harbor Improvement (CSHI) was to improve the communication between the Port District Commission and the public regarding the general area within which capital improvement projects were likely to be implemented. The Port of Bremerton believes this intent still holds true today.

The specific base requirement that all port districts follow is located in Chapter 53.20 of the Revised Code of Washington State. As articulated, the statute may have been originally intended as a predecessor to modern "sunshine laws" – the Open Public Meetings Act and the Public Disclosure Act – than as a planning tool. The specific chapters, plus an associated chapter on Industrial Development Districts, 53.25.090, are as follows:

53.20.010 Adoption of harbor improvement plan. *It shall be the duty of the port commission of any port district, before creating any improvements hereunder, to adopt a comprehensive scheme of harbor improvement in the port district, after a public hearing thereon, of which notice shall be published once a week for two consecutive*

weeks in a newspaper of general circulation in the port district, and no expenditure for the carrying out of any harbor improvement shall be made by the port commission other than necessary salaries, including engineers, clerical and office expenses of the port district, and the cost of engineering, surveying, preparation and collection of data necessary for the making and adoption of the general scheme of harbor improvement in the port district, unless and until the comprehensive scheme of harbor improvement has been so officially adopted by the port commission.

53.20.020 Improvement to follow plans adopted. *When such general plans shall have been adopted or approved, as aforesaid, every improvement to be made by said commission shall be made substantially in accordance therewith unless and until such general plans shall have been officially changed by the port commission after a public hearing thereon, of which at least ten days notice shall be published in a newspaper in general circulation in such port district.*

53.25.090 Conditions precedent to making improvements. *No expenditure for improvement of property in an industrial development district, other than the expense of preparing and submitting a plan of improvement shall be made by a port district, and no property shall be acquired by it therefor except as provided for hereinbefore until it has been made a part of the comprehensive scheme of harbor improvement and industrial developments or amendments thereto.*

That said comprehensive scheme or amendments thereto shall provide for the development or redevelopment of those marginal lands acquired and a provision for the continuing of the land uses which are hereby declared to constitute public uses and the purposes for which public moneys may be advanced and private property acquired.

Comprehensive Plan is Not a Master Plan

“Comprehensive planning” and “comprehensive scheme” are often used interchangeably to describe a complex land use planning process. For Ports, the term “scheme” as a planning term, generally connotes a conceptual emphasis, while “plan” connotes a more detailed effort to be of greater concern to general purpose municipalities. A comprehensive scheme not only provides for greater flexibility, but is the current statutory requirement for Ports. Accordingly, the Port of Bremerton’s Comprehensive Scheme for Harbor Improvement is not a master plan. Nor is it a proposed plan for the Port purchase of property, condemnation of property as defined by statute or in any way as precursor for development that would require a separate environmental investigation process.

II. Introduction to the Port of Bremerton

The Port of Bremerton, established on October 13, 1913, was Washington’s fourth public port and the first of many in Kitsap County. The Port’s creation was tied to the origins of the town of Bremerton itself. Its creation was motivated by the desire of the Bremerton city council to obtain control of the Bremerton waterfront. This was achieved by the creation of the Port of Bremerton. In the 1940’s the Port expanded its interest in other waterfront properties. In 1956 voters approved

an expansion of the Port District to include most of western and southern Kitsap County except those areas with existing ports. In 1963, Port owned properties expanded inland with the acquisition of nearly 1,200 acres of land from the county to include what is now the Bremerton National Airport and another 500 acres across State Highway 3 now known as Olympic View Business and Industrial Parks. In addition, over the years the Port acquired through land purchase and lease control of City of Port Orchard waterfront to include the Port Orchard Marina in the 1970's and later various boat launches to include Chico, Evergreen, and Water Street, recreation piers such as Harper and Annapolis, and waterfront parks in Port Orchard and Bremerton. The Bremerton Marina, first constructed in the early 1990's was dramatically expanded to its present 300 slip configuration in 2008. In early 2001, the Port led a local initiative along with adjacent private land owners to define and plan the South Kitsap Industrial Area (SKIA), a 3,500 acre track of land made up mostly (1,700 acres) of Port owned public property and the remaining private property. SKIA was annexed into the City of Bremerton in 2009. In 2012, as the Port of Bremerton approaches its 100 Year Anniversary, tenants in over 30 businesses that hire nearly 1,000 employees and its industrial parks, airport and marinas provide over \$250 Million to the local economy annually.

Port of Bremerton Vision

"The Port of Bremerton will build, operate and maintain world class facilities providing economic development and recreation opportunities for aviation, marine and business facilities."

Port of Bremerton Mission

"The Port of Bremerton is entrusted to plan, develop, maintain, manage and promote business, industrial, maritime and aviation facilities and services for the purpose of inducing capital investment and creating economic development and jobs."

Port of Bremerton Goals

1. Increase the number of family-wage jobs created by our businesses
2. Increase revenue in each of our business areas
3. Reduce dependency on property taxes to meet operating costs

Foundations of the Success of the Port

1. Improve financial stability
2. Deliver Return On Investment of public tax money
3. Achieve self sufficiency in each business area
4. Continue development of Port properties
5. Build public trust
6. Promote environmental responsibility
7. Build community in our workforce

Applying the Port's Vision, Mission, Goals and Core Values through Port-Wide Initiatives

1. Economic Development Strategic Planning
 - a. Develop Long Range Vision: Explore long term potential in development of Port properties, including airport, South Kitsap Industrial Area (SKIA), and other industrial park opportunities.
 - b. Create Economic Success Through Partnerships: Work together with organizations in Kitsap County with an interest in creating new jobs and economic growth for the region. The goal is to work together to become more efficient with resources and more effective in achieving success.
2. Communication and Public Outreach
 - a. Communicate, communicate, and communicate: Engage in open and honest dialogue with our taxpayers, and conduct outreach; meetings in local communities. Employ a variety of tools to build better understanding on the Port's mission of creating new jobs and economic growth.
 - b. Implement Public Trust Action Plan by carrying out a comprehensive initiative to create a culture of openness, transparency, and honest engagement with the Public.
 - i. Engage the public through aggressive community outreach
 - ii. Demonstrate commitment to open records/public meetings
 - iii. Establish the Port as a trustworthy steward of public funds
 - iv. Establish the Port as a trustworthy steward of the environment
 - v. Build trust and effectiveness through partnerships
 - c. Build Sales and Customer Management Tools: Maintain a comprehensive data base and inventory of potential clients and influential contacts in the community. Use this information to better tailor efforts to promote Port opportunities to potential businesses and others. Ensure that the web and other collateral supports the more active sales and marketing outreach to existing and potential clients.
3. Operational Enhancements
 - a. Improve technology to better serve our clients: Partner with the FAA to install satellite-based air traffic control system at airport along with precision GPS flight approaches. Extend airport Wi-Fi coverage from terminal building to hangars to improve client satisfaction.
 - b. Promote Efficient Use of Energy and Other Resources: As part of sustainability commitment, evaluate opportunities to improve energy efficiency at terminal/administration building and other facilities.
4. Major Port Impacts on Community:
 - Job Creation
 - Transportation
 - Recreation/Tourism

III. The Updated and Amended Comprehensive Scheme of Harbor Improvement

The Port is required to maintain a Comprehensive Scheme of Harbor Improvement as mandated by the RCW and it has made the effort to do so since the CSHI was first adopted in March 1962. To continue to do business effectively, which includes managing the Port's physical growth, developing supportive industrial and commercial mitigation sites, creating new infrastructure, and developing supportive industrial and commercial real estate, the Port must align the Comprehensive Scheme to an appropriate geographic area to continue to develop under the existing umbrella of land use regulations mentioned above.

Throughout the recent years, the Port's facilities have served to improve the economic vitality of the Cities of Bremerton and Port Orchard, and South Kitsap County very well. These facilities include the Olympic View Industrial/Business Parks, Bremerton National Airport, and waterfront marine parks in both cities & marinas in Port Orchard and Bremerton along with outlining boat launches and fishing piers in the Port district. As the economy recovers from the current "great recession" the necessary infrastructure, industrial and commercial land uses required to capitalize on opportunities is expected to create additional demand for developed industrially and aviation use zoned land in the South Kitsap Industrial Area (SKIA).

Growing the Port not only includes creating and expanding industrial, aviation and waterfront marine recreation facilities, but also requires developing supportive land uses, infrastructure, and restoring environmentally significant areas.

Through this document, the Commission hereby adopts Resolution 2012-53 which updates and amends the Port of Bremerton's Comprehensive Scheme of Harbor Improvement by:

- Adding the adoption of the Port of Bremerton Recreation Facilities Plan of September, 2011
- Adding the Cross-SKIA Connector Road Phase 1 & 2 Project to the CSHI to include NEPA Checklist, site plans of road locations on Port property known as the Bremerton National Airport
- Adding the Northeast Campus Phase II (Basin 7) Project to the CSHI to include SEPA, site plans for road completion, utilities and eight (8) additional pad-ready industrial sites for future building construction
- Modification of Resolution 99-19 by removing the construction plans in OVIP for the construction of a 24,000sq.ft Business Center which was never initiated

**Scan of the
Original Port of Bremerton
Resolution No. 62-1
March 13, 1962**

**Adopting a Comprehensive Scheme of Harbor Improvement
of the Port District of the Port of Bremerton**

BREMERTON PORT COMMISSION
KITSAP COUNTY, WASHINGTON

RESOLUTION NO. 62-1

68-1

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE PORT OF BREMERTON, ADOPTING A GENERAL COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENT OF THE PORT DISTRICT.

BE IT RESOLVED by the Board of Commissioners of the Port of Bremerton as follows: That the Board of Commissioners of the Port of Bremerton, Kitsap County, State of Washington, does hereby officially adopt a general comprehensive scheme of Harbor Improvement in the Port District, after having held a public hearing thereupon on the 13th day of February, 1962 on and after ten (10) days notice thereof, published on and after the 2nd day of February, 1962, in the Bremerton Sun, a daily newspaper published in such Port District, such general comprehensive scheme of Harbor Improvements being the exclusive plan of harbor development of the said Port District, to-wit:

Project 1 - Gorst Industrial Development

That the Port of Bremerton purposes to study, construct, operate, maintain and/or lease an industrial site or other commercial facility upon tidelands and uplands to be leased or acquired by any lawful means by the Commission at Gorst, Kitsap County, Washington, more particularly described as follows:

Beginning at the center of Section 33, Township 24 North, Range 1 East, W.M., at the southerly side of Sinclair Inlet, and on the right-of-way line of Washington State Highway No. 21; and thence along the said right-of-way line westerly, northerly and northeasterly to its intersection with the south right-of-way line of the Northern Pacific Railway Company, on the northerly side of Sinclair Inlet; thence Easterly and northeasterly along said south right-of-way line to its intersection with the north line of the northeast one-quarter of said Section 33; thence southeasterly to a point 600 feet south and 300 feet east from the north one-quarter corner of said Section 33, said distances measured, respectively, along, and at right-angles to the centerline of said Section 33; thence southwesterly to the aforesaid center of said Section 33, and the Point of beginning of this description.

or upon a portion thereof, or upon lands adjacent or contiguous thereto or nearby.

It is proposed to fill the necessary or desirable area of the said tract to create this development, the fill material being specially carried to the site or dredged from the bottom of Sinclair Inlet adjacent to the site or within the turning basin or ship channel which are to be a part of the project and located within that part of Kitsap County, Washington described as follows:

BEGINNING at a point on the Northerly margin of Primary State Highway No. 14 at a Distance of 450 feet Southwesterly from the center of Section 33, Township 24, Range 1 East, W.M.; thence N. $7^{\circ}40'$ E 180 feet to the true point of beginning; thence continuing N $7^{\circ}40'$ E 1610 feet; thence N $21^{\circ}30'$ W 500 feet; thence N 56° E 1830 feet; thence South 750 feet; thence N $58^{\circ}30'$ E 1230 feet; thence N 12° E 2100 feet; thence East 250 feet; thence S 12° W 2340 feet; thence S $44^{\circ}30'$ W 1740 feet; thence South 660 feet; thence S 71° W 1560 feet more or less to point of beginning.

The facility is contemplated to be of a size of approximately one hundred forty to one hundred and sixty five acres of surface area and will include a ship channel dredged to a depth of minus 35 feet M.L.L.W. and a width of two hundred fifty feet, of sufficient length to provide access to the facility for ocean going vessels and located generally as above set forth. The project is also to include a ship turning basin, dredged to a depth of thirty five feet, M.L.L.W. of an area of approximately twelve hundred by eighteen hundred feet, a pier one hundred forty feet by six hundred sixty feet, together with a warehouse seventy feet by three hundred feet, approximately seven thousand five hundred feet of drainage culverts; the foregoing being by way of illustration and not a limitation.

It is proposed that the improvements contemplated herein can be accomplished in units or increments as proposed in the Engineering Report on Comprehensive Scheme for Harbor Improvement and Industrial Development at Westerly End of Sinclair Inlet submitted to the Commission by Reid, Middleton and Associates, Inc., in December, 1961, which report is incorporated herein by reference as through fully set forth, for the purposes of explanation and information only, the proposal of the commission being only that the work described herein, or any reasonable or necessary extension thereof, be accomplished by whatever means shall

prove feasible, economical and practical at the time of accomplishment. It is proposed that the cost of the said project be met by issuing revenue of general obligation bonds, borrowing upon available surplus in the general fund of the Port District, establishing additional levies for industrial development, harbor development, general and/or dredging purposes, utilization of harbor improvement funds or any lawful funds or means, or any one or several of these foregoing methods.

It is contemplated that the lands to be acquired, shall be acquired from time to time as the commission deems wise by purchase, lease, condemnation, or any lawful means, or combination thereof.

Project 2 - Port Orchard Boat Harbor

The Board of Commissioners proposes to construct a small boat harbor, including facilities for a marina, a floating break-water, a rock break-water and/or such facilities as shall appear desirable, feasible or necessary at Port Orchard, Kitsap County, Washington, upon land more particularly described as follows:

Commencing in Section 26, Township 24 North, Range 1 East, W.M. at the intersection of the centerline of Sidney Street and the Inner Harbor Line; thence South $87^{\circ}29'$ East along the Inner Harbor Line 208.00 feet M/L to the next angle point; thence South 96.00 feet; thence East 210.00 feet M/L to the Easterly margin of Harrison Street; thence South along the Easterly margin of Harrison Street 125.00 feet; M/L to the meander line; thence North 54° East 630.00 feet M/L along the meander line to the Easterly margin of Seattle Avenue; thence North 590.00 feet more or less to the Inner Harbor Line; thence continuing North along the Easterly margin of Seattle Avenue projected a distance of 250.00 feet; thence North $45^{\circ}44'$ West 426.00 feet M/L to the Outer Harbor Line; thence S $44^{\circ}16'$ W along the Outer Harbor Line 896.00 feet M/L to a point opposite the centerline of Sidney Street projected; thence South along the centerline of Sidney Street projected to the Point of Beginning.

or any portion thereof, or lands adjacent or contiguous thereto.

The facility is proposed to occupy the area immediately east of the present ferry pier and would include the construction of approximately 880 lineal feet of rock break-water; 1,250 lineal feet of floating break-water; moorage float system to accommodate approximately four hundred pleasure and fishing boats; a boat basin dredged to sufficient depth to accommodate boat traffic at low tide; approximately 900 lineal

feet of bulkhead for retaining land fill; a land fill of sufficient area to accommodate approximately three hundred sixty parked cars; a marina building of approximately 5,000 square feet floor area, together with necessary electrical service, sewage facilities and water service, or any portion or reasonable extension or expansion of the said facilities.

It is proposed that the said facility would be operated directly by the Port District, or would be leased by it through an operator, as a small boat marina operation, or operated in such other manner as to return a profit to the Port. It is proposed that any lands to be acquired would be acquired from time to time as the Commission deemes wise, by purchase, lease, condemnation, and/or any lawful means, or combination of means.

It is proposed to finance the said project by issuing revenue bonds, obligation bonds, borrowing upon available surplus in the general fund of the Port District, establishing a two mill levy for general or dredging purposes, , the use of the Harbor Improvement Fund of the District, and/or any lawful funds or means or combination thereof.

The proposed improvements may be made as depicted within the plans of a "Port Orchard Proposed Boat Harbor" submitted by Reid, Middleton and Associates, consulting engineers, on January 9, 1962, or in such other manner or method as shall prove practical, feasible and economical at the time of construction, and not limited by the said plan. That said plan is incorporated herein by reference as though fully set forth herein for the purposes of illustration.

Project 3 - Bremerton Waterfront Wharf

The Commissioners propose to construct a dock or wharf facility, located in the City of Bremerton, Kitsap County, Washington, in an area designated as a public place at the foot of First Street, and

and more particularly described as follows:

That portion of the harbor area in front of Blocks 1 and 2 and First Street of the City of Bremerton described as follows:

Beginning at the point of intersection of the southwesterly line of First Street with the inner harbor line which is N 41° 27' 19.5" E 570.971 feet from angle point No. 2, in said inner harbor line, and running thence S 12° 50' 42" E 55.786 feet; thence S 45° W 30.335 feet, thence S 45° E 335.00 feet to a point on the outer harbor line, thence along said outer harbor line N 45° E 250.00 feet, thence N 45° W 335.00 feet, thence S 45° W 120 feet, thence N 45° W 51.565 feet to a point on said inner harbor line and thence, along said inner harbor line, S 41° 27' 19.5" W 70.134 feet to the point of beginning.

The above described area is as shown on the 1958 Supplemental Map of Bremerton Tide Lands on file in the office of the Commissioner of Public Lands at Olympia, Washington.

or upon any areas adjacent or contiguous thereto acquired or leased from time to time as shall be deemed wise by the Commission. The dock or wharf facility may be constructed in accordance with the report on an engineering study for a municipal dock submitted to the City of Bremerton by Thomas and Harstad Associates, Consulting Engineers in April 1960, or in such other manner or method as shall, at the time of construction, seem practical, feasible and economical.

It is proposed that the facility be constructed by the erection of a dock of limited porportion so located and arranged as to permit its use as a dock and wharf facility with a minimum of investment. Under that plan it would be proposed to build the dock forty feet wide by one hundred fifty feet long to reach deep water with and L head at the water front and to give an aggregate water frontage of seventy feet. Two bays at the land end would widen the dock to the full width of First Street, permitting turn around room between the ferry exit and the inner end of the dock. The exisiting bulkhead dividing the dock from the street would be replaced with a concrete bulkhead. The dock structure would consist of treated piling, caps and braces, covered with pre-cast concrete units to form a smooth, strong and permanent floor. It is further proposed that floating moorages, anchored in place with piling, provided with lighted walk ways and electric power outlets and on approach ramp sufficient to accommodate twenty small pleasure craft would be added at a later time or included

in the original construction. It is proposed further that the pile foundation for the wharf be sufficient as to provide support for a building forty by one hundred feet, capable of carrying a two story building for commercial purposes, the said building to be constructed at the time of initial construction or added at a later time. It is further contemplated that a launching ramp, suitable for launching small boats from automobile drawn trailers be constructed at the site, if feasible, and that a parking lot, landward of the dock and northerly of First Street, but having access therefrom, be constructed with capacity for approximately thirty automobiles. The construction of this parking lot to be by filling a strip adjacent to and parallel with the harbor line about fifty feet wide and one hundred twenty feet long to connect with the parking area currently used in connection with the passenger ferry operating from the area. It is proposed that easements acquired from property owners in the area be acquired in addition to the acquisitions of property interests previously mentioned herein. The construction of the said parking area to be accomplished either as a prime fill or as a waste disposal area depending upon the relative practicability, suitability, feasibility and economy of the two plans at the time of construction.

It is further proposed by the Commissioners as an alternative plan be implemented if, at the time of construction, it should prove more sound workable or desirable. Under this plan the construction would be basically similar to the basic plan but would contemplate the construction of sufficient dock service to provide car parking rather than in providing the same by fill for parking lot.

It is proposed that the operation of the facility herein contemplated be by the Port Commission itself, or that it be leased to a commercial operator or to the City of Bremerton or any other governmental body or agency of such governmental body.

It is proposed that the improvements herein contemplated be financed by the issuance of revenue or general obligation bonds, by

borrowing upon available surplus in the general fund or by using the harbor improvement fund, or by levy or by any lawful method or any combination of the said methods.

That the said engineering report herein previously mentioned is hereby incorporated by reference as though fully set forth herein for the purposes of illustration, it not being intended that the methods, specifications or plans contained therein be exclusive as to the manner or means of accomplishing this project or to impose a limitation and such project may be accomplished by any feasible and practical manner.

Project 4 - Manchester Development Area

It is proposed by the Board of Commissioners to acquire such portion of the Manchester Fuel Annex of the Naval Supply Depot, Seattle, Washington as shall be declared by the United States Navy, General Services Administration and/or other agency of the Federal Government, to be surplus to the needs of the Federal Government. The purpose of the acquisition to be for the construction of an industrial, maritime, or other commercial facility thereupon. The acquisition of property in the area to be of such portion of the facility as is useful for the purposes above set forth and, particularly to include, if possible, any piers and buildings presently existing on the said property and suitable for the uses of the Port District. It is specifically contemplated by the Commission to acquire that portion of the Manchester Fuel Annex which is presently held by the General Services Administration as declared to be surplus to the needs of the United States Navy and upon which exists a pile and timber pier suitable for the mooring of ocean going vessels, the General Services Administration not having to this date furnished the Board of Commissioners with a legal description of the property proposed hereby to be acquired or with a determination of the market value thereof.

It is proposed that such lands be acquired from time to time as the Port Commission seems wise by whatever form of purchase or lease

from the General Services Administration is practical, feasible and advisable at the time of purchase. It is further proposed that industrial, commercial or maritime facilities be erected, maintained or operated upon the said tract, or in connection with the said facility, operated by the Port District or be leased out by them to be operated by others, or any portion thereof be leased out to others or operated by the Port Commission and such operation to be conducted in such manner as to be a commercial enterprise for the benefit of the public, generally.

It is contemplated that the acquisition of the said site and construction of the said facilities be financed by any feasible and practical combination of the following methods: Issuance of revenue or obligation bonds, borrowing upon available surplus in the general fund, levy for industrial development district or general purposes, use of the harbor improvement fund of the Port District, or any lawful means or combination of means.

Any acquisition, leasing, development, planning and/or operation herein contemplated to be accomplished by the district alone or in combination or association with any other municipal corporation, provided such combination is lawful.

DATED this 13th day of March, 1962.

President of Said Port Commission

ATTEST:

Secretary of Said Port Commission

*This unaudited copy is all we have
available in the files given
to the Port by former Port attorney
Terrence Herley
S.R. Meyer
11/14/81*

**Listing of Resolutions Amending the Industrial Development District and
Comprehensive Scheme of Harbor Improvement**

Port of Bremerton						
Comprehensive Scheme Listing						
Resolution No.	Date	Purpose	Reference	Geographic Area	Action	Description
62-01	3/13/1962	Adopt	CSHI	Port District	Create	Comprehensive Scheme of Harbor Improvments of Port District. Combined in Res. 81-07
63-02	3/12/1963	Amend	CSHI	Airport	Aquire Property & Improvements	Airport acquisition from Kitsap County and Project no. 5 (runway improvement, runway lighting, and runway extension. Combined in Res. 81-07
67-01	1/10/1967	Amend	CSHI	Airport	Improvements	Airport Improvement project no. 6 (study, clear, excavate & construct water system for the airport. Runway 1-19 improvement. Terminal Area Construction. Industrial Area Construction.
68-01	3/26/1968	Amend	CSHI	Port Orchard Small Boat Harbor	Construction	Special Comprehensive Scheme of Harbor Improvement in the Port District to be known as the Port Orchard Small Boat Harbor. Combined by 81-07
68-03	5/14/1968	Amend	IDD	Airport & Tidelands	Improvements	Establishment of an industrial development district and providing for the establishment of a comp. scheme of harbor improvements and industrial developments wihtin said IDD, combined by 81-07
68-14	10/8/1968	Amend	CSHI	Airport	Improvements	Project no. 07 (Airport Terminal Bldg, aeronautical & Engineering bldg, Hangar bldg.
71-05	9/14/1971	Amend	CSHI	Port Orchard Small Boat Harbor	Construction	Construction of a Small Boat Harbor in Port Orchard - Combined by 81-07
73-13	8/14/1973	Amend	CSHI	Port Orchard Small Boat Harbor	Boundary	Amends 71/05 to describe the final location, boundaries and general layout of the Port Orchard Small Boat Harbor
74-1	1/28/1974	Amend	CSHI	Port Orchard Small Boat Harbor	Revenue Bonds	Issuance of revenue bonds in the principal amount of \$950,000 to pay part of cosntruction costs for boat harbor. Combined by res 87-07.
74-21	10/22/1974	Amend	CSHI	Bremerton Waterfront	Improvements	Bremerton Waterfront converseion from Commerical
76-17	10/26/1976	Amend	CSHI	Airport	Improvements	\$150k GO Bonds to pay for hangars
79-01	4/10/1979	Amend	CSHI	Airport	Construction	Two Nested T-hangaars Combined by Res. 81-07
81-07	7/14/1981	Adopt	CSHI & ID	Port District	Create/Combine	Establishing & Adopting a unified comp. scheme for harbor and airport improvements and industrial development. Combines 62-1, 63-02, 67-01, 68-01, 68-03, 68-14, 71-05, 73-13, 74-01, 74-21, 76-17, 79-01.
84-16	9/27/1984	Amend	CSHI & ID	Port District	Addition	Adding a Port of Bremerton Recreational Facilities Plan for Port Orchard to the Port's Comprehensive Scheme.
86-30	11/25/1986	Amend	CSHI & ID	Airport	Adopt	Adopting the BNA Airport Plans Update, dated 12/86
87-16	5/4/1987	Amend	CSHI & ID	Port District	Adopt	Adopting the Olympic View Wastewater Plant Expansion Plans dtd 2/27/87, as an addition and amendment to the Comp. Scheme.
87-19	5/26/1987	Amend	CSHI & ID	Port District	Addition	Ordering the carrying out of a portion of the Comprehensive Scheme for Harbor, Airport & Industrial Development, as amended; providing for the issuance of \$1,200,000 par value of Limited Tax GO Bonds
88-43	10/4/1988	Amend	CSHI & ID	Port District	Addition	Adding a Port of Bremerton Recreational Facilities Plan to the Port's Comprehensive Scheme
88-47	11/22/1988	Amend	CSHI & ID	Port District	Adopt	Adopting the Architectural Refernce Plan for Additions and Alterations to BNA Terminal Bldg as an addition to the Comp. Scheme

Resolution No.	Date	Purpose	Reference	Geographic Area	Action	Description
88-53	12/13/1988	Amend	CSHI & ID	Airport	Addition	Ordering the carrying out of a portion of the Comprehensive Scheme as amended, to remodel and expand the BNA terminal building; providing for issuance of \$600,000 par value of Limited Tax GO Bonds
89-14	5/9/1989	Amend	CSHI & ID	Port District	Adopt	Amendment to Res. 81-07, Comp Scheme, adopting Bremerton floating pier plans dtd March 1989; general port plans for Bremerton waterfront boat moorage; plans for extension & strenghtening of runways & other airport improvements contained in ALP dtd 11/86
89-15	5/23/1989	Amend	CSHI & ID	Port District	Addition	Ordering carrying out of a portion of the Comprehensive Scheme to construct harbor and airport improvement; providing for issuance of \$1,490,000 par value of Limited Tax GO Bonds 1989.
90-37	9/25/1990	Amend	CSHI & ID	Bremerton Waterfront	Addition	Adopting the Turner Joy Moorage Plans as additions and amendments to the Port's Comprehensive Scheme.
91-27	7/9/1991	Amend	CSHI & ID	Port District	Improvements	Adopting the BNA Road, pavement, and lighting imprevement plans; Port Orchard Marina Fuel improvement plans; and plans for support services for recreational boating on the downtown Bremerton waterfront as additions to the Comp Scheme
91-38	9/24/1991	Amend	REC PLAN	Port District	Amending	Amending the Port's Recreational Facilities Plan Res. 88-43
93-17	7/13/1993	Amend	CSHI & ID	Port District	Adopt	Adopting the BNA Safety Area & Taxiway Improvement Plans and POM electrical improvement plans as part of CHSI & ID
93-36	12/14/1993	Amend	CSHI & ID	Airport	Adopt	Adopting the BNA Surface & Subsoil Drainage Pipe Replacement Project ans part of CHSI & ID
94-15	5/24/1994	Amend	CSHI & ID	Port District	Adopt	Adopting the POM West Breakwater and A Float Electrical Improvement Plans, POM underground fuel tank plans, & First Street Dock covered pedestrian walkway plans to the CSHI & ID
94-21	6/28/1994	Amend	CSHI & ID	Port District	Adopt	Adopting the June, 1994, Port of Bremerton Rec Facilities Plan as an amendment to the CSHI & ID.
95-5	2/28/1995	Amend	CSHI & ID	Port District	Aquire Property & Adopt	Approving acquisition of a 62,500 square foot bldg and related improvements in OVIP and adopting the Rec Boating Study Final Report dated December, 1994.
96-29	9/24/1996	Amend	CSHI & ID	Gorst	Property Disposition	Warehouse building, located in Gorst, sold.
96-32	9/24/1996	Amend	CSHI & ID	BNA	Adopt	Adopting the BNA Master Plan dated November, 1994, and adoption of the PoB High Tech Park plans dated September, 1995.
99-19	4/27/1999	Amend	CSHI & ID	OVIP	Adopt	Adopting construction plans in OVIP for: 24,000 sq ft. Business Center, Business Center Phase I, Phase 1 development of NE Campus, Phase 1 Regional Stormwater Detention Facilities
99-32	8/10/1999	Amend	CSHI & ID	Water Street	Adopt	Adopting the Water Street Boat Launch Ramp and uplands improvement project.
2000-23	6/13/2000	Amend	CSHI & ID	Port District	Adopt	Adopting and amendment to the Port's CSHI & ID to include improvement plans for the POM, Norseland site, and BNA
2000-28	7/14/2000	Amend	CSHI & ID	BNA	Adopt	Adopting an amendment to the Port's CSHI & ID to include improvement plans for BNA

Resolution No.	Date	Purpose	Reference	Geographic Area	Action	Description
2001-14	5/22/2001	Amend	CSHI & ID	OVIP	Adopt	Adopting and amendment to the Port's CSHI & ID to include improvement plans for OVIP.
2002-15	2/12/2002	Amend	CSHI & ID	BNA	Adopt	Adopting and amendment to the Port's CSHI 7 ID to include improvement plans for BNA.
2003-16	5/27/2003	Amend	CSHI & ID	OVIP & POM	Adopt	Adopting an amendment to the Port's CSHI & ID to include improvement plans for OVB & IP and POM.
2003-26	8/12/2003	Amend	CSHI & ID	Port District	Adopt	Adopting the August, 2003 Port of Bremerton Rec Facilities Plan as an amendment to the POB CSHI & ID.
2004-34	8/24/2004	Amend	CSHI & ID	Port District	Adopt	Adopting the BNA Runway Shift plans dated July, 2004, as an addition and amendment to the Port's CSHI & ID.
2005-14	3/8/2005	Amend	CSHI & ID	Bremerton Marina	Adopt	Adopting the Bremerton Marina expansion plans dated February, 2005, as an addition and amendment to the Port's CSHI & ID.
2005-41	11/8/2005	Amend	CSHI & ID & IDD	Port District	IDD	Establishing an IDD No. 2 in downtown Bremerton within the district boundaries of the PoB, and amending the PoB CSHI & ID to include the area of said IDD No. 2
2008-11	1/8/2008	Amend	CSHI & ID	OVB & IP	Adopt	Adopting an amendment to the Port's CSHI & ID to include improvement plans for OVB&IP