

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
001	9/27/2021	Forest Shomer		ziraat@olympus.net	email	The popular trees are brittle, short lived, roots disrupt sidewalks and paved areas and no wildlife value. A good match is the Shore Pine	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
002	9/28/2021	Craig			Voice Mail	Expressed passionate discontent with tree removal	Comment noted.
003	9/28/2021	Karen Rudd		karenlenerudd@gmail.com	email	Please put trees between car lane and bike/sidewalk lanes.	Thank you. Comment incorporated into stakeholder committee and project development alternatives.
004	9/16/2021	Nancy Erreca		nerreca@aol.com	website	The project is not needed, housing is needed.	Comment noted.
	9/28/2021	Keith Emry			Facebook	Fix the roads first	Comment noted for Comprehensive Streets Program intended to address multiple streets needs.
	9/28/2021	Walter McQuillen			Facebook	Fixing Lawrence street should have priority. How about something for the people that live here not the ones coming to visit	Comment noted for Comprehensive Streets Program intended to address multiple streets needs.
	9/28/2021	Richard Hefley			Facebook	please please please do soil tests before planting; make sure the new trees have room to grow and are the right plant for the right place. Please do not leave this in the hands of out-of-town landscape architects who, though I have great respect for many, are not always very knowledgeable about trees (beyond their aesthetic properties).	Thank you. Soil tests have been taken and will be helpful in species selection. The Stakeholder process is incorporating local professional and consulting professional knowledge into project development.
	9/28/2021	Fredrich Bombast			Facebook	Lawrence is fine. the roads in my neighborhood look like iraq, except when it rains. then they look like iraq in a flood.	Comment noted for Comprehensive Streets Program intended to address multiple streets needs.
	9/28/2021	Walter McQuillen			Facebook	Friedrich Bombast I picked Lawrence because it's a major street that many use.	Comment noted for Comprehensive Streets Program intended to address multiple streets needs.
	9/28/2021	Robert Jaye			Facebook	Wow, looks like the city has abandoned reasonable setbacks and their importance for maintaining the city's character. The concept picture shows maybe 15 feet from the road. Nice way to say welcome to PT.	Comment noted. Concept drawing was provided without the benefit of survey and was helpful in creating interest in the project.
	9/28/2021	Sarah Smith			Facebook	What exactly is wrong with the poplars? Why are they Not environmentally friendly?	Please see stakeholder process for discussion on species. The challenge with Poplars is they are an invasive tree and they are not recommended by city code section 12.04 PTMC.
	9/28/2021	Russell Hansen			Facebook	Walter McQuillen thank you !	Comment noted for Comprehensive Streets Program intended to address multiple streets needs.
	9/28/2021	Sarah Ludlum-Wisheart			Facebook	Friedrich Bombast YES!!! All the roads in Uptown need to be fixed!!! This project is ridiculous!	Comment noted for Comprehensive Streets Program intended to address multiple streets needs.
	9/28/2021	David Crozier			Facebook	Cant really believe anyone thinks moving the boat yard boundary closer to the street is more eye appealing than the current situation. This has to be the most unpopular city council project yet.	Comment noted. This project is about a safety concern and the Port desire to utilize the property they own for their mission to support the marine trades. Project aesthetics are also important to the project.
	9/28/2021	Gus Sebastian			Facebook	I think Boat Haven adds good character to PT. Its pretty cool seeing it when you come down the S curves. Its a major part of the history of this town. "A Victorian Seaport" Many local folks utilize the boatyard not only as a means of employment but recreationally. I support this idea. If you have ever looked up at those trees in big wind you might be concerned. Yes fix the roads, yes fix everything, but please don't complain about an idea that could grow a industry in PT.	Thank you. The economic impact of the boat yard is a key tenent behind the project. The City and PUD desire to support the Port in their mission to support marine trades.
	9/29/2021	Fredrich Bombast			Facebook	Walter McQuillen i get that. but i walk a lot of neighborhoods, and many of the out-of-the way streets aren't even streets anymore. at least Lawrence doesn't have massive potholes and washouts. i once asked a city guy about the street in front of our house, which is broken asphalt and gravel undercoat, and he said the cost to repair it would be about the annual street repair budget for the whole city. "improvement projects," though, are sexier.	Comment noted for Comprehensive Streets Program intended to address multiple streets needs.
	9/29/2021	Timothy Stone			Facebook	More gentrification, plz?	Comment noted.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
	9/29/2021	Richard Hefley			Facebook	Sarah Smith they are wonderful trees but at this stage of their lifespan they are falling apart in high winds. It's a busy road with power lines so there is a reasonable likelihood that a tree failure (usually large sections of these trees break out like ice-bergs off a glacier) can cause damage and even injury. They have a few other issues as well. They send up suckers, new trees from the roots, a great distance from the original tree. They are beloved by aphids. They also produce a lot of pollen which a number of people are allergic to. While I have always admired this alley, it is time to plan for the future; replace these with something new and (hopefully) native trees and shrubs, something to take us the next 100 years.	Thank you. Evaluation of this project over the long term is an important factor.
	9/29/2021	James Schultz			Facebook	Plant pot on the roadway! Pot Townsend rides again.	Comment noted.
	9/29/2021	Stephen Hall			Facebook	Very low on the priority list for the city. Putting utilities underground is a nice goal. Roads repairs and replacement is much higher on the list. Just not as sexy on the council resume.	Comment noted for Comprehensive Streets Program intended to address multiple streets needs.
005	9/29/2021	Rachel Ganapoler		rachelganapoler@gmail.com	email	The trees.. while they are not indigenous to the area... have stood 30 years, and have graced the entrance of our town with their beauty. I think it's a terrible idea to remove them under any circumstances... certainly there are other solutions for underground lines..and does the port really have to expand a few feet.. ?	Thank you. The history of the look of Port Townsend is a key element under consideration. Several undergrounding options are available depending on boatyard expansion and tree/utility/path placement.
006	9/29/2021	Meg Lodes		meg_lodes@msn.com	email	In support of removing of removing trees, shrubs and grass that might cause raging wildfires	Thank you. Various planting approaches are being evaluated as part of the Stakeholder process
007	10/13/2021	Dori Bailey		BAILEY_0611@YAHOO.COM	email	The money should be spent for the homeless. Trees are important no matter what type of wildlife or birds or whatever how's them why is the city always trying to remove either animals or trees.	Thank you. The City attempts to balance the public resource of trees in the right of way with safety and other uses of the right of way. City codes promote preservation of trees when not in conflict with street, non-motorized, and utility needs.
008	10/17/2021	Joni Blanchard		jonijobone@hotmail.com	email	Replanting the Poplars makes sense but stick to the 1993 study. There are benefits to the poplars.	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
09	10/19/2021	Joni Blanchard		jonijobone@hotmail.com	email	Attached the 1993 Gateway Development Plan recommend read page 14	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
010	10/11/2021	O'Neill Louchard		oneill@olympus.net	email	Thoughtful planted in needed, mixed species array.	Thank you. Species variety diversity is part of the Stakeholder evaluation.
011	10/7/2021	Joni Blanchard			email	A professional tree person should be consulted about trees and their impacts. Save the yellow lupine.	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
012	10/19/2021	Dixie Llewellyn		dixie@cablespeed.com	email	Have been designing jurisdictional mitigation projects since 1995 and happy to join the planning committee.	Thank you.
013	10/19/2021	Dixie Llewellyn		dixie@cablespeed.com	email	Has there been a soil analysis, makes all the difference in the world for tree survival	Thank you. Yes, soil analysis has been performed.
014	10/27/2021	Julie Jaman		jjamubi@gmail.com	email	take into consideration all the functions that the poplars provide, including the impressive beauty. Please keep me informed of when the public meeting will be held concerning this issue.	Thank you. Please see a record of meeting and meeting schedule on the City's engagePT website. www.cityofpt.us/engagePT
015	11/4/2021	Joni Blanchard		jonijobone@hotmail.com	email	Shore Pines, Evergreens, and, Madronas would not work along the boatyard side of the road (as has been recommended). TREES! Dioecious (only one sexed trees) female trees only - they don't pollinate. We should replace (if we must remove all the Poplars) with more young Poplars.	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
016	11/8/2021	Larry Eifert		larryeifert@gmail.com	email	But I'm also hoping you'll see that killing 130 poplars for some vague ideas is also going to tear this community apart. It already has if you read social media. And once a government loses their respect from the people they govern, it loses its ability to govern. You'd be heros to just let this plan to be focused to support the trees, not senselessly kill them.	Comment noted. The City, Port, and PUD seek transparent process that allow for all viewpoints to be heard.
017	11/7/2021	Joni Blanchard		jonijobone@hotmail.com	email	Madrona tunnel coming into town beyond Mill Road. I'm not advocating what-so-ever those trees get wiped out, but, seriously - maintenance IS so important and has obviously been neglected along that dangerous stretch of trees. The living healthy Madronas stand firm at their precarious looking angles, so, please don't touch those!!	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
018	11/7/2021	Karen Anderson		karenlanderson736@gmail.com	email	What would the design of the expanded boatyard entail? How would it translate into jobs, specifically? There is no relationship between the tree removal on the south side of Sims and the north side of Sims due to public safety. These should be analyzed as two different options. Enhanced accessibility to the boatyard - It is not clear what this means. The proposal to have a narrow sidewalk adjacent to a block wall with a small landscape strip adjacent to the street is unacceptable and does not appear to conform to the 1993 Gateway Development Plan concept for Sims. I would prefer to see a more natural edge to Sims. I support the planting of native species.	Thank you. Boatyard expansion allows for larger boats to be worked on in Boat Haven which engages more of the trades. The edge look of Sims Way is being evaluated by the stakeholder committee
019	11/9/2021	Charles Law		clawthree@gmail.com	email	full-sized [fruit] trees will sequester between 220 and 260 pounds [of CO2] annually. acre-sized apple orchard can fix as much as 20 tons of CO2 from the air each season, while it releases 15 tons of oxygen, and provides over 5 billion BTUs of cooling power. The idea of discharging CO2 into the atmosphere from destruction of hundreds of trees should be considered.	Thank you. Carbon sequestration and effects of climate change are important considerations.
020	11/9/2021	Joan Fabian		fabianily@gmail.com	email	1) native species are likely to suffer or not adapt to climate change. What species will thrive in the Sandy soil on the boatyard side? Special consideration should be made that irrigation or lack of water in our microclimate as well as sea water intrusion need be studied. 2) Can the trees be removed only on the boat yard side and leave the others on the lagoon side and experiment with heavy trimming of existent trees on the lagoon side. 3) Lombardy poplar do thrive after extreme cutting. Please look into it. Perhaps this use of wood could be considered an opportunity to offset tree replacement budget or establish a viable long range green belt? Or ongoing trash collection as a lot blows over from the boat yard and is rarely cleaned up. 4) poplar wood is the wood used specifically in the making of wooden shoes in the Netherlands.	Thank you. These comments are included for the stakeholder process and evaluation.
021	9/27/2021	Forest Shomer		ziraat@olympus.net	email	If more people know about the allergenic downside of poplars and birches (the latter being one of the four most common trees planted here around 40-50 years ago), some may change their minds about wanting to retain the poplars, and also help swing the public toward a more diverse and 'cleaner' urban forest. Something like 20% of the general population has strong reactions with allergenic trees—and don't even realize that.	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
022	11/2/2021	Andrea Heland		rubymaxlily@gmail.com	email	There is no problem to fix here. Have you seen the condition of our roads? Plenty of work there.	Comment noted for Comprehensive Streets Program intended to address multiple streets needs.
023	11/17/2021	Fred Weinmann		fweinmann@cablespeed.com	email	A city is not a natural area preserve and should not be thought of as such. I believe we should be looking for something attractive as an entrance to downtown. One suggestion would be flowering cherry trees.	Thank you for the suggestion.
024	11/19/2021	Julie Jaman		jjamubi@gmail.com	email	The City administration, the Port and the PUD are proceeding with a capital project that does not reflect the vision, goal statements or policies in the Port Townsend Comprehensive Plan, Tree Conservation Chapter 19.06, the Gateway Development Plan, the Strategic Plan 2019-2022, the Port Townsend Urban Forestry - Trees In The ROW and Brochure, the Parks and Recreation Functional Plan. It is unknown if the PUD or Port have followed planning policy with their part of the project including permitting for commercial expansion that may involve chemical pollution of water and air. Do not cut trees in December.	Comment noted. These factors along with others must be brought into the decision making process.
025	12/1/2021	Steve Mader		stevemader77@gmail.com	email	I totally and completely support the Sims Way and Boat Yard Expansion Project as described on the City's website	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
026	12/9/2021	Tom Myers		tommyers393@gmail.com	email	Go for it! Plant native trees that FIT! Avoid "straight lines" if at all possible. https://www.arborday.org/trees/righttreeandplace/	Thank you. The stakeholder committee is evaluating options that include species as well as optional landscaping forms.
027	12/10/2021	Linda Tilley		artbytilley.com lindatilley44@gmail.com	email	It just simply seems like the wrong time to invest the money in this project when so many of Port Townsend's roads are falling apart as well as other infrastructure issues.	Comment noted for Comprehensive Streets Program intended to address multiple streets needs.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
028	12/13/2021	anonymous		butterfly@olypen.com	engagept	Why does the Port have to expand toward Sims Way when there's not enough land there to put any boats? Why do the many have to pay for something that will only benefit the few?	Thank you. The Port seeks to expand the boatyard to their property line to fully utilize their property for their mission and purpose of operating the boat yard.
029	12/12/2021	Russell Hill		rhill3795@gmail.com	email	If care is taken by the design team to strategically re-plant replacement trees, and incorporate other items to enhance the arrival experience in PT, folks will get over it much sooner. I believe a couple of these pieces of equipment (and maybe a couple more sprinkled along the Larry Scott trail near the Boatyard) would provide a great "personal experience" and would promote more use of the new walk path. I would imagine the maintenance costs of this type of equipment would be minimal, but perhaps worthy of inquiry to justify. https://playworld.com/fitness-wellness/lifetrail#ref	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
030	12/10/2021	Steven Yanoff		syanof@yahoo.com	email	I support the new "gateway" vision including poplar tree removal/replacement. I wonder if some of the native species of Kah Tai can be seen as a model for re-vegetating this section. With careful landscaping they could be attractive as well as beneficial to our region's wildlife and ecology, such as madrones, maples, bitter cherry, willows, and various shrubs and grasses (unfortunately there are non-native species there as well).	Thank you for the suggested plantings.
031	12/9/2021	Andrea Hegland		rubymaxlily@gmail.com	email	Who is proposing to remove the trees on the south side of Sims Way? When are you proposing to do this? What permits will you be securing? When will you be securing permits? Will you be conducting environmental review.	Thank you for the questions. The Port is proposing to expand the boatyard, the PUD would like to bury the power lines and the City would like to support the Gateway. Thus, the project involves all three agencies. The timing of the project is dependent on the outcomes of the public process and decision making process. Permits are dependent on the outcomes of the public process and decision making process. The scope of environmental review will depend on the project scope as determined by the process.
032	12/6/2021	Julie Jaman		jjamubi@gmail.com	email	An environmental impact statement would provide the community an opportunity to review the project more in depth allowing provision for information and alternatives not yet considered. The particulars about chemical fumes and dust are needed in order to make a community friendly plan. At a minimum, there should be at least three landscape design options. Sketches/concepts, one with re-planted poplars, should be provided for public input with consideration given to attributes i.e. functions, costs and overall design and aesthetics. Recognizing topographical opportunities and retaining existing vegetation are beginning points for good design." Look in the adopted Gateway Development Plan, the Comprehensive Plan, and the Parks, Recreation and Tree Functional Plan. The community has supplied vision and guidance for our small town aesthetics as we proceed into the future.	Thank you for the suggestion. An Environmental Impact Statement has not been identified as the appropriate level of environmental review. The adopted City plans are key in supplying the intent for the area in which the project is located. The City does not have a Parks, Recreation, and Tree Functional Plan, but rather Parks Recreation and Open Space Plan. The City code discourages planting of poplars.
033	12/7/2021	Andrea Heland		rubymaxlily@gmail.com	email	At a time when we need to be healing, you are tearing out this community's soul so the Marine Trades and Port can make more money.	Comment noted.
034	11/22/2021	Charles Law		clawthree@gmail.com	email	We need to start considering which species are most likely not to die off due to our climatically uncertain future. i.e.: good at adapting to the heat and cold, the floods and powerful winds that are coming. According to studies, the most important trees for carbon sequestration are in large, mature forests, not young urban trees, street trees etc.	Thank you. Climate change considerations is important for this project and all projects as is carbon sequestration.
035	12/14/2021	Steven Yanoff		syanof@yahoo.com	email	I support the multi-agency plan. I would like to see it revegetated/landscaped to relate to our Pacific Northwest natural heritage, and proximity to Kah Tai lagoon and the shoreline.	Thank you for the suggestion and desire to honor our Pacific Northwest natural heritage.
036	12/15/2021	Karta John Miller		susanmiller@olypus.net	engagept	Regarding the poplars on Sim's Way. Why not, the city of Port Townsend buy that 20 acres and trade it to the port for Sim's Way frontage and it's win-win for all.	Thank you for the suggestion.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
037	12/15/2021	Steven Yanoff		svanof@yahoo.com	email	I listened to the December 15 discussion about the Sims Gateway live on KPTZ. Thanks to everyone for doing this, it is a good project. Eron Berg recounted a conversation in his breakout group about using this as an opportunity to consider ways to improve the health of the local ecosystem, specifically rejoining Kah Tai with Townsend Bay through an active estuarine connection.	Comment noted. Thank you. One clarification regarding opening the tidal flats is that the salt would likely kill existing native plants. That said, the elevations of Kah Tai were set with dredge spoils from the 1960s above seal level.
038	12/30/2021	Val Johnstone		valjohnstone@aol.com	engagept	Recommend: Acer Rubrum "Columnare" Red Maple	Thank you for the species suggestion.
039	12/21/2021	Kathy Knoblock		toddk@msn.com	email	I am angry about the decision to remove the poplar trees from Sims Way. I am angry because of the reasons given, and the lack of communication of a plan to replace the trees. So of course, we are letting them expand. Why aren't we requiring them to expand safely?	Comment noted. Safety around the powerlines is a fundamental requirement and was the initial driver for this project.
040	1/13/2022	Debbie Jahnke		dbjahnke@att.net	email	Comments on information provided to public by Gateway Poplar Alliance	Thank you for the helpful information concerning the GPA complaint.
041	2/12/2022	Cliff Moore		mearmoore@comcast.net	email	consider this idea: take the trees on the Port side, but on the Kai Tai side, take one third of the trees and replant with native species. In five years, take another one third of the trees and again replant with native species. Five years later, take the final one third.	Thank you. A replacement over time option is being considered.
042	2/14/2022	Patti Hoyecki		phoyecki@yahoo.com	email	supportive of the poplar tree removal and have participated in the virtual meetings, listened in on the radio. I write to nominate a tree type for planting if that becomes part of city/group efforts now and in the future. The Western Red Cedar is native, long lived, well suited for that soil type and our weather.	Thank you for the suggestion of species.
043	2/14/2022	Joni Blanchard		jonijobone@hotmail.com	engagept	Where is the Long Term Tree Management Plan? What are the plans for the cut trees? Who does one become a stakeholder? Reconsider wiping out the Kah Tai Poplars.	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
044	2/15/2022	Gail Workman		marksyounglady@gmail.com	engagept	Have you seen the gigantic poplar on San Juan that fell apart? It will be much cheaper to cut these poplar trees now than later when they are much bigger, rotting from the inside, and posing a serious hazard. The sooner we get started planting trees that are appropriate for our area, the sooner those trees will mature into their full beauty.	Thank you. Long term costs and safety is a concern that is desired to be mitigated.
045	2/18/2022	Richard and MaryAnn Moore		ptmoores1@q.com	email	We are forwarding this Zoom educational webinar opportunity that we will be attending next week.	Thank you.
046	2/22/2022	Johnny	Ms Johnson's eighth grade class		mail	The hearts on the poplars comment	Thank you.
047	2/22/2022	Richard Jahnke			public comment	Stormwater drainage needs to be developed	Thank you. Stormwater is important to this project.
048	3/6/2022	George Randels		gr321@olypen.com	email	Remove poplars on port side but leave trees on lagoon side.	Thank you. This option is under consideration.
049	3/8/2022	Mary Elayne Dunphy		medunphy@comcast.net	email	I urge you to insure more dedicated care for the existing trees and preserve this iconic landscape.	Thank you. The evaluation of the trees indicate that more care is needed for the trees as they are stressed.
050	3/20/2022	Joni Blanchard		jonijobone@hotmail.com	email	Clarification of assessment report: poplars would not likely be killed if trenching done by Port fence line, safe option if heavy equipment stayed off of the main roots closer to tree on the Port side.	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
051	3/21/2022	Linda Lebrane		lebranemusic@yahoo.com	engagept	Save the poplars	Comment noted.
052	3/14/2022	Kelly Drake		kellydrake22@gmail.com	engagept	I wonder if it would be possible to bury the power lines without removing the trees? One more question is how does the boatyard expand if you're just replanting new trees?	Thank you. It may be possible to bury the powerlines without removing the trees. The expanded boatyard project would replace the trees in a location closer to the street.
053	12/13/2021	anonymous		krdmps@hotmail.com	engagept	How will the City of Port Townsend protect the vital industry that is the heartbeat of this town?	Thank you. The project is very much about the community benefit of supporting the marine trades.
054	4/6/2022	Brent Vadopalas		brent@vadopalas.org	engagept	It is not logical to both remove trees and underground the power lines. illogical to expand the boatyard before tackling these serious environmental issues. The public infrastructure grant could be spent in a more productive way than the proposed gateway project.	Comment noted.
055	5/2/2022	Andrea Hegland	Gateway Poplar Alliance	info@poplaralliance.org	engagept	Provided a copy of the April 23, 2022 Gateway Alliance Slideshow along with comments that the project can be done without cutting down the poplars, the city has no economic analysis for cutting the trees, the parks board is the public forum, the city has arranged the parks board to be in favor of removal of the poplars, the stakeholder committee is in favor of removal of the poplars, the city has always intended to remove the poplars and the public process is not transparent.	Thank you for providing a suggested alternative. Please see the city's engagePT website. All videos of the stakeholder meetings are available on this website for transparency. Final decisions on what the project will entail will be made in public session at the City Council, Port Commissions, and PUD Commission levels. www.cityofpt.us/engagePT

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
056	5/5/2022	?	Gateway Poplar Alliance	info@poplaralliance.org	engagept	Can you clarify the purpose for the stakeholder committee and defined scope of work.	The purpose of the stakeholder committee is to evaluate and develop thoughtful options for the decision makers.
057	5/7/2022		Gateway Poplar Alliance	info@poplaralliance.org	engagept	<p>It appears that the 9 member Stakeholder Committee that is supposed to have an open mind about our Gateway Poplars already has a predetermined bias against the Poplars. A majority are already on record to cut our community trees down.</p> <p>The City's website still says that one of the project goals is to cut the trees down.</p> <ul style="list-style-type: none"> · Replacement of Lombardy poplars, an emerging and eventual need for the City <p>The Port informed us that the selection process for the Stakeholder Committee was an open one, available to the general public. We were also told that all options were on the table. We subsequently requested copies and/or documentation of that notification to the general public for this committee formation...and the City was unable to provide us with any announcement for openings that was made available to the general public. The Stakeholder Committee members appear to have been hand picked and with an existing bias against our poplars.</p> <p>The Parks Board was able to choose 4 of the 9 members, and the City indicated from the outset that the Admiralty Audubon would be invited. The Port was guaranteed a spot as well. The general public was not allowed to serve on this hand-picked committee, which has been stacked with anti-poplar votes. We expect our elected officials to engage in truly democratic processes backed by democratic principles. Clearly that is not what has occurred.</p>	Comment noted. The stakeholder committee volunteered to be a part of the process. The Parks Tree Trail Advisory Board made a recommendation for a couple of people to participate. Staff asked those if they would be willing to participate. The City, Port, and PUD are thankful for the stakeholder volunteers and all they have brought to the table for discussion and consideration.
058	5/16/2022	Vicki Legman		vickilegman@gmail.com	email	Thank you. Been doing some reading and poplars are short lived trees. They're beautiful, but removal seems to, sadly, make sense.	Comment noted.
059	2/19/2022	Robin Ornelas			public comment	Please preserve the poplars. They are one of the reasons that I wanted to move to Port Townsend.	Comment noted.
060	2/19/2022	Darlene Schanfalc		darlenes@olympus.net	public comment	I am disappointed that the City staff proposes to remove the Poplars on Sims Way. Those older and still healthy trees add character and a beauty to the area, which otherwise looks totally industrial. If the height is a problem, a trim is sufficient. Why would you even spend City funds on an unnecessary project when they can be put elsewhere? Please leave the trees alone.	Thank you. The stakeholder process and arborist evaluation has identified that the trees are stressed and need investment.
061	2/20/2022	Larry Eifert		larryeifert.com	public comment	How is the city, county and port going to take care of what they have been entrusted with? Will they take the easy way out and cut the trees, cutting a riff through the town that will maybe not be repairable? Will you help make it look like a strip mall by planting more Mall-Ready trees that look like every other place in America? Will people like Nancy and I drift away from here to be replaced by Mall-Ready home buyers?	Comment noted. There are many demands on tax payer resources creating challenges in maintaining public assets.
062	2/20/2022	Melinda Bryden			public comment	I just wanted the City of Port Townsend to know that my husband, Ron Hayes, and I support cutting down the Poplar trees along Sims Way. It makes economic sense. As relatively long term residents (1999), we would like the City to know that it has our support.	Comment noted.
063	2/20/2022	Rachel Ganapoler			public comment	I'm opposed to your plans for cutting the beautiful trees lining the gateway to our town.. they should be maintained, not destroyed! This plan is short sighted and that money could be spent elsewhere.. I'm sure you can come up with another worthless round about.. or you could fill pot holes or try to beautify the town by maintaining the existing trees.. ya know.. like the ones that were removed on main street . Yes, I'm pissed at your decision.. we want the trees to stay.. those trees!!	Comment noted.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
064	2/20/2022	Lois Venarchick			public comment	The poplar trees along Sims Way literally transformed my life with their beauty, color and most importantly, the calming, I can breathe, peaceful way into town. Although you might dismiss this comment thinking it just too out there; I have driven into PT most of my adult life on a near daily basis. Nothing removed the stress I feel, and the beauty I see, than these two rows of stately poplar trees. I can only imagine the feelings they evoke in visitors and newcomers alike. In addition Port Townsend, " use it up, wear it out, fix it up or do without. " Stop spending money on things not needing to be done, directly contributing to the unaffordable town we are becoming. Save the trees!	Comment noted.
065	2/21/2022	Sheri Suryan		smithsuryan@gmail.com	public comment	Please don't cut these beautiful trees down! They are such a welcoming sight as people drive into Port Townsend. They block wind from the sea and provide shade to Khai Tai Lagoon for fish and other wildlife. Sadly no other trees will grow to that extent in my lifetime. It would be such a shame to cut them down. What a void there will be and will be permanently! It's not worth high speed internet to kill these trees! Please rethink other possibilities and let them survive!!	Comment noted. Clarification, the existing overhead lines are transmission lines supplying power to Port Townsend and not highspeed communication lines.
066	5/22/2022	Laura Snodgrass		laurafound@yahoo.com	engagept	I just want my opinion to be heard. I know you have heard all of the arguments for and against. Please do not cut down the poplars.	Comment noted.
067	5/20/2022	Mark McCauley		mmccauley@co.jefferson.wa.us	email	Looking out off my deck just now - from the hill between the hospital and Safeway - removing the poplars is going to substantially alter my view and not for the better. My view is world class and one reason the house is valued so highly. I won't oppose the plan but thought you might want to hear an unvarnished opinion from an interested resident who will adversely impacted by the current plan. I love the poplars as does my wife.	Comment noted. Thank you for the suggestions. These topics have been debated significantly by the stakeholders. Please see the videos on the engagePT website at www.cityoftpt.us/engagePT
068	5/25/2022	Kaci Cronkhite		kacicronkhite@gmail.com	engagept	I support the Port's boatyard expansion and PUD under grounding of power lines. However, I also support saving the poplar trees. Those poplar trees have proven time and again how resilient they are... through negligence, drought, floods, boatyard toxins, highway toxins, brackish mingling with Kai Tai lagoon, and when PUD has chopped them down to stumps on the boatyard side of the road across from Safeway. They're tough as well as iconic. How much water are the trees currently drinking? When they're gone, where will the water go? Will the new trees and surfaces manage water and mitigate toxins as well? Will new trees be so hardy? At what comparable budget? If you must remove poplars from the Port side of the road, at least keep the ones on the Kai Tai side and use the money for improved maintenance: thinning, pruning, root barriers. Lastly, please ensure that all new surfaces and landscaping maintains or improves the environmental impacts of poplar removal: No concrete, no plastic, just green space and plantings that would parallel the work of those trees.	Comment noted. Thank you for the suggestions. These topics have been debated significantly by the stakeholders. Please see the videos on the engagePT website at www.cityoftpt.us/engagePT
069	5/26/2022	Lisa Flores		laflores99@yahoo.com	engagept	I am among the many who have lived here in Port Townsend for more than 40 years. I love the entry to our town. There is no valid reason to cut down these beautiful specimens. I have read all of the opinions. Perhaps there is a danger ... as in anything else of any validity in the world. I am also a climate refugee from the California Wildfires, where we lost ALL of our trees to the deadly devastation,,,,, we had no choice in the matter. Here you have a choice. Use it wisely.	Comment noted.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
070	5/29/2022	David Goldman Andrea Hegland	Gateway Poplar Alliance		engagept	<p>The 11-15-22 Jefferson County Gateway Plan Implementation and Boat Yard Expansion Grant addresses a legitimate economic development project that involves the Port of Port Townsend and the Jefferson County PUD. This development does not require the removal of the lower Sims Way poplar streetscape.</p> <p>What is it about present conditions of the Port Townsend Sims Way gateway transportation corridor that requires removal of the poplars ? Nothing</p> <p>Does the lower Sims Way "Flats" part of the gateway need critical aesthetic, restoration or maintenance work? No</p> <p>One member of the Stakeholder committee expressed the business community's appreciation for the current beauty of the gateway. Another committee member is on record with his professional analysis of the lifetime value of the poplars to the community.</p> <p>The solution to the legitimate concern about the condition of the Kah Tai Lagoon Park is to promote an independent project to address that. Kah Tai Lagoon Nature Park is a worthy project suitable for grant funding and the improvement of which would contribute to what makes Port Townsend a special community. The Nature Park project would not require poplar removal from the Sims Way ROW.</p>	Comment noted. Thank you for the suggestion for securing funding for Kah Tai. The evaluation process through the consultant and stakeholders has revealed that the Poplars are stressed and need investment. The aesthetic is a large topic of discussion.
071	6/3/2022	Dixie Llewelin		dixie@cablespeed.com	engagept	<p>I am entirely in favor of completely removing the poplars and improving the appearance, habitat function, and diversity of Sims way for future generation and visitors. As a resident of town for 42 years I have been impressed with the beauty of abundance of flowering trees and shrub planted in historic uptown (over 60 different trees species recorded during a recent survey). I have noticed the dominance of poplars planted in Port Townsend: they are breaking up (beyond their lifespan) and very unattractive in the winter. In fall I noticed all the wonders of color of other trees and in spring the stunning floral possibilities. I am involved professionally with revegetation and restoration projects (since 1995) in the City and Washington State with my business Olympic Wetland Resources, LLC. Currently I am involved with several ongoing City and State (Fort Worden, Kah Tai Prairie Preserve) revegetation projects. I have been past president of the Washington Native Plant Society, Olympic Chapter Although I work exclusively with native species there are many non-native trees and shrubs that have much higher habitat value and seasonal beauty than the ragged monotonous poplar meant to windbreak farmlands in Kansas..</p>	Thank you for the background.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
072	6/3/2022	Steven Yanoff		svanof@yahoo.com	engagept	<p>I am unclear of the current status of the proposed poplar tree replacement plan. This has been a divisive topic but I hope decision makers proceed and remove the poplar trees, for both safety reasons, regarding power line issues, and because they are relatively short-lived non-native trees. As much as possible, new development in this and all cases should enhance the environment. So I strongly support replacing the poplars with native vegetation. Others have pointed out that our native Pacific Northwest trees from Douglas fir and western red cedar to Pacific alders and Pacific madrones are beautiful visually and symbolically, appropriate, and would enhance the environment. That might also benefit Kah Tai Lagoon park by somewhat extending that quasi-natural area. I would further remind all of us that the entire area from Townsend Bay through the lagoon, including the Boat Haven boatyard, Sims Way, nearby commerce like boat shops, Henry's, Safeway, etc., the transit center, and Kah Tai Lagoon park and lagoon themselves, are themselves products of fill and development that converted a historical natural active estuary and adjacent terrestrial ecosystem, and their use by indigenous populations. In that context, I urge you to consider how removal and replacement of the poplars, development of bike and pedestrian paths, and Boat Haven expansion can be more connected to that natural and human history. For example, native vegetation appropriate to estuary shorelines should be considered, and not just native upland trees. Interpretive signage is important. Even more visionary and substantial would be incorporating ways to restore some measure of functionality to these past tidal aquatic, wetland and adjacent terrestrial systems, their connection to Townsend Bay and lowlands towards North Beach, and historical uses by Native occupants. I get that is very big picture, that significant restoration of that area's pre-settlement condition is likely not practical or affordable. But I encourage you to do what you can.</p>	Thank you for pointing out a number of concerns and the suggestions. The stakeholder discussions and process have been helpful and reflect a majority of this comment.
073	6/6/2022	Julie Jaman		jjamubi@gmail.com	continued	<p>There is a gorilla in the stakeholders' process - the poplars are to remain. This, according to the 1993 adopted 'Gateway Development Plan'; intended to provide continuity for future projects. This plan, a years long community effort, describes "special environmental character" and streetscape recommendations: "The linear corridor quality of the poplar trees can be maintained, while enhancing views of the shipyards and the Historic buildings. Removal of "sucker" growth of the large poplars, and selective removal of the small, individual seedlings would open up views to the lagoon and boatyard. New poplars, spaced 20'-25' apart, can be selectively planted to fill in "gaps" along Sims. Meadow grass and wildflowers can be planted as ground cover around the poplars. The area north of Sims. adjacent to Kah-Tai Park (note: land later incorporated into the Park) can be planted with willows, riparian plantings and other marsh plants to recall the lagoon's former link with the Bay. The 'Sims Gateway and Boatyard Expansion Project' is a collaboration of three agencies, sharing a County \$1M PIF grant. The grant language refers multiple times to "implementing" the 'Gateway Development Plan', the community's vision for future development. Newly hired staff managers promote a mantra, "the poplars must go", an idea inserted into the project narrative: "The Poplars have been identified as an inappropriate tree by both the Parks Recreation and Tree Advisory Board, as well as a supporting landscape study for Kah Tai Lagoon". However, no City policy, goal, vision or priority has been adopted to incorporate such incongruent and contradictory ideas into the 'Gateway Development Plan'. The grant money is to implement not amputate the community's vision. What of the future town landscape, prioritizing " the poplars must go" - cutting hundreds of trees - projected at \$3000 per tree. One might be concerned; poplar cutting before residential streets potted with water features and arterials without shoulders for bicycles and walkers. A few</p>	Comment noted. Thank you for the suggestion. The PIF grant is for economic development and cannot be used for maintenance of Streets. The Gateway Plan is an important guiding document that identifies intent. It is important to consider all relevant information in the plan and what has been learned since the plan's development for decision making by the elected bodies. This comment regarding streets is helpful to know that there is a priority to investment in streets.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
	continued	Julie Jaman		jjamubi@gmail.com	email	water features and arterials without shoulders for bicycles and walkers. A few chosen stakeholders are discussing the staff's 'Sims Gateway and Boatyard Expansion Project'. It's unclear if stakeholders know roadside streetscapes are not parks and the poplars are to be maintained not cut down. One can hope they recommend to the Parks Board and City staff to groom and steward the poplars as recommended in the 'Gateway Development Plan', clearly the community's intention. The Port manager has indicated he is open to replanting poplars and the PUD has indicated it does not need to remove the poplars in order to trench for its lines.	continuation of the above comment.
074	6/7/2022	Glen Bellerud			Front Desk	"What about the roads – cutting down the poplar trees, which have been here & have not had any storm damage as the shore pines have? Having managed Fort Worden for the first 20 yrs & a back ground in parks, I find this discerning (disturbing?). There are poplar trees at the Fort & they are doing great. I have been here for 60 yrs & find your thinking very short sighted. Who wants to look at stunted shore pine – not really native either. Let's do something for everybody – not the few leading us & those choosing to make us look like all the same As in Calif(?)."	Comment noted for Comprehensive Streets Program intended to address multiple streets needs.
075	6/13/2022	Beverly Michaelsen			engagept	I love the poplars after the s curve and entering into beautiful Port Townsend. Please save the north side ones!! It is unfortunate that the port must take down the ones that border their side for expansion, they make such a perfect border. I wish they could all stay and they are perfect for water absorption and ecology. Thank you for considering and I hope that we can do the right thing in regards to our town, it's citizens and our beautiful natural world.	Thank you. The aesthetic into PT is a huge part of this project.
076	6/15/2022	Steve Mader		stevefader77@gmail.com	email	At the June 14th Gateway Stakeholders Meeting, we began a discussion about planting setbacks from features in the Project area. Attached is a landscape detail sheet prescribing planting setbacks that WSDOT has used, sometimes with modification, for many roadside vegetation projects. WSDOT offers these distances as guidelines, not strict requirements.	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
077	6/14/2022	Joni Blanchard		jonijobone@hotmail.com	email	Attached is an EPA Review titled 'Biological Aspcects of Hybrid Poplar Cultivation on Floodplains in Western North America'. In it, they lament the widespread elimination of Hybrid Poplars and herald the re-introduction and cultivation of them for environmental benefits. One line in it says 'Given current trends in climate warming, hybrid Poplar could potentially compensate for the adaptive limitations of some native species'. It was written, since, there was a need in the divided scientific community, for all parties to have a better understanding of the basic biology and ecological role of both native and hybrid Poplars. I've consulted with two of our renown local naturalists, both with Doctorates in Biology, both experts and authors of books about birds. To quote one of them, when asked about wildlife value of OUR Poplars along Sims, he says 'removing the Lombardies from along that main path would be a short term loss for the migrating yellowrumps, nomadic waxwings, et al, that periodically make HEAVY use of them for foraging, but, IMMEDIATELY replanting with black cottonwood, willow, etc could fill that gap pretty quickly.' i've been working beside the Poplars (on a boat) for the past 2 months everydav. Sonobirds have been sinoing all dav long every dav in them for these	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
078	6/10/2022	Joni Blanchard		jonijobone@hotmail.com	email	<p>At the last meeting, Scott said we should email our thoughts of the concepts just sent to us. Here're mine~</p> <ol style="list-style-type: none"> 1. Sidewalk completed along north side ONLY. Upgrade crosswalks. 2. Any walking path along boatyard fenceline, if one MUST be put in, should be as narrow as possible and maybe only crushed pea gravel as is already across the road along the front of Henery's for low visibility. NO 6' slabs of anything - especially concrete!! 4. It's best to keep bicycle traffic as far to the west side of marina to connect as directly as possible to Larry Scott. As in the new path that will eventually connect the west side of boatyard entry to the shoreline. Straight in past Blue Moose is best until the new path is put in. 6. Bicycle traffic coming in past Admiral Ship Supply or along the marina waterfront shouldn't be encouraged. Too much traffic coming and going, cars parking, backing up, boats on lifts going by. Groups of bicycles mosying through the marina get in the way of busy comings and goings of workers and marina patrons. Bicyclers will start taking up all our precious parking spaces if they get a trail all along there, also!! They are already increasingly using our parking down closer to the trail. 8. Boatyard fence would be nice with a retaining wall of 2-man basalt rocks 3' or 4' high with wood posts and simple square wire between them to maintain view in and out of the yard for us workers and for those looking in to see the cool boats as they pass. 4. Absolutely NO opening along the yard fenceline. Those wanting to come in can access by coming into the marina and figuring their way in. Openings just encourage the (illegal) 'death dash' across the road to Henery's. Not necessary for workers to have easy access to Henery's. And, us workers definitely don't want easv readv access of the public right into where we're working! I've asked 	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
079	6/20/2022	Charles Nelson		chasnelson101@icloud.com	email	Why not install new power lines underground, & save the trees?	Thank you. Undergrounding is possible. Evaluations of impact to the trees has been considered by the stakeholder committee and consultant team.
080	6/20/2022		Gateway Poplar Alliance	info@poplaralliance.org	email	<p>We were blind copied on an email in which you wrote: In addition, we also desire to make another seat available and seek a representative of the Poplar Alliance group to be part of the process directly. Assuming this was your formal invitation, here is our response.</p> <p>The current process to achieve the stated objectives of the multiagency "Sims Way Gateway Plan Implementation and Boat Yard Expansion Grant" agreement and to qualify for Jeff County PIF grant funds requires the removal of all the poplars from the lower Sims Flats commercial corridor of the GDP as an "implemen[ation] [of] the City's Gateway Development Plan" [GDP]. The GDP specifically calls for a streetscape of linear poplars:</p> <p>Streetscape Recommendations The linear corridor quality of the poplar trees can be maintained, while enhancing views of the shipyards and the Historic buildings. Removal of "sucker" growth of the large poplars, and selective removal of the small, individual seedlings would open up views to the lagoon and boatyard. New poplars, spaced 20'-25' apart, can be selectively planted to fill in "gaps" along Sims. Meadow grass and wildflowers can be planted as ground cover around the poplars. The area north of Sims, adjacent to Kah-Tai Park, can be planted with willows, riparian plantings and other marsh plants to recall the lagoon's former link with the Bay. The GDP can't be implemented by removing all the poplars. The Gateway Poplar Alliance (GPA) was organized to oppose that poplar removal. The GPA won't participate in what is intended to be a public advisory/decision making process to redesign the Sims Flats commercial corridor of the GDP if the decision to remove the poplars has already been made before any substantive public involvement with the Potemkin village public process that has been undertaken to date. Therefore, the GPA will only agree to participate in the "technical advisory group," the "Sims Way Technical Advisory Group," aka the "stakeholder committee," if the</p>	Comment noted. The additional seat has been filled by a volunteer desiring to participate.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
080	continued					Therefore, the GPA will only agree to participate in the "technical advisory group," the "Sims Way Technical Advisory Group," aka the "stakeholder committee," if the city commits to: a formal review of the 1993 GDP that involves as substantial a public process as was conducted in the drafting of the GDP and memorialized in the Plan and especially with reference to the specification of the poplar streetscape of the Plan "FLATS" COMMERCIAL DISTRICT." This review shall include the impacts of the GDP revisions on the Kah Tai Lagoon Park and shall be subject to formal ratification by the Port Townsend City Council, and such SEPA review and process specified by PTMC Chap. 19.04 (SEPA) and PTMC 19.04.260D3p (Substantive authority) as required by law to address the environmental impacts (Flats streetscape, poplars, linearity, tree replacement, storm water, wind currents, etc) on that corridor of the GDP and the lands to the north and south of it, and any other similar legal processes and reviews required of any other agency the actions of which are premised on or dependent on the completion of the city's full review process specified immediately above.	Continued
081	6/19/2022	Joni Blanchard		jonijobone@hotmail.com	email	Kah Tai Volunteers, the Audubon Society, and our Parks Board members through the years have created a lovely park over the years and I appreciate and support all the prairie restoration and wildlife habitat efforts. We have near 80 acres of this lovely park. I'm hoping to keep Poplars just along the 1 -acre strip on the very edge of the park in the ROW. Many in our community are wanting to keep many of those Poplars. Let's compromise to thin, prune, and save a good stand of healthy Poplars that stand along that stretch.	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
082	6/120/22	Kathy Lundquist		woodland.antiques@gmail.com	engagept	I know there's a backlash in response to the removal of the poplars along the Gateway, between the lagoon & the port. It is a noisy group but I hope folks like me let you know we agree with the effort to plant native trees along that strip. I vote to remove them. They are messy & dangerous, to my mind. My neighbor recently removed 7 poplars along our property line. I couldn't have been more grateful. He worried (as did I) during every windstorm that they'd come down on his house (or mine). Plant some native trees that are easier to maintain& less messy & ignore the noisy folks.	Thank you. This is helpful information.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
083	6/14/2022	Ron Sikes		b1rdbrush@gmail.com	email	<p>Nonnative plants reduce population growth of an insectivorous bird <i>Desirée L. Narango</i>. Nonnative plants lack an evolutionary history with native fauna and support insect communities that are less abundant and diverse, and this may change food availability for vertebrate consumers. Most insectivorous birds are absent or declining in urban areas, yet no study has tested whether nonnative plants impact bird populations via food limitation. We monitored reproduction and survival of Carolina chickadees within residential yards and found that when nonnative plants increased, both insect availability and chickadee population growth declined. We also found that populations could only be sustained if nonnative plants constituted <30% of plant biomass. Our results demonstrate that nonnative plants reduce habitat quality for insectivorous birds and restoration of human-dominated areas should prioritize native plants to support local food webs. Human-dominated landscapes represent one of the most rapidly expanding and least-understood ecosystems on earth. Yet, we know little about which features in these landscapes promote sustainable wildlife populations. Historically, in urban areas, landowners have converted native plant communities into habitats dominated by nonnative species that are not susceptible to pest damage and require little maintenance. However, nonnative plants are also poor at supporting insects that are critical food resources for higher order consumers.</p> <p>Despite the logical connection, no study has examined the impact of nonnative plants on subsequent population responses of vertebrate consumers. Here, we demonstrate that residential yards dominated by nonnative plants have lower arthropod abundance, forcing resident Carolina chickadees (<i>Poecile carolinensis</i>) to switch diets to less preferred prey and produce fewer young, or forgo reproduction in nonnative sites altogether. This leads to lower reproductive success and unsustainable population growth in these yards.</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
083						<p>Despite the logical connection, no study has examined the impact of nonnative plants on subsequent population responses of vertebrate consumers. Here, we demonstrate that residential yards dominated by nonnative plants have lower arthropod abundance, forcing resident Carolina chickadees (<i>Poecile carolinensis</i>) to switch diets to less preferred prey and produce fewer young, or forgo reproduction in nonnative sites altogether. This leads to lower reproductive success and unsustainable population growth in these yards compared with those with >70% native plant biomass. Our results reveal that properties landscaped with nonnative plants function as population sinks for insectivorous birds. To promote sustainable food webs, urban planners and private landowners should prioritize native plant species.</p>	Continued
084	6/14/2022	Ron Sikes		b1rdbrush@gmail.com	email	<p>Poplar – The Homemaker - Chelsea Green Publishing https://scanmail.trustwave.com/?c=16439&d=8Zio4tgMej-HeO3JelQJoO-hFa3fWfjtcV1nujoyA&u=https%3a%2f%2fwww%2echelseagreen%2ecom%2f20%2fpoplar-the-homemakerPlantations of hybrid poplar are always made of clones. Some of these large plantations out in the Northwest are thousands of acres and support little wildlife. They are voids for biodiversity. This is not the fault of the tree, but a mistake of management. The difference between clonal blocks of native poplars and hybrid poplars is in the origin of the trees. Native insects have evolved to eat native poplars. There are countless species that will only feed on poplar leaves. These insects are the backbone of a food web that supports birds. Hybrid poplars do not feed insects the way aspens do. In fact, many newer hybrid poplar clones have been genetically engineered to avoid being food for Lepidoptera (butterflies and moths). These trees have had Bt (<i>Bacillus thuringiensis</i>) added to their DNA. Bt is a bacterium that is regularly used to kill Lepidoptera. The result is a silent forest. Transgenic poplars are not available to the public in the United States at this time. They are widely planted in afforestation projects in China.</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
085	6/13/2022	Ron Sikes		b1rdbrush@gmail.com	email	Attached is from Wikipedia regarding problems related to Lombardy Poplars. It is relevant to both sides of Sims Way. The second and third attachments are relative to concerns of habitat for birds in the Kah Tai Lagoon Nature Park. The last two are an abstract from the Proceedings of the National Academy of Sciences.	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
086	6/12/2022	Steve Mader		stevefmader77@gmail.com	email	I have been thinking about stormwater management in the Sims Way Gateway Plan Implementation and Boat Yard Expansion project area since the recent flooding. I recommend that the agencies include stormwater management in the project alternatives because the approaches will influence structures, vegetation, bike/ped connections, water quality, flooding, and aesthetics.	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
087	6/1/2022	Steve Mader		stevefmader77@gmail.com	email	Here are the graphics I presented at the last Stakeholder meeting, which Scott requested that I forward. The thoughts and ideas respond to the "Features to Consider in Developing Alternatives" of the Project Limits and Constraints map distributed by Scott. The graphics present a preliminary high level functional plan (e.g., focal points, view corridors, connectivity) based on the 1993 Gateway Development Plan to the extent that Project constraints allow, and reflecting Project criteria from public comments. The two typical sections show how many of the criteria expressed in the Gateway Development Plan and public comments could be incorporated in the Project alternatives.	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
088	6/12/2022	Forest Shomer		ziraat@olympus.net	email	"Meadow grass and wildflowers" in the planter strip (north side) was a failed experiment from around 25 years ago. I actually obtained hundreds of transplants from the WSDOT nursery stock—species they wished to see growing there. And we installed them—including Port Townsend High School students doing their Senior Project service work. That strip proved simply too high-impact for those plants to endure. I personally spent something like 30 cumulative hours doing periodic weeding and garden maintenance, and it was not sufficient to perpetuate the planting. There were many introduced weed species that migrated in; way too little water available; foot traffic and bicycle wheels nipping at the edges. A nice thought, one that would require a considerable investment beyond the resources I describe above, just to reach a level of 'survival' after as little as two or three years. I strongly recommend woody shrubs as a primary planting category, set well back from the shoulder(s), and with committed water and weeding resources until established.	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
089	6/13/2022	Rick Janke (Sharing State Audubon information)		rjahnke@att.net	email	I received this email, cover email and press release (attached) from the state Audubon office. From Teresa Anderson at State Audubon "Deborah and I are working on a statement from Audubon WA and/or National Audubon that we will run past you just in case we want to use it. We'll also ask your advice about where (or if) we should send it. I just wanted to let you know that I did have a phone call with Andrea Haegland months ago about the poplar issue and I was misrepresented in their email below. I did not say that Admiralty Audubon is out of step with National. In fact, I told her that National Audubon is pro native plants (via our Plants for Birds initiative). We also talked about the Birds and Climate in National Parks report that Audubon did a few years ago that talked about birds and ecosystems moving because of climate change. I think that's where she got the idea that Audubon is in "flux on its view of non-native plants" which is not true at all.	Thank you for the clarification from the State Audubon Office
090	6/21/2022	Don Archer		bobblacktym@comcast.net	phone call 1:20pm	The poplar trees should be saved put power underground	Thank you. Power and variety is part of the Stakeholder evaluatibo.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
091	6/21/2022	Rick Janke (Sharing information from John Rowden, National Audubon)		rjahnke@att.net	email	<p>"The National Audubon Society and its field office, Audubon Washington, strongly promote the use of native plants through our Plants for Birds conservation initiative because research shows that native plants are critical for supporting our native bird species. Native plants – and the insects they support – evolved with native birds and provide resources that are matched to the birds' needs, which is especially important during breeding when birds are feeding hungry chicks. Many landscaping plants are exotic species from other countries that require maintenance, more resources, and may become invasive, negatively impact native ecosystems and natural areas. Our native bird species face innumerable threats and replacing non-native and invasive plant species with natives is an important way that individuals and municipalities can support our native birds."</p> <p>- John Rowden, Ph.D., Senior Director Bird-Friendly Communities, National Audubon Society</p>	Thank you for the helpful information.
092	1/17/2504	Steve Mader		stevefmader77@gmail.com	email	<p>At the last Gateway Project stakeholders meeting, we discussed the vegetation establishment information accumulated by Admiralty Audubon for Kah Tai park. Ron Sikes has kept the records of naturally established and planted vegetation, which has been compiled in the attached spreadsheet (identical files in two formats). Obviously, the objectives for the plantings have changed over the years. The record will be helpful for the Gateway project's landscape design. The controversy about the poplar trees along Sims Way and their possible removal has occupied a great deal of time and energy by many, which is understandable considering the changes being contemplated. However, before such an important decision is made, everyone involved should be able to assure the community that the process is adequate to address objections. Certainly to clarify what is factual.</p> <p>One objection is that attention has not been given to the original Gateway Project which is yet in effect, a "governing" document written by the City. That document is very explicit about the poplar trees and their care, which includes trimming and pruning to assure healthy growth. I remember that being the case because I participated as a citizen, among many, who helped formulate the Gateway Plan.</p> <p>During that citizen effort, the Sims Way corridor was divided into several sections to help with plans for that unique area. I worked with a small group on the section that lay between the boat haven and Kai Tai lagoon, the area now receiving primary attention. We decided that careful tending of the poplars would enhance the beauty of the "Gateway</p> <p>What the final outcome of the present process for Sims Way will be, I don't know, but I would feel much more secure in the decision if the question of what the original Gateway Plan dictates is addressed.</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
093	6/27/2022	Margaret Lee		ptmlee@olypen.com	engagept	<p>The information you tracked regarding ADA is correct in the legal sense, but not practical, nor is it appropriate on a road of this importance. Only one person at a time can walk in a 4-foot space, and walking side by side, the way people walk, takes a minimum of 5 feet on a well maintained sidewalk. A road with a volume of Sims makes it challenging to get across the street, so full support for walking and bicycling is needed on each side of Sims. For the commercial urban form of this area, the recommended minimum sidewalk width is 6 feet, with 8 feet preferred (easier to maintain).</p> <p>Also, only about 7% of people who ride bikes feel comfortable in bike lanes or buffered bike lanes, so they too seek to be separated on a multiuse path. A multiuse trail needs to be 10 feet wide in order to receive state or federal funding. That said, the majority of those bicycling should feel comfortable riding on the lakeside of Sims, so it is not essential to have a multiuse trail on both sides, so a 6-8 foot sidewalk (my recommendation) would be a workable minimum for the boatyard portion, and this should be setback with a buffer from the street edge.</p>	Comment noted. Thank you for sharing about the development of the plan. The value sets provided in the Gateway Development Plan are important to this project as well as other information. It is important that all information is provided to the decision makers.
094	6/30/2022	Dan Burden		dan.burden@bluezones.com	email	<p>The information you tracked regarding ADA is correct in the legal sense, but not practical, nor is it appropriate on a road of this importance. Only one person at a time can walk in a 4-foot space, and walking side by side, the way people walk, takes a minimum of 5 feet on a well maintained sidewalk. A road with a volume of Sims makes it challenging to get across the street, so full support for walking and bicycling is needed on each side of Sims. For the commercial urban form of this area, the recommended minimum sidewalk width is 6 feet, with 8 feet preferred (easier to maintain).</p> <p>Also, only about 7% of people who ride bikes feel comfortable in bike lanes or buffered bike lanes, so they too seek to be separated on a multiuse path. A multiuse trail needs to be 10 feet wide in order to receive state or federal funding. That said, the majority of those bicycling should feel comfortable riding on the lakeside of Sims, so it is not essential to have a multiuse trail on both sides, so a 6-8 foot sidewalk (my recommendation) would be a workable minimum for the boatyard portion, and this should be setback with a buffer from the street edge.</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
095	6/30/2022	Joni Blanchard		jonijobone@hotmail.com	email	<p>A six to 8 foot 'path' on the boatyard side would make it look waaaaay too inviting for people traffic. That is something that creates a 'security risk' for the boatyard - which is something we're trying to minimize in our design. This isn't the place for a 'promenade' lane. With larger slips and commercial vessels going in along that fenceline, there will be even more loud noises and boat construction work going on than there currently is with the smaller recreational boats. Noise and fumes! Not the place for promoting hanging out.</p> <p>As I said, this is a small town - with somewhat heavy traffic through there at times. Not an 'urban setting' that needs to look like a small big city slabbed over with hard surfaces. Especially on both sides. It sounds like there's a 'routin' for the 10' multiuse hard surface on the Kah Tai side coming up. An 8' hard surface also on the Port side is much too much too much. This is a flood plain.</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
096	7/17/2022	Joni Blanchard		jonijobone@hotmail.com	email	<p>Parkway Form with blended trees is the best option for the south boatyard side, (full pie - excellent), since, it can encompass mixed species with bushes (Hairy Manzanita), Non-fruit bearing flower trees (Dogwood, Washington Hawthorne), along with some taller/bushier/canopied trees behind the Port buildings (Female Aspen, Female Western Balsam, Lombardy Poplar).</p> <p>I guess it would be called Parkway Form on the North side even though many young strong columnar Poplars will be kept along the length mixed in with the native trees. It'd be a columnar/parkway mix - as it already is, but, with fewer Poplars. So, North side gets a 1/2 pie for columnar and a 1/2 pie for Parkway. The look it has now shows that blending forms and species works nicely. The height variations look good.</p> <p>Note* With full expansion, according to printed 'Street Cross Section' plates, the bowsprits of the boats end up 15' from 'Small Treetrunks', boathulls would be 25' from tree trunks (limbs/leaves 10' from bowsprit/20' from boathulls). Large Canopied treetrunks would be 18' from bowsprit/28' from boathulls (limbs/leaves 5' from bowsprit/15' from boathulls). Boats being 20' from overhead limbs, leaves, birdpoop, and general tree debris is close enough to cause operational complications for boatwork. Putting utilities beneath the sidewalk near fenceline and planting any taller trees as far towards the road as possible would be best.</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
097	7/17/2022	Joni Blanchard		jonijobone@hotmail.com	email	<p>No expansion without undergrounding power won't work. Keeping overhead powerlines would cause the Port to lose the whole row along the fenceline of 35 plus active workspaces due to newly revealed setbacks between power lines and the Port's moving machinery (travellift). That would be a huge economic loss for the Port and for the Marine Trades.</p> <p>Power lines cannot be undergrounded along the boatyard side of the Poplars, as, it's impossible to relocate all the 35 plus boats for the trench digging/heavy machinery work to stay off of the Critical Root Zone.</p> <p>IF power can go underground along the roadside, beyond the City's 2' 'storm drain', that would put the 6' trench only 13' way from Poplar trunks for much of that stretch (as treetrunks are only 21' from bike lane for a good stretch along there). It would be quite risky for the trees to cut their roots that close to their trunks.</p> <p>Also, no expansion means all the funding goes away, as it's the Port's creation of (10 jobs??) - 'economic development' that justified the grant.</p> <p>A partial expansion (5 feet less than the 25' plan), would put the Poplars waaaaayyy too close to the boats and would not work!</p> <p>Ideally, the boatyard could expand elsewhere and not head out towards the road, the power lines could be undergrounded and the Poplars could live out the 20 or more years of life they have in them with thinning of the compromised ones and pruning of the rest.</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
098	7/17/2022	Joni Blanchard		jonijobone@hotmail.com	email	<p>We HAVE young healthy Poplars all along just about the whole length of the north corridor blended in nicely with the native trees. We should keep a good many of them. It IS what the Environment Protection Agency recommends to mitigate future climate changes coming down upon us - planting Hybrid Poplars along with native species in floods zones. (The Federal Land and Water Conservation grant folks heed EPA's recommendations - so, keeping or planting Poplars in the Park won't hurt the Kah Tai funding they provide). The North side needs serious thinning of the Poplars and of conifers that are closing in the view corridor. There are too many trees on top of each other along there competing for soil nutrition and water. Poplar water usage is comparable to Douglas Firs, so, their water usage isn't justification for wiping them out. i haven't heard a decent justification for not allowing Poplar trees in the ROW yet. 70 + years is not short-lived. Of the thousands of Poplars around our town and county, in over 70 years, we've had less incidents of them coming down or causing harm than many native trees have caused. Most trees have a degree of 'basal rot' and is not justification alone for killing off a tree. The arborist's recent assessment of the southside trees mentioned cases of basal rot, but, still classified those trees as 'low risk' of trunk failure for years ahead - it's not the death sentence that it sounds like.</p> <p>The Kah Tai Park belongs to all the citizens, and although the volunteers, Audubon Society, and the Parks Board do great work, they should not wield ultimate power over our Gateway ROW plantings. The Poplars and their fate is up to the City Council and City Planner ONLY. And, remember, we're talking a 5' - 10' width of land totaling approximately one acre along the near 80-acre park! Let us keep Poplars all along the corridor on that side with natives as it already is!! New plantings are hardly even necessary. The butterflies and migrating birds who use the Poplars will truly appreciate it. Their tallness adds</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
099	7/18/2022	Steve Mader		stevefmader77@gmail.com	email	See Steve's email sharing ranking of vegetation forms and suggested visuals for a no tree option. See Stakeholder committee meeting packet for 7/26/22 on engagePT website. www.cityofpt.us/engagePT	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
100	7/19/2022	Russell Hill		rhill3795@gmail.com	email	<p>All,</p> <p>I will not get into as much detail regarding the types of Vegetation to consider, leaving that to the Arboricultural professionals, but will reply to the "tree forms" rankings that are due today, as suggested by the Design Team. Here are my thoughts, in the simplest of descriptions. Reminder, I volunteered for the "constructability" aspect, which I have other opinions on, but not pertinent to today's assignment.</p> <p>1)Canopy Tree Form: I absolutely love this form, but in our case, would rank this as ½ pie, fair. It seems to me as if Sims way is too wide to accomplish the beautiful effect I have seen in other places without negatively affecting the Boatyard expansion in return. It just doesn't appear that there is enough space to create a "canopy" stretching across Sims Way.</p> <p>2)Columnar Tree Form: This is my favorite choice, as it the closest to what we currently have with the Lombardy Poplars. Very welcoming and very majestic / proud to stand tall as a community. I would rank this form as a ¾ to full pie, and think it would lessen the impact to the community if the removal of the Poplars is truly required.</p> <p>3)Flowering Tree Form: I think this form would require a lot of Maintenance, clean up and watering, which is not in the current budgeting. This form would only "pop" during spring months, and I don't think they would represent the "welcoming, warm hug" other than in the spring. While beautiful, I would rank this as ½ pie, fair.</p> <p>4)Parkway Tree Form: I like this style as well, but the randomness of species patterns, flow & symmetry would not provide much character, as we have now with the Poplars. I would prefer a more DYNAMIC Gateway to downtown..... I do appreciate the low maintenance & lack of direct future costs to the city</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
100	Continued				email	<p>4)Parkway Tree Form: I like this style as well, but the randomness of species patterns, flow & symmetry would not provide much character, as we have now with the Poplars. I would prefer a more DYNAMIC Gateway to downtown..... I do appreciate the low maintenance & lack of direct future costs to the city though. I would Rank this as ½ to ¾ pie.</p> <p>5)No Tree Form: I would think that if the Poplars indeed are required to be removed, the general public will really want to see something similar in its place.</p> <p>As it stands now, for me, if the Poplars must be removed, here are my overall thoughts: I am hoping to see a mixed use path on the Boatyard side, not concrete sidewalk, with a barrier of columnar trees of blended species, to separate Sims Way with the path. Along with that, an upward bent ornamental iron fence along the Boatyard, with no openings for public access, for security of Boatyard. Maybe a historical maritime art piece or two, mixed with a couple of "interactive" amenities along the path. For the Kah Tai side, I am in favor of a Maintenance / Pruning / Trimming program, with removal & replacement as needed over time.</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
101	7/19/2022	Ron Sikes		b1rdbrush@gmail.com	email	<p>Review Four Tree Forms plus a Shrub Form Below in order of preference with caveats: 1. Flowering Trees with caveats of having tree families mix, staggered planting, and require planting stock large enough to have canopy above deer browse line. Positive attributes are interest of flowers and fall color, and can fit space. Negative - require careful choice on Port side to minimize fruiting. 2. Shrub Form and Fern planting with caveats of ferns and evergreen broadleaf shrubs required to minimize weed growth and deer browsing. NO IVY! Positives are easier maintenance, always evergreen, no drab winter image, allows some views of the boat yard, the true iconic image of a maritime city. Negatives are needs weeding until canopy closure completed, no fall color, and may require some protection from deer. 3. Parkway Tree Form Positives are the blended mix plantings layered, and mixed growth size, lower maintenance of informal arrangement, and image would or could be similar on both sides of Sims Way. Negatives are the larger trees would contribute more windblown debris to boats, possible limbs, wind thrown trees on roadway, and requires more space. 4. Large Canopy Tree Form Positive is lots of summer green enclosing street and some fall color. Negatives are limbs and trees falling on street or boat yard, needs lots of space</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
101	continued	Ron Sikes				<p>4. Large Canopy Tree Form Positive is lots of summer green enclosing street and some fall color. Negatives are limbs and trees falling on street or boat yard, needs lots of space for roots and canopy, less space for pathways, trenching, and would send lots of wind blown debris into boat yard. Also the canopy would block views of dramatic clouds over uptown/down town.</p> <p>5. Columnar Tree Form Positive is vertical form allows fit into above ground horizontal space for trunk and limbs. Negatives are limbs and entire tree wind throw, interference with any trenching or covering of root zone, suckering into pathways and boat yard, and windblown debris into boat yard. Columnar form does not relate to iconic images of the Pacific Northwest.</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
102	7/20/2021	Forest Shomer		ziraat@olympus.net	email	<p>1. Review the four presented tree forms. plus the fifth form suggested by Steve (No Tree Form - groundcover and varying height shrubs) and rank your preference using the criteria we agreed upon from Meeting 4 (attached). DUE Tuesday, July 19th</p> <ul style="list-style-type: none"> o Canopy Form o Columnar Form o Flowering Form o Parkway Form o No Tree Form <p>2. Consider the new alternatives introduced in Meeting 6 to prepare for a pros/cons discussion during Meeting 7 on July 26th at 2p. DUE Tuesday, July 26th</p> <ul style="list-style-type: none"> o No Expansion <ul style="list-style-type: none"> <input type="checkbox"/> Trim trees (PUD) to create a 10-ft clear radius from the nearest power wire(s) <input type="checkbox"/> Re-energize the power lines after tree trimming <input type="checkbox"/> Constrain Port operations to be offset 20 feet from the nearest power wire <input type="checkbox"/> Leave Poplars on the north side <input type="checkbox"/> Leave Poplars on the south side with heavy trimming (first bullet) <input type="checkbox"/> Begin maintenance program for remaining Poplars <input type="checkbox"/> Keep existing ped facilities - no new facilities o Partial Expansion <ul style="list-style-type: none"> <input type="checkbox"/> Expand boat yard by 20 feet (existing curb to new curb and existing fence to new fence) <input type="checkbox"/> Trim trees to allow for boat yard expansion <input type="checkbox"/> Keep existing ped facilities - no new facilities <input type="checkbox"/> Assess tree impacts due to Port expansion - keep Poplars as much as 	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
103	7/20/2022	Arlene Alen		arlene.alen@jeffcountychamber.org	email	<p>Scott-</p> <p>After reading all your materials and the video of the last meeting, I was sorry my overlapping meeting conflicted, and I was unable to for that lively discussion.</p> <p>My vote on this is to stay columnar as from the placemaking perspective it isn't as jarring a variance as some of the other alternatives and maintains the "gateway" feeling which is important to our businesses and visitors.</p> <p>If greater detail on this is needed, please advise.</p> <p>It is a pleasure watching you facilitate this "interesting" group and I am grateful it is you not I.</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
104	7/20/2022	Sarah McQuillen		sassymcquillen@gmail.com	email	<p>I'll respond to the full Port expansion:</p> <p>The Poplars will need to be removed along the boatyard and the power put underground. I do not think the Poplars should be remove adjacent to the buildings unless necessary due to their health or building's foundation damage. I do not think the Poplars should be removed on the N. side of Sims Way. There are many young Poplars that can be incorporated into the street border if some of the mature trees need to be removed.</p> <p>I am not in favor of replanting trees along the S.side - boatyard. It seems that any trees would be too close to the boats and would negatively impact work there. I think a rock wall and metal fence - with no pedestrian access is good. Native shrubs could be planted next to this and either grass and/or a soft permeable surface foot path.</p> <p>Manzanita, Salal, Oregon Grape and native Current are easily maintained possibilities.</p> <p>This would be more of a Parkway entrance to town which also draws the eye into town in a welcoming way with the Poplars on the N. side.</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
105	7/21/2022	Jennifer Rotermund		gaiceousgardens@gmail.com	email	<p>My email does very strange things to long "copy all" email strings, so I'm hoping this comes through clearly to everyone. It's taken some careful work on my part to make sense of the string so far on my end, unfortunately.</p> <p>A great discussion last week. Thank you for that. I especially appreciated the background information and understanding about how the funding works for these projects and that they tend to be geared toward initial development and building (which includes infrastructure such as large sidewalks) for overall uniformity and flow, rather than being left to piecemeal it with each developer. That helped me to understand how that occurs with large projects like this.</p> <p>With that conversation came some criticism about the design between the two roundabouts along upper Sims/ HWY 20. I maintain and regularly work at one of the business properties along that stretch, and although I agree about the challenges of landscape maintenance along there, I want to add a voice of praise for the wide sidewalks. I'm not a fan of concrete, but as I work along that space, I see people regularly use the sidewalks. Every time I'm there, I feel like there is a comfortable sense of space for pedestrians, including benches and a nice sense of flow that I rarely see provided for foot traffic along busy roads. It always feels safe to be there - which is also a rarity along such a busy road.</p> <p>I think the Parkway option makes the most sense for the overall space and for the long term legacy of the overall space - on both north and south sides. I completely understand that the poplars are problematic on the port side, and I've always had a sense of them forming a tough barrier that creates an awkward and abrupt visual to the rest of the Kah Tai Park. If I were to think of the entire park as a landscape, I would never plant the tallest trees on the front edge along a road or path. I would want shorter perennials, shrubs and small</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
105	7/21/2022	Jennifer Rotermund		gaiaceousgardens@gmail.com	email	<p>I think the Parkway option makes the most sense for the overall space and for the long term legacy of the overall space - on both north and south sides. I completely understand that the poplars are problematic on the port side, and I've always had a sense of them forming a tough barrier that creates an awkward and abrupt visual to the rest of the Kah Tai Park. If I were to think of the entire park as a landscape, I would never plant the tallest trees on the front edge along a road or path. I would want shorter perennials, shrubs and small trees closest to the road and sidewalk, then inviting the eye to wander further back and up into the park. I can imagine a similar experience along the port with a solid but attractive fence keeping people from entering the port in unwelcome places.</p> <p>I personally love the look of the Canopy form, but a monoculture of trees is simply not sustainable enough with climate change any longer. I fear that even those trees grown to be particularly pest and disease resistant may not withstand the test of time, given the unpredictability of climate change, and a mon-culture in this location (the entrance to town) is creating too high of a risk for future failure of an entire stand of trees.</p> <p>I would also like to see as many native plants included as possible (and we have SO many options there - including Pacific Wax Myrtle, which is low pollen, evergreen, and provides well for migrating birds). I feel that we have the opportunity with native plants to expand across the city our theme of honor the original people of this land and the plants they lived off of and incorporated into their lives and culture. Perhaps one day, the city will even have the opportunity to add more native art (like the totem pole on the other end of downtown) or expand upon a theme (like the Chetzemoka Trail) bringing that level of</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
105	Continued	Jennifer Rotermund		gaiaceousgardens@gmail.com	email	<p>I would also like to see as many native plants included as possible (and we have SO many options there - including Pacific Wax Myrtle, which is low pollen, evergreen, and provides well for migrating birds). I feel that we have the opportunity with native plants to expand across the city our theme of honor the original people of this land and the plants they lived off of and incorporated into their lives and culture. Perhaps one day, the city will even have the opportunity to add more native art (like the totem pole on the other end of downtown) or expand upon a theme (like the Chetzemoka Trail) bringing that level of education and interest into the very arrival corridor of our community, honoring the first people who inhabited and stewarded this land.</p> <p>All of the other tree form options rank equally last for me.</p> <p>Circling back to a different topic for a moment, I had a thought/question arise in my consideration of the pathway conversation along the port side. I wonder if one of the experts on paths & sidewalks in our stakeholder group knows if there is any research available on the assumption that a sidewalk automatically invites more people into a space - specifically people with criminal intent. It might, and if it does, I'm in favor of a smaller or no path on that side. However, when thinking about this topic, the research about street lighting (another topic I've been involved in before) came to mind. There is often the assumption that street lights automatically make a street safer by providing light - seems like common sense - when in fact street lights often shine in people's eyes making it harder to see and cast harsh, contrasting shadows that the eye has trouble adjusting to. So, I'm just curious if by chance there is any data about sidewalks that actually is similarly nuanced. Like, I could also imagine that the lack of sidewalks invites people wishing to hide what they're doing because everyone</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
105	Continued	Jennifer Rotermund		gaiaceousgardens@gmail.com	email	<p>Like, I could also imagine that the lack of sidewalks invites people wishing to hide what they're doing because everyone else going about their every day business are on the provided sidewalk across the street. I'm speculating here, but it had me wondering about the data because so often what seems like common sense is not what actually is true.</p> <p>Finally, even though I know we're not talking about specific tree/plant species yet, I'm just going to begin mentioning it (also because I've seen the suggestion pop up a time or two already): please, please, please, please, please...PLEASE...DO NOT plant Quaking Aspen in this space - EVER. PLEASE (yes, this is me actually begging). It's a gorgeous tree...when it has tens of thousands of acres of space to spread into on a mountain side. Please do not inflict it on us and future generations in this little space here. I've had to maintain too many properties where the designer thought it a good idea to include a single Quaking Aspen and very quickly I was left to deal with the immediate and strong spread of a powerful tree that chokes out everything else in the landscape and even ruptures asphalt and cement. Please don't plant it here.</p> <p>Thank you for hearing all of my thoughts.</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
106	7/21/2022	Dan Burden		dan.burden@bluezones.com	email	<p>Jennifer, great insights. To answer two of your questions,</p> <p>"...if there is any research available on the assumption that a sidewalk automatically invites more people into a space - specifically people with criminal intent. I could also imagine that the lack of sidewalks invites people wishing to hide what they're doing because everyone else going about their everyday business are on the provided sidewalk across the street</p> <p>... (do) street lights automatically make a street safer by providing light - seems like common sense - when in fact street lights often shine in people's eyes making it harder to see and cast harsh, contrasting shadows that the eye has trouble adjusting to.</p> <p>Trails and sidewalks, and people using them, bring added security. There is significant data on this (see my presentation). The more people walking and bicycling the more there is natural surveillance.</p> <p>As to lighting, this also reduces the opportunity for crime. Lighting should not create glare (see my presentation), and lighting helps build a strong sense of welcome and identity.</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
107	7/21/2022	Dan Burden		dan.burden@bluezones.com	email	<p>After serving on this working group, I came to realize how essential it is to have everyone involved become aware of the greater mission of Sims Way, to be a signature street that addresses each of the following:</p> <ul style="list-style-type: none"> •safely move traffic within the designated target speed (30 mph), •advance a multi-modal community that supports all people walking and bicycling, •create a true "front porch" gateway and welcome into our community, •provide a mix of green and shade, •reduce the potential for crime, •consider maintenance costs, lighting and more. <p>This slide deck provides a menu of visual opportunities to visualize and address each topic.</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
108	7/21/2022	Dan Burden		dan.burden@bluezones.com	email	<p>Jennifer, great insights. To answer two of your questions,</p> <p>"...if there is any research available on the assumption that a sidewalk automatically invites more people into a space - specifically people with criminal intent. I could also imagine that the lack of sidewalks invites people wishing to hide what they're doing because everyone else going about their everyday business are on the provided sidewalk across the street</p> <p>... (do) street lights automatically make a street safer by providing light - seems like common sense - when in fact street lights often shine in people's eyes making it harder to see and cast harsh, contrasting shadows that the eye has trouble adjusting to.</p> <p>Trails and sidewalks, and people using them, bring added security. There is significant data on this (see my presentation). The more people walking and bicycling the more there is natural surveillance.</p> <p>As to lighting, this also reduces the opportunity for crime. Lighting should not create glare (see my presentation), and lighting helps build a strong sense of welcome and identity.</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
109	7/21/2022	Steve Mader		stevefmader77@gmail.com	email	<p>As I mentioned previously, the Port's rationale for Full Expansion was not clear to me, which made the Pros/Cons exercise challenging. I attempted to flesh out the Full Expansion rationale for me, and I attach it here for your consideration. I imagine that this rationale could be improved by those with greater insight.</p> <p>Rationale for Full Expansion of the Boat Haven Boat Yard</p> <p>1. Full Expansion means full build out of the Boat Haven work yard to the Port of Port Townsend's northern property line (0.9 acre). Full Expansion of the work yard entails:</p> <ul style="list-style-type: none"> raising the surface elevation to match adjacent work yard grades, constructing a retaining wall/security fence, constructing structural fill ballasted to support travel lifts and loads, ground surfacing with nonpolluting gravel material, installing connections to the property's stormwater collection and treatment system, rehabilitating the work yard's electrical service, fiber optic, and cable network, and security lighting. <p>2. City of Port Townsend designated Boat Haven as zone M-II(A) ((Boat Haven) Marine Related Uses). This district accommodates a variety of uses including marina, recreational boating, manufacturing, assembly, haul out, and repair. The zone designates larger scale and more intensive water-dependent or marine-related uses at the Boat Haven. These uses are consistent</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
109	Continued					<p>3. Chapter 17.22 (MARINE-RELATED AND MANUFACTURING ZONING DISTRICTS) of the City of Port Townsend Municipal Code allows Full Expansion, with associated marine uses. The Code requires neither yard setbacks from the property line nor a vegetated buffer along nonresidential land uses (i.e., Sims Way R/W).</p> <p>4. Full Expansion is consistent with the Port of Port Townsend's 2020 Comprehensive Scheme of Harbor Improvements (CSHI) plan, which states "future development of the upland areas at the Boat Haven property...anticipates maximizing the efficient use of available land to encourage marine-related commerce and industry" and "the upland areas should be actively managed to efficiently use all available land, encourage intensification of marine related industrial and commercial uses, and improve the Port's bottom line." The CSHI anticipates upland capital improvements, such as "Work Yard & Boat Yard Resurfacing (Periodic)," "Stormwater Treatment System Rehabilitation (Periodic)," "Sandblast Containment Facility," and "Work Yard & Boat Yard Electrical Service Rehabilitation/Lighting," which are elements of Full Expansion.</p> <p>5. The 2020 Annual Update of the Jefferson County Comprehensive Economic Development</p>	<p>This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.</p>
109	Continued					<p>5. The 2020 Annual Update of the Jefferson County Comprehensive Economic Development Strategy (CEDS Project #24) identifies elements of Full Expansion, which is therefore consistent with and helps to implement locally adopted project priorities.</p> <p>6. Full Expansion has received a specific and substantial Public Infrastructure Fund grant from Jefferson County under the State Community Economic Revitalization Board Prospective Development Program. This commitment of financial resources verifies the Port's need for Full Expansion.</p> <p>7. The project will assist in retaining and creating 20 permanent jobs that sustain and enhance Port Townsend's "working waterfront," thereby enhancing an economic sector long identified by policy plans as essential to preserving community character.</p> <p>8. The Boat Haven work yard is an integrated complex of interdependent operations that rely on efficient use of designated space. The work yards and spaces rely centralized infrastructure; that is, close proximity to utilities, environmental protection measures, equipment staging, and equipment and vehicle access/circulation. Shipbuilding and repair activities generate pollutants, such as abrasive blast media, metals, metal related compounds, petroleum associated</p>	<p>This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.</p>

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
109	Continued					<p>hydrocarbons, and antifouling ingredients in paints, which require connections with comprehensive containment and treatment systems already present. Alternative sites for conducting these activities are unavailable.</p> <p>9. Boat Haven no longer imagines westward expansion of the Boat Yard into the "Balch Property" primarily due to shoreline and environmental constraints (e.g., wetlands). This condition reduces the Port's buildable area, and forces intensified uses of unencumbered land, as envisioned by Full Expansion.</p> <p>10. Full Expansion will benefit two Boat Haven Upland Use Designations: (1) BH-A Work Yard, and (2) BH-B Marine Industrial/Boat Yard. The use designations seek to agglomerate specific types of development where activities are conducive; that is, to compatible work yard and marine trade uses adjacent to the boat lifts, distinct from designated administrative, recreational, and parking areas near public and pedestrian facilities.</p> <p>11. The BH-A Work Yard is east of Haines Place and Boat Street, and extends easterly to the Safeway Gas Station property. It encompasses the area ballasted for the 75-ton mobile travel lift, and has approximately 120 spaces for vessel storage and refit projects. Boat storage and refit projects</p>	<p>This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.</p>
109	Continued					<p>are the principal use in this area. Per the CSHI, "the area should be managed to maximize its vessel storage potential and, in turn, improve the Port's bottom line." Full Expansion will allow work spaces for larger vessels, and servicing with new electrical conduits, wiring, transformers, pedestals, receptacles, and meters. The Travel Lift Drive aisle would be less congested, facilitating equipment and vehicle access and circulation. Also, Full Expansion will allow installation of industrial grade (non-glare) lighting to improve security and safety.</p> <p>12. The BH-B Marine Industrial/Boat Yard, the majority upland designated use at Boat Haven, is west of Haines Place, and extends westerly to the Balch Property and delineated wetlands. This area is for shipbuilding and repair, ship and yacht building businesses, boat storage, and other marine-related industry. The Port proposed the unballasted former Port Townsend Lumber Company area in BH-B for a needed sandblast facility and containment area to serve the entire work yard.</p> <p>13. Full Expansion offers economies of scale over Partial Expansion, and significant cost savings opportunities on a unit area basis. It is difficult to project the specific marine-related uses</p>	<p>This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.</p>

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
109	Continued					<p>limited, and work yard congestion would continue to compromise operational safety under Partial Expansion.</p> <p>14. If Partial Expansion, with associated infrastructure improvements, such as a retaining wall for fill containment, security fencing and lighting, stormwater collection and treatment, and electrical and other utility improvements, were followed by future Full Expansion, many costs of mobilization and construction would double, significant costs would accrue for demolition and reinstallation of the infrastructure improvements, and work yard practices and operations would be disrupted by construction for a second time.</p> <p>15. Full Expansion requires removal of Lombardy poplar trees along the Port's property line. Partial Expansion would not require near-term tree removal for structural fill or retaining wall construction, but would not importantly benefit the Lombardy poplar trees in the long-term because: (1) the trees are progressively degenerating, and many are failing and posing safety hazards, (2) trenching for undergrounding of Jeffco PUD's electrical lines and for installing lateral electrical hookups and other utilities to boat yard work spaces will accelerate degradation of poplar health, and (3) the poplars do not have any special heritage or other poplar health, and (3) the poplars do not have any special heritage or other designation that warrants protection.</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
109	Continued					<p>poplar health, and (3) the poplars do not have any special heritage or other designation that warrants protection.</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.
110	7/21/2022	Joni Blanchard		jonijobone@hotmail.com	email	<p>I would just like to clarify, that my concerns about boatyard security became aroused initially when I saw the PUD Concept drawing of the sidewalk right up against the fenceline - eye level and about 10 feet away from where all us workers have our expensive tools, supplies and equipment in view - (one sander can cost over \$500!). That, along with the fence opening the Port and City wanted to reinstall in our new fenceline for 'enhanced access' into that area.</p> <p>The sidewalk just invites more walking traffic along there - where, up to now, the walkers trickle along through there, and are buffered away from the fenceline. Our vehicles full of tools aren't in blatant view as they will be with a sidewalk right along the fence. With the space allowed, that is most likely right where it will go. Just like the PUD Concept drawing.</p> <p>Stragglers mosing through the yard in broad daylight have been known to up and just try to make off with our tools and our bikes. There is a growing sense of vulnerability in the workyard that never use to exist all these years and I was just addressing my concerns about that as a new design is created. I'm not wanting a beefy fortified fence about it, but, at least no opening, and, since a sidewalk WILL go in now, maybe at least some buffer plantings between the sidewalk and fenceline for a bit of a visual 'shield' for both us workers and our goods.</p> <p>The yardworkers and boatowners I've spoken to that work daily along that stretch didn't want more people RIGHT THERE on the other side of the fence as they were trying to work. I've enjoyed the occasional chat with folks through the fenceline who had all the usual questions about the boats, the work, let them take my picture, etc.. but, peopling up that space isn't something I'd like</p>	This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.

Comment	Date	From	Organization	email	Comment via	Comment Summary	Response to Comments
111	7/21/2022	Jennifer Rotermund		gaiaceousgardens@gmail.com	email	<p>I completely agree with Joni about the opening in the fence along the boat yard. That doesn't seem like it makes any sense to me, when I think we all had consensus about the main entrance to the boatyard (by the Safeway intersection and sunrise coffee) being the preferred/only entrance.</p> <p>It's unclear to me whether or not a full sidewalk on that side is a forgone conclusion, and I understand that none of us are the decision-makers. However, I am wondering if the grant providing the funding for this project is calling for sidewalks on both sides, as was potentially suggested at the last meeting, with the explanation of how the funding works. Is our discussion about small, soft, permeable paths moot given the inevitable problems with longterm maintenance? If there are any absolutes, based on grant funding directives, it would be good to know so that we don't waste time discussing ideas that can't be.</p> <p>There is also another dilemma I see here. A number of people from the public have reached out to me after they found out that I was on this stakeholder committee simply to tell me that they want the view of the boatyard to be covered up with trees and shrubs completely because they think it's very unsightly. I personally think the boatyard is awe-inspiring and would love for it to be on display and honored. However, I can completely understand the issue with security and theft (so sad and frustrating that always a few people break the trust of so many others!).</p> <p>I think a sturdy fence can also be a beautiful fence, providing views and (hopefully) keeping people from having direct access to boats and expensive tools. But I can also imagine that shrubs could protect the immediate view of</p>	<p>This comment is from one of the stakeholder members. All stakeholder member comments are included in the comment log for the public to see.</p>