

**THE PORT DISTRICT OF SOUTH WHIDBEY ISLAND
PUBLIC HEARING and REGULAR MEETING**

Meetings held at South Whidbey Parks & Rec District, 5475 Maxwelton Rd, Langley WA
Tuesday, January 14, 2014 at 7:00 p.m.

AGENDA



7:00 PM PUBLIC HEARING: **COMPREHENSIVE SCHEME FOR 2013-2019**

7:30 PM REGULAR MEETING CALL TO ORDER and PLEDGE OF ALLEGIANCE

Consent Agenda

Approval of January 2014 Vouchers in the amount of **\$346,992.09** and approval of Minutes from the Special Meeting of October 3, 2013.

FINANCIAL UPDATE

**November 2013 Financial Statement and Finance Manager Report
Memorandum 2014-1 to Transfer \$94,609.55 from Bond Fund to Operating Fund**

PUBLIC COMMENT – Items not on Agenda: Please limit comments to 5 minutes

STATUS REPORTS

Possession Beach Waterfront Park
Boat Ramp Renovation Project

Clinton Beach Park and Dock Update

South Whidbey Harbor Update

Phase 1 Project

- Construction, including Change Order Request
Boat Ramp Boarding Floats & Signage

Harbor Operations

- Proposed “Harbor Education Fund”
- Offsite Parking at Langley Middle School

Port Operations

Resolution No. 14-01 to Adopt Port Comprehensive Scheme for 2013-2019
Marine Surveillance Camera Project (Port Security Grant)
Employee Performance Evaluation Process

ACTIVITIES/INVOLVEMENT REPORTS

Review of Commissioner Appointments and Committee Assignments for 2014

Gordon: Economic Development Council (EDC), Council of Governments (COG), Skagit-Island Regional Transportation Policy Organization (RTPO) and Clinton Community Council (CCC)

Jerome: Washington Public Ports Association (WPPA)

Gregoire: Marine Resources Committee (MRC), Langley Shoreline Master Plan (SMP) Committees and Island County SMP Committee

OLD BUSINESS

NEW BUSINESS

ADJOURNMENT

PORT DISTRICT OF SOUTH WHIDBEY ISLAND
Minutes of the Public Hearing for the 2014 Preliminary Budget
January 14, 2014
Langley, Washington

Commissioners Present: Curt Gordon (Clinton), Chris Jerome (Langley)* and Dennis Gregoire (Freeland)

*Attended via Skype from North Carolina

Others Present:

Port Staff: Ed Field (Port Operations Manager), Angi Mozer (Port Finance Manager) and Molly MacLeod-Roberts (Port Clerk); **Others:** Jim Sundberg and Bruce Allen (Langley City Councilmembers), Celeste Erickson (South Whidbey Record); and Langley residents Sue Ellen White, Fred Lundahl, and Geoff Tapert

MEETING CALL TO ORDER: The Public Hearing for the Six Year Comprehensive Scheme of Harbor Improvements 2013-2019 was convened by the Board of Commissioners on Tuesday, January 14, 2014, in the South Whidbey Parks & Recreation District Meeting Room at 5475 Maxwellton Rd., Langley, WA. Since Commissioner Chris Jerome (President) was not physically present at the Hearing, so Commissioner Curt Gordon (Vice President) called the Hearing to order at 7:00 p.m., followed by the Pledge of Allegiance.

PUBLIC HEARING: Makers Architecture and Urban Design, LLP (Makers) had prepared the final version of the Comprehensive Scheme in December 2013 (**EXHIBIT A**). Copies of the Comp Scheme were on file and available for viewing at the Port office and published on the Port's website at www.portofsouthwhidbey.com, and Notice of the Public Hearing was posted in the South Whidbey Record on Saturday, January 4 and Saturday, January 11, 2014.

Sue Ellen White explained she was here partly as a member of the Citizen Advisory Committee (CAC) for the previous Comp Scheme (2007-2013) and also as a representative of families and others who have interests in non-motorized boating. She understands that stakeholders were interviewed, but feels there is a lack in that the process did not include a Citizen Advisory Committee, which basically wrote the previous Comp Scheme. Everyone basically advocated for their position, but they also compromised and she felt that was a much better process. Although the current Comp Scheme says Whidbey Island Sea Kayakers (WISK) was contacted, she never saw a notice on WISK's list that sends out announcements via email. White said, *"I know you spoke to Ed Young of WISK, but I don't think your community outreach was quite wide enough in that regard. Over the past six years I have been observing what the Port has done. I know that under State laws, ports have extraordinarily wide latitude, both in the things they are allowed to do and in their taxing authority. The Port could have an industrial park, a campground, boating facilities, etc."* The previous Comp Scheme included the following objective: "Increase shoreline access by enhancing facilities and opportunities for small non-motorized water craft recreation." She hasn't seen much implemented at all in those terms and access has actually been reduced with the changes at the South Whidbey Harbor. There's not a parking space for kayakers to unload and it's harder for them to launch. The CAC made signage a pretty high priority, both from street side and water side, so people can find where there is public access, and that didn't get done. She said that although the Island County Public Survey on page 8 indicates activities such as camping, canoeing and kayaking are very high in demand, the Port has done little to implement any of those that were actually in the previous Comp Scheme. White said, *"So my concern is: Is it getting left further behind? There are far fewer mentions in this plan of those activities than there were in the previous plan. That concerns me because there is less and less publicly accessible land because of development and other things. As evidenced by what's been done, the Port's commitment to these kinds of public facilities seems weak to me. I would encourage the Port to focus on serving the citizens. There are many ways to encourage economic development, including tourism. Initiative 5 on page 8 states the Port will work with recreation interest groups to promote eco-tourism and non-motorized boating. I would encourage you to really*

make an effort to do that, with kayakers, anglers, divers, etc. None of that community outreach has been made in the last six years. Initiative 7 on page 8 talks about signage – it wasn't implemented in the last six years and I hope you will take it seriously this time. We are on the Marine Trails and Washington Water Trails, which are regional trails, and there is great opportunity to develop that. In the San Juan Islands and in British Columbia, there is a huge amount of economic development that occurs from people kayaking/canoeing and camping.” She noted that such activities have much less environmental impact and South Whidbey is an ideal location for eco-tourism development.

Fred Lundahl said that in terms of getting public input, the Port's Open House held on November 6th by Makers was very well done and was well attended. Although he agreed with White about signage, Lundahl said he was quite content with how this Comp Scheme has turned out and the inclusion of non-motorized boaters as stakeholders.

Geoff Tapert said, *“I breezed through this thing in 5 minutes. I never pulled any punches as Port Commissioner and as a private citizen I'm not even going to try to do that. This Comp Scheme is pathetic. It is one chapter of what should be ten chapters. There is so much more vision out there. Where are the jobs? Where's the vision? Why isn't there more of a vision to expand and look 20 years in the future? I know it's only a 6-year plan, but this thing is like one piece of what we did 6 years ago. I know we were never going to get everything done in that six-year plan, but at least we had those things on there. I know you can modify it and add to it later, but there's no vision. I'm very disappointed and I know you guys are better than this. And I know it's an easy way out to have a really simple comp plan, but that is nothing. And whatever you paid Makers for that is way too much, because it's pathetic.”*

Gregoire agreed it is barely cutting the surface, but in his opinion the problem is that the Port started projects that were way over the Port's head six years ago. The Port has been dealing with those and they are not finished. Gordon noted that none of the current Commissioners were on the Board at that time. He continued, *“This is the first step, and one of the things that is missing is that we need to clarify with an attachment to our Resolution where we intend this to go. We need to focus on things we have the money to do. I would like a 1-2 page attachment that takes the elements in the Comp Scheme and provides a time flow to show when the Port will get to them.”*

Gordon said the basic elements are in there, including those that he considers critical such as public/private partnerships and transportation to enhance tourism development. Jerome thought the Port did a good job of setting a high level strategy that provides a good framework for evaluating any future potential projects. He continued, *“I think we've picked a few that we can realistically do in the next few years to kick this thing off, and we've prioritized them. As potential projects come along, I think this Comp Scheme gives us the framework for evaluating them, and I actually feel good about that framework and the fact that we've been realistic and pragmatic about what we can do going forward. If that is small minded, so be it, but I think it's appropriate for a Port of our size.”*

Responding to White's comments, Jerome said the Port did hear from the kayaking community and took their concerns into account. He added, *“As Geoff (Tapert) pointed out, there is a limited amount of projects and initiatives we've proposed. But one of the projects is: Consider providing additional opportunities for recreational kayaking and non-motorized boating at Port facilities and one of the initiatives is: Partner with public agencies to develop a coordinated signage system that identifies Port properties and advertises opportunities for public waterfront access. I think the community you're talking about is represented in this Comp Scheme and has made the list of projects and initiatives to move forward with.”*

White replied, *“I guess I would just note that under Recommended Actions, perhaps instead of installing surveillance cameras you put signage higher. People are nervous about being surveilled (sic) these days as it is.”* Gordon explained that the surveillance camera project is included because it is already in

process through a FEMA/Port Security Grant, and it is not so much for surveillance of people but rather what's out on the water and the conditions at the boat ramps.

Gregoire said citizens wanted a timeline of action on the projects and initiatives listed on page 25 as an addendum to the Comp Scheme so people know exactly when there are opportunities for public input, etc., and an asset inventory. Gordon thought people might be looking for specifics and the Comp Scheme is not a specific document. It needs to allow the Port the latitude to get done what needs to be done regardless, and it needs to be continually revisited. He added, "But submitting a last page as an addendum is a great concept. We can look at it once a year and do an update." White agreed a timeline would be very helpful for the public.

Jerome said, "I'd like to point out that it's either in the Strategic Plan or the Comp Scheme that we'll build a capital asset management matrix with timelines, etc. so I think we've already set in motion the process to have such a document to guide the timing of the things we do." Gregoire interjected, "But that's not very visible." Jerome wasn't sure an attachment to a resolution would be very visible. He said it's not a good idea to have the same information in two different and separately maintained documents. It should only be in one document, not both. Port Staff would have to be very careful that the Port doesn't have contradictory documents if a timeline is attached when the other document has a timeline already under development.


Gregoire said there are 3 current documents that relate to the Comp Scheme: the Strategic Plan, the Comp Scheme and the Budget. He said, "The public doesn't understand that – it's not written down any place. That's what I'm talking about as an attachment to the Resolution; just indicating where the information is in which document. It's not contradictory; it's telling people where to go if they want to find out stuff." Jerome said his point is not that it is contradictory, but if you have the same information in two different places, it will end up being contradictory.

The Commission agreed a timeline could be added to the Comp Scheme, and Staff would need to make sure there are not two conflicting timeline schedules laid out somewhere. Gregoire said the Strategic Plan, the Comp Scheme and the Budget need to be clarified on a single sheet so the public understands there are several documents out there. He argued that it wouldn't be repeating any information, just identifying it and noting that each has a purpose in the "port world." Gordon suggested the budget isn't really part of the Comp Scheme – the budget goes on and on and there is a new one every year, whereas the Comp Scheme is a six-year plan.

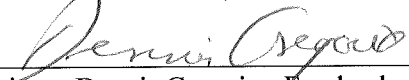
Gordon asked if there were any additional questions or comments from the public. There were none.

ADJOURNMENT: The Hearing was adjourned at 7:38 p.m.

Approved:



Commissioner Curt Gordon, Clinton



Commissioner Dennis Gregoire, Freeland

Minutes reviewed by:



Angi Mozer, Port Finance Manager

Commissioner Chris Jerome, Langley