

**THE PORT DISTRICT OF SOUTH WHIDBEY ISLAND  
SPECIAL MEETING**

Held at Port Office Conference Room, 1804 Scott Rd, Freeland, WA  
Monday, April 4, 2016 at 2:00 p.m.

**AGENDA**

SPECIAL MEETING CALL TO ORDER and PLEDGE OF ALLEGIANCE (2:00 p.m.)

**Clinton Market Study**

**South Whidbey Harbor**

ADJOURNMENT (Approximately 4:00 p.m.)

## **PORT DISTRICT OF SOUTH WHIDBEY ISLAND**

Minutes of the Special Meeting

April 4, 2016

Freeland, Washington

**Commissioners Present:** Ed Halloran (Langley), Curt Gordon (Clinton) and Jack Ng (Freeland)

**Port Staff:** Angi Mozer (Executive Director) and Duncan McPhee (Harbormaster)

**Consultants:** Tom Beckwith & Steve Price (Beckwith Consulting Group) and Mike Mariano (Mariano & Associates)

**MEETING CALL TO ORDER:** The Special Meeting of the Port District of South Whidbey Island's Board of Commissioners was convened on Monday, April 4, 2016, in the Port office conference room at 1804 Scott Rd. in Freeland, WA. As announced, the primary purpose of the Special Meeting was for the Commission to address the items on the Agenda. Although the Meeting was of course open to the public, it was scheduled primarily for Commission consideration, discussion and action on those specific issues and public participation was not on the Agenda.

Commissioner Ed Halloran, President, called the Special Meeting to order at 2:00 p.m., followed by the Pledge of Allegiance.

**CLINTON MARKET STUDY:** Tom Beckwith and Steve Price of Beckwith Consulting Group and Mike Mariano (Mariano & Associates) were in attendance. Mariano was retained by the Port to provide transportation planning & transportation funding strategies. Executive Director Angi Mozer noted that after Beckwith had developed the traffic & road concept featuring roundabouts, Beckwith "took a pause" while the Port looked into the feasibility of the concept with the various agencies. The Port subsequently met with representatives from Washington State Department of Transportation (WSDOT), Washington State Ferries (WSF) and Island County Public Works to determine the feasibility. The feedback in general was very good, but all agreed it would also be very expensive - the County's Assistant Engineer estimated the cost of putting in a new road at \$5 million per mile. Only one aspect was thought to not be feasible - the connection between Bob Galbreath and Brighton Beach Roads - because the private residence and wetlands area would make it very difficult. Additionally, the maintenance facility would take a lot of effort and money to transfer that and provide a like-facility to WSDOT. Cutting through Dan Porter Park with a road was questionable; but could potentially be done. The representative from WSF indicated no issues with the traffic calming concept; roundabouts would not have a negative impact on the ferry loading/unloading process at all.

Commissioner Curt Gordon views the biggest issues as acquisition of property and public sentiment. Beckwith noted that the concept doesn't just create a sense of place - it also creates building pads as a source for "new market blood" and ideally both sides of the highway would be activated.

WSF and WSDOT would also be open to considering ferry line queuing on the weekends using the Park & Ride and the stockpile area owned by WSDOT. Mariano suggested use of ITS (Intelligent Transportation Systems) technology such as variable message signs, reader boards and high visibility screens for that, and when it comes to finding money - those are the kinds of applications that might lend themselves to a demonstration project (whole or in part).

Gordon noted that Dan Porter Park has been the topic of conversation with the Clinton Community Council for almost two years: Why isn't there a LOSS (Large On-site Sewage System) or septic drain

field in place there? The agency representatives weren't negative about that possibility – the general feedback was “if you get the money and the community support, okay.”

Beckwith said the Port's first strategy is tying the roundabout into the WSDOT property, acquisition of the property, and the septic. That would begin the activation and those 3 things would need to be packaged together. That package might be funded with a combination of money from WSDOT, CERB (Community Economic Development Board) and USDA (United States Department of Agriculture) Rural Development. The acquisition of WSDOT property could be accomplished with a long-term lease or property easements instead of property transfer. A CERB planning grant could be used for a feasibility study of the project, including forum(s) with developers. Gordon noted current businesses on Commercial and Central Avenues are already looking to expand and need septic access to do it. Beckwith said part of the feasibility study could be determining how many need to access septic. Once that is complete, the Port can then apply to the State Legislature for economic development funds for capital improvements based on CERB feasibility study. Along with that strategy, the next step for Beckwith would be to provide the Port with a list of typical tenants that should be recruited for the vacant storefronts.

Mariano said one approach would be to look at the existing funding programs and fit the needs to those; or decide what the needs are first and then seek funding accordingly. For example, if it's a transit center that would open up funding possibilities related to transportation. He said the “Complete Streets” concept is becoming strongly supported. Beckwith added that Kingston will be largely funded by a Complete Streets strategy. Mariano explained the whole idea of the Complete Streets is to fully utilize the right-of-way without wasting any of it. Beckwith liked the ITS technology approach since it would become a demonstration project.

Beckwith agreed to write a scope and forward it to Mariano so he can start adding in the IT demonstration potentials, while Beckwith identifies potential tenants for the vacant spaces in Clinton. The Port agreed to tentatively schedule the next meeting/workshop on May 5th, after the CERB package and the prospective tenant list for the vacant spaces are put together. Based on the strategy review at the meeting, the Commission can decide whether to do public outreach on the strategy via an open house.


Beckwith reported they are still getting responses to the surveys. Of the 328 people who have responded, 147 (or 45%) identified themselves as Clinton residents.

**SOUTH WHIDBEY HARBOR:** Mozer had been tasked with providing the Commission with documents related to the G Dock concept. The Port is fully permitted for the full expansion of the Harbor but doesn't have the funding for it. She provided a few different versions of drawings that Reid Middleton had provided for that concept. In 2013, the cost estimate for G Dock was \$3.3 million. Gordon believes the cost estimate today for G Dock would be \$3.5-\$5 million. In order to build it, Gordon thinks the Port has to consider a public/private partnership or discover another source of funding. Commissioner Jack Ng said it sounds like it would be a waste of money to do G Dock if it had to be moved again in 5-10 years in order to complete the full buildout. He suggested first figuring out the cost of the full buildout and how much additional land is needed for parking, and then putting a package together that includes the total cost estimate. Then the Port can determine how to get the funding (from the public or from a public/private partnership). Gordon said the Port would first need to know the total number of slips in order for the City of Langley to determine how many additional parking spaces it will require. Mozer noted that the Port would also need to identify how many of the new slips would be for permanent vs. transient moorage because those are very different parking requirements. Gordon suggested having an engineer review the design to provide an updated cost estimate, while Port Staff reviews the economic benefit of permanent vs. transient moorage for the slips.

ADJOURNMENT: The Special Meeting was adjourned at 3:35 p.m.

Approved:

Minutes reviewed by:

  
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Commissioner Ed Halloran, Langley

  
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Angi Mozer, Executive Director

  
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Commissioner Jack Ng, Freeland

  
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Commissioner Curt Gordon, Clinton

**Public Disclosure Statement:** The foregoing Meeting Minutes, audio recording and all supporting documents presented are available at the Port of South Whidbey, 1804 Scott Rd., Suite 101, Freeland WA 98249.