

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

Held at South Whidbey Parks & Rec District, 5475 Maxwelton Rd, Langley WA
Tuesday, August 19, 2014 at 6:00 p.m.

AGENDA

CALL TO ORDER and PLEDGE OF ALLEGIANCE (6:00 p.m.)

POSSESSION BOAT RAMP RENOVATION PROJECT (Approximately 6:00–7:15 p.m.)

- Introductory remarks (5 min)
- Presentation of project design by Coast & Harbor Engineering, followed by Q&A period (25 min)
- Opportunity for public review of Shoreline Conditional Use Permit Application and SEPA checklist documents (15 min)
- Public comment (30 min)

ADJOURNMENT (Approximately 7:15 p.m.)

PORT DISTRICT OF SOUTH WHIDBEY ISLAND

Minutes of the Special Meeting

August 19, 2014

Langley, Washington

Commissioners Present: Curt Gordon (Clinton), Dennis Gregoire (Freeland) and Ed Halloran (Langley)

Others Present

Port Staff: Angi Mozer (Interim Executive Director), Dane Anderson (Management Consultant), Molly MacLeod-Roberts (Port Clerk), and Wayne Nance (Maintenance & Operations Supervisor)

Public: Joel Darnell (Coast & Harbor Engineering), Matt Kukuk (Saratoga Environmental & Land Services) Ben Watanabe (South Whidbey Record), **Clinton residents:** Bob Snyder, Jack Knisely, Pam Knisely, Lois Beck and David Beck

MEETING CALL TO ORDER: The Special Meeting of the Port District of South Whidbey Island's Board of Commissioners was convened on Tuesday, August 19, 2014, at the South Whidbey Parks & Recreation District Meeting Room at 5475 Maxwellton Rd., Langley, Washington. As announced, the primary purpose of the Special Meeting was for the Commission to gather public input regarding the Possession Beach Waterfront Park boat ramp renovation project. The conceptual design for the boat ramp renovation project (**EXHIBIT A**) was attached to the emailed announcement for the meeting and copies were provided for the public in attendance.

Commissioner Curt Gordon, President, called the Special Meeting to order at 6:00 p.m., followed by the Pledge of Allegiance.

POSSESSION BOAT RAMP RENOVATION PROJECT

Introductory remarks: Gordon explained that once the Commission selected a preferred design for the project, they wanted to hold this second meeting in order to present the project and the prepared permit documents and get additional feedback from the public.

Presentation of project design by Coast & Harbor Engineering (CHE) followed by Q&A period: Joel Darnell (Coastal Engineer, CHE) was on hand to present "Conceptual Ramp Alt 3" and answer any questions regarding the project design. He reviewed the Scope of Work completed to date and identified permit submittal as the next step. Darnell provided a brief description of each of the 3 alternative design concepts. The chosen design modifies the slope of the ramp, includes the full length of the existing ramp and relocates the existing floats and replacement piles to the south side of the ramp. His PowerPoint presentation concluded at 6:30 p.m.; he then answered questions from the public and provided additional detailed information as needed.

Clinton resident **Bob Snyder** said that by raising the ramp and changing the elevation, boaters will "run out of float" as they are launching at low tide unless the abutment is extended to compensate for it. Darnell explained that because the abutment is "cast in place" concrete, the Port has the freedom to carry that only as far as mean high or high water and can't go farther than that by permit. He said, "*If you go beyond that, it's a whole new ball of wax.*" Snyder suggested they could create a bridge. In that type of situation, Darnell they typically put in a transition span using a hinge from the abutment to the next float, but they would first need to see what the geometry difference is between the two.

Commissioner Dennis Gregoire noted that at this stage, the Port needs only to be at 30% design and further details could be worked out later. Darnell explained, "*What we have to do now is define the materials and the geometry of the materials very accurately. The regulatory agencies look at it like this: I expect you to make something with these materials and dimensions or less. Not more. If we say scrap the end of the ramp – we're not going to do it...the agencies would say 'fine.'* If we say we need five more feet – they're going to say: we need to talk about it." Commissioner Ed Halloran asked if the last float could be extended. Darnell reiterated the limitation on the concrete part is mean high or high water

per the Army Corps of Engineers' permit requirement. If the floats are extended, the other agencies would be concerned because it would increase the amount of overwater coverage. There would be an impact to intertidal zone and mitigation might be required. He added, "If you expand the facility bigger than you have now, that is a different process than if you replace what you have. They don't care if you move things a little bit this way or that way, but if you make the overall footprint bigger or use different material – it kicks you on a different path."

There was a brief discussion regarding the possibility of using the replacement of 16 creosote piles with 6 galvanized steel piles as mitigation for any additional shading.

Matt Kukuk of Saratoga Environmental & Land Services cautioned that although there is good justification for expanding the footprint by adding a couple of feet out to increase the level of service, that must be balanced with the potential of being bumped into a different, more involved and lengthier permitting process. Darnell added that CHE's goal has been to permit the project as "replace and repair" without expanding the footprint as that process is simpler and less time consuming. Even so, the Army Corps of Engineers' process takes quite a while, and it could be a year before the project is permitted.

Opportunity for public review of Shoreline Conditional Use Permit Application and SEPA checklist documents (EXHIBIT B): During a ten-minute break, the public was invited to review the various documents in the permit package. Both Kukuk and Darnell were available to answer questions about the documents.

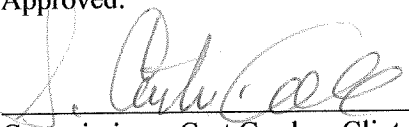
Public comment: Gordon invited the public to state whether they feel positively or negatively about the Port going ahead with the Possession Boat Ramp Renovation Project. The Port would also accept written comments submitted to the Port office by Friday, August 22nd.

- Clinton residents **Jack & Pam Knisely** stated that they are in favor of the Port going forward with the permit applications as presented.
- **Bob Snyder** stated, "I fully support the project."

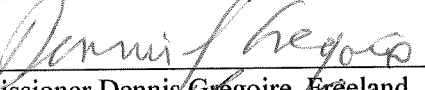
There was no other public comment.

ADJOURNMENT: The Special Meeting was adjourned at 7:17 p.m.

Approved:



Commissioner Curt Gordon, Clinton

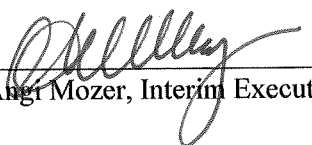


Commissioner Dennis Gregoire, Freeland



Commissioner Ed Halloran, Langley

Minutes reviewed by:



Angi Mozer, Interim Executive Director

Exhibit A: Conceptual design for the boat ramp renovation project

Exhibit B: Shoreline Conditional Use Permit Application and SEPA checklist documents