

PORT DISTRICT OF SOUTH WHIDBEY ISLAND

Minutes of the Special Meeting

September 28, 2007

Freeland, Washington

Present at the meeting were:

Commissioner Geoff Tapert, Freeland
Commissioner Rolf Seitle, Langley
Commissioner Lynae Slinden, Clinton
Ed Field, Port Manager

Stephen Day, Seattle
Nancy Josephson, Seattle

Absent: None

1. MEETING CALL TO ORDER:

The Special Meeting of the Port District of South Whidbey Island's Board of Commissioners was convened on September 28, 2007, in the conference room at the Port office at 5492 S. Harbor Avenue in Freeland, WA. Commissioner Geoff Tapert, President, called the meeting to order at 7:05 pm. As announced, the primary purpose of the Special Meeting was for Commission discussion of Port property acquisition possibilities, specifically in the Langley harbor area.

2. EXECUTIVE SESSION:

The Commissioners discussed the necessity for Executive Session. Stephen Day and Nancy Josephson were present in regards to development opportunities for properties in the Langley harbor area, specifically south of the Port's marina holdings (effective 1/1/09). They indicated that they held options for most properties and tideland leases adjacent to the marina, but represented investors who were not willing to publically announce their plans at this time, and so were requesting that this meeting be conducted in Executive Session. The Commissioners discussed whether this met the legal criteria for holding Executive Session, and concluded that it did not. Discussion continued in open session, although the Commissioners agreed that since the Meeting had been announced as Executive Session, no formal actions would be taken, and the Meeting would be conducted as a Workshop only.

3. PROJECT WORKSHOP:

A. Langley:

1. Master Plan Issues: Commissioner Slinden asked if Day and Josephson could share general development concepts, noting that the Port had met with most other nearby private property owners to explore possibilities for joint development which might include property transfers, in consideration of the need for the Port to comply with existing grant-related property encumbrances. Based on recently-acquired site investigation data, the Commissioners noted that the Port's upcoming Master Plan update was focusing on marina expansion more to the south and east than the original Master Plan, which Day and Josephson said they had not heard. Day expressed concern about too many cars, since he said they did not envision much vehicular traffic at the

bottom of the hill. Josephson noted concern about boat engine fumes and discharges. Noise issues were discussed, and while neither Day nor the Commissioners favored expanded float plane use, Commissioners Seitle and Slinden noted that establishment of FAA landing patterns would allow for control of planes rather than uncontrolled beach landings.

The Port's timeline of conceptual design and proposed Master Plan submittal to the City of Langley by the end of 2007 was noted. Regarding continuity of planning along the waterfront, Day and Josephson emphasized that public access along the beach is a key aspect of their concept. Everyone agreed on the desirability of visual continuity along the waterfront developments. Josephson indicated that their design used naturalistic forms as opposed to hard walls and walks. The Port's recent development of Clinton Beach was noted to have also addressed public beach access with high-quality improvements and limited parking. There was discussion of Port capabilities to spearhead planning for public/private partnerships.

Day then shared some fundamental aspects of their proposed project. He said that the architectural design was being done in-house at this time, using their own capabilities. He emphasized that their expectation was for a public access easement along the shoreline at/near Mean High High Water (MHHW), with a single vehicular access path (primarily for fire/emergency access, possibly in 'grass-crete' or similar surfacing). When the Commissioners noted that there were presently two access easements required across the marina properties to the south, Day and Josephson preliminarily indicated that one access would probably suffice.

There was discussion of the City Comprehensive Planning process now underway, including the Planning Advisory Board's review of zoning issues resulting from other hillside development issues raised earlier in the summer. Commissioner Seitle stated that the Port is planning to take the lead in approaching the City regarding master planning on a time-critical basis due to ILA requirements, but that consideration of any Day & Josephson project issues would not be possible unless the Commissioners were advised of specifics, which Day and Josephson declined to do.

2. Park & Ramp Project: Commissioner Seitle noted initial bid results from the City's bid opening earlier in the day, with only two bids received and the lowest bid being reportedly about \$100,000 above the estimate of \$350,000. No names of bidding contractors were available. It was noted that the City apparently does not have funding available to cover the over-run beyond the estimate, with rejection of all bids reportedly under consideration. The Commissioners discussed that they might not favor proceeding with such high bids, and also noted that construction of the project as currently designed could impact flexibility for future projects. They agreed to discuss the issue further using confirmed bid information at the upcoming October 4 Special Meeting, when action could be taken if appropriate.

4. ADJOURNMENT:

The meeting was adjourned at 8:50 pm.

Approved:

Minutes prepared by:

Commissioner Geoff Tapert, Freeland

Edwin S. Field, Port Manager

Commissioner Rolf Seitle, Langley

Commissioner Lynae Slinden, Clinton