

**PORT DISTRICT OF SOUTH WHIDBEY ISLAND**

Minutes of the Special Meeting:  
Public Meeting on Proposed Master Plan Update  
January 23, 2008  
Freeland, Washington

**Present at the meeting were:**

Commissioner Geoff Tapert, Freeland  
Commissioner Rolf Seitle, Langley  
Commissioner Lynae Slinden, Clinton  
Ed Field, Port Manager  
Molly MacLeod-Roberts, Port Clerk  
Dane Anderson, Port Financial Coordinator  
Greg York, Art Anderson Associates (AAA)

76 individuals signed in. See attached sign-in sheets **(EXHIBIT A)**.

**Absent:** None

**1. MEETING CALL TO ORDER:**

The Special Public Meeting of the Port District of South Whidbey Island's Board of Commissioners was convened on January 23, 2008, in the Community Building (Grigware Hall) at Trinity Lutheran Church in Freeland, WA. Commissioner Seitle, President, called the meeting to order at 7:04 p.m. As announced, the purpose of this Special Public Meeting was to present, discuss and receive comment on the proposed South Whidbey Marina project as summarized in the Master Plan Update. Commissioner Seitle explained that the InterLocal Agreement between the City of Langley and The Port District of South Whidbey Island specifies that the City will transfer ownership of the Marina to the Port on January 1, 2009, and the Master Plan for the Harbor will be updated. Commissioner Seitle said the Port is seeking public comments on the proposed Update. He then introduced Commissioners Tapert and Slinden, Port Manager Ed Field, Project Engineer Greg York of Art Anderson Associates, Port Financial Coordinator Dane Anderson and Port Clerk Molly MacLeod-Roberts.

**2. PRESENTATION:**

Port Manager Ed Field provided a brief presentation summarizing the Proposed Master Plan Update **(EXHIBIT B)**. He explained that it was the same presentation that he gave to the City of Langley at their City Council meeting in December 2007. Ed said his presentation would be focusing on the marine side. He said the Board would discuss the uplands and they would be available to answer questions regarding the uplands, but Ed noted that the uplands situation is less developed than the marine side due to various issues, political and other. During the presentation, Ed referred to the display boards that are enlargements of Sheets 5, 6 and 12 from the Proposed Master Plan Update. Ed said the onshore layout was very fluid and emphasized that Sheet 5 is just one concept that is more of a land use plan than it is a building plan. Ed's presentation concluded at 7:20 p.m. and explained the next part of the meeting would be for questions and answers. Paper comment forms

were available for the public to provide written comments as well, and the public was encouraged to submit their comments in writing as the best way to get their comments on record. Ed explained that 50 copies of the Proposed Master Plan Update were available at the meeting, but because it is a very preliminary proposal, it was not available online. Ed added that the Port's Comprehensive Scheme is available online, and the Port anticipates the next version of the Master Plan Update would be available online. Finally, Ed notified the public that as an informal "demand study", anyone interested in a slip at the South Whidbey Marina could add their name and contact information to the Preliminary Boat Slip Contact List **(EXHIBIT C)**.

### **3. PUBLIC INPUT: QUESTIONS & ANSWERS AND COMMENTS:**

**A. Marianne Edain, Whidbey Environmental Action Network (WEAN):** Edain said she would like to hear a discussion of the economics. She said her impression is that it's a great plan, but it's expensive, and part of what is proposed on land is intended to help defray the costs of what's proposed in the water. Commissioner Seitle said the Port's concept has not been to subsidize the in-water project with upland activities. It has not been discussed and it is not the Port's intention to do that. He further explained that the Port intends to fund the marine side development without using the uplands as a source of funds. Edain said she would like a discussion of the financing of the entire proposal. Commissioner Seitle explained that was pretty difficult to do at this stage. The Port must first get a concept approved and get concurrence with the City, find sources of funds and probably go to the 25% design level so the Port could talk to the permitting authorities. He said it is far too early to talk about a total financing plan, but the Port is looking at funding sources and opportunities.

**B. Michael Hauser, Whidbey Island Sea Kayakers (WISK):** Hauser asked if it is the Port's intent for the marina to be self-funding. Ed said for the marine side: absolutely. Hauser asked if maintenance would be covered. Ed explained that given the demand studies and the marina conditions in Puget Sound, the Port should have no problem filling and operating the proposed marina. Although not "a money maker," it should be in the breakeven category with 125 slips plus summer capacity up to 175 slips. Hauser asked about other marinas and what number of day users they had that were not slip-related. Ed explained that because of the original grant encumbrances, the Marina must have at least 35 transient slips in the protected harbor area. There would be approximately 90 permanent slips. Hauser asked how many parking spaces the slips would require, as he thought there wouldn't be nearly enough parking. Greg York of Art Anderson Associates (AAA) said they have accounted for a total of 50 parking spaces and that by marina standards, that is adequate but not ample. He said remote parking would be key, for boat trailers and long-term (overnight) vehicles. Ed noted that the transient and tourist ship passengers would not have cars; they would be coming to visit the Marina via boat. The Marina would not be the starting-off point of the tourist or cruise ships. Commissioner Seitle added that the possibility of a shuttle bus would be discussed with the City of Langley and with Island Transit.

**C. Dick Robins, Langley resident:** Robins asked if there was any consideration by the Port to take the taxes the marina businesses generate and apply them to the cost of the marina expansion, or if the taxes all go into the General Fund. Commissioner Seitle explained any sales taxes would go to the City of Langley, which has jurisdiction. Robins suggested that the Port should put in a temporary dinghy dock for pod users during the first stage. He said that boaters want to dinghy ashore, not wait for a ferry to come get them.

**D. Rick Brewer, Clinton resident:** Brewer asked if the pods would be able to accommodate a 70 ft. vessel. York said the simple answer was "yes" because the configuration is such that certain slips

on the outboard side would take the larger vessels. Brewer asked if a business leased facilities on the shore side, would there be any provisions for getting commercial slips for that business. Ed said coordinating slips and commercial development is at the top of the list. There is certainly an expectation that there will be a connection there, and the same is true of any residential development.

**E. Mike Racine, Washington Scuba Alliance (WSA):** Racine said the recreational dive community in Washington is under a lot of pressure for access to diving. He said they are being displaced by projects just like this one in various Puget Sound locations. Racine said there is an opportunity associated with the redevelopment of this facility to bring in the kind of tourism and visitors the Port seems to be looking for. Specifically, there is an opportunity to bring in divers throughout the off- and shoulder seasons because the best time for diving in Puget Sound is during the Fall, Winter and Spring. Racine thinks there is an opportunity for the Port to work in partnership with an organization like WSA to redevelop a dive site in proximity with this project. That would help the Port to even out revenue flows and visitor traffic over the year. He said that WSA is willing to work together with the City and the Port to replace that access and potentially improve on it to attract visitors beyond just the local and semi-regional area. Racine pointed out that the divers visiting the City of Edmonds' Underwater Park put about \$1 million per year into Edmonds' economy through use of hotels, restaurants, gas stations, etc. Racine concluded by saying WSA encourages the Port to partner with the dive community to make sure there is still a place to dive in this area and he said that WSA is very willing and able to do that work with the Port. Commissioner Tapert said that years ago he approached the Artificial Reef Society of British Columbia, and they indicated they would be more than happy to help facilitate an artificial reef even though it was not in their country. He said that although the Port has designated a dive area, as a public agency it is inappropriate for the Port to spend a lot of money and effort to appeal to a small niche. He suggested groups like the Artificial Reef Society would be really good resources for WSA to work with.

**F. Paul Senness, Oak Harbor resident:** Senness said as a diver he is also concerned about whether or not there will be a diving spot at the Marina. He said that there is clearly an ecological impact from the sunken breakwater with creosote from the pilings and the tire reef, but there is also a significant marine habitat down there. Senness asked what provisions will be made to preserve the existing marine environment when the demolition begins. Ed said the details of the mitigation are underway. Senness said he thinks it is short-sighted to build something for consumption above the surface at the expense of the marine life that is below the surface without any provision. Ed said as Commissioner Tapert had pointed out, since the divers are the avid participants in that facility, the Port would look to the divers to take the ball and run with it along with the Port.

**G. Angie Homola, Oak Harbor resident:** Homola said she was at the meeting on behalf of scuba divers but said she was also an architect. She said she was surprised to see the Port was this far along in the schematic stage without addressing budgetary issues and without meeting with some of these interest groups to get their input in the programming phase to address their needs. Homola said she had a lot of questions, like turnaround space for vehicles, bringing in 135 transients without a shuttle, etc. She said it is well-established dive site that is protected and had good access. She asked if the two locations had been compared regarding depths, currents, effect of boat traffic, divers going through eel grass beds, impact on that environment, etc. Homola said that even though the Department of Fish and Wildlife (DFW) is probably greatly concerned about cables and creosote, she hates to think the Port wouldn't make at least some effort to salvage the marine life that is there and relocate it. She said she resented being called a small niche community. Homola said she would hope that the Port would be contacting a lot of these groups during the community design phase and get their input regarding the design before it gets much farther. She thought that with a project of this scale, they would already be looking at the cost and the budget before they get to the 45% phase. Ed said the Port is more at like 5%.

**H. Steve Erickson, WEAN:** Erickson said it looked like traffic could be a nightmare with cars going down, dropping off a boat, and coming back up times 100 or 200 per day. Erickson also asked Ed to delineate on the map the location of the eel grass beds. Ed indicated on the large display board of Sheet 5 where the eel grass beds were and noted that the existing marina and the proposed marina are away from the beds.

**I. Tony Puma, Boatyard Inn co-owner:** Puma said the Proposed Master Plan Update “is ambitious and it’s about time.” He read aloud his 5 written suggestions and provided the Board of Commissioners with a copy. **(EXHIBIT D)**. His presentation was applauded.

**J. Gary West, Freeland resident:** West said he thought the proposed Marina was a great idea and one he has waited 20 years for. He said he hopes that Island residents have first choice for slips. West said he doesn’t think the parking is going to be that great of a problem, since not every boater will have a car or trailer on shore. He said his question is “How soon can I get a slip?,” and Ed said a preliminary sign-up sheet was available.

**K. Veronica von Allworden, Langley resident:** Von Allworden said she is a dive instructor in Langley and she asked for clarification on the north breakwater. She asked if there would be ships on the outside of it or not. York said, “Not on the north side.” He further explained that one side of the breakwater is a wave wall, and there is no moorage allowed against that wave wall. Moorage is only on the inside of the harbor. York said therefore anything north of the breakwater is protected for someone underwater as they would be physically separated from any vessels. Regarding the docking of seaplanes, von Allworden noted that the Havilland Beaver has a 50 ft. wingspan and the pilots prefer to come directly into a dock, not sideways. The location of one pod on Sheet 5 would make it difficult for maneuvering of seaplanes. York explained that the floating pods can be moved as needed, and Sheet 5 depicts only the general location of each of the pods. Von Worden said if the planes come up to the breakwater, it cannot have pilings and would have to be anchored somehow. York said both of the breakwater elements are strictly anchored elements and are not pile-supported.

**L. Mike Davenny, Langley resident:** Regarding the gap at the upper right hand corner of the Marina on Sheet 5, Davenny said it looked like the marina would get hammered by the north wind there. Ed said the wind and wave studies indicated a very low probability of “a hard nor’easter.” York explained that a full run of wave analysis was done, and even at the maximum 50-year storm, the bulk of the Marina is protected. Davenny then asked what the depth was near the seaplane dock, and Ed said it was 55 to 60 feet.

**M. Bruce Schwager:** Regarding the boat launch ramp, Schwager said the current configuration as it exists has a heavy siltation problem. Ed explained the studies indicated that a lot of that has to do with the existing timber-pile “stockade”. Schwager asked if the proposed configuration would allow along-shore sediment transport and not have the constant sand loading there up where the ramp is now. York said that was correct and said their consultants (Coast and Harbor Engineering) determined that when the existing palisade/stockade goes away, the majority of the sediment problem goes away with it. Schwager asked how the boat launch ramp would be rebuilt, and Ed explained it would be steepened up, and the simplest thing to do regarding permitting is to repair or improve it in place rather than try to relocate it.

**N. Ed Young, Whidbey Island Kayaking Company, member of WISK and Clinton resident:** Young said the issues the Port has regarding the boat ramp are actually attractive to hand-launchable watercraft. He said kayakers would like to encourage the Port to continue to provide a place where someone can “car top” a kayak, canoe, etc. and get down to the water in a nice sandy area. They

don't need the high-tech, 200 ft. ramp.

**O. John Martin, Langley Marina Assistant Harbormaster and Clinton resident:** Martin pointed out that the proposed Marina included a service dock that would float alongside the boat launch ramp for stacking. He also noted that during the construction phase, the back side of that can be utilized greatly as a dinghy dock. Regarding kayaks, Commissioner Tapert pointed out that there are finger piers (as shown on Sheet 5) that are lower to the water to allow for easier transport into the kayaks as a key element to the Port's Update to the Master Plan.

**P. Phil Simon, Freeland resident:** Simon said he would like to offer some positive support to the whole Plan. Simon said his family lost control of the dock 50 years ago, and it's been 30 years since the Simon family turned the waterfront over to the City of Langley, with the express purpose of public access and keeping his grandfather's ramp open. Simon explained that it is in writing that as long as he is alive, that ramp is going to be there and so is the public access. Simon said he was pleased to see the divers really like it, as that was part of the plan. He said another part of the plan is the commercial development of the area. Simon said he has been coming to "grand plan" meetings and he has been disappointed with empty promises for 30 years. He encourages people to try to get this thing going. As for concerns about economic viability, etc., Simon said, "You have to have the idea first, then you make the economics work." He noted that almost every other waterfront town in Puget Sound (Port Townsend, Everett, Oak Harbor and even Kirkland) is the result of a major corporation (a pulp & paper company, lumber company, railroad company, etc.). He said Langley didn't start out that way – it started with a lot of little shopkeepers and entrepreneurs, and Langley used to be the commercial center of all of South Whidbey. Simon said it all centered on the waterfront and the stores up the hill, and somehow we've lost that and become a community of a bunch of retired high income people supporting their favorite artists. Simon provided a brief history of the Langley waterfront, explaining that there used to be a ferry system there for freight and people to get to/from Everett, the Sunrise Beach Resort that featured 4 small cabins, boat rental, and a small store, and there was also a Standard Oil tank farm. That tank farm stored all the heating oil for South Whidbey homes. Simon said there was also a creamery on the waterfront, along with his grandfather's tavern and the first generating plant on South Whidbey. He said all of that went away in the 1960s from lack of use. When people say, "Well, we don't want change," Simon thinks we're trying to return Langley to the way it was, when Langley was a center of a hub. He then wondered if the remote pods had been tried anywhere else, because he felt that if there is no power available and no way to walk to shore, there's no reason for people to pay to moor their boats there.

**Q. Michael Nutt, Langley resident:** Nutt said "As a retired, artist-type from Langley," he agreed with everything Simon said. Nutt said he is supporting the Proposed Master Plan Update 100%. He said this is the future of Langley, because there is nothing else – you've used up everything else. You don't want to cut down any more trees to put "McMansions" up, you want to bring people into Langley, where they came before. Phil Simon said if they generate revenue for the City, then maybe the City can afford to maintain their parks correctly. Nutt said no one has addressed the difficulty people have getting up and down the hill to and from the Marina, and suggested a funicular should be considered.

**R. Crystal Nelson, Oak Harbor resident:** Nelson said scuba divers typically have 60-80 lbs of equipment to carry and wanted to know if they would have easy access to the dive site. Commissioner Tapert said he envisioned that divers would walk out to the end of breakwater and go off the end. Commissioner Seitle said there might be dock carts available.

**S. Bob Welch, Freeland resident:** Welch said he frequently launches his boat at Langley and asked if there will be a float on the ramp. Ed explained there would be a float along the ramp.

Welch asked how many trailer parking spaces there would be, and Ed said there would probably be six at the bottom of the hill. Both the CMA Church and the Langley Middle School are potential possibilities for off-site parking that the Port will explore.

**T. Stevens (no first name provided):** Stevens said he has enjoyed diving at Langley for many years and that it is a very nice, safe place to dive, even at night. He said whatever the Port does there, he would like to make sure that there is a habitat and a place to dive when the project is done.

**U. Jim Ramaglia, Anacortes resident:** Ramaglia said he was here as a scuba diver and he was glad to see the Port have a forum that scuba divers can speak at. He was also glad to see that scuba divers were included in the planning process. Regarding replacement of the existing sunken breakwater dive site, he suggested putting some infrastructure (rubble mound/rocks) at the new location ahead of time “so the critters have a chance to begin moving” and divers could help them along. He asked what the timeline was for the project. Ed said the InterLocal Agreement allows the Port to start the engineering and start the permitting process prior to January 1, 2009. He explained that obtaining the major permits for the marine side in one year would be wildly optimistic, and realistically it will take 18 months to 2 years. To get to the permit stage, the Port needs to take the project to about the 25% design stage. Total potential timeline to begin construction is therefore 3–4 years. Ramaglia said rubble mound breakwaters worked well in Alaska. Ed explained that realistically the Port would never be able to get a rubble mound breakwater permitted in Puget Sound.

**V. Mary Jo Adams, Oak Harbor resident:** As a scuba diver, Adams said she agreed with Ramaglia and the importance of getting a new habitat up and running before the old sunken breakwater is removed. Adams explained that there is a large variety of sea life there and that there are a lot of divers willing to help move some of the organisms.

**W. Phil Simon, Freeland resident:** Regarding the boat ramp at the marina, Simon asked if the permit was lost because nothing was done. Ed said the permit is still in place but the grant is not. Simon asked if the permit expires and Ed said it does expire. Ed explained that since it was approved once, it is much easier to get it approved again. Simon said his agenda is to get some kind of improvement to his grandfather’s park now. He said the ramp isn’t that important, but he would like to see something done for the park now.

**X. Jeff Dodd, Langley resident:** Dodd said the newest revision of the Plan looks great. He said he does a lot of fishing in Langley, and the 55’ deep water line is way out there, so the proposed marina will cover a lot of acreage of water. He wondered how the marina would impact the gray whales and he also noted that the marina would be in the trolling path of fisherman. He thinks the scope of the marina is just too large. Dodd said off site trailer parking would be needed and noted that large vehicles cannot turn left at the top of the hill and would have to go through town. He also felt that if a storm came, the boats moored at the outlying pods would need to have a place to go to inside the breakwater.

**Y. Unidentified individual:** To get a sense of scale, he asked the distance from the beginning of the ADA ramp out to the west end. Greg York said it was 340 ft. from the main walkway to the north breakwater, and 530 ft. from the bottom of the walkway to the breakwater.

**Z. Joe Murphy, Clinton resident:** As a boater, Murphy said the pods appear to be an inefficient use of space that makes the project larger than it needs to be. York explained that the Port had looked at a conventional marina, and if the breakwaters are left in position and lay out the marina conventionally, the slip count is identical to that of the marina with the pods. York said the pods

provide much better flexibility in the berth sizes and sizes of vessels. Murphy added that the outlying pods would not likely be used by families since it would be difficult to get to shore. He voiced concern about the entrance being open to the north wind and said he would prefer the opening be on the east side.

**AA. Unidentified individual:** He asked what size boats the pods inside the breakwater would take and York said the outer edges were designed to take up to 60 ft. vessels.

**BB. Bob Dalton, Langley resident:** Dalton said he had been on the Design Review Board for Langley for 8 years and has seen repeated proposals for remodeling Phil Simon Park. He said he was disappointed that the Port has said it does not have any funding because all those other proposals got to the same stage, lacked funding and as a result nothing was done. Dalton mentioned the loss of the grant money for the boat ramp as an example. Commissioner Seitle explained that the boat ramp grant that was matched by the Port for \$200,000 didn't go through for two reasons: 1) The bids that came in were far above the estimate, and 2) The uncertainty of the uplands which could have resulted in having to redo the whole area again. Commissioner Seitle said he fully agreed that Phil Simon Park needs to be moved to the waterfront, and that is part of the Plan. Phil Simon said the sign for the park is in the wrong place.

**CC. Wanda Nelson:** Nelson asked how much the Port would be charging for the slips, and would the slips be done in stages as the Port can afford them or would they be done all at once. Ed said the rates are not known and the project would likely be phased to some extent.

**DD. Jerry Vlad, Langley resident:** Vlad asked if the Port had information on the boat traffic within the Saratoga Passage – what is it now and what kind of increase is expected because of the new marina. Ed said a demand study was done by BST Associates, the premier economic marine analysts for Puget Sound, and it was not limited to just Saratoga Passage. Assistant Harbormaster John Martin said there is a steady stream of boat traffic, but in the busy summer season they have had to turn away up to 50 transient boats for lack of space. He said the demand is there. Phil Simon said the higher the fuel prices rise, the more boaters will come to Langley rather than the San Juan Islands.

**EE. Dick Robbins, Langley resident:** Robbins said Langley is the perfect halfway point for sailboats heading to the San Juan Islands. He voiced concern about the proposed entrance because once in a while the area gets a really, really bad nor'easter. He asked for additional details about the study that was done. Commissioner Seitle said Coast & Harbor Engineering had conducted the study of the wind and wave conditions, etc. York explained how the study was done and the conclusions were that 70% of severe storms will come from the north or northwest, 15-20% will come from the east, and there is a 0-3% chance in a 50-year period of a major storm coming from the northeast. He said it comes down to value vs. risk.

**FF. Bob Boehm, Clinton resident:** Boehm spoke as a 30-year boater and as a board member of the South Whidbey Yacht Club. Regarding the outer pods, Boehm said the Port would be limiting the capability because the pods would hold only 8 boats and that would make it less attractive to yacht clubs. He said the lack of power on the pods would also make it less attractive to boaters.

**GG. Sharen Heath, Langley resident:** Heath said she lived on the high bluff about 1,000 ft. west of the marina and enjoyed watching the whales from there. She asked if there would be a marine education/arts & culture component to the Plan. Commissioner Seitle said he had served on the Island County Marine Resources Committee (MRC) for the last 2 years, and Commissioner Slinden is the current representative of the Port. MRC has an educational program and the Port has funded

the placement of educational material at all of its facilities, and will do so at Langley as well.

**HH. Mirajean Steinbrecker:** As a kayaker, Steinbrecker thanked the Port for remembering kayakers and providing sand for them. She said the most requested things from her guests when they visit are a kayak rental facility and a whale watch tour. Steinbrecker sees the marina as an opportunity to offer space for an outfitter. She said she is a past president of the Northwest Washington chapter of the American Institute of Architects and would like to see the Port use local professionals for the design and architecture.

**II. Kathleen Riehl:** Riehl thought it would be a nice consideration to look at the Drake's Landing building for the Port's administrative office or another building down there. She said that would preserve a great part of the history of that area. Phil Simon said that the building had been the Port Office from 1907 until 1958.

**JJ. Rhonda Salerno, Langley resident:** Salerno said she is concerned about attracting float planes to the marina. She is excited about the marina, but feels the scale of it is too large for the town. She asked how many slips would be in the expanded marina, and Ed said there were about 175, with 120 in the central marina area that would include transient and permanent moorage slips. Salerno asked why it was so big, and Ed explained it was due to economics of scale – running a small marina is extremely inefficient in terms of staffing, etc. and critical mass for construction and critical mass for operations. The Port's economic analyst recommended 200 slips, but the Commissioners felt that that was too big and felt that 120 slips as the core number with expansion capabilities was a good starting point. Salerno said that putting a float plane dock to keep them from randomly landing would actually encourage float planes to come to the marina.

**KK. Mike Davenny, Langley resident:** Davenny said he was disappointed to hear the Port has abandoned the idea of putting in a gas dock. He asked about the possibility of a diesel and gas pump on shore as part of the project. Ed said that part of the problem is that there are 50 parking spaces, and putting in a gas pump, tanks and facilities would require the removal of several of some of those spaces. Ed said the cost was estimated at \$1 million to implement a fueling dock.

**LL. Angie Homola, Oak Harbor resident:** Homola asked if meeting minutes would be available online and the Commissioners said yes. She said she hoped the users would have input into the design and she feels the scale of the marina is pretty big. Homola asked if there wasn't some way to work with the Nichols Bros. Property. Ed explained there had been some negotiations with Nichols and in addition to significant financial issues, the bathymetry of the Nichols' area is not well suited for the marina. The prime marina zone is between -20 and -55 and the proposed marina area has that bathymetry. Homola asked how deep is the area for the proposed dive site and York said it is 30' at the western end and 60-70 ft. at the eastern end.

**MM. Jeff Dodd, Langley resident:** Dodd said that the area off of the Nichols' dock has big holes and is very hilly under water.

**NN. Carl Magnusson, Langley resident:** Magnusson said he wanted to discourage any encouragement of float plane traffic. He asked if by initially building the anchored pods, doesn't that commit the Port to building the maximum size right off the bat? Ed said it commits the Port to the footprint; it doesn't necessarily commit the Port to the entire build-out. He explained that all of the permitting agencies are discouraging applications for partial or phasing of projects. The Port is attempting to identify the "outer envelope" of where we might eventually be, so the whole thing is permitted conceptually. Magnusson provided a written statement that is attached to these Minutes **(EXHIBIT E)**. He said he understands the marina, the breakwater and the harbor is for boats, but

regarding the uplands – who are we trying to attract, and do we really need more condos, etc.

**OO. Rick Brewer, Clinton resident:** Brewer asked if the outlying pods could be moved seasonally. Ed said they could feasibly be moved because they are anchored and not pile-supported, but probably not on a seasonal basis. They would just be closed during the winter.

**PP. Linda Irvine, Langley resident:** Irvine said she kayaks and her husband swims at the marina. She told the Port not to forget the economy that is already here. When developing the economy, she thinks there are a lot of fishermen, sportsmen, scuba divers, etc. and she is concerned that the Plan is geared toward a specific sector of the economy that she doesn't participate in or benefit from directly. Irvine would love to see something more geared toward education or non-motorized recreation. She said it is important that any lighting at the marina be dark sky compliant.

**QQ. Harrison Goodall, Langley resident:** Goodall asked how necessary is it to build condos along the bluff and how necessary is it to build structures. Commissioner Seitle said the Port doesn't control the property except the pieces that have always been in public use. The Drake property and the triangular piece in front of the Boatyard Inn are privately owned. The Port does not have the financial ability to purchase all the waterfront property and has no control over it.

**RR. Russell Sparkman, Langley resident:** Sparkman read aloud his written statement, which is attached to these Minutes **(EXHIBIT F)**. He was applauded for his comments.

**SS. Marianne Edain, Langley resident:** Edain said the Port Commission doesn't seem interested in talking about economics, but so far there was one breakwater that sank, and it was built with 50% matching grant money from the InterAgency Commission (IAC/RCO). Edain said that means that 50% of that money came from the back pockets of South Whidbey residents. That was replaced with the current one and was also probably built with IAC/RCO money. Edain said the users pay for the maintenance and operations, but what about the capital costs? Assuming that IAC/RCO comes up with half of the money, where will the rest come from? Commissioner Tapert explained that IAC/RCO requires the funds be applied to recreational boaters (transient moorage) only and not permanent moorage. He said the Port must therefore retain at least 35 transient slips because they were created with IAC/RCO money. The Port believes the marina should have a mix of permanent and transient moorage. The Port is working with Community Trade and Economic Development (CTED) to look into ways to get funding from other sources than IAC/RCO. Some of the options are a local bond initiative or lobbying our representatives to see if they want to float something at the state's next legislative session. Commissioner Tapert said obviously a lot of it will need to come from taxpayer dollars. Marinas don't necessarily make money. Marinas may be self-sustainable once the capital is there, but the capital costs have to come from somewhere. Commissioner Seitle added that port districts were created by the legislature to basically be governments that have a business and economic development orientation, with the goal of providing economic benefit to their district. He said the Port has a vision and the Port has to "go for it," at least until the point where it is known whether or not it is technically feasible. No agency will provide a grant until the Port can provide a more detailed plan than what has been presented tonight.

**TT. Christine Schwager, Langley resident:** Schwager said she was still worried about the occasional nor'easter and wanted to know what the liability was for the Port if it happens. Commissioner Tapert referred to the snow damage suffered at the Port of Edmonds several years ago. The losses were covered by insurance – both the boaters' insurance and the Port of Edmonds' insurance. He said from a design standpoint, the Port doesn't want to spend \$1 million to protect itself from a probability of 0-3%.

**UU. Jeff Dodd, Langley resident:** Dodd said that City of Langley’s Public Works’ employees currently clear the boat ramp of sand and logs, and he asked if that staff would continue to be available to clear the ramp. Ed said for the first couple of years, the Port would probably contract with the City for their services.

**4. ADJOURNMENT:**

Commissioner Seitle noted the meeting was scheduled to end at 9:00 p.m. and it was 9:15 p.m. He said the Commissioners would “stick around” if anyone wished to talk to them. The meeting was adjourned at 9:15 p.m., and the public applauded the Port Commission.

Approved:

Minutes prepared by:

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Commissioner Geoff Tapert, Freeland

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Edwin S. Field, Port Manager

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Commissioner Rolf Seitle, Langley

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Commissioner Lynae Slinden, Clinton

- Exhibit A: Sign In Sheet
- Exhibit B: Proposed Master Plan Update
- Exhibit C: Preliminary Boat Slip Contact List
- Exhibit D: Statement from Tony Puma and Paul Schell
- Exhibit E: Statement from Carl Magnusson
- Exhibit F: Statement from Russell Sparkman