

PORT OF ANACORTES

Minutes-Special Meeting

January 20, 2011

The Port Commission of the Port of Anacortes held a Special Commission Meeting on January 20, 2011. The purpose of the meeting was for the Commission to hold discussions in regards to establishing a Port parking policy. The meeting was held in the Commission Meeting Room of the Port Main Warehouse Building, 1st & Commercial Avenue, Anacortes, Washington.

In Attendance: Commission President Rubin, Commission Vice President Mooney, Commission Secretary Niver, Commissioner Hopley, and Commissioner Short.

Also in attendance: Executive Director Hyde, Director of Finance & Administration Johnson, Tenant & Special Projects Administrator Pittis, Marina Manager Fowler, and Executive Assistant Lindsey.

CALL TO ORDER

At 5:00 P.M. Port Commission President Rubin called the Special Meeting of January 20, 2011 to order and announced the purpose of the Special Meeting.

PUBLIC COMMENT PERIOD

Commissioner Rubin opened the floor for public comment pertaining to items on the special agenda.

1. Mr. Hal Rooks, 1219 10th Street, Anacortes, addressed the Commission and noted his comments would incorporate the issues of concern from several members of the audience. Mr. Rooks noted that those present applauded the Commission's effort to develop a Port parking policy. And offered comments regarding how the Port might use its available space and to give a neighborhood perspective on the issue of parking. Mr. Rooks read from a prepared statement that is attached to these minutes.

Commissioner Rubin thanked Mr. Rooks for his comments, hearing no others, the floor was closed.

SPECIAL AGENDA

STUDY SESSION

Discussion Item: Port Parking Policy – Developing Criteria -

Commissioner Rubin noted that the Commission would keep early discussion at the strategic level and the purpose of this meeting was not to discuss specific projects. He stated that the Port was indeed in the parking business and that parking was integral to the Port, noting those in the audience came by car or truck to the Port facilities today. He

observed the Port has paid parking areas designated at the Anacortes Airport, the Trailer Boat Launch parking area, whale watch parking area, and some conditional use RV parking.

Commissioner Hopley observed that Port tenants in the Boat Haven have a value of the associated land used for parking. He inquired whether their moorage fees included parking. Administrator Pittis responded to the affirmative and noted that the lease rates for upland businesses at the Boat Haven were fairly high and aggressive and took into account parking spaces.

Commissioner Rubin observed there was plenty of free parking on Port property now, but noted that when the Port developed to the extent planned for in the Comprehensive Plan, parking would be less plentiful. He believed the Commission should agree that a Port parking policy would comply with Federal, State, and City/local ordinances and regulations, would comply with the Port's Comprehensive Plan, the Port's Mission Statement, the Port's Strategic Plan, and community events.

Looking first at the Boat Haven, the Commission discussed parking for community events and tenants and made a list of those who use parking there as follows:

- Boat Owners/Moorage Tenants
- Guests of Boat Owners/Tenants
- Boat Haven Employees
- Upland Tenants
- Customers of Upland Tenants and marina businesses
- Whale Watchers
- Off-site Contractors working at the Boat Haven
- Ferry Parking
- Boat Trailers
- Commercial Trucks
- Casual Visitors/Tourists
- Public Access
- Students and Staff of the Marine Technology Center
- City/Port Festival attendees
- Recreational Vehicles (RV's)
- Parks & Recreation Program participants
- Kayakers
- Small Boat Launch users & Small Boat Group storage

In addition to these, Port parking areas at the Boat Haven, Seafarers' Memorial Park, and the Port Transit Shed are often used for overflow parking for community events and festivals.

The Commission discussed prioritization as part of a policy. Commissioner Rubin noted the possibility for short-term commitment versus long-term commitment parking.

Commissioner Hopley noted the Commission should add potential paid customers to the above list, for example, future business developments at the Boat Haven or on other Port property to insure space to meet future demands.

Commissioner Short brought up the right of the Port to charge for or restrict parking during times of peak usage, such as the Arts Festival, for those who are not moorage or upland tenants at the Boat Haven. He suggested the Port consider establishing that right to charge and determining what that rate might be.

Commissioner Niver noted the Commission had been given a sheet representing the number of parking spaces on Port property at the Boat Haven and questioned who had decided on those numbers. Executive Director Hyde noted the Port has a fresh study from Moffat / Nichol using City code to determine this information. Commissioner Niver wished to see the Port's requirements based on the number of spaces needed for Port facilities use. He agreed with the need for consistency with the Comprehensive Plan and noted that the use of the Transit Shed as a community and public meeting and entertainment space was not included in that Plan. Changing the use meant reconfiguring parking needs.

Marina Manger Fowler noted that Port staff performs parking counts twice a week and daily during festivals in order to track parking usage. Executive Director Hyde observed that on a beautiful weekend in August, without any festivals, the Boat Haven parking area only has about 600 vehicles.

Commissioner Rubin questioned who should be denied parking, if any.

Commissioner Mooney did not want to see parking areas tied up in any way that would prohibit their availability for Port use, wishing to see those spaces protected. He noted the purchase of additional, adjacent properties would assist in that effort. Commissioners Mooney and Short were of the opinion that off-site business parking should be either denied or, in Commissioner Short's view, pay a fee for use of Port parking areas. Commissioner Hopley noted that those to be denied should be the lowest priority users and that the use of Port parking should be approached from a priority rating. He agreed that the Port could accommodate parking on a short-term basis, but should not enter into any agreement that would preclude the Port's use for even as little as six months.

Commissioner Niver observed that the Transit Shed and Small Boat Launch areas were not part of the Comprehensive Plan and as a result had not been properly planned for in terms of parking areas. He favored updating the Comprehensive Plan to include the expanded use of these areas and venues, and also voiced concern that the Port may not have enough parking set aside to accommodate all areas of the Comprehensive Plan.

Commissioner Short observed that the north end of the Boat Haven had been used as overflow parking for many years. He noted that as the years go by, the Port would need to formalize plans for that area and delegate determination where boats and cars should be placed, as well as parking lot designs, to Port staff.

Commissioner Niver believed the Port's policy should consider more than the City's requirements and instead center on the Port's needs for Port properties maximum uses.

Commissioner Rubin requested discussion on the issue of traffic and the flow of vehicles.

Commissioner Niver noted that page 81 of the Comprehensive Plan includes traffic comments presented by the City, with most focus on the Q/R Avenue corridor. He felt the Port's McDonald's lot was problematic with people with boat trailers crossing Q Avenue. Commissioner Mooney noted congestion at the Marine Terminal near the Port's main office. Commissioner Niver observed that the Port had created that congestion when the leasing of both nearby warehouses impacted traffic and noted this should also be considered in the Comprehensive Plan. Commissioner Hopley stated the Port should recognize traffic as a quality of life concern and give priority to uses that reduce rather than increase traffic. Commissioner Short noted that the Port should designate zones for parking and have the ability to charge or limit use.

Discussion ensued regarding current use and areas which are leased or paid for on a short-term basis, such as the area leased to Dakota Creek Industries for steel lay down at the Boat Haven's north end.

Commissioner Niver believed that any policy set by the Port should be enforced and cautioned against the Commission setting any "unenforceable" policy. Commissioner Rubin agreed that staff could look into how a paid or enforceable system would work, noting he would hate to consider having to impound or tow violators.

Marina Manager Fowler explained that the Port staff goes to extreme lengths to contact any parking offenders, such as those who block spaces, access ways, ramps, or exits, or park in designated tenant parking spaces. As a last effort, the Port will bear the cost to have the vehicle moved to a approved location and will then attempt to recoup the costs to do so from the vehicle's owner.

Commissioner Short noted the Port should contrast the costs of providing parking stickers, stripping, and enforcement to the relatively small number of days when parking becomes full at the Boat Haven.

Commissioner Rubin noted the Commission's next session of the issue would address development of a priority list, and asked for any other input.

Executive Director Hyde noted there are also environmental issues with parking, including pervious versus impervious pavement, and parking lot design for water flowage, oil, asbestos, brake lining dust, and other pollutants. The present engineering practice is to minimize parking and not gear parking towards peak usage, but rather average usage. Commissioner Short noted the Marine Technical Center was a clever design, with some spaces dedicated for the school and meeting space, and others for use by those going on whale watch excursions.

Commissioner Rubin noted that parking is a business and posed the question of whether the Port would or would not assist businesses by use of Port parking. Commissioner Niver observed that if the Port were to build a paid parking lot it could be seen as competing with private business. Commissioner Short noted that the City of Anacortes requires parking to be within 1,000 feet of a facility and to have proximity to a business. With limited parking in town, parking at Port areas helps businesses that are close by. Commissioner Hopley believed the Port should favor parking uses and businesses that

benefit the economy, develop jobs, etc., and that have minimal impact on the environment.

Commissioner Rubin stated that uses that create jobs should be added to the Commission's priority list. He recalled past discussion at the City regarding a business or businesses that needed parking in the downtown central business district, with those businesses paying an impact fee. He questioned whether the Port should include such a fee and whether the Port should acquire property for this purpose.

The Commission agreed this was a topic to include at the next special meeting for parking policy discussion. Commissioner Hopley inquired whether there are numbers available which the Commission could agree on that show what the Port's parking requirements will be at build out of the Comprehensive Plan. He stated he would like to that number and maybe a range of needs at build out and whether there is parking in excess of that number.

Executive Director Hyde noted staff would provide that information and also a couple of scenarios regarding the relative order of magnitude for parking needs.

Following a discussion of the next meeting date, February 3rd at 5:00 P.M. was selected. This will be a Special Meeting in the work/study session format.

ADJOURNMENT

Having no other business to discuss at this time, Commissioner Rubin called for a motion to adjourn. Commissioner Mooney moved to adjourn the special meeting. Commissioner Short seconded the motion. Commissioner Rubin called for a vote on the motion, which carried unanimously, and the Special Meeting adjourned at 6:28 P.M.

Attest:

Keith Rubin, President

Pat D. Mooney, Vice President

Ray Niver, Secretary

William L. Short, Commissioner

Steve Hopley, Commissioner