



# Marine Terminal Advisory Committee

April 14, 2014

POA Commission Meeting Room

**Meeting called by:** Josh Beaner, Marine & Airport Services Manager - POA **Type of meeting:** Quarterly or as requested

**Facilitator:** Committee Chair: Barb Rodgers **Minutes:** Julie Johnson Lindsey - POA

**Present:**

Tony Johnson – Metro Ports, , J.B. Smith – Neighbor, John Dumas - Neighbor  
Tyler Ashbach – ILWU Local 25, John Decker – ILWU Guest

**Attendees:**

Also attending from the Port: Bob Hyde, POA Executive Director, Josh Beaner, Marine & Aviation Services Manager, Becky Darden, Project Manager, Julie Johnson Lindsey, Executive Assistant, and Commissioner Bill Short. Arriving later in the meeting: Commissioner Pat Mooney

Absent: Cynthia Richardson, Alta Nguyen, Anthony Young, Dan Crookes, Dan Jankelson, Eric Bowman, Kittie Ford, Mike Nelson, Pat Murphy, Richard Spracklin, Ryan Larsen, Renee Westland

**Call to Order** Chair Barb Rodgers called the meeting to order at 5:04 p.m.

**Review Agenda**

## Minutes

**Agenda Item: Bulk Products Report**

**Presenter: Josh Beaner**

**Discussion:** Josh provided a report on current bulk product shipments, which are ahead of this time last year. There is currently a pet coke load out in progress right not. So far this year there has been 79,000 metric tons of pet coke And 23,000 metric tons of prilled sulfur shipped. Shipments may increase prior to and decrease after the scheduled Shell shut down.

**Agenda item: Projects Planning**

**Presenter: Becky Darden**

**Discussion:** The Port purchased the property known as “Quiet Cove” in July of last year. The approximately .73 acres is adjacent to Curtis Wharf. The current owner has until July of 2015 to remove all storage and tenants from the property. The Port will take possession of the property at that time.

The Port will begin doing environmental testing on the property in the next few months and has hired the engineering firm of Maul Foster & Alongi as consultants on land use planning for the site. Becky introduced Jim Darling, Vice-President, Mike Stringer, Planner with a background in environmental science and land use planning who will serve as the project manager for the consulting team, Stacy Fross, senior engineer, specializing in land development for ports and waterfront, Paul Sorenson of BST Assoc., specializing in economics and market analysis for mostly waterfront, marina, and industrial marine clients, looking at development opportunities and first term and second term uses. Becky noted John Herzog and Brian Tracy of Geo Engineers were also on the project team.

Jim Darling noted the Port had received an integrated planning grant for environmental investigation of the Quiet Cove site. Becky explained that historically, the property was used as a bulk fuel storage facility. In recent years it has been used for storage Boats, motorhomes, and has had a couple of upland tenants. Next for the Port will be to do testing and then to look at the nature And scope of any needed environmental cleanup and then plans for the property's long-term use and how that fits into the Port's Strategic Plan and Comprehensive Plan, which included a recommendation to acquire the property.

Jim noted there are an estimated 12,000-19,000 contaminated properties in the state, of which, the state has recognized 6,000 so far. An estimated 330 new sites are found each year, but the Dept. of Ecology can usually only handle half of them. Ecology developed the IPG program to assist in funding how best to cleanup, reuse, and strategically use properties. The Model Toxics Control Act funding and recent nickel gas tax are the only other Ecology related funds for cleanup. The IPG is one of several grant programs that come from these funds. The IPG has only been in place for the past four years with about half of the funding going to ports and the other half to cities.

Mike explained their scope of work will include the environmental investigation of the property. If cleanup is needed, the grant alone won't be enough to fund all of that cost. He reviewed how the work would progress administratively and how it would be financed. The defined uses could be dependent on the cleanup and vice versa with human health and safety foremost. Maul, Foster & Alongi will also do a market assessment for determining possible future long and short term tenants, needs, and highest and best uses for the property, taking into consideration zoning implications, engineering for infrastructure and transportation access and how that fits with the development of the property, which is above the hundred year flood plain. Mike reviewed displays with aerial photos showing the location and the City of Anacortes zoning map for the area. He noted the current policies and regulations are supportive of continuing the property as a marine industrial area. He noted Anacortes was one of few places with a working waterfront in proximity to the central business district.

Paul Sorenson noted there are four different types of waterfront use that would make sense/are suitable for that property. Considerations are short and long-term uses, and whether they are water dependent. Also to be considered is how the uses of the Property are related to the Pier 2 facilities, cargo opportunities at Curtis Wharf – such as small break bulk or liquid bulk cargoes, Whether the area at Curtis Wharf is suitable to support larger recreational vessels of 120 feet or more, small to mid-sized cruise Vessels and industrial waterfront operations that need dock space and upland offices.

Jim reported that Geo Engineers is just getting started taking boring samples and the next steps environmentally will be determined by what they find. Sampling should be complete later this summer. In environmental terms, the site is where any pollution comes to rest and how far it goes becomes the site boundaries for the DOE. He introduced Stacy who related one of the things the team would be examining is transportation and infrastructure, including truck routes, and pedestrian access along a walking trail to the "N" Avenue beach. There is already utility service and water at the street. In response to questions, Stacy noted the zoning is manufacturing and shipping, and to the west the zoning is light manufacturing,

J.B. noted the property is a good match up for Curtis Wharf operations. Jim agreed. He explained 2<sup>nd</sup> street is a right of way with A railroad easement. The Port may talk with the City about vacating 2<sup>nd</sup> street since it is a right of way to nowhere now. Jim Asked those assembled from a community perspective, what should be done with the property?

Barb noted she liked to go down to the beach there and watch the operations at Curtis Wharf. J.B. agreed the beach was Important to many and had heard it would be a part of the T.T. trail extension eventually. Barb noted people liked being a round a Working port. J.B. had been under the impression the public couldn't go out onto Curtis Wharf. Josh explained that the public Could indeed do so and also walk across the catwalk to Pier 1. Bob Hyde noted the City has some regulations about keeping Street ends open to the water.

Bob noted the crab business on Curtis Wharf is doing well and is among the largest suppliers on the west coast. The upland Property could offer them the opportunity to expand, as an example.

Jim observed the area has been industrial for many, many years, but there is residential across 3<sup>rd</sup> Street. J.B. noted the Soroptimist Thrift shop is also a busy business across 3<sup>rd</sup> street.

---

Tony noted people don't like to see too much infrastructure, No silos, for example. He also noted the area gets lots of impact by the Arts Festival, Oyster Run and other downtown events.

Tyler noted the uses are somewhat limited since there is no rail service and that freight mobility would be primarily by trucks Picking up or delivering project cargoes to Curtis Wharf for shipping. He explained that Kittitas was at capacity and the Property could be used in conjunction with having a transfer station at the Port of Skagit then trucked over here. He noted that Many Olympia warehouses are out of space and Everett is also filling up. He believed Foss Tugs would eventually move into The former Kimberly Clark property when it was cleaned up.

Tony noted Metro handles both bulk and project cargoes and were ready for and experts in both. Tyler observed Janicke had a good industry making windmill blades, and parts for Boeing in Skagit County but currently ship to Everett and it would be nice to keep that work here. J.B. inquired why they ship through Everett. Tony explained Metro does not have a crane here.

Paul noted the team would take into account the access and amount of acreage to determine what would work best. He Inquired about the loading capacity at Curtis Wharf.

Josh observed the MLLW is -26, so it accommodates barges at this point. Tyler asked if dredging was possible. Bob noted It could be dredged at some point.

Jim explained they would be taking all of this information for consideration and would like to complete their team recommendation To the Port by the end of this year or early next year.

Tyler asked how the log industry was right now. Paul noted it was pretty strong with Longview and Grays Harbor doing well, And also activity in Olympia and Everett. J.B. asked why logs were no longer shipped from here. Tyler explained the last log Vessel here was in 2004. After that the Japanese market declined. Paul noted that only raw timber from private ownership Could be shipped overseas, while state lands timber must be milled into lumber before shipping. Josh observed that lumber goes Out primarily by rail.

Jim noted any ideas are welcome to he or Mike via Becky. The team wants to plan and prepare for the long term so the site can Accommodate whatever new industries are there tomorrow. J.B. noted that sometime in the future they may want to have a Broader reach via a direct mailer or community meeting. Jim stated they would work with the Port on that. Tyler wondered How many containers were trucked through Trident Seafoods. Paul noted potential opportunities with Trident would be Examined.

The Committee thanked the team for coming.

## ***Other Information***

---

**Next Meeting: Josh Beaner** - The next MTAC meeting will be scheduled for July 14<sup>th</sup> at 5 p.m.

---

**ADJOURN – The MTAC meeting adjourned at 6:04 p.m.**