



A REPORT TO RESIDENTS OF THE ANACORTES PORT DISTRICT

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Port of Anacortes



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Anacortes Port Director of Operations and Facilities Steve Hedrick (right) talks to Clyde Carlson about plans to remove airspace obstructions at the Anacortes Airport. Carlson is President of San Juan Airlines.

Cooperative efforts address obstruction, fence issues

One of the biggest challenges the Port of Anacortes has faced over the last few years is to meet the obligation and need for the Anacortes Airport to maintain a safe airport environment balanced against the desire for the airport to fit into the neighborhood and minimize the impact of airport operations.

Two projects that have focused attention on the airport are the removal of obstructions into the airspace around the airport and the installation of the airport fence.

Through the cooperative efforts of the City of Anacortes, the Port, and the Federal Aviation Administration, a Sub-Area Plan as well as a Development Agreement for the Anacortes Airport have now been approved.

Major components of these documents include the creation of a permanent 75-foot wide native growth protection easement along the southeast airport property line, mitigation for loss of habitat due to obstruction removal in wetlands and wetland buffers, as well as, establishment of rules and restrictions for development and construction on the airport.

Since the adoption of the Sub-Area Plan and Development Agreement in March, the

Port has proceeded with the design and engineering phase of the obstruction removal and fence installation. The Port has also submitted an FAA grant pre-application and environmental checklist.

The FAA has programmed more than \$800,000 in grant funding, through the Airport Improvement Program, for the obstruction removal and fence projects. The Port is also applying for grant assistance through the Washington State Department of Transportation Airport Aid Program.

The Port Commission has approved guidelines for determining how to deal with the obstruction trees

on the airport property. A certified arborist will evaluate any obstruction trees within 75 feet of the property line, within wetlands/wetland buffers, and outside of the operations area fence.

If the arborist determines that the tree can continue to thrive and it is not a hazard to other people or property, then the upper portion of the tree will be removed, or "topped" to a level that will prevent it from growing back to the obstruction level for approximately ten years. Topping helps to preserve the buffer effect of

(Continued on page two)

The FAA has programmed more than \$800,000 in grant funding, through the Airport Improvement Program, for the obstruction removal and fence projects at Anacortes Airport.

FROM THE COMMISSION PRESIDENT



Port of Anacortes
Commission
President
Steve Hopley

When I reflect on recent deliberations regarding our airport, I think we've solved a long-standing problem and now have the framework to move into the future. We have addressed the immediate on-airport safety issues with solutions that work to the satisfaction of the city, our airport neighbors, pilots, and the Federal Aviation Administration (FAA).

My hope is that our agreement is going to create an atmosphere of cooperation in which we can find solutions to other issues we need to address.

A few months ago, we were on the verge of addressing safety issues in a way that did not qualify for FAA funding. But we ultimately succeeded in crafting solutions that addressed these issues and still qualified for FAA funds.

I want to thank Anacortes Mayor Dean Maxwell, the City Council, and Planning Commission for their cooperation in developing these long-term solutions.

My fellow Port Commissioners also played key roles in the process, recognizing the opportunity to resolve some issues that date back years for them and their constituents.

Port staff deserve a lot of credit, too. It took a great deal of work and devotion on their part to iron out the specifics of the Sub-Area Plan and Development Agreement with the City. Detailed documents had to be created to capture everything we had agreed on over a period of months.

At the end of the day, I believe this was an example of good government.

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ANACORTES AIRPORT



Legend

	Deobligated Area - Part 77 Tree obstruction topping or removal		Airport Property Line
	Operational Area A - Part 77 Tree obstruction removal		Existing Airport Fence
	Operational Area B - Part 77 Tree clearing		Proposed 4' Split Rail Fence
	Future Process Area/North End - Aeronautical Area Part 77 Tree obstruction topping or removal		Proposed 4' Perimeter Fence
	Future Process Area/North End - Aeronautical Area Part 77 Tree obstruction removal		Proposed 6' Operational Safety Fence
			Proposed 8' Operational Safety Fence
			Wetland
			50' Wetland Buffer

2005 Airport Capital Improvements

This color-coded illustration defines plans regarding tree obstruction mitigation at the Port of Anacortes Airport. Many trees will be topped unless there is a compelling reason for removal. Topping helps to preserve the buffer effect of screening vegetation.

FAA grants \$800,000 for improvements at Anacortes Airport

Port proceeds with fence; obstruction removal

(Continued from page one) screening vegetation.

In some cases, especially with younger, fast growing trees, it may be necessary to remove the tree entirely. If a tree is cut down, then replacement vegetation will be planted either on the airport or at an off-site location.

There are two benefits to the off-site mitigation. First, it reduces the amount of habitat on the airport, decreasing the chances for an aircraft to strike wildlife. Second, "This gives us opportunity to enhance higher quality wetlands elsewhere in the community without a loss of wetland function," according to Bob Elsner, Port of Anacortes Director of Projects and Environmental Affairs.

Along with the obstruction removal project, the Port is proceeding with the installation of the operations area safety fence. This fence will surround the runway, taxiways, ramp, and hangar areas of the airport. The purpose of the operations area fence is to enhance safety at the airport by deterring deer and people from entering the operations area and conflicting with aircraft, and to improve security. The fence is either six or eight feet tall, depending on location, and will have a number of gates installed for maintenance and public safety agency access.

In order to maintain security sight lines and reduce deer habitat, most of the trees and shrubs inside of the operations area fence will be removed with the exception of certain mature cedar trees.

This area will be reseeded with native grasses for erosion prevention. In order to minimize the visual impact of the new fence, vinyl coated chain link fence will be installed along the west side of the airport in areas that are adjacent to the neighbors' property and some screening shrubs will be planted. The Port will be installing a perimeter fence to mark the airport boundary. Most of this fence will be a smooth, three-wire fence mounted on driven metal posts. A portion of it will be a wood, split rail fence.

In order to establish a permanent buffer area on the southeast side of the airport, the Port was also able to work out an agreement with the Federal Aviation Administration by which the Port will purchase the development rights, from the FAA, for the native growth protection easement. Also, an area on the airport has been designated for future development on the airport.

This area is approximately 8½ acres near the existing hangars and ramp area. Development for aviation related uses in this area would be permitted uses as long as building height, land coverage, and lighting standards were met. Steve Hedrick, the Port's Director of Operations and Facilities said, "In a very real sense, the money paid for the development rights in the buffer area is an invest-

ment in future mitigation that allows the Port and its tenants to operate in a predictable and stable development environment and helps the airport neighbors and users co-exist with manageable impacts on all sides."

Reconfiguration of an airport development area "provides buffers, protects wetlands, removes 'hazard trees,' mitigates impacts and provides residents, pilots and the community a direction for the future."

Dean Maxwell, Mayor
City of Anacortes

The Port of Anacortes is committed to carefully balancing the different needs of the community, its obligations to the FAA, and the need to meet airport design and safety standards.

At a recent Chamber of Commerce President's Luncheon, Mayor Dean Maxwell

said he believes Port officials "have done a good job of balancing all of the most difficult issues" at the airport.

In comments following Port Executive Director Dan Stahl's "State of the Port" presentation, Maxwell noted the reconfiguration of an airport development area "provides buffers, protects wetlands, removes 'hazard trees,' mitigates impacts and provides residents, pilots, and the community a direction for the future."

Frank Higgins, President of the Skyline Beach Club commented, "I think that we are moving in a positive direction. I support Steve Hopley's efforts to save the second growth cedar trees on the airport and the Port's efforts to work with the community to minimize the visual impacts of the perimeter fence."

Questions about the airport projects may be directed to Steve Hedrick at 299-1810.

**Airport Noise
and Safety Hotline:
360-299-1803**



WEST BASIN REDEVELOPMENT

Port re-evaluates marina redevelopment plans

In response to the Anacortes Planning Commission's concerns about redevelopment plans for the Cap Sante Boat Haven, the Port of Anacortes is holding a series of meetings to solicit public input on the feasibility and location of a trailer/boat launch.

A series of six public meetings, through July 7, will provide the Port with important data to re-evaluate plans for the Boat Haven regarding a trailer/boat launch in the marina. The Port intends to resubmit the redevelopment plans to the Planning Commission by mid-summer.

"Our meetings with the working group have been productive," said Bob Elsner, Director of Projects and Environmental Affairs. "The Port Commission will have the information they need to commit to locating a trailer/boat launch facility. They will also decide issues such as whether we will have a ramp or mechanized lift, and they will determine the location of the new facility."

"On the boat launch question," said Commission President Steve Hopley, "it is my hope that we will continue to have the opportunity to go through a careful deliberative decision-making process. Such a process will lead to a comprehensive solution that works for everyone long-term, taking everyone's needs into account while preserving the Port's ability to pursue other opportunities in the marina that will have significant positive economic impacts for the community."

In the meantime, the Port continues to

proceed on public access improvements at the Boat Haven. Bellingham Marine has been awarded the float contract and has started production of new concrete floats.

Also under way to complement the new floats are design and engineering plans for amenities along the waterfront.

"The design concept," said Elsner, "is to create an open environment all the way down to the water."

Public input will be sought on questions such as public art in the center of 11th Street.

"All of the plans that we have in mind," said Boat Haven Harbormaster Dale Fowler, "are based on our desire to provide public services and amenities."

"The public input we have had along the way has been invaluable," noted Port of Anacortes Executive Director Dan Stahl. "We were able in a short time to provide the opportunity for interested

community members to express their hopes for the Boat Haven. We hope to be in a position to begin construction between September 15, 2005, and February 15, 2006, our window of opportunity to work in the water while meeting state restrictions designed to protect salmon."

The Port's West Basin Redevelopment Project, prompted by the need to replace facilities that are almost 50 years old, is aptly tagged: "Connecting with Our Community." Work began with dredging in October 2004, and when it is complete in 2008, it will feature new docks and upland developments including new utilities, entrances, and a pedestrian-friendly link

between Rotary Park and Seafarers' Memorial Park.

In-water work will include reconfiguration and installation of new C, D, E, and F docks, including new and modified approaches.

Funding for the project will come from \$7.7 million in bonds (2004), with a like amount from retained earnings within the Port District. Efforts also continue to apply for government grant funds.

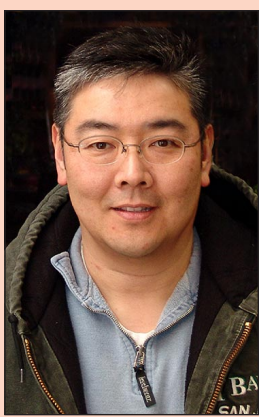


Bob Elsner (yellow shirt) of the Port of Anacortes staff provides details at a public meeting regarding plans for improvements at Cap Sante Boat Haven.

T Bailey named Business of the Year

Anacortes-based industrial contractor/steel fabrication firm T Bailey, Inc., was named Skagit County Business of the Year at a May 26 event at Skagit Valley College in Mount Vernon.

Tanaka and company co-owner Darrell Lehmann, who recently purchased the March Point property from the Port of Anacortes, were among two dozen local business people honored this year.



Gene Tanaka, co-owner, T Bailey, Inc.

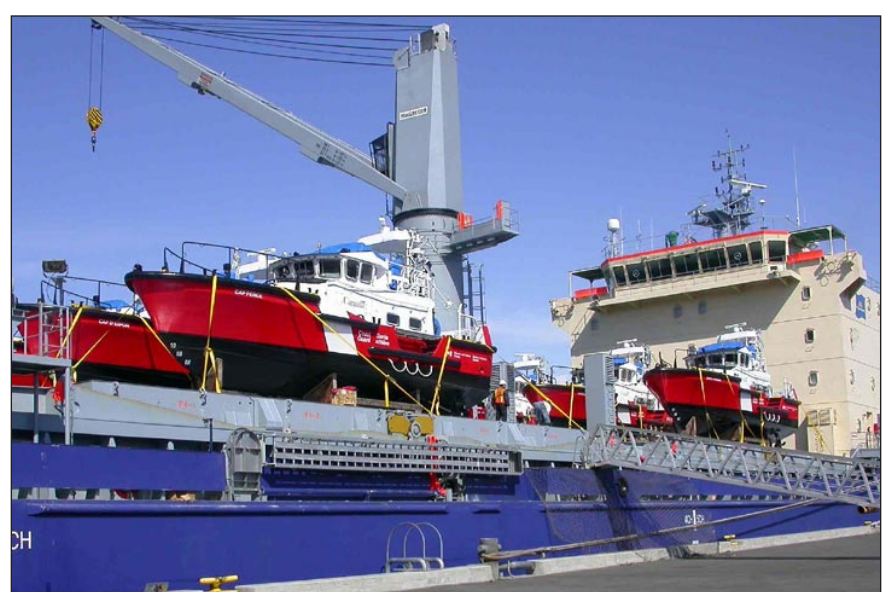
Each Chamber of Commerce in Skagit County nominated one of its members as a finalist for the award. From that group of seven, T Bailey won the top honor. Other local companies nominated for the award were: Anacortes Interiors, Island Adventures, Inc., and Windermere Real Estate.

Following announcement of the award, company co-owner Gene Tanaka told the Skagit Valley Herald, "We've gone through a lot of trials, yet we have an incredible staff and crew, and our families to anchor us."

T Bailey's plans for March Point are centered around a new 115,000-square-foot building on 19 acres purchased from the Port. The company had leased the land since 2001, with final purchase approved after a buffer was established for herons nesting in the area. The expansion will allow the 14-year-old company to add 60-65 new employees to its current work force of about 70.

T Bailey is a licensed general contractor in Washington, Oregon, Idaho, Alaska, and Hawaii, primarily constructing welded steel water tank, and fuel tank, facilities. The company also constructs heavy steel plate fabrication such as wind towers used for power generation, casing for bridge foundations, stacks, and ductwork for co-generation plants.

"We would like to thank the Port of Anacortes staff and commissioners for working out multiple amendments to the agreement for purchase over the past four years," said Tanaka. "We also want to acknowledge Skagit Land Trust, our neighbor, for working with us on the concerns over protecting the heron colony. We also extend thanks to the City of Anacortes, City Council members, and Director Don Wick of the Economic Development Association of Skagit County (EDASC) for their support of our business and planned growth."



"Piggyback" from Port of Anacortes to Great Lakes

Among recent activities at the Port's marine terminal was a "piggyback" shipment of new Coast Guard vessels bound for the Great Lakes. In April, six cutters built in Victoria, B.C. were strapped to the top of the "Federal Manitou," a ship transporting petroleum coke from the Shell Anacortes Refinery.



LOOKING BACK...

Dakota Creek attracts more business as a result of synchrolift

Dakota Creek Industries (DCI) shipyard, located at the Port of Anacortes, has been serving the needs of shipping and marine industrial companies since 1975. DCI, the Port's largest tenant, is a complete shipbuilding and repair facility specializing in construction and repair of steel and aluminum vessels up to 400 feet. Examples of previous and current construction projects include workboats, fishing vessels, ferries, oil recovery vessels, and barges.

The company's Guemes Channel location is touted as a cost-effective advantage for marine businesses concerned with down-time and expense.

Then and now:



The old DCI yard.



DCI before drydock.



DCI with synchrolift, drydock and upland facility.

IN THE COMMUNITY



2005 Waterfront Festival



The Port of Anacortes is proud of its long history of involvement in community activities, including sponsorship of the Anacortes Waterfront Festival and the Anacortes Jazz Festival. The Port also provides display gallery and artist work space for the Anacortes Arts Festival. See you there!



2nd Annual Jazz Festival Sept. 16 - 18

The Anacortes Port District is pleased to partner with the Chamber of Commerce again this year as a sponsor of the 2nd Annual Anacortes Jazz Festival at Curtis Wharf. The festival will begin with a dinner concert in the warehouse on the dock at 6 p.m. Friday, Sept. 16, featuring festival headliner Ernestine Anderson. Among other artists performing at the festival will be the Jessica Williams Trio, David "Fathead" Newman, the Floyd Standifer Trio and the Seattle Repertory Jazz Orchestra. This event is ticketed and open to the public. It will continue Saturday, Sept. 17 from 11 a.m. to 9 p.m. and Sunday, Sept. 18 from 11 a.m. to 4:30 p.m. Sunday will feature a gospel brunch in the warehouse at 10 a.m., also ticketed and open to the public.



2005 Anacortes Jazz Festival

Floyd Standifer (above) of the Floyd Standifer Trio will perform again this year at the 2nd Annual Anacortes Jazz Festival.

For ticket information visit: www.Anacortes.org or visit the Chamber of Commerce at 914 Commercial Ave. Suite F (293-7911)

Fall election 2005 features four port commission positions

Fall 2005 elections will include four positions for the Port of Anacortes Board of Commissioners.



Filing for candidates begins Monday, July 25 and runs through Friday, July 29. The primary election will be held on September 20 if there are more than two candidates for any position. The general election will take place on November 8.

Positions on the ballot will include Port District No. 1, Ray Niver; Port District No. 2, William "Bill" Short; Port District No. 4, Brian Wetcher (two-year unexpired term); Port District No. 5, Chuck Mallary.

For more information contact the Skagit County Auditor.



PORT OF ANACORTES

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Port Commissioners

Steve Hopley Chuck Mallary Brian Wetcher
Ray Niver Bill Short

Executive Director Dan Stahl

The Port of Anacortes Commissioners meet in public session the second (7 p.m.) and fourth (3 p.m.) Tuesday of each month, in the Commission Meeting Room, 1st and Commercial Ave.

www.portofanacortes.com