

Special Purpose District Template

Port District of South Whidbey Island

I.) District Profile

1.) Land Area owned

50 acres (approx), including 3 boat launch & park facilities co-owned with Island County (Maxwelton, Freeland and Mutiny Bay), 1 Port park with boat launch, 1 Port park with docks, and 2 lots (0.1 ac approx) co-owned with City of Langley

Land area served

41,182 acres (= 64.35 square miles)

2.) List of Critical infrastructure/equipment:

- Boat Ramps at six (6) locations: Possession, Maxwelton, Mutiny Bay, Bush Pt, Freeland and Langley
- Dock facilities at four (4) locations: Possession, Bush Pt, Freeland, Langley
- Water tank (25,000 gal above-ground) at Possession
- Backhoe at Possession
- 200-car Parking lot on Humphrey Rd, Clinton (including access stairs)
- Septic system serving WSF Clinton Terminal (located at Humphrey Rd. lot)

3.) Value of Critical infrastructure/equipment:

- Ramps: 6 ramps @ \$400,000/each = \$2,400,000
- Docks: 4 docks with guide piles @ \$250,000/each = \$1,000,000
- Water tank: \$60,000
- Backhoe: \$25,000
- Parking lot including stairs: \$350,000
- Septic system: Unknown (constructed by WSF on Port property)

4.) List of Critical Facilities (owned by District):

The preceding list of Critical Infrastructure/equipment essentially comprises the critical aspects of all Port facilities.

(For reference purposes, the total list of all Port facilities is:

- Possession Beach Park (incl. boat launch, floats & parking lot)
- Dave Mackie/Maxwelton Park (incl. boat launch & lot, co-owned with Island County)
- Mutiny Bay boat launch and lot (co-owned with Island County)
- Bush Pt Boat Launch (incl. floats & lot, operated by Port for Wa Dept Fish & Wildlife)
- Freeland Park (incl. boat launch, floats & lot, co-owned with Island County)
- Langley boat launch and parking lot (co-owned with City of Langley)
- Parking lot adjacent to ferry terminal on Humphrey Rd. Clinton
- Clinton Beach, including Port-owned docks and Port-leased fishing pier

5.) Value of Critical Facilities:

See 1.3 above for value of Critical Infrastructure.

6.) Value of area served:
\$2,829,476,353.22

II.) Outline of Area served:
See attached map of Port District service area.

III.) Current and Anticipated Service Trends
Although the Port is now starting a new 6-year Comprehensive Planning effort, it has been our longstanding commitment to provide boat ramps at regular intervals around our District. Other specific projects have yet to be determined, although it seems likely that further involvement and development of the Langley harbor will be prioritized.

IV.) Natural Hazard Event History

Natural Hazard Events		
Type of Event	Date	Preliminary Damage Assessment
Windstorm w/ storm surge	February 2006	Power outage and wash-out of near-shore recreational facilities (Possession)

V.) Natural Hazard Risk/Vulnerability Risk Ranking

This District is most vulnerable to the following natural Hazards – ranked based only on exposure and anticipated level of damage. (Does NOT reflect probability of event occurrence.)

- 1.)Tsunami
- 2.)Earthquake (including associated liquefaction events)
- 3.)Severe storms
- 4.)Flooding

VI.) Existing Applicable Hazard Mitigation Codes, ordinances or policies

None

VII.) Existing applicable Natural Hazards Mitigation Associated Plans and / or documents.

None

VIII.) Proposed Natural Hazard Mitigation Initiatives (See attached Mitigation Details)

Mitigation Initiatives						
No.	Mitigation Initiative	Administrating Agency	Funding Source	Time Line	Goal #	Objective #
1	Rapid Ramp Cleaning	Port of South Whidbey (or other by agreement)	Unknown	TBD	4	1
2	Facility Hardening	Port of South Whidbey	Unknown	TBD	1, 4	1
3	Emergency Coordination	Multiple	Unknown	TBD	3, 4	2

IX.) Benefit Cost Review of mitigation Initiative

Priority#	Mitigation Initiative #	Estimated Cost	Estimated Benefit	B/C #	Ratio Greater than 1 Yes or no
1	1	\$50,000			Yes
2	2	\$500,000+			Probably not?
1	3	Unknown/low			Yes

Explanation of priorities

Priority #1 / Rapid Ramp Cleaning: It is essential that the boat ramps be made usable following any event which would probably disrupt ferry service or the Deception Pass Bridge. This could be accomplished via agreement with another agency or outside contractor, but this would put this essential service out of direct Port control.

Priority #1 / Emergency Coordination: Initial organization and operational planning can be readily accomplished concurrently AND at relatively low cost, but the subsequent cost to establish, prepare and/or equip emergency facilities is not clear.

Priority #2 / Facility Hardening: While it would certainly be desirable to have facilities which are more resistant to catastrophic events, the nature of our facilities and the expense to substantially upgrade them for extreme events are major adverse factors.

X.) Future needs to better understand risk/vulnerability

Continuing and expanded coordination with other agencies to determine how the Port might best figure in the picture.

XI.) Additional Comments: