

# The Conversation

## Airport industrial park zone leads to cooperation

The Port's efforts to establish a light industrial park at Jefferson County International Airport may push local governments to agree on something they never have before: a coordinated county-wide economic development strategy.

The ball started rolling on Dec. 15 when Jefferson County approved the Port's request to rezone 24 acres of land it owns adjacent to and south of the airport. This effectively expanded the airport boundary and allows "limited non-aviation-related rural light industrial uses" on the new acreage (aka Airport Park).

The City of Port Townsend raised concerns during the zoning deliberations about the Airport Park undermining investment in the City's industrial land, some of which sits vacant. The Port countered that additional industrial zoning was needed to grow jobs in the County, and eventually the County Commissioners agreed. The City could have sued to settle this issue, but instead offered to cooperate with the County and the Port on a big-picture joint economic study.

"This is more than 'just another study,'" says Port Executive Director Larry Crockett. "In my 10 years in Jefferson County, this is the first time the City, the County and the Port truly

have agreed on a way ahead for economic development."

Last month, all three parties signed on to a Memorandum of Understanding (MOU) that does two things: clarifies the role of the Airport Park within the Port's properties (see sidebar) and lays out parameters and a timeline for a new study whose findings will guide industrial and commercial zoning decisions in both incorporated and unincorporated Jefferson County.

"I hope the study will address what types of industry should be located in the City versus in the County," says Crockett. "For instance, the high-tech sector may be more suitable in the City rather than in the County. Heavy manufacturing may be directed to Glen Cove versus Upper Sims Way. Our Airport Park may become the light industrial hub."

All three governments have pledged to complete the initial scope of the study by late March, agree on the substantive issues it will address by late April, and be ready to hire a consultant by the end

of May. It is hoped funding for the study will come from a state or federal planning grant.

 Read the complete MOU at [www.portofpt.com/planning\\_documents.htm](http://www.portofpt.com/planning_documents.htm).

### COULD MARINE-RELATED BUSINESSES LOCATE AT THE AIRPORT PARK?

*Yes, non-aviation-related uses will be allowed at the Airport Park, so non-water-dependent marine trades businesses could choose to locate there.*

*To address the City's concerns in this regard, in the MOU the Port agrees not to create an economic incentive for existing marine-related businesses located in the City to relocate to the Airport Park. The Port will:*

- *Maintain lease rates within the Airport Park that are based upon light-industrial market-rate appraisals and don't undercut lease rates within the Port's Boat Haven and Point Hudson properties.*
- *Enter into lease agreements with marine trades businesses at the Airport Park only when such businesses may not be reasonably accommodated at existing and available sites located on Port-owned properties within the City.*

### Requests for Federal Funds in Pipeline

The Port has submitted for consideration two requests for federal funding in the 2010-12 biennium to improve our community and maritime way of life.

- **\$1 million** for passenger ferry service between Port Townsend and Seattle would fund capital investment in a vessel and equipment, plus start-up operation expenses. The Port is the applicant, but the proposal contains letters of support from the City, the County, the Chamber of Commerce, Team Jefferson, the Northwest Maritime Center and others. This appropriation goes to U.S. Senator Patty Murray for her consideration and inclusion in the transportation appropriation bill.



*Requested grant funds would further enhance our boat-handling capabilities.*

- About **\$800,000** from the Maritime Administration's Small Shipyard Grant Program would buy new equipment to enhance productivity in the yard. The Port's grant request includes a new 80-ton trailer to allow for greater boatyard efficiencies; two additional Stormwater RX filtration units to better meet State stormwater requirements; a vactor trailer to provide maintenance on the stormwater system; and a 60-foot man-lift for repair and adjustments of the three Travelifts.

## From the Commission

There are several big challenges facing the Port Commission in coming months, all requiring close collaboration with our stakeholders.



In February the Port Commissioners joined City and County leaders in approving a Memorandum of Understanding which commits the three partners to working closely together in the coming months to develop a joint economic planning agreement. Key components of this agreement are a common economic development vision, a process to better coordinate economic development policies, and a plan for gathering current information about land and infrastructure needed for commercial and light industrial businesses.

Further, the Commission will shortly be deciding how to finance the long-awaited rebuilding of A/B Dock in the Boat Haven Marina. The Port faces the daunting task of developing a sound approach to issuing general obligation bonds to pay for this \$5 million investment, based on a careful analysis of future revenue projections and other funding needs in this uncertain boating economy.

A third and ongoing challenge is how to make sure the boat and ship yards meet the environmental regulations required to continue to operate. Stormwater run-off from the yards contains pollutants harmful to our marine environment. Major investments in new filtering systems are underway. We must also educate workyard users, better enforce the Port's Best Management Practices, and encourage use of newer non-copper paints.

Finally, the Port is in discussions with the Jefferson Land Trust and core stakeholders to enter into a permanent conservation easement for the bulk of the Port's Kah Tai property, setting aside only enough area for the aquatic center proposed by the Make Waves organization.

Collaboration promises to be the buzzword for 2010!

—John Collins, President

## Business Spotlight: Gold Star Marine

Gold Star Marine is the fourth business that Jerry and Mary Lou Wentworth have owned, and the one they hope to retire from.

The Wentworths continued operating a successful Seattle-based business when they moved to their "retirement home" in Port Ludlow 15 years ago, but were interested in selling it and finding a business opportunity closer to home.

One came along in 2005.

"When I heard that Galmukoff Marine was for sale, I thought it was a perfect fit," says Jerry. "I've been around boats all my life and I love business, so it just kind of all came together. We changed the name, kept the crew, and never looked back!"

Gold Star Marine's full-service boatyard ([www.goldstarmarine.com](http://www.goldstarmarine.com)) is a \$2 million operation and is one of the Port's largest tenants.

Located in the Port Townsend Shipyard, Gold Star leases 20,000 square feet of covered and enclosed space, with designated shops for painting, fiberglass fabrication, metal work, wood work and engine work. Its staff of mechanics, electricians, woodworkers, shipwrights, metal fabricators, painters and fiberglass technicians tackle anything from simple maintenance jobs to complicated refits.

"When a boat comes into our yard, we like to say, 'Tell us what you want, we've got the people to do it,'" Jerry relates.

With very few exceptions (e.g., refrigeration, carpet-laying), all work is done by Gold Star employees. "The big advantage of that from a



Jerry and Mary Lou Wentworth own Gold Star Marine, one of the Port's largest tenants.

customer standpoint is they deal with one company and not with subcontractors," says Jerry. He gives a lot of credit to Gold Star's "very talented crew of customer-friendly technicians."

"We take customer service seriously," he says. "It's our top priority, period."

Gold Star keeps 12-14 employees on staff and scales up for big projects, but tries to keep hiring and lay-offs to a minimum. "We work hard to keep our core of talented people together no matter what the economy does," says Jerry.

He notes that in mid-2009 business started to pick up after a sluggish 12 months, and a gradual increase in work makes him cautiously optimistic about the near future. "Things are looking pretty good right now," Jerry says.

Both Jerry and Mary Lou work in the front office and guide the company's operation. "We try to split the load and share the decisions," says Jerry. "We talk about it constantly at home, so it's a 24/7 proposition."

And one of these days, the Wentworths—now both in their 70s, but so spry you'd never guess it—are *really* going to retire!

## Green light for pool site

A new aquatic, fitness and recreation center may be sited on Port-owned land adjacent to Kah Tai Lagoon and the Jefferson Transit hub, a crucial decision formalized in a non-binding letter of intent signed by the Port and Make Waves organizers on Dec. 28.

"This initiates further discussions intended to lead to construction of a financially sustainable new facility, built with private donations and financing, owned by the Port, and accessible and affordable to county and city residents,"

says Make Waves President Karen Nelson.

"The letter of intent enables Make Waves to start fundraising with a confirmed project site, but is not to be interpreted as a development agreement," cautions Jim Pivarnik, the Port's deputy director. "That would come much later."

The aquatic center is expected to cover less than one acre of the Port's 21 acres at Kah Tai. The Port is currently negotiating with the Jefferson Land Trust to preserve the rest in perpetuity with a conservation easement.

**GOING GREEN:** The Port recently received **EnviroStars** certification for its effort. Hudson marinas are close to being certified as **Clean Marinas** through an EnviroStars program. *Eighty percent* of residents surveyed across five Puget Sound counties said

# Stewardship Update: Khile is environmental officer

The Port looked within its ranks to fill the new position of environmental compliance officer and has promoted Terry Khile.

Khile, 43, has 20 years of experience as a lift operator on the yard crew and for the past few years has been responsible for the water sampling and reporting required as a condition of the yard's stormwater permit. His position in the Yard Office will not be filled.

The new job starts March 1, and Khile will be responsible for stewarding the stormwater permits at the Port's marinas and airport, enforcing the noise ordinance at the yard—something else he's already been doing—and getting up to speed in other environmental areas such as harbor dredging.

Khile considers his job to be “working with the marine trades and the customers that haul out in the yard to make sure they do the right thing.” He'll be checking to make sure do-it-yourselfers follow the Port's Best Management Practices, such as using vacuum sanders and cleaning their tarps daily to prevent the heavy metals in paints from getting into the water. Some of his walk-throughs will occur after-hours and on weekends.

Enforcing the rules is absolutely necessary, as Khile sees it. “If people don't follow the rules and our water samples don't get any better, then our [stormwater] permit's in jeopardy. If we lose our permit, then all of the Port's businesses are affected.”

It has been nearly two decades since the Port had a dedicated environmental specialist on staff. “With the regulatory environment, if we're going to maintain the Port of Port Townsend as a leader in boatyard activity, we've got to concentrate on our environmental stewardship, especially in stormwater,” says Port Executive Director Larry Crockett. “We need somebody who can dedicate his whole day to this effort.”

Khile says he is up for the challenge. “There's going to be a steep learning curve, but I'm excited,” he says. “It's what I get to focus on now.”

Environmental Compliance Officer Khile will be based in the Moorage Office and his cell phone will be the number to call to report or discuss environmental matters: (360) 912-0102.

## Forum to give 'big picture' on DOE stormwater permitting

A March 23 forum sponsored by the Port Townsend Marine Trades Association (PTMTA) will discuss how imminent changes to the boatyard stormwater permit required by the State could affect the Port's operations and those of its tenants.

Representatives from the State Department of Ecology as well as the Port and PTMTA are slated to present and answer questions.

The forum starts at 5:15 p.m. at the Port Townsend Yacht Club and is open to the public.

PTMTA Chairman Dave Griswold concedes the topic is complex and that many of his

marine trades colleagues don't understand the potentially dramatic impact of the new regulations. “I'm hoping the forum will put the whole picture together,” Griswold says.

*The Conversation* reported last fall that the new permit requirements would take effect Jan. 1, but appeals have delayed implementation.

The Port is very concerned that the costs of more stringent stormwater treatment will bankrupt its boatyard and shipyard operations. If the yard can't meet the lowered discharge levels for common pollutants, it could be fined thousands of dollars a day or even shut down.

## Port Shorts

**BOAT HAVEN:** Replacement of the marina's A/B Dock is moving forward, with permit approval imminent. The bond underwriting firm of Seattle-Northwest Securities has been selected to sell about \$5 million in bonds, which will fund the dock replacement as well as the relocation of the 75-ton Travelift pier.

● In preparation for construction of a new U.S. Coast Guard headquarters, the building at the end of Benedict Spit was picked up and moved this month to the Port's maintenance area.

After serving the community for nearly 50 years, the old building will be repurposed and used by Port maintenance staff to organize and store the thousands of parts needed to keep the Port running.



Photo by Dave Johnson

**PORT TOWNSEND YARD:** The Yard Office will not be open Saturdays this year, due to staffing cuts. Regular hours for the Yard Office in 2010 are 8 a.m.-4:30 p.m., Monday-Friday. Vessel haul-outs may be available on Saturdays if scheduled in advance, but overtime charges will apply.

**STRATEGIC PLAN:** Action on the Port's first Strategic Plan is likely this month. The plan will guide the Port's decision-making and prioritize maintenance, improvement and expansion projects over the next 5-10 years.

The Port Commission reviewed drafts of the plan in November and February, and the Community Advisory Committee is now working on final changes with a goal of submitting the plan for possible adoption at one of the Commission's two public meetings in March.

Changes to the Port's mission statement and organizational goals are under consideration. The final draft of this key planning document can be found at [www.portoftpt.com](http://www.portoftpt.com).



orts to reduce and better manage its hazardous waste. Both Boat Haven and Point  
s program to assess operations and implement improvements to better protect the  
aid that they prefer to support environmentally-minded businesses, like EnviroStars.



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# Q&A with new commissioner

## Leif Erickson (District 3) discusses goals, revelations, rising early

Leif Erickson of Mats Mats took office in January as the new Port Commissioner representing District 3 (South County).

Erickson, 58, was raised in Bellevue, served in the Marines, and came to Jefferson County 15 years ago on a marine trades career trajectory that has included work at Kvichak Marine Industries in Seattle as a Mechanical Manager; Delta Marine Industries in Seattle as an Owners Representative; Falcon Marine in Port Townsend as an Engineering Department Manager; Admiral Marine in Port Townsend and Port Angeles as a Mechanic; and now Townsend Bay Marine as Production Manager.



plans for growing jobs through adding or improving infrastructure. If I can figure out some way to cut costs so the Port can be better positioned to help the community, that would be a worthy goal.

### What are your thoughts on an industrial park at Jeff. Co. Int'l Airport?

I think it's a good idea. I'm all about economic development. I have some pretty selfish motives—I'd like to retain *my* job in Jefferson County! I understand the money made out at the airport stays at the airport, so an industrial park will make the airport more sustainable.

### What revelations have you had after your first month on the Port Commission?

I am surprised at how slowly things move in government...and how much feedback I have gotten. The people of Jefferson County are not shy about sharing their opinions—which is a good thing. But I do get hit up on a regular basis about any decision that the Port, the City, or the County makes, pretty much anywhere I go.

### What message do you have for your District 3 constituents?

I want them to know that I think about them. I am concerned with the activities at Quilcene Marina and I plan on being there when the permits are finally issued for dredging. And I'm available to them at any time.

### What's your day like as the Townsend Bay Marine (TBM) Production Manager?

I get to work at 6 a.m. and unlock the place. I'm an early riser. Mostly I manage the workflow of the jobs and help develop budgets and project plans. I also do outside sales. It's a varied job, but it's definitely an office job. I started out on the shop floor at TBM 10 years ago as an electrician and after a year I moved up in the ranks.

### What are your goals for your Port term?

Reduce spending and develop jobs, specifically marine trades jobs and jobs at the airport to fill up the new industrial park. The Port can do this by getting its finances in order so it's able to move ahead with its

## Port Meetings

Regularly scheduled Port Commission meetings are the **second Wednesday of each month at 3:30 p.m.** and the **fourth Wednesday of each month at 6:30 p.m.** (preceded by a 3:30 p.m. public workshop).

*Please note that these times have changed.*

Location: the Commission Chambers, Port Administration Building, 375 Hudson Street, Point Hudson, Port Townsend.



## Contact a Commissioner



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*The Conversation* is the newsletter of the Port of Port Townsend, a county-wide municipal corporation, whose mission is "to responsibly develop property and facilities that encourage job creation, private investment, local economic stability and diversity, and to better the quality of life for the citizens throughout Jefferson County."

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