

Port of Port Townsend
Boat Haven Renovation Advisory Committee
Meeting #1 - Minutes
April 5, 2007, 6:00 – 8:00 PM
Port Townsend Yacht Club

Team Members Present: **Jon Keiser**, Project Manager, PND Engineers; **Paul Sorenson**, Economist, BST Associates; **Julie Bassuk**, Makers Architecture

Port Staff Present: **Larry Crockett**, Executive Director; **Jim Pivarnik**, Deputy Director; **Ken Radon**, Director of Marine Facilities

Advisory Committee Members Present: Tike Hillman representing Citizen at Large; Dave Weeding-Yacht Club Rep; Judy Surber-City Rep; Barbara Nightingale-Environmental Rep; Mark Jochems-Marine Trades Rep; Leif Erickson-Marine Trades Rep; Chelcie Liu-Small Boat Owner Rep; Susan Moffat-Liveaboard Rep; Frank Fletcher-Commercial Fisherman Rep; Commander Gary Greene-US Coast Guard Rep; Mike Thornburgh-Fuel Operations Rep; Dave Frazeur-Interested Citizen

Absent: **Scott Kimmel**-New Day Fisheries Rep, **Sandy Oen**-County Taxpayer at Large, Davis Barrett-Commercial Fisherman Rep (Frank Fletcher is substitute)

Julie Bassuk announced the tentative timeline for the project: Preliminary design-spring/early summer; Permitting following approved design; first phase of construction-fall of 2009/winter 2010. Six or so meetings are tentatively planned for this committee; one every month to 6 weeks.

Comments and Ideas from Committee Members following team presentation:

Dave Weeding: Reported that he's surveyed Yacht Club members and some of the ideas they came up with are 1. The need for safety ladders on docks; 2. The need for more cleats; 3. The desire for 50 AMP power outlets on docks.

Mike Thornburgh: Commenting on Paul Sorenson's previous presentation on the "dry-stack storage" issue – Mike stated that this looks great on paper, but doesn't work real well during the busy times when the boater needs to rely on staff to haul their boat out of storage into the water. Backups occur, making it inconvenient.

Weeding: Besides dry-stack storage, has team encountered mooring buoys and water taxis generally set up for small boats?

Paul Sorenson: Has seen a bit of that, more of that on East Coast and California.

Thornburgh: Mooring buoys are seen in areas where waters are more protected. Need big breakwaters.

Larry Crockett: Buoys more of an environmental issue. Boats need to stay away from eel grasses.

Tike Hillman: Agreed with Paul's comment (last slide on presentation) on linear foot pricing vs. square footage pricing, the smaller boats are basically subsidizing the larger boats.

Judy Surber: When doing market analysis studies, the City looks at the economic gain from each parking slip – is a similar analysis done for slips?

Sorenson: Studies show that the larger boats in the larger slips have more of an economic impact than the smaller boats. For example, a 170' mega yacht spends on average \$1.7M/year to operate and maintain, vs. \$15K/ year for a 25' boat.

Surber: Wants to also make sure that team is coordinating with marine trades to make sure the size of boat that can fit in their buildings would be considered in the marina design planning, so that they don't have to go elsewhere to a marina that can accommodate the boat they are building or repairing.

Chelcie Liu: Current Commander of US Power Squadron, emailed members for input. However, he is a rep here for small boat owners. Chelcie informed he has a handout on small boat owner's concerns and comments that he's put together. Some of the important issues: 1. Designate clearly, the launch area and provide more parking for boats on trailers; 2. Better signage and rules for launch customers; 3. Hoist needed that works better for the smaller boats with keels; 4. Update waitlists; 5. Long-term storage for boats on trailers; 6. The need for small boat slips; 7. Accommodate WBF small sailboat classes & events, paddle boats.

Barbara Nightingale: Represents environmental folks. They have come up with 15 points, but will discuss 3 issues (handout provided): 1. Control storm water runoff into the bay - water quality protection; 2. Use grating and light permeable material; 3. Keep dock lighting at a minimum-focus lighting on docks and avoid lighting up sea life in water; 4. Possible to have a fish passage way for migratory fish so they can pass along breakwater and avoid getting trapped in marina?

Jon Kaiser: Will look into this during planning.

Crockett: In Comp Scheme talks about having a passage way without letting sediment pass through. Also noted the importance of making sure the bench is at the right depth for juvenile salmon to swim over.

Julie Bassuk: Best case scenario, environmentally, when doing a major water reconstruction project, you have the opportunity to improve habitat environment.

Frank Fletcher: From commercial fishing prospective, would like to see improved access for loading and off-loading of catch. A ramp and hoist accessible to commercial dock.

Dave Weeding: More carts needed. Currently fuel dock area is too congested. Pumpout located here, fueling, customs, registration and boat launch all in this one small area. Friday Harbor Customs uses cameras at marina for checking boats in.

Tike Hillman: Wind is the big issue in designing marina. Bow rails don't work in wind; use cleats. Orient slips according to wind directions (NW winds and the Southerlies). Also, wider fairways to allow easier maneuverability into slips. Wind and current is a big factor. Anxious to see hydrographic work.

Mike Thornburgh: The first dock boaters see when coming in from a storm is the fuel dock, causing more congestion. Revenue generates priority. Try moving non-revenue to another end, such as the pump-out, customs, etc. The pump-out is used more by transients than by liveaboards. Has heard suggestions to move pump-out to end of linear dock.

Kaiser: In some marinas pump-outs are built right into the docks using a large vacuum system. This can be a cost issue.

Thornburgh: Fuel dock needs expanding. Now approx. 120' linear dock space. It can hold up to about 3 boats causing backups in marina with boats waiting to use this dock. Our fuel dock also doesn't accommodate the larger boats that are being built here.

Liu: Problem with our current pump-out is it doesn't work on a regular basis.

Thornburgh: Usually operator error. Port staff checks daily.

Liu: Then a more user-friendly pump-out is needed.

Mark Jochems: He sees no tribal representation here.

Bassuk: Talked about tribe representation, but because the tribe's needs are so specific and are of special interest, the team will meet with them separately.

Jochems: On another subject, Benedict Spit was supposed to be removed in 2000. He sees the only way to pay for this is to increase moorage rates. In order to have a marina expansion, this area needs to be better utilized.

Also, our marina is about the only one he knows of that doesn't offer guest moorage. Transient moorage is needed.

Bassuk: Agrees that transient moorage is needed for boats having work done by marine trades and also for visitors.

Leif Erickson: New Day Fisheries has a huge impact on fishing boats in this end of Puget Sound. Boats from far and wide bring their catch here. We need to show some good consideration for this business.

The need in the marina for 200' boats is not a problem with marine trades. They can be stored on land. Transient moorage is a need important to marine trades. Docking the larger boats near the heavy haulout works.

Crockett: This has been discussed in the past, but it isn't a convenient area to bring large boats who are just visiting, due to having to travel down the length of marina and maneuvering turns.

Erickson: We do have facilities that exist now to hold a 200' boat in the buildings.

Surber: Would like to make sure the circulation pattern will be looked at with our oil spill trailers when we have new marina layout.

Gary Greene: US Coast Guard Commander. Occasionally, the Osprey has to turn back to Port Angeles if it's too windy to dock in PT.

Jim Pivarnik: Looking into reorienting the Coast Guard slip. When prevailing winds come in; the Osprey is broadside to the storm.

Hillman: Winds affect many of the big boats coming into the marina.

Crockett: Reminded that the Osprey isn't just any boat. We need to accommodate the Coast Guard boat here, especially, as well as other large boats.

Thornburgh: The prevailing winds here are either southerlies or northwesterlies. The layout on the commercial side makes it virtually impossible to pull in and out of slips

there. The boats on end of 'A' dock have been hit at one time or another by boats coming in during strong southerlies.

Susan Moffat: 1. Regarding the pump-out, it would work better if placed by the haulout, at least for her 39' boat; 2. Dedicated space needed for haulouts; 3. Port a potty pump-out or mobile pump-out; 4. Has heard theft is a problem at marina.

Crockett: The Port is in the process of hiring full-time security.

Moffat: 5. Dock safety – need adequate space between fingers; 6. Fairways are too narrow and congested; 7. Ladders needed for safety; it is very hard to pull someone onto the docks that has fallen in the water. Lots of boats are older and don't have swim steps for someone to climb onto.

Crockett: We'll be looking at the need for ladders and determine what's needed in this process.

Hillman: Some marinas have old tires attached to docks so people can pull themselves up that way.

Dave Weeding: Informed people of tourism bill allowing ports to get involved in commercial tourism (hotels, restaurants) that is waiting to be voted on in legislature.

Crockett: The bill passed. Language doesn't do much good for the Port's use.

Weeding: Possible to bring a Restaurant and/or bar in Boat Haven area?

Crockett: City Shoreline Master Plan allows up to about 5000 sq ft of restaurant area in the Boat Haven area.

Liu: Launch area at other end of breakwater would require new parking area there, new restrooms, new breakwater work. Need to look at long-range plan now.

Hillman: In regards to Bassuk's suggestion to really think about your "big dreams" for the marina, he's heard all of what has been discussed at tonight's meeting from as far back as 1972. Sand transport is a big issue in redesigning breakwater. Regarding relocating boat ramp, it would take a massive breakwater to be built. Agrees with Mark, doesn't know how it will all be done economically, without raising moorage rates.

Fletcher: Wants to see commercial marina to be used for commercial vessels only, for safety and functional reasons. He also sees rafting in the commercial basin a huge insurance risk, due to a possible boat fire that could very easily jump from one boat to the next.

Kaiser: Sees the need for better signage in marina area directing boats to moorage office, slips. Need restrooms and laundry room that are also more convenient to commercial basin area.

Hillman: Port Townsend offers the most unique marina in Puget Sound. We offer 3 different types of industry: major large boat projects, the medium sized boat projects and the smaller do-it-yourself type boats. Trying to accommodate all of these in a small postage stamp area. Would like to see larger slips that would accommodate a large boat, or 2-4 smaller boats in that one slip.

Crockett: Our marina is also a tourist attraction. People come here just to see the marina.

Moffat: A restroom with showers near ‘D’ dock (south end) is an idea.

Liu: There are no signal flags for storm warnings, no small craft warnings. He sees the need for this.

Surber: Her dream would be to improve the functionality and value of the Kah Tai Lagoon area. Advised the committee that the City Shoreline Master Plan is up on the City’s website. Also wanted to bring to the consultant’s attention that section 5.12 in the Plan refers to the Boat Haven.

Crockett: The Port’s Comprehensive Plan is also available on our Port website, and the hard copy is available to sit down and read in the Port Administration Office.

Bassuk: Quick wrap-up of issues heard:

1. Take care of the small boater
2. Water quality
3. Commercial loading, facilities
4. Congested hot spots
5. Convenience of facilities, including fuel and pump-out areas
6. Wind
7. Flow and dredging issues
8. Slip orientation and Benedict Spit to make best use of waterways
9. Expansion issue; relocation of launch ramp
10. Lighting
11. Coast Guard issues

“Dare to dream”

Next meeting: WEDNESDAY, MAY 30, 2007, 6:00 – 8:00 pm, PORT TOWNSEND YACHT CLUB

Important websites:

Port of Port Townsend website: www.portofpt.com

City of Port Townsend website: www.cityofpt.us