

**Port of Port Townsend**  
**Boat Haven Renovation Advisory Committee**  
**Meeting #2 - Minutes**  
**August 1, 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; Don Taylor, Director of Finance

**Advisory Committee Members Present:** Mike Thornburgh (Fuel Operations Rep), Hans Daubenberger (Port Gamble S'Klallam Tribe), Dave Weeding (Yacht Club), Leif Erickson (Marine Trades), Mark Jochems (Marine Trades), Chelcie Liu (Small Boat Owner), Susan Moffat (Liveaboard), Barbara Nightingale (Environmental Rep), Judy Surber (City Rep), Jeff Jackson (US Coast Guard fill-in for Gary Greene)

**Absent:** Scott Kimmel-New Day Fisheries Rep, Sandy Oen-County Taxpayer at Large, Davis Barrett / Frank Fletcher-Commercial Fisherman Rep, Tike Hillman-Citizen at Large

**Larry Crockett** gave a brief introduction to tonight's meeting and advised there is lots of material to go over and for members to please feel free to comment and ask questions.

**Julie Bassuk** informed that tonight safety and maintenance issues would be addressed; a review of project goals such as supporting marine trades businesses, commercial fisheries and economic development; and a review of committee input. Not only do we need to address today's marina needs, but also the repositioning of the facility for future expansion, which will be take place in phases and the financial and environmental feasibility of the marina.

Reviewing committee input, there was a lot of talk about small boat facilities; including launching capabilities, upland support for small boats and general construction of the marina. Major issues discussed were environmental protection, community yacht club facilities, small boat interest, congested areas, dredging, wind/currents affecting slip orientation, marine trades, stakeholders such as New Day Fisheries, tribes, Benedict Spit, and Coast Guard requirements.

Ms. Bassuk also reviewed the "20-year opportunity" – marina design improvements and functionality of the marina; keeping the marina's uniqueness, serving a wide range of customers. Considerations may be to add a restaurant, new restrooms, increasing amount of transient moorage. Now to a "Work in Progress Update, beginning with the engineering side:

**Jon Keiser**: Updated work completed as to date: Condition Analysis Summary, Hydrographic Survey (dredge plan), Geotechnical Investigation, and stakeholder

interviews. Identified potential grant money, but we are not at this stage yet and most of this will take place in the 2008 cycle.

**Dave Weeding** asked what the potential of grant availability would be in 2008.

Mr. Keiser responded that there is always the potential of grant monies; it's just a matter of finding the right grants for the right projects.

Mr. Crockett added that there are multiple types of grants out there, for example a grant just for boat ramps, or a grant specifically for restrooms, etc. We will take advantage of any of these.

Mr. Keiser reported on the Conditions Analysis Report, confirmed the commercial floats are in need of replacement with lots of corrosion, damage and rotting, and the A/B docks are in similar condition, about 40 years old and typically 20-25 years old when maintenance repairs are needed. Looking at the cost effectiveness. A/B docks have about 5 more years of life but is it more cost effective to replace? Repairs to travel lift pier needed. Mr. Keiser displayed photos showing damaged piers and pilings.

Question from **Judy Surber** regarding the life of piles. Mr. Keiser responded that typically 20-30 years is when piles need replacing.

Mr. Keiser reported on the Hydrographic Survey, which determined that approximately 25,000 cubic yards need dredging in marina; 20,000 would need to be dredged if only half of Benedict Spit is removed and 43,000 cubic yards if the full spit was removed. Mr. Weeding asked about the cost of dredging. Mr. Keiser reported between \$5.00 - \$30.00 cubic yard, depending on accessibility to dredging area, contamination of soils, total volume of dredging area, etc.

Mr. Weeding asked how often dredging is required. Mr. Keiser answered that this would be the first dredging of the marina since it was constructed, except for the maintenance dredging at the mouth of the marina. Mr. Crockett added that some areas need dredging that were never dredged at time of original construction. Mr. Keiser added that dredging is more economical when docks are removed. Mr. Crockett also reminded that there is a fish window period when dredging won't take place.

Mr. Keiser gave an update on the Geotechnical Investigation. There is a lot of existing data which is being reviewed. 3 borings have been performed in the areas of the CG dock, the A/B docks and commercial docks. Nothing out of the ordinary found. Mr. Weeding asked if there is a sense of how deep piles need to be driven. Mr. Keiser answered that they went down about 60-80' looking for hard rock or other obstructions. Mr. Weeding asked how deep pier piles need to be driven. Mr. Keiser answered that 40-60' was not uncommon. 20 diameters is typical range. Geotechnical report has been completed and is available to look at in the Port office.

In the Stakeholder interviews, Mr. Keiser reported that New Day Fisheries, the Coast Guard were contacted. Amount of space New Day currently has was reviewed, what their power requirements are, what ideal requirements are for commercial fishers to load and off load, discussions on different types of docks, crane use. Mr. Weeding asked if

New Day is there for the long term. Mr. Crockett replied that significant infrastructure is needed there, possibly costing ½ million dollars and how long are they committed to staying. Mr. Keiser reported that there is an option at looking at relocating the Coast Guard to that area. They need a place for their cutter and a spot for a transient boat. CG needs a building but prefers not to have it as a mixed use building – they’d prefer their own facility. **Leif Erickson** questioned about the new CG dock coming in the fall, replacing the current condemned dock. Mr. Crockett answered that permits are in place, about 2 dozen creosote piles being replaced with steel pilings. CG has strict specifications. The Port is footing bill for new gangway and pier at \$250K and CG is paying for utility installation. **Chelcie Liu** asked how this fits into the grand scheme. **Jim Pivarnik** replied that the float is a 100’x8’ free standing concrete float that is relocatable, needed by CG for security reasons.

Mr. Keiser informed that Tribal Reps have been informed and most will get more involved as progress happens. **Hans Daubenberger** reported that the Hood Canal tribes are supporting the restriction of private docks at residences and the importance to maintain slip access to the public. Ms. Bassuk added that overwater coverage and marina expansion were tribal concerns also. Mr. Crockett reminded that the current Port Commission does not allow covered moorage in our marinas, for shading issues.

**Paul Sorenson** presents his information on the Marina market Analysis. He reports our goal is to evaluate current and future use patterns of slip mix for next 40+ years. Slip needs, trends, uses, financial perspectives will be examined. The number of slips needed will be determined, then given to PND to figure out how to fit those slips into the marina footprint. We will look at existing conditions, future conditions, optional slip layouts & distributions, vessel sizes, rates. The data being used is the Port’s regular monthly data, as well as monthly guest info, focusing on the impact on the 35’-50+’ range. Many of these people are on the waitlist for permanent moorage and are paying guest monthly now. 407 slips in BH marina; 361 in the main marina and 46 in commercial basin. 56% of slips are for 30’ and under sized boats. Currently, there are many boats that are longer than their slips and overhang which creates unsafe situations. Mr. Keiser added that we will be looking at double wide berths and typical boat widths in planning process. Mr. Sorenson added that with longer, wider slips it would reduce the number of slips but could accommodate more boats. He added that 20’ slips are not in high demand and few marinas even offer 20’ slips anymore. Slip layout will also take into consideration the amount of sail and power vessels that our marina handles. Boat sizes change with the newer boats – something that needs considering in slip layout. Mr. Liu added that Port Townsend is known for older boats, so this needs to be kept in mind. Renovations are a constant here in PT on these older boats, so they will be in operation for years to come, needing slips that will accommodate them.

Mr. Sorenson informed that 85% of current BH tenants are local Jefferson Co. residents. 5.4% are from the Puget Sound area, 4.9% are out of state and 4% are from Kitsap and Clallam Counties. He broke down slip sizes in percentages at BH marina. If we build longer slips, we will attract more business from all areas. When Federal dollars are used to build a marina, you are required by law to provide to all and not to limit space to local residents.

Mr. Liu stated that current Port policy is to allow no more than a 2' overhang in slips. Mr. Crockett added that we do this to accommodate the number of larger boats that we are seeing

Mr. Sorenson responded to the concerns of Mr. Liu on availability of small boat space. He reported that the linear moorage is used more for smaller boats. Mr. Liu replied that the reason for this is smaller boats are the only ones who can maneuver into the breakwater side of the linear dock. Mr. Sorenson responded that the need for small boat slips is declining, although there was a temporary increase in small boat space need due to rare fishing season openings, but it still is a low seasonal utilization rate. There are many slips available for 20' boats but need has only been seasonal, based on fishing seasons. There is less seasonality for 25+' slips. In some of marina slips here, there is an overhang of up to 8' in slips. Only 19% of 20' slips are rented out to boats 20' or less in size. Mr. Liu's opinion is that there is a need for small boat slips because of the many small wood boats here that need to be stored in the water. Mr. Sorenson replied there is a need for fine tuning and Mr. Keiser will help to determine the need for this slip size.

**Barbara Nightingale** questioned that dredging may eliminate the difficulty of access at the linear dock. Mr. Sorenson replied that it's not the depth that provides the difficulty there; it's the width between the breakwater and docks.

Mr. Sorenson presented the numbers on utilization of the different sized slips. The 30-40+' recreational slips are highly utilized. Commercial space is used highest in the 40+' range. Mr. Sorenson recommended that there would be no 20-25' slips in rebuilt marina. Trend is 30+' boats. Start with 30' slips. He also gave options of allowing more recreational boats in commercial area; making available dry storage for smaller boats; focus on the 30+' slips. We need to maintain the local market but also provide for the regional market, as well as accommodating the smaller boats.

Mr. Liu added that many 25' sailing vessels have deep keels and cannot dock at linear dock. He is concerned about losing 25' and under slips. Mr. Sorenson stated there is an option of adding floats and pilings for smaller boats. Small new slips would cost small boats a higher rate, important to look at floats. Mr. Daubenberger added that tidal issues impact the maneuverability of some boats. Mr. Weeding stated that the redesign is taking place in existing footprint. Why are we limiting the design to the existing print? Need to plan for more slips, providing 1000+ slips. Mr. Crockett stated this is an Army Corp project and the additional cost of expanding the marina would run around \$30M, which we could never afford. This would also take approximately 6 years to acquire permits for a project of that nature (removing and relocating breakwater to allow for expansion). We need to tackle the short term and allow for opportunity for expansion in the future.

Mr. Keiser reported on Planning and Design criteria. No single berths, only double berths. Goal to have no overhangs. Preferred space in fairways is 1.75 x slip length, with a minimum of 1.5 x slip length. Fairway space needs maximizing for easier maneuverability. Looking into sheet piling and dredging combined to maximize moorage. Mr. Crockett added that multiple options will be brought to the table.

Mr. Erickson emphasized the launch ramps seem to be totally dependent on fishing seasons. Fishing seasons should play an important part in decision of ramp needs. Ms. Bassuk added that there is the trailer parking issue...is there a way to keep parking away from prime water front area? Mr. Liu asks for better and more launching availability. Many fishers prefer to trailer in their 25' and under boats rather than keep in water. Mr. Crockett stated that the Port has other launch facilities; Mats Mats is being worked on. Grant money was lost on the Port Hadlock ramp due to issues with Boat School.

**Mark Jochems** would like the following presented at the next meeting: Find a cheaper option for 25' and 30' year-round storage of those boats. Look at the area on other side of Sims Street which is currently leased to the City (Kah Tai). Consider dry stack storage there. Convenient to wash down pad. Figure way to bring those boats back across Sims Way. Mr. Crockett said someone suggested to him carving a gravel area across from Benedict Street for trailer parking. Mr. Jochems repeated the need for dry stack storage across Sims. As moorage space needs increase this will result in more cars needing parking when launching. Mr. Sorenson added that the farther you remove dry stack from the water, the more labor intensive it is to bring the boats to the water.

**Judy Surber** has received calls from Marine Trades businesses telling them their concerns where they do not want to be displaced in order to make room for dry storage. Mr. Crockett said we have to take into account the spaces needed by marine trades, both on water and on land. Ms. Surber asked for clarification on permanent and monthly guest moorage. Mr. Pivarnik answered that monthly guest was originally planned for cruisers who spent part time at sea and needed moorage for 6 months or so at a reduced rate. Over the years, it's being used for people moving into the area who are on waitlist for permanent space but need an option for boat moorage until then. Can also be used for marine trades who have need for longer term moorage. Ms. Moffat added that many people in marina now are paying monthly moorage as they have been on waitlist. Ms. Surber wants to make sure we are looking at overall implications to marine trades and tourism and not at the highest and best rates the Port can get. She also asked the question if more parking spaces are installed, how does this compete with marine trades?

Mr. Liu reported that some racing and fiberglass sailboats like dry storage, possible need for crane system for hauling boats into water. Hudson Point has transient moorage, some commercial and the Martha. Mr. Pivarnik added that at Hudson Point, small boats line the perimeter of the marina. Regarding cranes, look at maximum 5000 lb loads. The Port is negotiating with Sea Marine to provide dry stack storage, allowing locals to come and launch their smaller boats at HP. Mr. Weeding asked about the launch at Hudson Point. Mr. Crockett replied it is for hand launching only, such as kayaks, row boats, etc. Mr. Weeding added that the launch at BH needs to be larger, always congestion around fuel dock, making launching more difficult. Mr. Pivarnik reported we have an open slate. Fuel dock could even be moved. Mr. Daubenberger asked to not underestimate the need for 25', 27' boats used by tribal fishers and sailboats.

Julie Bassuk reviewed the time line. October 10<sup>th</sup> or September 19<sup>th</sup> for next meeting. The Port will get back on that, probably looking at the October date. We'll come back and define alternatives, eventually a community wide meeting will be held. Process is preliminary designs, final designs, permits, bidding and construction. About 6 committee

meetings will be held before public sessions. Mr. Crockett added the focus on environmental feasibility, permitting, the financial feasibility of all. Mr. Weeding asked the budget target. Mr. Crockett predicted \$10M. The last question, asked by Judy Surber, did the Shoreline Master Plan allow for covered moorage. Mr. Crockett responded current Port policy allows for none.

Meeting adjourned.

**Next meeting: TBA**

**Important websites:**

**Port of Port Townsend website: [www.portofpt.com](http://www.portofpt.com)**

**City of Port Townsend website: [www.cityofpt.us](http://www.cityofpt.us)**