



MARINE ACCESS COMMITTEE
REGULAR MEETING
MONDAY, MARCH 12, 2018
5:30 PM
COUNCIL CONFERENCE ROOM
280 MADISON AVENUE NORTH
BAINBRIDGE ISLAND, WA 98110

AGENDA

Members: Paula Elliot, Fred Grimm, Peter Hill, Anthony Oddo,
Frank Ostrander, Greg Spils, Elise Wright

Co-Chairs: Frank Ostrander, Elise Wright

Council Liaison: Ron Peltier

Harbor Stewards: Dave Kircher, Mark Leese

5:30 pm Call to Order, Roll Call
Accept or Modify Agenda
Conflict of Interest Disclosure
Approval of Minutes for February 12th, 2018

5:40 Reports:
City
City Dock & Boat Ramp open?
Ward Ave. Road End Float/Eagle Harbor Marina Gate
Follow-up on dock in Fletcher Bay

Stewards
Harbormaster (attached)

6:00 Action/Discussion Items:
Review 2018 Work Plan
Brainstorm Assignments All
Road End Sites Map/App Suggestion Anthony
Memo re Dave Ullin Open Water Marina

6:45 Follow-up / Future Agendas
Round-the-Island ride-along on Police Boat
Open Meetings Training

7:00 Adjourn

For special accommodations, please contact Roz Lassoff
206-780-8624 or at rlassoff@bainbridgewa.gov



MARINE ACCESS COMMITTEE
REGULAR MEETING MINUTES
MONDAY, FEBRUARY 12, 2018

M Meeting was **CALLED TO ORDER** at 5:35 PM by Co-Chair Elise Wright. Minutes were recorded by Anthony Oddo. In attendance were Committee Members Paula Elliot, Peter Hill, Anthony Oddo, Greg Spils, and Elise Wright. Council Liaison Ron Peltier was also present. Members of the public present to make comment are listed under **PUBLIC COMMENT**.

A **motion** was made (Wright) and seconded (Oddo) to add an opportunity for Public Comment immediately following the **REPORTS** section of the meeting. The motion passed without objections.

No **CONFLICTS** were reported.

A **motion** was made (Oddo) and seconded (Hill) to approve the **MINUTES** of the Regular Marine Access Committee Meeting on January 8, 2018. The minutes were approved unanimously without modifications or objections.

REPORTS

City: Councilmember Peltier did not provide an update. He will monitor City business moving forward for issues of interest to the MAC.

Elise provided follow-up and notification on the following items:

- Eagle Harbor Yacht Club has erected a mechanical gate that now physically blocks Ward Avenue road access to the public dock in Eagle Harbor. The gate does not explicitly restrict public access as it includes an intercom/paging function to allow members of the public to request access. The Deputy City Manager, in coordination with the City Attorney, are working with the Yacht Club to ensure public access is maintained.
- No new updates were provided regarding the pending dock application for Fletcher Bay. Elise contacted K. Carr and both she and Peter will provide a follow-up at the March Regular Meeting concerning the status of the application. The Committee continues to ask to be informed of new dock permits and provided an opportunity to offer comment to City Staff.

Harbor Stewards: No Harbor Stewards were present to make a report.

Harbormaster: Nine tenants are slated for the Open Water Moorage and Anchorage Area (OWMAA) in 2018 as of January.

Boat trailer placards are now available for the 2018 boating season.

The ramp, pump out, dinghy dock, and overnight dock are still unavailable through the end of the construction on the new City dock. Visiting boaters have buoys and anchorage and there is a small float secured to the beach for dinghies. The current estimated completion date for the City Dock is March 1, 2018; Mark Epstein is the contact for project and timeline questions.

PUBLIC COMMENT

The following members of the public signed in to make public comment:

- Charlotte Rovelstad
- Andy Rovelstad

Ms. Rovelstad offered public comment about subtenants (i.e., live-aboards) in the Open Water Moorage and Anchorage Area (OWMAA). She inquired about the removal of the linear moorage system (LMS) and its impact on those subtenants currently residing along the system. She indicated that the City is obligated to replace the LMS per the lease and is concerned about the impact its removal will have on current subtenants (e.g., their ability to pay the higher fee associated with a single-pot moorage buoy (swing moorage)).¹

Next, Ms. Rovelstad also asked that the Committee inquire with the City as to who the “Program Administrator” or “Landlord” is for the OWMAA program (i.e., who is the general point of contact within the City, as delegated by the City Manager, responsible for administering the subleases, etc.). The Committee will draft an email and submit a query to the Deputy City Manager and Harbormaster.

Finally, other discussion points included: (1) why do OWMAA subleases begin on January 1 rather than a more advantageous time for boaters (e.g., summer months)?;² (2) encouragement that the City view the OWMAA program as an option for affordable housing on Bainbridge Island; and (3) concern that the single-point buoys are too close together to accommodate all available 16 residential use spaces.

Mr. Rovelstad did not offer public comment.

¹ The lease between the City and the State does not require the replacement of the linear moorage system. *Cf. Aquatic Lands Lease No. 20-A85592*, Exhibit B “Plan of Operations,” §1.A between the Washington State Department of Natural Resources (Grantor) and the City of Bainbridge Island (Grantee): “The LMS is a fixed in-water structure and comprises anchors, topper floats, and a series of lines for securing up to six residential vessels, as well as space allotted for transient public moorage. Ten moorage buoys with helical anchors and midline floats enable up to ten single-point moorage residential spaces within the OWMAA. Tenant [City of Bainbridge Island] plans to remove the LMS in the future and replace it with single-point moorage buoys. The maximum vessel size allowed in the OWMAA is 60 feet.”

² The lease between the City and the State stipulates that “[s]ubtenants of the OWMAA are required to sign annual leases beginning January 1 of each year.” *Cf. Aquatic Lands Lease No. 20-A85592*, Exhibit B “Plan of Operations,” §1.A between the Washington State Department of Natural Resources (Grantor) and the City of Bainbridge Island (Grantee).

ACTION ITEMS

Review 2018 Work Plan/Brainstorm Assignments: The Committee will devote time to this topic during its March Regular Meeting.

Greg Spils and Peter Hill visited five road ends in preparation for the year's Work Plan Action Items.

Road Ends Sites Map/App: Anthony recommended a new proposal for revisions and updates to the City's online mapping tool that lists island road ends. He recommends that in addition to updating the information in the mapping tool with road end features (e.g., parking, shore access/view, accessibility, etc.), the tool also be made compatible for mobile devices. He will summarize his recommendation and present it to the committee during the March Regular Meeting.

Review Preparations for Police Boat Ride-along: All interested committee members are invited to join the Police Department during a ride-along in either April or May. A current background check from the BIPD is required and all Committee members interested should inquire during business hours at police station headquarters.

NEXT MEETING: Monday, March 12, 2018.

The meeting was **ADJOURNED** at 6:59 PM.

Frank Ostrander, Co-Chair March 12, 2018

Elise Wright, Co-Chair March 12, 2018

Harbormaster Report February 2018

Safety and Navigation:

- Respond to calls for vessels dragging anchor, vessels adrift and vessels beached: Collapsed boat house and debris- Eagle Harbor.

Water Quality:

- Pump-out during construction (9/5/17 – 3/1/18) see <http://parks.state.wa.us/724/Central-Southern-Puget-Sound>: Harbour Marina, Eagle Harbor Marina.
- Tracking removal of a float at south beach. Referred to ACOE MV Puget. Sent new photos 2/07/18.

Anchoring and Mooring:

City Dock (closed) and Buoys

Moorage Received (\$):	FEB
Stays less than 3 hours	0
Overnight	0
Car top boater parking	0
No information	0
Offshore overnight	0
Reservation	100
Trailer Day Parking	0
Trailer Annual Parking	160
M-T-D 2018	\$260
YTD 2018	\$260
YTD PREV	\$1,311

Public Access:

- BOAT TRAILER PLACARDS-** available now for the 2018 boating season for \$80.00. Improved ramp reaches -2'.
- CITY DOCK-** The ramp, pump out, dinghy dock and overnight dock should be available mid March 2018. Visiting boaters have buoys and anchorage. There is a small float secured to the beach for dinghies. Contact the marina head of time to use pump-outs at Harbour Marina and Eagle Harbor Marina. Alternative launch sites are Fort Ward and Kingston.
- DOCK RESERVATIONS:** Groups are planning to use the new dock: Edmonds YC 3/15/18, Totem YC 6/13/18, Adventuress 6/15/18, Virginia V 7/15/18.
- SMALL BOAT Rentals** coming soon to the City Dock, Exotic Aquatics Scuba and Kayaking.

Derelict Vessel Prevention/Removal Program:

WN0324MF “Betty Sue”. This vessel is being processed by DNR directly. The contact is Jerry Farmer at DNR 360.902.1574. The appeal date may be March 8, 2018.

WN1167MB—“Jeanne Marie” is in custody with appeal period ending April 5th. 2018. She is being towed to South Park marina on March 6th.

Port Madison Sailboat—This abandoned 36’ sailboat in custody of COBI, was towed to South Park Marina and scheduled for demolition.

WN6510JR- “Mielke Way” beached on Bainbridge Island will be demolished at the decant facility after appeal period.

ADRIATIC—The sunken fishboat “Adriatic” is still sunk off of Liikane property. The COBI custody date is March 5th and the Appeal date is April 5th. In addition, DNR has required the owner to remove with a later date—we will wait for her dates to complete as well. There is not action on this vessel while I am gone.

*HOLD THE DATE: August 7th, 2018 for National Night Out and Boater’s Fair. 5 pm to 8 pm at Waterfront Park and Dock.

DRAFT

Memo to Morgan Smith re Dave Ullin Open Water Marina and other City issues

Hello Morgan,

At our MAC meeting on March 12th there are a few issues we'd like to check in about.

1. City Dock and Boat Ramp.

I've sent a note to Mark Epstein asking for an update, and he is replying.

2. The Ward Avenue Float access through the Eagle Harbor Marina.

I haven't had a chance to try it since the new system has been in place. An earlier visit to the site revealed the need for signs and cleats on the public float, and noted that the float is narrower than the one it replaced.

3. The Linear Moorage System and the Dave Ullin Open Water Marina.

At our February 12th meeting, community members and liveaboard supporters Charlotte and Andy Rovelstadt presented concerns brought to them by members of the liveaboard community. Briefly, in order of the general to the specific, these are:

- The current members of the Liveaboard Community would like to see the community grow to include a variety of tenants, as used to exist.
- If the Linear Moorage System is to be removed, will the number of buoys be increased to accommodate more potential tenants since space for up to 16 tenants on buoys has been approved by the State?
- Can the City accept applications year-round to better meet the needs of boaters who are considering living in Eagle Harbor? Does the City still maintain a waiting list to determine need?
- Now that boats on the buoys are allowed to swing free, there is concern that some boats are too close together for safety. (Seubert and ?)

As supporters of the affordable housing option provided by the DUOWM and highlighted in our City's Comprehensive Plan, the Committee encourages a vibrant Liveaboard community. Please give consideration to some of the suggestions offered in #3 above.

Elise Wright
for the Marine Access Committee



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FEBRUARY 23, 2017

EAGLE HARBOR LMS & C.O.B.I. REGULATORY BOUYS INSPECTION REPORT

The Eagle Harbor Linear Moorage System and City-owned Buoys were hydraulically cleaned using a Mi-TM 5000 psi/ 4 gal/minute pressure washer with a rotary tip nozzle December 15, 2016. All the above and below water line system's components were hydraulically cleaned and inspected. The video inspection was performed using a GOPRO digital camera contained inside an underwater housing. This survey was done in accordance to Washington Department of Fish and Wildlife's survey guidelines to avoid impacts to eelgrass and macroalgae, minimize unavoidable impacts.

INSPECTION DETAILS

Eagle Harbor Linear Moorage System:

Spar Buoys: The spar buoys were observed to be in fair condition above the water line with minimal corrosion. All hardware observed to be in fair condition with minimal corrosion.

Below the water line advanced corrosion was observed on all three spars wall surfaces. Heavy pitting was observed on 90% of the surface. Larger pits were observed to be at least 1-1/2" diameter with a depth of at least 3/8". Anchor attachment pad eyes appear to be in fair condition with large amount steel visible. Ballast attachment pad eyes appear to be in fair condition with large amount steel visible. Mooring and ballast connection pins and keepers all show signs of advanced corrosion. Ballast attachment chains show signs of advanced corrosion on all three ballast. Zinc anodes were observed to be visible and working. All three spar buoy's ballast chambers were filled with air maximizing displacement and increasing buoy's freeboard by 3ft.

Taught Lines: Taught-lines appear to be in poor condition. Fender floats show signs of wear and tear from mooring activities. Fenders also show signs of UV damage. The three-strand rope shows signs of UV damage. Prior to taught-line cleaning 30% of the lines drooped down

contacting the water's surface and heavily fouling was observed. After the lines and fender floats were cleaned of marine fouling and air was added to the spar buoys ballast chamber the taught lines no longer contacted the water and additional free board was observed.

Ballast Weight: Ballast weights appeared to be in fair condition. The attachment chains showed signs of advanced corrosion but currently do not need to be replaced. Connection shackles and pins appear to be in fair condition.

Mooring Lines: Mooring lines appear to be in fair condition. Connections at the spar buoys appear to be in fair condition. Connection shackles at the rigging plates appear to be in poor condition showing some visible signs of advanced corrosion. Lower mooring lines appear to be in fair condition. Anchor chain connection shackles and chain show signs of advanced corrosion.

Tom Floats: Tom floats appear to be in fair condition. Floats were filled with air maximizing their displacement which added tension to the overall mooring system. Connection hardware appears to be in poor condition.

Helix Anchors: Helix anchors appear to be in fair condition and show good holding.

Topper Floats and Moorings: Topper floats, moorings connection hardware and surface chains observed to be in fair condition. Mooring road-lines observed to be in fair condition. Screw anchors appear to be in fair condition and are holding.

Bainbridge Island City-owned Buoys :

Open Water Buoys: All eight Open Water Buoys inspected to be in fair condition and performing well. All eight-mooring connection hardware and surface chain observed to be in fair condition. All eight-mooring road-lines observed to be in fair condition. All eight helical anchors appear to be in fair condition and are holding.

EH sign buoy: "A": The regulatory buoy was replaced with a new buoy. Mooring connection hardware and surface chain observed to be in fair condition. Mooring road-line observed to be in fair condition. Screw anchor appears to be in fair condition and is holding.

EH sign buoy: "B": The regulatory buoy was replaced with a new buoy. Mooring connection hardware and surface chain observed to be in fair condition. Mooring road-line observed to be in fair condition. Screw anchor appears to be in fair condition and is holding.

EH sign buoy: “C”: The regulatory buoy was replaced with a new buoy. Mooring connection hardware and surface chain observed to be in fair condition. Mooring road-line observed to be in fair condition. Screw anchor appears to be in fair condition and is holding.

EH sign buoy: “D”: The regulatory buoy was replaced with a new buoy. Mooring connection hardware and surface chain observed to be in fair condition. Mooring road-line observed to be in fair condition. Screw anchor appears to be in fair condition and is holding.

EH sign buoy “E”: The regulatory buoy was replaced with a new buoy. Mooring connection hardware and surface chain observed to be in fair condition. Mooring road-line observed to be in fair condition. Screw anchor appears to be in fair condition and is holding.

EH sign buoy “F”: The regulatory buoy was replaced with a new buoy. Mooring connection hardware and surface chain observed to be in fair condition. Mooring road-line observed to be in fair condition. Dead weight anchor appears to be in fair condition.

Port Madison entrance buoy: The information buoy observed to be in fair condition. Mooring connection hardware and surface chain observed to be in fair condition. Mooring road-line observed to be in fair condition. Screw anchor appears to be in fair condition and is holding.

Manzanita Entrance Buoy “A”: The information buoy observed to be in fair condition. Mooring connection hardware and surface chain observed to be in fair condition. Mooring road-line observed to be in fair condition. Screw anchor appears to be in fair condition and is holding.

Manzanita line buoy “B”: The information buoy observed to be in fair condition. Mooring connection hardware and surface chain observed to be in fair condition. Mooring road-line observed to be in fair condition. Screw anchor appears to be in fair condition and is holding.

Manzanita line buoy “C”: The regulatory buoy was replaced with a new buoy. The mooring road-line and connection hardware was replaced with new. A temporary Danforth anchor was deployed for regulatory buoy’s temporary holding.

Manzanita Aquatic Conservancy Buoy: The information buoy observed to be in fair condition. Mooring connection hardware and surface chain observed to be in fair condition. Mooring road-line observed to be in fair condition. Screw anchor appears to be in fair condition and is holding.

CONCLUSION

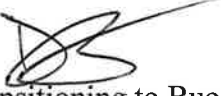
Over all the LMS continues to perform to its designed standards. Advanced corrosion continues to deteriorate below-water steel components. All four-rigging plate connection hardware inspected to be in poor condition and should be replaced no later than one year from the time of inspection.

With the replacement of the Eagle Harbor regulatory buoys all regulatory buoys and moorings are in good working order. All other C.O.B.I. regulatory buoys are in good working order. Manzanita regulatory buoy "C" should have a new permeant anchor installed as soon as possible.



CITY OF
BAINBRIDGE ISLAND

Executive Department
Policy

Date: 1/30/18
To: Chief of Police Hamner, Department Directors, and Other City Staff
From: Doug Schulze, City Manager 
Subject: Policy for OWM Tenants Transitioning to Buoys

Background

The City is making improvements to its Open Water Marina (“OWM”) and, as part of that process, the current Linear Moorage will no longer be available. As a result, tenants who have been using the Linear Moorage will be required to move, and the City is in the process of working with tenants to make that transition. An option is for such tenants to transition to a buoy. The rent for the Linear Moorage has been \$100.00 per month. The buoy system has a standard rate of \$175.00 per month, plus additional charges if the vessel is over 30 feet.

Current Linear Moorage tenants were notified in November 2017 regarding this change. It has come to the City’s attention that the transition to such a higher rental amount may result in displacement of long-time tenants who have limited monetary resources and are unable to afford the higher rent amount, which starts at \$175.00 per month. In recognition of the transition that is occurring and the potential impact on any current Linear Moorage tenants who do not have the monetary resources to pay the higher rent at this time, I am establishing a policy to address the situation on a temporary basis. The policy will only apply to those who have limited financial means as described below and who can provide the City with evidence of their financial situation.

Policy

It shall be the policy of the City that any Linear Moorage tenant who was a Linear Moorage tenant as of November 2017 and is seeking to transition to a buoy as part of the City’s OWM

shall be required to pay no more than 30% of their monthly income for their monthly rent as part of the OWM, or \$100 per month, whichever is more. Eligible tenants are required to provide proof of their income by working with the Housing Resources Board ("HRB") and obtaining HRB's verification that the tenant meets this income limit.

This policy is temporary and is made as part of the transition that is occurring with structures related to the OWM, and the policy shall be in effect through December 31, 2019. This does not apply to any person who was not a Linear Moorage tenant as of November 2017.

If any tenant who pays a lower rental amount pursuant to this policy removes their vessel from the OWM or is no longer in good standing with the City related to the payment of rent and the terms of their lease agreement with the City, the tenant will be required, going forward, to pay the full price for lease of a buoy.