

MINUTES FOR WORKSHOP HARBOR COMMISSION MEETING
Wednesday, February 5th, 2014 DRAFT

Present: Commissioners David Kircher, Tom Hudson, Bob Wise, Elise Wright. Steward- Mark Leese. Bainbridge Rowers Bruce Beall, Bill Booth, Tom Coble. BIPRD Jeff Ozimek, Boaters Jeff and Candy Kanter, Ben Tate, Dave Henry and Dave Ullin.

Absent: George Briggs, Sandra Davis, Tina Ingalls

David Kircher kicked off the meeting with an agenda of 5 minutes of public comments at the beginning of the meeting, a discussion with the Rowers regarding a low lying float, a discussion for Harbor Commissioners and another public comment period at the end of the meeting.

1. Public Comment :

Ben Tate explained that the drawings were conceptual and the scale was flexible.

2. Bainbridge Island Rowers:

Bainbridge Island Rowers presented an idea of a dog leg in the main section of the dock that would allow for crew shells to walk from the 12" elevation down to the 4" elevation without tripping hazard. The dog leg allowed a clear line of sight for trailer-able boats to approach the ramp. The width of the main dock could be 10' upland of the dog leg. The estimated length of the 10' wide dock would be 250' from shore. Tom Coble explained that any bottle neck on the walkway caused by launch from the main dock would only be 5 minutes per boat.

Tom Hudson asked Tom Coble if the rowing club would donate the funds to build the low lying float acknowledging that it would be open to the public. Tami added that if the low lying float were donated, the value would be considered part of the RCO match. Tom Coble emphasized that the float would be completely public. It would not have cleats so as to accommodate sliding boats in and out without catching on cleats and it would prevent vessels tying up to that area. It would create full time load/unload and launching area on the dock as well as an open space. Tom Coble explained that the 12' width of the low lying float needs to be wide enough to allow the oars to be set in the locks on both sides to prevent the shell turning over during the loading process. Each oar is 12.5 feet long.

Tami asked for the club to show the path from the boat house to the float. Tom Coble showed a path from the boathouse going southeast of the bathrooms, then south along the east edge of the ramp. Several agreed that this path can be improved for pedestrian traffic up coming from the dock, up from the waterfront trail, down from the bathrooms and down from the park trail. Tom Coble added that even with the low lying float, there may still be beach launching and those shells would walk south on the west side of the launch ramp. Tami relayed a conversation with Planner Ryan Ericson about the use of a rail. In previous

discussions about locating a float on the west edge of the parcel, several had thought that they would not be allowed to add a low float on the shoreline. Ryan agreed, but added the concept of a rail would allow a low lying float to ride on the rail and the shells would be launched from either side of the float. He'd mentioned examples of a rail using a cradle and the cradle was stored at the top of the rail, out of the water. In this case, it may be stored in deeper water and retrieved for launching.

Tom Coble explained they had not pursued a float apart from the dock to avoid increase cost and did not want to divert efforts away from the dock. He gave examples of other rowing organizations that have four to six floats for launching. BIR has 35 shells in the boathouse and can have as many as 15 shells out on the water at one time.

Tami asked about the elevation drawing. It showed a pier along the launch ramp. Tami voiced her concern that the BIR drawing would not allow trailer-able boats to launch. Tom Coble said it would be possible to launch from a pier just as they do now, but with a longer bow and stern line. It was agreed that the cross section on the BIR cross section drawing of the pier should be ignored at this time and allow the discussion return to the concept of the dog leg. Tom Hudson said he did not like the dog leg and presented the idea of a tapered float that would allow the shell carriers to veer, transition and launch from the low lying float.

Jeff Ozmiek asked about the location of stand up paddle, kayaking and sailing programs. The commissioners answered that the low lying float was ideal for paddleboards and kayaks. Jeff asked about the location of the sailing program since the drawing that was shown at the council meeting didn't label the activities. The commissioner pointed to the northeastern float from the drawings. They explained that the purpose of this meeting is to give input to Studio Cascade for the unresolved elements from the workshop. All agreed that the sailing program, kayak rentals, transient boating, pump out, overnight boating were all still elements that are not labeled on the Studio Cascade drawings. They encouraged Jeff Ozmiek to send his details to Bill Grimes of Studio Cascade or Heather Beckmann in Planning. David Kircher showed Jeff Ozmiek that the Commission had included the sailing program in each of their drawings. David Kircher and Jeff Ozmiek agreed that they should show a layout for pedestrian traffic as it is not called out on the Studio Cascade drawing.

3. Waterfront Park and Dock project:

Harbor Commission has been asked to stay in touch with Bill Grimes as they continue to 30% drawings. The Commission reviewed the drawing from January 15th, 2014. The drawing had been corrected to show the length of the dock out to the construction limit line (560' from shore). The drawing at the council meeting was short of the line. The drawing also showed "Phase Two" to include a main dock running east at -4' and two additional floats running north and south from it. The Studio Cascade drawings did not show scale or depths.

From this drawing, Mark Leese and Ben Tate worked on several drawings that were labeled “A”, “B” and “C”. All drawings incorporate the main dock out to the construction limit line and the existing launch ramp remaining where it is. All drawings show the full layout. Elise asked if the Commission had been charged with looking at full layout. Mark Leese explained that he had spoken with the City Manager who had asked that the Harbor Commission continue to relay comments to Studio Cascade on the details of the dock and copy Planning. Tami added that they should also begin copying Public Works. Elise asked if the Harbor Commission had voted on the concept of full layout. David Kircher recapped the layouts of the past three years and all of them showed some version of a full layout based on need and that those layouts had been voted on by the Harbor Commission. Tom Hudson asked if Elise did not approve of the full layout. She confirmed that she did not approve of the full layout from the January 15th presentation. She said that the Harbor Management Plan called to expand and improve the City dock, and that phase one accomplished that and phase two is a marina. She also said that the Harbor Management Plan encourages the use of access to the water and view of that water is access. She added that there are people who like to look at quiet water and there are plenty of marinas, but not water views. Bob Wise listed several undeveloped public access lands in the harbor such as John T Nelson Park, Pritchard Park and Hawley Cove. Elise Wright said that the examples weren’t in Winslow Core. Bob Wise countered that this one launch ramp is the only one of its kind in the harbor and for all of the island. He added that phase one is only 230 linear feet of dock for an island of so many trailer-able boats alone. After some additional discussion, it was determined that the Harbor Commissioners do not all agree and called for a motion.

Motion #1

Bob Wise moved that **The Harbor Commission recommend that the City pursue matching grants and permits for the full project, both phase one and phase two.** Tom Hudson seconded the motion.

The group discussed the issues of actual moorage available under both Phase One and Phase Two. The group considered the increased dock area, less the areas that would be unusable at most tides, as well as kept open for loading, launching, pumping, dinghy tie up, kayak program and sailing program.

Elise said that after 5 days of community workshops, where participants had voiced their desire that the facility be for islanders, providing moorage to 35 boats seemed excessive. Tom Hudson mentioned that the Bainbridge Wooden Boat Festival included 45 island boats and there were 4,500 local visitors to the show. He asked what reason the Island wouldn’t want such facilities? Elise said that the residents already have moorage so they wouldn’t need the additional moorage. All agreed that the trailer-able boats still need to tie up. Bob Wise

asked the group to consider the other ways a City dock provides for our local non-boating residents by bringing in larger vessels (Adventuress, Argosy, Virginia V).

Tom Hudson called for a vote. The result: 3 ayes (David Kircher, Bob Wise, Tom Hudson), and 1 nay (Elise Wright). Motion passed to recommend that the City pursue the full layout for permits and matching funds.

The Commission still needed to comment on the January 15th drawing. Elise abstained from the dock design details.

They considered drawing “C”. This drawing shows the expansion out to the construction limit line, with a second main finger going east at 12’ depth allowing moorage on the north side of the second main finger and two additional floats running east to west and north to south. This design accommodated multiple wind directions, but created a bottle neck entering and exiting the moorage areas. The Commissioners made a sketch changing the angle of the two additional floats to run northwest to southeast. They added a view platform on the west end of the main dock. This view platform would be public access and only used for moorage with a special permit. They discussed the dog leg on the main dock and drew a tapered float to align the low lying float with the main dock. There was some discussion about moving the pump out and they referred to PND for that location as long as it was easy to find from the entrance to the harbor.

They considered drawing “B”. This drawing shows the expansion out to the construction limit line, with a second main finger going east at 12’ depth allowing moorage on the north side of the second main finger and two additional floats running parallel north to south. This design accommodated multiple wind directions and less of a bottle neck entering and exiting the moorage areas. There was some concern about the visual approach to the center of the moorage area and ingress and egress from middle to the entrance. The Commissioners discussed re-angled the two parallel docks to run northwest to southwest parallel with the construction limit line. There was some discussion of having one pump station and several ports for dock side pumping such as they have at Harbour Marina. This would serve all three docks and could be installed along with utilities.

At 6:50 commissioners called for a motion.

Motion #2

Following discussion about the various options for the city dock,

Bob Wise moved that the Commission recommend the following changes to the January 15th PND drawing:

- 1. Extend main float 560’ from shore south out to the construction limit line then east along the construction limit line (or one boat width north of that line to allow moorage).**

2. **Extend one float to the southwest from the main dock at 8' depth out to the eastern lease line.**
3. **Extend one float to the southwest from the main dock at the 16' depth contour out to the lease line.**
4. **Add a 16' view platform on the southwest edge of the main float along the 30' depth contour.**
5. **Retain the low lying float on the west side of the dock.**
6. **Add a triangular float for transition to the low lying float.**
7. **Show pedestrian flow north and south from the restroom area to the dock between the ramp loop and viewpoint terrace.**

Motion was seconded and they called for a vote. Bob Wise, David Kircher and Tom Hudson voted in favor of the changes. Elise Wright abstained.

Tami took the hand sketched changes and will send them to Bill Grimes with a copy to Bainbridge Island Rowing (BIR). In addition, Tami will share a proposal for a low float, developed by BIR, with Bill Grimes.

The meeting was adjourned at 1900. Tami will take the hand sketched changes and send them to Bill Grimes with a copy to Bainbridge Island Rowing.

Dave Henry asked for additional public comment. Tom Hudson explained that there had been public comments entered in to the discussion for the latter part of the meeting while they were drawing.

4. **Date of next Regular meeting set for February 25th.
(post note—meeting moved from February 25th to February 24th to align with design team schedule)**