

Public Comments for Port Commission Meeting, September 22, 2021

From: Phil Pilgrim <phil@buenosystems.com>
Sent: Monday, September 20, 2021 12:30 PM
To: PPT Info <info@portofpt.com>
Cc: Pam Petranek <Pam@portofpt.com>
Subject: Sims Way trees

To the commissioners:

I am opposed, in large part, to the project to eliminate the poplar trees along Sims way and to expand the boundaries of the Port along that corridor -- especially the last part.

The poplars form an iconic entryway to Port Townsend. They are, admittedly, not the most desirable trees, due their short lifespan and a propensity to choke out other trees and cause havoc with their shallow root system. At least they're in their natural habitat: a moist lowland. And they do not seem to mind the semi-brackish soil (saltwater dredgings) that they're growing in.

But before thinking about cutting them down, how about pre-planting their replacements and giving them time to mature. This does not have to be a knee-jerk action, after all. That may help to ameliorate the firestorm of push-back this project will inevitably receive from the public.

Regarding the boatyard boundary expansion, that's simply a non-starter. What you're proposing is to encroach what is, in reality, an industrial zone onto what should remain a greenbelt coming into the city. That's simply a "no!" Don't do it. I don't care if the Port does own the land; it's not in the best interests of the community at large.

Regards,
Phil Pilgrim

From: ijsvallhalla@olympus.net <ijsvallhalla@olympus.net>
Sent: Tuesday, September 21, 2021 9:43 PM
To: Eron Berg <Eron@portofpt.com>
Subject: Please do not raise the rates.

Hi Eron,

My understanding is that there will be changes to the rates in Boat Haven and Point Hudson. I also heard that the Boat Haven is so full of boats on land and in the water, that there will be really hard for our customers to get in unless they make reservations soon. Also Point Hudson is soon filling up with the winter moorages. So why change the rates if both marinas are doing so well? If and only if you really have to change them, please do not go over more than 3%.

I don't know if you have noticed, but the boat owners are no longer young people. It is more and more people with a good income, who can afford to have their boats here. And what do a lot of them do with the boats? Well, I know a few that use it for happy hours on Wednesday, Friday and Saturday. Is that what we want. A parking lot on the water. What happened to when we were young and life was affordable. Don't be part in taking the affordability to have a boat in our marinas away from the young people. They will take over after us one day. Make it affordable for the local people now. Do not go up more than 3 % max.

Inger Rankins

From: Patti Hoyecki <phoyecki@yahoo.com>
Sent: Tuesday, September 21, 2021 8:37 PM
To: parm@portofpt.com; Bill Putney <bill@portofpt.com>; Pete Hanke <phanke@portofpt.com>; Eron Berg <Eron@portofpt.com>
Cc: Bertram Levy <bertramlevymusic@gmail.com>; kanieskicharley@gmail.com; clhasse@gmail.com; lizhoenig@gmail.com; Dkingpt@gmail.com
Subject: Port of Port Townsend 2022 Budget

Dear Port Commissioners and Executive Director,

You have tough jobs, your decisions influence the lives of thousands of individuals. As you apply those critical thinking skills please don't forget your professional ethics as you vote for the 2022 Budget. Statistical analysis of data collection can reveal emerging patterns, guide transparent and responsible proposals. Then again data picking to support a 5% increase of permanent moorage rates is short sighted. It is unwarranted when marina rates across Clallam, Jefferson, Kitsap and King county are considered; we have the highest rates on the west side of the Puget Sound. The railroad did not come to Port Townsend, we are not Seattle and that's why most of us live here. Reviewing King county marina decisions and acquisitions can provide directional clarity. However, following their lead down the garden path with good intentions can be short sighted.

In the long run a 5% increase could be crippling in our local economy even if dropped back to 3% next year because it will not even out. Undoubtedly a 5% increase would undermine your support in this community. You have worked hard and made tremendous improvements over the recent two years. Please look again at data tables already forwarded to you by Bertram Levy. Look again at who makes up your clientele and don't chase away the folks that actually care enough to help out those in neighboring slips. Build our support by extending a 3% cap that includes both commercial and permanent moorage rates.

Before I moved to our local paradise I managed a busy regional medical centers emergency department. So I sincerely relate to that gut understanding that my program planning and decision making set the standard of care, influenced the health and, welfare of thousands of people. I sleep much better now, both at home and on my boat. You have tough jobs, thank you for being there.

Patti Hoyecki

From: Ernie Baird <erniebaird@gmail.com>
Sent: Wednesday, September 22, 2021 1:19 PM
To: Eron Berg <Eron@portofpt.com>; Pam Petranek <pampetranek@gmail.com>; Bill Putney <bill@portofpt.com>; Pete Hanke <phanke@portofpt.com>
Subject: Work yard storage rates

Hello all,

The Port is considering a change in work yard storage rates as part of the budget process for next year. There is fairly recent Port history with a rate increase substantially larger than the rate of inflation. That history may provide guidance for the adjustments considered now.

In the spring of 2017 the Port raised storage rates by about 15%. By January of 2018 it had achieved a vacancy rate of 40% for boat yard storage. The Port created a "Port Taskforce" to compare our rates to those charged by our competitors. The Port Taskforce created a very thorough study and presented the study to the Port in 2019. That study provided the basis for the current haul out and storage rates. Presently the boat yard is full and employment in the marine trades is thriving.

It may be possible for the Port to hit a "sweet spot" where storage rates are increased enough to increase Port revenues in spite of an increase in the boat yard vacancy rate. But if that Port chooses that path it will be failing its mandate for economic development. Many marine tradespersons were not able to find employment during the period of elevated storage rates and the consequent high boatyard vacancy rate during 2017-2018.

The Port is currently doing a good job of balancing the need for revenue with the task of creating a positive economic environment for the marine trades. With the adjustments made in response to the 2019 study we are competitive with the other ports in our region. Please build upon our current success by only increasing storage rates for 2022 by the rate of inflation for the past year.

Respectfully, Ernie Baird

erniebaird@gmail.com

360-301-5812