

PORT COMMISSION MEETING – April 23, 2008

The Port of Port Townsend Commission met in regular session in the *Marina Room*, Hudson Point, Port Townsend, WA

Present: Commissioners – Thompson, Beck, Collins
Executive Director - Crockett
Deputy Director – Pivarnik
Marine Facilities Director - Radon
Auditor – Taylor
Attorney – Harris
Senior Accountant/Recorder – Hawley

I. CALL TO ORDER

The meeting was called to order at 6:30 PM.

II. APPROVAL OF AGENDA:

Item C. Approval of Assignment of Lease for Hallinan Enterprises at the airport, was added to New Business.

Commissioner Thompson moved to approve the Agenda, as amended. Motion carried by unanimous vote.

III. CONSENT AGENDA

A. Approval of Minutes – April 9, 2008

B. Approval of Special Meeting/Workshop Minutes – April 10, 2008

Commissioner Thompson moved to approve the Consent Agenda, as presented. Motion carried by unanimous vote.

IV. PUBLIC COMMENTS (Not related to agenda):

None

V. PUBLIC HEARING:

Hudson Point Name Change Proposal:

Commissioner Thompson opened the Public Hearing at 6:33 PM and reminded attendees of the Port's Public Hearing procedures.

Mr. Crockett provided topic background and reminded that the Commission had adopted Resolution No. 503-08 which established a procedure (part of which was to hold a Public Hearing) to rename properties and facilities owned by the Port of Port Townsend on March 26, 2008. If the Commission decided, after hearing public comments, to move forward with the name change, a Resolution would be brought back to the Commission for formal vote.

Commissioner Collins informed that he was anxious to hear from the community since his essential concern was that the community and especially those most affected by the name change had not been given enough opportunity to voice their opinion.

Commissioner Beck agreed and expressed interest in hearing from the citizens present.

Forrest Rambo spoke in favor of returning the name to Point Hudson Marina and presented research he had done to substantiate his opinion.

Carol Hasse, owner of Port Townsend Sails and Board Member of the Wooden Boat Foundation, read from a prepared statement (full text available) in which she provided background research into the name and expressed her desire to see the Marina name returned to Point Hudson.

Jacki Pallistar, owner of Hudson Point Café, had a prepared statement that Ms. Hasse read in which she stated that she was in favor of returning the name to Point Hudson. She stated additionally, that she had delayed installation of a new sign for the Café in the hope that the Marina name would be changed back.

Clare Candler spoke in favor of retaining the name Hudson Point, stated his reasoning, and provided background into the process surrounding the name change. He also suggested, as a compromise, that if the name was changed back that both Hudson Point and Point Hudson be added to a Marina entrance sign.

Guy Hupy presented to the Commission detailed and thorough historical research he had gathered regarding the Marina name, stated, in his opinion, and based on the information he had gathered, the Marina name should return to Point Hudson.

Kaci Cronkhite stated that although most of her issues had been addressed, she wanted to add that the name change had caused a great deal of confusion for the community and for customers seeking information about the Wooden Boat Festival. She also informed that she had received phone calls from customers who were excited to think that there were two RV

parks in town, one at Point Hudson and the other at Hudson Point. She stated that she believed the name should be changed back to Point Hudson.

David King exhibited an 1854 Chart for the Port Townsend Bay that named Point Hudson, Point Wilson and Kala Point to the Commission. He advised that his research indicated the area had been consistently named Point Hudson until the 1940s/1950s when it became Point Hudson/Hudson Point. He stated, in his opinion, the name should return to the one with the most historical data: Point Hudson.

Todd Knoblock stated that he had been shocked when the name was changed to Hudson Point and strongly suggested it be changed back to Point Hudson. He advised that local names for community places made up the community and Point Hudson was, historically, the name that citizens in Port Townsend considered to be correct.

Commissioner Thompson pointed out that the amount of public testimony just reinforced how necessary it was to have adequate public outreach when issues like this one come forward.

Brion Toss expressed his belief that the name should be changed back to Point Hudson and provided background information to support his opinion.

Eric Brenden stated that he was very grateful that the Commission had decided to review the name change and asked for the name to return to being Point Hudson.

Steve Chapin, owner of the Point Hudson Boat Shop, spoke in favor of returning the name to Point Hudson. He advised that, in his opinion, the name change had led to confusion in both the community and from folks outside the area who could not find the phone number for the Hudson Point Marina listed in the phone book and so had called him, hoping that he could provide the number. He stated that he suspected the Port might be losing revenue because folks could not find us.

Julie Jaman stated that the name change had been a shock to her and she hoped that the Commission would change the name back to Point Hudson.

David Griswold stated that, in his opinion, the name Hudson Point added unnecessary confusion and stated that he hoped the Commission would change the name back to its historically accurate one of Point Hudson. He informed that he had attended the meeting at which time the name had been changed and advised that if he had realized then the implications involved he would have spoken against it immediately.

Alex Spear stated that he had been a resident of Port Townsend since 1979 and expressed his reverence of the entire area, which in his opinion, was unique and special. He expressed his hope that the name would be changed back to Point Hudson.

Bruce Tipton stated, in his opinion, it was a complete waste of the Port's time and energy to have changed the area's name as everyone in the community understood it to be Point Hudson. He stated that he would like to see the name revert to Point Hudson.

There being no further public comments, Commissioner Thompson closed the Public Hearing at 7:08 PM.

Commissioner Collins reflected that a guiding idea of a name in a community of a common place really belonged to that community and changes ought to be done through that community and not by the current operators of the facility. He advised that it seemed that the Commission had heard a fairly strong statement from the community that it would like to see the name returned to Point Hudson.

Commissioner Beck stated that he appreciated all the historical research that had been done by those concerned and all of the community input. He observed that Point Hudson had a "nice ring to it" and thought that the Marina should return to that name.

Discussion followed.

Commissioner Collins put forth an idea that an interpretive center be placed somewhere in the area which would be a record of the history of the place and to honor those who had been stationed here while serving in the military.

VI. OLD BUSINESS:

A. Business Moorage Policies:

Mr. Crockett reminded that the topic had been discussed at the March 26, 2008 meeting in which the center dock at Hudson Point had been designated for business moorage space. He also addressed the fact that the Port's Rules and Regulations regarding business moorage needed updating.

Mr. Radon provided background and explained the area at Hudson Point, which had been designated for the commercial/charter operation support of business ventures on the water. He explained that the kind of policies that should be utilized by Staff to operate those facilities needed to be established. He explained that the current business space policies (used at PTBH Marina) were listed in page 9 of the Commission packet and that they should be amended to list Hudson Point as well as the slips in Boat Haven. He also informed that at the time of the March 26, 2008 discussion there had been four businesses that had expressed interest in space, and that two more had requested space since then. Mr. Radon reviewed each of the points listed.

There was discussion regarding Point 84.7 which states that business moorage would be charged 125% of the established rate for similar designated spaces (at PTBH).

Mr. Radon resumed with discussion of the two remaining points which addressed a waiting list for business slips and rafting in business spaces. He informed that rafting at Hudson Point would impact Staff's ability to assign slips because the Marina was not wide enough to accommodate two vessels side by side off center dock.

Discussion followed regarding the policy and the determination that language specific to Hudson Point needed to be included and clarified.

Also discussed was the establishment of criteria for defining a charter business, such as the number of passengers over the course of the season.

Paul Stohlman stated that he had a number of comments regarding the Commission addressing putting a number of passengers per year, as he intended to go out sailing with as many paying customers as was possible. He advised that, in his opinion, it would become obvious to the harbor manager if the charter business was not really a business and did not leave port at which time, the owner should be approached with the fact that there were other businesses waiting for a slip. He stated that he expected to pay the 60 cents per person "head fee" but hoped that a requirement of a certain number of passengers would not be enacted.

Mr. Crockett proposed that the subject be reviewed in late September or October to determine how busy the start up businesses had done during the summer and then decide on criteria.

Kaci Cronkhite added that there were a number of things that were being done with the boats, such as displaying the Marine Trades in the community. She advised that she did not want to teach "learn to sail" but, rather wanted to get folks interested in boating so that they would take the courses that were already being offered. She stated that she did not want to do the Marine Trades business on her boat. Some of her business might be writing and sailing which, she stated, dovetailed with Centrum's writing workshops. She advised that her business, therefore, was not a typical charter business. She expressed her hope that the Commission would decide to allow the businesses a year to achieve certain goals before making it necessary to meet rigid criteria such as a requirement for a certain number of passengers, etc.

Commissioner Thompson advised that as it was commercial moorage there had to be some criteria by which to determine if it was truly a commercial venture.

Discussion followed.

Bruce Tipton stated that he appreciated the Port expressing some caution before establishing rules because he did not think there was a way in which to compare Ms. Cronkhite's business to the Glacier Spirit as her boat was 30 feet and could not be expected to take out 400 passengers in a year. He stated that, in his opinion, the insurance requirement demonstrated the viability of a business. In his opinion, he said, the Port should provide some latitude to allow the new businesses to develop.

Mr. Tipton (skipper of the vessel "the Ragland") inquired about the Port's policies regarding rafting, stating that he did not fully understand the system. He asked if those boats who rafted were required to pay the same amount as the slip lessee. He advised that he had never complained about boats being rafted to him even though it meant that they had to walk across his deck to get to the docks. He informed that he paid moorage for his slip at Boat Haven but did not receive a discount for allowing other boats to raft. He explained that a large 60-foot vessel had been rafted to him and he had not received a phone call from the Moorage Staff to alert him that it was

going to happen, if they had, he stated, that he would have been present to help the other boat tie up correctly.

Discussion about the situation followed.

Lisa Vizzini stated that the “Linda Grace”(a difficult to handle boat) was currently rafted to the “Ragland”. She informed regarding her experiences with business moorage and rafting.

As a follow up to counting the number of passengers a charter business takes out in a year she reflected that all charter skippers keep a log and it seemed like a an easy solution to her for the skipper to provide the log if there was any question regarding the active nature of the business.

Discussion followed.

Mr. Crockett recommended that Staff redraft the Business Moorage policy and bring it back to the Commission for review. He advised that Point 84.7 (regarding the charges) still needed resolution, and suggested that further discussion on it be held.

A lengthy discussion followed.

II. NEW BUSINESS

Mr. Crockett asked that this topic be moved up on the agenda so that those involved did not have to wait until the end of the meeting agenda.

C. Approval of Assignment of Lease for Hallinan Enterprises at Jefferson County International Airport.

Mr. Pivarnik provided topic background and information. He advised that Mr. Harris had reviewed the lease assignment from American Marine Bank which was for a business reorganization and corporation name change.

Commissioner Collins moved to approve the Assignment of Lease for Hallanan Enterprises at JCIA. Motion carried by unanimous vote.

A. Northwest Mountain Regions Airport Conference:

Mr. Crockett informed that he and Mr. Pivarnik had just returned from the annual FAA Conference (for the Northwest Region) held at Sea-Tac. He advised that previous conferences provided Congressional Legislative updates and new rules that would have to be followed at JCIA, which this one did not do. He reminded that last year a survey had been conducted at JCIA to record all of the aircraft tail numbers at the airport to complete a survey for the FAA. The FAA, he stated, had been going to use the results of the survey to determine the amount of Airport Assistance Allocation (up to \$400K for larger airfields) for different size airports with the assumption that if there were more home based aircraft at an airport, there would be more maintenance and other issues. However the bill failed to pass Congress, reported Mr. Crockett. The FAA was going to try again, and so we needed to update the tail number survey. Last year there were 106 home based aircraft at JCIA.

A short discussion followed.

B. Approval of Warrants:

Warrant #039247 through #039277 in the amount of \$38,756.88 for Payroll
Warrant #039278 through #039284 in the amount of \$23,333.12 for Accounts Payable and Payroll Benefits
Warrant #039285 through #039335 in the amount of \$125,808.71 for Accounts Payable

Commissioner Thompson moved to approve the warrants. Motion carried by unanimous vote.

VIII. STAFF COMMENTS:

Mr. Harris advised that Mr. Taylor had informed him that a vessel owner whose vessel had been seized by the Department of Natural Resources (DNR) and subsequently chained at Boat Haven was suing the Port. The vessel, informed Mr. Harris, had been declared by DNR to be derelict, a danger to navigation and possible environmental contamination. He advised that DNR had the authority to seize vessels to prevent them from running aground or causing any kind of damage.

Discussion followed regarding the vessel and what had brought about the current situation. Mr. Harris informed that he would be in contact with the State Attorney General (who represented DNR) and hoped to resolve the matter with them.

Mr. Radon advised that DNR had asked the Port to secure the vessel on their behalf and had represented that they would take care of the moorage and clear the vessel either for haul-out or heading back out to sea if seaworthy.

Mr. Radon informed that, as was typical of this time of year, the Yards were very busy. Shrimp Season, he said, opened to the Tribes on April 26th and then opened to recreational shrimpers on May 3, 7, 10 and 14th in Quilcene. He advised that it was hoped that the electrical would be finished in time as work on it was progressing. As the restrooms might not yet be functional, he had ordered additional sanicans for the Shrimp Season.

He stated that Peter Wiant had delivered what was hoped to be the final BMP video which included the latest edits by the Department of Ecology and Staff.

Mr. Pivarnik informed that Potelco was setting the electrical transformers in Quilcene and it was hoped that the electrical would be up and running by opening day of the Shrimp season. He stated that Jefferson County had advised him that if the electrical was in, it would issue a Temporary Use Certificate for the shrimping season and afterwards go through their whole final on the septic after the season.

Caicos Corporation, he stated, was at Hudson Point and was working with Maintenance Supervisor, Larry Aase and Reid Middleton. It was hoped that all structural issues and cosmetic issues on the punch list would be completed within the next two weeks. A schedule was yet to be determined for the remaining dredging to be done in the fall.

A brief discussion followed regarding Quilcene.

Mr. Crockett reminded that the second Strategic Planning session would take place on Friday, April 25, 2008 at the Timberhouse Restaurant in Quilcene. He advised that he and Mr. Pivarnik would be meeting with the Consultants prior to discuss the process and timeline.

Mr. Crockett informed that an Executive Session was needed for discussion of a real estate and personnel issue.

IX. PUBLIC COMMENTS:

Clare Candler explained why he had been the only person who defended the name Hudson Point by stating that, in his opinion, there had been enough public process to allow the topic to be discussed thoroughly before the name was changed. He provided background on Port meetings he had attended in the past where he was the only citizen present. In summation, he stated that he believed the entrance sign to the Marina should list both names: Hudson Point and Point Hudson to avoid possible future confusion.

X. COMMISSIONER COMMENTS:

Commissioner Collins inquired about a subject he had heard about that NOAA was looking for a new Port to moor their research vessels (they are currently moored in Lake Union) and wondered if that would be something the Port could offer.

Mr. Crockett informed that the topic had been discussed off and on for over eight years and that the NOAA vessels were just too large (in the 200+ foot range) for our facility.

A brief discussion followed regarding the infrastructure needed, the uplands space needed, and that it would be a great way to diversify our local economy.

Commissioner Beck informed on the recent RTPO meeting he had attended in which a discussion regarding the May – June, 2009 Hood Canal Bridge closure and how to resolve transportation issues surrounding it was held.

A thorough discussion followed.

Commissioner Thompson remarked that he was pleased that Quilcene was about to be operational again.

A brief discussion followed regarding the septic system now in place in Quilcene.

Commissioner Collins informed that the Marine Trades Association wanted to schedule workshop agenda time to report back to the Port regarding their recently completed survey.

XI. NEXT MEETING: will be held *Tuesday, May 13, 2008 at 10:00*, workshop preceding at *9:00 AM*, in the Port Commission Chambers, 375 Hudson Street, Port Townsend.

XII. EXECUTIVE SESSION:

The regular meeting recessed at 8:23 PM into Executive Session, which began at 8:43 PM, for a discussion regarding a real estate matter and a personnel issue, for 13 minutes with no expected action.

XIII: ADJOURNMENT:

The regular meeting reconvened at 8:56 PM and adjourned at 8:57 PM there being no further business to come before the Commission.

ATTEST:

David H. Thompson, President

John N. Collins, Secretary

Herbert F. Beck, Vice President