PORT OF BELLINGHAM

MAC (MARINA ADVISORY COMMITTEE) MEETING
TUESDAY, JANUARY 13, 2009
SQUALICUM HARBOR OFFICE
BELLINGHAM, WASHINGTON

Minutes

Committee Members Present:
Peter Border
Ham Hayes
Jeff Hegedus
Ron Kleinknecht
Paul Lavelle
Tim Mumford
Joe Orem
Jim Splaine
Doug Sterrett
Jerry Writer
Jim Young

Committee Members Absent:
Mark Gumley
Gene Knutson
Roger Van Dyken

Port Representatives Present:
Dan Stahl
Pam Taft
Andy Peterson

Committee Members Excused:
Ryan Kapp

Visitors/ Guests:
Jonathan Knowles
Jack Weiss
Paul Sorenson from BST Associates

Roll Call

Jeff Hegedus called the meeting to order at 6:00 pm.

December 9, 2008 Minutes

An error on page 3 of the December 9th, 2008 minutes was brought to the attention of the committee. The sentence "Marine Use would be raised $.11 to $.38 per square foot." should be changed to "Marine Use would be raised 11% to $.38 per square foot." Ham Hayes made a motion to approve the December 9, 2008 minutes as corrected. The motion was seconded by Jim Splaine. The motion to approve the minutes passed unanimously.

Public Comment

There was no public comment.

Welcome to New Members

Both Dan and Jeff welcomed the new members to the MAC. Dan reviewed the approval process with the Port Commission at their meeting in December. Jeff reviewed the intent of Port Resolution 1144 which set the basis for the MAC. Jeff also reviewed the Rules of Order established last year by the MAC. There is a new Bellingham City Council representative for 2009. Gene Knutson will be taking Jack Weiss's position. Jack Weiss is still interested in MAC issues, however, and will continue to attend meetings as he is able.

ASB Slip Mix

The big item on the agenda for the meeting was the ASB slip mix. Dan Stahl outlined the agenda item which included 3 separate PowerPoint files, a guest speaker (Paul Sorenson from BST Associates), and Dan's request for the MAC to consider taking action tonight so that the Port Commission might have a clear signal from the MAC as it addresses the same issues at its Work Study meeting next week.

Design Changes in Recreational Vessels – Moorage Planning Considerations

Dan started with the overview that the Port's intention in developing a slip mix to use in the design of the new marina is intended to compliment the Port's existing inventory of slips at both Blaine and Squalicum harbors. The Port currently has approximately 1,700 open, recreational slips (i.e. excluding boat houses and commercial boats) and the ASB will be adding approximately 350 slips. The design of the ASB will include fairways at industry standard (approximately 1.5 times the controlling slip length, with NO overhangs). Therefore the entire length of the vessel including bow pulpit, swimstep, dinghies, and outboards need to be covered by the length of the slip. This is an important design criteria that drives many of our decisions for the design of the marina.

For the benefit of the new members, Dan gave an overview of the process that the MAC has accomplished to date. Having done that, Dan walked the MAC through a powerpoint presentation called **"Design Changes in Recreational Vessels – Moorage Planning Considerations."** The PowerPoint presentation consisted of twelve slides that represented different potential vessels that are currently moored at Port facilities. The purpose of the presentation was to look at the changes in design between vessels that are currently being made and those that were widely in circulation the last time that the Port did a major redevelopment in Bellingham. That last major redevelopment in Bellingham was the dredge and build out of the inner basin at Squalicum in the 1980s. The graphics compared vessels that were prominent in the 1980s with those that are prominent with today's customer base 30 years later. The PowerPoint presentation is being developed as a communications tool for use by the MAC, the Port Commission, and the general public. MAC members were asked for advice on how the presentation looked and if the numbers represented MAC members' understanding. MAC members agreed that over time vessels have gotten longer - even for the same relative size of vessel (length on deck) the length overall including bow pulpit and swimstep have gotten larger. A current

example is the 2858 Bayliner that has a length on the deck of 28 feet but a length overall including swimstep and bow pulpit of 33 feet. This is a vessel that would typically go into a 36 foot slip even though the vessel is ostensibly a 28 foot boat. Another trend identified is that vessels have gotten beamier. The MAC worked through a discussion on sailboats that showed the increase in beam. MAC members suggested adding an additional graphic that showed a vessel with a dinghy on the back as this can often add a significant amount of length that has to be accommodated by the slip.

Squalicum Harbor Overview – Slip length by Gate

Dan then moved to an overview slide of Squalicum Harbor which shows the average length of slips by gate. The MAC talked at length about the number and type of small vessels in the inner basin.

- Gate 8 average slip length is 28 feet.
- Gate 9 average slip length is 31 feet.
- Gate 6 average slip length is 36 feet.

A discussion ensued about the eventual replacement of these floats. Given the current regulatory environment, there is significant uncertainty regarding the Port's ability to dredge Squalicum Harbor before floats are replaced (upland disposal is just not cost effective). Given the possibility that the Port may not be able to dredge, these slips may be replaced with small slips, even though demand continues to shift to longer and wider boats. The Port should consider this factor before it builds the new marina.

Paul Sorenson from BST Associates: Slip Distribution Analysis – ASB Marina – Final Draft Report

Dan then introduced Paul Sorenson from BST Associates. Paul presented a presentation that reviewed his study titled **"Slip Distribution Analysis – ASB Marina – Final Draft Report"**. Paul explained the process that was followed for him making his recommendations on a slip mix for the ASB marina. The first step was to evaluate the Port of Bellingham's existing tenants including our waitlist and our berth change request list (BCR). Paul then looked at several case studies from the Port of Everett's new 12th Street Marina and the Port of Seattle's Shilshole Bay Marina reconfiguration. Paul covered each of these in turn. As Paul looked at the existing slip distribution, the Port of Bellingham has 79% of the recreational slips in our current inventory 40 feet or less. This demonstrates that the marinas are small boat harbors. We have peaks in the 26 to 30 foot category as well as the 36 to 40 foot category. Paul reviewed for the MAC the Port's history with the enlargement of Blaine Harbor that the Port undertook back in 2001. The Port was able to absorb those 300 slips in approximately five years or 60 slips per year. The slips that were longer than 40 feet leased up much quicker than the smaller slips. Since Blaine Harbor became full the Port's waitlist has increased fairly rapidly from 97 vessels in 2004 to 395 at the end of 2008 (current data). Paul next reviewed the berth change request and waitlist characteristics for our current lists. These showed peaks in vessels for 36, 40, and 50 feet. Paul then reviewed some of the trends in the forecast that he has seen in other marinas around the country as well as in our own back yard in Puget Sound.

- Vessels are getting longer and wider.
- In general the rate of growth has increased as the length of boat increases.
- Drystack is becoming more and more popular for vessels under 35 feet.

Paul then reviewed the case studies for both the Port of Everett 12th Street Marina and the Port of Seattle Shilshole Bay Marina. Both of these recent projects resulted in longer slips being developed for the reasons that Paul had mentioned. Significant discussion with the MAC ensued about both of these redevelopments and their application to our current situation at the Port of Bellingham. This background set the stage for a lengthy discuss about Paul's recommendations which are summarized in his report in Table 8 on page 12 and Table 9 on page 14.

One point that drew a lengthy discussion on Table 8 was the number of slips in the 36 to 40 foot design length. Paul Sorenson's recommendation included 64 slips in this category or approximately 18.7 percent of the number of slips in the ASB. This was contrasted with the number on our current waitlist at 132. After a lengthy discussion it was the consensus of the MAC that the designer of the marina, KPFF, needs to look very carefully at this category (36 to 40 foot slip length) and include that in their analysis with the next category, 41 to 45 feet, of which the Port has only three slips in Squalicum and 46 in Blaine. The MAC felt that if KPFF would include its preliminary design to cover both of those slip lengths that the design could accommodate the existing waitlist. In addition, the larger slip size allowed for projected boat size growth as predicted by BST's modeling. Jeff Hegedus noted that if the ASB were constructed as currently recommended by BST's analysis, almost three-quarters of the Port's slips would be for vessels of less than 45 feet. He felt this was consistent with the Port's project objectives in acquiring and developing the ASB. Jim Splaine made the comment that the larger vessels generate more jobs and income for the local marine trades than do the smaller vessels. After further discussion a motion was developed by Ham Hayes and discussion with the MAC that read as follows: "That the MAC is favorable to the proposed slip mix but wants the design of the ASB to look at both the 36 to 40 foot coupled with 41 to 45 foot slip lengths with respect to the Port's current inventory of slips of that length and the corresponding number of vessels on the waitlist for those slips." The motion was seconded by Jim Splaine and passed unanimously.

Web Locker Update

For the benefit of the new members Dan reviewed the MAC work program in 2008 regarding the web lockers. Over the past year, the MAC worked through an extensive discussion both on language changes for the Port's Rules and Regs, and Moorage Tariff No. 1, which was focused on redefining uses so that the web lockers would be used for their intended purpose which was the support of active commercial fishermen. The MAC then reviewed storage rates for the web lockers to coincide with the previously adopted use language. The update is that the MAC's recommendations were folded into Port staff's presentation to the Port Commission at their January 6th, 2009 meeting. The Port Commission appreciated the work of the MAC and adopted their resolution without change. Pam gave a general review of the next steps for staff in implementing these changes to the web lockers in Blaine and Squalicum. She may have more detailed information at the next meeting. The new rates are intended to go into effect on June 1, 2009.

Get NOAA

Dan reviewed for the MAC members the Port's current efforts toward attracting NOAA to relocate from Lake Union to the Port of Bellingham Shipping Terminal. Dan passed out Issue No. 2 of the Port's Get NOAA Newsletter and reviewed the schedule for completion. Dan commented that this will be an expensive project as NOAA has raised the bar with requiring seismic certification as well as LEED Silver Status for all their facilities. The MAC was appreciative of the Port's recruiting efforts and asked to be kept informed as progress continues.

Staff Updates

Due to the lateness of the hour, it was decided to not add any additional updates at this time. There was question, however, about increasing the MAC's visibility on the Port's website. This is an issue that has been previously discussed. Dan will follow up with IT to see what it would take to make the necessary changes.

With business concluded Jeff Hegedus adjourned the meeting at 8:25 pm thanking the MAC for their active participation in developing a robust and grounded recommendation for slip mix for the ASB and wished everybody again a Happy New Year!