



THE CITY OF WHITTIER

Gateway to Western Prince William Sound

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**PORT & HARBOR COMMISSION
SPECIAL MEETING
Thursday, June 8, 2017
Homeowners' Lounge, BTI Building
6:00 pm**

MINUTES

CALL TO ORDER

Ed Hedges called the meeting to order at 6:01 pm.

OPENING CEREMONY

Ed Hedges led the Pledge of Allegiance.

ROLL CALL

Commission members present: Ed Hedges, Greg Clifford, Brad VonWhichman, Arnie Arneson, Dave Goldstein, and Mark Mitchell

ABSENT MEMBERS

None

ADMINISTRATION PRESENT

Kyle Sinclair – Harbormaster
Mark Lynch – City Manager
Scott Korbe – Director of Public Works
John Li – Finance Officer
Naelene Matsumiya – Office Assistant

PUBLIC CITIZENS PRESENT

Charlene Arneson, Dave Dickason, Derrick Ames,

APPROVAL OF AGENDA

MOTION: Dave Goldstein made a motion to approve the Special Meeting Agenda of June 8, 2017 as is.

SECOND: Arnie Arneson

DISCUSSION: None

Mark Mitchell, Yes; Arnie Arneson, Yes; Brad VonWichman, Yes; Dave Goldstein, Yes;
Greg Clifford, Yes; Ed Hedges, Yes.

VOTE: Unanimous

APPROVAL OF MINUTES

MOTION: Arnie Arneson made a motion to approve the Port & Harbor Regular Meeting Minutes of April 6, 2017 with amendments.

SECOND: Dave Goldstein

DISCUSSION: Dave Goldstein made some corrections to the minutes for clarification and pointed out some grammatical errors as well. The most important correction was his changing of *square ft.* to *linear ft.* when discussing lengths of the floats and fingers of the harbor.

VOTE: Unanimous

SPECIAL MEETING ITEMS

A. Approval of the April 6, 2017 Port and Harbor Regular Meeting Minutes

Discussed.

B. Establish a Procedure for Production, Review and Ratification of Minutes

Dave Goldstein addressed the gap between the spring and fall meetings and asked if there was a procedure the Commission could adopt to make the approving of the minutes simpler instead of having to hold a special meeting. Mark Lynch, City Manager, described the process of creating resolutions. He said that these resolutions could go in front of Council without having to hold a special meeting. He explained further saying that if the Commission members were to discuss recommendations and items that need to go to Council, a resolution would be the best solution. Arnie asked if a meeting needed to be held to create these resolutions. Mark answered that it is not necessary. He informed the Commission members that Council members write resolutions as well. He reminded them that resolutions could be amended at the Commission meetings. Mark added that resolutions are preferred 2 weeks in advance before the City Council meetings.

C. Review Plans for Phase 3 of the Harbor Rebuild

Dave Goldstein expressed his concern about the Harbor and asked about the final sizes of the floats and fingers. He asked if the sizes of the fingers have been released to the public and if they compare to the Council approved plan. He addressed another concern, which was the size the fingers used to be in the old Harbor. Dave Goldstein said that he isn't sure of what the Harbor will look like after the reconfiguration. Dave described the slips and fingers as they used to be. He then talked about the triangle piece and he noticed the power pedestals were on the triangle pieces. He asked the Harbormaster if transient vessels are supposed to utilize these power cables. He mentioned that he did not want to be charged for the power a transient vessel used while it was in his slip. The Harbormaster replied that the cables belong to the vessel. Chairman, Ed Hedges, commented that the Harbor could put a lock on it so that only the owners could have access to it. Kyle Sinclair clarified that a dock checks and meter reads are conducted every morning and every time a transient vessel is docked in a berth holder's slip, the meter is then charged to them.

Dave Goldstein went back to the issue about the sizes of the fingers on the rebuild. The City Manager stated that they have been working on this plan since 2014. Mark Lynch distributed copies of the Harbor's final plan and discussed it with the Commission. Mark described the Modular System and how floats can be adjusted similar to Lego blocks. He continued to describe the plan to the Commission.

The Harbor Project Manager from Bellingham Marine, Derrick Ames presented another version of the plan and passed it around to the Commission members to better visualize what the Harbor will potentially look like. The City Manager explained that the docks will be illuminated at the ends so that they are visible during the night and talked about when the project will be completed.

Derrick Ames explained the plan further. He told the Commission that since the Harbor will keep the C-D connector up they don't have the ability to move B over. He said that he is scheduled to meet with the Harbormaster and a member from the Council to discuss the berth widths. Director of Public Works,

Scott Korbe, clarified the issue with the C-D connector was that it offset temporarily for reconstruction during these phases. Who stated that the first year that this was implanted, the Harbormaster at the time, Cole Haddock, discovered its function ability of having a large turning basin in that area and saw that the bow pickers were accommodated very well. He mentioned that there was also a cost analysis done and the revenue that they were generating from the bow pickers were greater than permanent moorages that they received. He said that Andy Dennis, the Harbormaster after Cole Haddock, confirmed this to be true so he decided to keep the C-D connector in place.

Derrick Ames pointed out the differences in the design layout that Mark had distributed and compared it to the plan he had. He commented that the project has evolved. The City Manager explained that Council approved to remove every other piece because taking them all out will create the risk of vulnerability to the whole structure. Derrick retorted saying, "You *could* take them out, but here's the issue with your harbor: your walkways used to be 8 ft. wide; A, B and C. You went to 6 ft. wide to maximize finger lengths. Now, because we're at 6 ft. wide, the power sitters cannot sit on the walkway. ADA requires 4 ft. max for dock carts or wheelchairs, etc. ADA requires 48 inches clearance between pedestals. So now, we had to take those pedestals and push them out on the tri-frame. That is why you're retaining one tri-frame on each side."

Dave Goldstein commented that Council agreed on no triangles rather than every other triangle. He asked Dave Dickason, a Council member who was in the audience, if he can confirm. Dave Dickason replied that he wasn't 100% sure if Council approved it or not. Dave Goldstein also commented that according to the plan that was approved by the Council, it shows more focus on the larger vessels. He described the changes to the Commission saying, "I'm looking here where Charlie and Delta are and those will be 36 ft. fingers instead of 40 ft. We also have 46 ft. fingers that were between Bravo and Delta and Charlie. On the west side of Bravo, there were 54 ft. I think the reason they did a survey was because there were some vessels that they were trying to accommodate that were larger than that. We went from 24 to 28 to 32 to 36 to 40 to 46 to 54. So you basically took care of the 10% allowance in these fingers and these lanes were set up so essentially you have the same size finger going into the same length. And in between Echo and Foxtrot, there's only 4 ft. difference, so I assume the lane is large enough to accommodate that. But I also don't see as many 40 ft. fingers."

Derrick Ames clarified, "You have a walkway that was 8 ft. wide and you have 40 ft. fingers. When you took your walkway and went two foot narrower. I still have to engage those piles with my fingers. These fingers have to engage a pile. So, we kept this side 48 and we stretched this finger out to 50 because we know that it's better than making two 49's." He clarified one last time by reading the sizes from left to right. Dave Goldstein asked about the different sizes of the floats on both the east and west end and if the lanes will accommodate 40 ft. boats. Derrick answered that the reason the 40 ft. floats are going to be removed and replaced by 42 ft. was to grab the pile for structure reasons.

CITIZENS COMMENTS

None

COMMISSION COMMENTS

Greg Clifford went on the record to relay a message from Matt Kopec regarding the City Passenger Dock saying, "1) There are a handful of commercial operators that have used the dock when weather permits since Major Marine left. This was done to relieve congestion problems that were occurring and will occur in the harbor. 2) Among these daily users no problem exists. 3) If changes to current use patterns are going to be mandated, it would be appreciated if current daily users were included in the discussion and if their input was considered."

Dave Goldstein responded that the Harbor Policy is clear in cleaning fish.

The City Manager stated that they are welcome to voice their concerns at these meetings. Greg replied that they're really busy during the times meetings are being held. Kyle Sinclair reminded the Commission that the harbor does its best to accommodate boats. Greg stated that he understood and agreed with the Harbormaster's statement.

NEXT MEETING ATTENDANCE PLANS:

Next meeting date: September 7, 2017.

ADJOURNMENT

MOTION: Arnie Arneson made a motion to adjourn the meeting.

SECOND: Brad VonWichman

DISCUSSION: None

Mark Mitchell, Yes; Arnie Arneson, Yes; Dave Goldstein, Yes; Greg Clifford, Yes; Ed Hedges, Yes.

VOTE: Unanimous

Meeting adjourned at 7:29 pm

Attest:  _____

Naelene Matsumiya

Office Assistant

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Ed Hedges

Chair of Port & Harbor Commission