

**CITY OF BEVERLY  
PUBLIC MEETING MINUTES**

CITY OF BEVERLY  
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2023 FEB 16 A 8:30

Board: Harbor Management Authority  
Date: January 18, 2023  
Location: Beverly Public Library - Barnet Gallery  
Members Present: Chair Paul Earl, Vice Chair Danielle Spang, Todd Callaghan, David Lane, George Simon, David Suminsby, Estelle Rand, Todd Rotondo  
Members Absent: Emily Flaherty  
Others Present: Sean Ciancarelli (marina manager), Peter Dickman (Harbormaster), Dylan Lukitsch (Economic Development Planner)  
Recorder: Brett Bauer

Earl calls the meeting to order at 6:50 pm.

**Approval of Minutes**

Rotondo motions to approve the November 30, 2022 minutes. Seconded by Lane. The motion is approved, 7-0.

**Financials Report**

Earl reports that the capital fund is up to \$551k, with \$74k encumbered in matching funds under the grants fund. They will be voting on an additional \$20-21k in matching funds for the Rowand's project. Earl notes that Ciancarelli has been doing a good job staying on top of receivables.

**Harbormaster Update**

Dickman reports that they are doing repairs work on the main patrol boat. The under-bridge boat has been active with the recent drawbridge failures. Dickman and another of his staff have started harbormaster training. The courses are mostly online with some in-person classes held in Falmouth. The staff person has paid for the course out of pocket. They have started a Facebook page for the Harbormaster's office with mostly photos and some educational content. He notes that Barrett is looking into grants for equipment including an outside call box and security cameras. Earl suggests bundling some of these capital improvements and funding through a Glover Wharf Improvement Fund. Rotondo asks if the new restaurant will have security cameras for the same areas. Lane asks if the HMA would consider funding harbormaster training for their office. Rotondo has discussed budget increases for personnel with the mayor and notes that the Harbormaster's budget has not been increased in many years.

**Rotondo motions that the HMA sponsor the current harbormaster training through reimbursement at up to \$2k per person, \$4k total, upon successful completion of the course. Seconded by Suminsby.** Spang asks if the other staff person taking the training plans to become an Assistant Harbormaster for Beverly. Dickman responds that he is part-time and has his own business, and is just interested in gaining the experience from the training. Simon asks if

harbormaster training can be added to the HMA's budget. Lane notes that this could be used as an incentive to retain good harbormaster employees. Rand feels that this should be a line item in the Harbormaster's budget. **A vote is called and the motion is approved, 8-0.**

### **Kayak Racks**

Earl and Suminsby are waiting for the mayor's office to approve before their application can go to ConCom. The change in the process is that the application now needs to come from the Engineering office instead of directly from HMA.

### **Falco and Dockwa**

Earl feels they are positioning themselves to automate the marina with the Falco and Dockwa collaboration, and he hopes to meet with Wynne and Lukitsch from the Planning department and Collins from the Engineering department to discuss his vision. Phase 1 would be to continue to monitor boat traffic at the transient float with Falco sensors and consider using Docwra's reservation system for the inner harbor transient moorings and a portion of the transient float. Phase 2 would include possible expansion of the mooring field. And Phase 3 might include expansion to Misery Island as well as the recreational slips. Callaghan questions how the dashboard calculates the average stay time and whether this data is reliable. Earl responds that the data is exportable so that they could adjust the intervals used to measure stay times. Callaghan also notes that the transient use of leased slips will require a full-time marina manager. Dickman notes that the Harbormaster currently manages the moorings at Misery Island and that an automated system could reduce their workload. Earl hopes to have a draft budget for the three phases at the next meeting. Lukitsch asks for access to the data, to look at it and play with it from an economic development standpoint. Callaghan asks if there has been any feedback from boaters or concerns from them about being monitored. Earl responds that they are pitching this as a security benefit and not emphasizing the monitoring, but also notes that only five boaters have participated thus far.

### **Chapter 91 Licenses**

Spang reports that no new license notices have been received.

### **Float Expansion Feasibility Grant**

Ciancarelli reports that GZA has not been focused on this, but he adds that since Foth is doing the feasibility study of Rowand's dock, it may make sense to have Foth study the float expansion as well. He will see how much work GZA has done at this point.

### **Commercial Hoist Construction Grant**

Ciancarelli continues to keep poking GZA about this and notes that the city is getting frustrated because they are at risk of missing the allowable construction season.

### **New Floats - Rowand's acquisition**

Ciancarelli reports that the City has officially acquired the property, and they are currently discussing the City's goals for the property and what could be done there. He notes that they may need to modify the Chapter 91 permits depending on the exact use the city and HMA intends for the floats. Rand would like to discuss the continued use of billboard advertising on city-owned property. Suminsby asks if a kayak launch from the float would work under the bridge. Earl responds that it should be included in the feasibility study.

Earl notes that \$700k has been budgeted for the entire project that includes demolishing the existing building, creating a parking lot, permitting, and the feasibility/design study for the new float with \$560k from a Seaport Council grant and \$140k in matching funds from the City. Earl has discussed with Ayles and suggests the HMA split the 20% match with the city for just the in-water portion of the project which totals \$207,295. **Rotondo motions to approve \$20,730 in HMA funds for 10% of the in-water costs of a new float project (half of the City's 20% required match). Seconded by Lane. The motion is approved, 8-0.**

### **Pump Out Boat**

Dickman reports that Ayles will be bringing this to the City Council and they will be close to having a new pump out boat for the start of next season. Jubilee has a committee formed to discuss a pump out facility on their dock. Dickman notes that they would run the pump out boat on weekends to take the load off of Jubilee.

### **Adding New HMA Members**

Earl asks if there are any suggestions for recruiting new HMA members. Lane says that a new neighbor of his has expressed interest, and he will ask him to forward a resume. Callaghan asks if there is anyone from the commercial marina they could recruit. Earl suggests that someone from Jubilee may be interested. He also asks if Rob Devers, the previous marina manager, might be interested. Lane will reach out to Devers.

### **Commercial Float - fee restructuring**

Spang reports that the working group came up with three options for potential policy changes. HMA hopes to seek input from commercial fishermen at the next meeting. One option is to create a double fee structure with a lesser amount charged to people who make more of their income through water-dependent uses / fishing. A second option is a double waitlist structure for commercial slips giving preference to vessels for commercial fishing and/or marine industry purposes. And a third option is to have a target percentage of commercial slips for full-time fishermen, and to fill slips from the waitlist accordingly. Rotondo has concerns about differentiating by other sources of income or the percentage of income derived from fishing as he does not want to discourage the entrepreneurial spirit of those trying to make some income from fishing. Suminsby responds that the purpose of the commercial marina is to support the commercial fishing industry so should HMA not be trying to encourage fishing as a full-time occupation? Simon has concerns about going down this road and asks if there are other ways HMA can support the commercial fishing industry. Earl asks if a distinction between commercial fishing vessels and charter fishing boats should be made. Many respond yes but Callaghan notes that in his position at the State they have tried to advocate equally for charter fishing operations

and he feels they also add value to Beverly. Spang highlights that the Beverly Waterfront/Harbor Plan calls for supporting Beverly's commercial fishing fleet but also notes that Beverly is underrepresented in excursion/charter services compared to other North Shore communities. Most feel that this is referring to tours or pleasure cruises rather than fishing charters. Dickman has observed that some lobster boats in the commercial marina never go out and the slips could just be cheap boat storage. Lukitsch suggests HMA could look at the motor hours of commercial boats and apply a surcharge for boats that are not going out. Dickman notes that several of the boats may not have motor hour meters, but it is suggested that the Falco sensors could be used for the same purpose. Callaghan suggests HMA seek input from the commercial fishermen as to the best way to self-identify. Earl likes the waitlist approach and suggests that HMA ask the fishermen how they feel about giving a preference to commercial fishermen on the waitlist. He acknowledges that dealing with boats that do not go out is still a challenge, and that HMA may need to phase-in an enforcement mechanism as current boats give up their slips. Spang suggests an opt-in sensor program to qualify for a discount as a way to address boats not going out. Suminsby suggests installing a key card system to use the hoist so HMA can tell who was actually going out to fish, and could also ensure hoist users were licensed/certified. Rand notes that as HMA seeks input from the commercial fishermen, HMA should keep in mind that they may not welcome increased competition at the marina.

#### **Transient Moorings/Dockwa**

Earl reports he has a zoom meeting coming up with Dockwa to discuss what can be done with bringing their service to the transient moorings and what rate the HMA could get from them.

#### **Birarelli Public Access**

Spang has no updates.

#### **CPC Grant for Ferry Way Landing**

Earl reports that the CPC application for the Ferry Way Landing project has been withdrawn. For the same issue that has tabled the Congress Street Pocket Park project - the land is a paper street with restricted uses.

#### **Other Announcements**

Earl notes that he will be meeting with the new Main Streets Executive Director. He also has a meeting coming up about climate change preparedness. And since the Ferry Way Landing project fell through, Earl thought lobster trap Christmas tree or pyramid structure could liven up the area.

#### **Adjournment**

There being no further business before the Harbor Management Authority this evening, Callaghan makes a motion to adjourn. Suminsby seconds. Motion to adjourn is approved (8-0).

The HMA Meeting is adjourned at 8:55 pm.