

**CITY OF BEVERLY
PUBLIC MEETING MINUTES**

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2021 SEP -8 A 10: 26

Board: Harbor Management Authority
Date: January 20, 2021
Location: Virtual via Google Meet
Members Present: Chair Paul Earl, Vice Chair Emily Flaherty, Todd Callaghan, Larry Herman, Don Neuman, George Simon, David Suminsby, Estelle Rand, Todd Rotondo
Members Absent: none
Others Present: Sean Ciancarelli (Marina Manager), Chris D'Alfonso, Gary Cohen
Recorder: Brett Bauer

Earl calls the meeting to order at 7:00 pm and roll call is taken.

Customer Parking

Earl notes that concerns about parking have been raised by customers of the recreational marina with the Glover Wharf apron side fenced off for construction of the new restaurant. Earl adds that HMA and the City are contractually obligated to provide 36 parking spaces exclusively for slip holders in both marinas. Several different options exist, including city-owned lots and nearby street parking, but there is also competition for these spaces. There is a State-owned parcel on Congress Street, just before the railroad tracks, that the State may allow the City to use. Follow up is needed with Mike Collins and/or the State. Earl suggests they could also ask Marty Bloom if the construction fencing could be adjusted to allow for some parking on the apron. Also, they could work with the City to better enforce overnight parking under the bridge. Earl asks for volunteers to form a working group with Ciancarelli to discuss and recommend options. Rand and Rotondo volunteer. Earl asks that they provide their recommendations and rank the contingency options. If possible, the recommendations could be presented at the February or March meeting and are needed by the beginning of April at the latest. Neuman suggests that if any type of parking permit or sticker is developed for slip holders, the same system is utilized after the restaurant is open. Gary Cohen, a recreational slip holder, expresses his appreciation for the options being considered and looks forward to being kept in the loop.

Approval of Minutes

Simon motions to approve the November 18, 2020 minutes. Seconded by Herman. Neuman provides one spelling correction. The motion is approved by roll call, 9-0.

Financials Report

Earl reports that the intake of revenues is tracking better than usual. Neuman raises a question about an expense listed under consultants and asks if this is the GZA expense and should it be

listed under capital projects. Earl confirms this is correct and notes he is still working with the City to make this correction. Ciancarelli reports that the contracts for the recreational customers went out two weeks ago, and the money should start coming in. He will make another round of phone calls to collect fees on the commercial side. And he notes that there is still one winter customer that has yet to pay.

Public Pier Planks Replacement

Ciancarelli reports that there is a \$15k grant to fund this project along with a \$5k contribution from the HMA. The project will include replacement of the fish cutting table and some plumbing. The grant money must be spent by the end of June.

Kayak/SUP Racks

Earl reports that the operations are now being handled by the Engineering Department and tracked in a Google Sheet. The deadline for existing customers to renew is February 15, after which spaces will be offered to those on the waiting list. Earl adds that the older rack at Lynch Park will transition to HMA managed racks. Bruce Doig will communicate this change to existing users and they will have an opportunity to continue using the rack through the HMA. Regarding the older rack at Rice Beach, Doig is not certain that it is on public property.

Press Release

Flaherty will post this item to the Glover Wharf Facebook page. Rand has posted this to Patch. And Suminsky has posted this to the Glover Wharf website.

Dredging Surcharge?

Neuman feels that charging a fee for dredging would be reasonable if there are many moorings that were dependent on dredging and if they dredged regularly (but they do not dredge regularly). He adds that they could get push back if they tried to institute such a fee. Callaghan agrees.

Bass River Debris Clean Up

Flaherty reports that all approvals have been obtained and she is just waiting for the estimate for the work. It may be possible to complete this in April. Callaghan notes that it may be helpful to note what debris is removed.

Obear Park Coastal Resiliency Study

Flaherty reports that they the City has been awarded a grant from CZM to conduct a resiliency study with a focus on erosion. She notes that a survey is available online.

Bass River CAD cell Seaport Grant

Neuman reports that he has not heard anything about the status of the grant awards and asks if someone should contact the Seaport Council. Earl feels it would be best for Neuman to contact them.

Birarelli Public Access

Neuman reports that he spoke twice with the owner of record of the property, who is the grandfather to the operators of the property. Neuman notes that the conversations were pleasant. The owner said he would talk with his grandchildren about the public access but that it would likely be difficult. Neuman recognizes the challenges, especially to making the public access ADA compliant. Neuman may suggest that the public access from the Kinsey property be extended out to the road and around the Birarelli property.

Congress Street Pocket Park

Earl has submitted the application for the CPC grant and is hopeful as it was awarded previously. He notes that City Planner Wynne does not seem to think there are any issues with the Right-of-Way (ROW) abutters at the end of Congress Street. Earl will connect with Wynne and ask if she has anything to prove there are no ROW issues, as the previous Planner was confident this was a minor issue for the project that needed resolution. Earl notes that Phase I of the project will be to clean up the area and make it usable. Phase II will include stormwater management. Callaghan asks if there is a minimal amount of pea gravel that could be added to cover broken glass and notes that he will reach out to inquire.

Commercial Area Grant - Hoist

Neuman reports that GZA was successful with the Chapter 91 issues, and it is now in writing that the project will be considered a minor modification. The next step is to submit a grant proposal. Earl notes that the total cost is \$750k. The match for the grant will be \$150k to be split between the City and the HMA. Earl will reach out to Bryant Ayles to confirm.

Falco Proposal

Earl notes that the City's standard contract for goods and services has been used for this proposal. The HMA would be responsible for monitoring the system's dashboard. Earl is willing, interested and capable of taking on this task. He also has the time available to monitor the dashboard. Earl feels this could help the HMA connect with their customers and notes that 30% of marina users have indicated an interest. It could also help connect marina users with downtown businesses. Beverly Main Streets has expressed interest in the pilot program. He adds that grant money may be available to support the continued use of this technology at the marina.

Herman motions to proceed with the contract for the Falco pilot project. Seconded by Rotondo.

Discussion:

Rotondo asks how long the pilot will last, and notes that it could be helpful to have the pilot span two separate boating seasons. Earl responds that the proposal is for 12 months to start in March, but agrees that covering two boating seasons could be helpful and that the start date could be pushed out. Callaghan asks how the app users would connect with the dashboard. Earl responds

that Falco would make the electronic connections, but the HMA would assist users in making connections with the app. Callaghan asks about how the payments work through the app and clarifies that the completion of payments for transient fees would somehow need to be communicated to Ciancarelli. Callaghan expresses his general concerns about possibly being over-promised and under-delivered on the utility of this system. There is some discussion about how transient boaters will learn about the existence of the app. Earl responds that Falco has indicated they intend to promote the app in various cruising media. Flaherty adds that her understanding of how geofences work is that notifications or ads can be pushed out to mobile devices as boaters come into the geofenced area. Neuman feels that the intrusion detector should be included in this pilot, as he feels this has the most utility to boaters. Earl will confirm that this is an option. Neuman is also concerned about liability and would like to see contract language added that removes any liability to the City to respond to alarms. Neuman raises a final concern about having to change batteries in several devices. Earl responds that the devices are low voltage and the batteries are expected to last three years. Simon asks if the system can be run without a full-time marina manager. Earl thinks this is possible but cannot know for sure until after the pilot is conducted. Both Earl and Callaghan note that they are getting approximately \$40k worth of technology and equipment for \$10k.

After discussion, the motion to proceed with the contract is subject to four conditions: 1) Approval by the City, 2) Contract language is added such that the City has no liability to respond to alarms, 3) Clarification that intrusion detection is included, and 4) The start date and/or term can be changed to cover two boating seasons.

A vote is taken by roll call and the motion is approved, 9-0.

Transient Float/Commercial Opportunities

Neuman reports that they had a conversation with Marty Bloom, but that he was busy trying to build a restaurant and not ready to think about opportunities on the transient float. Though he is aware of this idea from the HMA.

Main Streets 2030

Simon has no updates to report and has heard nothing about this in a while.

Pier Appendage, Fishing Float

Neuman feels that a fishing float must be addressed before they can talk about a pier appendage. If Neuman is able to meet with the Mayor, he could bring up the fishing float at that time. Earl adds that they could submit for the Seaport Grant for permitting and planning costs at the same time they submit for the Commercial Marina Hoist.

NSIV - potential partnering opportunity

Earl introduces the NSIV organization and notes they are located in the Cummings Center. They are interested in Blue Tech. Earl is unsure of the details but feels there may be opportunities for the HMA to collaborate with them. He could invite NSIV to the February or March meeting. Callaghan describes SeaTrac, a startup in Marblehead producing an autonomous sea vessel, as an example of Blue Tech. Callaghan also notes that the HMA's connection to people with boats could be a huge asset to those interested in Blue Tech. There are several research institutions on the North Shore that do not necessarily have great access to the water.

Facilities Committee Report

Suminsby reports that the Facilities Committee recommends keeping the commercial marina rates the same. Herman motions to accept the Facilities Committee's recommendation and keep the commercial marina rates unchanged at \$82/foot. Seconded by Callaghan. The motion is approved by roll call (9-0).

Other Comments and Announcements

Earl asks if they want to consider a Phase II on the signs project and notes they can think about for the next meeting. Earl asks if they want to revisit the viewing machines. Earl notes that the trash issues as Glover Wharf need follow up, and they may need to consider having different options for the recreational and for the commercial sides. Earl also notes they may want to consider changes to the marina contracts regarding parking.

Adjournment

There being no further business before the Harbor Management Authority this evening, Herman makes a motion to adjourn. Neuman seconds. Motion to adjourn approved by roll call (9-0).

The HMA Meeting is adjourned at 9:00 pm.