

**MINUTES OF THE WATERWAYS MANAGEMENT COMMISSION MEETING**  
**Tuesday March 8, 2022 - 4:00 p.m. Zoom Remote meeting**

**DCTV Archive: <http://75.147.58.17/CablecastPublicSite/show/7768?channel=2>**

A meeting of the Waterways Management Commission was duly scheduled for Tuesday, March 8, 2022. This meeting was held remotely through zoom due to the Governor's COVID-19 allowances for public gatherings.

1. The meeting was called to order by Chairman Hickey. Present and participating were Commission members: Gerald Hickey, Roger Race, Andy Herlihy, Kevin Murphy Patricia Sweriduk, and T.J. Salvidio. Also present was Bob Gauvin, Finance Committee and Partick Resendes - FOTH engineering. Economic Development Director Cody Haddad also joined later.
2. The **minutes** of the last meeting, 2/22/22 were reviewed and discussed. It was moved by Roger Race and seconded by Patty Sweriduk to accept and post the minutes as presented. All approved by roll call vote.
3. **Municipal Marina:** Patrick Resendes, engineer from FOTH engineering, was invited to discuss marina layout/design with the Commission. Roger Race outlined the key parts of the latest proposal. An extended fixed pier off of the existing pier will lead to a large concrete float and hold several wooden small boat floats. A protected lagoon will be formed on the lee side of the pier and floating dinghy dock. Longevity of the structure was considered. Increased access for short-term tie-up, landing for a public water-taxi, greater access to the food concession at Apponagansett Park and simplified haul-out and launch stationing are all intended benefits. The numbers show self-sustaining revenue and increased public demand to fill the planned spaces. Mr. Salvidio believes the proposal fits a large void in public access and is a "home run" design and huge benefit to the Town. Mrs. Sweriduk asks if expansion and growth are possible. That has been considered and built into the design as demand grows. Eventual growth will address the 90 plus boats described in the feasibility study, but starts with a smaller, financially sustainable number to begin with. The floats can be added to, reconfigured or repositioned to increase accommodation as demand increases. The proposed angle of new pier construction would deflect exposure to stronger wind and storm directions. The angle is important to deflect wind and wave fetch. Mr. Resendes raised the issue of raising the new pier height to stay ahead of sea level rise. He asked how it would tie into the existing pier, and reiterated the possibility of needing an assessment of the existing pier. Mr. Hickey asked if concrete floats would allow for the required 30" separation between the float bottoms and the harbor bottom. Mr. Resendes said that would be calculated during Foth's contract work. Mr. Resendes said that the height of the concrete float deck could become a "double-edged sword". Too high and dinghies are difficult to lift up, too low and waves will wash over it. Mr. Race states that the proposed design "ticks off" many of the boxes from our harbor management plan and serves the community well. Foth has not recently worked on the installation of concrete float marinas, but has been consulting with NB HDC on maintenance issues at their facility. Mr. Resendes noted that the bid process for procuring floats will not allow specifying one manufacturer. Some flexibility will be required. Mr. Salvidio stated that all 3 types of floats are able to be seen from the bridge in the north harbor. Mrs. Sweriduk noted that the Beverly Yacht Club in Marion has used concrete floats for over 10 years. When asked for a total construction/installation cost, Mr. Race estimated \$700,000 "all-in" for the proposed plan. Mr. Race moves, and Mr. Murphy seconds to accept the proposed design concept and move it along to Foth for development. Mr. Gauvin asks to clarify that estimated revenues for the beginning 44 customers is \$35,000 per year to the Enterprise Fund, with construction costs of \$700,000? Mr. Hickey asks Mr. Resendes for his opinion between aluminum, wood and concrete construction material. Some Mr. Hickey has spoken to feel that concrete is a nightmare to work with. He said that Pioneer won't work with concrete floats. Patrick explained the

difference is light and heavy duty use, construction costs vs. annual haul-out and installation costs. Mr. Hickey doubted concrete was right, but liked the protection created in the lagoon being formed, as well as the flexibility of the design. Mr. Murphy reported a 25 to 30 year life expectancy for concrete float construction. Mr. Salvidio ponders whether the cost of concrete float construction precludes more prevalent use and notes that the available grant funding gives the Town a unique position to enjoy the best construction. Mr. Race suggests that FOTH provide some sort of comparison and recommendation between construction options as part of their contract, providing the pros and cons of each option. Mr. Resendes cautions that the project cannot be designed to so high of a specification for storm resilience that no manufacturer will bid on the impossible (ie. 100 year storm standard). Mr. Murphy repeats his motion, seconded by Mr. Race, to move the presented concept along to FOTH for further development. Allotted unanimously by roll vote to approve.

4. **Public Comment:** Cody Haddad joined the meeting and was asked about whether the Town would be able to apply in May for SEC construction funding based upon the current discussions. Mr. Haddad answered that he believed an application could be made in time for the May SEC deadline. He did not want to start working on that application yet, but wanted to wait for more information to come from the FOTH work.
5. No further public comment. The next meeting is set for 3/22/2022 at 4:00 p.m. by zoom/remote.  
**The meeting was adjourned by unanimous roll call vote at 4:58 p.m.**