

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE AGENDA

Monday, May 8, 2017, 9:00 am
OSU Extension Office
1211 SE Bay Boulevard, Newport, OR 97365

- I. Call to Order
- II. Changes to the Agenda
- III. Approve Minutes:
 - A. February 13, 2017, Initial Committee Meeting
 - B. Monday, March 13, 2017, Regular Committee Meeting
- IV. Public Comment
- V. Committee/Chairman Reports
- VI. Staff Reports
 - A. Kent Gibson – update on ongoing maintenance and repair
- VII. Port Dock 7 Discussion
 - A. Discuss layout as it exists (refer to aerial view in packet)
 - B. Discuss possible changes of layout to enhance overall use of space
- VIII. Pacific Seafoods - Anthony J. Dal Ponte, Deputy General Counsel
 - A. Pacific Seafoods purchase of Trident facilities
 - B. Proposed development at the Hallmark wharf
- IX. Old Business
 - A. Status of Port Dock 5 Pier Rebuild
- X. Future Meeting Schedule
 - A. June 10, 2017 Regular Meeting
- XI. Future Agenda Items
- XII. Public Comment
- XIII. Adjournment

Regular meetings are scheduled for the 2nd Monday of odd numbered months at 9:00 am.

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The OSU Extension Office is accessible to people with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours in advance of the meeting to Port of Newport Administration Office at 541-265-7758.

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PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES

February 13, 2017
Initial Committee Meeting

I. CALL TO ORDER

Port Commission President Walter Chuck called the initial meeting of the Commercial Fishing Users Group Committee to order at 9:01 am at the OSU Extension Office, 1211 SE Bay Blvd, Newport, Oregon.

Committee Members Present: Mike Pettis (Pos. #2); Ted Gibson (Pos. #7); Gene Law (Pos. #8); Bob Aue (Pos. #9); Bob Eder (Pos. #10); Sara Skamser (Pos. #11); and Jeff Lackey (Pos. #12).

Committee Members Absent: Mark Newell (Pos. #3); Ernie Phillips (Pos. #4); Mark Cooper (Pos. #5); and Kaety Jacobson (Pos. #6). Position #1 is currently vacant.

Port Commission Liaison: Walter Chuck (Pos. #1), President

Management and Staff: Kevin Greenwood, General Manager; Pete Zerr, NIT Supervisor; and Karen Hewitt, Administrative Assistant.

Members of the Public and Media: David Jincks, F/V Sea Dawn; Steve Beck, Port of Newport Commissioner; Heather Mann, Midwater Trawlers' Cooperative.

II. INTRODUCTIONS

Chuck started with a statement of the purpose of the Committee, which was to provide guidance and recommendations to the Port of Newport Board of Commissioners on issues related to the commercial fishing docks and international terminal, port services and policies. Members present introduced themselves and their representation to the Committee.

III. ELECTION OF CHAIR/VICE CHAIR

Chuck asked for nominations for the Committee Chair. Eder nominated Skamser, seconded by Law. A vote was taken and Skamser was elected 7 – 0. Gibson nominated Eder as Vice Chair, seconded by Pettis. Eder said he expects to attend sporadically. A vote was taken and Eder was elected 7 – 0.

IV. REVIEW BINDER MATERIALS

Greenwood introduced the list of binder materials on the agenda. He asked that the Committee members bring their binders to each meeting. Port staff will send materials for future meetings electronically and will produce hard copies for the Committee members at the meetings. Greenwood advised that the Committee was formed according to Port By-Laws, and referred to the forming Resolutions in the binder. He also reviewed the contact information page included. Greenwood said that a representative for Port Dock 7 representative backed out. Pettis said he has 30+ years on Port Dock 7. Greenwood said the positions would see some overlap, but it was important to include a representative from each sector as future members may not have the same configuration. Greenwood reviewed Resolutions 2016-06 creating the Committee and Resolution 2016-10 amending the Committee. He said the positions would be four years, but the first terms would be staggered at 2 years and 4 years. At the end of a member's term, the General Manager will send an email asking if they would continue to serve. If not, then another representative would be appointed by the Port Commission. Greenwood said that Kent Gibson was absent due to illness today, but Gibson would be the main staff contact. The Director of Operations will also provide staff support for the Committee. The Director of Operations (DOO) position is currently open, but Jim Durkee is serving as interim DOO. Hewitt will either take minutes at the Committee meetings or provide someone to take minutes. Greenwood said the Committee could ask for additional staff support as needed. Greenwood asked that the Committee decide when they would meet. A consistent meeting date would allow for adequate preparation and noticing time. The Committee could form their by-laws as long as they were not counter to Port By-Laws and their forming Resolutions. By-laws could include the frequency of meetings, rules, how the Committee would be run,

etc. Greenwood acknowledged it would be difficult to get 100% attendance because of the fishing season. Skamser suggested meeting every other month. Greenwood reminded the Committee that a quorum would need to be present to hold an official meeting per public meeting law, and cautioned the Committee to avoid a “serial meeting.” Greenwood offered to spend time with Committee members who have not served on public boards to provide some guidance. Skamser proposed meeting on the second Monday every other month at 9:00 am beginning on March 13, 2017. Greenwood said a Special Meeting could be called by sending a request to Skamser, who would communicate with Hewitt to schedule.

The Committee also discussed the possibility of Committee members participating by phone. Jincks spoke to the public meeting requirements of meeting by phone. Greenwood suggested such a meeting could still be held in a public place with a speaker as long as the public had access.

Greenwood directed the Committee to the Capital Improvement List in the binder. He said the Port is responsible for its facilities. This list was comprised of items identified and prioritized internally by the facility managers. The list will be approved by the Board of Commissioners in May. This report was included so that the Committee was aware of the Port’s intentions. The ability to complete the projects was also determined by funding. On Port Dock 7, the electrical update has been completed, and the high-priority rebuild would require funding. Swede’s dock repairs were in progress. \$25K is budgeted; the income from Swede’s dock is approximately \$4K per year, based on moorage. The #3 hoist is a big ticket item. The Port Dock 5 Pier approach would be added this year, and would include approximately \$100K for permitting and engineering. The Port had approximately \$400K for capital projects for the entire Port last year. This does not include NOAA, which is a separate fund. Greenwood said Kent Gibson, North Commercial Harbormaster, has spent time working on a new Port Dock 7 design. The Committee could provide valuable input in the planning of this future project. This would be a big issue, especially if the Port is to accommodate larger vessels. There was some discussion about the electrical amperage needed at the Port Docks.

Eder asked if the Port was entirely responsible for the \$2MM for the Commercial Marina dredging. Chuck said yes, as the Army Corps only dredged the channel. Greenwood said that the Commission and staff reviewed priorities based on current information. For example, the Port Dock 5 rebuild was broken into smaller projects. Jincks said it had been more than 30 years since the Commercial Marina was dredged. The Port has been successful in keeping the area clean with replacing the breakwater. Gibson said that if Port Dock 7 were to accommodate larger boats additional dredging would be required. Pettis suggested adding caps to all pilings as they can help avoid damage to boats when the pilings are accidentally hit. Mann suggested contacting the Audubon Society for funding since the caps were to prevent birds from getting caught in an open piling. Skamser asked how much the hoist dock asphalt had cost; Greenwood said \$20K - \$30K. A full repaving of the lot would have cost \$300K - \$400K. Don Mann had previously applied for funding for this through Connect Oregon, but the award was not granted. The repair to the sinking area has approximately a 10 year life.

Skamser said there were other issues to address like parking. Chuck asked what the Committee would rank as a #1 priority. Skamser said they could come back to this at the March meeting. Law asked about the condition of the Port Dock 5 approach. Greenwood said OBEC estimated a 2 – 5 year life. Durkee is gathering information from facility managers and a priorities report will be submitted to the Commission next month. Greenwood said the laydown yard at the International Terminal has been a priority. Negotiations are ongoing, and financing is tenuous. Teevin may be bringing in private investors who would have access to the area in exchange. The Port cannot incur any more debt. Zerr said the fire water line loop was a city requirement. A secured area with controlled access was needed to meet Coast Guard regulations for NSTA regulated boats. Durkee said staff was looking into the options of renting or purchasing fencing. Eder expressed concern about the displacement of mid-water and distant water trawlers. Zerr said another Committee of Terminal Users would be discussing this. Eder suggested installing a second hoist at the east end of the IT dock. Jincks said this had been discussed during the design of the terminal and the recommendation was for a small crane rather than another hoist. Eder said a hoist would be better for users because of labor and staff availability when using a crane.

Greenwood referred to the rate Resolution in the binder. The Port Commission sets the rates, fees and charges for the Port. This Resolution has been in review since January, and is usually adopted in May or June. The Port tries to keep up with costs and expenses, and to have smaller increases each year rather than a large increase in a particular year. Skamser said the Committee could discuss this at the March meeting. Greenwood referred to the Facilities Code in the binder. He said this is the document that TCB Security follows and is reviewed and amended by the Port Commission. The final documents included in the binder are the Port Dock 5 pier approach report, port maps, and a Committee roster.

Skamser noted that the fees for forklift include equipment and labor charges. Greenwood said these fees had been split to help with setting policy. Skamser also said that as a lessee, there was some issue with getting complete invoices which caused confusion. Greenwood said there was an internal priority to enter service tickets in a timely manner. Eder suggested the ¾ hour minimum be reduced, since moving one or two pallets could take just a few minutes. Greenwood said there can be some degree of management discretion in issuing service tickets. He added the Port was making an effort to make procedure consistent for the Commercial Docks and International Terminal. Pettis said that the minimum charge could result in double billing for a service if a truck were delivering to several boats. Lackey requested that the Committee be added to the list of those receiving Commission Meeting information. Hewitt will add the Committee to the distribution list for agendas and meeting packets as a BCC. Greenwood explained that using BCC would avoid an inadvertent public meeting should the Committee members “reply all.”

Gibson asked who would be paying for damage due to the recent mudslide at the Port Dock 5 parking lot. Greenwood said the Port leased the lot owned by the Maritime Museum for \$1 per year. The lease includes an indemnity clause that makes the Port responsible for clearing what falls on the lot. Greenwood will be recommending to the Commission to end this lease in its current format. For vehicles with parking permits, the parking permit agreement includes language that absolves the Port of responsibility for damage. He has heard from several owners, and some are not happy with this. Beck advised that vehicle damage would be a comprehensive loss under the owner’s auto insurance. Their insurance company would evaluate the claim and subrogate if appropriate. Thankfully, there was no injury or loss of life. Greenwood said he is working with underwriters to update the language in the lot lease. In the short-term, the lot is closed. Skamser said she had sat in on the Museum meeting. She raised the possible alternate use of the crab docks, moving gear to make parking available at the Port Dock 7 lot. The City could be involved to get a real fix. Greenwood did thank the City for cleaning and gravelling the lot, which was in exchange for the Port lending a boat needed by the City. Greenwood also suggested considering the grassy area at Port Dock 7 and whether that could be used for parking or for storage of gear. Aue suggested the long term goal would be to pave the grassy area. Skamser asked if the Port Dock 5 plans included a bigger area for trucks to turn around, which Greenwood said were included in Option 3. Jincks said that any extension of the project beyond its current footprint would mean mitigation, which could be 1/3 of the project cost. In addition, the Yaquina Bay has not much mitigation area left. Greenwood asked the Committee to review pages 10 and 11 of the report, as he would like to see the Port complete planning and get the project “shovel ready” so that grants could be sought.

Skamser said she would like to set rates, Port Dock 5 ramp and short-term parking as the priorities for the meeting in March. Chuck said the Commission would also like feedback from the Committee on the priorities for the Commercial Marina. Port staff will email the facility managers project priorities to the Committee members. Lackey suggested that alternates be chosen for each representative to attend the meetings in the Committee members’ absences. Chuck said an issue with alternates would be consistency, but he understood it was not always possible for Committee members to attend the meetings. Jincks commented that usually if alternates would be used, each member would select their alternates who would need to attend a certain percentage of the meetings so they were aware of what had transpired. Skamser asked about the option of proxies, which Greenwood said was prohibited in the Port By-Laws. A suggestion was made to remove one member of the Committee so that six members would constitute a quorum, making it more likely a quorum will be present. Greenwood will call Kaety Jacobson of Sea Grant about the option of removing that Committee position, and he will recommend to the Commission that a provision be made for alternates. Any change would have to be made by Resolution of the Commission.

Prior to the next meeting, Skamser will meet with Kent Gibson and Greenwood to prepare an agenda.

V. ADJOURNMENT

Having no further business, the meeting adjourned at 10:45 am.

ATTESTED:

Sara Skamser, Chair

Bob Eder, Vice-Chair

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PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE MINUTES

Monday, March 13, 2017
Regular Committee Meeting

(The convening of the meeting was delayed in order to wait for a quorum to be present.)

I. **CALL TO ORDER**

Committee Chair Sara Skamser called the Regular Committee Meeting of the Port of Newport Commercial Fishing Users Group Committee to order at 9:33 am at the OSU Extension Office, 1211 SE Bay Boulevard, Newport, OR 97365.

Committee Members Present: Sara Skamser, Chair (Pos. #10); Bob Eder, Vice-Chair (Pos. #9); Clint Funderburg (Pos. #1); Mike Pettis (Pos. #2); Bob Aue (Pos. #8); Jeff Lackey (Pos. #11); and Walter Chuck, Port of Newport Commission (ex officio/non-voting).

Committee Members Absent: Mark Newell (Pos. #3), Ernie Phillips (Pos. #4), Mark Cooper (Pos. #5), Ted Gibson (Pos. #6), and Gene Law (Pos. #7).

Management and Staff: Walter Chuck, Port of Newport Commission Liaison; Jim Durkee, Director of Operations (Int.); Kent Gibson, North Commercial Harbormaster; and Karen Hewitt, Administrative Assistant.

Members of the Public and Media: Heather Mann, Midwater Trawlers Cooperative; Dietmar Goebel, Newport City Council; Rex Capri; Brett Hearne; David Jincks, F/V Sea Dawn; Kaety Jacobsen, Oregon Sea Grant; Steve Beck, Port of Newport Commission.

II. Changes to the Agenda

There were no changes to the Agenda.

III. Public Comment

None at this time.

IV. Meeting Minutes Regular Meeting 2/13/17

A motion was made by Eder and seconded by Lackey to approve the Regular Meeting Minutes for 2/13/17. The motion passed 6 – 0.

V. Port Dock 7 Representative, Clint Funderburg, and updated contact list

See meeting packet.

VI. Port of Newport Resolutions

- A. Commercial Fishing Users Group Committee
- B. International Terminal Users Committee

See meeting packet.

VII. Commercial Marina Priorities

K. Gibson introduced the staff report on Commercial Marina Priorities, and pointed out that additions to maintenance priorities from the prior version included rods and finger replacement. Skamser asked about the electrical replacements. K. Gibson said that at high tide the water goes half way up on the electrical boxes. He is looking to have them mounted underneath a couple feet higher rather than on the face. Skamser commented that dredging will be needed at Port Dock 7. K. Gibson commented that hard pan in that area makes it harder to dredge. Skamser asked about Swede's dock needs. K. Gibson said that was supported by pilings reused from Port Dock 5. If they needed replacement, he would propose moving the dock 50 feet or so to allow for future expansion of the hoist dock. Chuck said they could talk about these projects, but the Port can't move the dock; if the Port were to expand new permitting and mitigation would be needed, which would add 20-30% to the costs. Eder asked if K. Gibson could sketch what he meant on the white board, which K. Gibson did. (A photo of the sketch is appended to the minutes.) Right now, there is a boat house there. There are about 19 pilings, 16 of which need to be replaced. K. Gibson said the Port could move the dock 50 feet and then cut off 50 feet at the end making it possible to add another hoist. Eder asked if that would eliminate 50 feet of dock at the west side. K. Gibson said that it was shallow at that end; if turned a few degrees maybe that could be added back. Eder commented that the dock was crowded as it is and losing 50 feet would be a problem. K. Gibson said that the barge was moved from Port Dock 5 this week to Port Dock 7; they still have some local jobs to complete.

Skamser asked about the Port Dock 1 replacement where the sea lions are located. K. Gibson said he thought that would be a lot of money spent in one location, and the Port Dock 1 has a few more years than the Dock 5 pier. There is not much room in which to work. Pettis asked if the Port staff had any discussion with Steve Webster about plans at the Under Sea Gardens. K. Gibson said that would be a question for Kevin Greenwood. Skamser asked about the proposed rate increase for oil disposal. K. Gibson said there had been no pick-up fee, but beginning next budget year he anticipated about 15 – 20 cents per gallon in pickup charges.

Skamser said the Commission had given the Committee a mandate to come up with its general priorities for the Commercial Marina. It is helpful for the Commission to understand what the users think is important. She thinks ongoing maintenance is a priority. K. Gibson says that has gotten better over the last four years, but the Port could have started replacing the rods 8 years ago. Skamser said Port Dock 5 would also be a priority. Pettis said the pilings at Swede's Dock were important; if there were a big wind, it would be perilous if the pilings failed. Skamser said that another failure could happen at the Port Dock 5 ramp, which K. Gibson said was in poor shape. Eder agreed maintenance of whalers and rods is an immediate priority. Access to Port Dock 5 would take precedence over Swede's dock. Chuck said that engineering for Port Dock 5 will be in the next budget cycle. The priorities have not yet been set. The Port anticipates doing all of the Port Dock 5 work in phases. Skamser asked if the Committee agreed priorities are Port Dock 7, Port Dock 5, Dock 5 pier approach and Swede's dock. Pettis said he agreed with Eder that Port Dock 5 access was a priority over Swede's dock. He commented that when the dumpsters are picked up at Port Dock 5 there was a lot of movement, and asked if it were possible to use smaller machinery. K. Gibson said that staff does not have another way to move the dumpsters. There is also a honey-bucket truck on the pier twice a week.

Skamser suggested the number one priority was on-going maintenance with the rods and whalers. K. Gibson said he is also working on a plan to reconfigure Port Dock 7. The Committee agreed that ongoing maintenance, Port Dock 5 and Swede's dock were the top three priorities. Eder added that Port Dock 7 was in poor shape but financing would be needed. Jincks said that Port Dock 7 had been considered an important issue for years. He suggested the Committee could look at this in phases. The numbers in the report in the initial packet are old, so costs now would be greater. The Committee could propose priorities for the phases. Starting with Port Dock 5 is critical. Ongoing maintenance helps keep things off the critical list.

K. Gibson presented an overlay on a Google Earth image that could be looked at as a way to phase in the Port

Dock 7 improvement process. Dredging would be needed. Jincks said the Committee could work on developing needs first, then design, then find money. The first step would be a needs statement. Skamser asked that the diagram be sent to the Committee members, and add that to the next meeting agenda. K. Gibson added that he could not get a price estimate without permitting. Aue said there are many directions to take and too many questions at this point. Skamser asked if there are ways to sure up the docks to accommodate larger boats. K. Gibson said the terminal can accommodate larger boats, and his plan would also include 2 long side-ties. Aue asked if the marina dredging could be done with the International Terminal dredging. K. Gibson advised that is a separate project, and that 2 -3 years of prep work would be needed at Port Dock 7 before dredging. Eder said he was impressed that a design was started. Jincks said that the issue with larger boats would probably be discussed at the NIT users meeting. Like parking, the need for space comes and goes; sometimes you have to look at the middle. Once you look to expand, mitigation is needed which can be hard to find. Skamser suggested Port Dock 7 was something for the Committee members to think about.

VIII. Short-term Parking Issues

Skamser introduced short-term parking issues due to the landslide at the Maritime Museum. She said that it is already a problem in winter and will become even more of a problem as summer approaches. The Port Dock 5 lot will be closed for now, and the Historical Society will be getting a geotech study done. The good news is that the hill will be stabilized. It is possible the parking will open again. Chuck said the Commission will talk about that lot again, and is also talking with the City about adding parking on Port property. Jincks said that he thought it would be a mistake to use Parking District money to gravel the lot, because it would then be public parking. K. Gibson said there are 31 spots at the west end of Port Dock 7 that are underutilized. He thinks gravelling/paving the grassy lot is a good idea, and there is money in the budget. The result would need to be heavy enough for forklifts. Jincks said the area needs compaction since it had been filled with loose material. K. Gibson said another problem was the storage would be moved further from the boats. Traffic could also be an issue if all of the equipment was in one place. Pettis said he had parked beside the pump house and his vehicle was broken into. K. Gibson said there are plans for installing cameras in the future. Skamser asked about the possibility of moving the outriggers equipment. K. Gibson said that was the best use of space around the shop, both for the turn around and safety from speeders in the lot. Goebel suggested a Committee Member attend the City Council Meeting because they will be having a discussion about parking meters on the Bayfront. He suggested coordinating with Derrick Tokos. Jincks asked who the fishermen on the Parking District were. Pettis said he was on the parking committee, but was not any longer and he was replaced with a business owner. Jincks suggested the Committee could find someone to fill the position. Goebel said there was discussion of getting rid of the Parking District once the meters were installed. Goebel said it would be good for the fishing community to give input as to parking, a joint meeting decision. He suggested a volunteer Committee liaison to the City Council. Jincks said it would be a good idea to set up a meeting with Spencer Nebel, City Manager. Eder said the ideal long-term solution would be a parking sticker for fishermen and bay front employees to park on the bay front, and have tourist friendly parking lots with trams. Skamser referred to the Seafood & Wine pirate taxi as a welcome transportation option for people attending the festival. Pettis said he had made a similar proposal when he was on the committee, also suggesting that business owners could offer incentives for their employees to park at the public lots and use the shuttle. Chuck said the Commission will have a Work Session with Nebel on March 28th. Skamser will talk with Nebel and Greenwood about parking.

A motion was made by Eder and seconded by Lackey to recommend the Port of Newport not to use City money to gravel the grassy area. The motion passed 6 – 0.

IX. Port Dock 5 Ramp Project Review

No additional discussion on this item.

X. Committee Member Reports

Committee Chair Report – Sara Skamser - See Meeting Packet.

Bob Eder submitted Doug Morrison, F/V Tempo, as his alternate for the Longliner sector.

Jeff Lackey submitted David Jincks, F/V Sea Dawn, as his alternate for the Distant Water Fleet sector.

XI. Staff Reports

There were no staff reports.

XII. Future Meeting Schedule

- A. RM 5/8/2017
- B. RM 7/10/2017
- C. RM 9/11/2017
- D. RM 11/13/2017

Mann said there was a conflict with another fishing interest group meeting on September 11 and November 13. After some discussion, those meetings were rescheduled for 9/6/17 and 11/6/17.

XIII. Future Agenda Items

- A. Port Dock 7

XIV. Public Comment

Chair Skamser took public comments during the discussions. Jincks thanked the Committee for taking comments during the meeting and asked that they consider asking for public comment when voting as well.

XV. Adjournment

Having no further business, the meeting adjourned at 10:50 am.

ATTESTED:

Sara Skamser, Chair

Bob Eder, Vice-Chair

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NEWPORT, OREGON DEVELOPMENT OPPORTUNITY

Public-Private Partnership: A Catalyst for Growth!

THE SETTING: NEWPORT, OREGON¹

- **Commercial Fishing / Traded Sector Activity**
 - 19.7% of Net Earnings in Lincoln County
 - 37.4% increase in economic contribution (2003-12)
- **Tourism**
 - 16.1% of Net Earnings in Lincoln County
 - 18.7% increase in economic contribution (2003-12)
- **Economic Trends**
 - Declining median household income
 - Persistent trend of "out migration" of young adults

THE GOALS

- Revitalize obsolete facilities to **remove blight** and promote **economic development**
- Ensure adequate **infrastructure capacity** to support existing activity and future development
- Improve **linkages** between water/marine activity and other **transportation infrastructure**
- Preserve and enhance Newport's "**working waterfront**" and **balanced mix of industries**
- Enhance Newport's **entrepreneurial climate** and encourage growth of **small businesses**

THE SITE: 411 SW BAY BLVD.

- Approximately 0.62 total acres
Acquired by Pacific Seafood in 2015
- Contains dated ice-house and dilapidated warehouse
- Bounded to West by city-owned property
- Bounded to East by Anchor Pier Lodge
- Located across from art galleries, shops, and restaurants



THE OPPORTUNITY: A TRUE "WORKING WATERFRONT"

Phase I: Site Revitalization

- Remove existing blight
- Construct new dock
- Construct new ice house

Phase II: Temporary Incubators

- Create small business incubators
- Re-purpose old warehouse
- Partner with local stakeholders

Phase III: New Facility with Retail

- State-of-the-art processing facility
- New capacity for commercial fishing
- Retail space along Bay Blvd.



PROJECT TEAM



Tony Dal Ponte

Deputy General Counsel
Pacific Seafood Group

tdalonte@pacseafood.com

503.905.4298 (office)

503.999.1143 (cell)



Scott Nelson

Partner
Summit Strategies

scottn@summitstrategies.us

202.253.4855 (cell)

Pacific Seafood

"Commercial fisheries and working waterfronts are essential sources of jobs and economic growth"

– Oregon Coastal Zone Management Association

WHAT IS THERE NOW?

Shore Side (Across Street):

Vibrant business district, active tourism, walkable street



Bay Side (Actual Site):

Urban blight, deterioration, decay



WHAT ARE "SMALL BUSINESS INCUBATORS?"²

Short-term spaces that allow startups the flexibility and resources they need to launch successful businesses



WHAT WILL IT LOOK LIKE?

Phase II: Small Business Incubators



Phase III: The "Working Waterfront"



² For examples of other projects, see:
 PROXY (San Francisco, CA): <http://proxysf.net/about/>
 Dekalb Market (Brooklyn, NY): <http://dekalbmarket.com/about/>
 Small Box (Cleveland, OH): <http://www.clevelandcontainerstructures.com/new-projects/>
 Pop Brixton (London, UK): <http://www.portcommercialfishing.org/>
 Quartyard (San Diego, CA): www.quartyardsd.com/about



Fishermen's Parking

Gear Storage

Port Office

Showers

Port Ops

The Grassy Knoll

SE Bay Blvd

Yaht Club

SE 6th St

Swede's Dock

Hoist Dock

U.S. Customs Border Patrol

Fishermen's Parking

Englund Marine



