



Port of Ilwaco Marina Master Plan

- **Rev. 1.0 – August 20, 2024**

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Overview of Project

Background of Prior Plans

In February 1999, the final report of the Port of Ilwaco Marina Master Plan was presented to the Port Manager and Port Commissioners. This report contained an analysis of the port site, a proposed conceptual development plan, and an implementation strategy, including estimates of probable cost and preliminary funding recommendation.

The plan was next updated in 2005. The goal of the 2005 Port of Ilwaco Marina Master Plan was to update the 1999 plan to guide capital decisions and secure additional funds for new development. The 2005 plan focused on both short term (six-year time horizon) and long term (twenty-year time horizon) needs.

Specifically, the 2005 plan addressed:

- Updated inventory of existing businesses.
- Focus on industrial and economic development.
- Infrastructure needs description.
- Operations assessment.

The 2012 update of the plan also sought to guide capital decisions and secure additional funds for new development. The 2012 plan continued to focus on both short term (six-year time horizon) and long term (twenty-year time horizon) needs.

The 2018 Port of Ilwaco Marina Master Plan included a new section to discuss Parks and Recreation objectives (See Appendix D). In 2019, a Telecommunications section was added to the 2018 Port of Ilwaco Marina Master Plan.

With this 2024 update of the Port of Ilwaco Marina Master Plan, major revisions are proposed to include:

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- Updating inventory of existing businesses.
 - Interviewing key stakeholders who lease port property.
 - Updating industrial and economic development interests as well as local demographics.
 - Adding a list of standards and expectations of port management.
 - Adding a list of potential new projects in the 2024-to-2029-time horizon.
This includes: the Port of Ilwaco 100th anniversary in 2028.
 - Adding references to current and future local conditions such as championing affordable housing, establishing a city-wide disaster recovery plan, effectively using the area designated for deconstruction of boats, and establishing an inside boat storage area.

Statement of Work Summary

LeadToResults (LTR) proposes five work phases as summarized below.

Phase	Task	Description	Timeline
Budget			
I \$500	Scrub Current Master Plan and Update Demographics	<ul style="list-style-type: none"> • Scrub the 2018 amended Master Plan to provide a working template for the 2024 Master Plan. • Update list of port assets, tenants, and current financial condition. • Update the demographics in the working template for the 2024 Master Plan. 	Completed 11/15/23
II \$1500	Interview Key Stakeholders	<ul style="list-style-type: none"> • Interview key stakeholders as named. • Synthesize information from interviews. 	Completed 1/15/24
III \$1000	Update with Current Market Conditions and Opportunities	<ul style="list-style-type: none"> • Assess port needs opportunities market conditions. • Prioritize goals and propose milestones. • Write a preliminary report #1 that includes ports needs opportunities, as well as goals and milestones. • Present preliminary report #1 to Port Manager and Commissioners. 	Completed 2/30/24

IV \$1000	Update Implementation Plan	<ul style="list-style-type: none"> • Create an implementation strategy for projects targeted for 1-3 years, 3-5 years, and 6 years and beyond. • Develop estimates of probable costs for projects. • Write preliminary report #2 that includes implementation plan. Present preliminary report #2 to Port Manager and Commissioners. • Facilitate workshop. • Facilitate public hearing. 	Completed 4/15/24
V \$500	Present Final Report	<ul style="list-style-type: none"> • Based on public hearing and results from report #2, update the plan. • Present the final Master Plan to Port Manager and Commissioners. 	Completed 6/1/24

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Updated Site Analysis

The boundaries of the site are delineated by the Port boundaries near the waterfront. In addition to twenty acres of upland, the Port also owns almost all of the harbor (forty acres), the dredge spoils and boat launching area (ten acres) and a large number of wetlands west of the marina. Most of the upland area is currently utilized for automobile parking. The area between Howerton Avenue and Waterfront Way is primarily comprised of commercial uses and occupies approximately 5.5 acres. The western portion of the site is currently utilized for primarily marine-related industrial purposes.

Visual Analysis



A visual analysis was conducted in September 2023. The purpose of this visual analysis was to update the site's opportunities and constraints relative to this project. This type of visual analysis involved only an evaluation of the

buildings' exterior to determine the integrity of the buildings. Photographs were taken of the buildings along the waterfront as well as other points of interest within the site.

Port Buildings

Since the 2019 Port of Ilwaco Marina Master Plan was published, there have been several structural improvements to the Port, including infrastructure, dredging, dock reconstruction, moorage fleet improvements, new equipment, and building improvements.

All but three buildings are open as businesses. At the time when the visual analysis took place, all the recreational charter fishing-related businesses were

closed for the season. The remaining businesses are open during the year (winter hours vary with each business). There are several businesses that utilize the buildings as a live/workspace. The primary



use of the buildings remained commercial; however, residential uses either are in a loft space or second story. Some of the businesses have pedestrian access to both Waterfront Way and Howerton Avenue.



The visual analysis included an inventory of the existing buildings, including 1) current tenant(s); 2) the status of the current business(es); 3) and the number of stories within the building. A summary of the building inventory is presented in the following table.

Buildings	Status	# of Stories	Notes
Safe Coast Seafoods	Open	1+	Wholesale and retail operation. Encompasses several buildings.
Englund Marine Supply	Open	1	Marine retail store.
Freedom Market	Open	2	Medically endorsed recreational marijuana shop. Second floor is a private residence for the owner.
Skywater Ventures (Gallery) Skywater Boat Tours	Open	1	Artwork and home furnishings, photography, handmade 19th century style home furnishings. Skywater Boat Tours operates out of this building.
Salt Motel and Pub	Open	2	Includes restaurant on first floor, open area on the second floor, and motel units on both floors.
Ilwaco View LLC	Closed	3	First floor to be leased, two units. The second and third floors will be residential. Completion time is Spring 2024.
Time Enough Books	Open	1	Other businesses occupy approximately half of the 6000 square feet. Purely Shell Fabric Arts subleases.
Kevin and Leanna Moos	Open	2	The first floor is subleased to J Brunner. Second floor is privately owned by Kevin and Leanna Moos.
Port of Ilwaco Office	Open	2	Open five days a week from 8 am to 4:30 pm.
Don Nisbett Art Gallery	Open	1	Art gallery / gift shop.
Columbia River Bait	Open - seasonal	1	Seasonal; only open during recreational fishing seasons.
Marie Powell Gallery	Open	2	Three businesses occupy first floor: <ul style="list-style-type: none"> • Marie Powell Gallery - owner (art gallery) open April through November • RiversZen Yoga Studio (sublease) • Luisa Mack Jewelry (sublease) • Brenda Haskett Massage Therapist (sublease) Second floor is residential living space for owners.

Buildings	Status	# of Stories	Notes
Ilwaco Charter Association – Derby Booth	Open – seasonal	1	Seasonal; only open during recreational fishing seasons.
Sea Breeze Charters	Open – seasonal	1	Seasonal; only open during recreational fishing seasons.
Pacific Salmon Charters	Open – seasonal	1	Seasonal; only open during recreational fishing seasons.
Restrooms / Open Pavilion	Open	1	Restrooms include showers.
Conference Room Next to the Helm Hotel	Open	1	Conference room facility with kitchen and restrooms.
At The Helm Hotel and Waterline Pub	Open	3	The first floor has a restaurant. Floors One and two have hotel rooms. Currently, there are no hotel rooms on the third floor.
Sportsman’s Cannery	Closed	1	Owner has relocated.
Ilwaco Tuna Club	Open	2	The first floor has offices for company. Second floor is a private residence.
Big Beans (Fort George Brewery)	Open	1	Subleased to Adrift Hospitality as an office.
The Loading Dock	Open	2	First floor as art gallery. Houses separate rental spaces for retail and professional offices. Second floor is a private residence.
Ilwaco Bakery	Closed	2	Currently, for sale.
Coho Charters and Motel	Open – seasonal	2	Seasonal; only open during recreational fishing season. Motel portion is open only during the fishing season.
RV Park	Closed	1	In transition. From long term RV renters to tourist RVers.

Table 1: List of Businesses at the Port of Ilwaco (as of July 2024)

Since the 2019 Marina Master Plan report, the parking area north of Howerton Avenue has been paved. There are currently no designated parking areas for vehicles such as large trucks, recreational vehicles or tourist buses. A clear pedestrian connection is unavailable from Waterfront Way to the boat ramp at the end of the spit. Pedestrians must currently walk to the boat ramp along the road.

Marina and Boatyard

The 806-slip marina is set up for both recreational boaters and commercial fishermen. There is guest moorage available year-round, as well as a back-in launch, two small boat hoists and one privately-run fuel dock. Additionally, the Port of Ilwaco has a 75-ton TraveLift®, a self/full-service work yard and dry boat storage facilities. Currently, the docks are being repaired and maintained.

Because many of the docks have not been actively maintained for several decades, those docks need some reconditioning and / or replacement.

Currently, the boatyard contains concrete pads for twenty-one boats. The boatyard contains two boat repair buildings. One building contains two stalls and the second building contains three stalls. All the stalls are completely enclosed. The buildings are primarily used to work on boats during inclement weather. The original boatyard building is used by the port for its maintenance shop and Safe Coast Seafoods for storage. A three-stall boat building was built in 2012.



From 2018 through 2023, the following projects were completed:

- Purchase of a 75-ton TraveLift®; the port still has the 50-ton TraveLift® as well.
- Improvements to the Port office building.
- Planning for the relocation of dredge disposal site material to an in-water disposal area.
- Design of the Port's wash water system.
- Improvements to the drainage and drainage area at the Port's boatyard facility.

- Construction of a vessel deconstruction / boatyard building used for boats that have been seized and cannot be sold or if a tenant/customer needs a boat deconstruction. When not used for deconstruction, it is used for boat repair for larger vessels.
- Replacement of the boatyard shop roof
- Replacement of the oil depot building
- Broadband planning
- Boat launch area renovation
- Engineering design for the marina bulkhead
- Development of a Hazard Mitigation grant application
- Engineering/design/permitting for the east bulkhead replacement project
- Development of an alternative dredge material placement plan

The following projects are scheduled for 2024 through 2026:

- The Port's Bulkhead Resilience Project was approved, and federal and local grants were approved to repair the bulkhead along the West Main and Safe Coast Seafoods leased property. The project is scheduled to take place from November 2024 through February 2025.
- A grant to install Electric Vehicle (EV) charging stations has been approved. Installation should begin in 2024 and through 2025.
- The Port will be installing security cameras starting in 2024 through 2026.
- In 2024, the Baker Bay Stormwater Project will take place throughout the parking areas.
- Currently, broadband fiber is being installed along Waterfront Way and should be available to the Port's tenants by the end of 2024.
- The Dylan Jude Harrell Foundation has leased property between Advent and Pearl streets and north of the Port's parking lot. There will be a childcare facility and sport / recreational building constructed in the first phase. The Dylan Jude Harrell Community Center has been approved by the City of Ilwaco and the Port of Ilwaco.

The map on the following page visually describes the locations of the docks in the marina.



Port Infrastructure Improvements

This section presents a brief preliminary description of the current capabilities of the Port of Ilwaco waterfront site's public infrastructure. The assessment concentrated on an area that included Howerton Avenue to the north, Elizabeth Street to the east, the water's edge/Waterfront Way to the south, and First Avenue to the west.

The city of Ilwaco owns Howerton Avenue, sewer, and storm sewer utilities.

Roadways

The City of Ilwaco intends to implement a program to improve pedestrian safety by infilling areas with accessible sidewalks and pedestrian ramps in accordance with the Americans with Disabilities Act (ADA), prioritizing routes between downtown and the Port of Ilwaco. There is also a need for additional sidewalks that connect the downtown core with the Port of Ilwaco.

Howerton Avenue was completely rebuilt and resurfaced in 2003. New streetlights on Howerton Avenue and First Avenue were also installed in 2003. A new sidewalk was constructed on the south side (port side) of Howerton Avenue in 2003 and on the north side of Howerton from Williams Street to Elizabeth Avenue and on the west side of Elizabeth Avenue within the Port in 2003 to 2005. The landscaping of the area between the south sidewalk and the street was completed in 2003; low maintenance native plants were used.



Waterfront Way was completely rebuilt and resurfaced in 2003. The addition of several “bollard” lights that line the expanse of Waterfront Way was also completed in 2003. The grassy area between the marina and Waterfront Way was replanted in 2003.

Elizabeth Avenue SE was repaved and an additional sidewalk on the west side of Elizabeth Avenue from Lake Street to the Port parking lot and on the east side of Elizabeth Avenue from Lake Street to Howerton Way was installed in 2014.

Limited areas of Howerton Avenue mainly near the bus stop were repaved in 2018. The city completed crack sealing on Howerton Avenue in 2022.

Water System

In the City of Ilwaco Comprehensive Plan, dated September 20, 2020, the city of Ilwaco adopts level-of-service (LOS) standards as the benchmark for evaluating, maintaining, and forecasting the adequacy of public services and facilities. The city will ensure public facilities and services meet the following LOS standards during the 20-year planning period by maintaining a fire-flow of 500 gallons per minute for residential zoning, and 3,000 gallons per minute for three hours in the city center and port area.

In 2001, a 12-inch water main was installed along Waterfront Way connecting on the east at Elizabeth and Lake Streets and connecting on the west at First Avenue and Eagle Street. The 6-inch water main in Elizabeth Avenue from Spruce Street to Lake Street was replaced with a 12-inch water main in 2014. With these improvements, and the addition of reservoir capacity at the City's City Center reservoir site in 2012, both average water supply and fire flow demand will be met for existing and future site users through the year 2030.

An 8-inch water main located along the north side of the Port property from Jessie's Drive to Farmer's Warf Road was installed in 2019 in conjunction with the construction of the Vessel Deconstruction Building.

Wastewater System

In 2004, the city of Ilwaco completed the expansion of the existing wastewater treatment plant to treat Ilwaco's newly annexed service area, the U.S. Coast Guard Station, and Cape Disappointment State Park.

In 2003, as part of the rebuilding of Howerton Avenue, a 12-inch gravity sewer main was installed. Sewer stubs were also installed at the intersections of Howerton Avenue with Advent, Pearl and Williams Avenues. The primary feed lies along the south side of Howerton Avenue. An 8-inch sewer main was installed in Farmers Warf Road from the Vessel Deconstruction Building to Howerton Way in 2019.

Electric Power

In 2003, as part of the rebuild of Howerton Avenue, electrical power was moved underground. The primary feed lies along the south side of Howerton Avenue.

Telecommunications

RCWs 53.08.005, 53.08.370 and 53.08.380 allow Ports and PUDs to build telecommunication infrastructure and offer it wholesale to service providers. Under these provisions, a telecommunications plan and infrastructure projects will be developed to facilitate enhanced telecommunications to improve services countywide. The Port may work with independent telephone companies and ISPs operating in Pacific County and neighboring areas, when invited and where feasible, to create infrastructure that helps local providers enhance telecommunications services offered to rural communities. Wahkiakum West installed buried hi-speed fiber optic cables in 2023.

The Port intends to communicate its willingness to partner with and provide infrastructure for all local telecommunications providers. Such infrastructure may be constructed by the Port or in partnership with other public agencies, or partners that fit within the Port's plan. Improved and expanded fiber telecommunication infrastructure within Pacific County will provide connections to regional and statewide hubs so advanced telecommunication services may benefit business, learning and health applications locally. Once fiber and improved telecommunications infrastructure is in place, private service providers (last-mile fiber builders) will have the opportunity to create fiber or wireless connections to residents and businesses. Other types of public improvement districts, financing schemes or cooperative agreements may also be pursued to effectively facilitate elements of the plan. This connectivity will further allow for new job opportunities and enhance the local economy. The Port will continue to look for creative ways to develop infrastructure, form partnerships and link networks to provide affordable,

state-of-the-art telecommunications opportunities through the Pacific County telephone providers and their respective small service bases.

Storm Drainage

The storm drainage improvements were built in 2003 as part of the First Street and Howerton Avenue and Waterfront Way street project. Filter systems were also installed at that time. The other old drains from the north of the parking lot and town have not always been effective. The city is in the process of designing stormwater conveyance and treatment improvements to the Port parking lot. The project is anticipated to be constructed in 2024.

Market Conditions and Opportunities

The purpose of this document is to develop a better understanding of relevant socio-economic growth patterns in Pacific County, the lower Columbia River region, and the city of Ilwaco. The market opportunity for the Port considers its growth data as well as the economic conditions impacting the area. The Port is impacted by and projects an impact on the area. Businesses at the Port of Ilwaco are major employers of the area, with its fish processing facility (Safe Coast Seafoods) as well as its several retail and hospitality (food and beverages) establishments. Not only does the Port's presence impact the local economy, it also attracts visitors to the area as well as part-time residents, who own second homes on the Long Beach Peninsula.

Population Trends and Forecasts

Pacific County's population increased from 20,920 in 2010 to 23,365 in 2020, an increase of +11.69%. The City of Ilwaco's population increased from 936 in 2010 to 1,090 in 2020, an increase of +16.45%. The following table describes the population changes in Pacific County as well as the other incorporated towns in Pacific County.

				% Population Change		Estimate	% 2020 to 2023 Change
Jurisdiction	2000	2010	2020	2000-2010	2010-2020	2023	
Pacific County ¹	20,964	20,920	23,365	-0.21%	11.69%	Unknown	Unknown
Ilwaco ²	950	936	1,090	-1.47%	16.45%	1,154	5.87%
Long Beach ³	1,263	1,392	1,687	10.2%	21.19%	1,785	5.81%
Raymond ⁴	2,975	2,882	3,092	-3.13%	7.29%	3,257	5.34%
South Bend ⁵	1,807	1,637	1,736	-9.41%	6.05%	1,809	4.20%

Table 2: Population Changes from 2000 to 2020 in Pacific County and Estimated Population for 2023

The overall growth of the state population increased from 6,724,540 in 2010 to 7,715,946 in 2020, an increase of 14.74% outpacing the national growth rate of 7.4%.⁶

Employment Trends and Forecasts

The following section reviews historical trends regarding employment in Pacific County. Unique patterns in the types and number of jobs available within the county significantly attract business opportunities and outlook for the Port.

Pacific County Civilian Labor Trends and Unemployment Rate⁷

The resident civilian labor force⁸ in Pacific County, WA was 8,296 in 2020, with 7,871 counted as employed as 675 sought work. This was well below the labor force of 9,299

¹ Source: Quick Facts, Pacific County Washington, Official Website of the United States government, <https://www.census.gov/quickfacts/fact/table/pacificcountywashington/PST045222>

² Source: Ilwaco Population 2020 Census and 2023 Estimate, <https://worldpopulationreview.com/us-cities/ilwaco-wa-population>

³ Source: Long Beach Population 2020 Census and 2023 Estimate, <https://worldpopulationreview.com/us-cities/long-beach-wa-population>

⁴ Source: Raymond Population 2020 Census and 2023 Estimate, <https://worldpopulationreview.com/us-cities/raymond-wa-population>

⁵ Source: South Bend Population 2020 Census and 2023 Estimate <https://worldpopulationreview.com/us-cities/south-bend-wa-population>

⁶ Source: Washington State Office of Financial Management, 2020 Census Data Releases, <https://ofm.wa.gov/washington-data-research/population-demographics/decennial-census/2020-census-everyone-counts/2020-census-what-you-need-know/2020-census-data-releases>

⁷ Source: Pacific County profile By Jim Vleming Regional labor economist, Updated May 2022, <https://media.esd.wa.gov/esdwa/Default/ESDWAGOV/labor-market-info/Libraries/Regional-reports/County-Profiles/Pacific%20County%20Profile%202022.pdf>.

⁸ The resident civilian labor force is defined as all persons sixteen years of age and older within a specified geographic area that are either working or actively looking for work. This excludes those serving in the armed forces and those in institutions such as schools or correction facilities.

in 2009. The unemployment rate in the county was 11.0 percent in 2020. In 2023, that rate fell dramatically to 7.9 percent. While that's a nice drop, it still is a full point above the county's average rate of 6.9 percent in 2018. The coming year will see the rate continue to drop but not so dramatically. The civilian labor force in the county was 8,296 in 2020, with 7,871 counted as employed as 675 sought work. This was well below the labor force of 9,299 in 2009. In 2021, the average number of people in the labor force was 8,546. Employment grew by 250 employed people in a year's time.

Among the products is industry employment by age and gender. All workers covered by state unemployment insurance data are included. Federal workers and non-covered workers, such as the self-employed, are not. Data are presented by place of work, not place of residence.

In 2020, there were 5,976 jobs covered by unemployment insurance in Pacific County, with a total payroll of over \$245.5 million. The county's average annual wage in 2020 was \$41,084. That total lags both the state (\$76,801) and the U.S. (\$50,834). The median hourly wage in 2020 was \$22.25, below the state's median hourly wage of \$29.28 and the state excluding King County median hourly wage of \$25.01.

Personal income includes earned income, investment income and government payments such as Social Security and Veterans Benefits. Investment income includes income input from pension funds and from owning a home. Per capita personal income equals total personal income divided by the resident population.

Personal income in 2020 lagged both the state and nation as Pacific County's per capita personal income was \$43,749. The U.S. average was \$59,510 and the state average was \$67,126. The median household income in Pacific County was \$50,873 in 2016 to 2020 according to the U.S. Census Bureau QuickFacts. The county's median was less than the state's (\$77,006) and the nation's (\$64,994). Over the period 2016 to 2020, 13.6 percent of Pacific County's population was living below the poverty level, compared with 9.5 percent for the state and the nation at 11.4 percent. The state and national rates are not directly comparable to the county rate because they each use different data sources.

Pacific County Employment Base and Average Wage ⁹

Annual average covered wages are based on the total number of wages and salaries paid to employees covered by the unemployment insurance program, divided by the annual average number of employees. Based among 2019 covered employment numbers, almost 40 percent of Pacific County's employment is in government; over 12 percent in manufacturing; over 11 percent in agriculture, forestry, fishing and hunting; almost 8 percent in wholesale and retail trades; over 7 percent in health care and social services; 7 percent in accommodation and food services and the remainder in mining, construction; transportation, information, utilities; and finance, insurance, and real estate (See Table 3.)

Industry	Employers	Average # Employees	Percent of Total	Wages Paid	Percent of Total
Agriculture, Forestry, Fishing	92	706	10.9	\$28,170,874	11.7
Mining	3	36	0.6	1,261,014	0.5
Utilities	-	-	-	-	-
Construction	57	232	3.6	7,254,099	3.0
Manufacturing	27	743	11.5	29,704,315	12.4
Wholesale Trade/Retail Trade	83	678	10.5	18,986,982	7.9
Transportation & Warehousing	11	40	0.6	1,394,004	0.6
Information	11	45	11.45	1,803,289	0.8
Finance, Insurance, Real Estate	36	201	3.1	18,263,381	3.4
Professional & Technical Services	30	87	1.3	3,370,149	1.4
Mgmt. of Companies & Enterprises	-	-	-	-	-
Administrative & Waste Services	24	147	2.3	5,283,709	2.2
Educational Services	-	-	-	-	-
Health Care & Social Assistance	185	537	8.3	17,263,883	7.2
Arts, Entertainment & Recreation	12	75	1.2	1,157,730	0.5
Accommodation & Food Services	107	943	14.5	16,768,244	7.0
Other Services, Except Public Admin.	45	163	2.5	4,272,671	1.8
Government	50	1,841	28.4	94,300,319	39.3
Not Elsewhere Classified	5	12	0.2	2,593,747	0.2
Total	777	6,484	100.00	\$239,848,410	100.00

An entry of “-“means that there is no employment in that category in the county.

Table 3: Average Monthly Employment and Total Wages in Covered Employment in Pacific County – Calendar Year 2019

City of Ilwaco Employment Status

Table 4 describes the employment numbers and percentages in each industry from both the 2009 approximate percents and 2022 approximate percents.¹⁰

⁹ Source: The State of Washington Office of Financial Management 2019 Data Book, pages 203, <https://ofm.wa.gov/sites/default/files/public/dataresearch/databook/pdf/53049.pdf>

¹⁰ Source: U. S. Census Bureau, 2022 Data, https://data.census.gov/profile/Ilwaco_city_Washington?g=160XX00US5333000#employment

Employed civilian population 16 years and over	2009 Percent	2022 Percent
INDUSTRY		
Agriculture, forestry, fishing and hunting, and mining	10.3	6.6
Construction	13.5	7.9
Manufacturing	2.6	8.6
Wholesale trade	2.4	9.7
Retail trade	6.7	7.2
Transportation and warehousing, and utilities	8.2	6.6
Information	0.9	0.0
Finance, insurance, real estate, and rental and leasing	1.9	5.1
Professional, scientific, management, administrative, and waste management services	5.2	8.0
Educational, health and social services	14.4	16.8
Arts, entertainment, recreation, accommodation and food services	25.8	13.2
Other services (except public administration)	1.3	0.0
Public administration	6.7	10.2
CLASS OF WORKER		
Private wage and salary workers	72.7	9.0
Government workers	15.1	20.1
Self-employed workers in own not incorporated business	10.8	10.2

Table 4: Employment Data for the City of Ilwaco, WA for the Years 2009 & 2022

Port of Ilwaco Employment Status

In 2024, there were several people employed at the Port of Ilwaco either as permanent or seasonal / part-time employees with regards to fish processing (Safe Coast Seafoods), charter fishing boat companies (Coho Charters, Pacific Salmon Charters, and Sea Breeze Charters), as well as fourteen commercial fishing vessels, as Table 5¹¹ displays.

¹¹ Source: Port of Ilwaco

Leaseholder	Full-time	Part-time	Totals
Adrift Hospitality	9	1	10
At The Helm Hotel / Waterfront Restaurant	4	4	8
Brunner Art	1	1	2
Coho Charters	0	10	10
Columbia Marine	1	0	1
Columbia River Bait Co.	4	12	16
Deny Charlot	1	0	1
DJH Foundation ¹²	0	0	0
Don Nesbit Art Gallery	1	0	1
Englund Marine	2	0	2
Freedom Market	5	1	6
Ilwaco Bakery ¹³	0	0	0
Ilwaco Tuna Club	0	1	1
Ilwaco View Building ¹⁴	0	0	0
Marie Powell Gallery	2	0	2
Luisa Mack Jewelry	1	0	1
RiversZen Fitness	3	0	3
Brenda Haskett-Massage	1	0	1
Pacific Salmon Charters	12	6	18
Pacific Fuel Dock	2	0	2
Peninsula Sanitation	24	0	24
Port of Ilwaco	11	3	14
Loading Dock-Parrish	1	0	1
Gotta Go Driving School	1	0	1
KWA Korean Women Assoc.	2	0	2
Pacific County Voices Uniting	1	1	2
Mike Cassinelli	1	0	1
Department of Fish & Wildlife	0	2	2
CPA- Bruce Tucker	1	0	1
Rittenberg, Ian	1	0	1
Safe Coast Seafoods	10	71	81
Sea Breeze Charters	0	14	14
Skywater Gallery / Tours	2	0	2
Sportsman's Cannery ¹⁵	0	0	0
The Salt Hotel & Pub	15	7	26
Time Enough Books	1	1	2
Purely Shell Fabric Arts	2	2	4
Beacon RV	0	1	1
Totals	122	138	260

Table 5: Port of Ilwaco Jobs for 2024

¹² Construction not started as of July 2024.

¹³ Closed as of July 2024.

¹⁴ Under construction as of July 2024.

¹⁵ Closed as of July 2024.

Evaluation of Ilwaco’s Key Economic Sectors

The following section evaluates the potential opportunities for development of the Port of Ilwaco’s key economic sectors.

Marina Industries

This industry comprises establishments, commonly known as marinas, engaged in operating docking and/or storage facilities for pleasure craft owners, with or without one or more related activities, such as retailing fuel and marine supplies; and repairing, maintaining, or renting pleasure boats. ¹⁶

As of 2024, the Port of Ilwaco, as a marina, is organized as a Port District in the State of Washington. It rents moorage slips to commercial, charter, and recreational boats ranging from small “kicker” boats, to 65’ foot commercial vessels as well as 50’ recreational boats. In addition, the Port runs a boat repair yard, and leases land to a single fish processing company.

Boatyard and Repair

Currently, the Port of Ilwaco boat repair yard consists of two enclosed buildings with a total of five stalls and twenty-one boat pads used for repair and haul-out operations. A new TraveLift® crane was purchased in 2020 and transports boats from the TraveLift® pier to the boatyard (and can lift up to 75 tons). The 50-ton TraveLift® is still functioning. Table 6¹⁷ describes the total boatyard revenue for boatyard services (2018 through 2023), which includes rental of a boat pad, haul-out / in of boats to / from the boatyard, and a boatyard building bay.

2018	2019	2020	2021	2022	2023
\$ 201,539	\$ 205,495	\$ 218,970	\$ 218,519	\$ 242,654	\$ 214,965 ¹⁸

Table 6: Port of Ilwaco Total Boatyard Revenue 2018 through 2023

¹⁶ Source: Workforce Explorer, Marinas (NAICS 713930) in Washington State, <http://www.workforceexplorer.com/cgi/databrowsing>

¹⁷ Source: Port of Ilwaco

¹⁸ 2023 books are not closed.

Utilization of the boatyard building for 2021 through 2023 are described in Table 7¹⁹:

	2021	% of Use	2022	% of Use	2023	% of Use
Bay 1	241	66%	325	89%	262	72%
Bay 2	334	92%	330	90%	219	60%
Bay 3	300	82%	204	56%	249	68%
Bay 4	225	62%	155	42%	246	67%
Bay 5	357	98%	205	56%	226	62%
Bay 6	273	75%	236	65%	287	79%
Total	1730	79%	1455	66%	1489	68%
Vacancy	460	21%	735	34%	701	32%

Table 7: Utilization of Boatyard Building for 2008 through and 2010

Approximately 90% of the boatyard business comes from commercial fishing vessels or charter boats.

Boatyard and Repair Opportunities

As of 2024, the Port of Chinook and the Port of Astoria have boatyard repair facilities that cater to both recreational and commercial boats. There is a private boat repair facility near the Port of Chinook.

Facilities at the Haul-out/Boatyard at the Port of Astoria include:²⁰

- 88-ton TraveLift® services
- Long-term boat & trailer parking
- Upland vessel storage
- Barge ramp
- Marine repair business
- Equipment rental

¹⁹ Source: Port of Ilwaco

²⁰ Source: Port of Astoria Web Site, "Pier 3 Boat Haulout Boatyard at the Port of Astoria", http://www.portofastoria.com/boatyard_geninfo.html

In order to compete with the Port of Astoria, the Port of Ilwaco must cater more to the recreational boating community by improving and adding onto their boat repair yard. The Port of Ilwaco staff and commercial and charter fishing staff have mentioned the following projects for consideration in the Port of Ilwaco Marina Master Plan:

- Repair dredge to enable annual maintenance dredging.
- Recruit a full-time licensed engine mechanic / machinist contractor for the boat repair and machine shop.
- Increase work (Holman) pier access that should be strategically located so that it can be used for boat repair and fish receiving for upland access.
- Upgrade the work pier to include accommodations for a minimum of four (4) fifty-foot vessels at one time.
- Have hoist facilities available on both sides of the work pier.
- Add a permanent dock to aid in-water repairs.
- Upgrade the existing electrical system in the boat repair building to explosion-proof electrical system and ventilation system.
- Add a new or extend portion of the existing boat repair building that is enclosed with doors, adding electrical system to explosion-proof electrical system and ventilation system.
- Purchase land to build additional boat storage and retail stores for other economic enhancements.
- Add a trash compactor.
- Paint and re-side the Port building.
- Celebrate the Port's 100th anniversary in March 2028.
- Tear down the two storage buildings behind the Port office.
- Create a plan for building a conference / board room.
- Build a non-motorized boat launch and recreational area along the outer Harborway on the east side of Baker Bay.
- Build a pier with one to two cranes hoists for sport and commercial use.
- Reapply to rebuild the "O" docks.

Fish Processing Industry

The fish processing industry is also a very important component of the Port of Ilwaco's economic picture.

Overview of the U.S. West Coast Fish Processing Industry

The major processing firms in the U.S. West Coast serve multiple species of fish and serve international markets. Most of the firms' plants are located in areas where, by natural conditions or by management decisions, the availability of products changes over the year. Out of competitive necessity, they therefore process most species harvested. The major processing firms on the West Coast are:²¹

- Bornstein Seafoods (<http://www.bornstein.com>)
- Caito Fisheries (<http://www.caitofisheries.com>)
- Da Yang Seafoods (<http://www.dayangseafoods.com>)
- Fishhawk Fisheries
- Ocean Gold Seafoods (<http://keepgraysharborfishing.com>)
- Pacific Seafood Group (<https://www.pacificseafood.com>)
- Safe Coast Seafoods (<http://safecoastseafoods.com>)

Other processing firms on the West Coast are:

- Alioto-Lazio Fish Company (<http://crabonline.com>)
- Catalina Offshore Products Inc (<http://catalinaop.com>)
- Englund Marine & Industrial Supply (<https://www.englundmarine.com>)
- Food Northwest (<http://www.foodnorthwest.org>)
- Lund's Fisheries/Suncoast Calamari (<http://lundsfish.com>)
- Midwater Trawlers Cooperative (<http://www.midwatertrawlers.com>)
- Morning Star Fisheries LLC (<http://www.morningstarfisheries.com>)
- National Coalition for Fishing Communities (fisheriescoalition.org)
- Ocean Beauty Seafoods (<http://www.oceanbeauty.com>)
- Pacific Seafood Processors Association (<http://www.pspafish.net>)
- Salmon For All (<https://salmonforall.org>)
- Sea Q Fish Ltd.
- Trident Seafoods (<http://www.tridentseafoods.com>)
- USI Insurance Services
- Willapa Bay Gillnetters Association
- Yamato Corp. (<http://yamatoamericas.com>)

²¹ Source: West Coast Seafood Processors Association, Members List,
<https://www.wcspa.com/membership/>

According to a 2006 report published by the Pacific States Marine Fisheries Commission, the majority of processing companies on the U.S. West Coast depend upon multiple species and markets. In addition, there has been a trend towards multi-species dependency for high volume processors. Factors that have affected the fish processing industry since the early 1990s include:

- Infrastructure issues related to whether water or byproduct use in the processing process will overwhelm existing infrastructure.
- A decline in wholesale prices for seafood.
- Major expansion of the onshore Pacific whiting fishery.
- Horizontal integration of processors and consolidation of processing plants in fewer locations.
- Vertical integration into distribution and harvesting operations.
- Return of small processors to offering specialty products in niche markets.²²

The consolidation of processing groups located on the U.S. West Coast has following an earlier expansion in the processing industry, based on exploitation of available resources. As some major fish processing groups expand, many others have closed, sold out, or reduced their operations.

The Magnuson-Stevens Fisheries and Conservation and Management Act require the Pacific Fisheries Management Council to use the most recent stock assessments from the National Marine Fisheries Service and cautionary principles to determine harvest guidelines. The implementation of these guidelines has resulted in fewer available resources, smaller trip limits, and increasing bycatch and discards. As discards increase, there is a growing interest in utilization of the unintended bycatch and resulting discards. The challenge of the U.S. West Coast seafood processing industry is to develop markets for discard products that may be developed from these resources.

Part of the challenge of full utilization will be to also develop the infrastructure (utilities, docks and unloading facilities, cold storage, navigation channels, and product shipping ground and air routes) required for processing. The greatest concern is whether water

²² Source: Marine Sector Analysis Report Non-Tribal Fishing, October 31, 2014, <https://www.msp.wa.gov/wp-content/uploads/2014/03/FishingSectorAnalysis.pdf>

and the byproduct use will overwhelm existing infrastructure, as well as the needed capital investment for infrastructure improvements.

Local Commercial Fishing Community^{23 24}

The Astoria, OR fishing area includes Astoria, Warrenton, Seaside, Gearhart, Cannon Beach, Ilwaco, and Chinook. Reaching as far north as Ilwaco, WA and as far south as Cannon Beach, OR, members' homeport, land, deliver, and recreate in all eight communities. The geographically arranged infrastructure of marinas for both commercial and recreational fishermen, the location of processors, marine support services, charter companies, and industry members results in a solid connection within all eight communities.

The ports of Ilwaco and Chinook, WA and the surrounding communities are built around their "working waterfronts" both recreationally and commercially. Specifically, Ilwaco is known for its ability to cater to the tourism industry in terms of charter fishing. In addition to the numerous charter companies operating out of this area, a large percentage of community residents are employed in local processing plants.

Groundfish is also an important resource for the community both socially and economically. Groundfish are predominantly targeted year-round. Trawlers target several different species including rockfish, whiting and flatfish.

Oregon is home to the largest groundfish and shrimp trawl fisheries on the West Coast. Astoria and Newport have significant trawl activity in the bottom, whiting, and mid-water rockfish fisheries. This helps to put Astoria and Newport in the top three ports in total commercial fishery value throughout the entire West Coast. Large processing plants are required to clean, package, and distribute the substantial volumes of groundfish (and shrimp) caught in the trawl fisheries. The Newport and Astoria whiting fisheries typically

²³ Source: 2006. A Pilot Study in Two West Coast Marine Fishing Communities, Astoria and Newport, Oregon: Perspectives from Fishing Community Members. By Jennifer Langdon-Pollock, Economic Fisheries Information Network/PSMFC.

www.psmfc.org/efin/docs/2004AstoriaNewport/Port_Project_White_Paper_Final.pdf - 2006-11-14

²⁴ Source: Oregon's Commercial Marine Fisheries, September 2019,
https://www.dfw.state.or.us/mrp/docs/Backgrounder_Comm_Fishing.pdf

land 100-200 million lbs. per year, which is machine-processed and sold in domestic and export markets as fillets, surimi (“artificial crab”), and fish meal. Bottom trawl catches of flatfish, sablefish, lingcod, and rockfish are usually hand-filleted, which requires an extensive labor force as 50 million pounds or more can be taken annually, and single deliveries of 50 thousand pounds or more may have to be processed at a single time.

Gillnet fishing has a long-standing history in Astoria area ports. Today, gillnetters typically land salmon, sturgeon, shad, and smelt in the Columbia River. The shrimp fishery is also an important fishery in Astoria area ports. During non-shrimp seasons, shrimp fishermen fish for tuna and/or crab or are involved in the limited entry fishery.

During the winter months in Astoria area ports, the Dungeness crab fishery continues to be of great importance. Due to extreme winter weather conditions, crews take advantage of good weather so they can get done as quickly and safely as possible. The crab season traditionally takes place from December 1 to August 14. During the early season crab operations run their crews around the clock, with peak harvest occurring during the first eight weeks of the season.

Washington State Commercial Fishing Industry^{25 26}

The Washington commercial fishing industry, inclusive of aquaculture production and tribal fisheries, is one of the most productive and valuable in the U.S. According to the annual NOAA Report, “Fisheries of the United States, 2012,” Washington ranked fourth in landed pounds (420.1 million) in 2012, and fifth in value of landings (\$302.0 million). These figures represent four percent of the total landings and six percent of the total value of all U.S. commercial fisheries.

The ports of Westport and Ilwaco/Chinook, both located within the study area, rank among the most important commercial fishing ports in the country. Westport was ranked 13th by landed weight in 2012 (133 million pounds) and 16th by landed value (\$59 million). Ilwaco/Chinook was ranked 30th by landed weight (29 million pounds) and 50th by landed value (\$22 million)

²⁵ Source: Washington Marine Spatial Planning, Fishing: Commercial,
<https://www.msp.wa.gov/explore/topic-maps/fishing-commercial>

²⁶ Most recent update was 2012.

Washington ranked below California and Oregon in 2012 in commercial fishing landings by weight, but above these states in landings by value. Its most valuable harvested species included Dungeness crab (\$59,485,000), albacore tuna (\$28,440,000), and salmon (multiple species) (\$28,398,000).

Commercial landings at ports within the study area (i.e., from Neah Bay to the mouth of the Columbia River) account for a substantial share of landings statewide: 83 percent of landings by weight and 63 percent of landings by value. The value of landings at ports in Grays Harbor County (including Aberdeen, Bay City, and Westport) is the highest in the state (\$19,262,100 in 2006), accounting for approximately 30 percent of ex-vessel revenues statewide.

The majority of the harvest landed in Washington is delivered to one of the many onshore processors located within the state; in 2006, there were 104 seafood processing facilities based on the Washington coast. A share of the commercial Pacific whiting (aka Pacific hake) catch, however, is processed at sea. In addition, onshore processing capacity has seen some consolidation in recent years. As a result, the Port at which the harvest is landed does not necessarily realize the economic benefits of related processing activity.

According to a 2006 report published by the Pacific States Marine Fisheries Commission (PSMFC), the majority of processing companies on the U.S. West Coast depend upon multiple species and markets. In addition, there has been a trend towards multi-species dependency for high volume processors. Factors that have affected the fish processing industry since the early 1990s include:

- Infrastructure issues related to whether water or byproduct use in the processing process will overwhelm existing infrastructure.
- A decline in wholesale prices for seafood.
- Major expansion of the onshore Pacific whiting fishery.
- Horizontal integration of processors and consolidation of processing plants in fewer locations.
- Vertical integration into distribution and harvesting operations.
- Return of small processors to offering specialty products in niche markets.

Lower Columbia River Fish Landings²⁷

The Columbia River has a long history of commercial fishing, an activity that continues today and provides thousands of Washington residents with fresh, locally caught seafood while supporting the economic well-being of communities along the river.

Like recreational fishing, commercial fishing on the Columbia River mainstem is managed in cooperation with other state, federal, and tribal co-managers through the *US v. Oregon* Management Agreement, and the Columbia River Compact process, as well as statewide salmon season-setting conducted as part of the North of Falcon process.

Fishing occurs at specific times and areas, with catch limits determined by the size of the runs and the number of allowable impacts to species listed under the Endangered Species Act.

Gillnets and tangle nets are the primary methods of commercial fishing on the river, but the Columbia River Salmon Fishery Management Policy, adopted in September 2020, emphasizes the development of alternatives to these types of gear.

Figure 1 displays the 2023 lower Columbia River commercial landings.²⁸

²⁷ Source: Economic Analysis of the Non-Treaty Commercial and Recreational Fisheries in Washington State, December 2008, TCW Economics & the Research Group, <http://wdfw.wa.gov/publications/00464/wdfw00464.pdf>

²⁸ Source 2023 Lower Columbia Commercial Fish Landings, https://www.dfw.state.or.us/fish/OSCRP/CRM/docs/2023/2023_FINAL_Year_End_Col_R_Landings.pdf

Winter/Spring/Summer				(OR/WA Fish Tickets—Final on January 11, 2024)							
Season	CHINOOK		Z 4-5 Spring Chinook		SOCKEYE		SHAD		WHITE STURGEON		
Mainstem	Numbers	Pounds	Adults	Jacks	Numbers	Pounds	Numbers	Pounds	Numbers	Pounds	
Winter Sturgeon (no season during 2023)	—	--	—	--	—	--	—	--	—	--	
Spring (no season during 2023)	—	--	—	--	—	--	—	--	—	--	
Summer (no season during 2023)	—	--	—	--	—	--	—	--	—	--	
Shad (Area 2S)	—	--	—	--	—	--	3,099	8,364	—	--	
Mainstem Totals	0	0	0	0	0	0	3,099	8,364	Prohibited		
Select Areas	Numbers	Pounds	Numbers	Pounds	Numbers	Pounds	Numbers	Pounds	Numbers	Pounds	
Youngs Bay Winter	387	4,591	0	0	0	0	0	0	—	--	
Youngs Bay Spring	9,095	92,392	1	5	0	0	0	0	—	--	
Youngs Bay Summer	2,176	25,065	0	0	1	4	17	25	—	--	
Tongue Point/South Channel Winter	295	3,392	0	0	0	0	0	0	—	--	
Tongue Point/South Channel Spring	1,438	15,701	0	0	0	0	0	0	—	--	
Tongue Point/South Channel Summer	491	5,887	0	0	0	0	0	0	—	--	
Blind & Knappa Sloughs Winter	450	5,068	0	0	0	0	0	0	—	--	
Blind & Knappa Sloughs Spring	5,128	50,023	0	0	0	0	0	0	—	--	
Blind & Knappa Sloughs Summer	629	7,707	0	0	1	3	0	0	—	--	
Deep River Winter	36	492	0	0	0	0	0	0	—	--	
Deep River Spring	18	242	0	0	0	0	0	0	—	--	
Select Area Totals	20,143	210,560	1	5	2	7	17	25	Prohibited		
Lower Columbia River Commercial GRAND TOTALS	20,143	210,560	1	5	2	7	3,116	8,389	Prohibited	--	
Winter/Spring/Summer 2023											
Fall											
Season	CHINOOK		COHO		PINK		CHUM		WHITE STURGEON		
Mainstem	Numbers	Pounds	Numbers	Pounds	Numbers	Pounds	Numbers	Pounds	Numbers	Pounds	
August (Early-Fall) (Zone 4-5; 9 - 9 3/4 inch gillnet) ^{2/}	27,403	438,093	1,662	13,597	0	0	--	--	--	--	
August (Early-Fall) Subtotals	27,403	438,093	1,662	13,597	0	0	Prohibited		Prohibited		
Late-Fall (Zone 4 - 5; 8 - 9 3/4 inch gillnet) ^{3/}	4,942	69,867	941	7,705	0	0	--	--	--	--	
Late-Fall (Zone 1 - 3; 3 3/4 inch tangle-net)	1,587	14,434	5,779	40,639	0	0	--	--	--	--	
Late-Fall Subtotals	6,529	84,301	6,720	48,344	0	0	Prohibited		Prohibited		
Fall Mainstem Totals	33,932	522,394	8,382	61,941	0	0	Prohibited		Prohibited		
Select Areas	Numbers	Pounds	Numbers	Pounds	Numbers	Pounds	Numbers	Pounds	Numbers	Pounds	
Youngs Bay	2,470	27,920	16,918	135,270	0	0	--	--	--	--	
Tongue Point	4,212	53,944	12,150	97,993	0	0	--	--	--	--	
Blind Slough & Knappa Slough	1,594	19,610	18,986	147,581	0	0	--	--	--	--	
Deep River	165	1,931	89	641	0	0	--	--	--	--	
Fall Select Area Totals	8,441	103,405	48,143	381,485	0	0	Prohibited		Prohibited		
Lower Columbia River Commercial GRAND TOTALS	42,373	625,799	56,525	443,426	0	0	Prohibited		Prohibited	--	
Fall 2023											
FINAL GRAND TOTALS 2023											
	62,516	836,359	56,526	443,431	0	0	Prohibited		Prohibited		
for Lower Columbia R. Commercial Fisheries	SOCKEYE ^{2/}	SHAD	SMELT (Mainstem)				GREEN STURGEON				
	Numbers	Pounds	Numbers	Pounds	Pounds		Numbers	Pounds			
	3	11	3,116	8,389	1,726		Prohibited				

1/ The retention and sale of white sturgeon was prohibited during 2023 non-treaty commercial fisheries.

2/ One four pound sockeye was landed within Zone 4 on 8/15/2023 and has been added into the final grand totals.

3/ The September 19-20 Zones 4-5 fishing period was open within Oregon waters only. Washington waters were closed to commercial fishing.

Figure 1: Lower Columbia River Commercial Landings, 2023

2022/2023 Current Landings

Figure 2 provides a description of landing area definition.

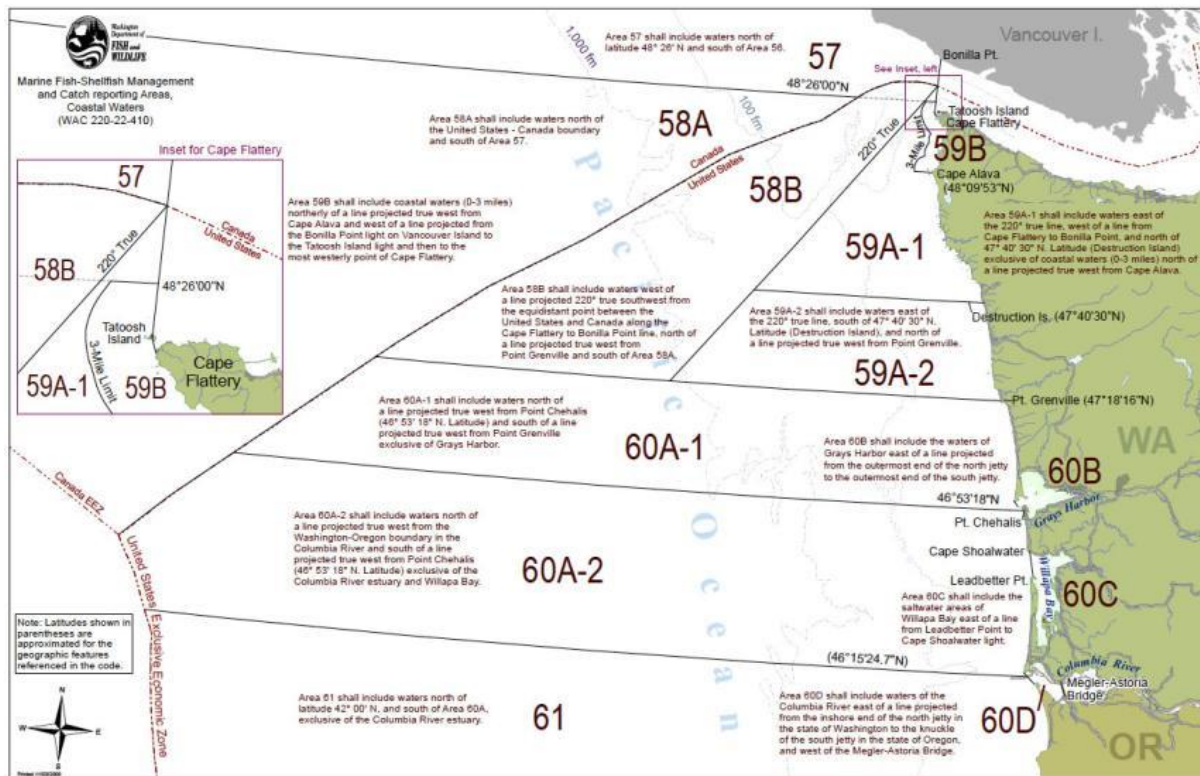


Figure 2: Landing Area Definitions²⁹

- Area 59A-1 shall include waters east of the 220° true line, west of a line from Cape Flattery to Bonilla Point, and north of 47° 40' 30" N. Latitude (Destruction Island) exclusive of coastal waters (0-3 miles) north of a line projected true west from Cape Alava.
- Area 59A-2 shall include waters east of the 220° true line, south of 47° 40' 30" N. Latitude (Destruction Island), and north of a line projected true west from Point Grenville.
- Area 59B shall include coastal waters (0-3 miles) northerly of a line projected true west from Cape Alava and west of a line projected from the Bonilla Point light on Vancouver Island to the Tatoosh Island light and then to the most westerly point of Cape Flattery.

²⁹ Source: WAC 220 -301, Chapter 220-301 WAC Fish—Management and catch Reporting Areas.pdf, lawfilesex.t.leg.wa.gov

- Area 60A-1 shall include waters north of a line projected true west from Point Chehalis (46° 53' 18" N. Latitude) and south of a line projected true west from Point Grenville exclusive of Grays Harbor. (15)
- Area 60A-2 shall include waters north of a line projected true west from the Washington-Oregon boundary in the Columbia River and south of a line projected true west from Point Chehalis (46° 53' 18" N. Latitude) exclusive of the Columbia River estuary and Willapa Bay.
- Area 60B shall include the waters of Grays Harbor east of a line projected from the outermost end of the north jetty to the outermost end of the south jetty.
- Area 60C shall include the saltwater areas of Willapa Bay east of a line from Leadbetter Point to Cape Shoalwater light.
- Area 60D shall include waters of the Columbia River east of a line projected from the inshore end of the north jetty in the state of Washington to the knuckle of the south jetty in the state of Oregon, and west of the Megler Astoria Bridge.
- Area 61 shall include waters north of latitude 42° 00' N, and south of Area 60A, exclusive of the Columbia River estuary.

Month	59A1	59A2	60A1	60A2*	60B	60C	61	TOTAL
December								
January								
February	147,852	98,811	1,676,981	7,680,938	84,870	1,232,303	1,718,734	12,640,489
March	252,599	313,108	1,833,186	3,715,386	38,144	424,240	676,682	7,253,345
April	132,181	247,577	686,504	993,620	33,190	184,886	351,409	2,629,367
May	29,991	46,633	202,180	449,983	23,243	91,323	94,161	937,514
June	1,847	39,444	108,544	79,491	17,212	13,475	19,034	279,047
July	3,252	12,032	36,796	41,678	21,099	4,070	2,764	121,691
August	3,885	1,306	38,813	46,456	34,855	442	1,124	126,881
September	3,105		33,275	23,899	13,584	104		73,967
Total	574,712	758,911	4,616,279	13,031,451	266,197	1,950,843	2,863,908	24,062,301
Total State Fishery Ex-vessel Value: \$ 64,632,247								

* Catch area 60A2 includes catch area 60D.

Table 8: Final Season Landings as of 9/15/2023

Season	59A1	59A2	60A1	60A2*	60B	60C	61	Total
2008-2009	144,824	518,945	1,694,834	4,193,256	64,834	479,621	1,202,195	8,298,509
2009-2010	290,551	1,005,927	2,690,309	6,246,576	79,621	578,262	2,097,833	12,989,079
2010-2011	791,787	876,065	3,847,316	8,253,715	132,995	1,189,981	1,674,178	16,766,037
2011-2012	82,185	433,223	1,685,490	4,496,649	86,946	625,252	1,215,446	8,625,191
2012-2013	701,060	866,667	3,191,160	7,076,941	54,413	638,314	1,443,215	13,971,770
2013-2014	10,724	63,765	1,258,458	6,055,181	9,247	431,878	1,648,695	9,477,948
2014-2015	41,709	123,866	929,220	4,655,566	31,098	431,600	1,289,607	7,502,666
2015-2016	7,595	80,237	1,751,754	7,822,888	45,145	406,882	1,953,673	12,068,174
2016-2017	714,001	437,247	3,136,380	9,051,990	157,785	824,764	2,126,522	16,448,689
2017-2018	67,754	253,366	1,980,592	6,786,770	293,147	625,439	2,402,762	12,409,830
2018-2019	183,462	301,116	2,180,109	5,751,574	264,506	557,564	2,502,422	11,740,753
2019-2020	50,074	31,702	1,463,209	5,819,668	202,303	609,507	2,358,083	10,534,546
2020-2021	36,435	163,050	1,746,985	6,237,265	277,794	725,062	916,136	10,102,727
2021-2022	539,480	275,233	2,707,969	8,469,584	131,328	906,441	2,247,753	15,277,788
2022-2023	574,712	758,911	4,616,279	13,031,451	266,197	1,950,843	2,863,908	24,062,301

*Catch area 60A2 includes catch area 60D.

Table 9: Landings by Catch Reporting Area

Month	59A1	59A2	60A1	60A2*	60B	60C	61	Total
December								
January								
February	147,852	98,811	1,676,981	7,680,938	84,870	1,232,303	1,718,734	
March	252,599	313,108	1,833,186	3,715,386	38,144	424,240	676,682	
April	132,181	247,577	686,504	993,620	33,190	184,886	351,409	
May	42,080	46,633	202,180	449,983	23,243	109,414	117,083	
June		52,782	108,544	79,491	17,212			
July			36,796	41,678	21,099			
August			38,813	46,456	34,855			
September			33,275	23,899	13,584			
Totals	574,712	758,911	4,616,279	13,031,451	266,197	1,950,843	2,863,908	24,062,301

*Catch area 60A2 includes catch area 60D.

Table 10: 2022/2023 landings by month and area

Dungenous Crab Industry^{30 31}

Commercial crabbing in Washington takes place in Puget Sound, in Willapa Bay, and on the coast. Each fishery has its own set of management and harvest goals.

Puget Sound is home to two fleets of commercial vessels, tribal and state. The state commercial crab fleet possesses about 248 licenses. The fishery is currently limited to this number of licenses, however current license holders may transfer an existing license to a new party. Information on tribal fishing in Puget Sound is available through the Northwest Indian Fisheries Commission.

There are 228 Washington coastal commercial Dungeness crab license holders with approximately 200 fishers who are active participants in this highly competitive fishery. The fishery operates under limited entry rules which require new participants to purchase an existing license directly from the current owner. WDFW co-manages this fishery in the areas between Point Chehalis and the U.S.-Canada border with four treaty tribes who have fishing rights within their federally adjudicate usual and accustomed fishing areas. The main ports of landing for the coastal commercial Dungeness crab fishery are Ilwaco, Chinook, Westport, Tokeland, and La Push, where the economic impact of this fishery is substantial.

Each year, the season typically starts in December or January when tests show that the majority of the male crabs have recovered from the fall molt period. The fishery usually runs through Sept. 15.

³⁰ Source: Washington State Department of Fish & Wildlife - Commercial Dungenous Crab Industry, <https://wdfw.wa.gov/fishing/commercial/crab>.

³¹ Source: Washington Coastal Dungeness Crab Fishery Newsletter, 2nd Edition, 2023-24, <https://wdfw.wa.gov/sites/default/files/2024-01/newsletter-dungeness-crab-fishery-2023-24.pdf>.

The Washington coastal Dungeness crab fishery set a record for catch during the 2022-23 season with total landings of over 28.7 million pounds – exceeding the 2021-22 season total by 10 million pounds and the previous 10-year average by 14 million pounds. Included in this total were 4.6 million pounds in tribal landings and 24.1 million pounds in landings by state crabbers. Coastal crab landings have steadily increased over the past 30 years, despite substantial interannual variability (Figure 3).

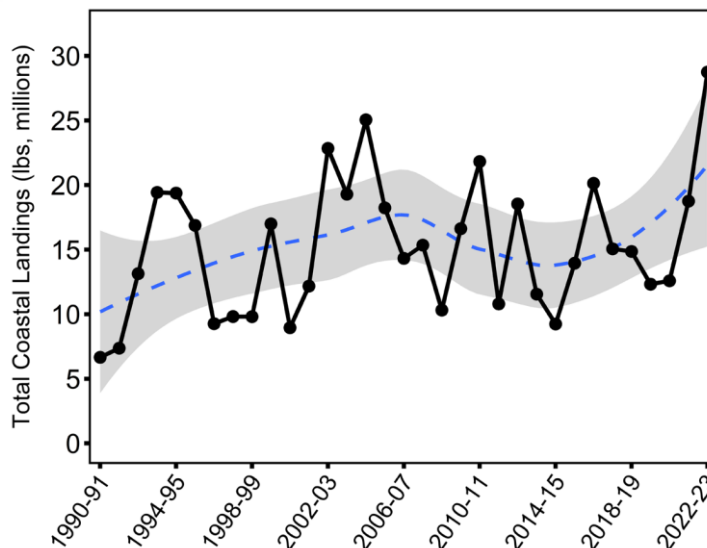


Figure 3: Total Coastal Landings (lbs. per millions from 1990 to 2023

Historically, years of high crab abundance have been followed by low abundance four years later. The 2022-23 season had the second highest total ex-vessel value recorded in the past 10 years (Figure 4). The ex-vessel value of state landings equated to \$64.6 million, surpassed only by the previous season high of \$88.2 million in 2021-22.

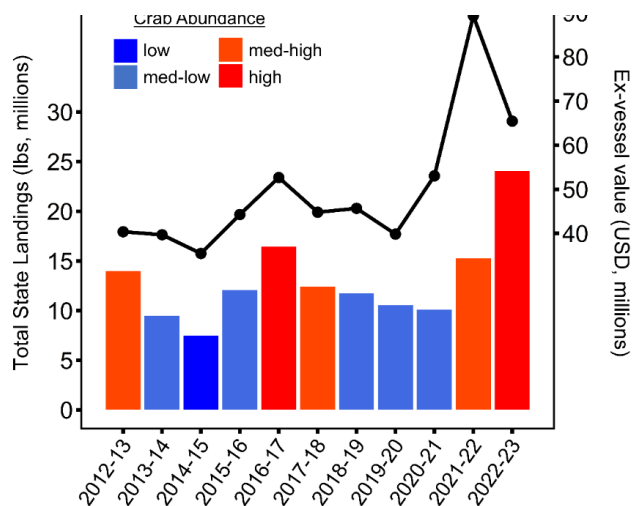


Figure 4: Total State Landings (lbs. per millions) from 2012 to 2023

Ex-vessel value was lower than the 2021-22 season due to a depressed per pound price following the start of the fishery in February. In total, 194 license holders made 4,804 landings into Washington. Of these landings, 82% occurred in the first two months when the average per pound price was below \$3, driving down the season average to \$3.20 (Figure 5). Price peaked in July, with an average of \$4.97 and a maximum of \$6.50. However, only 0.5% of landings occurred during this time frame.

The 2022-23 season opened for the state fleet from Klipsan Beach, WA, to Cape Falcon, OR, including Willapa Bay, on Feb. 1. The area from Klipsan Beach to the U.S.-Canada border opened to state fishers on Feb. 6. Traditional fair start provisions delayed the time when vessels that participated in the area south of Klipsan Beach could move into northern areas. The majority of crab (55%) was caught in the 60A-2 catch reporting area with boundaries between Point Chehalis and Cape Disappointment (Figure 6).

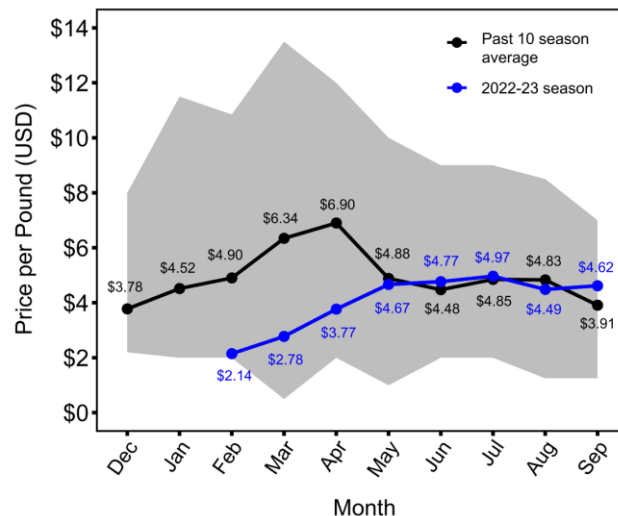


Figure 5: Price per Pound (USD) in Past 10 Season Average Compared to the 2022-23 Season

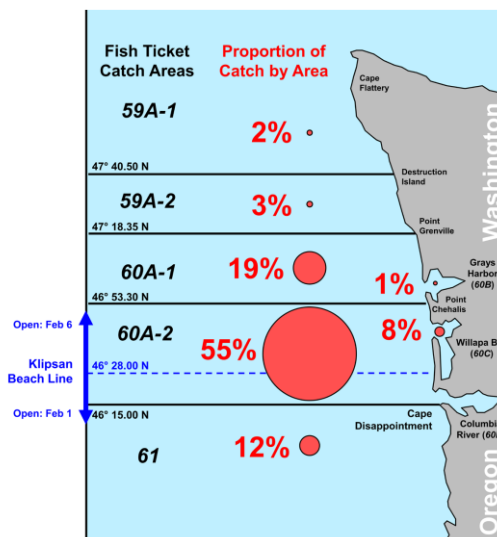


Figure 6: Percentage of Crab Caught in Each Catch Reporting Area

Commercial Shrimp Fisheries³²

Commercial shrimp fishing off the Washington coast dates from the late 1950s. Although other species of shrimp are present, only pink shrimp (*Pandalus jordani*) have been abundant enough to support a large, long-term commercial fishery. Pink shrimp are caught by trawl gear; the majority of active vessels in the Washington fleet are double-

³² Source: Washington Coastal Fishery Pink Shrimp Management Plan, December 2017, <https://wdfw.wa.gov/publications/02048>.

rigged with semi-pelagic, fine-meshed shrimp nets. Figure 7 displays the number of Washington pink shrimp landings in millions of pounds from 1970 to 2016.

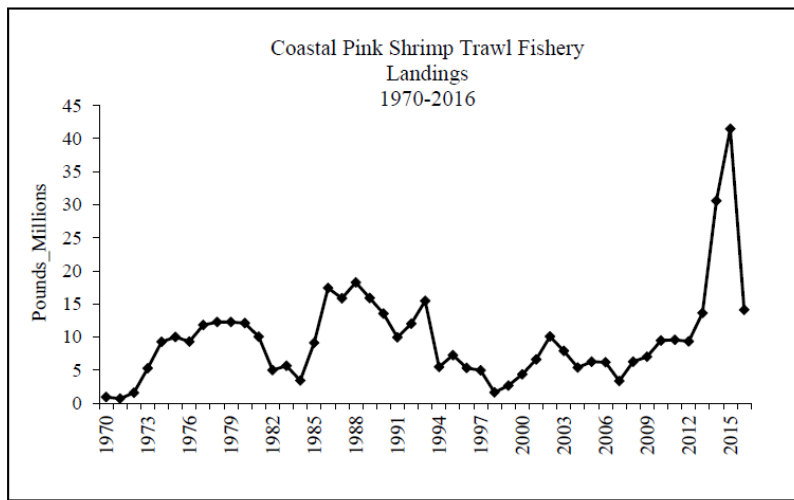


Figure 7: Washington Pink Shrimp Landings in Millions of Pounds, 1970 to 2016

Fishing occurs during daylight hours reflecting the behavior of ocean pink shrimp which exhibit a vertical diurnal migration, moving to the bottom during daylight hours and ascending to feed at night. The typical commercial trip ranges from three to six days including transit to and from the fishing grounds. Shorter trips can occur when fishing is especially productive.

Although the U.S. West Coast ocean pink shrimp fishery is state managed, it is subject to federal restrictions for groundfish catch and essential fish habitat. Beginning in 2010, Washington licensed pink shrimp trawl fishers were required to carry a federal program observer upon request. Administered by the National Marine Fisheries Service (NMFS), the West Coast Groundfish Observer Program (WCGOP) collects at-sea catch data including retained and discarded catch. Annual estimates of observed discards (bycatch) are produced for the Washington shrimp trawl fishery and are published by NMFS.

The physical and depth boundaries associated with this general bottom type are located in specific and relatively fixed areas. However, the physical characteristics of ocean water masses and the large zooplankton communities that pink shrimp are dependent on are much more dynamic in location and time and largely independent of the bottom habitat. Nevertheless, changing ocean conditions that are driven by large ocean

processes including upwelling, sea surface temperatures, and the timing of the spring transition all affect the overall habitat pink shrimp depend on.

In 1990, nearly 100 vessels landed about 15 million pounds. However, subsequent dramatic declines in local abundance drove many fishers out of the fishery and by 1994 the active fleet totaled just over 50 vessels, with fewer than 30 several years later. From the late 1990's the fleet size continued to decline, hitting a record low of 13 active vessels in 2007. Landings were unremarkable, averaging about 5 million annually. More recently the fishery experienced back-to-back record-breaking seasons. In 2014, the fishery landed 30.5 million pounds, in 2015 it landed 41.5 million pounds, and the number of actively fished licenses surged to levels reminiscent of the mid-1990's. These increases in the Washington fishery can be attributed to a combination of factors: shrimp abundance – the strong 2013 year-class; a substantial increase in processing capacity at Westport beginning in 2014; the influx of latent licenses, and a shift of vessels from Oregon after a processing facility at Warrenton was destroyed by fire.

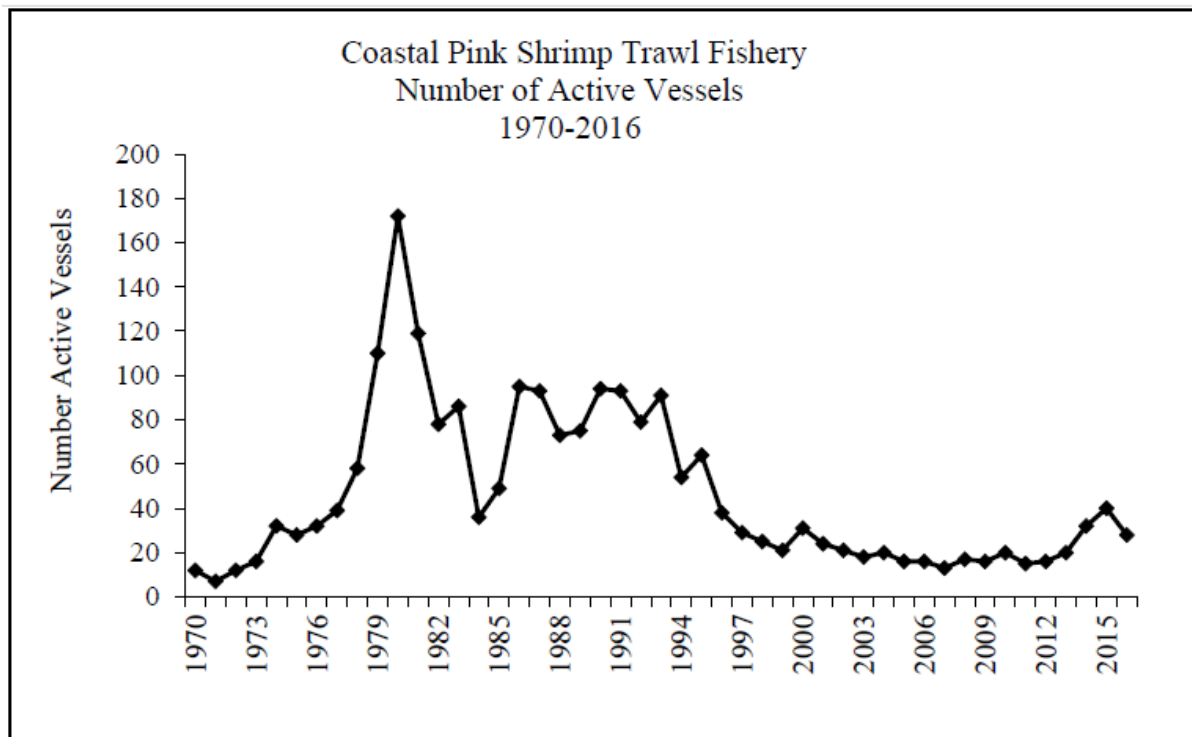


Figure 8: Number of Active Pink Shrimp Vessels, 1970 to 2016

Pink shrimp are sold as a machine peeled and cooked product. On the U.S. West Coast, the Washington fishery ranks behind Oregon, the leading producer, and ahead of California. In Washington, the pink shrimp fishery is an important contributor to the coastal economy. Total ex-vessel value, in nominal dollars, has ranged from \$100,000 in 1970 to \$8.6 million in 2016. The pink shrimp fishery's recent 10-year ex-vessel value averaged about \$8 million, representing a little over 7 per cent of the coastal commercial fisheries' total. Encompassing the period of recent record high landings, the fishery's five-year (2009-2016) average value ranked fourth after Dungeness crab, whiting, and Albacore tuna. However, the pink shrimp fishery relies on volume to be lucrative.

Between 1970 and 2017, the nominal average weighted ex-vessel price per pound ranged from 11 to 74 cents. Processors use a split pricing structure and pay based on size; this practice encourages shrimpers to target larger shrimp. The interplay of market forces and shrimp abundance, globally and locally, and operational costs shape the economics of the pink shrimp fishery. Nevertheless, the fishery's value measured as an average per vessel exhibits a strongly positive trend. Landing receipts (fish tickets) and logbook data document that Washington licensed vessels deliver shrimp caught frequently offshore Washington and Oregon, and occasionally California into Washington ports. Washington coastal shrimp fishing activity is primarily in Westport.

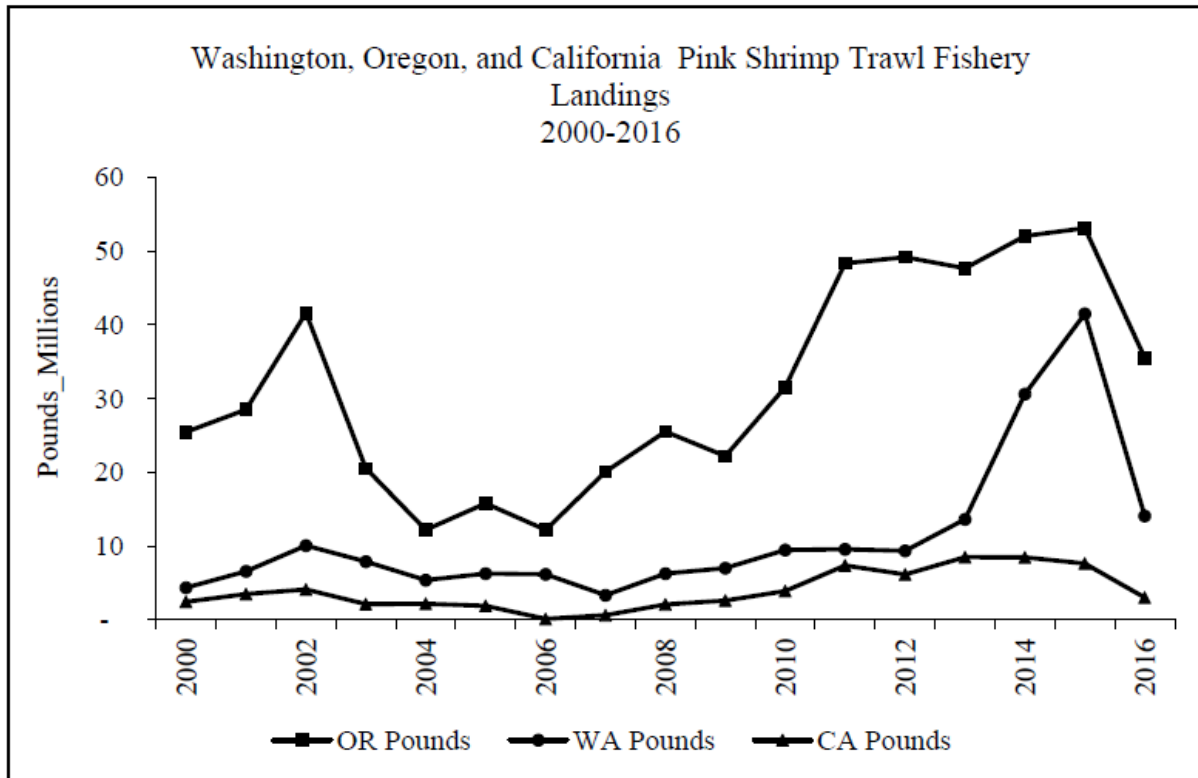


Figure 9: Pink Shrimp Trawl Fishery Landings, Washington, Oregon, and California, 2000 to 2016

Since inception, Washington pink shrimp fishery management has been accomplished through various input controls, e.g., limited entry, and technical regulations, e.g., season closure, mesh size. Despite being largely passive measures, the outcome has been a sustainable fishery over its history. The fishery’s sustainability is conditioned on effort levels which, in Washington, have been constrained until more recent years by a lack of processing capacity in conjunction with a protracted period of soft demand and low market prices. However, extensive research suggests that the pink shrimp resource is highly resilient to fishing pressure at levels experienced currently and, in the past, as environmental conditions primarily drive pink shrimp stock abundance. Nonetheless, establishing a precautionary approach can supplement existing management measures to reduce risk of negative fishery impacts to the resource.

A precautionary approach can be achieved through the use of reference points. For fisheries managers, reference points serve as benchmarks to guide fishery management decisions and aid meeting policy objectives. Rather than establishing independent metrics, Washington DFW policy closes the Washington pink shrimp fishery when

Oregon DFW-determined reference points are triggered. From a management perspective, this is simply an extension of policy to achieve similar across-state fishery regulations, i.e., “a level playing field.” Biologically, this approach is supported by the assumption of one coast-wide stock.

Along the Washington coast, the pink shrimp fishery operates only in federal waters (3-200 miles); most commercial gears, including trawl, are prohibited inside Washington state waters (0-3 miles).

Opportunities for Local Fish Processors

Every step of the processing chain beyond the initial harvest adds value and consequently, personal wealth. The value-added amounts differ according to each step of harvesting and processing, and also among seafood products. Some fish products are expected fresh or frozen from the Pacific Northwest with a minimal of processing. Such products include fresh salmon, tuna, and whole crab. Most of the fish products shipped out of the Pacific Northwest include a rudimentary processing such as gutting and filleting. Primary processing is included in the economic contribution calculations, because the “exported” product leaves the area as a processed product. The Fishery Economic Assessment Model (FEAM)³³ is used to calculate personal income from harvesting primary and processing in Pacific County.

As the major shellfish production and processing center on the Washington coast, Pacific County’s economy includes a substantial marine resources component. The commercial fishing industry, based primarily in Ilwaco and Chinook, includes over 200 vessels and nearly 1300 fishermen, with annual landings exceeding 21 million pounds of fish and shellfish with an ex-vessel value of nearly \$15 million.

Dungeness crab, albacore tuna, and bottomfish-production are the major components of the commercial fishery, generating over \$25 million in personal income, and over a thousand jobs to the county’s economy. Many fishermen also participate in the distant

³³ Fishery Economic Assessment Model (FEAM) was originally developed for the West Coast Fisheries Development Foundation by Hans Radtke and William Jensen in 1986.

water fisheries in Alaska, adding an additional \$21 million in county personal income contributions.

Pacific County is also home to the largest shellfish culture industry on the West Coast, with nearly 50 million pounds of oysters and clams produced each year, with a wholesale value exceeding \$10 million. The industry generates over \$12 million in personal income and provides nearly 600 jobs to the local economy annually. In addition, the charter boat industry in Ilwaco includes fourteen vessels, offering sport fishing and whale watching trips for local residents and outside visitors. Eight seafood processing plants, and fifteen seafood retailers provide seafood products to area distributors and consumers.³⁴

³⁴ Source: Washington State Extension, Pacific County, Natural Resources, Marine Resources, <https://extension.wsu.edu/pacific/nrs/marine/>

The current list of seafood processing companies includes:³⁵

- South Bend Products, Port of Chinook
- Pacific Seafood (formerly Coast Seafood) South Bend
- Dungeness Development Associates, South Bend
- Taylor Shellfish (formerly Ekone Oysters), Bay Center
- Goosepoint Oysters, Bay Center
- Safe Coast Seafood (formerly Jessie's Fish Company), Ilwaco
- Nelson Crab, Tokeland
- South Bend Products (formerly South Bend Packers), South Bend

The single fish processing plant at the Port of Ilwaco, Safe Coast Seafood, trades at the state, regional, national, and international level. Its export markets are in Canada, Denmark, European Russia, Germany, Italy, Japan, and Spain. Safe Coast Seafoods, with processing plants in San Francisco, Crescent City, and Ilwaco, focuses on export, processing, purchasing, and wholesale markets and processes the following seafood products: Dungeness crab, sole, rockfish, salmon, black cod, ling cod, mussels, oysters, clams, and Albacore tuna.³⁶

Commercial and Recreational Fleet

The following sections evaluate the existing conditions and potential growth in the commercial and recreational fleet at the Port of Ilwaco.

The Port of Ilwaco currently consists of 806 available slips for boats. Both annual and transient slips for commercial fishing boats comprise 14.4%, while 2.0% are for charter boats; the remaining 83.6% are for recreational boats. Table 11³⁷ shows the number of boats slips in each category and size.

³⁵ Source: West Coast Seafood Processors Association, Members List, <https://www.wcspa.com/membership/>

³⁶ Source: Safe Coast Seafoods website, <https://safecoastseafoods.com/>

³⁷ Source: Port of Ilwaco

Slip Length	Commercial	Charter	Recreational	Total %
10'-20'	0	0	79	9.80%
21'-30'	0	0	455	56.38%
31'-40'	1	0	69	8.67%
41'-50'	97	14	57	20.82%
51'-60'	0	0	3	0.37%
61'-70	13	0	0	1.61%
70' & up	2	0	0	0.25%
Unknown	3	0	14	2.11%
Total	116	14	677	100%

Table 11: Port of Ilwaco Fleet Characteristics

Approximately 80% of the slips are used for annual moorages, while the remaining 20% are used for monthly or transient moorages.

Charter and Recreational Fishing Boats³⁸

There is a relatively strong relationship between motor boating and participation in fishing. In general, the smaller the motorboat, with the exception of personal watercraft, the more likely it is to be used for fishing. At the Port of Ilwaco, 95% of the recreational boats are used for fishing during the months of July and August and the first half of September.

Salmon anglers fishing from private and charter boats originating from Oregon and Washington ports made a total of approximately 77,900 trips in the Buoy 10 fishery in 2022. This effort level is 21 percent less than the 98,900 trips the prior year, 17 percent more than the 66,700 trips recorded in 2020, and less than one percent below the 2017-2021 average of 78,400 angler trips. The success/retention rate for anglers fishing from boats in the Buoy 10 fishery in 2022 was 0.46 salmon per angler trip, 17 percent below the 0.56 success rate the prior year, 48 percent above the 0.31 average success rate in 2020, and 10 percent above the average annual success rate of 0.42 salmon per angler trip in the Buoy 10 fishery during 2017-2021.

³⁸ Source: Pacific Fishery Management Council, "Review of 2022 Ocean Salmon Fisheries" February 2023, Chapter IV, Socioeconomic Assessment of the 2022 Salmon Fisheries, <https://www.pcouncil.org/documents/2023/02/review-of-2022-ocean-salmon-fisheries.pdf/>

Total state-level income impacts associated with non-Indian commercial ocean troll and recreational salmon fisheries for all three states combined in 2022 were \$77.5 million, two percent below the prior year's level of \$79.1 million, 38 percent above the 2020 level of \$56.3 million, and 21 percent above the 2017-2021 annual average of \$64.2 million. Total West Coast income impacts associated with the 2022 non-Indian commercial ocean troll fishery were \$39.2 million, 10 percent below the prior year's estimate (\$43.7 million), 14 percent above the 2020 level of \$34.4 million, and 21 percent above the 2017-2021 annual average of \$32.5 million. Income impacts generated by the three states' combined 2022 ocean recreational salmon fisheries totaled \$38.3 million, eight percent above the prior year's level of \$35.4 million, 74 percent above the 2020 level of \$21.9 million, and 21 percent above the 2017-2021 average of \$31.6 million. Note that these aggregated coastwide values may mask the underlying effects in individual states and communities.

Recreational salmon fishing takes place primarily in two modes, (1) anglers fishing from privately owned pleasure crafts, and (2) anglers employing the services of the charter boat fleet. In general, success rates on charter vessels tend to be higher than success rates on private vessels.

In 2022, 69,260 ocean angler salmon trips were taken on vessels on the Washington coast representing an increase of 14 percent above the 60,900 trips the prior year, 105 percent above the 33,800 trips taken in 2020 (which was the fewest number of trips since 12,300 recorded in 1998), and 30 percent above the recent five-year (2017-2021) average of 53,400 angler trips per year. Effort was higher than the prior year in all four Washington coastal regions, including Neah Bay (which had been closed in 2020 and 2021 due to COVID-19 restrictions), and increases of 73 percent in La Push, 17 percent in Westport and 21 percent in Ilwaco. The angler success rate in Washington (in terms of retained fish per angler-trip) was 1.18 in 2022, 11 percent above the prior year, 44 percent above the rate in 2020, and 21 percent above the recent five-year (2017-2021) average success rate of 0.98 fish per angler-trip. Approximately 28 percent of Washington angler trips in 2022 were taken on charter vessels, an increase of two percent from proportion the prior year, one percent below the proportion in 2020, and

approximately two percent below the recent five-year (2017-2021) average charter trip share of 28 percent. Note that these figures do not include angler effort that occurs from the ocean side of the Columbia River jetty, or in the state managed Area 4B add-on fishery (if open).

Charter fishing boats suffered a marked decline in the 1990s. Since then, the charter boat industry has been stable. There are currently three recreational fishing charter boat companies and a total of fourteen charter boats operating from the Port of Ilwaco. These three charter fishing boat companies are Coho Charters, Sea Breeze Charters, and Pacific Salmon Charters. All three charter companies provide charter fishing service for salmon and sturgeon. Two companies also provide charter fishing service for halibut, bottomfish, and tuna. Table 12 shows fishing on charter boats and recreational boats for salmon in the state.

Year or Avg.	Angler Trips		Chinook Catch ^{a/}		Coho Catch ^{a/}	
	Charter	Private	Charter	Private	Charter	Private
WASHINGTON^{g/h/}						
2011	22.2	49.2	9.8	19.3	15.1	24.4
2012	24.5	50.5	11.8	21.8	11.8	19.3
2013	24.7	52.3	9.2	19.6	17.9	27.9
2014	34.6	78.1	12.1	27.7	46.0	73.3
2015	30.6	61.3	12.0	26.9	27.6	39.5
2016	13.7	34.0	4.5	12.3	5.8	10.1
2017	16.3	42.4	4.2	15.7	11.5	24.5
2018	14.5	33.5	3.0	7.0	11.8	22.9
2019	18.1	47.5	1.6	8.0	22.6	41.8
2020 ^{i/}	9.5	24.3	2.2	5.3	7.0	13.2
2021 ^{i/}	16.5	44.4	3.8	12.0	16.4	32.6
2022 ^{c/}	19.2	50.1	4.4	16.9	21.1	39.6

a/ Catch numbers may include some illegal harvest.

g/ Numbers do not include angling from the Columbia River jetty or from the late-season state waters Area 4B fishery.

h/ Values for 1982-1985 include some in river Columbia River fishing after closure of the ocean fishery.

Table 12: Washington Ocean Recreational Salmon Effort in Thousands of Angler Trips and Catch in Thousands of Fish

Table 13 shows estimates of charter ocean salmon angler trips by port area.

Year	Neah Bay ^{a/}	La Push	Westport	Ilwaco ^{b/}	State Total
CHARTER TRIPS					
2011	0.5	0.7	14.1	6.9	22.2
2012	0.8	0.7	16.2	6.9	24.5
2013	0.9	0.7	15.9	7.1	24.7
2014	1.1	1.1	22.7	9.7	34.6
2015	1.0	0.8	20.2	8.6	30.6
2016	0.6	0.3	7.5	5.3	13.7
2017	0.7	0.4	10.5	4.7	16.3
2018	0.7	0.5	9.2	4.1	14.5
2019	0.8	0.6	10.8	5.9	18.1
2020 ^{c/}	-	-	7.1	2.1	9.5
2021 ^{d/}	-	0.4	10.4	5.3	16.5
2022 ^{e/}	0.2	0.4	10.9	7.7	19.2

a/ Does not include effort from the late-season state water Area 4B fishery, when open.

b/ Does not include effort from the Columbia River Jetty.

c/ Neah Bay and La Push were closed to public access in 2020 due to the COVID-19 pandemic. State totals include 7,016 ocean salmon angler trips (276 charter and 6,740 private) from Sekiu.

d/ Neah Bay remained closed to public access in 2021 due to the COVID-19 pandemic. 2021 Values for Washington include catch and effort from 10,899 ocean salmon angler trips (345 charter and 10,554 private) from Sekiu.

e/ Preliminary.

**Table 13: Estimates of Washington Charter Boat Ocean Salmon Angler Trips
(thousands) By Port Area**

Table 14 shows Columbia River and Buoy 10 recreational salmon, bottomfish, and sturgeon angler trips (thousands)

Year	Charter	Private	Subtotal	Jetty ^{b/}	Total
SALMON EFFORT					
2011	10.5	76.2	86.7	2.2	88.9
2012	9.5	79.3	88.8	2.7	91.5
2013	10.2	82.3	92.5	4.8	97.2
2014	12.8	140.3	153.1	10.9	164.0
2015	11.1	127.4	138.5	5.2	143.8
2016	6.0	107.5	113.5	3.8	117.3
2017	5.9	110.8	116.7	8.2	124.9
2018	5.3	82.5	87.7	2.2	89.9
2019	6.9	110.7	117.6	4.0	121.6
2020 ^{h/}	2.6	76.2	78.8	5.9	84.7
2021 ^{i/}	5.8	129.4	135.2	11.9	147.2
2022 ^{c/}	8.0	115.1	123.1	10.8	133.9
BOTTOMFISH EFFORT					
2011	3.6	1.8	4.5	0.9	5.4
2012	3.2	2.0	5.2	0.6	5.8
2013	3.3	2.2	5.6	0.4	6.0
2014	3.0	1.5	4.5	0.8	5.3
2015	3.0	1.6	4.6	b/	4.6
2016	4.6	3.0	7.5	1.6	9.2
2017	3.6	3.2	6.8	2.1	8.9
2018	5.2	3.8	9.0	b/	9.0
2019	3.8	3.2	7.0	b/	7.0
2020 ^{h/}	3.7	6.0	9.7	1.8	11.6
2021 ^{i/}	4.5	4.0	8.5	1.7	10.2
2022 ^{c/}	2.8	3.7	6.5	5.3	11.8
STURGEON EFFORT					
2011	3.6	21.7	25.3	-	25.3
2012	2.4	16.5	18.9	-	18.9
2013	1.5	14.8	16.3	-	16.3
2014	0.1	1.5	1.7	-	1.7
2015	a/	1.0	1.0	-	1.0
2016	a/	2.5	2.5	-	2.5
2017	0.5	13.7	14.2	-	14.2
2018	1.0	16.5	17.5	-	17.5
2019	0.7	19.9	20.6	-	20.6
2020	a/	0.8	0.8	-	0.8
2021	1.1	16.5	17.6	-	17.6
2022 ^{c/}	0.6	10.4	11.0	-	11.0

a/ Few er than 50 angler trips.

b/ Columbia River north jetty was not sampled in 2005, 2007, 2018 and 2019 due to construction limiting access; the outer jetty was not sampled in 2015 due to construction limiting access to near-beach areas.

c/ Preliminary.

d/ Oregon data is a minimum estimate, as the jetty is not sampled, and bottomfish sampling of vessels only occurs when the ocean is open for salmon.

e/ For 1996, no Oregon bottomfish trips are included.

f/ For 1996, includes tuna trips: Ilwaco - 9 charter, 14 private; Westport - 784 charter, 0 private.

Table 14: Columbia River and Buoy 10 Recreational Salmon, Bottomfish, and Sturgeon Angler Trips (thousands)

Figure 10 displays the total recreational ocean salmon trips for Washington for both private and charter.

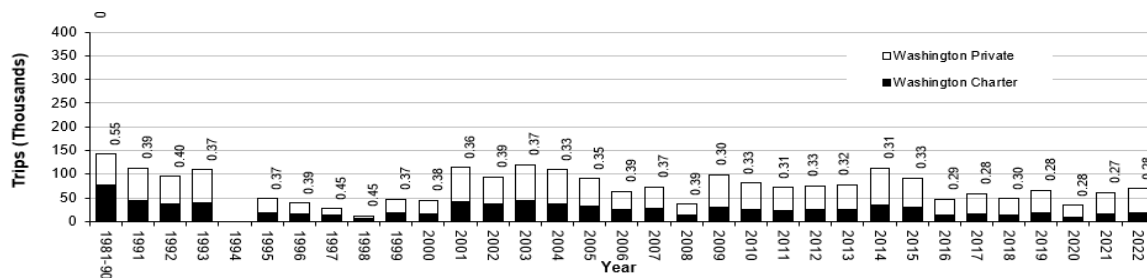


Figure 10: Total Recreational Ocean Salmon Trips for Washington (Private & Charter)

Non-Fishing Related Recreational Boats^{39 40}

The National Association of State Boating Law Administrators (NASBLA) estimated that with more than 264,000 recreational vessels registered in 2008 and more than 248,000 recreational vessels registered in 2022. Washington ranked 30th in the United States for boats per 100,000 persons. Recreational vessels include everything from canoes and kayaks to personal watercraft to power and sailing yachts.

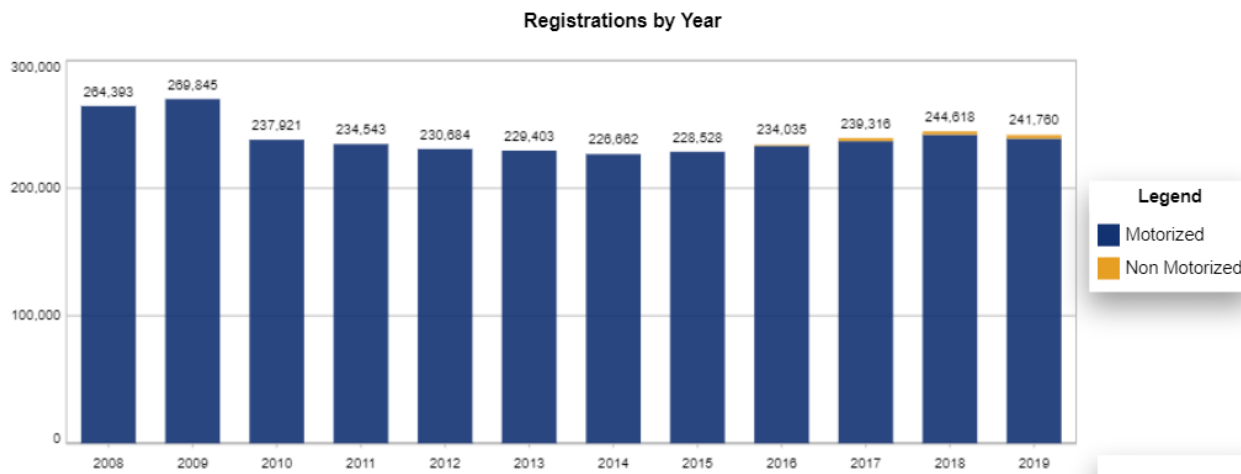


Figure 11: Boat Registrations by Year in the State of Washington (source: Nasbla) – Motorized vs. Non-motorized Boats⁴¹

³⁹ Source: State of Washington Joint Legislative Audit & Review Committee (JLARC), “Activities Supporting Recreational Boating In Washington Report 10-12”, December 1, 2010, <https://leg.wa.gov/jlarc/AuditAndStudyReports/Documents/10-12.pdf>

⁴⁰ Much of the content in this section is from the most current JLARC report published on December 1, 2010. A more up to date report will be published in April 2025.

⁴¹ Source: Boat Alert History Report, <https://www.boat-alert.com/blog/washington-boat-registration/>

Figure 12 shows the total number of boars for allocation and expenditures from 2009 through 2022.

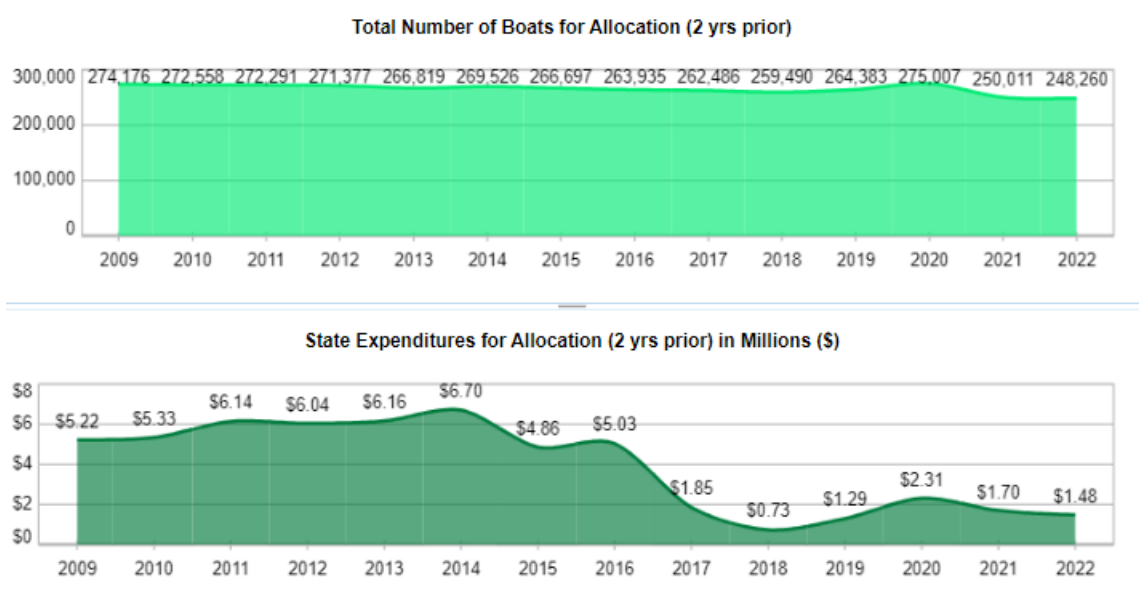


Figure 12: Total Number of Boats for Allocation and Expenditures from 2009 through 2022⁴²

⁴²Source: State RBS Performance Report - Washington State,
<https://idash.nasbla.net/idashboards/viewer/?guestuser=guest&dashID=153&c=0>

Figure 13 displays the recreational boats and yachts per 1,000 people by state.

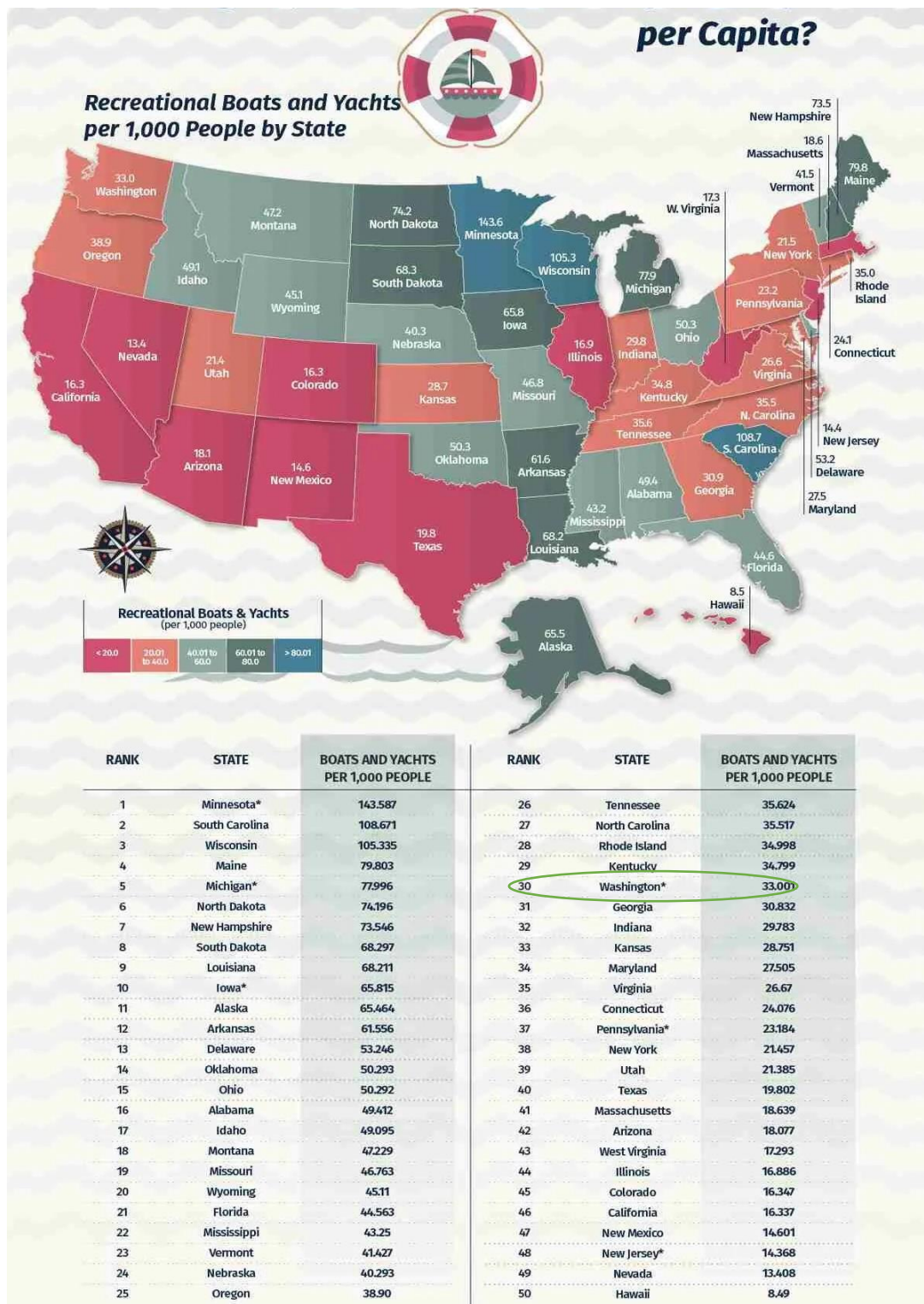


Figure 13: Recreational Boats and Yachts per 1,000 People by State⁴³

⁴³Source: The U.S. States With The Most Recreational Boats & Yachts per Capita, May 11, 2022, <https://www.infographicsarchive.com/us-states-with-most-recreational-boats-per-capita/>

Washington participates in 30 state recreational boating activities. These 30 activities fall into four categories: boating safety and education, marine law enforcement, infrastructure and access, and environmental boating.

JLARC examined revenues collected or received by the state and expenditures made for state recreational boating activities and found that:

- Washington collected or received \$70.9 million in the 2007-09 Biennium in boating-related revenue, including taxes, permits, and other charges, user fees, and federal grants.
- Washington spent \$54.0 million in the 2007-09 Biennium on state recreational boating activities across the four categories of activity. This includes money that was distributed by state agencies to local governments to support activities across the state.
- The state general fund was the fund that both received the largest amount of boating-related revenues and from which the largest number of expenditures were made for recreational boating activities.
- About half the accounting funds with boating expenditures were not supported by any specific boating-related revenue sources.
- Fifty-six percent of the expenditure was in the category of infrastructure and access.

Of all boat owners, 75% own a motorboat, 19% own a hand-powered boat other than canoe or kayak, 14% own a kayak, 12% own a canoe, 8% own a sailboat, and 5% own a personal watercraft.

Using Department of Licensing registration numbers as guide, RCO estimates that the recreational motorboat fleet has grown about 0.8% per year, with growth driven by large boats that are normally stored on the water.

Table 15 shows the changes in the number of registered boats in Washington.

Year	Under 16'	16' to 20'	21' to 30'	31' to 40'	41' to 50'	51' to 60'	Over 60'	Total Boats
2000*	104,049	106,837	34,912	9,422	2,885	493	325	258,923
2008*	98,574	118,359	45,481	10,739	3,716	759	523	278,151
Growth Rates								
	-5.5%	10.8%	30.27%	13.97%	28.8%	53.95%	60.9%	7.4%
*Data from Washington State Department of Licensing								

Table 15: Recent Changes in the Number of Registered Boats in Washington

2007 and 2008 saw enormous changes in the economics of boating. Retail prices of petroleum products proved extremely volatile, reaching highs of over \$4 per gallon in summer 2008. The downturn of the credit market worldwide, accompanied by increased unemployment statewide, put pressure on retail boat sales. These factors certainly contributed to dealer sales of new boats dropping by as much as 43% in one quarter of 2008.

Boaters tend to boat in the county in which their boat is registered. The leading boating county in boating days, by far, is King County (18.4% boated the most days there), followed by Pierce (8.2%), Snohomish (6.6%), Clark (4.4%), and San Juan (4.3%). An analysis of where boaters boat the most days relative to the county in which they live found that 62% of boaters boat the most days in their county of residence. 82% of boaters boat the most in the county where they prefer to boat: From a regional perspective, the Islands, Seattle/King, and West Northern Cascades Region is the most popular region (41%).

53% of boaters report fishing while boating. Other common activities include sight-seeing/fish and wildlife viewing (34%), water skiing (19%), relaxing or entertaining friends (17%), being with family and friends (17%), and water tubing (15%).

When asked to say what motivates them to boat, boaters most commonly answer relaxation (49% gave this as a reason for boating), followed by fishing (29%), to being with friends and family (26%), general recreation (14%), and being close to nature (11%).

A majority of boaters overall (62%) indicate that there are things that take away from boating satisfaction or cause them not to boat as much as they would like. These include the cost of boating, work obligations, weather, lack of or poor access, crowding on the water, and family obligations.

Further:

- Cost is cited more often by motor boaters than by any other type of boater.
- Poor access is cited more often by paddlers and motor boaters than by the other types of boaters.
- Crowding at boat launch ramps is higher among motor boaters than among any other type of boater.

Occupancy rates are low in the Peninsula and Southwest Washington regions due primarily to lack of fishing opportunities. This is particularly significant in Westport, Ilwaco and other coastal areas.

Transient moorage activity also has a substantial peaking component. The demand for transient moorage is very low during winter, but peaks strongly in the summer.

Moorage Opportunities

The Port of Ilwaco has developed a successful program for providing seasonal moorage during the fishing season. Transient revenues are particularly strong for recreational boats during the months of July, August and September, when 100% of the mooring slips are occupied. This program is working well for the Port of Ilwaco and should be enhanced, if possible, by additional marketing.

The opportunities to retain existing boats and to attract new boats are in some ways beyond the control of the Port of Ilwaco. Fishing conditions will dictate how large the commercial and recreational fleets will be. It is likely that the size of the commercial fleet (fishing and charter boats) will continue to contract in the Port of Ilwaco and along the West Coast. Under these conditions, the Port of Ilwaco can improve facilities to support the industry within limits imposed by funding and permitting. Significant investment of reconditioning and / or replacement of docks (improving power and lighting, improving

security) will attract more recreational boats (fishing and non-fishing) as well as justify the increase in moorage rates.

Tourism Industry⁴⁴

A program called “Datafy” tracks visitor statistics, that the Long Beach Peninsula Visitor’s Bureau uses. Figure 14 tracks the number of visitors to the Long Beach Peninsula from 1/1/23 to 12/31/23, which is up from the prior year using the same timeline by 8.0%.

Visit Long Beach Peninsula - 2023 vs 2022

Visitation Statistics

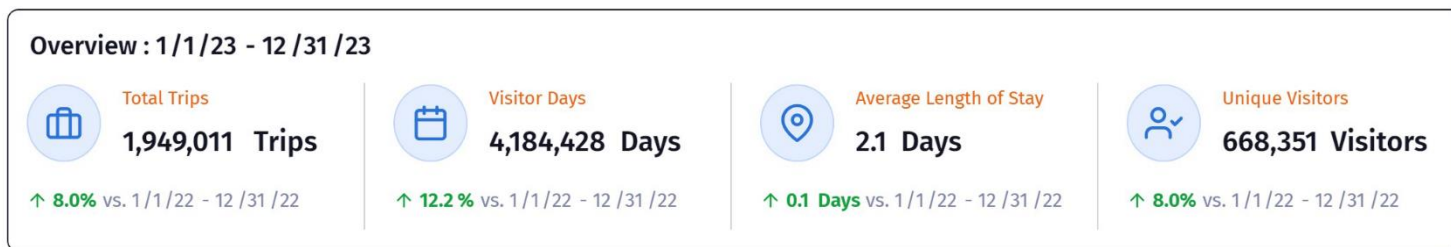


Figure 14: Number of Visitors from January 1, 2023, through December 31, 2023

⁴⁴ Source: Long Beach Peninsula Visitors Bureau

Visitation Statistics

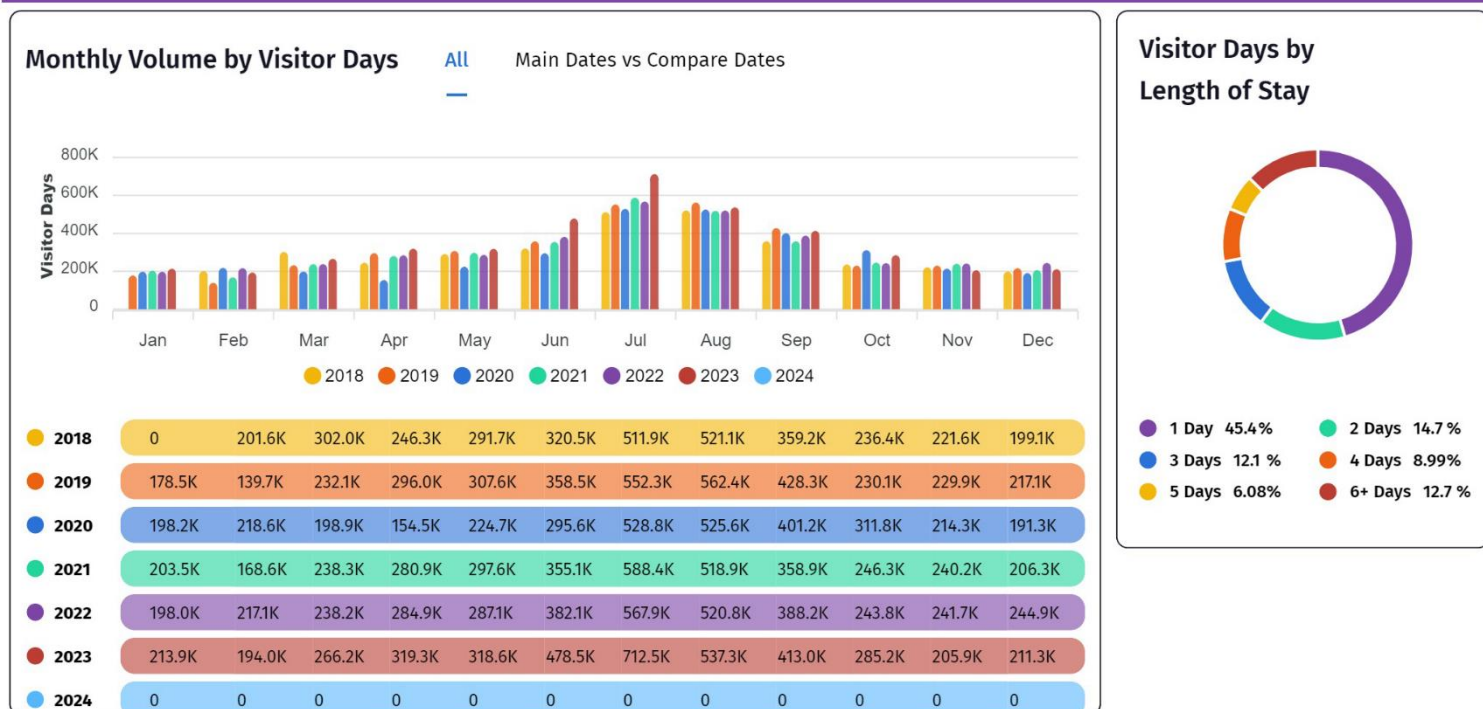


Figure 15: Monthly Volume by Visitor Days

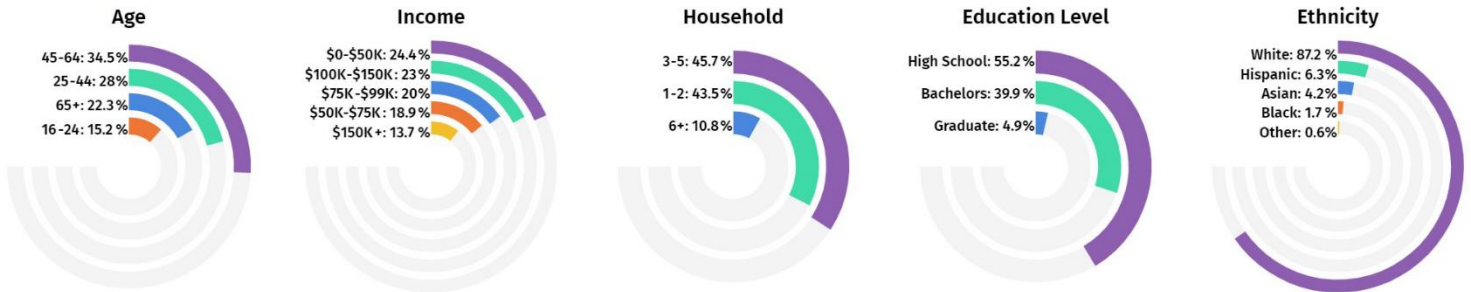
Figure 16 tracks the number of visitors to the Port of Ilwaco from January 1, 2023 through December 31, 2023 and compares it to the same timeline in 2022. Notice that the number of visits to the Port of Ilwaco decreased 5.7% in 2023 from the previous year.

Top Clusters		
Cluster	Share of Trips 1/1/2023 - 12/30/2023	Percent Change in Trips vs 1/1/2022 - 12/30/2022
Pacific County	100 %	↑ 9.4 %
City of Long Beach	24.29 %	↓ 5.7 %
Worlds Longest Beach	21.44 %	↓ 7.1 %
Cape Disappointment State Park	11.55 %	↓ 14.5 %
Hotels	10.95 %	↓ 8.0 %
Port of Ilwaco	6.36 %	↓ 5.7 %
South Bend Public Docks	3.01 %	↑ 14.3 %

Figure 16: Visits to the Long Beach Peninsula from January 1, 2023 through December 31, 2023

Figure 17 compares certain demographic information, such as age, income, number of household members, education level, and ethnicity with the same timeline in 2022. Note that there is little change in each comparison.

Top Demographics for 1/1/2023 - 12/31/2023



Top Demographics for 1/1/2022 - 12/31/2022

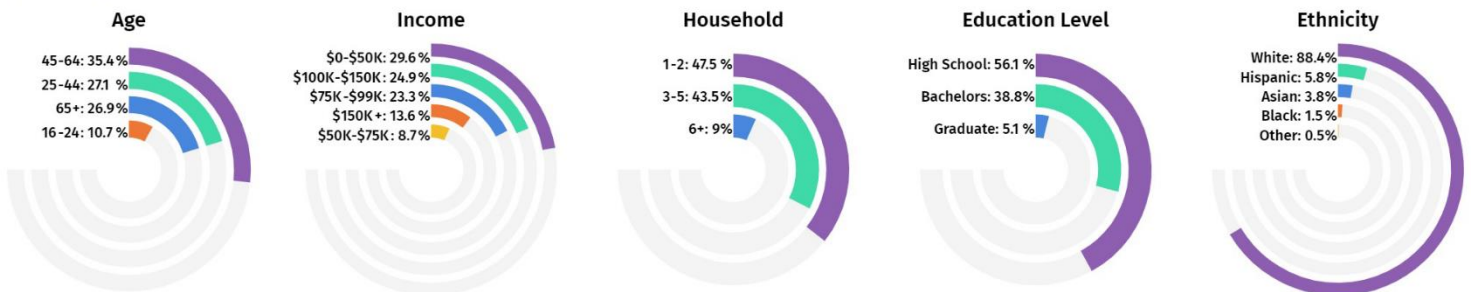


Figure 17. Top Demographic Data in Same Timeline for 2023 and 2022.

Local Retail and Lodging Trends

In the city of Ilwaco, the following retail sectors exist in downtown Ilwaco or at the Port of Ilwaco:

- Building materials, hardware – Englund Marine Supply
- Food stores – Ilwaco Market
- Lodging – At the Helm Hotel, The Salt Hotel, Col Pacific Motel, Heidi's Inn, The Inn at Harbor Village
- Eating / drinking establishments – Serious Pizza Plus, Salt Hotel & Pub, Waterline (At the Helm) Pub, Olde Town Trading Post, The Ebb Cafe
- Art Galleries – Marie Powell Gallery, Don Nisbett Art Gallery, Luisa Mack
- Antique stores - Olde Town Trading Post, Antique Store, Skywater Ventures Gallery
- Miscellaneous retail stores – Time Enough Books, Azure Day Spa, Ilwaco Pharmacy, Tre-Fin Day Boat Seafood, 360 Floral Shop, Ship Wrecords and Moor, Spawn Fly Fish, Freedom Market

There has been leakage of retail sales across the Columbia River into the Warrenton and Astoria, Oregon area, which have chain retail stores (i.e., Fred Meyer, Costco, Walmart, Ross Dress for Less, Home Depot, Petco, Dollar Store, Big 5 Sporting Goods, Walgreens, Goodwill Industries, Autozone, and the like).

In the city of Ilwaco, there are only four motels (two at the Port of Ilwaco), one bed and breakfast establishment, and four campgrounds (for tents and RVs). Most visitors who stay overnight nearby choose to stay north of Ilwaco in the communities of Seaview, Ocean Park, Nahcotta, or Surfside, or in the city of Long Beach.

Tourism Opportunities

As infrastructure deficiencies and visitor amenities in the region are overcome, the region's growing tourism market will continue to expand.

Visitor assets in Ilwaco include:

- Charter and recreational fishing from the Port of Ilwaco
- Columbia Pacific Heritage Museum
- Lewis and Clark Interpretive Center
- The terminus of the Lewis and Clark Discovery Trail
- Port of Ilwaco - pedestrian friendly, with retail stores, eating establishments, and art galleries.
- Ilwaco Saturday Market at the Port of Ilwaco from May through September
- First Saturday of July fireworks display at the Port of Ilwaco
- Slow drag classic car competition at the Port of Ilwaco during Rod Run Weekend
- Ilwaco city park offers brand new playground equipment, a basketball court, baseball/softball diamond, a new restroom building, designated handicapped parking, and a covered picnic shelter with four picnic tables.
- Crabpot Christmas tree lighting celebration (first Saturday of December)

Representatives from the retail sector from the Port of Ilwaco have suggested the following additions to the city of Ilwaco and in particular, the Port of Ilwaco:

- Construct bulkhead and boardwalk the entire length of the marina.

- “Beautify” port embankment by removing thorny vines and grasses from riprap.
- Construct an observation tower near boat ramp and out by the slings, for birders and view seekers. This tower could be two levels, the street level for ADA access, and stairs up to a second level for a high overlook.
- Display public artwork, such as the condor sculpture at the boat ramp and an outdoor sculpture garden.
- Bring in more upscale retail shops at both the Port of Ilwaco and the city of Ilwaco.
- Paint murals on the maintenance shed to be used as a way to entice car-bound visitors to the port.
- Build a “long house” to be used as a conference center for both public and private uses. The building could also house several retail shops.
- Actively market a small hospitality (“upmarket”) hotel, which would be revenue generating (i.e., motel / hotel tax).
- Construct a trail to the Columbia Pacific Heritage Museum.
- Construct a trail to the Ilwaco city park.
- Add electrical car charging stations.
- Create a recreational infrastructure, which could include activity stations, ping pong tables, bocci court, bicycle park, and work out stations for all ages and all seasons.
- Build a trail / bike path from the end of Waterfront Way to the boat hoist.
- Keep the landscape on Howerton Avenue and Waterfront Way pruned and watered.
- Create more visible signage just before the corner of Spruce Street (Hwy 101) and First Avenue.
- Build an amphitheater or provide temporary tent space.
- Improve the signage on Elizabeth Street to make it more visible and attractive.
- Build a high dock that goes to the other end so that kids could fish, tying in with the theme of a working port.
- Enhance the visibility and attractiveness of the several entrances to Waterfront Way.
- Update the Fisherman’s kiosk by refreshing the images and complete the inside by providing maps regarding the local area.
- Increase the number of garbage cans or relocate the existing garbage cans in the summer. During recreational fishing season, the businesses are competing with the recreational fishermen with their garbage.

Master Plan Concept

This section is separated into the Marine (“fishing related”) Concept Plan and the Business District (“non-fishing related”) Concept Plan.

Marine (“Fishing Related”) Master Concept Plan

There are five major topics associated with marine-related needs.

- Dock, Pier and Bulkhead reconditioning and replacement
- Relocation and removal of dredge spoils from current location
- Boatyard and the boatyard building improvements
- Other marine-related services
- Port parking-related improvements

Dock, Pier and Bulkhead Reconditioning and Replacement

After several years of general neglect of the marina dock improvements, the Port of Ilwaco began the reconditioning and rebuilding of the docks that were in most need of repair. Since 2002, docks C, F, G, H, and one half of dock K have been rebuilt. Over time, the other docks in the marina will need to be reconditioned. In addition, all the wood pilings that exist in the marina today will need to be replaced with steel pilings. The bulkhead replacement project will begin in the fall of 2024 and continue into the spring of 2025. If O dock is to be used in the future to moor recreational boats, it will require a complete rebuild as only the pilings for O dock remain from the original O dock.

With the exception of H dock and part of K dock, the rebuilds of the C, F and G, have included an upgrade (or an addition) of the electricity and water.

The following alternatives have been considered:

- Alternative A1: Rebuild the remaining half of recreational dock K and recreational docks E, F, G, H, J, K, L, M, N, P, and East Main. Rebuild commercial docks West Main, and the remaining portion of Holman (one-third has already been rebuilt). Recondition all commercial and recreational docks as needed.
- Alternative A2: Replace all wood pilings that exist in the marina with steel pilings.
- Alternative A3: Reapply to build O dock for recreational purposes.

- Alternative A4: Using D dock, increase the slip size for a bigger and stronger dock / wharf for the larger tuna boats.
- Alternative A5: Build a pier with one to two cranes hoists for sport and commercial use.
- Alternative A6: Add a permanent dock to aid in-water repairs.
- Alternative A7: Upgrade existing electrical system on most of the recreational docks.

Relocation and Removal of Dredge Spoils from Current Location

The current marina was reconfigured in 1974-75 at which time major dredging took place. The current dredge site was created when the marina was reconfigured. Between 1975 and 1997 there was no significant dredging of the marina. The Port hired a contract dredger to do a small amount of dredging in 1997. The Port also hired the Port of Astoria to dig out major fairways and the commercial area in 2000 and 2001. The Port purchased its small dredge in 2000 and did a small amount of dredging during that dredge season. The Port has been using it for several seasons with constant improvement.

The dredging of the marina is necessary for commercial and larger fishing vessels to enter the marina. The dredging season is from November through February and is based upon the Endangered Species Act and determined by the Port's dredging permit. Since 2001, the dredge material site has grown upwards from more recent dredging activities. The Port currently dredges approximately 20,000 cubic yards per season. In 2024, the Port of Ilwaco has applied for a Federal grant through MARAD-PDIP for \$13 million for capital dredging.

While one alternative is to increase the size of the current dredge location, it is important to point out that the land where the current dredge materials is build-able land and could be used for additional marine services as well as retail / restaurant / lodging facilities – hence, the reason for exploring alternatives that would relocate the dredge material to another location.

The following alternatives have been considered:

- Alternative B1A: Continue to use the existing dredge location and excavate the dredge material and stockpile it at landfill sites, or
- Alternative B1B: Pump dredge materials to existing upland site on Sand Island, or
- Alternative B1C: Move the existing dredge area west of the current fill dredge location by building a confined dike, or
- Alternative B1D: Dump dredge spoils in a permitted open water site.
- Alternative B2: Repair the dredge to enable annual maintenance dredging.

Work Pier, Boatyard and the Boatyard Building Improvements

Currently, the only pier at the east end of the marina is part of Safe Coast Seafoods. There is no public work pier located at the Port. There is a request to furnish a public work pier from which commercial and recreational boat owners could work.

Holman Dock and West Main are currently used for in-water boat work. Holman Dock is located west of Safe Coast Seafoods and can accommodate the larger 100-foot vessels. Currently, the dock is used as transient moorage or boatyard customers wait to use the TraveLift®. At the West Main dock, there is a welding outlet at the bottom of the ramp.

The port has a 75-ton TraveLift®, a 50-ton TraveLift® and pressure wash system for vessel haul-outs. There are twenty-one concrete pads and two building stalls in a permanent boatyard building. The current boatyard building does not have an explosion proof electrical system or a ventilation system.

There has been a need to provide an indoor paint building for boat owners to use to paint their vessels during inclement weather. In addition, the boat owners who use the pads have requested that there be more electrical outlets available so that every boat pad has access to electricity. There has also been a request to add access to water for every boat pad. Also, there has been a request to increase the number of boat pads.

The following alternatives have been considered:

- Alternative C1A: Upgrade the existing boatyard building to accommodate an enclosed paint facility that requires a ventilation system, an explosion-proof electrical system, and a heating unit, or
- Alternative C1B: Build a permanent enclosed paint shop structure that requires a ventilation system, an explosion-proof electrical system, and a heating unit, or
- Alternative C1C: Add a portable enclosed boat shelter as a paint shop that requires a ventilation system, an explosion-proof electrical system, and a heating unit or
- Alternative C1D Add electrical system within current boatyard structures to include explosion-proof electrical system and ventilation system.
- Alternative C2: Add electricity and water access to all existing boat pads.
- Alternative C3: Increase the number of boat pads in the boatyard.
- Alternative C4: Pave the boatyard and grade for drainage.
- Alternative C5: Construct an improved work pier.
- Alternative C6: Upgrade buildings 4 and 5 to current building construction requirements.
- Alternative C7: Recruit a licensed full-time engine mechanic / machinist contractor for the boat repair and machine shop.
- Alternative C8: Upgrade the work (Holman) pier to include accommodation for a minimum of four (4) fifty-foot vessels at one time.
- Alternative C9: Have hoist facilities available on both sides of the work pier.
- Alternative C10: Increase work (Holman) pier access that should be strategically located so that it can be used for boat repair and fish receiving for upland access.
- Alternative C11: Establish an inside boat storage area.
- Alternative C12: Add a gate to the boatyard, which will be open during the day, but closed at night.

Other Marine-related Services

The single fish processing company at the Port of Ilwaco is Safe Coast Seafoods.

There is a need for an engine repair and machine shop. Currently, boat owners go to the town of Chinook or the Port of Astoria for engine repairs. The engine repair building could be located at this Port property.

The Port Manager and Port Commissioners have determined that in order to expand operations and storage capabilities, there must be a proactive plan to acquire commercial or industrial property within the City of Ilwaco.

The following alternatives have been considered:

- Alternative D1: Build an engine repair / machinist shop on port property.
- Alternative D2: Acquire commercial or industrial property in the City of Ilwaco.
- Alternative D3: Add a fish cleaning station on the recreational part of the marina.
- Alternative D4: Add more vandalized proof public bathrooms.
- Alternative D5: Add security gates to the docks in front of each walkway.
- Alternative D6: Paint and re-side the Port building.
- Alternative D7: Add trash compactor.
- Alternative D8: Build a non-motorized boat launch and recreational area along the outer Harborway on the east side of Baker Bay.
- Alternative D9: Purchase land to build additional boat storage and retail stores for other economic enhancements.

Port Parking-related Improvements

Currently, the area north of Howerton Avenue is the location for parking for the port as well as an area on the east side of the Port and north of the parking area designated for boat storage and for equipment storage. There is no specific designation for parking for cars, trucks, recreational vehicles or visitor buses.

The following alternatives have been considered:

- Alternative E1: Pave the remaining designated area of the Port parking lot.
- Alternative E2: Provide specific designation for parking for cars, trucks, recreational vehicles, and visitor buses in the Port parking lot.

Business (“Non-Fishing Related”) District Concept Plan

There are five major topics associated with business district needs.

- Improvements to Waterfront Way / Howerton Avenue
- Upgrade of existing buildings / add new buildings
- Connecting to / from non-Port services
- Additional business-district services
- Additional marketing for charter boat businesses, retail businesses, and events/activities on the Port premises

Improvements to Waterfront Way / Howerton Avenue

One of the most pressing issues expressed by the members of the business district is the lack of visibility of the Port to visitors traveling by car on Highway 101. In 2004, an attractive sign was added to the intersection of Elizabeth Street and Highway 101, on the south side of Highway 101. Also, in 2004, WDOT provided four signs on Highway 101 for lodging, fishing, food, and boat ramp. However, many of the merchants at the Port felt that this was not enough.

Three ideas were suggested: widen Elizabeth Street to make it more visible and attractive to visitors traveling along 101, add another attractive sign at another location on Highway 101, and construct a new banner location across 101 near Elizabeth Street. There has also been discussion of how to entice the traveling visitors at the stop light in downtown Ilwaco to drive to the Port.



To tie the Lewis & Clark Discovery Trail to the Port of Ilwaco, one suggestion was the construction of a trail from the Port parking lot through downtown Ilwaco and then to the current terminus of the Discovery Trail. The current terminus of the trail is at the end of Main Street in Ilwaco. Figure 18 shows the current trail and the proposed trail from the Port parking lot to the current terminus through the city of Ilwaco.

Figure 18: Current and Proposed Lewis and Clark Discovery Trail

However, the signage for the Ilwaco terminus of the Lewis and Clark Trail needs to be more visible at the street level. Walkers beginning / ending their walk at the Port parking lot will stroll through the business district using Waterfront Way.

Other suggestions to improve the visual attractiveness of Howerton Avenue and Waterfront Way include removing the weeds from the port embankment and planting native trees, shrubs, and perennials that would require little maintenance as well as constructing a boardwalk on top of the port embankment. Also, the Port can improve the visual attractiveness by adding more trees to the north (parking) side of Howerton Avenue and to the south (facing businesses) side of Howerton Avenue for those lease holders who want trees.

The construction of an ADA accessible observation platform near the boat ramp has also been suggested. This observation platform will provide a location where people can enjoy viewing the local natural beauty, focusing on bird and habitat viewing.

Although lighting has been installed on Howerton Avenue and Waterfront Way, the Port should add more lights in the parking lot, floats, and boatyard to make the Port a location where people feel comfortable taking a walk in the evening.

Resident business owners have suggested that the Port should focus on retail businesses that attract visitors. The outcome of this suggestion is the creation and implementation of a planning document that would outline the types of businesses that would entice more visitors to the Port.

The following alternatives have been considered:

- Alternative F1: Widen Elizabeth Street to entice car traveling visitors to visit the Port.
- Alternative F2: Add another attractive sign in another location on Highway 101.
- Alternative F3: Construct a new banner location across Highway 101 near Elizabeth Street.

- Alternative F4: Extend the Discovery Trail by constructing a trail from the Port parking lot through downtown Ilwaco connecting to the terminus of the Discovery Trail in Ilwaco.
- Alternative F5: Construct a boardwalk over the Port embankment.
- Alternative F6: Remove weeds from the port embankment and plant native plants that require little maintenance.
- Alternative F7: Add more lights to the parking lot, the floats, the buildings, and the boatyard.
- Alternative F8: Develop a planning document that outlines the types of retail businesses to attract more visitors to the Port.
- Alternative F9: Construct an observation platform near the boat launch for bird and habitat viewing.
- Alternative F10: Add electrical car charging stations.
- Alternative F11: Create a recreational infrastructure, which could include activity stations, ping pong tables, bocci court, bicycle park, and work out stations for all ages and all seasons.
- Alternative F12: Build a trail / bike path from the end of Waterfront Way to the boat hoist.
- Alternative F13: Keep the landscape on Howerton Avenue and Waterfront Way pruned and watered.
- Alternative F14: Create more visible signage just before the corner of Spruce Street (Hwy 101) and First Avenue.
- Alternative F15: Build an amphitheater or provide temporary tent space.
- Alternative F16: Improve the signage on Elizabeth Street to make it more visible and attractive.
- Alternative F17: Build a high dock that goes to the other end so that kids can fish, tying in with the theme of a working port.
- Alternative F18: Enhance the visibility and attractiveness of the several entrances to Waterfront Way.
- Alternative F19: Update the Fisherman's kiosk by refreshing the images and complete the inside by providing maps regarding the local area.

- Alternative F20: Increase the number of garbage cans or relocate the existing garbage cans in the summer. During recreational fishing season, the businesses are competing with the recreational fishermen with their garbage.
- Alternative F21: Convert some of the grassy area to a paved parking area.
- Alternative F22: Build a Fishermen's Memorial Park.
- Alternative F23: Celebrate the 100th anniversary of the port.
- Alternative F24: Signage for the Ilwaco terminus of the Lewis and Clark Trail needs to be more visible at the street level.

Upgrading Existing Buildings / Construct New Buildings

Currently, there exists no document that describes the architectural standards that should be applied to the construction of new buildings as well as significant remodeling of existing buildings. One suggestion is to create such an architectural plan.

The exterior of the Port of Ilwaco office building was remodeled in 2017. However, this plan does not address the issue of space constraints in the interior of the building. There has been a suggestion to construct a new professional office building that would house the Port of Ilwaco office.

The pavilion built in 2003 fulfills many of the objectives in the 1999 Port of Ilwaco Master Plan. There is a commitment in constructing a single-story community center, which could house several hundred people for special events and conferences and could also provide retail space.

Another suggestion for new buildings is to include a new upscale hotel. This suggestion is a possible long-term candidate project.

The following alternatives have been considered:

- Alternative G1: Create an architectural planning committee to develop and implement architectural standards for the construction of new buildings and remodeling of existing buildings.
- Alternative G2: Construct a new professional services building on Port property.

- Alternative G3: Construct a community center that can hold special events and conferences and may also contain retail space.
- Alternative G4: Recruit an upscale market hotel on Port property.
- Alternative G5: Create a plan for building a conference / board room.
- Alternative G6: Build a new port office behind the existing building. Revitalize existing office into retail or office space.

Connecting to / from non-Port Services

This section includes both suggestions with regard to transit services and walking trails to and from the Port of Ilwaco. The alternatives are:

- Alternative H1: Expand public transit to 365 days a year; especially important for holiday weekend boaters to gain access to other local attractions and services.
- Alternative H2: Construct a trail between the Port and the Ilwaco Heritage Museum with signage.
- Alternative H3: Work with the city of Ilwaco on community affordable housing.
- Alternative H4: Coordinate with the city of Ilwaco regarding a city-wide disaster recovery plan.

Additional Business Services

In the fall of 2023, Wahkiakum West began a project to add broadband to the Port of Ilwaco. It is anticipated that the project will be completed in the fall of 2024.

This section includes additional retail and non-retail services at the Port. The alternatives are:

- Alternative I1: Add a grocery mini market for boaters to gain easy access to a grocery store.
- Alternative I2: Provide Internet access to visitors via an “Internet café”.
- Alternative I3: Provide professional services for visitors and residents.
- Alternative I4: Provide access to fresh baked goods for local residents and visitors.
- Alternative I5: Provide access to visitor information as an annex to the Visitor’s Bureau.
- Alternative I6: Access to a UPS Package Center for local residents and visitors.
- Alternative I7: Add food trucks.

Additional Marketing

The Port of Ilwaco has increased the marketing budget for several years. The city of Ilwaco finances have not been able to include marketing for the City of Ilwaco. The charter boat and retail businesses and events/activities (Ilwaco Saturday Market, Slow Drag at the Port, Blues and Seafood, etc.) can now ask the Port of Ilwaco for funding to market the businesses and funding the events and activities.

Master Plan Implementation

Implementation is essential to the success of the Marina Master Plan. This section of the Master Plan presents a recommended implementation strategy to carry out the Port Master Plan. This component of the Master Plan will assist Port staff and elected officials in establishing priorities for future actions in support of Master Plan development. The implementation strategy will provide guidance for short-term and long-term actions.

The implementation strategy outlined below answers the following questions:

- What projects will be implemented?
- When will the projects be implemented?

All implemented items cannot be constructed at once, due to limited resources. Only a few major projects can be undertaken in the short term. These projects selected for implementation in the short term can occur simultaneously as funds become available. It is recommended that all the strategies be reviewed on an annual basis to update the implementation priorities as current actions items are completed.

The following sub-sections present the implementation strategies for the Marine and Business District concepts.

Marine – Recommended Implementation Strategies

Table 16 presents the recommended implementation strategy for the marine-related needs of the Port. The table includes the action items described in the Master Plan Concept section of this document and organizes them based upon their priority for accomplishing the overall goals of the Master Plan. The actions are also presented as short term (1 to 3 years), medium term (4 to 6 years) and long term (6 or more years).

Short Term (1-3 years)	Medium Term (4-6 years)	Long Term (6 plus years)
1. Rebuild the remaining half of recreational dock K, and the entire recreational dock L. Recondition existing docks as needed. (Alternative A1)	1. Rebuild recreational H dock. Recondition existing docks as needed. (Alternative A1)	1. Rebuild recreational docks E, F, G, J, M, N, P and East Main. Rebuild commercial docks West Main, and the remaining Holman dock (one-third has already been rebuilt). Recondition existing docks as needed. (Alternative A1)
2. Replace 25 wood pilings with steel pilings. (Alternative A2)	2. Continue to replace rotten pilings. (Alternative A2)	2. Continue to replace rotten pilings. (Alternative A2)
3. Rebuild commercial D dock as a bigger and stronger dock / wharf for larger tuna boats. (Alternative A4)	3. Rebuild O dock for additional recreational fishing moorage. (Alternative A3)	3. Build a pier with one to two cranes hoists for sport and commercial use. (Alternative A5)
4. Upgrade existing electrical system on most of the recreational docks. (Alternative A7)	4. Increase the number of boat pads in the boatyard. (Alternative C3)	4. Add a permanent dock to aid in-water repairs. (Alternative A6)
5. Remove / relocate dredge materials from current location by either moving to landfill. (Alternative B1A)	5. Pave the boatyard and grade for drainage. (Alternative C4)	5. Move the existing dredge area west of the current fill dredge location by building a confined dike. (Alternative B1C)
6. Pump dredge materials to Sand Island. (Alternative B1B)	6. Upgrade buildings 4 and 5 to current building construction requirements. (Alternative C6)	6. Dump dredge spoils in a permitted open water site. (Alternative B1D)
7. Repair dredge to enable annual maintenance dredging. (Alternative B2)	7. Increase work (Holman) pier access that should be strategically located so that it can be used for boat repair and fish receiving for upland access. (Alternative C10)	7. Construct an improved work pier. (Alternative C5)
8. Upgrade existing boatyard repair building to add painting facilities. (Alternative C1A)	8. Establish an inside boat storage area. (Alternative C11)	8. Upgrade the work pier to include accommodation for a minimum of four (4) fifty-foot vessels at one time. (Alternative C8)
9. Add permanent structure as a new paint shop. (Alternative C1B)	9. Purchase land to build additional boat storage and retail stores for other economic enhancements. (Alternative D9)	9. Have hoist facilities available on both sides of the work pier. (Alternative C9)

Short Term (1-3 years)	Medium Term (4-6 years)	Long Term (6 plus years)
10. Add a portable building as a new paint shop. (Alternative C1C)		10. Build a non-motorized boat launch and recreational area along the outer Harborway on the east side of Baker Bay. (Alternative D8)
11. Add electrical system within current boatyard structures to include explosion-proof electrical system and ventilation system. (Alternative C1D)		11. Pave the remaining designated area of the parking lot. (Alternative E1)
12. Add electricity & water access to existing boat pads in boatyard. (Alternative C2)		
13. Recruit a licensed full-time engine mechanic / machinist consultant for the boat repair and machine shop. (Alternative C7)		
14. Add a gate to the boatyard, which will be open during the day, but closed at night. (Alternative C12)		
15. Build an engine repair / machine shop on Port property. (Alternative D1)		
16. Acquire commercial and industrial property in the City of Ilwaco. (Alternative D2)		
17. Add a fish cleaning station on the recreational part of the marina. (Alternative D3)		
18. Add more vandalized proof public bathrooms. (Alternative D4)		
19. Add security gates to the docks in front of each walkway. (Alternative D5)		
20. Paint and reside the Port building. (Alternative D6)		
21. Add trash compactor. (Alternative D7)		
22. Provide designated parking. (Alternative E2)		

Table 16: Implementation Strategies for Marine Related Candidate Projects

Marine – Preliminary Sources of Funding

Table 17 identifies preliminary sources of funding associated with all the phases of improvements presented in the following table. The complete breakdown of candidate projects is presented in Appendix A.

Candidate Projects	Source of Funding
<i>Short Term</i>	
Alternative A1: Rebuild one-half of recreational K dock and recreational L dock. Recondition commercial and recreational docks as needed.	Grants / matching funds
Alternative A2: Replacement of 25 wood pilings / year with steel pilings.	Operating budget / matching funds
Alternative A4: Rebuild D dock as a bigger and stronger dock / wharf for larger tuna boats.	Operating budget
Alternative A7: Upgrade existing electrical system on most of the recreational docks.	Grants / Operating budget
Alternative B1A: Remove / relocate dredge materials from location to landfills.	Grants / matching grants
Alternative B1B: Pump dredge materials to existing upland site on Sand Island.	Grants / matching funds
Alternative B2: Repair dredge to enable annual maintenance dredging.	Operating budget
Alternative C1A: Upgrade existing boatyard repair building to add painting facilities.	Grants / matching funds Capital improvement funds
Alternative C1B: Add permanent structure as a new paint shop.	Capital improvement funds
Alternative C1C: Purchase a portable building and fit it for a paint shop.	Grants / matching funds Capital improvement fund
Alternative C1D: Add electrical system within current boatyard structures to include explosion-proof electrical system and ventilation system.	Grants / Operating budget
Alternative C2: Add electricity & water access to existing boat pads in boatyard.	Operating budget
Alternative C7: Recruit a licensed full-time engine mechanic / machinist contractor for the boat repair and machine shop.	Operating budget
Alternative C12: Add a gate to the boatyard, which will be open during the day, but closed at night.	Operating budget
Alternative D1: Build an engine repair / machinist shop on port property.	Private investment / grants

Candidate Projects	Source of Funding
Alternative D2: Acquire commercial and industrial property in the City of Ilwaco.	Capital improvement funds
Alternative D3: Add a fish cleaning station on the recreational part of the marina.	Grants
Alternative D4: Add more vandalized proof public bathrooms.	Grants / Operating budget
Alternative D5: Add security gates to the docks in front of each walkway.	Grants
Alternative D6: Paint and re-side the Port building.	Operating budget
Alternative D7: Add trash compactor.	Operating budget
Alternative E2: Provide designated parking.	Operating budget
<i>Medium Term</i>	
Alternative A1: Rebuild recreational H dock. Recondition commercial and recreational docks as needed.	Grants / matching funds
Alternative A2: Replacement of 25 wood pilings / year with steel pilings.	Operating budget / matching funds
Alternative A3: Rebuild O dock for additional recreational fishing moorage.	Grants / matching funds / private investment
Alternative C3: Increase number of boat pads in boatyard.	Grants
Alternative C4: Pave the boatyard and grade for drainage.	Grants / matching funds
Alternative C6: Upgrade buildings 4 and 5 to current building construction requirements.	Grants / Operating budget
Alternative C10: Increase work (Holman) pier access that should be strategically located so that it can be used for boat repair and fish receiving for upland access.	Grants / Operating budget
Alternative C11: Establish inside boat storage area.	Grants
Alternative D9: Purchase land to build additional boat storage and retail stores for other economic enhancements.	Loans
<i>Long Term</i>	
Alternative A1: Rebuild recreational docks E, F, G, J, M, N, P and East Main. Rebuild commercial docks West Main, and the remaining Holman dock (one-third has already been rebuilt). Recondition exiting docks as needed.	Grants / matching funds
Alternative A2: Replacement of 25 wood pilings / year with steel pilings.	Operating budget / matching funds
Alternative A5: Build a pier with one or two crane hoists for sport and commercial use.	Grants / matching funds

Candidate Projects	Source of Funding
Alternative A6: Add a permanent dock to aid in-water repairs.	Grants / matching funds
Alternative B1C: Move the existing dredge area west of the current fill dredge location by building a confined dike.	Grants / matching funds
Alternative B1D: Dump dredge spoils in permitted open water site.	Grants / matching funds
Alternative C5: Construct an improved work pier.	Operating budget
Alternative C8: Upgrade the work pier to include accommodation for a minimum of four (4) fifty-foot vessels at one time.	Grants
Alternative C9: Have hoist facilities available on both sides of the work pier.	Grants
Alternative D8: Build a non-motorized boat launch and recreational area along the outer Harborway on the east side of Baker Bay.	Grants
Alternative E1: Pave the designated area of the parking lot.	Grants / matching funds

Table 17: Marine – Preliminary Sources of Funding

Business District – Recommended Implementation Strategies

Table 18 presents the recommended implementation strategy for the business district needs of the Port. The table includes the action items described in the Master Plan Concept section of this document and organizes them based upon their priority for accomplishing the overall goals of the Master Plan. The actions are also presented as short term (1 to 3 years), medium term (4 to 6 years) and long term (6 or more years).

Short Term (1-3 years)	Medium Term (4-6 years)	Long Term (6 plus years)
1. Widen Elizabeth Street. (Alternative F1)	1. Construct a boardwalk over the port embankment. (Alternative F5)	1. Construct a new professional services building on Port property. (Alternative G2)
2. Add another attractive Port of Ilwaco sign on Highway 101. (Alternative F2)	2. Construct an observation platform near the boat launch for bird and habitat viewing. (Alternative F9)	2. Construct a community center that can hold special events and conference, and may also have retail space. (Alternative G3)
3. Construct a banner location across 101 near Elizabeth Street. (Alternative F3)	3. Create a recreational infrastructure, which could include activity stations, ping pong tables, bocci court, bicycle park, work out stations for all ages and all seasons. (Alternative F11)	3. Recruit an upscale market hotel on Port property. (Alternative G4)
4. Extend the Discovery Trail by constructing a trail from the Port parking lot to downtown Ilwaco connecting to the terminus of the Discovery Trail in Ilwaco. (Alternative F4)	4. Build an amphitheater or provide temporary tent space. (Alternative F15)	4. Build a new port office behind the existing building. Revitalize existing office into retail or office space. (Alternative G6)
5. Remove weeds from the port embankment and plant native plants that require little maintenance. (Alternative F6)	5. Build a high dock that goes to the other end so that kids can fish, tying in with the theme of a working port. (Alternative F17)	5. Work with the city of Ilwaco on community affordable housing. (Alternative H3)
6. Add more lights to the parking lot, the floats, buildings and the boatyard. (Alternative F7)	6. Convert some of the grassy area to a paved parking area. (Alternative F21)	
7. Develop a planning document that outlines the types of retail businesses to attract visitors to the Port. (Alternative F9)	7. Build a Fishermen’s Memorial Park. (Alternative F22)	
8. Add electrical car charging stations. (Alternative F10)	8. Create a plan for building a conference / board room. (Alternative G5)	
10. Build a trail / bike path from the end of Waterfront Way to the boat hoist. (Alternative F12)	9. Coordinate with the city regarding a city-wide disaster recovery plan (Alternative H4)	
10. Keep the landscape on Howerton Avenue and Waterfront Way pruned and watered. (Alternative F13)	10. Provide access to a UPS Package Center. (Alternative I6)	

Short Term (1-3 years)	Medium Term (4-6 years)	Long Term (6 plus years)
11. Create more visible signage just before the corner of Spruce Street (Hwy 101) and First Avenue. (Alternative F14)		
12. Improve the signage on Elizabeth Street to make it more visible and attractive. (Alternative F16)		
13. Enhance the visibility and attractiveness of the several entrances to Waterfront Way. (Alternative F18)		
14. Update the Fisherman's kiosk by refreshing the images and complete the inside by providing maps regarding the local area. (Alternative F19)		
15. Increase the number of garbage cans or relocate the existing garbage cans in the summer. During recreational fishing season, the businesses are competing with the recreational fishermen with their garbage. (Alternative F20)		
16. Celebrate the 100 th anniversary of the port. (Alternative F23)		
17. The signage for the Ilwaco terminus of the Lewis and Clark Trail needs to be more visible at the street level. (Alternative F24)		
18. Create an architectural planning committee to develop and implement architectural standards for the construction of new buildings and remodeling of existing buildings. (Alternative G1)		
19. Expand public transit to 365 days a year. (Alternative H1)		
20. Construct a trail between the Port and the Museum. (Alternative H2)		

Short Term (1-3 years)	Medium Term (4-6 years)	Long Term (6 plus years)
21. Add a grocery mini market for boaters to gain easy access to a grocery store. (Alternative I1)		
22. Provide Internet access to visitors via an “Internet café”. (Alternative I2).		
23. Provide professional services for visitors and residents. (Alternative I3)		
24. Provide access to fresh baked goods for local residents and visitors. (Alternative I4)		
25. Provide access to visitor information as an annex to the Visitor’s Bureau. (Alternative I5)		
26. Add food trucks. (Alternative I7)		

Table 18: Implementation Strategies for Business District Related Candidate Projects

Business District – Preliminary Source of Funding

Table 19 identifies preliminary sources of funding associated with all the phases of improvements presented in the following table. The complete breakdown of candidate projects is presented in Appendix B.

Candidate Projects	Source of Funding
<i>Short Term</i>	
Alternative F1: Widen Elizabeth Street.	Grants from Dept. of Transportation Ilwaco merchants City of Ilwaco
Alternative F2: Add another attractive Port of Ilwaco sign on Highway 101.	Operating budget Grants from Dept. of Transportation Ilwaco merchants City of Ilwaco
Alternative F3: Construct a banner location across 101 near Elizabeth Street.	Grants from Dept. of Transportation Ilwaco merchants City of Ilwaco
Alternative F4: Extend the Discovery Trail by constructing a trail from the Port parking lot to downtown Ilwaco connecting to the terminus of the Discovery Trail in Ilwaco.	Grants / matching grants
Alternative F6: Remove weeds from the port embankment and plant native plants that require little maintenance.	Grants / matching grants
Alternative F7: Add more lights to the parking lot, buildings, floats, and boatyard.	Grants
Alternative F8: Develop a planning document that outlines the types of the types of retail businesses to the Port.	Grants
Alternative F10: Add electrical car charging stations.	Grant approved
Alternative F12: Build a trail / bike path from the end of Waterfront Way to the boat hoist.	Grants / Matching funds
Alternative F13: Keep the landscape on Howerton Avenue and Waterfront Way pruned and watered.	Operating budget
Alternative F14: Create more visible signage just before the corner of Spruce Street (Hwy 101) and First Avenue.	Operating budget / Grants / Donations
Alternative F15: Improve the signage on Elizabeth Street to make it more visible and attractive.	Operating budget / Grants / Donations
Alternative F18: Enhance the visibility and attractiveness of the several entrances to Waterfront Way.	Operating budget / Donations
Alternative F19: Update the Fisherman's kiosk by refreshing the images and complete the inside by providing maps regarding the local area.	Operating budget / Donations

Candidate Projects	Source of Funding
Alternative F20: Increase the number of garbage cans or relocate the existing garbage cans in the summer. During recreational fishing season, the businesses are competing with the recreational fishermen with their garbage.	Operating budget
Alternative F23: Celebrate 100 th anniversary of the port.	Operating budget – started in 2024
Alternative F24: The signage for the Ilwaco terminus of the Lewis and Clark Trail needs to be more visible at the street level.	Grants / matching funds
Alternative G1: Create an architectural planning committee to develop and implement architectural standards for the construction of new buildings and remodeling of existing buildings.	Grants / matching funds
Alternative H1: Expand public transit to 365 days a year.	Transit grant
Alternative H2: Construct a trail between the Port and the Museum.	Grants
Alternative I1: Add a grocery mini market for boaters to gain easy access to a grocery store.	Grants Private investment
Alternative I2: Provide Internet access to visitors via an “Internet café”.	Grants Private investment
Alternative I3: Provide professional services for visitors and residents.	Grants Private investment
Alternative I4: Provide access to fresh baked goods for local residents and visitors.	Grants Private investment
Alternative I5: Provide access to visitor information as an annex to the Visitor’s Bureau.	Grants Private investment
Alternative I6: Add food trucks.	Private investment
<i>Medium Term</i>	
Alternative F5: Construct a boardwalk over the port embankment.	Grants / matching funds
Alternative F9: Construct an observation platform near the boat launch for bird and habitat viewing.	Grants / matching funds ALEA grant
Alternative F11: Create a recreation infrastructure, which could include activity stations, pin pong tables, bocci court, bicycle park, work out stations for all ages and all seasons.	Operating budget / Grants / Donations
Alternative F15: Build an amphitheater or provide temporary tent space.	Operating budget / Grants / Donations
Alternative F17: Build a high dock that goes to the other end so that kids could fish, tying in with the theme of a working port.	Operating budget / Grants / Donations
Alternative F21: Convert some of the grassy area to a paved parking lot.	Operating budget / Grants

Candidate Projects	Source of Funding
Alternative F22: Build a Fishermen’s Memorial Park.	In the works for the 100 th anniversary in 2028
Alternative G5: Create a plan for building a conference / board room.	Grants / loan
Alternative H4: Coordinate with the city regarding a city-wide disaster plan.	Operating budget / Grants
Alternative I6: Provide access to a UPS Package Center.	Grants Private investment
<i>Long Term</i>	
Alternative G2: Construct a new professional services building on Port property.	Private investment
Alternative G3: Construct a community center that can hold special events and conference and may also have retail space.	Private investment
Alternative G4: Recruit an upscale market hotel on Port property.	Private investment
Alternative G6: Build a new port office behind the existing building. Revitalize existing office into retail or office space.	Grants / loan
Alternative H3: Work with the city of Ilwaco on community affordable housing.	Operating budget / Grants

Table 19: Business District - Preliminary Sources of Funding

Preliminary Funding Recommendations

Funding the major marine improvements in the Port of Ilwaco Marina Master Plan is key to the success and grants and loans will be necessary for many of the candidate projects. Outlined below is a list of recommended sources of revenue that can assist with the final implementation.

Grant Name	Sponsoring Organization(s)	Grant Description
Aquatic Lands Enhancement Account (ALEA)	Washington State Departments of Natural Resources and Fish and Wildlife	Provides grant funding for aquatic lands acquisition, restoration, and/or public access. Funds available to cities, counties, state agencies, tribal governments, ports, conservation districts, and special purpose districts. Funds available on a biennial grant cycle.
Boating Facilities Program (BFP)	Interagency Committee for Outdoor Recreation (IAC)	Funding for both shoreline and upland acquisition or development projects along fresh or saltwater are eligible, including launch ramps, transient moorage, and support facilities. Open to all non-federal governments. Funding limits for local governments.
Boating Infrastructure Grant (BIG) Program	Interagency Committee for Outdoor Recreation (IAC), in cooperation with U.S. Department of Interior's U.S. Fish and Wildlife Service	BIG provides grants for transient moorage (tie-ups) serving recreational motorboats 26 feet and longer. The provision of information about these tie-ups may also be funded. There are two "tiers" of grant support. Tier 1 includes small-scale projects; up to \$95,000 is available annually for each application. Tier 2 is for projects that request more than \$100,000. Tier 2 projects compete nationally in a process managed by the US Fish and Wildlife Service.
Coastal Zone Management Program	Department of Ecology	Congress passed the Coastal Zone Management Act (CZMA) in 1972 to set national policies and rules for the protection of coastal resources. The law also established a voluntary program that provides financial and technical assistance to coastal states for planning and managing their coastal resources. Washington has received annual grants from the National Oceanic and Atmospheric Administration (NOAA) to implement the policies of the CZMA. The Department of Ecology administers the state's coastal management program.

Community Development Block Grant Community Investment Fund	Office of Community Development	Fund top priority projects selected from Washington's Community Economic Revitalization Team (WA-CERT) pre-application or from federally designated rural enterprise communities. Eligible projects: CDBG eligible activities, including water, wastewater, infrastructure to support housing, economic development & community facilities.
Community Development Block Grant General Purpose	Department of Commerce	Financial and technical assistance for infrastructure projects to benefit low and moderate-income persons. Eligible projects: Wastewater, storm water, drinking water, community facilities, housing, streets & sidewalks.
Community Economic Revitalization Board Rural Program (CERB)	Department of Commerce	Assist in financing growth-related infrastructure in designated rural counties, and timber and salmon-impacted areas that will result in job creation by manufacturing, industrial assembly, distribution, processing, warehousing and tourism development.
Community Economic Revitalization Board Traditional Program (CERB)	Department of Commerce	Assist in financing growth-related infrastructure in economically disadvantaged communities that will result in specific private development or expansions in manufacturing, industrial assembly/distribution, processing, or warehousing.
Community Facility Loan and Grant Program	USDA - Rural Development	Develop essential public facilities in rural areas and towns of less than 20,000 people. Construct, enlarge, or improve community facilities for health care, public safety, and public service.
Rural Business Enterprise Grants (RBEG) Program	USDA - Rural Development	The Rural Business-Cooperative Service (RBS) makes grants to public bodies, private nonprofit corporations, and Federally recognized Indian Tribal groups to finance and facilitate development of small and emerging private business enterprises located in any area other than a city or town that has a population of greater than 50,000 inhabitants and the urbanized area contiguous and adjacent to such a city or town. The public bodies, private nonprofit corporations and federally recognized Indian tribes receive the grant to assist a business. Grant funds do not go directly to the business.

STP Regional Allocation	Department of Transportation	Improve transportation facilities through construction of improvements on federal classified routes (excluding local access and rural minor collectors): 1) roads and bridges, 2) transit facilities, 3) pedestrian, 4) bicycle facilities, and 5) other modes of transportation.
STP Transportation Enhancements	Department of Transportation	Enhance non-motorized transportation related projects such as: 1) corridor beautification, scenic highway projects; 2) historic preservation; 3) pedestrian and bicycle paths, and 4) rail corridor preservation.
Washington Wildlife and Recreation Program (WWRP)	Washington Interagency Committee for Outdoor Recreation	Program funding supports acquisition and development of outdoor recreation and conservation lands. Eligible projects include important local and state parks, water access sites, trails, critical habitat, natural areas, and urban wildlife habitat.
Wetland Protection, Restoration, and Stewardship Discretionary Funding	U.S. Environmental Protection Agency	This program provides support for studies and activities related to implementation of Section 404 of the Clean Water Act for both wetlands and sediment management. Projects can support regulatory, planning, restoration or outreach issues.
Port Infrastructure Development Program (PIDP)	Maritime Administration	This program is a discretionary grant program administered by the Maritime Administration. Funds for the PIDP are awarded on a competitive basis to projects that improve the safety, efficiency, or reliability of the movement of goods into, out, around, or within a port.
WSDOT Aviation Airport Aid Program	Washington State Department of Transportation	The intent of the WSDOT Aviation Airport Aid Program is to provide sponsors of public-use airports with funds to preserve our state system of airports. Airports are critical links to the state transportation network and it is the role of the grant program to fund projects that strengthen Washington's aviation infrastructure.

Table 20: Preliminary Funding Recommendations

Appendix A: Benefits Assessment of Port of Ilwaco Fishing Related Candidate Projects

Docks

Candidate Project	Project Scope	Positives	Negatives	Funding Sources	Go / No Go Timeframe
All Docks		Benefits: Will significantly improve the infrastructure of the docks; allows Port to increase moorage fees.			
Replace 400 wood pilings w/ steel pilings	Replacement of 25 pilings / year	Dock infrastructure will be improved.	Cost of steel fluctuates significantly due to demand in China.	Operating budget / matching grants (CERB, IAC, BIG)	Go Over 20 years
Commercial Docks		Benefits: Will significantly improve the infrastructure of the docks; allows Port to increase moorage fees.			
West Main (concrete)	Total replacement	Can increase moorage fees.	Cost of materials vary year to year.	Grants / matching grants (EDA)	Go long term
D Dock (concrete)	Total replacement	Can increase moorage fees.	Cost of materials vary year to year.	Grants / matching grants (EDA)	Go short term
Holman Dock (wood)	Partial replacement (one-third of dock has been replaced)	Can increase moorage fees.	Cost of materials vary year to year.	Grants / matching grants (EDA)	Go long term
Add a bigger and stronger dock / wharf for larger tuna boats	Benefits: Provides easier access to Jessie's Fish Company in transferring product from the dock area to the processing area.				
	Increase the slip size for D dock to support the larger boats.	<ul style="list-style-type: none"> Provides larger slips for tuna boats. Construction can be done in-house in wintertime. 	None	Operating budget	Go short term
Recreational Docks		Benefits: Will significantly improve the infrastructure of the docks; allows Port to increase moorage fees.			
E Dock (concrete)	Total replacement	Can increase moorage fees.	Cost of materials vary year to year.	Grants / matching grants	Go long term
F Dock (concrete)	Total replacement	Can increase moorage fees.	Cost of materials vary year to year.	Grants / matching grants	Go long term
G Dock (wood)	Total replacement	Can increase moorage fees.	Cost of materials vary year to year.	Operating budget	Go long term
H Dock (wood)	Total replacement	Can increase moorage fees.	Cost of materials vary year to year.	Operating budget	Go med. term

Candidate Project	Project Scope	Positives	Negatives	Funding Sources	Go / No Go Timeframe
East Main (wood)	Total replacement	Can increase moorage fees.	Cost of materials vary year to year.	Grants / matching grants (BIG, IAC)	Go long term
J Dock (concrete)	Total replacement	Can increase moorage fees.	Cost of materials vary year to year.	Grants / matching grants (EDA)	Go long term
K Dock (wood)	Total replacement of one-half of dock	Can increase moorage fees.	Cost of materials vary year to year.	Operating budget	Go short term
L Dock (wood)	Total replacement	Can increase moorage fees.	Costs of materials vary year to year.	Operating budget	Go short term
M Dock (wood)	Total replacement	Can increase moorage fees.	Cost of materials vary year to year.	Grants / matching grants	Go long term
N Dock (wood)	Total replacement	Can increase moorage fees.	Cost of materials vary year to year.	Operating budget	Go long term
O Dock (wood)	Complete rebuild of infrastructure (approx. 500 ft long and 5 ft wide) Moorage slips estimated to be 50' long and 16' wide.	Used for recreational boats. Can increase moorage fees.	Project could compete for same funds with other necessary marina dock projects. Environmental permitting is required because the project is outside of the original footprint. Could take as long as a year.	Grants / matching grants / private investment	Go long term
P Dock (concrete)	Total replacement	Can increase moorage fees.	Cost of materials vary year to year.	Grants / matching grants (EDA)	Go long term
Build a pier with one or two crane hoists for commercial use.	Benefits: Adds availability to the marina for vessels needing repairs.				
	<ul style="list-style-type: none"> Planning Permitting Building 	Can increase revenue.	<ul style="list-style-type: none"> Cost Taking business away from Bornstein's 	Grants / matching funds	Go med. term
Add a permanent dock to aid in in-water repairs.	Benefits: Adds availability to the marina for vessels needing repairs.				
	<ul style="list-style-type: none"> Planning Permitting Building 	Can increase revenue.	<ul style="list-style-type: none"> . Cost Taking business away from Bornstein's 	Grants / matching funds	Go med. term

Upgrade existing electrical system on most of the recreational docks.	Benefits: Provides more utilities for tenants.				
	Total replacement	Can increase moorage fees.	<ul style="list-style-type: none"> • High cost • Limited electricity during the re-build 	<ul style="list-style-type: none"> • Budgeted • Grants 	Go med. term

Dredge Spoils, Dredging, Relocation, and Removal

Candidate Project	Project Scope	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Repair dredge to enable annual maintenance dredging	Benefits: Keep up maintenance dredging.				
	<ul style="list-style-type: none"> • Quotes • Vessel survey 	No delays in dredging	Cost	Operating budget	Go short term
Dredging all docks	Benefits: Necessary for commercial and larger fishing vessels as well as cruise boats to enter into the marina.				
	Using a dredging boat, dredge portions of marina from November through February	Necessary for commercial and larger fishing vessels as well as cruise boats to enter into the marina.	A multi-year project (started in 2001); requires moving dredge spoils to another location or to increase the size of dredge location.	Operating budget	Continual
Designate Corps of Engineers to dredge marina up to fuel dock / fish buying facilities.	Benefits: Increased sedimentation in Baker Bay now requires frequent and extensive dredging. Will correct the sediment problems caused by the Corps of Engineers approved and constructed navigation improvements in the Columbia River.				
	Complete a new Baker Bay study.	Less dredging responsibility for the Port of Ilwaco and less dredging material.	Project has been approved but there is no funding.	Money requested as line item in the Energy & Water appropriation for FY '06.	On hold
Dredging Options		Benefits: Removing dredge spoils from existing area can then be used for port development.			
Continue to use existing dredge area and excavate dredged material and stockpile it at landfill sites.	<ul style="list-style-type: none"> • Purchase necessary equipment. • Get permits. • Find adequate land fill sites. 	Necessary to stockpile dredge material from marina.	Option is dependent upon the availability of landfill sites from now and into the next 25-50 years.	Grants / matching grants	Possible short term
Pump dredged materials to in-water location.	<ul style="list-style-type: none"> • Purchase necessary equipment. • Get necessary permits. 	<ul style="list-style-type: none"> • Necessary to stockpile dredge material from marina. • A 25 to 50 + year solution. 	<ul style="list-style-type: none"> • High front end cost. • May take congressional action for approval 	Grants / matching funds	Possible short term

Candidate Project	Project Scope	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Move existing dredge area west of current fill dredge area	Build a confined dike and move dredge spoils to new location.	Size of confinement should provide capacity for 25 to 50 years of maintenance dredging. Capacity of disposal site in the range of 0.6 to 1.2 million cu yd.	Costly solution.	Grants / matching funds	Possible long term
Dump dredge spoils in a permitted open water site.	Investigate possible open water sites and get appropriate permits.	A natural scouring of material that disperses throughout the Columbia River.	A study is needed to determine feasibility of option.	NA	Possible – long term

Work Pier, Boatyard Building and Boatyard Improvements

Candidate Project	Project Scope	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Work Pier		Benefits: Increase the work area for boat repair work.			
Build a new work pier	<ul style="list-style-type: none"> Accommodation for a min of four (4) fifty-foot vessels at one time. Have hoist facilities available on both sides of the pier. Add a permanent dock to aid in water repairs.	Will increase work area.	<ul style="list-style-type: none"> The proposal is expensive, and the port would not recover costs for several years. Long permitting process. Environmental restrictions due to construction over water. 	Operating budget Grants	Possible long term
Upgrade the work pier.	<ul style="list-style-type: none"> Accommodation for a min of four (4) fifty-foot vessels at one time. Have hoist facilities available on both sides of the pier. 	More availability for work needed by tenants.	<ul style="list-style-type: none"> It would remove some annual tenants from the work pier. 	Operating budget	Possible Short term

Boatyard Improvements		Benefits: Increase the number of boats that can use the repair yard, thus increasing the port's revenue.			
Upgrade existing building	<ul style="list-style-type: none"> • Build and install doors. • Upgrade electrical system for one bay. • Add ventilation system for one bay 	Cheapest option for retrofitting existing as a paint shop.	<ul style="list-style-type: none"> • Could take away revenue for projects not requiring painting. 	Grants / matching funds Capital improvement funds	Possible short term
Add new building	With ventilation and electrical system	<ul style="list-style-type: none"> • Use All Star Building – the contractor of the existing building. 	Second most expensive option	Grants / matching funds Capital improvement funds	Possible short term
Add portable boat shelter. <i>w/o ventilation, electrical system, and doors</i>	<ul style="list-style-type: none"> • Pour concrete slab. • Get necessary permits. • Purchase portable boat shelter 	Cheaper than retrofitting existing building and building a new aluminum structure.	Could not be used for inside painting.	Capital improvement funds	Possible short term
Add portable boat shelter. <i>w ventilation & electrical system, & doors</i>	<ul style="list-style-type: none"> • Pour concrete slab. • Get necessary permits. • Purchase portable boat shelter. • Finish up electrical 	Cheaper than building a new aluminum structure.	Explosion proof electrical systems are expensive.	Capital improvement funds	Possible short term
Add electrical system within current boatyard structures to include explosion-proof electrical and ventilation systems.	<ul style="list-style-type: none"> • Permitting • RFPs 	<ul style="list-style-type: none"> • Safety • Regulatory 	Cost	CIF	Possible short term med. term
Increase work pier access that should be strategically located so that it can be used for boat repair and fish receiving for upland access.	<ul style="list-style-type: none"> • Permitting • RFPs 	More availability for tenants to work on their vessels.	Limited areas for work pier	CIF	Possible med. Term long term

Add electricity and water to all pads (Note: water is available to a limited capacity at boatyard)	Add two 220 power outlets to area having existing power; add two 220 outlets to south part of boatyard building that has no power.	Adds access to electricity from every one of the 19 pads in the boatyard	None	Operating budget	Go short term
Increase number of boat pads in the boatyard	Complete 5 pads.	Will increase area for boatyard repair and equipment storage.	None	Operating budget	Go med. term
Pave boatyard and grade for drainage.	<ul style="list-style-type: none"> Contract with paving company 	Would comply with water quality requirements.	None	Grants (CZM)	Go med. term
Upgrade buildings 4 and 5 to current building construction requirements.	<ul style="list-style-type: none"> Permitting RFPs 	<ul style="list-style-type: none"> Safety Regulatory 	Limited time for use	<ul style="list-style-type: none"> Grants Operating budget 	Go Med. term
Recruit a licensed full-time engine mechanic / machinist contractor for the boat repair and machine shop.	Hiring	Someone available	Taking away business from current lesses	Operating budget	Go med. Term long term
Establish an inside boat storage area.	<ul style="list-style-type: none"> Permitting Purchasing property 	More revenue from tenants	None	Operating budget	Go med. term
Place a gate to the boatyard that is open during the day and closed at night.	<ul style="list-style-type: none"> Plan RFPs 	Safety	None	Operating budget	Go Short term

Additional Services

Candidate Project	Project Scope	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Construct boat repair, machine shop.	Benefits: Redirect major boat repair to the Port of Ilwaco from the Port of Chinook and the Port of Astoria. Would increase leased land holdings at port.				
	<ul style="list-style-type: none"> Construct new building on east side of port. Recruit an engine mechanic / machinist 	<ul style="list-style-type: none"> Provides a wider service of boat repair available at the Port of Ilwaco. Increases leased land holdings at the port. Employs full time mechanic from the Port of Chinook. 	May not be enough work for a full-time employee.	Private investment / matching grants / port	Go short term

Purchase of Additional Property

Candidate Project	Project Scope	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Acquire industrial and commercial property in the City of Ilwaco	Benefits: Industrial and commercial-zoned industries would support port business. Would increase leased land revenues.				
	Purchase industrial and commercial properties in the City of Ilwaco	Purchasing properties that are vacant or in threat of demolition would be in best economic interest for the community.	Feasible in the near future.	Capital improvement funds	Possible short term
Add a fish cleaning station on the recreational part of the marina.	Benefits: Keeps people from cleaning fish in the harbor or bay.				
	<ul style="list-style-type: none"> Permitting Planning 	Keeps people from cleaning fish in the harbor or bay.	<ul style="list-style-type: none"> Smelly Higher garbage cost 	Grants Operating budget	Go Short term
Add more vandalize proof public bathrooms.	Benefits: Safety and cleaner bathrooms.				
	Updating security	<ul style="list-style-type: none"> Safety Theft reduction 	None	Operating budget	Go Short term
Add security gates to the docks in front of each walkway.	Benefits: Anti-theft				
	<ul style="list-style-type: none"> RFPs Planning 	Safety	None	Operating budget	Go Short term med. term

Paint and reside the Port building.	Benefits: Looking better				
	<ul style="list-style-type: none"> RFPs Planning 	Cleaner looking	None	Operating budget	Go Short term
Add a trash compactor	Benefits: Reduce quantity of garbage				
	Purchase	Reduce garbage	None	Grants	Go Short term Med. term
Build a non-motorized boat launch and recreational area along the outer Harborway on the east side of Baker Bay.	Benefits: More opportunities for recreational use.				
	<ul style="list-style-type: none"> Permitting Planning Construction 	More opportunities for recreational use	None	Grants	Go Short term Med. term
Purchase land to build additional boat storage and retail stores for other economic enhancements.	Benefits: Increase economy.				
	<ul style="list-style-type: none"> Permitting Planning Construction 	<ul style="list-style-type: none"> Increase tenants Increase revenue 	Expensive	Grants Loans	Go Short term Med. term

Port Parking Improvements

Candidate Project	Project Scope	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Pave the remaining designated parking lot	Benefits: An increase in the number of parking spaces.				
	<ul style="list-style-type: none"> Contract with a paving company 	Port of Ilwaco received \$84,000 from the Federal budget to pave a portion of the parking lot.	Portion on parking lot will remain unpaved unless more funding is available.	Grants / matching funds (Dept. of Transportation)	Go long term
Provide designated parking	Benefits: Provide designated parking area for all types of vehicles				
	<ul style="list-style-type: none"> Signage for all types of vehicles. Paving of parking lines specific to vehicle type. 	Better use of parking space for all types of vehicles.	None.	Operating budget	Go short term

Appendix B: Benefits Assessment of Port of Ilwaco Non-fishing Related Candidate Projects

Improvements to Waterfront Way / Howerton Avenue

Candidate Project	Project Scope	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Signage	Benefits: Provide more visitor visibility for the Port of Ilwaco retail and fishing-related businesses as well as increase sales.				
	<ul style="list-style-type: none"> Widen Elizabeth Street. Add more attractive signs on Elizabeth St. Construct a new banner location across 101 near Elizabeth St. Just before the corner of Spruce St. (Hwy 101) and 1st Ave. 	<ul style="list-style-type: none"> In 2004, DOT provided 4 picture signs along 101 for lodging, fishing, food, and boat ramp. In 2004, one attractive sign was added to intersection of Elizabeth & 101 at a cost of < \$2000 	<ul style="list-style-type: none"> State restricts off premises signs. Street construction decisions must come from the City of Ilwaco. 	<ul style="list-style-type: none"> Operating budget Grants from Dept. of Transportation Ilwaco Merchants City of Ilwaco 	Possible – short term
Extend Discovery Trail from Port parking lot	Benefits: Ties the Port parking lot to downtown Ilwaco and the Discovery Trail.				
	Construct a trail from port parking lot through downtown to trail terminus.	Would tie downtown to the Port and to the Discovery Trail.	None	Grants / matching funds	Possible – med. term
Boardwalk over waterfront	Benefits: Enhances the visual attractiveness of the marina and Waterfront Way.				
	Construct a boardwalk that covers the entire marina area	Would enhance the visual attractiveness of the marina as well as Waterfront Way.	Expensive	Grants / matching funds	Possible – med. term

“Beautify” port embankment	Benefits: Enhances the visual attractiveness of the marina and Waterfront Way.				
	<ul style="list-style-type: none">Remove blackberries and other weeds.Provide regular maintenance of weed removal.Provide periodic maintenance of planted shrubs and trees.	<ul style="list-style-type: none">Use of herbaceous species facing Waterfront way such as sedges, bush rushes, marsh grasses, vetches, and peas could provide bird habitat for marina. Also, very little maintenance.Use of shrubs such as willows, pacific wax myrtle, and twin berry on south end of marina. Maintenance would be periodic; trim to a maximum level.	<ul style="list-style-type: none">Possible maintenance issue if no one is responsible for plant maintenance.Citizens and leaseholders’ complaints about obstructed view.	Grants / matching funds	Possible short term
Add lights in parking lots, floats, buildings, and boatyard.	Benefits: Enhances the visual attractiveness to the Port of Ilwaco,				
	Install wiring and 7 streetlights along Howerton Avenue (north side).	<ul style="list-style-type: none">Enhances the visual attractiveness.Provides more light in the evening for people “to feel safe” strolling the Port.	Port applied for a Pacific County grant in 2004 – failed.	Grants	Possible short term
Continue to maintain shops on Waterfront Way	Benefits: Attracts more visitors.				
	Implementation of a plan that would outline the types of businesses that would focus on retail shops	<ul style="list-style-type: none">Create a committee that consists of representatives from the port as well as the retail and fishing-related businesses at the port.	<ul style="list-style-type: none">Would potentially limit the types of retail businesses at the port.Fishing interests can conflict with retail interests	Grants	Possible short term
Regular maintenance of the landscape on Howerton Avenue and Waterfront way.	Benefits: Enhances the visual appeal of the Port.				
	<ul style="list-style-type: none">Port crew regularly maintains the grass area on Waterfront Way.Automatic sprinklers provide water.	Enhances the visual appeal of Waterfront Way.	None	Operating budget	In process

Observation tower	Benefits: Provide easy access (ADA accessible) for habitat and bird viewing from the Port.				
	<ul style="list-style-type: none"> Construct a one- or two-level observation tower that is ADA-accessible. 	Would provide another bird and habitat viewing location on the Peninsula.	Cost would be in excess of \$250,000	Grants / matching funds (Aquatic Lands Enhancement Account – ALEA)	Possible medium term
Add electrical car charging stations.	Benefits: Higher use of electronic vehicles.				
	<ul style="list-style-type: none"> Planning Permitting 	Higher use of electronic vehicles.	Takes up at least three parking spaces	Grants	Go med. term
Create a recreational infrastructure.	Benefits: More recreational choices for tourists.				
	<ul style="list-style-type: none"> Could include activity stations, ping pong tables, bicycle park, work out stations. For all ages and seasons. 	Bring in more tourists	<ul style="list-style-type: none"> Safety Theft Cleanliness 	Grants	Go med. term
Build a trail / bike path.	Benefits: Easier way to get to the port.				
	From the end of Waterfront Way to the boat hoist.	Easier way to get to the port.	Cost	Grants	Go med. term
Build an amphitheater or provide temporary tent space.	Benefits: Bring in more activity to the port.				
	<ul style="list-style-type: none"> Planning Permitting 	Bring in more activity to the port.	<ul style="list-style-type: none"> Wind issues Staff working 	Operating budget	Go med. term
Build a high dock that goes to the other end so that kids can fish.	Benefits: Ties in with the theme of a working port.				
	<ul style="list-style-type: none"> Planning Permitting 	Ties in with the theme of a working port.	Safety	Grants Operating budget	Go med. Term long term
Enhance the visibility of the several entrances to Waterfront Way.	Benefits: Enhances attractiveness				
	Planning	Beautify	None	Operating budget	Go short Term

Increase the number of garbage cans.	Benefits: Less garbage not in garbage cans.				
	Or relocate the existing garbage cans in the summer.	During recreational fishing season, businesses are competing with the fisher people.	Abuse of use of cans by non-tenants	Operating budget	Go short term
Convert some of the grassy area to a paved parking area.	Benefits: Increases parking spots.				
	<ul style="list-style-type: none"> Planning Permitting RFPs 	More parking	Cost	Grants Operating budget	Go med. term
Build a Fishermen's Memorial Park.	Benefits: Remembrance				
	Planning	Acknowledgement	Cost	Operating budget Donations	Go short term
Celebrate the 100 th anniversary of the Port.	Benefits: Celebration.				
	Planning	Acknowledgement of 100 years	None	Operating budget Donations	Go short term
Signage for the Ilwaco terminus of the Lewis and Clark Trail needs to be more visible at the street level.	Benefits: Better directions for people to the current terminus of the trail.				
	<ul style="list-style-type: none"> Planning RFPs 	Better directions	Cost	Grants / matching funds	Go short term

Upgrade of Existing Buildings / Add New Buildings

Candidate Project	Project Scope	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Place architectural standards on new buildings / remodel of existing buildings	Benefits: Provides a consistent and ascetically pleasing look to the Port buildings.				
	Define an architectural plan that would be informally adopted to address all new buildings and significant remodels of existing buildings.	Should create an architectural standards committee composed of representatives from the port, professional services, and retail services to create architectural standard guidelines.	Could not enforce these architectural standards guidelines in all cases.	<ul style="list-style-type: none"> Volunteers Port staff 	Possible short term

Continue to support live / work incubator retail spaces	Benefits: Enables business owners to participate in the financial incentives of a work / live environment.				
	Continue to encourage the retail live / work environment	<ul style="list-style-type: none"> Provides owners with a more affordable life and work lifestyle. Has worked well so far. A uniform land rental rate for Waterfront way leases avoids conflicts between leaseholders. 		None	In process
New professional office building	Benefits: Would increase the number of buildings that “house” professional services.				
	Construction of a professional office building on port property	Would increase the number of professional services at the port.	<p>There is currently no need for a professional office building because</p> <ul style="list-style-type: none"> There is existing vacant office space available in the Time Enough Books and Loading Dock buildings. A portion of the Shoalwater Gallery will be available shortly. Retail and professional service businesses could co-exist. 	Private investment	Possible long term
A “long house” community center	Benefits: Provides a venue for both public and private uses as a “conference center”, as well as retail shops.				
	Construction of a single-story building	As a community center, could house several hundred people for special events and conferences.	<ul style="list-style-type: none"> This candidate project was discussed prior to the construction of the pavilion which fulfills many of the objectives. There is no current need for additional retail space. 	Private investment	Possible long term

New hotel & conference center	Benefits: Brings in people from a higher income bracket. People would see the Port as a “destination” and stay for more than a single day.				
	Work with a “small hospitality” hotel chain to bring in the hotel.	Would encourage people to see the Port as a “destination” and stay over.	<ul style="list-style-type: none"> There is no land currently available at the Port for the construction of a new building. New owners of the Harbor Lights Motel plan to make major improvements to the building to entice a higher income bracket. Building a new hotel could take away business from the existing motels. 	Private investment	Possible long term
Remove / build port buildings.	Benefits: ADA compliant. Room to build a new building where toilets and storage building use to be.				
	<ul style="list-style-type: none"> Build a new port office behind the existing building. Revitalize the existing office into retail or office space. Create a plan for building a conference / board room. 	More space to build /refurbish ADA compliant buildings	Cost	Grants Operating budget.	Go med. Term long term

Connecting to/from non-Port Services

Candidate Project	Project Scope	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Public transit 365 days a year	Benefits: Holiday Weekend boaters can better access other local attractions				
	Expand service to Sundays, Memorial Day, 4 th of July, and Labor Day	Improved connectivity	Cost	Transit grant	Possible – short term

Trail to Columbia Pacific Museum	Benefits: Visitors from the port can take advantage of a leisurely walk between the Port and the museum				
	Construct a trail between the Museum parking lot and the Port parking lot with signage	Would provide visitors an opportunity for a city walk.	<ul style="list-style-type: none"> An easement would have to be established if the trail goes directly between the two establishments. Otherwise, the trail will have to take circuitous route. 	Grants	Possible – short term
Coordinate with the city of Ilwaco on community affordable housing.	Benefits: More livability within the south part of the peninsula.				
	Add more living units	More livability within the south part of the peninsula.	Cost	Grants Private funding	Go med. term
Coordinate with the city of Ilwaco on a city-wide disaster recovery plan.	Benefits: A coordinated approach to mitigating a natural disaster.				
	Work with the city	A safer response for residents and tourists	Time	Operating budget	Go med. term

Additional Services

Candidate Project	Project Scope	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Grocery mini market	Benefits: Provides easy access to the full time and seasonal “live-aboard” people, as well as condo owners / renters, visitors, and local residents				
	<ul style="list-style-type: none"> Find an interested party to invest in / run the business. Find a location to “house” the business. 	Provides easy access for live-aboard people and condo owners to grocery store.	Takes away business from the Ilwaco Market, unless the Ilwaco Market is the owner of the mini market.	Private investment	Possible – short term

"Internet" café	Benefits: Provides internet access to the full time and seasonal "live-aboard" people, as well as condo owners / renters, visitors, and local residents.				
	<ul style="list-style-type: none"> Find an interested party to invest in / run the business. Find a location to "house" the business. 	Provides Internet access for live-aboard people, condo owners / renters, visitors, and local residents	<ul style="list-style-type: none"> Other existing coffee shops / restaurants could also provide internet access in an existing retail business. Internet access is available at the Timberland libraries on the Peninsula, including Ilwaco. 	Private investment	Possible – short term
Professional services	Benefits: Provides professional services for both the local residents of the Peninsula, as well as visitors of the Peninsula.				
	<ul style="list-style-type: none"> Find an interested party to invest in / run the business. Find a location to "house" the business. 	Provides access for professional services for live-aboard people, condo owners, visitors, and local residents.	None	Private investment	Possible – short term
Bakery	Benefits: Provides fresh baked goods access for full time and seasonal "live-aboard" people, as well as condo owners / renters, visitors, and local residents.				
	<ul style="list-style-type: none"> Find an interested party to invest in / run the business. Find a location to "house" the business. 	Provides access bakery for live-aboard people, condo owners, visitors, and local residents.	None	Private investment	Possible – short term
Visitor's Bureau	Benefits: Provides access to Peninsula visitor information for those who arrive by boat.				
	<ul style="list-style-type: none"> An annex to the LBP Visitor's Bureau Find a location to "house" the business. 	Provides visitor information right at the port.	None	Grants	Possible – short term
UPS Package Center	Benefits: Provides packing center access for full time and seasonal "live-aboard" people, as well as condo owners / renters, visitors, and local residents.				
	<ul style="list-style-type: none"> Find an interested party to invest in / run the business. Find a location to "house" the business. 	Provides easy access to mailing packages for those people who arrive by boat.	Busy Beez was located at the Port in 2004, but there no longer.	Private investment	Possible – medium term

Add food trucks.	Benefits: More food available for purchase.				
	Contracts with food truck owners	<ul style="list-style-type: none">• More food available for purchase.• Once the buildings by the port office are torn down and then when new building is in the works, the food trucks could be located somewhere else.	Not enough traffic	Private	Go short term

Appendix C: Environmental Checklist

Purpose of Checklist

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

A. Background

1. Name of proposed project, if applicable:

Port of Ilwaco Marina Master Plan

2. Name of applicant:

Port of Ilwaco

3. Address and phone number of applicant and contact person:

Tracy Lofstrom, Port Manager

P.O. Box 307

165 Howerton Avenue

Ilwaco, WA 98624

4. Date checklist prepared:

July 6, 2024

5. Agency requesting checklist:

Port of Ilwaco

6. Proposed timing or schedule (including phasing, if applicable):

The Port of Ilwaco Marina Master Plan includes a strategic, three-phase program for implementing the plan's major recommendations:

- **Phase I (one to three years) projects include the continuation of significant dock reconditioning and replacement. Phase I also includes adding signage / banners to direct travelers to the businesses at the Port, extending existing or creating new walking trails to/from the Port to other areas of the city, improving the visual attractiveness of the Port by planting native plants on the marina embankment and by adding more lights to Howerton Avenue and Waterfront Way. In addition, Phase I includes the development of planning documents to define the types of businesses desired at the Port and to define architectural standards for construction of new buildings, paving the boatyard and the remodeling of existing buildings at the Port.**
- **Phase II (four to six years) projects include the continuation of significant dock reconditioning and replacement and implementing a security system for the Port. Phase II also includes relocating dredge materials from its current location to an in-water location. With regards to the boatyard, projects include building a permanent paint shop structure, adding electricity and water to all boat pads, adding a portable paint shop building, and building an engine repair and machine shop. For the business district, projects include constructing a boardwalk over the port embankment, constructing an observation platform for bird and habitat viewing, building a new Port of Ilwaco office, and providing a permanent solution to mooring larger recreational vessels.**
- **Phase III (Six years and beyond) projects include the continuation of significant dock reconditioning and replacement and building a new location for the dredge spoils. Phase III includes expanding the recreational market by making property available for an upscale condominium complex, or an upscale market hotel/conference center.**

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Yes. Every six years, the Port of Ilwaco is required to update their Marina Master Plan in order to apply for some grants.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

The Port of Ilwaco currently has a ten-year capital dredging permit, a dock rebuild permit, and a pile driving permit.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No.

10. List any government approvals or permits that will be needed for your proposal, if known.

The proposed action is the adoption of a comprehensive plan for the development of upland properties adjacent to the Port of Ilwaco marina. Adoption of the comprehensive plan is a non-project action and does not approve specific construction projects. Subsequent project proposals for upland improvements at the marina will require public and agency review under the State Environmental Policy Act (SEPA) as well as the permitting approvals from the City of Ilwaco and state and federal agencies. A more detailed analysis of environmental impacts of specific construction projects will be prepared prior to these regulatory approvals. Depending on the exact details of the project and its timing, the following permits or approvals may be required:

- **City of Ilwaco: shoreline substantial development permit(s); building demolition, grading, and zoning approvals; architectural design review.**
- **U.S. Army Corps of Engineers Section 10 permit(s).**
- **Washington Department of Fish and Wildlife Hydraulic Project approval(s).**
- **Washington Department of Ecology: Section 401 Water Quality Certification; approval to allow temporary exceedance of water quality standards.**

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

See attached 2024 Port of Ilwaco Marina Master Plan.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal occurs over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The 2024 Port of Ilwaco Marina Master Plan is in the Port of Ilwaco Office located on 165 Howerton Avenue in the city of Ilwaco. The boundaries of the site are delineated by the Port boundaries near the waterfront. In addition to twenty acres of upland, the Port also owns almost all of the harbor (forty acres), the dredge spoils and boat launching area (ten acres) and a large number of wetlands both east and west of the marina. Most of the upland area is currently utilized for automobile parking. The area between Howerton Avenue and Waterfront Way is primarily comprised of commercial uses and occupies approximately 5.5 acres. The western portion of the site is currently utilized for primarily marine-related industrial purposes.

B. Environmental Elements

1. Earth

- a. General description of the site (circle one): **Flat**, rolling, hilly, steep slopes, mountainous, other

Flat

- b. What is the steepest slope on the site (approximate percent slope)?

The site is flat.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

Compacted sand, silt, clay, and rock.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

None.

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Minor grading may occur with demolition and / or relocation of structures.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

No.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

15% impervious.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Construction and grading will include measures to prevent temporary erosion, and all construction activity will be conducted in compliance with the City of Ilwaco Stormwater Management Plan.

2. Air

- a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, and industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Minor increases in air emissions will result from operation of construction equipment during various portions of the proposed projects in the plan. Completion of all proposed projects in the Marina Master Plan would generate some additional air emission due to increased traffic and parking uses in the marina area.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

None proposed.

3. Water

- a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe the type and provide names. If appropriate, state what stream or river it flows into.

- **Port of Ilwaco Boat Basin**
- **Baker Bay, WA.**
- **Columbia River Estuary**

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Most of the projects envisioned in the plan including access improvements, pedestrian interpretive exhibits and walkways, and mixed-use commercial / residential buildings are within 200 feet of the shoreline.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

The port's current dredging permit allows 50,000 cubic yards per year. The permit, starting in 2026, allows a one-time capital dredging volume of up to 280,288 cubic yards and a maximum volume of 50,000 cubic yards per year with a total maximum of 735,000 cubic yards over a ten-year period.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No.

- 5) Does the proposal lie within a 100-year floodplain? If so, note the location on the site plan.

Yes. Zone A.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No.

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

No.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals, agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Not applicable.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Storm drainage runs directly into the marina from about ten different culverts. There is a stormwater filter system in the port boatyard. It is designed to minimize pollution.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

No.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

Primary and secondary dewatering cells were built to reduce run-off.

4. Plants

a. Check or circle types of vegetation found on the site:

☒ deciduous tree: alder, maple, aspen, other

☒ evergreen tree: fir, cedar, pine, other

☒ shrubs

☒ grass

☐ pasture

☐ crop or grain

☒ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

☒ water plants: water lily, eelgrass, milfoil, other

☐ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Weeds from the port embankment will be removed and replaced with native plants as well as other areas as part of the projects envisioned in the Marina Master Plan.

c. List threatened or endangered species known to be on or near the site.

Salmon.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Native plants will be used to enhance the visual attractiveness of the marina and are part of the projects envisioned in the Marina Master Plan.

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: **heron, eagle, songbirds, other: shorebirds**

mammals: **deer, other: river otters, seals**

fish: **salmon, shellfish**

- b. List any threatened or endangered species known to be on or near the site.

The Marina is located in the Columbia River estuary, which is a significant migration corridor for ESA listed salmon and steelhead. Bald eagles are also sighted in the Marina.

- c. Is the site part of a migration route? If so, explain.

Yes, the site is within a significant migration corridor for waterfowl and seabirds.

- d. Proposed measures to preserve or enhance wildlife, if any:

None proposed. No impacts to wildlife or to threatened or endangered species would occur due to improvements envisioned by the Marina Master Plan.

6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

No new energy requirements are proposed. Energy needs for development described within the Marina Master Plan are within existing capacities. Diesel and gasoline powered equipment will be used for the improvements described in the plan.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

None proposed.

7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

As with any construction project, there is a small risk of accidental spillage of fuels, oils, or hydraulic fluids during equipment operation.

- 1) Describe special emergency services that might be required.

None.

- 2) Proposed measures to reduce or control environmental health hazards, if any:

None proposed.

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Existing sources of noise in the area include vehicle traffic on surrounding streets, upland activity such as boat repair and seafood processing, and boat traffic noise.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)?

Indicate what hours noise would come from the site.

Existing businesses and individuals within the Ilwaco harbor area will experience temporary increases in noise levels related to operation of construction equipment involved in grading, demolition, and construction of facilities described in the Marina Master Plan. If all development envisioned in the plan occurs, there may be a slight increase in noise levels in the harbor area, but this increase is not expected to be significant.

- 3) Proposed measures to reduce or control noise impacts, if any:

None proposed.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

Uses of the site and adjacent properties include: seafood processing, vessel repair, fueling facilities, warehouses, marine supply stores, restaurants, retail, professional services, parking, and transportation (streets).

b. Has the site been used for agriculture? If so, describe.

No.

c. Describe any structures on the site.

Existing structures include: the port office, boat repair facilities, commercial / retail structures, parking areas, and a recreational and commercial fishing marina.

d. Will any structures be demolished? If so, what?

Yes, the two port sheds behind the port office.

e. What is the current zoning classification of the site?

M-1, Light Industrial.

f. What is the current comprehensive plan designation of the site?

Port of Ilwaco – Water dependent development

g. If applicable, what is the current shoreline master program designation of the site?

Pacific Coast - Urban

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

The Columbia River is listed as a water of statewide significance.

- i. Approximately how many people would reside or work in the completed project?

There would be a possible increase in site employment and residence if all commercial and residential development described in the Marina Master Plan takes place.

- j. Approximately how many people would the completed project displace?

None.

- k. Proposed measures to avoid or reduce displacement impacts, if any:

None proposed.

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Developments described in the Marina Master Plan are subject to permitting approval by the City of Ilwaco.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Long term plans (six years and beyond) include the possible development of condominiums, or a hotel/conference center. These residential units and hotel rooms would be middle to high-income units.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

No housing would be eliminated.

- c. Proposed measures to reduce or control housing impacts, if any:

None proposed. Future development of hotel and residential units would be subject to additional environmental and economic feasibility studies.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest structure envisioned in the Marina Master Plan would be two to three stories tall, approximately 36 feet. Exterior materials and other details would be directed by architectural design guidelines (proposed as a candidate project in the Marina Master Plan).

- b. What views in the immediate vicinity would be altered or obstructed?

Views may be altered by construction of new buildings and relocation of the current dredge site. Significant obstruction of views is not expected, and some views will be enhanced.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

None proposed.

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Additional street (Howerton Avenue) and sidewalk (Waterfront Way) lighting for nighttime use is included in the Marina Master Plan. New lighting will conform to the current theme period lighting that is currently in use.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

No.

- c. What existing off-site sources of light or glare may affect your proposal?

Not applicable.

- d. Proposed measures to reduce or control light and glare impacts, if any:

None proposed.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

The site and immediate area provide important designated and informal recreational opportunities. Besides recreational boating, fishing, and RV/tent camping, the site includes a public boat launch, a waterfront promenade with retail businesses and restaurants, a nearby park, and a nearby city historical museum.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The Marina Master Plan includes numerous components, which will improve and enhance recreational opportunities and public waterfront access within the Port of Ilwaco. These are: improving existing access and parking, a new boardwalk, and pedestrian pathways throughout the marina and other areas throughout the City of Ilwaco.

13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

The city of Ilwaco has a historical museum, the Columbia-Pacific Heritage Museum that is three blocks from the Port of Ilwaco. The city also has a historic house, the Colbert House Museum that is four blocks from the Port.

- b. Generally, describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

As part of the Marina Master Plan, the Lewis & Clark Discovery Trail will terminate at the Port's public boat launch.

- c. Proposed measures to reduce or control impacts, if any:

As part of the Marina Master Plan, the Lewis & Clark Discovery Trail will terminate at the Port's public boat launch, which requires the construction of a walkway from the public boat launch to the City of Ilwaco Sewer Plant. However, no adverse impacts on historical or cultural resources are expected.

14. Transportation

- a. Identify public streets and highways serving the site and describe proposed access to the existing street system. Show on site plans, if any.

Street access to the Port of Ilwaco is via First Street and Howerton Avenue in the City of Ilwaco. First Street connects to U.S. Highway 101.

- b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The nearest bus stop is on the north side of Howerton Avenue near where Pearl Street intersects, just across from the businesses that line Waterfront Way.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

The Marina Master Plan proposes the completion of a Marina Parking Plan. The parking plan will determine the number of parking spaces, which could increase or decrease the number of existing parking spaces.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

The Marina Master Plan proposes reconfiguration of existing uses within the harbor area uplands that would result in improved vehicle and pedestrian circulation.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

Yes, the project is adjacent to water transportation users by both commercial and recreational boat users in the harbor area.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

Additional project-specific traffic analysis would be performed for permitting of specific project elements and based on specific uses proposed. Street improvements and reconfiguration of existing uses are expected to result in improved vehicle and pedestrian access and circulation. Peak volumes would be expected in the summer months during peak boat and tourist use.

- g. Proposed measures to reduce or control transportation impacts, if any:

The Marina Master Plan includes plans for a better pedestrian link to the City of Ilwaco (trail to the Columbia-Pacific Heritage Museum, downtown businesses and city park). This kind of transportation link would relieve potential transportation and parking conflicts between tourists, boaters, commercial fishermen, and employees of businesses at the Port.

15. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, others)? If so, generally describe.

No. Needs for public services generated by the projects in the plan are expected to be met with existing services.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

None proposed.

16. Utilities

- a. Circle utilities currently available at the site: **electricity, water, refuse service, telephone, and sanitary sewer.**

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Needs for utilities generated by the projects in the plan are expected to be met with existing services and capacities.

C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:

Date Submitted:

Appendix D: Parks & Recreation Plan

Parks & Recreation Plan Update – amending Port of Ilwaco Comprehensive Scheme of Harbor Improvements (January 2018)

Located on the Southwest coast of Washington, the Port of Ilwaco is nestled just inside the Columbia River bar. A working fishing village in a scenic and tranquil setting. The Port's 800-slip marina is idyllic for both recreational boaters and commercial fishermen alike. There is guest moorage available year-round, as well as a back in boat launch, a small boat hoist and fuel docks. Additionally, the Port of Ilwaco has a 50-ton TraveLift®, a self/full-service work yard and dry boat storage facilities.

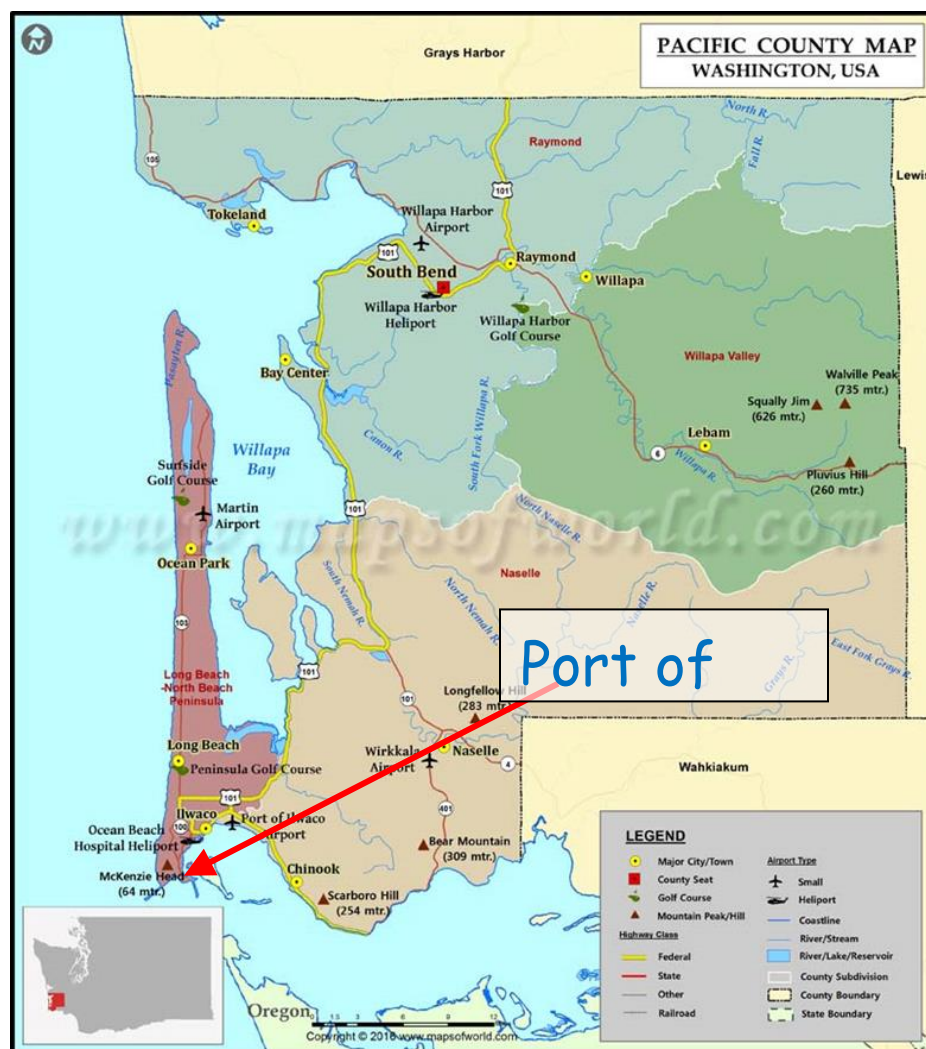


Figure D-1: Area Map

Parks & Recreation Goals

Maintain and develop the Port's full-service marina, recreational resources, working waterfront, public access to the water and fishing, trail/corridor systems, Waterfront Way Park and multipurpose event facility. Continued support of local historical and cultural resources. These goals will be for the benefit of the general public, both the local community and area visitors.

Parks & Recreation Objectives

- Maintain and improve recreational resources currently available at the Port of Ilwaco.
- Waterfront Access and Facilities:
 - Cooperate with public and private agencies to maintain and improve related recreational activities and pursuits.
 - Maintain existing facilities and develop new facilities, as they are identified, to provide a mixture of watercraft access opportunities for diversified waterfront related recreation, fishing and enjoyment.
 - Improve recreational fishing opportunities within the lower Columbia River and Pacific Ocean, including efforts to increase hatchery production of salmon for recreational and commercial harvest.
- Trails and corridors: Maintain existing trail related facilities on Port property and coordinate with local/regional partners to improve trail connectivity, access to wildlife/bird viewing areas and enhancement of recreational opportunities for local residents and visitors.
- Historical and Cultural Use: As is feasible and sustainable, integration of local heritage will be supported as to preserve and share the culture and traditions of the area's diverse history, including support of local attractions and museums.

Demands and Needs Analysis

The purpose of the analysis is to better understand the Port's recreational facilities and demand to identify existing and future needs. The definition of needs includes both preservation of existing services and resources, and the need for additional ones.

The State of WA Recreation and Conservation Office (RCO) has identified Statewide initiatives for recreation, including recreational boating.

- Boating Experiences and Facilities
 - The Port of Ilwaco is a regional marina providing water access to the Columbia River and Pacific Ocean in Southwest Washington.
 - Thousands of recreational boaters utilize the Port's facilities each year. The 2013 data table below accounts for moorage customers only and does not include boat ramp activity.
 - Approximately 64% of the Port's moorage customers are from Washington; 27% from Oregon with 9% being out of the area.
 - Approximately 25% of our customers are from the I5 corridor in Washington; local (Pacific County) customers represent only 17% of the Port's moorage customers.
 - Demographic statistics show the Puget Sound region and the Portland/Vancouver area as two of the fastest growing areas in the country. The Port of Ilwaco and the Long Beach Peninsula attract thousands of tourists annually.
 - Recreational Fishing: According to the Washington State Department of Fish & Wildlife about 20% of the saltwater salmon caught by recreational fishermen in 2014 were caught in Marina Area 1 – including the Port of Chinook and Port of Ilwaco. Their data indicates over 44,000 angler trips were made between these two ports with an average of about 1.5 salmon per angler trip. The salmon season can run from June-September each year. Anglers also fish for Dungeness crab, albacore tuna, sturgeon and bottom fish. These seasons vary throughout the year. Local businesses and the regional economy rely on the contribution of recreational fishing and the water access provided by the Port of Ilwaco's facilities.

WA Total	1039	63.86%
OR Total	447	27.47%
CA Total	76	4.67%
Other Total	65	4.00%
Total Zip Codes	1627	

Table D-1: Port of Ilwaco 2013 Zip Code Data

		W. WA	Statewide
238	Vancouver Area	24.64%	22.91%
55	Longview Area	5.69%	5.29%
47	Seattle Area	4.87%	4.52%
23	Tacoma Area	2.38%	2.21%
32	Olympia Area	3.31%	3.08%
73	Grays Harbor	7.56%	7.03%
271	Pacific County	28.05%	26.08%
227	West WA Other	23.50%	21.85%
966	Total Western WA		
		E. WA	Statewide
23	Yakima Area	31.51%	2.21%
28	Tri Cities Area	38.36%	2.69%
22	Easter WA Other	30.14%	2.12%
73	Total Eastern WA		

Table D-2: Rough Breakdown of Moorage Customers (2013)

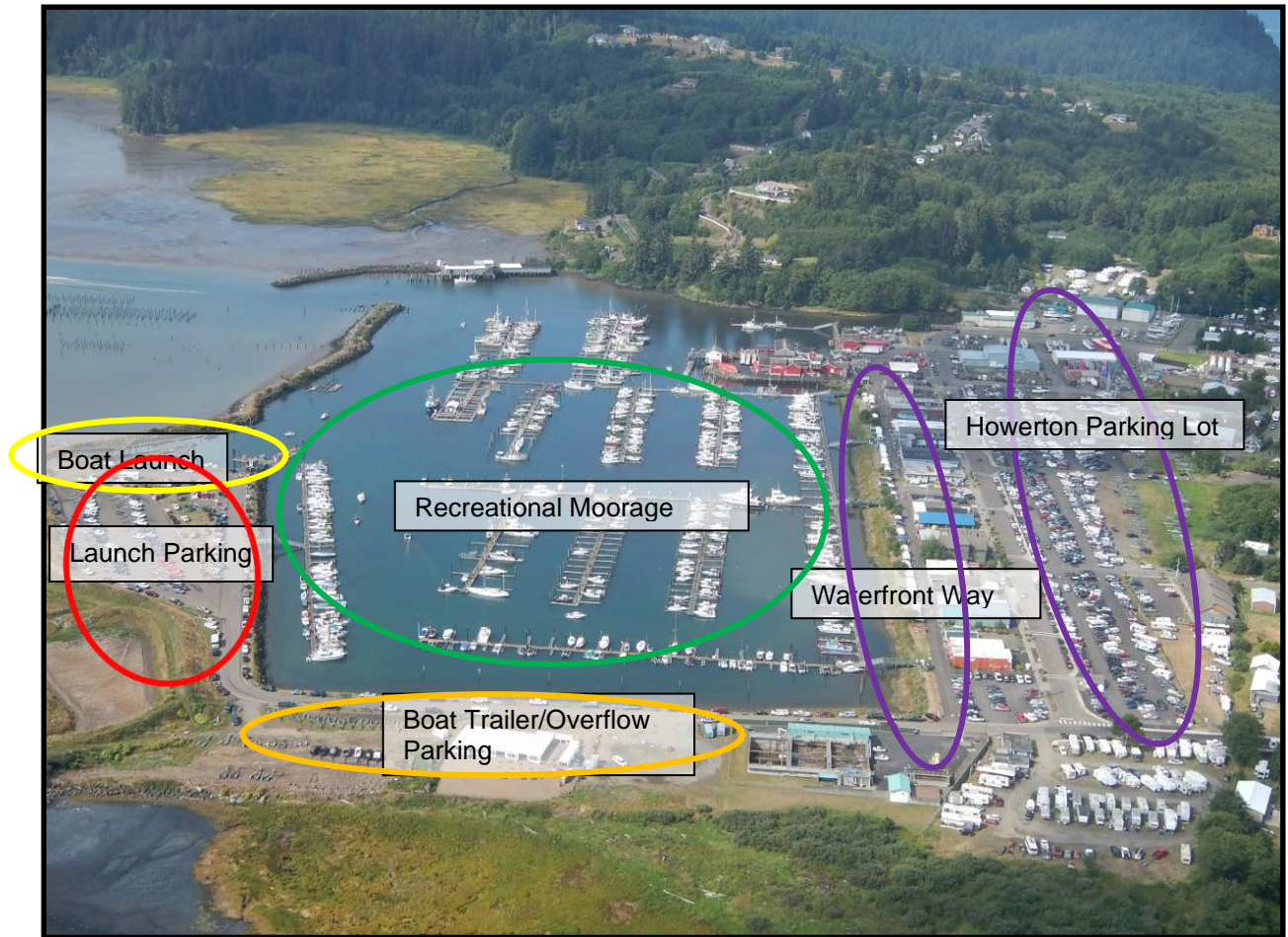
- Public Safety in Boating
 - The Port of Ilwaco marina provides facilities for boaters to safely access the water, park their vehicles/trailers, fuel their vessels, haul out/launch and enjoy the working waterfront.
- Environmental Stewardship
 - The Port of Ilwaco is a Certified Clean Marina
 - Best Management Practices (BMP's) are clearly outlined in the Port's tariff and enforced by Port staff.
 - A fixed pump out facility AND portable pump out vessel allow for the safe transfer of sewage into the City's sanitary sewer system.
- Multiple Use Sites
 - A range of activities take place at the Port each year, making the marina an attraction for a variety of users. Local residents (non-boaters) utilize the Port's facilities for walking, recreation and wildlife viewing. Art, music and cultural events take place at the Port on an ongoing basis; the Port coordinates with various local partners to attract tourists and visitors to the area.
- Watercraft access opportunities for diversified related recreation

- There are a variety of vessels and users who utilize the marina from the Lower Columbia River and the Oregon and Washington Coast. Large cruising yachts, tall ships, sail boats and recreational fishing boats call on the Port of Ilwaco. A significant number of “trailerable” boats are also accommodated during the active Buoy 10 salmon fishing season. Due to the water current/tides and coastal weather non-motorized boat use is limited to experienced users. Kayaking along Baker Bay is done but safety is a concern.

Long Beach Peninsula Area

- Beach longest beach on West Coast, easy access to nature, good free access points to beach, boardwalk and trail
- Two working lighthouses
- Variety of lodging – cabins, hotels/inns, B&B’s, vacation rental homes, RV camping, tent camping, etc.
- Great food both in terms of resources and restaurants
- Established visitor destination
- Culture and history of hospitality
- Two state parks
- Outdoor recreation
- Shoreline conservation area
- Birding and wildlife viewing
- National Wildlife Refuge
- National Historic Park
- Creative enclave, thriving arts culture
- Culture, history, engaging and educational activities

Port of Ilwaco Marina – July 2014



Recreational Boating – Parks & Recreational Facilities:

- Flush restroom is located near the pumpout
- Gasoline and diesel fuel
- Boat launch
- 2 small boat hoists
- 50-ton TraveLift®
- Marine repair services on the premises
- 806 moorage slips
- Electrical power is available in 20 and 30 amps
- Self-service boatyard
- Dry boat storage
- Pressure wash
- Blocking

Day-Use & Campground Accommodations

- Showers for tenants only
- Pavilion
- Restaurants
- Shopping
- The Columbia Pacific Heritage Museum
- Post office
- Laundry service
- Public transit
- Discovery Trail from Ilwaco to the north end of Long Beach (7 miles)
- Live bait in season

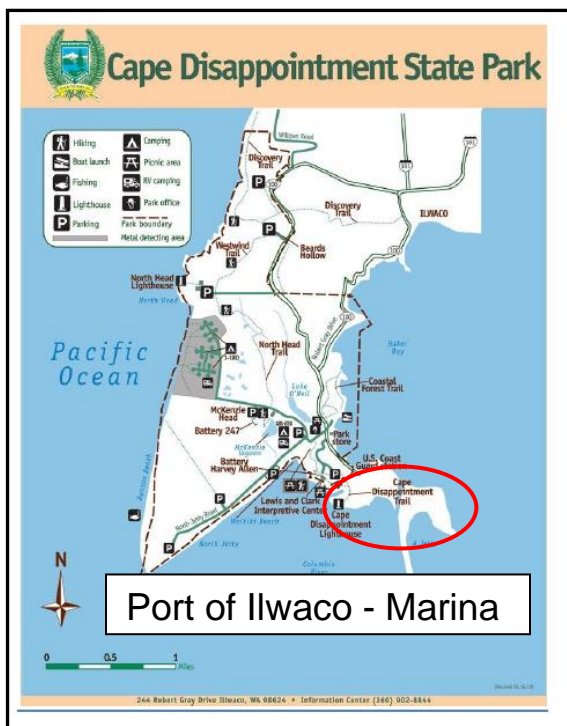
Port of Ilwaco Waterfront

The Port of Ilwaco owns most of the waterfront within the City of Ilwaco. There are a variety of amenities that benefit recreational users. The waterfront has a 2.5-acre, quarter mile long area with pedestrian walkway and grassy shoreline. This area hosts the Saturday Market and other events during the summer. There is a covered picnic pavilion available for public use. There are numerous uncovered picnic tables and benches along the waterfront. There are two permanent bathrooms, one in the pavilion and another at the east end of the parking lot. There is also a simple roofed building with two portable toilets at the west end of the waterfront. There are more than 300 off-road parking spaces, including numerous handicap-accessible spaces. There is a covered bus stop at the Port. There is 806-slip marina used by for both recreational boaters and commercial fishermen. There is a back in boat launch, guest moorage, two small boat hoists and two fuel docks. The marina has shower facilities for tenants only. Additionally, the Port of Ilwaco has a 50-ton TraveLift®, a self/full-service work yard and dry boat storage facilities.

Cape Disappointment State Park (adjacent to the Port of Ilwaco channel):

Cape Disappointment State Park (formerly Fort Canby State Park) is an 1,882-acre park, on the Columbia River and Pacific Ocean. It is owned and managed by Washington State Parks & Recreation. It is part of a collection of sites that make up the Lewis and Clark

National and State Historical Parks. A Discovery Pass is required to park a vehicle in the park. The park offers four miles of ocean beach, three miles of Columbia River frontage, two lighthouses, an interpretive center and museum, 6.5 miles hiking and bicycling trails,



and camping. A portion of the Discovery Trail runs through the park. Common activities include beach combing, ship watching, wildlife watching, learning about cultural history, hiking, bicycling, and camping. There are numerous picnicking areas and benches. There are two volleyball courts, three baseball fields and an amphitheater. Access is clear and parking is plentiful with handicapped parking at most sites. The condition of the park is excellent.

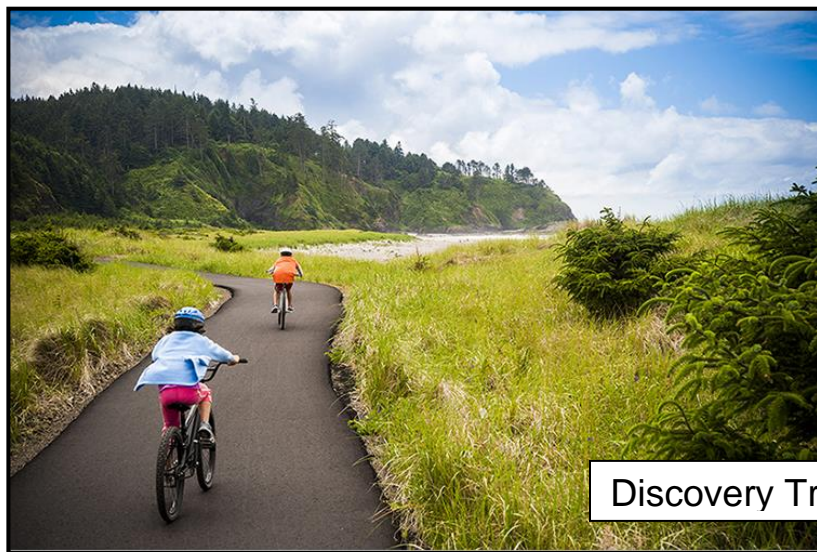
Figure D-2: Map of Ilwaco/Cape Disappointment

Discovery Garden & Mariners Memorial (within walking distance of the Port of Ilwaco):

This city lot sized pocket park (0.11 acres) is managed by the Columbia-Pacific Heritage Museum. It contains a short meandering path, a bench, a mariner memorial monument, Lewis & Clark interpretive signage, and a native plant demonstration garden. The condition of the park is excellent.



Figure D-3: Discovery Trail Map



Lewis & Clark Discovery Trail (Begins at the Port of Ilwaco):

The Lewis & Clark Discovery Trail runs for 8.2 miles from Ilwaco to North Long Beach. It is a multi-use trail dedicated to pedestrian and bicycle use. Its southern end begins at the condor sculpture at the Port of Ilwaco Pavilion on the waterfront, just off Howerton Avenue. The Port waterfront area offers free parking, public restrooms and a covered picnic area. The trail runs for a half mile on Ilwaco city streets to the primitive trail entrance at the top of Main Street.

Assessment of the Port's Facilities

(From 2014 City of Ilwaco Parks & Recreation Plan)

On average, the quality of the Port of Ilwaco Waterfront and its amenities were rated from Excellent to Satisfactory by respondents.

- 58% find the overall experience to be Excellent or Very Good; 34% find it Satisfactory and only 4% rate it as Not Good or Inadequate.
- The Port of Ilwaco waterfront is the City's most used park. It is used heavily on a daily and weekly basis.
- When asked to give suggestions on the waterfront, respondents suggested the park should be made more accessible to non-locals, have better signage for Discovery Trail users, and be used to attract new business to the area.

Port of Ilwaco Waterfront

(City of Ilwaco Parks & Rec 2014 Plan Recommendations):

- Connect the Port waterfront to Main Street Discovery Trail trailhead through designated parking, welcome kiosk, signage, sidewalks, and bicycle lanes.
- Build pedestrian and bicycle trails from waterfront to boat launch.
- Add bathrooms at the boat launch.

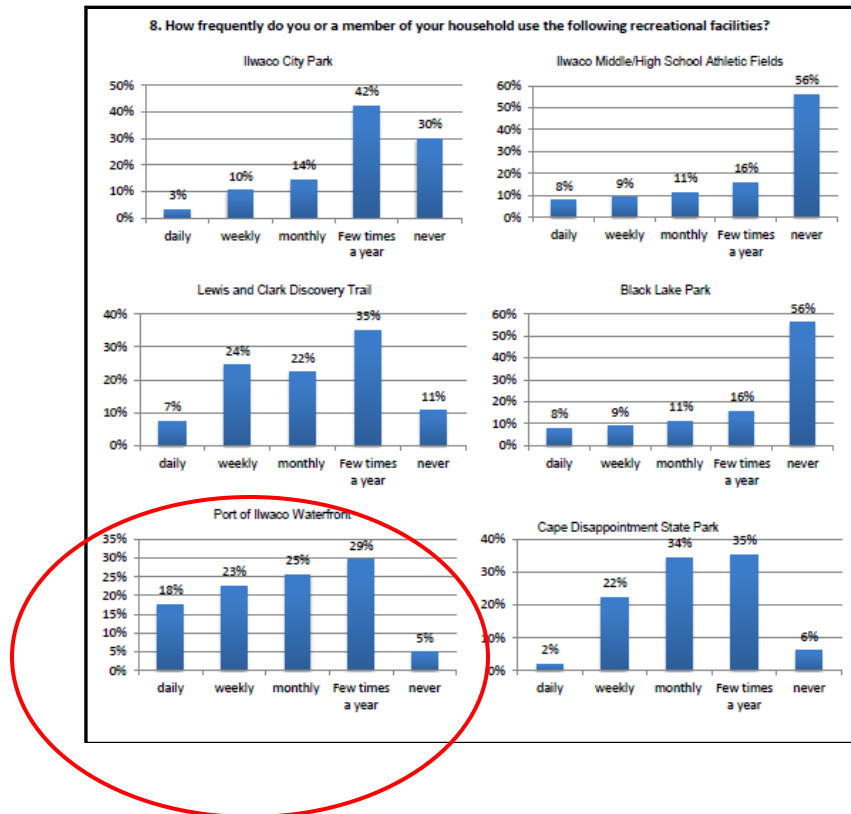


Figure D-4: City of Ilwaco – Survey (2014) – Significant Use

Recommendations from City of Ilwaco Parks & Recreation Plan (2014 Survey)

- Make it more inviting and accessible for tourists to improve the local economy.
- There's not always enough parking at the boat ramp. Maybe make more room where the boat trailers are stored at. More parking means more people.
- Improve old bathrooms.
- There really isn't direct connection with Discovery Trail. Need to walk down past the boatyard and Don's Portside. Would be nice if there were at least better signage if not access.
- Better signage for Discovery Trail.
- Better signage and wayfinding. Have no clue how it links to Discovery Trail.
- Discovery Trail needs better signs.
- Restrooms are needed at the boat ramp.

- Connect waterfront to boat launch with sidewalk. Create kayak/canoe put in area closer to parking. Create park space with an outdoor amphitheater near the proposed new brewery or out where the dredge spoils are. Remove dredge spoils!
- Trail around the whole marina and waterfront.
- Sidewalk to boat launch
- Permanent concert or amphitheater
- Connect the Bay/Waterfront to Discovery Trail with signage.
- More outside sitting areas. Folks need to sit and look. So, more benches near the waterfront.



Figure D-5: Port of Ilwaco Boat Ramp (2017)



Figure D-6: Recreational Boating/Fishing – 2017

Port of Ilwaco – Citizens Advisory Committee Recommendations

January 2018 - the Committee, along with input from the general public, have prioritized the following recreational facilities/projects as follows (approximate dates):

1. Parking Lots: Several parking lot-related improvements have been suggested (2019-2026).
 - Lighting – the boat ramp parking lot currently has minimal lighting near the ramp. Additional lighting needs to be added for safety and ease of use, including along Outer Harbor Way where excess day use parking is utilized.
 - Boat trailer parking – additional parking is needed for boat trailers, both for trucks and trailers, and also for detached trailers. The area east of Outer Harbor way should be improved, with a minimum of grading/leveling and gravel added.
 - ADA accessibility for boat ramp users needs to be considered with parking lot improvements.
2. Wayfinding Signage: Additional signage around the Port and marina will help recreational users find the boat ramp, parking, restrooms and other features. An informational kiosk was suggested with potential for interpretive displays of the local area. The Committee would like to see consistency with signage throughout the marina for customers to easily identify. (2019-2020)
3. Boat Ramp Upgrades: The two-lane boat ramp appears to be sufficient for users the majority of the year. Congestion is observed on a limited basis during the peak of the salmon season in August but has been manageable. ADA access can be improved, including the access floats and designated parking for ADA users. Lighting, as previously mentioned, will also improve accessibility for ADA users. An additional improvement is dredging near the boat ramp and access areas. The Ilwaco marina has a fairly high rate of siltation and ongoing dredging is needed. The breakwater near the boat ramp is also starting to fail during high tide events and the bulkhead next to the boat ramp continues to erode. The breakwater and bulkhead are not an emergency situation but should be considered if additional

work in the area is being performed. (2019-2026)

4. Transient Moorage Docks/Facilities: The docks are currently a mixture of long term and transient moorage. Dedicated transient docks are needed. All of the docks have been maintained but are reaching, or have surpassed, their useful life. These docks are essential for users on a temporary basis when using the boat ramp or staying for a short time. New piling, access ramps, main docks, dock fingers, lighting and utilities need to be added before some of the current docks become unusable. ADA upgrades are also important. Dredging for transient moorage is also essential, including options for dredge material placement (currently upland and the placement site is at capacity). (2020-2026)
5. Walking Trail/Picnic Facilities: The working waterfront at the Port of Ilwaco is a beautiful place for the public to walk and enjoy the outdoors. Waterfront Way along the North side of the marina is utilized as a park-like facility and this walkway could be extended to include the boat ramp area on the South side of the marina. Additional picnic tables, benches, wayfinding signage and other amenities will provide the public with greater opportunities to experience the Port. The Port of Ilwaco is the designated beginning of the Discovery Trail, a seven-mile-long trail running from the Port to the City of Long Beach, uniquely designed curving along through the dunes with picturesque views of the Pacific Ocean, North Head Lighthouse and Beards Hollow. (2019- 2024)



Figure D-7: Buoy 10 Salmon Fishery – Columbia River

As much as 75% of the recreational boating users utilizing the Port of Ilwaco are from outside Pacific County. The Port has data indicating about 28% of their customers are from the I5 corridor in Washington State and about 20% of their customers are from Oregon. The Port of Ilwaco serves a number of recreational boating/fishing customers from the entire region with about 575 recreational moorage slips: a mix of transient and annual moorage customers. The location of the Port is excellent for customers seeking recreational opportunities along the lower Columbia River and Pacific Ocean. With population increasing in the Northwest (Puget Sound and Portland area) there will be pressure on outlying areas to provide recreational opportunities. The Port of Ilwaco is perfectly suited to complement other facilities in the area.



Figure D-8: Entrance to Port of Ilwaco Marina

A planning grant may be sought after to help further refine and coordinate the Port's priorities. Cost savings and other efficiencies may be recognized by combining more than one project at a time.

The Port intends to coordinate with other local agencies and partners when prioritizing their projects for funding. The Pacific County Economic Development Council will be completing an Overall Economic Development Plan for Pacific County, including a Parks & Recreation Component, and will incorporate the Port of Ilwaco's priorities into its plan.