



## **Port of Ilwaco Marina Master Plan**

- **Rev. 1.0 – February 6, 2012**
- **Rev. 2.0 – February 5, 2018**
- **Rev. 3.0 – July 16, 2019**

## Overview of Project

***July 16, 2019: The 2019 Port of Ilwaco updated Marina Master Plan amended the Telecommunications section starting on page 14.***

***February 5, 2018: The 2018 Port of Ilwaco updated Marina Master Plan added a new Parks & Recreation section starting on page 59.***

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The goal of the 2012 Port of Ilwaco Marina Master plan is to update the 2005 plan in guiding capital decisions and securing additional funds for new development. The 2012 plan will continue to focus on both short term (six year time horizon) and long term (twenty year time horizon) needs. Specifically, the new 2012 plan will address:

- Update of the 2005 site analysis and inventory of existing businesses.
- Industrial and economic development. Fishing continues to provide most jobs in Ilwaco.
- Infrastructure needs description. Dock reconstructions efforts are continuing.
- Operations assessment. The cost of operating the port, disposal of dredge material, and safety and risk management issues are continuing challenges.

## Statement of Work Summary

LeadToResults (LTR) proposes four work phases that are described in summary below. A “Master Work Plan” follows, providing an illustrative timeline for activities.

<b>Phase</b>	<b>Task</b>	<b>Description</b>
<b>I</b>	<b>Update 2005 Site Analysis and Update Market Conditions and Opportunities</b>	<ul style="list-style-type: none"> <li>• Update of site analysis from 2005.</li> <li>• Update of inventory of existing businesses.</li> <li>• Assess current market conditions.</li> <li>• Assess future market opportunities.</li> <li>• Write a preliminary report #1 that includes current market conditions and future opportunities and present preliminary report #1 to Port Manager</li> </ul>

Phase	Task	Description
		for comments. <ul style="list-style-type: none"> <li>• Update preliminary report #1 based upon comments.</li> </ul>
II	<b>Update Master Plan Concept</b>	<ul style="list-style-type: none"> <li>• Investigate investment and expected return / benefit on each candidate project.</li> <li>• Write a preliminary report #2 that includes initial conceptual plan and present preliminary report #2 to Port Manager for comments.</li> <li>• Update preliminary report #2 based upon comments.</li> </ul>
III	<b>Update Implementation Plan</b>	<ul style="list-style-type: none"> <li>• Create an implementation strategy, for projects targeted for 1-3 years, 3-5 years, and 6 years and beyond.</li> <li>• Develop estimates of probable costs for projects.</li> <li>• Write preliminary report #3 that includes implementation plan and resent preliminary report #3 to Port Manager for comments.</li> <li>• Update preliminary report #3 based upon comments.</li> <li>• Facilitate public hearing.</li> </ul>
IV	<b>Present Final Report</b>	<ul style="list-style-type: none"> <li>• Incorporate an Environmental Checklist for the Port of Ilwaco</li> <li>• Based on public hearing and results from report #3, update the plan.</li> <li>• Present the final Marina Master Plan to Port Manager and Commissioners.</li> </ul>

Prior to Phase IV (this report), Lead To Results, LLC presented to the Port Manager three (3) preliminary reports. These reports were:

- Preliminary Report #1: Phase I – Update 2005 Site Analysis and Update Market Conditions and Opportunities (Rev. 2.0, December 16, 2011).
- Preliminary Report #2: Phase II – Update Master Plan Concepts, Cost Benefits of Fishing Related Projects (Rev 3.0, January 6, 2012), Cost of Benefits of Non-Fishing Related Concepts (Rev 3.0, January 6, 2012).
- Preliminary Report #3: Phases II / III – Develop Master Plan Concept /

2012 Port of Ilwaco Marina Master Plan  
Rev. 1.0 – February 6, 2012  
Rev. 2.0 – February 5, 2018  
Rev. 3.0 – July 16, 2019

Develop Implementation Plan (Rev 2.0, January 24, 2012).

The Port of Ilwaco Marina Master Plan – Final report includes most of the information presented in the three preliminary reports described above as well as an appendix that contains responses to the SEPA environmental checklist.

All enclosures are intended for the proprietary and confidential use of the Port of Ilwaco. My thanks to everyone who contributed to this final report.

Respectfully submitted:

Beverly Arnoldy  
Principal  
Lead To Results, LLC  
[bev.arnoldy@leadtoresults.com](mailto:bev.arnoldy@leadtoresults.com)

P.O. Box 1130  
Ocean Park, WA 98640

Direct: 360-665-0044  
Cell: 503-298-3180  
Fax: 360-665-0044

## Table of Contents

Port of Ilwaco Marina Master Plan .....	1
Rev. 1.0 – February 6, 2012.....	1
Overview of Project.....	2
Statement of Work Summary .....	2
Table of Contents.....	5
Updated Site Analysis.....	7
Visual Analysis.....	7
Port Buildings .....	7
Marina and Boatyard .....	11
Port Infrastructure Improvements.....	13
Roadways .....	13
Water System.....	13
Wastewater System .....	14
Electric Power .....	14
Telecommunications .....	14
Storm Drainage.....	15
Market Conditions and Opportunities.....	15
Population Trends and Forecasts .....	16
Employment Trends and Forecasts .....	17
Pacific County Civilian Labor Trends and Unemployment Rate .....	17
Pacific County Employment Base and Average Wage .....	18
City of Ilwaco Employment Status.....	20
Port of Ilwaco Employment Status .....	21
Evaluation of Ilwaco’s Key Economic Sectors .....	22
Marina Industries .....	23
Fish Processing Industry .....	25
Commercial and Recreational Fleet.....	34
Tourism Industry.....	46
Master Plan Concept .....	53
Marine (“Fishing Related”) Master Concept Plan .....	53
Dock Reconditioning and Replacement.....	53
Relocation and Removal of Dredge Spoils from Current Location .....	54
Work Pier, Boatyard and the Boatyard Building Improvements.....	55
Other Marine-related Services .....	56
Port Parking-related Improvements .....	57
Business (“Non-Fishing Related”) District Concept Plan .....	57
Improvements to Waterfront Way / Howerton Way.....	57
Upgrading Existing Buildings / Construct New Buildings .....	60
Connecting to / from non-Port Services .....	61
Additional Business Services .....	61
Additional Marketing.....	61
Parks & Recreation Plan.....	63
Master Plan Implementation .....	78
Marine – Recommended Implementation Strategies.....	78
Marine – Preliminary Estimates of Probable Costs .....	80
Table 22: Marine - Preliminary Estimates of Probable Costs Business District – Recommended Implementation Strategies .....	81
Business District – Preliminary Estimates of Probable Costs.....	85
Table 24: Business District - Preliminary Estimates of Probable Costs .....	86
Preliminary Funding Recommendations.....	87

<b>Appendix A: Cost / Benefits Assessment of Port of Ilwaco Fishing Related</b>	
<b>Candidate Projects .....</b>	<b>90</b>
Docks .....	90
Dredge Spoils, Dredging, Relocation, and Removal .....	92
Work Pier, Boatyard Building and Boatyard Improvements .....	93
Additional Services .....	95
Purchase of Additional Property .....	95
Port Parking Improvements .....	96
<b>Appendix B: Cost / Benefits Assessment of Port of Ilwaco Non-fishing Related</b>	
<b>Candidate Projects .....</b>	<b>97</b>
Improvements to Waterfront Way / Howerton Way .....	97
Upgrade of Existing Buildings / Add New Buildings.....	101
Connecting to/from non-Port Services.....	102
Additional Services .....	103
<b>Appendix C: Environmental Checklist .....</b>	<b>105</b>
Purpose of Checklist .....	105
A. Background.....	105
B. Environmental Elements.....	109
1. Earth .....	109
2. Air .....	110
3. Water .....	110
4. Plants.....	113
5. Animals.....	113
6. Energy and Natural Resources .....	114
7. Environmental Health.....	115
8. Land and Shoreline Use.....	116
9. Housing .....	117
10. Aesthetics .....	118
11. Light and Glare.....	118
12. Recreation .....	119
13. Historic and Cultural Preservation.....	119
14. Transportation .....	120
15. Public Services.....	121
16. Utilities .....	122
C. Signature .....	122

## 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 amount of wetlands west of the marina. Most of the upland area is currently utilized for automobile parking. The area between Howerton Way 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.



A visual analysis of the existing site conditions was undertaken to determine the opportunities and constraints associated with the project. This evaluation extended throughout the Port area, and included photographs of the site's assets and liabilities.

### ***Visual Analysis***

A visual analysis was conducted in November 2011. 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 was 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 2005 Port of Ilwaco 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.

Currently, all but one building 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 of the businesses that utilize the buildings as a live/work space. 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 Way.



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.

<b>Buildings</b>	<b>Status</b>	<b># of Stories</b>	<b>Notes</b>
Jessie's Ilwaco Fish Company	Open	1+	Wholesale and retail operation. Encompasses several buildings.
Englund Marine Supply	Open	1	Marine retail store.
Imperial Schooner	Open	2	Restaurant on first floor. Second floor is living space for owners.
Queen La De Da	Open	1	Art, classes, and events.
Harbor Lights Restaurant and Motel	Open	2	Includes restaurant on first floor, cocktail lounge on second floor, and motel units on both floors.
Ole' Bobs	Open	2	Contains retail seafood market and coffee shop / café on first floor. Residential living space on second floor.
Time Enough Books	Open	1	Other businesses occupy approximately half of the 6000 square feet. Space is available for three to four more businesses.
Tuscany Cafe	Open	2	First floor is restaurant / catering service. Second floor is living space for short term vacation rental.
Port of Ilwaco Office	Open	2	Open five days a week from 8 am to 5 pm.
Don Nisbett Art Gallery	Open	1	Art gallery / gift shop.
Columbia River Bait	Open - seasonal	1	Seasonal; only open during recreational fishing seasons.
Moorings Building	Open	2	Two businesses occupy first floor: <ul style="list-style-type: none"> <li>• Marie Powell; Shoalwater Cove Gallery - owner (art gallery)</li> <li>• Pelicano (restaurant)</li> </ul> Second floor is residential living space for owners.
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.

<b>Buildings</b>	<b>Status</b>	<b># of Stories</b>	<b>Notes</b>
Pacific Salmon Charters	Open – seasonal	1	Seasonal; only open during recreational fishing seasons.
Restrooms / Open Pavilion	Open	1	Restrooms include showers and kitchen facilities
One PacificCoast Bank Annex	Open	1	Conference room facility with kitchen and restrooms.
One PacificCoast Bank Building	Open	3	Houses One PacificCoast Bank and Enterprise Cascadia.
Sportsman’s Cannery	Open – seasonal	1	Seasonal; only open during recreational fishing seasons.
Beach House Catering	Open	2	Food catering service for small and large events.
Indoor Gardening	Open	1	Indoor garden products.
The Loading Dock		2	First floor as art gallery. Houses separate rental spaces for retail and professional offices.
Port Bistro	Closed	1	Vacant.
Coho Charters and Motel	Open – seasonal	2	Seasonal; only open during recreational fishing season. Motel portion is open only during the fishing season.
Beacon Charters & RV Park	Open	1	Charter fishing and boat tours only open during the recreational fishing season. RV park open year-round.

Table 1: List of Businesses at the Port of Ilwaco (as of November 2011)

Since the 2005 Master Plan report, most of the parking area north of Howerton Way is has been paved. There are currently no designated parking areas for vehicles such as large trucks, recreational vehicles or tourist buses. Public parking between the buildings on Waterfront Way also lacks any clear organization. Likewise, a clear pedestrian connection is unavailable from the waterfront to the boat ramp at the end of the spit. Pedestrians must currently walk to the ramp along the road.

## Marina and Boatyard

The reconditioning and replacement of aging boat docks began in 2002 with the replacement of H dock. In 2003, one-half of K dock was replaced; in 2004, G dock was replaced. F dock was replaced in 2005; C dock was replaced in 2009. Because the docks have not been actively maintained for several decades, the remaining docks all need some reconditioning and / or replacement.



Currently, the boatyard contains concrete pads for twenty-one boats. The boatyard building contains two stalls and is completely enclosed. The building is primarily used to work on boats during inclement weather. The original boatyard building is used by the port for its maintenance shop and Jessie's for

storage. A three-stall boat building is scheduled to be built in 2012.

The map on the following page visually describes the locations of all the aforementioned buildings as well as 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 Way 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 the street, sewer, and storm sewer utilities.

### ***Roadways***

Howerton Way was completely rebuilt and resurfaced in 2003. New street lights on Howerton Way and First Avenue were also installed in 2003. A new sidewalk was constructed on the south side (port side) of Howerton Way in 2003; a new sidewalk on the north side will be completed in May 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.

### ***Water System***

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. With these improvements, both average water supply and fire flow demand will be met for existing and future site users through the year 2015.

### ***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 rebuild of Howerton Way, a 12-inch gravity sewer main was installed. Sewer stubs were also installed at the intersections of Howerton Way with Advent, Pearl and Williams Avenues. The primary feed lies along the south side of Howerton Way.

### ***Electric Power***

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

### ***Telecommunications (July, 2019)***

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.

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 in order 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 & Howerton & 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.

## **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 (Jessie's) 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 decreased from 20,964 in 2000 to 20,920 in 2010, a decrease of -0.21%%. The City of Ilwaco’s population decreased 950 in 2000 to 936 in 2010, a decrease of -1.47%%. The following table describes the population changes in Pacific County as well as the other incorporated towns in Pacific County.<sup>1,2</sup>

<b>Jurisdiction</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>	<b>Percent in Population Change</b>		<b>Estimate</b>
				<b>1990-2000</b>	<b>2000-2010</b>	<b>2011</b>
Pacific County	18,882	20,964	20,920	11.03%	-0.21%	20,900
Ilwaco	838	950	936	13.37%	-1.47%	935
Long Beach	1,236	1,263	1,392	2.18%	10.2%	1,390
Raymond	2,901	2,975	2,882	2.55%	-3.13%	2,870
South Bend	1,551	1,807	1,637	16.51%	-9.41%	1,635

Table 2: Population Changes from 1990 to 2010 in Pacific County and Estimated Population for 2011

The annual average growth rate between 2000 and 2010 in Pacific County (-.02%) and Ilwaco (-0.147 %) lagged behind the overall growth of the state population, which increased from 5,894,121 in 2000 to 6,724,540 in 2010, or at an average annual growth rate of only 1.4%.

Estimated population growth from April 2010 to April 2011 for Pacific County should have decreased from 20,920 to 20,900, ranking it 28<sup>th</sup> (out of 39 counties)<sup>3</sup> in amount of percent population increase. From 2010 to 2011, all incorporated cities in

<sup>1</sup> Source: State of Washington Office of Financial Management – 2010 Census 58-page Demographic Profile, <http://www.ofm.wa.gov/pop/census2010/sf1/default.asp>

<sup>2</sup> Source: State of Washington Office of Financial Management – April 1 [2011] Official Population Estimates, <http://www.ofm.wa.gov/pop/april1/default.asp>

<sup>3</sup> Source: State of Washington Office of Financial Management, Forecasting Division, 2009 Data Book, January 2010, page 214, <http://www.ofm.wa.gov/databook/chapters/databook.pdf>

Pacific County showed an estimated slight decrease in population (as shown in Table 3).<sup>4</sup>

County / Municipality	Census	Estimate	Rank by 2011 Population	Population Change 2010 to 2011				
	2010	2011		Pop. Change	Rank by Change	Due to Annexation	% Change	% Change Rank
Pacific	20,920	20,900	??	-20	??	0	-.50	??
Ilwaco	936	935	203	-1	225	0	-.07	231
Long Beach	1,392	1,390	182	-2	238	0	-0.12	233
Raymond	2,882	2,870	142	-12	270	0	-0.42	254
South Bend	1,637	1,635	175	-2	238	0	-0.12	232

Table 3: Estimated Growth Rate for Pacific County from April 2010 to April 2011

### ***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 attracts business opportunities and outlook for the Port.

### **Pacific County Civilian Labor Trends and Unemployment Rate**

The resident civilian labor force<sup>5</sup> in Pacific County, WA was 8,745 in September 2011, down from 9,132 in August 2011, and down from 9,291 one year ago in September 2010. Employment was 7,842 in September 2011, down from 8,112 in August 2011, and down from 8,269 one year ago in September 2010. The unadjusted unemployment rate in Pacific County, WA was 10.3% in September 2011, down from 11.2% in August 2011, and down from 11.0% one year ago in September 2010.<sup>6</sup>

<sup>4</sup> Source: State of Washington Office of Financial Management – April 1 [2011] Official Population Estimates, <http://www.ofm.wa.gov/pop/april1/default.asp>

<sup>5</sup> 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 2010, in Pacific County, the average number of people in the labor force was 9,240. Between 1990 and 2010, the labor force in Pacific County grew almost 22.38% with an annual growth rate at 1.12%. In 2010, the average number of employed persons was 8060. Between 1990 and 2010, employment grew by 15.97%, with an annual growth rate of .8%. For the state of Washington, between 1990 and 2010, employment grew by 39.36% with an annual growth rate of 1.97%.<sup>7,8</sup>

In Pacific County, the early 1970's were the only times local unemployment<sup>9</sup> rates were below that of the state. The difference between the county and state rates has generally been rising over time. Pacific County has had significantly high unemployment rates in the past 35 years (16.8% in 1982 and 10.3% or higher until 1988). After 1996, the unemployment rates dropped until it reached 7.6% in 2008. In the years of 2009 through 2010, the unemployment rate in Pacific County rose sharply to 12.7% and 12.8% respectively, while the state unemployment rate for 2009 and 2010 was 9.3% and 9.6% respectively.<sup>10</sup>

### **Pacific County Employment Base and Average Wage**

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 2008 covered employment numbers, almost 30% of Pacific County's employment is in government; 12.2% in accommodation and food services; almost 13% in

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<sup>6</sup> Source: Labor Force and Employment in Pacific County, [http://data.dancingengineer.com/labormarket/?graph=labor\\_force&in=Washington&county=Pacific\\_County,\\_WA](http://data.dancingengineer.com/labormarket/?graph=labor_force&in=Washington&county=Pacific_County,_WA)

<sup>7</sup> Source: Washington State Workforce Explorer Web Site, "Historical Data for Civilian Labor Force and Unemployment Rate in Pacific County", <http://www.workforceexplorer.com/cgi/databrowsing>

<sup>8</sup>Source: Washington State Workforce Explorer Web Site, "Historical Data for Civilian Labor Force and Unemployment Rate in Washington State", <http://www.workforceexplorer.com/cgi/databrowsing>

<sup>9</sup> The unemployment numbers do not include retirees, persons in institutions (including students), or those who are known as "discouraged workers" (those that would like to work but have given up actively searching for a job because of the low prospects of finding work), and military personnel.

<sup>10</sup> Source: Washington State Employment Security, "Labor Force Statistics for Pacific County and Washington State", <http://www.workforceexplorer.com/cgi/dataAnalysis>

manufacturing; 9.4% in wholesale and retail trades, almost 9% in agriculture, forestry, fishing and hunting, and the remainder in mining, construction; transportation, information, utilities; and finance, insurance, and real estate (See Table 4.)<sup>11</sup>

Industry	Employers	Average # Employees	Percent of Total	Wages Paid	Percent of Total
Agriculture, Forestry, Fishing	101	554	8.8	\$15,507,147	8.7
Mining	3	40	0.6	1,167,399	0.7
Utilities	*	*	*	*	*
Construction	82	241	3.8	6,233,948	3.5
Manufacturing	36	816	12.9	23,840,335	13.5
Wholesale Trade/Retail Trade	19	595	9.4	12,955,186	7.3
Transportation & Warehousing	19	37	0.6	1,023,821	0.6
Information	8	47	0.7	1,380,531	0.8
Finance, Insurance, Real Estate	20	243	3.9	7,029,967	3.9
Professional & Technical Services	30	81	1.3	2,165,339	1.2
Mgmt. of Companies & Enterprises	*	*	*	*	*
Administrative & Waste Services	14	57	0.9	1,330,276	0.7
Educational Services	--	--	--	--	--
Health Care & Social Assistance	38	469	7.4	11,261,699	6.3
Arts, Entertainment & Recreation	16	76	1.2	917,672	0.5
Accommodation & Food Services	108	771	12.2	9,560,262	5.4
Other Services, Except Public Admin.	242	388	6.2	6,795,310	3.8
Government	52	1,877	29.7	76,714,455	43.0
Not Elsewhere Classified	3	17	0.3	588,843	0.3
<b>Total</b>	<b>907</b>	<b>6,309</b>	<b>100.00</b>	<b>\$178,472,190</b>	<b>100.00</b>

An entry of "\*" indicates data suppressed for confidentiality.  
 An entry of "--" means that there is no employment in that category in that county.

<sup>11</sup> Source: The State of Washington Office of Financial Management 2009 Data Book, pages 214-215, <http://www.ofm.wa.gov/databook/chapters/databook.pdf>

Table 4: Average Monthly Employment and Total Wages in Covered Employment in Pacific County – Calendar Year 2008

In 2009, Pacific County averaged 5,945 jobs covered by unemployment insurance with a payroll of \$170.9 million dollars. The county’s annual average wage was \$28,754, well below the state average of \$47,458. The county ranked 36th in total covered wages. In 2009, the county’s median hourly wage was \$15.79 short of the state average of \$20.87.

In 2008, personal income in Pacific County lagged both the state and the U.S. averages. Pacific County’s average annual wage of \$28,761 was nearly \$15,000 dollars short of the state average of \$43,732, and more than \$11,000 dollars short of the U.S. total of \$40,166.<sup>12</sup>

### City of Ilwaco Employment Status

Covered employment in Ilwaco increased from 452 jobs in 2000 to 600 jobs in 2009 representing a gain of 148 jobs. Table 5 describes the employment numbers and percentages in each industry from both the 2000 census and 2009 approximate numbers.<sup>13</sup>

Subject	2000 Number	2000 Percent	2009 Number	2009 Percent
<b>EMPLOYMENT STATUS</b>				
Population 16 years and over	750	100.0	911	100.0
In labor force	452	60.3	600	65.9
Civilian labor force	435	58.0	544	59.7
Employed	407	54.3	535	58.7
Unemployed	28	3.7	9	1.0
Armed Forces	17	2.3	56	6.1
Not in labor force	298	39.7	311	34.1
<b>Employed civilian population 16 years and over</b>				
<b>INDUSTRY</b>				
	407	100.0	535	100.0
Agriculture, forestry, fishing and hunting, and mining	15	3.7	55	10.3
Construction	18	4.4	72	13.5

<sup>12</sup> Source: Workforce Explorer: Pacific County Profile, May 2011, Wages and Income, May 15, 2011, Jim Vleming, Regional Labor Economist, <http://www.workforceexplorer.com>

<sup>13</sup> Source: U. S. Census Bureau, American Factfinder, Ilwaco city, Washington Selected Economic Characteristics: 2005-2009, <http://factfinder.census.gov>

Manufacturing	27	6.6	14	2.6
Wholesale trade	16	3.9	13	2.4
Retail trade	48	11.8	36	6.7
Transportation and warehousing, and utilities	26	6.4	44	8.2
Information	8	2.0	5	0.9
Finance, insurance, real estate, and rental and leasing	17	4.2	10	1.9
Professional, scientific, management, administrative, and waste management services	27	6.6	28	5.2
Educational, health and social services	95	23.3	77	14.4
Arts, entertainment, recreation, accommodation and food services	50	12.3	138	25.8
Other services (except public administration)	33	8.1	7	1.3
Public administration	27	6.6	36	6.7
<b>CLASS OF WORKER</b>	<b>407</b>	<b>100.0</b>	<b>535</b>	<b>100.0</b>
Private wage and salary workers	242	59.5	389	72.7
Government workers	113	27.8	81	15.1
Self-employed workers in own not incorporated business	51	12.5	58	10.8
Unpaid family workers	1	0.2	7	1.3

Table 5: Employment Data for the City of Ilwaco, WA for the Years 2000 / 2009

### Port of Ilwaco Employment Status

Table 5 displays an increase in the number of residents in the city of Ilwaco for agricultural, forestry, fishing and hunting, and mining as well as construction employment data from 2000 through 2009. In 2011, there were several people employed at the Port of Ilwaco either as permanent or seasonal / part-time employees with regards to fish processing (Jessie's Fish Company), charter fishing boat companies (Beacon Charters, Coho Charters, Pacific Salmon Charters, and Sea Breeze Charters), as well as forty-six commercial fishing vessels, as Table 6<sup>14</sup> displays.

<b>Leaseholder</b>	<b>Full-time</b>	<b>Part-time</b>	<b>Totals</b>
Beacon Charters	0	6	6
Columbia Bait	1	6	7
Coho Charters	0	12	12

<sup>14</sup> Source: Port of Ilwaco

<b>Leaseholder</b>	<b>Full-time</b>	<b>Part-time</b>	<b>Totals</b>
Columbia Marine	1	0	1
Deny Charlot	1	0	1
Englund Marine	2	0	2
Don Nesbit Art Gallery	1	0	1
Harbor Lights	5	15	20
Imperial Schooner	2	1	3
Jessie's Ilwaco Fish Co	50	60	110
Shoalwater Gallery	2	0	2
Queen La Di Da-Nesbit	1	0	1
Pacific Fuel Dock	2	0	2
Ole Bob's	2	2	4
Pacific Salmon Charters	2	8	10
Pelicano	2	6	8
Peninsula Sanitation	10	1	11
Port of Ilwaco	9	3	12
Tuscany Cafe	2	2	4
Loading Dock-Parrish	1	0	1
Judy Berlin-Esthetician	1	0	1
Penny Neal-Massage	1	0	1
Fish and Game	1	0	1
Brenda Haskett-Massage	1	0	1
Dr. Chamberlain	2	0	2
Sea Breeze Charters	1	1	2
Enterprise Cascadia	42	0	42
OnePacific Coast Bank	4	1	5
Sportsman's Cannery	3	2	5
Time Enough Books	1	1	2
Indoor Garden Store	1	0	1
<b>Totals</b>	<b>154</b>	<b>127</b>	<b>281</b>

Table 6: Port of Ilwaco Jobs for 2011

### ***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.<sup>15</sup>

As of 2011, 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 a single enclosed building and twenty-one boat pads used for repair and haul-out operations. The enclosed building has two bays with a roof. A TravelLift crane transports boats from the Holman (work) dock to the boat yard (and can lift up to 50 tons). Table 7<sup>16</sup> describes the total boatyard revenue for boat yard services (2005 through 2010), which includes rental of a boat pad, haul-out / in of boats to / from boatyard, and a boatyard building bay.

2005	2006	2007	2008	2009	2010
\$ 103,355	\$ 122,037	\$ 96,597	\$ 117,360	\$ 172,781	\$ 151,605

Table 7: Port of Ilwaco Total Boatyard Revenue 2005 through 2010

Utilization of the boat yard building for 2008 through 2010 are described in Table 8<sup>17</sup>:

	2008	% of Use	2009	% of Use	2010	% of Use
Both Bays	123	17%	289	40%	553	76%
One Bay	108	15%	223	31%	102	14%

<sup>15</sup> Source: Workforce Explorer, Marinas (NAICS 713930) in Washington State, <http://www.workforceexplorer.com/cgi/databrowsing>

<sup>16</sup> Source: Port of Ilwaco

<sup>17</sup> Source: Port of Ilwaco

Both Vacant	499	68%	218	30%	75	10%
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Table 8: Utilization of Boatyard Building for 2008 through and 2010

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

### **Boatyard and Repair Opportunities**

As of 2011, the Port of Chinook and the Port of Astoria have boat yard repair facilities that cater to both recreational and commercial boats. The Port of Chinook has a private boat repair facility.

Facilities at the Haul-out/Boatyard at the Port of Astoria include:<sup>18</sup>

- 88-ton Travellift® services
- Long-term boat & trailer parking
- In-water & upland vessel storage
- Barge ramp
- Marine repair business

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. 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:

- Recruit a full-time engine mechanic / machinist 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.

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<sup>18</sup> Source: Port of Astoria Web Site, "Pier 3 Boat Haulout Boatyard at the Port of Astoria", [http://www.portofastoria.com/boatyard\\_geninfo.html](http://www.portofastoria.com/boatyard_geninfo.html)

- 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 existing electrical system to explosion-proof electrical system and ventilation system, or
- Add new or extend portion of existing building that is enclosed with doors, adding electrical system to explosion-proof electrical system and ventilation system
- Replace the TravelLift marine lift with one that has larger capacity.

## **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:<sup>19</sup>

- Alioto-Lazio Fish Company
- Bornstein Seafoods
- Caito Fisheries
- California Shellfish
- Da Yang Seafoods
- Fishhawk Fisheries
- Ocean Beauty Seafoods
- Olde Port Fisheries, Inc.
- Pacific Seafood Group
- Pemberton Fish, Inc.
- Sea Q Fish Ltd.
- Trident Seafoods

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<sup>19</sup> Source: West Coast Seafood Processors Association, Members List, [http://www.wcspa.com/regular\\_members.htm](http://www.wcspa.com/regular_members.htm)

There are six major issues in the 2000's that have changed and are changing the fish processing industry in the U.S. West Coast:

- The collapse of the salmon industry
- Expansion of the Pacific whiting industry
- Expansion of the Pacific sardine industry
- Consolidation of seafood processing industry
- Reductions in groundfish resources and efforts to improve utilization
- Infrastructure problems.

There has been a major expansion of the onshore whiting processing industry and sardine industry since 1992. The consolidation of processing groups located on the U.S. West Coast has followed 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 and the byproduct use will overwhelm existing infrastructure, as well as the needed capital investment for infrastructure improvements.

## **Local Commercial Fishing Community<sup>20</sup>**

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.

More recently the fishery that sets Astoria area ports apart from other Oregon fishing communities is the sardine fishery, which operates from June to October. Within the last five years, Astoria area ports have seen tremendous growth in this fishery. In addition to being actively involved in the fishery, some established processing plants were designed specifically for the sardine fishing fleet. On average, a catch can range from 35 to 40 tons. While sardine markets continue to focus on the Asian bait market, a new development in this fishery involves widening the marketability for human consumption.

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.

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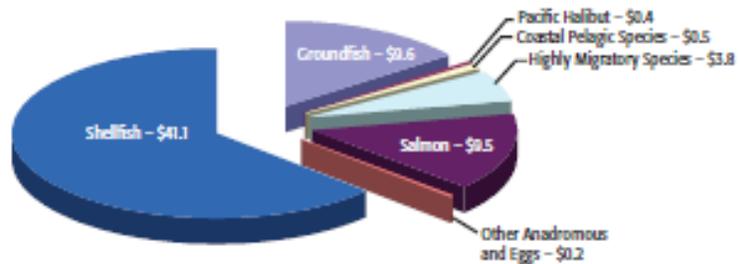
<sup>20</sup> Source: 2006. A Pilot Study in Two West Coast Marine Fishing Communities, Astoria and Newport, Oregon: Perspectives From Fishing Community Members. By Jennifer Langdon-Pollock, Economic Fisheries Information Network/PSMFC.  
[www.psmfc.org/efin/docs/2004AstoriaNewport/Port\\_Project\\_White\\_Paper\\_Final.pdf](http://www.psmfc.org/efin/docs/2004AstoriaNewport/Port_Project_White_Paper_Final.pdf) - 2006-11-14

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<sup>21</sup>

Washington State's commercial fishing industry is structured around a multi-species fishery. Groundfish, halibut, albacore, salmon, and shellfish are all major species groups important to the industry. Important species within the groundfish category



include whiting, flatfish, rockfish, lingcod and sablefish. In 2006, non-tribal commercial fish landings from Washington fisheries totaled nearly 109.4 million pounds, generating \$65.1 million in ex-vessel value (i.e. the price received by commercial fishers for fish landed at the dock) for fish harvesters. Although groundfish produced the greatest share of landings (about 54%), shellfish generated the greatest share of ex-vessel value (63%).

<sup>21</sup> 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>

In terms of regional catch, the Coastal area is by far the largest contributor to commercial fish harvesting in Washington, accounting for 85 percent of total pounds landed and 63 percent of total ex-vessel value. Grays Harbor County—producing \$19.3 million in landings from Washington fisheries—is the state’s largest commercial port area, and accounted for nearly 30 percent of the total value of landings from Washington fisheries in 2006.

Seafood processing also contributes significantly to the value of Washington’s commercial fisheries. Including in-state processing, the wholesale value of fishery products caught in Washington waters was an estimated \$101 million in 2006. Groundfish accounted for about 61 percent of this value, and shellfish accounted for about 21 percent.

## Lower Columbia River / Pacific County Fish Landings<sup>22</sup>

Washington fish purchases by processors, dealers, and individual consumers are buying directly from vessels. The Lower Columbia River catch region, which accounted for 0.6 percent of the landings and 1.8 percent of the ex-vessel value within the overall Washington fishery, is dominated by the catch of salmon species. Harvests of salmon produced 84 percent of both the pounds landed and ex-vessel value of the total catch in the Lower Columbia River catch region (see Table 9).

SPECIES GROUP	CATCH REGION												STATE TOTAL	
	NORTH PUGET SOUND		SOUTH PUGET SOUND		STRAIT OF JUAN DE FUCA		COAST		LOWER COLUMBIA RIVER <sup>1</sup>		UPPER COLUMBIA RIVER			
	Pounds Landed	Value	Pounds Landed	Value	Pounds Landed	Value	Pounds Landed	Value	Pounds Landed	Value	Pounds Landed	Value	Pounds Landed	Value
Groundfish <sup>2</sup>	647.3	\$203.3	643.4	\$198.9	135.8	\$60.3	70,642.0	\$13,400.6	3.7	- <sup>3</sup>	8.4 <sup>4</sup>	- <sup>3</sup>	72,080.6	\$13,863.1
Pacific Halibut	-	-	-	-	-	-	135.9	\$407.4	-	-	-	-	135.9	\$407.4
Salmon	3,255.9	\$2,909.4	6,468.8	\$3,777.2	4.5	\$4.9	773.9	\$1,789.6	517.0	\$1,014.5	-	-	11,020.2	\$9,495.6
Other Anadromous and Eggs	-	-	0.2	\$0.7	-	-	64.6	\$8.3	93.9	\$184.2	-	-	158.5	\$193.2
Shellfish	3,374.2	\$6,207.4	2,666.3	\$8274.1	704.8	\$1,068.5	19,044.0	\$25,552.1	0.2	\$0.3	-	-	25,789.6	\$41,102.6
<b>TOTAL</b>	<b>7277.4</b>	<b>\$9,320.1</b>	<b>9778.7</b>	<b>\$12,250.9</b>	<b>845.1</b>	<b>\$1,133.7</b>	<b>90,660.4</b>	<b>\$41,158.0</b>	<b>614.8</b>	<b>\$1,199.0</b>	<b>8.4</b>	<b>-</b>	<b>109,184.8</b>	<b>\$65,061.7</b>

Notes:

- 1 The Lower Columbia River includes the rivers and tributaries below Bonneville Dam
- 2 Includes highly migratory and coastal pelagic species in the Coastal region.

Table 9: Washington State / Lower Columbia River Volume / Value (Thousands of Round Pounds) for 2006

The value of commercial fish landings from Washington fisheries for counties with commercial ports is shown in Table 10. Grays Harbor County, with \$19.3 million in landings from Washington fisheries, is the state's largest commercial port area, accounting for nearly 30 percent of the total value of landings from Washington fisheries in 2006. Other port counties with significant shares of statewide commercial harvest values include Whatcom County (21%), King

<sup>22</sup> 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>

County (9%), Skagit County (7%), and Clallam County (5%). From a species perspective, groundfish harvest values are largest in Grays Harbor County, Whatcom County, and Pacific County. Shellfish is also a large contributor to the commercial catch landed in Grays Harbor County, as it also is in Whatcom County and Pacific County. Salmon landings from Washington’s fishery are largest in Whatcom, King, and Pacific counties.

SPECIES GROUP	PORT COUNTY OF ORIGIN									
	CLALLAM	CLARK	COWLITZ	GRAYS HARBOR	ISLAND	JEFFERSON	KING	KITSAP	MASON	PACIFIC
Groundfish <sup>1</sup>	\$1,456.7	–	–	\$5,270.0	\$0.5	\$54.0	\$104.4	–	\$35.0	\$2,480.5
Salmon	\$603.5	\$43.4	\$325.5	\$513.5	\$16.9	\$117.3	\$1,391.9	–	\$1.3	\$1,068.5
Other Anadromous and Eggs	\$0.002	–	\$50.7	\$8.0	–	–	\$1.0	–	–	\$56.9
Shellfish	\$1,036.1	–	\$3.8	\$13,470.6	\$64.9	\$1,197.0	\$4,481.7	\$190.7	\$54.6	\$7,384.1
<b>TOTAL</b>	<b>\$3,096.3</b>	<b>\$43.4</b>	<b>\$380.0</b>	<b>\$19,262.1</b>	<b>\$82.3</b>	<b>\$1368.3</b>	<b>\$5,979.0</b>	<b>\$190.7</b>	<b>\$90.0</b>	<b>\$1,099.0</b>

Notes: 1 Includes Pacific halibut, highly migratory species, and coastal species

Table 10: Pacific County Landing Values for 2006

### Port of Ilwaco Commercial Fish Landings<sup>23</sup>

The commercial fish landings in volume (in millions of pounds) and value for the Port of Ilwaco are shown in Table 11.

SPECIES	2009		2010		2011	
	WEIGHT	VALUE	WEIGHT	VALUE	WEIGHT	VALUE
<b>Crab</b>	2.37M	\$4.26M	1.63M	\$2.96M	1.51M*	\$3.17M*
<b>Shrimp</b>	1.17M	\$.40M	1.18M	\$.41M	2.25M	\$1.01M
<b>Albacore</b>	3.46M	\$3.53M	3.89M	\$4.13M	3.06M	\$6.23M
<b>Bottom Fish</b>	.08M	\$.17M	.18M	\$.36M	.19M	\$.41M
<b>Sardines</b>	2.40M	\$.26M	2.34M	\$.28M	1.39M	\$.20M
<b>Pacific Whiting</b>	4.55M	\$.31M	11.9M	\$.78M	8.64M	\$.94M
<b>Salmon</b>	.26M	\$.33M	.17M	\$.30M	.25M	\$.48M

\*INCLUDES ESTIMATED CRAB LANDINGS FOR DECEMBER 2011

<sup>23</sup> Source: Jessie’s Ilwaco Fish Company, Port of Ilwaco

Table 11: Commercial Fish Landings at Jessie’s Ilwaco Fish Company from 2009 through 2011

### **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)<sup>24</sup> 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, Pacific pink shrimp, 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 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,

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<sup>24</sup> Fishery Economic Assessment Model (FEAM) was originally developed for the West Coast Fisheries Development Foundation by Hans Radtke and William Jensen in 1986.

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 over 30 vessels, offering sports 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.<sup>25</sup>

The current list of seafood processing companies includes:<sup>26</sup>

- Bell Buoy, Port of Chinook
- Coast Seafoods Company, South Bend
- Dungeness Development, South Bend
- Ekone Oysters, Bay Center
- Goosepoint Oysters, Bay Center
- Jessie's Ilwaco Fish Company, Ilwaco
- Nelson Crab, Tokeland
- South Bend Packers, South Bend

The single fish processing plant at the Port of Ilwaco, Jessie's' Ilwaco Fish Company, trades at the state, regional, national, and international level. It's export markets are in Canada, Denmark, European Russia, Germany, Italy, Japan, and Spain. Jessie's focuses on export, foodservice, industrial, institutional, reprocessing, retail, and wholesale markets and processes the following seafood products: Black cod, Ling cod, Dungeness crab, flounder / sole, halibut, mackerel, Pacific whiting, perch, Pollock, rock fish, roe, salmon caviar, wild salmon, sardines, scallop, sea bass, shad, shark, shrimp, skate, smelt, squid, steelhead, sturgeon, Albacore tuna and turbot.<sup>27</sup>

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<sup>25</sup> Source: Washington State Extension, Pacific County, Natural Resources, Marine Resources, <http://county.wsu.edu/pacific/nrs/marine/Pages/default.aspx>

<sup>26</sup> Source: Pacific County Economic Development Council, Comprehensive Economic Development Strategy for Pacific County, June 2009, <http://www.pacificedc.org/Business/2009%20PCCEDS1.pdf>

<sup>27</sup> Source: Washington State Food and Agriculture Suppliers [http://impact.wsu.edu/wasuppliers/programs/viewCompany.asp?supplier\\_ID=448](http://impact.wsu.edu/wasuppliers/programs/viewCompany.asp?supplier_ID=448)

## 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 816 available slips for boats. Both annual and transient slips for commercial fishing boats comprise 13.6%, while 3.7% are for charter boats; the remaining 81.7% are for recreational boats. Table 12<sup>28</sup> shows the number of boats slips in each category and size.

<b>Slip Length</b>	<b>Commercial</b>	<b>Charter</b>	<b>Recreational</b>	<b>Other</b>	<b>Total %</b>
10'-20'	0	0	51	0	6.25%
21'-30'	0	0	457	0	56%
31'-40'	11	0	50	0	7.50%
41'-50'	95	30	45	8	21.80%
51'-60'	0	0	2	0	0.24%
61'-70'	5	0	0	0	0.61%
Unknown	0	0	62	0	7.60%
<b>Total</b>	<b>111</b>	<b>30</b>	<b>667</b>	<b>8</b>	<b>100%</b>

Table 12: 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.

### Commercial Fishing Boats<sup>29</sup>

The aggregate number of vessels landing at U.S. West Coast ports has decreased almost 67 percent since 1981. There was a large drop in the count of vessels delivering in the adverse oceanic conditions years of 1984 and the early 1990's. There were strategic buyout programs for vessels participating in the salmon fisheries in the 1990's and groundfish fishery in 2003. Vessel counts continued to drop until the late 1990's and have remained somewhat stable since then. Figure 1 and Figure 2 show how participation has decreased.

<sup>28</sup> Source: Port of Ilwaco

<sup>29</sup> Source: "Review of the West Coast Commercial Fishing Industry in 2004", The Research Group (Prepared for the Pacific States Marine Fisheries Commission, September 2006. [http://www.psmfc.org/efin/docs/PSMFC\\_WACA\\_commrpt.pdf](http://www.psmfc.org/efin/docs/PSMFC_WACA_commrpt.pdf))

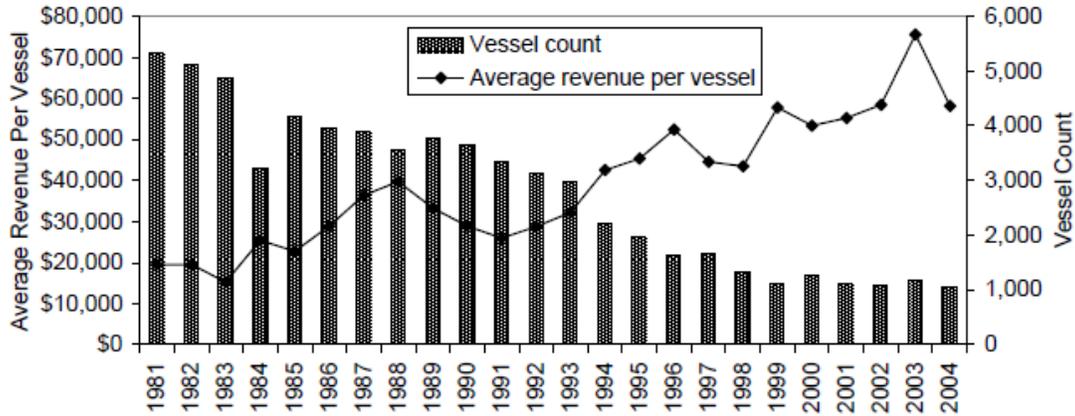


Figure 1: Washington Home-Ports Vessel Counts and Annual Revenue Per Vessel Landing from 1981-2004<sup>30</sup>

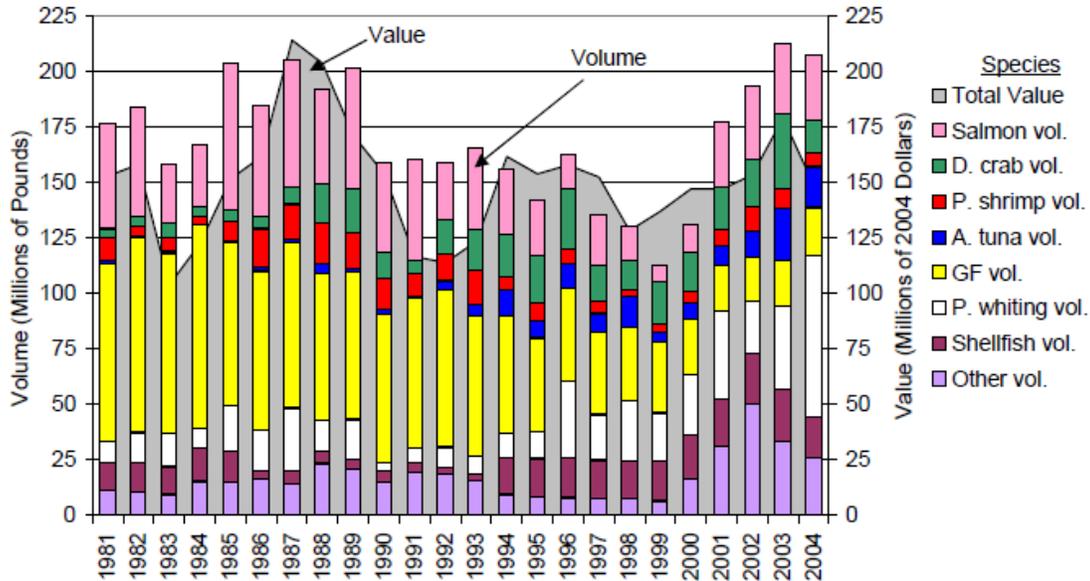


Figure 2: Washington Onshore Landed Value and Volume by Species Group from 1981-2004<sup>31</sup>

<sup>30</sup> Notes: 1. Revenues adjusted to 2004 dollars using the GDP implicit price deflator developed by the U.S. Bureau of Economic Analysis.

2. Excludes vessels with identifier codes "NONE" or "ZZ...", which are generally attributable to deliveries made in tribal fisheries.

3. Includes only vessels with one-port group in Washington. Home-port group is defined as the port group where a vessel made the most landings by value.

4. Average revenue per vessel made is for onshore landings; distant water fisheries revenue and aquaculture revenue are not included.

Source: PacFIN November 2004, February 2005 and March 2005 extractions.

<sup>31</sup> Notes: 1. Values adjusted to 2004 dollars using the GDP implicit price deflator developed by the U.S. Bureau of Economic Analysis.

Source: PacFIN November 2004, February 2005 and March 2005 extractions.

The groundfish managed under the Pacific Coast Management Council Groundfish FMP<sup>32</sup> include more than 90 different species that, with a few exceptions, live on or near the bottom of the ocean. These are made up of rockfish, flatfish, roundfish, some sharks and skates, and other species.

Since there is such a wide variety of groundfish, many different gear types are used to target them. While the trawl fishery harvests most groundfish, they can also be caught with troll, longline, hook-and-line, pots, gillnets, and other gear.

The West Coast groundfish fishery is divided into four major sectors: limited entry commercial (trawl and fixed gear), open access commercial, recreational, and tribal fisheries.

Currently, all sectors of the groundfish fishery are limited by the need to rebuild groundfish species that have been designated by NMFS as overfished (bocaccio, cowcod, Pacific Ocean perch, canary rockfish, dark blotched rockfish, yelloweye rockfish, and widow rockfish). The Council has developed rebuilding plans for these species. Because of the slow reproduction rate and small stock size of some species, the overall groundfish harvest has been significantly reduced.

Groundfish are managed through a number of measures including harvest guidelines, quotas, trip and landing limits, area restrictions, depth restrictions, size limits, seasonal closures, and gear restrictions.

The Council's Groundfish Fishery Strategic Plan, "Transition to Sustainability," calls for sharp reductions in fleet capacity across all sectors. This was accomplished in part by a vessel buyout that took place in 2003-2004. The Council's objective is to reduce the size of the fishing fleet to a level that is economically sustainable.

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<sup>32</sup> The fisheries management process is based on fishery management plans (FMPs). An FMP is a set of management objectives and strategies for achieving them.

2012 Port of Ilwaco Marina Master Plan  
Rev. 1.0 – February 6, 2012  
Rev. 2.0 – February 5, 2018  
Rev. 3.0 – July 16, 2019

The Council recently voted to establish a trawl individual quota program based on individual fishing quotas (IFQs) and cooperatives.<sup>33</sup>

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<sup>33</sup> Source: Pacific Marine Conservation Council, Council Guide: Part IV: Fishery Management Plans, <http://www.pcouncil.org/council-operations/council-guide/part-iv-fishery-management-plans>

## **Charter and Recreational Fishing Boats** <sup>34</sup>

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.

In 2010 anglers made a total of 52,000 trips in the Buoy 10 fishery, fishing from private and charter boats. This effort level is down 28 percent from 73,000 trips in 2009. Angler retention rates decreased from 0.75 salmon per angler day in 2009 to 0.29 salmon per angler day in 2010. This is the second-lowest retention rate on record since 2002.

The preliminary number of vessel-based ocean salmon recreational angler trips taken on the West Coast in 2010 was 182,900, a decrease of three percent from 2009, and 70 percent less than the 1979 through 1990 average. Compared with 2009, preliminary estimates of the number of trips taken in 2010 decreased by 37 percent in Oregon and 18 percent in Washington. California effort was up substantially since the sport fishery was not restricted to a 10-day fishery in the Klamath Management Zone as it was in 2009; however it was still severely depressed compared to historic levels.

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.

Small amounts of shore-based effort directed toward ocean area salmon occur, primarily from jetties and piers. Coast wide, the proportion of angler trips taken

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<sup>34</sup> Source: Pacific Fishery Management Council, "Review of 2010 Ocean Salmon Fisheries" February 2011, Chapter IV, Socioeconomic Assessment of the 2010 Salmon Fisheries, [http://www.pcouncil.org/wp-content/uploads/Review\\_10\\_Final.pdf](http://www.pcouncil.org/wp-content/uploads/Review_10_Final.pdf)

on charter vessels in 2010 was relatively stable at 24 percent compared with 23 percent in 2009; however underlying this trend was a decline in the proportion of charter trips in Oregon and increases in California and Washington.

In 2010, 80,827 ocean angler trips were taken on vessels on the Washington coast, a decrease of 18 percent from the 98,926 trips taken in 2009, but 12 percent above the recent five year (2005-2009) average. About one third of Washington angler trips were taken on charter vessels in 2010, up slightly from 30 percent in 2009, but tied with 2004 for the second-lowest charter trip share observed since 1979.

Charter fishing boats suffered a marked decline in the 1990s. Since then, the charter boat industry has been stable. There are currently four recreational fishing charter boat companies and a total of thirty charter boats operating from the Port of Ilwaco. These four charter fishing boat companies are Coho Charters, Sea Breeze Charters, Pacific Salmon Charters, and Beacon Charters. All four charter companies provide charter fishing service for salmon and sturgeon. Two companies also provide charter fishing service for halibut, bottomfish, and tuna. Table 13 shows fishing on charter boats and recreational boats for salmon in the state.

Year or Avg.	Angler Trips		Chinook Catch <sup>a/</sup>		Coho Catch <sup>a/</sup>	
	Charter	Private	Charter	Private	Charter	Private
<b>WASHINGTON<sup>f/g/</sup></b>						
1979	220.8	89.8	61.1	15.7	227.9	62.4
1980	193.9	86.2	41.1	12.5	288.4	73.1
1981-1985	102.0	69.7	42.6	13.8	113.3	69.2
1986-1990	53.5	59.4	16.0	10.0	78.0	77.6
1991-1995	28.0	45.1	4.5	4.2	41.5	54.8
1991-1995	13.6	20.6	2.7	2.2	17.4	20.8
2001	41.2	72.4	11.9	10.8	66.2	98.2
2002	37.0	57.4	30.9	27.0	30.4	43.7
2003	44.5	75.5	16.0	18.1	53.4	84.9
2004	36.5	73.1	10.3	14.6	37.6	75.1
2005	31.7	58.9	15.9	20.4	19.2	32.6
2006	24.5	39.1	4.0	6.7	16.2	19.9
2007	26.7	45.9	3.1	5.9	33.7	50.1
2008	14.2	22.2	6.0	8.6	8.3	10.5
2009	29.4	69.5	3.1	9.2	47.9	90.0
2010 <sup>d/</sup>	26.5	54.4	15.4	21.5	14.1	22.2

a/ Catch numbers may include some illegal harvest.

b/ Fewer than 50 fish.

c/ Preliminary.

d/ Salmon data from surveyed ports only. These generally include Astoria, Garibaldi, Depoe Bay, Newport, Winchester Bay, Coos Bay, and Brookings. Since 1981, Pacific City and Florence have also been included. Gold Beach data are included from 1981-1987. Astoria was not included in 1994.

e/ Numbers do not include angling from the Columbia River jetty.

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

g/ Values for 1982-1985 include some inriver Columbia River fishing after closure of the ocean fishery.

Table 13: Washington Ocean Recreational Salmon Effort in Thousands of Angler Trips and Catch in Thousands of Fish

Table 14 shows estimates of charter ocean salmon angler trips by port area.

Year or Avg.	Neah Bay <sup>a/</sup>	La Push	Westport	Ilwaco <sup>b/</sup>	State Total
<b>CHARTER TRIPS</b>					
1984 <sup>c/</sup>	0.3	-	11.6	18.0	29.9
1985 <sup>c/</sup>	2.0	-	42.2	20.7	64.9
1986-1990	2.0	-	35.7	15.9	53.5
1991-1995	0.7	0.1	19.4	7.9	28.0
1996-2000	0.3	0.1	9.7	3.6	13.6
2001	1.4	0.3	25.6	13.9	41.2
2002	1.5	0.4	24.5	10.6	37.0
2003	2.0	0.9	27.3	14.3	44.5
2004	1.9	0.6	22.5	11.4	36.5
2005	1.2	0.6	20.5	9.4	31.7
2006	0.5	0.5	15.4	8.0	24.5
2007	0.6	0.4	15.7	10.1	26.7
2008	0.3	0.2	9.9	3.7	14.2
2009	0.5	0.7	18.5	9.7	29.4
2010 <sup>d/</sup>	0.4	0.6	18.4	7.0	26.5

Table 14: Estimates of Washington Charter Boat Ocean Salmon Angler Trips (thousands) By Port Area

Table 15 shows Oregon and Washington recreational salmon, bottomfish, and sturgeon angler trips (thousands) by ocean port area.

2012 Port of Ilwaco Marina Master Plan

Rev. 1.0 – February 6, 2012

Rev. 2.0 – February 5, 2018

Rev. 3.0 – July 16, 2019

Year	Columbia River and Buoy 10					Westport			La Push			Neah Bay and Area 4B Add-On		
	Charter	Private	Subtotal	Jetty	Total	Charter	Private	Total	Charter	Private	Total	Charter	Private	Total
<b>SALMON EFFORT</b>														
1984	NA	NA	-	NA	54.0	11.6	2.3	13.9	0.0	0.2	0.2	0.3	8.3	8.6
1985	NA	NA	-	NA	90.3	42.2	13.7	55.9	0.0	1.5	1.5	2.0	15.2	17.2
1986	NA	NA	-	NA	144.3	36.6	14.8	51.4	0.0	1.7	1.7	2.4	17.4	19.8
1987	39.5	130.0	169.5	12.4	181.9	34.1	9.8	43.9	0.0	2.0	2.0	1.9	17.8	19.7
1988	34.5	154.4	188.9	16.9	205.8	23.5	13.9	37.4	0.0	2.8	2.8	2.0	14.8	16.8
1989	40.4	169.2	209.6	22.9	232.5	40.8	18.7	59.5	0.0	1.6	1.6	2.8	25.5	28.3
1990	32.8	128.7	161.5	5.7	167.2	43.4	25.9	69.3	0.0	4.2	4.2	3.0	30.8	33.8
1991	37.9	172.7	210.6	35.5	246.1	28.6	24.2	52.8	0.2	3.3	3.5	1.9	23.5	25.4
1992	22.3	116.6	138.9	28.4	167.3	28.1	25.6	53.7	0.2	2.3	2.5	1.1	18.6	19.7
1993	20.2	103.3	123.5	24.6	148.1	27.4	23.5	50.9	0.1	2.8	2.9	1.6	25.7	27.3
1994	0.5	6.3	6.8	3.6	10.4	-	-	-	-	-	-	-	-	-
1995	9.0	43.4	52.4	8.5	60.9	12.7	9.0	21.7	0.1	1.4	1.5	0.3	9.2	9.5
1996	7.3	26.8	34.1	7.5	41.6	10.3	5.2	15.5	a/	1.3	1.3	0.3	10.6	10.9
1997	8.4	53.0	61.3	7.4	68.7	10.0	7.3	17.3	0.1	0.9	0.9	0.2	4.6	4.8
1998	3.2	30.7	33.9	3.6	37.5	4.5	3.5	8.0	0.0	0.6	0.6	0.1	6.3	6.4
1999	8.7	63.9	72.6	6.2	78.8	11.5	7.6	19.1	0.1	2.9	2.9	0.5	7.6	8.1
2000	9.8	82.2	92.0	7.0	99.0	12.2	7.7	19.8	0.1	1.8	2.0	1.1	10.3	11.4
2001	22.5	165.0	187.5	17.0	204.5	25.6	24.1	49.7	0.3	3.1	3.4	1.4	16.8	18.1
2002	15.2	115.1	130.3	2.8	133.1	44.5	16.9	41.4	0.4	3.0	3.4	1.5	12.2	13.7
2003	19.3	133.3	152.7	7.2	159.8	27.3	20.7	48.0	0.9	3.5	4.4	2.0	18.4	20.4
2004	15.8	113.3	129.2	3.2	132.3	22.5	15.7	38.2	0.6	3.9	4.6	1.9	24.2	26.1
2005	12.0	88.5	100.5	c/	100.5	20.5	14.7	35.2	0.6	4.4	4.9	1.2	17.2	18.5
2006	10.4	59.8	70.2	1.7	71.9	15.4	9.1	24.5	0.5	3.6	4.1	0.5	12.9	13.4
2007	13.6	64.2	77.8	c/	77.8	15.7	10.2	25.9	0.4	2.9	3.3	0.6	12.8	13.4
2008	5.5	40.7	46.1	0.4	46.5	9.9	8.8	18.7	0.2	1.9	2.1	0.3	6.1	6.4
2009	13.1	109.9	122.9	2.6	125.5	18.5	19.3	37.8	0.7	4.4	5.1	0.5	16.0	16.5
2010 <sup>b/</sup>	8.9	79.9	88.9	0.1	89.0	18.4	20.0	38.4	0.6	3.2	3.8	0.4	11.1	11.5
<b>BOTTOMFISH EFFORT<sup>d/</sup></b>														
1984	2.1	0.1	2.2	-	-	12.4	0.5	12.9	0.0	0.0	0.0	1.8	12.3	14.1
1985	1.9	0.2	2.1	-	-	15.3	1.0	16.3	0.0	0.1	0.1	3.0	10.6	13.6
1986	1.7	0.2	1.9	-	-	19.6	0.8	20.4	0.0	0.2	0.2	3.5	11.4	14.9
1987	1.7	0.3	2.0	0.5	2.5	21.1	1.2	22.3	0.0	0.5	0.5	5.6	16.0	21.6
1988	2.1	0.2	2.3	0.8	3.1	24.4	1.1	25.5	0.0	0.7	0.7	5.7	14.8	20.5
1989	1.2	0.6	1.8	1.5	3.3	19.3	1.0	20.3	0.0	0.6	0.6	6.8	16.3	23.1
1990	1.4	0.3	1.7	2.4	4.1	21.8	0.8	22.6	0.0	0.8	0.8	6.4	18.1	24.5
1991	1.3	0.4	1.7	1.8	3.5	23.5	1.1	24.6	0.0	0.9	0.9	5.9	18.2	24.1
1992	1.4	0.5	1.9	2.3	4.1	20.5	2.2	22.7	0.0	1.5	1.5	4.8	19.1	23.9
1993	2.2	0.6	2.8	2.6	5.4	21.5	1.8	23.0	0.1	1.1	1.2	5.1	19.2	24.3
1994	2.7	0.7	3.3	2.7	6.0	26.0	1.7	27.7	0.2	1.9	2.1	4.1	15.0	19.1
1995	1.3	0.9	2.3	2.2	4.4	21.1	1.6	22.7	a/	1.6	1.6	4.1	19.2	23.3
1996 <sup>e/</sup>	1.2	0.5	1.7	1.7	3.4	21.4	1.2	22.6	0.0	1.6	1.6	4.8	21.0	25.8
1997	1.2	0.7	2.0	2.5	4.4	19.2	1.4	20.6	0.0	2.2	2.2	4.9	22.7	27.7
1998	1.8	0.5	2.3	0.9	3.2	21.5	1.3	22.8	0.0	1.2	1.2	5.1	23.9	29.0
1999	1.0	0.5	1.5	0.5	2.0	17.1	1.2	18.3	0.1	1.0	1.1	4.5	20.3	24.9
2000	1.2	0.6	1.8	0.5	2.3	16.7	0.9	17.6	0.2	1.3	1.5	4.5	20.1	24.6
2001	2.8	0.4	3.2	0.9	4.1	13.9	1.2	15.1	0.3	0.9	1.2	4.7	16.5	21.2
2002	14.3	0.5	1.9	0.8	2.8	14.9	1.2	16.1	0.3	1.2	1.6	4.0	15.7	19.7
2003	2.4	0.5	2.9	0.9	3.8	16.3	1.8	18.2	1.0	2.5	3.6	5.2	21.4	26.6
2004	2.4	0.8	3.2	0.3	3.5	14.8	1.7	16.5	0.4	1.7	2.1	3.5	15.2	18.7
2005	2.5	1.1	3.7	c/	3.7	15.5	1.8	17.3	0.5	2.5	3.0	3.5	18.8	22.4
2006	3.6	1.2	4.9	0.9	5.7	17.7	1.8	19.5	0.3	2.8	3.1	4.4	16.9	21.3
2007	3.1	1.5	4.6	c/	4.6	16.2	1.6	17.7	0.5	2.5	3.0	4.3	15.7	20.0
2008	2.9	2.0	4.9	0.4	5.3	15.5	1.7	17.2	1.0	2.3	3.3	2.3	16.2	18.5
2009	2.1	1.3	3.3	0.3	3.6	13.0	2.2	15.2	0.7	2.7	3.4	1.5	13.6	15.1
2010 <sup>b/</sup>	2.9	1.7	4.7	0.5	5.2	11.7	1.8	13.5	0.7	3.6	4.3	1.2	15.4	16.6
<b>STURGEON EFFORT<sup>f/</sup></b>														
1984	1.7	28.4	30.1	-	30.1	-	-	-	-	-	-	-	-	-
1985	5.0	31.2	36.2	-	36.2	-	-	-	-	-	-	-	-	-
1986	5.7	35.7	41.4	-	41.4	-	-	-	-	-	-	-	-	-
1987	6.0	43.2	49.2	-	49.2	-	-	-	-	-	-	-	-	-
1988	6.2	32.4	38.5	-	38.5	-	-	-	-	-	-	-	-	-
1989	4.3	22.0	26.3	-	26.3	-	-	-	-	-	-	-	-	-
1990	3.9	28.0	31.9	-	31.9	-	-	-	-	-	-	-	-	-
1991	3.6	28.0	29.7	-	29.7	-	-	-	-	-	-	-	-	-
1992	5.0	38.3	43.3	-	43.3	-	-	-	-	-	-	-	-	-
1993	6.1	48.6	54.6	-	54.6	-	-	-	-	-	-	-	-	-
1994	7.5	40.4	47.8	-	47.8	-	-	-	-	-	-	-	-	-
1995	7.7	55.2	62.9	-	62.9	-	-	-	-	-	-	-	-	-
1996	11.1	45.2	56.3	-	56.3	-	-	-	-	-	-	-	-	-
1997	12.2	48.4	60.7	-	60.7	-	-	-	-	-	-	-	-	-
1998	14.2	64.3	78.5	-	78.5	-	-	-	-	-	-	-	-	-
1999	13.2	57.1	70.3	-	70.3	-	-	-	-	-	-	-	-	-
2000	11.6	52.1	63.7	-	63.7	-	-	-	-	-	-	-	-	-
2001	10.8	40.9	51.7	-	51.7	-	-	-	-	-	-	-	-	-
2002	9.9	45.9	55.8	-	55.8	-	-	-	-	-	-	-	-	-
2003	6.6	38.1	44.7	-	44.7	-	-	-	-	-	-	-	-	-
2004	7.4	32.2	39.6	-	39.6	-	-	-	-	-	-	-	-	-
2005	8.7	51.2	59.9	-	59.9	-	-	-	-	-	-	-	-	-
2006	6.7	37.3	44.0	-	44.0	-	-	-	-	-	-	-	-	-
2007	7.9	39.8	47.7	-	47.7	-	-	-	-	-	-	-	-	-
2008	7.5	38.5	46.0	-	46.0	-	-	-	-	-	-	-	-	-
2009	6.1	43.0	49.1	-	49.1	-	-	-	-	-	-	-	-	-
2010 <sup>b/</sup>	5.4	31.4	36.8	-	36.8	-	-	-	-	-	-	-	-	-

Table 15: Oregon and Washington Recreational Salmon, Bottomfish, and Sturgeon Angler Trips (thousands) by Ocean Port Area

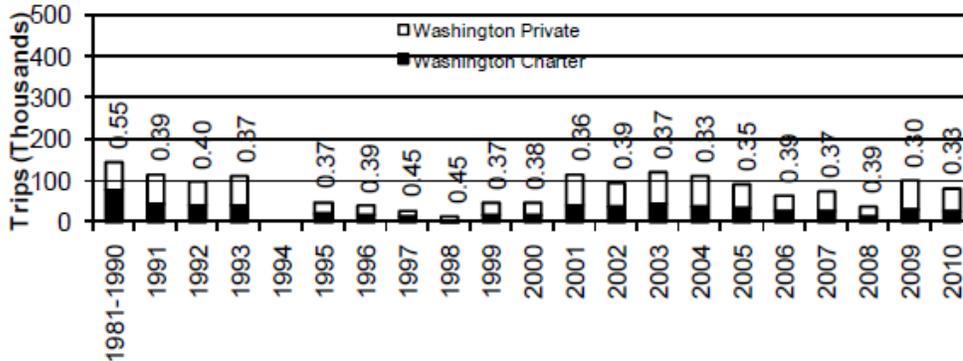


Figure 3. Total Recreational Ocean Salmon Trips for Washington (Private & Charter)

### Non-Fishing Related Recreational Boats<sup>35</sup>

In 2003, Recreation and Conservation Office (RCO) estimated that the recreational fleet was made up of just over 310,000 boats of all kinds, motor, sail, and human-powered. In 2008, the fleet was estimated to be made up of about 334,000 boats.

Of all boat owners, 75% own a motor boat, 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.

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
<b>Growth Rates</b>								
	-5.5%	10.8%	30.27%	13.97%	28.8%	53.95%	60.9%	7.4%
<i>*Data from Washington State Department of Licensing</i>								

Table 16: 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.

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<sup>35</sup> Source: Washington State Recreation and Conservation Office, Boating Grant Programs Policy Plan”, October 2009, [http://www.rco.wa.gov/documents/rcfb/boating/Boating\\_grant\\_policies.pdf](http://www.rco.wa.gov/documents/rcfb/boating/Boating_grant_policies.pdf)

2012 Port of Ilwaco Marina Master Plan  
Rev. 1.0 – February 6, 2012  
Rev. 2.0 – February 5, 2018  
Rev. 3.0 – July 16, 2019

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.

### **Moorage**

Washington State’s permanent moorage facilities are well utilized. Overall, the statewide occupancy rate is 92.5% during the peak season (May through September) and 74.2% in the off-peak season (October through April). See Table 17.

<b>Region</b>	<b>Percent Occupancy</b>	
	<b>Peak</b>	<b>Off-peak</b>
Central Puget Sound	98.4%	95.4%
Eastern Washington	86.0%	23.8%
NE Puget Sound	95.9%	93.1%
NW Puget Sound	88.1%	53.0%
Peninsula	69.0%	46.4%
San Juan Islands	94.8%	69.6%
South Puget Sound	92.1%	74.7%
SW Washington	87.5%	47.7%
Statewide	92.5%	74.2%

Table 17: Estimated Permanent Occupancy Rates by Region<sup>36</sup>

Occupancy rates exceeding 95% are considered full utilization because there is always a friction factor of approximately 5% that accounts for change of location, boat sales/upgrades and like considerations. There were also several reports about unused slips in the 30-foot (and under) categories as well as reports of significant shortages for slips greater than 30 feet in length.<sup>37</sup>

<sup>36</sup> These are weighted averages based on number of permanent slips for marinas reporting occupancy. Source: BST Associates, Facilities Survey.

<sup>37</sup> Source: BST Associates, Facilities Survey

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 Industry**

The following sections evaluate the existing conditions and potential growth in the tourism industry.

### **County Trends**

Travel spending declined by 8.1 percent in Washington State from 2008 to 2009. This compares to a 7.7 percent decline for the entire U.S. over the same time period. However, much of the decline in spending in Washington and the U.S. was due to price *deflation* – primarily for lodging and motor fuel. When adjusted for inflation, the decline in travel spending for Washington was 2.2 percent, compared to 4.0 percent for the nation. For Pacific County, travel spending from 2008 to 2009 increased 3.18%. See Table 18. <sup>38</sup>

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<sup>38</sup> Source: State of Washington Department of Commerce, “Washington State County Travel Impacts 1991-2009”, p. 41, September 2010, [http://www.deanrunyan.com/doc\\_library/WAColmp.pdf](http://www.deanrunyan.com/doc_library/WAColmp.pdf)

	1991	2000	2002	2004	2006	2008	2009
<b>Total Direct Travel Spending (\$Million)</b>							
Destination Spending	62.2	87.6	91.3	97.5	106.9	116.5	120.2
Other Travel*	0.2	0.2	0.2	0.0	0.0	0.0	0.0
Total Direct Spending	62.4	87.9	91.5	97.5	106.9	116.5	120.2
<b>Visitor Spending by Type of Traveler Accommodation (\$Million)</b>							
Hotel, Motel	22.1	28.8	33.2	35.9	39.7	44.1	47.5
Campground	20.5	31.9	30.6	32.5	35.6	38.9	39.6
Private Home	3.5	4.8	5.0	5.3	5.7	6.0	5.7
Vacation Home	7.2	10.0	10.4	11.1	11.9	12.6	12.0
Day Travel	8.8	12.1	12.2	12.8	14.0	15.0	15.4
Destination Spending	62.2	87.6	91.3	97.5	106.9	116.5	120.2
<b>Visitor Spending by Commodity Purchased (\$Million)</b>							
Accommodations	13.6	20.8	22.1	23.6	25.5	28.3	29.0
Food Service	15.7	21.6	23.6	25.3	28.1	30.8	34.2
Food Stores	6.4	9.7	10.1	10.8	11.3	12.8	13.5
Local Tran. & Gas	3.0	5.0	4.6	6.6	9.2	11.4	8.0
Arts, Ent. & Rec.	11.2	14.5	15.1	15.7	16.5	17.0	18.2
Retail Sales	12.3	16.0	15.8	15.6	16.2	16.3	17.4
Visitor Air Tran.	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Destination Spending	62.2	87.6	91.3	97.5	106.9	116.5	120.2
<b>Industry Earnings Generated by Travel Spending (\$Million)</b>							
Accom. & Food Serv.	9.2	13.4	14.9	15.8	17.1	18.8	20.6
Arts, Ent. & Rec.	4.5	6.4	6.3	6.5	7.0	7.3	7.6
Retail**	2.8	4.2	4.3	4.5	4.7	5.0	5.3
Ground Tran.	0.1	0.1	0.1	0.1	0.2	0.2	0.2
Visitor Air Tran.	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Travel*	0.1	0.1	0.1	#	#	#	#
Total Direct Earnings	16.7	24.1	25.7	26.9	29.0	31.1	33.7
<b>Industry Employment Generated by Travel Spending (Jobs)</b>							
Accom. & Food Serv.	970	1,030	1,090	1,110	1,100	1,130	1,190
Arts, Ent. & Rec.	580	500	560	600	570	630	610
Retail**	250	270	250	250	260	250	250
Ground Tran.	0	10	10	10	10	10	10
Visitor Air Tran.	0	0	0	0	0	0	0
Other Travel*	10	10	10	#	#	#	#
Total Direct Employment	1,820	1,820	1,920	1,980	1,940	2,010	2,060
<b>Government Revenue Generated by Travel Spending (\$Million)</b>							
Local Tax Receipts	0.6	1.2	1.3	1.4	1.5	1.7	1.8
State Tax Receipts	2.7	3.7	4.0	4.3	4.7	5.1	5.3
Total Direct Gov't Revenue	3.3	5.0	5.3	5.7	6.2	6.7	7.1

Details may not add to totals due to rounding. Insufficient data denoted by (#).

\*Other Travel includes resident air travel and travel agencies. \*\*Retail includes gasoline.

Table 18: Pacific County Direct Travel and Visitor Spending Impacts, 1991-2009

The business of tourism spans over 100 lodging establishments and RV camps and over 80 restaurants. Additionally, the county supports a remarkable number of seasonal or vacation homes; nearly one-third of housing units in Long Beach alone are classified as non-permanent residences. The county is among only a

handful in the state where nearly 20% of all employment is directly tied to tourism-driven businesses.

As a gross revenue engine, tourism delivers over \$90 million annually to local businesses, by any measure a huge contribution of the county's total output of goods and services. Business earnings from tourism approach \$25 million annually. There are over 2,000 jobs related to or dependent on this industry. The tourism cluster is viewed as highly significant to the economy of Pacific County and, through the efforts of Long Beach Visitor Bureau, City of Long Beach, Ilwaco Merchants and various other organizations, a strong effort to promote South County through many marketing efforts is occurring, using radio and television ads, bus placards, and brochures to expand and capture the interest of the tourist market.

2008 saw the completion of the World Mark Timeshare lodging units in Long Beach, Washington. With this completion, the City of Long Beach has been able to track a bed increase of 28% which can be contributed directly to World Mark. This development has brought increased patrons too many of the restaurants and has spurred new activities such as cooking classes and other industry growth.<sup>39</sup>

### **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 – Jessie's Fish Company, Ole' Bob's, Sportsmen's Cannery, Ilwaco Market, Columbia River Bait
- Eating / drinking establishments – Tuscany Cafe, Pelecano, Imperial Schooner, Harbor Lights Restaurant, Sea Hag Tavern, Don's Portside Café

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<sup>39</sup> Source: Economic Development Council of Pacific County, "Comprehensive Economic Development Strategy for Pacific County", page 14, June 2009, [http://www.pacificcdc.org/Business/2009\\_PCCEDS1.pdf](http://www.pacificcdc.org/Business/2009_PCCEDS1.pdf) .

- Art Galleries – Marie Powell Shoalwater Gallery, Don Nisbett Art Gallery
- Antique stores - Antique Gallery, Antique Gallery Too, Old Town Trading Post, All Sea – Zen
- Miscellaneous retail stores – Time Enough Books, Azure Day Spa, Indoor Gardening, Ilwaco Pharmacy, Printing Supply, Ed’s Bait & Tackle, Blue Crab Graphics, Thrift Store

As of 2011, no data that has been collected for the city of Ilwaco that displays the increase / decrease of retail sales in these retail sectors. 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, Rite Aid, Payless Shoes, JC Penney, Sears, Ross Dress for Less, Home Depot, Staples, Petco, Dollar Store, Big 5 Sporting Goods, Walgreens, Goodwill Industries, Autozone, and the like).

In the city of Ilwaco, there are only five motels (two at the Port of Ilwaco), two bed and breakfast establishments, 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. Table 19<sup>40</sup> shows only the disclosed information for the city of Long Beach and the County for the years 2001 through 2009 and only the years of 2005 and 2009 for the city of Ilwaco. Table 20<sup>41</sup> shows disclosed information for the city of Ilwaco, Long Beach, and Pacific County.

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<sup>40</sup> Source: State of Washington Department of Commerce, “Washington State County Travel Impacts 1991-2009 p. 62”, September 2010, [http://www.deanrunyan.com/doc\\_library/WAColmp.pdf](http://www.deanrunyan.com/doc_library/WAColmp.pdf)

<sup>41</sup> Source: State of Washington Department of Commerce, “Washington State County Travel Impacts 1991-2009 p. 67”, September 2010, [http://www.deanrunyan.com/doc\\_library/WAColmp.pdf](http://www.deanrunyan.com/doc_library/WAColmp.pdf)

County/ Jurisdiction	2001	2002	2003	2004	2005	2006	2007	2008	2009
Ilwaco	<i>n.d.</i>	<i>n.d.</i>	<i>n.d.</i>	<i>n.d.</i>	14	14	15	13	23
Long Beach	121	135	125	137	139	121	146	156	183
Raymond	<i>n.d.</i>	<i>n.d.</i>	<i>n.d.</i>	6	<i>n.d.</i>	<i>n.d.</i>	<i>n.d.</i>	<i>n.d.</i>	<i>n.d.</i>
South Bend	<i>n.d.</i>								
County	85	98	106	111	124	136	139	132	140

Jurisdictions where data is not disclosed are denoted by *n.d.*

Table 19: Distributions of State-Shared Hotel / Motel Taxes (2%) (\$000)

County/ Jurisdiction	2001	2002	2003	2004	2005	2006	2007	2008	2009	2009 rate
Ilwaco	10	14	15	13	14	14	15	13	23	2%
Long Beach	180	203	193	189	206	208	219	234	274	3%
County	91	106	113	119	131	144	147	141	152	2%

Table 20: Distributions of Additional Hotel / Motel Taxes (1% to 5%) (\$000)

### 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 Colbert House, Washington State Park Heritage site
- The terminus of the Lewis and Clark Discovery Trail
- Port of Ilwaco Harbor Village – 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
- Ilwaco city park

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.  
or
- “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 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

## **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 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, D, E, I, J, L, M, N, P, East Main, West Main, Holman, and the other half of K will need to be reconditioned or rebuilt. In addition, all the wood pilings that exist in the marina today will need to be replaced with steel pilings. The condition of the timber pile bulkhead supporting the seafood processing infrastructure at Jessie’s Ilwaco Fish will need to be assessed by an engineer since it is aging and provides a critical access point for commercial trucks. 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 or recondition D, E, I, J, L, M, N, P, East Main, West Main, Holman, and the other half of K.
- Alternative A2: Replace all wood pilings that exist in the marina with steel pilings.
- Alternative A3: Rebuild O doc for recreational purposes.
- Alternative A4: Using D dock, increase the slip size for a bigger and stronger dock / wharf for the larger tuna boats.

### **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 ten 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.

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.

### **Work Pier, Boatyard and the Boatyard Building Improvements**

Currently, the only pier at the east end of the marina is part of Jessie's' Ilwaco Fish Company. 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. However, port management has determined that this request is not feasible at this time because of the risk of environmental regulation violations.

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

The port has a 50-ton TravelLift 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.
- Alternative C2: Add electricity and water access to all existing boat pads.
- Alternative C3: Increase the number of boat pads in the boat yard.
- Alternative C4: Pave the boat yard and grade for drainage.
- Alternative C5: Construct an improved work pier.

### **Other Marine-related Services**

The single fish processing company at the Port of Ilwaco is Jessie's Ilwaco Fish Company. Plans for the expansion are currently ongoing and is being funded by private investment.

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

### **Port Parking-related Improvements**

Currently, the area north of Howerton Way 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 Way
- 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 Way**

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.. 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 Way 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 Way and to the south (facing businesses) side of Howerton Way 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 Way and Waterfront Way, the Port should add more lights in the parking lot, floats, and boat yard 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 trees to Howerton Way.
- Alternative F8: Add more lights to the parking lot, the floats, and the boat yard.
- Alternative F9: Develop a planning document that outlines the types of retail businesses to attract more visitors to the Port.
- Alternative F10: Construct an observation platform near the boat launch for bird and habitat viewing.

## **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 remodels of existing buildings. One suggestion is to create such an architectural plan.

The Port of Ilwaco office building is currently the only building that has not been significantly remodeled within the last twelve years. It has been suggested that at the very least, that the exterior of the building be remodeled. However, this plan does not address the issue of space constraints in the interior of the building.

Although there has been a suggestion to construct a new professional office building, there is no need for another professional building in the near future, as there are several vacant spaces available for both professional and retail businesses. However, this situation may change in the long term, and so this suggestion continues to be a viable candidate project.

Although the pavilion built in 2003 fulfills many of the objectives in the 1999 Port of Ilwaco Master Plan, there is interest in constructing a single-story community center, which could house several hundred people for special events and conferences, and could also provide retail space. However, the retail situation may change in the long term, and so this suggestion continues to be a viable candidate project.

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: Remodel exterior of the Port of Ilwaco office, which will conform to the architectural standards document.
- Alternative G3: Construct a new professional services building on Port property.
- Alternative G4: Construct a community center that can hold special events and conference, and may also contain retail space.
- Alternative G5: Recruit an upscale market hotel on Port property.

### **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.

### **Additional Business Services**

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.

### **Additional Marketing**

The Port of Ilwaco has increased the marketing budget for several years. The city of Ilwaco finances have not been able include marketing for the City of Ilwaco.

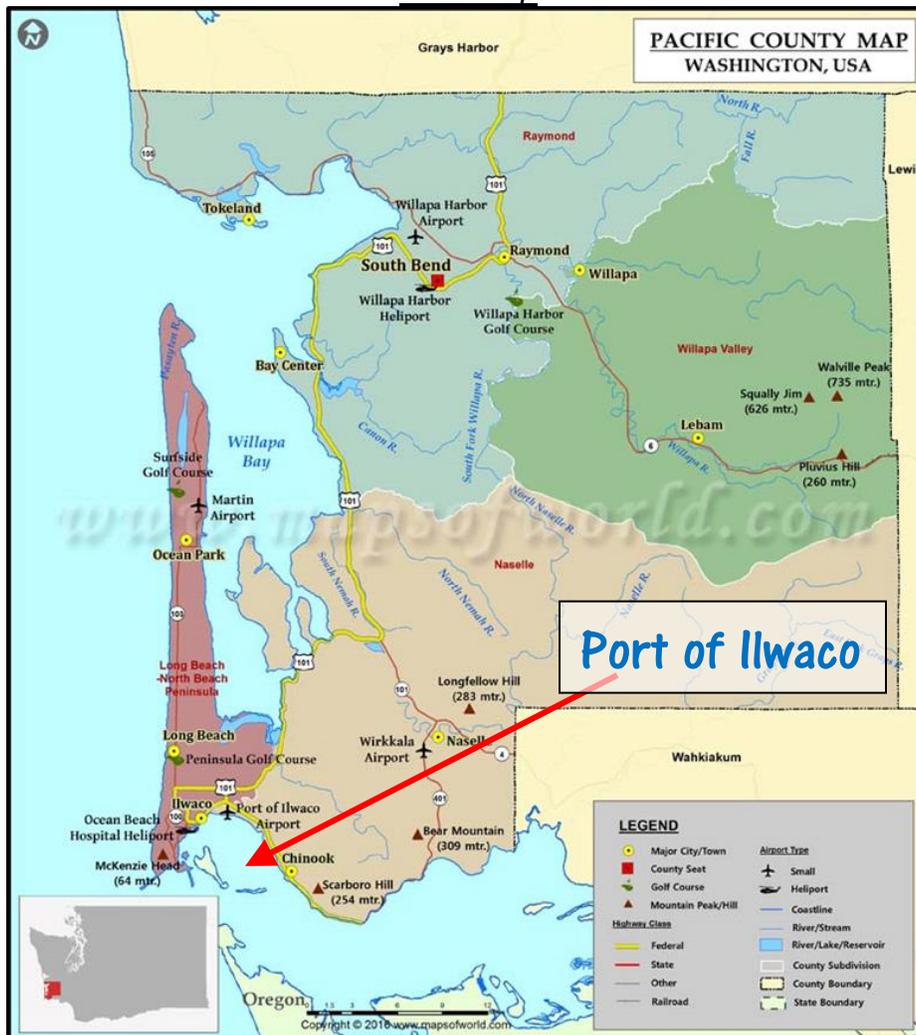
The charter boat and retail businesses and events/activities (Ilwaco Saturday Market, Slow Drag at the Port, Blues and Seafood, etc.) can now ask the Port of Ilwaco for funding to market the businesses and funding the events and activities.

## Parks & Recreation Plan

# PORT OF ILWACO – PARKS & RECREATION PLAN

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 a fuel docks. Additionally, the Port of Ilwaco has a 50-ton travelift, a self/full service work yard and dry boat storage facilities.

*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.

Port of Ilwaco 2013 Zip Code Data:

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

Rough Breakdown of Moorage Customers (2013)

		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		

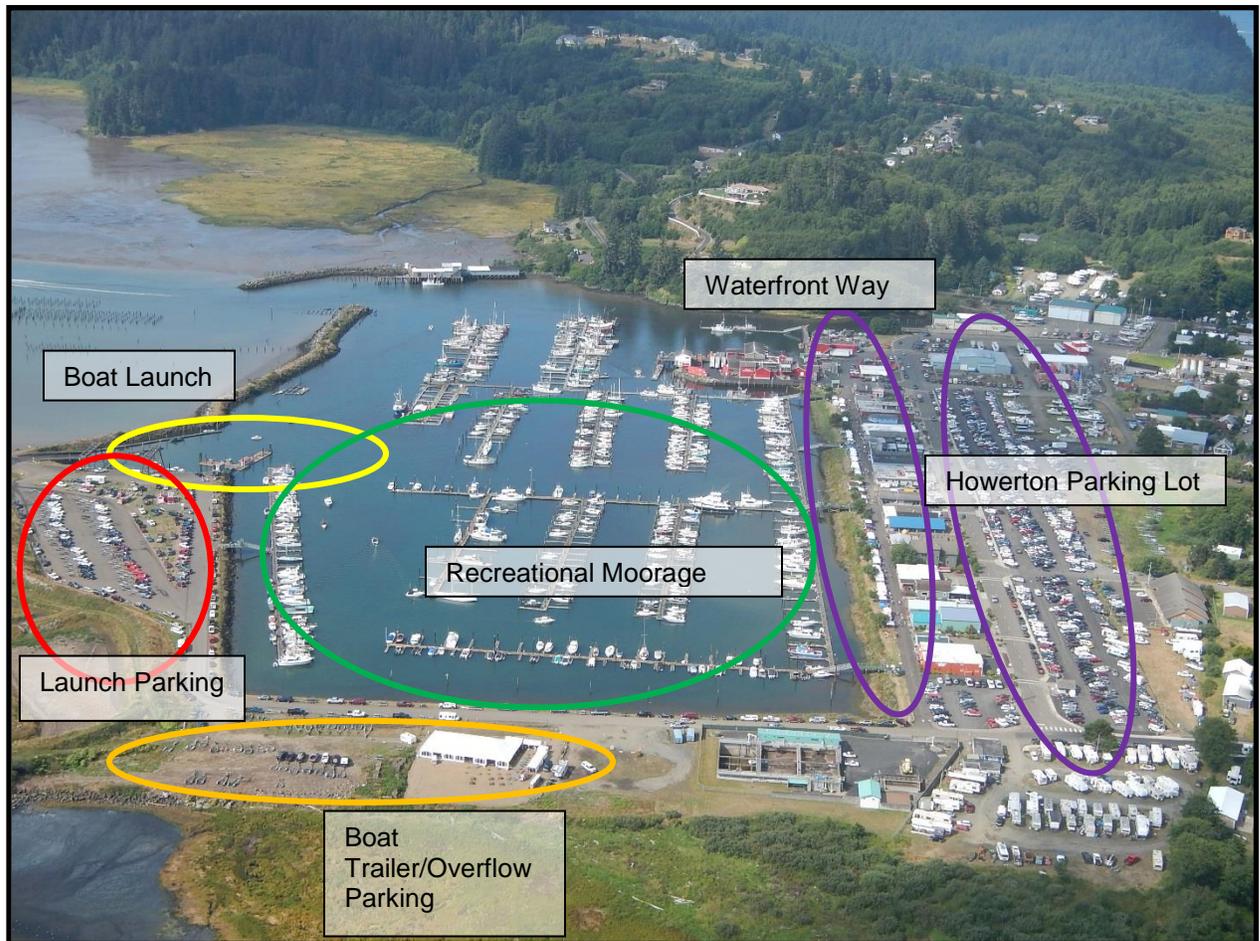
- Public Safety in Boating
  - The Port of Ilwaco marina provides facilities for boaters to safely access the water, park their vehicles/trailers, fuel their vessels, haul out/launch and enjoy the working waterfront.
- Environmental Stewardship
  - The Port of Ilwaco is a Certified Clean Marina
  - Best 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
- 800 moorage slips
- Electrical power is available in 20 and 30 amps
- Self-service boat yard
- 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 waterfront within the City of Ilwaco. There are a variety of amenities that benefit to 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 800-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 travel lift, a self/full service work yard and dry boat storage facilities.

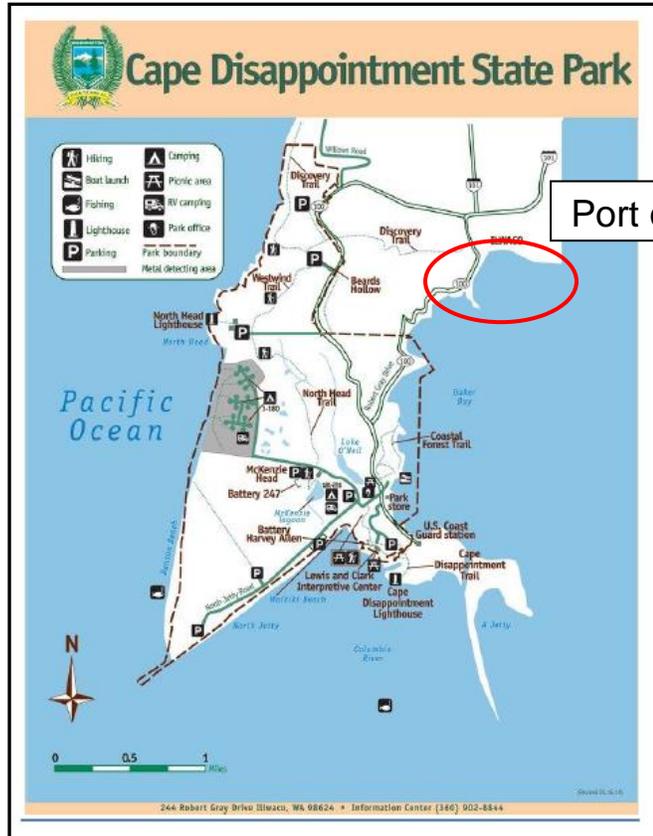
### Cape Disappointment State Park (adjacent to the Port of Ilwaco channel):

Cape Disappointment State Park (formerly Fort Canby State Park) is a 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.

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

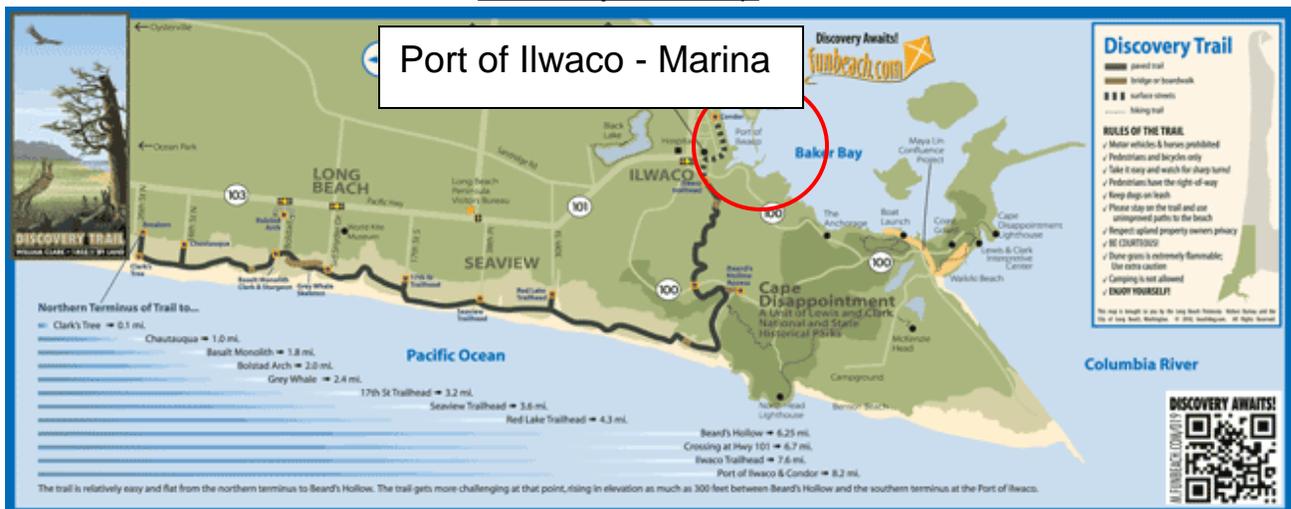
This city lot sized pocket park (0.11 acres) is managed by the Columbia-Pacific Heritage Museum. It contains a short meandering path, a bench, a mariner memorial monument, Lewis & Clark interpretive signage, and a native plant demonstration garden. The condition of the park is excellent.

*Map of Ilwaco/Cape Disappointment*



Port of Ilwaco - Marina

*Discovery Trail Map*



Port of Ilwaco - Marina

**Discovery Trail**  
 Discovery Awaits! funbeach.com  
**ROLES OF THE TRAIL:**  
 Motor vehicles & horses prohibited  
 Pedestrians and bicycles only  
 Take it easy and watch for sharp turns  
 Pedestrians have the right-of-way  
 Keep dogs on leash  
 Please stay on the trail and use designated paths to the beach  
 Respect upland property owners privacy  
 NO CHAIRS/BOYS  
 These glasses are extremely flammable. Use extra caution  
 Camping is not allowed  
 ENJOY YOURSELVES!

Northern Terminus of Trail to...  
 Clark's Tree = 0.1 mi.  
 Chautauqua = 1.0 mi.  
 Basalt Monolith = 1.8 mi.  
 Bolted Arch = 2.0 mi.  
 Grey Whale = 2.4 mi.  
 17th St Trailhead = 3.2 mi.  
 Seaview Trailhead = 3.6 mi.  
 Red Lake Trailhead = 4.3 mi.  
 Beard's Hollow = 6.25 mi.  
 Crossing at Hwy 101 = 6.7 mi.  
 Ilwaco Trailhead = 7.6 mi.  
 Port of Ilwaco & Condor = 8.2 mi.

The trail is relatively easy and flat from the northern terminus to Beard's Hollow. The trail gets more challenging at that point, rising in elevation as much as 300 feet between Beard's Hollow and the southern terminus at the Port of Ilwaco.



Discovery Trail

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 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):

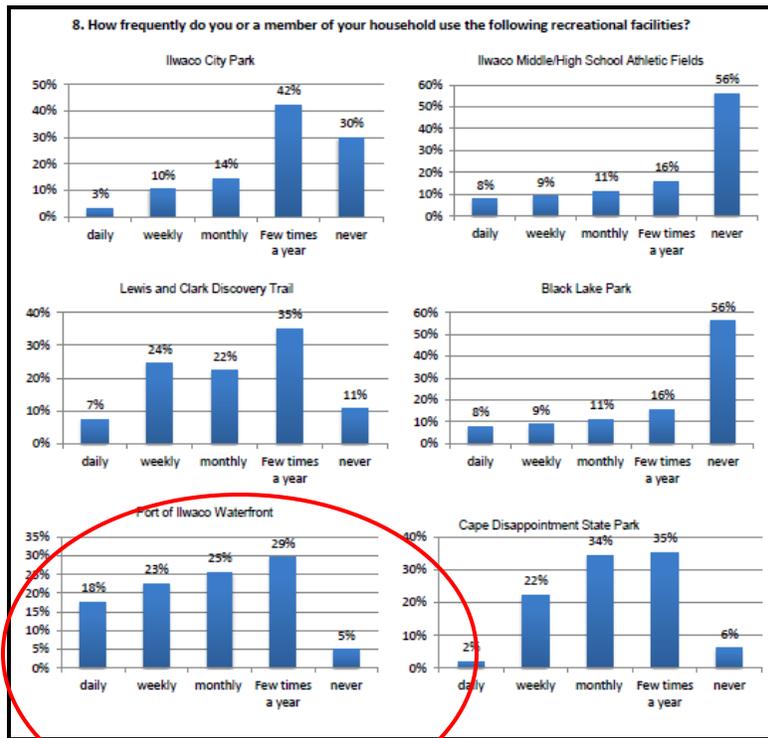
On average, the quality of the Port of Ilwaco Waterfront and its amenities were rated from Excellent to Satisfactory by respondents.

- 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 trail from waterfront to boat launch.
- Add bathrooms at the boat launch.

City of Ilwaco – Survey (2014) – Significant Use



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

- Make more inviting and accessible for tourist to improve local economy.
- There's not always enough parking at 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 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.

*Port of Ilwaco Boat Ramp (2017)*



### 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. Restrooms: Permanent restrooms at the boat launch are essential for recreational users. The Port's old restroom facilities became unusable and were torn down several years ago and temporary port-a-potties are currently used on a seasonal basis. Additional permanent restroom facilities are needed along Waterfront Way (Discovery Trail) for recreational boaters and trail users. Port-a-potties are currently used in this location as well. They recommended using pre-cast concrete restrooms, like the ones at the beach approaches, be used since they would require less maintenance. (2019-2022)
2. Credit Card Pay Station: This would be an improvement to replace the current cash box system at the boat ramp making the experience easier for both the customer and the Port to manage. (2019-2020)

3. 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.
4. 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)
5. 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)
6. 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)

7. 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)

### 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 compliment other facilities in the area.

*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.

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

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## **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?
- How much will the projects cost?

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 21 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).

<b>Short Term (1-3 years)</b>	<b>Medium Term (4-6 years)</b>	<b>Long Term (6 plus years)</b>
1. Replace / recondition docks: remaining half of K, and L. (Alternative A1)	1. Replace / recondition docks: E, J, M, N, P, East Main, and Holman. (Alternative A1)	1. Replace / recondition docks: West Main and D. (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 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. Move the existing dredge area west of the current fill dredge location by building a confined dike. (Alternative B1C)
4. Remove / relocate dredge materials from current location by either moving to landfill. (Alternative B1A)	4. Increase number of boat pads in the boat yard. (Alternative C3)	4 Dump dredge spoils in a permitted open water site. (Alternative B1D)
5. Pump dredge materials to Sand Island. (Alternative B1B)	5. Pave the boatyard and grade for drainage. (Alternative C4)	5. Construct an improved work pier. (Alternative C5)
6. Upgrade existing boatyard repair building to add painting facilities. (Alternative C1A)		5. Pave the remaining designated area of the parking lot. (Alternative E1)
7. Add permanent structure as a new paint shop. (Alternative C1B)		
8. Add portable building as a new paint shop. (Alternative C1C)		
9. Add electricity & water access to existing boat pads in boat yard. (Alternative C2)		
10. Build an engine repair / machine shop on Port property. (Alternative D1)		
11. Acquire commercial and industrial property in the City of Ilwaco. (Alternative D2)		
12. Provide designated parking. (Alternative E2)		

Table 21: Implementation Strategies for Marine Related Candidate Projects

## ***Marine – Preliminary Estimates of Probable Costs***

Table 22 identifies preliminary estimates of probable costs associated with the all phases of improvements presented in the following table. The complete breakdown of candidate projects is presented in Appendix A.

<b>Candidate Projects</b>	<b>Preliminary Estimate of Probable Cost</b>	<b>Source of Funding</b>
<b><i>Short Term</i></b>		
Alternative A1: Total replacement of one-half of K dock.	\$221,725 <sup>1</sup> (2009 estimate)	Grants / matching funds
Alternative A1: Total replacement of L dock.	\$443,500 <sup>1</sup> (2009 estimates)	Grants / matching funds
Alternative A2: Replacement of 25 wood pilings / year with steel pilings.	@\$1200-\$3500 / piling = \$30,000-\$87,500 / year for 20 years	Operating budget / matching funds
Alternative A4: Rebuild D dock as a bigger and stronger dock / wharf for larger tuna boats.	To be determined	Operating budget
Alternative B1A: Remove / relocate dredge materials from location to landfills.	\$395,000	Grants / matching grants
Alternative B1B: Pump dredge materials to existing upland site on Sand Island.	\$729,280	Grants / matching funds
Alternative C1A : Upgrade existing boatyard repair building to add painting facilities.	Total: in excess of \$44,650 / \$29,650	Grants / matching funds Capital improvement funds
Alternative C1B: Add permanent structure as a new paint shop.	Total: in excess of \$112,650 / \$98,000	Capital improvement funds
Alternative C1C: Purchase a portable building and fit it for a paint shop.	\$57,100	Grants / matching funds Capital improvement fund
Alternative C2: Add electricity & water access to existing boat pads in boat yard.	\$9,000	Operating budget
Alternative D1: Build an engine repair / machinist shop on port property.	To be determined	Private investment / grants
Alternative D2: Acquire commercial and industrial property in the City of Ilwaco.	To be determined	Capital improvement funds
Alternative E2: Provide designated parking.	To be determined	Operating budget
<b><i>Medium Term</i></b>		
Alternative A1: Total replacement of E dock.	\$618,540 <sup>1</sup> (2009 estimate)	Grants / matching funds
Alternative A1: Total replacement of J dock.	\$584,775 <sup>1</sup> (2009 estimate)	Grants / matching funds
Alternative A1: Total replacement of M dock.	\$296,700 <sup>1</sup> (2009 estimates)	Grants / matching funds

<b>Candidate Projects</b>	<b>Preliminary Estimate of Probable Cost</b>	<b>Source of Funding</b>
Alternative A1: Total replacement of N dock.	\$491,625 <sup>1</sup> (2009 estimates)	Grants / matching funds
Alternative A1: Total replacement of P dock.	\$776,800 <sup>1</sup> (2009 estimates)	Grants / matching funds
Alternative A1: Total replacement of East Main dock.	\$356,700 <sup>1</sup> (2009 estimate)	Grants / matching funds
Alternative A1: Total replacement of Holman dock.	\$131,100 <sup>1</sup> (2009 estimate)	Grants / matching funds
Alternative A2: Replacement of 25 wood pilings / year with steel pilings.	@\$1200-\$3500 / piling = \$30,000-\$87,500 / year for 20 years	Operating budget / matching funds
Alternative A3: Rebuild O dock for additional recreational fishing moorage.	In excess of \$246,500 (2005 estimates)	Grants / matching funds / private investment
Alternative C3: Increase number of boat pads in boat yard.	Current market price of property next to boatyard	Grants
Alternative C4: Pave the boatyard and grade for drainage.	\$100,000	Grants / matching funds
<b><i>Long Term</i></b>		
Alternative A1: Total replacement of West Main dock.	325,500 <sup>42</sup> (2009 estimate)	Grants / matching funds
Alternative A1: Total replacement of D dock.	790,750 <sup>1</sup> (2009 estimate)	Grants / matching funds
Alternative A2: Replacement of 25 wood pilings / year with steel pilings.	@\$1200-\$3500 / piling = \$30,000-\$87,500 / year for 20 years	Operating budget / matching funds
Alternative B1C: Move the existing dredge area west of the current fill dredge location by building a confined dike.	\$2.35 M	Grants / matching funds
Alternative B1D: Dump dredge spoils in permitted open water site.	To be determined	Grants / matching funds
Alternative C5: Construct an improved work pier.	To be determined	Operating budget
Alternative E1: Pave the designated area of the parking lot.	\$500,000 to pave entire parking area, including storm drainage	Grants / matching funds

Table 22: Marine - Preliminary Estimates of Probable Costs

<sup>42</sup> Total replacement costs plus a 25% markup (includes 15% engineering costs and 10% contingency costs).

### ***Business District – Recommended Implementation Strategies***

Table 23 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).

<b>Short Term (1-3 years)</b>	<b>Medium Term (4-6 years)</b>	<b>Long Term (6 plus years)</b>
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 G3)
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 F10)	2. Construct a community center that can hold special events and conference, and may also have retail space. (Alternative G4)
3. Construct a banner location across 101 near Elizabeth Street. (Alternative F3)	3. Remodel exterior of the Port of Ilwaco office, which will conform to the architectural standards document. (Alternative G2)	3. Recruit an upscale market hotel on Port property. (Alternative G5)
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. Provide access to a UPS Package Center. (Alternative I6)	
5. Remove weeds from the port embankment and plant native plants that require little maintenance. (Alternative F6)		
6. Add more trees to Howerton Way. (Alternative F7)		
7. Add more lights to the parking lot, the floats, and the boat yard. (Alternative F8)		
8. Develop a planning document that outlines the types of retail businesses to attract visitors to the Port. (Alternative F9)		
9. Create an architectural planning committee to develop and implement architectural standards for the construction of new buildings and remodeling of existing buildings. (Alternative G1)		
10. Expand public transit to 365 days a year. (Alternative H1)		
11. Construct a trail between the Port and the Museum. (Alternative H2)		

<b>Short Term (1-3 years)</b>	<b>Medium Term (4-6 years)</b>	<b>Long Term (6 plus years)</b>
12. Add a grocery mini-market for boaters to gain easy access to a grocery store. (Alternative I1)		
13. Provide Internet access to visitors via an “Internet café”. (Alternative I2).		
14. Provide professional services for visitors and residents. (Alternative I3)		
15. Provide access to fresh baked goods for local residents and visitors. (Alternative I4)		
16. Provide access to visitor information as an annex to the Visitor’s Bureau. (Alternative I5)		

Table 23: Implementation Strategies for Business District Related Candidate Projects

### ***Business District – Preliminary Estimates of Probable Costs***

Table 24 identifies preliminary estimates of probable costs associated with the all phases of improvements presented in the following table. The complete breakdown of candidate projects is presented in Appendix B.

<b>Candidate Projects</b>	<b>Preliminary Estimate of Probable Cost</b>	<b>Source of Funding</b>
<b><i>Short Term</i></b>		
Alternative F1: Widen Elizabeth Street.	To be determined	Grants from Dept. of Transportation Ilwaco merchants City of Ilwaco
Alternative F2: Add another attractive Port of Ilwaco sign on Highway 101.	To be determined	Operating budget Grants from Dept. of Transportation Ilwaco merchants City of Ilwaco
Alternative F3: Construct a banner location across 101 near Elizabeth Street.	\$5,000 - \$10,000	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.	\$55,000 - \$145,000	Grants / matching grants
Alternative F6: Remove weeds from the port embankment and plant native plants that require little maintenance.	To be determined	Grants / matching grants
Alternative F7: Add more trees to Waterfront Way / Howerton Way.	To be determined	Grants (DNR)
Alternative F8: Add more lights to the parking lot, floats, and boat yard.	\$49,000 for Howerton Way	Grants
Alternative F9: Develop a planning document that outlines the types of the types of retail businesses to the Port.	Cost of writing plan	Grants
Alternative G1: Create an architectural planning committee to develop and implement architectural standards for the construction of new buildings and remodeling of existing buildings.	Cost of writing plan	Grants / matching funds
Alternative H1: Expand public transit to 365 days a year.	To be determined	Transit grant
Alternative H2: Construct a trail between	To be determined	Grants

<b>Candidate Projects</b>	<b>Preliminary Estimate of Probable Cost</b>	<b>Source of Funding</b>
the Port and the Museum.		
Alternative I1: Add a grocery mini-market for boaters to gain easy access to a grocery store.	To be determined	Grants Private investment
Alternative I2: Provide Internet access to visitors via an “Internet café”.	To be determined	Grants Private investment
Alternative I3: Provide professional services for visitors and residents.	To be determined	Grants Private investment
Alternative I4: Provide access to fresh baked goods for local residents and visitors.	To be determined	Grants Private investment
Alternative I5: Provide access to visitor information as an annex to the Visitor’s Bureau.	To be determined	Grants Private investment
<b><i>Medium Term</i></b>		
Alternative F5: Construct a boardwalk over the port embankment.	To be determined	Grants / matching funds
Alternative F10: Construct an observation platform near the boat launch for bird and habitat viewing.	In excess of \$250,000	Grants / matching funds ALEA grant
Alternative G2: Remodel exterior of the Port of Ilwaco office, which will conform to the architectural standards document.	\$15,000-\$25,000	Operating budget
Alternative I6: Provide access to a UPS Package Center.	To be determined	Grants Private investment
<b><i>Long Term</i></b>		
Alternative G3: Construct a new professional services building on Port property.	To be determined	Private investment
Alternative G4: Construct a community center that can hold special events and conference, and may also have retail space.	To be determined	Private investment
Alternative G5: Recruit an upscale market hotel on Port property.	To be determined	Private investment

Table 24: Business District - Preliminary Estimates of Probable Costs

### ***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.

<b>Grant Name</b>	<b>Sponsoring Organization(s)</b>	<b>Grant Description</b>
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	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.

<b>Grant Name</b>	<b>Sponsoring Organization(s)</b>	<b>Grant Description</b>
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

Grant Name	Sponsoring Organization(s)	Grant Description
		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.

Table 25: Preliminary Funding Recommendations

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

### Docks

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
<b>All Docks</b>		<b>Benefits:</b> Will significant improve the infrastructure of the docks; allows Port to increase moorage fees.				
Replace 400 wood pilings w/ steel pilings	Replacement of 25 pilings / year	@\$1200-\$3500 / piling = \$30,000-\$87,500 / year for 20 years	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
<b>Commercial Docks</b>		<b>Benefits:</b> Will significant improve the infrastructure of the docks; allows Port to increase moorage fees.				
West Main (concrete)	Total replacement	\$325,500 <sup>43</sup> (2009 estimate)	Can increase moorage fees.	Cost of materials vary year to year.	Grants / matching grants (EDA)	Go – long term
D Dock (concrete)	Total replacement	\$790,750 <sup>2</sup> (2009 estimate)	Can increase moorage fees.	Cost of materials vary year to year.	Grants / matching grants (EDA)	Go – long term
Holman Dock (wood)	Total replacement	\$131,100 <sup>2</sup> (2009 estimate)	Can increase moorage fees.	Cost of materials vary year to year.	Grants / matching grants (EDA)	Go – med. term
Add a bigger and stronger dock / wharf for larger tuna boats	<b>Benefits:</b> 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.	To be determined	<ul style="list-style-type: none"> <li>Provides larger slips for tuna boats.</li> <li>Construction can be done in-house in winter time.</li> </ul>	None	Operating budget	Go- short term
<b>Recreational Docks</b>		<b>Benefits:</b> Will significant improve the infrastructure of the docks; allows Port to increase moorage fees.				
E Dock (concrete)	Total replacement	\$618,540 <sup>2</sup> (2009 estimate)	Can increase moorage fees.	Cost of materials vary year to year.	Grants / matching grants	Go – med. term
G Dock (wood)	Dock fingers replacement	New water line @ \$10 /ft = 6900 (2009 estimate)	Can increase moorage fees.	Cost of materials vary year to year.	Operating budget	Go – short term
East Main (wood)	Total replacement	\$356,700 <sup>2</sup> (2009 estimate)	Can increase moorage fees.	Cost of materials vary year to year.	Grants / matching grants (BIG, IAC)	Go – med. term
J Dock (concrete)	Total replacement	\$584,775 <sup>2</sup> (2009 estimate)	Can increase moorage fees.	Cost of materials vary year to year.	Grants / matching grants (EDA)	Go – med. term
K Dock (wood)	Total replacement of one-half of dock	\$221,725 <sup>2</sup> (2009 estimate)	Can increase moorage fees.	Cost of materials vary year to year.	Operating budget	Go – short term
L Dock (wood)	Total replacement	\$443,500 <sup>2</sup> (2009 estimates)	Can increase moorage fees.	Costs of materials vary year to year.	Operating budget	Go – short term
M Dock (wood)	Total replacement	\$296,700 <sup>2</sup> (2009 estimates)	Can increase moorage fees.	Cost of materials vary year to year.	Grants / matching grants	Go – med. term
N Dock (wood)	Total replacement	\$491,625 <sup>2</sup> (2009 estimates)	Can increase moorage fees.	Cost of materials vary year to year.	Operating budget	Go – med. term

<sup>43</sup> Total replacement costs plus a 25% markup (includes 15% engineering costs and 10% contingency costs).

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
O Dock (wood)	<p>Complete rebuild of infrastructure (approx. 500 ft long and 5 ft wide)</p> <p>Moorage slips estimated to be 50' long and 16' wide.</p>	<p>Replacement and addition of new pilings @\$1200- \$3500 / piling x 35 pilings = \$42,000-\$122,500</p> <p>Dredging of area @ \$1 / cu yd x 6500 cu yd = \$6500</p> <p>Construction of main dock = \$100,000</p> <p>Construction of 8 fingers (for 16 boats) = \$40,000</p> <p>Electricity @\$2000 x 8 = \$16K</p> <p>Env. permits=\$5000</p> <p>Water @ \$1000 x 8 = \$8,000</p> <p>Add sewer hookup = \$7,000</p> <p>Add lift station pump = \$12,000</p> <p>Other costs / construction for sewer line = \$10,000</p> <p>Monthly charge = \$90</p> <p>Total = in excess of \$246,500 (2005 estimates)</p>	<p>Used for recreational boats. Can increase moorage fees.</p> <p>Note: This estimate does not include costs for building the boat houses. Assumption is that private investment would be used to fund the boat house construction and rental project.</p>	<p>Project could compete for same funds with other necessary marina dock projects.</p> <p>Environmental permitting is required because project is outside of original footprint. Could take as long as a year.</p>	Grants / matching grants / private investment	Go – med. term
P Dock (concrete)	Total replacement	\$776,800 <sup>2</sup> (2009 estimates)	Can increase moorage fees.	Cost of materials vary year to year.	Grants / matching grants (EDA)	Go – med. term

**Dredge Spoils, Dredging, Relocation, and Removal**

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Dredging all docks	<b>Benefits:</b> 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	At \$2.50 / cubic yard, estimate 30,000 cubic yards a year = \$75,000	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 size of dredge location.	Operating budget	Continual
Designate Corps of Engineers to dredge marina up to fuel dock / fish buying facilities.	<b>Benefits:</b> 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.	Completion of new study = \$300,000.	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
<b>Dredging Options</b>	<b>Benefits:</b> 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. <sup>44</sup>	<ul style="list-style-type: none"> <li>• Purchase necessary equipment.</li> <li>• Get permits.</li> <li>• Find adequate land fill sites.</li> </ul>	Two used rock trucks = \$75,000 / truck Handling of dredged material @ \$6 per cu yd = \$240,000 Env. Permits = \$5,000 Total = \$395,000	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 existing upland site on Sand Island.	<ul style="list-style-type: none"> <li>• Purchase necessary equipment.</li> <li>• Get necessary permits.</li> </ul>	16" dredge = \$500,000 Booster pump = \$60,000 Two miles pipe = \$126,720 Bulldozer (Sand Island) = \$100,000 Env. permits = \$2500 Total = \$729,280	<ul style="list-style-type: none"> <li>• Necessary to stockpile dredge material from marina.</li> <li>• A 25 to 50 + year solution.</li> </ul>	<ul style="list-style-type: none"> <li>• High front end cost.</li> <li>• May take congressional action for approval</li> </ul>	Grants / matching funds	Possible – short term
Move existing dredge area west of current fill dredge area	Build a confined dike and move dredge spoils to new location. <sup>45</sup>	Env. permits = \$50,000 Engineering design = \$75,000 Construction = \$2.23 M Total Cost: \$2.35 M Ongoing dredging = \$34,000	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

<sup>44</sup> Reference: Pacific International Engineering, PLLC, "Projects and Solutions to Navigational Problems on the Lower Columbia River", pages 47 – 53, January 2002.

<sup>45</sup> Reference: Pacific International Engineering, PLLC, "Projects and Solutions to Navigational Problems on the Lower Columbia River", pages 47 – 53, January 2002.

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Dump dredge spoils in a permitted open water site.	Investigate possible open water sites and get appropriate permits.	To be determined	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	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
<b>Work Pier</b>	<b>Benefits:</b> Increase the work area for boat repair work.					
Build a new work pier	<ul style="list-style-type: none"> <li>Accommodations for a min of four (4) fifty-foot vessels at one time.</li> <li>Have hoist facilities available on both sides of the pier.</li> <li>Add a permanent dock to aid in water repairs.</li> </ul>	To be determined	Will increase work area.	<ul style="list-style-type: none"> <li>Proposal is expensive and the port would not recover costs for several years.</li> <li>Long permitting process.</li> <li>Environmental restrictions due to construction over water.</li> </ul>	Operating budget	Possible – long term
<b>Boatyard Improvements</b>	<b>Benefits:</b> 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"> <li>Build and install doors</li> <li>Upgrade electrical system for one bay</li> <li>Add ventilation system for one bay</li> </ul>	Exhaust fan = \$650.00 Electrical system = \$18,000 / \$3000 Portable heating unit= \$1K Build/install doors \$25,000 Total: in excess of \$44,650 / \$29,650	Cheapest option for retrofitting existing as a paint shop. Note: If go with 400 watt lights x 6 lights = \$3000 (rather than \$18,000 for explosion proof) including wiring and breaker box.	<ul style="list-style-type: none"> <li>Could take away revenue for projects not requiring painting.</li> <li>For \$13,000 more, can build a 1-bay portable building dedicated as a paint shop.</li> </ul>	Grants / matching funds Capital improvement funds	Possible – short term
Add new building	With ventilation and	Permits = \$2000	<ul style="list-style-type: none"> <li>Use All Star Building – the</li> </ul>	Second most expensive option	Grants / matching funds	Possible – short

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
	electrical system	Building construction \$91,000 Exhaust fan = \$650.00 Electrical system = \$18,000 Portable heating unit= \$1K Total: in excess of \$112,650 / \$98,000	contractor of the existing building.  Note: If go with 400 watt lights x 6 lights = \$3000 (rather than \$18,000 for explosion proof) including wiring and breaker box.		Capital improvement funds	term
Add portable boat shelter <i>w/o ventilation, electrical system, and doors</i>	<ul style="list-style-type: none"> <li>• Pour concrete slab</li> <li>• Get necessary permits</li> <li>• Purchase portable boat shelter</li> </ul>	Concrete material = \$5000 Permits = \$2000 Vinyl Shelter = \$19,750 End panel = \$3700 Shipping = \$2,700 Total = \$33,150	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 &amp; electrical system, &amp; doors</i>	<ul style="list-style-type: none"> <li>• Pour concrete slab</li> <li>• Get necessary permits</li> <li>• Purchase portable boat shelter</li> <li>• Finish up electrical</li> </ul>	Concrete material = \$5000 Permits = \$2000 Vinyl shelter = \$19,750 End panel = \$3700 Front panel = \$5,000 Manual door = \$200 Exhaust fan = \$650.00 Electrical system = \$18,000 / \$3000 Portable heating unit= \$1K Shipping = \$2700 Total = in excess of \$57,100 / \$42,100	Cheaper than building a new aluminum structure.  Note: If go with 400 watt lights x 6 lights = \$3000 (rather than \$18,000) including wiring and breaker box. If go with white fabric, daylight is enough to do repairs.	Explosion proof electrical system is expensive.	Capital improvement funds	Possible – short term
Add electricity and water to all pads (Note:	Add two 220 power outlets to area having	4 outlets x \$1000 = \$4000 An improved water system	Adds access to electricity from every one of the 19 pads in the	None	Operating budget	Go – short term

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
water is available to a limited capacity at boatyard)	existing power; add two 220 outlets to south part of boatyard building that has no power.	= \$5,000	boatyard			
Increase number of boat pads in the boat yard	Complete 5 pads.	Cost of concrete material.	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"> <li>Contract with paving company</li> </ul>	\$100,000	Would comply with water quality requirements.	None	Grants (CZM)	Go – med. term

### ***Additional Services***

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Construct boat repair, machine shop	<b>Benefits:</b> 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"> <li>Construct new building on east side of port</li> <li>Recruit an engine mechanic / machinist</li> </ul>	<ul style="list-style-type: none"> <li>Building construction would be funded by either private investment and / or the port.</li> <li>Hiring a mechanic would be the responsibility of owner / manager.</li> </ul>	<ul style="list-style-type: none"> <li>Provides a wider service of boat repair available at the Port of Ilwaco.</li> <li>Increases leased land holdings at the port.</li> <li>Employs full time mechanic (i.e., Port of Chinook).</li> </ul>	May not be enough work for a full time employee.	Private investment / matching grants	Go – short term

### ***Purchase of Additional Property***

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Acquire industrial and commercial property in the City of Ilwaco	<b>Benefits:</b> Industrial and commercial-zoned industries would support port business. Would increase leased land revenues.					
	Purchase industrial and commercial properties in the City of Ilwaco	Market value	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

**Port Parking Improvements**

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Pave the remaining designated parking lot	<b>Benefits:</b> An increase in the number of parking spaces.					
	<ul style="list-style-type: none"> <li>Contract with a paving company</li> </ul>	\$500,000 to pave the entire parking area, including drainage.	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	<b>Benefits:</b> Provide designated parking area for all types of vehicles					
	<ul style="list-style-type: none"> <li>Signage for all types of vehicles.</li> <li>Paving of parking lines specific to vehicle type.</li> </ul>	To be determined	Better use of parking space for all types of vehicles.	None.	Operating budget	Go – short term

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

### *Improvements to Waterfront Way / Howerton Way*

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Signage	<b>Benefits:</b> 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"> <li>• Widen Elizabeth Street.</li> <li>• Add more attractive signs.</li> <li>• Construct a new banner location across 101 near Elizabeth St.</li> </ul>	<ul style="list-style-type: none"> <li>• Cost of street widening to be determined.</li> <li>• Cost of signs to be determined.</li> <li>• Cost of banner poles \$5,000 -\$10,000.</li> </ul>	<ul style="list-style-type: none"> <li>• In 2004, DOT provided 4 picture signs along 101 for lodging, fishing, food, and boat ramp.</li> <li>• In 2004, one attractive sign was added to intersection of Elizabeth &amp; 101 at a cost of &lt; \$2000</li> </ul>	<ul style="list-style-type: none"> <li>• State restricts off premises signs.</li> <li>• Street construction decisions must come from the City of Ilwaco.</li> </ul>	<ul style="list-style-type: none"> <li>• Operating budget</li> <li>• Grants from Dept. of Transportation</li> <li>• Ilwaco Merchants</li> <li>• City of Ilwaco</li> </ul>	Possible – short term
Extend Discovery Trail from Port parking lot	<b>Benefits:</b> Ties the Port parking lot to downtown Ilwaco and the Discovery Trail.					
	Construct a trail from port parking lot through downtown to trail terminus.	To be determined	Would tie downtown to the Port and to the Discovery Trail.	None	Grants / matching funds	Possible – med. term
Boardwalk over waterfront	<b>Benefits:</b> Enhances the visual attractiveness of the marina and Waterfront Way.					
	Construct a boardwalk that covers the entire marina area	To be determined	Would enhance the visual attractiveness of the marina as well as Waterfront Way.	Expensive	Grants / matching funds	Possible – med. term
“Beautify” port	<b>Benefits:</b> Enhances the visual attractiveness of the marina and Waterfront Way.					

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
embankment	<ul style="list-style-type: none"> <li>Remove blackberries and other weeds</li> <li>Provide regular maintenance of weed removal.</li> <li>Replant area with native plants (trees, shrubs, herbaceous plants).</li> <li>Provide periodic maintenance of planted shrubs and trees.</li> </ul>	To be determined	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Use of trees such as Sitka spruce on east end of marina, with some clusters on Waterfront Way. Maintenance would be required to limb up and prune down, to open view.</li> </ul>	<ul style="list-style-type: none"> <li>Possible maintenance issue if no one is responsible for plant maintenance.</li> <li>Citizens and leaseholders complaints about obstructed view.</li> </ul>	Grants / matching funds	Possible – short term
Add trees to Howerton Way	<b>Benefits:</b> Enhances visual attractiveness to Port of Ilwaco and the city.					
	<ul style="list-style-type: none"> <li>Add trees to north side (parking lot) of Howerton Way.</li> <li>Add trees to south side of Howerton Way to those leaseholders who have signed an MOU.</li> </ul>	<ul style="list-style-type: none"> <li>To be determined</li> </ul>	<ul style="list-style-type: none"> <li>Enhance the visual attractiveness.</li> <li>Work with the “street tree group” (an offshoot from Ilwaco Merchant’s Association)</li> <li>Use same trees as on First Street (ornamental pear) with perennials around base.</li> </ul>	<ul style="list-style-type: none"> <li>Can’t plant trees until the sidewalk pavement project completes.</li> <li>If parking lot is paved, the planting of trees must be included in parking pavement project.</li> </ul>	Grants (DNR)	Possible – short term
Add lights in parking lots, floats, and boat yard	<b>Benefits:</b> Enhances the visual attractiveness to the Port of Ilwaco,					
	Install wiring and 7 street lights along Howerton Way (north side).	<ul style="list-style-type: none"> <li>\$49,000 for Howerton Way.</li> </ul>	<ul style="list-style-type: none"> <li>Enhances the visual attractiveness.</li> <li>Provides more light in the evening for people “to feel safe” strolling the Port.</li> </ul>	Port applied for a Pacific County grant in 2004 – failed.	Grants	Possible – short term
Continue to maintain	<b>Benefits:</b> Attracts more visitors.					

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
shops on Waterfront Way	Implementation of a plan that would outline the types of businesses that would focus on retail shops	Cost of writing the plan.	<ul style="list-style-type: none"> <li>• Create a committee that consists of representatives from the port as well as the retail and fishing-related businesses at the port.</li> </ul>	<ul style="list-style-type: none"> <li>• Would potentially limit the types of retail businesses at the port.</li> <li>• Fishing interests can conflict with retail interests</li> </ul>	Grants	Possible – short term
Add a sound system	<b>Benefits:</b> Enhances the visitor experience during special events in the summer.					
	Install a sound system along Waterfront Way	To be determined	<ul style="list-style-type: none"> <li>• Used during Saturday Market.</li> <li>• Used during special events, such as art walks, firework displays, etc.</li> </ul>	None	Operating budget	Go – short term
Paint murals on maintenance shed	<b>Benefits:</b> Aids in bringing cars from downtown intersection of Ilwaco to the Port.					
	Don Nisbett has offered to paint a red / white / blue fish on the Port's boatyard building.	Cost of materials only. Approximately \$2000 for paint	Could draw people driving north to Long Beach to stop at the Port of Ilwaco.	<ul style="list-style-type: none"> <li>• Painting could fade over time (like the centennial paintings on the Peninsula).</li> <li>• Building that will display the painting not in all that good condition.</li> <li>• Port commissioners thought that the price was too high and are not in favor of it.</li> </ul>	Operating budget	Possible – med. term
Regular maintenance of	<b>Benefits:</b> Enhances the visual appeal of the Port.					

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
grass area	<ul style="list-style-type: none"> <li>Port crew regularly maintains the grass area on Waterfront Way.</li> <li>Automatic sprinklers provide water.</li> </ul>	Done by Port staff.	Enhances the visual appeal of Waterfront Way.	None	Operating budget	In process
Observation tower	<b>Benefits:</b> Provide easy access (ADA accessible) for habitat and bird viewing from the Port.					
	<ul style="list-style-type: none"> <li>Construct a one or two level observation tower that is ADA-accessible.</li> </ul>	To be determined	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

**Upgrade of Existing Buildings / Add New Buildings**

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Place architectural standards on new buildings / remodel of existing buildings	<b>Benefits:</b> 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.	Cost of writing plan.	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"> <li>Volunteers</li> <li>Port staff</li> </ul>	Possible – short term
Remodel the Port office	<b>Benefits:</b> Upgrades the port office building to reflect the current upscale “look” of the Port of Ilwaco					
	Place shake siding on the exterior of the building	\$15,000 - \$25,000	Will improve the look of exterior of the building to the standards of other buildings at the port.	Does not address the issue of space constraints in the interior.	Operating budget	Possible – med. term
Continue to support live / work incubator retail spaces	<b>Benefits:</b> Enables business owners to participate in the financial incentives of a work / live environment.					
	Continue to encourage the retail live / work environment	None	<ul style="list-style-type: none"> <li>Provides owners with a more affordable live and work lifestyle.</li> <li>Has worked well so far.</li> <li>A uniform land rental rate for Waterfront way leases avoids conflicts between leaseholders.</li> </ul>		None	In process
New professional office building	<b>Benefits:</b> Would increase the number of buildings that “house” professional services.					
	Construction of a professional office building on port property	To be determined	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"> <li>There is existing vacant office space available in the Time Enough Books and Loading Dock buildings.</li> <li>A portion of the Shoalwater Gallery will be available shortly.</li> <li>Retail and professional service businesses could co-exist.</li> </ul>	Private investment	Possible – long term

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
A “long house” community center	<b>Benefits:</b> Provides a venue for both public and private uses as a “conference center”, as well as retail shops.					
	Construction of a single story building	To be determined	As a community center, could house several hundred people for special events and conferences.	<ul style="list-style-type: none"> <li>This candidate project was discussed prior to the construction of the pavilion which fulfills many of the objectives.</li> <li>There is no current need for additional retail space.</li> </ul>	Private investment	Possible – long term
New hotel & conference center	<b>Benefits:</b> 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.	To be determined	Would encourage people to see the Port as a “destination” and stay over.	<ul style="list-style-type: none"> <li>There is no land currently available at the Port for the construction of a new building.</li> <li>New owners of the Harbor Lights Motel plan to make major improvements to the building to entice a higher income bracket.</li> <li>Building a new hotel could take away business from the existing motels.</li> </ul>	Private investment	Possible – long term

**Connecting to/from non-Port Services**

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Public transit 365 days a year	<b>Benefits:</b> Holiday Weekend boaters can better access other local attractions					
	Expand service to Sundays, Memorial Day, 4 <sup>th</sup> of July, and Labor Day	To be determined	Improved connectivity	Cost	Transit grant	Possible – short term
Trail to Columbia Pacific Museum	<b>Benefits:</b> 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	To be determined	Would provide visitors an opportunity for a city walk.	<ul style="list-style-type: none"> <li>An easement would have to be established if the trail goes directly between the two establishments.</li> <li>Otherwise, the trail will have to take circuitous route.</li> </ul>	Grants	Possible – short term

**Additional Services**

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
Grocery mini-market	<b>Benefits:</b> 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"> <li>Find an interested party to invest / run the business.</li> <li>Find a location to “house” the business.</li> </ul>	To be determined	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” cafe	<b>Benefits:</b> 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"> <li>Find an interested party to invest / run the business.</li> <li>Find a location to “house” the business.</li> </ul>	To be determined	Provides Internet access for live-aboard people, condo owners / renters, visitors, and local residents	<ul style="list-style-type: none"> <li>Other existing coffee shops / restaurants could also provide internet access in an existing retail business.</li> <li>Internet access is available at the Timberland libraries on the Peninsula, including Ilwaco.</li> </ul>	Private investment	Possible – short term
Professional services	<b>Benefits:</b> Provides professional services for both the local residents of the Peninsula, as well as visitors of the Peninsula.					
	<ul style="list-style-type: none"> <li>Find an interested party to invest / run the business.</li> <li>Find a location to “house” the business.</li> </ul>	To be determined	Provides access for professional services for live-aboard people, condo owners, visitors, and local residents.	None	Private investment	Possible – short term
Bakery	<b>Benefits:</b> 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"> <li>Find an interested party to invest / run the business.</li> <li>Find a location to “house” the business.</li> </ul>	To be determined	Provides access bakery for live-aboard people, condo owners, visitors, and local residents.	None	Private investment	Possible – short term
Visitor’s Bureau	<b>Benefits:</b> Provides access to Peninsula visitor information for those who arrive by boat.					
	<ul style="list-style-type: none"> <li>An annex to the LBP Visitor’s Bureau</li> <li>Find a location to “house” the business.</li> </ul>	To be determined	Provides visitor information right at the port.	None	Grants	Possible – short term

Candidate Project	Project Scope	Costs	Positives	Negatives	Funding Sources	Go / No Go Timeframe
UPS Package Center	<b>Benefits:</b> 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"> <li>• Find an interested party to invest / run the business.</li> <li>• Find a location to “house” the business.</li> </ul>	To be determined	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

## **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:

**Jim Neva, Port Manager**

**P.O. Box 307**

**165 Howerton Way**

**Ilwaco, WA 98624**

4. Date checklist prepared:

**February 2, 2012**

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, adding a portable paint shop building, and building an engine repair and machine shop. 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 Way 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 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 either a landfill or to Sand Island. With regards to the boat yard, projects include building a permanent paint shop structure, adding electricity and water to all boat pads, and paving the boatyard. For the business district, projects include constructing a boardwalk over the port embankment, constructing an observation platform for bird and habitat viewing, remodeling the exterior of the 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 five year 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 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 2012 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 would occur 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 2012 Port of Ilwaco Marina Master Plan is in the Port of Ilwaco Office located on 165 Howerton Way 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 amount of wetlands both east and west of the marina. Most of the upland area is currently utilized for automobile parking. The area between Howerton Way 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 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 400,000 cubic yards. To date 225,000 cubic yards have been dredged. Ultimately the port plans to dredge the outstanding balance. No fill contemplated at this time.**

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 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?

**No.**

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 Way) 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 Way in the City of Ilwaco. First Street connects to U.S. Highway 101.**

- b. Is 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, other)? 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: