

2013

Charleston Harbor Master Plan Update



*An addendum and update to the
2007 Charleston Marina Complex
Vision and Master Plan*

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EXECUTIVE SUMMARY

In the early 1990s, the Port developed a Charleston Master Plan to guide the development and management of Port-owned property and marine-related activities in the Charleston area. The Port revised this plan in 2007. The 2007 Charleston Marina Complex Vision and Master Plan was a comprehensive analysis and evaluation of economic conditions and amenities provided within the Harbor. Although not all the projects identified in the plan have been implemented to date, six years later, the plan is considered a success. The Port and its partners have completed the following projects and recommendations from the 2007 Master Plan:

- Modifications to the Fish Cleaning Station
- Placement of Channelization Islands
- Construction of Boat Basin Drive Bike and Pedestrian Safety
- Purchase of Property Adjacent to Troller Road
- Creation of a Paddlecraft Launch
- Replacement of Inner Basin Restroom Building
- Paving, Widening and Sealing of Eel Avenue and Parking Lot Striping
- Replacement of B-Dock
- Construction of Pavement and Drainage Improvements on Pelican Avenue
- Addition of a Third Yurt and Two RV Parking Spaces in the RV Park



This 2013 Master Plan Update is a reevaluation of the projects found in the 2007 plan, and is also used as an opportunity to identify new projects that will enhance economic growth through small businesses, services to the commercial fishing industry, and increased recreational tourism in the Charleston area. Understanding how these three groups can work together in harmony is key to the successful implementation of each project.

A large part of this planning project was centered on the collection of information and input from every stakeholder group. From local business owners to Port staff and facility users, each of these groups provided invaluable input and recommendations for a brighter future in Charleston. These stakeholders reevaluated the incomplete projects from the 2007 plan (Appendix A) and identified the potential for new projects. The following 2007 Master Plan projects were either omitted or modified during the update process:

- Widening of Sidewalk on Albacore Lane (modified to place parking bumpers along Albacore Lane instead).
- Turning Radius at Boat Basin Drive/Guano Rock Lane (this intersection was improved during the Boat Basin Drive Pedestrian Safety Project).
- Parking and Sidewalk Along Crosline Road (removed due to high barriers).
- Meandering Path Along the Fish Cleaning Station and Inner Basin Greenway (removed due to low benefits).

- Stop Lights at U.S. Coast Guard Station (should be initiated by the Coast Guard).
- Buildings Over the Sloped Areas Near Inner/Outer Basins (this project should be revisited when the commercial retail market improves).
- Expansion of Marina RV Park Meeting Room (the OIMB Charleston Marine Life Center will include a public meeting area).

The updated projects discussed in the following pages were deemed a better fit for the current needs and economic conditions in Charleston and the Charleston Harbor. This addendum provides a comprehensive and flexible roadmap for the prioritization and implementation of projects that will produce the greatest benefit and utilization of Port property in Charleston.

Background

A Fishing Village

Charleston, Oregon, is a rural unincorporated fishing community characterized by its close proximity to the Pacific Ocean and the Coos Bay Estuary. It functions as a center for commercial and recreational fishing, tourism and marine education. Typical of West Coast fishing



communities, Charleston is relatively small and has its own distinct “Fishing Village” personality. This distinct personality sets it apart from the neighboring cities of Coos Bay and North Bend.

Charleston harbor is home to a thriving commercial fishing fleet, seafood buyers and processors, charter boat operations, sport fishermen and recreational boaters. The predominant fishing seasons include: Dungeness crab, Oregon pink shrimp, groundfish, salmon and tuna. Additionally, the area attracts thousands

of tourists from across Oregon and the western United States between May and October of each year. Visitors can participate in recreational fishing, crabbing, and clamming; visit nearby scenic attractions; and enjoy culinary delights and products provided by local establishments.

Charleston is the gateway to multiple Oregon State Parks, ocean beaches and the majestic and rugged North Pacific coastline. It also serves as the Northern anchor of the Charleston to Bandon Scenic Tour Route, which makes its way south through the coastal forests and the South Slough National Estuarine Research Reserve. In 1931, the University of Oregon established the Oregon Institute of Marine Biology, which serves as a center of excellence in the field of Marine biology studies.

Charleston Harbor

The Port of Coos Bay supports maritime trade and commerce, commercial and sport fishing resources, marine tourism and recreational opportunities, and industrial development. Port operations in Charleston primarily focus on three areas: Marina, RV Park, and Shipyard. Approximately 78% of Harbor operations and maintenance is funded from operating revenues received from property leases, vessel moorage, storage fees and ice plant sales. The other 22% of operational costs are funded by property tax revenues derived from the Port District.

Marina

The Charleston Marina is a dynamic center for commerce. It contains moorage docks for transient and local customers, restaurants, seafood markets, seafood processing, a 6 lane launch ramp, commercial buildings and docks, outdoor and indoor storage areas, a fuel dock, and a commercial ice plant.

With 448 boat slips configured into eight major dock systems in two boat basins, it provides infrastructure and services to nearly 200 locally-based, and hundreds of visiting commercial fishing vessels annually.

According to the Oregon Department of Fish and Wildlife (ODFW), approximately 25 percent of the total annual harvest value from ocean fisheries in Oregon is landed in Charleston. Commercial fish and shellfish landings in Charleston during 2012 totaled 32.4 million pounds, with an estimated fishermen's retail value of \$26.7 million¹.

Shipyard

The Shipyard provides storage for fishing vessels and equipment, and has separate areas for long-term vessel storage and short-term work sites with utilities. Vessel owners and/or operators can work on their vessels following the Charleston Shipyard Best Management Practices. The Oregon State Marine Board certified the facility as a "Clean Shipyard" in 2012. The Shipyard also offers boat haul-out, washing services, and working and moorage docks.

Three service providers perform vital year-round repair, maintenance and construction services to an active commercial fishing fleet. Shipyard businesses recently reclaimed a segment of the West Coast market for construction of new steel-hulled fishing vessels up to 130 feet. Manufacturers include:

- Giddings Boat Works - steel repair and fabrication.
- Tarheel Aluminum & Stainless Steel Fabrication - steel and aluminum repair and fabrication.
- Skallerud Marine Services - structural repairs, carpentry and electrical construction and repair to wood and fiberglass vessels.

Since 2007, Giddings Boat Works and Tarheel Aluminum have reported an increase in their industrial workforce from seven to approximately 30 employees.

¹Oregon Department of Fish and Wildlife. 2012 Landing Statistics in Pounds and Value of Commercially Caught Fish and Shellfish Landed at Charleston. http://www.dfw.state.or.us/fish/commercial/landing_stats/2012/index.asp

RV Park

The Charleston Marina RV Park features rental space for 100 recreational vehicles of various sizes; providing RVs with access to electricity, water, sewer, satellite TV and Wi-Fi. Additionally, the park has three family-size yurts and two tent sites. It includes a retail store, a recreation room, propane sales, RV sanitation services, restrooms, showers, laundry facilities and a crab-cooking room. Park guests stay for durations ranging from a few days to several months. The RV Park is at its highest capacity between July and September.

New Conditions

Since the 2007 Master Plan, the Port has expanded its footprint in the Charleston community by acquiring the following property and infrastructure:

- Title to and operation of the ice plant
- Title to Basin Tackle and Basin Café buildings
- Addition of a yurt and 2 RV spaces in the RV Park
- .63 acre on Charleston Avenue
- .55 acre on Troller Road next to the Shipyard entrance

2013 MASTER PLAN UPDATE METHODOLOGY

Planning Process

Updating the 2007 Charleston Master Plan was a combined effort among Port staff and members of the Charleston community. Following the example set by the 2007 Master Planning process, this update process was developed to encourage community involvement and collaboration and to include varied community perspectives and priorities.

To facilitate the Master Plan update, the Port recruited the services of a participant in the University of Oregon's Resource Assistance for Rural Environments (RARE)/AmeriCorps program. Working as a community liaison, the participant spent ten months, from September 2012 through June 2013, studying the area, engaging with the community, planning and facilitating stakeholder meetings and collecting community input.

Charleston Advisory Committee

Community input began with the Port's Charleston Advisory Committee, which is a diverse and dynamic group of Harbor users appointed by the Board of Commissioners to advise the Port Commission on projects and development priorities in the Charleston Harbor. Each member of the Advisory Committee was recruited on November 6, 2012, to participate as Master Plan Steering Committee members. Several of the Advisory Committee members participated in the 2007 Master Planning process and agreed, along with the other members, to be a part of a review of that plan (Appendix B).

First Town Hall Meeting

Port staff hosted a Town Hall meeting on December 4, 2012. Approximately fifty community members participated in discussions that focused on the 2007 Master Plan recommendations and their perspectives on development priorities for the Charleston Harbor. Over one hundred community comments were shared and later sorted into thematic groups (Appendix C).



Steering Committee

A Steering Committee was formed to provide guidance and feedback on the needs of the Charleston Harbor. In addition to the Charleston Advisory Committee members who were recruited, four members from the Charleston community were selected to join the 14 member Steering Committee in January 2013. The Steering Committee consisted of the following members:

- Michael Armstrong***, Recreational Fisherman
- Ray Cox***, Tarheel Aluminum, Giddings Boat Works
- Mike Dunning**, Charleston Harbormaster (Port Staff)
- J.D. Evanow***, Commercial Fisherman, Charleston Crab Shack
- Mark Fleck***, Recreational Fisherman, Englund Marine Supply
- Rob Gensorek**, Basin Tackle Marine Store
- Mike Graybill***, South Slough National Estuarine Research Reserve
- Jerry Hampel***, Port Commissioner, Commercial Fisherman
- Kathleen Hornstuen**, Charleston Community Enhancement Corporation
- Lou Leberti***, Recreational Fisherman, Vend West Supply
- Nick Nylander***, Recreational Fisherman, Attorney
- Tom Nowlin***, Commercial Fisherman, F/V Apache
- Margery Whitmer***, Betty Kay Charters, Wild Women of Charleston
- Craig Young**, Oregon Institute of Marine Biology

* Charleston Advisory Committee Member

Steering Committee members met six times throughout the update process, beginning January 23, 2013 (Appendix B). In addition to providing their own suggestions, Steering Committee Members analyzed data gathered from Town Hall meetings and Focus Groups. All projects and suggested priorities were discussed and approved by the Steering Committee prior to its recommendation to the Port's Board of Commissioners for approval.

Focus Groups

Port staff worked with the Steering Committee to strategically select members who offered unique expertise and insight on maritime infrastructure and operations. Three Focus Groups were formed: Marina, Shipyard and Harbor employees. The Focus Group members were asked to analyze each project against the “Three B’s” matrix. The “Three B’s” matrix was designed to evaluate the Benefits, Barriers, and Bang for the Buck of each existing and proposed project. The resulting prioritization of projects was then forwarded to the Steering Committee for further discussion and comment.

Benefits:

What is the potential for positive results?

Examples: Job creation and retention, revenues gained and reinvested in the harbor, opportunities captured, infrastructure preserved, safety, services provided and people/industries served.

Barriers:

What is the potential for obstacles to negatively impact the implementation of a project?

Examples: Financial or political limitations, legal or permitting constraints.

Bang for the Buck:

What is the potential for positive results in community and economic development to outweigh the barriers and costs?

Example: High cost; low return.

Each project was assigned a score for benefits, barriers, and bang for the buck, based on a 5 point scale, with 5 being the most favorable score. At the end of each Focus Group, the scores were tallied and projects were ranked according to the overall score for each project (Appendix D, E).

Three unranked projects were added to the update following the Focus Groups meetings. These unranked project proposals were brought to the Steering Committee for further discussion and unanimously approved for inclusion in the final project recommendations and then presented at the second Town Hall Meeting.

Each project was also assigned a short-term (one to five years), mid-term (six to 10 years), or long-term (11 years or more) forecast for completion.

Second Town Hall Meeting

A final Town Hall meeting was held on May 20, 2013, where community members were presented with the proposed 2013 Charleston Harbor improvement projects. Attendees were invited to ask questions and provide their input for each project. Comments were catalogued and integrated into the final project descriptions where appropriate (Appendix C).

MARINA RECOMMENDATIONS

Rank: 1

Parking Bumpers Along Albacore Lane (2013)

Description:

Parking bumpers for 50 perpendicular parking spaces on Albacore Lane, adjacent to the inner boat basin.

Background:

The 2007 Master Plan included a recommendation to widen the sidewalk on Albacore Lane. Port staff found much of the existing sidewalk was blocked due to the overhang of vehicles parked against the curb. As an alternative to the 2007 recommendation, this project proposes installing parking bumpers to prevent vehicles from overhanging the sidewalk. Some people expressed concern that pushing vehicles away from the curb would impede two-way traffic on Albacore Lane. The Steering Committee discussed the possibility of angled parking and one-way directional traffic, but ultimately advocated for the preservation of two-way traffic and perpendicular parking.

Benefits:

Parking bumpers create more space for pedestrians on the sidewalk and alleviates the need to walk in the street behind parked cars.

Barriers:

Pushing the vehicles back from the sidewalk may impede two-way traffic on Albacore Lane.

Bang for the Buck:

This is a low cost project with high returns on safety and accessibility.

Cost:

Concrete bumpers cost \$75 each, while recycled plastic bumpers cost \$60 each. The estimated cost of materials for 50 perpendicular parking spaces is \$3,000 to \$3,750. Port staff will provide labor. The low estimated cost of this project provides a preferable solution to the widening project suggested in the 2007 Plan.

Forecast:

Short-term.

Partners:

No partners were identified.



MARINA RECOMMENDATIONS

Rank: 2

Trailered Boat Washing Station (2013)

Description:

Construction of a trailered boat washing station. The station will consist of six individual washing stations, with signage and striping to direct and regulate usage. It will occupy approximately 6,000 square feet of space at the corner of Crosline and Guano Rock Roads. Development of the site requires connection to the water main, installation of hoses and hose bibs with vandal proofing, and the removal of curbing at each end of the concrete island. Port staff anticipates the existing storm drains will accommodate the water discharged from the new boat wash station.

Background:

A boat washing station project was not proposed in the 2007 Master Plan. Currently, a hose bib is available for washing boats on Guano Rock Lane, next to the maintenance shop.

Benefits:

Recreational boaters can wash their boats and flush their boat motors prior to returning home. This will not only reduce the corrosive effects of salt on their equipment, but will potentially help prevent the spread of invasive species.



Barriers:

Fishermen spread and repair trawling nets in the vicinity. The area also serves as overflow for RV parking when the RV Park is at capacity. Both of these will be minimally impacted by this project.

Bang for the Buck:

The Steering Committee and Marina Focus Group members believe this project offers great benefit to the community and may reduce the accidental spread of invasive species into US waters. Recreational boaters locally and statewide will benefit from this project.

Cost:

Estimated \$10,000 to \$15,000

Forecast:

Short to mid-term.

Partners:

Community improvement, recreational fishing groups, and possibly the Oregon State Marine Board (although the Boating Facilities Program does not currently provide grant funding for boat wash stations).

MARINA RECOMMENDATIONS

Rank: 3

Viewing Platform (2013)

Description:

A 600 square foot, L-shaped deck, between the Fisherman’s Memorial and the boat launch.

Background:

A viewing platform was not proposed in the 2007 Master Plan. Steering Committee members considered this a low-cost alternative to the elevated walkway project recommended in 2007. The Fishermen’s Memorial is currently protected by a gated chain link fence. Steering Committee members recommended replacing the existing fence with a more attractive boundary.

Benefits:

Appeals to local users and tourists alike. Encourages visitors to explore and enjoy the marina, potentially increasing foot traffic and visitor spending.

Barriers:

This project has low barriers, but will require local building permits and design services prior to construction.

Bang for the Buck:

The new platform is a low cost option to the elevated walkway, and will provide a place for the local community and visitors to relax and enjoy the local scenery.

Cost:

\$5,000 to \$10,000

Forecast:

Short-term.

Partners:

Fishermen’s Memorial Committee, and local community improvement groups.



MARINA RECOMMENDATIONS

Rank: 4

Interpretive Signs (2013)

Description:

Installation of interpretive signs acting as markers on an “adventure trail” through the Harbor. Signs will depict fishing vessel types and gear, and information about Charleston’s history, estuaries, and resident wildlife. Locations include the sidewalks along Kingfisher and Boat Basin Drives, the sidewalk overlook along the outer basin, and at the proposed viewing Platform next to the Fishermen’s Memorial.



Background:

Interpretive signs were mentioned, but not selected as an improvement project in the 2007 Master Plan. Community members repeatedly mentioned interpretive signs as a priority at the 2012 Town Hall meeting, and the topic was discussed during Steering Committee meetings. The Oregon Institute of Marine Biology also intends to incorporate interpretive signs into its Charleston Marine Life Center.

Benefits:

Relevant and effective interpretive signs will educate the local community and visitors on the historical and environmental qualities of the area.

Barriers:

No specific barriers.

Bang for the Buck:

Project ties in with OIMB’s interpretative sign initiative in the local area.

Cost:

\$5,000 to \$8,000

Forecast:

Short-term.

Partners:

Oregon Sea Grant, Oregon Institute of Marine Biology, South Slough National Estuarine Research Reserve, local tribes, Charleston Community Enhancement Corp., Charleston Merchants and the Coos Historical & Maritime Museum.

MARINA RECOMMENDATIONS

Rank: 5

Designated Unloading Areas with Pedestrian Foot Path (2013)



Description:

Elimination of parking spaces with re-striping at designated loading/unloading areas at the outer boat basin dock heads.

Background:

Dock loading/unloading areas were proposed in the 2007 Master Plan, as part of the elevated walkway project. At the time, committee members determined the project was too costly. However, loading/unloading areas are necessary conveniences for both commercial and recreational users.

Benefits:

Increases space for pickup trucks to safely load/unload at dock heads and relieves congestion in the area. It will also discourage marina customers from parking on the sidewalk, providing a safe place for pedestrians to access local businesses.

Barriers:

Potential misuse of loading zones without proper enforcement. Reduces available parking during peak season.

Bang for the Buck:

Anticipated costs for this project are minimal and will improve accessibility and safety at the dock heads.

Cost:

\$3,000

Forecast:

Short-term.

Partners:

No partners were identified.

MARINA RECOMMENDATIONS

Rank: 6

Storage Unit Expansion with Dry Storage Improvements (2007/2013)

Description:

Addition of a new 200-foot by 35-foot storage unit building, with 14'H x 12'W doors.

Background:

This project is carried forward, in part, from the 2007 Master Plan (see 2007 section 5.1.3). Committee members, both recreational and commercial users, believe there is a market for larger storage units within the Harbor. Commercial users will store gear and equipment, and recreational boaters have a need for enclosed boat storage.

Benefits:

Provides larger storage units for recreational and commercial users with a relatively short pay-down period.

Barriers:

Will require a local building permit. A new building next to the existing storage facility will eliminate some dry storage area. Has a high initial investment cost.

Bang for the Buck:

With estimated annual revenue of \$36,000, Steering Committee members believe this project serves a need in the community and will have a quick return on investment.

Cost:

\$150,000 + Force labor

Forecast:

Short-term.

Partners:

No partners were identified.



MARINA RECOMMENDATIONS

Rank: 7

Addition of Fish Cleaning Station (2013)

Description:

Addition of a new covered fish cleaning station at the northwest end of the marina parking lot near the existing station.

Background:

Additional shelter and enhancements were made at the fish cleaning station as described in the 2007 Master Plan. The improved station is popular and well-used, but customers say it's "too small" and "there are not enough cleaning stations during the busy summer months." Marina Focus Group members discussed the addition of windbreaks and the expansion of filleting tables at the dock heads.

Benefits:

Relieves congestion at the current fish cleaning station, which may increase the value of using the Marina boat launch for recreational fisherman.



Barriers:

Fish cleaning stations are labor intensive to maintain and there is a permit limitation on in-channel carcass disposal. There will be increased congestion around the boat launch.

Bang for the Buck:

Construction costs are high, but there may be an increase in marina usage if more cleaning tables are available.

Cost:

Unknown

Forecast:

Short-term.

Partners:

Oregon State Marine Board, Oregon Department of Fish and Wildlife, Charleston Community Enhancement Corp and Charleston Merchants Association.

MARINA RECOMMENDATIONS

Rank: 8

Elevated Walkway (2007/2013)

Description:

Construction of an elevated walkway over the outer basin shoreline, with loading/unloading areas at the dock heads.

Background:

This project was a priority in the 2007 Master Plan (See Section 5.1.2 Phase 2).

Benefits:

Promotes Charleston's growth as a visitor destination. Supports exploration and sight-seeing in the marina, which brings more customers to local businesses. Adds visitor parking and loading areas. Improves traffic flow. Provides a segway to move retail businesses to over-water structures.

Barriers:

In 2007, the cost was estimated between \$1.17 million to \$1.58 million. State and federal permitting.

Bang for the Buck:

The Steering Committee determined the project will be a great benefit for tourism, but a low return financially on Port investment.

Cost:

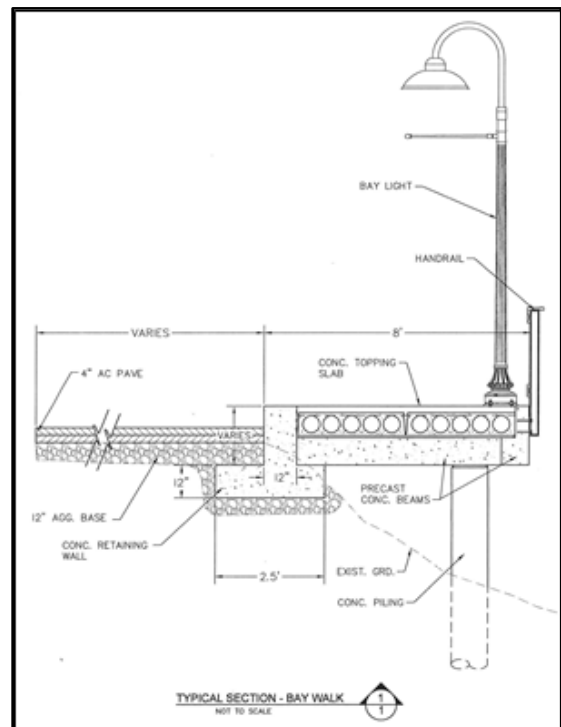
Unknown

Forecast:

Long-term

Partners:

No partners were identified.



MARINA RECOMMENDATIONS

Rank: 9

Commercial Buying Dock (2013)

Description:

Designation of a seafood vessel off-loading dock and access area for the wholesale of unprocessed seafood. Facility would include hoist(s) for off-loading commodities and will have utilities for equipment operation and live seafood tanks.

Background:

This project was not in the 2007 Master Plan. The Port's current commercial buying hoist is located at the end of the Ice Plant dock. Currently, pickup trucks access the dock on a single lane wooden pier. Larger trucks are not allowed on the pier due to safety concerns. Marina users would like to see a buying dock with access and amenities to support additional live seafood markets.

Benefits:

Supports commercial fishing industry. Increases commerce and creates a potential to diversify seafood product markets.

Barriers:

Potential high cost. State and Federal permitting.

Bang for the Buck:

Steering Committee and Marina Focus Group members determined that despite significant barriers, the project's benefit to the community merited inclusion in the plan as a long-term goal.

Cost:

Unknown

Forecast:

Long-term.

Partners:

No partners were identified.



MARINA RECOMMENDATIONS

Rank: 10

Sidewalk Along South Side of Guano Rock Lane (2007)

Description:

Construction of a 1,100-linear foot sidewalk along the south side of Guano Rock Lane to link pedestrians to the outer basin.

Background:

This project was a priority in the 2007 Master Plan (See Section 5.1.1). The community cited sidewalk, lighting and landscaping improvements as a high priority during the 2012 Town Hall meeting, particularly due to the successful completion of the Boat Basin Drive project.

Benefits:

Promotes pedestrian safety. Encourages visitors to explore the marina. Links the marina with OIMB's Charleston Marine Life Center.

Barriers:

The 2007 Master Plan estimated the cost at \$400,000. Engineering costs related to drainage and design may prove to be costly on such a flat area.

Bang for the Buck:

The Steering Committee determined that despite the high costs; sidewalk, lighting and landscaping improvements enhance the area by increasing access to Charleston amenities.

Cost:

Unknown

Forecast:

Mid-term

Partners:

Oregon Department of Transportation, local tribes and University of Oregon.



MARINA RECOMMENDATIONS

Rank: Unranked

Landscaping on Kingfisher Drive (2013)

Description:

Create a welcoming “gateway” by landscaping the entrance to the Charleston Marina at Kingfisher Drive.

Background:

This project was not in the 2007 Master Plan. Community members at the 2012 Town Hall meeting and Focus Groups recommended improved landscaping throughout the marina, especially along Kingfisher Drive. This project will tie in the design of Boat Basin Drive to improve flow and continuity. May Town Hall comments suggested the addition of benches and picnic tables.



Benefits:

Enhances the appearance of Kingfisher Drive

Barriers:

Low barriers

Bang for the Buck:

This is a low cost project with high returns. Improving the appearance of marina facilities improves customer satisfaction.

Cost:

\$3,500

Forecast:

Short-term.

Partners:

Charleston Community Enhancement Corp., Charleston Merchants and local garden club.

SHIPYARD RECOMMENDATIONS

Rank: 1

Repair Existing Marine Ways (2013)



Description:

Rehabilitation of the existing 200 ton marine ways.

Background:

The existing marine railway was constructed in the early 1980's. This Port owned infrastructure is now leased by Giddings Boat Works. The last rehabilitation project of modifying and replacing the steel rail system was undertaken by Giddings and the Port in 2010. It is now apparent that the substructure of the rail system is in need of significant overhaul and repair.

Benefits:

Increased safety and reliability. The railway is a necessary piece of equipment which dictates the overall success of the facility.

Barriers:

This project will have high costs and permitting regulations associated with it.

Bang for the Buck:

Although there are high costs associated with completing this project, it supports the commercial fishing industry and sustains over thirty family wage jobs within the Shipyard.

Cost:

Unknown

Forecast:

Short-term.

Partners:

U.S. Economic Development Administration, Coos County, Business Oregon.

SHIPYARD RECOMMENDATIONS

Rank: 2

Fenced Storage/Designated Parking on Troller Road (2013)

Description:

Clear and grade .55-acres of land north of the Distant Water Fleet parking lot, and create a graveled and fenced storage area.

Background:

The Port recently purchased this property because of its location adjacent to the Shipyard property line. Best use for the property has not been identified, but fenced storage is identified as a viable and necessary choice for the short term.

Benefits:

Provides additional secured storage for customers and creates additional parking inside the Shipyard.

Barriers:

Short-term development creates lost revenue opportunities in the absence of a defined highest and best use.

Bang for the Buck:

Shipyard Focus Group members recommend the project for its simplicity. While this is not the best use of the property, it is believed to be an appropriate short-term use.

Cost:

\$9,000

Forecast:

Short-term.

Partners:

No partners were identified.



SHIPYARD RECOMMENDATIONS

Rank: 3

Replace Existing Travel Lift with Higher Capacity Travel Lift (2013)

Description:

Purchase a travel lift with a 150-ton or greater capacity, and provide the required landside improvements by enlarging the existing travel lift slip.

Background:

The 2007 Master Plan recommended the purchase of a 200-ton travel lift, and construction of a new travel lift slip. This project was not accomplished due to high construction and procurement costs and the existing configuration of the Shipyard. The existing 60 ton lift can haul-out vessels 55 feet in length, with a maximum width of 17 feet. The lift is owned and operated by Giddings Boat Works. Facility personnel provide haul out and Port staff provides boat washing services to an average of 100 vessels per year.

Benefits:

Increases productivity and safety at the Shipyard. It is estimated that 85% of vessels serviced at the Shipyard could be hauled out with a 150 ton travel lift, while larger vessels would use the marine ways.

Barriers:

This project has substantial permitting requirements and high costs. Additionally, there is debate over who should own and operate the new travel lift.

Bang for the Buck:

Considering the number of jobs and businesses dependent on haul out services at the Shipyard, Shipyard Focus Group and Steering Committee members reaffirmed that this project's community benefit outweighs the costs.

Cost:

\$600,000 to \$1,000,000

Forecast:

Mid-term.

Partners:

Shipyard businesses, Business Oregon, U.S. Maritime Administration, U.S. Economic Development Administration, Coos County.



SHIPYARD RECOMMENDATIONS

Rank: 4

Expand Work Docks (2013)

Description:

Construction of one continuous concrete work dock at the Shipyard.

Background:

This project was not in the 2007 Master Plan. Approximately 300 feet of concrete work docks and another 200 feet of floating docks are located on the Shipyard's southern boundary. Concrete work docks are used for in-water gear changes, repairs and alterations. A mobile crane currently uses two existing concrete work piers to access vessels in the water.

Benefits:

Improves the overall safety and operations at the Shipyard and will provide additional opportunities for vessel repair, retrofit, and construction.

Barriers:

This project has substantial permitting requirements, and high costs.



Bang for the Buck:

The Shipyard Focus Group and Steering Committee members agree that the project has high barriers, but believe the long-term benefits outweigh the costs.

Cost:

Unknown

Forecast:

Long-term.

Partners:

Coos County

SHIPYARD RECOMMENDATIONS

Rank: 5

Troller Road Improvements (2007/2013)



Description:

Engineer drainage and pave Troller Road.

Background:

This project was included in the 2007 Master Plan (See Section 5.2.1). Troller Road is a public access road to the Shipyard and other private businesses. The road bed is in poor condition and paved areas are badly deteriorated. Water pools during the rainy season and drainage must be addressed.

Benefits:

Smooth ride and less maintenance.

Barriers:

For Troller Road to be widened, as described in the 2007 plan, right-of-way permissions must be acquired. Mitigating drainage issues will require engineering and potential relocation of fixed structures, such as Charleston Sanitation's pump station.

Bang for the Buck:

The Shipyard Focus Group and Steering Committee determined that regardless of the barriers, this project is key to improving commercial access to the Shipyard.

Cost:

2007 Master Plan cost estimate was \$328,500, excluding right-of-way acquisition costs.

Forecast:

Mid-term.

Partners:

Adjacent property owners. Potential State grant programs targeting infrastructure tied to job creation and water quality improvement.

SHIPYARD RECOMMENDATIONS

Rank: 6

Expand Restroom Facilities (2013)

Description:

Remodel or replace existing divided restrooms and showers and extend sewer services to Shipyard tenant buildings.

Background:

An additional restroom was proposed in the 2007 Master Plan at the Distant Water Fleet parking lot. Currently there is only one male and one female toilet in the Shipyard. Portable toilets are used to accommodate the increasing demand in the Shipyard.

Benefits:

Adds convenience and improves sanitary conditions for Shipyard employees.

Barriers:

Permitting, engineering and construction costs.

Bang for the Buck:

Improved restroom facilities are considered to have high costs with low financial return to the Port. However, Steering Committee and Focus Group members believe this project will increase customer satisfaction in the Shipyard.

Cost:

Unknown

Forecast:

Short to mid-term.

Partners:

Charleston Sanitary District and Shipyard businesses.



SHIPYARD RECOMMENDATIONS

Rank: 7

Construct Multi-Purpose Buildings (2013)

Description:

Construct additional buildings for individuals and businesses to rent for boat work, workforce development, or other collaborative projects. Recommended building size is 80'L x 30'W x 20'H.

Background:

Covered work areas protect workers from coastal weather conditions and increases their ability to work through periods of inclement weather. Currently, all buildings in the Shipyard are under lease. Shipyard Focus Group members believed there is a demand for additional buildings.

Benefits:

Provides opportunity for the diversification of Shipyard services and workforce development. This project is a potential revenue source, and proceeds could be applied to Shipyard enhancements.



Barriers:

The project has high initial costs and local permitting constraints.

Bang for the Buck:

Buildings are a potential revenue source and offer opportunities for new businesses in the Shipyard.

Cost:

Unknown

Forecast:

Mid-term.

Partners:

Southwest Oregon Community College, Business Oregon, Shipyard businesses.

SHIPYARD RECOMMENDATIONS

Rank: 8

Expand Shoreside Capacity (2007/2013)

Description:

Development of 4.80 acres of property through the construction of bulk heads, and the use of dredge tailings as fill material.

Background:

This project was proposed in the 2007 Master Plan (See section 5.2.2), but not implemented due to environmental permitting and the high costs associated with the project. An increased footprint may offer more opportunities for growth within the Shipyard.

Benefits:

Increases work areas, and creates additional space for future business development.

Barriers:

High permitting and cost barriers.

Bang for the Buck:

Shipyard Focus Group members recommended this project remain part of the Master Plan as a long-term goal. An expected increase in the demand for boat construction and repair services will benefit from this project.

Cost:

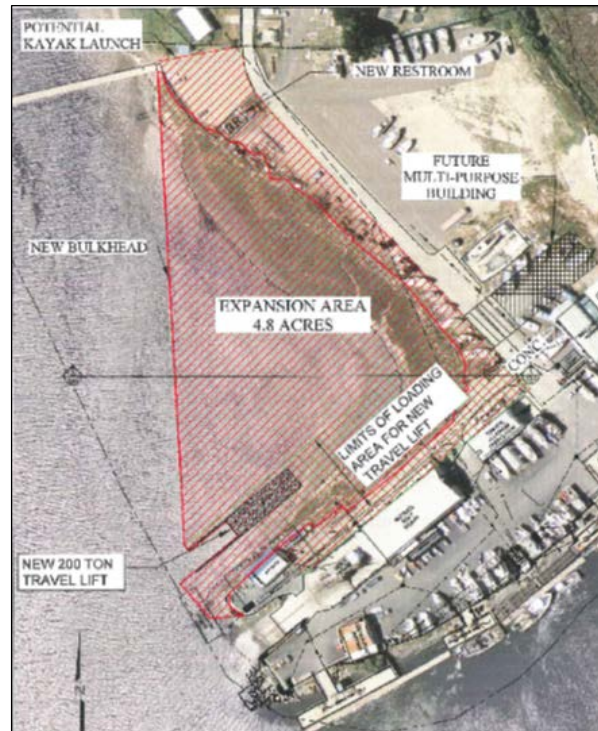
Estimated cost \$6 million to \$8.6 million

Forecast:

Long-term

Partners:

No partners were identified.



RV PARK RECOMMENDATIONS

Rank: *Unranked*

Replace Restrooms and Showers (2013)

Description:

Conduct an engineering evaluation of the multipurpose building to determine the feasibility of rehabilitation or replacement. The building houses restrooms, showers, crab-cooking, and a laundry room.

Background:

This project was not identified in the 2007 Master Plan. The facility is 30 years old, and needs to be evaluated for code compliance and potential improvements. Recreational vehicle travel magazines consistently downgrade the RV Park's rating in annual publications due to the age of the restroom and shower facilities.

Benefits:

Improves customer satisfaction and marketability of the RV Park.

Barriers:

Cost, which has not been estimated. Local building permit required.

Bang for the Buck:

Improving these facilities will increase customer satisfaction, which may generate more revenue for improvements.

Cost:

Unknown

Forecast:

Mid-term.

Partners:

No partners were identified.



RV PARK RECOMMENDATIONS

Rank: Unranked **Dog Park (2013)**

Description:

Install a 200'L x 10'W x 4'H, dog park with double gates on Crosline Road next to the RV Park boundary fence. The project will include new signage and multiple pet waste disposal containers to mitigate odors and to maintain a clean environment with an attractive appearance.

Background:

This project was not identified in the 2007 Master Plan. Marina employees recommended a dog park at the Marina Staff Focus Group. The project was welcomed with enthusiasm when introduced at the May Town Hall meeting.



Benefits:

Provides a venue for Harbor users to exercise their animals, and creates an area for visitors to unleash their dogs. This will assist with the enforcement of the Port's leash policy.

Barriers:

Some overflow parking will be sacrificed.

Bang for the Buck:

Overall, the community benefits outweigh the costs.

Cost:

\$2,700

Forecast:

Short-term.

Partners:

No partners were identified.

ACKNOWLEDGEMENT

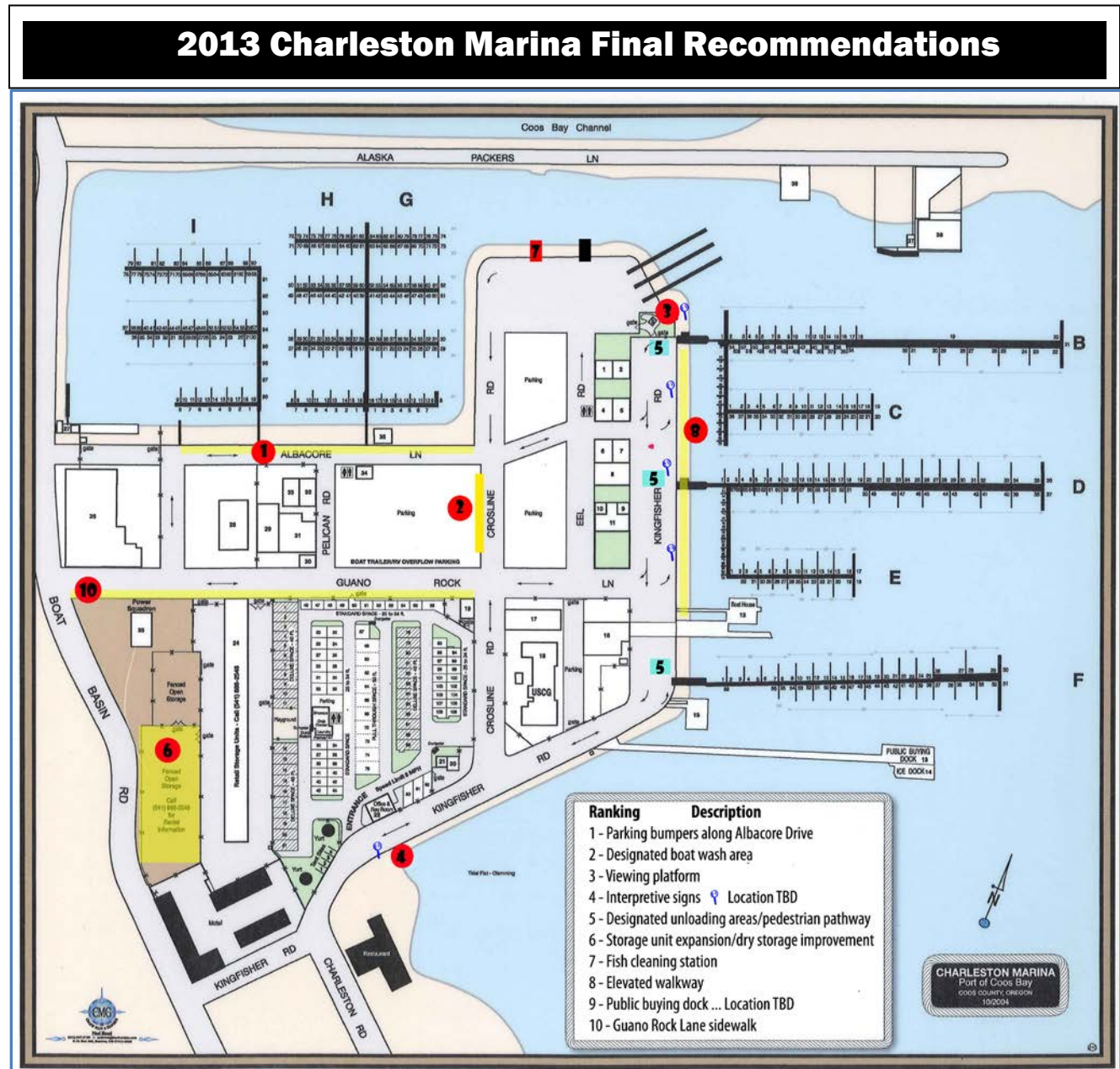
The Port would like to thank everyone involved in the 2013 Master Plan update. Over the past six months we hosted numerous meetings with participants that were eager, ready, and willing to offer suggestions and ideas to improve the services and facilities managed by the Port of Coos Bay. Again, thanks for everyone's hard work and dedication throughout this lengthy process!

Table 1:
Final Charleston Harbor Update Project Recommendations

2013 Charleston Harbor Master Plan Update Final Recommendations		
Rank	Projects	Forecast
Marina		
1	Parking Bumpers Along Albacore Lane	Short-Term
3	Viewing Platform	Short-Term
4	Interpretive Signs	Short-Term
5	Loading/Unloading Areas with Footpath	Short-Term
7	Addition of Fish Cleaning Station	Short-Term
2	Trailer-Boat Wash Area	Mid-Term
6	Storage Unit Expansion with Dry Storage Improvements	Mid-Term
10	Sidewalk Along South Side of Guano Rock Lane	Mid-Term
8	Elevated Walkway	Long-Term
9	Commercial Public Buying Dock	Long-Term
Shipyard		
1	Repair Existing Marine Railway System	Short-Term
2	Fenced Storage and Designated Parking on Troller Road	Short-Term
3	Replace Existing Travel Lift with Larger Capacity Lift	Short-Term
5	Troller Road Improvements	Mid-Term
6	Remodel or Replace Shipyard Restrooms	Mid-Term
7	Construct Multi-Purpose Buildings	Mid-Term
4	Expand Concrete Work Docks	Long-Term
8	Expand Shoreside Capacity	Long-Term

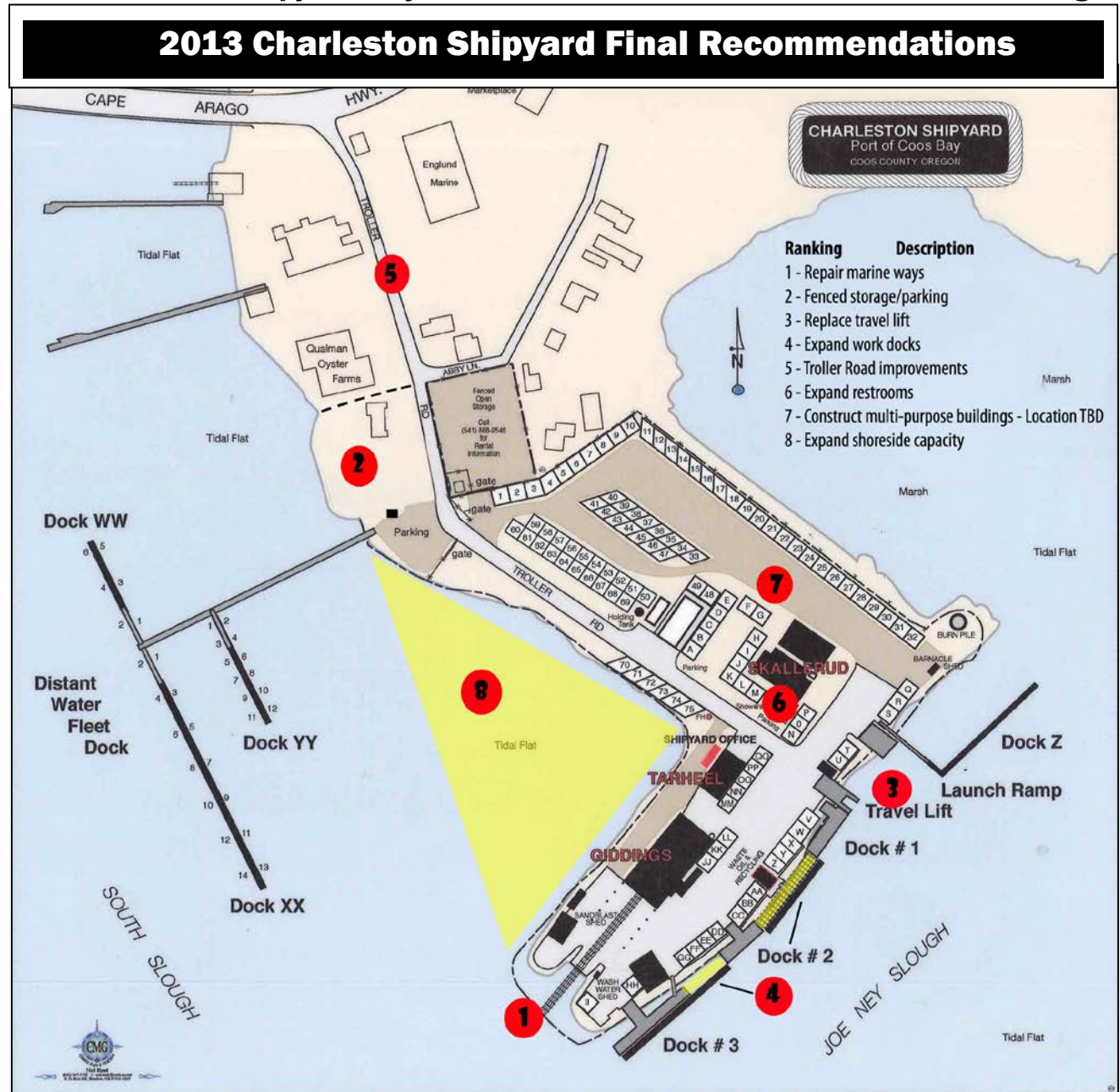
Map 1:

Final Charleston Marina Project Recommendations with Location and Ranking



Map 2:

Final Charleston Shipyard Project Recommendations with Location and Ranking



APPENDIX A - 2007 MASTER PLAN REVIEW

2007 Master Plan Recommendations and Completed Projects 2007- 2012

Marina Recommendations	Completed?
5.1.1 Phase I Parking and Sidewalk Improvements	
Angled Parking on Both Sides of Crosline Rd	N
Sidewalk on East Side of Crosline Rd	N
Turning Radius Improvement at Guano Rock Lane and Boat Basin Dr.	N
Sidewalk Along South Side of Guano Rock Lane	N
Widen Sidewalk on North side of Albacore Lane	N
Resurface Outer Basin with Parking Improvements	Y
Pave, Widen and Seal Eel Ave	Y
Pave Area Behind Seahawk Seafood, Providing Drainage	Y
Rip Rap Repair	Y
Ice Plant Rehabilitation	Y
5.1.2 Phase2- Elevated Walkway	
Elevated Bay Walk with Unloading Areas, Parking and Area for Viewing Pavilion	N
Concrete Sidewalks to North and South of Elevated Bay Walk	N
Meandering Path on the West Side of Boat Parking Area Through Existing Greenway	N
Channelization Islands, Outer Basin	Y
Stoplights on Kingfisher Drive by Coast Guard Station	N
Optional Truck Unloading Area Near Ice Plant Created by Fill	N
6' Walkway Near Fish Cleaning Station	N
Additional Shelter at Fish Cleaning Station	Y
5.1.3 Phase 3- Storage Unit Expansion	
Three Additional Storage Structures	N
Expanded Open Storage	N
5.1.4 Various Phases- Building Expansion	
New Buildings Constructed Over the Sloped Areas Near the Inner and Outer Basins	N
Expand the Recreational Center at the RV Park	N
Inner Basin Restroom Replacement with Shower Facilities	Y
Addition of Third Yurt and Two Additional RV Spaces	Y
Shipyard Recommendations	Completed?
5.2.1 Troller Road Improvements	
Pave Troller Road Adding Drainage, Sidewalk and Re-align to Increase Sight Distance	N
5.2.2 Shoreside Capacity	
Expand Shoreside by Filling Tidelands on the West Side of Shipyard	N
Acquire 200-ton Travel Lift	N
Pave Work Area Near 60-ton Travel Lift	N
Restroom Facilities	N
Kayak Launch with Parking Lot Upgrade	Y
Future Multi-Purpose Work Building	N
Underground Utility Extension into Shipyard	Y

APPENDIX B - COMMUNITY PARTICIPATION

Master Plan Update Steering Committee:

Michael Armstrong*, Recreational Fisherman
Ray Cox*, Tarheel Aluminum, Giddings Boat Works
Mike Dunning, Charleston Harbormaster
J.D. Evanow*, Commercial Fisherman, Charleston Crab Shack
Mark Fleck*, Recreational Fisherman, Englund Marine Supply
Rob Gensorek, Basin Tackle Marine Store
Mike Graybill*, South Slough National Estuarine Research Reserve
Jerry Hampel, Port Commissioner, Charleston Advisory Committee, Commercial Fisherman
Kathleen Hornstuen, Charleston Community Enhancement Corporation
Lou Leberti*, Recreational Fisherman, Vend West Supply
Nick Nylander*, Recreational Fisherman, Attorney
Tom Nowlin*, Commercial Fisherman, F/V Apache
Margery Whitmer*, Betty Kay Charters, Wild Women of Charleston
Craig Young, Oregon Institute of Marine Biology

*Member of Charleston Advisory Committee

Shipyard Focus Group:

Ray Cox, Giddings Boat Works	Mike Lee, Giddings Boat Works
Mike Dunning, Charleston Harbormaster	Brian Skallerud, Skallerud Marine
Mark Fleck, Englund Marine Supply	Rick Stewart, Maintenance Operator, Shipyard
Jerry Hampel, Pacific Seafood	

Marina Focus Group:

Mike Dunning, Charleston Harbormaster	Lou Leberti, Recreational Fisherman
Nick Edwards, F/V Carter Jon	Nick Nylander, Recreational Fisherman
Mike Lane, F/V Morning Star	

Charleston Harbor Employee Focus Group:

Christopher Cranford, Maintenance	Sue Smith, RV Park Administrative Support
Ginger McDonald, Administrative Support	Aaron Simons, Assistant Harbormaster
David Stevenson, Maintenance	Mike Stonesifer, Maintenance Foreman
Mickey Pulse, Maintenance	

APPENDIX B – CONTINUED

Public Participation

Following is a list of individuals who signed in at Town Hall meetings or participated in interviews:

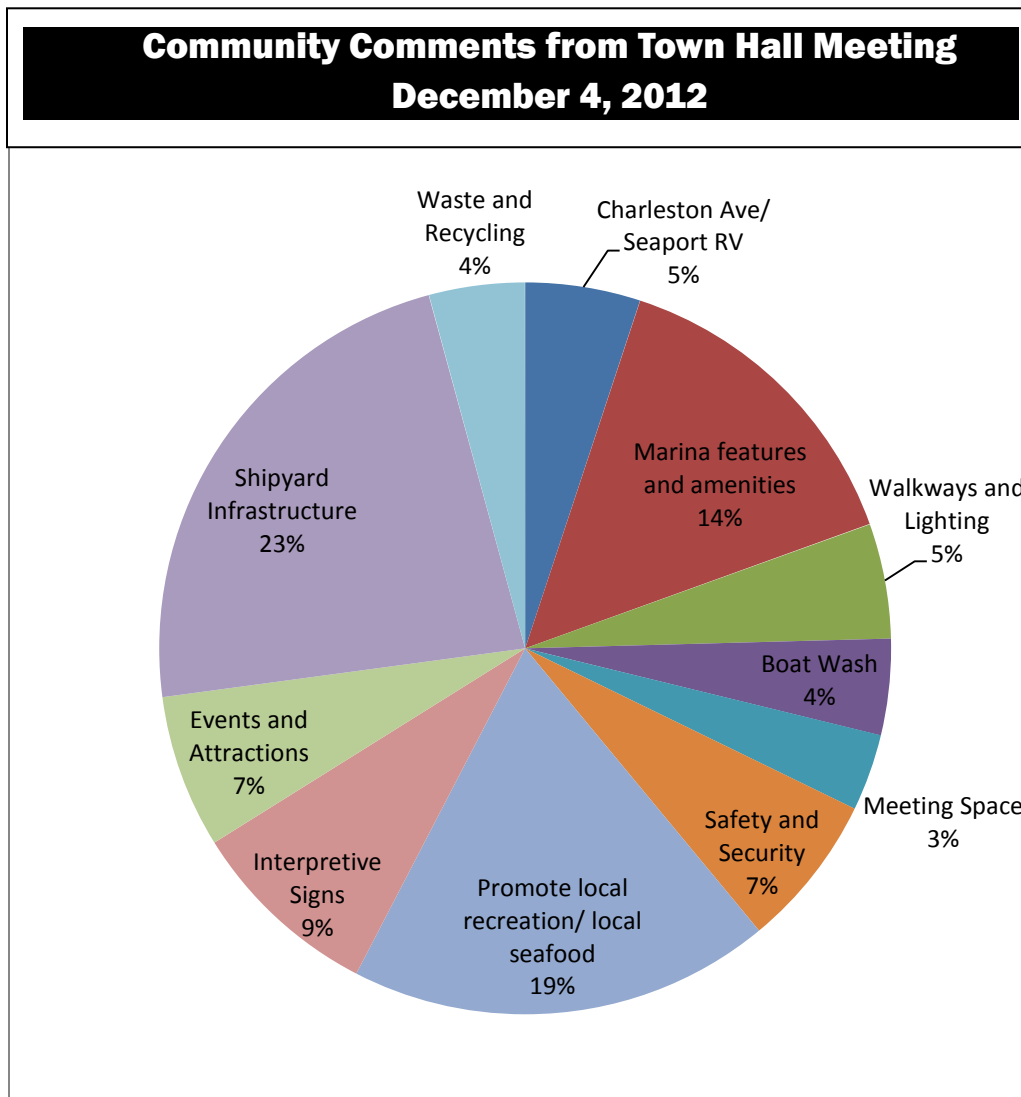
Alexiss Holden	Kyle Latta, Knife River Corporation
Andy Wolfe	Laura Cantrell, Cantrell's Bakery
Annie Donnelly	Laura Mays
Bill Elderkin, George's Marine Electronics	Lia Katz, Charleston Community Church
Carl Holland	Liz Murphy, Monkey Business
Carol Rodde, High Tide Cafe	Lonne Mays
Cathy Jo LeDoux, Fisherman's Wharf Market	Maggie Allen
Craig Praus, F/V Andante	Matt Ledoux, Fishermen's Wharf Market
Crystal Shoji, Shoji Planning and Development	Michael Cantrell, Cantrell's Bakery
Dan Abrahamson	Michael Erickson, Dyer Partnership
Dana Gaab	Michael Hosie, Charleston Fishermen's Memorial Committee
Dave Falk, F/V Betty Jean	Mick Snedden, Charleston Fire District
Deborah Rudd, SSNERR	Mike Ledoux, Fishermen's Wharf Market
Dede Murphy	Myron Kragnes, F/V Kia Ora
Dr. Gerald Miller	Natalie Messerger
Ed Blower, Encore Enterprises	Norm Phillips
Emily Wright	Pat Kinnee, Kinnee's Gifts 'N Shells
Floyd Richards	Paul Merz
Ivan Warnock	Richard Katz, Charleston Community Church
Jack Preston, F/V Ceres	Rick Hamilton, Coos Bay- North Bend Water Board
James Husko	Rick Warrenkin, F/V Restless
James Richards	Robert Bryant, F/V Lassie
Jamie Doyle, Oregon Sea Grant	Ruth Barker, Charleston Visitors' Center
Jim Odam	Scott Miller, Millers at the Cove Sports Bar
Jim Ritchie, Great White Coin Wash	Sean Cutting, Coos Bay Trawlers Association
John Chirrick, Charleston Sanitary District	Sean Ryan, F/V San Pablo
John Hill	Seth Smith
John Holden	Steve Bodnar, Coos Bay Trawlers' Association,
John LaTourette	Steve Creech, Charleston Marine Store
Joy Tally, SSNERR	Steve Raple, High Tide Cafe
Kara Lincoln	Terry Craeger, Charleston Food Pantry
Karen Wagoner, Charleston Merchants	Tom Kramer, Charleston Merchants Association
Katherine Andreasen, SSNERR	Travis Warnock, Davey Jones Locker
Ken Whitted, Ocean Waves Seafood	Tyler Long, F/V Harvester
Kileen Mitchell	
Knute Nemeth, CCEC	

APPENDIX B – CONTINUED

Timeline to an Updated Master Plan

- December 4, 2012 **Kick- Off Town Hall Meeting**
Topic: What should we do?
- January 23, 2013 **Steering Committee Meeting**
Topic: Input from Town Hall Meeting: Where should we start?
- January 29, 2013 **Shipyards Focus Group Meeting #1**
Topic: What does the Shipyards need?
- February 6, 2013 **Steering Committee Meeting**
Topic: 2007 Phase 1 and 2 marina parking and sidewalk recommendations: Are there alternatives?
- February 22, 2013 **Shipyards Focus Group Meeting #2**
Topic: Discussion and ranking of Shipyards projects according to the 3 Bs.
- February 27, 2013 **Steering Committee Meeting**
Topic: Report from Shipyards Focus Group and approval of proposed Shipyards projects.
- March 12, 2013 **Marina Focus Group Meeting**
Topic: Discussion and ranking of marina projects according to the 3 Bs.
- March 15, 2013 **Charleston Harbor Employee Focus Group**
Topic: Discussion and input on pros and cons of proposed marina and Shipyards projects.
- March 20, 2013 **Steering Committee Meeting**
Topic: Report from Marina and Harbor Employee Focus Groups and discussion of proposed marina projects.
- April 18, 2013 **Steering Committee Meeting**
Topic: First Draft 2013 Charleston Master Plan and agreement on list of set aside and recommended projects.
- May 20, 2013 **Town Hall Meeting**
Topic: What do you think? How can we make these projects even better?
- June 7, 2013 **Steering Committee / Charleston Advisory Committee Meeting**
Topic: Final Draft 2013 Charleston Master Plan and endorsement to the Port Commission.
- June 20, 2013 **Submission for Approval by Port Commission**

APPENDIX C - COMMUNITY INPUT



Charleston Ave/ Seaport RV: Community comment on the beautification and development of Charleston as a visitor destination routinely include some discussion of these two properties. The poor conditions on Charleston Avenue and the unsightly living conditions and criminal activity observed at Seaport RV Park are viewed as poor representations of what Charleston has to offer. Charleston Avenue is not a Port owned road. Seaport RV Park is located at the entrance to Boat Basin Drive and is privately owned and operated. Its central location makes it highly visible to visitors and local residents.

Designated Boat Wash Area: Concern for potential introduction of invasive aquatic species into the Coos Bay estuary, as well as support for encouraging recreational use of the marina, are key drivers behind this repeated community request. Community members identified a boat wash as a needed and currently absent marina amenity.

APPENDIX C - CONTINUED

Events and Attractions: Community comments included a range of suggestions for boosting visitor traffic to the marina via special events and attractions. The Port is involved in many of the annual events sponsored in Charleston and continues to offer promotional support to the area's community groups. This is a role that the Port can continue to fill in response to community driven initiatives.

Interpretive Signs: In the course of discussing marina beautification and directional signage, several requests were made for interpretive signs. Suggested locations were identified at Kingfisher Rd, along walkways, at the inner and outer basin docks, and at the Distant Water Fleet.

Marina Features and Amenities: A significant portion of community comment was directed toward rearrangement and development of the marina. As described in the 2007 Master Plan, the long term goal for the marina is to re-orient the buildings toward the water. This is congruent with some of the community requests for development of building sites at the inner and outer basins. Other amenities identified as desirable and currently absent were cold storage, a second fueling option, dry storage for small sport boats, development of the Point Adams beach as a recreation site, and wind shelters along the waterfront. Steering Committee members discussed these topics but did not prioritize them into the final recommendations. Cold Storage and Point Adams were ranked alongside the recommended projects. Focus Group and Steering Committee members ranked both of these potential projects high on benefits but low on feasibility. Steering Committee members recommended keeping these two projects as long-term goals should opportunities arise that improve the probability of successful implementation.

Meeting Space: In reviewing the 2007 plan, community members identified the expansion of the Marina RV Meeting Room or development of additional meeting centers as desirable projects.

Promotion of Local Recreation and Seafood: Community members identified promoting local seafood and local recreational opportunities as important strategies for the development of Charleston as a visitor destination.

Safety and Security: Community members discussed security in the Charleston Marina in terms of both pedestrian safety and property theft.

Shipyard Infrastructure: Extensive community comment was directed towards the Shipyard. Widening Troller Rd, acquisition of additional equipment, expansion of work docks, and extension of utilities and sewer were some of the recommended improvements.

Walkways and Lighting: Provide walkways and create an atmosphere conducive to pedestrian exploration was a repeated recommendation from the community members. More lighting throughout the marina was also recommended.

Waste and Recycling: Community concern for the proper disposal of waste and the encouragement of recycling resulted in multiple requests for trash receptacles. Recycling of fish carcass waste was also suggested.

APPENDIX C - CONTINUED

Captured Comments

Charleston Ave / Seaport RV

Require county to enforce code at Seaport RV Park
Fix up Charleston Ave / Hallmark Creek
Filtration system by visitors' center
Road improved that runs behind Charleston Community Church (Hallmark Creek Area)
Clean up the fishplant on the East side of bridge
Decora-removed: ship that sank
Purchase the Seaport RV Park and re-habilitate

Designated Boat Wash Area(s)

Mentioned four times - once in reference to kayak launch.

Events & Attractions

Amusement park
Sailing school: tie in with CB yacht club or boat building center
More events
Tall Ship - permanent
More at Fisherman's Memorial
Help Seafood Festival
Drag strip / sand racing
Fisher poet gathering format

Interpretive Signs

Interpretive signs (mentioned three times)
Enhance South Beach- interpretive panels, planting (mentioned twice)
Signage for boat ramps / kayak ramps
Better post office signage
Interpretive signage: walkways, docks, distant vessel interpretation and gear
Signage to deter feeding the sea lions and dumping fish carcasses
Signs to the kayak launch

Meeting Space

Expand RV Park Rec Center
Expand/improve meeting centers (Power Squadron and RV Park)
Extend RV Park (new port property by Hallmark) & add meeting space
Community yurt or event yurt

APPENDIX C - CONTINUED

Marina Features and Amenities

Wind block on waterfront
Limited parking - outer basin
Re-orient marina office: Use first floor for commercial/restaurant
Native plants along inner basin
Point Adams Park
More than one option to purchase fuel
Construct buildings on basins
NW corner of marina lot for mixed use building sites
Rearrange parking to accommodate traffic and fishermen
Wind shelters: walkway between small boat basin and fish cleaning
Fire pit / self-grilling (same location)
Alternative energy: wind options (turbines), solar (on ice facility)
Shops on extended walkway overlooking marina and looking toward entrance
Store and stack small sports boats
Look at drainage and storm water run off
Fuel dock or mobile delivery system
Enforce parking - no cars in trailer area, color coding
Two way traffic for Pt Adams Rd
Fishing dock off Pt. Adams
Develop cold storage
Crabbing dock
Public fishing dock
Docks made more accessible
Overall storm water plan
Cold storage

Promote Local Recreation and Local Seafood

Paddle craft store-n-lock
Paved parking by Marine Life Center
Trail with markers to beaches (eco-friendly)
Public buying dock/area etc. 'Farmers Market'
Local Ocean model
Help local restaurants: use local seafood & update menus
Continue integration with CB, NB tourism planning, etc. continuation of Passport to Charleston
Revisit Charleston Coast and Ocean Center: Oregon Solutions project
Simple brochure that explains crabbing / clamming, etc.
Reinstate managed sea lion hunt
Partner with OIMB to develop walking trails past boat house auditorium

Safety & Security

Traffic crossing - Boat Basin Drive / Cape Arago Hwy
Visible security - family reassurance
Tourist security
Lighting on Cape Arago Hwy (mentioned twice)
Cross walk at OIMB
Dealing with crime and appearance of crime: help Charleston feel safe and inviting
Identify solutions for police coverage / safety

APPENDIX C - CONTINUED

Shipyard Infrastructure

Replace wooden work docks (Shipyard)
New travel lift with area expansion for more employment and business
More concrete work docks
Fix/widen Troller Rd or Move (mentioned four times)
Heavy lift crane
Fix work docks in Shipyard
400 ton travel lift
Replace current boat ramp in Shipyard with new travel lift hoist for larger vessels (36' wide, 100- 120 long)
Expand utility service to long term storage area
Expand sewer to Shipyard tenants
Expand restrooms for public / Shipyard users
Amenity: permanent restroom at Distant Water Fleet
Expand industrial area on own property (Shipyard)
Paddle craft store & lock
Acquire additional properties to expand Shipyard and accommodate larger vessels
Better organize long term storage area
Plan financially for property acquisition to be able to remove dilapidated infrastructure and replace
Stacked boat storage
Concrete work docks
200 ton travel lift at current travel lift site
Run utilities to long-term
Sewer at Shipyard
Multiple track marine ways

Waste & Recycling

Recycle fish carcasses for 'green' uses....more sustainable: a transfer station
Dog waste and cigarette butt receptacles and signs (mentioned twice)
Trash and recycling – dog waste receptacles to keep clam beds cleaner

Walkways and Lighting

Sidewalk lighting to define space- Kingfisher to outer basin
Pedestrian friendly as possible
Walkway- similar to RV toward Ice Plant stretch in all of marina that facilitates exploration
More lighting through all of marina
Solar dock lights

APPENDIX C - CONTINUED

Town Hall Meeting - May 20, 2013

Community input gathered at the second Town Hall meeting was integrated into the project descriptions. The following topics were also discussed:

Paving of Alaska Packers Road: Alaska Packers Road and the Point Adams beach area were discussed several times during the course of this master planning process. Army Corps of Engineers' ownership of the breakwater and road makes development of the area challenging with high cost and permitting barriers. Steering Committee members and Port staff agreed that the area is an important part of the Harbor and recommend a long term view toward its development.

Placement of private aids to navigation at the Shipyard entrance: Discussion of channel dredging and hazardous shallow areas led to this suggested solution.

Captured Comments

The following comments were transcribed from presentation handouts where the attending community members were encouraged to share their thoughts and concerns.

"Thank you Khrissy. It is nice to see creative ideas. All it takes is a little focus and direction. All people have good ideas. This marina and Cape Arago have beautiful potential with the surrounding natural areas, etc. Staff has been very good."

"Repave and repair Alaska Packers Lane. This road provides bicycle and pedestrian access to the beaches along the breakwater, but presently is full of deep potholes and area of broken/ missing pavement. Entire road should be repaired and paved as wide as feasible."

Marina including Storage and RV Park

- "Alaska Packers Rd needs improved"
- "Pinch Point pointing to new viewing center and Point Adams access plus ODFW traffic and Coast Guard"

#1 Parking Bumpers along Albacore Lane

- "No. Yes overreach problem"
- "There are a lot of larger vehicles and disabled vehicles are larger. Limited mobility"
- "Let math decide for safest or compact but designate working areas as priority"

#2 Trailered-Boat Wash Area

- "Love this idea #1"
- "Containment and recycling of water? DEQ? Hazardous Material? Battery Acids? Oil, fuel, Funding? Homeland? Coast Guard? Other mitigated projects?"
- "Does this then restrict guys that lay out large nets to left?"

APPENDIX C - CONTINUED

#3 Viewing Platform

- “Caution signs for larger trucks picking up goods from fishing vessels that park to left of ramp and in and out of boats. Again maybe mirrors to help boaters and trucks loading/unloading, etc.”
- “More interested in the Boat Wash”

#4 Interpretive Signs

- “Prioritize working community projects as with OIMB”
- “Signs at bridge listing amenities in Charleston before crossing bridge”

#5 Designated Unloading Areas

- “?”
- “Prioritize working community and safety. Mirrors if haven’t thought of them”

#6 Storage Unit Expansion

- “Cost to Community”
- “Working folks know best talk to them, use actual applications”
- “Boat Storage- not on main travel. Concern about ‘blue or green’ space”

#7 Expansion of Fish Cleaning Stations

- “Be clear of use...”
- “Another area needed for disposal of waste?”

#8 Elevated Walkway

- “Keep inside high tide mark, less permits”
- “Yes, Please find funding”

#9 Commercial Buying Dock

- “Commercial buying dock would be #2. Expand Ice Plant. Huge Benefits”

#10 Sidewalk on Guano Rock Lane

- “OK. Deal with drainage by Crab Shack”
- “Address drainage area, nice lighting”

Landscaping on Kingfisher Drive:

- “Gateway, Lighting, mirror boat basin Signs? Boot cleaning”
- “Collaboration on landscaping, benches, tables (handicap accessible) Interpretive signs”

Remodel or Replace RV Park Restrooms

- “Remodel of Restrooms! Expand yurts-6 or more”
- “Bicycle storage locker. Keys so can ride. Lock and participate in the port. Yurt promotion to bicyclists RV Park?”

Dog Park

- “Double Gates. Doggie Bags & Cans. Signage to the area”

APPENDIX C - CONTINUED

Shipyard

#1 Repair Existing Marine Ways

- “OK Dredging?”
- “Deeper wider channel, channel markers private aids. Necessary”

#2 Fenced Storage and Parking

- “Recreational area? Commercial lease?”
- “Across the road. Double decker closed storage”
- “Picnic area near kayak launch? Out of traffic for water viewing”
- “Public Access?”

#3 Replace Existing Travel Lift

- “OK”
- “Other equipment as well! Do you shop around for used equipment—suggest doing or again part time seasonal leasing/sharing with the community? You folks know best what tools. Maybe new boat school, etc. a fishing cooperative supply?”
- “#2. Must be done! 200 ton needed!!!! Engineering pad. Crane capacities. Family wage jobs”

#4 Work Docks

- “#1 Army Corp of Engineers builds temp roads and bridges to get tanks moving and repair road after landslides”
- “Crucial”

#5 Troller Road Improvements

- “#3 Keep the holes filled”

#6 Expand Restroom Facilities

- “Expand restroom add an additional facility with showers. Keyed access”

#7 Construct multi-purpose buildings

- “Ok but need dock 1st”
- “?”
- “Mini spaces in large buildings creatively positioned. (same with or if can purchase corner of England Marine and move building for creative rental over in marina and use corner for heavy equipment etc... Supporting Troller Rd somehow?”

#8 Expand Shoreside Capacity

- “?”

APPENDIX D - SHIPYARD PROJECT RANKINGS

Projects	Benefits	Barriers	Bang for the Buck	Total	Ranking	Notes
Repair Existing Marine Ways	5.00	3.50	4.83	13.33	1	<ul style="list-style-type: none"> • Pulse of the yard, very important • Essential for operations • More reasons than I can write • Safety /liability concerns • Without it we have nothing down there • Permitting requirements. A large part in that location • May have to be done in two phases. • Cultural resources(-) • EFH(essential fish habitat) (-) • 80% of jobs revolved around ways (+)
Fenced Storage at Chauncey Property	4.50	4.50	4.20	13.20	2	<ul style="list-style-type: none"> • Easy • Not the highest and best use but short term solution • Revenue for the port • By shifting some storage, more parking is created • Will help the parking issues • Will want to rethink flow • Combine with Troller Rd improvements
150 T lift at Existing Site	5.00	4.00	5.00	14.0	3	<ul style="list-style-type: none"> • Faster solution • Would address 85% of concerns • Easier permitting process for existing space • May need to reconfigure the paved areas • Wash pit may need to be expanded • Existing travel lift is in need up maintenance • Break down would be costly for entire community(-) • Overloaded (-) • Travel lift could be better investment than side tracks(+) • Jobs in are the 60 T to 150T range(+) • 60T is used to maneuver boats on land(+) • Needed: storage of boats with larger lift will space boats farther apart (-) • Would require a second lift with the 60T (-) • 200-300K for used 150 T travel lift (+) • Will require 7 to 8 ft widening (+) • Upgrades to an existing spot (+) • Benefits all the tenants(+)

APPENDIX D - CONTINUED

Projects	Benefits	Barriers	Bang for the Buck	Total	Ranking	Notes
Repair/Replace Existing Work Docks (Floating)	4.33	3.60	3.17	11.10	4	<ul style="list-style-type: none"> • Much needed, costly, somewhat long term • Big Permit issue, high costs • Use floats from marina • We could service more boats faster, more customers • Currently hazardous • Return on investment to both port and tenants – charges for moorage and services • Z dock has dredging issue • Joe Ney Slough has cultural artifacts to be avoided (-) • ? tear out Z dock, sheet pile mudflat • Increased number of haul outs could mean more boats in line for work docks(?) • Would do a lot of good(+) • Permitting and money are the key issues(-)
Fix Troller Road	4.42	3.25	2.75	10.42	5	<ul style="list-style-type: none"> • Needed to improve and accommodate increased traffic • What happens if we don't fix it? • Not until we widen • Permits • Drainage requires engineering • ? alternative improvement • ?elevate road to high spot • ?culvert to bioswale • Bandaaid on it for now and get by with it
Underground Utilities	4.00	3.50	2.75	10.25	6	<ul style="list-style-type: none"> • This would go along with Troller Rd project
Expand Utilities to Long-Term Storage	3.50	3.00	3.50	10.00	7	<ul style="list-style-type: none"> • Needs more discussion • Encourages live aboards • Need power to repair boats that can't afford short term • Possible need as space becomes scarcer...when there is a waiting list • Identify a space for additional short term. • ? maybe a third level of storage • Don't want to prohibit expansion
Additional Buildings for Individuals to Rent for Boat Work/Storage /Collaboration	3.33	2.92	3.42	9.67	8	<ul style="list-style-type: none"> • Much needed but other projects with higher priority • Is there a market? Yes (+) • Need to be pretty big(-) • Big enough to accommodate 150T Lift • Locate in fenced storage

APPENDIX D - CONTINUED

Projects	Benefits	Barriers	Bang for the Buck	Total	Ranking	Notes
Additional Restrooms	4.00	2.60	2.83	9.43	9	<ul style="list-style-type: none"> • What happens if we don't? • Place at south end • Sanitary concerns. It gets really busy. • Osha requirement? (+) • 30 to 50 people working with one flush toilet(-) • Sani-cans get full(-) • Some behavior change needed • Employee Restrooms should be inside Giddings—run sewer to buildings. • Where would additional restrooms make the most sense? • Charleston Sanitation requirements “existing use”...(Specifics) • How many sani-cans would it eliminate?(+) • Do the work/research to define solutions for sewer expansion • ?possible to remodel existing restroom? • Different locking mechanism for unisex restrooms
Designated Oil Pump Out Station- Tie Up	4.50	2.25	2.33	9.08	10	<ul style="list-style-type: none"> • Environmental reasons • Although needed, this is a down the road project • Designated spot and time limit • Vessels having trouble getting tied to pump out • Port to designate 24 hr limit • Policy driven improvement
Side tracks to existing Marine Way with pavement improvement	4.50	3.33	4.08	11.92	11	<ul style="list-style-type: none"> • Have to define long term goals with a larger travel lift to determine how elaborate we get • More than one vessel on the ways at one time
Relocate Encore Enterprise Building	4.00	3.50	3.92	11.42	12	<ul style="list-style-type: none"> • Dependent on side tracks

APPENDIX E - MARINA PROJECT RANKINGS

Projects	Benefits	Barriers	Bang for the Buck	Total	Ranking	Notes
Parking Bumpers Along Albacore Lane (2013)	4.80	4.80	4.80	14.40	1	<ul style="list-style-type: none"> Cheaper than widening sidewalk (+) Doesn't widen the sidewalk (-) Increases access to sidewalk (+) Concern whether pushing parking back will block two way traffic on Albacore Lane (-) Angled Parking wouldn't block the road (?) Resistance to restricting traffic to one way(-)
Boat Wash Area Along the Tree Line in the RV Park Overflow- Parking Lot (2013)	5.0	4.4	4.8	14.20	2	<ul style="list-style-type: none"> Electrical hook ups for the Seafood Festival are in the location (-) Better than at the storage units (+) Brings people here- 'build it and they will come' (+) Concern for traffic, potential bottleneck in busy season (-)
Decking / Viewing Area Behind Fishermen's Memorial (2013)	4.67	4.50	5.00	14.17	3	<ul style="list-style-type: none"> Concern for maintenance and vandalism (-) Incorporate Interpretive signs, seating and a natural windbreak (+)
Interpretive Signage that Explains Charleston Heritage and Details of the Charleston Commercial Fishing Industry and Fleet (2013)	4.40	4.80	4.20	13.40	4	<ul style="list-style-type: none"> Collaboration potential with other agencies (+) Give visitors interesting information and a reason to get out and explore (+) Don't want too many signs in town (-) Concern for vandalism(-) Should be community driven(-)
Trade Parking Spaces for a Designated Loading/Unloading Area Across From Each Dock Head with Footpath for Pedestrian Use (2013)	3.80	4.40	4.0	12.20	5	<ul style="list-style-type: none"> Don't want to lose parking (-) Without enforcement, any loading zone will be misused (-) bad idea(-) Re-do sidewalk like Kingfisher(-)
Storage Unit Expansion (2007)	4.25	3.50	4.25	12.00	6	<ul style="list-style-type: none"> Don't want to lose dry storage (-) Waiting list for larger units 10 x 35 plus (+) Demand for pull through units with electricity (+) <i>Willing to pay reasonable amount for electricity.</i> Development potential at former Merrifield Property (?) Must be secure (?)

APPENDIX E - CONTINUED

Projects	Benefits	Barriers	Bang for the Buck	Total	Ranking	Notes
Wind Break/Cover on Fish Cleaning Stations at D and F Dock (2013)		3.80	4.00	11.30	7	<ul style="list-style-type: none"> • Supports direct from vessel tuna/ salmon sales which are a boom to the local economy (+) • Demand is there (+) • Must pay business license and sign clean up agreement (+) • They'll get vandalized (-) • Time consuming cleanup for maintenance staff (-) • Compete with local businesses who pay larger overhead (-)
Elevated Walkway with Loading Areas, Visitor Parking and Room for Viewing Pavilion (2007)	4.30	3.00	3.80	11.10	8	<ul style="list-style-type: none"> • Cost and Permitting Prohibitive (-) • With fishermen's memorial improvement, won't need viewing pavilion (+) • Good idea, still desirable long term goal (+)
Commercial Buying Dock with Hydraulic Hoists and Room for Trucks and Lifts (2013)	4.33	2.0	4.00	10.33	9	<ul style="list-style-type: none"> • Growing markets for limited supply of seafood (+) • Conflict with large buyers with established facilities (-) • Ice Plant is aging and cannot accommodate large trucks (+) • Lease space available at former Borstien Seafood location (?) • Current hourly rate does not make money and current hoist is underused (-)
Sidewalk Along South side of Guano Rock Lane from Boat Basin Drive to Kingfisher Dr (2007)	2.40	4.40	3.20	10.00	10	<ul style="list-style-type: none"> • Takes away parking for seafood festival (-) • Less grass to cut (+) • With Marine life center, increased visitor foot traffic will be looking for a sidewalk (+)
Concrete Sidewalk Along the East Side of Crosline Rd. Additional parking on both sides of Crosline Rd (2007)	2.60	4.20	3.00	9.80	11	<ul style="list-style-type: none"> • Coast Guard/ DHS property (-) • Put sidewalk next to RV Park fence (?)
6' Meandering Path on the Inner Basin Through the Existing Greenway (2007)	2.40	4.20	3.20	9.80	12	<ul style="list-style-type: none"> • The sight-seeing is on the outer basin (-) • Safety concern when/ if people chose to cut across parking lot to continue exploring (-)
Develop Cold Storage (2013)	4.60	1.60	3.00	9.20	13	<ul style="list-style-type: none"> • Demand for bait storage (+) • Potential demand for commercial and recreational tuna catch (+) • Return on investment requires full capacity (-) • Prefer that it be a private investment (-)

APPENDIX E - CONTINUED

Projects	Benefits	Barriers	Bang for the Buck	Total	Ranking	Notes
Pave Dry Storage to Allow Use of Lifts (2007)	2.67	3.00	3.00	8.67	14	<ul style="list-style-type: none"> • Hysters won't get stuck (+) • Rock would work, instead of paving (+) • Better utilization of the space (+) • Wouldn't necessarily increase number of users (-)
Develop Point Adams Beach as a Recreation Site (2013)	3.50	2.75	2.00	8.25	15	<ul style="list-style-type: none"> • Road access is a barrier (-) • No parking (-) • Breakwater is property of Army Corps of Engineers (-) • Pier off rip rap would be a huge draw (+)
Designated, Secure, Long Term Parking (2013)	2.67	2.33	2.67	7.67	16	<ul style="list-style-type: none"> • Parking policy exists, it just needs to be enforced (-)
New Buildings for Lease Constructed Over the Existing Sloped Areas Near the Inner and Outer Basins (2007)	1.75	2.00	1.50	5.25	17	<ul style="list-style-type: none"> • lease before you build (-)
Expand RV Park Meeting Room (2007)	1.25	2.25	1.25	4.75	18	<ul style="list-style-type: none"> • space available at OIMB (-) • low benefits (-)
Widen Existing Sidewalk on Albacore Lane by 3 Ft (2007)	1.33	1.67	1.33	4.33	19	<ul style="list-style-type: none"> • Parking bumper option is preferred (-)
Turning Radius Improvement at Boat Basin Dr and Guano Rock Lane (2007)	0	0	0		20	<ul style="list-style-type: none"> • Boat Basin Drive Project improved the situation. Trucks and trucks with trailers are getting through much easier. It was the Focus Group's opinion that this project should be deleted from the list