



Agenda
Gig Harbor City Council Study Session
Thursday, January 14, 2021
3:00 p.m.

To join the meeting: <https://zoom.us/j/91891612878>

Or Call-in: (253) 215-8782
Meeting ID: 918 9161 2878

Call to order, roll call

Discussion Items

1. Commercial Fishing Homeport Feasibility Study at Ancich Waterfront Park
 - A. Staff Review of Study
 - B. Council Discussion
 - C. Participant Comments
 - D. Next Steps

Adjourn:

Feasibility Study

for the

Commercial Fishing Homeport at Ancich Waterfront Park

City of Gig Harbor

September 2020

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TABLE OF CONTENTS

Section	Page
1 INTRODUCTION	1
2 COMMUNITY OUTREACH	1
2.1 Interviews	1
2.1.1 Phone Interviews	1
2.1.2 Follow-Up Questionnaire.....	3
2.1.3 Fleet Questionnaire	7
2.2 City Council Meetings	12
3 CONCEPT ANALYSIS	13
3.1 Concept Development	13
3.2 Decision Criteria.....	14
3.3 Alternatives.....	14
3.3.1 Alternative A – Full Buildout.....	14
3.3.2 Alternative E – Linear Facility	15
3.3.3 Upland Improvements.....	16
3.4 Evaluation	17
4 ECONOMIC STUDY	18
4.1 Fishing Industry Trends.....	18
4.1.1 Local Fleet.....	19
4.1.2 Fleet Size.....	20
4.1.3 Harvest	24
4.1.4 Future Issues.....	27
4.1.5 Fishing Industry Trends Summary	29
4.2 Finance	29
4.2.1 Revenue	30
4.2.2 Costs	31
4.2.3 Costs Versus Revenue.....	32
4.3 Economic Impact.....	32
4.3.1 Direct Impacts.....	32
4.3.2 Indirect Impacts.....	33
4.3.3 Induced Impacts	33
5 CONCLUSION	34

LIST OF FIGURES

Figure 1. Responses to Question 1.B.	4
Figure 2. Responses to Question 2.B.	5
Figure 3. Responses to Question 5.B.	6
Figure 4. Responses to Question 6.B.	6
Figure 5. Responses to Question 7.B.	7
Figure 6. Responses to Question 1.C.c.	8
Figure 7. Responses to Question 1.C.e.	9
Figure 8. Responses to Question 1.C.e. Continued	9
Figure 9. Responses to Question 2.C.c.	10
Figure 10. Responses to Question 2.C.c. Continued.....	10
Figure 11. Responses to Question 2.C.d.	11
Figure 12. Responses to Question 3.C.c.	11
Figure 13. Alternative A – Full Buildout.....	15
Figure 14. Alternative E – Linear Facility	16
Figure 15. Areas for Potential Upland Improvements.....	17
Figure 16. Washington Fishing Fleet Trends	21
Figure 17. Alaska Fishing Fleet Trends.....	23
Figure 18. Oregon Fishing Fleet Trends	24
Figure 19. Weight of Fish Landings by Port, Top 10 in Ports Oregon & Washington (Metric Tons).....	24
Figure 20. Value of Fish Landings by Port, Top 10 in Ports Oregon & Washington (2017 Dollars)	25
Figure 21. Washington Commercial Sardine Harvest	26
Figure 22. Non-Treaty Coastal Commercial Dungeness Crab Landings by Catch Reporting Area	27
Figure 23. Climate Change Impact on Fisheries	29

LIST OF TABLES

Table 1. Interview Participants	2
Table 2. Initial Alternatives Examined	13
Table 3. Decision Criteria Definitions	14
Table 4. Alternative A Advantages and Disadvantages	15
Table 5. Alternative E Advantages and Disadvantages.....	16
Table 6. Alternative Comparison	18
Table 7. Gig Harbor Fleet Characteristics	19
Table 8. Washington Licenses Held by Gig Harbor Fleet	20
Table 9. 1984 through 2019 Salmon License Buyback Activity	22
Table 10. Moorage Rates for Commercial Fishing Vessels	30
Table 11. Summary of Costs vs. Revenues Over 20 Years	32
Table 12. Jobs in Agriculture, Forestry, Fishing and Hunting	34

LIST OF APPENDICES

Appendix I	Phone Interview Notes
Appendix II	Follow-Up Questionnaire Responses
Appendix III	Fleet Questionnaire Response
Appendix IV	City Council Presentation
Appendix V	Alternatives Examined, but Not Considered
Appendix VI	Alternatives Examined and Considered
Appendix VII	Construction Cost Estimates

ACRONYMS AND ABBREVIATIONS

Anchor	Anchor QEA, LLC
BST	BST Associates
City	City of Gig Harbor
DCG	David Consulting Group, Inc.
FTE	Full-Time Equivalent
ITE	Institute of Transportation Engineers
MSP	Marine Spatial Plan
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
USGCRP	U.S. Global Change Research Program

1 INTRODUCTION

In 2013, the City of Gig Harbor (City) passed Resolution 949 to capture the visioning process for Ancich Waterfront Park and, even with the park open to the public, this resolution continues to guide site developments. Previous work at the park has created collaborative and compatible uses within the community, preserved and strengthened City views and the historic netshed, as well as provided boat storage opportunities and public beach access. However, one overarching goal of Resolution 949 remains to be completed: To provide dock access and moorage facilities for both small, human powered crafts and commercial fishermen. While design and permitting for the human powered craft dock is well underway, configuration of a commercial fishing Homeport has yet to be established. Various configurations have been generated by local fishermen, the City, and Davido Consulting Group (DCG). The purpose of this Feasibility Study is to provide economic analysis and community opinions for the layout of the proposed Homeport facility.

Throughout the study, DCG along with Anchor QEA (Anchor) have interviewed members of the local fishing fleet and park neighbors (as directed by the City), held meetings with City Council, evaluated decision criteria for the dock, and developed a discussion of possible traffic and parking impacts a Homeport facility would have. Concurrent to these efforts, BST Associates (BST) has prepared economic information that aims to quantify the direct costs and revenues a Homeport facility will have for the City. This Feasibility Study summarizes those findings in a concise manner, provides the methodology of our evaluation of the community's comments, records stakeholder in-put, and delivers accurate cost estimates and revenues for each dock alternative.

2 COMMUNITY OUTREACH

DCG and Anchor worked with the City to initiate community outreach early in the Project. The team identified three objectives to structure the community outreach. The community outreach effort aimed to:

1. Gather local knowledge and specific information to inform the feasibility study and preferred concept design for the Ancich Waterfront Park Commercial Fishing Homeport
2. Identify opportunities and constraints that will inform the feasibility study analysis
3. Establish transparent communication and begin to build community consensus on a future Ancich Waterfront Park Commercial Fishing Homeport preferred concept design

DCG and Anchor interviewed community members over the phone and with follow-up questionnaires. The team also presented Project progress at one City Council. The following provides details on the community outreach and summarizes what the team heard from the fishing community and Ancich neighbors.

2.1 Interviews

2.1.1 Phone Interviews

The City identified 13 community members to interview. Identified community members included commercial fishermen and Homeport neighbors (Table 1). Of those community members, the City desired to only interview those fishermen who made the moorage decisions for their fishing vessels.

Table 1. Interview Participants

No.	Interviewee	Relationship to Homeport
1	Guy Hoppen	Commercial Fisherman
2	Andy Babich	Commercial Fisherman
3	Nick Jerkovich Jr.	Commercial Fisherman
4	Dawn Stanton	Homeport Neighbor, Marina Owner, Fishing Family Member
5	Randy Babich	Commercial Fisherman
6	Leif and Katie Dobzinsky	Commercial Fishermen
7	Nancy Jerkovich	Homeport Neighbor, Marina Owner
8	Gregg Lovrovich	Commercial Fisherman
9	Jim Franich	Homeport Neighbor, City Councilman, Former Commercial Fisherman
10	Nick Babich	Commercial Fisherman
11	Mary Ellen Gilmour	Homeport Neighbor
12	Karen McDonell	Homeport Neighbor, Fishing Family
13	Jake Bujacich Jr.	Homeport Neighbor, Commercial Fisherman

All interviews occurred as 20 minute Skype calls (without video) on Tuesday, March 17, 2020. Interviewers included Nicole Jones-Vogel from the City, Steve Robert from DCG, and Anna Spooner from Anchor. Each interview began with a team introduction, an overview of the community outreach objectives, and a rundown of the Project background and feasibility study scope. The Project team then asked the following five interview questions:

- 1.A. What do you want the City to offer as part of the Homeport?
- 2.A. What is the biggest challenge to the proposed Homeport?
- 3.A. How could the Homeport financially support itself?
- 4.A. How would you use the new Homeport facility? At what times of the year would you use the Homeport facility?
- 5.A. How do you think the Homeport will impact the Millville neighborhood?

The interviews seemed to indicate two visions for the facility amongst community members based on the need, intent, size, and use of a potential Homeport facility. Refer to Appendix I for complete notes for each interview. The following provides an overview of what the team heard from interviewees, in no particular order:

- 1.A. What do you want the City to offer as part of the Homeport?

- Maximize moorage for fishermen
- Adequate moorage for fishermen
- Moorage for historic fleet only
- Netshed
- Power and water hookups
- Preserve views
- Loading/unloading (crane vs. no crane)
- Consider safety
- Consider climate change

- 2.A. What is the biggest challenge to the proposed Homeport?

- Politics
- Mitigation
- On-water safety
- Space constraints

- Who gets the stalls
- What to charge for stalls
- Funding
- Parking
- Congestion
- Harborview Drive safety

3.A. How could the Homeport financially support itself?

- Maximize moorage
- Transient moorage while fishermen are fishing
- Cost of moorage (various costs discussed)
- Cost of transient moorage
- Consider if economic development is a park mission

4.A. How would you use the new Homeport facility? At what times of the year would you use the Homeport facility?

- Fishermen are moored September to May; gone mid-June to August
 - Fishermen repair boats while moored; typically, that does not involve the crew
 - Crews are active to mobilize/demobilize boats
- Opportunity for transient moorage while fishermen are gone
- Some fishermen are gone January to March (Dungeness crabbing)
- Congestion and site constraints at Ancich could be problematic for fishermen
- Ancich provides viewing opportunities
 - Views to water and working waterfront
 - The pier is the closest place to the water's edge

5.A. How do you think the Homeport will impact the Millville neighborhood?

- Increase in traffic and congestion
 - Some say minimal increase and only during small windows of time
 - Some say large increase in cars to accommodate crews
- Insufficient parking
- Safety along Harborview Drive; multiple users (kayakers, kids, fishermen, public)
- No impact. This is part of Millville's working waterfront and industrial history
 - Congestion will come from kayakers and tourists
- This will improve the Millville neighborhood
- Impacts to view corridor (less open space)

2.1.2 Follow-Up Questionnaire

Following the interview sessions, the team sent a follow-up questionnaire to interviewees. The questionnaire focused on specific questions and issues that were discussed during the phone calls to gather additional community feedback. Refer to Appendix II for complete notes for each interview. The questionnaire asked the following suite of questions:

- 1.B. Should the City provide amenities to the Homeport other than basic hookups for moorage (water and electrical)? If so, what amenities are desired?
- 2.B. Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?
- 3.B. What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier (e.g., driveway slope implications, increased usage at the site, etc.)?
- 4.B. What is your estimate of the current local fishing fleet size? Please review the attached fleet inventory and provide feedback. Describe any changes you have noticed in the fleet in the recent years.

- 5.B. Should a new pedestrian crossing at the Harborview Drive curve be installed with this Project? Why or why not?
- 6.B. Should the Homeport float layout prioritize view corridors or prioritize maximizing moorage?
- 7.B. Should the City consider acquiring additional parking for the Ancich Waterfront Park?
- 8.B. Please provide any further comments that are not addressed in your interview or the questions above that you feel the Project team should be aware of.

Of the 13 interviewees, nine responded to the questionnaire. Of the responses, the outreach revealed that, while interviewees were split between whether to maximize the Homeport's moorage or to prioritize the existing view corridor, there was some agreement amongst the questionnaire responses. Overall, most interviewees did not feel that the City needed to offer amenities beyond basic electrical and water hookups, the City should consider transient moorage when the fishing fleet is not using the facility, and a pedestrian crossing at the Harborview Drive curve should be considered. The following provides a detailed summary of interviewee responses to the questions:

Question 1.B.

In response to Question 1.B., should the City provide amenities to the Homeport other than basic hookups for moorage (water and electrical), seven interviewees answered "no" (Figure 1). When asked what amenities are desired, interviewees responded that:

- Pumpouts are available elsewhere
- Minimum 1,200 linear feet of commercial fishing moorage should be provided
- Commercial fishing use of netshed and dock with provision for public access
- A crane could be installed later
- Use of restroom

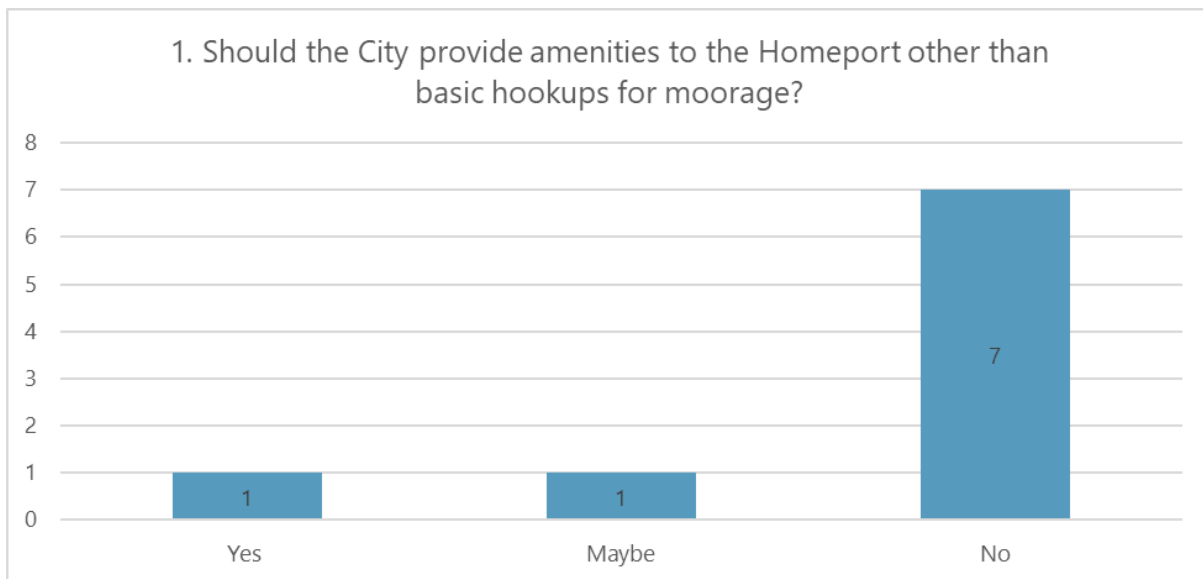


Figure 1. Responses to Question 1.B.

Question 2.B.

In response to Question 2.B, should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float, six interviewees responded "yes" (Figure 2). When asked why or why not, interviewees stated that:

- This would offset the costs at Ancich
- The City could charge approximately \$2.00 per foot per day

- This would provide seasonal economic benefit to the City
- This is supported by the Gig Harbor Waterfront Association
- The City needs to consider site management for the fleet and for transient moorage
- The fishing fleet should be prioritized over transient moorage

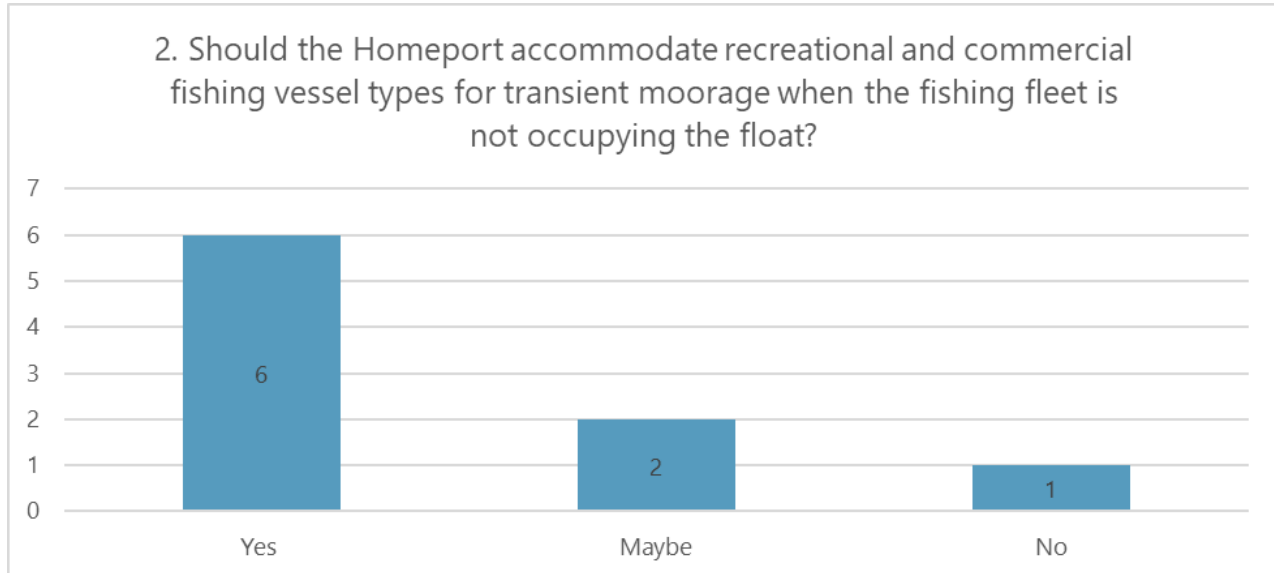


Figure 2. Responses to Question 2.B.

Question 3.B.

In response to Question 3.B., what safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier, interviewees mentioned the following to consider:

- No crane needed
- Knuckle boom or hydraulic boom
- Consider adding crane later
- Load/unload and caution signs
- Flagging and monitoring at driveway and along Harborview Drive
- Site security
- Existing load/unload at Maritime Park does not have safety issues
- Commercial fishing lease of netshed; fishing community can manage public safety

Question 4.B.

In response to Question 4.B., what is your estimate of the current local fishing fleet size, interviewees provided a range of answers. One interviewee stated that the fleet is down to 12 boats and will likely continue to shrink over time. Another stated that there are 23 local boats and eight are in need of moorage. The Project team noted the disparity in responses and followed up with a specific fleet questionnaire targeted for local commercial fishermen as described in this section 2.1.2 including a table for respondents to provide revisions to the vessel list.

Question 5.B.

In response to Questions 5.B., should a new pedestrian crossing at the Harborview Drive curve be installed with this Project, 5 interviewees responded “yes” (Figure 3). When asked why or why not, interviewees provided the following responses:

- Visibility on the curve is poor
- Vehicles are often speeding
- The City could monitor this over time and provide improvements as needed

- The City should consider removing the Stinson/Harborview crossing and install a cross at the curve

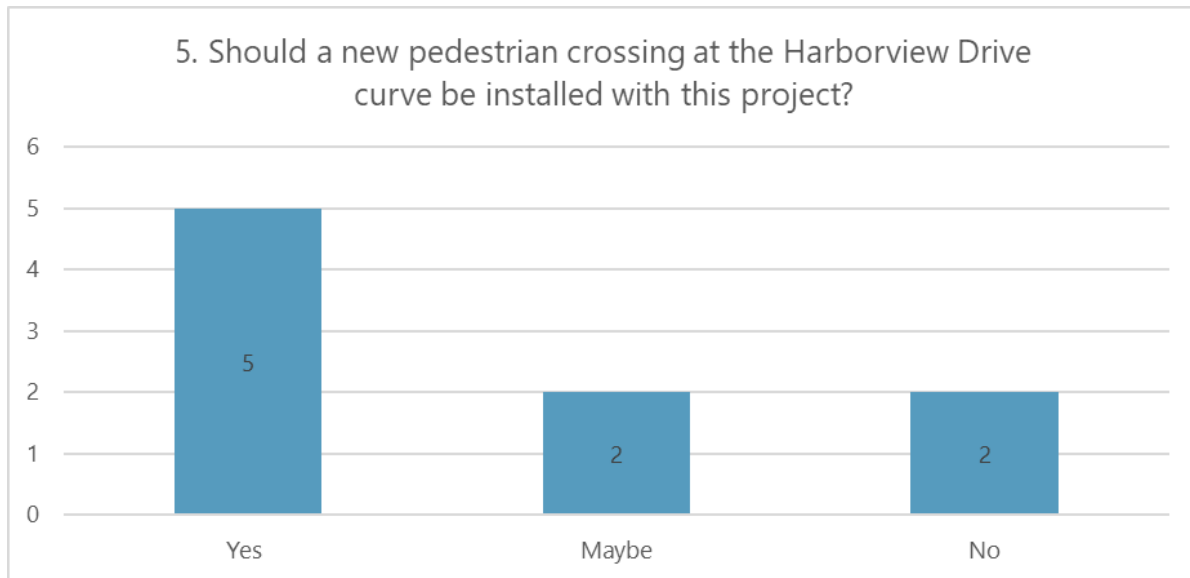


Figure 3. Responses to Question 5.B.

Question 6.B.

In response to Question 6.B., should the Homeport float layout prioritize view corridors or prioritize maximizing moorage, the interviewee responses were nearly split. Five interviewees responded that the City should maximize moorage, and four interviewees responded that the City should prioritize the site's view corridor as shown in Figure 4.

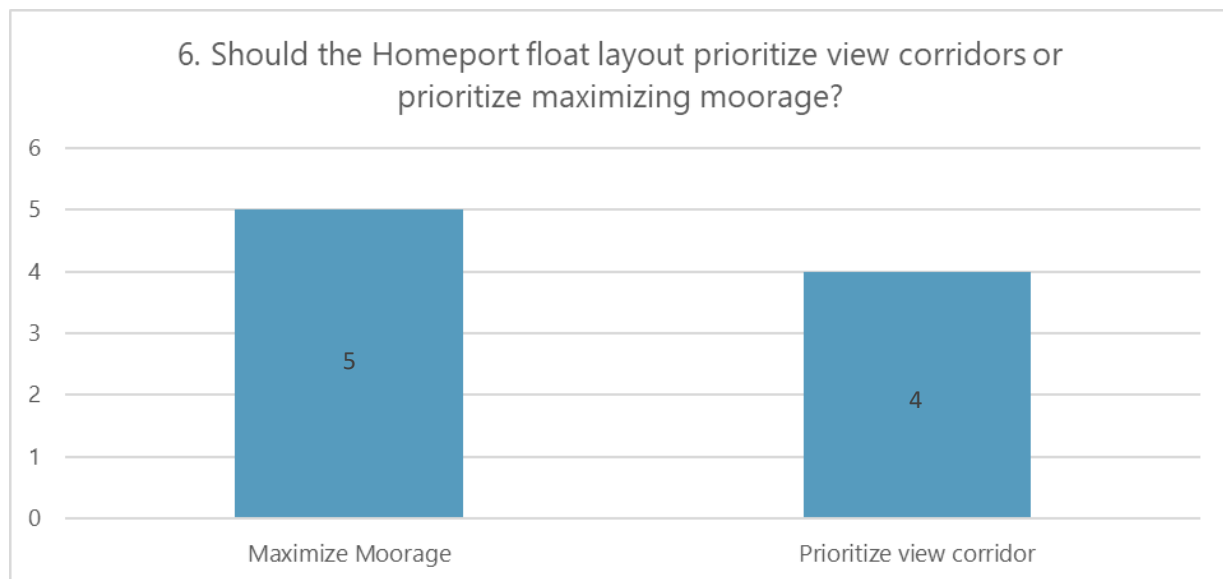


Figure 4. Responses to Question 6.B.

Question 7.B.

In response to Question 7.B., should the City consider acquiring additional parking for the Ancich Waterfront Park, interviewees were again split as shown in Figure 5.

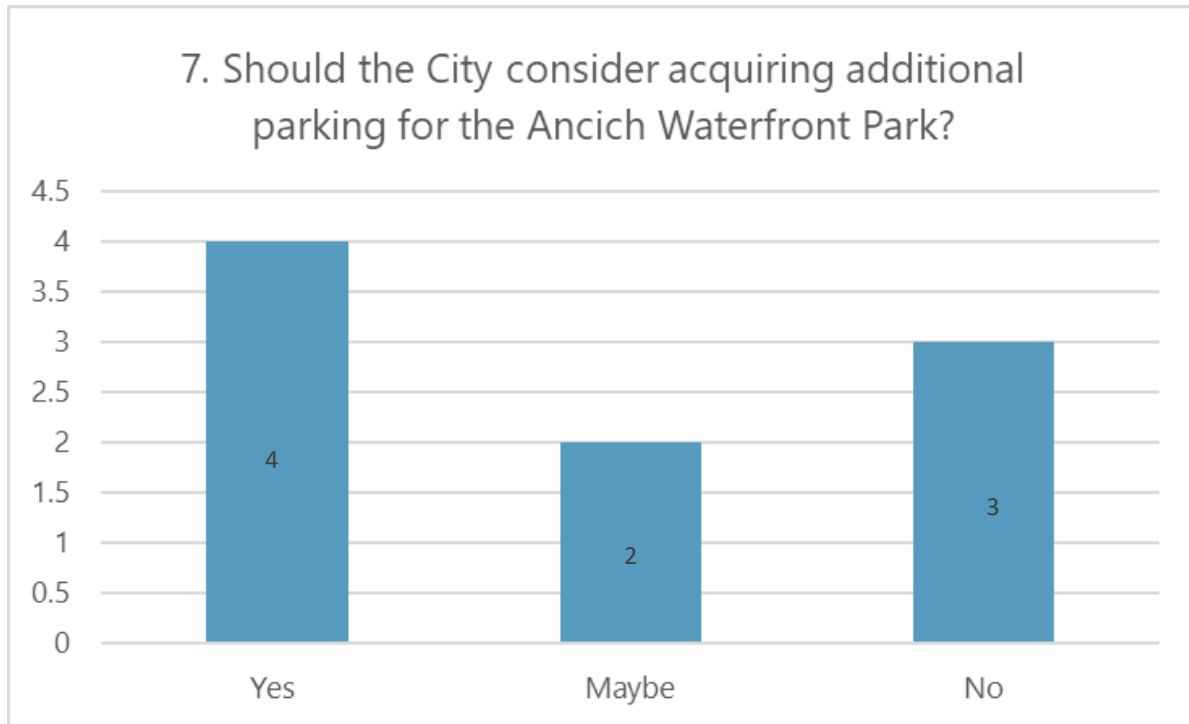


Figure 5. Responses to Question 7.B.

Question 8.B.

The questionnaire's final question, Question 8.B., asked for interviewees to provide any further comments that were not previously addressed. Interviewees stated the following:

- The sample size of the interview is small and narrow (seven fishermen, six neighbors, and one fisherman/neighbor). Why were more fishermen not consulted? Why are no other user groups involved?
- Gig Harbor moorage is exclusive and there is a great need
- Providing a space for existing commercial fishing moorage is a good thing to do
- Do not overbuild the moorage facility
- A public Homeport would carry on the Gig Harbor legacy industries
- Configure the Homeport like other commercial/family docks and the Historic Working Waterfront; it should be linear
- This study should engage more fishermen in the process
- Consider the history of the working waterfront and particular history of the Ancich Waterfront Park property
- Consider the views of the place and the hardworking families and the view corridor that captured both the harbor's natural and working waterfront
- Commercial moorage facility should not be built
- Each fishing boat has five crew
 - If there were 10 boats, that would add 50 cars during peak times
 - If there were 20 boats, that would add 100 cars during peak times
- Who is eligible for moorage? How does the City decide who gets to moor and who does not?

2.1.3 Fleet Questionnaire

In addition to the phone interviews and follow-up questionnaire, the City sent a seven multi-part question survey to local fishermen. This survey was initially developed by DCG and BST for the economic study and was revised per City direction. The seven questions aimed to inform the economic study and understand potential future use of the Homeport by the commercial fishing fleet. The City sent the survey to 21 local

vessel owners, of whom 17 participated in the survey over the phone between May 1 and May 5, 2020. The surveys were conducted by the City Clerk, Deputy City Clerk, Finance Technician, and Public Works Executive Assistant; one interview was conducted by the Mayor. The City staff transcribed the verbal survey responses during the phone calls. Refer to Appendix III for complete notes for each interview. The DCG and BST team was not on the phone during the interviews and cannot verify the responses provided by the interviewees.

The following narrative and graphics provide a high-level summary of the survey responses. Survey responses are also incorporated in the economic study in Section 4. The multi-part questions were not uniformly responded to by participants, which led to a challenging effort to summarize the data. Overall, the results align with the discussion heard during the initial phone interviews summarized in Section 2.1.1.

Question 1.C.

Question 1.C. focused on future use at the Homeport facility and asked the following:

- Will you need moorage at the proposed Homeport facility?
- How much are you willing to pay (per linear foot) for moorage at the Homeport facility?
- Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot? If so, how much?
- Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport? If so, how much?
- How long would you moor your vessel at the Ancich commercial fishing Homeport? Place an "X" in months that your vessel will be moored in Gig Harbor (city limits). Circle the amenities you will need while moored at the Homeport: electrical service (30-, 50-, 100-amp), water service, pump-out, fuel, security, laundry.

Most of those interviewed answered that they are members of the Gig Harbor Commercial Fishermen's Club, and, as shown in Figure 6, that they would support the club funding a portion of the Homeport's construction costs.

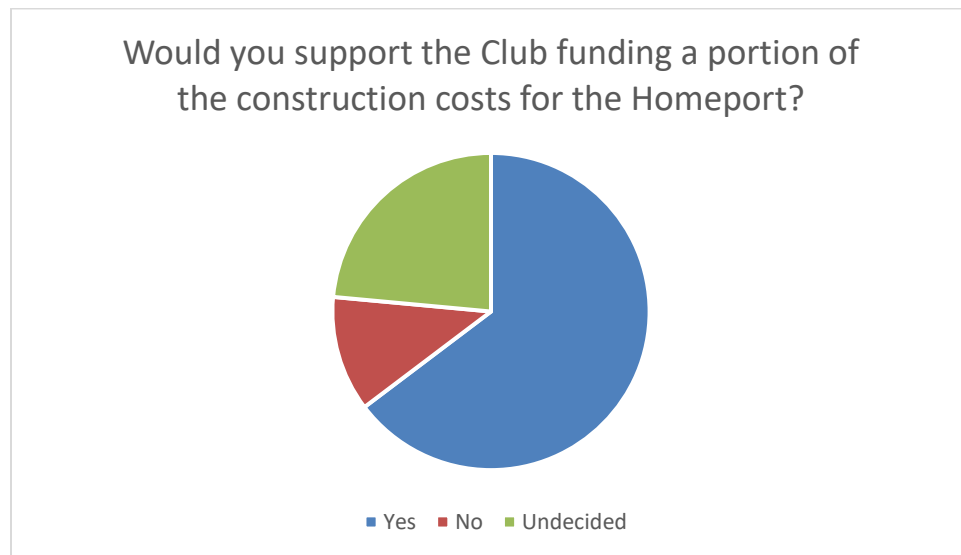


Figure 6. Responses to Question 1.C.c.

Local fleet survey participants consistently answered (as shown in Figure 7) that they would use moorage much of the year but would not use moorage during summer months (late June through early September).

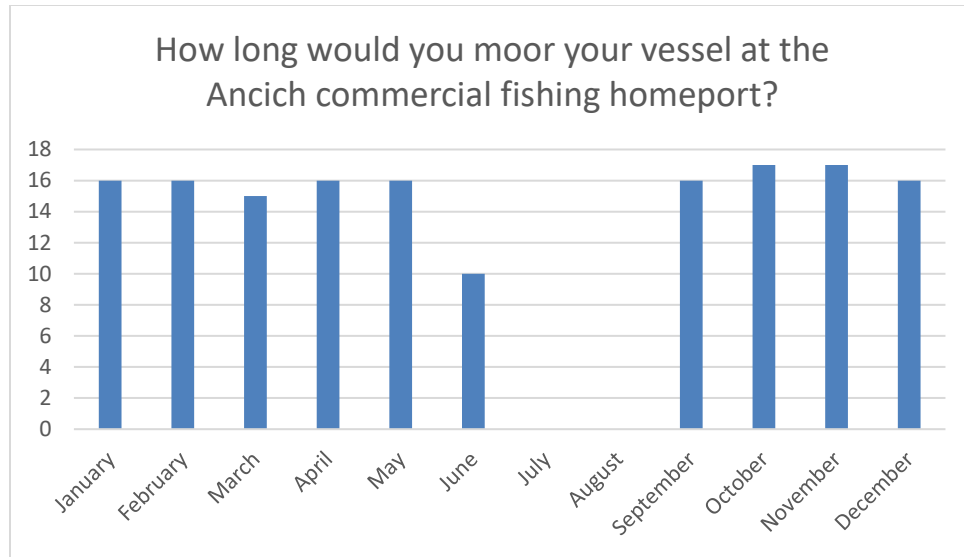


Figure 7. Responses to Question 1.C.e.

While moored at the Homeport, most survey participants answered that they would use 30- and 50-amp electrical services and water services. Other amenities were not identified as necessary as shown in Figure 8.

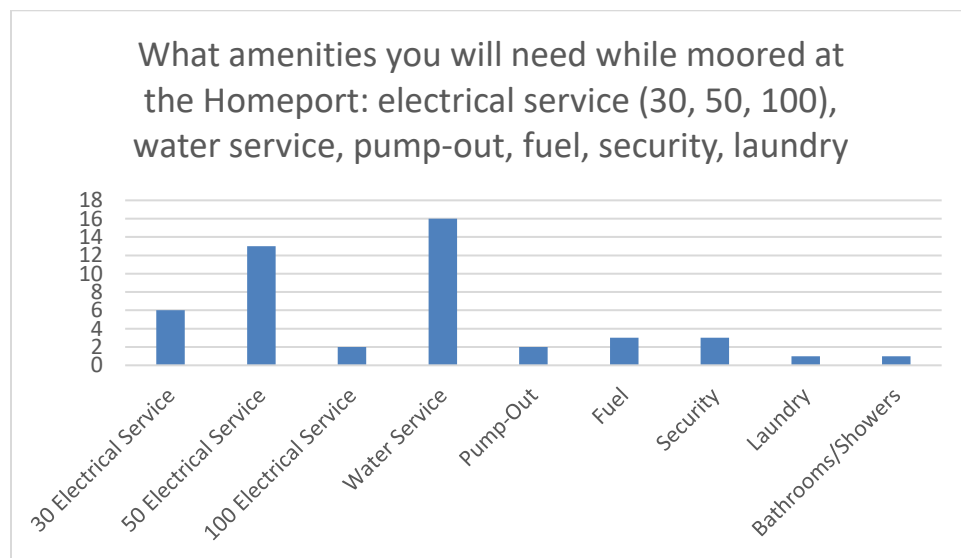


Figure 8. Responses to Question 1.C.e. Continued

Question 2.C.

Question 2.C. focused on the current Gig Harbor fishing fleet and asked the following:

- Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard documentation number?
- List name of each boat and type (gillnetter, purse seiner, tender, etc.).
- Where do you fish? Circle one: Washington – Puget Sound, Washington – Coast, Alaska, Oregon, Other
- What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?
- Has the vessel been lengthened and/or widened? If so, by how much?

Most of those interviewed answered that they do commercially fish in Washington, as shown in Figure 9.

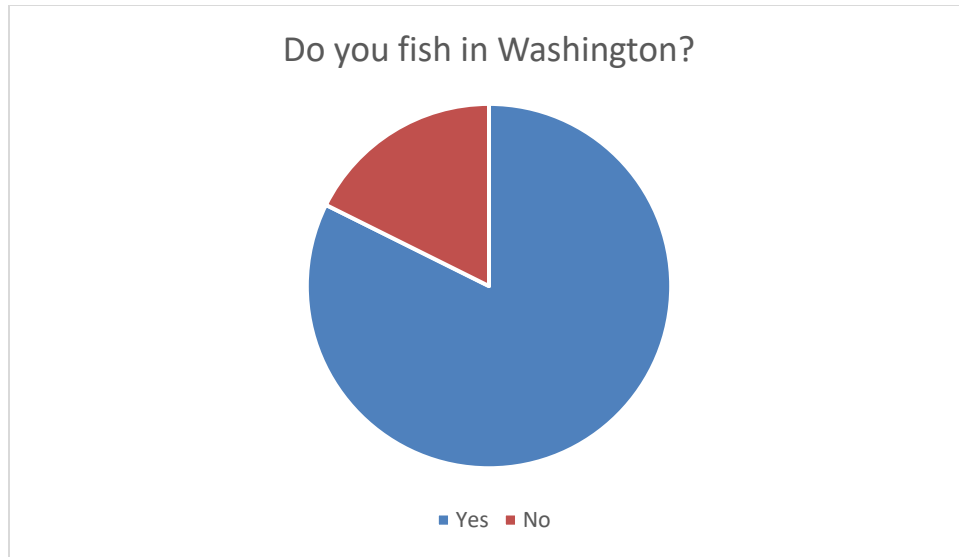


Figure 9. Responses to Question 2.C.c.

When asked to identify where they fish, most interviewed fishermen identified the Puget Sound and Alaska, as shown in Figure 10.

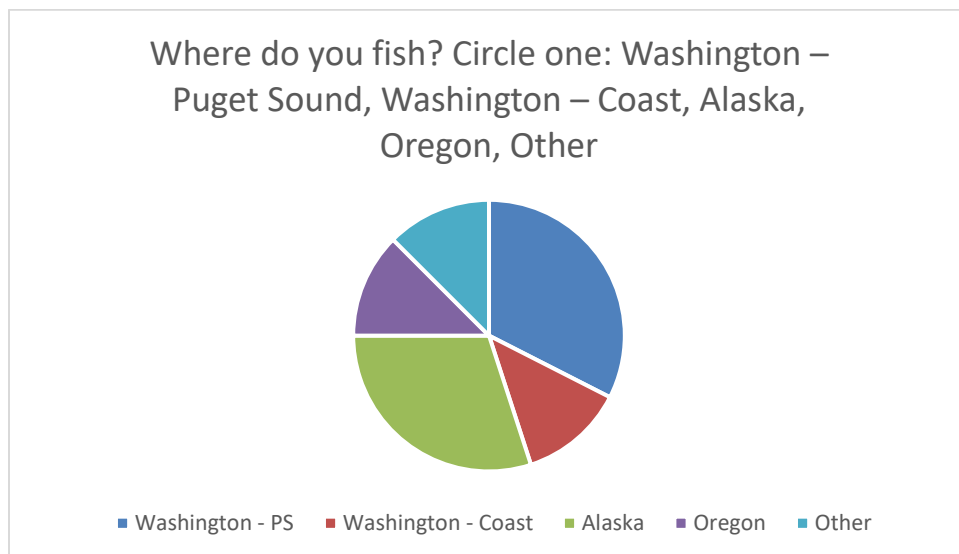


Figure 10. Responses to Question 2.C.c. Continued

Figure 11 summarizes the responses to what species the interviewees fish for. The largest responses were for salmon and crab.

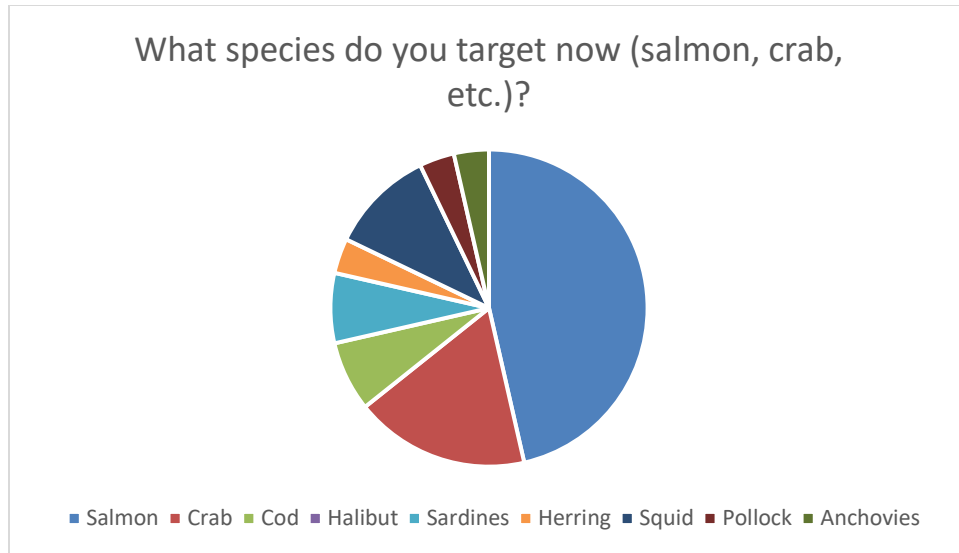


Figure 11. Responses to Question 2.C.d.

Question 3.C.

Question 3.C. focused on moorage and asked the following:

- Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?
- List moorage locations used (outside Gig Harbor) and rate per linear foot.
- If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in months that your vessel will not be moored in Gig Harbor (city limits).

Figure 12 graphs the months when interviewees stated that their vessels would not be moored within Gig Harbor city limits, even if the Homeport had available slips. One to seven fishermen (of the 17 interview participants) answered that during the year they would not moor within the city limits. The month of March had the highest count of interviewees mooring outside of the city limits and the month of October had the fewest.

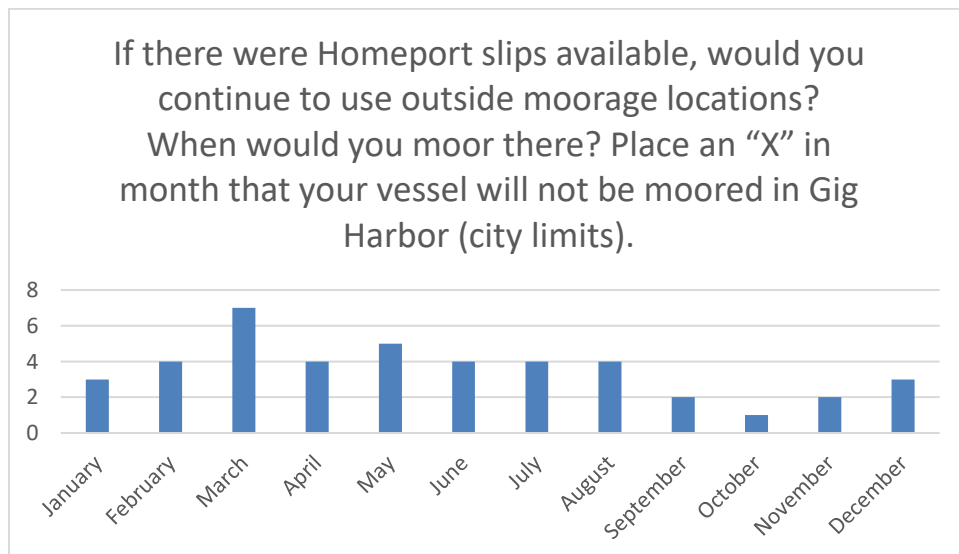


Figure 12. Responses to Question 3.C.c.

Question 4.C.

Question 4.C. focused on vessel maintenance and operations. The responses to Question 4 closely inform the economic study (Section 4) and have been integrated into the economic model. The following are the multi-part questions asked as part of Question 4:

- Where is work on the vessel performed?
- How many crew members work on the vessel at dock?
- How many days of work are completed dockside in Gig Harbor?
- Would crew park nearby while working on boats?

Question 5.C.

Similar to Question 4.C., the responses to Question 5.C. informed the economic study and responses have been integrated into the economic model. The question focused on the fishing industry and asked interviewees about their average crew size.

Question 6.C.

Question 6.C. also closely informed the economic study and responses have been integrated into the economic model, asking commercial fisherman how many stalls they would like to see at the Homeport.

Question 7.C.

Question 7.C., the final question, asked commercial fishermen to place an “X” in months that their vessels were moored in Gig Harbor (city limits) in 2019. The majority of the fishermen (of the 17 interview participants) were moored within the city limits during most of the year. Most fishermen left during the summer months (Figure 13).

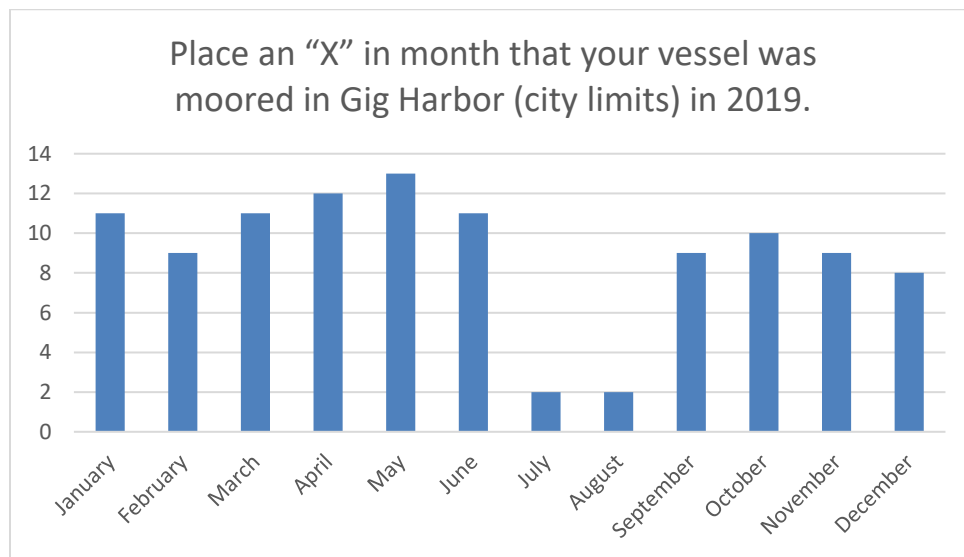


Figure 13. Responses to Question 7.C.

2.2 City Council Meetings

The Project team presented an overview of the community outreach planning and completed work to the City Council on April 2, 2020, as a virtual meeting. The presentation reviewed the three community outreach objectives and how the interviews were conducted. Refer to Appendix IV for the complete City Council Presentation. The Project team was still awaiting responses from the interviewees on the follow-up questionnaire, and therefore did not present results to the City Council at this meeting. A second City Council meeting will occur following the submittal of this report to the City.

3 CONCEPT ANALYSIS

3.1 Concept Development

Five Homeport facility alternatives were developed considering all facilities that could be feasibly constructed within City property. Three were eliminated based on objectives and decision criteria informed from the initial outreach stage (Table 2). Refer to Appendix V for site plans of the initial alternatives examined, but not considered.

Table 2. Initial Alternatives Examined

Alternative	Description	Analysis
A	Alternative A is a 264 foot long dock with five finger floats of varying lengths. This is the largest facility the City can commit to constructing.	Early indications from the Fishermen was that they saw opportunities for moorage and this alternative was put into consideration and was evaluated for its impact to the neighborhood.
B	Similar to Alternative A but extending directly into the harbor in alignment with the gangway. Resulting in less separation from the human powered craft dock. Five low freeboard floats were also included.	Removed from consideration because it is only feasible if revisions to the human powered craft dock were considered due to close proximity to vessels and kayaks (i.e. the required vessel maneuvering area).
C	The smallest facility including five float modules to save on construction costs.	Removed from consideration because this concept does not show a consensus in the vision of the completed facility. It will continue to be considered as the first phase of construction.
D	Combination of Alternatives C and E with two separate facilities on the same site. The alternative proposed two access points for each use respectively and attempted to reduce cost by connecting both facilities to one pier.	Removed from consideration because it was determined that the two separate access points were not far enough apart for safety and were not found to substantially reduce costs by connecting to one pier.
E	Alternative E is a 308 foot long linear style dock that more aligns with the historical character of the area.	Early indications from the community was that they saw opportunities to accommodate the fleet of the Millville working waterfront.

It was clear from the outreach stage that two facilities were being proposed; one facility that maximized all available square footage for fishing moorage, the other a dock without slips extending to the harbor line without fingers. The questions asked were used to develop concepts as follows.

- Considering Question 1.B., **should the City provide amenities to the Homeport other than basic hookups**, both concepts show basic water and electrical hookups. Nothing further.
- Considering Question 2.B., **should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float**, both concepts were analyzed to anticipate a mixed use.
- Considering Question 3.B., **what safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier**, both concepts were drafted with recommended upland improvements including a midblock pedestrian crossing and possibly acquisition of additional public parking to alleviate load from the human powered craft launch and this new proposed facility.
- Considering Question 4.B., **what is your estimate of the current local fishing fleet size**, Facilities with a bit more and a bit less moorage capacity were shown in the two respective alternates for analysis.
- In response to Questions 5.B., **should a new pedestrian crossing at the Harborview Drive curve be installed with this project**, both concepts were drafted with recommended upland improvements as shown in Section 3.3.3. This includes a midblock pedestrian crossing and possibly acquisition of additional public parking to alleviate load from the human powered craft launch and this new proposed facility.

- Considering Question 6.B., **should the Homeport float layout prioritize view corridors or prioritize maximizing moorage**, facilities with a bit more view impact and a bit less view impact were shown in the two respective alternates for analysis.
- Considering Question 7.B., **should the City consider acquiring additional parking for the Ancich Waterfront Park**, both concepts were drafted with recommended upland improvements as shown in Section 3.3.3.

3.2 Decision Criteria

Throughout these feasibility study decision criteria arose based on input from various stakeholders. These criteria are defined in Table 3.

Table 3. Decision Criteria Definitions

Criteria	Definition
Conformance to Historic Working Waterfront	• Maintain the view corridor • Maintain the historic character of the working waterfront
Net Cost	• Cost associated with construction and maintenance vs. projected revenue. See Table 6 for further details.
Moorage Capacity	• The number of boats moored at a time
Regulatory Compliance	• Complexity of the permitting process because of the mitigation opportunities/needs
Traffic and Parking	• Crew size/cars going to work on boats • Estimated new trips per the Institute of Transportation Engineers (ITE) Manual, 10th Edition • Backing/maneuvering in steep driveways
On-Water Safety	• Safety of users including pedestrians and kayakers, and commercial fishermen.

3.3 Alternatives

Concept design was based on a 1.5L turning zone for vessels ranging from 34-88 feet in length and 11-26 feet in width. Both alternatives include an 80 foot long gangway from Ancich Pier to the dock and both designs assume polytub, aluminum framed floats with grating, steel guide piles, and Eaton power pedestals. Refer to Appendix VI for the Alternatives Examined and Considered.

3.3.1 Alternative A – Full Buildout

Alternative A is a 264 foot long dock with five finger floats of varying lengths (Figure 6). This dock has enough moorage for approximately 15 commercial fishing boats depending on length, internal guide piles, and a 30/50 Amp Electrical Pedestal with Potable Water Hookup. This alternative was created to examine the advantages and disadvantages of fully building out the facility. This is the most moorage thought to be reasonably possible at the site, given needed offsets from the neighboring facilities and harbor line. Advantages and disadvantages to Alternative A are provided in Table 4.

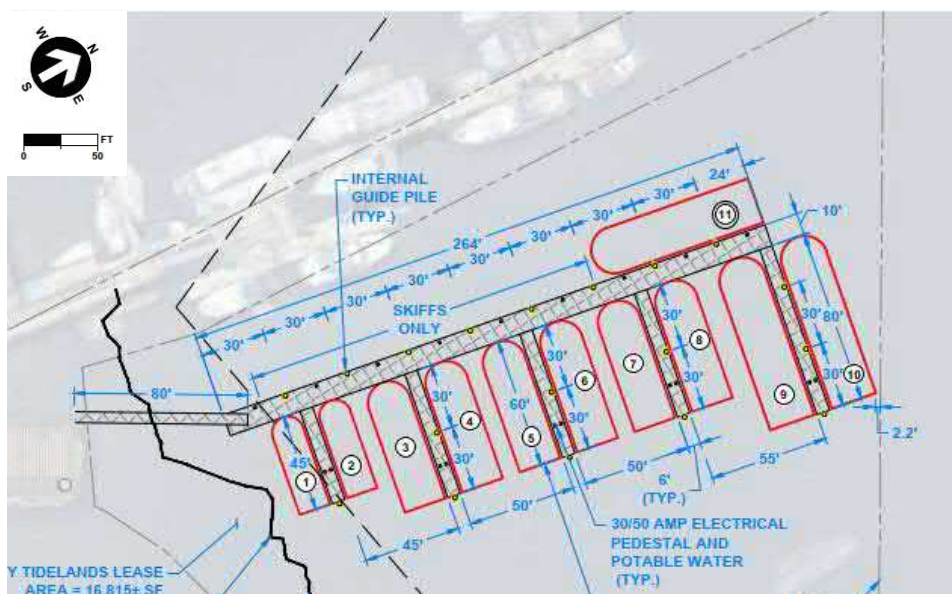


Figure 13. Alternative A – Full Buildout

Table 4. Alternative A Advantages and Disadvantages

Criteria	Advantages	Disadvantages
Conformance to Historic Working Waterfront	The facility benefits a historic working waterfront use	Is not cohesive with the City's history of linear moorage
Net Cost		The City will have to subsidize the facility at a greater cost than Alternative E at the outset
Moorage Capacity		Less moorage length than Alternative E due to opportunity for rafting
Regulatory Compliance		Will need significant mitigation due to the overwater coverage and impacts to benthic kelps
Traffic and Parking		Will negatively impact both. Mitigating measures should be considered
On-Water Safety		Poses safety concerns to human powered craft

Notes: See Table 6 for further details.

3.3.2 Alternative E – Linear Facility

Alternative E is a 308 foot long linear style dock that more aligns with the historical character of the area and could allow rafting (Figure 14). This dock has enough moorage for approximately 10 commercial fishing boats depending on length, internal guide piles, and a 30/50 Amp Electrical Pedestal with Potable Water Hookup. Advantages and disadvantages to Alternative E are provided in Table 5.

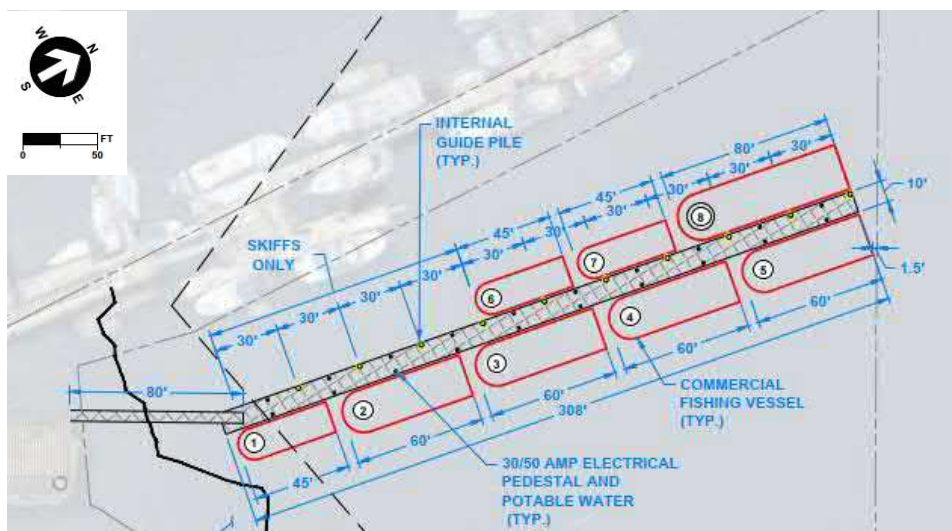


Figure 14. Alternative E – Linear Facility

Table 5. Alternative E Advantages and Disadvantages

Criteria	Advantages	Disadvantages
Conformance to Historic Working Waterfront	This facility (1) benefits a historic working waterfront; and (2) is cohesive with the City's history of linear moorage	
Net Cost		The City will have to subsidize the facility
Moorage Capacity	Rafting could be allowed and more moorage length available with linear moorage due to rafting opportunity	Moorage area not maximized
Regulatory Compliance		Will need considerable mitigation (less than Alternative A) due to the overwater coverage and impacts to benthic kelps
Traffic and Parking		Will negatively impact both. Mitigating measures should be considered
On-Water Safety	Reasonable separation of uses	

Notes: See Table 6 for further details.

3.3.3 Upland Improvements

Crossing Harborview Dr to Ancich Waterfront Park can be difficult for any pedestrian due to the curve of the road (Figure 8) and with limited parking in the area, the public will mostly be accessing the site on foot. Community members even recommend upland improvements to mitigate the not only the previous park development, but also the proposed human powered craft dock and the Homeport facility. Upland improvements on Harborview Dr could include a variety of options such as, but not limited to, the following:

- Traffic calming measures along Harborview Drive such reduce vehicle speeds or a new crosswalk that could be supported by flashing lights on both sides of the roadway to signal to drivers that a pedestrian crossing is approaching and drivers should slow down and watch for pedestrians.

- Installation of mirrors at the top of the park's driveways so drivers can view Harborview Dr and the sidewalk as they move up the steep driveways. Drivers entering the driveways from Harborview Dr can use the mirrors to view down the hill prior to entry to ensure no vehicles are driving up.
- Signage where the park's shoreline pathway intersects the driveway. The signage would signal to pedestrians and park users that they are entering an active driveway for the Homeport and to take caution.
- Seasonal flaggers at the entrance to the Ancich Waterfront Park driveway to support drivers as they enter and exit. A second seasonal flagger could be located at the base of the driveway where the park's shoreline pathway intersects the driveway. The second flagger is stationed there to keep pedestrians from entering the active driveway and reduce potential user conflicts between pedestrians and commercial fisherman. Seasonal flaggers would be stationed during the fleet's busiest times, when crews are preparing to leave for the season and when they return.
- Acquisition of additional public parking to alleviate loads. However, the team does not see evidence from this study or responses to rank either alternative as having worse traffic than the other.

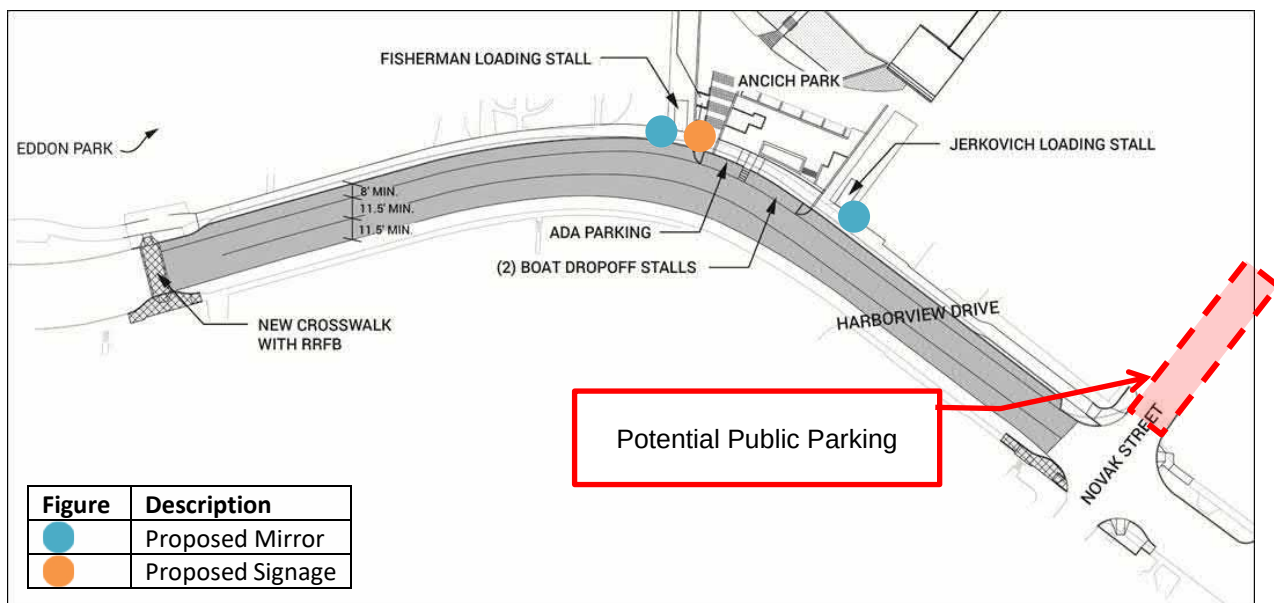


Figure 15. Areas for Potential Upland Improvements
Area for potential upland improvements outlined in red.

3.4 Evaluation

The two facilities are very similar and differ mostly by scale and size. The following is an account of team's documentation of the City's selected participants' opinion structured within the decision criteria topics.

For each criterion, the team has assigned a ranking of low medium or high for the Alternative's conformance to its respective definition based on community responses:

- **Conformance to Historic Working Waterfront** - The Millville Neighborhood is zoned as Historic Working Waterfront; interview respondents indicated this should be carefully respected. Any facility that accommodates the fleet should meet the historic use. The main topic of discussion was view impacts. Some interviewees contend that a larger facility would impact views more and would not moor boats in a historic fashion. However, this opinion was split right down the middle and the team did not see clear evidence to rule one way or the other on the view corridor.
- **Net Cost** – Table 6 below in the economic study shows that the City will have to subsidize either facility. The sunk cost is similar for either alternative. Alternative A brings in revenue to mitigate its greater construction cost. Overall, the team does not see evidence from the economics or responses to rank

- Alternative A or Alternative E greater than the other. Both facilities provide benefit to the community in achieving the goals in the Comprehensive Plan; even though the City would have to subsidize this development, there is value added to the waterfront accommodating and displaying the historic use.
- **Moorage Capacity** – Total moorage capacity for Alternative A is greater than Alternative E, so it was ranked higher. Alternative E does provide quite a bit of moorage capacity though.
 - **Regulatory compliance** – Interviewees stated that it is not known how a facility would be permitted at the site. Mitigation will be required for either facility. However, the cost of mitigation is anticipated to be less for Alternative E than for alternative A. Alternative E will be slightly simpler to permit and create slightly less impact to macrovegetation so it was ranked higher.
 - **Traffic and Parking** – Interviewees stated that traffic and parking on the site and nearby are a concern. It was also a clear response that fishing vessels would not be at the site during the summer when both traffic and parking are most strained. Numerical impact on traffic and parking for any facility is clearly a net increase for any facility. Fishermen are also anticipated to need backing and maneuvering into the steep driveway. It was also stated that the previous park development and proposed human powered launch facility should include mitigating measures for traffic and parking. These were the responses given. Clear data on the difference between the impacts to traffic between Alternative A and Alternative E could only be obtained by modeling that is not included in this scope or recommended due to cost to contrast less than 20 trips per day for each alternative, therefore, the alternatives were ranked the same. It seems most prudent for the City to pursue items in section 3.3.3 regardless of whether the Homeport is constructed.
 - **On-Water Safety** – Interviewees stated that there were serious concerns about human powered vessels operating in close proximity to fishing vessels. It is clear from responses and practicality that Alternative E provides greater separation and safety than Alternative A and therefore was ranked higher.

The decision criteria were compared side-by-side in Table 6. Each was ranked on a scale of high, medium, and low with high being a benefit to the Project and low being a detriment. Alternative E was found to have the most benefits and the fewest detriments to the Project.

Table 6. Alternative Comparison

Criteria ¹	Alternative A – Full Buildout	Alternative E – Linear Facility
Conformance to Historic Working Waterfront	Medium	High
Net Cost ²	Low	Low
Moorage Capacity	High	High ³
Regulatory Compliance	Low	Medium
Traffic and Parking	Low	Low
On-Water Safety	Medium	High

¹ See Table 3 for criteria definitions.

² See Section 4.2.3 for details on cost vs. revenue.

³ If rafting is utilized, the moorage will be greater than or equal to Alternative A.

4 ECONOMIC STUDY

Section 4 is an account of the full analysis supporting the financial data informing the net cost decision criterion above.

4.1 Fishing Industry Trends

The goal of this section is to provide information on trends in commercial fishing, which affect the local Gig Harbor fleet.

4.1.1 Local Fleet

The local commercial fishing fleet identified as the primary market for the proposed facility consists of 28 vessels that are owned or operated by Gig Harbor residents.

The vessels are licensed to fish in Washington, Alaska, and/or Oregon¹. As shown in Table 7, 17 of the local vessels are licensed to fish in Washington, 15 are licensed in Alaska, and four are licensed in Oregon. There are also four vessels that do not appear to have commercial licenses in any of these states.

In total, the 28 vessels in Gig Harbor have 36 state-issued commercial fishing licenses, or an average of 1.29 licenses per vessel. The number of licenses is greater than the number of vessels because approximately half of the vessels are licensed in multiple states. This includes six vessels that are licensed in both Washington and Alaska, two that are licensed in Washington and Oregon, and two that are licensed in all three states. The other half of the fleet includes vessels licensed in only one state, including seven that are licensed in Washington only and seven that are licensed in Alaska only.

Table 7. Gig Harbor Fleet Characteristics

State Commercial License	Length Range					
	Under 40'	40' to 49'	50' to 58'	59' to 70'	Over 70'	Total
Total Licenses by State						
Washington	0	3	12	1	1	17
Alaska	1	3	9	0	2	15
Oregon	0	0	2	1	1	4
None	1	0	3	0	0	4
Total	2	4	18	1	3	28
State License Combinations						
Washington Only	0	1	6	0	0	7
Alaska Only	1	1	3	0	2	7
Oregon Only	0	0	0	0	0	0
Washington & Alaska	0	2	4	0	0	6
Washington & Oregon	0	0	0	1	1	2
Washington, Alaska, & Oregon	0	0	2	0	0	2
None	1	0	3	0	0	4

Source: WDFW, Alaska CFEC, ODFW, BST Associates²

Washington Fishing Licenses

The 17 Gig Harbor vessels with Washington commercial fishing licenses hold a total of 28 licenses. This means that, on average, each vessel holds 1.65 licenses.

The most common Washington license is Puget Sound Salmon Purse Seine gear, which 12 of the 17 Washington-licensed vessels hold. The next most common gear type is Sardine Purse Seine (four vessels), followed by Dungeness Coastal Crab Pots (three vessels) and Herring Lampara (two vessels). There are an additional seven license types that are held by one Gig Harbor vessel each (Table 8).

¹ According to surveys of vessel owners, some of the Gig Harbor vessels also fish in California; however, California does not release information on commercial fishing vessels.

² BST Associates created this table based on the 28 vessels identified by the City of Gig Harbor as comprising the local fleet. Information on the commercial licenses held by these vessels was developed by comparing this list with databases of registered vessels from the Washington State Department of Fish and Wildlife, Alaska Commercial Fisheries Entry Commission, and Oregon Department of Fish and Wildlife.

Table 8. Washington Licenses Held by Gig Harbor Fleet

State Commercial License	Length Range					
	Under 40'	40' to 49'	50' to 58'	59' to 70'	Over 70'	Total
Baitfish Lampara	0	1	0	0	0	1
Coastal Pacific Mackerel	0	0	0	0	1	1
Dungeness Coastal Crab Pots	0	0	2	0	1	3
Herring Dip Bag Net	0	0	1	0	0	1
Herring Lampara	0	1	1	0	0	2
Non-Salmon Ocean Delivery	0	0	0	1	0	1
Ocean Delivery Pink Shrimp	0	0	0	0	1	1
Puget Sound Salmon Purse Seine	0	2	9	0	1	12
Puget Sound Whiting Trawl	0	0	1	0	0	1
Sardine Purse Seine	0	0	3	0	1	4
Squid Gear	0	0	0	0	1	1
Total	0	4	17	1	6	28

Source: WDFW, BST Associates³

4.1.2 Fleet Size

Washington

The number of vessels licensed to fish commercially in Washington fell substantially between 1991 and 2019, dropping from nearly 4,500 vessels to less than 1,300. Representing a decline of 71% (Figure 169). Most of this decline occurred between 1991 and 2000, when the fleet decreased by approximately 2,850 vessels, or nearly two-thirds. The fleet size remained relatively steady from 2000 through 2006, averaging approximately 1,640 boats. From 2006 through 2018, the fleet size slowly decreased and from 2014 through 2018 it averaged 1,330 vessels.⁴

Small boats accounted for most of the decline in the Washington commercial fleet. Between 1991 and 2019 the number of boats less than 40 feet in length fell by 2,861 and accounted for 86% of the total fleet decline of 3,323 boats. Vessels less than 40 feet in length accounted for 77% of the fleet in 1991, compared with 55% in 2019.

All other vessel size ranges saw declines in the number of boats between 1991 and 2019, as well, but these declines were not as large as those for vessels under 40 feet (Figure 9). For example:

- The number of vessels ranging 40 feet to 58 feet in length dropped by 49% and accounted for 12% of the total fleet decline.
- The number of vessels ranging 59 feet to 65 feet in length dropped by 23%, and accounted for less than 1% of the total fleet decline
- The number of vessels ranging 66 feet to 90 feet fell by 30% and accounted for less than 2% of the total fleet decline.
- The number of vessels longer than 90 feet fell by 36% and accounted for less than 1% of the total fleet decline.

³ BST Associates created this table based on the 28 vessels identified by the City of Gig Harbor as comprising the local fleet. Information on the commercial licenses held by these vessels was developed by comparing this list with databases of registered vessels from the Washington State Department of Fish and Wildlife, Alaska Commercial Fisheries Entry Commission, and Oregon Department of Fish and Wildlife.

⁴ Washington State Department of Fish and Wildlife. Database of vessels licensed to fish commercially in Washington.

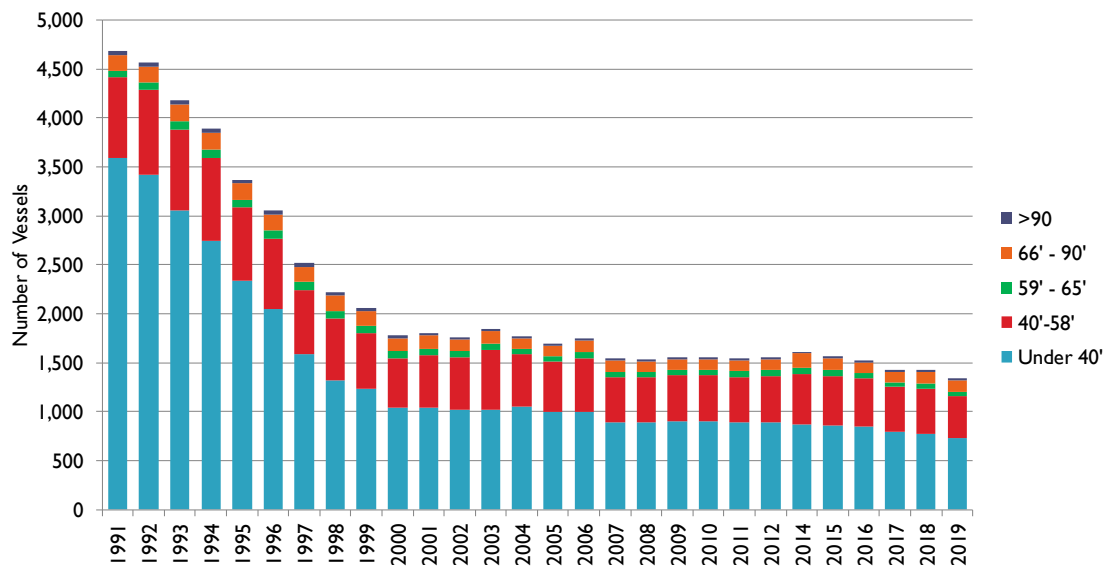


Figure 16. Washington Fishing Fleet Trends

Source: Washington State Department of Fish and Wildlife

The decline in the size of the Washington commercial fishing fleet is largely attributable to the decline in salmon fishing. As shown in Table 9, during the mid-1970s there were more than 7,000 commercial salmon licenses in Washington. A combination of license buyback programs and natural attrition reduced this number to just 838 commercial salmon licenses in 2006, a reduction of 88%. From 2006 through 2019 the number of commercial salmon licenses dropped by an additional 211, and the 627 remaining licenses represented a total decline of 91% from the mid-1970s.

A series of buyback programs aimed at reducing the number of commercial salmon fishing vessels occurred during the 1980s and 1990s, in response to several factors. Primary among these was severe declines in harvest volumes, due to over-fishing and declining fish populations. In addition, compliance with the so-called “Boldt decision” (which allocated a share of the harvest to Native Americans) was also a major factor.

The number of Puget Sound salmon licenses fell from more than 2,500 in 1974 to just 211 licenses in 2019, a decline of 92%. This decline has impacted commercial fishing harbors throughout Puget Sound, including Gig Harbor.

Table 9. 1984 through 2019 Salmon License Buyback Activity⁵

Activity	Coastal Salmon Troll	Coastal Gillnet	Puget Sound Gillnet	Puget Sound Reefnet	Puget Sound Purse Seine ¹	Coastal Salmon Charter ²	Total
Starting year	1978	1974	1974	1974	1974	1974	
Starting licenses	3,291	816	1,990	85	437	404	7,023
Purchased licenses (buybacks)	833	227	643	37	209	99	1,618
Natural attrition through 2006	2,301	333	1,149	37	153	20	3,993
Total reduction through 2006	3,134	560	1,792	74	362	119	6,041
Remaining in 2006	157	256	198	11	75	141	838
Percent reduction through 2006	-95%	-69%	-90%	-87%	-83%	-65%	-88%
Additional decline 2006-2019	33	98	65	0	8	7	211
Remaining in 2019	124	158	133	11	67	134	627
Percent reduction through 2019	-96%	-81%	-93%	-87%	-85%	-67%	-91%

Source: WDFW, BST Associates

Notes:

¹ 2019 figure includes Puget Sound Drag Seine

² 2019 figure includes all Salmon Charter

Fleet buybacks have also been instituted in other key fisheries, including the groundfish trawl, Dungeness crab, and pink shrimp fisheries. Vessels that were purchased under this program were permanently removed from the commercial fleet. These buybacks permanently removed 91 vessels and 239 fishing permits.⁶

Alaska

The Alaska fishing fleet shrank significantly over the past three decades, falling from approximately 17,500 boats in 1991 to just 8,700 boats in 2019. The largest decline occurred between 2004 and 2005, when the fleet decreased by more than 13,700 boats, although the number of boats had been falling in most years from 1991 through 2004. The number of boats licensed to fish in Alaska in 2019 was the lowest on record (Figure 10). The main driver behind the decline was a change from an open-entry system for most fisheries (with no limit on the number of permits issued) to a system of individual transferrable quotas. What typically occurs when a fishery is converted to the quota system is that existing permit holders are issued the right to a share of the total harvest, based on catch totals for recent years. The permit owners can then continue to fish for that share of the harvest, or they can sell that share. This has tended to result in consolidation of the fleet, with a smaller number of boats controlling larger shares of the harvest.⁷

Another major change that has occurred in the Alaska commercial fleet is that the average vessel length has grown over time. In 1980 the weighted average vessel length was 29.4 feet, but by 2019 it had grown to 38.2 feet. The growth in average vessel length was primarily a function of a sharp decline in the number of smaller vessels. Specifically, in 1980 more than seven out of eight boats were less than 40 feet long, or 87.0% of the entire fleet. By 2019 fewer than six out of eight boats (i.e. 71.9%) were less than 40 feet long.

⁵ WDFW. Washington Coastal Dungeness Crab Fishery License Buy-Back Program, October 1, 2008.

⁶ National Oceanic and Atmospheric Administration. *50 CFR Part 600 [Docket No. 041029298–5168–03; I.D.052004A] RIN 0648–AS38*, Federal Register /Vol. 70, No. 133. Wednesday, July 13, 2005.

⁷ Alaska Commercial Fisheries Entry Commission. Database of commercial fishing vessels for 2019.

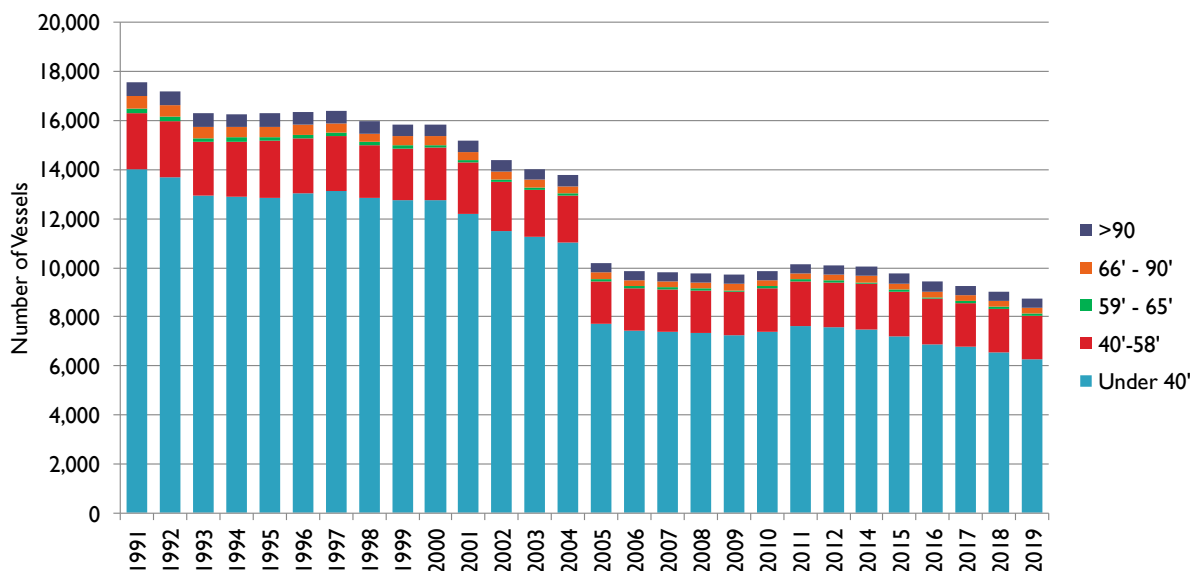


Figure 17. Alaska Fishing Fleet Trends

Source: Commercial Fisheries Entry Commission

Oregon

Similar to Washington and Alaska, the number of vessels licensed for commercial fishing in Oregon has trended downward over the past decade. In 2011, a total of 1,737 vessels had commercial licenses and by 2019 this number had fallen to 1,570. This decline was not consistent from year to year, however, and the number of vessels licensed in 2019 is actually higher than the numbers licensed from 2016 through 2018 (Figure 11).⁸

The distribution of vessels sizes remained relatively consistent from 2011 through 2019. A majority of commercial vessels in Oregon are less than 40 feet long; the share of the fleet accounted for by this size of vessel ranged between 53% and 57%. The next largest share of vessels is those that are 40 feet to 58 feet in length; these vessels accounted for 31% to 33% of the fleet between 2011 and 2019. Vessels longer than 58 feet accounted for 12% to 14% of the Oregon commercial fleet from 2011 through 2019. Most of these vessels are 66 feet to 90 feet long (i.e. 8% to 9% of the fleet). Vessels 59 feet to 65 feet account for 3% to 4% of the fleet, and vessels longer than 90 feet account for less than 1% of the fleet.

⁸ Oregon Department of Fish and Wildlife. Database of vessels licensed to fish commercial in Oregon.

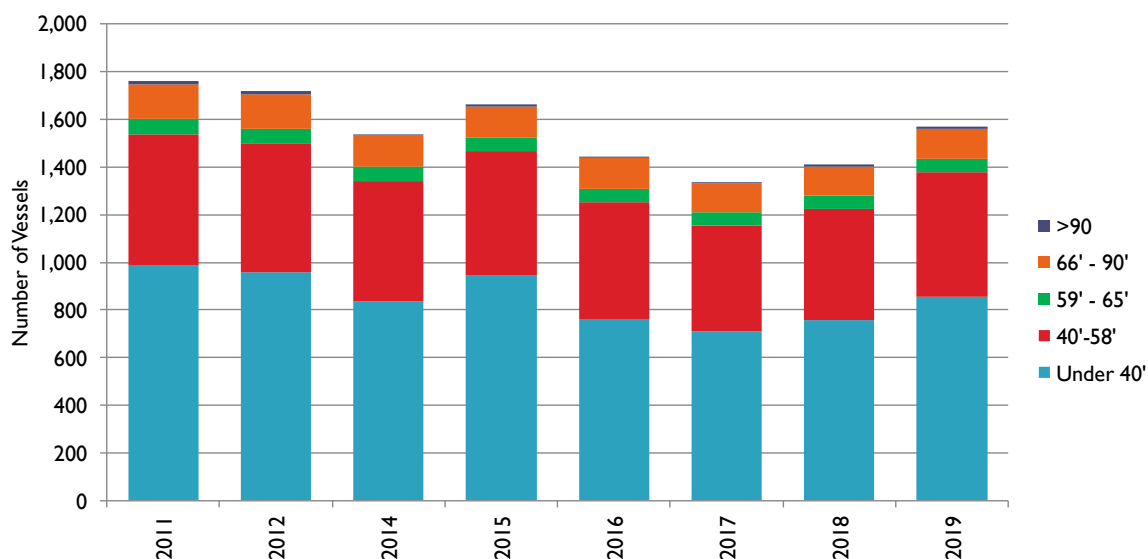


Figure 18. Oregon Fishing Fleet Trends
Source: Oregon Department of Fish and Wildlife

4.1.3 Harvest

Most of the commercial fishing effort in Washington and Oregon occurs on the coast, with relatively little occurring on inland waters. As shown in Figure 12, most of the regional harvest (by weight) is landed at the top five coastal ports (i.e. Astoria, Westport, Newport, Coos Bay-Charleston, and Ilwaco-Chinook) while the value of the harvest is spread among a larger number of ports, including several on Puget Sound (i.e. Bellingham, Anacortes-La Conner, Shelton, and Olympia) (Figure 13).⁹

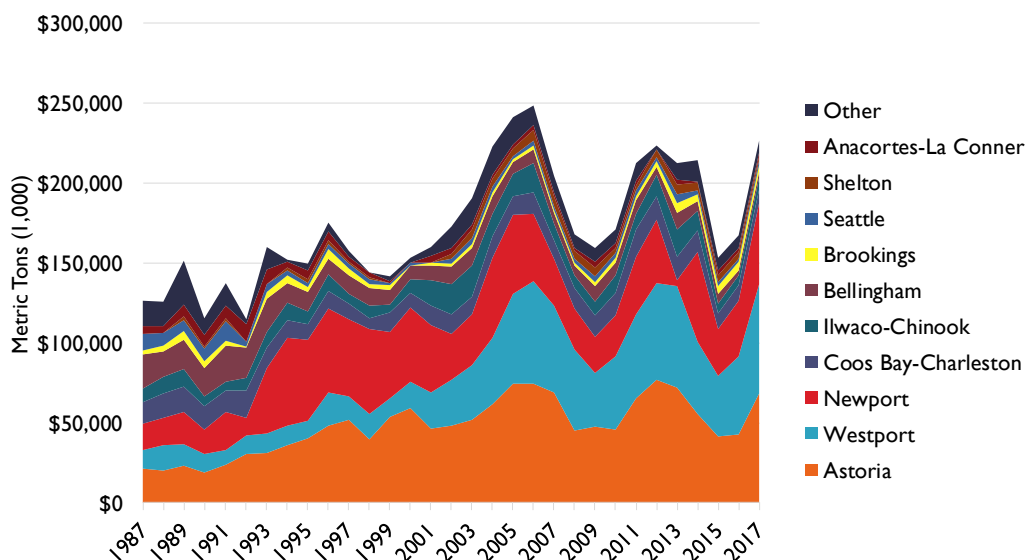


Figure 19. Weight of Fish Landings by Port, Top 10 in Ports Oregon & Washington (Metric Tons)
Source: National Ocean Economics Program, NMFS

⁹ NMFS National Ocean Economics Program. Top Commercial Fishing Search webpage, <https://www.oceaneconomics.org/LMR/topPorts.asp>, accessed April 3, 2020.

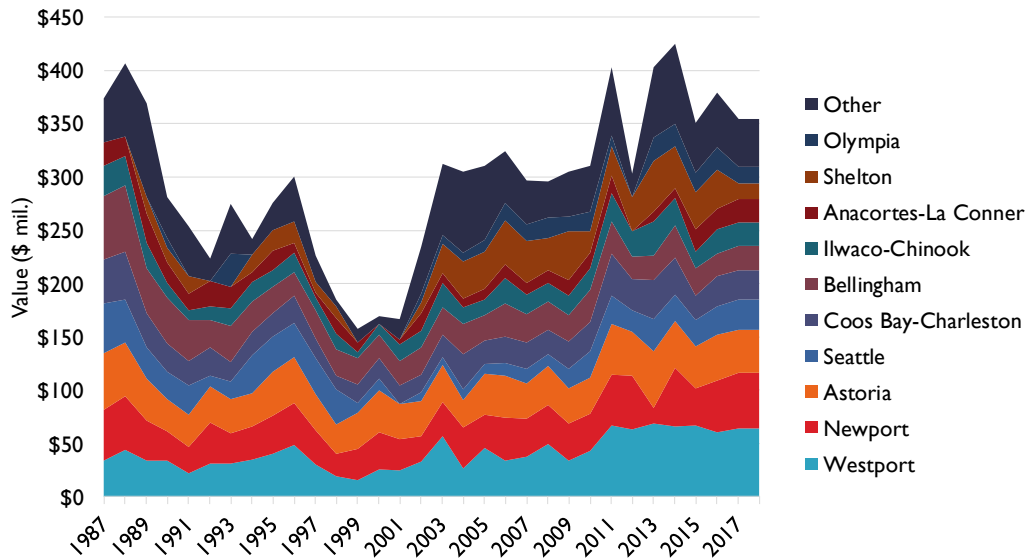


Figure 20. Value of Fish Landings by Port, Top 10 in Ports Oregon & Washington (2017 Dollars)
Source: National Ocean Economics Program, NMFS

As previously discussed, the Gig Harbor fleet currently holds 28 Washington fishing licenses. The largest number of these (i.e. 12 licenses) is for Puget Sound Salmon Purse Seine fishing. The next largest number is four Sardine Purse Seine licenses, followed by three Dungeness Coastal Crab Pots licenses and two Herring Lampara licenses. There are seven additional licenses types, with one each. The following section provides information on the main fisheries in which the Gig Harbor fleet operates.

Salmon

From 2000 through 2018, salmon landings at Washington coastal ports (primarily Westport) averaged approximately 1,150 metric tons per year. During that period the harvest experienced volatility, with landings ranging from as low as 425 metric tons to as high as 2,650 metric tons. Since 2014, the landed volume has been less than 1,000 metric tons each year and has fallen each year, to a low of 425 metric tons in 2018. As with other natural resource industries, salmon fishing is subject to influence from outside factors such as endangered species regulations, Canada-United States salmon treaties, and catch and processing allocation decisions. These uncertainties tend to increase the volatility in the industry.

The coastal commercial salmon fishery is currently limited to a spring opening and a summer opening. For 2019, the spring opening ran from May 6 through the earlier of June 28 or when the fish limit was reached. The summer fishery started on July 1 and was scheduled to run until the earlier of September 30 or when limits were reached.

Sardines

Since 2009, the sardine fishery in Washington has been limited to 16 permanent licenses, which can be transferred or sold. In addition, temporary annual permits may be issued at the discretion of the WDFW Director, with the total number of permanent and temporary annual licenses not exceeding 25.

The sardine harvest is highly cyclical, with the Washington harvest ranging from less than 5,000 metric tons in 2000, 2006, and 2007 to more than 15,000 metric tons in 2002 and more than 12,000 metric tons in 2010. Harvest levels spiked in 2012 and 2013, hitting highs of nearly 35,000 metric tons in 2012 and 30,000 metric tons in 2013, but the 2014 harvest fell to just 7,100 metric tons. The 2015-2016 season was cancelled in

Washington, Oregon, and California due to poor sardine abundance, and has been cancelled in each of the following years¹⁰ (Figure 14).

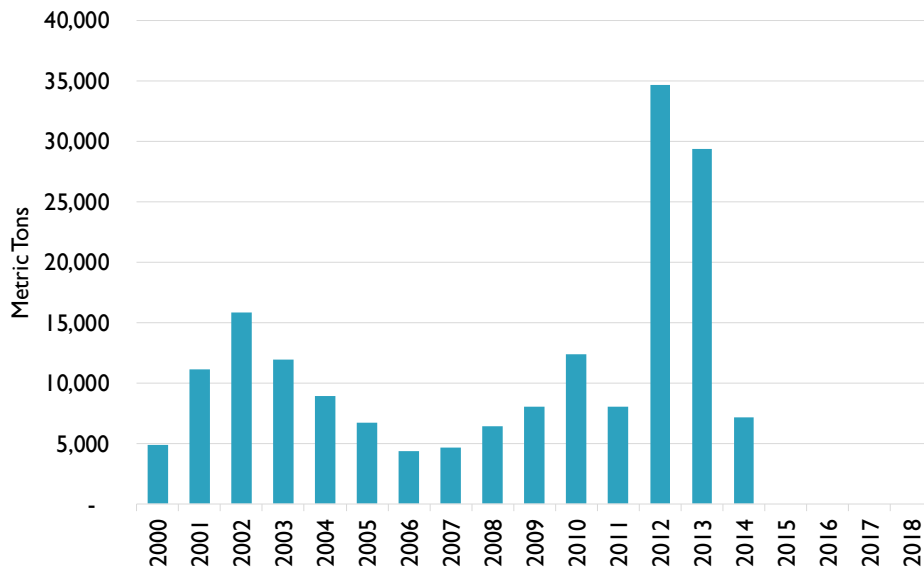


Figure 21. Washington Commercial Sardine Harvest

Hake

Hake (also known as Pacific whiting) season begins on May 15, for both at-sea and shore-based fisheries. Most of the fishing effort occurs between June and October.

Processing of hake is allocated between shore-based processors, at-sea mothership processors, and at-sea catcher processors. The current allocation, which has been in effect since 1997, divides the U.S. non-tribal harvest between shore-based processors (42%), catcher-processors (34%), and mothership processors (24%). Since 2011, the non-tribal U.S. fishery has been fully rationalized, with allocations in the form of Individual Fishing Quotas (IFQs) to the shore-based sector and group shares to cooperatives in the at-sea mothership and catcher-processor sectors. Starting in 1996, the Makah Indian Tribe has also conducted a fishery with a specified allocation in its “usual and accustomed fishing area”.¹¹

Crab

There are 228 Washington coastal commercial Dungeness crab license holders, with approximately 200 fishers who are active participants in this highly competitive fishery. The season typically starts on December 1 and runs through September 15. The main ports of landing for the coastal commercial Dungeness crab fishery are Ilwaco, Chinook, Westport, Tokeland and La Push.¹²

Washington coastal Dungeness crab landing data back to 1950 shows a large fluctuation in harvest, ranging from a low of 2.5 million pounds in 1981 to a high of 25 million pounds in 2004-05 averaging at 9.5 million pounds. It is believed that this large fluctuation in landings is not a result of harvest patterns, but likely due to varying ocean conditions including water temperature, food availability, and ocean currents¹³ (Figure 15).

¹⁰ WDFW. https://wdfw.wa.gov/fishing/commercial/sardine/fishery_notices.html, accessed 1-29-2019.

¹¹ Joint Technical Committee of the Pacific Hake/Whiting Agreement Between the Governments of the United States and Canada. Status of the Pacific Hake (Whiting) Stock in U.S. and Canadian Waters in 2018. March 2nd, 2018

¹² WDFW. <https://wdfw.wa.gov/fishing/commercial/crab/coastal/>, accessed 1-29-2019.

¹³ *ibid*

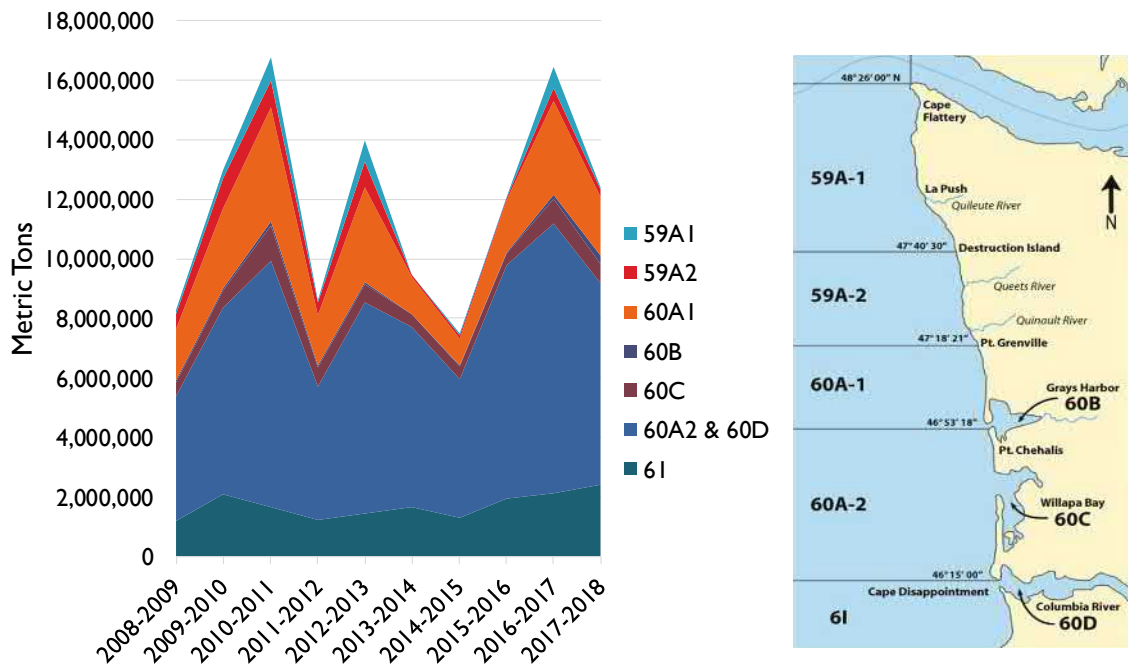


Figure 22. Non-Treaty Coastal Commercial Dungeness Crab Landings by Catch Reporting Area
Source: WDFW

Shrimp

Commercial shrimp fishing on the Washington coast began off Grays Harbor in 1956 and focuses on pink shrimp. Washington coastal shrimp fishing activity is split between Westport and Ilwaco, with processors located at each. Pink shrimp are caught by trawl gear during daylight hours. The typical commercial trip ranges from 3 to 6 days including transit to and from the fishing grounds, with shorter trips when fishing is especially productive. Along the Washington coast, the pink shrimp fishery operates in federal waters (3-200 miles); most commercial gears, including trawl, are prohibited inside Washington state waters (0-3 miles). The status of pink shrimp stocks off the coast of Washington has not been specifically determined, but there are strong indications it is stable. The Oregon pink shrimp fishery in waters adjacent to Washington is well-documented and appears to be resilient to both naturally caused variations in distribution and fishery impacts. As much as one-third of the shrimp landed into Oregon ports come from waters off Washington State, and these landings are included in Oregon's extensive sampling and logbook evaluation program. By many measures, the Washington and northern Oregon stocks are considered contiguous.¹⁴ Since 1982, the three Pacific Coast states (Washington, Oregon, and California) have operated a common season, which opens on April 1 and closes on October 31.

In 1994, the Washington limited entry (LE) license program established 143 licenses. As of 2014, the number of LE licenses stood at 83. The LE licenses must be renewed annually, but do not need to be fished actively to remain valid; the decline is attributed to LE license owners electing not to renew.

4.1.4 Future Issues

The Washington Department of Ecology recently lead an effort to develop a marine spatial plan (MSP) for Washington's Pacific coast. The plan was developed in coordination with a number of agencies, and engaged

¹⁴ WFDW. <https://wdfw.wa.gov/fishing/commercial/shrimp/>, accessed 1-3-2019.

coastal stakeholders, the public, and local, tribal and federal governments. One of the reports that resulted from this effort identified issues of concern to the fishing and fish processing industries:¹⁵

- Factors affecting the fishing sector:
 - Barriers to entry and success
 - Limitations in use of space
 - Ocean acidification
 - Oil industry conflict
 - Overfished species
 - Potential for concentration of ownership
 - Regulatory uncertainty
 - Salmon production and survivability
 - Laws and regulations limiting catch.
- Factors affecting the fish processing industry:
 - Infrastructure issues related to whether water or byproduct use in the processing process will overwhelm existing infrastructure
 - A decline in wholesale prices for seafood
 - Major expansion of the onshore Pacific whiting fishery
 - Horizontal integration of processors and consolidation of processing plants in fewer locations
 - Vertical integration into distribution and harvesting operations
 - Return of small processors to offering specialty products in niche markets

NOAA Fisheries prepares an annual report that “highlights the work toward the goal of maximizing fishing opportunities while ensuring the sustainability of fisheries and fishing communities.”¹⁶ In the 2017 and 2018 reports, selected salmon stocks generated most of the concern.

The impact of climate change on commercial fisheries is studied by the U.S. Global Change Research Program (USGCRP). A recent report from this effort concluded that: 1) ocean warming, acidification, and deoxygenation are projected to increase changes in fishery-related species, reduce catches in some areas, and challenge effective management of marine fisheries and protected species, 2) marine fisheries and fishing communities are at high risk from climate-driven changes in the distribution, timing, and productivity of fishery-related species, and 3) extreme events are expected to increase, including combinations of very high temperatures, very low oxygen levels, or very acidified conditions.¹⁷

Figure 16 illustrates the projected impact on fisheries from the base period (1991–2010) to the target period (2041–2060). Along most of the U.S. West Coast, potential catch may decline by up to 10%. The largest expected decline is a 22% reduction in salmon harvest in Washington state— a loss valued at \$3 billion. The southern half of the British Columbia coast and the very northern portion of the Washington coast could experience a decline of 10% to 20% during this period. Gulf of Alaska is projected to increase by approximately 10%, and the Bering Sea catch potential may increase by approximately 46%. There could be an uptick from new species moving into the newly-warmer waters in the area but Bering Sea pollock and Pacific cod expected to decline. Ocean acidification will have a negative impact on Tanner crab, red king crab, and pink salmon.

¹⁵ WDOE Marine Spatial Planning, Marine Sector Analysis Report: Non-Tribal Fishing, IEC, 2014.

¹⁶ www.fisheries.noaa.gov/national/2018-report-congress-status-us-fisheries

¹⁷ Pershing, A.J., R.B. Griffis, E.B. Jewett, C.T. Armstrong, J.F. Bruno, D.S. Busch, A.C. Haynie, S.A. Siedlecki, and D. Tommasi, 2018: Oceans and Marine Resources. In Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment, Volume II [Reidmiller, D.R., C.W. Avery, D.R. Easterling, K.E. Kunkel, K.L.M. Lewis, T.K. Maycock, and B.C. Stewart (eds.)]. U.S. Global Change Research Program, Washington, DC, USA, pp. 353–390. doi: 10.7930/NCA4.2018.CH9 On the Web: <https://nca2018.globalchange.gov/chapter/oceans>; page 354

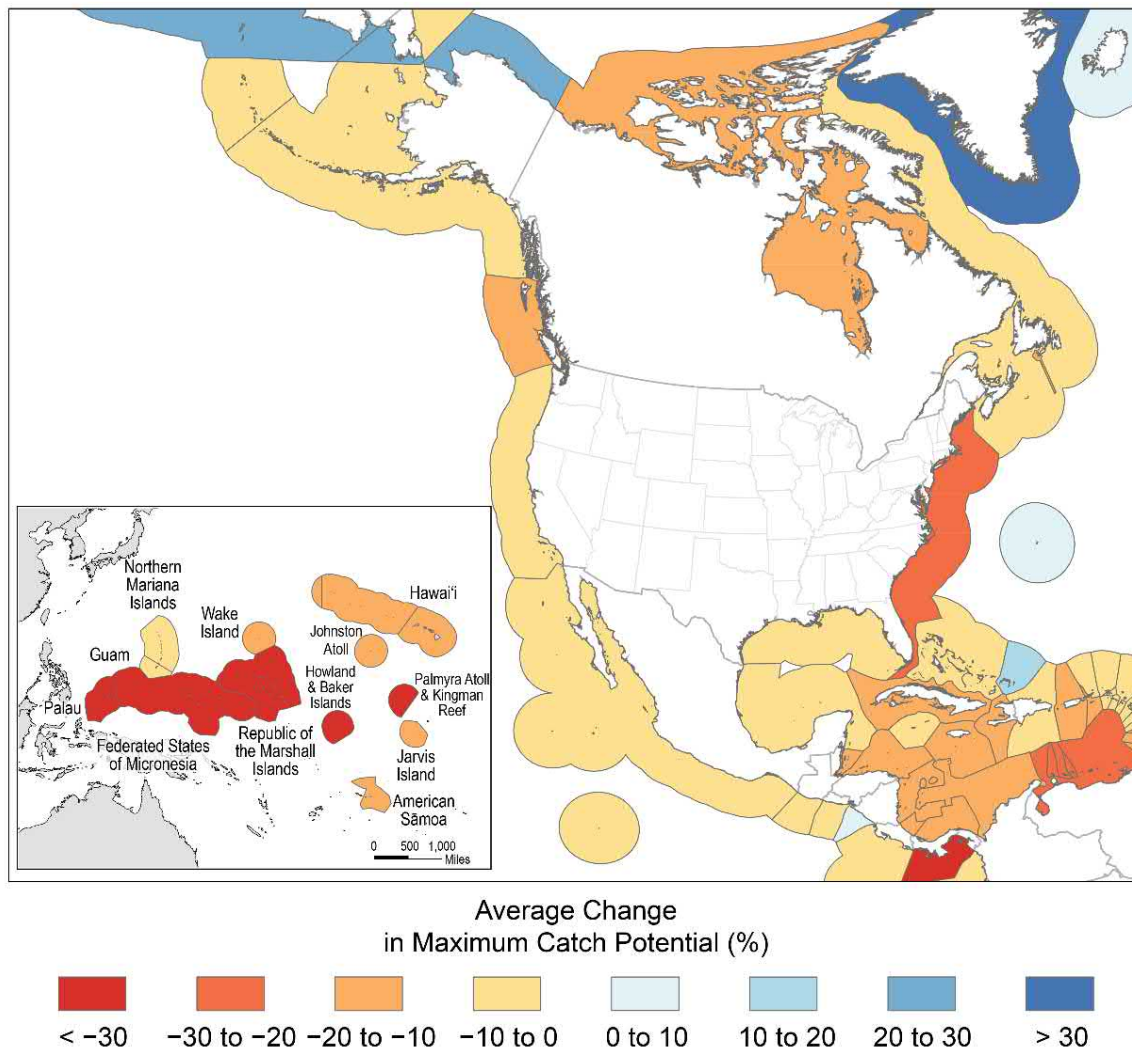


Figure 23. Climate Change Impact on Fisheries¹⁸

4.1.5 Fishing Industry Trends Summary

In summary, several key conclusions stand out including the following:

- The number of commercial fishing vessels in the region is much smaller than it was in past decades and is still slowly shrinking.
- Most commercial fisheries in the region are sustainably managed.
- Most commercial fishing occurs on the Coast, as opposed to inland waters (i.e. Puget Sound).
- Climate change is likely to negatively impact commercial fisheries in the future.

4.2 Finance

The purpose of this chapter is to provide preliminary information on the finances of the proposed dock project. Key sections of this chapter include:

¹⁸ The figure shows average projected changes in fishery catches within large marine ecosystems for 2041–2060 relative to 1991–2010 under a higher scenario (RCP8.5). All U.S. large marine ecosystems, with the exception of the Alaska Arctic, are expected to see declining fishery catches. Ibid page 363.

- Estimates of revenue, based on market rates for moorage at selected competing ports in the region
- Estimates of construction costs and operating costs for Ancich Dock
- Comparison of the potential revenue with the estimated costs

This is a high-level analysis and is based on a number of assumptions. It is recommended that a more detailed analysis be developed as the project moves forward.

4.2.1 Revenue

This analysis assumes that Ancich Dock will generate revenue from two sources: monthly moorage from commercial fishing vessels, and daily moorage from transient recreational vessels.

Commercial Moorage Rates

The primary source of revenue for the Ancich Dock commercial fishing facility will be moorage fees. As the dock is intended primarily for commercial fishing vessels, market rates were collected for the main commercial vessel facilities in the region. These include:

- Port of Anacortes, Cap Sante Marina
- Port of Bellingham, Blaine Harbor
- Port of Bellingham, Squalicum Harbor
- Port of Everett Marina,
- Port of Port Townsend Boat Haven
- Port of Seattle, Fishermen's Terminal

These six facilities account for the majority of commercial vessel moorage in the region. In addition, there are numerous smaller, private facilities that offer moorage to relatively few vessels; this includes several of the docks in Gig Harbor. The market rate for commercial fishing vessels at the major public marinas in the region ranges from \$6.39 per foot to \$10.86 per foot, and averages \$7.67. These are base rates, and do not include leasehold excise tax (LET), or other additional fees. With the LET included, moorage rates in the region range from \$7.21 to \$12.25 per foot per month¹⁹ (Table 10).

Table 10. Moorage Rates for Commercial Fishing Vessels

Marina	Current Rate per Linear Foot	
	Base	Base + Tax*
Port of Anacortes	\$7.51	\$8.48
Port of Bellingham Blaine Harbor <80'	\$6.39	\$7.21
Port of Bellingham Blaine Harbor 80'+	\$7.20	\$8.12
Port of Bellingham Squalicum Harbor <80'	\$6.39	\$7.21
Port of Bellingham Squalicum Harbor 80'+	\$7.20	\$8.12
Port of Everett	\$7.52	\$8.49
Port of Seattle Fishermen's Terminal <80'	\$7.73	\$8.72
Port of Seattle Fishermen's Terminal 80'+	\$10.86	\$12.25
Port of Port Townsend <71'	\$7.44	\$8.40
Port of Port Townsend 71'+	\$8.47	\$9.56
Average	\$7.67	\$8.66

Source: Individual Port Districts

¹⁹ Leases with public agencies, such as Port Districts, are subject to the Leasehold Excise Tax, which is 12.84% of the base lease value.

According to interviews with local fishing vessel owners, the rate that they pay for moorage in Gig Harbor ranges between \$4.50 per foot per month and \$8.00 per foot per month; the lower rates are based on a “friends and family” discount. Several owners also reported mooring at their own docks, and do not pay moorage fees. This analysis assumes that the occupancy rate from commercial vessels will vary throughout the year, depending on where the different members of the fleet are fishing. The occupancy for each month was estimated based on the results of interviews with vessel owners. This preliminary financial analysis presented below uses a rate of \$8.00 per foot per month.

Transient Recreational Rate

Jerisich Dock is operated by the City as part of the Parks department, and provides approximately 800 feet of transient moorage, primarily for recreational vessels. This analysis assumes that the rates at Ancich Dock for transient recreational moorage will be the same as that at Jerisich Dock:

- \$1.00 per foot per day – peak season (Memorial Day Weekend through Labor Day)
- \$0.50 per foot per day – off peak

The financial analysis incorporates several assumptions regarding transient recreational vessels:

- Usage patterns will be similar to those at Jerisich Dock
- Monthly commercial moorage will have precedent over transient recreational moorage

One important issue is that Ancich Dock could potentially impact occupancy at Jerisich Dock. During periods of peak demand from transient recreational vessels this would not likely be the case, but during periods of lower demand it is possible that the vessels using Ancich Dock may represent a shift from Jerisich Dock, and not new revenue. Moorage rates were estimated to grow at 2.0% per year.

4.2.2 Costs

The costs associated with the Ancich Dock project include capital costs (design and construction) and operations and maintenance costs.

Construction Costs

Construction costs for the project were developed by the Davido Consulting Group, Inc (DCG). DCG developed estimates for two alternatives as demonstrated below. Refer to Appendix VII for the Construction Cost Estimates.

- Alternative A provides a combination of linear moorage and finger piers. Total moorage is 875 feet, and the estimated cost is \$1,561,004
- Alternative E provides linear moorage along both sides of a 310-foot dock (a total of 620 feet of moorage), with an estimated cost of \$1,158,944

Operations and Maintenance

Projected annual operations and maintenance costs for the Ancich Dock were estimated using data from Jerisich Dock. Jerisich Dock is operated by the City as part of the Parks department, and provides approximately 800 feet of transient moorage, primarily for recreational vessels. According to City of Gig Harbor data, the annual operating cost of Jerisich Dock was approximately \$23,000 in 2019, with utilities accounting for the majority (i.e. approximately \$16,800). General supplies that are purchase for use at all park facilities (such as restroom supplies) are not included.

The annual operations and maintenance cost at Ancich Dock was estimated based on the amount of moorage available under each Alternative. Under Alternative A operating cost is estimated to be \$25,134 in 2020 dollars, and under Alternative E it is estimated to be \$18,065 in 2020 dollars. In addition, each of the alternative includes allocated personnel time, estimated as 0.1 full-time equivalent (FTE) at a rate of \$55 per

hour, or a total of \$11,440 in 2020 dollars. Including the personnel time, the total operations and maintenance cost under Alternative A is estimated to be \$36,574 in 2020 dollars, and under Alternative E it is estimated to be \$29,505 in 2020 dollars. Costs were estimated to grow at a rate of 2.1% per year, based on CPI.

4.2.3 Costs Versus Revenue

Net revenue was estimated by subtracting the operations and maintenance costs from the projected revenue. This annual figure was then converted into a net present value (NPV), using interest rates of 3% and 7%, over a period of 20 years. Comparisons of the NPV with construction cost are presented in Table 11. Under each of the alternatives and each of the interest rates, the NPV of projected revenues is less than the estimated construction costs. For Alternative A, construction costs exceed NPV of revenue by approximately \$682,000 to \$930,000. For Alternative E, construction costs exceed NPV of revenue by approximately \$705,000 to \$836,000. As noted above, this is a preliminary analysis based on a number of assumptions, including: occupancy rates, moorage rates, interest rates, and finance periods, among others.

Table 11. Summary of Costs vs. Revenues Over 20 Years

Industry Sector	Alternative A		Alternative E	
	Interest Rate 3%	Interest Rate 7%	Interest Rate 3%	Interest Rate 7%
Net Revenue NPV	\$815,896	\$567,565	\$431,992	\$300,663
Construction Cost	\$1,561,004	\$1,561,004	\$1,158,944	\$1,158,944
Cost less Net Revenue NPV	(\$745,108)	(\$993,439)	(\$726,952)	(\$858,281)

4.3 Economic Impact

Economic impact estimates typically include three main parts: direct, indirect, and induced impacts. Within each of these three parts economic impacts are measured in output, jobs, and income.

- **Direct** impacts refer to the output, jobs, and income at the firm or industry being analyzed.
- **Indirect** impacts are the output, jobs, and income that occur from the purchases of inputs (materials, components, equipment) from suppliers to the subject industries.
- **Induced** impacts are the output, jobs, and income that occur from the purchases made by the employees of the subject industries.

For the commercial fishing industry, the direct impacts include:

- Output – revenue generated from selling the fish harvested
- Jobs – fishing vessel crews
- Income – crew shares, wages, and owner's income from fishing

4.3.1 Direct Impacts

According to interviews with vessel owners, some vessel work is performed at the dock by the owners and crews, but most heavy work is performed in boatyards. Most of the work that is performed at the docks in Gig Harbor is in preparation for fishing, and typically occurs in the two weeks leading up to the vessel's departure for fishing. The number of people performing work on the vessel ranges between one and five, with one or two the most common responses. The direct employment impact of this labor is limited, when converted into full-time equivalent (FTE) jobs. Using: 28 vessels, average maintenance crew of two, and two weeks of maintenance work, the dockside maintenance work supports approximately two FTE, or two full-time equivalent jobs in Gig Harbor. Fishing crews typically have four to five members, including the owner or captain. Total crew employment for the Gig Harbor fleet is estimated to range between 110 and 140, based on 28 vessels and crew size of four or five.

Overall, the analysis found the direct impacts to be relatively low for the Homeport project.

4.3.2 Indirect Impacts

Indirect impacts include the output, jobs, and income at industries from which the fishing vessel owners/operators purchase goods and services. These impacts are typically estimated through the use of an input-output model. The creation of such a model requires gathering detailed expenditure data from individual vessel owners and was beyond the scope of work for this analysis.

According to data from the National Marine Fisheries Service (NMFS), typically approximately two-thirds of vessel expenses (excluding crew and owner income) is related to vessel repair/maintenance and fuel/lubricants.²⁰ In Gig Harbor, the only boat haul-out facility is the Gig Harbor Marina & Boatyard, and this yard does not have a hoist capable of lifting most fishing vessels. As a result, most of the vessels owners interviewed for this analysis reported using yards in Port Townsend, Seattle, Coos Bay and other ports. None of the vessel owners reported using boatyards in Gig Harbor or other Pierce County locations.

Fuel and lubricants are the second-largest category of fishing vessel expenses (excluding wages and other crew income). Gig Harbor no longer has a marine fuel facility, so there is essentially no indirect impact from fuel purchases by the fishing fleet.

According to the NMFS model inputs, moorage accounts for only a small share of annual fishing vessel costs, typically 2.0% to 3.0% of total costs (excluding wages and other crew income). The Gig Harbor fishing vessel owners that were interviewed for this analysis reported spending as much as \$8.00 per foot per month for moorage in Gig Harbor, but most reported spending less. Several of the owners reported spending \$4.50 to \$5.00 per foot (based on a friends and family discount from the dock owner), and several others reported moorage at docks that they own. In addition, most of the vessels moor in Gig Harbor only during the off-season for fishing; as a result, they do not necessarily pay for year-round moorage in Gig Harbor. Trip-related expenses for commercial vessels include food and crew provisions, ice, and bait. It is likely that vessels purchase food and crew provisions for the first part of their voyage in Gig Harbor. Depending on which fishery a boat works, it is likely that additional food and crew provisions are obtained from the port where the boat delivers fish during the season. *In total, the indirect impact in Gig Harbor due to spending by commercial fishing vessels is likely to be relatively limited.*

Overall, the analysis found the indirect impacts to be relatively low for the Homeport project.

4.3.3 Induced Impacts

Induced impacts are those that result from spending of income by crew members and vessel owners.

According to the U.S. Census Bureau, in 2017 there were 16 residents of Gig Harbor employed in the Agriculture, Forestry, Fishing and Hunting sector, the same number as in 2002. In contrast, during the period of 2002 through 2017, the number of jobs held by residents of Gig Harbor grew from 2,871 to 3,258. The Agriculture, Forestry, Fishing and Hunting sector accounted for 0.5% of jobs held by Gig Harbor residents in 2017, a decrease from the 0.6% share in 2002.²¹ The same data also reports the number of jobs in Gig Harbor, regardless of where the worker resides. According to this data, the total number of jobs in Gig Harbor grew from 5,203 in 2002 to 9,243 in 2017, while the number of jobs in the Agriculture, Forestry, Fishing and Hunting sector fell from eight to five (Table 12). Based on the estimate of 110 to 140 fishing crew members associated with the Gig Harbor commercial fleet, *the induced impact in Gig Harbor due to the spending of income by crew members is likely limited, if most of these crew members do not live in Gig Harbor.*

²⁰ National Marine Fisheries Service, Input-Output Model for Pacific Coast Fisheries.

²¹ U.S. Census Bureau OnTheMap website, <https://onthemap.ces.census.gov/>, accessed 5/26/2020.

Table 12. Jobs in Agriculture, Forestry, Fishing and Hunting

Industry Sector	2002	2017
Residents of Gig Harbor		
Agriculture, Forestry, Fishing and Hunting	16	16
Total	2,871	3,258
Share of Total	0.6%	0.5%
Jobs in Gig Harbor		
Agriculture, Forestry, Fishing and Hunting	8	5
Total	5,203	9,243
Share of Total	0.2%	0.1%

5 CONCLUSION

The study finds that Alternative E is the best option. This alternative clearly demonstrates the fewest disadvantages while still meeting goals of the community.

Appendix I – Phone Interview Notes

Interview Session Notes

Ancich Waterfront Park Homeport Feasibility Study

March 2020, Skype Calls

Interview Schedule

Nicole Jones-Vogel, Steve Robert, and Anna Spooner interviewed 13 members of the Gig Harbor community on March 17, 2020 to ask questions about the City's proposed Ancich Waterfront Park Homeport (Homeport). Each interview lasted 20 minutes. The interviews took place over skype. The following table provides the interview schedule and information on each interviewee. Interviewee included members of the Gig Harbor commercial fishing community (highlighted in blue below) and Homeport neighbors (highlighted in green below).

	Interview Time	Interviewee	Relationship to Homeport
1	9:40 a.m.	Guy Hoppen	Commercial fisherman
2	10:05 a.m.	Andy Babich	Commercial fisherman
3	10:30 a.m.	Nick Jerkovich	Commercial fisherman
4	11:00 a.m.	Dawn Stanton	Homeport neighbor
5	11:25 a.m.	Randy Babich	Commercial fisherman
6	11:50 a.m.	Leif + Katie Dobzinsky	Commercial fishermen
7	12:15 p.m.	Nancy Jerkovich	Homeport neighbor
8	2:00 p.m.	Gregg Lovrovich	Commercial fisherman
9	2:30 p.m.	Jim Franich	Homeport neighbor, former commercial fisherman
10	3:00 p.m.	Nick Babich	Commercial fisherman
11	3:30 p.m.	Mary Ellen Gilmour	Homeport neighbor
12	4:00 p.m.	Karen McDonell	Homeport neighbor
13	4:25 p.m.	Jake Bujacich	Homeport neighbor, commercial fisherman

Overview of Project scope

Each project team member introduced themselves. Steve then reviewed the scope of the feasibility report and the project's background including:

- The City has completed the upland park development at Ancich Waterfront Park. The human powered float is fully funded and scheduled for construction in fall 2020 (pending environmental permits). The City is developing a full build design for the commercial fishing homeport.

- He reviewed the provided in-water facility plans.

Interview Objectives

Nicole kicked off each interview session and reviewed the objectives:

- To gather local knowledge and specific information to inform the feasibility study and preferred concept design for the Ancich Waterfront Park commercial fishing homeport, specifically how much do we build now?
- To identify opportunities and constraints that will inform the feasibility study analysis.
- To establish transparent communication and begin to build community consensus on a future Ancich Waterfront Park commercial fishing homeport preferred concept design.

Interview questions and notes from each session

Anna then lead each interviewee through five questions. The question were provided to each interviewee before the interview. The following provides notes on each interviewee response and follow up conversation with the group.

1. What do you want the City to offer as part of the Homeport?

Interview 1 - Guy Hoppen

- Jersich is not available for commercial use at all. Maritime provides loading/unloading, not moorage
- Steve: what kind of loading/unloading would happen at Homeport?
 - Netshed use = unloading nets and working on nets is primary use, plan should include a knuckle boom or hydraulic boom to lift 3000-4000 lbs (equipment and groceries)
 - Lots of gill netters, trollers in Gig Harbor - can self-load/unload - impetus for knuckle boom there
- Moorage and one space moving forward for fisher people - especially the younger group
 - They need space to work on the boats and gear
 - We have 5 or 6 crabbers in town now
- Things are gentrifying, hard for fishing families to buy waterfront property; equally hard to get acreage to build a shop
 - Net shed will become more and more valuable to future generations

Interview 2 - Andy Babich

- Obviously, the answer is moorage; all they are hoping for is future moorage
- The Ancich property is tough because it is space limited but what is practical is moorage; there is not space for other amenities. Power and water should be included with the facility (50amp, 30 amp)
 - He doesn't think a crane is practical unless a private entity takes that on

Interview 3 - Nick Jerkovitch

- Moorage is the number one and will need electrical and water connections. Aside from moorage, not sure what else could be offered
 - A pumpout would be a nice thing. They can always go to the other dock and pumpout. A crane? He wouldn't use it, but others might.

Interview 4 - Dawn Stanton

- The Homeport should provide fishing moorage for our local fleet
 - Local is the target. She does not want to initiate a resurgence of the fishing industry in the area. There are 5 active docks that local fleet use right now - in total 15 boats. Of those, maybe 7 or 8 float around to available sites. This Homeport is needed to service to local fleet
 - She is disappointed in a float system to expand use - the park does not have the capacity for expansion (roads, neighbors, kayakers, users)
 - She would prefer a linear float system consistent with marina facilities through out harbor. Linear would accommodate 7 boats and would not preclude rafting
 - This would provide more flexibility for in-water maneuverability (commercial and recreational)
 - This would preserve views
 - This would provide safety and separate users
- She stated that we need this but that the local fleet is decreasing. There are constraints on the industry (all areas south) - there is a squeeze with climate change. The city should not accommodate fisherman beyond our local fleet

Interview 5 - Randy Babich

- He says he is coming from different universe compared to other fisherman
- A large moorage facility is not applicable, and he is not for it. There are climate change issues impacting the industry
- There is moorage outside of Gig Harbor. Port of Tacoma has no commercial vessels left (they have an unused facility)
- The dock would be a great facility if folks want to use it; no one would use crane

Interview 6 - Leif and Katie Dobzinsky

- Maximize the amount of linear feet of dock space - mainly because he feels that if you build it, it will come
 - He would angle the fingers on the current layout design, knowing the currents in the dock and the space between the proposed dock to west

- Commercial vessels are getting wider because boats are doing more fisheries to stay busy
 - These boats need a homeport to get maintenance
- He is low maintenance regarding amenities. He has his own storage shed. The Homeport would definitely need water and electrical (30, 50, 100 amp service). Get 100 amp for transient moorage in summer
 - Pumpout - yes if there is funding, it would help
 - Fuel - not an advantage
 - Working netshed - he would use it for very small projects, used for crab gear, loading/unloading crawl gear, you could use it for staging
- There is a need for moorage outside of Seattle; new fisherman can't afford to live in Seattle; Port Townsend (where his boat is) doesn't have room, Anacortes is full, there is a need

Interview 7 - Nancy Jerkovitch

- That is a weird question - what else would you want?
- Why are there three 80-ft stalls? The 60-ft stalls make more sense. Some of the stalls are only 20-ft across. Most of the boats are wider than that.
- The City should offer laundry, fuel, and cocktail lounge (she was joking). Security is very important
 - Other amenities could include Laundry, showers, etc would not benefit fisherman. It would benefit others such as yachts.
- She noted that there is no store close by.
- The yachts will come - they are out there

Interview 8 - Gregg Lovrovich

- The netshed is a great thing - he just needs the keys
- The City should provide adequate moorage - power (50 and 30 amp) and water
 - For transit - you would also need water
- Fuel - not going to be able to put it there. Fuel would be great in Gig Harbor but touch to be economically feasible and there isn't space at Ancich
- Pump-out - boats have holding tanks and other facilities. Not needed at Ancich

- There is also a portable person that goes out and pumps out tanks
 - Piped at Maritime but not open for use
 - Maybe a better option for live aboards, not fisherman
- Floats - they should not be too low, similar to what is around
- Please reach out to commercial fisherman during design process

Interview 9 - Jim Franich

- The City needs to consider future needs of moorage availability for commercial fishing fleet
- The City needs to consider impacts to the surrounding neighborhood
- Comparing this site to other Ports and moorage facilities (commercial) is night and day - this location is very unique and a totally different makeup
 - Our situation is complex
- Expectations for this site are different compared to others. Most of fishing fleet is tied up at private moorage facilities. Gig Harbor fisherman are used to just having a place to tie up and have water. That's all that is offered at the locations they are at now

Interview 10 - Nick Babich

- Moorage is the most important
- Just need power and water, no luxury needed
- A crane down there is not a necessity; they have been dealing without a crane for years. Need a place to tie up the boat

Interview 11 - Mary Ellen Gilmour

- One of the initial thoughts on this - we need fishing vessel moorage dock for Gig Harbor. Ancich is appropriate because it is within the historic working waterfront
 - She wants to make it so - a dock for fisherman who need moorage
- We don't need moorage for vessels outside of fleet
- She has reservations about bringing in the Tacoma fleet - worried about safety and other things

- The size should accommodate the fleet, not a grandiose Port that invites more and more fisherman
- Loading and unloading - her family would use these amenities if they are achievable

Interview 12 - Karen McDonell

- She was under the impression that the netshed and the floats in front of it would be for the fishing fleet
- She hasn't been inside the netshed - does it provide storage for fisherman? *Steve responded that no, it does not include storage*
- Restoration of the netshed - due to SMP designation as working waterfront. Whatever amenities fisherman need for their moorage.
- Steve: should this focus on fisherman only or also accommodate transient moorage
 - She doesn't think the two uses mix. Not in favor of yachts doing their boat work on the float system. She felt the same for the kayakers - it interferes with the working waterfront
 - She has no problem having them on the dock - okay with them tying up to floats

Interview 13 - Jake Bujacich

- The big thing is the moorage facility and you need to consider there is no parking
 - This will create a hardship on the whole area including the residents
- *Anna: where could that parking be?*
- There is proposal to put stalls over by Eddon Boatyard; the City would need to condemn property to get areas for parking
- He has concerns with blocking views to the harbor
- Biggest concern - construction and development
- He was opposed to kayak launch there - there is so much right there
- This will create a problem for downtown
- If the fisherman use the dock, the crane would be an adequate thing

2. What is the biggest challenge to the proposed Homeport?

Interview 1 - Guy Hoppen

- The only challenge is securing mitigation since the kayak dock has taken much of site mitigation
- Otherwise no challenges, just get it done

Interview 2 - Andy Babich

- Limited space, mitigation and money
- Maximize the facility size but balance with mitigation and money

Interview 3 - Nick Jerkovitch

- There are many - but he thinks the biggest is how many stalls and how you are going to determine who gets these stalls and how are you going to charge for them
 - Be sure you can fill all of them if you offer them at a cheap rate? If they are cheap and full - you wouldn't be able to pay for it though.

Interview 4 - Dawn Stanton

- Politics - fishing is a romantic notion and people get behind them; there is a push to get what you want when you can. There is a push saying there is a need that goes beyond the local fleet

Interview 5 - Randy Babich

- He thinks the City should ask - should this be built at all?
- There is no parking here
- Fisherman will not want to pay 11-12/LF.

Interview 6 - Leif and Katie Dobzinsky

- He has been paying attention this last year - the biggest aspect is the NIMBY aspect. The neighbors are loud
- The other issue is funding

- People are interested in fishermen and boats. There isn't anything against the commercial facility. But the Homeport will impact the neighboring property owners

Interview 7 - Nancy Jerkovitch

- How will they decide who ties there? The price will determine who ties there. The price will be a challenge. If you live in the City and pay taxes, you should be higher on the list. Are locals going to be able to tie there the same as out of towners? What about the people that live in the harbor and want to tie up?
 - *Nicole - we don't have that answer but it is good to hear that the City needs to answer this. Same question for boat storage facility - will it be by lottery? How long can a lottery winner have the space?*
- This homeport will compete with other ports, so you need to be able to provide amenities to complete.
 - Does the fleet want a crane - most fisherman wouldn't need that crane. There are some that would like it and the yacht people would like it. Who would operate the crane and take on the liability? A crane is something you could add later. Is the crane safe for the public?
- The problem - you are hearing from various people and everyone is worried about themselves. The crane doesn't affect her so she doesn't really have an opinion
- Safety is a big concern - and liability

Interview 8 - Gregg Lovrovich

- Funding - says the mayor. You design what you want. If you really want it, funding can be figured out. He doesn't see funding as a reason to not build what you want
- Biggest challenge - getting city, council, mayor on board with what the fishing fleet wants/needs
- Finding mitigation is a challenge

Interview 9 - Jim Franich

- A facility that isn't overwhelming the neighborhood but still has space available for moorage

- This site, once all uses are there (kayakers first), is going to be a mad house. Over the last 2 months the project has taken on a totally different approach. Previously it was the 2 dock solution. There will be a lot of commotion with 2 users types
- The amount of people coming and going at peak use (when all users are there) - a couple of months in the spring (getting boats ready). Potential massive impacts from the influx of people in neighborhood. And then in the fall - varies year to year

Interview 10 - Nick Babich

- The neighbors and the City (with this whole project)
- Need to get the City on board to build this float
 - The Council has changed a bit. The City has shifted towards kayaking and away from the commercial fishing industry. He doesn't see the drive to get this done for the fisherman. The kayakers are vocal and have the City's ear.

Interview 11 - Mary Ellen Gilmour

- The space is small, and the community is ambitious. Everyone wants to be there
- Concerned about on-water safety - conflicts with different types of vessels - fishing boats and kayaks
 - The less that is jammed in there, the better
- Traffic and parking concerns - it is a tough corner to park on
 - Fall - this would especially be a problem

Interview 12 - Karen McDonell

- She is not sure. She thinks there will be a lot of traffic in that area with small boats. The kayakers are separate but there are lots of them and there will be a lot of public use.
 - She is worried about hazards and dangers in water.

Interview 13 - Jake Bujacich

- Parking is the biggest challenge

- When a fisherman is getting their gear - each boat has a 4-5 crew. Where do they park?
Just about everyday, the on-street parking is full. When the kayakers and Homeport fisherman come, there will be a big parking issue. Not good for residents
- The driveway is steep and this site is hazardous to kids
- The whole project is very poorly planned from the beginning
- If the City had done the whole project at the same time, they wouldn't have the problems the City has now

3. How could the Homeport financially support itself?

Interview 1 - Guy Hoppen

- Few properties have an economic benefit
- 1200 linear feet of moorage, \$7/foot - 100K per year for
- Current plan has shrunk to about 800 LF which reduced potential income from moorage
- The facility has shrunk to the point that is tough for fisher families
- Reorient this slip to maximize fishing moorage; the full amount of linear feet should go to commercial fleet; consider revising to similar to the drawing he developed
- Perhaps community use in summer; but there is pushback on transient moorage - vocal members of community do not want that

Interview 2 - Andy Babich

- The cost of moorage - \$6-10 per foot (per month); so moorage could help pay for it; \$7-8 per foot range is the average. Ports he has been to 6.50-8.50 range
- *Steve: What about a fee to use the netshed (repairs, etc)?*
- Andy - most of us have our own netshed; he wouldn't use it. It would be difficult to use. The moorage is the main thing. Andy isn't in Gig Harbor (he is in Port Angeles). He is an example of how difficult it has become.

Interview 3 - Nick Jerkovitch

- How much does it cost to do this work? Are there costs against the facility that needs to be generated?
 - *Steve: paddler's facility is about a million. The homeport is a little larger but it is floating. Steve estimates roughly 2M*
- He is lifetime resident of Gig Harbor and commercial boats all his life. He has 4 boats and moors in 5-6 facilities up and down west coast
- There is nowhere to tie up for \$5-6/linear foot. \$6/ linear foot moorage would be a low charge. That would need to be government subsidies; not financially viable.
- *Anna - how much are people willing to pay?*
- Anything up to \$10/ linear foot would work.

Interview 4 - Dawn Stanton

- She hopes the City would consider what all facilities (private moorage) are charging and don't undercut them
 - She pays \$9/LF

Interview 5 - Randy Babich

- He discussed the need to substantiate the return on investment
- Some data has shown how many dollars the fishing community provides to City. It is a ruse and not true.
- There are fewer fisherman. He can't 'think of anyone who has kids who will keep this going.

Interview 6 - Leif and Katie Dobzinsky

- Moorage is an opportunity
- It is not that complicated - you could offer a discount for paying for a full year
 - And then figure out transient moorage option
- Cost - keep in alignment with other Puget Sound moorage
 - Port Townsend - \$510/month (includes power)
 - He would prefer to pay less
 - Seattle is bit cheaper than Port Townsend, Bellingham is cheaper than Seattle
- Economic development is not a park mission

Interview 7 - Nancy Jerkovitch

- Tough one. There are lots of numbers out there. You need to have high fees to pay this off. But you need low fees to get people there.
 - 6-7/LF - it will be really popular
 - 10/LF - folks will want to moor but don't undercut others
- She finds it hard to believe it will pay for itself.

- Folks will want an incentive - get something for that high fee
 - City will need to provide security, meter reader, management

Interview 8 - Gregg Lovrovich

- Moorage facility - so fund with year-round moorage spots
 - Need to fill those spots year round
 - Depends on size - bigger you build it, the more money it generates
 - Doesn't need to be a total build out but provide moorage
- Transient moorage - people are on foot (no parking) - great summer use
 - Shilshole/Elliot Bay charge \$2/LF per day for transient - generates a lot of income
- *Steve: are you fine with idea that transit boats take vacant spots while fisherman are fishing?*
 - Yes, it makes sense for the City's investment - you are mobilized and building, might as well go big and make more money over time.

Interview 9 - Jim Franich

- Charge the market rate (look at private facilities where fleet is now).
- Last council and current council - agreement that there would be recreational boating use at homeport when fishermen are not there. It will be hard for this location to be used when Jersich Park is \$1/LF overnight moorage - hard to compete with that. Depends on how many boaters will be willing to pay more. Jersich appears to be accommodating recreational boaters. Who knows about the future and the level of activity.

Interview 10 - Nick Babich

- This won't be cheap to build.
- He has boats scattered all over the place
- For a City like Gig Harbor, the fishermen are ideal - they are not there in the summer so the City can bring in a lot of revenue then
- He pays a lot of moorage right now - he has two boats tied up together and is paying \$1000/month
 - His boat brings in more revenue than a yacht

- It would bring in more money than a park
- One boat in Port Townsend, remaining boats in Gig Harbor

Interview 11 - Mary Ellen Gilmour

- Would the fisherman contribute to dock project?
 - *Nicole - there has been talk about. No offer by the fleet has been provided*
- Is there summer moorage opportunity? *Nicole responded that it is possible*
 - The two-use thing could get tricky. Is the net shed just for fisherman? *Nicole responded yes it is for mending nets.* Mary Ellen responded that is a lot of space for mending nets. A lot of the year it won't be used at all.
 - The double income could be nice. You would need a summer manager for summer moorage. It adds complexity.
- City, fisherman, transient moorage provide three options for financial support

Interview 12 - Karen McDonell

- Fishing boats and transient boats paying moorage
- Her father has moorage two dock down and holds spots for fisherman

Interview 13 - Jake Bujacich

- Take the overall cost and see how the moorage could finance the construction over time
- He owns a moorage facility in the harbor
 - Most of the fisherman are paying \$10-12/LF but last season the fisherman didn't make much money
- The overall local fleet is diminishing. Everyone used to have their own docks, but those docks are now gone. The families need a dock
- Transit moorage? Back to the parking issue - where do they park? He is worried they will park on his property (he owns the vacant property adjacent to site)

4. How would you use the new homeport facility? At what times of the year would you use the homeport facility?

Interview 1 - Guy Hoppen

- In summer, most vessels will be gone and there could be an opportunity for others to use moorage; this type of facility could be valuable for community; this doesn't impact fisherman
- Commercial should be given priority over others,
- Most of these questions could be answered in one work - moorage. He probably won't use it but his kids might
- Generation behind Guy will utilize this; it has come full circle - it not economically viable to buy a big amount of land

Interview 2 - Andy Babich

- Normally in Gig Harbor, he would use year-round
- Most of the fleet is active in summers so mid-June until end of August, the fleet is in AK
 - Tied up in September through January - for repairs, then mid-March until June
 - January to March - Dungeness crabbing - he takes his boat to crab, lots of fleet does not do that

Interview 3 - Nick Jerkovitch

- Boats are gone 3-4 months during the summer and then over the winter as well; tying up for 6 months or so total
- If you offer moorage at 6/LF; he would be there 6 months a year
 - In Ventura - in order to keep his stalls, he pays for those stalls 12 months a year, if his boat is there or not
 - They sub-rent them while he is gone, and he gets no credit
 - He also must pay property taxes on those stalls
 - Ventura - generates 125% of what moorage is
- *Steve: do you think someone would be willing to lease it for an entire year?*
 - If it is a requirement in order to have the stall for your seasonal use; then yes. If you can get the stall without paying the year, then no.

Interview 4 - Dawn Stanton

- She would not use it; her family is out of fishing
- The next generation of fishing family is not carrying on
- There is a report that talks about bringing outside boats to Gig Harbor. Unless you can prove those boats will bring in economic gain, there is push back. What are those boats spending their money on? There is no gas, no boat services, no amenities. Those boats do not bring money into Gig Harbor. The only way is by charging per linear foot.
- This site has safety and size issues - why bring in boats from outside of Gig Harbor.
- This facility will not have haul out facilities or commercial gas; there is probably not an industrial service store

Interview 5 - Randy Babich

- He would not use it. He has his boat at a marina by his house
- The dock has difficult logistics - getting a truck in there
 - Maritime is a great facility
- Loading and unloading nets there is easy
- Ancich is not easy to use

Interview 6 - Leif and Katie Dobzinsky

- His schedule:
 - Moorage Labor Day through April 1 or May 1 (depends on year); back in June for a bit for salmon
 - Gone June 15 through Labor Day
- Netshed use - only staging or minor repair
- Loading/unloading gear - with Ancich and Maritime, there would be plenty of options
- *Steve: while moored, you would be working on boat?*
 - He has a family business, so he and his brother and his dad would work on the boat. Gig Harbor does not have the infrastructure to do big boat projects.

- Parking - it is nice to park closer but people would need to self-police and park elsewhere and walk to Ancich
- Activity in June while folks are getting ready and then in September when fleet is back
- Biggest congestion issue is the proximity to the recreational use

Interview 7 - Nancy Jerkovitch

- Most of the guys fish in the summer, some crabbing in winter months
- She would use it more in the fall when she does maintenance
- It would be great to have yearround slip there
- We would use it if it where there

Interview 8 - Gregg Lovrovich

- Open space is a big deal, especially for residents
- The current design layout is tilted the wrong way
- He designed a concept years ago having the float system come straight off the ramp, so float is parallel to inner harbor line
 - This would provide enough maneuverability
 - You could extend the outside finger and possibly add one more finger
 - You could add 4 more boats
- Current concept looks off - you will have issues with ramp at high and low tides; designing it the way he did would look better
- Making it bigger will impact open water space

Interview 9 - Jim Franich

- The heart of the matter is that the fishing boats are tied up year-round except in the summer and early fall
 - A small segment of fishing families fish in CA in the winter

Interview 10 - Nick Babich

- He would use it September to May. He would be gone in the summer
- He doesn't like the angle of the current design - it does not make the best use of the area
 - It limits the amount of moorage you could have
- He would rather have that design than nothing though
- There are still a lot of fisherman left - they don't have their own docks. This partnership with the City is their last opportunity to get a homeport
- There is the ideal opportunity to mix in transient use while fishermen are out fishing
 - Every place he ties up does this.
- There are a lot of people who would love to come to Gig Harbor, but they know the moorage isn't there

Interview 11 - Mary Ellen Gilmour

- Mostly it is fall fishing, and the fishermen are gone in the summers
- There is a lot of loading and unloading to prepare for fishing seasons
- She uses the end of the pier where the tables are - people use it to have a picnic lunch
 - It is the closest you can get to edge of dock and water
- Her family would use the crane and the moorage
- She loves watching the view - watching the still water, it is a peaceful place; you can see the other side of the harbor and you can watch the activity
- She is hoping that the Homeport won't disrupt what is there too much

Interview 12 - Karen McDonell

- She loves watching the dock - she thinks the public will love watching fisherman in action
 - Going down there at night and watching fisherman offload their crab pots and nets would be great to see
 - She loves the park's viewing platform so people can witness the fishing industry at work
- Gig Harbor is a tourist town. People come, and they love watching the fishing boats and the working waterfront. The homeport is consistent with the Gig Harbor culture and its draw

Interview 13 - Jake Bujacich

- If they use the docks - they would get out there in April/May so they could be ready to leave in June. The whole fleet is gone all July and August. They start coming back in September.
- They come and go through the fall - gone for 1-3 days at a time
- The boat are tied up all winter
- 2-3 months of the year would be available for transit moorage

5. How do you think the Homeport will impact the Millville neighborhood?

Interview 1 - Guy Hoppen

- First and foremost - this has been an industrial stretch of land (old sand and gravel company, eddon boatyard, commercial fishing). The idea is to not change this use
 - City's comp plan is clear - preserve this fleet, SMP goals is consistent with this commercial moorage use
- Parking issue always rears it head - but policies are there to work with, GHMC says parking is exempt.
- This homeport would shift use down the beach; it is already there. He doesn't see this impacting the neighborhood
- Historically this area is commercial fishing. Harborview Drive has always been a buffer between this use and the City
- No impacts foreseen that would diminish this use
- It is incorrect to assume that this industry is going away; his kids have just purchased boats and this industry is continuing into future.

Interview 2 - Andy Babich

- More traffic. The winter months are just owners on their boats, no crews - not a big impact
 - Mid-Oct to early Nov, there is crew involved - little local fishery in harbor
- *Steve - what kind of vehicle use do you envision?*
 - Lots of fisherman tie their boats up and leave
 - Crews involved - get ready for season, but pretty limited - not a ton of crew activity; most of the boat owners though due their own work
 - Everyone is gone in the summer

Interview 3 - Nick Jerkovitch

- How many people have you interviewed that live in the Millville neighborhood? Nick lives there. When there are improvements, there is an increase of traffic and congestion, etc.

- During season open, 4 crew per boat and each in own car - could be up to 20-30 extra cars around. There will also be an impact from kayak launch.
- Congestion could get tough. Who benefits? Not the neighborhood residents.
- *Steve: is there was an opportunity to provide parking someone - would you support?*
 - Sure. The Gig Harbor glass property could provide parking - right location and could alleviate a lot of the problems. There probably are positive ways to reduce the impact
- This gets back to costs - but this is government, so it doesn't need to pencil out immediately
- Has the City thought about who would be eligible for moorage here? Would it be Gig Harbor residents only?
 - *Nicole: yes that is a good question. Potentially a lottery and yes we could consider Gig Harbor residents. They are tracking these type of questions - the City is gathering these types of questions and identify data gaps.*

Interview 4 - Dawn Stanton

- Getting in/out of the driveway - this needs protocols to ensure safety. For example - flaggers.
- Backing out of her driveway is a headache. They do not rent her grandmother's house to families with little kids due to safety concerns
- Impact has to do with number of boats, owners, and crews. It is seasonal but there are times with heavy congestion in the middle of the public park with kayaking, kids and public
- Crossing Harborview and driveway to get to Netshed is dangerous
- There are ripple effects associated with capacity
- The objective for City to support moorage there - but it is only for local fleet
 - She is in favor of moorage - but wants a linear float to reduce boat stalls

Interview 5 - Randy Babich

- It would be absolutely not good. The fisherman have a waiver on parking. If you had 12-15 boats down there and, 4 to 5 guys per boat, that is an additional 60 cars. That with the kayak use, there would be a lot of congestion
- It would negatively impact the neighborhood
- *Steve - follow up question. How big is the fleet and is there a decline?*

- There are not 26 vessels left today and absolutely there is a decline.
 - There used to be a fleet in Tacoma with a nice facility (still there) with affordable moorage and now there are no more boats there.
 - He would hate to see a large facility built to eventually provide moorage for large yachts
- *Steve - do you see any fisheries that would be sustainable in the future - AK for example*
 - No, he does not. Sustainable fisheries will be farmed salmon, tilapia. Climate change is real, Carbonic acid is real. He can't see a fleet 10-12 years from now. He is a realist - face it, adapt and move on. He thinks others are not adapting and they feel entitled.
- *Steve - if not the fleet, this could be transient and yachts - thoughts on that?*
 - He has been in Gig Harbor since 1949. You need open space, ecosystem habitat. Gig Harbor has a lot of yacht moorage. He doesn't want Gig Harbor to get overly congested. These facts should be communicated to public and voted on in a bond.

Interview 6 - Leif and Katie Dobzinsky

- Parking, congestion, foot traffic for recreational use as discussed above
- Last comments: the industry is very healthy; this facility would be used

Interview 7 - Nancy Jerkovitch

- She has been going down to the dock for 40+ years. Harborview Drive is dangerous at Ancich - it is on a curve. She is concerned for kayakers. Crossing Harborview is dangerous - for kids, fisherman, kayakers and the public
- There is a traffic and parking problem in Gig Harbor
 - There is congestion and noise, lights on at night
- More cars there in the fall. Crew of 4-6 on each boat and they don't carpool. They will need a place to park
- Her main concern is safety That street crossing is tough

Interview 8 - Gregg Lovrovich

- Commercial fishing has been impacting the neighborhood for decades
- It used to be a bigger impact

- Parking - anything you build will have parking issues
 - It will only be problematic at certain times - during haul times
 - The whole crew does not come down and work on boats, just a couple of folks
 - There could be crews working on nets
- The impacts to the neighborhood will be positive impacts. It is part of Millville
- Question from Gregg - you didn't interview everyone that responded with interest? *Nicole - correct it was limited to a handful. We may revisit that later.*

Interview 9 - Jim Franich

- It will be a very negative impact to the neighborhood. There is no parking at the site for any user group at all.
- Years ago there was an exemption put in place - no parking for commercial fishing boats (for private marinas)
- In the fall they are fishing right outside of harbor (hood canal). You have 5 crewman per boat - that is potentially taking up a lot of parking spaces
- Most of the historic fleet is tied up in the historic working waterfront. In fall - street parking along Harborview is full each day. It will be even more problematic if/when Ancich homeport is open
- Closing comment - This project needs to be aware of the neighborhood sensitivity. There is not a lot of open space or useable land at Ancich. The site is very constrained.

Interview 10 - Nick Babich

- It would be a plus for the neighborhood
- Fishermen don't spend all their time at the boat - traffic increase would be minimal compared to kayakers. Congestion would be from tourists
- Bring the waterfront back to how it used to be - historic working waterfront
- Parking impacts from Homeport would be minimal

Interview 11 - Mary Ellen Gilmour

- It will be noisier, busier, and will impact the view corridor

- Does the current design allow for moorage and sufficient maneuverability and the 12-ft passageway on property line.
 - *Steve: the vessel turning maneuver area is based on input from fishing community. There is greater than 12-ft between lot line and launch boats. He will review the requirements about the 12-ft passageway (is it 12-ft on either side so 24-ft total or a 12-ft total)*

Interview 12 - Karen McDonell

- She thinks the homeport will impact the neighborhood less than the kayak center
- The Harborview high traffic curve is dangerous - especially for kayakers and kids crossing the street and especially when they do not cross at the crosswalk
- She really likes the development so far
- The homeport itself will not be the big impact. It won't impact crowds
- She thinks it will be an awesome thing to see happening
- *Steve: would sidewalks and a mid-block crossing be part of the project?*
- There is a mid-block crossing down the way and there will be a new round about. Too many crossings would be problem. It is hard to assess this. The kayaks will be in storage units. Maybe folks will get dropped off and kids won't be crossing the road
 - Drivers don't pay attention to crosswalks
 - If you open the door while parked there, you can have your door knocked off by passing vehicles
- It is important to keep the commercial fishing industry alive and pass it on to future generations. It needs to continue to be an identifier of Gig Harbor.

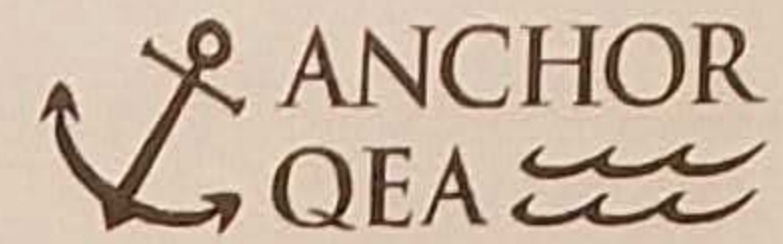
Interview 13 - Jake Bujacich

- It will impact the neighborhood greatly. It will create mass confusion for parking. It will be a mess.
- He has repeatedly had concerns regarding kids with kayaks - someone is going to get hurt. People cross the street by using hand signaling to stop traffic.
- They need a crosswalk at the curve - with a light
- People often avoid lighted crosswalks though

- There is definite need for the Homeport - 11 stalls is a good number for the local fleet.

Appendix II – Follow-Up Questionnaire Responses

FINAL



Interview Session Follow Up Questionnaire

Ancich Waterfront Park Homeport Feasibility Study

Homeport Questionnaire

1. Should the City provide amenities to the Homeport other than basic hookups for moorage (water + electrical)? If so, what amenities are desired?

NO

2. Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?

YES, MOORAGE SHOULD BE OPEN FOR TRANSIENT MOORAGE DURING SUMMER MONTHS IF INDEED A COMMERCIAL FACILITY IS BUILT.

3. What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier (e.g. Driveway slope implications, increased usage at the site, etc.)?

NO CRANE WILL BE PUT IN! NO ONE WANTS TO PAY FOR EXTRA INSURANCE AND BE ON THE HOOK FOR LIABILITY. SPOTS SO CONTESTED VERY FEW IF ANY FISHERMAN WILL USE ANCICH DOCK. THEY WILL USE MARATIME PIER, BECAUSE OF EASIER INGRESS & EGRESS WITH TRUCKS. THAT DIER IS LESS CONTESTED AND SAFER.

4. What is your estimate of the current local fishing fleet size? Please review the attached fleet inventory and provide feedback. Describe any changes you have noticed in the fleet in the recent years.

THERE ARE ONLY 12 LEFT. LIST
YOU SHOWED IS EXTREMELY OUTDATED. OF THE
12 VESSELS LEFT, 2 ARE FOR SALE. MANY OWNERS
ARE OLD, AND WILL BE RETIRING BEFORE LONG.
MY GUESS IS THAT WITHIN 5 YEARS, THERE WILL ONLY
BE 7 FISHING VESSELS LEFT IN GIL HARBOR

5. Should a new pedestrian crossing at the Harborview Drive curve be installed with this project? Why or why not?

IF THE PROJECT WAS TO GO AHEAD, YES.

6. Should the Homeport float layout prioritize view corridors or prioritize maximizing moorage?

YES, PRIORITIZE VIEW CORRIDORS NOT
MAXIMIZING MOORAGE. HARBOR IS OVERLY
CONGESTED WITH MOORAGE NOW

7. Should the City consider acquiring additional parking for the Ancich Waterfront Park?

YES

FINAL

Homeport Questionnaire
March 20, 2020
Page 3

8. Please provide any further comments that are not addressed in your interview or the questions above that you feel the project team should be aware of.

BEEN COVERED IN MY INTERVIEW. COMMERCIAL
COMMERCIAL STORAGE FACILITY SHOULD NOT BE BUILT.

Interview Session Follow Up Questionnaire

Ancich Waterfront Park Homeport Feasibility Study

Homeport Questionnaire

1. Should the City provide amenities to the Homeport other than basic hookups for moorage (water + electrical)? If so, what amenities are desired?

NO OTHER AMENITIES

2. Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?

YES, ALLOW TRANSIENT MOORAGE WHILE
COMMERCIAL VESSELS ARE GONE FISHING.
CITY WOULD BENEFIT FROM ADDITIONAL INCOME.

3. What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier (e.g. Driveway slope implications, increased usage at the site, etc.)?

LOADING/UNLOADING SIGNS
CAUTION SIGN

4. What is your estimate of the current local fishing fleet size? Please review the attached fleet inventory and provide feedback. Describe any changes you have noticed in the fleet in the recent years.

CURRENT ESTIMATE - 25 VESSELS IN GIG HARBOR,
NOT INCLUDING VESSELS MOORED ELSEWHERE
THAT WOULD LIKE TO TIE IN GIG HRB (APPROX 6)
CHANGES - LARGER VESSELS

5. Should a new pedestrian crossing at the Harborview Drive curve be installed with this project? Why or why not?

YES, VISIBILITY IS POOR ON THAT
CORNER. SPEED OF CARS SEEMS TO BE
AN ISSUE.

6. Should the Homeport float layout prioritize view corridors or prioritize maximizing moorage?

MAXIMIZING MOORAGE

7. Should the City consider acquiring additional parking for the Ancich Waterfront Park?

YES!

8. Please provide any further comments that are not addressed in your interview or the questions above that you feel the project team should be aware of.

MOORAGE IN GIG HARBOR IS HIGHLY EXCLUSIVE TO NON OWNERS OF PRIVATE DOCKS. THE NEED FOR MOORAGE IS GREAT. WITHOUT IT: AS PRIVATE DOCKS ARE SOLD, THE COMMERCIAL FISHING FLEET WILL BE FORCED TO GO ELSEWHERE, TAKING JOBS WITH IT AS WELL AS LOSS OF REVENUE TO GIG HARBOR.

Interview Session Follow Up Questionnaire

Ancich Waterfront Park Homeport Feasibility Study

Homeport Questionnaire

1. Should the City provide amenities to the Homeport other than basic hookups for moorage (water + electrical)? If so, what amenities are desired?

No, none is needed other than 30 and 50 amp electrical service and water.
Pump outs are available at Jerisich and the Maritime Pier if needed.

2. Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?

Yes, transit moorage should be allowed when float space is available. Hot berthing rates can be as much as \$2 a foot per day. Transit moorage rates could help support the costs of the facility and bring economic benefit to the City w/o increasing traffic and requiring any parking. This idea has long been supported by the Gig Harbor Waterfront Assoc.

3. What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier (e.g. Driveway slope implications, increased usage at the site, etc.)?

Spectator safety can be monitored by the operator of the vessel or crane when loading and unloading. The Maritime Pier is open to the public and there have been no issues regarding safety when using the facility. I believe the driveway slope is not an issue.
Increased usage of the park would be a nice change. A lot of money has been spent on facilities that can't be used until it's finished and stakeholders are allowed access.

4. What is your estimate of the current local fishing fleet size? Please review the attached fleet inventory and provide feedback. Describe any changes you have noticed in the fleet in the recent years.

It hasn't changed much since that list was put together. A few boats on that list have been sold and are no longer in the Harbor. Conversely, a few new fishing boats replaced them and call Gig harbor their home. I included changes in the attached list.

5. Should a new pedestrian crossing at the Harborview Drive curve be installed with this project? Why or why not?

No, once the Park begins to be used by the Fisherman, Kayakers and public, the City can assess any access issues and act accordingly.
But I do believe there may be a benefit to removing the crossing by the Stinson/Harborview Dr and installing a crossing at the Harborview Dr curve.

6. Should the Homeport float layout prioritize view corridors or prioritize maximizing moorage?

Moorage should be the priority. The more boats that you have paying year long moorage fees, the more income the facility will generate and the faster the facility will get paid for. In a short time the facility will be in the black and generate income to the city.
The size will be restricted enough by State agency guidelines. Lets draw what we can build and see what it looks like.
Views should not dictate the size of the moorage space allowed. All other moorage facilities constructed in Gig Harbor were not held to view corridor concerns.

7. Should the City consider acquiring additional parking for the Ancich Waterfront Park?

No, there's plenty of street parking for the amount of use by the commercial fishermen. Besides, the city has exempted commercial fishing use from parking requirements.

8. Please provide any further comments that are not addressed in your interview or the questions above that you feel the project team should be aware of.

I believe more stakeholders (fishermen) should have been allowed to have input into the study.

Too much weight is being put on “neighbors opinions” and into the Homeports feasibility study. I’m sure that neighbors adjacent to Marinas in Gig Harbor didn’t have much input on their development before they were constructed.

3/25/2020

Interview Session Follow Up Questionnaire

Ancich Waterfront Park Homeport Feasibility Study Homeport Questionnaire

8. Please provide any further comments that are not addressed in your interview or the questions above that you feel the project team should be aware of.

The methodology of the study is questionable. The sample size of interviewees is small (13) and narrow (7 neighbors/ [7] fishermen - Note: one interviewee is both neighbor & fisherman).

The Homeport study is heavily populated by neighbors next to, or near the property, in fact, one neighboring property has three representatives, near 25% of the interviewees being interviewed.

The other interview stakeholder group represented is fishermen, all of whom have made their views known to the City on the Ancich issue as have most or all of the interviewee neighbors - with one possible commercial fisherman exception, Leif Dobszinsky.

The following are some of the fishermen that asked the City to be scheduled for an interview. None were selected, why? Few of their views are known. Matt Munkres, Dale Hoppen, Mike Babich, Chuck Horjes, Mick Martin, Steve Paris, Tom Campanelli, Dan Gallacher & David Sorenson.

1. Should the City provide amenities to the Homeport other than basic hookups for moorage (water + electrical)? If so, what amenities are desired?

a) A minimum of 1200 lineal feet of commercial fishing vessel moorage.

b) Commercial fishermen lease of the netshed/dock for gear work (as defined in the broad community process that was Res. 949) with provisions for public access to commercial fishing activities.

2. Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?

a) As a commercial fisherman transient moorage isn't an issue driving my, or to my knowledge other fishermen's advocacy for the Homeport project. Neighbors, arguably over-represented in your study, have made this an issue. Stakeholders who are advocates for transient moorage have not been invited to participate in this study.

b) Project financing is consistently mentioned by the administration as a barrier to development. Hot berthing the available moorage when primary users are gone could easily double moorage receipts helping to mitigate facility costs. Transient rates hover around \$2/ft/day. Many in the community would like to see more transient slips thinking that will add to seasonal downtown economic benefit.

3. What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier (e.g. Driveway slope implications, increased usage at the site, etc.)?

a) Commercial fishing lease ("singular use") of the netshed/dock, as defined by the broad community process that was Res. 949, gives the fishing community the ability to manage public safety when necessary.

FINAL

Homeport Questionnaire March 20, 2020 Page 2

4. What is your estimate of the current local fishing fleet size? Please review the attached fleet inventory and provide feedback. Describe any changes you have noticed in the fleet in the recent years.

a) I researched fishing vessel registration and permit/license ownership in 2013 for a graduate thesis and found 130 vessel owners and/or permit holders in what are considered Gig Harbor zip codes, e.g. the Peninsula School Dist. This would need updating. It required several hundred hours to assemble and it would take time to update. Certainly there would be permit/vessel subtractions however it is important to note that vessels *Paige Marie*, *Chasina*, *Chichagof*, *Marilyn J*, *Centennial*, etc. would be additions to that study.

b) See attached vessel list.

5. Should a new pedestrian crossing at the Harborview Drive curve be installed with this project? Why or why not?

a) If those that study traffic safety issues require a crossing I would have no objection.

6. Should the Homeport float layout prioritize view corridors or prioritize maximizing moorage?

Prioritize maximizing moorage! View corridors are 100% guaranteed due to the two-dock plan. Maximum moorage, at least 1200 lineal feet, guarantees... DNR mandated view corridors; the addressing of scarcity of suitable commercial fishing moorage slips; achieving the preferred zoning use of the site; the continued traditional use of the historic site; the ability for locals and guests to view fishing boats and activity; that the traditions and economic benefits of commercial fishing remain in our community. The Ancich property is a commercial fishing property and its most appropriate use is as a Homeport for our fishing fleet.

a) View corridors are guaranteed due to the DNR minimum of one and a half boat lengths, 90' given the length of most purse seiners. That distance will likely increase as the moorage facility moves towards the outer harbor line. **If this property were being developed privately it would be a blanket of moorage/boats property line to property line. The two-dock solution prevents that from happening.**

b) In West Pierce County there is around 100 miles of waterfront, **only a few thousand feet is suitable for commercial fishing vessel moorage or any other commercial use** for that matter. Why would we sacrifice a preferred use, and a continued robust commercial fishing presence in Gig Harbor for slightly expanded view corridors?

c) The Ancich property is in the Historic Working Waterfront District Zone with a priority use of commercial fishing. "View corridor" is not a property use in detailed in the HWWD description.

d) In a town known for commercial fishing, with a sense of place defined by commercial fishing, prioritizing views of commercial fishing activity and vessels makes sense.

e) The Harborview Drive viewing level, even at high water, is high enough to look over any facility and vessels as well as offering the guaranteed DNR view corridor.

4. Should the City consider acquiring additional parking for the Ancich Waterfront Park?

No. Not due to commercial fishing use.

a) There is much street parking available.

b) Commercial fishing use is exempt from parking.

c) Commercial fisherman are do not have scheduled times to be aboard their boats - with the exception of 4 or 5 days in October/November - and they are mostly gone during the busiest months of the year. In other words impact is minimal as it's been for a century compared to scheduled types of activities.

FINAL

Interview Session Follow Up Questionnaire

Ancich Waterfront Park Homeport Feasibility Study

Homeport Questionnaire

1. Should the City provide amenities to the Homeport other than basic hookups for moorage (water + electrical)? If so, what amenities are desired?

Due to the Virus I suggest to Put this Project on hold We have more important things we should consider, especially the needs of our citizens

Jack Buzan

2. Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?

3. What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier (e.g. Driveway slope implications, increased usage at the site, etc.)?

Homeport Questionnaire: Leif Dobszinsky owner FV Chasina

- 1.) Should the City provide amenities to the Homeport other than basic hookups for moorage (water+electrical)? If so, what amenities are desired?

I mostly care about the facility having the most moorage possible for vessels in the 60 ft range. As for amenities at some point the crane will be purchased and installed, but that can be figured out at a later date. The other amenities I can think of would be 30 and 50 amp power, and if it was required by any federal or state grant money sewage pump out. The last observation I would bring up is fishing vessels are getting wider but not longer.

- 2.) Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?

I would like this facility to help offset some of its costs. That being said I think its also in the cities best interest to make this easy to manage. I think the best way is to allow for transient recreational moorage from July 1- Sept 1. This is when the vast majority of the commercial boats will be gone. Moorage for rec use during the rest of the year would have to be done between the permanent slip holder and the transient sub leaser. I would offer a very low year round moorage rate for the commercial guys to make in a one time payment. That way funding is front loaded for the year. Asking other ports for commercial rates and transient rates will help in setting these two prices.

- 3.) What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier?

Crane safety can be accommodated by allowing only people with key access to the equipment. Also some signage and painted lines and or a gate may help and keep sightseers safe. For late winter use some sort of lighting directed toward the loading/unloading area would also help.

- 4.) What is your estimate of the local fishing fleet size?

I would strike a few vessels, Ocean Leader, Lucky Star, Mystic Lady, Sound Star, Western Roamer, Margaret J.

I would add Golden Chalice, Cormorant Isle, Chasina, Champion, Unnamed Nick Babich 58' vessel, Freeland, Chichagof, Paige Marie, Veteran.

This is just a list of current vessels owned by people I know in the western Pierce county area. I also see this area as being attractive to younger fishermen wanting to put down roots, so I wouldn't be surprised to get moorage interest from people moving here.

- 5.) Should a new pedestrian crossing at the Harborview Dr curve be installed with this project?

I'm not familiar enough with the issue, but extra crosswalks aren't bad.

- 6.) Should the Homeport float layout prioritized view corridors or prioritize maximizing moorage?

I am for prioritizing maximum moorage. As private dock owners decide to sell displacing current commercial moorage, current fishermen are not able to afford purchasing the current infrastructure. A need for commercial moorage in the future probably will exist for both current and new area vessel owners. Being in an already working waterfront zoned area, and a public piece of property the view being offered to me is of the working vessels and human powered craft going about daily activities. If this piece was private the view could have been blocked by a home in an alternate use.

- 7.) Should the City consider acquiring additional parking for the Ancich Waterfront Park?

Would this be designated moorage holder parking or parking for everyone? Purchasing parking would always be a good idea.

- 8.) Further comments

I would like to reiterate the health of the fishing industry coastwide. Some gig harbor boats will continue to pursue mainly Alaska and Puget Sound salmon, but others may choose to diversify into many other fisheries coastwide. The Infrastructure of a public Homeport would be a tremendous asset to the local commercial fishing community and keep Gig Harbor connected to one of its legacy industries.

Interview Session Follow Up Questionnaire

Ancich Waterfront Park Homeport Feasibility Study

Homeport Questionnaire

1. Should the City provide amenities to the Homeport other than basic hookups for moorage (water + electrical)? If so, what amenities are desired?

Water and Electrical only.

There is no cost/benefit for the community to do more.

2. Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?

No. The **open space** should be preserved as much as possible.

The general public and kayak club should have as much open water as possible for activities especially during the summer season. Adding recreational boaters will stress an already constrained site.

+ Visiting boaters bring visitors - there's no parking.

+ A seasonal rush of boaters to & from slips is a poor use for all that open space.

+ More activity requires more management, staff, policing, etc.

3. What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier (e.g. Driveway slope implications, increased usage at the site, etc.)?

Other than moorage, adding industrial uses (cranes, loading-unloading, etc.) to a public park of young kayakers and the general public is a recipe for disaster. (The City built the Maritime Pier for loading and unloading.)

Any activities related to commercial fishing on the uplands that occurs outside the netshed (on the driveway access or crosswalk) should be flagged and monitored.

4. What is your estimate of the current local fishing fleet size? Please review the attached fleet inventory and provide feedback. Describe any changes you have noticed in the fleet in the recent years.

See attached list.

Those boat-owners with family docks do not need moorage. The remaining **9 boats** could use the Homeport.

5. Should a new pedestrian crossing at the Harborview Drive curve be installed with this project? Why or why not?

Yes. The current crossing is too close to the proposed round-about at Harborview & Stinson. People will try to cross at the corner with or without a crosswalk and that corner is dangerous without one.

6. Should the Homeport float layout prioritize view corridors or prioritize maximizing moorage?

A linear float will

- + maintain and protect more open space for paddlers,
- + minimize navigation risks associated with mixing kayaks and commercial fishing boats by better separating ingress/egress,
- + conform to Gig Harbor's historic linear pattern of development for fishing vessel moorage that began in the 1900s.

7. Should the City consider acquiring additional parking for the Ancich Waterfront Park?

Where?

This may be something the City is forced to do if too many Park activities paralyze traffic at that end of town.

8. Please provide any further comments that are not addressed in your interview or the questions above that you feel the project team should be aware of.

Preserving space for our existing commercial fishing fleet FOR MOORAGE is a good thing to do.

Over-building a facility in the hopes of attracting vessels from outside our area is not.

The increase of environmental constraints, our changing climate, and no diesel, haul-out yards, industrial marine supply stores and services in Gig Harbor prevents us from ever recreating yesterday's fleet.

Please do not over-build the Homeport. The site is too small.

1 FISHING BOAT = 5 CREW MEMBERS

10 Boats = *up to* 50 cars (2 times annually for spring prep & fall fishing)

20 Boats = *up to* 100 cars (2 times annually for spring prep & fall fishing)

MARCH 2020 GIG HARBOR COMMERCIAL FISHING FLEET - LOCAL MOORAGE

	BOAT NAME	CURRENT MOORAGE FACILITY	BOAT OWNER	TOTAL HARBOR BOATS	TOTAL BOATS NEEDING MOORAGE
1	Beryl E **	LOVROVICH FAMILY DOCK	Guy Hoppen	1	1
2	Lisa Marie	BLAIR MOLLER DOCK	Andy Blair	2	
3	~~Ocean Leader~~				
4	Harbor Gem	LOVROVICH FAMILY DOCK	Tim Lovrovich	3	
5	Lucia **		Nick Babich	4	2
6	~~Lucky Star~~				
7	Maurauder	PURATICH FAMILY DOCK	Joe Puratich	5	
8	Memories **	ANCICH TARABOCHIA DOCK	Rocky Horjes Mitch Clark	6	3
9	~~Mystic Lady~~				
10	Ocean Dream **	ANCICH TARABOCHIA DOCK	Andy Babich	7	4
11	Pacific Grace	JERKOVICH FAMILY DOCK	Nick Jerkovich	8	
12	Pacific Raider	JERKOVICH FAMILY DOCK	Nick Jerkovich	9	
13	~~Paragon~~				
14	~~Rising Star~~				
15	Sea Fury	LOVROVICH FAMILY DOCK	Gregg Lovrovich	10	
16	~~Sound Star~~				
17	Tradition	LOVROVICH FAMILY DOCK	Tom Lovrovich	11	
18	~~Kathleen~~				
19	~~Island Queen~~				
20	Julie Ann **	BUJACICH DOCK	Mathew Munkres Jr.	12	5
21	New Oregon	BLAIR MOLLER DOCK	Andy Blair	13	
22	~~Western Roamer~~				
23	~~Margaret J~~				
24	Nighthawk **	Herring Boat tied up by the TIDES	Steve Williams Jr	14	6
25	~~Puget~~				
26	~~Solstice~~				
27	~~Aquarius~~				
28	~~Sumac~~				
	Champion **	ANCICH TARABOCHIA DOCK	Mike Babich	15	7
	Paige Marie **	JERKOVICH FAMILY DOCK	Dave Sorenson	16	8
	Centennial **	ANCICH TARABOCHIA DOCK	Nick Babich	17	9

TOTALS

17

9

** Note: These boats/boatowners have no family-owned GH moorage facility.

Mary Ellen Gilmour- Interview Session Follow up Questionnaire

1. Restroom use as well as use of the crane should be provided for the home port renters, along with the Commercial Fisherman who reside in Gig Harbor that would use the crane for loading. I believe the linear style Docking system is more appropriate for Commercial Docking and **aesthetically** more in keeping with the of the Historic Net Shed renovation. The city has done a thorough and high priced job in keeping the Net Shed historic in its original style during the building renovation. A marina style docking area, as in the drawing would not fit with the look of the Net Shed. I also believe the forethought of design for the new kayak building styled with historic boat names plus the Net Shed renovation and the home port docking facility should all match in the design concept. The docking facility should also keep the historic linear design and feel of the whole working boat area of Gig Harbor.
2. If the City was not going to receive year round rent from the commercial fleet then the transient boat rental for the summer months would be a possibility. I believe a financial study should be done on this. The study should show how much the summer transient moorage would bring in. **One important point is that renting and managing a transient boat,(part time rental,) along with the commercial fleet will take increased management and I would imaging more security.** This means money going out for salaries. There is more liability with transient moorage as well. Last, sharing a space, even a water space is tricky. Very astringent rules have to be set down and enforced. Even with rules there are issues when you mix a commercial user with a recreational user, whose purposes are diverse.
3. The Commercial Fisherman Fleet has thousands of Dollars of equipment on their boats. Having a safe-place for the boats is essential. Security in a public park is difficult to keep without some surveillance management. It would also be beneficial for the crane to have a manager so that no damage comes to the users.

On a larger scale, the curve on which the park sits has always been an unsafe place to cross, even with a less dense use. With different types of uses and a denser group of park dwellers using the area it will only be more dangerous. The parking is a problem. Spaces will be a necessity for marina users, Commercial fishing crews, park dwellers, and kayak parents picking students up at the same time, as well as the public who kayak or use the park.

4. I believe the fleet has always been about the same size. I have lived in the fishing community in Gig Harbor and have been part of a commercial fishing family for over 70 years. Here is what I see in the commercial fishing fleet size and in the families that I know who fish from Gig Harbor. Fathers hand down the business to their sons or sometimes their daughters. Families including

my family are on their 5th generation with the 6th generation still in elementary and high school. I believe that their family business will continue to stay the same and there will be ebbs and flows depending on where the family is age wise. This is the same as any type family business. The business will always be there and the heirs will take over when they reach maturity.

5. Absolutely, as mentioned in answer to question 3. There must be a crosswalk with the Park's high density use variety of user types.

6. This view corridor on this property is the only open view corridor left that I know of in the City limits. Skansi Park has a view corridor and the people love to be able to see the water. They are less apt to look at the float systems there. The view corridor left open would allow the citizens of Gig Harbor and visitors to see the natural beauty of its natural resources and bay. Too much activity and water coverage with ramps and slips and boats is disruptive to the tranquility that they like to have when viewing a waterfront. It is also adverse to the historic use of the property in the historic working boat area.

7.

Yes the City should consider additional parking for Ancich Park. There are a myriad of activities in this park now and at this time there is little curb side parking to accommodate the density of people and their uses. However, once again there are the problems of the additional costs for the City and exactly where could the City put a big parking lot in a quaint neighborhood?

8. As you already know the site of the Ancich Park property was originally owned by 2 families, the Ancich family, who had a large open grassy lot that was seldom used except for a small amount of storage, plus their net shed where it is now located, and the Castelan/Jerkovich family, who had a single dock with a smaller net shed and a small home at the roadside edge of the property. The house was low in configuration and the combination of the two properties allowed for a view vista which allowed the public to see across the whole bay and to each side taking in a topographical site and scene that was peaceful in nature. In the background of this scene, to the East and West sides of the property and framing the Harbor spectacle was the place where the "Historic working boat," hardworking families earnestly and diligently prepared for their fishing seasons. Their presence almost seemed to hold sentinel to this view and framed the natural beauty of Gig Harbor.

Overcrowding the sight, one of the last peaceful water view public corridors in the City Limits seems to be a defilement to the historic working site it once had been. I am not so silly to believe that it could ever be as serene as it was years ago. However, in this designated historic area of Gig Harbor, the overabundance of ramps and extra fishing vessels brought from other Cities, transient, recreational moorage, and an abundance of Kayak Club activities and park users with their own human powered boats activities are too much for this small area with this

beautiful natural habitat and view. The park is not large enough for all of this activity. It just is not a fit. The road is too curvy and dangerous, there is not enough parking. A big parking lot in the middle of town and residential area would look ridiculous and the **original intent** of the planning groups would be substituted **by too much of everything. The multiple uses need to be limited by the size and the capacity of the future structures and the number of people in the groups that use them.**

The park was originally designed as a viewing park and a viewing platform, (that in fact is named a VIEWING PLATFORM.) It should be carefully planned to remain a respite sight not an overbuilt and overcrowded recreational sight, with a moorage area for a large number of transient boats and out of the City fishing vessels where the natural view is obstructed by a superfluity of congested activity.

Allowing for each park occupant group to have too many self- interest needs without compromise is not keeping with the original intent. The paramount prevailing guideline should be that this area of Gig Harbor was originally designed to house a peaceful viewing park in the Historic Working Boat district of Gig Harbor. It is lodged within a neighborhood of families who once quietly made their livelihood, raise their families and were part of the founding families of the City. **I am afraid in trying to make everyone happy the city will end up creating a menagerie of overuse and therefore the original intent of the park will be lost.**

Most importantly to the City is the fact that the City of Gig Harbor continues to take on more and more responsibilities and financial obligations as they negotiate each group's use of the park. The City might end up paying for everything, with little revenue. Plus the city will need to hire people who will manage two types of marinas, a crane, and the general public with a coordinator with the Kayak club organization. The City must consider that it will need security for the fisherman, plus transient moorage customers, as well as park users and kayak club activities. **These are times to cut back.** Less is more and simple is better would be reason for ALL groups to cut back their wish list. The park has already altered its original plans in order to:

- have a bigger building
- building under the road

Now the City is considering:

- adding a bigger commercial fishing fleet moorage than Gig Harbor boats
- a marina for transient boats
- A Kayak ramp in the view corridor

It is my belief that if we do not decrease this pattern of appeasing the wishes of each individual group, we will diminish the natural beauty of the park area and replace it with an expensive **overbuilt** and congested menagerie of uses. These uses will tax the City with the burden of having to create a whole new staff to monitor them and an increased liability for the safety of all the citizens that use the park.

1. If the Homeport is first and foremost for the Commercial Fisherman, the only amenities they need will be power and water.
2. If a Commercial Fishing Vessel is paying year round moorage, that vessel should have first priority when it wants to return from fishing. Any vessel in that slip will need to move before its arrival. That can be at a moments notice. It is difficult to manage.
3. I think that the crane is too much of a liability. The Commercial Boats do not need it. Inexperienced boaters should not use it. I assume the City cannot manage nor afford a crane operator. The City will need to provide some kind of security for boats moored at this site. The public sees no boundries when walking on docks even with signs posted,
4. Current fleet members within the city limits may be around 4. Outside city limits maybe 20. Those numbers fill up any available moorage the City can provide. These boats should have first right of refusal for the moorage. If they chose to decline, then offers can be made to boats outside of Gig Harbor.
5. Yes! This is the major safety issue with this park.
6. The view corridor should be one of the main priorities of this park. A lot of extra money was spent to create the viewing platform. Not everyone wants to look at, yet again, another marina. We have very little water left in the harbor as it is.
7. Where in the world would the City “acquire” additional parking in this area? The only spot that I can think of would be to purchase the property where the glass shop is.
8. The Homeport floats should be configured like the rest of the Commercial/Family docks in Gig Harbor. They are linear, not slips. This would speak to the Historical Working Waterfront and be within keeping with the rest of the Commercial Fishing docks.

F [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Sorry it's taken so long to respond, having to travel to Port Townsend to work on boats.

1. No, that's all that is needed.
2. Yes, it should be used to accommodate all, to help pay for it.
3. A crane is not needed, the driveway and dock where poorly designed to fully utilize it.

4 the Gig Harbor fleet has been growing, more boats have come then have gone.

5 no 6 maximum moorage 7 no, the only problem will be kayak parking, fishermen won't be the problem, Thank you
Attached is the vessel list that is referenced in question 4. We have been told it is quite outdated. Thank you again for your participation.

Steve Robert, PE
Senior Civil Engineer | Marine Engineering Lead
Davido Consulting Group, Inc.
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Seattle | Mount Vernon | Whidbey Island | Federal Way

[<image001.png>](#)

DCG is committed to the health of our employees and clients; given the current state of the COVID-19 situation, DCG is restricting travel and moving all meetings online.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] [om>](#)

Subject: Homeport Questionnaire

Hello All,

Thank you so much for your participation in phone interviews Tuesday. As we discussed, the City and the Team has developed the attached questionnaire for you all to respond to.

If you would, please answer any "yes/no" and "Why/why not" questions directly. Then feel free to elaborate in as much detail as you like. The simple, binary responses are very useful for the data, supporting the final study. Detailed responses will be useful for discussions with council developing policy going forward.

We value your time very much and appreciate your contribution to the City's careful planning of this Homeport facility in the Millville neighborhood.

Thank you again,

Steve Robert, PE
Senior Civil Engineer | Marine Engineering Lead
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Seattle | Mount Vernon | Whidbey Island | Federal Way

[<image001.png>](#)

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<Vessel Names-Sizes.pdf>

Appendix III – Fleet Questionnaire Response

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility? **Not now, but possibly in the future. If you needed to fill a spot he would consider it.**
- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?
- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?
 - i. If so, how much?
- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? **Yes.** If you are, would you support the Club funding a portion of the construction costs for the Homeport? **Yes.**
 - i. If so, how much? **\$100,000 ?**
- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
X	X	X	X	X				Portion x	X	X	X

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? **Yes**. Do you operate it? **Yes**. What is the Coast Guard Documentation number? [REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)? [REDACTED]
[REDACTED]

- c. Where do you fish? Circle one: [REDACTED]
[REDACTED]

[REDACTED]

d. What species do you target now [REDACTED]? How has that changed in the past 5 years? **No change**

e. Has the vessel been lengthened and/or widened? **No.**

i. If so, by how much?

3. Moorage

a. Do you moor in Gig Harbor? **Yes**. If so, where and how much (per linear foot) do you pay for moorage? [REDACTED]

b. List moorage locations used (outside Gig Harbor) and rate per linear foot.
[REDACTED]

c. If there were Homeport slips available, would you continue to use outside moorage locations? **Only when doing work on boat**. When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
		X	X	X							

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- _____

5. Industry Info

- a. What is your average crew size? 5

Boat #1

Boat #2

Boat #3

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility? **No**
- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?
- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot? **No**
 - i. If so, how much?
- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? **Yes.** If you are, would you support the Club funding a portion of the construction costs for the Homeport? **Yes.**
 - i. If so, how much? **Whatever the majority wants.**
- e. Use of the Moorage slips
 - i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
X	X	X	X	X				Portion x	X	X	X

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- i. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Yes. Do you operate it? Yes. What is the Coast Guard Documentation number? [REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)? [REDACTED]

- c. Where do you fish? Circle one: [REDACTED]

[REDACTED]

- d. What species do you target now ([REDACTED])? How has that changed in the past 5 years? No change

e. Has the vessel been lengthened and/or widened? **No.**

i. If so, by how much?

3. Moorage

- a. Do you moor in Gig Harbor? **Yes**. If so, where and how much (per linear foot) do you pay for moorage? [REDACTED]
- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.
[REDACTED]
- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
					x	x	x				

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed? [REDACTED]
- b. How many crew members work on the vessel at dock? **1, occasionally 2**
- c. How many days of work are completed dockside in Gig Harbor? **Year-round**

- i. Would crew park nearby while working on boats? **Yes**

5. Industry Info

- a. What is your average crew size? 1

6. How many stalls would you like to see at Ancich? **Min. of 1200 lineal feet. Go as big as possibly allowed.**

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
X	X	X	X	X					X	X	X

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

[REDACTED]

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

[REDACTED]

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

No.

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes, yes

- i. If so, how much?

Unsure.

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

N/A

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard Documentation number?

[REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

[REDACTED]

- c. Where do you fish? Circle one:

[REDACTED]

[REDACTED]

- d. What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?

[REDACTED]

- e. Has the vessel been lengthened and/or widened?

No

- i. If so, by how much?

3. Moorage

- a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?

[REDACTED]

- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

N/A

- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed?

[REDACTED]

- b. How many crew members work on the vessel at dock?

5 crew

- c. How many days of work are completed dockside in Gig Harbor?

daily

- i. Would crew park nearby while working on boats?

no

5. Industry Info

- a. What is your average crew size?

5 crew

6. How many stalls would you like to see at Ancich?

As big as possible.

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Comments:

Huge demand for this. Tacoma, LaConner, Anacortes all have ports and have way more demand than space. Fishing is here forever.

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

██████████

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

Yes

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

██████████

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

No. Not warranted.

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes.

Not sure.

- i. If so, how much?

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN X	FEB X	MAR X	APR X	MAY X	JUN	JUL	AUG	SEP X	OUT X	NOV X	DEC X
----------	----------	----------	----------	----------	-----	-----	-----	----------	----------	----------	----------

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

Pump out if it could be funded by Federal Grants. Laundry for transient boats, he would not use it.

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard Documentation number?

Yes

Yes

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

- c. Where do you fish? Circle one:

- d. What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?

- e. Has the vessel been lengthened and/or widened?

No, but would like to widen in the next few years. Cannot lengthen per State Regs.

- i. If so, by how much?

Would like to widen 6ft bringing it to 25ft total.

3. Moorage

- a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?

No

- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

[REDACTED]

- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits). Yes, during season and depending on maintenance needs in off season.

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
/	/	/	/	/	X	X	X	/	/	/	/

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed?

[REDACTED]

- b. How many crew members work on the vessel at dock?

2-4

- c. How many days of work are completed dockside in Gig Harbor?

Currently 0

- i. Would crew park nearby while working on boats?

Currently would walk about 1/4 mile if at Ancich

5. Industry Info

- a. What is your average crew size?

2-4

6. How many stalls would you like to see at Ancich?

As many as you can make,

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Not moored in Gig Harbor in 2019

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility? **Yes.**
- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?
[REDACTED]
- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot? **If prepaid moorage.**
 - i. If so, how much? **Unsure**
- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? **Yes.** If you are, would you support the Club funding a portion of the construction costs for the Homeport? **Yes.**
 - i. If so, how much? **There are certain members that are stuck on the agreement outlined in R-949. If terms aren't approved again they won't budge, so not sure.**

e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
X	X	X	X	X	X			X	X	X	X

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security,

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Yes. Do you operate it? Yes. What is the Coast Guard Documentation number? [REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)? [REDACTED]

- c. Where do you fish? Circle one: [REDACTED]
- [REDACTED]
- [REDACTED]

d. Where do you fish? Circle one: [REDACTED]

e. Has the vessel been lengthened and/or widened?

i. If so, by how much?

3. Moorage

a. Do you moor in Gig Harbor? **Yes**. If so, where and how much (per linear foot) do you pay for moorage? [REDACTED]

b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

[REDACTED]

c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits). **N/A**

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

a. Where is work on the vessel performed? [REDACTED]

- b. How many crew members work on the vessel at dock? 1-2

- c. How many days of work are completed dockside in Gig Harbor? 50

- i. Would crew park nearby while working on boats? **Occasionally - 1**

5. Industry Info

- a. What is your average crew size? 4

6. How many stalls would you like to see at Ancich? 20. More would pay for it faster.

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

JAN X	FEB X	MAR X	APR X	MAY X	JUN X	JUL	AUG	SEP X	OUT X	NOV X	DEC X
----------	----------	----------	----------	----------	----------	-----	-----	----------	----------	----------	----------

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

Yes

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

Follow what other ports/facilities are charging.

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

No

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? Yes

If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes, if it would get the ball rolling.

- i. If so, how much?

It would be a Club decision. Many members are retired and would need some convincing to participate.

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? [Place an "X" in month]
- ii. What months would your vessel be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
X	X	X	X	X				X	X	X	X

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
X	X	X	X	X				X	X	X	X

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

- iii. (SHOWN IN BOLD) What amenities will you need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Yes - 2

Do you operate it? Yes

What is the Coast Guard Documentation numbers?

████████████████████
██

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

████████████████████
████████████████████

████████████████████
████████████████████

- _____

114

██████████

- 113

YEARS

- i. If so, by how much?

3. Moorage

- _____

- _____

- Needs to have more than one slip because need to have a spot to tie-up for provisions. [REDACTED]

[Place an "X"] What month would your vessel not be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2											
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on your vessel performed?

[REDACTED]

- b. How many crew members work on your vessel dockside? 4-5

No crew members from GH because everything is privatized. No foot traffic to look for work like the old days.

- c. How many days of work are completed dockside in Gig Harbor?

Very little (2 weeks before and after season)

- i. Would crew park nearby while working on boats? No, crew members don't live here, so no cars.

5. Industry Info

- a. What is your average crew size?

Pre-season: 4 including him

Winter: 5 including him

6. How many stalls would you like to see at Ancich?

As many as possible. They will get filled up as soon as you build them. Could fill up 13 spots in 5 minutes

7. [Place an "X" in month] What months was your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

JAN x	FEB	MAR	APR	MAY	JUN x15	JUL	AUG	SEP 1 x	OCT x	NOV	DEC
----------	-----	-----	-----	-----	------------	-----	-----	------------	----------	-----	-----

Boat #2

JAN x	FEB	MAR	APR	MAY	JUN x15	JUL	AUG	SEP x	OCT x	NOV	DEC
----------	-----	-----	-----	-----	------------	-----	-----	----------	----------	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

Yes

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

The Standard Rate

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

Yes

- i. If so, how much?

I can't answer at this time. Not enough info.

Are you a member of the Gig Harbor Commercial Fishermen's Club?

Yes

If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Absolutely

- ii. If so, how much?

A fair percentage

- d. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? [Place an "X" in month] What months would you vessel be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP x	OCT x	NOV x	DEC
-----	-----	-----	-----	-----	-----	-----	-----	----------	----------	----------	-----

~~Boat #2~~

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

~~Boat #3~~

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

- ii. (SHOWN IN BOLD) What amenities will you need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish?

Yes

Do you operate it?

Yes

What is the Coast Guard Documentation number?

114

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

- c. Where do you fish? (SHOWN IN BOLD: [REDACTED])

11/11/2016

GRADUALLY SLOWER/LESS

GRADUAL DECREASE

e. Has the vessel been lengthened and/or widened?

Yes

i. If so, by how much?

WIDENED BY 4 FT.

3. Moorage

a. Do you moor in Gig Harbor?

No

If so, where and how much (per linear foot) do you pay for moorage?

b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

c. If there were Homeport slips available, would you continue to use outside moorage locations? Yes When would you moor there? When I am fishing.

[Place an "X"] What months would your vessel not be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
X	X	X	X	X						X	X

~~Boat #2~~

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

~~Boat #3~~

[illegible]

4. Vessel Maintenance & Operations

- a. Where is work on your vessel performed?

Shipyards. Depends on what shipyards and based on shipyard bids

- b. How many crew members work on your vessel dockside? 4 crew members

- c. How many days of work are completed dockside in Gig Harbor? 30 days

- i. Would crew park nearby while working on boats?

Yes

5. Industry Info

- a. What is your average crew size? 4 crew members

6. How many stalls would you like to see at Ancich? At least 12 and transient moorage

7. [Place an "X" in month] What months was your vessel was moored in Gig Harbor (city limits) in 2019. My vessel was not moored in Gig Harbor in 2019

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

Yes.

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

██████████

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

No

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes and Yes

- i. If so, how much?

Depends on design. Too many questions first. Club has money, but needs to know what the design is first.

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #4

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard Documentation number?

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

[See above](#)

c. Where do you fish? Circle one: [REDACTED]

[REDACTED]

[REDACTED]

d. What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?

[REDACTED] no changes

e. Has the vessel been lengthened and/or widened?

No

i. If so, by how much?

3. Moorage

a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?

[REDACTED]

b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

Not available

c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits).

No, would use homeport

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed?

██████████

- b. How many crew members work on the vessel at dock?

zero

- c. How many days of work are completed dockside in Gig Harbor?

A week or so

- i. Would crew park nearby while working on boats?

No

5. Industry Info

- a. What is your average crew size?

4

6. How many stalls would you like to see at Ancich?

As many as possible.

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

██████████

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Note:

Comments: The Homeport is very much needed by the fishermen in Gig Harbor.

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

No. [REDACTED]

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

N/A

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

No

- i. If so, how much?

Are you a member of the Gig Harbor Commercial Fishermen's Club? Yes

If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Would want to talk it over with the Club.

- ii. If so, how much?

It would be a Club decision.

- d. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? [Place an "X" in month] What months would you vessel be moored in Gig Harbor (city limits).

[REDACTED]

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- ii. (SHOWN IN BOLD) What amenities will you need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry, He added: bathroom, showers
He said that it would be nice to have fuel too.

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Yes

Do you operate it? Yes

What is the Coast Guard Documentation number? [REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

[REDACTED]

[REDACTED]

- c. Where do you fish? Circle one: [REDACTED]

■■■■■■■■■■

- d. What species do you target now (salmon, crab, etc.)? XXXXXXXXXX

How has that changed in the past 5 years?

We lost the [REDACTED] fisheries [REDACTED], which was devastating.

- e. Has the vessel been lengthened and/or widened?

No

- i. If so, by how much?

3. Moorage

- a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage? No

- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

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- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Yes

[Place an "X"] What month would your vessel not be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
X	X	X								X	X

~~Boat #2~~

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

~~Boat #3~~

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

4. Vessel Maintenance & Operations

- a. Where is work on your vessel performed?

- b. How many crew members work on your vessel dockside? 5 crew members

- c. How many days of work are completed dockside in Gig Harbor? None

- i. Would crew park nearby while working on boats? N/A

5. Industry Info

- a. What is your average crew size? 5 crew members

6. How many stalls would you like to see at Ancich? 20 with room to expand.

7. [Place an "X" in month] What months was your vessel was moored in Gig Harbor (city limits) in 2019. None

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility? **No.**
- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?
Zero
- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot? **Zero**
 - i. If so, how much?
- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? **Yes.** If you are, would you support the Club funding a portion of the construction costs for the Homeport? **NO.**
 - i. If so, how much?
- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? **Yes**. Do you operate it? **Yes**. What is the Coast Guard Documentation number? [REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)? [REDACTED]

- c. Where do you fish? Circle one: [REDACTED]

[REDACTED]

- d. What species do you target now (salmon, crab, etc.)? [REDACTED]

[REDACTED]

How has that changed in the past 5 years? None

e. Has the vessel been lengthened and/or widened? **No**

i. If so, by how much?

3. Moorage

a. Do you moor in Gig Harbor? **No**. If so, where and how much (per linear foot) do you pay for moorage?

b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

[REDACTED]

c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits). **N/A**

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- i. Would crew park nearby while working on boats?

5. Industry Info

- a. What is your average crew size? 4-5

6. How many stalls would you like to see at Ancich? **8 maximum – parallel only. NO SLIP**

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

Not at the Present time

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

██████████

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

Would look into donating a small amount.

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes.

Yes.

- i. If so, how much?

A big chunk, \$200,000. Not sure how other members would be about this.

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN X	FEB X	MAR	APR X	MAY	JUN /	JUL	AUG	SEP /	OUT X	NOV X	DEC
----------	----------	-----	----------	-----	----------	-----	-----	----------	----------	----------	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard Documentation number?

Yes

Yes

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

- c. Where do you fish? Circle one:

- d. What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?

- e. Has the vessel been lengthened and/or widened?

No.

- i. If so, by how much?

Would like to widen 6ft bringing it to 25ft total.

3. Moorage

- a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?

[REDACTED]

- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

[REDACTED]

- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits). Yes, during season and depending on maintenance needs in off season.

Boat #1

JAN	FEB	MAR X	APR	MAY X	JUN /	JUL	AUG	SEP /	OUT	NOV	DEC X
-----	-----	----------	-----	----------	----------	-----	-----	----------	-----	-----	----------

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed?

[REDACTED]

- b. How many crew members work on the vessel at dock?

1

- c. How many days of work are completed dockside in Gig Harbor?
Varies on work needing to be done. 30 maybe.

- i. Would crew park nearby while working on boats?

Yes., but not much

5. Industry Info

- a. What is your average crew size?

2-4

6. How many stalls would you like to see at Ancich?

Lots. Would like to see it available for others during the season.

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Not moored in Gig Harbor in 2019

Boat #1

JAN	FEB	MAR	APR X	MAY X	JUN /	JUL	AUG	SEP /	OUT X	NOV X	DEC
-----	-----	-----	----------	----------	----------	-----	-----	----------	----------	----------	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

No. [REDACTED] But maybe someday

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

[REDACTED]

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

no

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes. Yes.

- i. If so, how much?

\$150,000- \$200,000

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard Documentation number?

[REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

[REDACTED]

- c. Where do you fish? Circle one:

[REDACTED]

[REDACTED]

- d. What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?

[REDACTED] No

- e. Has the vessel been lengthened and/or widened?

No

- i. If so, by how much?

3. Moorage

- a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?

Yes. [REDACTED]

- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

[REDACTED]

- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed?

- b. How many crew members work on the vessel at dock?

5 total.

- c. How many days of work are completed dockside in Gig Harbor?

3 months at most, varies highly depending on projects

- i. Would crew park nearby while working on boats?

Yes.

5. Industry Info

- a. What is your average crew size?

5 people counting operator

6. How many stalls would you like to see at Ancich?

Not smaller than last drawing that was circulated. Bigger is better.

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Comments: Would like to see bigger dock and summer yacht lease.

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

Yes

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

Will pay comparable prices with other fishing moorage facilities

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

No doesn't seem fair if there is not a credit on moorage or part ownership.

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? Yes

If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes, it would depend on what portion and would be a Club decision.

- i. If so, how much?

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? [Place an "X" in month] What months would you vessel be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
x	x	x	x	x	x			x	x	x	x

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
x	x	x	x	Yx							x

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

- ii. (SHOWN IN BOLD) What amenities will you need while moored at the Homeport:
electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Yes

Do you operate it? Yes

What is the Coast Guard Documentation numberS?

[REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

[REDACTED]

[REDACTED]

- c. Where do you fish? Circle one: [REDACTED]

[REDACTED]

[REDACTED]

- d. What species do you target now ([REDACTED])?

How has that changed in the past 5 years?

He has been fishing for [REDACTED] years. Last year was his best year yet. "Business as usual". He makes between [REDACTED] per year. Never had a year that he hasn't managed to take care of the boat, make all his payments, pay the mortgage on both of his houses, fund his retirement, and a savings. Makes more money fishing that when he was a [REDACTED].

e. Has the vessel been lengthened and/or widened?

No, neither have.

i. If so, by how much?

3. Moorage

- a. Do you moor in Gig Harbor? No. If so, where and how much (per linear foot) do you pay for moorage?
- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

[REDACTED]

- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? No.

[Place an "X"] What month would your vessel not be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
						X	X				

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
					X	X	X	X	X		

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on your vessel performed?

Wherever his vessels are tied up. 95% of the work is done in the community where it is tied up. Work goes on year-round with ongoing maintenance.

- b. How many crew members work on your vessel dockside?

Smaller boat: 1-2

Larger boat: 3

- c. How many days of work are completed dockside in Gig Harbor?

None, but if he had a place to moor his vessels in Gig Harbor, it would be 150-200 days per year.

- i. Would crew park nearby while working on boats? Yes

5. Industry Info

- a. What is your average crew size?

Smaller boat: 1-2

Larger boat: 3

6. How many stalls would you like to see at Ancich?

As many as possible. A market analysis should be done. There is not enough room to put in as many as needed. Maximum. Definitely want fingers not side tie. 45 degree fingers.

7. [Place an "X" in month] What months was your vessel was moored in Gig Harbor (city limits) in 2019. 0 because there is no moorage is available.

Note [REDACTED]: If there was a Homeport and a place for the fishermen to tie-up, fresh fish could be sold dockside and also sold at the Farmers Market. It would be a win-win for everyone.

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

Yes/100%

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

Will pay comparable rates to other ports like Westport, Seattle, Blaine, in state within reason

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

Needs more details before committing to anything.

- i. If so, how much?

Are you a member of the Gig Harbor Commercial Fishermen's Club? Yes

If you are, would you support the Club funding a portion of the construction costs for the Homeport?

As a Club member, is not against it.

- ii. If so, how much?

The Fishermen's Club gave \$50k to Maritime Pier and would be comfortable supporting that again.

- d. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? [Place an "X" in month] What months would your vessel be moored in Gig Harbor (city limits).

Annually gone summer months: mid-June to first of Sept. and gone again Jan. 1 to April 1.

Boat #1

JAN	FEB	MAR	APR	MAY x	JUN mid	JUL	AUG	SEP	OCT x	NOV x	DEC x
-----	-----	-----	-----	----------	------------	-----	-----	-----	----------	----------	----------

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

- ii. (Shown in Bold) What amenities will you need while moored at the Homeport:
electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Yes

Do you operate it? Yes

What is the Coast Guard Documentation number? [REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

[REDACTED]

- c. Where do you fish? (Shown in Bold): [REDACTED]

[REDACTED]

- d. What species do you target now ([REDACTED])?

How has that changed in the past 5 years?

Commercial Fishing has it ups and downs like any other type of business.

e. Has the vessel been lengthened and/or widened? No

i. If so, by how much?

3. Moorage

a. Do you moor in Gig Harbor? Not currently, but would like to.

b. If so, where and how much (per linear foot) do you pay for moorage? [REDACTED]

c. List moorage locations used (outside Gig Harbor) and rate per linear foot.

[REDACTED]

d. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there?

Would moor in Gig Harbor year-round but will also will pay year round moorage in [REDACTED]

[Place an "X"] What month would your vessel not be moored in Gig Harbor (city limits).

Same answer as above

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

a. Where is work on your vessel performed? Most of the time does his own work. No services exist in Gig Harbor. Work is also performed at a shipyard [REDACTED].

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
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Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility? **Yes.**
- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?
[REDACTED]
- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot? **Would entertain the thought. Need to know more.**
 - i. If so, how much? **\$10,000**
- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? **Yes.** If you are, would you support the Club funding a portion of the construction costs for the Homeport? **Yes.**
 - i. If so, how much? **Would be okay with \$50,000 - \$100,000**
- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
X	X	X	X	X				X	X	X	X

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? **Yes**. Do you operate it? **Yes**. What is the Coast Guard Documentation number? [REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)? [REDACTED]

- c. Where do you fish? Circle one: [REDACTED]

- d. What species do you target now ([REDACTED])? How has that changed in the past 5 years? **No change**

e. Has the vessel been lengthened and/or widened? **It was shortened** [REDACTED]

i. If so, by how much?

3. Moorage

a. Do you moor in Gig Harbor? **Yes**. If so, where and how much (per linear foot) do you pay for moorage? [REDACTED]

b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

F [REDACTED]

c. If there were Homeport slips available, would you continue to use outside moorage locations? **No**. When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits). **N/A**

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

a. Where is work on the vessel performed? [REDACTED]

- b. How many crew members work on the vessel at dock? **3**

- c. How many days of work are completed dockside in Gig Harbor? **Minimal. Touch up varnish or inside maintenance, etc.**

- i. Would crew park nearby while working on boats? **No.**

5. Industry Info

- a. What is your average crew size? 5-6

6. How many stalls would you like to see at Ancich? 15

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

[illegible]

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
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Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
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Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

Not currently, but possibly.

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

██████

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

Possibly

- i. If so, how much?

Not sure at this time.

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes

Yes

- i. If so, how much?

Not sure, it would take a meeting of members to come up with an amount.

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR X	MAY X	JUN /	JUL	AUG	SEP X	OCT X	NOV X	DEC X
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Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard Documentation number?

Yes



Yes

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?



- c. Where do you fish? Circle one:



- d. What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?



- e. Has the vessel been lengthened and/or widened?

Both

- i. If so, by how much?

Width 6ft, Length 3ft

3. Moorage

- a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?

[REDACTED]

- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

[REDACTED]

- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits). Yes

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
X	X	X									

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed?

[REDACTED]

- b. How many crew members work on the vessel at dock?

c. How many days of work are completed dockside in Gig Harbor?

15

i. Would crew park nearby while working on boats?

Yes

5. Industry Info

a. What is your average crew size?

4

6. How many stalls would you like to see at Ancich?

As many as possible. For income generating for the City of Gig Harbor.

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

JAN	FEB	MAR /	APR X	MAY X	JUN /	JUL	AUG	SEP X	OCT X	NOV X	DEC X
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Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

[REDACTED]

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

[REDACTED]

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

No

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes. Yes.

- i. If so, how much?

\$50,000, like with the Maritime Pier.

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security (locked gate maybe), laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard Documentation number?

No

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

- c. Where do you fish? Circle one:



- d. What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?



- e. Has the vessel been lengthened and/or widened?

- i. If so, by how much?

3. Moorage

- a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?
- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.
- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed?

[REDACTED]

- b. How many crew members work on the vessel at dock?

Just himself

- c. How many days of work are completed dockside in Gig Harbor?

2 months total during offseason

- i. Would crew park nearby while working on boats?

Yes.

5. Industry Info

- a. What is your average crew size?

4 guys + owner

6. How many stalls would you like to see at Ancich?

As many as possible. Probably all get filled up.

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

yes

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

[REDACTED]

[REDACTED]

[REDACTED]

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

yes

see back →

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport?

yes member.

No, Don't support it.

- i. If so, how much?

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

zero

are
No way you are
going to break
even as the
dock will need to be subsidized

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Zero

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard Documentation number?

- b. List name of each boat and type

- c. Where do you fish? Circle one: Washington – Puget Sound, Washington – Coast, Alaska,

Oregon, Other:

- d. What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?

- e. Has the vessel been lengthened and/or widened?

No.

- i. If so, by how much?

3. Moorage

- a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?

NO.

- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel was moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed?

Deta yard

- b. How many crew members work on the vessel at dock?

4 guys plus him.

- c. How many days of work are completed dockside in Gig Harbor?

2 years ago 2 mo's
but average 30 days

- i. Would crew park nearby while working on boats?

yes. but lie

5. Industry Info

- a. What is your average crew size?

5 including him

6. How many stalls would you like to see at Ancich?

This is what all other docks & fishing boats do.

Has original size linear on both sides,

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

A/O

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
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Appendix IV City Council Presentation

MINUTES

City Council Study Session Thursday, April 2, 2020 - 4:00 P.M.

Call to Order/Roll Call

Mayor Kit Kuhn called the meeting order and asked for a roll call. Councilmembers Denson, Bob Himes, Jeni Woock, Le Rodenberg, Jim Franich, Tracie Markley and Spencer Abersold attended via teleconference

Staff members City Administrator Bob Larson, City Clerk Molly Towslee, Public Works Director Jeff Langhelm, Parks Manager Nicole Jones-Vogel, and Assistant City Clerk Josh Stecker attended via teleconference along with consultants Steve Robert and Anna Spooner.

Homeport Feasibility Study – Report to Council

Nicole Jones-Vogel provided an initial summary of comments from interviews conducted with participants in the feasibility study. A complete summary will be provided after all questionnaires are received. Concerns revolved around provided maximum moorage and minimum impact to neighbors. Staff is also exploring additional amenities provided at other ports.

A follow-up questionnaire will be sent out addressing economic issues with the home port. Council indicated support for seeking funding assistance from the fishermen. Council also discussed the issues of personal-use vessels using the dock and the future of fishing in the area.

Adjourn

The meeting adjourned at 5:25 p.m.

Ancich Waterfront Park Homeport Feasibility Study- Status Update

Presented by

Steve Robert and Anna Spooner

March 26, 2020



Interview Planning

- 13 interviews with commercial fisherman and neighbors
- 20-minute Skype phone calls
- March 17, 2020

Guy Hoppen	Gregg Lovrovich
Andy Babich	Jim Franich
Nick Jerkovich	Nick Babich
Dawn Stanton	Mary Ellen Gilmour
Randy Babich	Karen McDonell
Leif + Katie Dobzinsky	Jake Bujacich
Nancy Jerkovich	

Interview Objectives

- To gather local knowledge and specific information to inform the feasibility study and preferred concept design
- To identify opportunities and constraints that will inform the feasibility study analysis
- To establish transparent communication and begin to build community consensus

Interview Questions

- Opportunities
 - What do you want the City to offer as part of the Homeport?
- Challenges
 - What is the biggest challenge to the proposed Homeport?
- Economic considerations
 - How could the Homeport financially support itself?

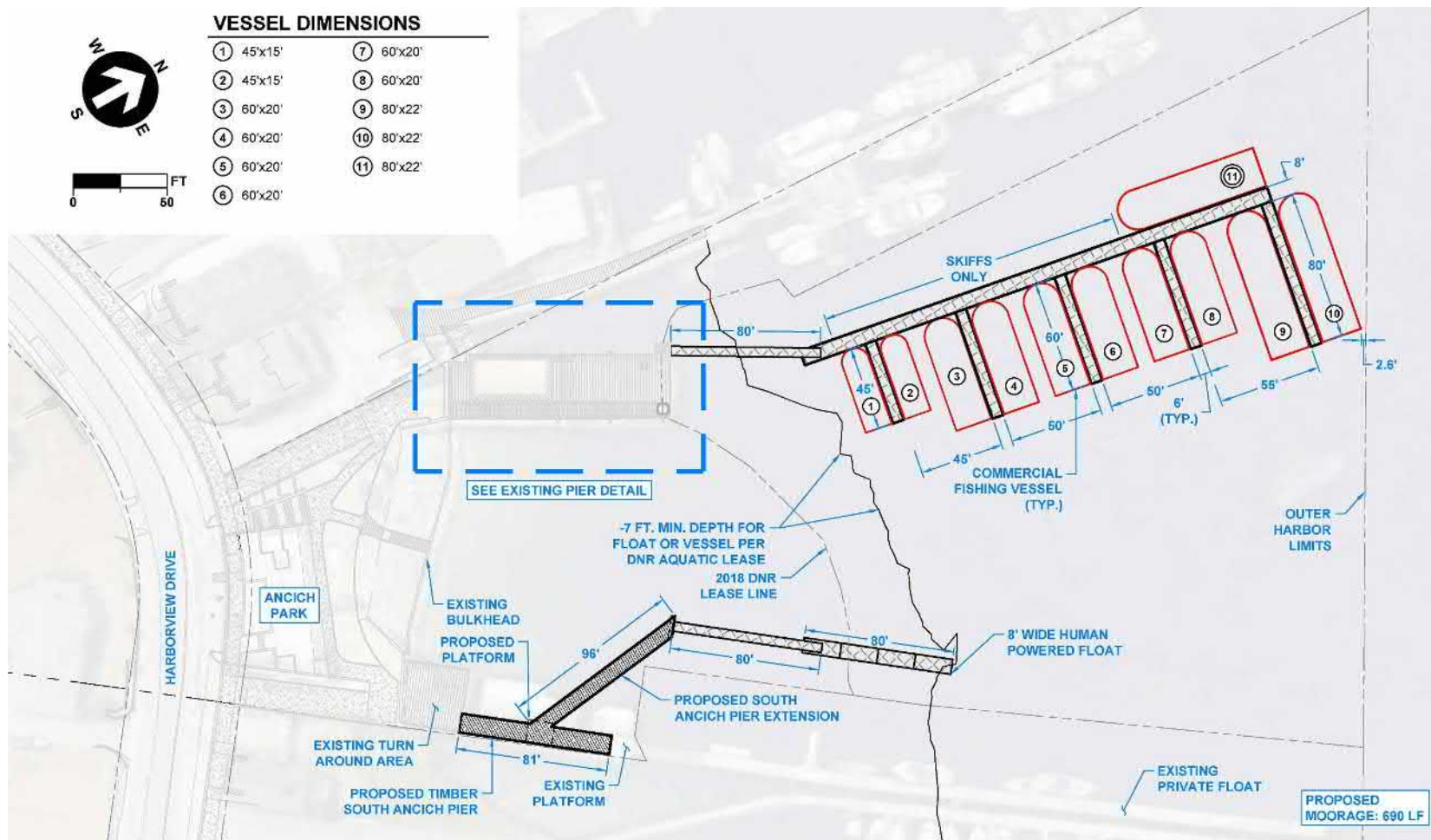
Interview Questions

- Homeport Use
 - How would you use the new homeport facility?
 - At what times of the year would you use the homeport facility?
- Community and context
 - How do you think the Homeport will impact the Millville neighborhood?

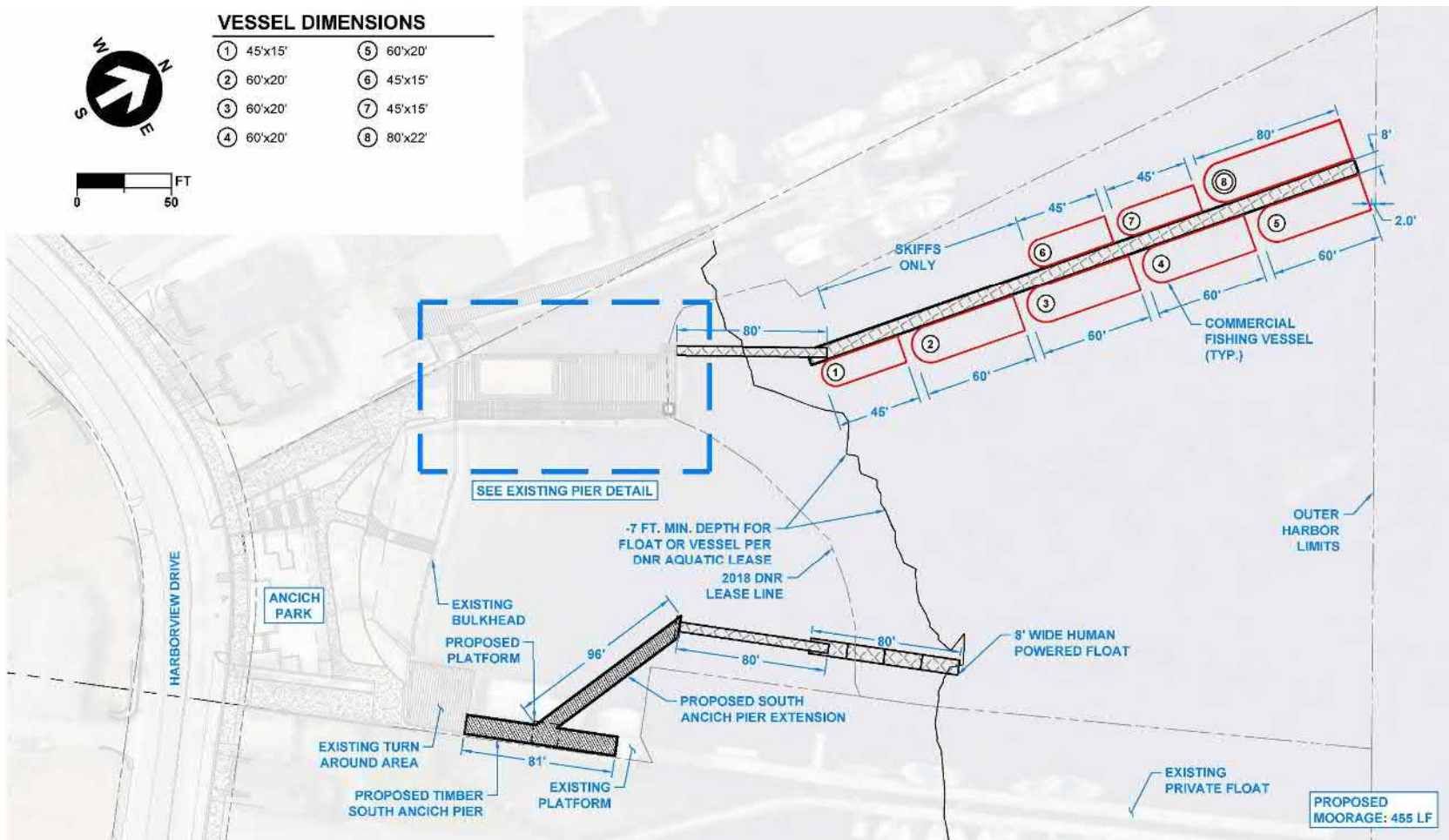
Interview Questionnaire – Follow up

- Potential Homeport amenities
- Vessel accommodation: types and seasons
- Safety measures and considerations
- Feedback on current fleet inventory
- Pedestrian safety along and across Harborview Drive
- Site prioritization: views versus moorage
- Parking





Concept Alternative A



Concept Alternative E

Feasibility Study Next Steps

- Interviews and follow up questionnaire
- Economic Study
 - Follow up detailed questionnaire for commercial fisherman
- Concept design refinement
 - Alternatives
 - Preferred Alternative
- City Council Meeting
- Feasibility Study Report

Feasibility Study Next Steps

- Interviews and follow up questionnaire _____ March
- Economic Study _____ April
 - Follow up detailed questionnaire for commercial fisherman
- Concept design refinement
 - Alternatives
 - Preferred Alternative
- City Council Meeting
- Feasibility Study Report

Questions?



Interview Questionnaire

1. Should the City provide amenities to the Homeport other than basic hookups for moorage (water + electrical)? If so, what amenities are desired?
2. Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?
3. What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier (e.g. Driveway slope implications, increased usage at the site, etc.)?
4. What is your estimate of the current local fishing fleet size? Please review the attached fleet inventory and provide feedback. Describe any changes you have noticed in the fleet in the recent years.
5. Should a new pedestrian crossing at the Harborview Drive curve be installed with this project? Why or why not?
6. Should the Homeport float layout prioritize view corridors or prioritize maximizing moorage?
7. Should the City consider acquiring additional parking for the Ancich Waterfront Park?
8. Please provide any further comments that are not addressed in your interview or the questions above that you feel the project team should be aware of.

Meeting Notes

City of Gig Harbor: City Council Meeting

Ancich Waterfront Park Homeport Feasibility Study

April 2, 2020, Virtual Meeting

Attendees

Kit Kuhn	City of Gig Harbor Mayor
Robyn Denson	City of Gig Harbor Councilmember
Bob Hinnes	City of Gig Harbor Councilmember
Jeni Woock	City of Gig Harbor Councilmember
Le Rodenberg	City of Gig Harbor Councilmember
Jim Franich	City of Gig Harbor Councilmember
Tracie Markley	City of Gig Harbor Councilmember
Spencer Abersold	City of Gig Harbor Councilmember
Nicole Jones-Vogel	City of Gig Harbor Parks Manager
Jeff Langhelm, PE	City of Gig Harbor Public Works Director
Steve Robert	DCG
Anna Spooner	Anchor QEA

Meeting Notes

Steve Robert and Anna Spooner presented a status update to the Gig Harbor City Council on the Ancich Waterfront Park Homeport Feasibility Study. The meeting updated the City Council on the status of the community outreach. Results from the ongoing community outreach were still under development at the time of the meeting and were not presented. Following the presentation, each councilmember asked questions and provided feedback to the group. The following summarizes the feedback and discussion.

Councilmember Woock: Will the Council get a copy of actual documents that were filled out by respondees?

Nicole: Yes, we will have summarized them all.

Councilmember Hinnes: Most people interviewed are fishermen or related to fishermen. Is this group representative of the community as a whole? These folks have a very strong bias. Is the questionnaire from fishermen the primary input for the study?

Councilmember Hinnes: Third alternative: start with the straight dock and then you add fingers later. Also, we need to talk about capital investment and operations. Is the City operating this dock? These two things need to be in the economic study. Also, we need to understand the demand for this moorage and at what price. Is this even attractive at any price that would minimize cost to the City?

Councilmember Rodenberg: There are over 130 fishing vessels in Gig Harbor; the demand is there. None of the fisherman are going to profit from this. The original design was over 1,800 linear feet. The fishermen have already given up a lot of the originally considered moorage.

Councilmember Denson: We can't have a preferred alternative until this work is further along. We need to answer how big this should be. How many boats to accommodate? What type of boat (how big)? What should it look like? How much is this all going to cost? Should it be phased? Are you reaching out to fishermen in club and not in club? Are you reaching out to multiple folks to hear multiple voices?

Nicole: Described who was included.

Councilmember Markley: No comments.

Councilmember Franich: No questions. Need more summary of outreach. Without that, we can't get into this in more depth.

Councilmember Abersold: Where is the happy medium? This is going to be a process where we hear a whole lot of wants and needs. Plan this with the option to expand over time; future flexibility. If there is more need, option to build more.

Nicole: We don't know yet how the kayak area and boat building will impact the site. This is an unknown that multiple interviewees pointed out. Balancing the capacity is tough since we do not know the impacts from the kayak and boat building.

Mayor Kuhn: Can you build Alternative E and then phase it to Alternative A in the future, if needed?

Steve: Yes, that phasing is an option. Funds lost to double project: double design, double permitting, double construction mobilization. Building for more moorage will provide more funding.

Mayor Kuhn: We are asking kayakers to pay part of dock. Was the question asked to fisherman if they were willing to pay upfront costs (they could potentially recoup these costs over time, just as the City could). That question should be asked to the fisherman club.

Anna: Yes, we can ask that question when we do fisherman-specific outreach.

Councilmember Franich: I think the club would be willing to participate in providing some upfront money. Keep in mind that maintenance and operations costs will be on the City; this needs to be part of the equation. The other question: what is the arrangement on who will have availability to these moorages?

Councilmember Larson: No questions.

Councilmember Woock: The club partnership is vitally important. I heard that in a previous project, the club paid \$40K. Would like to see a commitment from the fishermen. If there is a commitment, maybe then we can increase moorage to accommodate.

Councilmember Hennes: Woock's question is spot on. As the total investment goes up, their equity should go up. There needs to be a bit more corroboration with demand, facts and figures. Consider the future of fishing. Are folks moving north? Is there a trend that folks are going to Alaska? If we go big, will it be unused due to declining fishing industry? Would fishermen ever allow for a yacht or non-fishermen to tie up their boat next to a fishing boat?

Councilmember Rodenberg: You need to remember that the fishermen are working on their boats. If the boats are in Alaska, they have to stay up there and work on the boats. It may happen but people are going to leave their family and roots. People will use this facility.

Councilmember Denson: Not sure how the fisherman club contribution would work. It is fundamentally different from the kayak contribution. Individual fishermen would pay moorage, not the club.

Councilmember Markley: I think the club would be interested to have a fundraising event. They are waiting for the City to make a commitment. What kind of crane would be at this location? How tall; how invasive? How would it operate? How would it look?

Jeff: Picture the arm of a boom truck, one long boom with a cable. Steel arm with hydraulic extension. It could reach out 15 to 20 feet. It would be based on a platform that sits at the end of the pier.

Mayor Kuhn: It would be on the City to insure, maintain, and upkeep. It could be used for yachters to take their zodiacs off. A lot of the fishing boats can operate without a crane.

Councilmember Franich: I don't think the crane is a make or break item for fishermen. The fisherman club provided a strings-free donation to Maritime Pier of about \$30K to \$40K. The more we ask though, the more pushback we will get. The fisherman club works very different than the kayak club. Participation would likely be a donation, not a rent credit back (as was done with the kayak club). The code has an exemption for parking for commercial fishing facilities. If you have

future yachts, they are not exempt to parking, so you would need to provide dedicated parking stalls for yachts.

Councilmember Abersold: In favor for partnership with fisherman club. Potentially fishermen could buy the crane and use insurance. Maybe the crane is just for the fisherman club members?

Mayor Kuhn: Is there a way to look in a crystal ball to see what is the trend in fisheries in 20 years?

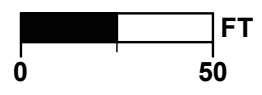
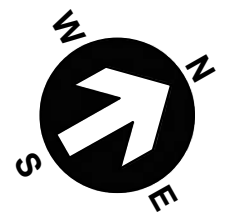
Steve: That is part of our scope. We hope to answer: will fishing sustain this facility in the future?

Councilmember Hinnes: There is educational value in the public seeing fishing boats. What is peoples' thinking on public access to the dock? Can you go down on the pier? Would it have locked access? These questions need to be explored. Assuming this is a City facility, who covers the liability insurance here?

Councilmember Rodenberg: The moorage fee would pay for insurance. The netshed should be open to the public for education purposes as part of the grant. The benefit to the club is unclear; it would just be a donation. Could we have fishermen put up an advance on their moorage fees so they get the benefit of future moorage at the homeport?

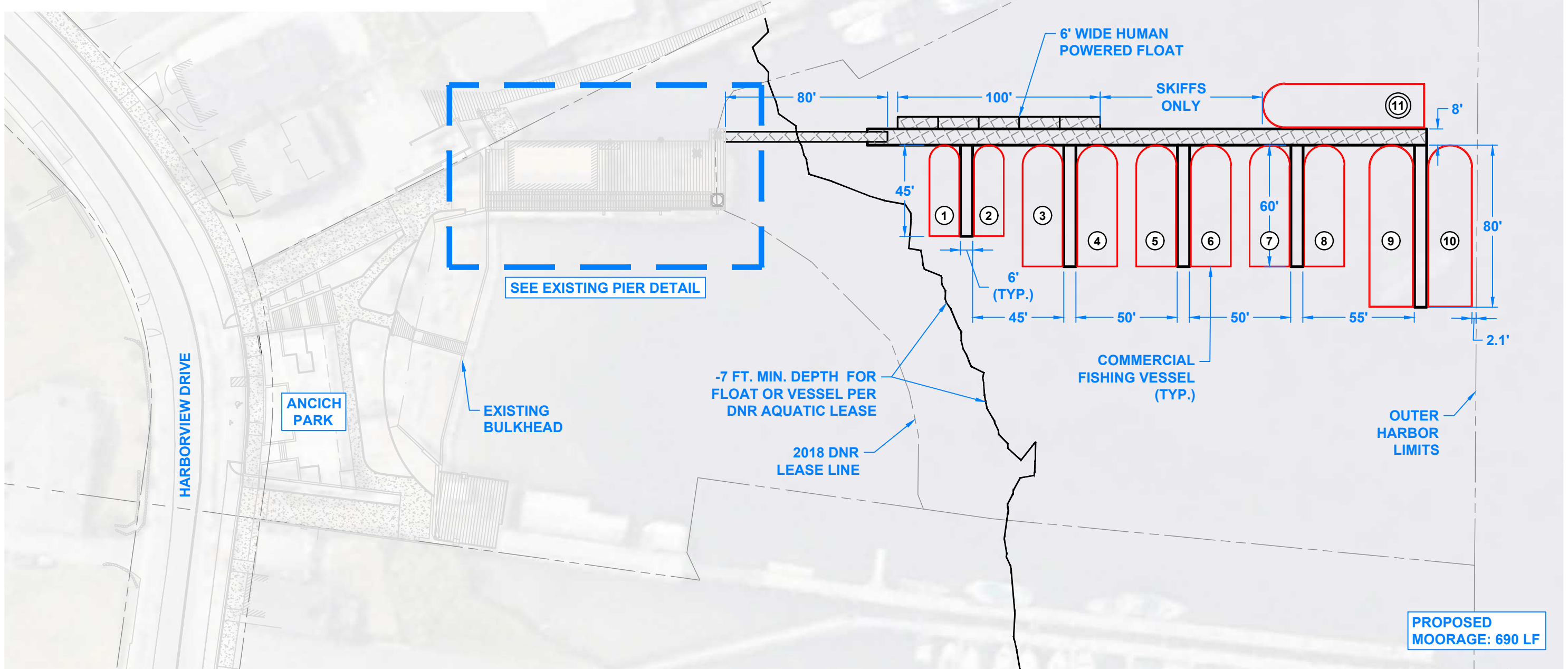
Councilmember Woock: Is someone looking into the future of fishing?

Appendix V – Alternatives Examined, but Not Considered



VESSEL DIMENSIONS

- | | |
|-----------|-----------|
| ① 45'x15' | ⑦ 60'x20' |
| ② 45'x15' | ⑧ 60'x20' |
| ③ 60'x20' | ⑨ 80'x22' |
| ④ 60'x20' | ⑩ 80'x22' |
| ⑤ 60'x20' | ⑪ 80'x22' |
| ⑥ 60'x20' | |



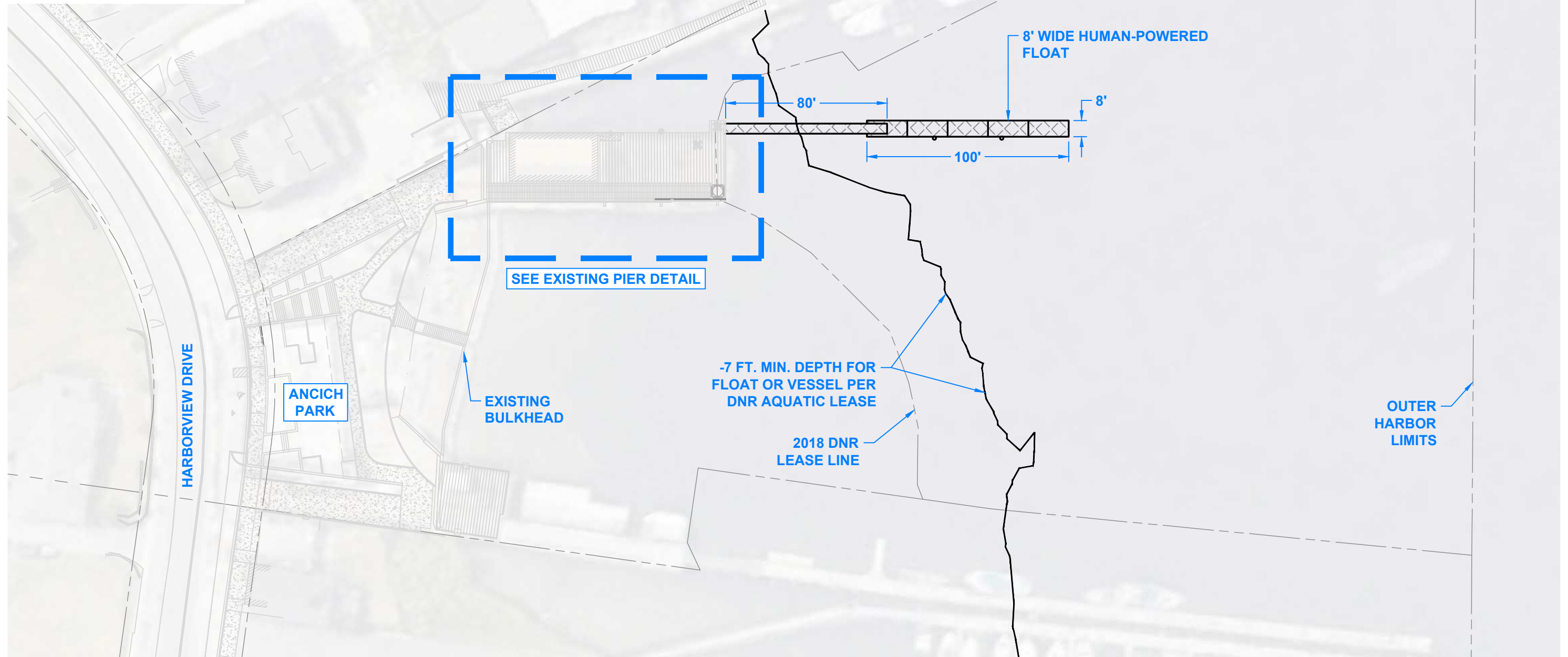
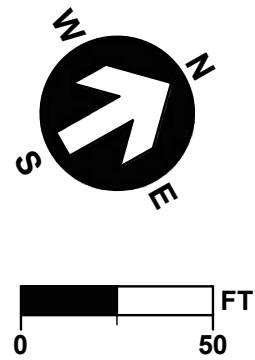
HUMAN-POWERED FLOAT AND COMMERCIAL FISHING DOCK

ANCICH WATERFRONT PARK

FLOAT EXHIBIT - ALTERNATIVE 'B'

12/09/2019





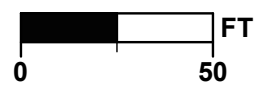
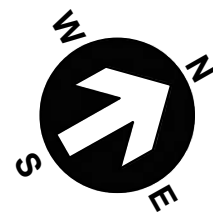
HUMAN-POWERED FLOAT AND COMMERCIAL FISHING DOCK

ANCICH WATERFRONT PARK

FLOAT EXHIBIT - ALTERNATIVE 'C'

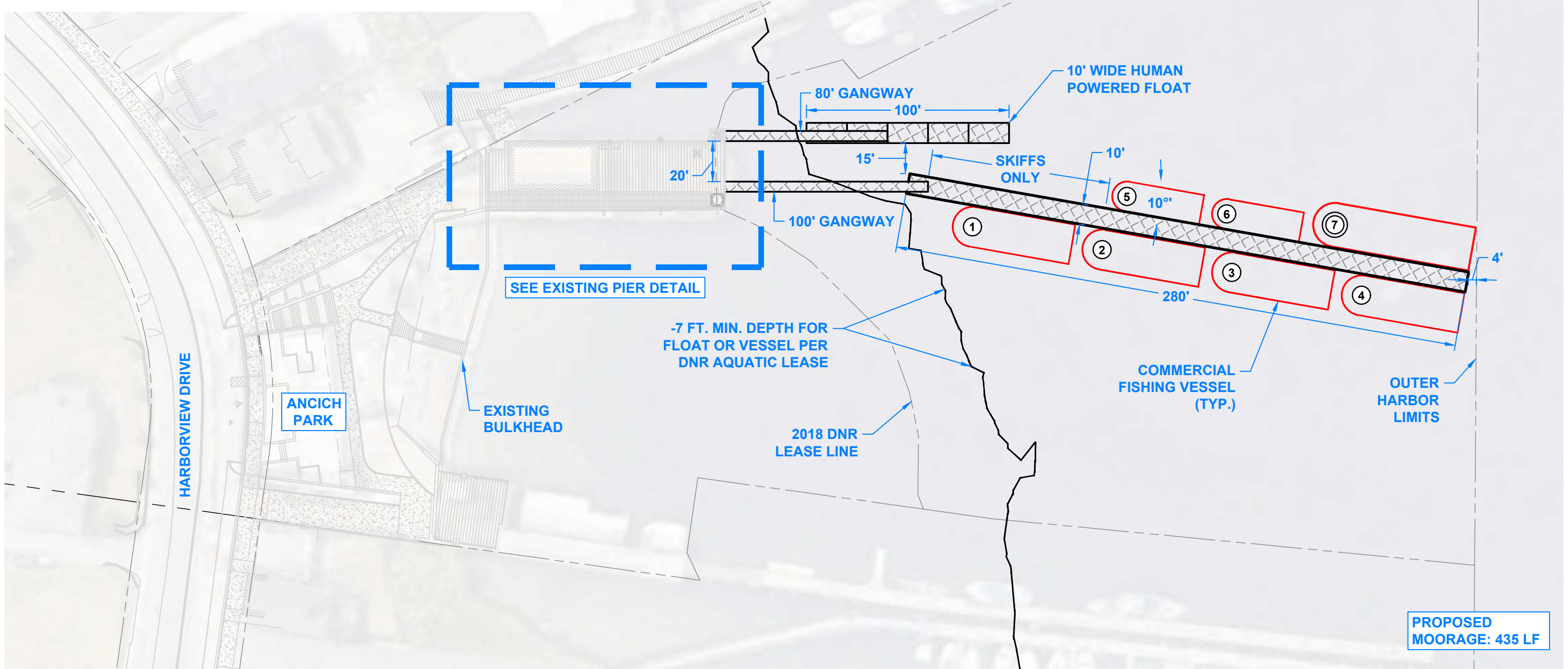
11/12/2019





VESSEL DIMENSIONS

- | | |
|-----------|-----------|
| ① 60'x20' | ⑤ 45'x15' |
| ② 60'x20' | ⑥ 45'x15' |
| ③ 60'x20' | ⑦ 80'x22' |
| ④ 60'x20' | |



HUMAN-POWERED FLOAT AND COMMERCIAL FISHING DOCK

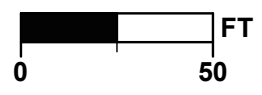
ANCICH WATERFRONT PARK

FLOAT EXHIBIT - ALTERNATIVE 'D'

10/29/2019

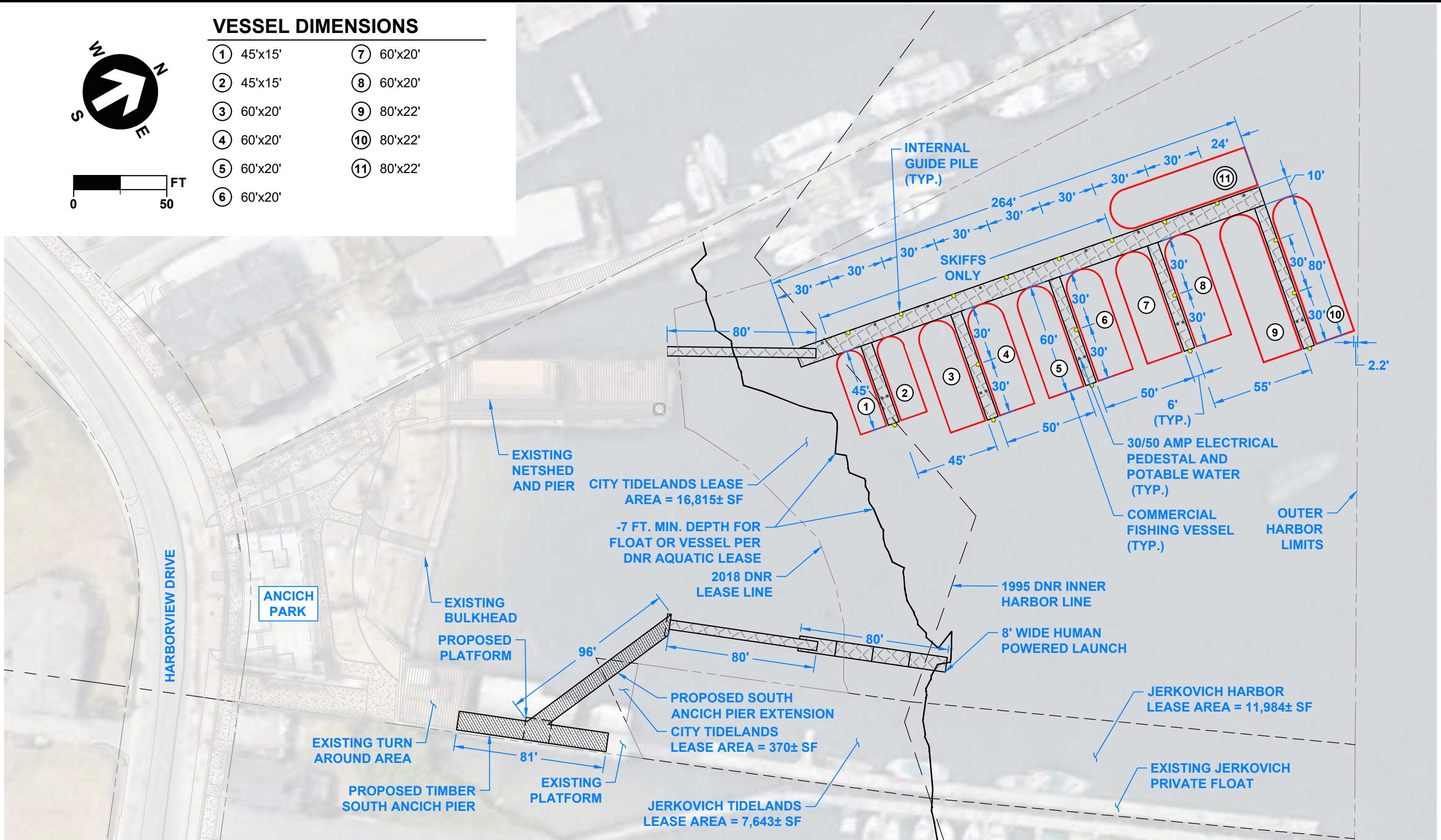


Appendix VI – Alternatives Examined and Considered



VESSEL DIMENSIONS

- | | |
|-----------|-----------|
| ① 45'x15' | ⑦ 60'x20' |
| ② 45'x15' | ⑧ 60'x20' |
| ③ 60'x20' | ⑨ 80'x22' |
| ④ 60'x20' | ⑩ 80'x22' |
| ⑤ 60'x20' | ⑪ 80'x22' |
| ⑥ 60'x20' | |



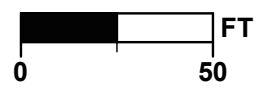
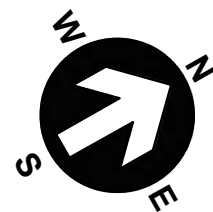
HUMAN-POWERED FLOAT AND COMMERCIAL FISHING DOCK

ANCICH WATERFRONT PARK

FLOAT EXHIBIT - ALTERNATIVE 'A'

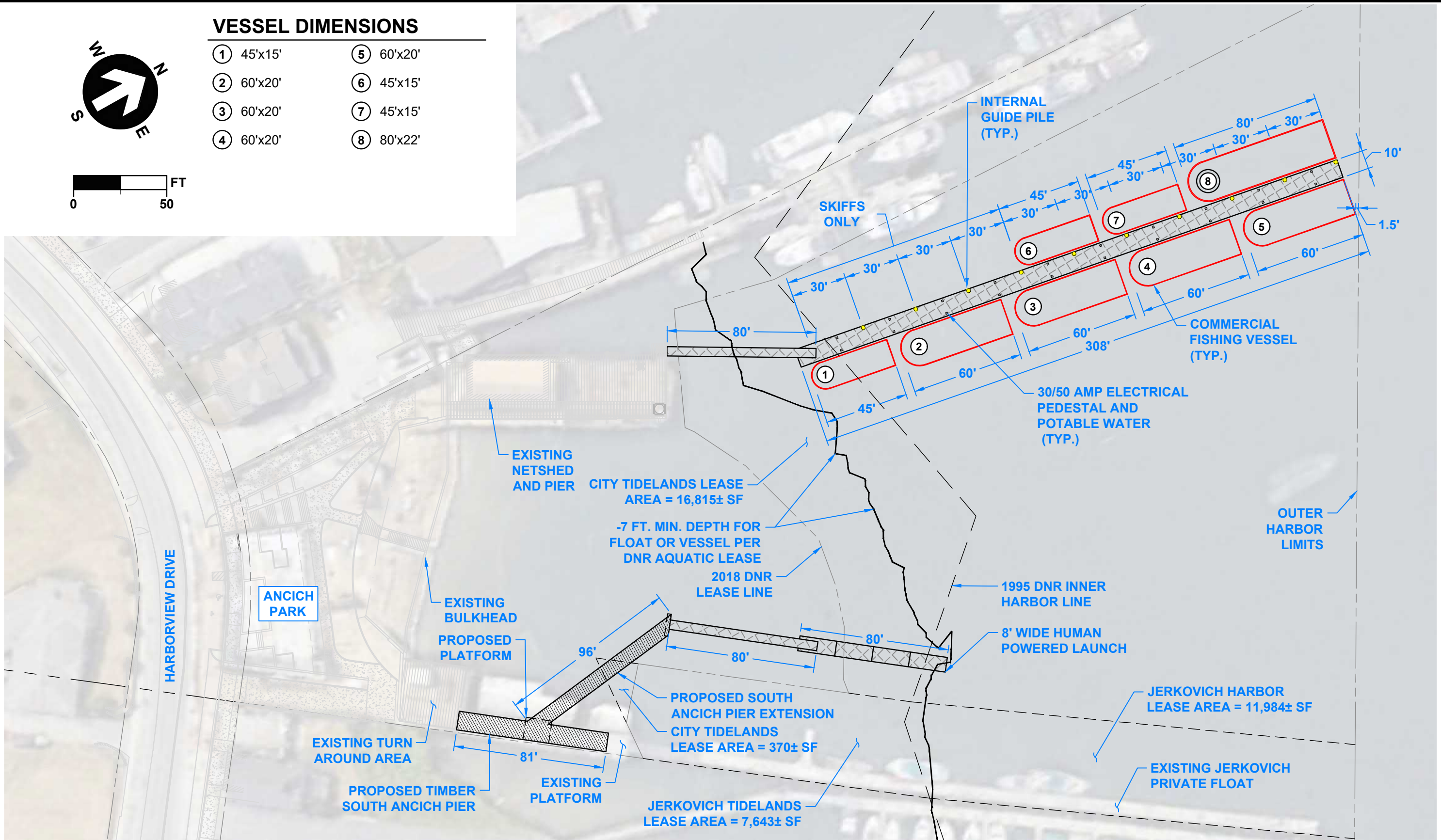
05/28/2020





VESSEL DIMENSIONS

- | | |
|-----------|-----------|
| ① 45'x15' | ⑤ 60'x20' |
| ② 60'x20' | ⑥ 45'x15' |
| ③ 60'x20' | ⑦ 45'x15' |
| ④ 60'x20' | ⑧ 80'x22' |



HUMAN-POWERED FLOAT AND COMMERCIAL FISHING DOCK

ANCICH WATERFRONT PARK

FLOAT EXHIBIT - ALTERNATIVE 'E'

05/28/2020



Appendix VII – Construction Cost Estimates

Alternative A

Item	Qty	Unit	Cost	total
Mob	1	LS	\$ 80,000	\$ 80,000
Gangway	1	LS	\$ 65,000	\$ 65,000
Floating dock	4480	SF	\$125	\$ 560,000
Guide piles	18	Each	\$15,000	\$ 270,000
Fire pipe	500	LF	\$100	\$ 50,000
Water pipe	500	LF	\$30	\$ 15,000
G cable	500	LF	\$20	\$ 10,000
Pedestals	19	Each	\$4,000	\$ 76,000
Maintenance over design life	1	PGM	\$100,000	\$ 100,000
City Personnel	0.2	FTE	\$114,400	\$ 22,880
Civil and Structural engineering 7%				\$ 87,422
Electrical engineering 1%				\$ 12,489
permitting estimate				\$ 28,000
community outreach estimate				\$ 18,000
construction support 4%				\$ 49,955
Sales Tax				\$ 116,258
Total				\$ 1,561,004

Alternative E

Item	Qty	Unit	Cost	total
Mob	1	LS	\$ 80,000	\$ 80,000
Gangway	1	LS	\$ 65,000	\$ 65,000
Floating dock	3100	SF	\$125	\$ 387,500
Guide piles	11	Each	\$13,000	\$ 143,000
Fire pipe	350	LF	\$100	\$ 35,000
Water pipe	350	LF	\$30	\$ 10,500
G cable	350	LF	\$20	\$ 7,000
Pedestals	20	Each	\$3,000	\$ 60,000
Maintenance over design life	1	PGM	\$100,000	\$ 100,000
City Personnel	0.2	FTE	\$114,400	\$ 22,880
Civil and Structural engineering 7%				\$ 63,762
Electrical engineering 1%				\$ 9,109
permitting estimate				\$ 28,000
community outreach estimate				\$ 18,000
construction support 4%				\$ 36,435
Sales Tax				\$ 92,758
Total				\$ 1,158,944