

February 11, 2020

# Dillingham Waterfront Strategic Plan



# Introduction

- The plan identifies waterfront related opportunities and constraints that impact community and economic development in Dillingham and the region
- Focused on waterfront in downtown including boat harbor, port, and adjacent lands
- Identifies priority actions, rough timeline, estimated capital costs, and lead entities
- McDowell Group supported by PND Engineers throughout the process

# Builds on Comprehensive Plan

- Develop infrastructure to increase local benefits from commercial fishing
- Improve access between waterfront and local services and businesses
- Enhance understanding and response to waterfront changes (erosion)
- Enhance marine-related training and job creation

# Port and Waterfront Overview



# Boat Harbor and Uplands

- Moorage for 400 vessels 32' in length
- Space for transient vessels up to 80' in length
- Services include bathrooms/showers, fuel, potable water, repairs, ice, gear storage, and waste disposal
- Small community park on south end



# Boat Harbor and Uplands (cont.)

- Recent upgrades – bulkhead on north end, lengthening pilings anchoring floats
- North ramp used by recreational, subsistence, and charter fishing vessels
- Upland property includes parking, access roads, private companies
- Recently acquired property adjacent to harbor



# City Docks

- Two adjacent docks facilitating cargo and freight movement
- All-Tide Dock – 300'x300'
- City Dock – 80'x200'
- Services: forklifts, cranes, potable water, garbage disposal, bathhouse and restrooms
- Electrical capacity for 33 containers
- Peak season – as many as 150 containers (generator use high)



# Dillingham Dock Activity

Description	2017	2018
Frozen seafood containers	392	574
Containers of freight <sup>1</sup>	1,686	1,601
Heavy equipment/freight rolled or craned	95	110
Gensets <sup>2</sup>	8	12
Empty freezer containers <sup>3</sup>	460	515
Empty containers (other than freezer units) <sup>4</sup>	627	1,014
Gallons of fuel pumped over the dock <sup>5</sup>	2,269,363	2,930,587
<b>Total billed weight moved over the dock (lbs.)</b>	<b>65,498,914</b>	<b>78,035,804</b>

Source: City of Dillingham.

Notes:

1. Includes 20', 24', and 40' containers and flats and large bundles/lifts not on or in equipment.
2. Brought in specifically for running fish freezer containers on the dock and/or on the barges that haul freezers.
3. Mostly inbound but includes units that were not used and then shipped out.
4. Included in the total weight.
5. Most fuel was pumped through the Nushagak Cooperative Pipeline, although some was pumped from fuel trucks



# Adjacent Property Owners

**Bristol Alliance Fuels** – Operations at Scandinavian Beach and Delta Western dock

**Bristol Bay Native Corporation** – Owns land on west side of harbor

**Choggiung Limited** – Owns land directly across from boat harbor

**Ekuk Village Council** – Leased land from City adjacent to Napa

**PAF Marine Services** – Owns boat yard adjacent to harbor

**Peter Pan Seafoods** – Owns processing plant between harbor and City dock



# Development Landscape



# Seafood Industry



## Participation in Bristol Bay Setnet and Driftnet Fisheries

Year	Setnet			Driftnet		
	Pounds Landed (millions)	Ex-Vessel Value (\$millions)	Fishermen who fished	Pounds Landed (millions)	Ex-Vessel Value (\$millions)	Fishermen who fished
2009	35.6	\$26.2	982	157	\$122.0	1,863
2010	34.0	\$31.0	982	147	\$134.1	1,863
2011	25.6	\$27.4	981	114	\$131.6	1,862
2012	23.5	\$24.7	979	104	\$117.9	1,862
2013	16.5	\$23.9	978	84	\$127.5	1,862
2014	31.4	\$39.3	977	140	\$182.2	1,863
2015	35.8	\$20.2	975	165	\$104.7	1,864
2016	42.2	\$34.4	971	170	\$158.0	1,863
2017	44.0	\$49.0	972	177	\$226.5	1,863
2018	43.3	\$52.3	970	187	\$224.7	1,863

Source: CFEC Fishery Permit Database.

# Seafood Industry (cont.)

## Participation by Dillingham Residents in Bristol Bay Fisheries

Year	DLG Resident Fishermen Active in BB Fisheries	DLG resident earnings (\$millions)	BB fishing vessels owned by DLG Residents
2009	157	\$7.5	110
2010	164	\$8.8	111
2011	173	\$7.4	110
2012	167	\$5.9	114
2013	175	\$7.8	102
2014	177	\$10.5	106
2015	169	\$5.8	109
2016	178	\$10.1	100
2017	187	\$16.4	103
2018	193	\$19.0	110

Source: CFEC Fishery Permit Database.



# Strengths and Opportunities

- Strong fish runs
- Processor and adjacent landowner investments
- Fleet upgrades increase harvest value and demand for marine support services
- Strong connection to waterfront for commercial, subsistence, recreation, and tourism uses
- Programs to support local resident investments
- Port operations working well

# Challenges

- Congestion in boat harbor
- Erosion is a community-wide issue
- Dredging is a continuous challenge
- Limited water and sewer in harbor and uplands
- More processors and marine services in Naknek
- Municipal and private financial constraints

# Goals and Strategies



# *Goal 1: Maximize Safe and Efficient Usage of Boat Harbor and Uplands*

- **Short Term Strategies**

- Upgrade and organize floats
- Improve vehicle and trailer parking—at and near harbor
- Upgrade bathhouse
- Improve ice machine access and usage
- Improve lighting and security





# *Goal 1: Maximize Safe and Efficient Usage of Boat Harbor and Uplands*

- **Mid Term Strategies**

- Extend water, sewer, power, communications
- Construct east side revetment
- Extend north bulkhead
- Construct west side revetment
- Utilize adjacent lands for marine support and other community services
- Resume disposal of dredge spoils on uplands



# *Goal 1: Maximize Safe and Efficient Usage of Boat Harbor and Uplands*

- **Long Term Strategies**

- Expand upland parking, boardwalk, bathhouse, other services
- Explore demand and options for boat harbor development at other sites



## *Goal 2: Enhance Community Access to the Waterfront*

- **Short Term Strategies**

- Improve pedestrian access and parking for park users
- Upgrade picnic seating and grill

- **Mid Term Strategies**

- Covered pavilion
- Interpretive signage
- Continue clean-up and development of City-owned lands

- **Long Term Strategies**

- Additional bathhouse and restrooms



## *Goal 3: Improve Dock and Downtown Interface*

- **Short Term Strategies**

- Increase staffing during peak periods

- **Mid Term Strategies**

- Improve truck and vehicular access to City Dock
- Upgrade power to reduce generator use

- **Long Term Strategies**

- Extend dock face when demand warrants
- Evaluate long-term growth needs and alternative sites for possible relocation



## *Goal 4: Facilitate Waterfront Collaboration and Communication*

- **Short Term Strategies**

- Reconvene Port Advisory Committee
- Formalize communications with private landowners in area
- Identify status and options for City-owned strip adjacent to BBNC

- **Mid Term Strategies**

- Identify shared needs and implementation (access, erosion control, advocacy, etc.)

- **Long Term Strategies**

- Collaborate on long-term development projects

# Major Capital Project Cost Estimates

Description	Cost
Water and sewer upgrades	\$882,500
North bulkhead extension	\$2,352,210
West side revetment	\$14,343,675
East side revetment	\$7,449,240
Small boat harbor float replacement	\$4,958,360
Lease parcel development (City)	\$1,989,270
Bingman property development	\$1,604,250
Pavilion and park improvements	\$2,242,500
Boat harbor upland development	\$15,148,950

# Additional Information in Report

- Diagrams and detailed cost estimates
- Project timeframe and lead entity
- Potential funding sources
- Project contacts, resources, and prior reports

# Discussion