

PORT OF NEWPORT
COMMERCIAL FISHING USERS GROUP COMMITTEE AGENDA

Monday, January 8, 2018, 9:00 am
OSU Extension Office
1211 SE Bay Boulevard, Newport, OR 97365

- I. Call to Order
- II. Changes to the Agenda
- III. Public Comment
- IV. Hall Property Update
- V. Port Dock 5 Project Update
- VI. Chair/Committee Reports
- VII. Future Meeting Schedule
 - A. Discussion about change of Meeting schedule and possible restructure to align the Committee better with the Port Commission
- VIII. Future Agenda Items
- IX. Public Comment
- X. Adjournment

Regular meetings are scheduled for the 2nd Monday of odd numbered months at 9:00 am.

Currently, limited parking is available, so please plan accordingly. Guests may park in the spaces directly near the Curry Building (Extension Office) and may NOT park near the Airgas/Servco building (we share a parking lot). Evening meetings occurring after 5:30pm and on weekends may use the entire parking lot if available. If overflow parking is required, please let the office know when you reserve space. Overflow parking is available directly across the street in the dirt lot near the mailboxes and shed. You may park in the grass and gravel. Parking is NOT permitted on Bay Blvd or on Vista Drive (the street on the west side of the building).

The OSU Extension Office is accessible to people with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours in advance of the meeting to Port of Newport Administration Office at 541-265-7758.

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IV. RONDYS INC., - EVAN HALL

Hall said he was the project manager for the planned industrial park. Agreements had been left on the table from the other project, but he thought there were other opportunities for Rondys and the Port to work together. The Port needs an idea of what they plan to do with the property to take advantage of these opportunities. Rondys also needed to resolve the issue of dredge spoils. Hall said he would like to break ground in May depending on permits. His go/no go date is January/February. The dredge spoils are a big question. He viewed the Port as a partner in the development. NIT is an asset for Rondys, and working together can be mutually beneficial. The uncertainty in the Port's direction makes Rondys decisions uncomfortable. Hall said he would appreciate the Port recognizing the work that has gone on. He had a conversation with Teevin Bros who share that sentiment. Rondys has invested time and money in the project. Hall shared his conceptual plan with the Port (attached to the minutes), and he is close to making final plans. Hall said he had been careful about sharing this to avoid expectations for what might not occur. He thought it was good faith to show this to the Port.

The idea he shared with Kevin Greenwood was to develop a business center for McLean Point. For context, he added that he and Greenwood had started about the same time. The Rondys Board had been frustrated with the Port. When Greenwood came on, Rondys and the Port established a baseline from which to look forward. There were some issues with dredge spoils from renovating NIT. Also, wetlands had formed on the property. Greenwood had seen the opportunities to make an export facility and to resolve the lease agreement with Rondys. Hall said Rondys had a vision for an industrial park with the biggest opportunity in the maritime industry. He had seen the activity with NOAA, the OSU expansion, and wave energy. He asked the Port to establish a baseline to build off of with the commercial fishermen's expertise. They would build on the need for large space and could bring in marine services that also can help support the needs on the south side of the Bay. This could be attractive to high-tech businesses in marine research. The goal was to keep this flexible. Hall said cold storage is needed on the coast, which is a complex opportunity that would complement the area.

Hall said Rondys currently is getting two lots prepared. The properties are rough with organic material to move and wetlands to take care of. Dredge spoils make an excellent base material. This would involve bringing in initial infrastructure, with goal of the upcoming summer. Rondys is getting ready to apply for permits. He asked if the Port had an idea how they might use the property, and could benefit from adding some infrastructure. Hall said he hoped the email he sent would be a starting point for Rondys and the Port to work together. He and Greenwood had identified an on-site location for wetlands mitigation, restoring estuarine water. Hall said since Rondys would be giving up the use of that area indefinitely, the use of dredge spoils would be a fair trade. He said it would be relatively simple to extend the mitigation permit. Rondys will still need the roadway easement as they move forward. The roadway, drainage, and the roadway with NW Natural, will be mutually beneficial. He said he could discuss expansion on the west side if needed by the Port. When an export facility were constructed, the Port would also need dredge spoils. It would take about half of the dredge spoils to raise the wetlands, and Rondys would take the other half for a sub-base for areas 1, 2 and 3. At the end of the Port's lease from Rondys, the property needs to be returned to a clean and sanitary state, and would require moving the dredge spoils. Removing the offset would be expensive, and Hall said he was not sure how to do this.

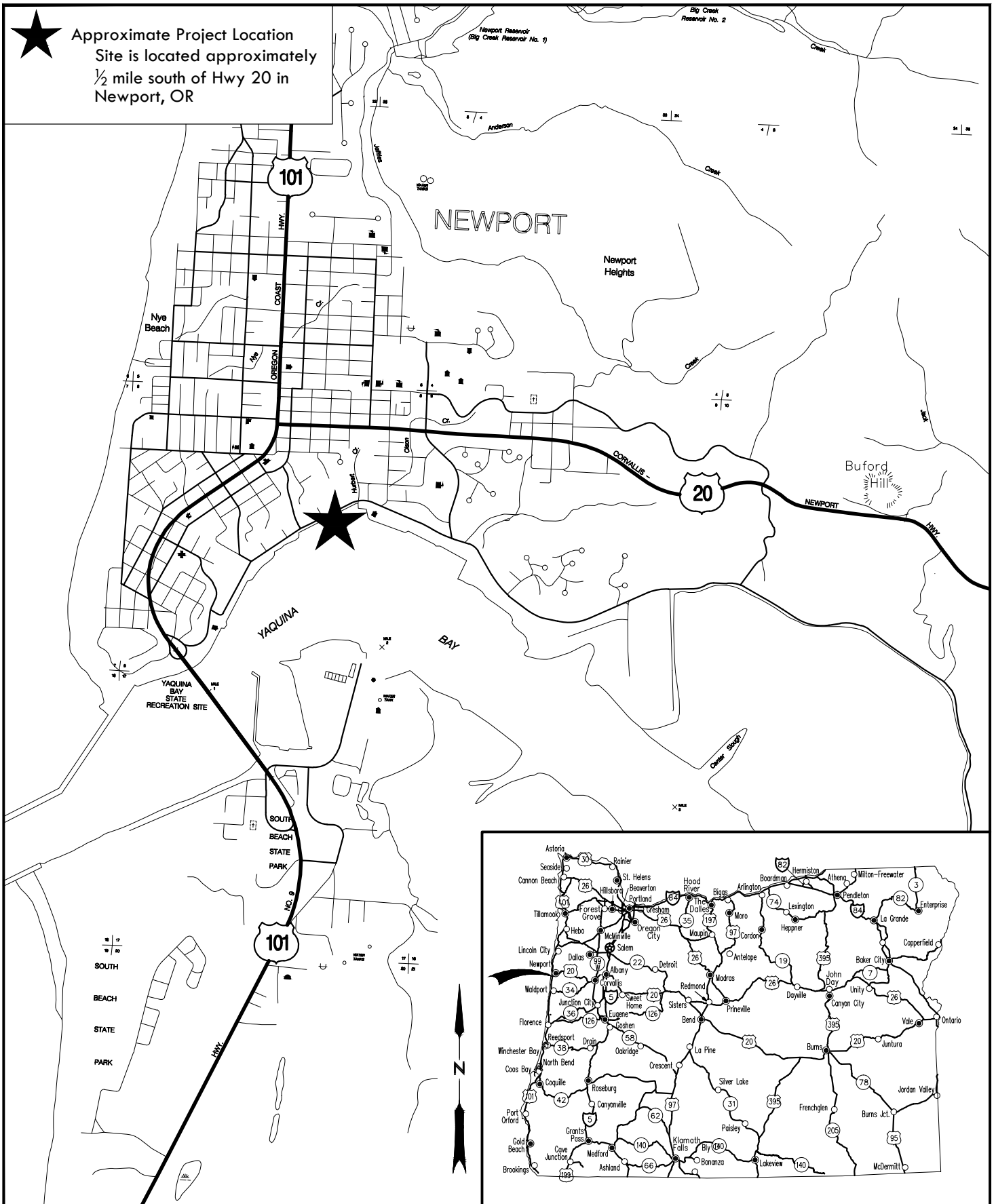
Storage has been on Rondys property for 10+ years with no rent. Dredge spoils was a time sensitive issue.

Patrick-Joling said the Port was in the process of recruiting a General Manager. At the meeting on Tuesday the 19th, they will decide who to interview. The Commission hoped to get someone seated by the end of January. Patrick-Joling told Hall she was sorry the Commission couldn't give concrete decisions at this point. Skamser asked where the mitigation area was located. Hall referred to the diagram areas 101, 102 and 103. He added there is no need to raise the mitigation area. Hall said the stormwater system had been coordinated with the export facility. The water would go through a bio-swell to be treated, and they would need to look at directing the water into the system. This would be needed at the end of the project, but would also need to fall in the in-water work period – there is still time. Skamser said this was exciting to see development happen and cooperation would benefit the Port. Hall said that part of his family's company's vision was business opportunities and bringing benefit to the community. Chuck acknowledged the Port was in the process of hiring a General Manager, but the Port owed Hall help on the project, and did not know if this could wait. Chuck asked about the material that was to be moved to the airport. Rondys said the material on its property would remain on-site, and the material on the Port's property would move to the airport. Most of the spoils is clean, buildable fill. Chuck asked if royalties would be due of the dredge spoils were used on Rondys property. Bretz said he would check. Chuck said the Port was giving sand away. Bretz was directed to work with Hall on plans for the dredge spoils. Lamerdin suggested the Commission would need to approve the use of dredge spoils in January/February. Hall said if there was more buildable material on the Port's property, Rondys could be interested in buying it from the Port. Bretz said the spoils would need to be tested. He was aware of some studies, and would like to know what the Port had on the property. Bretz will report back to the Commission on his negotiation with Hall.

Skamser asked about the surplus equipment; Bretz said that was on the agenda for the Regular Meeting on Tuesday. Hall said there were issues to be resolved so the Port can return the lease to Rondys – he needs to know the Port's direction. He would also like the Port to facilitate new arrangements for gear storage. Chuck said there could be an issue if the Port's property drained onto Rondys' property. Hall said he would have the engineers look at that. Chuck suggested the Port could come up with an agreement with Hall for the wetlands site. It would be in the Port's benefit to do the mitigation on Rondys site. Hall said there would be a conservation easement. Bretz said he talked with Hall about the permitting issues. They could be somewhat general on the use. Lamerdin asked to look at the Port's decision to share the cost of mitigation. Hall said this could be worked into the plans. Chuck asked about joint infrastructure, with a minimum of water and power. Hall said that could be planned. Bretz said it would save money to do this planning and permitting now. Chuck asked if there was anything more the Port could do to help. Hall responded getting a General Manager in place would be helpful.




Approximate Project Location
 Site is located approximately
 1/2 mile south of Hwy 20 in
 Newport, OR



PROJECT: 0860-0002	<p align="center">PORT OF NEWPORT DOCK 5 REPLACEMENT</p> <p align="center">YAQUINA BAY NEWPORT, OR</p>	 <p>OBEC CONSULTING ENGINEERS www.obec.com</p>	<p align="center">LOCATION MAP</p>	<p align="center">1</p>
DATE: November 2017				

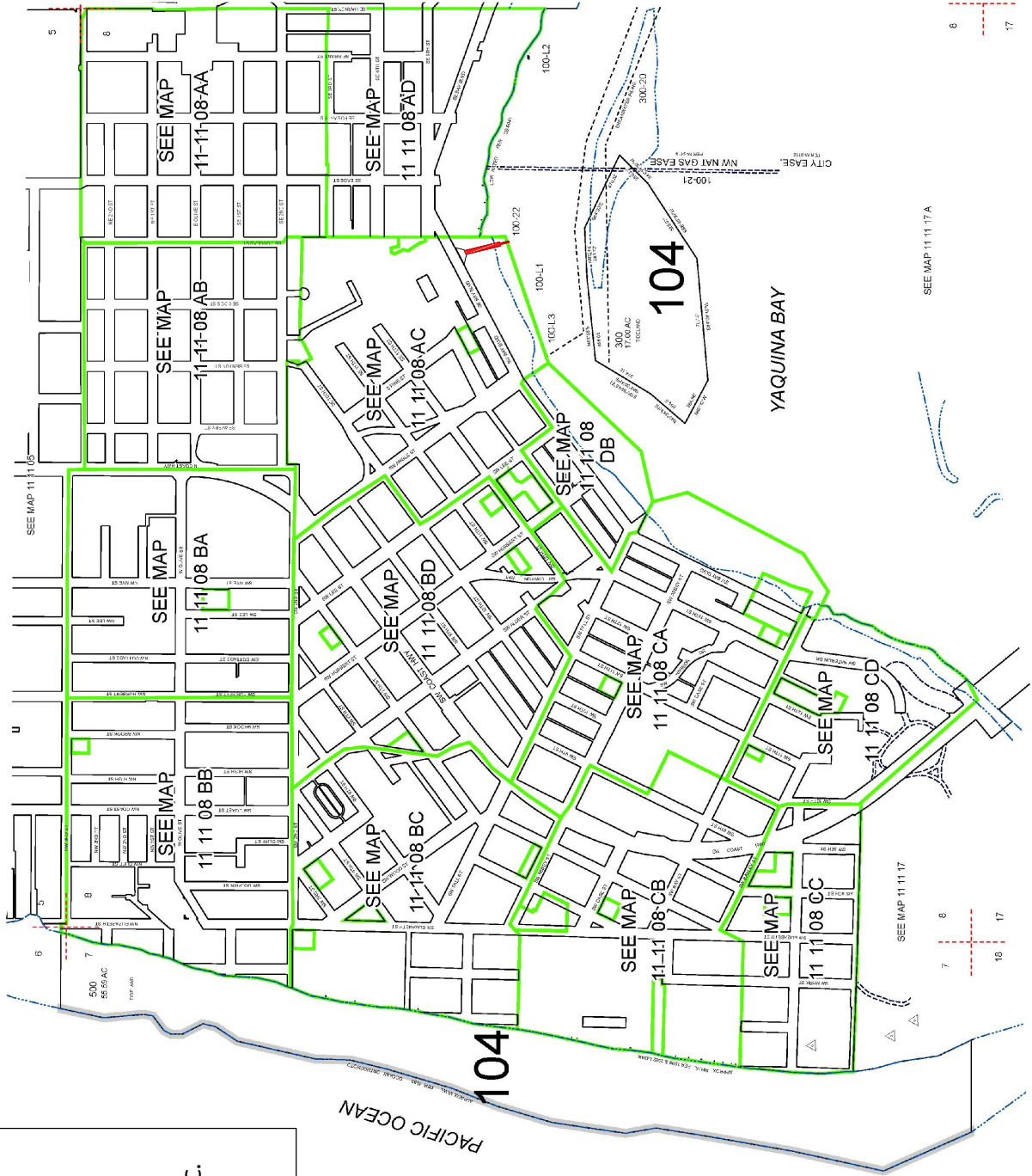
SECTION 8 T. 11S. R. 11W. W.M.
LINCOLN COUNTY
1" = 400'



 Approximate project construction limits

The Project area includes the Yaquina River Estuary and a portion of tax lot 11 11 08 AC.

Source: The Oregon Map GIS Viewer



PROJECT: 0860-0002

DATE: November 2017

PORT OF NEWPORT
DOCK 5 REPLACEMENT

YAQUINA BAY

NEWPORT, OR

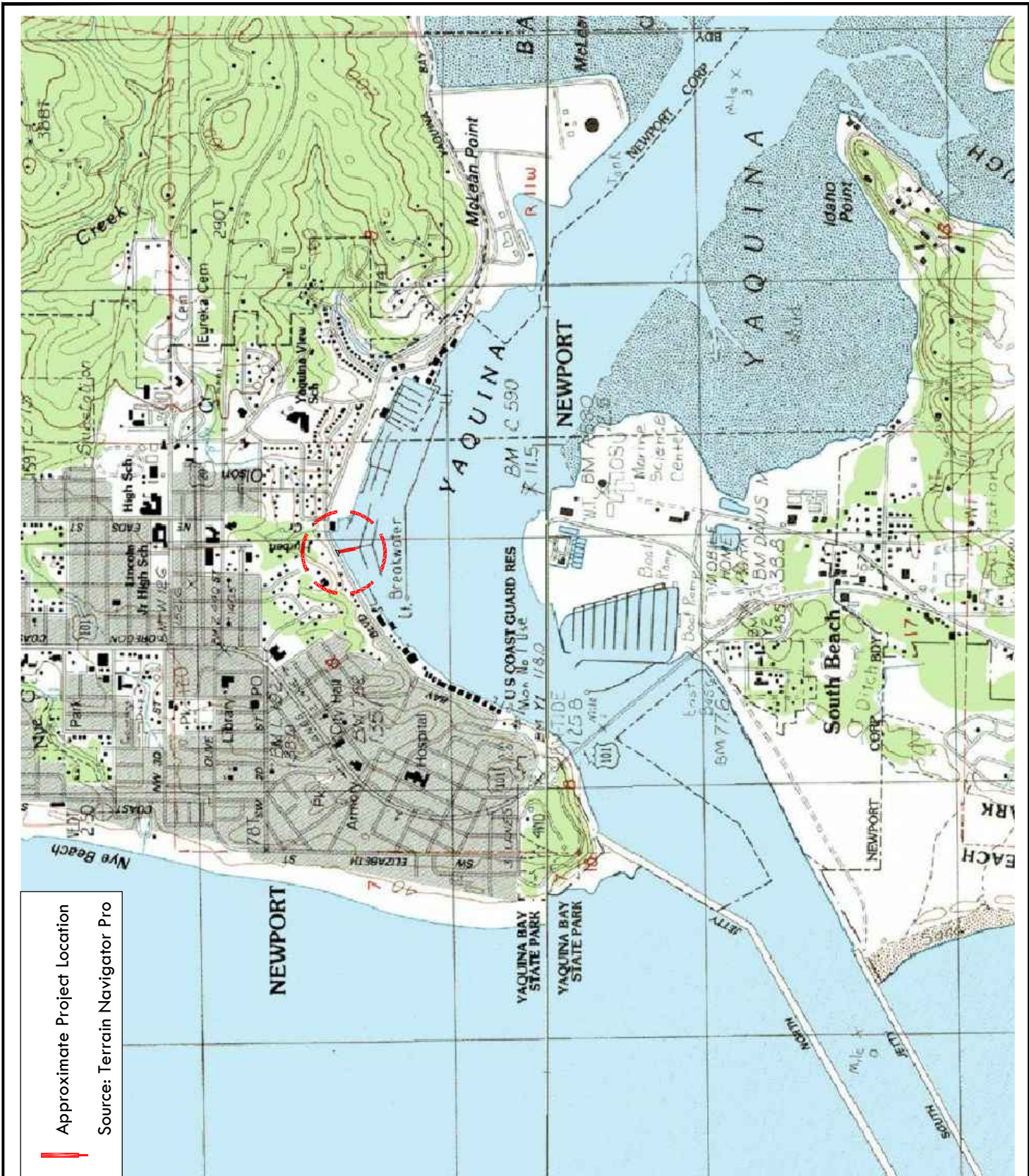


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TAX LOT MAP

2

FIGURE 2 OF 11



PROJECT: 0860-0002
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PORT OF NEWPORT
 DOCK 5 REPLACEMENT
 YAQUINA BAY
 NEWPORT, OR



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USGS
 TOPOGRAPHIC
 MAP

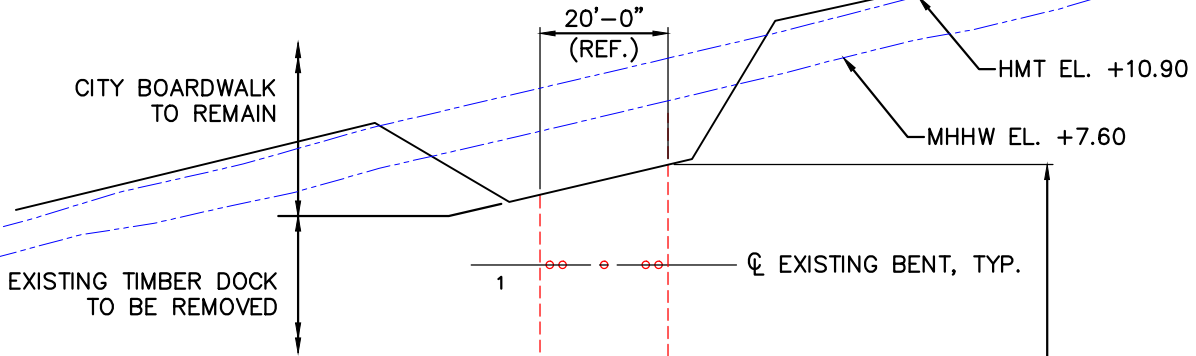
3
 FIGURE 3 OF 11



NOTE: CONSTRUCTION ACCESS WILL BE PROVIDED VIA SE BAY BLVD. AND THE ADJACENT BOARDWALK.

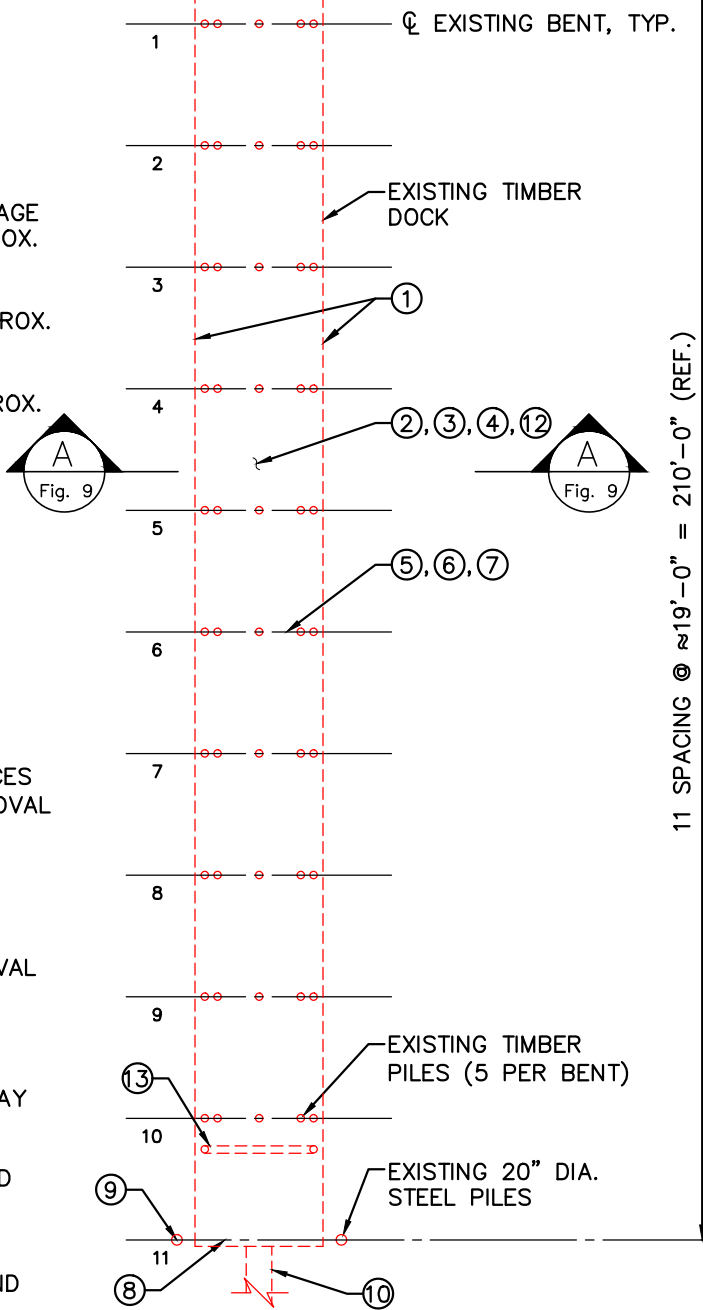
--- Approximate Project Area
 - - - Construction staging area
 Source: Google Earth

PROJECT: 0860-0002	<p align="center">PORT OF NEWPORT DOCK 5 REPLACEMENT</p>	 <p>CONSULTING ENGINEERS www.obec.com</p>	<p align="center">AERIAL OVERVIEW</p>	<p align="center">4</p>
DATE: November 2017				



DEMOLITION NOTES:

- ① REMOVE TIMBER HANDRAIL (SALVAGE AND REUSE STEEL PANELS, APPROX. 420 LINEAR FEET)
- ② REMOVE 3X12 TIMBER DECK (APPROX. 4200 SQ. FT.)
- ③ REMOVE 8X8 TIMBER CURB (APPROX. 420 FEET)
- ④ REMOVE 8X12 TIMBER STRINGERS (APPROX. 3150 FEET)
- ⑤ REMOVE 12X12 TIMBER PILE CAP (TOTAL OF 10)
- ⑥ REMOVE 14" DIA. TIMBER PILES (TOTAL OF 50)—55 SF, 85 CY REMOVAL, 43 CY FILL
- ⑦ REMOVE 3X8 X 25 FEET LONG VERTICAL DIAGONAL TIMBER BRACES (TOTAL OF 20)—5 SF, 3 CY REMOVAL
- ⑧ REMOVE STEEL PILE CAP (TOTAL OF 1)
- ⑨ REMOVE 20" DIA. STEEL PILES (TOTAL OF 2)—5 SF, 7 CY REMOVAL
- ⑩ REMOVE EXISTING 6 FT X 48 FT GANGWAY
- ⑪ REMOVE 15'-3" X 19'-0" GANGWAY FLOAT (SEE FIGURE 11)
- ⑫ REMOVE EXISTING ELECTRICAL AND FIRE WATER UTILITY PIPES UNDER EXISTING TIMBER DOCK
- ⑬ REMOVE DOCK SIGN (SALVAGE AND REUSE SIGN)



DEMOLITION PLAN

Scale: 1"=30'

NOTE:
SEE FIGURE 11 FOR EXISTING
FLOAT TO BE REPLACED.

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PORT OF NEWPORT
DOCK 5 REPLACEMENT



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DEMOLITION
PLAN

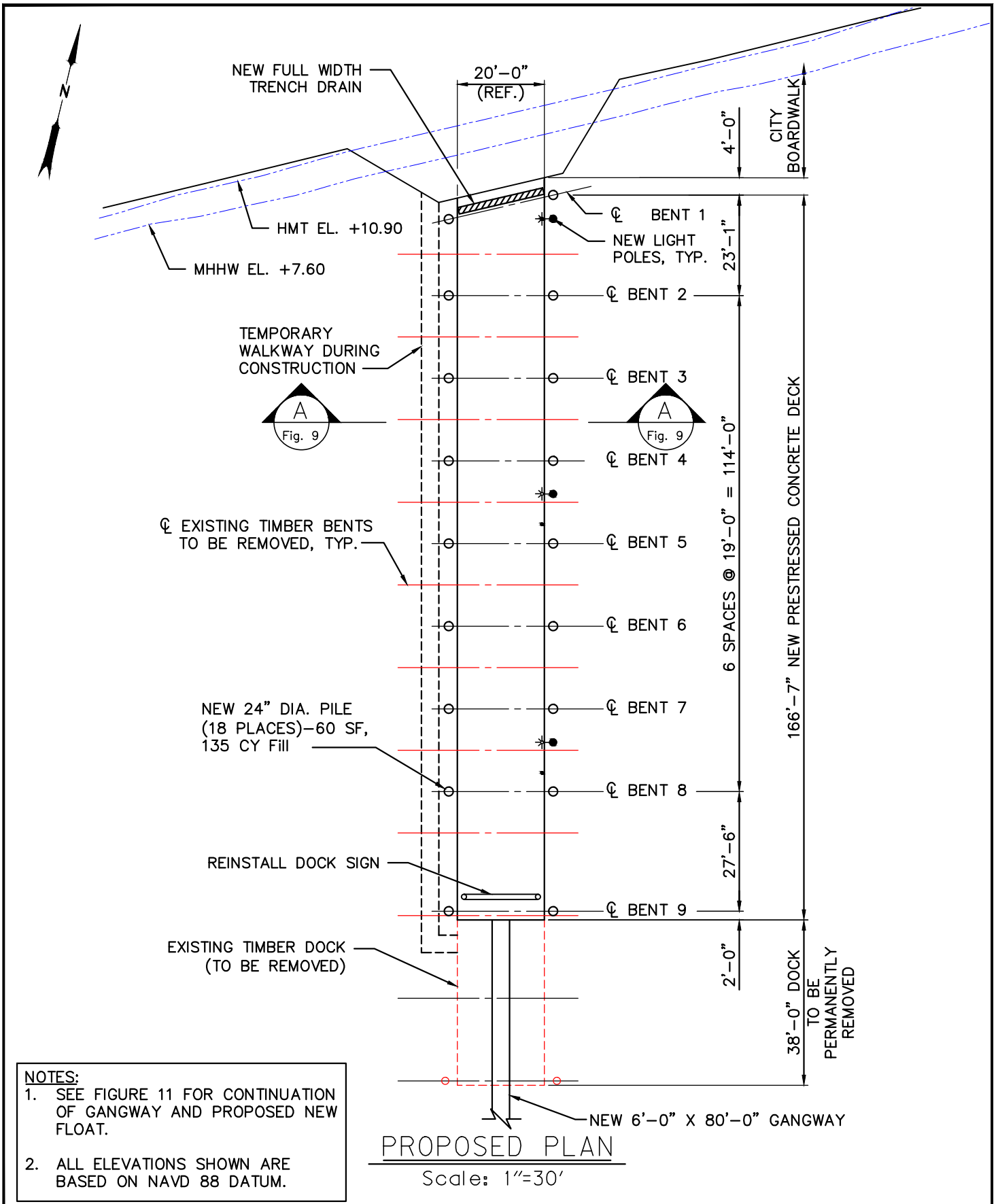
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DATE: November 2017

YAQUINA BAY

NEWPORT, OR

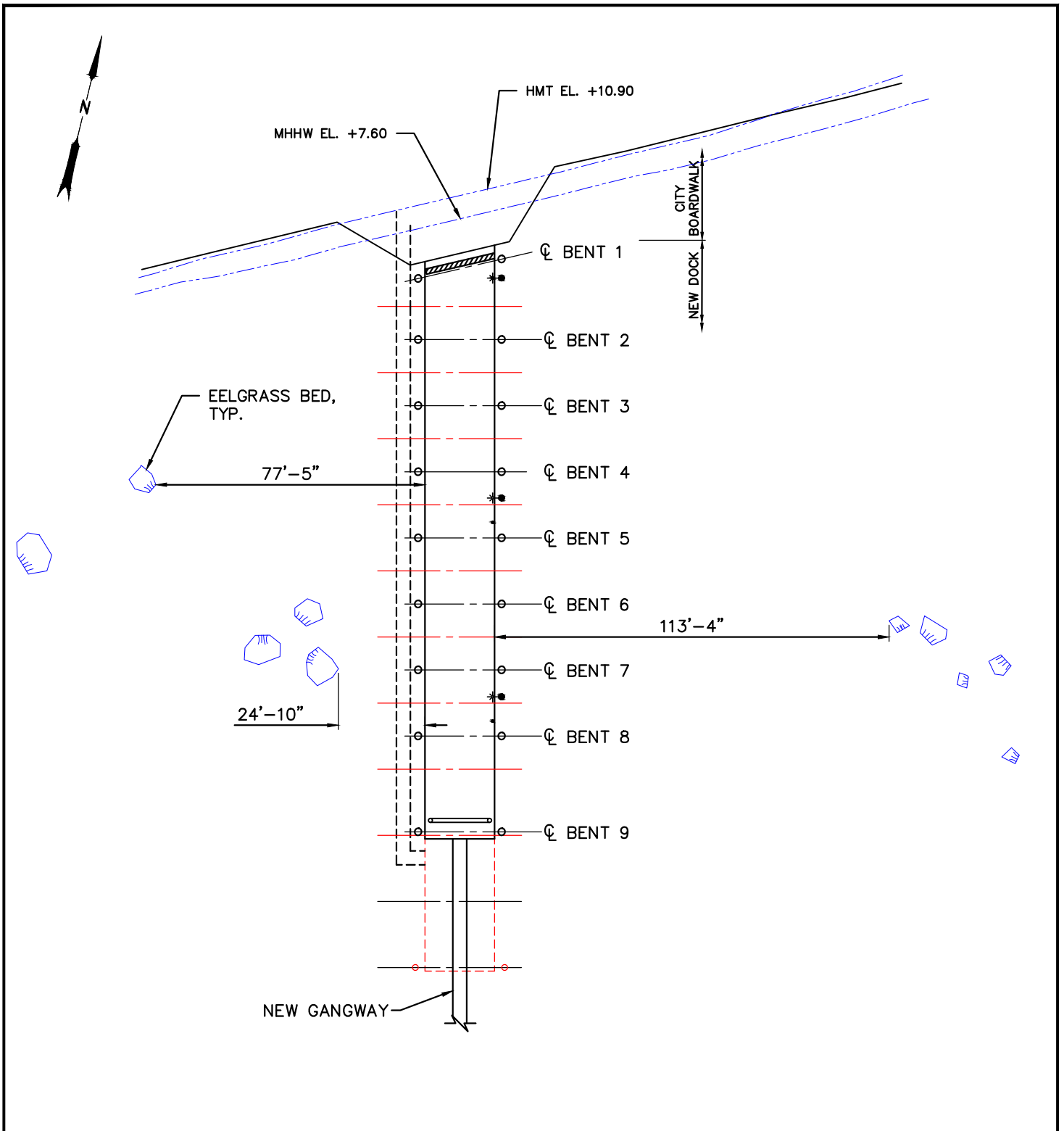
FIGURE 5 OF 11



NOTES:

- SEE FIGURE 11 FOR CONTINUATION OF GANGWAY AND PROPOSED NEW FLOAT.
- ALL ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM.

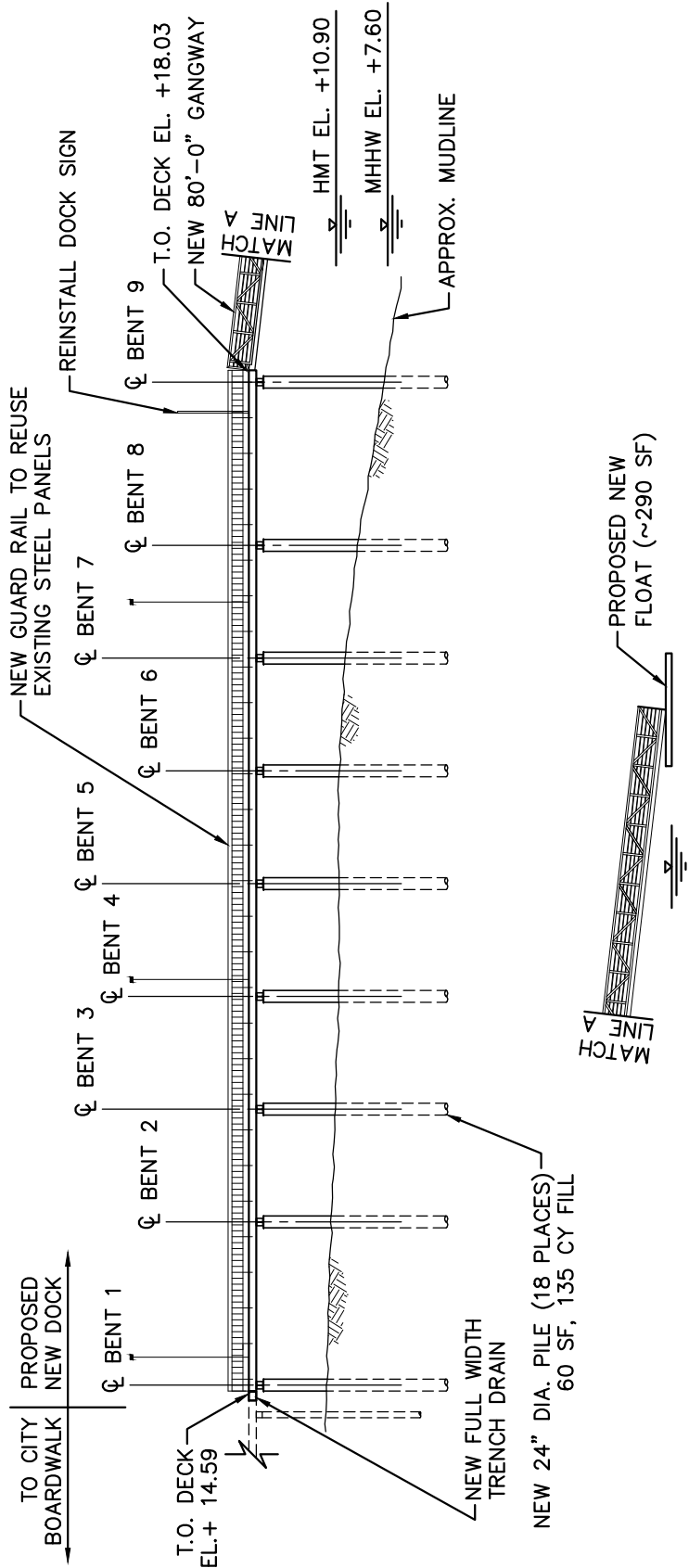
PROJECT: 0860-0002	PORT OF NEWPORT DOCK 5 REPLACEMENT	 CONSULTING ENGINEERS www.obec.com	PLAN	6 FIGURE 6 OF 11
DATE: November 2017				



NOTES:
 1. SEE FIGURE 11 FOR CONTINUATION OF GANGWAY AND PROPOSED NEW FLOAT.
 2. ALL ELEVATIONS SHOWN ARE BASED ON NAVD 88 DATUM.

PROPOSED PLAN
 Scale: 1"=40'

PROJECT: 0860-0002	PORT OF NEWPORT DOCK 5 REPLACEMENT YAQUINA BAY NEWPORT, OR	 CONSULTING ENGINEERS www.obec.com	EELGRASS LOCATION	7 FIGURE 7 OF 11
DATE: November 2017				

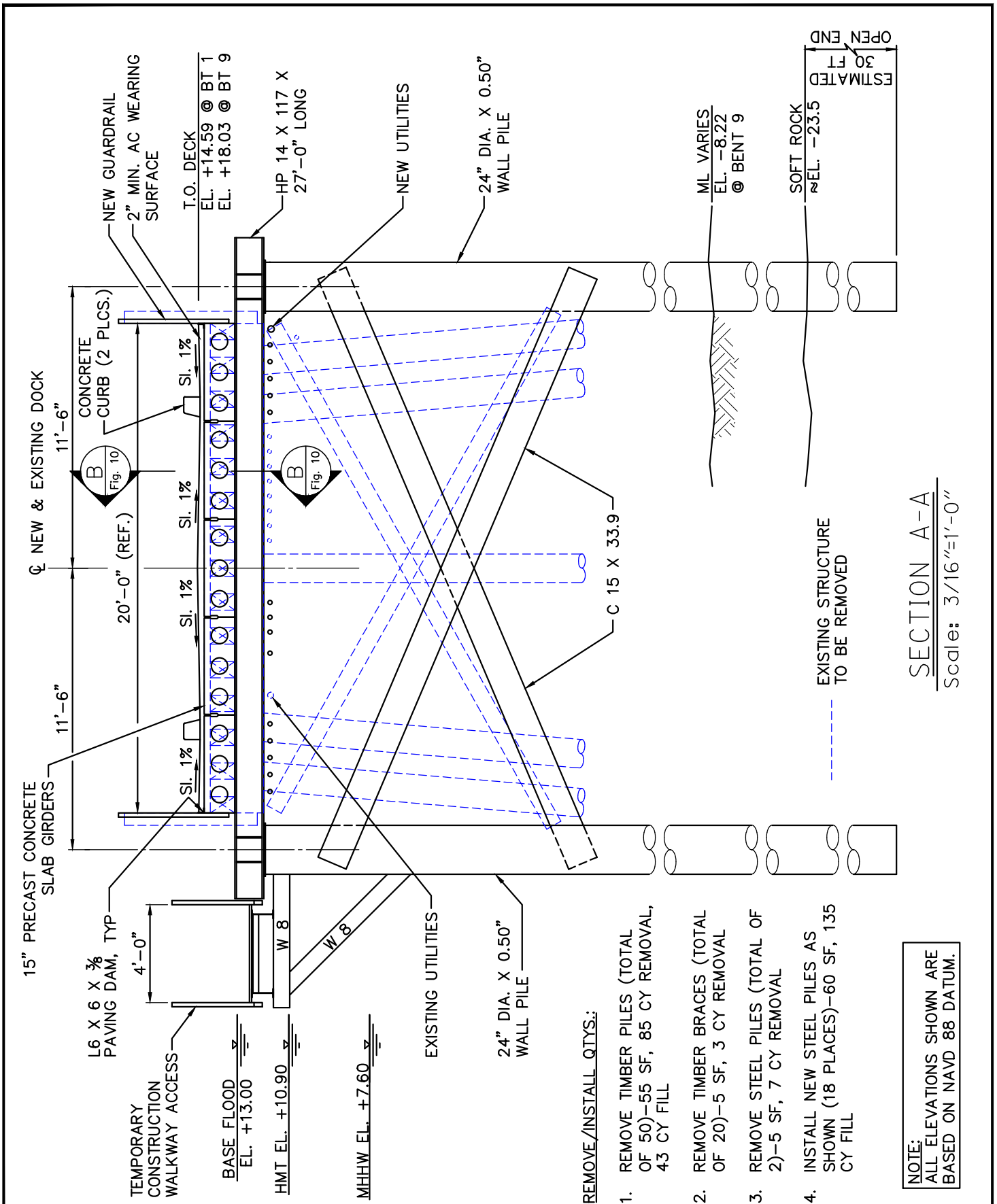


ELEVATION (LOOKING EAST)

Scale: 1"=30'

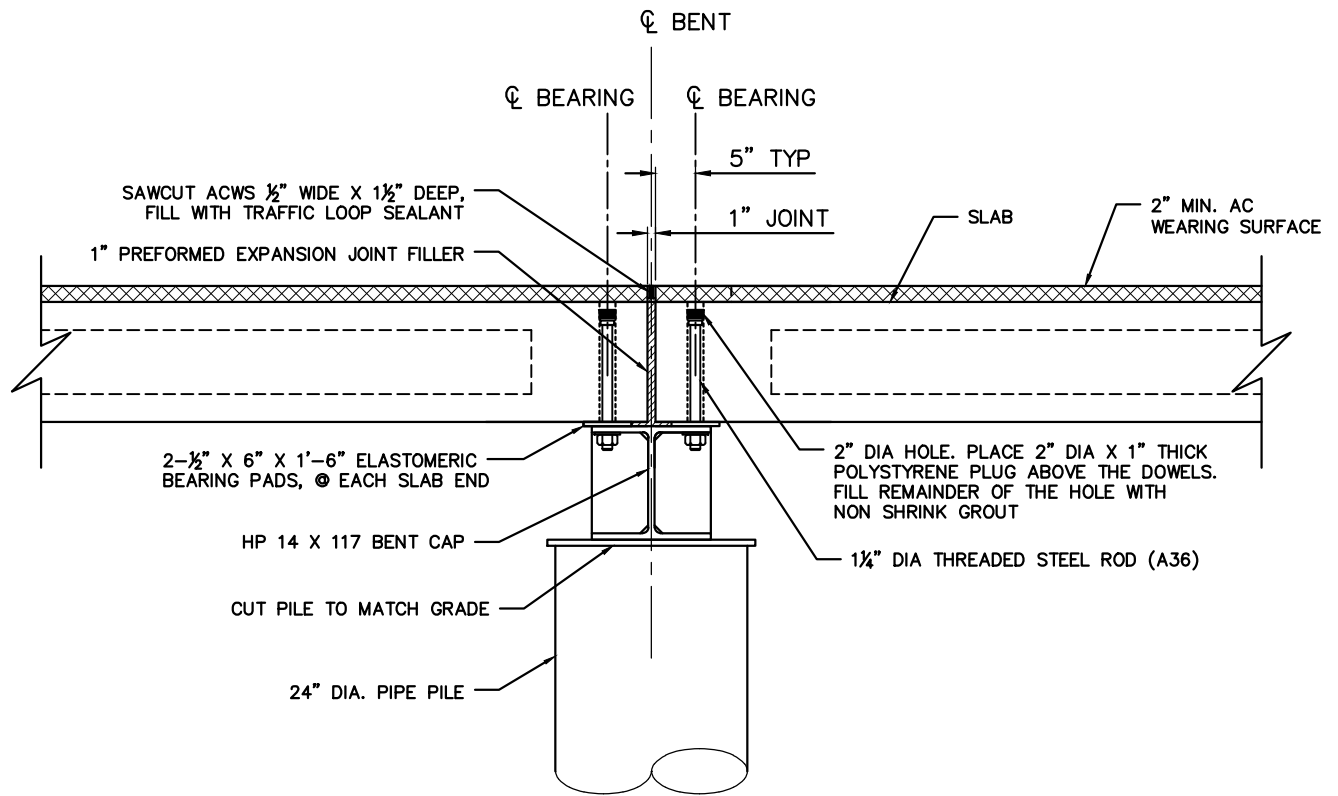
NOTE:
 ALL ELEVATIONS SHOWN ARE
 BASED ON NAVD 88 DATUM.

PROJECT: 0860-0002	PORT OF NEWPORT DOCK 5 REPLACEMENT YAQUINA BAY NEWPORT, OR	 www.obec.com	ELEVATION	8 FIGURE 8 OF 11
DATE: November 2017				



SECTION A-A
Scale: 3/16"=1'-0"

PROJECT: 0860-0002 DATE: November 2017	PORT OF NEWPORT DOCK 5 REPLACEMENT YAQUINA BAY NEWPORT, OR	 OBEC CONSULTING ENGINEERS www.obec.com	SECTION 9	FIGURE 9 OF 11
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SECTION B-B
 Scale: 1/2"=1'-0"

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PORT OF NEWPORT
 DOCK 5 REPLACEMENT



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SECTION

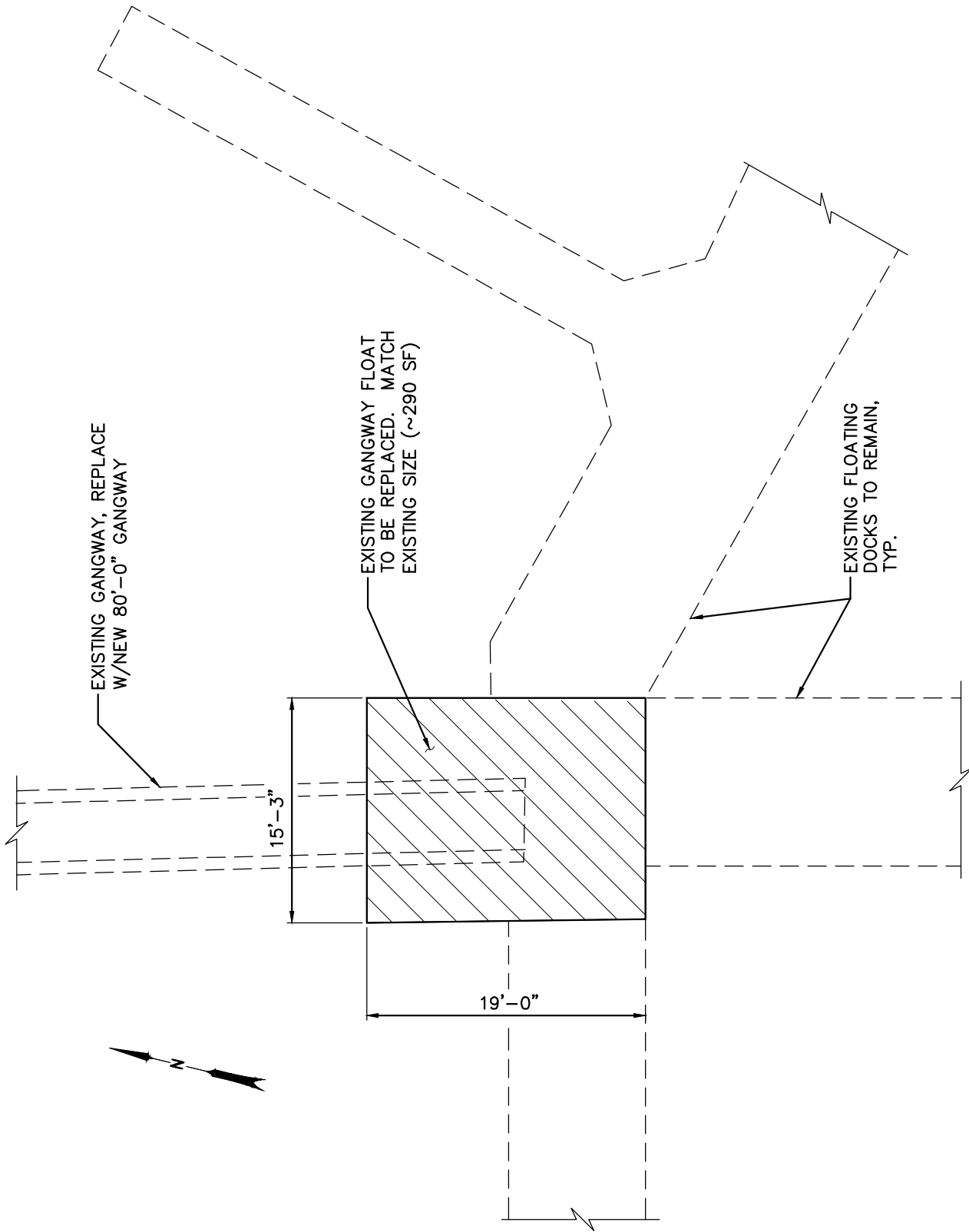
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YAQUINA BAY

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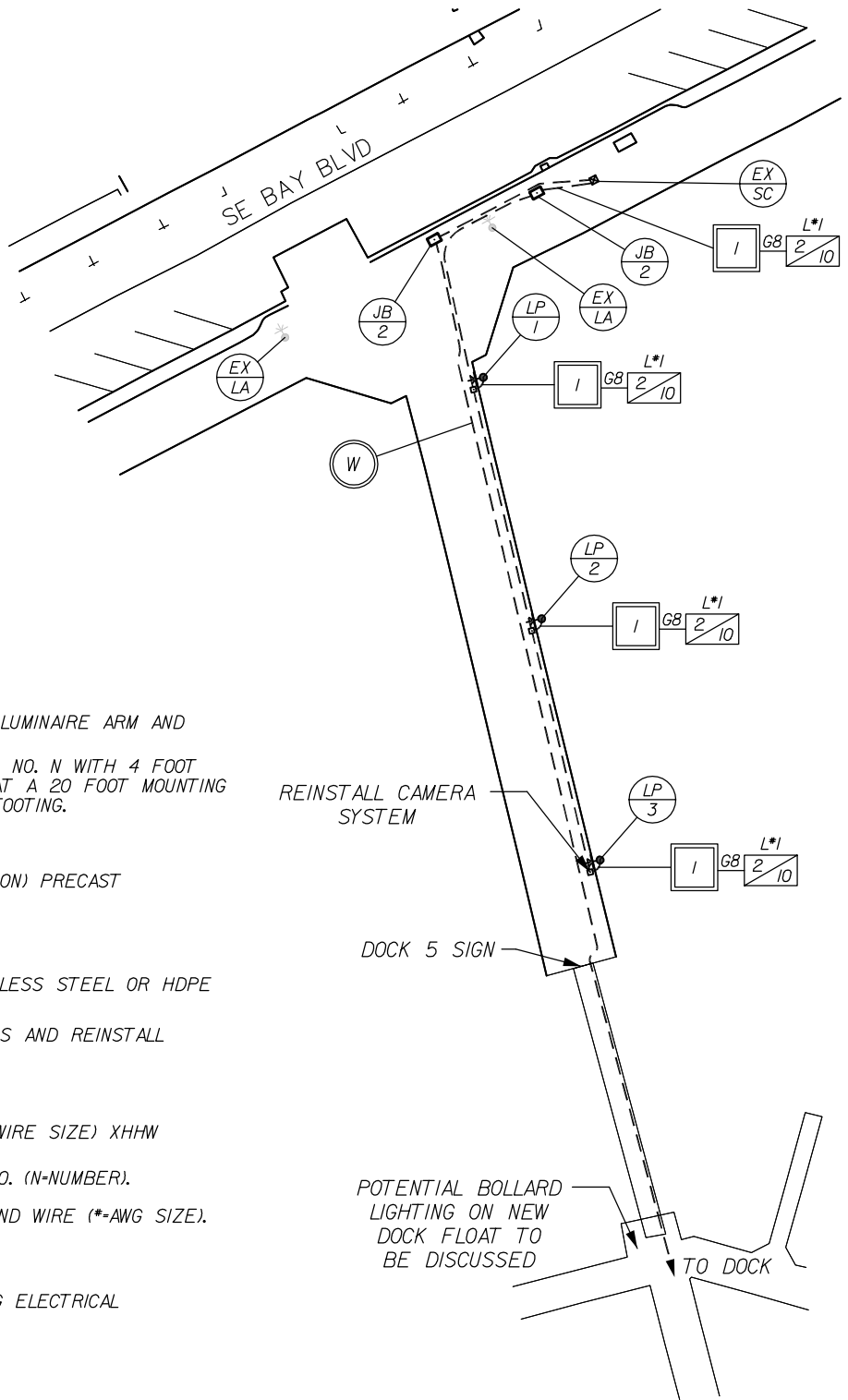
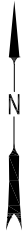
FIGURE 10 OF 11



PLAN @ NEW FLOAT

Scale: 1"=10'

PROJECT: 0860-0002	PORT OF NEWPORT DOCK 5 REPLACEMENT YAQUINA BAY NEWPORT, OR	 CONSULTING ENGINEERS www.obec.com	NEW FLOAT PLAN	11 FIGURE 11 OF 11
DATE: November 2017				



LEGEND

POLES

- (EX LA) RETAIN AND PROTECT EXISTING LUMINAIRE ARM AND LUMINAIRE.
- (LP N) INSTALL FIBERGLASS LIGHT POLE NO. N WITH 4 FOOT LUMINAIRE ARM AND LUMINAIRE AT A 20 FOOT MOUNTING HEIGHT ON NEW ANCHOR POLE FOOTING.

JUNCTION BOXES

- (JB 2) INSTALL 22"x12"x12" (MIN. DIMENSION) PRECAST CONCRETE JUNCTION BOX.

CONDUIT

- (S) INSTALL (S-SIZE) INCH 316 STAINLESS STEEL OR HDPE CONDUIT.
- (W) INSTALL 4 3-INCH HDPE CONDUITS AND REINSTALL EXISTING WIRE TO THE DOCK.

WIRES

- (N/G) INSTALL (N-NUMBER) NO. (G-AWG WIRE SIZE) XHHW WIRES.
- L*N ROADWAY ILLUMINATION CIRCUIT NO. (N-NUMBER).
- G* INSTALL GREEN INSULATED GROUND WIRE (*=AWG SIZE).

CABINETS

- (EX SC) MAINTAIN AND PROTECT EXISTING ELECTRICAL SERVICE CABINET.



PROJECT: 0860-0002

PORT OF NEWPORT
DOCK 5 REPLACEMENT



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Portland, Oregon 97205
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ILLUMINATION
PLAN

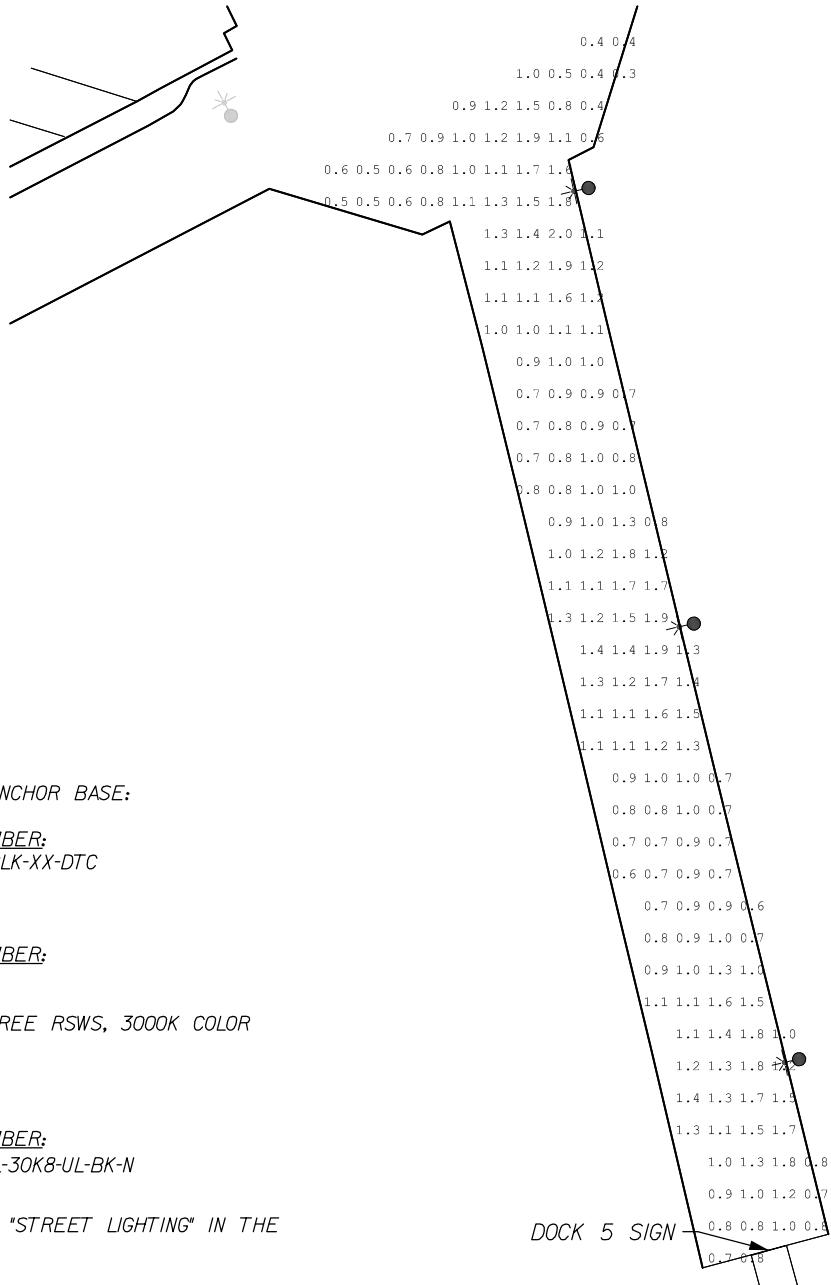
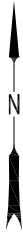


DATE: November 2017

YAQUINA BAY

NEWPORT, OR

FIGURE X OF X



LIGHTING NOTES:

1. LIGHT POLE SHALL BE FIBERGLASS ANCHOR BASE:

MANUFACTURER: VALMONT/WHATLEY CATALOG NUMBER: TR34-20-AB-BLK-XX-DTC

2. ANCHOR POLE FOOTING SHALL BE:

MANUFACTURER: TBD CATALOG NUMBER: TBD

3. COBRA HEAD LUMINAIRE SHALL BE CREE RSWS, 3000K COLOR TEMPERATURE.

THE APPROVED LUMINAIRE IS:

MANUFACTURER: CREE CATALOG NUMBER: RSWS-A-HT-3L-30K8-UL-BK-N

4. JUNCTION BOXES SHALL BE LABELED "STREET LIGHTING" IN THE LID MARKING AREA.

		LIGHT LEVELS			
LOCATION	ROADWAY/INTERSECTION CLASSIFICATION	DESIGN VALUES		DESIGN STANDARDS*	
		AVG. MAINTAINED ILLUMINANCE (FC)	UNIFORMITY AVG/MIN	AVG. MAINTAINED ILLUMINANCE (E/FC)	UNIFORMITY AVG/MIN
PORT OF NEWPORT DOCK 5 WALKWAY	PEDESTRIAN WALKWAY	1.08	3.60	1.0	4.0
PORT OF NEWPORT DOCK 5 SIGN	-	1.25	1.79	-	-

* LIGHT LEVEL DESIGN STANDARDS BASED ON ILLUMINATING ENGINEERING SOCIETY (IES) RP-8-14 FOR A PEDESTRIAN WALKWAY



PROJECT: 0860-0002	PORT OF NEWPORT DOCK 5 REPLACEMENT YAQUINA BAY NEWPORT, OR	 720 SW Washington St, Suite 600 Portland, Oregon 97205 www.dksassociates.com	ILLUMINATION VALUES	X FIGURE X OF X
DATE: November 2017				



GENERAL MANAGER'S REPORT

DATE: 01/04/2018
RE: Advisory Role of CFUG Committee to the Port Commission
TO: Commercial Fishing User Group
ISSUED BY: Aaron Bretz

SUMMARY:

In recent meetings of the CFUG, we have had great discussions and conversations about various Port operations, and Port Management has benefitted from the improved awareness as a result. Attached is the resolution that formed the CFUG, and delineated the functions and purpose of the committee. Most notably, the main purpose of this committee is to provide guidance and recommendations to the Port of Newport Board of Commissioners on issues related to the commercial fishing docks and International Terminal, Port services, and policies. The Port Commission values this input, and certainly takes note of the topics discussed in this committee. We could improve our advisory capacity in several ways:

DETAIL:

- More communication between the Port Commission and the CFUG Committee
- Aligning the agenda with the Port Commission's agenda more effectively
- Driving our discussion more to result in pointed recommendations for the Port Committee by reaching consensus on issues that the Port Commission is considering

RECOMMENDATIONS:

I recommend that a CFUG Committee liaison make a report to the Port Commission following each CFUG meeting. This report would be different from the minutes in that it could be a consensus-driven opinion of topics of concern for the Port Commission. I also recommend considering a different schedule for our meetings with the purpose of better aligning our agenda with the Port Commission's agenda to facilitate the CFUG Committee's advisory role.

-###-

**PORT OF NEWPORT
RESOLUTION NO. 2016-06**

**A RESOLUTION CREATING A COMMERCIAL FISHING USERS GROUP
COMMITTEE**

WHEREAS, the Port of Newport Board of Commissioners (“Commission”) adopted By-laws on May 22, 2014; and

WHEREAS, Section 6(f) gives the Commission authority to form committees; and

WHEREAS, Committees formed by the Commission shall conform to public meeting and records laws and Committee reports shall be given to the Commission on a monthly basis; and

WHEREAS, the Commission understands the importance of the commercial fishing fleet, not only to the Port of Newport, but to the economy of the entire central Oregon coast; and

WHEREAS, the Commission feels that having a committee representing commercial fishing interests to advise and make recommendations on various policy issues affecting the businesses dependent upon commercial fishing would be wise; and

WHEREAS, the Commission desires to form a permanent committee of commercial fishing interests to aid the Board of Commissioners in making decisions critical to the policies, facilities and services available primarily on the North Commercial docks and International Terminal; NOW THEREFORE,

THE PORT OF NEWPORT BOARD OF COMMISSIONERS RESOLVES AS FOLLOWS:

Section 1. Purpose and Authority. To create a permanent committee that would provide guidance and recommendations to the Port of Newport Board of Commissioners on issues related to the commercial fishing docks and international terminal, port services and policies. Topics to be discussed, include:

- A. Capital Infrastructure
- B. Maintenance
- C. Security
- D. Rates/Fees
- E. Budget/Finances
- F. Other Policies

Section 2. Membership. The Committee will be made up of 11 members and a quorum of 6 will be required to meet. Positions 1, 3, 5, 7, 9, and 11 are two-year terms starting July 1, 2016. Positions 2, 4, 6, 8, and 10 are four-year terms starting July 1, 2016. All positions would renew for four-year terms. A member of the Port of Newport Commission shall serve as a non-

voting ex officio liaison to the Committee. Members will be selected from the following groups:

- A. Port Dock 7 moorage holder
- B. Port Dock 5 moorage holder
- C. Commercial Fish Buyer
- D. Limited Entry Seller
- E. Midwater Trawler
- F. Oregon State University Sea Grant
- G. Crabber
- H. Shrimper/Trawler
- I. Tuna/Salmon
- J. Longliner
- K. Industry Support Services

Section 3. Staff. The North Commercial Harbormaster will staff the committee and the Administrative Assistant will provide minutes. The port's management team, specifically the International Terminal Facility Manager and Directors, will also be available to the Committee for technical support. Staff support may be contracted to gain efficiencies.

Section 4. Budgetary Implications. First year annual labor cost estimate is \$2,610. Material cost estimate is \$120. Costs would come from the General Fund and are budgeted.

Section 5. Selection. The Port Commission delegates authority to Port Management to fill committee spots attempting to find individuals from each of the categories in Section 2.

Section 6. Meetings/Bylaws. The Committee will meet initially to determine a regular schedule. The Harbormaster and Administrative Assistant will develop an agenda for the committee and the committee will select a Chair and Vice Chair from its membership. These meetings shall follow public meeting and record rules. The Committee shall create by-laws for the efficient use of time and development of decisions. Minutes of the committee will be included in the Commission's monthly board packet.

Section 7. Effective Date. Resolution shall take effect immediately.

APPROVED AND ADOPTED BY THE BOARD OF COMMISSIONERS this 26th day of July, 2016.

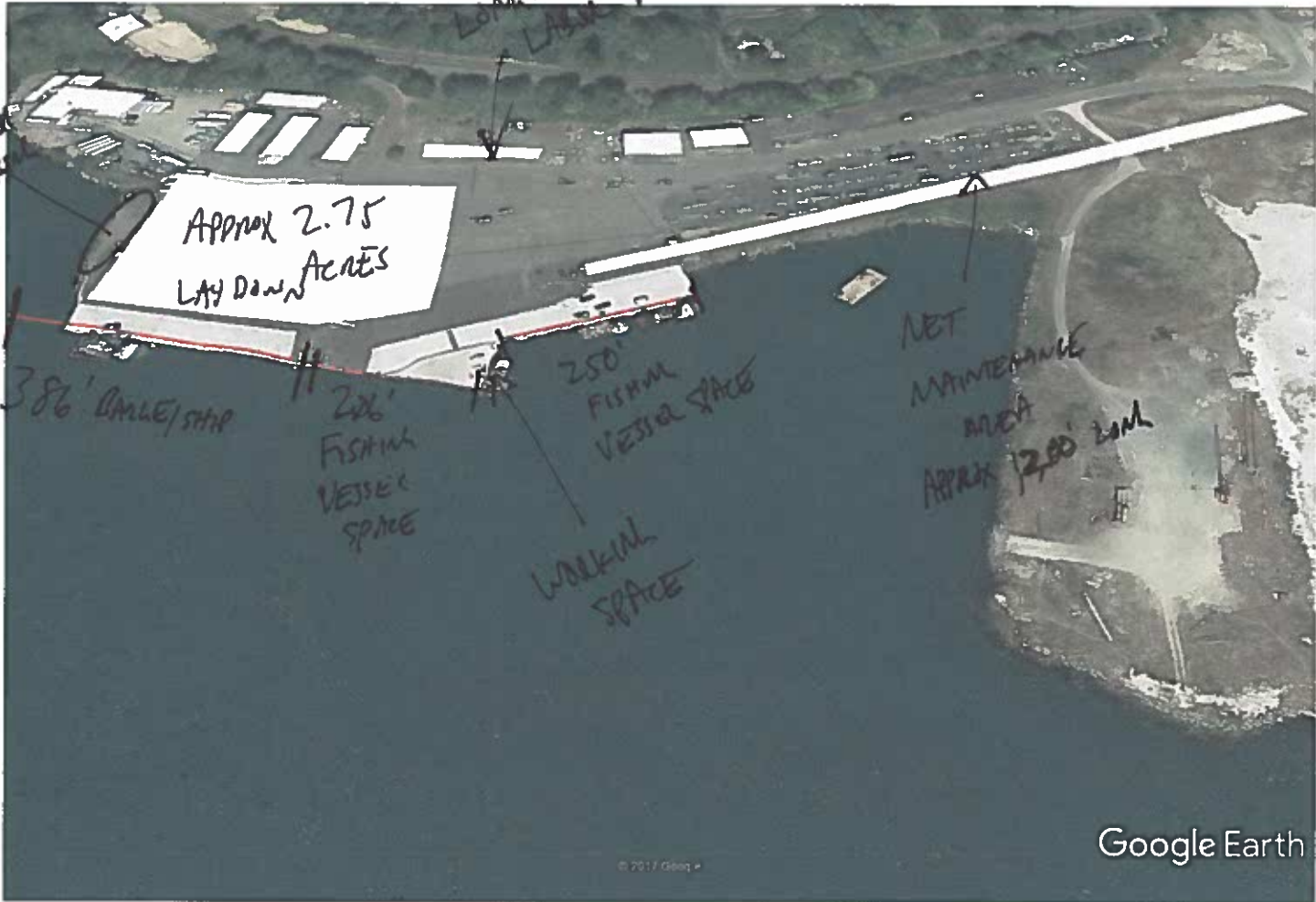


Walter Chuck, President

ATTEST:



Patricia Patrick-Joling, Secretary/Treasurer



Google Earth

