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CITY OF GLOUCESTER
HARBOR PLANNING

Members:

Rick Noonan, Planning Board
Paul Vitale, Fisheries Commission
Ralph Pino, Waterways Board
Greg Verga, City Council
Paul McGeary, City Council

Jeffrey Amero
Ann Molloy
Marcy Pregent
Mike Potter
Steve Cefalo

Also in attendance: Sarah Garcia; Susanne Altenburger, Marcia Hart, Drew Kane, Cameron Adibi Kathryn Glenn, MA CZM; Patti Page; Valerie Nelson; Sunny Robinson; Kevin Hively, Ninigret Partners; and Mike Driscoll, MA DCR Waterways. Minutes by Melissa Abbott.

2013 Harbor Plan

September 18, 2013
3rd Floor Conference Room, City Hall
7 - 9 pm

Meeting called to order at 7:02 PM by Chair Rick Noonan.

Approval of Minutes from Aug 14, 2013

Mr. Noonan asked for: Comments, additions, corrections, and deletions from Harbor Plan Meeting of Aug 14, 2013

Ms. Glenn: Sentence of top of Page 4 - should say draft

Mr. Potter: Is handout (he has given) part of record and Sarah will attach to minutes?

MOTION: On motion by Councilor Verga, seconded by Councilor McGeary, the Committee voted to approve the minutes from Aug. 14, 2013 as amended.

Presentation and Discussion with Harbor Plan Consultants: Kevin Hively, Principal, Ninigret Partners.

Mr Hively: see Attached Notes for full Overview with Maps and Graphs
Flood Zones, Public Access, Banking and Insurance.

46 parcels are already residential out of 130 in the DPA.

Distribution of Parcels - lot of little parcels less than an acre

Restaurant data is high because of seasonal - takes March as a Baseline - not a perfect measure

Fishing figures and ship building numbers are lower

741 Vessels who have a permit tied to Gloucester including Lobster Boats 279 are active. To determine he used a 2.6 average employment per boat = 725 people who work on a boat. How are fishermen paid?

Three Industry Sectors: Fleet-Seafood-Tourism. Average fishermen employment 700+ people tied to fleet 600+ seafood brokers, Tourism industry and restaurants have the highest sector. Total of 2600 people - doesn't include all the commercial vessels because there are others in northern Cape Ann communities.

Mixed Used Harbor because of DPA grandfathering of uses.

Clear Conflicts - across the DPA side of the road is residential.

Contrary to popular belief harbor is not dead.

Figuring out re-use strategy - Tourism is already really important- Small Businesses in Gloucester are typically owned locally, not chain stores. Parking is a challenge.

Mixed Use Harbor - layered environment - creates value for other people in the city. Think about harbor in three chunks - land side, water sheet, and water edge. They are not all aligned in the harbor. Different issues between water sheet and land side. Insurers won't insure flood zones.

Changing dynamics and massive costs of damage.

Mr. Drew Kane asked: Is utilization of parking is being done efficiently or correctly? Public and Private spaces are both not being utilized correctly.

Storm Surge: Mitigating storm surge - structures are built above. Want to get financing, you are building higher. FEMA, bankers, and insures will require building higher. Showed photos of Newport and Mill River Area with elevated buildings. 100 year flood plan.

Ms. Pregent: Flood Maps are worse than before and banks require flood insurance. How much % wise this increases building costs. 11 ft up, structural requirements.

Mr. Potter: Parcels have a history of being used with exceptions.

Mr. Pino asked: Take out DPA what is % is left in Chapter 91?

Ms. Garcia: The 2006 Harbor Plan Committee studied this question, and found that land in Harbor Cove is entirely filled tidelands and therefor under Chapter 91 jurisdiction, whereas the more industrial waterfront areas tended to have more area outside the Chapter 91 jurisdiction. So flexibility is not naturally where it would be of most use for mixed uses.

Mr. Potter: What properties are conforming and non-conforming within both DPA and Chapter 91? This could be a very telling piece of information.

Mr. Hively: Several businesses mentioned there might not be enough waste water capacity.

Many fish processors have separated from the fleet. Once the port was an inside out port – boats brought fish in, shoreside businesses processed it, and trucks took it out. Now the port is outside/outside - major processors bring fish in by truck, process it, and ship it out by truck. Lots of local businesses are truck driven businesses such as Gorton's. We need business models that are in sync with DPA. The dilemma in the port is a business model problem. Businesses in the port have to diversify to survive. If catch stays down and then we have no more trucks, then we are in trouble. Harbor plan never talks about trucks and it's all about trucks.

Councillor McGeary: DPA is supposed to take into account for trucks, but where is the line drawn.

Mr Hively: Tipping point for shore side service businesses is not number of boats but rather it is how active the boats are. They will have to change business model. The three tiers (as outlined in Presentation) are roughly the same size. Research component is still very small. I wonder, are there models where you can create win win win for all three groups. New businesses and new opportunities are something that people are looking at but it is clear that it will not be all that easy. We have an issue in Gloucester where technical applied expertise, or think tank expertise is needed to help write grants. Slade Gortons implements "Cool Fish." Seafood consumption is very flat, no growth and maybe part of the issue is promoting fish and growing the industry through marketing. We had a Gloucester production facility that closed down and took technology and left town. Just because you invent it here doesn't mean the technology will be implemented here.
End of Presentation

Discussion:

Mr. Potter: What is difference between NAICS and SIC codes?

Mr Hively: The NAICS is a new standard. The numbers don't correspond directly with the old SIC codes.

Councillor McGeary: In regards to real estate and residential development and with costs much higher, could it be economically feasible to make money on the waterfront if we have to build up?

Ms. Altenburger: When you don't have people who change group of professionals so you can work together and this has significantly affected. Next generation has been affected. Age of fleet, equipment all affected.

Mr Hively: Community is looking for a fix is not that simple, doing one thing doesn't solve all the problems. Otherwise it is going to be stuck if we just try one fix. It will be multiple fixes.

Councillor McGeary: Any judgements as to changing technologies and how that impacts our fleet footprint and activity?

Mr Hively: Home port for Alaskan fishing fleet is Seattle - doesn't sit in Alaska. Technology is in Seattle. Hawaii had similar problem - we need to figure out how to get critical mass again. Require site visits to a few places to get idea what new technology would potentially look like.

Rick Noonan: Understanding capacity

Ms Altenburger: Key regulatory, NOAA, state and federal agencies keep industry from innovation. Why are we seeing what we are seeing?

Mr Hively: Not ready to answer.

Mr. Adibi: Mr Hively, you mentioned Outside Outside in your presentation? Semis coming in and dropping in raw material and loading up with finished product to Logan airport. What % do you think Gloucester is sending out fish?

Mr Hively: I have been working with a Database called Transearch - shipment dates in USA - 23 million lbs came into Boston, and what went out went to Korea and China.

Mr. Potter: Mixed product fresh or frozen?

Mr Hively: Mixed products come in and out mostly from Iceland and Russia - 200,000 lbs. goes to Gloucester in two companies. One of the biggest fish processors in New Bedford totally imports.

Ms. Nelson: There is a substantial level of interest to find new markets and applications but limited ability to do it. SK applicants are forced to go outside Gloucester to find technology. SK went away. When looking at harbor plans, for several decades, we need to have value added capacity, consistent demand, puzzle as to why we have not gotten it together to bring that capacity I4C2 or somewhere, freestanding development lab, we need it again.

Mr Hively: There is proof technology has worked pretty ok. People talk about important part of technology development. Turning technology into money and jobs is a very different thing. Inventing it is not the same thing as applying it and using it.

Ms. Molloy: Building and Flood Zones with building so high, can you put parking underneath?

Mr. Hively: Higher buildings make a walkable city that now has elevated doors and some parking but views are blocked. Real examples of building have pillars and some views and some parking.

Mr. Cefalo: What is the plan to resolve and understand this?

Ms. Garcia: Six weeks from now we can talk about what community wants, make a draft for people to comment on and finalize.

Mr. Hively: What we want to do is model out what the rules might be and models might look like. Bunch of businesses figuring it out, other ideas and innovations. What does contemporary fishing technology look like? How big do facilities have to look like? Translate that into land and the infrastructure that you physically you can do. Kind of where we want to go and then we will flush it out. One question? We need Fishing data? Do those numbers feel right to you?

Mr. Potter: The numbers don't seem to correspond to what others are talking about recently.

Mr Cefalo: We can tell landings, accommodations, and restaurants, but the drinking places are low. (laughing)

Councillor McGeary: Census data doesn't help on income job and sector.

Ms. Nelson: Census data is worth pursuing. Gloucester is finely divided.

Mr. Hively: The Census data doesn't tell you if someone works in fishing.

Ms. Garcia: I was recently talking to New Bedford about how badly they want fishing industry data too. We can cross reference our 279 vessels, draft of dockage estimates of every single dock on property on DPA built and un-built property. Then with that data we would have a baseline we have not had before.

Mr. Hively: there is the 50/25 rule flexibility. Chapter 91 creates a whole new set of issues

Ms. Glenn: To clarify, DPA requirements are in chapter 91. DPA 50% is local zoning jurisdiction.

Mr. Pino: Applicable to DPA, that is a lot of parcels?

Ms. Garcia: Next meeting is at Kyrouz Auditorium from 7-9 p.m. The Mayor will introduce the meeting. Talking to DPA issues, choices about where we see our port going. Next week 7-9, ask that whole committee be there. Mr. Hively will give another presentation. The public role is questions, answers and discussions.

Mr. Pino: Public meeting is Oct 9th.

Mr. Hively: Not sure we would have all the questions that have been raised by then.

Mr. Potter: DPA vs. Chap 91 is a complex issue. I am firmly convinced in having proper town zoning, not just 50%. I say get rid of DPA and keeping 91 and it will become clearer and clearer

what will be best option. The rest of it is so complex. The regulations are so thick that no developer will want to come into town and do anything. Mr. Potter puts out a hand out to pass around. Maybe it is out of context and this is the Real Estate structure is what you want or what you can do.

Mr. Noonan: Move to adjourn. All in favor.