

2011 Ashtabula City Port Authority Board of Directors

Officers:

Chairman - Ron Kister (R) - Kister Construction
Vice Chair - Martin Kuula (D) – FirstEnergy
Secretary - Carmen Corbissero (D) – Retired

Term Expires:

10/22/12
10/22/12
04/01/13

Board Members:

Fred Leitert (R) – F.L. Consulting
Ron Phelps (D) – Jack’s Marine*
Janet Vettel (D) – Ashtabula County Medical Center
Brian Wells (R) – US Coast Guard – Ashtabula location

11/07/14
01/18/12
01/22/13
01/18/12

Treasurer, CPA – Jackie Valentic

* Harbor Master, Port of Ashtabula

The Ashtabula City Port Authority meets the third Wednesday of each month at 6:00 p.m. (City Ordinance Section 963.05; Ohio Revised Code Section 4582.03).

Seven members (no more than four members from the same political party); four year terms; appointed by the Ashtabula City Manager with advice and consent of Ashtabula City Council.

4717 Main Avenue
Ashtabula, OH 44004
440-964-7047
www.ashtabulacityport.com

Table of Contents

I. Introduction

Introduction

Role of the Ashtabula City Port Authority

Location

Historical Context

II. Existing Conditions and Facilities/Properties

Ashtabula City Demographics and Economic Conditions

Zoning

Utilities

Transportation

Land Use

River and Harbor Conditions

Port-owned Property

Former Port-owned Property

III. Market Analysis

Lake Shipping

Marinas and Boating Activity

Tourism

IV. Future Projects

Public Restrooms

US E.P.A. Brownfield Assessment Grant

Sanitary Sewer Line

V. Current & Future Funding Sources

Proposed financing mechanisms

VI. Attachments

Resolution # 6A Establishing Rules and Regulations for the Ashtabula City Port Authority

Ashtabula City Industrial Park Regulations and Standards

Ohio Port Authorities Map

I. Introduction

The Ashtabula Port Action Plan (Port Plan) is the official guide of the Ashtabula City Port Authority's Board of Directors. It describes the role of the Ashtabula City Port Authority, the status and condition of the Port's recent and current projects and intentions for future projects. The purpose of the Port Plan is to provide direction for the Ashtabula City Port Authority Board and how it can assist the City of Ashtabula (the City) with economic development opportunities.

This updated Port Plan references the original Port Plan created in 1994. Amendments to the Port Plan were adopted in May 2000 for the Transient Dock and Sanitary Pump-Out Station and the Ashtabula City Industrial Park. Readers can find detailed information such as topography, soils, wetlands, watersheds, floodplains and a variety of area maps in the original Port Plan.

The Role of the Ashtabula City Port Authority

The Ashtabula City Port Authority (Port Authority) was established in 1965 as an agency to enhance, foster and aid in economic development for the City. These efforts can promote transportation, recreation, education, governmental operations, culture or research within the political subdivision. The



The Port Authority Board of Directors is pleased to have accomplished projects such as facilitating numerous dredging projects for the Ashtabula River, the construction of a public transient dock and pump-out station, assisting the U.S. Coast Guard Station with relocating their operations within the City, and developing the Ashtabula City Industrial Park. In 2009, the Port Authority led an initiative to research wind energy via Green Energy Ohio/Ohio Department of Development on behalf of Ashtabula City. Additionally, the Port Authority has successfully written grants for U.S. EPA Brownfield assessments and for a public restroom facility for the Ashtabula Harbor area. These projects are examples of how the Port Authority will generate and/or retain jobs and

assets on behalf of the City of Ashtabula. The Port Authority Board continues to be proactive in their role as the lead economic development organization for the City of Ashtabula through sponsoring initiatives aimed at increasing tourism in the community such as the Wine & Walleye Festival and facilitating an Ohio historical marker piece at the Transient Boat Dock.

Location

The City of Ashtabula is located in extreme Northeastern Ohio, in Ashtabula County on Lake Erie, where the Ashtabula River flows into the Lake. The Ashtabula Harbor/Port is one of **nine(?)** active ports on Lake Erie and one of two deep-water ports in Ashtabula County. The City of Ashtabula is located 65 miles northeast of Cleveland, the closest major port in Ohio; 12 miles west of Conneaut, which has an active port; about 35 miles east of Fairport Harbor, which also has an active port; and about 45 miles west of Erie, Pennsylvania, which is the closest major port. Lake boats and large vessels have access to docks via Kinder Morgan, R.W. Sidley and Norfolk Southern. Commodities handled through the Port of Ashtabula include coal (exported), iron ore, sand, gravel, stone and limestone (imported). The other eight Lake Erie ports handle similar type commodities including steel, grain, fertilizers and chemicals.



Today, the City of Ashtabula has a population of approximately 20,000 people, can be easily accessed by highways, rail and water. Interstate 90 (I-90) runs east/west and is located approximately 5 miles from the Ashtabula Harbor. The Interstate provides Ashtabula with regional access to major markets east and west of the city, such as Chicago and Buffalo. State Route 11 is a four-lane highway that runs north/south, terminating at the northern end at State Route 531. The Ashtabula City Industrial Park is located just to the east of where Route 11 terminates at the north. Route 11 extends south to the Ohio River, providing additional access to major markets in Ohio,

Pennsylvania and West Virginia. The City of Ashtabula is also served by an extensive network of railroad lines, with rail service provided by Norfolk Southern and CSXT.

The Ashtabula City Port Authority's jurisdiction falls within the corporate boundaries of the City of Ashtabula. The 1994 Port Plan study area encompassed the Harbor area adjacent to the Ashtabula River on both banks extending from the 24th Street Bridge north to Lake Erie. This 2010 updated Port Plan includes the original study area in addition to Ashtabula City Port Authority owned properties located in various areas throughout the City. The City Port Authority Board may choose to initiate or adopt economic development projects from other areas within the municipality into the Port Plan as opportunities arise.



Historical Context

The City of Ashtabula was founded in 1796 by Moses Cleaveland and Ashtabula Harbor has the distinction of being the first port on the Great Lakes to be officially surveyed. As the area became settled, private citizens raised the money needed for the first improvements to the Ashtabula Harbor and its river channel.

By 1830, Ashtabula's port was a hub of activity for many of the Great Lakes communities and, at one time, the port was considered to be the third largest receiving port in the world. The construction of the Pittsburgh, Youngstown and Ashtabula Railroad in



1873 helped to further the increase of ore and coal trade at the Ashtabula Harbor. In the 1960s the Ashtabula Harbor was the third largest iron ore port in the world.

While the City of Ashtabula originally began to develop on the east bank of the Ashtabula River, with time, the town expanded onto the west bank as well. In the last 1800's, activity in Ashtabula centered on the Bridge Street/Fifth Street area located at the mouth of the Ashtabula River. One full block (1200 block to the Ashtabula River) of buildings in addition to the Bascule Lift Bridge are listed on the Nation Register of Historic Places. The Port Authority has extensive research on guidelines of Ohio Historic Preservation Office with regards to this district.

Records show that Hubbard House on Walnut Boulevard was a northern terminus in Ohio for the Underground Railroad operating during America's pre-civil war area. Slaves were hidden in one of three houses in the Ashtabula Harbor until they could be safely taken by boat to Canada.

The 1900's saw a diversification in local industry in Ashtabula. Business and industry growth continued until the 1960's when the shipping industry began to decline. Today, the City and County are embracing and capitalizing on the tourism industry which has become a valuable asset to the local economy.

II. Existing Conditions and Facilities/Properties

Ashtabula City Demographics and Economic Conditions

Census data (2000) indicates 20,692 residents and 8,435 households within the City of Ashtabula. The racial makeup of the City is 84.7% White, 9.8% African American, and 5.3% Hispanic. The City of Ashtabula has a median household income of \$27,354, one of the lowest in the State of Ohio and well below the national average (\$41,994). Per Capita income for the city is \$14,034, with 17.8% of the families and 21.4% of the total population below the poverty level including 31.2% under age 18 and 13.6% age 65 and older. Fewer than 20% of the residents hold managerial or professional jobs. Nearly 30% of employed adults hold manufacturing jobs, all of which are endangered by outsourcing. Approximately 72% of city residents have a high school education or less; 50% are on some type of social assistance and 60% are classified as unskilled. The local hospital is by far the largest employer with the public school system placing second. Currently, the unemployment rate for the City of Ashtabula is 13.5%, with an average unemployment rate for Ashtabula County of 7.4% (Ohio Department of Jobs & Family Services, 2008). Ashtabula County continues to experience higher than state averages in unemployment and lower than state averages in median household income and educational attainment.

The City is heavily dependent on income tax for revenue; the City of Ashtabula currently has only a 1.8% local income tax rate, and must rely on business tax revenue to operate within budgetary constraints.

Zoning

The zoning code for the City of Ashtabula is set up in a pyramid or cumulative-use zoning structure, in which each district permits uses allowed in preceding, more restricted districts plus one or more additional uses. For example, the R district only permits residential uses. The C-1 district permits R district uses plus certain commercial uses. The C-2 district permits R and C-1 uses plus additional commercial uses. This allows all types of uses to be located adjacent to each other in the commercial districts. Therefore, a retail store can be located next to a single-family structure.

The Ashtabula Harbor area is zoned into several different districts. The majority of the area is zoned M-2, Heavy Industrial. This district allows all land uses except residential uses. The M-2 Zoning District includes both sides of the Ashtabula River, extending from the 24th Street Bridge north to the lakefront. Zoning districts adjacent to the M-2 District include General Commercial (C-2), Central Business (C-3), Light Industrial (M-1) and the Residential Districts (R-3, R-4 and R-5). In addition, the Harbor Historical District (H-1) consists of the area around Bridge Street. The Historical District requires development according to a Harbor Master Plan with enforcement by the Architectural Review Board.

To the east of the Ashtabula River, property adjacent to Pinney Dock/Kinder Morgan up to SR 11 is zoned C-2, C-3 and R-3.

Utilities

Water

The City of Ashtabula's water supply is provided by Ohio American Water Company, a privately held utility company. Water lines are in place throughout the service area. The system does not include an unusually high volume water user.

Sanitary

The City of Ashtabula owns and operated the sanitary sewer system. All developed portions of the study area are served by sanitary sewers with the exception of a portion of the man-made land of the dock areas located at the mouth of the Ashtabula River. Several of the marinas have constructed force mains attending to sanitary sewers in streets located above the river valley.

The Harbor area, is served by a combined storm and sanitary sewer system. An Issue 2 grant was awarded to the City of Ashtabula in 1993 to install a separate system of storm sewers in this area.

The City of Ashtabula's Division of Water Pollution Control facility was developed in several treatment stages beginning in 1926 through 1984. The most recent upgrade was the Chemical Feed & De-chlorination facilities which were constructed in 1995.

The City of Ashtabula's Division of Water Pollution Control facility currently treats an average of 5 Million Gallons per Day (MGD) of domestic, industrial, commercial and institutional wastes. The facility is in need of significant capital improvements totaling more than \$8 million.

The Port Authority's wind energy initiative mentioned previously in this Port Plan, will result in the erection of a wind turbine at the Waste Water Treatment Plant. This wind turbine will offset energy costs at this facility. Planned installation of the wind turbine will be in the spring of 2011.

Other Utilities

Natural gas and electric services area available throughout the City of Ashtabula with capacity to meet anticipated development needs.

Transportation

Highways

Interstate 90 (I-90) runs east/west and is located approximately 5 miles from the Ashtabula Harbor. The Interstate provides Ashtabula with regional access to major markets east and west of the City, such as Chicago, Illinois, and Buffalo, New York. SR 11, a four-lane restricted access highway, services Ashtabula with an exit at I-90 and runs north/south terminated at SR 531. SR 11 extends south, providing additional access to major markets in Ohio, Pennsylvania and West Virginia. It is considered a Lake-to-River Highway by connecting Lake Erie to the Ohio River.

SR 531, an east/west two-lane highway, primarily serves local traffic to and from the Port Plan area. SR 531 connect the Ashtabula Harbor with Geneva-on-the-Lake to the west and Conneaut to the east. The northern terminus of SR 11 is located within the project area at its intersection with SR 531. Traffic on SR 531 is periodically interrupted at the Ashtabula River by the Lift Bridge. Other secondary routes servicing the Port Plan area include US 20 (east/west) and SR 45.

The Ashtabula City Industrial Park offers easy access to SR 11, which is 5 miles north of I-90. Industrial traffic, however, in the Harbor area has poor road conditions and narrow lanes on SR 531. Truck traffic traveling on SR 531 through the Harbor

commercial/retail district must also contend with pedestrians, on-street vehicle parking and Lift Bridge operating schedules (boating season schedule is on the hour and half-hour).

Rail Service

Rail service in the Ashtabula Harbor area is provided by Norfolk Southern. CSXT's New York Central Chicago-Buffalo main line, the "water level route", runs east and west through the area approximately 2 miles south of the Harbor. A line extends northerly along the west side of the Ashtabula River to a point north of the central business district, whence the rail crosses the Ashtabula River to the east bank.

Just north of this river crossing is a yard consisting of approximately eight tracks. To the north of the yard, three tracks pass under the 6th Street Bridge. One of these tracks serves the rotary car dumper located on the east bank of the Ashtabula River, which feeds coal to the cross-river conveyor. Coal storage is located on the west bank of the Ashtabula River mouth on a 1.2 million net ton ground storage site owned and operated by Norfolk Southern. A stacker-reclaimer distributes coal on the site while three silos at the north end of the coal dock are preloaded for arriving boats. Each silo holds 4,000 ton where loading of the coal boats occurs.

Pedestrian Sidewalks and Bikeways

As reported in the 1994 Port Plan, pedestrian and bicycle access is critical to the economic vitality of the Port Plan area. While the Ashtabula Harbor area lacks adequate sidewalks and bikeways, there are on-going plans to improve the pedestrian infrastructure. In 2009, new sidewalks were constructed on East 6th Street (SR 531) by the City of Ashtabula through the state's Formula Grant Program. There are no linkages among the commercial and recreational opportunities within the Harbor area (i.e. no sidewalks from the marinas along the river to Bridge Street). Adequate pedestrian access to Point Park from Bridge Street (Morton Drive) needs to be addressed due to failing infrastructure/retaining wall.

There is a planned effort of extending the Western Reserve Greenway (rail-trail) that currently terminates near West Avenue in the middle of the City of Ashtabula. The final phase of the Western Reserve Greenway (WRGT), called the North Shore Trail, is the 5-mile portion that will run north through the city, to the Ashtabula Harbor area,

terminating at Walnut Beach. The North Shore Trail will ultimately link the WRGT from Lake Erie to the Ohio River. The North Shore Trail will enhance the Harbor area by providing a recreational path for the Ashtabula community and tourists visiting the Ashtabula River and Bridge Street area. This will complement the Lift Bridge Community Association's economic and recreational development efforts on lower Bridge Street that are detailed on page 17.

Land Use

The Port Plan is composed of a variety of land uses which include: industrial, commercial/retail, residential, park public use and marina.

Industrial land uses are mainly located at the mouth of the Ashtabula River. However, the Ashtabula City Port Authority has extended this area to include the Ashtabula City Industrial Park which is located approximately one mile east of the River. The commercial-use area is located along Bridge Street in the Historic District adjacent to the Ashtabula River and along Lake Avenue. Residential land use comprises the areas east and west of the Ashtabula River, above the bluffs. Two major public parks with beach access are along the lakeshore. Walnut Beach Park is located .5 mile on the west side of the Ashtabula River, adjacent to the Historic District. Lakeshore Park, in Ashtabula Township, is located at the eastern edge of the City of Ashtabula approximately 1.5 miles from the River. Point Park, located at the east end of Walnut Boulevard is positioned on the top bluff, providing a tremendous overlook of the Ashtabula River.

Public land uses identified in the Port Plan area include the Waste Water Treatment Plan located on Woodland Ave, and the privately-held Ohio American Water Company facility located north of Walnut Boulevard, adjacent to Walnut Beach Park. Other public facilities include the U.S. Coast Guard (land-lease with the Port Authority) on the west side of the Ashtabula River north of the Lift Bridge, the Public/Transient Dock (owned by the Ashtabula City Port Authority), Ohio Department of Natural Resources Watercraft Division on the east side of the River, four museums (Hubbard House, Sam Wharram Museum, Marine Museum and Finnish-American Museum) and the Harbor-Topky Library. A bed and breakfast is located near Point Park.

Land adjacent to the Ashtabula River, from the mouth of the Ashtabula River upstream to East 24th Street, mainly consists of two land uses: industrial and marina. The marinas are located between the 24th Street Bridge and Bridge Street. The industrial uses are north of Bridge Street. These two uses, industrial and recreational, both are able to co-exist and utilize the Ashtabula River without conflicting with each other.



Several property owners own the majority of the land adjacent to the Ashtabula River. These owners fall within three types of land uses: industrial, commercial/recreational and public. The major industrial property owners include: R.W. Sidley's, Kinder Morgan and Norfolk Southern. The commercial/recreational property owners include: Ashtabula Yacht Club, Southerland's, Kister Marina, A.R.U, Jack's Marine, Brockway Marina, Riverside Yacht Club, Harbor Yacht Club, Marshall Marina and River Marine.

Ashtabula City has two business districts, one being the Historic Harbor area, and the second is the Main Avenue business district. In addition to these business districts, Route 20 which runs east and west through the City is a retail/service corridor that includes the Ashtabula Towne Square (mall) in Ashtabula Township.

River and Harbor Conditions

In November 2000, the Ashtabula City Port Authority served as the Non-Federal Local Sponsor for the Ashtabula River dredging project. The plan for environmental dredging was prepared by the Ashtabula River Partnership. The project was approved under the authorization of the Great Lakes Legacy Act in 2005. Employing a dredge equipped with a 12 inch cutter head the sediments



were pumped to a consolidation facility, where the sediments were contained, and the water was decontaminated and returned to the Ashtabula River. A similar dredge equipped with an 8 inch cutter head was used for both attaining final depth and clean up standards. Following completion of the environmental dredging, Operation and Maintenance dredging was undertaken under authority of the U.S. Army Corps of Engineers.

Dredging was initiated in the fall of 2006 and completed during the summer of 2008, removing 630,000 cubic yards of contaminated sediment from the river. As a result of this project, the Ashtabula River now has a nominal depth of 22 feet, which, once again, accommodates commercial vessels for area industries. The combined projects have removed approximately 25,000 pounds of PCBs, as well as other contaminants from the river. These two dredging projects cost about \$75 million and nearly two decades of organization, planning and execution, resulting in the Ashtabula River returning to a clean harbor on Lake Erie, and a "river of many fish". The Ashtabula River Remediation Action Plan Advisory Committee is currently working to de-list the river as an Area of Concern.

While the majority of the Ashtabula River has been dredged, there is still a need to dredge the western side of the outer harbor, the lower river (across from the coal docks). The U.S. Army Corps of Engineers' (USACE) dredging of the lower river was restricted due to the lack of funding. To date the USACE has completed sediment sampling of the areas requiring further dredging, and most recently, a bathymetric survey. The results of the sediment sampling will be completed in 2011 and the USACE is hopeful to obtain funding for FY 2011 dredging.

Port Owned Property

The Port Authority holds a number of parcels of property throughout the City of Ashtabula. Most of the Port Authority owned properties have been developed for public use and/or future commercial or industrial development. A few parcels held by the Port Authority do not have designated projects at this time.

Ann Avenue Property 1998

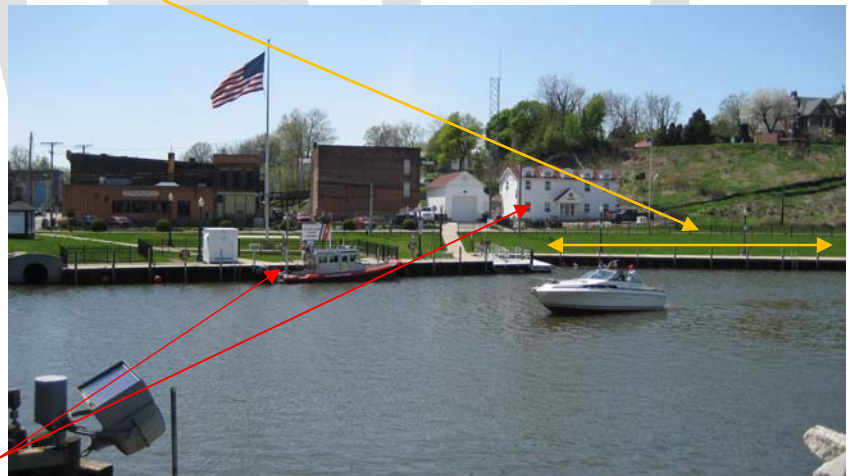
A total of nine small lots were donated to the Port Authority for future development on Ann Avenue in the City of Ashtabula. These parcels are located on the east side of Ann Avenue near the CSXT railroad tracks and are zoned M2, Heavy Industrial.

Ann Avenue Port Authority Property (approx.)



Transient Dock (1995)

Spearheaded by the Port Authority, this property was obtained from the railroad company, Conrail, in 1994. This former railroad bed and dirt parking area was transformed into what is now known as the Transient Dock. Bulkheads were installed in 1995 with funding through the Ohio Department of Natural Resources. In 2003, the dock was extended to accommodate the US Coast Guard boats and added two pump-out stations for public use. The Transient Dock measures 250 feet long and can host transient boaters for short term visits. A handicap accessible boat ramp is also available for boaters. Riverside benches and picnic tables are placed along the dock area for people to enjoy Ashtabula River activities.



US Coast Guard Station (1999)

The Port Authority worked with the US Coast Guard to prevent the Ashtabula station from closing. In 1999 the US Coast Guard relocated the Ashtabula station from the east side of the Ashtabula River to the west side of the bank. The Port Authority acquired the land on which the current Coast Guard building is located and holds a twenty-year land lease with the Coast Guard for the site as well as the docking area for the Coast Guard boats.

Ashtabula City Industrial Park (2008)

With assistance from Growth Partnership for Ashtabula County, the Port Authority acquired 30 acres of land on the southeast corner of State Route 531 and Route 11 and developed it into a light industrial park. Funding for this project came from grant and loan dollars from the Ohio Department of Development. Currently there are nine (9), one (1) to two and three-quarters (2.75) acre lots plotted with an additional 18 vacant acres available around the cul-de-sac. To date, over \$2 million dollars has been invested in this project with an anticipated 300 new jobs to be created. Zoned M-1, light industrial. Permitted uses and restrictions can be found in the attachment section of this Port Plan.



C-4 Property (2009)

The Port Authority took ownership of this property on behalf of the City of Ashtabula for development purposes. It is the corner lot located on Main Avenue and Collins Boulevard. It is known as Parcel C-4 of the Arrowhead Renewal Plat and is just shy of one acre of land.

Former Port Owned Property

Warren & Young Parking Lot

The Port Authority owned the parking lot adjacent to the Warren & Young building located at the corner of Collins Boulevard and 46th Street. This parking lot was leased to Warren & Young with an option for the tenant to buy out the lease. This option was exercised by the tenant in November of 2010.

West 30th Industrial Park 1997

Lots were obtained on West 30th Street by the Port Authority to clean up the parcel and demolish derelict, vacant buildings. A few of the lots were acquired by eminent domain in order to effectively develop this area. The lots were sold to three private companies and are active businesses to date.

III. Market Analysis

Lake Shipping

Commodities handled through the Port of Ashtabula include coal (exported), iron ore, sand, gravel, stone and limestone (imported). The other eight Lake Erie ports handle similar type commodities including steel, grain fertilizers and chemicals.

Coal Exports

Norfolk Southern's coal dock is the only exporter of coal in the Ashtabula Port. Coal is brought to the dock via rail from West Virginia and Pennsylvania coal fields for shipping. Principal customers are electric generating utilities in Canada. The largest customer is Ontario Hydro in Toronto. Recent new business includes the European market. Lake vessels are loaded at the Port of Ashtabula and off-loaded into large ocean vessels on the St. Lawrence River for movement to Europe. Competition for coal movement comes from the ports of Toledo, Sandusky and Conneaut in Ohio and from the Chicago, Illinois and Erie, Pennsylvania ports.

Iron Ore Imports

Iron ore is shipped into Kinder Morgan (locally known as Pinney Dock and Transport Company) for transport out via rail to steel plants in the Youngstown and Weirton, West Virginia area.

Building Materials

In addition to iron ore, Kinder Morgan also imports stone, bulk cement, potash and other bulk and general cargoes. R.W. Sidley's imports stone, which is now able to be delivered more easily with the recently completed dredging of the Ashtabula River. Both docks transport building materials by truck, and Kinder Morgan also transports materials by rail to sites in northeastern Ohio.



Marinas and Boating Activity

The Ashtabula Harbor boasts ten marinas and yacht clubs located along the Ashtabula Riverfront. These marinas and yacht clubs provide a variety of services to their

clientele. Boaters presently using the Ashtabula Harbor Area marina/yacht club services come from all over northeast Ohio and the Pittsburgh area.

There are approximately 30 fishing charters docked throughout the Ashtabula River. The Port Authority has incorporated a list of current fishing charters with contact names and numbers to assist with marketing efforts of this service.

Listed below is the number of marinas with the following facilities/amenities:

Boat Launch Ramps/Service - 3

Camping - 3

Fixed Docks - 7

Floating Docks - 5

Fuel Service - 3

Inside Boat Storage – 2

Overnight/Transient Dock Space - 6

Outside Boat Storage - 6

Picnic Facilities - 9

Sanitary Pump-outs – 5 (the Port Authority's Public/Transient Dock has two free pump-outs as well)

Yacht Clubs – 3

Fish Cleaning Facilities - 5

Tourism

The City and County of Ashtabula have a variety of points of interest that draw tourists to the area. The County is known for its fourteen award-winning wineries, seventeen covered bridges – including the longest covered bridge in the U.S., the Western Reserve Greenway (rail-trail), world-class fishing for Perch, Walleye and Steelhead, pristine beaches, two Scenic Rivers (Ashtabula and Conneaut Rivers) and whitetail deer hunting. In 2010, the Ashtabula County Convention & Visitors' Bureau, reported tourism generated \$337.9 million dollars to the local economy, \$73.1 million in wages, \$45.2 million in federal, state and local taxes and 4,733 full-time equivalent jobs.



The Lift Bridge Community Association (LBCA), a merchant-based group, was created in 2008 to focus on a mission with strategic planning that will help the Ashtabula Harbor become a regional destination for tourism, recreation and entertainment. The Port Authority has been financially and professionally supportive of these efforts.



The LBCA has identified common characteristics of destination places and aims to develop the Bridge Street/Harbor area to include: unique combinations of natural and man-made features; numerous good places to eat, drink and stay; interesting things to see and do; a strong emphasis on “customer-friendly” amenities

like high cleanliness; attractive landscaping and lighting; convenient parking and public restroom and public spaces.

LBCA includes on their agenda a beautification effort for the Bridge Street and Transient Dock areas with large hanging flower baskets, regularly scheduled clean-up efforts, planned uniformed signage, historical markers on buildings and accessible bike racks.

Along with the LBCA and the Ashtabula Area Chamber of Commerce, the Ashtabula City Port Authority has supported this group’s efforts with events such as the Beach Glass Festival, the Wine & Walleye Festival and the Bridge 2 Bridge 11-mile run. These events have been extremely successful and have become annual events.

IV. Future Projects

In 2011, the Port Authority will be focusing on three initiatives that will foster development in the City of Ashtabula. The projects will focus on tourism, commercial and industrial land use and infrastructure improvements.

Public Restrooms

In 2010, the Port Authority was successful in securing partial funding from the Ohio Department of Natural Resources' NatureWorks Program for a public restroom facility. The majority of the project will be paid for from the dock tax that is collected from Ashtabula River marinas. The public restroom facility will accommodate the needs of the transient boaters docking at the public dock, seasonal tourists, festival attendees and future North Shore Trail users. Planned construction of this facility is in the spring of 2011.



US E.P.A. Brownfield Assessment Grant

In 2010, The Port Authority was awarded a \$200,000 US E.P.A. Brownfield grant to assess, characterize, and prioritize multiple Brownfield sites in the community. In collaboration with the City of Ashtabula, the Port Authority intends to use the Brownfield grant funding to target areas of battered and dilapidated commercial structures and blighted industrial land creating a disconnected landscape. This target area will provide a main thoroughfare which connects the Historic Harbor, retail districts and surrounding communities. Assessment activities will focus on properties with re-investment potential for recreational alternatives (e.g., rails-to-trails), possible passenger rail service and development of industrial/commercial ready land.

Sanitary Sewer Line

The Port Authority intends to extend a sanitary sewer line through the City Industrial Park to the land-fill that hosts the contaminated sediment from the Ashtabula River dredging project. The proposed project will be a cooperative investment between the Port Authority, the City of Ashtabula and DeMaximis for approximately \$236,000. This sanitary sewer project will accommodate the needs of the landfill and will provide an opportunity for future development in the area.

V. Current & Future Funding Sources

The Ashtabula City Port Authority receives income from the City of Ashtabula in the form of a boat tax on the docks along the Ashtabula River (Ashtabula City Codified Ordinance: Chapter 185.02, ORD: 11651.) This amount varies with the condition of the economy (ie. taxes only charged/collected on boats docked, not on vacant docks). Taxes collected have ranged from \$11,000 to \$14,000 per year and is designated as the Marina Fund. The Port Authority also receives money from Kinder Morgan/Pinney Dock in the form of a Submerged Lands Lease which amounts to \$26,000 annually. In addition, the Port Authority maintains a land-lease and dock-lease with the United States Coast Guard at its station on the Ashtabula River which amounts to approximately \$16,000 per year. With the three funding sources identified above, the Port Authority's annual income is approximately \$54,000 per year.

The Port Authority Board has identified a sewer extension project (noted previously) that has the potential to generate income via a land-lease as noted in the Future Projects section of this Port Plan. Additionally, the Port Authority will receive income from the sale of parcels at the Industrial Park which will be used to service the debt taken on for the development.

VI. Attachments