

**CITY OF GLOUCESTER**  
**FISHERIES COMMISSION MINUTES**  
**THURSDAY JULY 21, 2011 - 7:00 PM**  
**CITY HALL, KYROUZ AUDITORIUM**

**Members:**

**Bruce Tobey**

**Paul Vitale**

**Sefatia Romeo Theken**

**Gus Sanfillipo (absent)**

**David Bergeron**

**Mark Ring**

**Angela Sanfilippo**

**Joseph Orlando**

**Al Cottone**

**AGENDA**

**1. Minutes of the June 16, 2011 meeting**

**Mr. David Bergeron** called the meeting to order at 7:20 p.m. He brought up the minutes of the June 16 meeting. Al Cottone moved to approve minutes and corrections, Mark Ring seconded, passed unanimously.

**2. Presentations by community organizations**

**Mr. Bergeron** said at the last meeting the commission discussed their hopes and dreams for where the fishing industry might go and decided to ask the organizations involved in the fisheries community to come present their work and goals, and the commission will listen and collaborate with the community to solve problems and promote the fishing industry.

**Mr. Damon Cummings representing Citizens of Gloucester Harbor** stated that he is a naval architect not a fisherman, a characteristic typical of their group in which only 3 people are fishermen. He supports marine industry in general. Because of Gloucester Harbor's large size and proximity to fishing grounds, fishing is the most appropriate industry. Our economy throughout the city is heavily dependent on the fishing industry, not just fishing families. Fishing offers lots of employment, and would offer much more if we had processing expanded.

Fishing exports goods elsewhere and brings money in, unlike many retail businesses and other businesses in Gloucester. Many group members have been in other previous groups including Gloucester Initiatives which fought the Gloucester Landing shopping mall in 1984 and the Parlevliet and Van Der Plas factory trawler proposal in the late 1990s, the Condo Proposal at the Old Paint Factory, and fighting at the Fort over the Bird's Eye hotel plan. Their specific goals are outlined in their mission statement, which Mr. Cummings distributed (see Citizens for Gloucester Harbor, attached). They do not understand how Wood's Hole can have such a strong center for development and marine science while Gloucester does not. Mr. Cummings views artists in a similar vein as fishermen, in that they create products that leave Gloucester and bring money in. There is a drastic misunderstanding about what the DPA is in the community and what they do/should do. Communities from Boston to Cambridge to Waltham have community boat organizations, Gloucester does not. You must own a boat to be on the water. This hurts the kids growing up here who have no knowledge of the waterfront and what goes on on the water. It is imperative to teach kids that the fishing industry in Gloucester is alive and important. They have reviewed and provided feedback on both the original and the new Harbor Plans. Despite the things that have recently happened on the harbor – Neptune's Harvest, Intershell's expansion, Gloucester House renovations, Maritime Heritage Center growth, and the Cruiseport – there is an image in the city that there is no new investment on the waterfront – This is completely false, if you look at the shore from the water there is a tremendous amount of activity going on. Mr. Cummings referenced a film made by himself and Gordon Baird addressing this issue; it aired on cable TV, YouTube, was shown at a 2008 forum held in City Hall, and is available upon request.

**Mr. Bergeron** asked if the schools received a copy of this film.

**Ms. Marcia Hart** responded that no, the schools did not receive either of the two versions of the film.

**Mr. Cummings** stated that they made a brochure describing the DPA goals and regulations. It is short and not comprehensive but gives a good idea of what the DPA is about. Mr. Cummings distributed copies of the brochure. Obviously it is for protecting marine industry, but this defines where it is. The important part is what is permitted by the DPA. Word is that only fishing is permitted by the DPA, but really fishing boats have no more right to the DPA than a tugboat or charter boat or any other commercial boat. There is a huge difference between accessory uses and supporting uses, the first is like the take-out place at Intershell or the retail store at Connolly's or parking for your employees, the latter is something that is financially supportive like Captain Carlos' or other restaurants and shops. Up to 50% of your landside is allowed for the supporting uses as of the new Harbor Plan. Certain things are specifically not allowed in any use by the DPA – residences, hotels/motels, and recreational marinas. They

wrote a draft of the scope of services used in the solicitation for contractor proposals to create a Harbor Economic Plan. The city accepted and used it. Regarding the next topic – the ownership of Pavilion Beach – the city thought it was a public beach but they researched the issue in the records and found that Mac Bell owns it. The city has been notified of this. Citizens of Gloucester Harbor wrote many letters to Congress supporting the fishing industry. These have been met with some results by Rep. Tierney and others. They participated in all of the listening posts on the Harbor. They had a different take on the harbor listening posts than the committee did; they sensed much more support for the fishing industry than the committee. They developed one of the 20 proposals for I4C2 including a wave tank and flume tank for testing new vessel and ocean-based technology. They presently have a proposal for a Marine Economic Board as well. In Mount Auburn’s report made for the city there were three sectors – fisheries, tourism, and maritime industry – the first two have committees for them and maritime industry e-board proposal will address the third.

**Mr. Bergeron** asked if a member of the fisheries commission could also be a member of this new maritime industry board.

**Ms. Valerie Nelson** suggested that it is possible for people to be on two of the three commissions, though the Mayor was not supportive of that. They came up with a list of people not on any other commission so that the Mayor might approve it but that can change.

**Mr. Cummings** stated that for the committee on the Harbor Plan they had members from the Waterways board attend as well. Right now they are lobbying for a group to brainstorm on the best ways to invest in maritime research in Gloucester. They are currently supporting pre-treatment of wastewater to support more local fish processing.

**Mr. Orlando** would like to thank the committee for coming tonight and putting together the brochure on the DPA. It will greatly help him as a fisherman and others to better understand the DPA rules.

**Mr. Vitale** asked how many members they have.

**Ms. Hart** stated that they have about 15 members usually, though it has been a revolving membership since 2008.

**Mr. Bergeron** asked if they have a website.

**Mr. Damon** answered that no, they do not.

The board supported the idea of the committee creating a website and stated that many people would like to see the brochure about the DPA.

**Ms. Sanfilippo** wants the board to understand that this committee is entirely volunteers, there are no paid positions.

**Mr. Bergeron** expressed his thanks for having people like this.

**Mr. Tobey** asked for clarification on what pre-treatment of wastewater means.

**Mr. Damon** answered that in both Harbor Plans they propose this, and basically it will provide pre-wastewater treatment like at Gorton's to make it easier and cheaper to process fish here in Gloucester.

**Ms. Nelson** stated that their group places the DPA at the center of a strong industry for Gloucester, but are there more diverse ways to expand this. She referenced an article in today's New York Times about an innovative new use for shells and suggested that Gloucester should bring new practices like this here. A central question concerning the DPA is addressing how you think of the future of the port, which is currently grounded in fisheries and sustainable fishing, as far as new research facilities go. Things like whale research or biotech where the skills of the fisherman and their knowledge base are used can create a booming center like South Dartmouth or Wood's Hole. How can Gloucester get the state and universities involved in this development as well? They hope to get feedback from the board and the community on how to do this. They don't claim to represent the fishing industry but want to work with them.

**Mr. Bergeron** responded that the fishing industry wouldn't exist without fishing but there are many more components of the industry on land. We need many different people helping with their various talents and expertise – everyone has a role.

**Ms. Nelson** stated that in many ways Gloucester has been extremely innovative due to the harbor and the skills that are here but now that the port is under threat from competing uses, it is important that we work together to make sure there is a vision and strategy for continuing this innovation.

**Mr. Bergeron** asked if their group has a concrete recommendation for the commission on what to do in the next 6 months.

**Mr. Cummings** responded that no, they are only here to tell the commission what their group is currently working on.

**Ms. Hart** stated that the community has no understanding of what the fishing industry brings to Gloucester. They only see the bad parts of the industry and the failing businesses and are pessimistic about the harbor. Their group tries to make the truth more visible for the public. The recreational fishing statistics seem very together and are used to lobby at the state level and the fishing industry could use their template to impress the community with what they are

doing. To put the research together with dollar figures and promote it in the newspaper or bring it to city council would be invaluable. She is not the credible witness for the fishing industry, but the commission is so they should start doing this.

**Mr. Tobey** asked how folks in the community can generate local venture capital that can fuel investment in the kind of business ventures that we are contemplating. Two private equity funds own PetCo, which is what made it possible for it to open here? How do we get private venture capital like that to build on the waterfront?

**Ms. Nelson** stated that there are many people who live here and love the city but are not involved in the life and economy of the city. If there were an opportunity these people would get involved and invest but there is no way for them to see this. We are not tapping the resources available in our community to help build Gloucester back up. You have to find a way to engage people. Engage all the resources around that can collectively start to mobilize money and ideas. One new member of their group invented the lobster transfer method and has worked in the seafood business internationally and is dying to help but isn't being asked.

**Mr. Bergeron** thinks this is an extremely important question. When we ask the government to invest they want to see that local investment.

**Ms. Nelson** stated that we have not gotten state and federal government aid because there isn't a unified voice on what we want to do.

**Ms. Romeo Theken** agreed.

**Ms. Nelson** stated that it is now Gloucester's turn to get this funding. We need a cohesive community mobilization to do this. Really productive marine industry towns ground themselves in fisheries research. If we don't get that foundational research here it leads to companies failing.

**Mr. Bergeron** asked if the answer is that we need a clear vision and the commission and the mayor should ask the public to help build that vision.

**Ms. Nelson** answered yes. Any area that wants to revitalize itself needs to identify its niche and then address how to get there. We have many people who could help us get there who have never been asked.

**Ms. Romeo Theken** stated that she is speaking as a citizen and member of the Fisheries Commission, not as a city councilor. She stated that we had the same vision 20 years ago. She will not be on the commission if we go over the same things that they did 20 years ago. The only reason Gloucester doesn't get anywhere is because there is no unity. There are organizations, there's money, there's investment, there's just no unity. When there is

something to fight against thousands of people show up for the meetings, and now there is nobody. We need to pick a target and let the community know that we didn't die, we are here and we are doing things. We need to say we have things like Neptune's Harvest, the water treatment. Let's focus on getting a cause, get the word out that we are alive and we are here then the people will follow. Some people don't want this commission to go forward because there is so much diversification. We're still here, we're unifying, and we're going to do something. Find out what we can do here to make us survive before our port starts shutting down. We should publish a My View in the paper once in a while. Start a project like recycling seashells or starting a school or making sea lettuce or anything else that everyone can get behind and everyone will come and join.

**Ms. Nelson** agrees that there is a pattern of opposition to any project.

**Ms. Romeo Theken** stated that at one meeting a person came to tell them something that had been covered in four different proposals including the Harbor Plan. We need to get people focused and then nobody will stop us.

**Ms. Nelson** stated that they've heard that grants are not given because there is a perception that the city has no cohesion. They've heard that colleges have had programs here and have left because they don't feel welcome. We need a capital vision that motivates and unifies us. It's vital that city hall supports this community vision.

**Mr. Vitale** questioned the statement that we've had universities here doing research.

**Ms. Nelson** answered that MIT, Salem State, and UMASS have all been here.

**Mr. Vitale** stated that no university has come to him or most fishermen and asked for help on some project or research. He said the fishermen have reached out to the universities often through their organizations.

**Ms. Nelson** has heard that over the years some local colleges have come here and had programs but have left because they felt city hall and the community were not welcoming or cooperative.

**Mr. Cummings** tried to establish an MIT lab here in 1970 but ended up in another city because they welcomed him with open arms and provided him with housing and boats whereas here he got nothing.

The board is unhappy at that fact and hopes to change it.

**Mr. Tobey** stated that we had Salem State here in the mid 1990s but it never got financial traction and didn't make the kind of money they were hoping for. The good news is there's a

local person who fits the profile of an extremely wealthy person who wants to get involved. There are many connections already plugged in, it just needs the juice. He asked the question of whether we can do both the visioning and a first tangible step to get started. He asked for suggestions on what the first thing to do with capital investment to revitalize the community would be.

**Mr. Cummings** responded that it might be expansion of Neptune's Harvest. Also depending on the finances it might be possible to do the waste water pre-treatment.

**Mr. Bergeron** said that there is the long term and the short term. We need to think about and do both.

**Mr. Tobey** asked the Citizens of Gloucester Harbor to focus on thinking up a first tangible step and get back to the commission with it.

**Ms. Hart** stated that they are not the group to really do that; it should arise out of a community brainstorming.

**Ms. Nelson** stated that in Cape Cod they worked to find their vision and as soon as they found it things started to flourish. Now they have Harvard and MIT and IBM and other investors involved. The key is to solidify the vision and work from there.

**Mr. Tobey** thinks that many of the ideas being discussed for this vision are not new, have been discussed over the past 20 years and asks how things will be different this time.

**Ms. Nelson** answered that we now have a society much more concerned about sustainability. Do we have a role to play developing the first green fishing vessel, or should we become the whale research capital? The world is constantly changing and we must see what is happening now and try to get on top of it and find our niche.

**Mr. Cottone** stated that collaborative research is huge in the industry right now. There are plenty of boats available and funding available to do this work. The commission is here to bridge the gap between industry and the community and bring universities back here to write the grants and help them research. Gloucester needs a facility on the waterfront to involve local boats with diversified uses beyond fishing (i.e. research, new technology).

**Mr. Orlando** stated that we can get the money available for this. He is a fisherman who sees how big a deal the new fishing regulations are for not just him but the whole community. In his past experiences on boards he's found everyone tries to develop things they don't have control over like private properties. He doesn't want to run into the same problem here. There is a big business for not just fish meat but for the scraps and bones as well. If we developed processing facilities here we could better use the fish we catch. He thinks that at some point in time this

commission should identify where they can work on the waterfront. They have lots of ideas but what properties are actually available to work with.

**Mr. Cummings** stated that much of that information is in the Mount Auburn report.

**Mr. Orlando** stated that no new dockage should be limited to only lobstermen or only draggers, it should be diverse. People are buying boats in Gloucester all the time to fish new grounds and species like Redfish (which is very abundant, rebuilt and not fished), but where are they going to tie up? We need to look at all that. Right now we're not even catching the quota we're allowed to catch for some species like haddock. We have the fish and the boats, we just need the room.

**Mr. Tobey** stated that what Mr. Orlando just addressed is the makings of a business plan for fishing the Redfish that is not currently fully tapped and bringing it to market. Can we take this from speculation to a business?

**Ms. Romeo** asked (if we need more room) why we can't petition the state to extend the state fish pier.

**Ms. Garcia** stated that she likes the conversation and wants to touch on all of the points addressed. The first piece is having a clear community voice and having the commission here. She thought that what Mr. Orlando said about having specific properties to do things with is very important. She has been looking specifically at I4C2 for projects like this because it is owned by the City. She sees a mix of education and business incubation and research in these spaces. These should also be tied into space elsewhere on the waterfront to allow businesses to grow. She likes what people have said about what is our niche but more importantly than that is what can we do now. What can we do with an investor's money in biotech or some other project to start development now? The fisheries commission is something for people who want to grow or develop on the waterfront to come and talk to or consult with for help. She also has copies of the Harbor Economic Plan which came from the City's consultant talking extensively to people around the harbor and she'll leave it on the table for people, but the current conversation is very positive and so she won't present the report now. She also stated that a problem with fishing industry development now is the unpredictability of regulations. A shrimping business started today might be ruined by new regulations in 4 years.

**Mr. Orlando** replied that certain opportunities will never die, and if we can tie together different businesses the way Gloucester used to be involved in fisheries – groundfishing 4 months, lobstering 4 months, and shrimping 4 months – then it is a safe way to develop. People will invest; it just needs to be in a diversified business so that its success is assured.



**Mr. Tobey** addressed the sustainability issue and mentioned an email he received from Peter Shelly of the Conservation Law Foundation expressing strong support in response to our My View.

**Ms. Sanfilippo** stated that when the UMASS lab was brought to Lanesville it was extremely hard but they did it and now it's there. We need universities to help research and then turn that research into usable data. A research proposal she was on got denied funding but they kept working at it and changed their plan and eventually were able to get the project launched to study the socio-economics of commercial fishing in the Stellwagen Bank National Marine Sanctuary. The Gulf of Maine Research Institute was a tiny little group who just started writing grants and got funding and now they're going places. All we need is the first step and from there it will grow. She wants to make sure we do not duplicate what any other city commission is doing, but if we can find new ideas or help existing ideas that is what we should do.

**Ms. Susanne Altenburger** stated that her late husband worked along the waterfront and his family has lived here for hundreds of years. The industry consists of both the resources and also the boats. Without the boats there would be no fishing so they must not be discounted. We know from a technical perspective that most of our fleet is from the 70s or the 80s. There's no industry in which you work with 30 year old hardware and hope to impress outside investors. To address this we need some unique attribute that puts Gloucester on the map, whether it is a green fishing boat or some other thing that will make us different. Define the agenda with clear cut objectives because we discuss the resources but nobody thinks about the fleet. As energy costs keep rising, the fleet will keep shrinking, though the fish aren't going anywhere. If there wasn't fishing Gloucester wouldn't be here. There are people like eco groups and other groups who will watch what goes on in Gloucester, if we make things happen that catch their eyes we can define the agenda and get their support to carry it out. We can't control fuel prices, the closer in to the harbor we have industries and the closer the fishing grounds are to the harbor the better off we will be. Fuel costs hit both large boats and small boats the same, this is a pro for the small fishing boats out of Gloucester because they have the ability to adapt and change to address problems like this with flexibility that large companies don't have. We must start with something modest, like one green boat, and once that is done the rest will follow exponentially fast.

**Mr. Tobey** asked if we were currently working on a green lobster boat, which he thought we were.

**Ms. Altenburger** responded that that has been discussed but it hasn't happened yet. Things like this don't take lots of money, because of this it should be locally funded and locally supported. We can build ships here and that way the money stays in the community. Once we

build a ship like this we can ask John Tierney or Kerry or Obama if they want to come down and see the good work we've done.

### **3. Discussion of Commission plans & next steps**

**Mr. Bergeron** asked if there are any recommendations for things on next meeting's agenda.

**Mr. Orlando** stated that he sees how fuel prices are affecting him and the other fishermen. They're going to need new boats at some point because fuel problems are becoming a reality. The EPA is going to come down on the fleet for their practices and the future really is in environmentally conscious boats. Why not do this in Gloucester and be the first to do it.

**Ms. Nelson** stated that some of the big ideas we have discussed are complimentary. Actually getting the projects off the ground just hasn't happened. If we can get local investors and customers and all that it's great but it's important to have a statement and a sense of what we are doing and aspiring to doing for us to show the community. In other fields they're going to the military to get funding to make prototypes and other things. We can do this and get universities involved too and build the boats of the future. There is importance in a common identity and purpose. We need a statement of ourselves and where we are headed. Then the universities and environmental groups and military will start coming and getting on board.

**Ms. Garcia** suggested that the engineering group which makes fiberglass racing boats recently invested here in Gloucester. Maybe if there really is interest from the fishing industry in making a green boat they can talk to these engineers. This commission has a great role to fill in making the connections between the interested parties and the builders.

### **4. Agenda for the August 18, 2011 meeting**

**Mr. Bergeron** stated that for the next meeting the Chamber of Commerce, the Waterways Board, and the Northeast Seafood Coalition will all be attending.

### **5. Adjournment**

**Ms. Sanfilippo** thanked everyone for coming.

**Mr. Bergeron** requested a motion to adjourn. Bruce Tobey motioned to adjourn the meeting. Motion seconded by Sefatia Romeo and unanimously passed. Meeting adjourned at 9:20 p.m.

Attachments follow.

# CITIZENS FOR GLOUCESTER HARBOR

**Citizens for Gloucester Harbor** is a collaborative of organizations and individuals committed to maintaining and strengthening Gloucester's historic fisheries and working waterfront.

The soul of Gloucester is its centuries-old relationship to the sea. It is vital that Gloucester's citizens participate and contribute to a harbor that will provide quality jobs and build on our strengths, interests, and capacities as a community. The key is to retain the existing strictures protecting Gloucester Harbor, its commercial fisheries, and marine-related activities under the Commonwealth of Massachusetts Designated Port Area legislation.

The goals of the collaborative are to work with the City of Gloucester and other public and private agencies to:

- Protect the commercial dockage and shoreside facilities and infrastructure needed for a vital fisheries as they rebuild
- Develop projects and approaches for a sustainable, 21<sup>st</sup> Century fishing industry
- Identify and attract new maritime-related tenants for empty waterfront properties
- Create a "cluster" of research and development programs and businesses in marine science and industry
- Support innovative projects in ocean research, boat design, marine biotech, food product development, energy and wastewater efficiency and resource recovery
- Protect the historic architecture of the harbor, through adaptive reuse of buildings of historic, architectural or cultural merit
- Support the harbor's symbiotic relationships with the arts and creative economy
- Expand community awareness of current permitted activities and future opportunities in the Designated Port Area
- Increase public access and community boating opportunities on the waterfront

For more information, contact: [citizensforgloucesterharbor@yahoo.com](mailto:citizensforgloucesterharbor@yahoo.com)

*If you are interested in joining Citizens for Gloucester Harbor, please fill out the following information, detach, and hand in before you leave tonight. PLEASE PRINT.*

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I would like to join Citizens for Gloucester Harbor and help in the effort to maintain and strengthen Gloucester's historic fisheries and working waterfront.

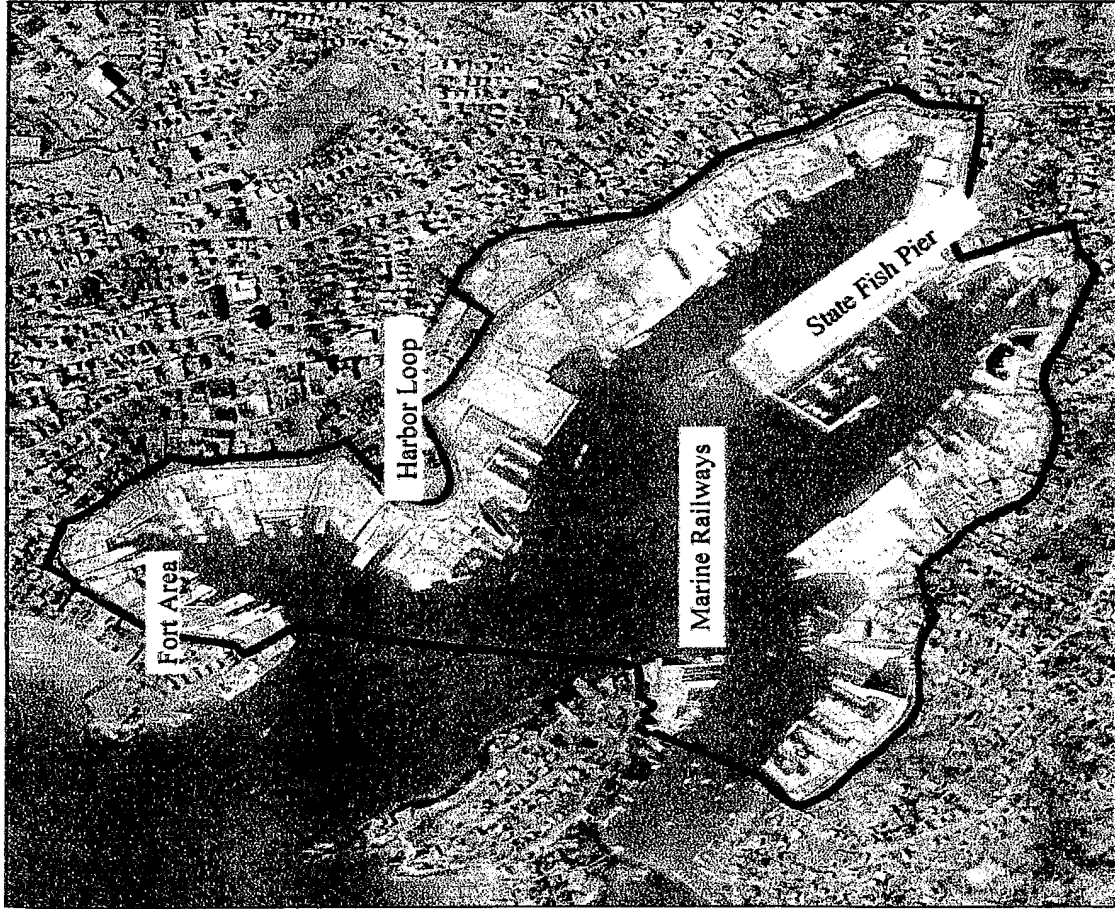
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CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIPCODE \_\_\_\_\_

EMAIL \_\_\_\_\_ HOMEPHONE \_\_\_\_\_

Gloucester's Designated Port Area



**LEGEND**

 DPA Boundary Line       Properties within the DPA

This pamphlet has been prepared by Citizens for Gloucester Harbor, which is a collaborative of organizations and individuals committed to maintaining and strengthening Gloucester's historic fisheries and working waterfront. The group can be contacted at: [citizensforgloucesterharbor@yahoo.com](mailto:citizensforgloucesterharbor@yahoo.com)

# FACTS ABOUT THE DESIGNATED PORT AREA

## *What is a Designated Port Area (DPA)?*

A DPA is defined as "an area of contiguous lands and waters in the coastal zone that has been designated in accordance with [the regulations]" (301 CMR 25.02)

Thus, under the Designated Port Area program, the state of Massachusetts creates regulations that govern the uses of harbor properties. This program is designed to protect the marine industrial areas of the state from encroachment by other uses.

Within a DPA, many uses are allowed; however, no new hotels, residences or recreational marinas may be developed. The amount of commercial uses is limited and there are dimensional and other requirements to carefully guide development.

Regulations pertaining to the DPA are part of Chapter 91 Waterways Regulations (310 CMR 9.00). Chapter 91 preserves and protects the public's rights in tidelands — the area seaward of the historic high water line — by ensuring that tidelands are used only for water-dependent uses or otherwise serve a proper public purpose.

**Question:** Is a DPA different than Marine Industrial (MI)? Yes, a DPA is a state designation in a coastal zone. Marine Industrial is a local zoning designation.

## *Where is the Gloucester DPA?*

In 1978, the Gloucester harbor became a "Designated Port Area" in order to protect the viability of the harbor for marine industrial use.

In Gloucester, virtually all of the DPA falls within the City's Marine Industrial zoning district designed to protect and promote marine industrial use of the Harbor, similar in intent to Chapter 91.

Much of Gloucester's Inner Harbor has been identified by the state as a DPA. The DPA consists of land, piers, and water areas from Cape Pond Ice and extending clockwise around the harbor to the east end of Smith Cove and also includes the Marine Railway on Rocky Neck. The DPA includes a federal channel and anchorage leading to the State Fish Pier and most waters of the Inner Harbor.

Prohibited in the DPA are residential development, hotels, and motels (although MI zoning does allow limited boarding or guest housing). The DPA reserves the immediate waterfront for vessel-related activities.

### ***What is permitted in a DPA?***

**Industrial Uses** categorically defined as water-dependent:

- Commercial fishing and fish processing
- Marine terminals
- Commercial passenger vessel operations
- Manufacturing facilities which rely on water borne transport of goods
- Boatyards and facilities for vessels engaged in port activities

**Accessory Uses** *must* be integral in function to the construction or operation of the primary water-dependent use on the site, for example:

- Parking facilities
- Administrative offices for onsite activity
- Any office primarily providing services to water-dependent uses on the site
- Retail facilities primarily serving patrons of the water-dependent uses on the site
- Bait shops
- Chandleries (boat supplies)
- Boat sales
- Marine-oriented retail facilities

**Supporting Uses** are allowed when they provide direct economic or operational support for a water-dependent industrial use in the DPA. Non water-dependent industrial uses and commercial uses (both water-dependent and non water-dependent) that qualify as Supporting Uses may occupy an area of DPA property equal to 25 percent of all filled tidelands and piers on the project site.

Examples of Supporting Uses:

- Storefront retail
- Service facilities
- Shops operated by self-employed tradespersons
- Eating and drinking establishments with limited seating
- Small-scale administrative offices
- Professional offices
- Pharmacies
- Take-out dining establishments
- Convenience stores
- Light or general manufacturing
- Warehousing/distribution facilities
- Research facilities

A number of uses are specifically prohibited within a DPA including:

- Residences
- Hotel/motel facilities
- Recreational boating marinas

The information in this pamphlet has been taken from the following sources:

1. Draft City of Gloucester Harbor Plan & Designated Port Area Master Plan 2006
2. Draft City of Gloucester 2008 Harbor Plan
3. List of Accessory Uses and Supporting Uses obtained from Massachusetts Coastal Zone Management (MCZM)