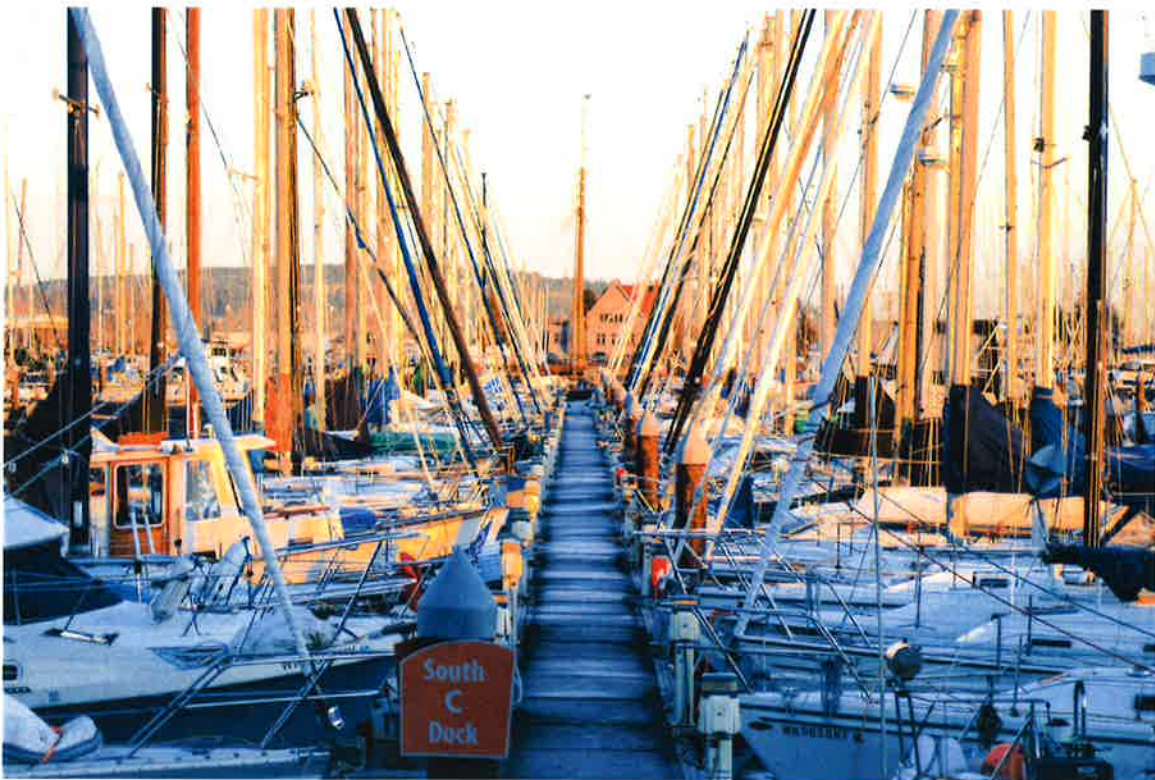




BOATING ACCESS & PUBLIC FACILITIES PLAN



Updated: January 2018

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APPENDIX A: Port of Everett Marina Boating Access, Public Facilities and Activities

APPENDIX B: Capital Improvement Program Projects 2018-2022

APPENDIX C: Port of Everett Future Grant & Public Projects

APPENDIX D: Reference to the City of Everett *Shoreline Public Access Plan*, 21 May 2003

APPENDIX E: *Comprehensive Scheme of Harbor Improvements*, Port of Everett, 27 March 2017

APPENDIX F: *Marina Demand Assessment*, Reid Middleton, BST Associates, and RMC Architects, April 2014

APPENDIX G: Resolution No. 751 establishing the Public Access Reserve Account, 8 August 2000

APPENDIX H: Resolution No. XXXX adopting Port of Everett Boating Access & Public Facilities Plan

I. CONTEXT & HISTORY OF THE PORT OF EVERETT

The Port of Everett was created in 1918 and is situated on Port Gardner Bay at the mouth of the Snohomish River; 28 miles north of Seattle and 83 miles south of the Canadian border. The Port District of Everett encompasses approximately 45 square miles stretching from Ebey Slough on the north and east, Port Gardner Bay on the west and approximately 112th Street to the south. The District includes portions of western Snohomish County, including the City of Everett, half of the City of Mukilteo as well as portions of unincorporated Snohomish County. This breakdown is shown in Figure 1 below.

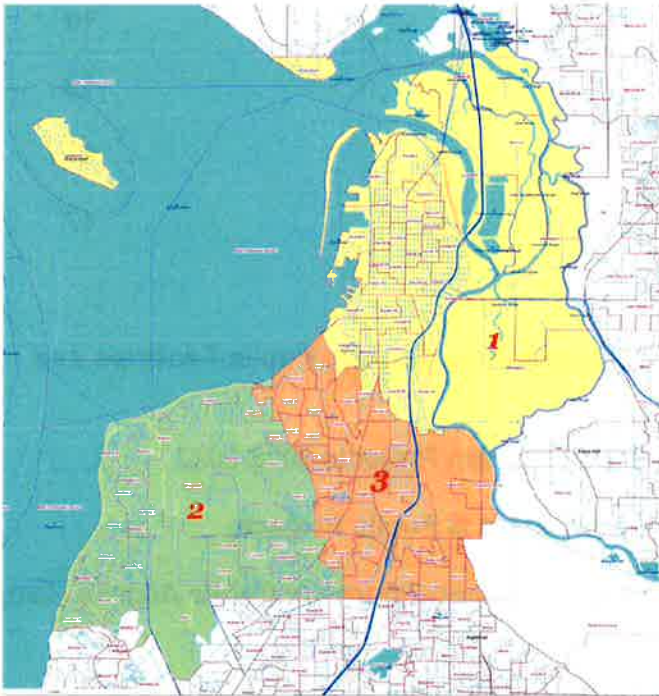


Figure 1 – Port of Everett District boundaries. The Port's three elected commissioners represent one of these districts.

Between 1890 and 1905, much of the early harbor development was influenced by activities carried out by the U.S. Army Corps of Engineers (USACE), including river improvements, maintenance dredging, and dredged material disposal. Between 1900 and 1918, harbor front development activities were predominantly private ventures, with many improvements financed by individual companies.

The Port of Everett was created and established by voters in July 1918 to promote shipping, trade and timber industries. As defined by state law, the primary role of a port district in Washington State is to provide economic development opportunities within local, regional, and international markets. Per this legal mandate, the Port has played an important role in the economic vitality of the City of Everett, Snohomish County and the Puget Sound region.

Port acquisitions began immediately after the Port's creation in 1918. The first purchases included tracts of tidal land and upland properties along the Everett waterfront from the Everett Land Company, which was the major private developer in Everett's

early years. Since that time, the Port has acquired approximately 350 acres of property and constructed several improvements, including facilities for deep-water marine cargo terminals, marina facilities, properties for industrial development, including facilities for public use on the waterfront. The Port's harbor front area from South Terminal to Preston Point now contains approximately 3,000 acres (including mudflats and Jetty Island), approximately 950 of which can be developed. Today, the Port handles exports of oil, gas, and gold mining equipment, heavy machinery, containers, windmill blades, timber products, agriculture and other general-purpose cargo. Currently imports include aerospace parts for The Boeing Company, cement, heavy machinery, windmill blades and transformers.

II. PURPOSE

The Port of Everett Boating Access and Public Facilities Plan serves as a policy framework, guiding the Port Commission related to boating access and public facilities and to aid in the pursuit of grant funding. The Plan is not intended to limit the Port exclusively to the specific projects listed in this plan. However, should opportunities arise that further the objectives of this plan, the Port may choose to pursue those opportunities. Generally, a thorough review of the Plan is done every five to six years to ensure the Plan remains current, maintains its effectiveness and eligibility and reflects the Port District's needs.

III. GOALS AND OBJECTIVES

The following goals and objectives have been derived from existing Port planning documents: The Port of Everett's updated 2015 Comprehensive Scheme of Harbor Improvements and 2015 Strategic Plan. While many of these goals were met during the previous planning period, the goals listed below still apply to the Port moving forward.

Goal 1 – Align the Port's policies and strategies with the City of Everett's Shoreline Public Access Plan to promote public access and boating recreation through coordinated infrastructure and redevelopment projects.

Objectives:

- Support implementation of those plan elements identified in the City of Everett's Shoreline Public Access Plan involving public access and boating recreation.
- Develop new boating access projects that provide for further boating recreation needs in the area, especially the need for transient/guest moorage.
- Develop new public facilities projects that provide for increased public use along the shoreline, such as recreational and waterfront uses.

Goal 2 – Manage the Port's publicly accessible properties as high-quality facilities that provide quality public access to the waterfront and to boating recreation facilities.

Objectives:

- Continue to expand and improve opportunities for public facilities on the waterfront and boating activities, by budgeting for and effectively using the Port's 2 percent for public access policy.
- Identify potential waterfront conflicts in future development proposals and resolve them in the context of City and Port plans.

Goal 3 – Incorporate public outreach, communication and community engagement as a critical element in the Port's activities.

Objectives:

- On an ongoing basis, engage and involve key stakeholders in the Port's planning efforts, including the City of Everett, neighbors, customers and tenants, business community, local public agencies, facility users and Port employees.
- Increase public awareness of the Port and the recreational opportunities for the boating and public citizen groups in the area.

Goal 4 – Renew Clean Marina Certification in 2017 and monitor performance moving forward.

Objectives:

Economic – Budget for Best Management Practices (BMPs) and application; study whether certification improves market position.

Environmental – Implement BMPs, such as oil spill kits, recycle stations, disposal sites.

Community – Continue public information on environmental programs; continue partnerships on clean up and environmental events.

Goal 5 – Maintain marina occupancy in 2018 and continue to increase occupancy and financial performance during next planning cycle.

Objectives:

Economic – Develop initiatives to attract diversified users; increase occupancy through policies that improve financial margin.

Environmental – Occupancy rate increases without impacting water quality levels; improve habitat to extent feasible.

Community – Market marina facilities to permanent slip-holders/visitors; engage stakeholders; add amenities.

Note – Goals 4 and 5 take a special look and approach toward the Port's triple bottom line impacts – Economic, Environmental and Community.

IV. INVENTORY

EXISTING BOATING ACCESS AND PUBLIC FACILITIES

The Port of Everett's central waterfront has served as the focal point for marine activities in the region for more than 100 years. While providing an important economic benefit, it also provides important public amenities. The Port maintains the largest public marina on the West Coast, which encompasses a total of 1,968 slips, including substantial guest moorage facilities.

A figure depicting the current boating access and public facilities inventory can be seen in **Appendix A**.

Central & South Marina

Facility Description

The Port of Everett's Central and South Marinas are full-service, providing moorage space for approximately 1,714 vessels. The marina offers 20'–50' open moorage with moorage at the ends of the docks up to 106'; 28'–50' slips for covered moorage, as well as Port-owned and privately-owned boathouses. While the marina is predominantly recreational, moorage space is also available for commercial fishing vessels, ranging

from 32' to 65' in length. Both marina facilities are surrounded by waterfront walkways and amenities. Current amenities include a hotel, retail offices, dining restaurants, café shops and restroom facilities for slip holders.

In addition to the slip accommodations listed above, the Central Marina's Guest Dock 3 has up to fifteen 40-foot slips available on the east side and 270 lineal feet for side ties on the west side of the dock for use by visiting boaters.

The South Marina's Guest Dock 1 provides 1,250 lineal feet for guest side tie-in only.

Along the eastern boundary of the marina, the Port's Americans with Disabilities Act (ADA) float (Guest Dock 2) provides a total of 218 lineal feet of dock space for marina guests. Both marina basins provide multiple locations for sewer pump out machines.



Figure 2 - Port of Everett South Marina

Primary Use

The Central and South Marina are used for moorage of recreational and commercial vessels. They are also used to promote tourism throughout the city by offering many guest slips for visiting boaters.

Condition

The Central Marina was constructed in the 1960s, and the South Marina addition was constructed in the late 1970s. Both facilities are showing expected wear and tear. Significant capital improvements are planned in the future to update deteriorating docks and infrastructure in the South Marina. This construction includes covered moorage roof replacement, utility upgrades and float resurfacing work, among other projects.

North Marina

Facility Description

The Port opened the 12th Street Yacht basin in June 2007. The facility has since been renamed the North Marina. This 220-slip marina caters to yacht-class vessels, and includes a mix of permanent and transient moorage. Slips range from 40 to 70 feet in length with end ties up to 143 feet. This marina facility is served by the Craftsman District which includes an environmentally-friendly boatyard and is served by a 75-ton Travelift and vessel washdown area. Use of the boatyard is open for the public's use.

The North Marina has two visitor docks:

- Guest Dock 7, located on the west side of the marina is available for side tie vessels only and has 830 lineal feet available.
- Guest Dock 6, located on the southern border has fifteen 40-foot slips and eighteen 50-foot slips available. The north side of the dock provides 139 feet of side-tie slips, with 1,032 lineal feet of side-tie slips available on the south side of the dock.



Figure 3 – North Marina

Primary Use

As mentioned above, the primary use of the North Marina is to provide moorage for larger recreational vessels, and offer shore side Travelift and boatyard amenities. Guest slips are available to the public at Guest Docks 6 and 7 within the basin, providing an additional avenue of public waterfront access.

Condition

The North Marina is still a young facility, so there are no immediate plans for upgrades or alterations.

Jetty Landing Park and Boat Launch

Facility Description

The Jetty Landing Park and Boat Launch opened in 1976 and occupies approximately 20 acres at the northern end of the waterfront. The property is co-owned with the Port, City of Everett, and Snohomish County. The Port of Everett is responsible for maintaining and operating the boat launch and park. The facility currently contains 13 public boat launch lanes and guest moorage floats. It provides paved parking for approximately 300 vehicles with boat trailers, along with a significant amount of unpaved overflow boat trailer parking for use during peak periods. A small waterfront park is located south of the boat launch area with a separate parking area for approximately 50 vehicles. Guest moorage is available along the westernmost docks of the boat launch basin. The boat launch is the largest public launch in Puget Sound, and serves as the launching point for access to the Port's Jetty Island.



Figure 4 – Jetty Landing and Boat Launch

Primary Use

This area is primarily used for public access, recreational boating and access to Jetty Island. During the annual Jetty Island Days, the westernmost dock of the boat launch facility is used for the loading and unloading of island goers during the summer months. Jetty Island receives up to 50,000 visitors each year thanks to this program.

Future Plans

The Port of Everett is leading the planning effort with City and County staff to improve the Jetty Landing and Boat Launch facility by upgrading it to a user friendly and attractive recreational destination. Currently, the park consists of picnic tables, open space, visitor floats, the Jetty Island ticket booth, and restrooms. The Port plans to build new picnic shelters in the park for visitors in 2018 and perform maintenance dredging of the boat launch basin in 2018-2019.

Mukilteo Public Access Dock

Facility Description

The Port of Everett owns, operates and maintains a public access dock located in the City of Mukilteo adjacent to the Washington State Mukilteo Ferry Terminal.

Primary Use

The public access dock is primarily for recreational uses. These uses include sightseeing, crabbing and fishing.

Future Plans

It should be noted that the future of the public access dock will be impacted by the new Washington State Ferries Mukilteo Ferry Terminal.

Jetty Island

Facility Description

Jetty Island was created with clean sands dredged from the Snohomish River Navigation Channel. Jetty Island is both an environmental and recreational asset to the community,

and is open to the public all year. Since the island can only be accessed via boat to a public dock, the City of Everett and the Port of Everett partner to provide the Jetty Island Days program that provides free ferry service to the island during the summer. In 2017 approximately 42,000 people visited Jetty Island during the 2½ month program.



Figure 5 – Jetty Island, west side beach

Primary Use

Jetty Island provides high quality habitat for a wide variety of plants and animals including several threatened species. A plethora of shorebirds, waterfowl, and raptors are seasonally abundant and use of the shoreline nearshore by juvenile salmon, forage fish and Dungeness crab is high. The island also provides a variety of recreational opportunities, including supervised and unsupervised beach recreation, environmental education, and bird watching. Portions of Jetty Island serve as placement locations for clean dredge sediment from the Army Corps of Engineers' maintenance dredging program of the Snohomish River Navigation Channel. This beneficial re-use of the dredge material enhances shoreline habitat.



Figure 6 – Jetty Island, entrance from dock

Condition

In December 2006, the Port Commission adopted the Jetty Island Management Plan. Through this plan, the Port reaffirmed its goals to maintain the island as a public recreational facility that also serves as a backdrop to teach the importance of wildlife

preservation on the island and in the nearby Snohomish River estuary. Continuous work is being done to improve and expand the island's wildlife habitat. The Port is also working to rebuild a narrow portion in the middle of the island with dredge sands from the Army Corps of Engineers Snohomish River maintenance dredging efforts to help combat erosive forces.

Waterfront Walkways

Primary Use and Future Plans

The Port of Everett has constructed public walkways along the waterfront in the Marina District. As the Waterfront Place development continues, these trails will be expanded into their final design and width. These walkways tie into 4-miles of existing sidewalk/walkway that span from the Port's Pigeon Creek Public Access Trail, bordering the deep water marine terminals, north along the waterfront, passing the Fisherman's Tribute Plaza and running to the Jetty Landing and Boat Launch.

The Port partners with the City of Everett and other community groups to offer a wide-variety of activities and events along these marina walkways and open spaces. These include the annual Fresh Paint Festival, Waterfront Concert Series, Farmers Market, Sail In Cinema, the Holiday on the Bay Celebration, Wheels on the Waterfront and more. These trails provide access to the public waterfront for the public and help support the earlier referenced public events.

A graphic showing the Port's waterfront events and activities may be found in **Appendix A**.



Figure 7 – Fisherman's Tribute Plaza



Figure 8 – Marina District walking trails



Figure 9 – South Marina esplanade

V. PUBLIC INVOLVEMENT

This plan constitutes the Port of Everett's third update to the original Boating Access & Public Facilities Plan, first adopted May 2004 and updated February 2012. Coinciding with the public involvement process of the original plan, the Port still fashions its pertinent policies to align with the plan elements of the City of Everett's Shoreline Public Access Plan. Due to the high amount of public input received during the City's Shoreline Master Program update, it was determined that a standalone document was necessary. So, in November 2003 the City of Everett's Shoreline Public Access Plan was adopted, reaffirming the public's interest in the provision of waterfront access. This plan still stands as a guiding principle for the Port.

The Port of Everett has conducted its own public involvement process as part of the development of its Boating Access & Public Facilities Plan (BAPFP). That process included the following:

- A *BAPFP* dedicated page on the Port's website provides information toward the purpose of the plan and contents contained within.
- Port staff continues to look at ways to enhance the management of the Jetty Landing Park and Boat Launch facilities with our ownership partners.
- A SEPA Notice of a Determination of Non-Significance (DNS) for this updated plan was prepared and issued by the Port of Everett on January 26, 2018. The SEPA public comment period comprised 14 days, concluding on February 8, 2018.
- The BAPFP update was presented to the Port Commission in a public meeting forum on February 15, 2018 and adopted at the presentation conclusion. An opportunity for public comments was allowed at this Commission meeting.

It should be noted that in 2017, the Port of Everett moved forward with an Ad Hoc Marina Advisory Committee. The purpose of this committee was to develop a set of guiding principles that will support the Port's development of a business plan to make necessary repairs and replacements while supporting the Port Marina's future. Over the course of six months, the committee met numerous times to discuss pertinent topics related to the marina industry. The committee was comprised of local business leaders, boaters, engineers and select Port staff. Their finished product, resulted in new guiding principles for the marinas to operate under for the near future. They include:

- Guiding Principle #1: Preserving the value of previous planning;
- Guiding Principle #2: Synthesizing upland and marina development;
- Guiding Principle #3: Maintaining a full-service marina facility;
- Guiding Principle #4: Developing a quality of place;
- Guiding Principle #5: Creating jobs;
- Guiding Principle #6: Being sustainable;
- Guiding Principle #7: Connecting the community to its waterfront.

While not directly related to the Boating Access & Public Facilities Plan, the efforts and goals of this correlates to the broader message.

For the 2012 Boating Access and Public Facilities Plan, in 2010 Hebert Research conducted a thorough analysis of the boating industry as it relates to the Port of Everett. This included polling tenants and facility users at the Port, some of those questions included:

- Describe the facilities you have used at the Port of Everett and your subsequent satisfaction
- What areas in the marina could benefit from new services and amenities?
- How long have you been a boater and do you plan on purchasing a boat in the near future?
- What can the Port do to make your experience more satisfactory?

Hebert Research then performed statistical analyses on their findings which yielded market research reports on the state of boating in the area and public outreach efforts listing the opinions of facility users, and other interested partners.

VI. DEMAND AND NEED ANALYSIS

The following reports, surveys and public outreach methods have been used to determine the demand and needs for public access and boating facilities in Washington state on a larger scale. While a little dated now, the main theme of these needs still applies to our localized marina industry today. The Port has utilized some of these results to help shape and identify our forward progress.

Washington Boater Needs Assessment

Introduction

In 2007, an independent assessment of Washington State boaters' needs was conducted for the Washington State Recreation and Conservation Office (RCO). The study included focus groups of boating services providers, a telephone survey of boating services providers, a telephone survey of the public in Washington, and a telephone survey of registered boaters in Washington.

The Port of Everett is in Snohomish County, which was ranked fourth among the counties in Washington State where respondents said they typically used motorized boats of 26 feet and less in the recent past. Furthermore, Snohomish County also ranked in the top six counties where respondents said they prefer to boat using motorized boats 26 feet and larger.

Snohomish County was ranked in the top four counties for respondents who paddle the most days in the past two years.

Snohomish County was one of the top two preferred counties for hand powered boating (excluding canoeists and kayakers).

The Port of Everett Marina has direct access to Puget Sound, the number one choice of body of water for all boaters.

Recommendations

The study recommended considering the following ten topic areas.

Funding

There is an immediate need for additional funding for boating services and programs in Washington state. This includes law enforcement, education as well as additions and improvements to boating facilities. Additions and improvements include access, dock improvements, launch ramps and parking. Support facilities needed include fish cleaning stations and restrooms.

Boating Safety

Providers expressed boater safety as being the top-rated service where they would like to see more time and money invested. Boaters also stated safety concerns for paddlers, sailboats, and hand powered craft other than canoes and kayaks. Boating safety is high on the list boaters are interested in.

Access

Both providers and users consider access as a major need affecting boating in Washington State. There is a need to improve and provide additional boat launches. Much of the respondents indicated the need for more boat launch ramps in their area plus improved management of boat launches.

Launches and Facilities Upkeep

Boating facility providers and users strongly agree that maintaining the existing access sites and launch ramps is more important than providing new launch ramp facilities. Providers stated support facilities that need to be improved include restrooms and parking areas. Boaters would like to see launch ramps improved followed by restrooms, mooring buoys or docks and day use parking areas.

Launches and Facilities Development

Providers and boaters would like to see more of the following facilities in their areas: launch ramps and additional parking ranked at the top followed by docks, pump-out stations, restrooms, courtesy tie-ups, dump stations, mooring buoys and camp sites.

Agency Administration and Coordination of Boating

With multiple agencies administering boating programs and services in the state there is a fragmented perception of services. There needs to be continued coordination and communication among agencies; outside stakeholders and boating service providers should be consulted as well. Law enforcement agencies also need better inter-agency communication since enforcement responsibility is spread among several agencies.

Increased Law Enforcement

Providers indicated more money and time should be allocated to boating safety and law enforcement. Boaters stated that law enforcement was insufficient on the water.

Information and Education Programs

More than half of the boating providers said publications and information should be an on-going process, with safety being the first message. Providers believe safety information should be available in the field vs. a classroom and in a variety of formats such as kiosks, pamphlets and handouts. Boaters indicated they would like to receive information on ramps, marinas, maps and charts, general safety, boating rules and regulations, fishing, wildlife and boating programs.

Environmental Issues

Providers are more concerned with Washington's environmental issues than boaters. Both enforcement personnel and boaters should be knowledgeable of environmental issues before there is a crisis. Many environmental concerns include invasive species, water quality and pollution from boaters. Agencies should increase environmental information and education efforts by establishing a communication plan for distributing this information.

RCO Grant Process

It is recommended the RCO use the results of this study to set priorities for the Boating Facilities Program and Boating Activities Program. The RCO may want to consider requests for proposals as part of the grant process to better state the office's objectives.

PORT OF EVERETT DEMAND AND NEED ANALYSIS

The purpose of this additional analysis is to identify types of public facilities and boating access options that are most needed by the Port of Everett and the public, and to

demonstrate the methodology used in determining what construction/maintenance projects should be included in the Capital Improvement Program (CIP), discussed in **Appendix B** of this plan.

The following analysis is primarily intended to determine the demand for boat moorage and other boating facilities at the Port of Everett. However, the analysis will also examine:

- Marina and upland improvements that may increase future moorage demand or contribute to the retention of current marina tenants.
- Access to the waterfront.
- Recreation and open space amenities.
- Habitat restoration.

The need for specific facilities or improvements is identified through a variety of sources, depending on the type of facility or improvement. For all types of improvements, the Port's CIP is the primary method for proposing, evaluating, and prioritizing the need for future projects. Demand for future moorage is determined by comparing projected moorage demand trends against existing marina infrastructure. Surveys of marina users or potential marina users identify the demand for potential future projects. Repair and renovation projects are generally developed to address deficiencies in the condition or capacity of existing Port facilities. Public access projects respond to needs that are in line with the City of Everett's *Shoreline Public Access Plan*. Recreation and open space projects address the need to complete aspects of previously planned projects, improve existing infrastructure to accommodate growing demand, or provide additional types of facilities that meet a diverse set of needs.

In-Water Boating Facilities

The following is a discussion of specific data used to determine the demand and trends for in-water boating facilities and upland boating-related facilities. A source of data for the analysis is the "Marina Demand Assessment" produced for the Port by Reid Middleton, BST Associates, and RMC Architects, dated April 2014 (**Appendix F**). Existing moorage supply and occupancy data was provided by the Port. This analysis lists existing moorage supply and occupancy, reviews forecasted demand for moorage, and considers trends in the marketplace to meet future demand. Also sprinkled throughout this section is information from the "Marina Demand Survey and Forecast," prepared for the Port by Hebert Research, dated 2010. This information was prominently focused on in the Port's 2012 Boating Facilities and Public Access Plan. Much of that report's information is still valid in 2018 and will be utilized in this section, where still applicable.

Existing Moorage Supply and Occupancy

Figure 8 summarizes the number of open and covered slips, as well as slip sizes in the North, Central, and South Marinas. The number of vacant slips, and slip occupancy rates are also listed. These rates were derived from moorage availability data from December 2017 and take a snapshot of that month's moorage statistics. Moorage demand in any given year fluctuates seasonally, with peak demand occurring during the summer.

The Port of Everett has 1,968 total permanent slips, including 384 covered slips. Slip length ranges from 20 to 70 feet, with end ties up to 143 feet. There are 462 28-foot

slips, making that the most common slip size. A total of 1,538 slips, or 78 percent of all permanent slips, are between 24 and 40 feet.

Slip Size/Type	Number of Slips	Number of Vacancies	% Occupied
Open			
20' Open	65	32	51%
24' Open	116	73	37%
26' Open	196	96	51%
28' Open	402	161	60%
32' Open	210	9	96%
36' Open	151	3	98%
40' Open	83	4	95%
45'' Open	5	0	100%
50' Open	43	4	91%
55' – 70' Open	9	0	100%
54' – 96' End Ties	20	0	100%
Commercial	30	0	100%
Total Open	1330	382	71%
Covered			
28' Covered	60	19	68%
30' Covered	60	0	100%
32' Covered	78	16	80%
36' Covered	64	5	92%
40' Covered	40	1	98%
40' POE Boathouse	46	0	100%
50' Covered	36	0	100%
Private Boathouse	98	0	100%
Total Covered	384	41	89%
North Marina			
40'	32	0	100%
45'	32	0	97%
50'	29	0	100%
55'	14	0	71%
60'	12	0	67%
65' Double	12	0	17%
65' Single	10	1	40%
70'	10	0	40%
93' - 143' End Ties	5	0	40%
Total North Marina	156	1	99%
Total in Marina	1968	424	78%

Figure 10 – Existing Moorage Supply and Occupancy
Source: December 2017 Marina Moorage Availability List.

Factors Affecting Moorage Demand

Many factors affect future moorage demand. These include broader economic factors such as unemployment, housing prices, and boat sales. Also affecting demand are actions taken by the Port. Moorage rates have the greatest influence on future demand;

however, marina improvements and the institution of policies and programs may increase future demand. Past marina demand reports (such as The Hebert Research study, referenced earlier) have found significant interest in seasonal and short-term moorage programs as well as a slip-exchange program. Improvements such as a grocery store, grab-and-go restaurant, and the availability of Wi-Fi (wireless high-speed internet) may increase future demand or increase retention of current tenants.

Upland Boating Related Facilities

The Hebert Research Study surveyed tenants and non-tenants regarding potential marina improvements that may attract more tenants or retain current users. General maintenance, particularly in the South Marina, improving the condition of the floats, and electrical improvements were commonly cited. Upland improvements such as the availability of dining and shopping options and other upland amenities were also common responses. Increased availability of seasonal and short-term moorage was commonly cited by non-tenants as a factor that might attract additional users. Improved parking and signage, security, cleanliness, availability of carts on docks, and additional pump-out services were some of the other recommendations.

Specific upland projects have been identified in the Port's overall CIP budgeting for future years. They have also been identified because of facilities surveys, or during other studies conducted by the Port, which are described in further detail below.

Facilities Surveys

The "2014 Marina Demand Assessment" also took a look at the existing conditions of the marina basins; this utilized and built upon a more in-depth effort provided by the Moffatt and Nichol Consultant Group, dated 2005. These assessments examined the physical condition of floats and docks within the marina. In addition to this assessment, informal staff visual inspections of Port facilities and infrastructure reveal repair or renovation needs as well. The Port continues to use these formal and informal evaluations to guide the development of future projects, which may then go through the CIP prioritization process described earlier.

Boatyard Demand Study

While not specifically discussed in the 2014 Marina Demand Assessment, boatyard space continues to have a demand in Snohomish County, as evidenced in the graphic below. The two boatyards in Snohomish County (Everett and Edmonds) continue to have a higher slip-to-boatyard capacity ratio than the average for the northeast Puget Sound region. *Figure 9* summarizes these findings. The product of this study shows that Snohomish County's boatyard capacity is underserved.

Location	Marina Slips	Boatyards		Slips per Boat Capacity
		Number	Est Boat Capacity	
Island County	482	3	81	6.0
Snohomish County	4,261	2	69	61.8
Skagit County	3,637	7	189	19.2
Whatcom County	3,463	5	161	21.6
Total	11,843	17	500	23.7

Figure 11 – Boatyard Capacity by County
Source: BST Associates

Based on the outcomes from this study, the Port has expanded and improved the existing Craftsman District Boatyard to increase boatyard capacity, addressing this overall Snohomish County need. Additional in-depth information on marina demands and market trends can be found in the full report, located in **Appendix F**.

VII. CAPITAL IMPROVEMENT PROGRAM

On November 14, 2017, the Port of Everett Commission adopted the latest CIP covering the years 2018-2022. For the purposes of this plan's use, potential grant eligible projects have been listed in **Appendix B**. Funding levels and a brief description of the projects are provided. **Appendix C** provides a graphic showing the layout of these future grant and public projects.

The intent of these projects is to meet the strategic needs of the Port, including the goals and objectives stated earlier in this plan. Furthermore, these projects aim to meet the goals of the City of Everett's *Shoreline Public Access Plan* which is in concert with the requirements of Washington State's Shoreline Management Act and their own Shoreline Master Program.

VIII. PLAN ADOPTION

A formal resolution was adopted by the Port of Everett on February 13, 2018. A copy will be provided in **Appendix H** (*to be attached post-adoption*).

APPENDIX A

Port of Everett Marina Boating Access, Public Facilities and Activities graphic (attached).



WATERFRONT PLACE @ PORT OF EVERETT

PORT GARDNER BAY

SANDY BEACH

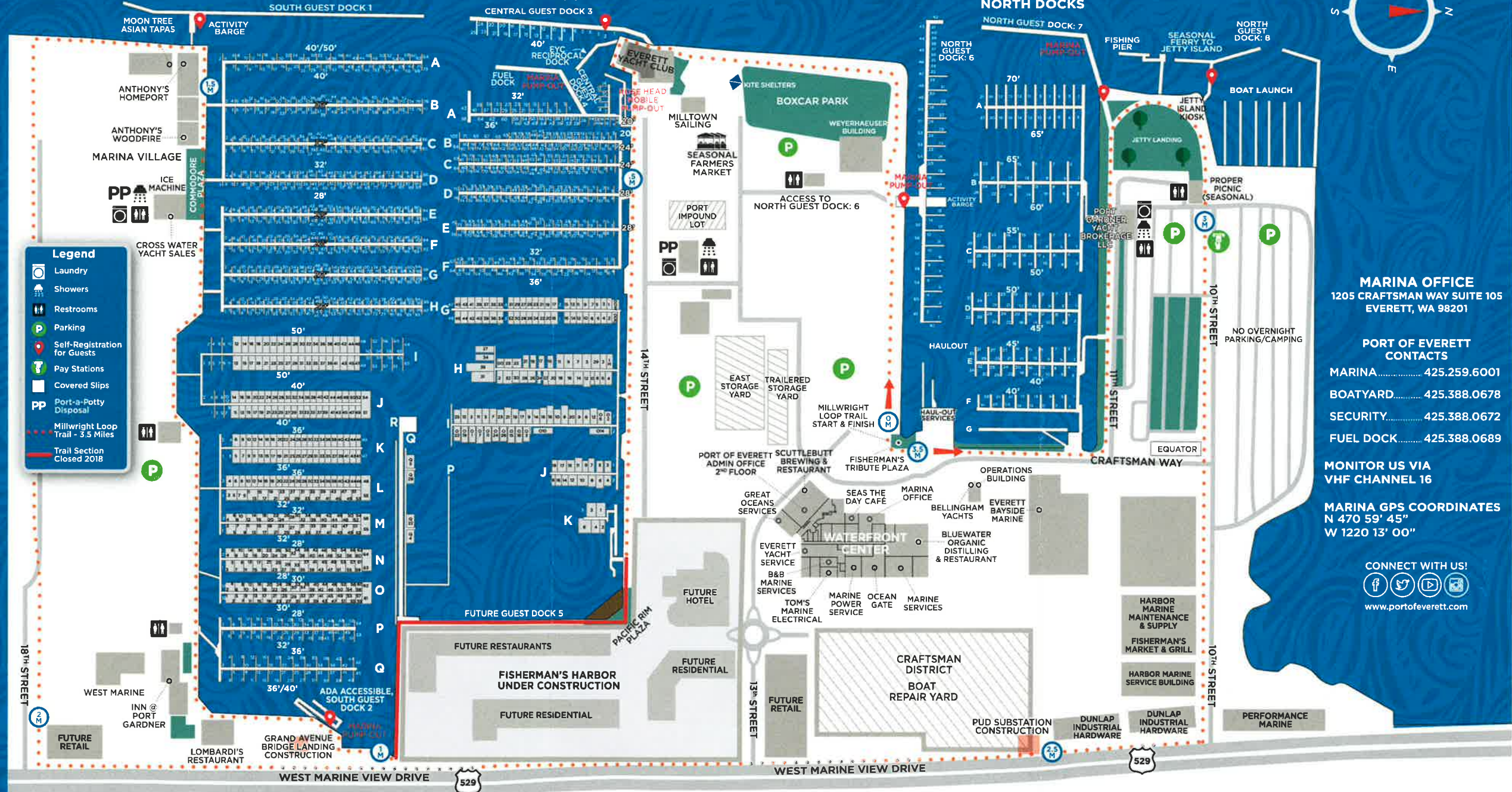
JETTY ISLAND

SNOHOMISH RIVER CHANNEL

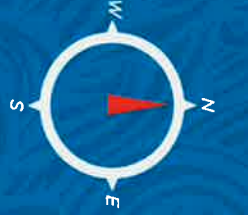
SOUTH DOCKS

CENTRAL DOCKS

NORTH DOCKS



- Legend**
- Laundry
 - Showers
 - Restrooms
 - Parking
 - Self-Registration for Guests
 - Pay Stations
 - Covered Slips
 - Port-a-Potty Disposal
 - Millwright Loop Trail - 3.5 Miles
 - Trail Section Closed 2018



MARINA OFFICE
1205 CRAFTSMAN WAY SUITE 105
EVERETT, WA 98201

PORT OF EVERETT CONTACTS

MARINA..... 425.259.6001
BOATYARD..... 425.388.0678
SECURITY..... 425.388.0672
FUEL DOCK..... 425.388.0689

MONITOR US VIA VHF CHANNEL 16

MARINA GPS COORDINATES
N 47° 59' 45"
W 122° 13' 00"



www.portofeverett.com

APPENDIX B
Capital Improvement Program Projects 2018-2022 (attached).

Port of Everett
Boating Access and Public Facilities Plan

Future Projects

* Funding based on 2018 Port of Everett Budget, adopted November 2017

Project	NE Central Marina Floats	Fuel Pump Replacement	Jetty Landing Picnic Shelters	Commodore Plaza	WPC: Wharf's Edge Marina	WPC: Esplanade Marina	WPC: Central Marina Restroom Relocation
CIP No.	2-0-023-01	2-0-051-01	6-8-001-02	6-8-001-03	M6-2016	M7-2016	M5
Funding In*	2017 \$ 177,500.00	\$ 214,500.00	\$ 1,500.00	\$ 1,500.00	-	-	-
	2018 \$ 2,547,500.00	-	\$ 146,000.00	\$ 173,500.00	-	-	-
	2019 \$ 488,000.00	-	-	-	-	-	\$ 1,065,000.00
	2020 \$ 250,000.00	-	-	-	-	-	-
	Opp.	-	-	-	\$ 1,550,000.00	\$ 4,426,000.00	-
Description	Construct future Guest Dock 5 and Central L-Dock.	Retrofit fuel dock with new point of sale distributors and infrastructure.	Construct two picnic shelters at Jetty Landing for use of public.	Construct open space in South Marina for events and public gatherings.	Relocating the Marina fuel tanks out of the Wharf's Edge district into the Esplanade.	Utilities, infrastructure and parking lots for marina users along 14th St. Bulkhead.	Construct new central marina restroom facility as WPC development expands west.
Grant Eligible	Y	N	Y	N	N	N	N
Overall Public Benefit	Y	Y	Y	Y	Y	Y	Y

Project	WPC: Wharf's Edge Public Access	WPC: Esplanade Public Access	WPC: Plaza and Esplanade Finishes	WPC: Esplanade South	WPC: Esplanade North Weyerhaeuser	WPC: Esplanade North	WPC: Timberman Trail
CIP No.	PA8-2016	PA9-2016	PA1	PA2	PA3	PA4	PA5
2017	-	-	-	-	-	-	-
2018	-	\$ 920,000.00	\$ 920,000.00	\$ 340,000.00	-	-	-
2019	-	-	-	-	-	-	-
2020	-	-	-	-	-	-	-
Opp.	\$ 650,000.00	-	-	\$ 750,000.00	\$ 195,000.00	\$ 680,000.00	\$ 605,000.00
Description	Construct parking court, landscaping and public access around Weyerhaeuser Building.	Construction of Boxcar Park, including one boater shower/laundry facility to service Guest Dock 6.	Finishing the western one-third of the Pacific Rim Plaza and accompanying esplanade.	Completing the run of esplanade along the 14th St. Bulkhead east to the Pacific Rim Plaza.	Completing the stretch of public esplanade that runs adjacent to the Weyerhaeuser Building.	Construction of the north esplanade, spanning from the Fisherman's Tribute to the Weyerhaeuser Building.	Constructing the Timberman Trail, running north-south through the Millwright District of WPC.
Grant Eligible	N	Y	N	N	N	N	N
Overall Public Benefit	Y	Y	Y	Y	Y	Y	Y

Project	Jetty Island Dock Repairs	Jetty Landing Fishing Pier Repairs	Jetty Boat Launch Lighting Improvements	Jetty Landing Boat Launch & Guest Dock 8	Jetty Landing Park & Boat Launch	Jetty Landing Restroom Refurbishment	Boat Launch Maintenance Dredging
CIP No.	PA6	PA7	PA8	PA9	PA10	PA11	5-0-016-01
2017	-	-	-	-	-	-	-
2018	-	-	-	-	-	-	\$ 350,000.00
2019	-	-	-	-	-	-	\$ 490,000.00
2020	-	-	-	-	-	-	-
Opp.	\$ 140,000.00	\$ 134,000.00	\$ 85,500.00	\$ 600,000.00	\$ 2,100,000.00	\$ 200,000.00	\$ 1,035,000.00
Description	Replace/repair float elements such as rub boards, wales, guide pile and float.	Replacing damaged lighting, adding flotation and other necessary float repairs.	Improve overall lighting at the boat launch in two phases	Repairs to boat launch lanes and Guest Dock 8.	Pavement upgrades of poor areas in boat launch and entire parking lot.	Replace outdated equipment and location of toilets, water fountain, exhaust fans and more.	Maintenance dredging of the boat launch basin due to high siltation impacts from the Snohomish River.
Grant Eligible	Y	Y	Y	Y	Y	Y	Y
Overall Public Benefit	Y	Y	Y	Y	Y	Y	Y

Note: On an annual basis the Port Commission adopts a Capital Improvement Budget of public works projects for the upcoming calendar year. The CIP budget that is ultimately approved covers the next 5 calendar years. Projects and funds for those projects not scheduled for the upcoming calendar year are re-evaluated during the next budgeting process.

APPENDIX C

Port of Everett Future Grant and Public Projects (attached).

PORT OF EVERETT FUTURE GRANT & PUBLIC PROJECTS

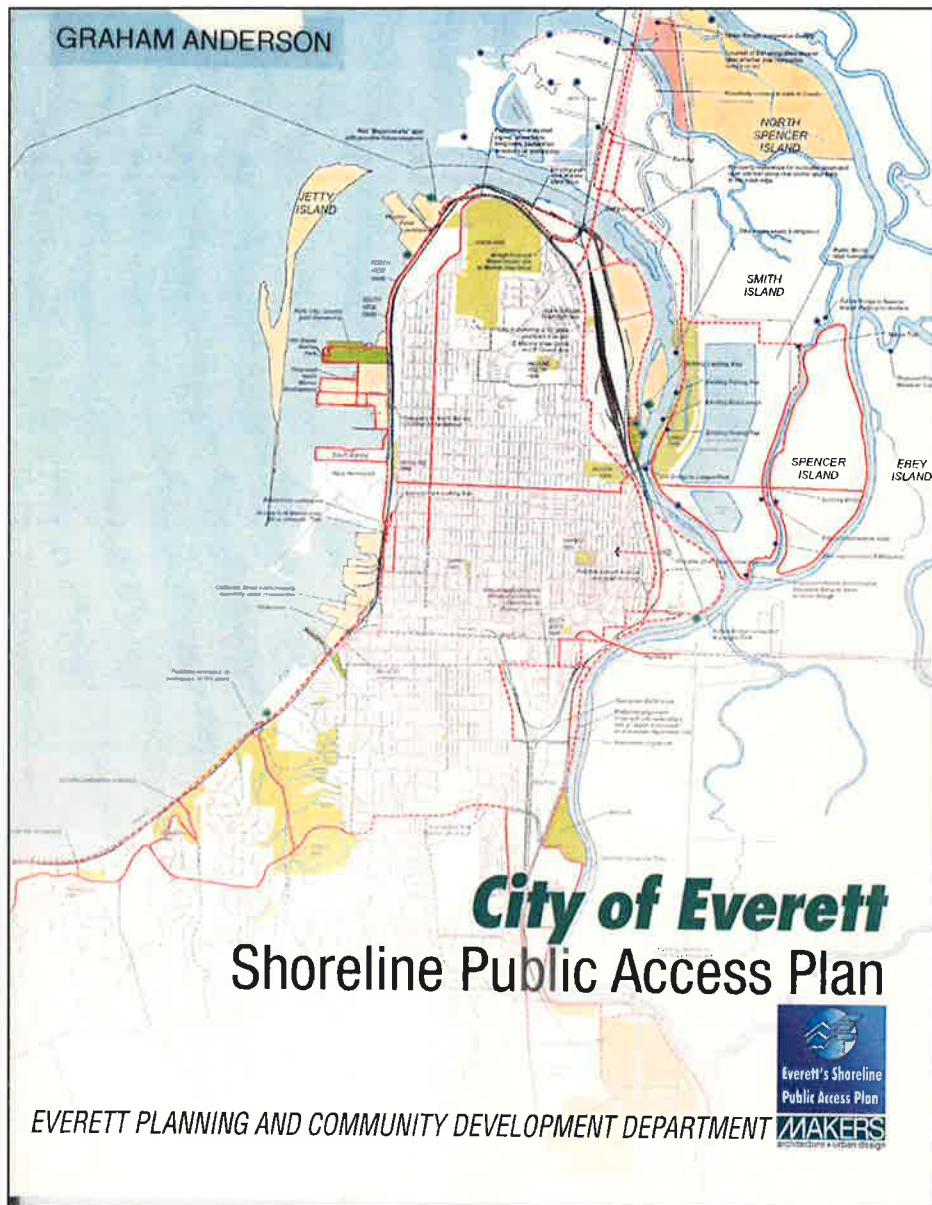
- A** NE CENTRAL MARINA FLOATS
- B** FUEL PUMP REPLACEMENT
- C** JETTY LANDING PICNIC SHELTERS
- D** COMMODORE PLAZA
- E** WPC: WHARF'S EDGE MARINA
- F** WPC: ESPLANADE MARINA
- G** WPC: CENTRAL MARINA RESTROOM RELOCATION
- H** WPC: WHARF'S EDGE PUBLIC ACCESS
- I** WPC: ESPLANADE PUBLIC ACCESS
- J** WPC: PLAZA & ESPLANADE FINISHES
- K** WPC: ESPLANADE SOUTH
- L** WPC: ESPLANADE NORTH WEYERHAEUSER
- M** WPC: ESPLANADE NORTH
- N** WPC: TIMBERMAN TRAIL
- O** JETTY ISLAND DOCK REPAIRS
- P** JETTY LANDING FISHING PIER REPAIRS
- Q** JETTY BOAT LAUNCH LIGHTING IMPROVEMENTS
- R** JETTY LANDING BOAT LAUNCH & GUEST DOCK 8
- S** JETTY LANDING PARK & BOAT LAUNCH
- T** JETTY LANDING RESTROOM REFURBISHMENT
- U** BOAT LAUNCH MAINTENANCE DREDGING



APPENDIX D

Shoreline Public Access Plan, City of Everett, 21 May 2003.

The *City of Everett Shoreline Public Access Plan* is a reference document recognized by the Port of Everett. The Port support increasing and enhancing public access to its boating and public facilities as identified.



APPENDIX E

*Comprehensive Scheme of Harbor Improvements, Port of Everett,
27 March 2017.*



Port of EVERETT

*Carrying out the public's trust ...
creating opportunities!*



Comprehensive Scheme of Harbor Improvements

Adopted October 2013

Updated: March 27, 2017



PORT COMMISSION

(Elected for 6-year terms)



Troy McClelland
DISTRICT 1

Tom Stliger
DISTRICT 2

Glen Bachman
DISTRICT 3

MESSAGE FROM THE CEO



Les Reardanz
CEO/Executive Director

The Port of Everett is committed to providing our community and stakeholders with easy-to-read materials related to Port plans and programs.

In the spirit of transparency and community outreach, Port staff has developed a user-friendly Comprehensive Scheme of Harbor Improvements.

If you have any questions or would like to review supporting documents to the Port's Comprehensive Scheme of Harbor Improvements, please feel free to visit the Port of Everett's website at www.portofeverett.com or call our offices at 425-259-3164.

Port Planning Process

The figure below is a generalized schematic to demonstrate how port districts respond to state law (RCW 53) and prepare a Comprehensive Scheme of Harbor Improvements (Comp Scheme).

This is separate and distinct from the statutory planning requirements for cities and counties. State law provides port districts with more options regarding the extent of necessary comprehensive planning than general purpose governments.

The Comp Scheme stems from the organization's vision, mission, core values and strategic plan. It is followed by specific planning documents that guide the various areas of business, which provides insight and direction into the annual development of the operating and capital improvement budgets.

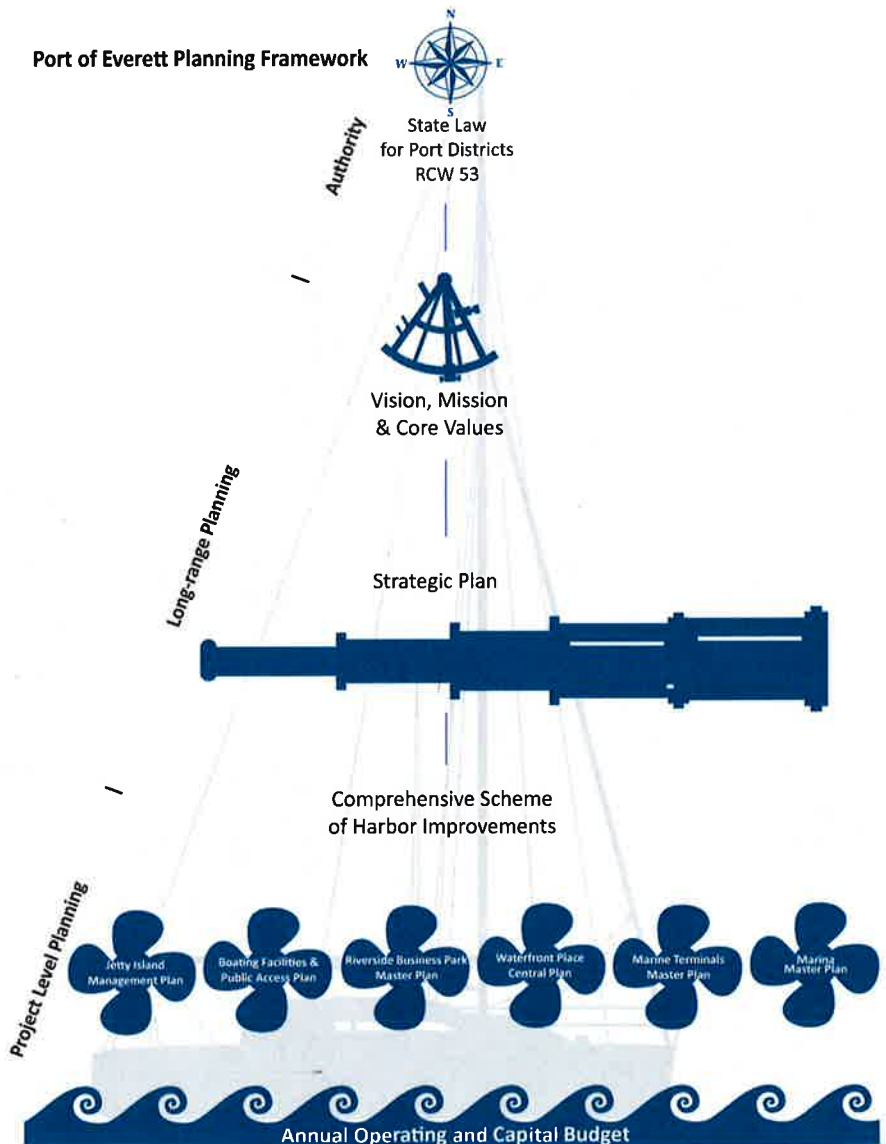


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CHAPTER I. INTRODUCTION

What is a Special Purpose District?

The Port of Everett is a special purpose district under Washington state law (Title 53 RCW) and operates three main lines of business.

They consist of an international shipping port, public marina and property development, which includes approximately 3,000 acres of property along the Port Gardner Bay waterfront and the Snohomish River estuary.

The Port District encompasses most of Everett and portions of Mukilteo and unincorporated Snohomish County. The district is broken down into three Port Commissioner representative areas (See pg. 4, Figure 2).

The Port Commissioners are the Port District's policy-making and regulatory body. In accordance with state law, the Commissioners appoint an Executive Director to manage Port operations and a Port Auditor to manage the Port's finances.

The Comprehensive Scheme of Harbor Improvements

Under Washington State law, Washington port districts are entrusted with broad powers to develop and operate programs and facilities designed to promote and encourage the development of transportation, commerce, tourism and industry. The Port of Everett's vision, mission and core values, along with its strategic plan provide the policy-level direction for programs and activities undertaken by the Port.

The Port's Comprehensive Scheme reflects the intended plans for capital spending in the near future; however, these plans can change due to shifts in operating budgets, economic opportunities and community priorities. The Comprehensive Scheme is amended, as necessary, to authorize improvements, acquisition of property, or adoption of plans and programs; making it a living document. Amendments occur through formal resolutions adopted by the Port Commission. The framework of the Port's Comprehensive Scheme of Harbor Improvements and its relationship to other master plans, programs and laws is shown in Figure 1 (See pg. 2).

This document represents a compilation of existing Port master plans, applicable resolutions and other Commission-adopted planning documents. It is organized by business line and properties.

About the Port of Everett

The Port of Everett is an economic development enterprise carrying out the public's trust to manage and develop resources, transportation facilities and supporting infrastructure to enable community opportunity. The Port of Everett strives to bring jobs, business and tourism to its local and surrounding communities, as well as maintain the overall environmental health of our waterfront.

The Port of Everett operates three lines of business: 1.) International shipping terminals; 2.) Marina facilities; and 3.) Properties. The Port operates eight shipping berths situated on approximately 100 acres of land, and specializes in high and heavy cargoes, such as transformers, energy supplies, farm equipment, etc.



Figure 2

The seaport is a vital link for the aerospace industry, handling all of the oversized parts of the Boeing 747, 767, 777 and soon to be 777X airplane production lines, as well as the KC-tanker.

The Port of Everett operates the largest public marina on the West Coast with more than 2,300 recreational boating slips, including guest moorage, and a 13-lane public boat launch facility.

On the real estate side, the Port owns approximately 3,000 acres of waterfront property, including Jetty Island, and is working to restore economic prosperity to the waterfront. The Port's properties also provide numerous public access and recreational opportunities for Port District residents to enjoy.

Port activities support more than 35,000 jobs for the surrounding community.

Vision:

We are valued for operating in a sustainable manner that improves the community, environment and economy.

Mission:

The Port of Everett is an Economic Development Enterprise carrying out the public's trust to manage and develop resources, transportation facilities and supporting infrastructure to enable community opportunity.

Core Values:

- We exemplify the highest ethical standards
- We honor our commitments to our community
- We are high-performers that value the privilege of public service
- We embrace the richness of a diverse community
- We are responsible stewards of community resources and the environment
- We are mutually dependent and supportive of our partners

(Port of Everett Vision, Mission and Core Values - Adopted 2013)



Economic Benefits of the Port of Everett

The Port of Everett's cargo, property and marina business areas support **35,130** jobs in the community, with another 20,000 related aerospace jobs.

- **13,813 direct jobs:** Truckers and warehousemen are some of the 13,106 cargo related jobs, and another 707 jobs are related to recreational boating activities.
- **17,700 induced jobs:** The workers in housing, home furnishing, entertainment, food, healthcare, transportation and industries that provide services to those directly employed by the Port.
- **3,546 indirect jobs:** The businesses that supply the parts and equipment, fuel, communications and utilities, office equipment and business services needed for the Port's direct work. Firms dependent on the Port's cargo activity made \$526 million in local purchases; firms involved in the Port's recreational boating activity added another \$57 million in local purchases.

These jobs translate into:

- **\$3.9 billion** in direct income for cargo, property and marina workers
- **\$4.3 billion** in business revenue
- **\$373 million** in state and local taxes

2015 Martin Associates Report

Strategic Plan (2013)

The Port's Strategic Plan, which provides direction on how to carry out the Port's mission, identifies seven over-arching goals.

- Ensure Sustainable Performance
- Effectively Manage and Plan for Marine Terminals Maintenance and Operations
- Complete Current Development Projects and Consider Opportunities for Appropriate New Projects
- Effectively Manage Marina Operations and Maintenance
- Enhance Community Engagement and Outreach Efforts
- Continue Environmental Management and Stewardship
- Ensure Appropriate Public Access

Each of the Strategic Plan goals are supported by a strategic assessment and then strategic objectives, which describe specific actions that are to occur under each goal. The Port of Everett assesses its performance within the context of a sustainable "Triple Bottom Line" approach: economic benefit, financial return and community/environment benefits.

History of the Port of Everett

As defined by state law, the primary role of a port district in Washington State is to provide economic development opportunities within local, regional and international markets. The Port of Everett was established in July 1918 to promote shipping, trade and timber industries. Since its creation, the Port has played an important role in the economic vitality of the City of Everett, Snohomish County and the Puget Sound region.

Between 1890 and 1905, much of the early harbor development was influenced by activities carried out by the U.S. Army Corps of Engineers, including river improvements, maintenance dredging and dredged material disposal. Between 1900 and 1918, harbor front development activities were predominantly private ventures, with many improvements financed by individual companies.

Port acquisitions began immediately after the residents voted to create the Port of Everett in 1918. The first purchases included tracts of tidal land and upland properties along the Everett waterfront from the Everett Land Company, which was the major private developer in Everett's early years. Since that time, the Port has acquired significant landholdings and constructed a number of improvements, including marine cargo terminals and marina facilities, and has prepared a master plan for a mixed-use development with facilities for public recreation. The Port's harborfront area from South Terminal to Preston Point now contains approximately 3,000 acres (including mudflats and Jetty Island), approximately 800 developed acres, with more than 100 acres slated for development.



Port of Everett Properties and Facilities



Figure 3: Circa 2010

CHAPTER II. PORT FACILITIES

Marine Terminals

Transportation Facilities of Statewide Significance

The Port of Everett has emerged as a strategic multi-purpose general cargo port that ranks first in the state in economic output. The Port's strength is in niche-level services that complement the larger ports of Seattle and Tacoma. In 2008, the Port completed its Marine Terminals Master Plan for its deep-water cargo handling facilities that comprise 95 acres. The plan evaluated current and future maritime markets and how the marine terminals could best support continued growth in these arenas. Based on this analysis, the Port decided to build on its current success in handling mostly breakbulk cargoes and a modest amount of containers. These niche cargoes include oversized aircraft component containers and various types of high value breakbulk and project cargoes including mining, transportation and construction equipment. The shipping terminals are zoned for heavy manufacturing.



Mount Baker Terminal

Facility Description

The Port of Everett built Mount Baker Terminal facility in 2005, and operations began in May 2008. The facility, which is adjacent to the Mukilteo Tank Farm site, allows for the transfer of oversized containers directly from barges to the region's rail transportation system. This facility is a satellite to the Port's existing deep-water marine terminal facilities located in Port Gardner Bay. The Port currently leases the property from the Washington State Department of Transportation (WSDOT).

Current Use

With the world's leading airplane manufacturer located at Paine Field, and the community's commitment to keep The Boeing Company's wide-body airplane production in Everett, the facility's main purpose is to support efficient transport of aerospace parts to Paine Field. The increased rail use and ongoing shutdowns associated with regional rail traffic on Burlington Northern Santa Fe (BNSF) railroad mainline between Everett and Mukilteo contributed to the facility's construction. These rail shutdowns were leading to potential delays of critical parts getting from the Port to The Boeing Company. Cargo as large as 35 feet wide by 35 feet high by 140 feet long can be accommodated at this site. Boeing retains preferential use of Mount Baker Terminal. In 2015, the Port completed the construction of a permanent roadway and sidewalk, with additional landscaping and a new waterline.

Future Plans

The Port plans to acquire the Mount Baker Terminal property from WSDOT.



South Terminal

Facility Description

The Port of Everett's South Terminal features a 705-foot wharf and is dredged to minus 40 feet mean low low water (MLLW). The terminal includes approximately 13 acres of lighted storage area, a marginal wharf constructed in 1977 and a concrete dolphin berth constructed in 1993, which was expanded in 2013. With the recent upgrade, the dolphin berth has 900-feet of usable length and is dredged to minus 40 feet MLLW. A 22,000 square foot partially enclosed transit shed is located on the wharf, and the terminal is served by a single rail line.

Current Use

The Port operates the facility as a deep-water cargo terminal. The existing wharf is used primarily for roll-on/roll-off (Ro/Ro) and breakbulk cargoes. The Port leases the transit shed on an open use basis. When required, commodity transfer to/from the transit shed is accommodated from the marginal wharf.

Future Plans

South Terminal has been identified for redevelopment and enhancement opportunities. Since 2010, the Port expanded its Ro/Ro capabilities at the Terminal, and is continually improving rail capacity. The full redevelopment of South Terminal will occur when there is a business need, or if the facilities at Pacific Terminal and Pier 1 are no longer adequate to accommodate the Port's current customer mix, or if funding becomes available. The Port is working under an Agreed Order with the Department of Ecology to investigate potential contamination in the upland soils and in-water sediments of the South Terminal Mill A site, related to former industrial and mill operations. The Port is pursuing an interim cleanup action to remove contaminated sediment to expedite cleanup and create additional berthing areas.

Pacific Terminal

Facility Description

Pacific Terminal is the Port's primary container and breakbulk facility. The terminal is the Port's most modern facility, constructed in 1998, and is designed to support a variety of services and commodities. The terminal includes approximately 15 acres of storage area and a marginal wharf. The usable berth length is 650 feet and it is dredged to minus 40 feet MLLW. The terminal includes two, 40-ton gantry cranes and two mobile harbor cranes. It is served by a 2,500 lineal foot rail line that runs parallel to the BNSF mainline, which was added in 2012.

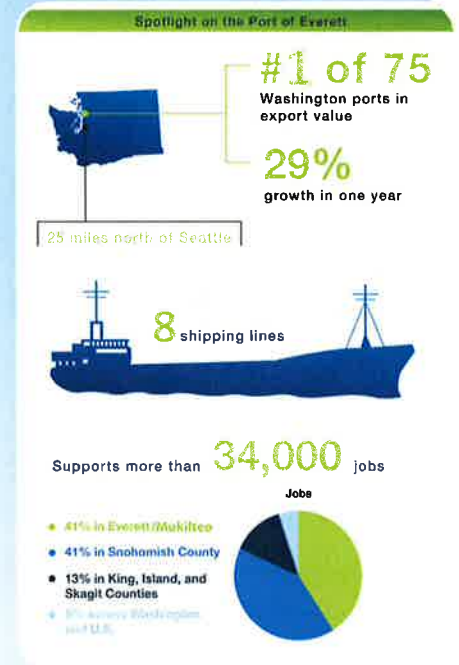
Current Use

The Port operates Pacific Terminal as a general cargo and container facility.

Future Plans

Cleanup and navigational dredging at Pacific Terminal was complete in 2017.

Figure 4: 2015 Seaport statistics



Our Facilities

5,000 lineal feet shipside rail & truckage | 40 MLLW depths | 8 shipping berths | 250 TON tandem lift capacity

Go Big. Go Everett.

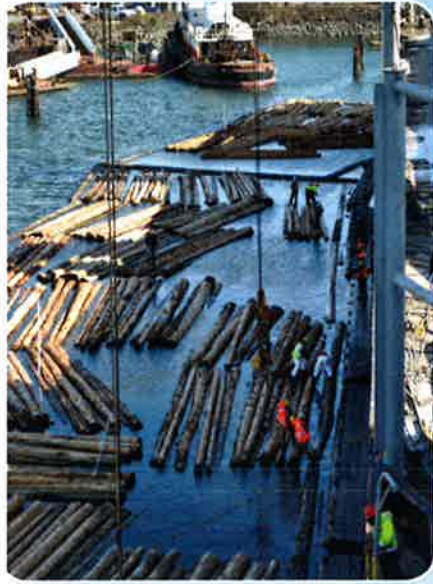
Connections

- WATER**
 - 7 full-days draft to China from California
 - Naturally deep moorings
 - Low-maintenance, heavy-duty moorings
- RAIL**
 - 200 to 400 miles shorter to most U.S. cities compared to other gateways
 - Expedient connections to key markets
- ROADS**
 - Excellent proximity and access to freeways and highways
 - Network includes major routes north and westward to British Columbia and beyond

- Import & export**
- aircraft parts
 - project cargo
 - roll-on/roll-off cargo
 - dry bulk
 - containers
 - custom barge facility

Ready Now

- existing infrastructure
- excellent customer service
- capacity for new cargoes
- skilled workforce



Hewitt Terminal

Facility Description

Hewitt Terminal encompasses 15 acres and consists of Piers 1, 3, Hewitt Wharf and a 36,000 square foot multi-purpose warehouse located between Piers 1 and 3 that offers storage for dry and warehoused cargoes. The Port has entered into a long-term lease with Everett Ship Repair and Drydock, a subsidiary of Vigor Marine, to conduct ship repair activities on a portion of Hewitt Terminal.

Pier 1 (North & South)

Facility Description

Pier 1 is one of two finger piers that provide ship and barge berths at the Port of Everett. This pier is part of Hewitt Terminal, another deep-water marine terminal. Pier 1 has two berths offering usable berth lengths of 600 feet each, along with a barge berth. The pier has two mobile harbor cranes, and is served by four rail spurs. It contains 15 acres of paved land and storage that is well-lit. This facility is served by the previously mentioned 36,000 square foot warehouse facility.

Primary Use

The barge berth at the east end of Pier 1 South is used to handle aerospace and other barged cargoes. The berth space on the north and south sides of the pier are used for breakbulk and general cargo operations. The warehouse located on Hewitt Terminal is currently operated on an open use basis. Customers lease portions of the warehouse on a first-come, first-served basis. In 2015, the Port completed stormwater upgrades.

Future Plans

No future plans.

Hewitt Wharf

Facility Description

Hewitt Terminal is adjacent to the warehouse facility (previously mentioned), and is primarily used for shipyard work. Hewitt Terminal provides 21 upland acres for storage.

Primary Use

The primary use of this facility is for shipyard work and boat repair.

Future Plans

The Port has plans to install corrosion protection on the Hewitt Wharf bulkhead.

Pier 3 (North & South)

Facility Description

Pier 3 is one of two finger piers that provide ship berths of 650-feet on each side, with a total usable berth length of 1,300 feet. This pier was constructed in 1973 and was upgraded in 1992/1993. The facility is supported by 21 acres of paved upland storage, along with a bulk unloading facility.

Primary Use

Pier 3 South is under a 20-year lease with Lehigh Northwest Cement Company, with options for extension. The lease includes use of the unloader, 55,000-ton capacity storage dome and the railroad loading shed. Lehigh uses the facility to unload cement from ships and transfer it to the dome for cement distribution and storage. When Lehigh is not using Pier 3 South, the berth is used for general cargo loading and unloading or ship repair. Pier 3 North is leased to Everett Ship Repair and Drydock (a subsidiary of Vigor Marine). It is primarily used for shipyard repair and restoration.

Future Plans

The Port continues to restore the pilings at Pier 3, and will be embarking on needed utility upgrades.



Other Terminal Improvements

North Hewitt Wharf

The Port of Everett leases its north Hewitt Wharf property to Dunlap Towing. This area is slated for a bulkhead replacement project in 2015 - 2016.

Environmental Improvements

The Port of Everett is continually upgrading its cargo fleet to stay in compliance with air emission standards. In addition, it is undergoing numerous environmental projects, including shore protection, stormwater improvements and water and sewer upgrades.

Homeland Security

The Port of Everett is a federally-secured facility, and is continually making security improvements to stay in compliance with Department of Homeland Security regulations.

MARINE TERMINALS RESOLUTIONS

Date	Resolution #	Facility	Description of Action
7/8/2008	895	Marine Terminals	Adoption of Marine Terminals Master Plan
11/9/2004	820	Mount Baker Terminal	Incorporation of Rail/Barge Transfer Facility (known as Mount Baker Terminal)
9/4/1990	665	Pier 1	Pier 1 Reconstruction
12/21/1983	605	South Terminal	Acquisition, construction and installation of South Terminal



Marina

The Port of Everett's central waterfront has served as the focal point for marine activities in the region for more than 100 years. It represents a significant economic engine for the community, as well as providing important public amenities. The Port of Everett maintains the largest public marina on the West Coast, which includes 2,300 slips, 10 visitor docks, a 13-lane boat launch, fuel dock, pump-out facilities, recycle stations, laundry/shower facilities, Jetty Island, great walking trails and property for future development.

South & Central Docks

Facility Description

The Port of Everett's South and Central Docks consist of approximately 2,110 moorage slips for recreation and commercial vessels, along with four guest docks. This section of the marina offers 20' – 50' open moorage with moorage at the ends of the docks up to 106'; 28' – 50' covered moorage; and Port-owned and privately owned boathouses. The commercial fishing vessels range from 32' to 65' in length. Both basins are surrounded by waterfront walkways and amenities.

Primary Use

The South and Central Docks are used for moorage of recreational and commercial vessels. It is also used to promote tourism throughout the city by offering guest slips for visiting boaters. The Port partners with the City of Everett and other community groups to offer a wide-variety of activities and events along the marina walkways and open spaces. Some of these include the annual Fresh Paint Festival, Waterfront Concert Series, Farmers Market, Wheels on the Waterfront Car Show, Holiday on the Bay and more.

Future Plans

The South Docks were mostly constructed in the late-1970s, but some of the docks were upgraded as recently as 2009. The Central Docks were constructed in the 1960s. Both facilities are showing expected wear and tear. The Port is currently developing a business plan to guide capital investments for these marinas in the future.

North Docks

Facility Description

The Port opened its North Docks in June 2007. This 220-slip marina caters to yacht-class vessels, and includes a mix of permanent slips and two visitor docks. Slips range from 40-70 feet in length, with end ties up to 143 feet. This marina facility is served by the Craftsman District, which includes a state-of-the-art boatyard supported by a 75-ton Travelift and 60-ton capacity boat transporter. As part of the permitting for this project, the Port installed a historical interpretive program that documents the history of the lumber and shingle, commercial fishing and boat building industries along the Port of Everett waterfront.



Primary Use

The North Docks are designed to provide moorage to larger vessels, and support the boat repair and services at the Port of Everett.

Future Plans

No future plans.

Jetty Landing & Boat Launch

Facility Description

Jetty Landing and Boat Launch opened in 1976 and occupies approximately 20 acres at the northern end of the waterfront. The property is co-owned with the City of Everett and Snohomish County. The Port of Everett is responsible for maintaining and operating the boat launch and park. The facility contains 13 boat launch ramps and three visitor docks. It provides paved parking for approximately 300 vehicles with boat trailers, along with a significant amount of unpaved overflow boat trailer parking during peak use periods. A small waterfront park is located south of the boat launch area with a separate parking area for approximately 50 vehicles.

Primary Use

This area is primarily used for public access, recreational boating and access to Jetty Island. In 2014, the Port installed an interpretive feature at the site.

Future Plans

The Port of Everett is leading an effort with the City and County to plan for annual capital investments that will maintain Jetty Landing.

Craftsman District: Boat Repair & Maintenance

Facility Description

Between 2008-2012, the Port of Everett invested more than \$12 million in a new state-of-the-art, environmentally sound boatyard. As the region's most modern facility, the Port's boatyard eliminates contaminated run-off from directly entering the Puget Sound. The Port's new boatyard complex exceeds current regulations set forth by the Department of Ecology. With new boatyard requirements looming, other area boatyards may be forced to close their doors, thus increasing the demand on the Port's facility.

Boatyard Features:

- The boatyard includes 6 acres of environmentally-compliant boatyard space
- The facility includes 72 full-service stalls





- Each stall has full electrical and water supply
- Fencing, lighting and landscaping were added to the boatyard to enhance the overall attractiveness and security of the facility
- The facility can accommodate a 75-ton maximum capacity vessel by way of the Port's haulout and environmentally designed boat wash facility

Primary Use

This area is used to support the boat repair and service industry at the Port of Everett Marina in an environmentally-friendly manner.

Future Plans

In the next five years, the Port of Everett will embark on the third and final stage of the Craftsman District project by expanding into the existing Ameron site. Additionally, the Port is working to attract marine-related service providers to enhance boating facilities.

MARINA RESOLUTIONS

Date	Resolution #	Facility	Description of Action
10/2012	Commission Adoption	Marina (South and Central Docks)	Adoption of Marina District Development Strategy
2/14/2012	968	Marina	Adoption of Boating Access and Public Facilities Plan
11/1/2005	847	Boat Launch	Purchase of property adjacent to boat launch (formerly owned by Performance Marine)
9/20/1990	667	Jetty Landing and Boat Launch	IAC Funding authorization for facility expansion
9/12/1979	588	Boat Launch	Development of Boat Launch facility

Port Properties

The Port of Everett development opportunities are in the heart of the region's mixed-use and industrial waterfront. The Port's facilities are located approximately 3,000 acres of property, and include deep-water shipping, marine transportation, industrial development, recreational boating, tourism, mixed-use development and public recreation. These sites provide potential lessees prime development locations within convenient reach of key freeways, transit facilities, rail lines and recreation.



Riverside Business Park

Facility Description

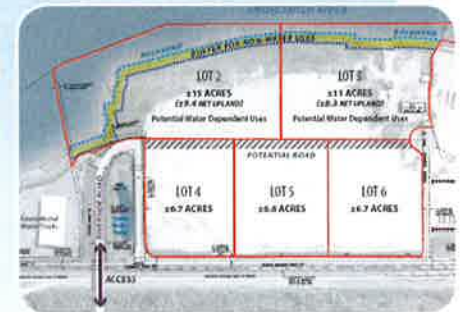
Riverside Business Park is a 78-acre waterfront industrial business park located just west of the Snohomish River delta. The area was designed to create a dynamic mix of manufacturing and assembly uses in an efficient setting, complete with infrastructure and vested mitigation measures. The Port of Everett acquired the Riverside Business Park property from the Weyerhaeuser Corporation for the purpose of cleaning up what was once a vital part of the North Everett community's timber-based economy. The Weyerhaeuser Mill had been closed for more than 15 years when the Port acquired the property for redevelopment. The Port has worked cooperatively with the Department of Ecology to complete remediation of the site.

Primary Use

The business park is zoned for heavy manufacturing, and is home to a regional disposal company, Motor Trucks and several short-term tenants.

Future Plans

The Port is currently under contract for all the developable acres for this property. Roadway, utility and public access improvements will be underway in 2017.



Mukilteo Tank Farm

Facility Description

The Mukilteo Tank Farm, a former U.S. Air Force property, is a decommissioned aviation fuel storage site that sits along the Mukilteo waterfront. The site is 20.9 acres and has direct frontage on Possession Sound. The site has undergone extensive environmental cleanup and was given a clean bill of health from the Department of Ecology in 2006. Per federal law, the property transferred to the Port from the U.S. Defense Department in 2013.





Primary Use

In June 2008, Sound Transit opened its new Sounder Commuter Rail Station on the site. The property is also used to access the Port of Everett's Mount Baker Terminal aerospace facility. In addition, the Washington State Department of Transportation is planning for a new ferry terminal on the site.

Future Plans

The southern portion of the tank farm property is slated to be redeveloped into a multi-modal transit facility, which includes the relocation and expansion of the Mukilteo Ferry Terminal, a Sounder commuter rail platform and a Community Transit station. The Port is working on transferring parcels to Washington State Ferries, Sound Transit, Tulalip Tribes and the City of Mukilteo to enable waterfront access and a multi-modal facility.

Waterfront Center

Facility Description

In December 2010, the Port of Everett opened Waterfront Center. The former MSRC building, a 38,000 square foot concrete structure, was expanded and remodeled into a 60,000 square foot structure to house marina services and offices, including the Port administration and marina staff. The building includes a two story lobby and 3,000 square foot multi-purpose room.

Primary Use

Waterfront Center is designed to bridge the Craftsman District and the future Waterfront Place Central Development. It is home to a variety of tenants, including the Port of Everett Administrative and Marina Offices, Scuttlebutt Family Pub, Bluewater Distilling, Seas the Day Café, Eagle Home Mortgage, Everett Community College Ocean Research College Academy, ArrowCat Marine, OceanGate, All Ocean Services and marine repair businesses.

Future Plans

The building is at capacity and is undergoing tenant improvements. An annex to the building is anticipated, and is currently being designed.

Preston Point (Bay Wood)

Facility Description

This 13-acre site was the former home of Washington Timber Products. Lumber and mill operations began on the site around 1936. In 1979, sawmill operations were removed, and the site was used for log handling and storage until 1994. Historic industrial timber activities have left the site with contaminated soils. In 2013, the Port completed upland cleanup and fill in cooperation with the Department of Ecology.

Primary Use

Currently under short term lease as a construction staging area.

Future Plans

The Port of Everett is exploring development opportunities for this parcel and in-water cleanup is still needed.



Waterfront Place

South District: Marina Village & Port Gardner Landing

Facility Description

Marina Village, a commercial center, is located along the southwestern edge of the marina. The property is leased to a private developer, Marina Village Partners, who constructed and currently maintains all buildings on the site. Some of the amenities include several restaurants, office spaces and yacht brokers. A second commercial center by Stuchell Enterprises manages the Port Gardner Landing, which is located along the northeastern edge. This center began operation in 1999, and features a hotel, restaurant, marine supply store, various office uses and the historic Weyerhaeuser Building.

Primary Use

Tourist-oriented commercial activities are concentrated in these properties.

Future Plans

The Port has identified two additional building pads for the South Marina District as part of the 2012 Marina District Development Strategy. In addition, the Port has been working to restore the historic Weyerhaeuser Building, and has plans to relocate the building to Boxcar Park in the Central District as part of the Waterfront Place Central Development Plan. Further, the Port is evaluating other long-term plans and uses to support and extend the Waterfront Place neighborhood.

Central District: Waterfront Place Central Development

Facility Description

The 65-acre Central Marina property is roughly bound by 15th Street and 10th Street along West Marine View Drive. In January 2015, the Port received approval for its new mixed-use Waterfront Place Central development at the site. The project includes 15 new public gathering spaces, up to 660 housing units, two waterfront hotels, at least 10 fine and casual dining restaurants, and 662,000 sq. ft. of commercial, retail and marine sales and services. The project brings \$33 million in public infrastructure funded by the Port's capital improvement plan, plus immediate opportunities for private developers anticipated at \$330 million. At full build out, the project will support thousands of jobs and millions in new tax revenue for the city.

Primary Use

Currently, tourist-oriented commercial activities are concentrated in these properties, along with substantial boat repair services and amenities.

Future Plans

The Port has amended its entitlements with the city of Everett, and is currently marketing this project to the business and development community.

North District: Jetty Landing & Boat Launch — see Marina Section pg. 13



PROPERTIES RESOLUTIONS

Date	Resolution #	Facility	Description of Action
3/7/2017	1071	Mukilteo Tank Farm	Declare Surplus and Sale the property in the Elliot Point Landing First Amended Binding Site Plan, City of Mukilteo File No. BSP 2016-001 and other nearby Port properties outside of the limits of the Binding Site Plan
12/13/2016	1065	Waterfront Place Central	Declare Surplus and Sale Parcels in Fisherman's Harbor generally described as Lots A3, A4, A5, A9, A10 and A13 to facilitate residential development
12/13/2016	1065	Riverside Business Park	Declare Surplus and Sale Lot 3 to facilitate light industrial private investment on-site
2/10/2015	1025	Waterfront Place Central	Incorporate Waterfront Place Central Conceptual Site Plan and Development Agreement
1/14/2014	1004	36th Street Property	Declare Surplus and Sale of 36th Street Property
9/2013	989 990	Mukilteo Tank Farm	Acquisition of Mukilteo Tank Farm property
10/2012	Commission Adoption	Marina (South & Central Docks)	Adoption of Marina District Development Strategy
7/1/2012	971	Riverside Business Park	Declare Surplus and Sale of Riverside Business Park Intermodal Transfer Site
11/4/2008	900	Bayview Building	Declare Surplus and Sale of Bayview Building



Mitigation Sites

A mitigation bank can be established when a wetland, stream, or other aquatic resource has been restored, enhanced, created, or (in some cases) preserved for the purpose of providing compensation for unavoidable impacts to aquatic resources caused by other developments. Mitigation banks can be used to compensate for adverse impacts of a single large project, or of several smaller projects. Mitigation banking allows local governments and developers to earn “credits” to be used to offset unavoidable damage to wetlands or other aquatic habitats. These “credits” can be either used or sold. The Port of Everett has created two mitigation banks to compensate for future aquatic resource impacts from Port development projects.

Union Slough Salt Marsh Restoration Site

Facility Description

The 24-acre Union Slough restoration site was originally created to mitigate for habitat losses associated with the Pacific Terminal development. The site has since provided mitigation for several Port projects, including the new North Marina facility in 2007. As part of the mitigation project, the site provides excellent environmental partnership, learning and recreational opportunities.

Primary Use

Union Slough serves as habitat for various species of wildlife, particularly salmonids. Seasonal public access to the Union Slough site is available, and includes recreational opportunities such as walking trails and wildlife viewing. The property is maintained in partnership with the nonprofit group, EarthCorps, who leads volunteer efforts to remove invasive species, to establish native riparian vegetation, and to monitor the ecological performance of the site. The Port earned an environmental mitigation award from the American Association of Port Authorities for its work on this project.

Union Slough has greatly exceeded the Port's expectations for the success of the environmental restoration. Aquatic bird life, Dungeness crab, juvenile salmonids and many other forms of animal life, as well as plant life have been observed on what was once a diked agricultural field. The site is also regularly used for recreational and educational purposes.

Future Plans

The site is built out, but minor upgrades (native plantings), routine maintenance (invasive species removal), security and signage improvements are planned.

Community & Environment

Environmental stewardship is an integral part of the Port of Everett's mission. In 2016, the Port adopted its first-ever Environmental Policy.

Among other things, it includes environmental management programs on Jetty Island, and restoration projects such as Blue Heron Slough (Biringer Farm), Union Slough and the Edgewater Beach Enhancements. All have been identified as areas for estuarine salmon habitat restoration.

Furthermore, the Port participated in Puget Sound Clean Air Inventories to identify and implement emissions reduction measures, our marina has been certified to the highest level of the Clean Marina Certification program, and we have recently enrolled in the Green Marine Program for our international seaport.



Blue Heron Slough (Biringer Farm) Mitigation Site

Facility Description

Blue Heron Slough is approximately 350-acres located on Spencer Island in the Snohomish River estuary. After completing a feasibility study on the use of the property as a mitigation bank in October of 2003, the Port decided to restore the land to its natural state. In August 2005, the Port Commission selected Wildlands Inc., a mitigation bank development company, to plan, permit and restore tidal habitat in the area. The property was certified from the National Oceanic Atmospheric Administration (NOAA) for fish habitat credits. The Port and Wildlands are currently pursuing wetland credits for the site.

Primary Use

The former Biringer Farm property is currently being returned to its pre-developed natural condition in order to function as a conservation bank. From a landscape ecology perspective, Blue Heron Slough will constitute one of the last large properties restored to a tidal wetland in the lower Snohomish River delta. From a landscape ecology perspective, Blue Heron Slough will be one of the largest properties restored to tidal habitats in the Snohomish Estuary to date. Because of its location near the mouths of Union Slough and Steamboat Slough, it has a high potential for providing tremendous regional environmental benefits and has been given a high priority for restoration in local salmon recovery plans. Similar to the Union Slough Salt Marsh, the project will generate habitat mitigation credits that can be used to offset marine impacts from future Port projects, as well as providing mitigation credits for sale to third parties.

Future Plans

Construction to create interior habitat channels will continue in 2017, and breaching the dikes will begin in 2018.

MITIGATION SITES RESOLUTIONS

Date	Resolution #	Facility	Description of Action
6/8/1993	685	Biringer Farm	Purchase of Biringer Farm (Blue Heron Slough) property
1/16/1990	664	Union Slough	Purchase of Union Slough property

Public Access Areas

The Port strives to make the waterfront accessible to the community and its visitors. The Port Commission has a policy that allocates 2 percent of Capital Improvement Projects within shoreline zones for improving access to the waterfront. Since 1988, the Port has invested approximately \$20 million on public access improvements. Projects include a walkway extending along the east side of the Port's shipping terminals, the Jetty Island Dock and more. In addition, the Port has constructed a beach restoration adjacent to Mount Baker Terminal that provides beach paths, benches, picnic tables and a parking lot for the public. In 2007, this project won an environmental award from the American Association of Port Authorities for mitigation and rehabilitation excellence.

Jetty Island

Facility Description

Jetty Island was created with clean sands dredged from the Snohomish River Navigation Channel from about 1900 through the early 1970s. The island is owned by the Port of Everett and acts as a breakwater that separates Port Gardner and Possession Sound from the Snohomish River Federal Navigation Channel. Jetty Island is both an environmental and recreational asset to the community, and is open to the public all year. Since the island can only be accessed via boat, the City of Everett and the Port of Everett partner to provide the Jetty Island Days program that provides free ferry service to the island during the summer.

Primary Use

Jetty Island provides high quality habitat for a wide variety of plants and animals, including several threatened species. A plethora of shorebirds, waterfowl and raptors are seasonally abundant and use by juvenile salmon, forage fish and Dungeness crab is high. The island also provides a variety of recreational opportunities, including supervised and unsupervised beach recreation, environmental education and bird watching. Portions of Jetty Island serve as placement locations for clean dredge materials from the Corps of Engineers maintenance dredging program. This beneficial use of the dredge material enhances shoreline habitat. In December 2006, the Port Commission adopted the Jetty Island Management Plan. Through this plan, the Port reaffirmed its goals to maintain the island as a public recreational facility that also serves as an educational tool in teaching the importance that wildlife preservation has on the island and the Snohomish River estuary.



Future Plans

Continuous work is being done to improve and expand the island's wildlife habitat. The Port partners with an environmental group to monitor, enhance and educate people on the island. The Port is also working to expand the island to the south with dredge sands from the Corps river maintenance dredging efforts.

Waterfront Place Trail System

Facility Description

The Port of Everett offers miles of waterfront walkways stretching from the Port's South Terminal to Union Slough Restoration Site. The Waterfront Place loop consists of a nearly four-mile pathway located between 10th and 18th streets along West Marine View Drive. It provides pedestrian access throughout the marina facilities along the beautiful Everett waterfront.

Primary Use

The trail is primarily used for public access and recreation.

Future Plans

As part of its Waterfront Place Central Plan, the Port plans to expand and enhance the waterfront trail system in the Central District.

Jetty Landing & Boat Launch — see Marina section pg. 13

Mukilteo Public Access Dock

Facility Description

The Port of Everett owns, operates and maintains a public access dock located in the City of Mukilteo adjacent to the Washington State Ferry Terminal.

Primary Use

The public access dock is primarily used for recreational purposes, including fishing, crabbing and sightseeing.

Future Plans

With the pending relocation of the Mukilteo Ferry Terminal to the tank farm site, the Mukilteo Fishing Pier will be relocated and rebuilt.

Pigeon Creek Public Access Trail

Facility Description

The Port of Everett owns and maintains Pigeon Creek Public Access Trail and Viewpoint. Pedestrians or bicyclists can access the 0.6 mile long paved trail from Terminal Avenue (off of West Marine View Drive). Parking is available along Terminal Avenue in designated parking areas. Two picnic tables and benches are located at the beach site; however, no other facilities are available.

Primary Use

The trail is primarily used for public access and recreation. This trail is part of the City of Everett's long-range Shoreline Public Access Plan (adopted in 2003).

Future Plans

No future plans.



Edgewater Beach

Facility Description

In 2005, the Port constructed Edgewater Beach for habitat mitigation and enhanced public access alongside Mount Baker Terminal. The beach restoration added 1,100 lineal feet of beach material on the east side of the facility. The Port enhanced beach access with paths, benches, picnic tables and a parking lot. With these improvements, the beach is now accessible at all tide levels.

Primary Use

The beach is primarily used for environmental stewardship and public recreation. Recent monitoring activities report flourishing populations of juvenile salmon, forage fish and numerous water birds. Public access to the beach was fully restored in April 2015.

Future Plans

No future plans.

Fishermen's Tribute Plaza

Facility Description

After several years of collaboration, the Fisherman's Tribute Committee, in partnership with the Port of Everett, installed a Fisherman's Tribute Statue on the Everett waterfront on June 23, 2011. The Port's contribution, in addition to staff support, was to construct a Fisherman's Tribute Plaza to house the statue as part of its Marine Craftsman District. The plaza is located adjacent to Waterfront Center along the north waterfront walkway. This plaza is a gathering place and resting spot for marina visitors. The statue was fabricated by Kevin Pettelle, an artist known for his work on Everett's Mike Jordan statue and Seattle's J.P. Patches statue. In 2014, the Port installed a historical interpretive sign at the Plaza to honor the history of the commercial fishing industry at the Port of Everett waterfront as part of its waterfront Historical Interpretive Program.

Primary Use

Historical marker and recreation focal point.

Future Plans

No future plans.





Boxcar Park

Facility Description

The Port has identified the West end of the Waterfront Place Central property for a public open space. The facility will be used to support and enhance the community's waterfront access and marina customer experiences.

Primary Use

Box Car Park is used for public access opportunities, including walking trails, and wildlife viewing. An interpretive exhibit was installed on the site in 2014, and provides an educational element for visitors to learn history of the site.

Future Plans

In 2016, the historic Weyerhaeuser Building was moved to the park to serve as a focal point for events. The park will continue to be enhanced and developed in accordance with the Waterfront Place Central Plan.



Riverside Business Park Trail System

Facility Description

The Port of Everett's Riverside Business Park, an industrial property, is divided into nine individual lots. Many of these lots are currently bordered by public access trails and sidewalks.

Primary Use

The current trails (and future trails) provide a welcoming public access route along the Snohomish River, traveling from north to south.

Future Plans

While these trails are currently not open to the public, the Port is working on transferring these amenities to the city of Everett. New trail segments are scheduled for construction in the next four years.



Waterfront Place Future Public Access

Facility Description

As part of the Port of Everett's Waterfront Place Central development, there are 15 new public access and open space features planned along the waterfront. Initial public access features will be incorporated in the first phase of the development, known as Fisherman's Harbor. Public access features within Fisherman's Harbor will include a continuous public trail, floating activity barges, a dock walk for visitors to get down to touch the water, a large park that will pay tribute to our international seaport, and a small boat course. Additional public access features will be added in later phases of the development, including trails, enhancements to Boxcar Park, vistas, festival streets, picnic shelters and more. At full build-out, the Waterfront Place development will include 17 acres of public access.



Primary Use

The public spaces planned within the Port's new Waterfront Place development will be for the community and visitors to enjoy.


Future Plans

The Port is investing in interim public access enhancements in the South, Central and North Marinas. These improvements include picnic shelters, new plazas and enhanced open spaces. Construction of the first phase of the development (Fisherman's Harbor) began in 2016, and includes the new Pacific Rim Plaza, completed portion of the eastern trail system and provides the landing location for the City's new Grand Avenue Bridge.



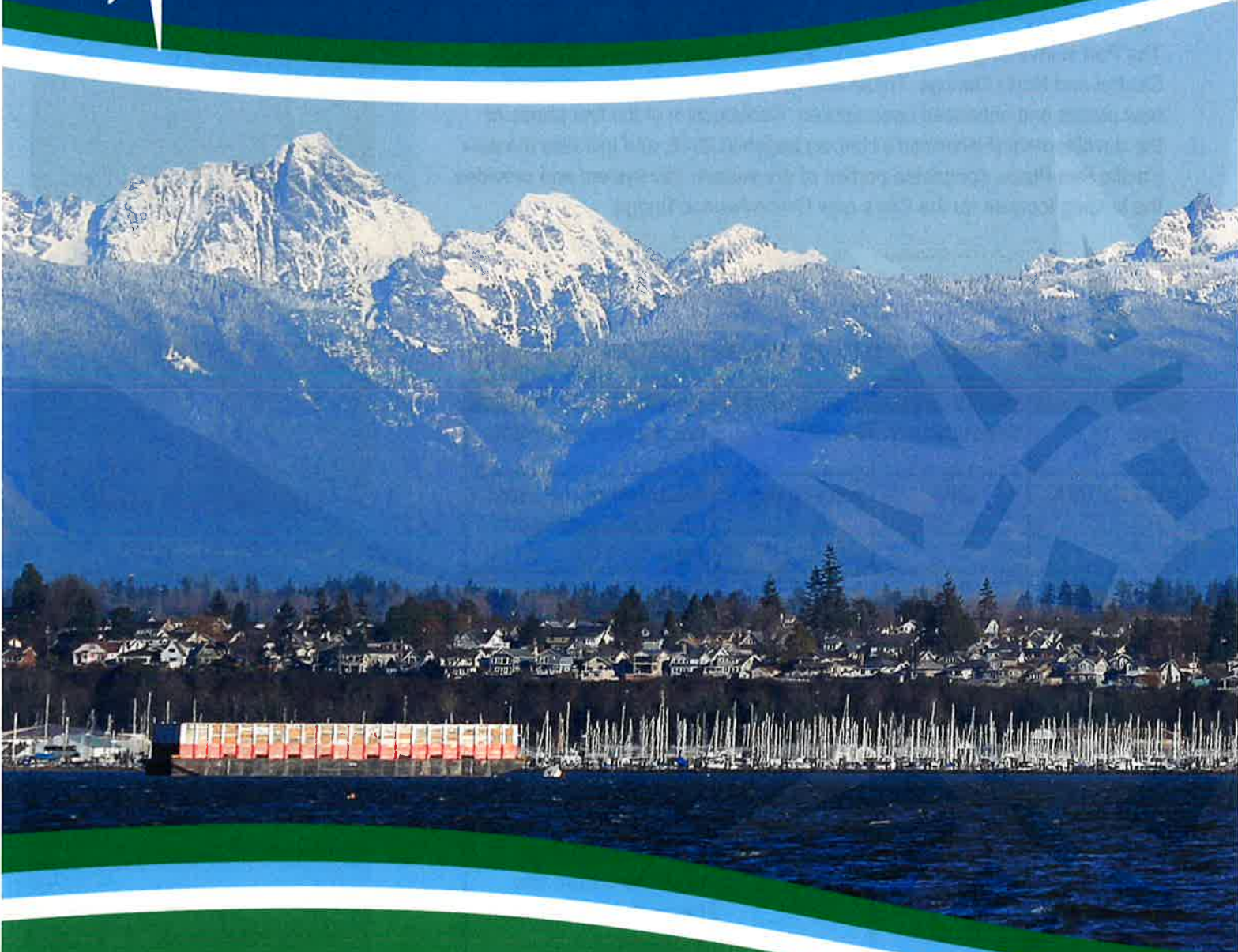
PUBLIC ACCESS RESOLUTIONS

Date	Resolution #	Facility	Description of Action
12/12/2006	865	Jetty Island	Adoption of the Jetty Island Management Plan
8/8/2000	751	Port of Everett wide	Re-confirm 2% for Public Access Policy
9/20/1990	667	Jetty Land- ing and Boat Launch	IAC Funding authoriza- tion for facility expan- sion
6/13/1989	658	Jetty Island Dock	Creation of the Jetty Island Dock
6/13/1989	659	Jetty Island Dock	Adoption of project with Corps of Engi- neers to create the berm re-nourishment program
12/6/1988	657	Port of Everett wide	Creation of a 2% for public access policy
9/12/1979	588	Boat Launch	Development of Boat Launch facility



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APPENDIX F

Marina Demand Assessment

Reid Middleton, BST Associates, and RMC Architects; April 2014



WATERFRONT PLACE IMPLEMENTATION STRATEGY



Prepared for
Port of Everett

TEAM

Reid Middleton
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MARINA DEMAND ASSESSMENT

This section Prepared by: BST Associates

April 2014 This section of the report is part of the Port of Everett *Waterfront Place Implementation Strategy*. It is important to bear in mind that it is but one part of a larger document.

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Chapter 2 Marina Demand Assessment

A key effort of the Marina District Master Plan involves updating the demand assessment for water-related uses, including permanent moorage by recreation boats and commercial boats, new market opportunities (such as floating homes and house barges) and other marina uses (transient moorage and dry storage).

Recreational Boating Demand Update

The following summary provides an updated synopsis of boater characteristics and expectations, trends of boat registrations and sales, an assessment of the utilization of the Port of Everett Marina and the need for in-water and upland facilities that support boating activities.

Factors Influencing Recreational Boating

Recreational boating is a discretionary activity and fluctuates in direct relation to income trends and economic conditions. The changing socio-economic and demographic characteristics of boaters create both opportunities and constraints for the Port of Everett.

Consumer Confidence

There is a strong link between boat sales and consumer confidence. Consumer confidence has generally been growing since the great recession but has experienced big swings due to uncertainties in the public and private sectors of the economy. Boat sales have increased with improved confidence but have tapered slightly in national markets. See Figure 2-1.

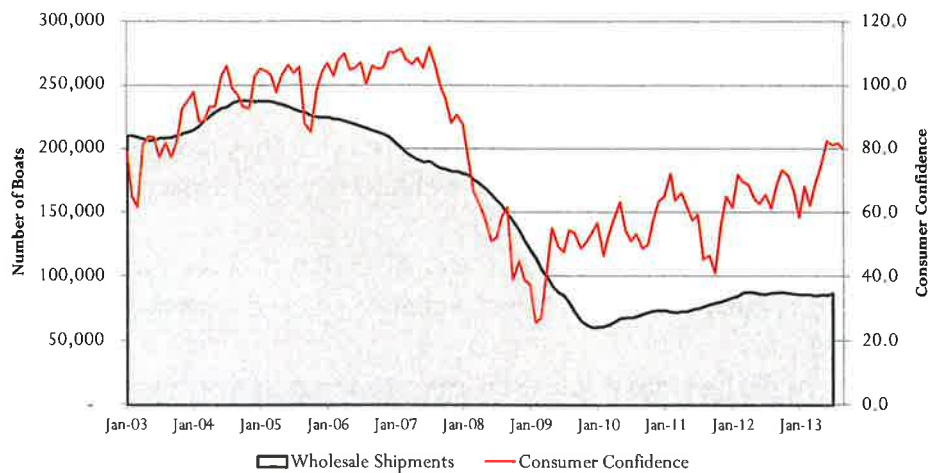


Figure 2-1. U.S. Wholesale Boat Shipments and Consumer Confidence.

Source: National Marine Manufacturers Association (NMMA)

Boating Participation

On the positive side, despite the effects of the economic recession, participation in boating in the U.S. has exhibited growth in the past five years. In particular, participation in hand-powered boating activities has been strong. The National Marine Manufacturers Association (NMMA), which represents marine manufacturers, sees an opportunity to convert 150 million people to more active boating participation.

The 2013 Special Report on Fishing and Boating also indicates that a large percentage of residents are considering boat ownership: 2.4 percent are considering boating for the first time and 13.6 percent of previous boat owners are considering acquiring a boat.¹

In Washington State, boating is also a popular outdoor activity, in which approximately 36 percent of all residents participated in 2012, with:²

- 25 percent participating in motor boating,
- 11 percent participating in canoeing, kayaking, rowing, manual craft,
- 5 percent participating with personal watercraft,
- 4 percent participating with sailboats, and
- 3 percent participating in white water rafting.

¹ Source: 2013 Special Report on Fishing and Boating prepared by the Recreational Boating & Fishing Foundation and The Outdoor Foundation, 2013.

² Source: Outdoor Recreation in Washington, The 2013 State Comprehensive Outdoor Recreation Plan (SCORP), prepared by the Washington State Recreation and Conservation Office, May 2013.

In addition, the Washington State SCORP found that there is a significant latent demand for boating:

- 6.2 percent of the state population indicated that they would like to participate in fishing/shell-fishing but haven't had a chance (ranked fifth among all outdoor activities),
- 5.9 percent of the state population indicated that they would like to participate in canoeing/kayaking but haven't had a chance (ranked sixth among all outdoor activities),
- 5.5 percent of the state population indicated that they would like to participate in boating but haven't had a chance (ranked seventh among all outdoor activities).

Aging Population Base

On the negative side, the target population that has been the core base of boating is declining as a percent of the population base. Boaters are getting older (approximately 55 percent of boaters are 50 years of age or older³) and participation by the younger age groups (Millennial and Gen X) is less assured than for older age groups (Baby Boomers and the Eisenhowers). Additional outreach is required to broaden boating participation across demographic profiles (age, race/ethnicity, gender et al.). Much of this outreach is beyond the control of the Port of Everett and will occur in programs like the national Discover Boating and Grow Boating Initiatives.

According to data on 2012 boat purchases, twice as many new-boat buyers are over 65 as are under 40 years of age. Since 1997, the age of the typical new-boat buyer has increased from 45 to 53. During the past 15 years, the percentage of new-boat buyers under 40 has shrunk by half — from a third to 16 percent.⁴

One key finding of this review is that adults who went boating as children were more likely to boat as adults; eight out of 10 current boaters went boating as children. The Port should consider a teaming effort with other public sector and private sector entities to enable safe access for a new generation of boaters. This would include support for youth boating programs and making the Port of Everett marinas more kid friendly.

The Port of Everett should also be aware of these changing demographic characteristics within the framework of a financially sustainable development plan.

³ Source: Boating Industry Magazine, May 2012, page 9.

⁴ Source: InfoLink, Trade Today

Boat Registration and Sales Trends

Examining the trends in the number of boats that are sold and registered provides a useful method of evaluating the strength or weakness of the recreational boating market.

Boat Registration

The number of registered boats (over 20 feet) in Snohomish County grew almost every year from 1990 through 2002 and then dropped to a low point in response to the recession of the early 2000's, see Figure 2-2. Rapid growth commenced through 2009, buoyed by increased house values. The number of registered boats declined in 2010, a delayed response to the great recession of 2009. The number of registered boats increased in 2011 and has remained at that level through 2013.

Snohomish County residents have experienced a decline in boat registrations (for boats over 20 feet) from 10 boats per 1,000 persons in the early 1990s to around 8 boats per 1,000 persons at present.

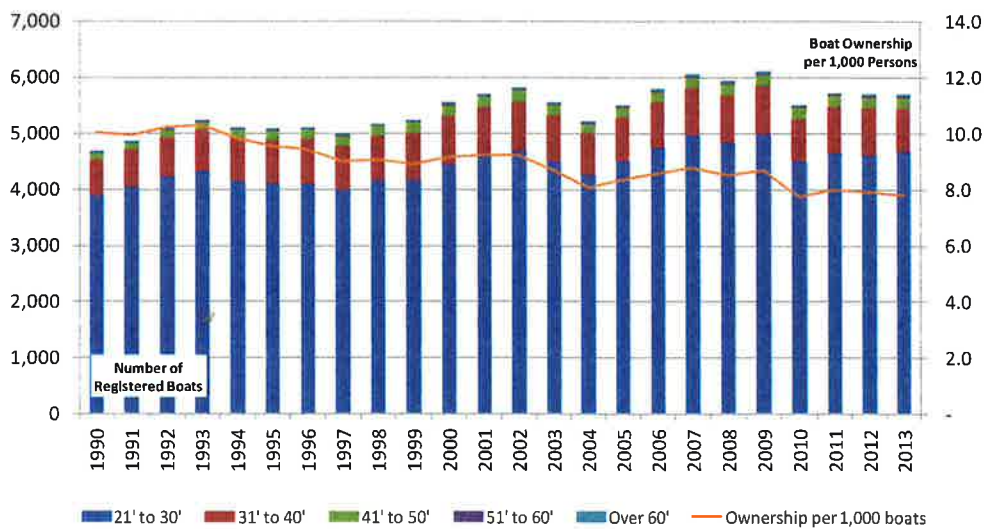


Figure 2-2. Recreational Boat Trends in Snohomish County.

Source: Washington State Department of Licensing

Boat Sales

The number of new power boat sales in the U.S. has been trending downward for some time. In the period between 1965 and 1995, an average of 400,000 boats was sold annually in the U.S. From 1992 to 2006, the number of boat sales averaged 309,000 units per year, down 91,000 from the prior plateau. U.S. power boat sales are currently stabilizing at another

plateau at approximately 150,000 units. U.S. power boat sales closely mirror consumer confidence. When consumers remain apprehensive about the future, boat sales are negatively affected. This correlation underscores that fact that boating is a discretionary good and can decline rapidly under sustained economic stress.

Brunswick Corporation, the largest U.S. manufacturer of recreational boats, reports that boat sales improved in 2013: "U.S. sales continue to benefit from strength in outboard boat categories, combined with growth in wholesale shipments of smaller fiberglass stern drive/inboard boats; for the year, sales increased by 4 percent."⁵ Brunswick expects continued growth in revenue in mid-single to high-single digit range for 2014 through 2016.

Overall "U.S. powerboat units have recovered to approximately 60 percent of 2007 levels" in 2013.⁶ By category:

- Aluminum Fish reached 70 percent of 2007 level sales in 2013
- Pontoons - 90%
- Fiberglass Outboard - 50%
- Fiberglass Sportboats - 30%
- Fiberglass Cruisers- 15%
- Fiberglass Yachts- 35%

In Washington State, boat sales increased between 2002 and 2007, reaching a peak of 10,000 boats in the third quarter of 2007, Figure 2-3. During this period, there were approximately 490 new boats added per year. However, sales declined consistently during the period from 2007 through 2012, with new fleet addition of between 100 and 250 boats per year. In 2013, new boat sales (over 27 feet) were up 10 percent in 2013 over 2012, but still remain significantly lower than prior years.

⁵ Source: Brunswick Corporation, Brunswick Earnings Conference Call Q4, 2013

⁶ Source: Brunswick Corporation, Raymond James 35th Annual Investors Conference, March 4, 2014

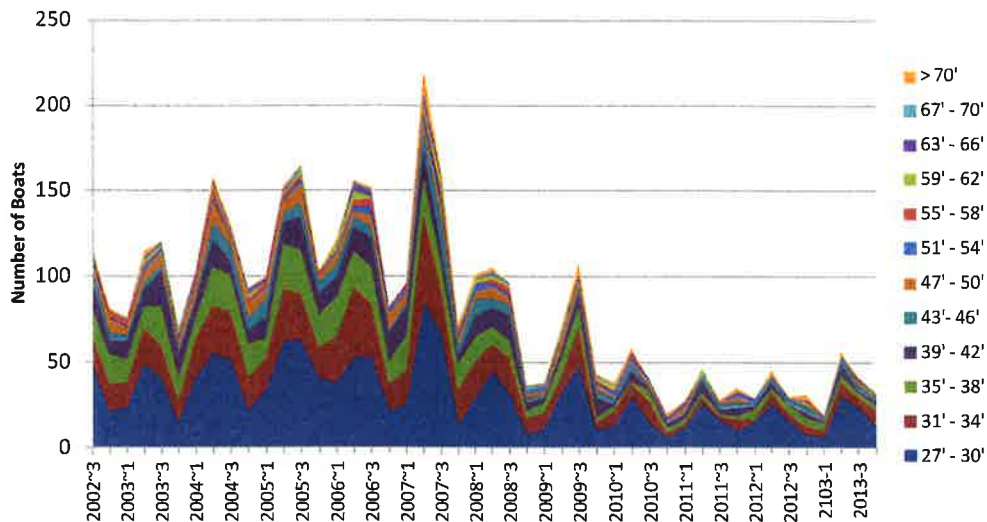


Figure 2-3. Washington New Boat Sales By Range.

Source: Northwest Marine Trade Association

In addition, the relative number of used boat sales has greatly increased relative to new boat sales. Used boats accounted for 91 percent of all sales in 2012 and 2013, which is down from 92 percent in 2012 but much higher than in earlier years. From the marina owner's perspective, the pool of boats is growing modestly, resulting in more tenants looking for the best deal.

Boating Trend Implications for the Port of Everett Marinas

Retail sales of boating equipment have declined significantly during the recent past due to negative economic concerns, loss of wealth and loss of consumer confidence. The decline has been severe and it will take several years to pass through. As with housing, there is a large inventory of existing products that is worth less than the owners had expected. New buyers are seeking steep price discounts. As a result, the market is currently at a low level. In addition, as noted previously, changing socio-economic factors may lower future boating expenditures.

Boat sales and registration trends indicate a difficult market for all firms engaged in recreational boating. Boaters are currently seeking cost effective ways to maintain their boat with hopes of re-establishing use in the future.

This trend underscores the increasing competition between marinas, which is constraining moorage rates. This trend also indicates the need for boat storage at the Port of Everett, which allows the Port to retain tenants until the economic difficulties pass. The concern is that if the boat remains unused for too long, the boater will depart boating.

Recreational Boat Forecast

The demand for recreational moorage and related facilities at the Port of Everett Marina is estimated below. It should be emphasized that there is considerable uncertainty about the future growth prospects for boating, which clouds near term projections and changing demographics and consumer interests cloud longer-term prospects for boating.

The Port of Everett is mainly a regional marina that serves boat owners living relatively close to the marina, Figure 2-4. It is not a destination, like Friday Harbor, that is attractive to boaters as a destination for visits; nor is it a gateway, like the Port of Anacortes' Cap Sante Marina, which is attractive to boaters that want to be close to sailing grounds. Snohomish County and northern King County account for approximately 89 percent of the current tenant base of the Port of Everett (for boats 26 feet and longer). This market area accounts for 87 percent of sailboat tenants and 90 percent of power boat tenants.

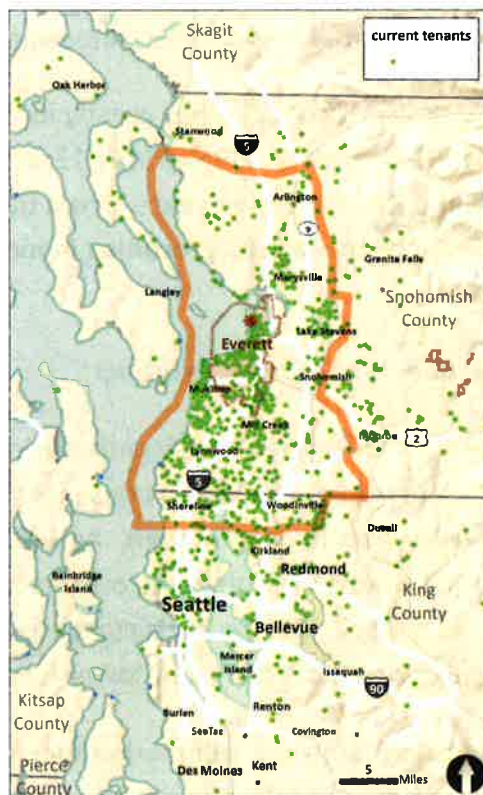


Figure 2-4. Port of Everett Marina Market Area.

Source: Port of Everett tenant database

These factors are important when discussing the future opportunities for growth at the Port of Everett marinas.

Forecast of New Powerboat Sales in the U.S.

The NMMA projects modest growth in wholesale sales of new boats during the near-term future, which are expected to decline in 2014 and then increase in 2015. Overall, growth is projected at 1.5 percent per year during the next two years.

Other analysts (Wells Fargo) note that the main risks affecting new boat sales in the near-term are a prolonged consumer downturn given the highly discretionary nature of boat industry unit sales, availability of consumer and corporate credit, and higher taxes limiting consumer demand.

Puget Sound Recreational Boat Forecast

The forecast for recreational boats in Puget Sound is based upon expected changes in per capita ownership of boats within each size range. The forecast is unconstrained because it does not assume that facilities are constructed to meet the projected demand. These additional boats could be placed in wet moorage or dry moorage.

For boats 26 feet long and longer, the number of boats is projected to change as follows between 2010 and 2030:

- Low estimate – fleet declines by 1,888 boats (decrease of 94 boats per year),
- Medium estimate – fleet increases by 1,779 boats (increase of 89 boats per year),
- High estimate – fleet increases by 3,002 boats (increase of 150 boats per year).

Port of Everett Recreational Moorage Slip Requirements

The Port of Everett is expected to maintain a similar market share under forecast conditions as has been experienced in the recent past. The projected need for slips by size range is summarized below.

Occupancy Trends⁷

The trends in occupancy by slip length and type are reviewed in this section and shown in Table 2-1.

Group 1 (20-feet to 28-feet long). The average annual occupancy rate for these slips exceeded 90 percent from 2004 to 2008 then declined consistently from 88 percent in 2008, to 76 percent in 2009, and to 69 percent in 2010. Occupancy increased to 73 percent in 2011 and

⁷ This section excludes port and private boathouses.

2012 but then declined to 70 percent in 2013.⁸ Power boats up to 26 feet long are easily trailered and stored upland. As a result, there is a pronounced effect of seasonal occupancy affecting the utilization rates of these smaller slips, which is characterized by relatively high occupancy during the peak season and weak occupancy during the off-peak months.

Group 2 (30-feet to 36-feet). The occupancy rate for 30 foot slips exceeded 97 percent from 2004 to 2008 then declined from 91 percent in 2009 and to 84 percent in 2010 but increased slightly to 85 percent in 2011 and further to 87 percent in 2012 and 2013.

Group 3 (40-feet to 48-feet). The inventory of 40-foot slips increased significantly with construction of the North Marina. This increase coupled with the severe economic conditions pushed occupancy rates down. The occupancy rate for these slips exceeded 96 percent in 2004, 2005 and 2008 then declined from 94 percent in 2009 and continued to fall to 90 percent in 2010 and 87 percent in 2011. Occupancy increased to 89 percent in 2012 but then declined again to 87 percent in 2013.

Group 4 (50-feet and over). The inventory of slips that are 50 feet long or longer also increased due to the construction of the 12th Street Marina. The occupancy rate for these slips exceeded 95 percent from 2004 to 2005 then declined annually to a low of 69 percent in 2010, before increasing in 2011 to 73 percent and to 75 percent in 2012. Occupancy fell to 67 percent in 2013. The increased inventory of slips of this length will take some time to absorb.

⁸ Occupancy rates represent annual averages.

Table 2-1. Port of Everett Occupancy Trends.

Slip Length - Covered Slips					
Year	20	30	40	50 & up	All
2004	98%	99%	99%	99%	99%
2005	99%	98%	97%	97%	98%
2007	94%	97%	94%	99%	96%
2008	89%	97%	98%	98%	96%
2009	68%	81%	91%	91%	82%
2010	64%	69%	78%	85%	72%
2011	62%	67%	69%	92%	69%
2012	68%	71%	71%	96%	73%
2013	77%	72%	66%	99%	74%
Slip Length - Open Slips					
Year	20	30	40	50 & up	All
2004	94%	99%	97%	96%	96%
2005	94%	98%	96%	93%	95%
2007	83%	89%	90%	84%	85%
2008	88%	98%	99%	82%	91%
2009	77%	95%	97%	68%	83%
2010	70%	92%	97%	65%	78%
2011	74%	93%	96%	69%	81%
2012	73%	95%	99%	70%	81%
2013	70%	94%	98%	61%	78%
Slip Length - All Slips					
Year	20	30	40	50 & up	All
2004	94%	99%	98%	97%	96%
2005	94%	98%	96%	95%	96%
2007	84%	92%	92%	88%	88%
2008	88%	97%	99%	85%	92%
2009	76%	91%	94%	72%	83%
2010	69%	84%	90%	69%	77%
2011	73%	85%	87%	73%	78%
2012	73%	87%	89%	75%	79%
2013	70%	87%	87%	67%	77%

Source: Port of Everett Data, note: this excludes boathouses.

Slip Utilization Experience at Other Puget Sound Marinas

The following two charts illustrate the trends experienced at other major marinas in Puget Sound. BST Associates undertook a survey of approximately 30 marinas to identify recent utilization trends.

Marina respondents reported that utilization rates are improving but there are still available slips. As shown in Figure 2-5, most marinas reported that large increases in vacancies occurred between 2010 and 2011. This situation began to change modestly between 2011 and 2012, but most marinas reported little growth in absorption of slips. Most marinas reported that occupancy rates were increasing between 2012 and 2013 but more than half of the respondents reported no growth or loss of customers.

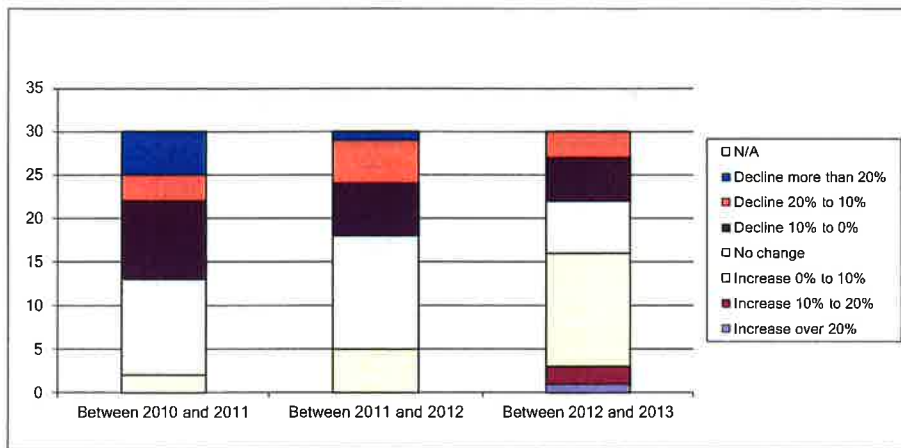


Figure 2-5. What has happened with your total occupancy in each of the past three years?

Source: NMTA Survey

Over the past three years, these marinas reported that the challenges to occupancy were far more significant for smaller slips than for larger slips. In particular, nearly two-thirds of respondents indicated a decline in occupancy for slips less than 30 feet long.

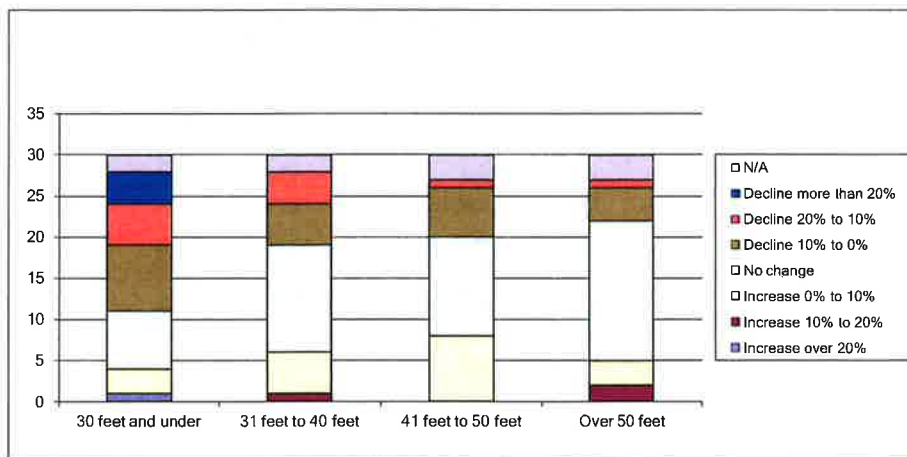


Figure 2-6. Over the last three years, what has happened with occupancy in each of the following size ranges?

Source: NMTA Survey

Slip Forecast

A forecast for additional slips is provided in Table 3. Approximately 76 percent of the Port of Everett Marina slips are currently occupied (including boathouses). Future occupancy is projected based upon population forecasts and expected boat ownership trends through 2030.

As noted above, there are many uncertainties associated with future levels of boat ownership. Future capital improvement plans should be re-evaluated prior to construction.

Group 1 (20-feet to 28-feet long). Adjusting for current vacancies, there are projected to be between 251 and 358 too many slips in this size range by 2030. The Port should consider further reducing the number of slips in this range, while assuring that it meets the needs of existing tenants. Sailboats account for a slight majority of current tenants in these smaller slips and require wet moorage, while power boats can be trailered or accommodated in upland dry storage facilities (additional information on dry storage is provided below).

Group 2 (30-feet to 36-feet). There are projected to be 137 too many slips in this size range under the low estimate and 41 too many slips under the high estimate by 2030. Under the medium forecast, there are 65 too many slips in this range by 2030. The Port should consider further reducing the number of slips in this range, while assuring that it meets the needs of existing tenants. Power boats in this size range can also be stored in modern dry storage facilities.

Group 3 (40-feet to 48-feet). There are projected to be 13 too many slips in this size range under the low estimate and a need for 39 additional slips under the high estimate. Under the medium forecast, there is a need for 26 additional slips in this range by 2030. The Port should consider modestly increasing the number of slips in this range.

Group 4 (50-feet and over). Adjusting for current vacancies and expected growth in boat ownership, there are projected to be 57 too many slips in this size range under the low estimate and 14 too many slips under the high estimate by 2030. Under the medium forecast, there are projected to be 23 too many slips in this range. The Port should consider modestly decreasing the number of slips in this range.

Table 2-2. Port of Everett Slip Forecast.

Type	Length	Occupancy Inventory % Occupied			Slip Forecast 2030			Slips Deficit/Surplus in 2030		
		2013	2013	2013	Low	Medium	High	Low	Medium	High
Group 1 (20' to 28')		615	900	68%	542	623	649	(358)	(277)	(251)
Group 2 (30' to 36')		531	624	85%	487	559	583	(137)	(65)	(41)
Group 3 (40' to 48')		263	276	95%	263	302	315	(13)	26	39
Group 4 (50' +)		180	281	64%	224	258	269	(57)	(23)	(12)
Total		1,588	2,081	76%	1,517	1,742	1,816	(564)	(339)	(265)

Source: Port of Everett 2013 occupancy and inventory, BST Associates for forecasts

Private Boathouses. There are 104 slips for private boathouses at the Port of Everett. These floats are well utilized with boathouses on 101 of the 104 slips, accounting for an occupancy

rate of 97 percent. This is a unique market niche at the Port of Everett, because most marinas do not provide private boathouses and occupancy at the existing facilities is very high. As the in-water areas associated with the former Everett Shipyard site are redeveloped, there is an opportunity to relocate boathouses from Float O and to enable development of additional boathouses. The Port should promote the market for additional boathouses.

Summary of Slip Requirements

Several floats at the Port of Everett Marina are nearing the end of their useful life. The Port should consider slip layout options that consolidate use of existing floats to improve occupancy, where possible. This implies reducing the number of slips in most size ranges and finding alternative means to meet tenant requirements, such as side-tie moorage and dry storage. The Port should also consider evaluating the mix of covered slips versus open slips, taking into account over-water shading, construction costs and financial performance, among other criteria.

Commercial Fishing

The Port of Everett is currently home to approximately 29 commercial fishing vessels. The larger commercial fishing boats are currently moored at Float P, which extends west from the Everett Ship Yard site. These floats will be removed as a part of the ESY site cleanup. As a result, new facilities will be required to retain the fleet. The smaller boats are moored in the South Basin.

The following section reviews the recent trends and prospects for the commercial fishing fleet.

Commercial Fishing Trends

The volume of fish landed at Washington State Ports has declined from around 80,000 tons per year in the 1980s to 30,000 to 40,000 tons in the past five years. The counties of Grays Harbor, Whatcom and Pacific receive the largest volume of landings. Snohomish County ranked 7th among counties in tonnage, accounting for approximately 1.6% of the state volume in 2013; down from around 3% in the early 1980s.

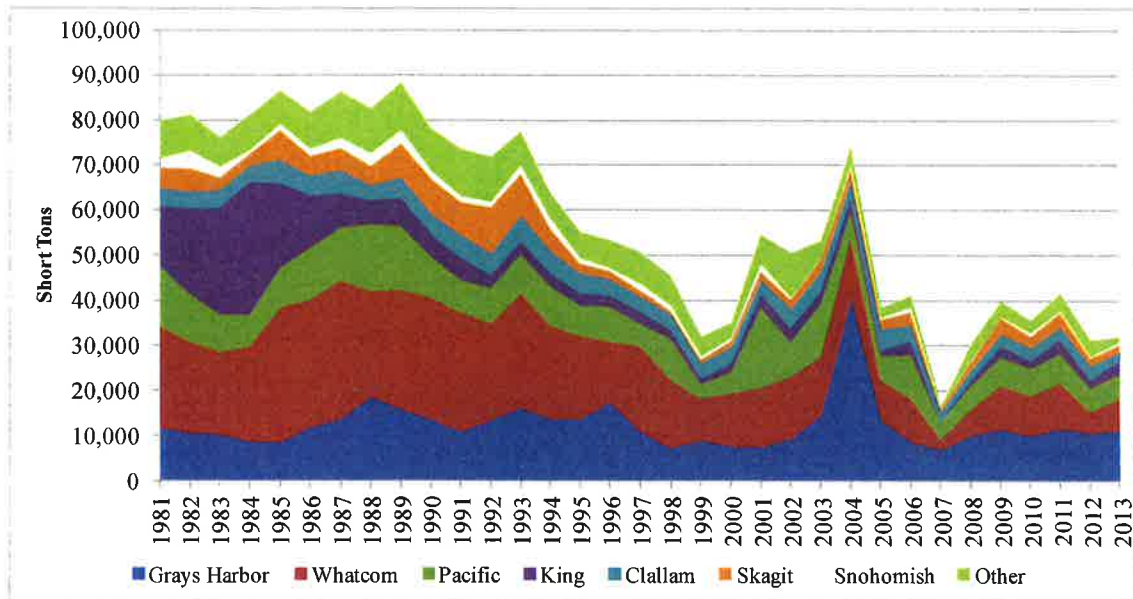


Figure 2-7. Washington State Fish Landings (Short Tons).

Source: WDFW, NMFS Pacfin

The value of fish landed at Washington State Ports has increased consistently from around \$80 million in 1980 to \$120 million to \$160 million in the past few years. The counties of Grays Harbor, Pacific and Whatcom are the largest by value. Snohomish County ranked 10th among counties in value, accounting for 0.7% of the state value in 2013; down from 3% to 4% in the early 1980s.

The value of fish landed in Snohomish County was at a much higher level until the mid 1990s, when it fell significantly. Since 2000, the value of landings at Everett has averaged approximately 30% to 40% of the level experienced in the 1980s.

By comparison, Washington as a whole increased in value by 25% or more during the period from the mid-1990s to present. Most of the growth has occurred in Grays Harbor and Pacific counties, due primarily to landings of tuna and crab.

Puget Sound counties generally had an increase in landings from 1980 to 2002, and then fell below this level through 2009. Puget Sound landings have increased in the most recent years but most of this growth has occurred in King and Skagit counties.

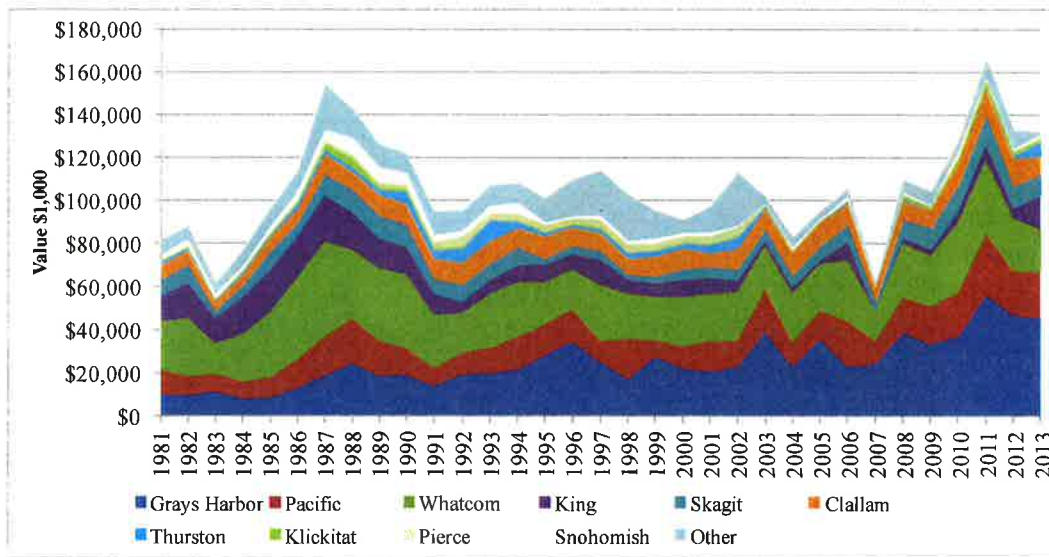


Figure 2-8. Washington State Fish Landings (Value in \$1,000s).

Source: WDFW, NMFS Pacfin

Commercial Fishing Vessel Trends

Commercial vessels based in Everett are generally licensed to fish in Washington or Alaska.

Licensed in Washington

In 2013, there were 60 boats licensed to fish in Washington State, whose owners live in Snohomish County. This represents around 9% of the boats with owners in Puget Sound and 4% of the boats with owners in Washington State.

Nearly half of the boats owned by Snohomish County residents are less than 30 feet long (considered trailerable). Of the remaining boats: 21 are between 30 feet and 50 feet long and 10 boats are longer than 50 feet. Some of these vessels are moored along the Snohomish River or at the Tulalip.

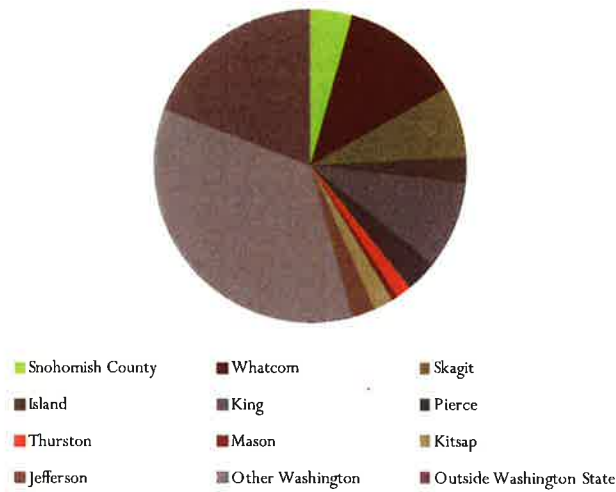


Figure 2-9. Commercial Fishing Boats Licensed in Washington State.

Source: State of Washington Department of Fish and Wildlife

Licensed in Alaska

The fleet licensed to fish in Alaska has declined from a peak of nearly 3,300 vessels in the early 1990s to around 1,430 in 2012.

The decline was a result of boat buybacks, consolidations, individual quota systems, changing harvest levels and several other factors.

The number of boats owned by residents of Everett with licenses for Alaska declined from 85 in 1980 to 27 in 2012; and from 315 in other parts of Snohomish County in 1980 to 100 boats in 2012. Most of these boats are homeported at other ports in Puget Sound or in Alaska.

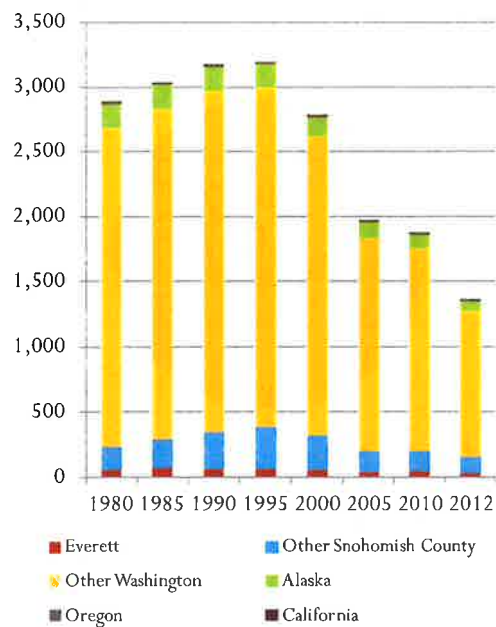


Figure 2-10. Boats licensed in Alaska (Distant Water Fleet).

Source: State of Alaska Commercial Fishing Entry Commission

Most observers think that the size of the fleet has consolidated and is not expected to grow significantly in the future.

Commercial Fishing Boats Homeported in Puget Sound

This section reviews the current market for commercial fishing boat moorage in Puget Sound.

Port of Everett

The commercial fishing fleet (permanent and transient boats) using the Port of Everett has declined from around 38 to 40 boats in 2008 to a monthly range in 2012 of 18 minimum to 40 maximum with a monthly average of 26 boats.

The fulltime fleet is estimated by Port of Everett staff to be 32 fishing boats, consisting of:

- 12 gillnetters (24 -32 feet),
- 8 seiners (50 feet),
- 5 longliners (?) and
- 7 crabbers (18 -30 feet).

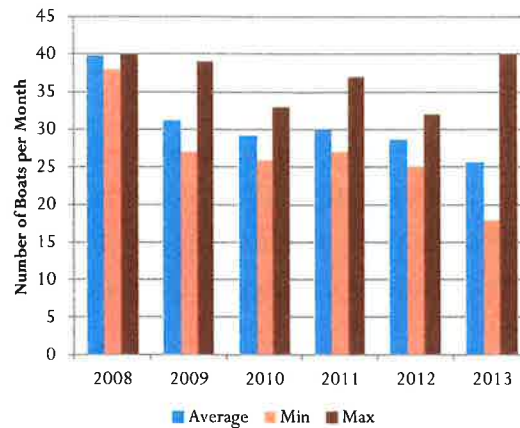


Figure 2-11. Port of Everett Commercial Fleet.

Source: Port of Everett

Commercial Boat Moorage at Other Puget Sound Facilities

Commercial fishing boats are also homeported in Seattle, Bellingham, Blaine, Anacortes, and Port Townsend. BST Associates surveyed marina operators to identify recent trends in occupancy.

Fishermen's Terminal

Seattle (Fishermen's Terminal and private docks) dominates moorage for fish boats in Puget Sound. There are approximately 130 small boats (under 80 feet) homeported at Fishermen's Terminal, which has as much lineal footage for commercial fishing boats as all other public ports in Puget Sound combined. The number of smaller boats is declining due to competition from Alaskan ports (driven by high fuel prices and lower moorage rates, among other considerations). Rates are lower at Fishermen's Terminal than at most other marinas in Puget Sound and more services/facilities are provided than at other ports. Fishermen's Terminal barely covers its O&M costs but does not cover depreciation. A few years ago, the Port of Seattle allowed recreational boats to moor in Fishermen's Terminal to enhance revenues; these boats contributed approximately \$250,000 in gross revenue in 2013.

Port of Bellingham

The Port of Bellingham is the next largest center for commercial fish boats in Puget Sound. There are approximately 45 to 50 boats in Blaine and around 100 boats in Squalicum Harbor. The Port of Bellingham decided to lower the rates for fish boats in 2011 in order to enhance the working waterfront. There was a hope that lower rates would help to increase the number of commercial boats moored at Port of Bellingham facilities, however revenues have not increased to date.

Port of Anacortes

Port of Anacortes is the third largest Puget Port with approximately 60 fishing boats. The rate for commercial fishing boats is approximately 30% to 40% below the rate for recreational boats. The Port also provides a break on fuel prices for commercial fishing boats. The Port has storage for gear, nets and also has a multitude of equipment for loading/unloading.

Port of Port Townsend

The Port of Port Townsend currently has around 17 full time commercial fish boats. The Port of Port Townsend sets rates based upon the rates charged at Fishermen's Terminal. The Port charges a lower rate for boats that are rafted together in selected areas. The Port has a net working float (sized approximately 40'x200'), which is a common way to store gear in Oregon commercial harbors (e.g., Newport).

Demand by Commercial Fishermen at Everett

This section evaluates the expected demand and financial considerations for commercial fishing boats in Everett.

Overall Demand

The number of commercial fishing boats has declined in Puget Sound for a variety of reasons, including changes in fish harvest and regulations such as buy-backs, fleet consolidation and individual fishing quotas, among other changes. The size of the fleet in Puget Sound has stabilized but competition from Alaskan ports for boats engaged in the distant water fleet is strong and will continue to attract boats that primarily fish in Alaska. Attraction to a homeport depends on proximity to home, availability and rates for required services/facilities. The ability to grow the size of the fleet in Everett is considered unlikely.

As in Puget Sound, the size of the commercial fleet in Everett has remained relatively stable over the past few years and is expected to remain at this level or could decline slightly. The

existing fishermen desire to remain in Everett because it is close to home. In some cases, these fishermen are a part of a long-established tradition based in Everett. However, the fishermen require additional facilities and services, such as upland storage and working areas for their gear and cranes for loading/ unloading supplies and seafood products.

Financial considerations

All ports subsidize the fleet but there is little evidence that the subsidies generate more boats or revenue. The benefits from retaining the commercial fleet include:

- Economic impact of the fleet (purchases of supplies, repair, processing and other activities)
- Important link to history and heritage of the area
- Create a vibrant working waterfront (amenity to upland development and retail fish sales)
- Future development plans will most likely require a continued or increased subsidy.

Development Plans

The Port should seek cost-effective methods to retain the existing commercial fishing fleet. The presence of the commercial fishing fleet helps to preserve the heritage of the community and is also an attraction to upland visitors to the Port. The Port should consider establishing a fish market in conjunction with the proposed upland development at the Everett Ship Yard.

Port should consider meeting fleet requirements with a least cost approach, using existing facilities where possible, which could include:

- Construction of new docks for the fleet or provision of side-tie moorage at an existing underutilized dock (remove fingers),
- Stacked container storage of gear in boat yard, and
- Consider a working float.

Floating Home Demand Assessment

The Port of Everett should consider new market opportunities such as floating homes or house barges. The following section reviews the market for these uses.

Assessment of Floating Home Market in Seattle

In the Puget Sound region the only place where floating homes are currently found is Seattle, primarily on Lake Union and Portage Bay. There are 562 of these homes on the Assessor's tax rolls, and no more will be permitted under Seattle's updated Shoreline Management Plan.

Shoreline Management Act

A fundamental question for the Port of Everett is whether floating homes would be allowed under state law. According to WAC 173-26-241:

"New over-water residences, including floating homes, are not a preferred use and should be prohibited. It is recognized that certain existing communities of floating and/or over-water homes exist and should be reasonably accommodated to allow improvements associated with life safety matters and property rights to be addressed provided that any expansion of existing communities is the minimum necessary to assure consistency with constitutional and other legal limitations that protect private property."

It should be noted that the WAC is an interpretation of law, and not the law itself. In Washington, laws are contained in the Revised Code of Washington (RCW). Amalia Walton, an attorney in Seattle who is a floating home resident and member of the Floating Home Association (FHA), and who provides legal advice to the FHA, states that to the best of her knowledge there is nothing in the RCW that specifically prohibits floating homes.⁹

The legality/permissibility of floating homes in Everett is a key question, and should be investigated by the Port's legal counsel.

Type of Moorage Ownership

Moorage for floating homes in Seattle falls into four categories:

- Cooperative (Co-Op)
- Condominium (Condo)
- Leased
- Other

⁹ Note that Ms. Walton was not providing a legal opinion in this conversation, but is willing to discuss the issue further with the Port of Everett.

Seattle has a total of 562 moorage spaces for floating homes. Co-Op moorage is the most common, accounting for 312 spaces, followed by condo moorage with 129 spaces. Leases account for 101 spaces, and various other arrangements account for the remaining 20 floating homes.

In both the condo and co-op arrangements the owners of the floating homes also own the docks and common spaces. In a co-op the moorage property is one tax parcel, with the home owners each having a percentage share of the parcel. With condo moorage each home is on a different tax parcel, with common areas jointly owned. Lease moorage for floating homes is analogous to boat moorage, with the home owner paying rent on the slip.

Table 2-3. Ownership of Floating Home Moorage.

Ownership	Units	Share of Total
Co-Op	312	55.5%
Condo	129	23.0%
Lease	101	18.0%
Other	20	3.6%
Total	562	100.0%

Source: King County Assessor data

At one time the majority of floating home moorage in Seattle was leased, but over time the individual docks have been purchased by the owners of the floating homes. Control over moorage rates was a key factor driving these purchases, as was the possibility of the dock owner converting the space to a different use.

As described below, lenders much prefer either condos or co-ops.

Financing for Floating Homes

Only a small number of lenders will finance floating homes, and these are mainly local banks. Loans for floating homes are typically done with the bank's own capital rather than with federal housing money, because federal funds cannot be used for floating homes.

A floating home that is located on leased moorage is considered personal property, and not real property with a title. Without a title there is little collateral backing the loan, and without this collateral most banks are not willing to lend. This is a key factor for the Port of Everett to consider in evaluating its opportunities for this market.

One lender interviewed for this analysis said that he would not issue a loan for a floating home on leased moorage, even it was a long-term lease. This would not be an issue for potential owners of floating homes who have sufficient cash, but may limit the size of the market. Additional lenders should be interviewed to determine what type of ownership structure in Everett would be acceptable to lenders.

Design Issues

In Seattle, floating homes are classified as either “conforming” or “non-conforming”. Essentially, any new floating home dock built since March 1, 1977 contains conforming homes, while most of the docks in place prior to that date contain non-conforming homes.

Areas of the key differences between conforming and non-conforming include:

- Height (18 feet from waterline for non-conforming, 21 feet for conforming)
- Float area (no increase allowed to non-conforming homes, 1,200 sq ft for conforming)
- Setbacks (for non-conforming, six feet between homes and three feet to the lot line; for conforming, eight feet between homes on the same side of dock and 10 feet across the dock, five feet from lot line)
- Lot coverage (no standard for non-conforming, 45% for conforming)
- Minimum lot size (no standard for non-conforming, 2,000 sq. ft. for conforming)
- Open water (no overhang beyond edge of float for non-conforming, 20 feet of open navigable water for conforming)
- Accessory floats (those built prior to March 1, 1977 can be maintained or replaced, but none allowed for conforming)
- Walkway access (no standard for non-conforming, direct access to five-foot wide walkway for conforming).

One result of the conforming standards is that the few floating home developments built since March 1, 1977 tend to be the most expensive. Homes in these newer developments are typically two story structures that maximize the amount of floor space possible. Examples include the Wards Cove, Roanoke Reef, and Mallard Cove Development.

Non-conforming floating home communities have a much wider variety of structures, many of which are only one story. Homes in these communities tend to be much closer together than at conforming docks.

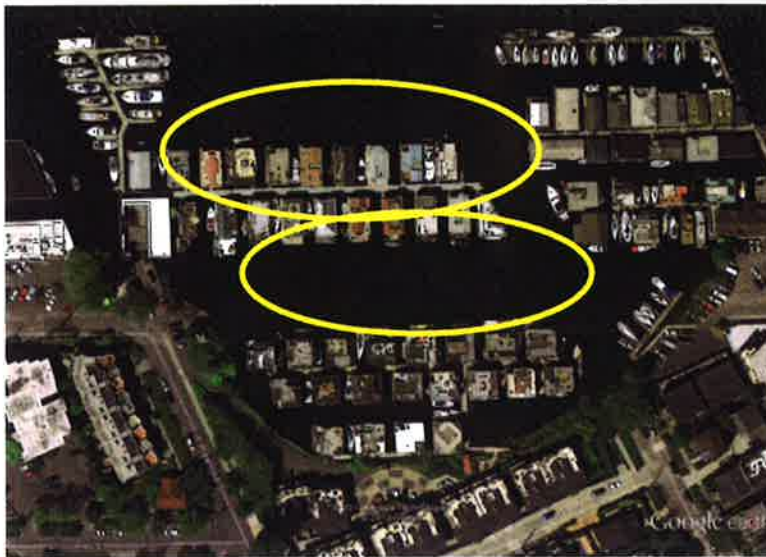


Figure 2-12. Aerial View of Roanoke Reef and Mallard Cove.



Figure 2-13. Roanoke Reef.



Figure 2-14. Non-Conforming Floating Homes.

Examples of floating Homes are provided in Figure 2-15.

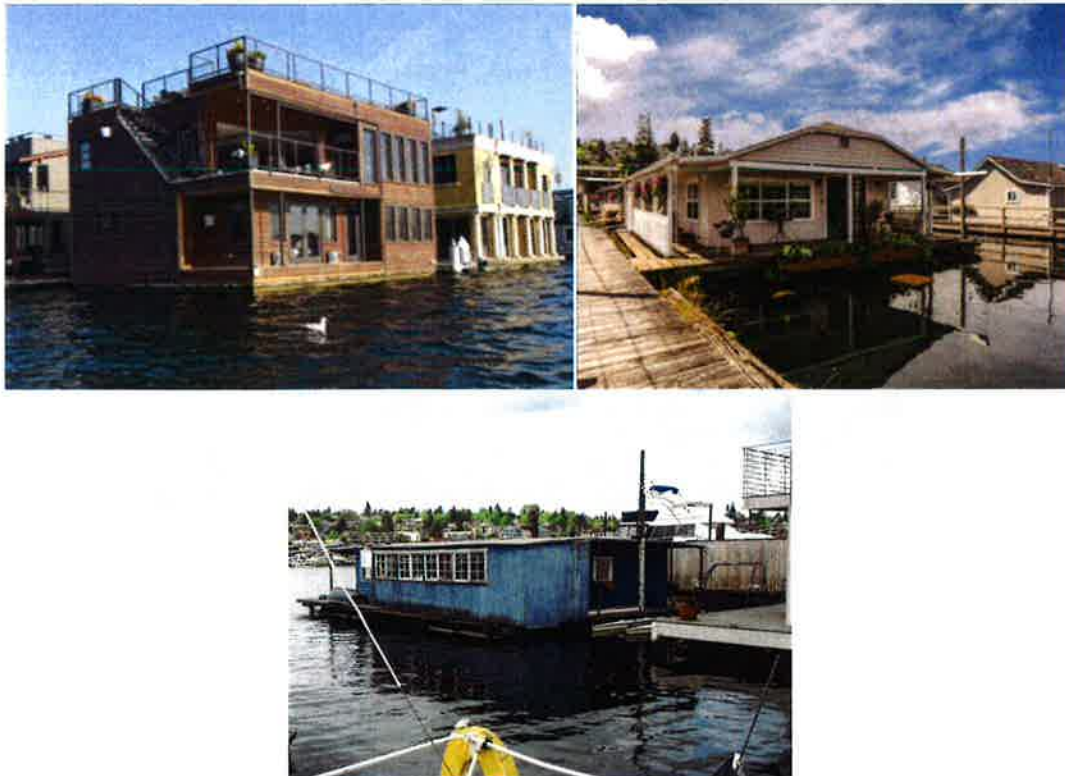


Figure 2-15. Floating Homes.

Examples of house barges are provided in Figure 2-16.



Figure 2-16. House Barges.

Floating Home Values

Floating home values are accessible using assessor's data and recent sales. While the assessor's data is comprehensive and covers all homes, it is difficult to use to understand the full value of homes at co-op docks. As noted above, co-ops account for more than half of all floating homes in Seattle. The problem with using assessors' data for co-ops is that the value of the co-op itself (property, docks and other common areas) is not assigned to individual homes, but is assessed as a single property. Individual ownership shares are assigned by the co-op. In contrast, the assessed values of floating homes at condominium docks include both the home and the underlying tax parcel.

The floating homes in Seattle vary widely in value, depending on location, age, view, size, and other factors. Floating homes in the most recent developments are expensive, with most assessed at more than \$1 million. These developments are all "conforming", meaning they meet the requirement for lot size, lot coverage, setbacks and height, among other requirements.

As shown in Table 5, the homes in the conforming developments are relatively large, averaging approximately 1,700 to 2,200 square feet. It is also worth noting that four of the five newest developments have condominium ownership.

Table 2-4. Average Size and Value of Conforming Floating Homes.

Dock Name	Type of Dock	Oldest	Units	Sq Ft	Sq Ft	Sq Ft	Avg Value	\$ Sq Ft
		Unit Yr Built		Avg	Min	Max		
2700 Boyer Condo	Condo	1981	2	1,870	1,431	2,309	\$1,899,100	\$1,056
Fairview Landing	Condo	2006	8	2,204	1,583	2,885	\$1,598,275	\$738
Mallard Cove	Co-Op	1978	21	1,804	1,197	2,112	\$867,557	\$481
Roanoke Reef	Condo	1982	21	1,772	1,453	2,062	\$1,310,555	\$717
Wards Cove	Condo	2011	3	1,727	1,571	2,026	\$1,262,767	\$745

Source: King County Assessor data

House barges are significantly less expensive than floating homes. One key reason for this is the assessed value does not include the value of the underlying land. As shown in the following table, approximately half of house barges are on co-op or condo dock, and all but one of the remainder are on leased docks. The average value of house barges on leased docks is approximately \$111,000, compared to \$150,000 for those on condo docks (condo barge values include the value of the underlying land).

House barges are also relatively small, averaging less than 620 square feet. Only one house barge is larger than 1,000 square feet, and 32 out of 35 are less than 800 square feet.

Because the supply of floating homes is fixed, there is typically greater demand than supply. There is also little turnover in the market. From January 2008 through September 2012, an average of 12 floating homes were sold per year, or approximately 2.1% of the total inventory.

- 2008: 7 sales
- 2009: 15 sales
- 2010: 13
- 2011: 11
- 2012: 13 (through September)

Table 2-5. Average Size and Value of House Barges.

Dock Name	Type of Dock	Units	Total Square Feet			Value		
			Avg	Min	Max	Avg	Min	Max
903 N.L.Wy	Leased	1	346	346	346	\$64,600	\$64,600	\$64,600
Boat World	Leased	1	360	360	360	\$59,400	\$59,400	\$59,400
Canal Marina	Leased	1	609	609	609	\$139,200	\$139,200	\$139,200
Coml Marine Const.	Leased	2	505	360	650	\$63,550	\$51,400	\$75,700
Hamlin Pier	Leased	2	660	520	800	\$99,750	\$41,100	\$158,400
Lake Union Landing	Leased	1	220	220	220	\$41,100	\$41,100	\$41,100
Lake Union Waterworks	Leased	1	240	240	240	\$47,400	\$47,400	\$47,400
Leclercq Marine	Leased	1	516	516	516	\$96,400	\$96,400	\$96,400
Lockhaven Marina	Leased	1	800	800	800	\$171,600	\$171,600	\$171,600
Salmon Bay Marina	Leased	1	900	900	900	\$131,600	\$131,600	\$131,600
Unknown	Leased	1	1,200	1,200	1,200	\$274,500	\$274,500	\$274,500
Westlake Marina	Leased	2	745	690	800	\$154,100	\$113,800	\$194,400
Sub-Total	Leased		601	220	1,200	\$110,707	\$41,100	\$274,500
Gasworks Park M	Condo	17	654	372	864	\$149,747	\$61,300	\$217,400
Roanoke Reef	Condo	1	480	480	480	\$152,000	\$152,000	\$152,000
Sub-Total	Condo		644	372	864	\$149,872	\$61,300	\$217,400
Houseboat Harbor	CoOp	1	658	658	658	\$72,300	\$72,300	\$72,300
Sub-Total	CoOp		658	658	658	\$72,300	\$72,300	\$72,300
Unknown	Other	1	382	382	382	\$63,000	\$63,000	\$63,000
Sub-Total	Other		382	382	382	\$63,000	\$63,000	\$63,000
	Total	35	619	220	1,200	\$128,389	\$41,100	\$274,500

Source: King County Assessor data

Home Owner Association Regulations

Each floating home dock in Seattle has its own set of rules and regulations. While they are agreed to by the residents, they are often the source of most disputes between neighbors. The floating home representatives interviewed for this analysis agreed that starting from a clean slate is an advantage for the Port of Everett, and the appropriate regulations can be adopted from the start.

The issues that tend to cause the most problems are views and pets. Views can be blocked by the house structures themselves, as well as by boats moored alongside, plantings, railings, and

other objects. Not only should rules regarding each of these be specified from the beginning, but they must also be enforced.

According to one representative interviewed, some docks allow dogs, some allow cats, some allow both, and some do not allow pets. Because there are no yards, dogs must be walked on shore. Cats bother some residents by using planters as cat boxes. Again, rules must be in place and must be enforced.

Amenities

Parking is a major issue for floating home residents, especially for those living in old developments. Many of these docks do not have dedicated parking, and residents must compete for street parking spots. In contrast, the newest development in Seattle (Wards Cove) has secure off-street parking.

Storage is another major issue, given the limited space on the floats and lack of garages. Some newer developments include some type of upland storage.

Other examples

Two floating home communities in British Columbia are also useful examples for potential floating home associations in Everett.

Ladner Reach

Ladner Reach Properties Ltd. owns the upland and marina facilities, and leases the adjacent water lot from Port Metro Vancouver. The marina has 28 float home berths and offers secure moorage contracts. Berths can accommodate existing floating homes up to 22' wide and 38' long. See Figure 16.



Figure 2-17. Ladner Reach Properties.

The floating home berths have the following amenities:

- 60 amp power service
- One cable and two telephone outlets
- Two parking stalls
- 8' x 20' storage locker
- Additional parking space for guests

The moorage is \$20,000 for a 10-year contract (payable upon contract signing) plus a basic \$500 per month rent and a monthly payment for moorage covering operating costs (estimated at \$350 per month). The operating costs include expenses to provide potable water, parking, use of the storage shed, garbage collection, recycling, marina property taxes, water lot lease fees, maintenance and administration, among other expenses. Electrical power consumption, cable and telephone usage is directly billed to individual homes as are the annual residential recycling fees and property taxes based on the value of the float home (levied by the Municipality of Delta).

Marina Wes-Del

Marina Wes-Del is a 19-lot floating home community located on the Fraser River in Delta, British Columbia. There are two lots available at the present time, priced at \$179,000 (lot size 20' x 32') and \$249,000 (lot size 25' x 35'). Prices include permanent moorage for floating home, covered garage with storage loft, and one open parking space. The developers also built Canoe Pass Village, a 43-lot floating home community in 1983, which is fully built-out.

Ownership is organized as follows: fee simple land is divided into strata-titled units and registered at B.C. Land Registry (like a strata-titled condominium property). Attached to each lot is the right to use the water lot for mooring your floating home. Strata lot owners have priority rights to the marina slip adjacent to their lot. There is a maintenance fee, estimated at \$175.00 per month.

A typical float (25' x 30') can accommodate a house of 1,600 square feet on three levels, with a sundeck on part of the upper level. Several homes in the development are over 3,000 sq ft. The developer has architectural guidelines in place.

One of the developed lots is for sale for \$649,000 (2 bedrooms, 1.5 bathrooms, 1,815 square feet). The asking price per square foot is \$357.



Figure 2-18. Floating Home for Sale at Marina Wes-Del.

Floating Home Market Assessment

The market for floating homes in Seattle and British Columbia is relatively strong. There are few units available and when units become available, they are sold fairly quickly. This is due in large part to the constrained number of floating homes and house barges in Seattle. As a result of this policy, new floating homes in Seattle can only be built if an existing floating home is purchased and demolished then replaced with a newer unit, which further increases the construction cost.

Discussions with realtors, floating home associations and contractors indicate interest in developing floating homes in Everett. Without exception, all parties thought there was a potential for development of a floating home market in Everett. A development ranging from 20 units to 40 units should be considered in Everett.

However, there are still some unresolved issues. The legality/permissibility of floating homes in Everett is a key question, and should be investigated by the Port's legal counsel. It would likely require a modification to Shoreline Management Plan.

Rules and design standards associated with the development of a floating home community in Everett could be based upon existing rules at Seattle associations. The upland development at the Everett Marina would need to take into account provision of parking and other amenities for the floating home community. Views will be a key consideration for the success of the project, which should also be taken into account in the development plan.

Other Wet Moorage Requirements

This section reviews the need for improvements to transient moorage, boat launch facilities and facilities for hand-powered craft.

Transient Moorage

The number of visiting boats varies greatly depending upon weather, economic conditions and fuel prices. Transient moorage revenues at the Port of Everett reached an initial peak in 2007 then fell as the recession deepened. Since 2009, the Port has experienced strong growth in transient moorage revenues, slightly surpassing the level reached in 2007 (unadjusted for inflation). Most of the visiting boats are from north and central Puget Sound and most of visits occurred during the peak boating period from May through September.

Transient moorage revenues at the Port of Everett experienced average annual growth of 2.1 percent between 2005 and 2013, which was slightly less than the rise in inflation (Seattle CPI increased 2.4 percent during this period).

An increasing share of transient moorage is occurring at the North Marina, up from 14 percent in 2009 to 52 percent in 2013. This is primarily due to the provision of new attractive transient moorage facilities at the North Marina. Provision of restrooms and other upland amenities and additional events will further enhance utilization of the transient moorage facilities in the North Marina.

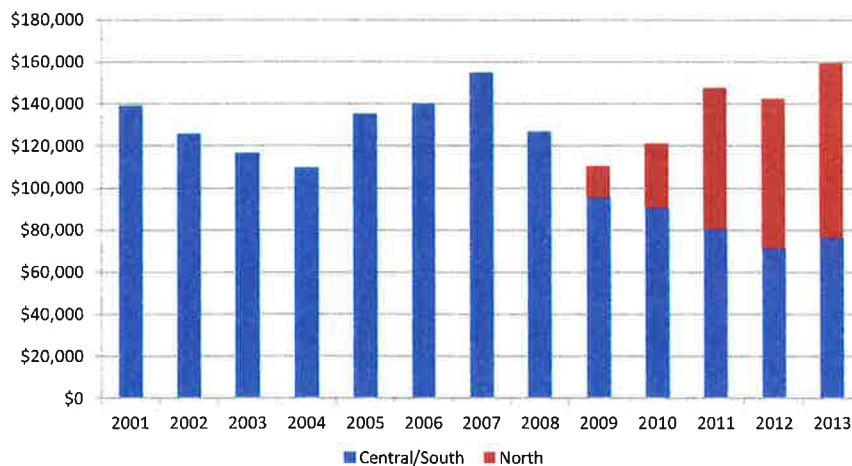


Figure 2-19. Port of Everett Transient Moorage Revenues.

The transient moorage facilities in the Central/South Basins are older and require significant improvements. The Port should consider developing new transient moorage facilities near the ESY site. The proximity of transient moorage to upland services and facilities could improve transient moorage activity as the upland development moves forward.

The Port owns the North Breakwater, which currently serves as a site for transient moorage. Since there have been no funds expended from the Washington State RCO, the Port can and should consider a change of use for this area, with development of moorage or, perhaps, floating homes. The view of the River would be quite attractive and the positioning of floats in this area could reduce siltation that is occurring in the main basin.

Puget Sound Trends

A comparison of transient moorage revenues in key Puget Sound marinas reveals that growth was strongest in Cap Sante (Anacortes) and Shilshole Bay Marina, which grew each at 7.5 percent per year from 2005 to 2012 (4.9 percent after inflation). Excluding these two marinas, transient moorage revenues increased at 0.9 percent per year (-1.7 percent after inflation).

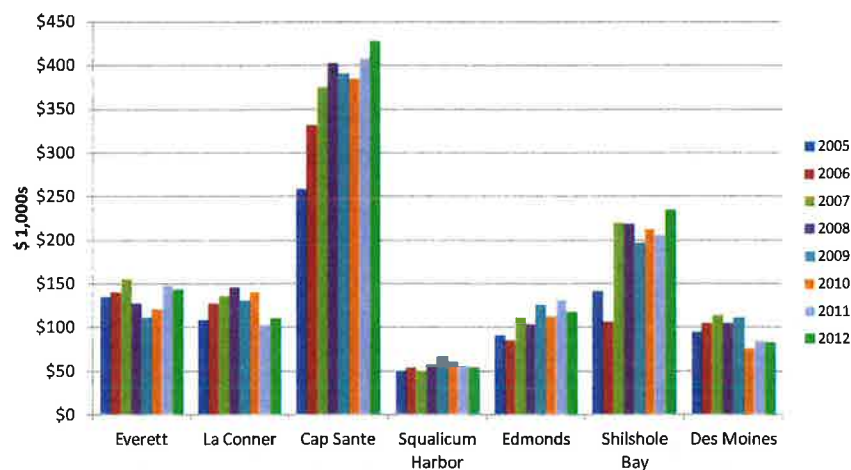


Figure 2-20. Transient Moorage Revenues at Major Eastside Puget Sound Marinas.

Future Estimate

The transient moorage planned for Phase 1 could increase at a rate similar to that at the North Marina, particularly as opportunities for entertainment and amenities are improved at the ESY site.

Other Marina-Related Uses

This section presents a demand assessment for other marina-related uses at the Port of Everett.

Vessel Haulout and Boatyards

Vessel haulouts occur to facilitate repairs at the boatyard or for upland storage. The number of vessels hauled out at the port of Everett Marina peaked in 2001 at approximately 1,200 lifts, then declined to a nadir of 762 haulouts in 2008, before picking up to around 800 to 860 lifts per year from 2009 to 2013.

The number of boats in the work yard increased consistently from 288 in 2004 to 389 in 2010. The number of lifts increased in 2013 due to the expansion of the boatyard (Phase 2 completed in 2012) to 643 boats in 2013. The number of lifts is expected to increase further after completion of Phase 3 of the work yard, scheduled within five years.

The number of boat yard permits in Washington State has decreased due to the costs associated with increased environmental regulations as well as competing uses of upland waterfront sites. The Port of Everett's boatyard complex exceeds current and future regulations set forth by the Department of Ecology. The recently completed and future improvements will provide Port customers with an efficient boatyard that meets the near-term and long-term market opportunities. The Port should continue to enhance the facility in the future, including the potential consideration of a larger Travelift.

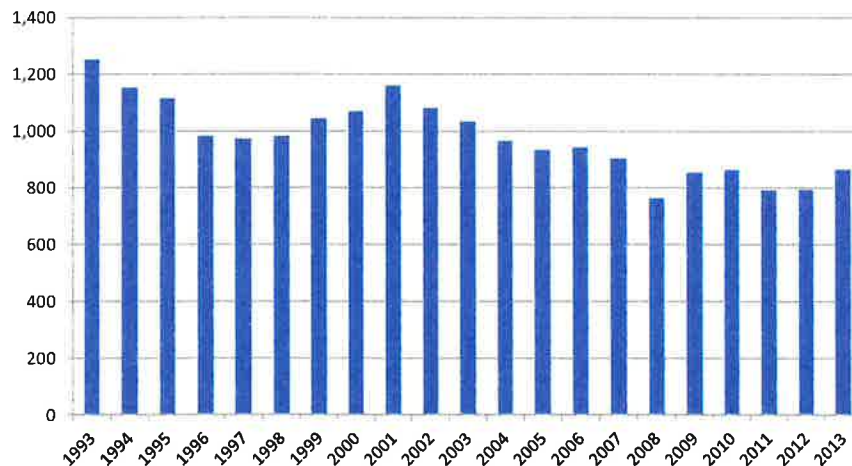


Figure 2-191. Travelift Operations.

Boat Storage

The Port of Everett currently also operates four boat storage operations, which accommodate boat owners seeking long-term boat storage (blocked) as well as trailerable boat storage for frequent users. The number of boats in upland has steadily increased from an average monthly

total of 27 in 2009 (when storage operations commenced) to 59 in 2010, 94 in 2011, 111 in 2012 and 125 in 2013. The Port plans to accommodate storage as long as possible in the east, central and west boat storage yards. Additional boat storage in the boat yard or other areas that can be serviced by the larger Travelift should be considered.

Puget Sound Dry Storage Operations

Upland boat storage is becoming much more popular in Puget Sound as an alternative (and often less expensive) alternative to wet moorage. Increased dry moorage has dominated moorage supply increases in the past twelve years. In King, Snohomish and Skagit Counties, there were approx 1,200 additional dry moorage spaces added between 2000 and 2012 compared to only around 300 new wet moorage slips.

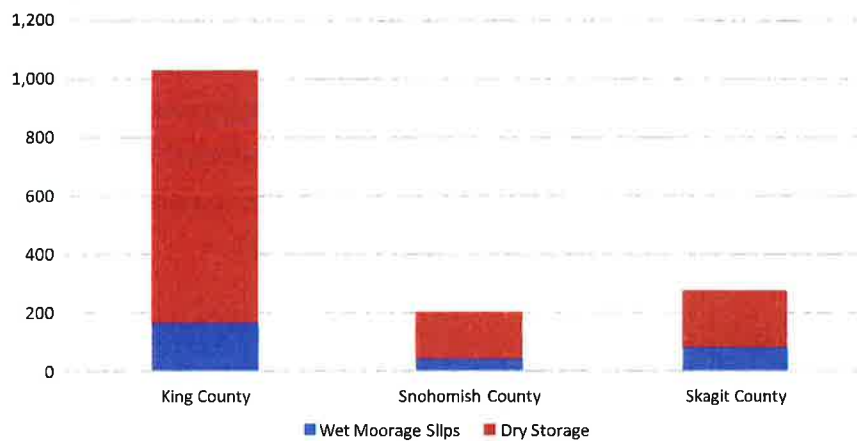


Figure 2-202. Moorage Construction in last 10 Years.

Facilities size ranges from 100 to 400 slips. Almost all of the growth occurred at private facilities. Success depends on rates, low operating costs and high level of service (high customer interaction).

Bayside Marine (Everett). Bayside Marine is a privately owned facility, located on land owned by the Port of Everett on approximately 2.5 acres. This storage facility, which was constructed in 2007, consists of a 55,000 square foot building that provides storage for approximately 150 boats as well as a retail showroom and a service center. Bayside Marine can accommodate boats up to 36 feet long, and replaced a facility that could accommodate approximately 75 boats up to 23' in length. A forklift is used to access water.

Dagmar's Landing (Smith Island in Everett). Dagmar's Landing consists of approximately 75 acres (total area) and can accommodate approximately 1,000 boats, ranging up to 46 feet long or weighing 25,000 pounds. A forklift is used to access water.

Twin Bridges Marina (North end of the Swinomish Channel). Twin Bridges offers inside heated moorage for approximately 256 boats, with boats up to 35 feet or 22,000 pounds. It is currently around 90% occupied. The site is approximately 3 acres, and includes 66,000 square feet in dry boat storage building and 7,600 square feet in retail/repair building. A forklift is used to access water.

Port of Edmonds Marina (Edmonds). The Port of Edmonds owns and operates an open dry storage facility. This facility was initially constructed in 1996 and was improved in 1998 with a new dry stack facility and hydraulic launch system. The facility can accommodate 276 power boats from 18 feet to 32 feet. It is located on a site of approximately 3 acres.

Foss Landing Dry Storage (Thea Foss Waterway in Tacoma). This enclosed heated facility opened in February 2005 and provides moorage for around 200 boats up to 38 feet long and up to 30,000 pounds. It is currently at 100 percent occupancy and has a waiting list. The storage building is approximately 22,000 square feet on a parcel of less than one acre parcel. The racks are five high. A forklift is used to access water.

Lake Union Drystack (North-end of Lake Union in Seattle). Lake Union Drystack was constructed in 2007, with Seattle Boat Company as partner. This open facility can accommodate approximately 400 boats up to 36 feet long. The site is around 4 acres. A forklift is used to access water.

Pacific Marine Center (Anacortes). Pacific Marine Center on Fidalgo Bay in Anacortes is a full marine yacht service center including, dry land storage of yachts up to 60 feet in length on approximately 36 acres with a large refit building (approximately 34,000 square feet) and private access to the water along with a 350 foot long service dock. The owner is planning on addition of a 250 ton Travelift.

Dry Storage Findings

Dry Storage will continue to be a major source of new moorage demand. Bayside Marine and Dagmar's Landing are both performing well in/near Everett. It is increasingly important to provide dry storage for all the boaters in the Port's market area.

There are financial considerations about development/expansion of dry storage facilities:

- Rates range from around 1/2 of wet moorage rates to par with wet moorage rates.
- Key to success is controlling costs since is staff intensive, requires high level of service and is expensive to operate.
- Capital costs are typically much lower than for wet moorage.

There are also operational considerations about expansion of dry storage facilities:

- Distance from stack to the water is critical (190 to 460 ft at Bayside from edge to back of building; Edmonds 90 to 560ft depending on rack)
- Equipment dependant - forklifts and launchers are expensive to acquire/maintain.
- Could take more customers from wet storage slips.

The Port needs to decide whether it operates the facility or forms a public-private partnership as with Bayside.

Hand Powered Craft and Small Sailboats

Participation in hand powered boating activities has increased significantly in recent years in Washington State. Jetty Island and the Snohomish River are major centers of attraction for these activities in Snohomish County.

There are several public and private groups that provide services for hand-powered craft enthusiasts, including classes, events and outings. Most of the hand-powered craft use the 10th Street Boat launch. Boating enthusiasts note that the provision of the launch ramp, floating docks, restrooms and a concession stand meet their basic needs. Other considerations include the ability to unload/load the craft within close proximity to the ramp, adequate parking within a reasonable distance and adequate lighting (especially for winter outings).

The Port should consider additional facilities (such as covered and open storage areas, among other facilities) that could enhance hand powered craft activities. These should only be undertaken after more extensive discussion with boating clubs and service providers.

APPENDIX G
Resolution No. 751, establishing the Public Access Reserve Account

ORIGINAL

RESOLUTION NO. 751

A Resolution of the Port of Everett establishing the Public Access Reserve Account and authorizing expenditures for public access purposes.

WHEREAS, the Commission of the Port of Everett has previously determined in Resolutions Nos. 653 and 657, in 1988, and Resolution No. 661 in 1989 that it is a proper purpose of a port district to undertake actions that allow public access to the shorelines and adjacent areas within the Port District; and,

WHEREAS, the Commission of the Port of Everett desires to reconfirm and clarify the continuation of its support of public access projects and programs; and,

WHEREAS, the Commission of the Port of Everett reconfirms that the amount of Two Percent (2%) of project construction cost is an appropriate amount to reserve for projects and/or programs so that the Port may accomplish public access improvements or opportunities;

WHEREAS, the Commission of the Port of Everett desires to create a Public Access Reserve Account to utilize for the purposes of accounting and managing the Port's revenues and expenditures for public access purposes;

NOW, THEREFORE, BE IT RESOLVED, by the Commission of the Port of Everett as follows:


1. The Port Commission hereby creates the Public Access Reserve Account which shall be utilized for maintaining and expending funds for public access projects and programs. For the purposes of expenditures from the Public Access Reserve Account, appropriate projects and programs shall include those which provide significant opportunities for the public to access the shorelines of the Port District, and such other projects and programs as the Port Commission may determine are appropriate. Eligible costs for public access project and program expenditures shall include any and all expenditures necessitated by an approved public access project or program including, without limitation, consulting and engineering expenses, permit costs, design and construction costs, sales tax and property acquisition costs.

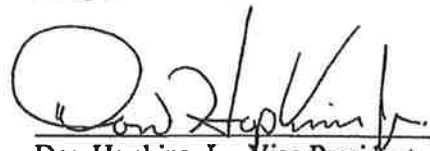
2. The Port Commission hereby directs that the Port Administration allocate Two Percent (2%) of the amount of each construction project requiring a substantial development permit under the Shoreline Management Act, other than maintenance and repair projects for existing facilities and construction projects which are, themselves, public access projects and/or improvements, undertaken by the Port to be placed into the Public Access Reserve Account and to be utilized for public access projects and programs. For the purposes of the Public Access Reserve Account, the Two Percent (2%) shall be calculated on the engineer's estimate for project cost of a project that is publicly bid and the contract therefor awarded by the Port Commission,

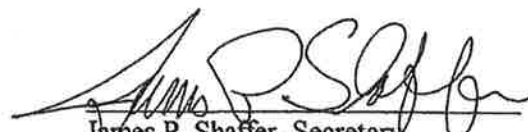
without consideration of the amount of applicable sales tax. For the purposes of this Resolution and calculating two percent (2%) for public access projects, costs for environmental remediation shall not be considered to be construction projects and that cost shall not be included to determine a two percent (2%) contribution to the Public Access Reserve Account.

3. The Port Administration shall report, on an annual basis, the specific expenditures from the Public Access Reserve Account.

ADOPTED by the **PORT COMMISSION OF THE PORT OF EVERETT**, Snohomish County, Washington, this 8th day of August, 2000.


Philip B. Bannan, President


Don Hopkins, Jr., Vice President


James P. Shaffer, Secretary

APPENDIX H

Resolution No. 1097, adopting Port of Everett Boating Access & Public Facilities Plan
(To be attached post resolution action)

