Comprehensive Scheme of Harbor Improvements

Adopted October 2013
Updated: July 17, 2018

Carrying out the public’s trust ... creating opportunities!
Port Planning Process

The figure below is a generalized schematic to demonstrate how port districts, and specifically the Port of Everett, respond to state law (RCW 53) requirements by preparing a Comprehensive Scheme of Harbor Improvements (Comp Scheme). This requirement 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 provide insight and direction into the annual development of the operating and capital improvement budgets.

Message from the CEO

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.
# Table of Contents

## I. Introduction .................................................................................................................................................................................. 4

The Comprehensive Scheme of Harbor Improvements .................................................................................................................. 4

About the Port of Everett ........................................................................................................................................................................... 4

Vision, Mission, Core Values ................................................................................................................................................................. 5

Economic Benefits ...................................................................................................................................................................................... 5

Strategic Plan ............................................................................................................................................................................................ 5

History of the Port of Everett ................................................................................................................................................................. 6

Capital Investment Plan Summary ......................................................................................................................................................... 6

Properties & Facilities Map ..................................................................................................................................................................... 7

## II. Port Facilities ................................................................................................................................................................................... 8

### Seaport ............................................................................................................................................................................................. 8

Mount Baker Terminal .............................................................................................................................................................................. 8

South Terminal .......................................................................................................................................................................................... 8

Pacific Terminal ......................................................................................................................................................................................... 10

Hewitt Terminal ........................................................................................................................................................................................ 10

Pier 1 ........................................................................................................................................................................................................ 10

Hewitt Wharf ......................................................................................................................................................................................... 11

Pier 3 ........................................................................................................................................................................................................ 11

Guiding Resolutions .............................................................................................................................................................................. 11

### Marina ............................................................................................................................................................................................ 12

South & Central Docks ............................................................................................................................................................................ 12

North Docks .......................................................................................................................................................................................... 12

Jetty Landing & Boat Launch ............................................................................................................................................................... 13

Craftsman District ................................................................................................................................................................................... 13

Guiding Resolutions .............................................................................................................................................................................. 14

### Properties ....................................................................................................................................................................................... 15

Riverside Business Park ........................................................................................................................................................................ 15

Waterfront Center Building ................................................................................................................................................................. 16

Preston Point (Bay Wood) ................................................................................................................................................................. 17

Waterfront Place .................................................................................................................................................................................... 16

Former Kimberly-Clark Parking Lots ................................................................................................................................................ 18

Guiding Resolutions .............................................................................................................................................................................. 18

### Mitigation Sites ................................................................................................................................................................................ 19

Union Slough Salt Marsh Restoration Site ...................................................................................................................................... 19

Blue Heron Slough (Biringer Farm) Mitigation Site .......................................................................................................................... 20

Guiding Resolutions .............................................................................................................................................................................. 20

### Public Access Areas .................................................................................................................................................................. 21

Jetty Island ............................................................................................................................................................................................... 21

Waterfront Place Trail System ............................................................................................................................................................... 22

Jetty Landing & Boat Launch ............................................................................................................................................................... 22

Mukilteo Public Access Dock ............................................................................................................................................................... 22

Pigeon Creek Public Access Trail ...................................................................................................................................................... 22

Fisherman's Tribute Plaza ................................................................................................................................................................. 23

Boxcar Park ............................................................................................................................................................................................ 23

Riverside Business Park Trail System ............................................................................................................................................... 24

Waterfront Place Future Public Access ........................................................................................................................................... 24

Edgewater Beach .................................................................................................................................................................................... 25

Guiding Resolutions .............................................................................................................................................................................. 25
Comprehensive Scheme of Harbor Improvements

Under Washington state law, 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 Comp 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 Comp Scheme is amended, as necessary, to authorize improvements, acquisition of property, surplus of property, and/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 Comp Scheme and its relationship to other master plans, programs and laws is shown in Figure 1 (page 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 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 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 handling high and heavy cargoes, such as electrical transformers, energy components, agriculture equipment and the like. The Port of Everett Seaport is a vital link in the aerospace logistics chain, handling all of the oversized parts of the Boeing 747, 767 (military and commercial), 777, 777X, as well as the KC-tanker production lines.

The Port of Everett operates the

Figure 2
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 property, including Jetty Island, and is continuously working to restore economic prosperity to the waterfront. The Port’s properties also provide numerous public access and recreational opportunities for Port District residents and visitors to enjoy.

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

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

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, 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 its Waterfront Place Central 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 currently under development or slated for development.

In 2018, the Port published a history book titled Port of Everett: The First 100 Years to commemorate its centennial year covering the evolution of its waterfront.

Capital Investment Plan Summary
The Port annually develops a budget to cover the upcoming year’s anticipated maintenance, improvements, new equipment or facilities, and new development. In that process, the Port also updates its 5-year capital improvement plan (CIP). The CIP represents the Port’s capital expenditure direction, as well as facilitates the guidance from the Port’s Strategic Plan. The CIP anticipates more than long-term maintenance of equipment and facilities; it also takes into consideration property acquisition or construction of new facilities. The CIP is evaluated annually and updated to reflect the ever changing long-term maintenance needs, market demands and opportunities.
The Port of Everett has emerged as a strategic multi-purpose general cargo port that ranks second 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 built Mount Baker Terminal in 2005, and operations began in May 2008. The facility, adjacent to the former Mukilteo Tank Farm site, allows for the transfer of oversized containers directly from barge to the region’s rail transportation system. This facility is a satellite to the Port’s existing deep-water seaport facilities located in Port Gardner Bay. In 2013, the Port acquired the Mount Baker Terminal property from WSDOT. Prior to that, the land operated under a ground lease.

Primary 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 also 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

No future plans.

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 MLW. In 2015 the Port completed the first phase of its South Terminal Modernization project, strengthening a 140-foot section of the dock to accommodate modern-day cargo handling equipment and the world’s largest roll-on, roll-off (Ro/Ro) ships. The terminal is served by a single rail spur, which was rehabilitated and extended as part of the Port’s on-dock rail improvements completed in 2017.

**Primary Use**
The Port operates the facility as a deep-water cargo terminal. The existing wharf is used primarily for Ro/Ro and breakbulk cargoes.

**Future Plans**
The Port Commission’s top priority is to modernize the Seaport to meet 21st century infrastructure demands. Current modernization efforts include infrastructure upgrades to accommodate larger vessels beginning to call at Everett, and preparing for the next generation of cargo at the Seaport, such as aerospace parts for the new 777X jetliner that began to arrive in 2018.

The South Terminal facility is a key piece of the Port’s modernization effort. The dock was originally built in the 1970s for log operations; in its current state it can only accommodate 500 pounds per square foot (psf). Today’s modern cargo operations require a minimum of 1,000 psf. The $36 million South Terminal Modernization Project — the Port’s largest-ever maritime project — will strengthen 560 feet of the 700-foot South Terminal dock structure (140 feet were strengthened in 2015), and make electrical upgrades at the wharf. Upon completion in late 2019, the dock will be ready to accommodate two 100-foot gauge rail-mounted container cranes and provide vaults for shore power, allowing ships to plug in while berthed. Future modernization efforts include expanding the dock to accommodate vessels up to 1,000 feet in length.

The Port is also 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, breakbulk and project cargo facility supporting aerospace, construction, manufacturing, energy and agriculture industries. 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 approximately 685-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. In 2017, a Mill A Interim Action Cleanup and navigational dredging project at the south end of Pacific Terminal (referred to as “dredge the wedge”) was completed.

**Primary Use**

Pacific Terminal operates as a general, container, breakbulk and project cargo facility.

**Future Plans**

No future plans.

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**Hewitt Terminal**

**Facility Description**

Hewitt Terminal encompasses 15 acres and consists of Piers 1 and 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.

**Current Use**

Hewitt Terminal is primarily used for shipyard work.

**Future Plans**

No future plans.

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**Pier 1 (North & South)**

**Facility Description**

Pier 1 is part of the Port's Hewitt Terminal. It is one of two finger piers at the Seaport, and provides two ship and barge berths; one on the north side and one on the south side. Both berths offer usable berth lengths of 600 feet each, along with a barge berth. The pier offers two mobile harbor cranes, and is served by four rail spurs. It contains 15 acres of paved, well-lit land and storage. This facility is served by the Port’s 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 to support general, containerized, breakbulk, ro/ro and forest product cargoes. The 36,000 square foot warehouse located on Hewitt Terminal operates on an open use basis, meaning customers lease portions of the warehouse on a first-come, first-served basis.
Future Plans
No future plans.

Hewitt Wharf
Facility Description
Hewitt Wharf is adjacent to the warehouse facility (previously mentioned), and is primarily used for shipyard work. Hewitt Wharf provides 21 upland acres for storage. The Port leases its north Hewitt Wharf property to Dunlap Towing. A new bulkhead was constructed in this area in 2015/2016 and the Port has installed corrosion protection on the bulkhead.

Primary Use
Hewitt Wharf is primarily used for shipyard and boat repair work.

Future Plans
No future plans.

Pier 3 (North & South)
Facility Description
Pier 3 is part of the Port’s Hewitt Terminal. It 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 bulk cement from ship and barge for transfer to the dome for cement storage and distribution. When Lehigh is not using Pier 3 South, the berth is used for general, breakbulk, project and forest product cargoes, as well as ship repair.

Future Plans
The Port continues to restore the structural pilings supporting Pier 3.

Other Terminal Improvements

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.

SEAPORT RESOLUTIONS

<table>
<thead>
<tr>
<th>Date</th>
<th>Resolution #</th>
<th>Facility</th>
<th>Description of Action</th>
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<tbody>
<tr>
<td>7/8/2008</td>
<td>895</td>
<td>Marine Terminals</td>
<td>Adoption of Marine Terminals Master Plan</td>
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<tr>
<td>11/9/2004</td>
<td>820</td>
<td>Mount Baker</td>
<td>Incorporation of Rail/Barge Transfer Facility</td>
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<td></td>
<td></td>
<td>Terminal</td>
<td>(known as Mount Baker Terminal)</td>
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<tr>
<td>9/4/1990</td>
<td>665</td>
<td>Pier 1</td>
<td>Pier 1 Reconstruction</td>
</tr>
<tr>
<td>12/21/1983</td>
<td>605</td>
<td>South Terminal</td>
<td>Acquisition, construction and installation of South Terminal</td>
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<tr>
<td>10/12/1971</td>
<td>474</td>
<td>Hewitt Terminal</td>
<td>Acquisition of Hewitt Terminal</td>
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</tbody>
</table>
Port of Everett Marina

Largest Public Marina on the West Coast

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 guest docks, a 13-lane boat launch, fuel dock, pump-out facilities, recycle stations, laundry/shower facilities, Jetty Island, great walking trails, and is surrounded by the Port’s 65-acre mixed-use development known as Waterfront Place Central.

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 five 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 waterfront. Some of these include the Fresh Paint Arts Festival, Music at the Marina Concert Series, Everett Farmers Market, Sail-in Cinema, 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 Marina Business Plan to guide capital investments for these marina basins 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 adjacent to the
Craftsman District, which includes an expansive and paved boatyard, supported by a
75-ton Travelift and 60-ton capacity boat transporter. As part of the permitting for the
boatyard, 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**
The Port’s Jetty Landing and Boat Launch opened in 1976 and occupies approximately 20
acres at the northern end of the Port’s waterfront. The property is jointly owned by the
Port, City of Everett and Snohomish County. The Port 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 additional
parking for approximately 50 vehicles. In 2014, the Port installed a historical interpretive
feature at the site.

**Primary Use**
This area is primarily used for public access, recreational boating and an access point to
Jetty Island.

**Future Plans**
The Port is planning and budgeting for capital improvement needs for Jetty Landing and
Boat Launch, and is leading an effort in partnership with co-owners the City and County,
to establish funding for necessary dredging at the launch. In 2018, the Port is building a
public access amenity at Jetty Landing with two, new picnic shelters.

**Craftsman District: Boat Repair & Maintenance**

**Facility Description**
Between 2008-2012, the Port of Everett invested more than $12 million in a new asphalt
paved boatyard. As one of the region’s newest facilities, the Port’s boatyard prevents
run-off from directly entering the Snohomish River and Puget Sound. With boatyard
requirements ever increasing, this facility serves the needs for the Port and the boating
industry. As of 2017, the Port had completely filled the boat service and repair tenant
spaces at its Waterfront Center that supports its Craftsman District.
Boatyard Features:

- The boatyard includes 6 acres of 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 boat wash facility

Primary Use

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

Future Plans

In the next five years, the Port plans to embark on the third and final stage of the Craftsman District by expanding the boatyard into the adjacent Ameron site. Further, the Port will continue to enhance boater centric service offerings and is currently looking at an opportunity to build additional tenant space for boating service and repair providers looking to site their business at the Port of Everett Marina.

MARINA RESOLUTIONS

<table>
<thead>
<tr>
<th>Date</th>
<th>Resolution #</th>
<th>Facility</th>
<th>Description of Action</th>
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<tbody>
<tr>
<td>2/13/2018</td>
<td>1098</td>
<td>Marina</td>
<td>Adoption of 2018 update to the Boating Access and Public Facilities plan</td>
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<tr>
<td>10/2012</td>
<td>Commission Adoption</td>
<td>Marina (South and Central Docks)</td>
<td>Adoption of Marina District Development Strategy</td>
</tr>
<tr>
<td>2/14/2012</td>
<td>968</td>
<td>Marina</td>
<td>Adoption of Boating Access and Public Facilities Plan</td>
</tr>
<tr>
<td>11/1/2005</td>
<td>847</td>
<td>Boat Launch</td>
<td>Purchase of property adjacent to boat launch (formerly owned by Performance Marine)</td>
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<tr>
<td>9/20/1990</td>
<td>667</td>
<td>Jetty Landing and Boat Launch</td>
<td>IAC Funding authorization for facility expansion</td>
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<tr>
<td>9/12/1979</td>
<td>588</td>
<td>Boat Launch</td>
<td>Development of Boat Launch facility</td>
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</table>
Port Properties
Port of Everett development opportunities are found in the heart of the region’s mixed-use and industrial waterfront. The Port’s facilities are located on approximately 3,000 acres of property, and include deep-water shipping terminals, 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
The Port of Everett’s Riverside Business Park is a 78-acre waterfront industrial business park located west of the Snohomish River. The Port purchased the former mill site from The Weyerhaeuser Company in 1998 with a vision of creating an industrial park to bring new economic opportunity to the waterfront and restore hundreds of jobs to the site. The business park was designed to attract a dynamic mix of light manufacturing and assembly uses in an efficient setting, complete with infrastructure and vested mitigation measures. Since purchasing the site, the Port has continued to make improvements to the property, including working cooperatively with the Department of Ecology to complete environmental cleanup from years of legacy contamination, bringing in thousands of cubic yards of clean fill to raise the site out of floodplain levels and constructing the roadways, trails, utilities and related infrastructure necessary to support site development. Today, all property parcels are fully developed, in construction, or under contract.

Primary Use
Riverside Business Park is zoned for heavy manufacturing, and is home to various tenants including Motor Trucks, Republic Services, Northwest Aerospace Technologies, FedEx Freight, Latitude Development and Panattoni Development.

Future Plans
The Port is currently under contract for all the developable acres of the property, with private development activity anticipated into 2020. Port public infrastructure, including roadway, utility and public access improvements are in their final phases and anticipated for completion in 2019/2020. The Port plans to convey all public infrastructure to the City of Everett once complete.

Waterfront Center
Facility Description
In December 2010, the Port opened Waterfront Center. The former MSRC building, a 38,000 square foot concrete warehouse, was expanded and remodeled into a 60,000 square foot structure to house marina services and offices, including the Port’s Administration and Marina Offices. 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, OceanGate, All Ocean Services and various marine service and repair businesses.

Future Plans
Waterfront Center is at capacity. A second building, or “annex,” to the east of Waterfront Center is being planned and assessed from a financial standpoint.

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 left the site with contaminated soils. In 2013, the Port completed upland cleanup and deposited clean backfill in cooperation with the Department of Ecology.

Primary Use
Currently used for a short-term lease as a construction staging area for contractors.

Future Plans
The Port continues to explore development opportunities for this parcel. 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 used to be leased to private developer, Marina Village Partners, who constructed and maintained all buildings on the site. In 2017, the Port bought out the long-term lease with Marina Village Partners to bring Marina Village back into Port control. Site amenities include several restaurants, office spaces and yacht brokers. A second commercial center, Port Gardner Landing, is located on the northeastern edge of the South District and is managed by Stuchell Enterprises. Port Gardner landing began operation in 1999, and features a hotel, restaurant, marine supply store, and various office uses. The historic Weyerhaeuser Building was relocated from this site to the Port’s Boxcar Park in the Central District in 2016.

Primary Use
Tourist-oriented commercial activities are concentrated at these properties.

Future Plans
The Port has conducted high-level conceptual exercises on potential land use layouts that would help extend the theme of Waterfront Place Central into the South District.
Central District: Waterfront Place Central Development

Facility Description
The Port’s 65-acre Central District 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 new public gathering spaces, up to 660 housing units, a waterfront hotel, fine and casual dining restaurants, and 662,000 sq. ft. of commercial, retail and marine sales and services space. The project includes $71 million in public infrastructure funded by the Port’s Capital Improvement Plan, plus opportunities for private developers anticipated at $544 million. When complete, the project is expected to support more than 2,075 family-wage jobs and generate $8.6 million in new tax revenue for the City of Everett.

In March 2018, the Port wrapped up its initial $12 million infrastructure investment at Fisherman’s Harbor — the first phase of Waterfront Place. This encompassed roadways, utilities and marine elements, including a new bulkhead and the new Seiner Wharf, and public access amenities, including the new Pacific Rim Plaza and splash fountain. This work paved the way for private construction to kick-off in March 2018 with the groundbreaking of the site’s 142-room Hotel Indigo. In June 2018, SeaLevel Properties formally purchased parcels A3, A4, A5, A9, A10, and A13 from the Port to site 266 future waterfront apartment homes. Construction is anticipated in the late 2018/2019 timeframe, as is the prospect of future restaurants within Fisherman’s Harbor. The Port has also entered its second phase of public work to build additional roadway and public access connections from Fisherman’s Harbor to the Central Marina, and in-water work including dredging and construction of a new Central guest dock and moorage docks.

Primary Use
Currently, tourist-oriented commercial activities are concentrated in these properties, along with marine service and repair amenities.

Future Plans
The Port continues to market this project to the business and development community. Public and private construction is anticipated to continue into the 2025 timeframe.

North District: Jetty Landing & Boat Launch —
See Marina Section; pg. 13
**Former Kimberly-Clark Parking Lots**

**Facility Description**
In 2017, the Port purchased approximately 2.2 acres of property from Kimberly-Clark (K-C) along the east side of West Marine View Drive. The property historically has been used by K-C for employee parking. The parcels overlook the Port of Everett Seaport, the former K-C mill site and Naval Station Everett. The Port’s interest in acquiring the property was to ensure proper land use compatibility with the deep-water port and Naval Station. The property is currently zoned residential.

**Primary Use**
Not currently in use.

**Future Plans**
The Port is currently marketing the site for compatible development opportunities.

<table>
<thead>
<tr>
<th>Date</th>
<th>Resolution #</th>
<th>Facility</th>
<th>Description of Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/12/2017</td>
<td>1088</td>
<td>Kimberly-Clark Parking Lots</td>
<td>To incorporate the purchase of real property, generally referred to as the Kimberly-Clark Parking Lots, and situated within the boundaries of the Port District</td>
</tr>
<tr>
<td>3/7/2017</td>
<td>1071</td>
<td>Mukilteo Tank Farm</td>
<td>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</td>
</tr>
<tr>
<td>12/13/2016</td>
<td>1065</td>
<td>Waterfront Place Central</td>
<td>Declare Surplus and Sale Parcels in Fisherman’s Harbor generally described as Lots A3, A4, A5, A9, A10 and A13 to facilitate residential development</td>
</tr>
<tr>
<td>12/13/2016</td>
<td>1065</td>
<td>Riverside Business Park</td>
<td>Declare Surplus and Sale Lot 3 to facilitate light industrial private investment on-site</td>
</tr>
<tr>
<td>2/10/2015</td>
<td>1025</td>
<td>Waterfront Place Central</td>
<td>Incorporate Waterfront Place Central Conceptual Site Plan and Development Agreement</td>
</tr>
<tr>
<td>1/14/2014</td>
<td>1004</td>
<td>36th Street Property</td>
<td>Declare Surplus and Sale of 36th Street Property</td>
</tr>
<tr>
<td>9/2013</td>
<td>989 990</td>
<td>Mukilteo Tank Farm</td>
<td>Acquisition of Mukilteo Tank Farm property</td>
</tr>
<tr>
<td>10/2012</td>
<td>Commission Adoption</td>
<td>Marina (South &amp; Central Docks)</td>
<td>Adoption of Marina District Development Strategy</td>
</tr>
<tr>
<td>7/1/2012</td>
<td>971</td>
<td>Riverside Business Park</td>
<td>Declare Surplus and Sale of Riverside Business Park Intermodal Transfer Site</td>
</tr>
<tr>
<td>11/4/2008</td>
<td>900</td>
<td>Bayview Building</td>
<td>Declare Surplus and Sale of Bayview Building</td>
</tr>
<tr>
<td>7/10/2007</td>
<td>875</td>
<td>Riverside Business Park</td>
<td>Sell Five Acre Parcel at Riverside Business Park</td>
</tr>
</tbody>
</table>
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 several smaller projects. Mitigation banking allows local governments and developers to earn “credits” that can 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 Port’s Pacific Terminal development. The site has since provided mitigation for several Port projects, including the new North Docks 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 non-profit 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 on-going.

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 (formerly Biringer Farm), Union Slough. All have been identified as areas for estuarine salmon habitat restoration.

Furthermore, the Port participates 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, and is 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 took place in 2017, and breaching the dikes will begin in 2018/2019.

### MITIGATION RESOLUTIONS

<table>
<thead>
<tr>
<th>Date</th>
<th>Resolution #</th>
<th>Facility</th>
<th>Description of Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>6/8/1993</td>
<td>685</td>
<td>Biringer Farm</td>
<td>Purchase of Biringer Farm (Blue Heron Slough) property</td>
</tr>
<tr>
<td>1/16/1990</td>
<td>664</td>
<td>Union Slough</td>
<td>Purchase of Union Slough property</td>
</tr>
</tbody>
</table>
Public Access Areas
The Port strives to make the waterfront accessible to the community and its visitors. In 1988, the Port Commission voluntarily elected to devote 2 percent of the engineer’s estimate for its capital projects, primarily on industrial land, within the shoreline zone to enhance public access. Since then, the Port has invested more than $34 million in public access improvements through the program, bringing benefits to the public such as the Jetty Island Public Dock and the Pigeon Creek Trail. In addition, the Port constructed a beach restoration project 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 year-round. Since the island can only be accessed via boat and other personal watercraft, 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 birds of prey 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 beach recreation, environmental education and bird watching. Portions of Jetty Island serve as placement locations for clean dredge materials from the Corps of Engineers (Corps) 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 in general.

Future Plans
Continuous work is being done to improve and expand the island’s wildlife habitat. 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 offers miles of waterfront walkways stretching from the Port’s South Terminal to its Union Slough Restoration Site. The Port’s Waterfront Place trail system, located between 10th and 18th streets along West Marine View Drive, consists of a nearly four-mile waterfront pathway providing pedestrian access throughout the marina.

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 upcoming relocation of the Mukilteo Ferry Terminal to the former Mukilteo 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.

Fishermen’s Tribute Plaza
Facility Description
After several years of collaboration, the Fishermen’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 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 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 its Waterfront Place Central property for a public open space. The park will be used to support and enhance the community’s waterfront and recreation access. In 2016, the historic Weyerhaeuser Building was relocated from the South District to Boxcar Park.

Primary Use
Boxcar Park is used for public access opportunities, including trails, wildlife viewing and special events. An interpretive exhibit was installed in 2014, and provides an educational element for visitors to learn the history of the site.

Future Plans
Boxcar Park will continue to be enhanced and developed in accordance with the Waterfront Place Central development. Plans include re-opening the historic Weyerhaeuser Building for community use as an outdoor performance venue and marine clubhouse roughly in the 2020 timeframe.
**Riverside Business Park Trail System**

**Facility Description**
The Port’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**
Current (and future) site 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 two years.

**Waterfront Place Central Future Public Access**

**Facility Description**
As part of the Port’s Waterfront Place Central development, there are new public access and open space features planned along the waterfront. Initial public access features are being incorporated in the first phase of the development, known as Fisherman’s Harbor. Public access features within Fisherman’s Harbor include a continuous public trail, a floating activity barge, a new guest dock that doubles as a public walking dock for visitors to get down to touch the water, and the new Pacific Rim Plaza and splash fountain that pays tribute to the Port’s international Seaport. Additional public access features around Waterfront Place include picnic shelters at Boxcar Park (complete) and Jetty Landing (currently under construction), and improvements at the South Marina Building to create Commodore Plaza, a space for small outdoor events. Public access features to be added in later phases of the development include trails, enhancements to Boxcar Park, vistas, festival streets 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 are for 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 public access features of the development at Fisherman’s Harbor began in 2016, and include the new Pacific Rim Plaza and splash fountain, a completed portion of the eastern trail system and a public dock walk to be complete and open to the public in mid-2019.

Also included adjacent to this area is the City of Everett’s new Grand Avenue Park Bridge that will connect the downtown core to the waterfront via a utility bridge that doubles as a fully ADA pedestrian overpass. The bridge lands adjacent to Fisherman’s Harbor at Port Gardner Landing.
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. The west portion of the beach was conveyed to the City of Mukilteo as part of the Mukilteo Tank Farm transfer in 2017. The Port retains ownership of the portion of the beach located on the west side of Mount Baker Terminal.

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.

<table>
<thead>
<tr>
<th>Date</th>
<th>Resolution #</th>
<th>Facility</th>
<th>Description of Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/12/2006</td>
<td>865</td>
<td>Jetty Island</td>
<td>Adoption of the Jetty Island Management Plan</td>
</tr>
<tr>
<td>8/8/2000</td>
<td>751</td>
<td>Port of Everett wide</td>
<td>Re-confirm 2% for Public Access Policy</td>
</tr>
<tr>
<td>9/20/1990</td>
<td>667</td>
<td>Jetty Landing and Boat Launch</td>
<td>IAC Funding authorization for facility expansion</td>
</tr>
<tr>
<td>6/13/1989</td>
<td>659</td>
<td>Jetty Island Dock</td>
<td>Adoption of project with Corps of Engineers to create the berm re-nourishment program</td>
</tr>
<tr>
<td>6/13/1989</td>
<td>658</td>
<td>Jetty Island Dock</td>
<td>Creation of the Jetty Island Dock</td>
</tr>
<tr>
<td>12/6/1988</td>
<td>657</td>
<td>Port of Everett wide</td>
<td>Creation of a 2% for public access policy</td>
</tr>
<tr>
<td>9/12/1979</td>
<td>588</td>
<td>Boat Launch</td>
<td>Development of Boat Launch facility</td>
</tr>
</tbody>
</table>
For more detailed information on the Comprehensive Scheme of Harbor Improvements:

WEBSITE: www.portofeverett.com

PHONE: 425.259.3164
1.800.729.7678

MAILING: PO Box 538
Everett, WA 98206

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