Comprehensive Scheme of Harbor Improvements

Adopted October 2013

Updated: 3.6.14
How Does the Port planning process work?

The figure below is a generalized schematic to demonstrate that port districts must 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

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. Revisions occur through formal resolutions adopted by 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, resolutions, and other Commission-adopted planning documents and is presented here in a reader-friendly format. This guide is organized by business lines 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.) Real Estate development. The Port operates

What is a Special Purpose District?
The Port of Everett is a special purpose district under Washington state law (Title 53 RCW) that operates three main lines of business.

They consist of an international shipping port, public marina and property development, which includes more than 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 parts of unincorporated Snohomish County and 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.
eight shipping berths situated on approximately 100 acres of land, and specializes in high and heavy cargoes, such as transformers, wind energy, farm equipment, etc. The seaport is a vital link for the aerospace industry, handling all of the oversized parts of the Boeing 747, 767 and 777 airplane production lines.

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

On the real estate side, the Port owns 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 nearly 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

Economic Benefits of the Port of Everett

The Port of Everett’s cargo, property and marina business areas support 34,997 jobs in the community, with another 20,000 related aerospace jobs.

- **13,778 direct jobs**: Truckers and warehousemen are some of the 13,614 cargo related jobs, and another 164 jobs are related to recreational boating activities.
- **16,210 induced jobs**: The workers in housing, home furnishing, entertainment, food, healthcare, transportation and industries that provide services to those directly employed by the Port.
- **5,009 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 $637.9 million in local purchases; firms involved in the Port’s recreational boating activity added another $40.1 million in local purchases.

Income

These jobs translate into:

- **$1.1 billion** in direct income for cargo, property and marina workers
- **$1.8 billion** in re-spending and indirect income for those working in supporting businesses
- **$279 million** in state and local taxes

*2012 Martin Associates Report*
Strategic Plan

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 impact, 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 (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.

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, marina facilities, and prepared a master plan for a mixed-use development and facilities for public recreation. The Port’s harbor front area from South Terminal to Preston Point now contains approximately 3,000 acres (including mudflats and Jetty Island), approximately 800 developed acres, with an additional 100 slated for development.
Port of Everett Properties and Facilities

1. Boat Launch at Lighthouse Park
2. Tidelands
3. Ferry Landing
4. Mukilteo Public Dock
5. Mukilteo Tank Farm
6. Mt. Baker Terminal
7. Edgewater Beach
8. South Terminal
9. Pacific Terminal
10. Pier 1
11. Hewitt Wharf
12. Pier 3
13. South & Central Docks
   Marina Village & Port Gardner Landing
14. Waterfront Place
15. North Docks
16. Jetty Landing & Boat Launch
17. Preston Point
18. Riverside Business Park
19. Union Slough Mitigation Bank
20. Blue Heron Slough Mitigation Bank
21. Jetty Island

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 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 break bulk and project cargo including mining, transportation and construction equipment. The shipping terminals are zoned for heavy manufacturing.

Mount Baker Terminal
Facility Description
The Port of Everett has completed construction of the Mount Baker Terminal facility (formerly referred to as the rail/barge transfer facility) 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 leases the property from the Washington State Department of Transportation.

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. Cargos 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 the Mount Baker Terminal.

Future Plans
Construction of a permanent roadway and sidewalk, additional landscaping and a new waterline.
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, and 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 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 as the most suitable terminal facility for redevelopment opportunities. The Port is working to expand the roll-on/roll-off capabilities at South Terminal, conduct environmental cleanup of the property, and improve the existing rail line. 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.

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, 100-ton mobile harbor crane. 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 of Everett currently operates Pacific Terminal as a general cargo and container facility.

Future Plans
Container crane refurbishment is planned.
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 a 100-ton lift capacity mobile harbor crane, and is served by four rail spurs. It contains 15 acres of paved land 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.

Future Plans
The Port has oil/water separator vault upgrades scheduled for this facility.

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 conduct some 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 and 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 and 55,000-ton capacity storage dome, and 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 Northwest 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.

MARINE TERMINALS RESOLUTIONS

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<th>Date</th>
<th>Resolution #</th>
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<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 Terminal</td>
<td>Incorporation of Rail/Barge Transfer Facility (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>
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<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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<td>10/12/1971</td>
<td>474</td>
<td>Hewitt Terminal</td>
<td>Acquisition of Hewitt Terminal</td>
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</table>

Other Terminal Improvements

North Hewitt Terminal
The Port of Everett leases its north Hewitt Wharf property to Dunlap Towing. This area is slated for a bulkhead replacement project in the coming years.

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 secured facility, and is continually making security improvements to stay in compliance with Department of Homeland Security regulations.
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, 9 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, Classic Car Show, Holiday Tree Lighting Celebration 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. Significant capital improvements are planned in the next 5-10 years to update deteriorating docks and infrastructure in the south and central docks. These projects include gatehouse upgrades, float replacement and moorage facility renovations, electric utility upgrades, fuel dock expansion and guest float replacement.

North Docks (formerly 12th Street Yacht Basin)
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 and two visitor docks. Slips range from 40 and 70 feet in length, with end ties up to 143 feet. This marina facility is served by the Craftsmen District, which includes a state-of-the-art boatyard supported by a 75-ton Travelift.
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
As part of the permitting for this project, the Port is currently installing an interpretive program that documents the lumber and shingle, commercial fishing and boat building industry that used this property.

Jetty Landing & Boat Launch (formerly 10th Street Marine Park and 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 has been developed 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.

Future Plans
The Port of Everett is leading an effort with the City and County to improve Jetty Landing by renovating the bathroom facility, replace/repair lane 13 and install an interpretive feature at the site.

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 Haul-out 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 or so, the Port of Everett will embark on the third and final stage of the Craftsmen District project by expanding into the exiting Ameron site.

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**MARINA RESOLUTIONS**

<table>
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<td>10/2012</td>
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<td>Marina (South and Central Docks)</td>
<td>Adoption of Marina District Development Strategy</td>
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<td>2/14/2012</td>
<td>968</td>
<td>Marina</td>
<td>Adoption of Boating Access and Public Facilities Plan</td>
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<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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<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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<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**

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 on more than 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 an 62-acre waterfront industrial business park located just west of the Snohomish River delta. The area was designed to create a dynamic mix of manufacturing, assembly and warehouse 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, Pacific Top Soils, and several interim tenants.

**Future Plans**
The Port is now marketing the developable 34-acres of the Riverside Business Park as a strategic location for companies looking for a new location. The site has close proximity to metropolitan markets, and excellent highway and rail access.

**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 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. A two story lobby and 3,000 square foot multi-purpose room will also be included in the remodeled building.

**Primary Use**
Waterfront Center is designed to bridge the Craftsmen District and the future Marina District development. It is home to a variety of tenants, including the Port of Everett Administrative and marina offices, Scuttlebutt Family Pub, Bluewater Distillery, Seas the Day Cafe, and numerous marine repair businesses.

**Future Plans**
The Port continues to market the remaining square footage to potential tenants.

**Bayview Building**

**Facility Description**
The Bayview Building is a 12,700 square foot office space that used to house the Port of Everett’s administrative offices. The building is located on .66 acres at 2911 Bond Street in Everett, and supports 37 parking stalls. It is a concrete tilt-up structure with a strong tenant base.
Primary Use
The building is primarily used for office space, and is home to a long-term tenant.

Future Plans
The Port of Everett is currently marketing this building for lease or sale.

**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.

Primary Use
No current use. Historic industrial timber activities have left the industrial site with contaminated soils. In 2013, Port officials have completed the upland cleanup and fill in cooperation with the Department of Ecology. In-water cleanup is still needed.

Future Plans
The Port of Everett is exploring development opportunities for this parcel.

**36th Street Property — Sold**

Facility Description
The 36th Street property is a 3.34-acre parcel located on the east side of Everett, near the Snohomish River and is zoned for Heavy Commercial – Light Industrial Use. However, the city’s Riverfront development rezone, which is currently pending, would change the zoning of this property to waterfront commercial planned development overlay.

Primary Use
Diversified Recycling occupies the majority of the property, using the site as a recycling center for different types of product. The Baxter & Daughters Equipment Company leases a small portion of the property as well.

Future Plans
The Port Commission has surplused the 36th Street property for sale. Environmental due diligence is currently underway by a prospective buyer.
MARINA DISTRICT

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, café, marine supply store, various office uses and the historic Weyerhaeuser Building.

Primary Use
Currently, 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 put it back into use in 2013/2014.

Central Marina District:

Facility Description
The 65-acre Central Marina property is roughly bound by 15th Street and 10th Street along West Marine View Drive. In 2012, the Port Commission underwent a review of the existing mixed-use plan for the site, and modified the plan to focus on boating, jobs and recreation. The Marina District Development Strategy (adopted in 2012), calls for a mixed use development along West Marine View Drive that includes housing, retail, hospitality, public access and other public facilities. It identifies a large portion of the property for an employment center to support and enhance downtown Everett, and create activity on the waterfront 365-days per year. Furthermore, the strategy calls for a reinvestment in the marina facilities to upgrade floats, power, modify slip mix and provide additional visitor docks. The project also includes a new state-of-the-art Craftsmen District that combines the boatyard facilities in one location. The first two phases of the boatyard project is complete.

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

Future Plans
The Port is currently marketing this project to the business community, and working on amending its entitlements with the city of Everett.
Pictured above is the adopted 2012 Marina District Development Strategy. This strategy focuses on boating, jobs and recreation, and works to create a destination waterfront.

<table>
<thead>
<tr>
<th>Date</th>
<th>Resolution #</th>
<th>Facility</th>
<th>Description of Action</th>
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<tbody>
<tr>
<td>1/14/2014</td>
<td>1004</td>
<td>36th Street Property</td>
<td>Declare Surplus and Sale of 36th Street Property</td>
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<tr>
<td>9/2013</td>
<td>989 990</td>
<td>Mukilteo Tank Farm</td>
<td>Acquisition of the Mukilteo Tank Farm property</td>
</tr>
<tr>
<td>10/2012</td>
<td></td>
<td>Marina (South and Central Docks)</td>
<td>Adoption of Marina District Development Strategy</td>
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<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>
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<tr>
<td>7/10/2007</td>
<td>875</td>
<td>Riverside Business Park</td>
<td>Sell Five Acre Parcel at Riverside Business Park</td>
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<tr>
<td>12/5/2006</td>
<td>864</td>
<td>North Marina Redevelopment</td>
<td>Adoption of Preferred Development Plan for North Marina Redevelopment; amending Res. No. 838</td>
</tr>
<tr>
<td>2003</td>
<td>838</td>
<td>North Marina Redevelopment</td>
<td>Adoption of Preferred Development Plan for North Marina Redevelopment</td>
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</tbody>
</table>
Community & Environment

Environmental stewardship is an integral part of the Port of Everett’s mission. 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. Additional stewardship programs include an Environmental Management System (EMS), which is designed to help the Port analyze, control and improve the environmental consequences associated with their activities.

Furthermore, the Port participated in Puget Sound Clean Air Inventories to identify and implement emissions reduction measures, and our marina has been certified to the highest level of the Clean Marina Certification program.

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 an excellent environmental learning and recreational environment.

Primary Use

Union Slough serves as habitat for various species of wildlife, particularly salmonids. Public access to the Union Slough site is encouraged, and recreational opportunities such as walking and viewing wildlife are available. 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 purposes.

Future Plans

The site is built out and only minor upgrades (native plantings) and routine maintenance (invasive species removal) are planned.
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 credits. The Port and Wildlands are currently pursing 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
Permitting is underway to breech the dikes to realize the environmental value of the mitigation bank.

MITIGATION SITES 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>6/8/1993</td>
<td>685</td>
<td>Biringer Farm</td>
<td>Purchase of Biringer Farm (Blue Heron Slough) property</td>
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<tr>
<td>1/16/1990</td>
<td>664</td>
<td>Union Slough</td>
<td>Purchase of Union Slough property</td>
</tr>
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</table>
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 two percent of Capital Improvement Projects within shoreline zones for improving access to the waterfront. Since 1988, the Port has invested approximately $18 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 the new Mount Baker Terminal that — when open to the public — will provide 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.

Future Plans
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. 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 annual river maintenance dredging efforts.

**Marina District Trail System**

**Facility Description**
The Port of Everett offers miles of waterfront walkways stretching from the Port’s South Terminal to Union Slough Mitigation Site. The Marina District waterfront 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**
Public recreation.

**Future Plans**
As part of its Marina District Development, the Port plans to expand and enhance the waterfront trail system in the Central Marina District.

**Jetty Landing & Boat Launch -- see Marina section pg. 12**

**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 Bond Street or from Terminal Avenue (off of West Marine View Drive). Parking is available on Bond Street or 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.

Future Plans
The Port of Everett plans to upgrade the trail to relocate the power pole wires to improve ADA accessibility and incorporate interpretive signage along the trail. This trail is part of the City of Everett’s long-range Shoreline Public Access Plan (adopted in 2003).

Edgewater Beach
Facility Description
The Port has constructed a new beach for habitat mitigation and enhanced public access alongside the new Mount Baker Terminal. The beach restoration added 1,100 lineal feet of beach material on the east side of the facility. In anticipation of acquiring this property from the Air Force, 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.

Future Plans
All beach restoration and public recreation amenities have been completed; however, the beach area will not be open to the public until the Mukilteo Tank Farm property is legally transferred to the Port of Everett.

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.
Primary Use
Historical marker and recreation point.

Future Plans
The Port will be installing a historical marker about the commercial fishing industry in the plaza in early 2014.

**West End Park**

Facility Description
The Port has identified the West end of the Central Marina District 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
Recreation.

Future Plans
The park will be developed as the Central Marina District is built out. A historical interpretive exhibit will be installed in the park-area in the early 2014.

### PUBLIC ACCESS RESOLUTIONS

<table>
<thead>
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<th>Date</th>
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<tr>
<td>12/12/2006</td>
<td>865</td>
<td>Jetty Island</td>
<td>Adoption of the Jetty Island Management Plan</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>6/13/1989</td>
<td>658</td>
<td>Jetty Island Dock</td>
<td>Creation of the Jetty Island Dock</td>
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<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 renourishment program</td>
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<td>12/6/1988</td>
<td>657</td>
<td>Port of Everett wide</td>
<td>Creation of a 2% for public access policy</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>
</tr>
</tbody>
</table>
Port of
EVERETT

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For more detailed information on the Comprehensive Scheme of Harbor Improvements:

WEB SITE: www.portofeverett.com

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