



Port Side



Fall-Winter 2001

Wildlife filling new Union Slough estuary

The award-winning Union Slough Saltmarsh Mitigation Project, 19 acres of new habitat for salmon and shorebirds, is everything its early proponent thought it would be – and more.

Jon Houghton of Pentec Environmental, an Edmonds firm specializing in environmental consulting, spearheaded the project on behalf of the Port of Everett. He said he expected shorebirds, the colonization of brackish marsh

“...mitigation is not only workable, but an excellent opportunity to enhance the environment.

– John Mohr
Port of Everett Executive Director

“

expected.

The project created 19 new acres

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plants, and the rearing of juvenile salmon in the waters before they migrate down the Snohomish River. During planning, he had predicted that Dungeness crab would use channels constructed on the site, but wasn't sure they would.

Recent surveys have shown that all his predictions have come true, some of them sooner than he



A flag flies at dawn on Mukilteo Boulevard, overlooking the Port of Everett.

Port takes needed security measures

The Port of Everett, recognizing the tragic events of September 11 and their wake on the peace of mind of the citizens of this nation, is working with the security, maritime, and law enforcement agencies to increase security.

Everett Naval Station has taken its own security measures, and the Coast Guard has also announced changes in its procedures. The Port of Everett is working with all concerned and diligently pursuing any measures that need to be taken to increase security in our Port.

Port wins environmental award

The Port of Everett's development of the Union Slough Saltmarsh earned it a top award and high praise from an international port association.

The American Association of Port Authorities, which includes ports in North and South America, and the Caribbean, awarded the Port of Everett its 2001 Environmental Improvement Award in the mitigation category.

On behalf of the Port of Everett, Executive Director John Mohr received the award at the annual convention of the association in Quebec City, Canada, on October 3.

“The committee that provided the award said that it was not only the best project submitted, but one of the best they had ever seen. That's quite a compliment,” said Mohr, adding it was billed at the convention as the “premiere mitigation project.”

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New marina plan is taking shape

Master Planning for the redevelopment of the North Marina is on schedule and conceptual site plans are emerging as the public and key stakeholder groups express what they would like to see in the transition from present to future.

Maritime Trust, the contracted firm to master plan and eventually develop the site, has held two community-wide public meetings, and is planning one more. In addition, they continue to meet with key interest groups and government and private

agencies to gather all the information needed to create a workable design.

Planning

“We are carrying out the Port Commission's specific direction to make sure that we get out in the community and interact. I think the conceptual plan, to a large degree, reflects that,” said Graham Anderson, the Port's Senior Planner.

“Of course, you are not going to meet all of the expectations. But we think that the current conceptual plan

goes a long way toward meeting the needs and desires that we have heard expressed by the community.”

Anderson said his sense is that the majority of citizens and organizations, including the City of Everett Administration, are positive about the master plan's direction thus far.

Paul Roberts, Director of Community Development for the City of Everett, agrees. “This really has all the potential to be a first class

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Port focuses on economic opportunities

These are tremendously exciting times, offering great opportunity for the Port as well as some anxiety.

There is, indeed, much concern about the economic softening as a result of the terrorist attacks. But this is also a time when we can prepare ourselves to take advantage of opportunities when the economy improves. The Port of Everett is doing just that.

The development of the Riverside Business Park, the redevelopment of the North Marina, new cargoes at the Marine Terminal and the acquisition of the Mukilteo Tank Farm all offer promise for economic opportunities.

Given those developments, we also have to be cautious and watchful, while being reasonably enthusiastic and open. Clearly, the direction of the Port has been focused even further by events such as the passage of Initiative 747, limiting property taxes, to be more entrepreneurial. As the Port moves forward, we will have even better and more open relationships with the private sector as we develop our business plan and manage our facilities.



Executive Director's Report

John Mohr
Executive Director
Port of Everett

In the past year, the Port has leased out one of its terminal operations to Stevedoring Services of America. The Port contracted with SSA, a private company, not only for the operation and management of the facility, but also to bring capital to the facility in the form of cargo cranes and container handling equipment. Similarly, we are working with Maritime Trust and its subcontractors to develop a comprehensive plan for the redevelopment of the North

Marina, a new marina and related upland development that will virtually be self-financing.

The key, right now, is to meet the Port's financial expectations and requirements, while, at the same time, providing for family wage jobs, and community investment.

The Port of Everett will continue to be watchful and use a steady hand with the budget by utilizing resources and the input of the private sector where it is beneficial.

At the same time, we cannot be overly dependent on those private sector relationships so as to lose sight of those things that are so important to the citizens of the Port District. Such things as public access and traffic management and other issues that have been expressed in our public meetings must be a priority in our development and redevelopment efforts.

Within the next 18 to 24 months, the Mukilteo Tank Farm will become the property of the Port of Everett, and the planning for development will begin.

We intend to use the same private

sector model as is being used in the redevelopment of the North Marina, but with a greater focus on public transportation. The redeveloped Tank Farm will include the Washington State Ferry system, the Sound Transit commuter train, and a bus and vanpool transfer station.

Adjacent to the Tank Farm will be a National Marine Fisheries Service research laboratory, that will be incorporated into the overall development.

There are other amenities that will be considered for the site including a marina, a boardwalk, trails, green space as well as residential, commercial and retail activities. All of these amenities will be well thought-out as a public comprehensive planning process proceeds.

The Mukilteo Tank Farm will be another example of the Port of Everett's commitment to redevelopment, to public access, public input, and to responsible financial stewardship.

This is an exciting time. While it is tinged with some anxiety, it is one about which we are very optimistic.

North Marina: Public shaping redevelopment

Continued from Page 1

project," said Roberts. "We are enthusiastic about working with the Port. They have been just great in having us involved at every stage of this. I can't say enough good things about it."

Anderson said that two significant community meetings have been held on April 25 and Sept. 18. In addition, he said, Maritime Trust has met with key stakeholders in the process, such as the Port Marina staff, the North Marina businesses, neighborhood associations, boating groups, commercial fishermen and other Marina users. Additional groups, such as arts councils, outdoor enthusiasts, and more, have also met with the Maritime Trust and Port personnel to express their perspective on the development.

"We received comments at both public meetings," said Anderson. "In the case of the second meeting, comments were generated through small group discussion, with a designated person from each table reporting the table's major comments to the whole audience. Well over 100 people attended each meeting."

Recently the Port's Maintenance staff met with architect Michael Weinstein and Dennis Derickson, project manager for David Evans and

Associates, lead engineer for Maritime Trust.

"We brainstormed on the next level of refinement to the Craftsmen District on the site to make it bigger," said Derickson.

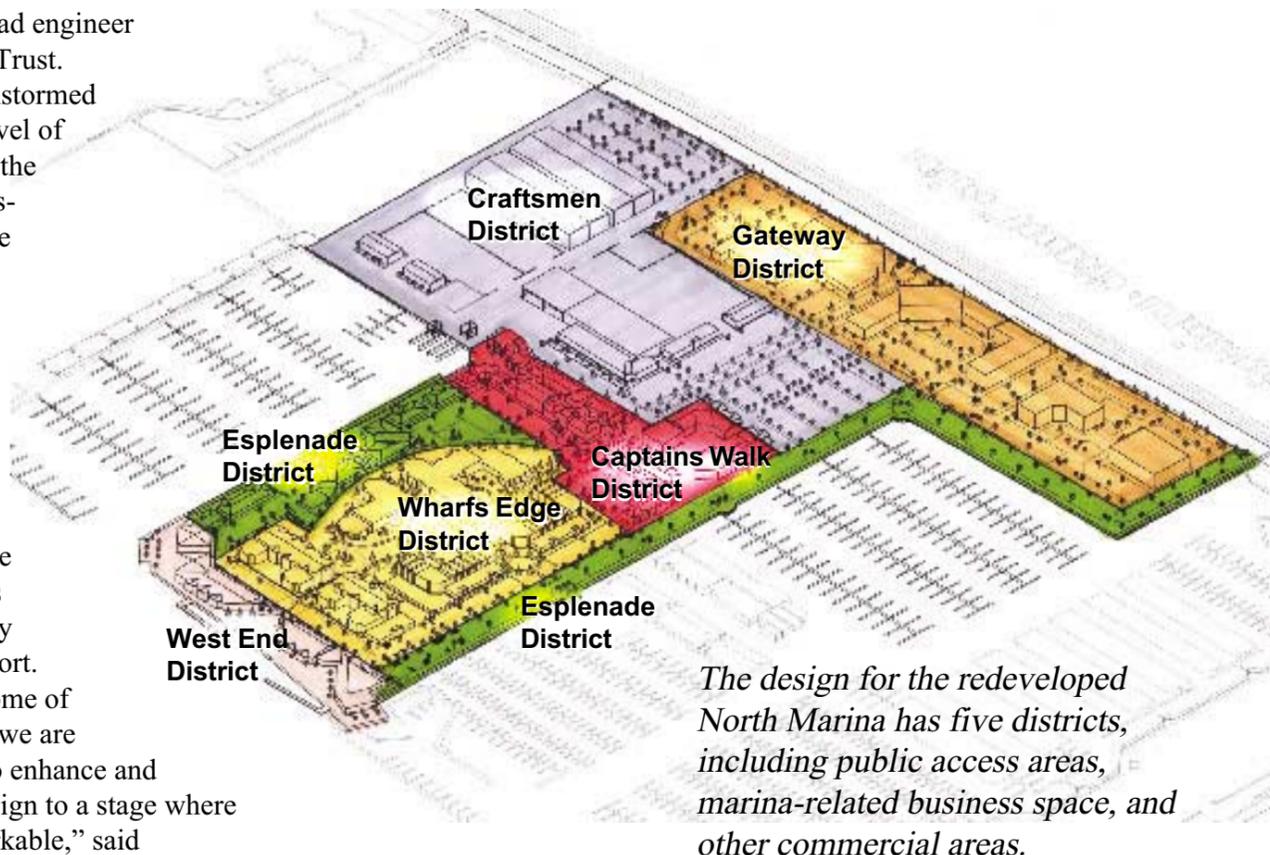
The planners have submitted a list of specific questions to be sure the needs are met as they relate to the Port.

"That's some of the real work we are trying to do to enhance and refine this design to a stage where it's really workable," said Derickson.

Bert Meers, Vice Chairman of Maritime Trust, said the comments have influenced the design a great deal.

"This design program is really the result of a tremendous amount of massaging," said Meers. He likened it to putting together a Rubik's cube and winding around the pieces until it falls into place.

The planners are still evaluating



The design for the redeveloped North Marina has five districts, including public access areas, marina-related business space, and other commercial areas.

the comments from the second public meeting, where participants viewed the conceptual site plan that reflected comments from the first meeting.

The Herald hosted a Waterfront Renaissance community brainstorming series and survey, and confirmed the comments the Port of Everett has been receiving in response to its

research.

"Of the uses that we are talking about – marina, restaurants, hotels, support services, residential, offices – they were represented on this survey," said Anderson.

"We anticipate that there will be another community wide public



Grade crossing delays end with overpass

New overpass to improve freight movement

As part of a statewide effort to improve transportation of the region, allowing for rail, cars and freight trucks to share the transportation corridors with ease, the Port of Everett is embarking on plans to construct an overpass at Everett Avenue near the waterfront, with the existing railroad to travel beneath it, and allowing the closure of the existing grade crossing at California Street.

The Freight Action Strategy for the Everett-Seattle-Tacoma Corridor project (FAST Corridor) has identified the overpass in its package of potential solutions to ease congestion and improve safety in the freight corridor between Everett and Tacoma.

Washington is the most trade-dependent state in the country, with nearly one in four jobs relating to international trade. Freight mobility – the movement of goods by truck, train, ship, plane, or all combined – is considered crucial to positioning the state for the future. In Everett, three grade-crossing improvements are planned to enhance safety, ease congestion and improve the state's future transportation capabilities.

• An overpass, which extends Everett Avenue to Terminal Avenue, will be constructed in the vicinity of the existing California Street grade-crossing. California Street currently



The crossing of California Street with the railroad tracks, combined with two other grade crossings, delays truck traffic by more than 4 hours a day. A new overpass will soon be constructed to end this problem.

crosses the railroad track below Marine View Drive and is a thoroughfare for trucks carrying goods for marine and rail transportation, as well as for cars. The new overpass at Everett Avenue will connect to Terminal Avenue and will allow trains to move below the street traffic.

• Bond Street will be closed to automobile and truck traffic, however, pedestrian access will be maintained.

• At Hewitt Avenue, the grade crossing will be closed to all pedestrian and vehicle traffic.

The changes mean there will only be one grade crossing open to vehicle traffic. Because California Street is the only crossing to the waterfront without height restrictions, it is now the primary access street.

A study conducted showed that truck traffic at the three grade crossings is delayed by 4.2 hours per day for railroad traffic.

“The overpass will not increase traffic to the waterfront facilities,” said Ed Paskovskis, Port of Everett's Deputy Executive Director. “It will make it more efficient for the traffic that comes and goes currently. There are a lot of people who work on the Everett waterfront and they will be able to do so safely and efficiently.”

Paskovskis said the FAST Corridor included partnerships with the Ports of Seattle and Tacoma, the State Department of Transportation, affected county governments, cities, and railroads.

See *California Street* on Page 6

Safety, commerce to increase with railroad overpass

The California Street Overcrossing is key to efficient waterfront commerce and an important change for enhanced safety of the public.

Creation of the overpass is important for a number of reasons. As we utilize marine terminals, waterfront properties and continue to provide greater public access, the importance of safe access to the waterfront is paramount.

The public is increasingly attracted to Pigeon Creek and the

waterfront businesses, and they need safer access. In addition, ambulance services will no longer be kept from providing timely medical

attention at the waterfront as a result of being delayed at the existing grade crossings by passing trains.

Also, the Port's economic contributions to the local and regional economy will be enhanced. For example, trucks carrying cargo will no longer be held up by train traffic for more than an average of four hours per day at the grade crossings to the waterfront. We will eliminate this impediment to the transfer of goods from trucks to ship.

The California Street Overcrossing will increase the safety of our workers and visiting public to the waterfront and contribute to improved freight mobility.

California Street Overcrossing

From Commissioner Don Hopkins

Excellent fishing and nice summer make marina busy

An excellent year for sport salmon fisheries increased the “comings and goings” from the Marina and Marine Park Boat Launch, and sunny weather brought out the visitors, according to Marina Director Connie Bennett.

“We haven't had a fishery like this in over five years,” said Bennett. In the 1980s, Bennett said the boat launch averaged 30,000 to 35,000 uses per year. That declined dramatically during recent years, to under 20,000 uses in 1999. Due to this year's excellent salmon fishery, there have been nearly 30,000 paid uses of the 10th Street boat launch this year. A couple large derbies had great participation and great successes, with bigger fish than normal registered.

“It was really fun this year to see the facility fully utilized again,” said Bennett. “It's such an asset for the community.” With 13 lanes, the 10th

Street Boat Launch is the largest launch site in the area, and provides safe, convenient launching for trailer boaters. Boaters pay \$5 to launch and retrieve their boats.

Or, for really avid fishermen, annual passes are available for a cost of \$125. Passes are also available for qualifying seniors and disabled citizens, allowing free use on weekdays.

“It was a great season for everyone,” said Bennett, adding “It also has a good trickle down effect on all the small businesses that support fishing and boating activities in the Marina and greater community.”

Also in the Marina this year, the Jetty Island Days, Music in the Parks, and other City of Everett Parks Department events had successful years, thanks in part to the excellent summer weather, according to Karen Knight, Chief Naturalist with the Parks Department.

A total of 22,240 visitors came to Jetty Island, a two-mile long by half-mile wide man-made island off the Marina's shores.

Another 4,929 visitors attended the Parks' programs that included

nature walks, puppet shows, kite day, and other special programs.

More than 21,000 passengers took part on the Parks Department's Harbor/Sunset Cruises to the islands and other ferries.

Waiting list for moorage declines

Rate increase funds repairs

Acquiring moorage in the Marina typically requires some planning ahead. A waiting list is maintained for most boat slips. Overall, however, that waiting list has declined in recent years and is currently down to just over 500 vessels from a high of over 800.

The waiting period varies with vessel sizes, and runs from six months or less for vessels in the 28 foot and under category to up to 10 years for covered moorage for vessels of 50 feet and up.

Effective January 1, 2002, moorage rates are scheduled for their third increase in a three-year moorage rate increase program that was approved by the Port Commission beginning in January 2000. Over all, the increases averaged a 5.9 percent increase per year.

The increases fund important repairs and maintenance requirements of the Marina, including float surface repairs, upgrade of the net shed wharf, and paving overlays.

For more information on rates or moorage, please call the Marina office at (425) 259-6001.



Union Slough: Mitigation 'an opportunity' for the environment

Continued from Page 1

of marsh and mudflat habitat in the Snohomish River estuary, an area between I-5 and Highway 529 between Marysville and Everett. A portion of the new habitat offsets the loss of 9.4 acres of shallow water habitat in Everett Harbor for the construction of a new cargo terminal.

The remainder is available as mitigation for future Port projects.

"I have been a big believer in mitigation almost the entire 20 years I have been in the port industry," said Port of Everett Executive Director John Mohr. "Not only have we developed a project, but a very high quality project. It is important to show that mitigation is not only workable, but an excellent opportunity to enhance the environment," said Mohr.

Union Slough is confined between dikes that limit the area of shallow water habitat between the shorelines. The Port first built a new dike to protect I-5, excavating new channels within the dikes and, finally,



Volunteers planted native plants at Union Slough, including Kreg Oveson, contractor with Grade, Inc., Graham Anderson of the Port of Everett, and Jon Houghton of Pentec Environmental.

breached 500 feet of an existing dike to allow the tides to flood the sites. It created a brackish water estuarine habitat, expanding the shallow water habitat available in the Snohomish estuary system.

It's a boon to the species that

require shallow water for survival, such as salmon. "Because they have that space to feed and grow, it increases the overall capacity of Union Slough and the Snohomish Estuary to produce salmon and crab," said Houghton.

Houghton, along with former Port planner Dennis Gregoire, originated the idea of the project as far back as 1990, the Port following through with the purchase of the land as a future mitigation site.

After environmental and state permits were received, the project was started during the summer of 2000 and completed in March of this year.

Mohr also noted that public access is provided to the marsh, and the Port will soon install interpretive signs, including multi-colored ecosystem diagrams.

"That wasn't the primary goal," said Mohr, "but it does give an opportunity for people to go out and not only see a mitigation project at work, but also to be able to interact with the environment."

The site can be reached by following Highway 529 north and exiting at the Biringer Farms turn-off, and turning immediately right again.

Milestone passed for Port to own Mukilteo Tank Farm

The Mukilteo Tank Farm is closer to becoming the property of the Port of Everett after legislation authored by Senator Patty Murray passed the United States Senate.

The legislation, part of the Fiscal Year 2002 defense authorization bill, enables the Air Force to convey 20.9 acres of the Tank Farm site to the Port of Everett for development of a major transportation facility, including a new ferry terminal, a Sound Transit commuter rail station, and a bus and vanpool transfer station, along with a marina, mixed-use commercial development and enhanced shoreline access.

Also, 1.1 acres will be conveyed to the Commerce Department's National Marine Fisheries Service (NMFS) research facility that has been on the site for nearly 30 years. This will allow the NMFS to expand the National Oceanic and Atmospheric Administration facility for conducting valuable life cycle research on Puget Sound bottom fish,

salmon and other species.

The Port is the lead agency for a consortium that includes the Washington State Department of Transportation, Sound Transit, and the Cities of Mukilteo and Everett that will work together to develop the site.

"This legislation is the product of many months of negotiations between the Port of Everett and the National Oceanic and Atmospheric Administration," said John Mohr, Executive Director of the Port of Everett.

"For all their hard work in making this happen, I want to recognize Ed Paskovskis, the Port's Deputy Executive Director, Donna Darm, the then Acting Regional Administrator of NOAA, Congressman Rick Larsen and especially Senator Murray, who initiated and oversaw these negotiations every step of the way," said Mohr.

The legislative provision must still survive a House-Senate conference committee on the defense authorization bill and be signed into

law by the President. After it becomes law and the site is cleaned, the Air Force will convey the properties to the Port and Department of Commerce.

"We are extremely pleased to realize this first major step toward the redevelopment of the Mukilteo Tank Farm properties for public purposes," said Everett Port Commissioner Jim Shaffer. "The project objectives for the enhancement of fisheries research, multimodal, commercial, recreational and public access are now attainable."

The Tank Farm was originally used by the Air Force for jet fuel storage and transfer from the 1940s to the '80s. Since the late '80s, it has been fallow. It is property within the jurisdiction of the Port of Everett.

Paskovskis said the State Ferry system and Sound Transit have long wanted to use the site as a multimodal terminal. "We also would like to continue to do our mission of

developing commercial property and providing recreational use. There would be portions of the property left available for such uses, including a marina and other types of commercial businesses that we are yet to assess."

The Air Force is cleaning the property of contaminants, (primarily jet fuel) and the Port will be meeting with them in the coming months to determine what the level of contamination is.

"The Air Force will bear the cost of clean-up," said Paskovskis. "We understand that some of the property is clean, and could be ready for occupancy in the next year or two. In the meantime, we are awaiting property details and the exact boundaries."

"There will be a major undertaking to involve the public and certainly identify the needs of our coalition partners," said Paskovskis. "This is likely going to take several years."

Port handles shipload of Northwest pears destined for Rotterdam

Oregon and Washington pears are on their way to Rotterdam from the Port of Everett terminals.

According to Carl Wollebek, Port of Everett Marine Marketing Director, the refrigerated vessel M/V "BLUE CRYSTAL" loaded 2,600 pallets of pears for a Rotterdam fruit buyer, SFI. In addition to the palletized cargo underdeck, 32

refrigerated 40-foot containers were placed on the deck of the vessel. Most of this type of product is shipped in containers, said Wollebek, so this is the first shipment of its type in two years for the Port.

It is also the first time the Port has seen ship-loaded pallet cargo under deck, with containerized cargo on deck.

"It provides a lot of jobs to local longshoremen. It's a good piece of business for the Port and community," said Wollebek.

The work was done by I.L.W.U. Locals 32, 52 and 98. Stevedoring was handled by Jones Stevedoring which loaded the under deck palletized cargo, and Stevedoring

Services of America, which loaded the containers on deck.

The containerized loading was made possible due to container handling equipment being provided in Everett by Stevedoring Services of America as part of their lease of the Port's Pacific Terminal, said Wollebek.



North Marina: Permitting is next

Development needs right mix of businesses

Continued from Page 2

meeting,” said Anderson. “The expectation is that it will be in January and will allow us to wrap up Phase I of the Master Plan so we can proceed to the environmental review stage of Phase II.

Phase II

When the public involvement process is complete, the Port will move into Phase II of the project of environmental review and permitting. Construction in the final phase of the project is not anticipated until 2004.

Some infrastructure improvements will likely be made earlier, however.

The original plan, enhanced by public comment, includes a great deal of public access to the waterfront, including walking and biking trails. Some of these might be put in early in coordination with other maintenance and development already planned in the Marina.

For example, the bulkhead in the Marina is in need of repair. If the design can be firmed up enough in time to coordinate, some of these access areas might be developed in tandem, to prevent duplicating the work.

Meers said it will be another one-and-a-half to two years before any permits are secure. “But there’s a lot we can do before that, which is really the key,” he said.

“It’s at an interesting point in time, because we sort of have the whole program here, and now there’s just this overwhelming amount of stuff that needs to be done,” said Meers.

That is why Maritime Trust was contracted for the job. The firm develops ideas for redevelopment, then sees it through to the environmental review and permitting stage, and carries through with the development itself.

“We really like to see these things come into reality. To create something that really works is a high human endeavor,” said Meers. “To create something that works is a satisfying accomplishment.”

Development

And when it does come time for the development stage, there is even less that is certain. Attracting the right mix of businesses is crucial, made potentially more difficult by the softening economy.

“Obviously, I am very concerned in today’s market, but my personal feeling is since we have two years worth of permitting, I think the economy will be better by then. Time will give us a little safety net,” Meers said.

“The hardest thing out here is going to be to get the retail and the hotel in the beginning,” he said.

Those industries want to see hard figures proving income potential in an area undeveloped.

Some have asked Meers why housing would be necessary in the development mix. Every element, he said, is what makes the plan workable and able to pay for itself. “The way you pay for all of the public access and infrastructure is through the dollars generated by the office, retail and residential components.

“The basic principle is to

New marina to benefit community

There is little question about the undeveloped potential that exists in Everett’s North Marina. The area’s redevelopment has been a topic of discussion for nearly 20 years.

Within the community, there is a broad range of opinions – sometimes conflicting – about what specifically should be done, yet there is no question that if done right, we will have a major community asset for our citizens to enjoy, work and recreate for generations to come.

Because of the conflicting opinions and the significance of the

outcome, the Port Commission selected Maritime Trust to assist in preparing a draft plan for the North Marina Redevelopment.

North Marina Redevelopment

From Commissioner Phil Bannan

Over the past year, Maritime Trust has involved all the stakeholders and the general public in discussions that will lead to the finalization of their proposed plan.

Early next year, the Port Commission will adopt a plan and the real work will begin.

When all is said and done, I believe we will have an improved Marina with added capacity to serve the boating public, better space and facilities for the Marina businesses to thrive, and superior public access and amenities that will be a source of pride for all of our citizens.

create a community with enough mass to be successful,” said Meers. “That’s both the risk and reward of something like this.”

The residential component serves two purposes – to bring enough people to the site and make the commercial component viable, and second, to help pay for the public access and infrastructure.



Port of Everett volunteers for the United Way Day of Caring included, left to right, Carolyn Diedrich, Dawn Brown-Stansbury, Gail Hoekendorf, Kathy Thomas, Karen Bukis, and Ginger Kriehn (kneeling).

Port employees help United Way

Volunteers from the Port of Everett helped landscape a local Interfaith family shelter near Cedar Street in Everett as part of the United Way Day of Caring, September 14, and recently kicked off a fund-raising campaign.

The annual event brings together employee volunteers from various companies to complete hands-on projects and make an impact in our community.

The volunteers spend a half to a full day completing meaningful projects that assist local nonprofit agencies, from upgrading and clearing trails to landscaping for family shelters or senior centers.

The day was kicked off at Everett Memorial Stadium with breakfast and entertainment. The volunteers from the Port were Carolyn Diedrich, Gail Hoekendorf, Ginger Kriehn, Charlotte Walther, Kathy Thomas, Karen Bukis, Dawn Brown-Stansbury, Kim Hotton, and Brittany Jarvis.

The Port is also participating in the United Way with a BBQ and Pie Auction. The event, coordinated by Jim Weber and Marian Robinson, kicked off Nov. 7 at the Marina Maintenance Shop and was a great success.

Those participating said the pie entries were incredible and the salmon was delicious. When bidding started for the perfect pie, generous donations were made to benefit the United Way campaign.

“We really like to see these things come into reality. To create something that really works is a high human endeavor.”

– Bert Meers
Maritime Trust



Your Port Commissioner

Don Hopkins
President
District 3

Years of Service:

This is Don’s twelfth year on the Commission, a service he began in 1989, and will continue for another six-year term having just been elected again in November.

Background:

Don worked for 36 years on the waterfronts of Seattle and Everett. He last worked as a Marine Clerk handling the computer tracking of cargo in Seattle’s port with American Presidents Lines, and before that was a longshoreman in Everett. He also worked as the past President and Assistant Business Agent with

I.L.W.U. Local #32 of Everett. Don is a recreational boat owner and keeps his boat in the Everett Marina. He is retired.

Emphasis for the Port:

“I want to keep the Port of Everett moving in the positive direction it has been. It’s important to keep the taxes down and to keep access for the public on the waterfront. An active and viable industrial base is important, and working with the expansion of the North Marina, improving the waterfront, and keeping positive growth as we have been are all crucial aspects.”



Telescopes show view of waterfront, benefit kids

For a quarter, a visitor to Legion and Grand Avenue Parks cannot only please their eyes with an up-close view of Everett's working and recreational port, but help the community's children.

Two new telescopes were installed this spring, one at Grand Avenue Park, and one at Legion Park. The Port of Everett provided a total of \$4,600 for the \$6,600 project. Money collected from the view scopes will pay for recreational scholarships for area children. A scope previously installed at Harborview Park on Mukilteo Boulevard has helped to pay for 300 kids to participate in the Parks Department programs.

Ray Dorbolo of Everett was behind the installation of all three view scopes and worked with Dan Staple of the City of Everett Parks Department to locate the two newest scopes. The Greater Everett Commu-



Telescopes were installed at Grand Avenue Park and Legion Park. Funds generated from them will benefit area children, providing scholarships for Parks Department programs.

nity Foundation and the Northwest Neighborhood Group also participated in the funding of the view scopes, along with the Port.

By September 25, the two new scopes had already collected \$897 since their installation in April, according to Dorbolo.

"The continued success of the Harborview unit and the additional revenues being generated [by the Grand Avenue and Legion Park view scopes] have provided much needed additional funds for the Parks program scholarships for needy youth," Dorbolo said to Port of Everett Executive Director John Mohr, in a letter thanking the participants of the venture.

"While the Harborview visual access is outstanding, the views from Grand and Legion are just as exciting," Dorbolo said.

The Mark III binocular scopes have 360-degree rotation, allowing visitors to view Hat Island, the jetty, the waterfront, Everett Naval Station, and more.

The City's only other telescope has been at the Marina for 13 years, and is maintained by the Port of Everett.

Commitment to provide public access backed by funds

Projects such as the neighborhood view scopes, the Jetty Island Dock, the 10th Street Boat Launch and fishing pier, and a portion of the Union Slough Saltmarsh, and others in the Everett community are, in part, a result of the Port of Everett's commitment to public access.

"The Port commits 2 percent of each of its shoreline management area projects to improve public access," said Graham Anderson, the Port's Senior Planner. Those funds, said Anderson, help the Port carry out its commitment to the Harborfront

Public Access Plan developed between the Port and the City of Everett.

In August of 2000, the Port Commission re-affirmed the 2 percent for public access policy, in place since 1988 through the adoption of Resolution No. 751.

The 2 percent commitment means "even a seemingly small project can have a significant impact in the community," said Anderson, using the neighborhood view scopes as an example.

The 2 percent policy also serves

as a convenient basis to meet the permit requirements of the State Shoreline Management Act when development occurs.

Port of Everett Executive Director John Mohr said the Port is the only governmental agency in the area with such a set-aside plan in place for public access projects.

Along the City of Everett waterfront, said Mohr, most of the public access areas for pedestrians, bicycle trails and walking trails have been provided by the Port.

"We have been able to work with

the City on a number of projects where they needed to put up hard dollars to match grants. We have been able to use some of the public access funds set aside for grant match dollars," said Mohr.

"We are the only jurisdiction in Snohomish County that has not only a commitment, but a formula as to how much we will put into public access from every capital improvement project that we put into the shoreline," said Mohr.

He added that the public access plan defined more than 10 years ago by the City and Port is nearly completed. A new plan will be developed following the finalization of the new shoreline plan.

Paul Roberts, Director of Community Development for the City of Everett, said the Port and the City have worked well together.

"It was a great compliment to both jurisdictions. They wanted to get in front of these issues and look at how they can answer these needs and come up with some meaningful public access," said Roberts.

California Street: Overpass to improve safety

Continued from Page 3

More than seven funding partners are involved, including the Port of Everett.

"A number of projects were identified in 1997 statewide. This particular project was placed ninth in the state for need to improve freight mobility," said Paskovskis.

"We have collected a little over

\$12 million in funding partnerships. Our Port Commission authorized 10 percent of the project cost up to \$1 million."

A contract was awarded to Max Kuney Construction and work will begin soon. Construction is expected to last 15 to 18 months.

During the construction, traffic on California Street will still be allowed to use the current road cross-

ing over the railroad track.

The Port is working with the City of Everett, which will manage the construction, while the Port led the design effort. When completed, the bridge will become City right-of-way.

"Obviously there will be some coordination headaches during construction. Otherwise," said Paskovskis, "it's business as usual."



Your Port Commissioner

Jim Shaffer
Vice President
District 2

Years of Service:

Jim is in his fourth term as a Port of Everett Commissioner. The first two terms began in 1976. After a six-year hiatus, he returned again for another term, and is currently finishing his second year of a fourth term.

Background:

Jim and his wife, Gretchen, own the Shaffer Crane Company in Everett. He has been involved in the construction and crane rental and sales business for the past 40 years.

Emphasis for the Port:

"It's important that the Port operate in a business-like fashion and that we give back to the community.

My focus has always been on development. In my earlier terms, the expansion and development of the South Marina and the Navy base were important. As of late, I have advocated for the development of the Riverside Business Park, site of the former Weyerhaeuser Mill.

"When the Mill closed, the property was unused for nearly 15 years. It once contributed a great deal to the economy of the region, and has the potential to do so again."

Jim has also been a strong supporter of the redevelopment of the Port's North Marina and the acquisition and development of the Mukilteo Tank Farm. "These developments have the potential to attract businesses, and create jobs and a tax base for the community."



Marina dredging continues through fall

Dredging of the Marina to improve the water depth and ensure the safety of boaters is underway.

American Construction was awarded the contract for just over \$640,000 and began work in early October, working two shifts, six days a week.

There are four areas to be dredged inside the Marina, and a fifth at the boat launch. John Klekotka, Port of Everett's Director of Engineering and Planning, said the boat launch will be dredged to an elevation of 8 feet below sea level. The areas within the Marina are being dredged to -12 feet.

Over time, sediments from the river settle into the Marina, raising the level of the Marina's bottom and creating a danger for boaters if not removed.

"Dredging is expensive, but the Commissioners felt there was enough of a safety concern that they made



The marina and boat launch are being dredged where sediment has raised the bottom to dangerous levels.

this a priority," said Klekotka, indicating some boats were running aground at low tide in the areas of most significant shoaling.

The project is a large undertak-

ing, with the removal of approximately 45,000 cubic yards of material. It will be disposed of at a DNR approved open water disposal site in Port Gardner.

American Construction is using a clam shell dredging process, lifting the sediment with a bucket off the end of a crane. The materials are then dumped in a barge and removed to the disposal site.

Klekotka said the materials being removed have been tested and proven free of contaminants. "We went through the very rigorous sampling process prior to getting the permits," said Klekotka. "All of it must be clean before being disposed of."

The Marina areas being dredged are the northwest area around the fuel dock, the northeast corner of the Marina around the travelift, the southeast corner near the handicap access dock, and the southwest corner between H and K docks. Each area is expected to take 10 to 15 days to complete.

The dredging is expected to be completed by mid-December.

Klekotka promoted; Olson and Jorgensen retire

John Klekotka, Project Manager for the Engineering Department, was promoted to the position of Director of Engineering and Planning, following the retirement of Director Jack Olson.



John Klekotka

Olson retired in August of 2001 after 11 years with the Port. Klekotka was hired at the Port in August 2000 as a Project Engineer and Project Manager. He is a licensed civil and structural engineer in Washington and Alaska. Klekotka has more than 16 years experience in designing and planning port facilities.

In April of 2001 Rob Jorgensen retired. Jorgensen was the foreman for the Marine Terminals maintenance department. He started with the Port in May 1976.

Port Financials

Year to Date September, 2001 Income

Year to Date September, 2001 Expenses

Who Gets Tax Payments

Income		2001 Property Taxes			"Eg. \$150,000 Home"		
		\$ Rate / \$1,000	%				
Marina	\$3,632,539	\$3.4002	21.9%	State - Schools	\$510.03		
Marine Terminal	3,588,806	6.0193	38.7%	Local Schools	902.90		
Property	1,669,522	1.4769	9.5%	Snoh. County	221.54		
Interest Earnings	1,079,372	4.2197	27.2%	City	632.96		
Tax Receipts	1,764,885	0.4190	2.7%	Port of Everett	62.87		
Total	\$11,735,124	\$15.5351	100.0%	Total	\$2,330.27		

Expenses	Year	Tax Levy	Increase	%	\$ Rate / \$1,000
Marina	1996	\$2,779,608			\$0.397
Marine Terminal	1997	2,978,350	\$198,742	6.67%	0.419
Property	1998	3,022,584	44,234	1.46%	0.419
Interest Expense	1999	3,292,602	270,018	8.20%	0.419
Administration	2000	3,286,540	(6,062)	-0.18%	0.419
Other	2001	3,261,443	(25,097)	-0.77%	0.419
Total		\$8,664,154			



Your Port Commissioner

Phil Bannan

Secretary
District 1

Years of Service:

This is Phil's fourth year on the Commission, a service he began in January 1998.

Background:

Phil worked for three years in the Everett Mayor's office as Executive Director for the City of Everett. The previous eight years he was Executive Director of the Port of Everett, and before that he worked in a manufacturing industry on the Everett waterfront for Western Gear Corporation. Phil and his wife own Scuttlebutt Brewing

Co. on the Everett waterfront, a business they established in 1996.

Emphasis for the Port:

"My primary emphasis as a Port Commissioner includes the economic development activities for the creation of good jobs, and management of the Port which is responsive to the public and frugal with the Port's resources."



Riverside development ready for business

The former Weyerhaeuser property on the Snohomish River has been cleaned up to an industrial standard, new infrastructure is in place, and now it's ready for business. The next step for the Riverside Business Park is to recruit an anchor tenant.

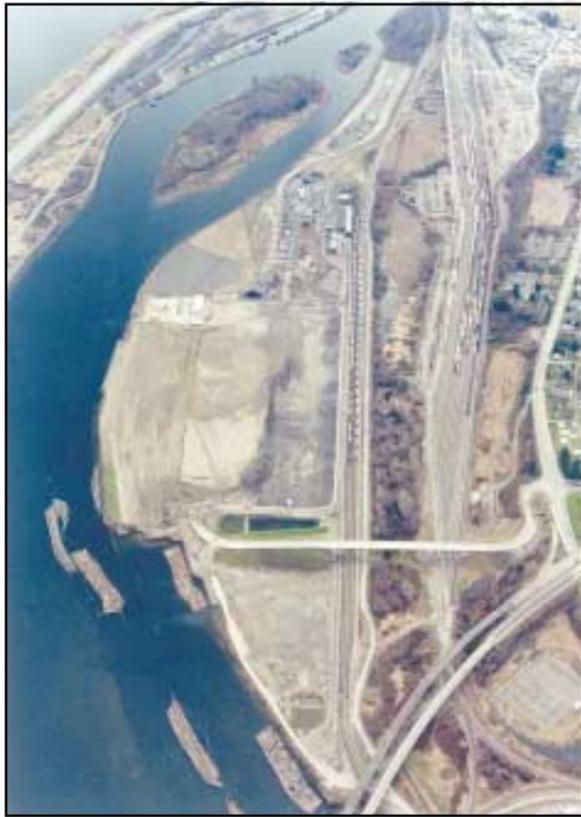
"Phase I construction has been completed, including all new site infrastructure – mostly things you can't see, such as water, sewer, storm, fiber optic lines and electrical distribution system necessary to support this type of development," said Bob McChesney, Port of Everett's Director of Properties and Development.

Now, he said, the Port's business there is less about site development, and more about the marketing and recruitment aspects of filling the space with businesses.

Their first goal is to secure an anchor tenant that will take down a large parcel and build a facility that will generate a lot of family wage jobs.

The general downturn in the economy is a concern, said McChesney, but there has still been interest from companies in the site.

"The economic downturn has affected our marketing," he said. "The overall market for industrial proper-



Riverside Business Park is on the old Weyerhaeuser Mill site, close to the Port Terminals, the Interstate, and other transportation sources. The infrastructure is complete and the Port is ready to place businesses on the site.

ties in the region is soft. There is a lot of industrial and commercial real estate currently on the market which has a dampening effect on rental rates and absorption. We are optimistic that as the economy begins to show improvement, the Riverside Business Park will perform as expected."

Light industrial or a warehousing and distribution firm would work well. McChesney said the site is ideal for a distribution company because of its location.

"The transportation infrastructure works for that type of business – it's real close to the freeway, rail and the Port," he said.

"We are hoping to attract tenants from a regional market, add new jobs and bring in new industry," said McChesney. The site is also a location under

consideration for tenants of the North Marina that might be relocated as a result of the redevelopment planned there.

"The overall objective is to replace the industrial infrastructure, to generate a reasonable market rate of return on the property for the benefit of the taxpayers of the Port District, and to bring in new jobs to the economy," said McChesney.

Business Park could be asset to greater Everett

The closure of the Weyerhaeuser Lumber Mill in 1979 brought an end to one of the last integrated wood product facilities in the United States.

After lying vacant for 15 years, the Port of Everett developed a financial plan for the acquisition, development, marketing and management of the future Riverside Business Park.

We brought in a national real estate firm to advise the Port on the best method to achieve our redevelopment goals, and we

asked the taxpayers for help in financing this endeavor.

Now that construction of the new access bridge,

utilities and roads are complete, we have begun a concerted effort to market the property for the highest and best use and maximum employment. The Riverside Business Park has the potential of being a huge asset to Greater Everett in the future. That is our goal.

Riverside Business Park

From Commissioner Jim Shaffer

Your
Port of EVERETT

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Port Commissioners:
(Elected for six-year terms)
Don Hopkins, Jr., President
James P. Shaffer, Vice President
Philip B. Bannan, Secretary

The Commission meets at 9 a.m. on the first and second Tuesday of each month at the Port Administration Building, 2911 Bond St. Meetings are open to the public.

Port Staff:
John M. Mohr, Executive Director
Ed Paskovskis, Deputy Executive Director
Karen Clements, Director of Finance and Administration
Bob McChesney, Director of Properties and Development
Carl Wollebek, Marine Marketing Director
Connie Bennett, Marina Director
John Klekotka, Director of Engineering and Planning
Graham Anderson, Senior Planner

Let Us Know What You Think!

The Port of Everett wants to hear from you. And it's easy to get in touch with us. Call, write, or e-mail. Or clip this section and send it in to us. We appreciate your taking the time to let us know what you think!

Comments: _____

Your name and contact information (optional): _____

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