



PORT OF EDMONDS

Master Plan: West Side

Commission Approved June 27, 2005
Commission Approved March 10, 2014

INTRODUCTION

This Master Plan provides a 20-year development blueprint for the use of the Port's property. It builds on existing investments the Port has made and offers new ideas for use of the underutilized upland portions of the site. The Master Plan also includes the physical development to adjacent properties and their plans.

This Plan complements the Port's Strategic Plan. The Strategic Plan includes the Port of Edmonds Mission Statement and describes in broad terms how that mission will be accomplished. It also specifies the Port's two year implementation plan, incorporating programmatic and physical actions that the Port will pursue. The Master Plan is a document that references the Port's long-term strategies and its vision for the future and shows how they will be physically implemented. Specific elements of the Master Plan relate to current and long-term development, public access and safety. Both the Master Plan and Strategic Plan are reviewed and updated each year.

The elements as they are outlined and implemented in this Master Plan will keep the Port of Edmonds one of the best marinas in the region and maintain public access to the water.

MASTER PLAN AREA

1. Port of Edmonds Vicinity

The Port complex incorporates approximately 64 acres including the Port shore based operations, marina, leased property and property held jointly by the Port and the City of Edmonds. See Vicinity Map, Exhibit A.

The Burlington Northern Santa Fe Railroad (BNSF) tracks run north and south on the east side of Admiral Way and the Port proper. The Port has a lease agreement with BNSF for a stretch of property to accommodate part of the Dry Storage Program in the southeast portion of Port property. The Harbor Square Business complex which is located east of the railroad tracks along Dayton Street and SR104 is also situated on Port property, but is administered by a private property manager. The Harbor Square Athletic Club is also on Port property and is managed separately.

The former UNOCAL property, located east of the railroad tracks is south and southeast of Port property. The upper portion of the UNOCAL site was purchased by TRIAD Development for condominium development. The Washington State Department of Transportation and the City of Edmonds have recently purchased the lower site for the future Edmonds Crossing Project and Marina Beach Park from UNOCAL for the City's Parks and Recreation Programs.

The Port also owns a small parcel of land south of Marina Beach Park/Dog Park which was purchased from U. S. West in February of 1996.

The old Safeway site, situated to the northeast of Port property, is recognized as under-developed. The Port has an interest in working with the property manager on a possible private/public development, or as a broker in future development of the property. The parking area adjacent to the old Richards Building immediately north of the Port property is jointly owned by the Port and the City of Edmonds. This area provides public parking for visitors to Olympic Beach Park and the public Fishing Pier.

****Removed discussion of East Side land, including the marsh, interpretive center, etc.**

The harbor area encompasses 25 acres which are utilized for the Port's marina. The Port has a management agreement with the Department of Natural Resources for use of the waterway on the inside of the marina for the purpose of providing marina moorage and other marine related programs.

The Master Plan recognizes the importance of planning for Port owned property, such as the Harbor Square area. The Port also recognizes the potential of a master development plan that might include the "old Safeway" property and Harbor Square. The Port is committed to working with the appropriate parties in realizing this potential.

2. Port Property - Site Opportunities

The core of the Port property is located on a narrow strip of land between Puget Sound and the BNSF tracks. Uses of the site are limited as a result of this

situation. Much of the available property is currently used as general parking space that is covered with impervious surface. The Master Plan identifies two major mixed use sites on the east and west sides of Admiral Way for future development opportunities.

Any development on Port property will take into consideration: public access to the waterfront, provision for a greenbelt and other landscaped areas, and view corridors from walkways and Admiral Way.

MASTER PLAN VISION

The Master Plan vision, when fully implemented, will realize the following:

1. Public Access

The Port will provide physical and programmatic amenities to encourage the public to visit the Port and access the water. Landscaping, signage and the walking promenade will be a year-round attraction permitting the public to visit and enjoy the seasonal flowers, the marina, Puget Sound and the beauty of the Olympic Mountains. The waterfront is defined as the area between Brackett's Landing Park to the north and from Marina Beach Park on the south, west of Admiral Way. The public promenade extends from Brackett's Landing at the Ferry Terminal, south through Olympic Beach Park and connects via Port property to Marina Beach Park. Harbor Square Business Park and the Edmonds Marsh are situated east of the railroad tracks. A partial trail system encompasses the business park and the marsh. It is part of the Port's vision to include a Cultural and Interpretive Center highlighting the marsh and marine environment in partnership with the City of Edmonds, Edmonds Community College, and others. The Port will work with the City of Edmonds to encourage public access from the uplands Point Edwards, across the railroad tracks, to the waterfront.

2. Marina Programs

The Port's in-water marina is in high demand. There could be opportunities for marina expansion in concert with the Edmonds Crossing Project or through partnerships with the Town of Woodway and the owner of the Point Wells property. The Dry Storage facility is at full capacity during much of the year and emphasis is being placed on maximizing capacity year-round.

Due to the decline in fishing over the past ten to fifteen years, activity at the public launch facility has decreased significantly. The cost center has not been profitable for the last decade. The public launch was financed partially by a grant from the State of Washington Inter Agency Committee for Outdoor Recreation (IAC); now since has become the Recreation Conservation Organization (RCO) . The grant covenant stipulates the Port will continue to operate and maintain the public launch in perpetuity to the full extent of its economically useful life, or until such time as it becomes obsolete for its intended purpose. The Commission

considers the public launch to be a public amenity and will continue to fully support the program.

The Port's travelift/boat yard is an important marine related program. There may be opportunities for expansion, depending upon utilization and enhancement to the environmental programs, especially as state and federal regulations are updated and implemented.

Parking is not a major concern with current programs; however, with program expansion, parking could be more of a concern and parking structures may be a consideration. This will depend upon development in certain areas of Port property.

Restrooms and facilities for guest moorage patrons are currently located in the Marina Operations complex. Restrooms are also available at the City owned Beach Ranger facility at the north end of the marina and there are also restrooms beneath the Port Administration offices. Restrooms at the Administration building are open 24 hours a day. Facilities for tenant use are located at the south end of the marina. A new restroom and public amenities complex may be constructed near the public launch and guest moorage area. The Port will pursue grant opportunities to build this complex.

3. Business Facilities

Building structures currently include the Landing Building which houses Arnies Restaurant, a Deli, and Charter Operations; the Port's Administration Building; the Edmonds Yacht Sales building; Edmonds Yacht Club; and Anthony's Home Port Restaurant/Beach Café building, which also houses the Marina Operations offices.

The Port has ground leases with; the Landing Partnership, the Edmonds Yacht Club, and Jacobsen's Marine. The Anthony's Home Port building is owned by the Port, and the Port has a building lease with Mad Anthony's Incorporated.

****Removed discussion of Harbor Square and East Side building facilities.**

GUIDING PRINCIPLES

These guiding principles are not listed in any order of priority, but are intended to provide guidance for site development.

- Conserve and protect the shoreline and environmental quality.
- Maintain a quality marina and marina related services.
- Support Port tenants.

- Provide for public safety.
- Increase or enhance public access.
- Encourage new waterfront related uses, for example: new marine related retail, new vendors, cultural arts programs and new opportunities for small craft such as kayaks.
- Incorporate new public space that can be used for celebrations, public events, passive and active recreation (viewing, sitting, walking, and jogging).
- Decrease impervious surfaces and spaces throughout the site, increase green areas, and provide for liberal landscaping.
- Provide an overall design theme for the Port that will be evident in architecture and landscaping. The overall design should relate to the Port's history, location, and maritime role and should incorporate cultural and fine arts elements.
- Infrastructure should be an integral part of the waterfront experience; i.e., signage should be coordinated and focused; utilities must be underground; roof tops that are part of the City of Edmond's view should be aesthetically attractive; refuse containers, benches, fences, railings, and pedestrian crossing paving should be integrated in an overall master design. When possible, these latter facilities should be thematically consistent and esthetically pleasing; they should encourage the incorporation of art and sculpture.
- View corridors from Admiral Way and from buildings on the east side of Admiral Way shall be incorporated into the planning process when considering new buildings, landscape, and public amenities.
- Circulation on the site should be improved, including traffic flow, with important consideration especially for public safety vehicles and pedestrian connections.
- To the extent practical, parking should be located between Admiral Way and the BNSF tracks, freeing the area near the waterfront for increased public amenities, public use and green areas.

DESCRIPTION OF FEATURES AND PROGRAMS

1. Programs

The Port's largest program provides marine related service to the public and the boating community. The Port will strive to maintain high standards in existing services, as well as to seek new programs that complement the existing operations of the Port. These programs may include the following:

- Wet moorage and dry storage programs
- Public access to the shoreline including the promenade with access to Marina Beach and Olympic Beach Parks
- Accommodations for fishing and other types of charters out of the Port
- Landscape and flower programs

- Well maintained roads and sidewalks

2. Facilities

To accommodate the programs of the Port the following facilities will be provided:

- Boating access launch apparatus for the public launch and dry storage programs
- Boatyard accessible by the public, that meets environmental standards
- Travelift in support of the Port's boatyard
- Pressure wash and wastewater treatment facility
- Marine fuel dock, guest moorage, bait shop
- Fishing Pier managed by the City of Edmonds
- Load and unload areas, and public parking areas
- Restrooms and related programs for the public, tenants, launch users, and guest moorage patrons
- Commercial, light industrial, marine oriented businesses
- Retail establishments including shops and restaurants
- Boat sales, repair, and services
- Mix of office facilities
- Private yacht club facility
- Accommodations for the Sea Scout Program
- Facilities for recycling and disposal of refuse

3. Access and Safety

The two points of vehicle entry to the waterfront and the marina are via Main Street and Dayton Street, both of which cross the BNSF tracks. Due to these limited access points, the Port and the City of Edmonds have concerns about emergency access when a long train is stopped and blocking access on Dayton Street and Main Street. Currently, the Port has an agreement with the City to provide personnel and a vehicle to help transport equipment and supplies across the tracks, if such a situation were to occur. Pedestrian access across the rail tracks is planned to be provided as part of a multimodal station. The Edmonds Crossing project team will also examine, during the final design and permitting phase of the project, whether an emergency only crossing could be incorporated into the Edmonds Crossing Project, to increase safety and convenience for pedestrian, equipment, and vehicle crossing.

A primary mission of the Port is to provide quality services and facilities for the public, tenants, and the boating community. In keeping with this mission, the Port maintains a high level of maintenance of the facilities and amenities for both the enjoyment of the visitors to the Port and for their safety. The Port's in-house Safety Committee is constantly reviewing the grounds and facilities for ways to make improvements to ensure the safety of its staff and for visitors who walk the

grounds, the boardwalk, and through the facilities. Many improvements to the facilities have been completed over the last several years.

NEW OR EXPANDED ELEMENTS OF THE MASTER PLAN

The following elements are the physical plans for the Port property over the next twenty years. Some of the elements are in the planning phase and may be implemented in the short term. Other elements are longer range. See: Port Site Map, Exhibit B.

Public Plaza

The Port constructed a public plaza located on the west side of the Anthony's Homeport Restaurant Building. The plaza area is a combination of landscape and hard surface area designed for the public. A weather station is near this area to provide educational and meteorological information to visitors and boaters of the region. The Port may pursue grant funding to re-design, rebuild and/or maintain this weather center and surrounding public amenities.

Parking

Parking is essential to meet the needs of the Port programs and the businesses located on Port property. Parking will be provided on both the east and west side of Admiral Way. It shall be the policy of the Port to locate parking to the east side of Admiral Way as opportunities present themselves, but still maintain enough parking on the west side to accommodate the programs and businesses.

The Port will review the need for an increase in parking or parking structures as development occurs on Port property or as adjacent development occurs such as the Antique Mall site, Harbor Square or the Edmonds Crossing project.

Boardwalk Improvements

Improvements have been made to the boardwalk including view cutouts, inclusion of benches and tables, and landscape planters. Additional improvements may include a landscape strip, shelters to contain the recycle and refuse containers, and interpretive signage.

Mixed Use Area – Waterfront

This area was identified in previous master plans as a mixed use area with potential for development. This site is now developed and functions under a land lease between the Port of Edmonds and the Edmonds Yacht Club (EYC). The building is used as a clubhouse and event space and also contains office space on the second floor. Possible uses for the remainder might include parking,

Port office and/or maintenance complex, and a building for community facility use.

Mixed Use Area – East of Admiral Way

A land lease between the Port of Edmonds and Jacobsen's Marine has been signed and approved by the Port of Edmonds Commission. Plans for developing a 10,000 square foot building for boat sales and repair are proceeding through permit processes. Approximately 36,000 square feet of this mixed use area will be dedicated to this marine retail space. Possible uses for the remainder might include parking, Port office and/or maintenance complex, and a building for community facility use.

Mixed Use Area – South of Boatyard

This area is currently an informal parking area and storage/recycling area for the Port and Anthony's Home Port Restaurant and dry storage boats.

Possible uses might include parking, storage, marine retail and services complex, expanded boatyard operations, support facilities for public access and launch operations and a building for community facility use.

Dry Storage Expansion

Expansion may occur to the north of the existing dry storage facility if program needs demand such an expansion. The area impacted by such an expansion is currently used for parking. Elimination of parking in this area would require additional parking be provided in another area.

Marina Expansion

If an opportunity presents itself, the Port may want to study the feasibility of expanding the south marina in light of the Edmonds Crossing project.

Public Access Support Facilities

The Port may consider expansion of guest moorage areas to; accommodate overflow visitor moorage or increase capacity. Existing guest moorage areas may be reviewed for necessary improvements and enhancements.

The Port will pursue opportunities to upgrade and extend the life of the public sling launch with the goal of; increasing capacity for providing access to more boats and maintaining existence of this public access. A grant has been awarded through Washington State Recreational Conservation Organization (RCO) to upgrade the existing south sling launch and the Port is in the process of

proceeding with these improvements. The Port may consider improvements to the north launch in the future.

Combination vehicle and trailer parking, fueling facilities, restrooms, garbage and recycling, security, and information distribution are all necessary support functions for accommodating guest moorage and public launch access. The Port will maintain adequate support facilities in the vicinity of these access points. The Port may review the need for renewed support facilities such as; restrooms, laundry, showers, parking, waste handling, fuel dock infrastructure and systems, information distribution and other support amenities and pursue grant funding where appropriate.

EXHIBITS

1. Vicinity Map - Exhibit A
2. Site Map - Exhibit B
3. Recreation Conservation Organization Grant Eligibility – Addendum 1

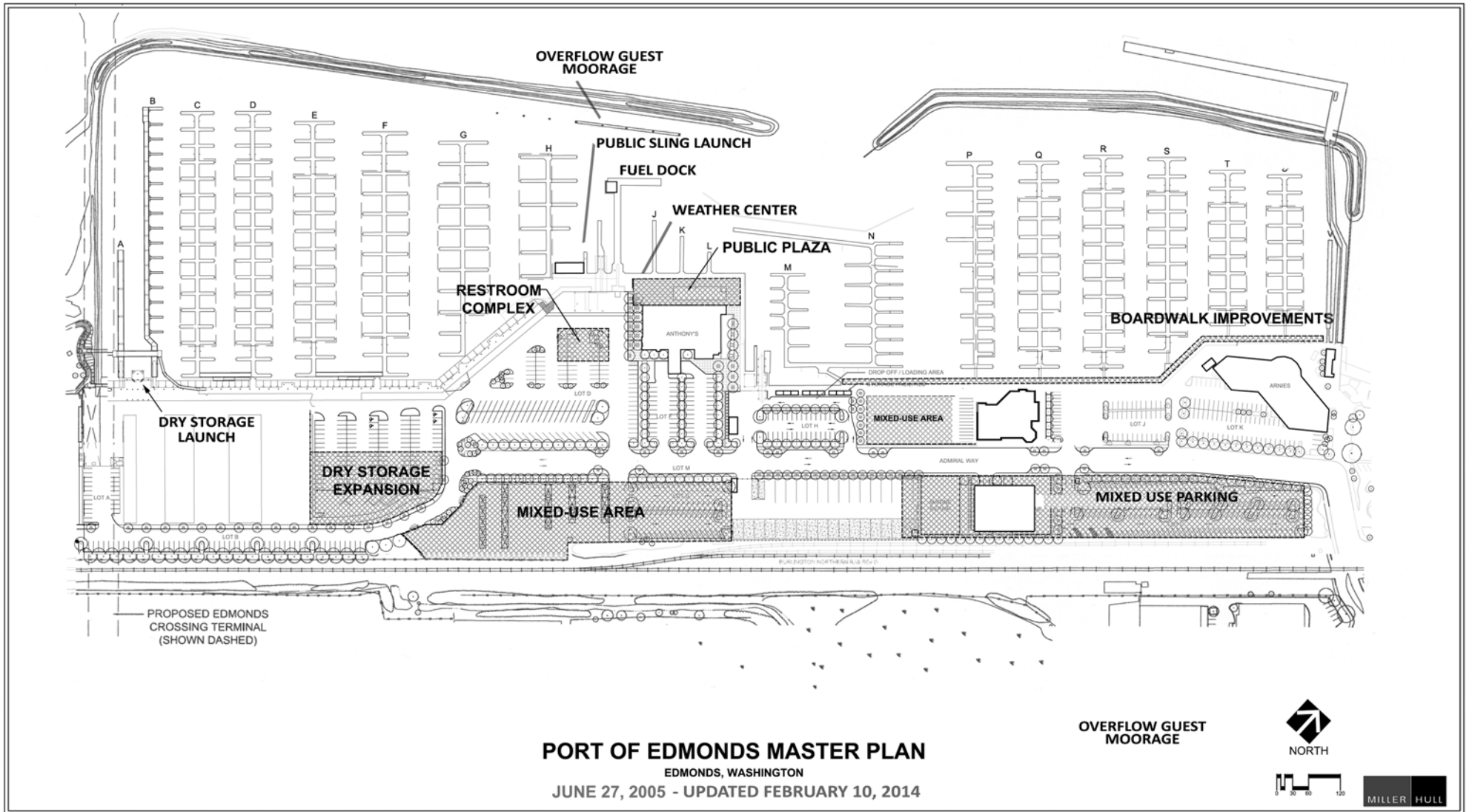


EXHIBIT B
Port Site Map

MEMORANDUM

Date: February 6, 2014

To: Bob McChesney, Executive Director

From: Marla Kempf, Deputy Director

Subject: Strategic Plan and Master Plan as it relates to eligibility for Washington State Recreation Conservation Organization (RCO) future Grant Eligibility.

As we move forward with finalizing the updates to our Strategic Plan and Master Plan, it may be useful for future Grant eligibility purposes to outline the planning process that has brought us to the conclusions in this plan. As noted in the Commission cover memo, significant changes have occurred since the Commission previously approved the Master Plan in 2005. There is no need for me to reiterate those, but for the purpose of understanding and verifying that we have accomplished all the necessary components required for Recreational Conservation Organization (RCO) grant eligibility, I have outlined some of the key planning processes that have taken place in the past few years that have assisted with supporting the direction outlined in the Port of Edmonds Strategic and Master Plans as it relates to the Westside Master Plan and Operations and Services at the Marina.

- On August 29, 2011 a Commission Public Workshop discussion established future direction related to the Sling Launch at the Port of Edmonds. At that time, maintenance costs were increasing due to the aging mechanisms and an inspection revealed that substantial improvements were needed if the launch was going to continue operations. Necessary improvements were made based upon the proven need and demand for this public amenity.
- April 2012 – Port conducts a survey – Results were a combination of online responses collected by surveymonkey.com and handwritten hard copies which were mailed. The total tally of respondents was 169. This survey revealed wider feedback about the Port’s facilities and services and provided a compass of sorts to assist with establishing goals and objectives and future direction related to Marina facilities and services. In May 2012 at a Commission and Staff Retreat – Special Public Meeting the results of the survey were reviewed and key components were incorporated into our daily routines as well as future directional plans.
- May 2012 – Engineering Study reveals inadequacies of existing public launch.
- June 2012 – A Resolution Authorizing the Executive Director to make formal application for Grant Funding Assistance through the Boating Facilities Program for the Port of Edmonds Public Launcher was approved by the Port Commission.
- July 2012 – A letter is received from Compass Courses supporting continued operation of the boat launch services which contribute to over 1000 students learning proficiency in survival craft and small boat handling each year.

- August 2012 – A letter is received from Puget Sound Anglers expressing the need for the Port of Edmonds public launch access point and its critical importance to recreational fishing and proximity to some of the best fishing grounds in Puget Sound and on the West Coast.
- September 2012 – Port staff gives presentation to RCO Board requesting Grant funding assistance to renovate one of the two sling launches and extend its useful life by 15 to 20 years. Port records reveal the demand with 53,337 boat handlings since 2003.
- June 2012 – National Marina Day Port organizes participation and community outreach. Port has a table to inform attendees of our services and receive feedback regarding our facilities and operations.
- January 2013 – Port Commission begins discussions in public session to review and update the Port of Edmonds Mission Statement.
- April 2013 – Port Commission agrees in public session to a change to the Mission Statement which reads “Operate and develop marina facilities with the goal that it be fully self-funded.” Staff incorporates changes and Port Commission reviews Mission Statement and confirms goals and objectives as outline in the approved Mission Statement in the Strategic and Master Plans.
- July 2013 – Port of Edmonds project is rated 3 out of 21 grant requests. RCO approves funding of 75% and the Port moves forward with inclusion of this asset and service in future plans.
- September 2013 – the updated Mission Statement is reviewed in public session.
- October 2013 – Public Commission Meeting was held and the 2014 proposed Marketing Plan was reviewed and discussed. The marketing plan includes a purpose statement, and an overview of primary facilities and services of the Port’s west side properties. It establishes a promotions strategy that is in line with Port budgets, and Port Strategy and Master Plan.
- November 2013 – Port budgets are adopted after three public hearings and a Five year Capital Improvement Program is approved for 2014 with anticipated capital improvements over the next five years.
- February 2014 – Public Launch Upgrades (advertised on website, at Seattle International Boat Show, and throughout the marina facilities) will be made with RCO Awarded Grant Assistance.

All of the above have been part of a public process that has led to some of the updates in the Strategic Plan and Master Plan that will be reviewed at the Commission Meeting on February 10, 2014. Port staff pursues grant funding for projects as appropriate and when in line with the Port’s Mission, Strategy and Master Plan. In order for any of our projects to be eligible for participation in these grants processes during the current and future years, we will need to submit an updated and approved Strategic and Master Plan for approval to RCO by March 1, 2014. According to RCO’s Self Certification Form, any project that is seeking funding must show evidence of its inclusion in the organizations Strategy and Master Plan as well as the capital improvement plan. There must also be ample opportunity for the public to be involved in plan development which I believe the above dates and events show that there has. The changes that I have made to the Master Plan were included with these criteria in mind. They are mostly updates to existing facilities and broad statements of intent related to Public Access and Support facilities.