

# PORT OF EDMONDS

## Master Plan

Commission Approved June 27, 2005

### 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.

### 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.

The Edmonds Marsh is east of the railroad tracks and lies between the Harbor Square Business Complex and the UNOCAL site. This property is owned and managed by the City of Edmonds and provides unique habitat and wildlife viewing opportunities as a result of the confluence of saltwater and freshwater environments. Preliminary discussions have taken place regarding the possibility of a Cultural and Interpretive Center in the vicinity of the marsh area and Deer Creek Hatchery. A walking trail with interpretive signs borders a portion of the marsh on the north side.

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. 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 expand this connection along the marsh to the fish hatchery. The vision also includes 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. Programs**

The Port's in-water marina is currently filled to capacity. 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 and exploring expansion opportunities in the future.

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 the State of Washington, which requires that the Port continue to operate the launch facility. The Commission considers the public launch to be a public amenity and will continue to fully support the program.

The Port's travelift/work 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.

### **3. Facilities**

Building structures currently include the Landing Building which houses Armies Restaurant, a Deli, and Charter Operations; the Port's Administration Building which includes the Edmonds Yacht Sales office; and Anthony's HomePort Restaurant/Beach Café building, which is owned by the Port and also houses the Edmonds Yacht Club and Marina Operations Programs.

The Port has a ground lease with the Landing Partnership. The Anthony's HomePort building is owned by the Port, and the Port has a building lease with Mad Anthony's Incorporated. The Port has a ground lease with Harbor Square Associates and the Harbor Square Athletic Club, both of which are located at the Harbor Square Business Complex.

The Master Plan has identified two mixed-use areas on the east side and west side of Admiral Way where new structures could be built. Currently these two areas are used for parking. These areas could provide space for future marine retail and services operations, a new Edmonds Yacht Club building, mixed use buildings, which might house Port Administration functions, or a community use facility.

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

### **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, utility hole covers, 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 access for cars, 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
- Provision of an interpretive center near the marsh and/or fish hatchery

## **2. Facilities**

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

- Boat launch apparatus for the public launch and dry storage programs
- Work yard accessible by the public, that meets environmental standards
- Travelift in support of the Port's work yard
- Pressure wash and wastewater treatment facility
- Marine fuel dock, guest moorage and 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 and guest moorage patrons
- Commercial, light industrial, marine oriented businesses
- Retail establishments including shops and restaurants
- Yacht sales establishment
- 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 at-grade crossing could be incorporated into the Edmonds Crossing Project.

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 is proceeding with design and construction of a public plaza to be located in the parking area on the west side of the Anthony's Homeport Restaurant Building. The plaza area will be a landscape and hard surface area designed for the public. There may be an opportunity for a weather station in or near this area to provide educational and meteorological information to visitors and boaters of the region.

### **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 "old Safeway" site, Harbor Square or the Edmonds Crossing project.

### **North Boardwalk Improvements**

Improvements have been made to the north 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 is currently parking and landscape. Additional potential uses might include, open space, load/unload space, an office and retail building, Edmonds Yacht Club building and a building for community facility use.

### **Mixed Use Area – East of Admiral Way**

This area is currently a support area for the existing work yard and storage area. Possible uses might include parking, Port office and/or maintenance complex,

marine retail and services complex; Edmonds Yacht Club building, expanded boatyard operations and a building for community facility use.

### **Mixed Use Area – South of Workyard**

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

Possible uses might include parking, storage, marine retail and services complex, expanded boatyard 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.

### **Guest Moorage/Visitor Restroom Facility**

The Port may consider constructing a new guest moorage and visitor restroom facility in the area of the public launcher and pursue the opportunity for grant funding. This facility would include restrooms, laundry, showers and other appropriate amenities.

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.

## **EXHIBITS**

1. Vicinity Map - Exhibit A
2. Site Map - Exhibit B