

RESOLUTION NO. 3098

A RESOLUTION of the Port Commission of the Port of Seattle, King County, Washington, adopting the recommendations established in the Port of Seattle Comprehensive Recreational Boating Study.

WHEREAS, the Port's primary purpose is to provide services and facilities to accommodate the transportation of cargo and passengers by air, water and land, and to provide a home for the fishing industry, and to foster regional economic vitality and a quality of life for King County citizens; and

WHEREAS, the Port's strategy is to involve the public in Port decision making in a meaningful way, beginning at an early stage in the decision making process; and

WHEREAS, the Port staff undertook a six-month public process to develop the Port of Seattle Comprehensive Recreational Boating Study - October 1991, attached hereto as Appendix "A," that examines the short and long term recreational marine facility needs of the community; identifies and prioritizes goals and objectives for the effective and efficient administration of recreational marine facilities; and determines strategies for matching the needs of the community with available resources to accomplish these goals and objectives; and

WHEREAS, the Port staff was assisted during its review by a Marine Advisory Task Force which provided technical input and valuable insight into the needs of the community and strategies for addressing those needs; and

WHEREAS, the community has been informed and involved through surveys, interviews, questionnaires, press releases, and public meetings; and

WHEREAS, the results of the Port of Seattle Comprehensive Recreational Boating Study identify areas in which the community is deficient in salt-water recreational boating needs; and

WHEREAS, the Commission has reviewed the goals, needs, objectives, and strategies outlined in the Port of Seattle Comprehensive Recreational Boating Study

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NOW THEREFORE BE IT RESOLVED, by the Port Commission of the Port of Seattle, Washington as follows:


Section 1. Based upon the studies, public comments and staff recommendations, the Port Commission finds that there is a need for additional recreational boating moorage and access to the waters of Elliott Bay and Puget Sound.

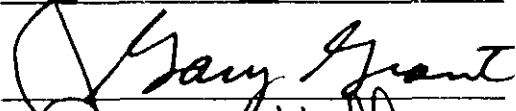
Section 2. The Port staff is hereby authorized to pursue the feasibility of providing additional access to Puget Sound as outlined in the Port of Seattle Comprehensive Recreational Boating Study. Individual projects shall be subject to Commission review and approval, and will be constructed only after thorough evaluation of the benefits and costs of each project;

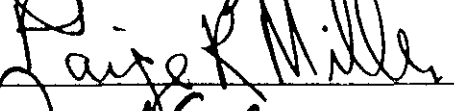
- 1.) To provide additional transient moorage on the Central Seattle waterfront.
- 2.) To provide additional boat ramps.
- 3.) To provide dry storage and launching facilities.

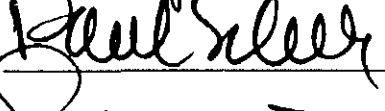
Section 3. The Port Commission hereby adopts the recommendations contained in the Port of Seattle Comprehensive Recreational Boating Study as the plan for guiding immediate and future efforts to improve recreational boating moorage and access to the waters of Elliott Bay and Puget Sound.


ADOPTED by the Port Commission of the Port of Seattle at a regular meeting held November ²⁶~~17~~, 1991, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the seal of the Commission.











Port Commissioners

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PORT OF
SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

October 1991

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PORT OF
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COMPREHENSIVE RECREATIONAL BOATING STUDY

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INTRODUCTION

INTRODUCTION

As the community of King County continues to thrive and grow, so does the importance of addressing the recreational boating needs of its population

This Comprehensive Recreational Boating Study is the culmination of an extensive planning process designed to.

- Develop an understanding of the short- and long-term salt-water recreational boating needs of the community
- Identify and prioritize goals and objectives for the effective and efficient development of recreational boating access and facilities in order to meet the needs of the community.
- Explore strategies for creatively blending the needs of the community with available resources to successfully accomplish the goals and objectives.

Thus, it is the intent of this five-year study to provide recommendations to the Boat Harbors Department of the Port of Seattle for the provision of salt-water recreational boating services

The planning process used to develop this study was designed to systematically and logically form answers to important planning questions. These questions and the planning components used to answer the questions is outlined below.

Figure #1 Steps used in the comprehensive planning process

STEP 1: What do we want to do?

- Define goals and objectives

STEP 2: What do we have and do now?

- Develop a planning area profile
- Inventory existing resources

STEP 3: What do the people want?

- Conduct a recreational boater survey
- Analyze other resources which address recreational boating needs
- Hold public meetings and allow for public comments
- Form a Marine Advisory Task Force

STEP 4. What can and should we do over the next five years?

- Identify and analyze needs and demands
- Develop an action plan
- Develop a financial plan
- Develop a capital improvement plan

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

The Study, itself, is organized according to the planning steps outlined in Figure #1. The key study components are as follows:

I. GOALS AND OBJECTIVES

This section of the report contains a goal statement and a summary statement of objectives for the maintenance and development of salt-water recreational boating access in King County. The goal statement describes the recreational boating philosophy of the Boat Harbors Division, Port of Seattle. The statement of objectives summarizes the means by which the goals can be accomplished.

II. PLANNING AREA PROFILE

The planning area profile is a description of the planning area. It includes information about the history, geography, demographics, governance, and economy which is relevant to salt-water recreational boating.

III. EXISTING RECREATIONAL BOATING ACCESS AND FACILITIES

This section describes the existing recreational boating access and facilities.

IV. COMMUNITY INVOLVEMENT

This section provides details and results from the community involvement process used during the development of this Study. A recreational boater survey, an advisory committee, the media, public displays, meetings with other organizations, and public meetings were all included in the planning process.

V. DETERMINATION OF NEED

This section of the report provides a comparison between existing access and facilities and access and facility standards. The standards are a useful tool for identifying areas in which the community is deficient in salt-water recreational boating opportunities.

VI. ANALYSIS OF DEMAND AND NEED

This section of the report summarizes the demand (based on the comparison of existing access to standards) and need (as identified through the citizen involvement process). It identifies specific salt-water recreational boating needs which should be addressed over the next five years.

VII. ACTION PLAN

This section of the report identifies the specific strategies which may be used to accomplish the salt-water recreational boating objectives. The strategies are presented in two formats. First, each objective is presented with its relevant strategies. Second, the strategies are presented by year. This provides an easy-to-follow format to enhance implementation.

VIII. CAPITAL IMPROVEMENT PLAN

This section of the report is a chronological listing of the capital improvements recommended in the action plan.

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IX. RESOLUTION

This section is the Port of Seattle resolution adopting the final Study.

X. RECREATION LANDS AND TRAIL INVENTORY

Of course, it would be impossible to develop a comprehensive recreational boating study without the support of the community. A debt of gratitude is owed to the many individuals and organizations which generously contributed to the development of this study. A special thanks is extended to:

Recreational Boaters - for welcoming an opportunity to participate in the planning process by participating in the survey interviews and attending public meetings.

Marine Advisory Task Force - for their enthusiasm and commitment to continuing the development of opportunities for recreational boating. (Thanks for a job well done!)

Mark Knudsen - for his willingness to commit the resources necessary for a successful planning process and his enthusiasm for expanding the Port's role in recreational boating.

Marla Kleiven - for her commitment to the planning process and her work to make Shilshole Bay Marina an outstanding facility for recreational boaters.

George Dabney - for his willingness to take an active and important role in the planning process. As a University of Washington intern, George conducted most of the survey interviews and provided valuable insight into the needs of recreational boaters.

Fritz Hedges - from the City of Seattle Parks and Recreation Department for his insight into the City's plans for shoreline/boating facility development, Metro mitigation fees, and cooperative efforts for central waterfront development.

Lori Flemm - from the Interagency Committee for Outdoor Recreation for her guidance in the preparation of this document.

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GOALS AND OBJECTIVES

GOALS AND OBJECTIVES

PORT OF SEATTLE PHILOSOPHY

The purposes and objectives of the Port of Seattle, adopted by the Port Commission, states that "the primary mission is to be a leader in providing services and facilities to accommodate the transportation of cargo and passengers by air, water and land, and to provide a home for the fishing industry, to foster regional economic vitality and a quality of life for King County citizens.

The Port will also pursue other opportunities if they enhance its ability to achieve its primary mission or if they preserve scarce land resources - marine or aviation - of unique value for Port uses.

In accomplishing its goals, the Port will work as a partner with other public and private entities. The intent is to complement, rather than duplicate or compete with, the functions of general purpose government or the private sector"

RECREATIONAL BOATING - GOAL STATEMENT

The following goal statement for the Boat Harbors Department of the Port of Seattle is proposed by the Marine Advisory Task Force. This goal statement makes recommendations to the Port in terms of recreational boating and the attitude, outlook, and orientation necessary to successfully carry out this role.

The goal of the Port of Seattle in terms of recreational boating is to serve the public by ensuring that the citizens of King County have access to and are satisfied with recreational boating opportunities within the community. To achieve this goal, the Port must successfully match the needs of the community with the recreational boating opportunities offered.

The Port recognizes that the residents of the community are an important priority. The department also recognizes that visitors, to whom much of the economic vitality of the community depends, are also interested in and utilize the port district's recreational boating systems.

The Port recognizes that community involvement is both helpful and imperative in order to identify and service the diverse needs of the community. To this end, it not only welcomes community input but will strive to initiate it.

The Port is committed to maximizing the financial resources available for recreational boating use. This includes working closely with other service providers to avoid unnecessary duplication of services, initiating cooperation with other service providers when such cooperation would be beneficial and cost effective, actively seeking alternative sources of recreational boating funding, and striving for cost effective maintenance of present and future facilities.

The Port is committed to taking a proactive approach to meeting the future recreational boating needs of the community. This pro-active approach means striving to balance recreational boating use and environmental protection, considering long-term implications of all development projects, and keeping abreast of changes in both the community and recreational boating in general.

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

The following summary statement of objectives was developed by the Marine Advisory Task Force and is recommended to the Port of Seattle. The objectives are results the Port of Seattle should seek to achieve over the next five years in terms of recreational boating. These objectives are a statement of what is expected to be accomplished through the actions set forth in this Comprehensive Recreational Boating Study. They should be useful for guiding major decisions related to the recreational boating system.

SUMMARY STATEMENT OF OBJECTIVES

- 1 Maximize utilization of existing recreational boating facilities and strengthen cooperation among public jurisdictions, private enterprise, and non-profit organizations.
- 2 Develop new recreational boating access to salt water.
- 3 Provide additional transient moorage in the Seattle central waterfront area with easy access to the central business district.
- 4 Provide adequate facilities associated with recreational boater access points.
- 5 Address the need for small boat access to salt-water
- 6 Encourage public participation in the planning, design, development, and implementation of programs to enhance recreational boater access to salt water.
- 7 Ensure that recreational boating facility development is sensitive to the impact on residential neighborhoods.
- 8 Promote the retention and conservation of environmentally sensitive areas and unique or fragile features to maintain scenic, educational, and natural resource values.
- 9 Encourage recreational boater facility development within prudent fiscal constraints and relate capital expenditures to direct benefits to the recreational boater
- 10 Encourage consideration of private investment in recreational boater facilities. Promote consideration of privately operated/publicly owned facilities that provide a reasonable rate of return

PLANNING AREA PROFILE

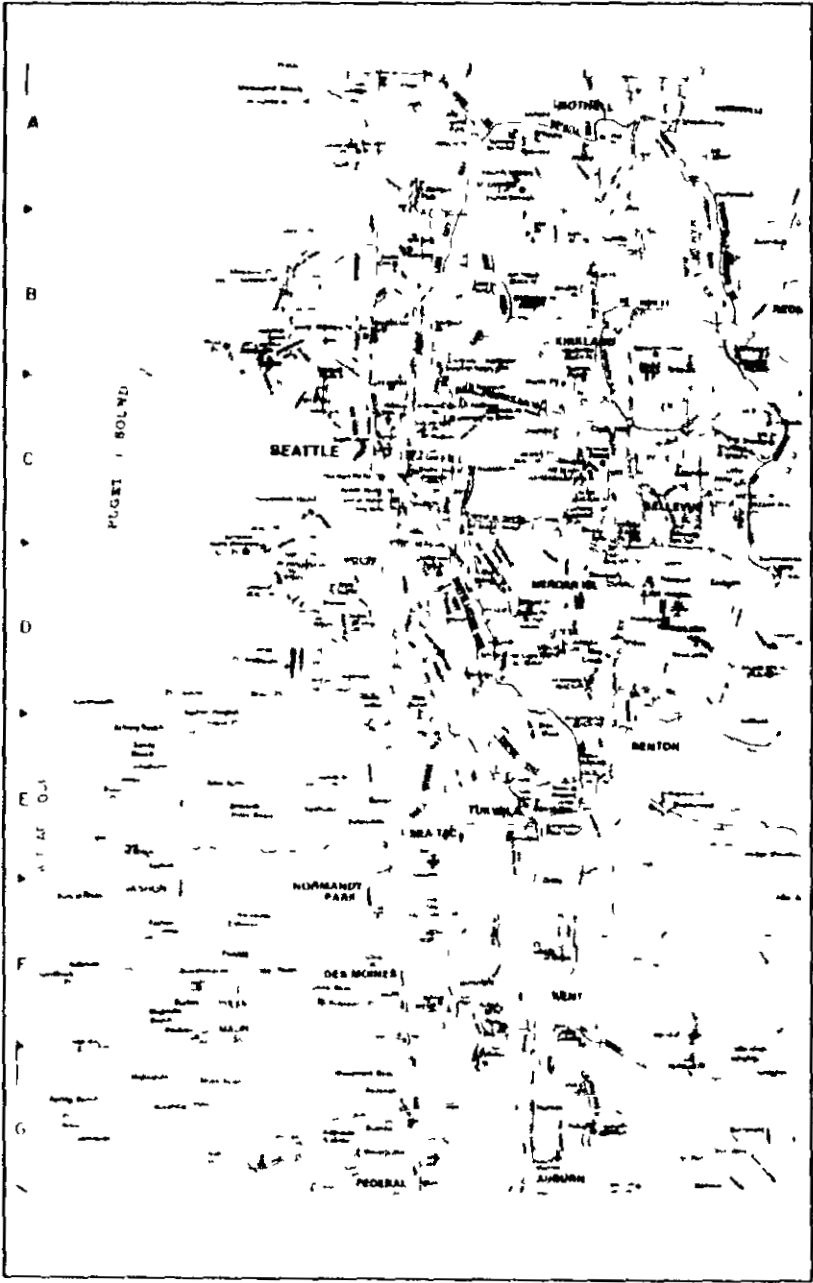
PLANNING AREA PROFILE

PLANNING AREA DESCRIPTION

The planning area for this Comprehensive Recreational Boating Study is the Port of Seattle - Port District. The boundaries of the Port District are the same as King County, thus, throughout the study the planning area will be referred to as King County.

Since the purpose of this study is to focus on salt-water recreational boating, the planning area has been limited to the area of King County which is adjacent to or in Puget Sound. This area extends from the south King County border with Pierce County (north of Commencement Bay) to the north King County border with Snohomish County at 177th (south of Edmonds). The planning area also includes Vashon Island which lies within King County boundaries

Exhibit #1 Map of planning area



PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

ECONOMICS DATA

The central Puget Sound economy had its beginning in a combination of three natural resources: timber, protected harbors which made shipping possible, and fishing. These economic roots grew to include a strong manufacturing base primarily focused on the aerospace industry

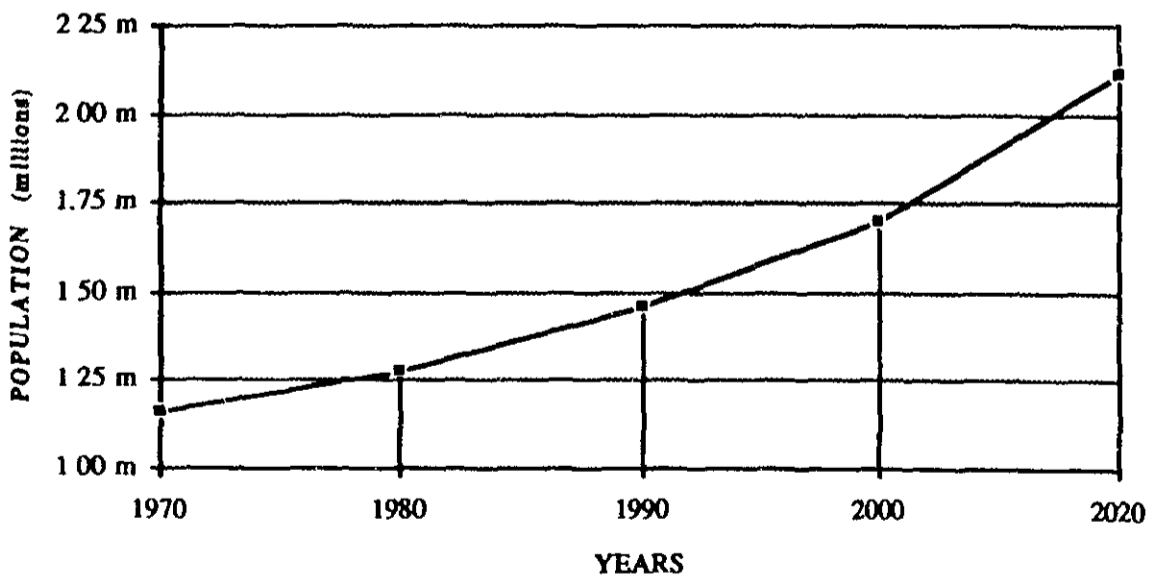
As with the nation as a whole, over the past 25 years there has been a shift of manufacturing to non-manufacturing employment. In 1967, manufacturing accounted for 33% of total employment in King County. By 1988, this share had dropped to 17%.

Although the economy of the community tends to be sensitive to boom or bust cycles, the economic vitality of the community over the past twenty years has been relatively strong. Since the mid-1980s employment has been consistently expanding at 4-5% a year and King County residents continue to have a significantly higher per capital income than their regional neighbors in Kitsap, Snohomish, or Pierce counties.

POPULATION

The population of King County is currently 1,461,000. The highest percentage of this population is centered in Seattle with its population of 496,254. The population of the County is expected to increase by an additional 237,000 people by the year 2000. Table #2, below, represents projections from the Puget Sound Council of Governments "Population and Employment Forecasts - June, 1988"

Figure #2 King County population forecast (Source: Puget Sound Council of Governments)



It should be noted that the U S Census data for 1990 showed King County's population at 1,497,000 - 36,000 residents higher than PSCOG projections

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PLANNING AREA PROFILE

PHYSICAL CHARACTERISTICS AND RECREATIONAL BOATING PATTERNS

The western boundary of King County lies along the salt-waters of Puget Sound. This boundary actually extends out into Puget Sound to encompass Vashon and Maury Islands which lie between Seattle and Tacoma

Given that the county is entirely bounded on one side by salt-water and is dotted with fresh-water lakes, it seems natural that there would be significant interest in recreational boating. In fact, such seems the case for the entire western Washington area. According to a study entitled "The Marina Industry in Washington State: Growth and Change", 1981-2000 (Bob Goodwin 1991), moorage occupancy rates between western and eastern Washington showed both a higher peak season rate (96% vs 87%) and a higher year-round usage rate (81% vs. 27%) in western Washington. The study reported that climate and distribution of boating population and location of destination cruising and resort areas were two factors contributing to this difference.

Local pleasure boat traffic patterns can be identified through local statistics and from reports prepared for existing Puget Sound marinas. The U.S. Corp of Engineers prepares and updates a Recreational Boat Study each 10 years in Washington State. Monthly patterns of recreational boat usage can be compiled from traffic counts at the Ballard Locks and boat launch counts in King County from the 1978 Recreational Boat Study. Table #1 shows monthly recreational boat distribution indicators. These counts demonstrate that usage peaks in July and August. Seventy percent (70%) of traffic occurs in fair-weather months from May through September. Off-peak months average about 30% of peak summer months.

Table #1 Monthly boat traffic indicators

	Ballard ¹ Locked Traffic	King County ² Boat Launching
January	2,095	3,565
February	2,696	2,773
March	3,837	5,150
April	4,915	7,923
May	8,972	10,300
June	8,317	13,469
July	12,792	15,054
August	13,005	13,866
September	8,312	11,092
October	4,588	5,546
November	2,484	2,377
December	1,761	2,377

¹ Seven-year averaged Ballard Lock volumes (1977-1983)

² Estimated King County boat ramp launchings - 1978

Source: U.S. Army Corps of Engineers

Daily traffic characteristics are predictably oriented toward high weekend peak use with weather conditions affecting strength of the peaks. Boat traffic picks up on Friday and generally peaks on Sunday, about 75% of weekly traffic volume occurs during the three weekend days.

The principal generators of existing small boat traffic in Puget Sound and Elliott Bay are the Shilshole Bay Marina and Hiram M. Chittenden (Ballard) Locks. Shilshole Bay Marina is a 1,450-berth recreational boat facility which is the Seattle area's principal saltwater moorage. The Ballard Locks provide the saltwater linkage to substantial numbers of recreational and commercial vessels located in the ship canal, Lake Union, and Lake Washington.

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

MANAGEMENT OF SALT WATER RECREATIONAL BOATING FACILITIES

Most of the saltwater recreational boater access in King County is maintained by the Port of Seattle, City of Seattle, and King County. The facilities managed by these organizations are listed below.

- Port of Seattle operates Shilshole Bay Marina, the largest saltwater marina in King County
- City of Seattle maintains Don Armeni boat ramp in West Seattle, Eddie Vine boat ramp at Golden Gardens Park, and First Avenue South boat ramp on the Duwamish Waterway
- King County maintains Redondo Beach boat ramp in south King County, Dockton Park Marina on Vashon Island, and Burton Acres boat ramp on Vashon Island

In addition, the City of Des Moines (located 15 miles south of Seattle) operates a transient moorage and boat launch facility and the Vashon Park District maintains a boat ramp on the north end of Vashon Island.

There are relatively few private recreational boating facilities on saltwater in King County. Harbor Island Marina on the Duwamish Waterway offers limited transient moorage space and Ole and Charles on the Duwamish Waterway offers dry storage.

GENERAL INFORMATION - PORT OF SEATTLE

The Port of Seattle is a municipal corporation founded September 5, 1911 by the voters of King County. Under the direction of a five-member Port Commission, it develops and manages commerce through the Seattle Harbor, Fishermen's Terminal, Shilshole Bay Marina, and Seattle-Tacoma International Airport.

The Port's primary mission is to be a leader in providing services and facilities to accommodate the transportation of cargo and passengers by air, water, and land, and to provide a home for the fishing industry, and to foster regional economic vitality and a quality life for King County citizens.

The Port will also pursue other opportunities if they enhance its ability to achieve its primary mission or if they preserve scarce land resources - marine or aviation - of unique value for Port users.

In accomplishing its goals, the Port will work as a partner with other public and private entities. The intent is to complement, rather than duplicate or compete with, the functions of general purpose governments or the private sector.

The Port has three goals, to provide excellent service to its customers, to maintain its reputation and competitive position as a transportation and distribution center, and to create long-term benefits for the people of King County.

The Port's involvement in recreational boating is primarily focused on the operation of Shilshole Bay Marina. The marina, which is located in Shilshole Bay on the west shore of Ballard, was constructed in several stages beginning in 1960 with the last major expansion completed in 1978. The marina offers permanent, transient, and commercial moorage, dry storage yard, haul out area and work yard, commercial tenants, fuel dock, centerboard sailboat storage, parking, laundry facilities, showers, and restrooms.

The Port has developed and maintains two parks on the Duwamish Waterway which offer car-top launching. These are Diagonal Way South and Terminal 105.

EXISTING FACILITIES

EXISTING FACILITIES

EXISTING FACILITIES - INTRODUCTION

This Comprehensive Recreational Boating Study primarily focuses on three types of salt-water recreational boating facilities - boat ramps/launches, dry storage, and transient moorage

Currently within King County there are eight public boat ramp/launch facilities which provide direct access to salt water.

LAUNCH RAMP FACILITIES	LOCATION	# OF LANES
Armeni	West Seattle	4
Eddie Vine	Golden Gardens - Ballard	4
First Avenue South	Duwamish Waterway	1
Redondo Beach	South King County	2
City of Des Moines Marina	Des Moines	1 launch
Dockton Park	Vashon Island	1
Burton Acres	Vashon Island	1
North End Boat Launch	Vashon Island	1

There are a few private launch facilities (Ole and Charlies-Duwamish Waterway and Quartermaster Marina-Vashon Island) but the use of these facilities is generally restricted to tenants.

Among alternatives for recreational boat dry storage, there are three facilities which offer access to salt water

DRY STORAGE FACILITIES	LOCATION
Shilshole Bay Marina	Ballard
City of Des Moines Marina	Des Moines
Ole and Charlies	Duwamish Waterway

Within King County there are three public and one private marinas which offer transient moorage

TRANSIENT MOORAGE FACILITIES	LOCATION	CAPACITY
Shilshole Bay Marina	Ballard	40-60'slips + 1,984'
Harbor Island Marina	Duwamish Waterway	70 feet
City of Des Moines Marina	Des Moines	75 vessels
Dockton Park	Vashon Island	58 vessels

Currently there are no plans for either boat ramps/launches or dry storage development by the City of Seattle, King County, or Port of Seattle. However, three facilities which will provide additional transient moorage are currently under development. These three facilities are listed below with details included in the Analysis of Demand and Needs section of this report.

FACILITY	LOCATION	CAPACITY
Central Waterfront Project	Downtown Seattle	120 vessels
Elliot Bay Marina	Magnolia - Seattle	40 vessels
Washington Street	Downtown Seattle	100 feet

PORT OF SEATTLE
COMPREHENSIVE RECREATIONAL BOATING STUDY

Table #2 Matrix of existing salt water recreational boating facilities within King County

FACILITY	MANAGING AGENCY	PUBLIC LAUNCHING			Trailer Parking	Dry Storage	Centerboard Sailboat Storage	Fuel	Public Restrooms	Waterfront Park	Transient Moorage	Car Top Launch	Fishing Pier	Permanent Moorage
		Ramp	Lift/Hoist	# of Lanes										
Armen (West Seattle)	City of Seattle	•		4	60			•	•		•			
Eddie Vine (Golden Gardens)	City of Seattle	•		4	100			•	•		•			
First Ave South	Port of Seattle	•		1	15						•			
Redondo Beach	King County	•		2	36			•	•		•	•		
City of Des Moines Marina	City of Des Moines		•		90			•	•	•	•		•	
Dockton Park Vashon Island	King County Parks	•		1	30			•	•		•			
Burton Acres Vashon Island	King County Parks	•		1	15			•	•	58V	•			
North End Boat Launch Vashon Island	Vashon Park District	•		1										
Shilshole Bay Marina	Port of Seattle					7- V	55 V	•	•	N	4380'		•	
Ole & Charles	Private		•	1	10	150		•						
Harbor Island Marina-Terminal 102	Private							•	•		70'		•	

N = Near by V = Vessels

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PORT OF SEATTLE
COMPREHENSIVE RECREATIONAL BOATING STUDY

DON ARMENI

Location. Harbor Avenue SW - West Seattle
Landowner. City of Seattle
Managing Agency. City of Seattle
Type of Facility. Local Government

DESCRIPTION:

Transient Moorage: None
Boat Ramps/Launches: 4 lane concrete boat ramp with loading/retrieval docks adjacent to launch lanes.
Car-Top Launching. No special provisions although ramp is suitable for car-top launching.
Dry Storage: None
Centerboard Sailboat Storage: None
Fuel: None
Parking: 45 vehicle/trailer spaces

GENERAL DESCRIPTION:

This facility was built in 1970 and encompasses 7.55 acres. It is a very popular boat launch site for several reasons including ease of access and parking. Since there is no breakwater, boaters may find launching difficult in strong winds. The ramp does have load/retrieval docks which greatly enhance launch ease, however at low-tides these may not be long enough.

Site amenities include its location along a popular bicycle route and a permanent restroom facility.

DEVELOPMENT PLANS:

In the City's draft Shoreline/Boating Plan, the following improvement recommendations were listed.

- Repair/extend subsurface concrete
- Inspect piles, replace as needed
- Improve signage
- Replace wood floats with concrete
- Reduce wave action and/or dock motion (more piles/improve fasteners)

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EXISTING FACILITIES

EDDIE VINE - GOLDEN GARDENS

Location: On Seaview Avenue NW at the South end of Golden Gardens Park
Landowner: City of Seattle
Managing Agency: Seattle Parks Department
Type of Facility: Local Government

DESCRIPTION:

Transient Moorage:	None
Boat Ramps/Launches:	4 lane concrete boat ramp with load/retrieval docks on north and south sides of ramp. The ramp is approximately 95' wide with a 12 degree slope.
Car-Top Launching:	No special provisions although ramp is suitable for car-top launching.
Dry Storage:	None
Centerboard Sailboat Storage	None
Fuel:	None
Parking.	100 vehicle/trailer spaces

GENERAL DESCRIPTION:

The boat ramp was built by Manson Construction Company in 1959. Site amenities include a permanent restroom and the large Golden Gardens Park located adjacent to the ramp

DEVELOPMENT PLANS:

According to the City's draft Shoreline/Boating Plan, there are no improvements recommended for this facility.

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PORT OF SEATTLE
COMPREHENSIVE RECREATIONAL BOATING STUDY

1ST AVENUE SOUTH

Location: Below 1st Ave S Bridge on east bank of the Duwamish Waterway
Landowner: City of Seattle
Managing Agency: Maintained jointly by the Seattle Parks Department and Engineering Department
Type of Facility: Local Government

DESCRIPTION:

Transient Moorage: None
Boat Ramp/Launch: 1 lane concrete boat ramp. Ramp is extremely steep with a 2:1 slope.
Car-Top Launch: No special provisions.
Dry Storage: None
Centerboard Sailboat Storage: None
Fuel: None
Parking: Gravel parking area. Although undeveloped can accommodate 15 vehicles with trailers under bridge with additional smaller spaces for cars.

GENERAL DESCRIPTION:

This boat ramp is the only existing ramp on the Duwamish waterway. According to the Public Access Plan for the Duwamish Waterway, the boat ramp is quite heavily used especially by Muckleshoot Indian fisherman.

DEVELOPMENT PLANS:

In the draft Shorelines/Boating Plan, the City of Seattle listed as one of its project directions to "initiate discussions with the Seattle Engineering Department and State Department of Transportation regarding 1st Avenue South (Highway 99) bridge reconstruction project to secure continuation of boat ramp and public access, as well as possible amenities and landscape enhancement." (pg 14)
Constraints on the ramp include poor accessibility, potentially dangerous truck traffic, and limited expansion capacity due to the bridge.
Currently the ramp has no existing directional signage on the surrounding roads or arterial.

EXISTING FACILITIES

REDONDO BEACH

Location: Corner of Beach Road South and Redondo Way in South King County
Landowner: King County
Managing Agency: King County Parks
Type of Facility: Local Government

DESCRIPTION:

Transient Moorage: None
Boat Ramp/Launch: 2 lane concrete boat ramp. A load/retrieval dock is located on the north side of the ramp
Car-Top Launch: No special provisions.
Dry Storage: None
Centerboard Sailboat Storage: None
Fuel: None
Parking: 36 vehicle/trailer spaces

GENERAL DESCRIPTION:

Amenities at this site include restrooms, fishing pier, and wash down/disposal area.
Although the ramp may be used at any hour, the parking lot is closed to entrants from 9 p.m. - 7 a.m..
There is some trouble with wave action at the ramp.

DEVELOPMENT PLANS:

Due to storm damage, Beach Road south of the boat ramp is currently closed. King County is investigating alternatives which include the development of Beach Road as a major arterial, reconstruction of the road to its previous use, and reuse of the right-of-way as park property.

PORT OF SEATTLE
COMPREHENSIVE RECREATIONAL BOATING STUDY

CITY OF DES MOINES MARINA

Location: 22307 Dock Avenue South Des Moines, WA
Landowner: City of Des Moines
Managing Agency: City of Des Moines
Type of Facility: Local Government

DESCRIPTION:

Transient Moorage: Dock space for approximately 75 boats. Can accommodate 120-125 if rafted.
Boat Ramps/Launches: 2 public lifts/2 private lifts (dry storage only)
Car-Top Launching: A special car-top launch ramp is provided
Dry Storage: 108 individual dry storage units
Centerboard Sailboat Storage: None
Fuel: Gas and diesel available
Parking: Space for approximately 90 vehicles/trailers + 400 cars.

GENERAL DESCRIPTION:

Built in 1970, the facility was replaced in 1989.
The public lifts perform an average 9,500-10,000 operations per year

DEVELOPMENT PLANS:

The City has no plans for construction of a boat ramp The City is planning to construct a new marina office.

EXISTING FACILITIES

DOCKTON PARK

Location: Quartermaster Harbor, 9500 SW Dock Street, Vashon Island
Landowner: King County
Managing Agency: King County Parks
Type of Facility: Local Government

DESCRIPTION:

Transient Moorage: Space for 58 boats, 3 night moorage limit. No electrical or water hookups. Fees collected May 1-September 30. There are no mooring bouys.

Boat Ramp/Launch: 1 lane concrete boat ramp

Car-Top Launch: No special provisions

Dry Storage: None

Centerboard Sailboat Storage: None

Fuel: None

Parking: Approximately 30 space parking area.

GENERAL DESCRIPTION:

This site was enhanced by a new pier and moorage facility which were constructed in 1985. Site amenities include a picnic area complete with shelter, tables, and grills, dock restrooms, small bandstand, hiking trails; beach access, and playground. There are no stores close by.

BURTON ACRES

Location: 8900 SW Harbor Drive, Vashon Island.
Landowner: King County
Managing Agency: King County Parks
Type of Facility: Local Government

DESCRIPTION:

Transient Moorage: None

Boat Ramp/Launch: 1 lane concrete boat ramp.

Car-Top Launch: No special provisions

Dry Storage: None

Centerboard Sailboat Storage: None

Fuel: None

Parking: Approximately 15-space parking area.

GENERAL DESCRIPTION:

Site amenities include a small picnic area, restrooms, and hiking trails

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

NORTH END BOAT LAUNCH

Location: North end of Vashon Island
Landowner: Vashon Island Park District
Managing Agency: Vashon Island Park District
Type of Facility: Local Government

DESCRIPTION:

Transient Moorage:	None
Boat Ramp/Launch:	1 lane concrete boat ramp
Car-Top Launch	No special provisions
Dry Storage:	None
Centerboard Sailboat Storage.	None
Fuel	None

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EXISTING FACILITIES

SHILSHOLE BAY MARINA

Location: 7001 Seaview Avenue N.W. Seattle, WA. Between N W. Market and N.W. 85th Streets
Landowner: Port of Seattle
Managing Agency: Port of Seattle
Type of Facility: Public Port

DESCRIPTION:

Transient Moorage: 40 slips at 60' each and 1984 lineal feet along a guest pier
Boat Ramp/Launch: Eddie Vine boat ramp is adjacent to Shilshole Bay Marina
Car-Top Launch: No
Dry Storage: 74 spaces for boats on trailers, located at the north end of the marina.
Centerboard Sailboat Storage: Space for approximately 55 boats.
Fuel: Texaco Marine Service Station on central pier.
Parking: Approximately 1400 spaces with 75% available for moorage customers and the remainder for tenant's customers and visitors

HISTORY:

The marina was built in several stages beginning in 1960 with the last major expansion completed in 1978. The marina encompasses 75 acres of water area and 16 acres of land area.

The Marina serves various recreational boating interests. It includes an administration building which houses two restaurants, lounge, coffee shop, yacht clothing supply store, sailing instruction and charter service, and the Marina office.

Protected by a 4,400 ft. breakwater built by the U S. Army Corps of Engineers, the marina provides berthage for 1,500 boats of up to 130 ft. in length.

Amenities available at the marina include locked gates and 24-hour security patrol, a marine fueling station which carries food and beverages, restrooms, showers, and laundry facilities.

DEVELOPMENT PLANS:

Specific development plans are included in the action plan of this report.

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

OLE & CHARLIES

Location. 3568 W. Marginal Way S.W.
Landowner Ole & Charlies
Managing Agency: Ole & Charlies
Type of Facility Private Enterprise

DESCRIPTION:

Transient Moorage: None
Boat Ramp/Launch: Limited public use of hoist. Often available in the winter, however in the summer the hoist is generally in use for dry storage boaters.
Dry Storage. The facility has a stacked capacity for 150 boats. Currently there is a waiting list for boats over 25 feet. Smaller boats can be accommodated immediately.
Fuel. None
Parking: Parking is limited. However, when the West Seattle bridge is completed there may be additional parking at a park under the bridge.

HISTORY:

The facility was built in 1975.

DEVELOPMENT PLANS:

No development plans at this time.

NOTE: If the microfilmed document is less clear than this notice, it is due to the quality of the original document.

EXISTING FACILITIES

HARBOR ISLAND MARINA - TERMINAL 102

Location: SW Manning Street & Klickitat Ave. SW. Southern end of Harbor Island.
Landowner: Port of Seattle
Managing Agency: Privately Developed Marina - Singleton and Associates
Type of Facility: Private Enterprise

DESCRIPTION:

Transient Moorage: 70' of transient moorage
Dry Storage: None
Centerboard Sailboat Storage: None
Fuel: Diesel and gas available
Parking: There is a landscaped asphalt parking lot which accommodates approximately 50 cars. The parking lot is reserved for marina users.
Other Amenities: Restroom

HISTORY:

Built in 1984 and managed by Singleton and Associates. The marina is primarily a permanent moorage marina with 100+ slips. None of the slips are covered. There is currently a waiting list for permanent moorage.

The docks are all secured with locked gates. The public may walk C-Dock from 9am-5pm.

DEVELOPMENT PLANS:

None at this time

COMMUNITY INVOLVEMENT

COMMUNITY INVOLVEMENT

A comprehensive recreational boating study has the potential to affect large a number of citizens. Thus, by definition, it requires the active participation of the citizens themselves

Community involvement was emphasized throughout the planning process. This involvement was designed to meet two major goals

- *To clearly articulate public attitudes toward present and future salt-water recreational boating facilities and services*
- *To facilitate a community involvement process which allows for citizen input through a variety of means*
- *To provide an opportunity for citizens to provide continuing guidance to the planning process itself through an Advisory Task Force*

To achieve these goals, the five community involvement elements described below were incorporated into the planning process

MARINE ADVISORY TASK FORCE

A nine-member marine advisory task force was formed to provide technical input and guidance for the comprehensive planning process. The committee met four times during the development of the Study and provided valuable insight into the needs of the community and strategies for addressing those needs

MEDIA

The Port of Seattle maintains a media contact listing for all public meetings. This listing of individuals, organizations, and media contacts totalled over 250 and was used as a contact list for both of the public meetings. The Port's Public Information Department contacted the local media regarding the comprehensive planning process and requesting public involvement. This media contact resulted in several print media articles about the planning process and radio announcements of the public meetings

PUBLIC MEETINGS

Two public meetings were held during the course of the planning process. Public comments from these meetings were recorded and were incorporated into the comprehensive study.

PUBLIC DISPLAYS

Several sites frequented by recreational boaters were chosen for displays about the comprehensive recreational boating study. These sites were the Port of Edmonds, City of Des Moines Marina, Shilshole Bay Marina, West Marine, and Crows Nest Marine Stores (Shilshole and Northlake). The displays introduced the planning process and provided citizens with questionnaires about recreational boating which could be completed and returned. As a result of the displays, 19 completed questionnaires were received.

PARKS AND RECREATION SURVEY

An extensive survey process was used to gather citizen input in identifying and evaluating important salt-water boating access issues. A questionnaire was designed to explore opinions related to the availability and use of boat ramps, dry storage, transient moorage, and waterfront parks. The majority of questionnaires were completed through personal interviews conducted at Shilshole Bay Marina, Eddie Vine boat ramp, Don Armeni boat ramp, Port of Edmonds, City of Kirkland marina, and the City of Des Moines marina. Questionnaires were also made available at several transient moorage facilities, marine stores, and to public meeting participants. A total of 404 individuals were surveyed.

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

I. MARINE ADVISORY TASK FORCE

In order to garner the direct involvement of citizens and technical experts in the development of this Study, a Marine Advisory Task Force was formed. The members of the committee were selected by Mark Knudsen, the director of boat harbors for the Port of Seattle. Names and interests of task force members are as follows.

- Charles Campbell - Interclub Boating Association
- Lucy Copass, Peggy Saari - League of Women Voters
- George Dabney - Intern, Boat Harbors Department, Port of Seattle
- Bob Goodwin - Institute for Marine Studies, Washington Sea Grant
- Marla Kleiven - Marina Supervisor - Shilshole Bay Marina
- Bill Lagen - Meydenbauer Bay Marina
- Pete Marshall - Seattle Parks Department
- Hal Schloman, Bill West - Northwest Marine Trade Association
- Ed Von Wolfersdorff - Corinthian Yacht Club

The Marine Advisory Task Force met four times during the planning process. The following is a brief summary of the accomplishments of each of the meetings.

APRIL 24, 1991

This meeting was an orientation meeting to introduce the comprehensive planning process. The proposed goal statement, statement of objectives, and the survey instrument were reviewed and discussed.

MAY 15, 1991

At this meeting there was a final review of goal statement and the summary statement of objectives, a review of comments from the first public meeting, and an evaluation of alternatives for the improvement and/or development of salt-water recreational boating access.

JULY 2, 1991

At this meeting the survey results and comments from the public opinion survey were reviewed, final identification of alternatives including draft site plans for the preferred alternatives were discussed, and preparations for the final public meeting were made.

JULY 17, 1991

At this meeting the comments from the second public meeting were reviewed, a final review of preferred alternatives was conducted, capital projects were prioritized, and final recommendations to be included in the Study summarized.

COMMUNITY INVOLVEMENT

The key recommendations of the Marine Advisory Task Force are listed below.

GENERAL

- Need for long range boating access plan
- Need to coordinate with City and County in development of boating access plan for King County

NEEDED EXISTING FACILITY IMPROVEMENTS

SHILSHOLE BAY MARINA

- Develop additional centerboard sailboat storage
- Reconfigure "W" dock to allow for additional transient moorage for small boats

ARMENI BOAT RAMP - WEST SEATTLE

- Relocate docks to allow for easier outside usage
- Extend existing docks for low tide launching

EDDIE VINE BOAT RAMP - GOLDEN GARDENS

- Add an additional launching dock in the center of the existing ramp
- Investigate relocation of north dock to allow for launching on the north side of the dock

1ST AVENUE SOUTH BOAT RAMP

- Further development as recommended in the Duwamish Public Access Plan

NEW FACILITY RECOMMENDATIONS

CENTRAL WATERFRONT DEVELOPMENT - TRANSIENT MOORAGE

- Provide a fuel facility
- Provide state-of-the-art pumpout facilities
- Initiate a technical review of facility planning and development

TERMINAL 91 BOAT LAUNCH

- Develop a regional boat launch facility
- Explore using adjacent Navy property as a staging area for the boat ramp

TERMINAL 105 BOAT LAUNCH

- Acquire property necessary for facility development
- Protect environmentally sensitive areas
- Promote private sector dry storage development
- Develop a boat launch facility
- Protect archeologically sensitive areas

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PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

II. MEDIA

The Port of Seattle maintains a media contact listing for all public meetings. This listing of individuals, organizations, and media contacts totalled over 250 and was used as a contact list for both of the public meetings. The Port's Public Information Department contacted the local media regarding the comprehensive planning process and requesting public involvement. This media contact resulted in several print media articles about the planning process and radio announcements of the public meetings.

Exhibit #2 Press release

Press Release

FOR IMMEDIATE RELEASE

For more information contact:
 Cheyne and Associates, Inc. Irene Cheyne 623-8433
 Port of Seattle Boat Harbors Department Marie Klaven 726-3385

**Port of Seattle Begins Update of
 Comprehensive Recreational Boating Plan**

The Port of Seattle Boat Harbors Department is currently updating its Comprehensive Recreational Boating Plan. The Plan, which covers a time-span of five years is used to guide the Port in decisions related to a variety of recreational boating issues.

The planning process emphasizes citizen involvement. A questionnaire will be personally administered at numerous boat ramps and transient moorage facilities in Puget Sound, as well as provided to transient moorage guests at Shilshole Marina. The questionnaire explores issues such as the quality of existing facilities for the recreational boater and options for development of facilities to enhance boater access to salt water.

Also planned are two public meetings to gather citizen input. The first public meeting is scheduled for Wednesday, May 8th at 7:30 p.m. at the Chart Room, Beach House Restaurant, located at Shilshole Marina. At this meeting, citizens may share their comments, concerns, and questions regarding facility issues for the recreational boater. Another public meeting will be held in July as the draft plan will be available for review and comment.

A third form of citizen involvement is the formation of a Recreational Boating Task Force. The role of the Task Force is to provide citizen input and guidance throughout the entire planning process.

The Recreational Boating Task Force, which has already held an orientation meeting, will meet three more times during the planning process.

Members of the Recreational Boating Task Force, which were selected by the Port of Seattle, Boat Harbors Department, are:

- Mr. Charles Campbell Interclub Boating Association
- Ms. Lucy Copase League of Women Voters
- Mr. Bob Goodwin Institute for Marine Studies, Washington Sea Grant
- Ms. Marie Klaven Port of Seattle, Boat Harbors Department
- Mr. Bill Lagan Meydenbauer Bay Marina
- Mr. Pete Marshall Seattle Parks Department
- Mr. Ed Von Wollenstein Corvallis Yacht Club
- Mr. Hal Scholman Northwest Marine Trade Association

The update of the parks and recreation comprehensive plan is expected to be completed by mid-July 1981. The process is being directed by the Port of Seattle Boat Harbors Department with the assistance of Cheyne and Associates, Inc., a Seattle-based consulting firm which specializes in comprehensive recreational planning.

Exhibit #3 Article from the Seattle Times (Thurs, Aug 15, 1991)

MORE PUBLIC LAUNCH SITES

Port of Seattle backs a winner on boat ramps

THE port's period of bureaucratic introspection and reorganization last winter may translate into a major new ramp for local boaters.

Another launch facility would help relieve the congestion and frustration during the region's busy boating season.

Two possible sites are port property on either the Duwamish Waterway or south of Pier 91 on Elliott Bay. The Duwamish is considered more likely because there is room for a major facility and adequate parking space for trailers. Pier 91 is preferred for development as a general-cargo terminal.

The port, which operates the Shilshole Bay marina, decided last winter that if it was in the recreational-boating business, it should do more to promote it and help get Seattle residents on the water.

What's proposed is a five- or six-lane ramp with parking space for as many as 240 trailers. State money is available to build the ramp, and launch fees — from \$1 to \$5 — are possible to defray expenses.

Pollsters found the public willing to pay a modest fee to support a good-sized, high-quality ramp.

The port is onto something with plans for a new launch ramp. Why not two?

Recreational boating and sport fishing plug a lot of money into the local economy. Ramps not only help get more boaters on the water, they cut the demand for permanent moorage space.

To get better mileage out of the existing ramps — and the proposed new one — the port wants to do more to promote its docks for transient boats. (Beat the crowds by launching on Thursday, and take the trailer home.)

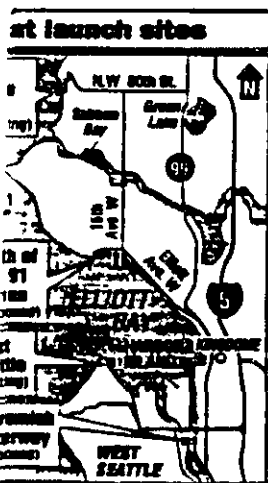
Taking the recreational boater to heart is also plain old practical politics for the port. Most taxpayers have little sense of a personal return on their port investment.

Besides, this is an election year.

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

Exhibit #4 Article from the Seattle Post-Intelligencer (Tues Aug 13, 1991)



By Greg Johnston
P.I. Reporter

A major new boat-launching facility on Elliott Bay is being proposed by the Port of Seattle after a survey found what sport fishermen and other recreational boaters have long known. Launching a boat in Seattle can be a nightmare.

The new launching area would be at either the Terminals 105/107 area on the Duwamish Waterway just upstream from the bay or at Pier 91 near the new Elliott Bay Marina.

Mark Knudsen, the port's director of boat harbors, said the survey found that there was a pressing demand for additional boat-launch and short-term moorage facilities. It's difficult for people who launch boats from a trailer to get them into the water, Knudsen said.

Knudsen said the site on the Duwamish is the most likely to be approved by the Port Commission because port plans designate Pier 91 a cargo terminal.

"We own Terminals 105/107 and have some public access sites there," Knudsen said. "If we're going to build one, it's probably going to be at 105."

THE PLAN also calls for more short-term moorage for boaters visiting the Seattle area and suggests that dry storage for perhaps 500 boats could be included in a launch facility at 105/107.

The port's proposal to add another to Seattle's two existing modern facilities — at Shilshole Bay and West Seattle — appears to be the best chance to relieve the growing frustrations of boaters trying to launch during the summer along the east side of

New boat ramp proposed

Third launch facility needed to ease congestion, port agrees

Puget Sound from Everett to south of Tacoma.

Boaters in the Tacoma area have hit deadheads in efforts to get a new launch. A plan floated by the State Parks and Recreation Commission a few years ago quickly sank when the Port of Tacoma refused to give property for it.

A plan to enlarge and improve the one-lane public ramp at Mukilteo also was scuttled.

Besides proposing a new launching area in Elliott Bay, the Port of Seattle's task force discussed changes that could be made at the Shilshole boat launch, including the addition of more short-term moorage, a middle dock between the two existing ones for a greater launching capacity and a larger turnaround area to allow larger boats to be launched.

KNUDSEN SAID the port envisions increased short-term moorage at its Shilshole marina and is planning a new 120-slip facility for short-term moorage on the waterfront at Pier 66.

Al Clawson, project manager for the Seattle Parks Department, which operates the Shilshole ramp, said the changes suggested for the ramp would be considered. He added that money for waterfront projects would be available from Metro as mitigation for its West Point sewage-plant construction. But he said any changes would be at least a couple of years away.

Knudsen said funds designated for access to the water are also available from federal and state sources, based on gasoline and marine equipment taxes, and the port likely would seek that money to build any new facility.

"In our discussions with Seattle Parks and state funding sources, we found they are interested in helping us out and doing something," Knudsen said. "I would say there's a good chance" a new facility will be built.

The survey indicated most boaters would not object to a small launch fee to cover operating costs, he added.

The port will seek public

comment after releasing its plan (available probably by Thursday at Shilshole Marina), and then take the final draft to the Port Commission this fall.

At the same time, a new facility in Seattle is not likely to end the increasingly contentious problems of water access.

IN TACOMA, fishermen who crowd the city's one adequate public launch site, at Point Defiance Park, have been unable to secure another. Earl Engman, past president of the Tacoma Fogge Club, said his group has approached the local parks department, the city and the Port of Tacoma, all with no luck.

"You should see Point Defiance. It's wall-to-wall boats," Engman said. "We haven't been able to get the port interested in small boaters at all. They're only interested in big cargo ships. It's time that our public officials become more aware of the problem."

State Parks officials said they developed plans a few years ago for a major, multi-ramp facility in the industrial area of Tacoma.

"The Port (of Tacoma) refused to let us have the property," said Thomas France, assistant State Parks director. "We had money available for a launch. It would have been a very nice facility. We were real disappointed."

Chris Phillips, spokesman for the Port of Tacoma, noted that the port recently built a marina for recreational and commercial boats on the Thurston Waterway, but acknowledged it did not include launch facilities.

"We haven't heard any criticism," he said. "We'd be interested in knowing what groups are planning for launches."

State Parks also had a plan in the early 1980s to improve and enlarge its public ramp at Mukilteo, currently an unprotected, one-lane facility.

"The city (of Mukilteo) objected to it," said France. "We couldn't get a permit."

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Exhibit #5 Article from Magnolia News (Mon Aug 7, 1991)

Port considers boating options

By Allison Pedley

New boat launching ramps, dry storage and docks are among the possibilities being considered in a Port of Seattle plan to improve recreational boating facilities and access to Puget Sound.

In a survey recently conducted for the port, respondents indicated a need for more boat ramps, launches and dry storage facilities. An overwhelming majority of those surveyed indicated that if more boat ramps and/or launches were available in the Seattle area, they would use them. When asked which characteristics they considered most important for new boating facilities, respondents named adequate parking and tie-ups.

Survey results were presented at a Port of Seattle public meeting July 10.

Port of Seattle Terminal 105 in West Seattle was the initial site evaluated for development of new boating facilities, according to Michael Cheyne of Cheyne and Associates, the consulting firm hired by the port to evaluate project options. The site currently has a fishing pier, parking and launch for hand-carried boats. Cheyne said that this particular project allows for an additional dry

boat storage and a hoist-type launch system.

"There is a demonstrative demand through the private sector for dry storage facilities," he said. "As restrictions get more and more stringent on boat storage in people's yards as we've seen on the Eastside, there may be more and more demand for dry storage."

The Port of Seattle is also looking to acquire property adjacent to Terminal 107, near Kelleys Island. This location, according to Cheyne, could suit a large boat ramp that would be protected by the island and provide easy access for boaters without disrupting the surrounding area.

"We could develop a ramp facility here with the potential of six ramps and 160 parking spaces," Cheyne said.

Bob Jacobson Jr., of Jacobson Boats and Motors, indicated that additional parking is essential for boaters who do not store their boats in a moorage.

"One thing I hope you take into account as you plan these facilities is the increased size of trailerable boats," Jacobson said. "Because of the lack of on-the-water moorage, people are building larger and larger boats."

In addition, Jon Feltzler, represen-

ting Puget Sound Anglers and the King County Outdoor Sports Council, recommended extending the dock at the current West Seattle boat launch located on Harbor Ave. Southwest.

"I think it could handle another 20-foot section," Feltzler said.

The port is also considering a boat launch ramp at Pier 91 on Magnolia, near the new Elliott Bay Marina.

"If I had to pick I would say 91 is the best location," Jacobson said. "It's close to fishing and the new marina, and centrally located between Shilshole and West Seattle — everything about it makes it a really convenient area."

Renovations at the Shilshole Bay Marina, including additional dry storage for outboard motors and a center pier at the boat ramp, have been proposed as well. The new dock would be available for tying small transient boats and would help boaters with launching.

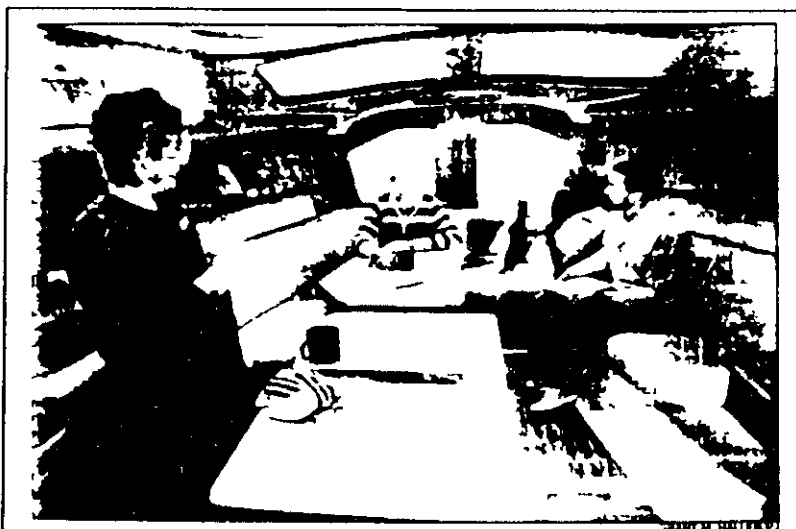
Currently, there are docks on each side of the Shilshole boat ramp, and because few people are able to launch boats in the middle, the area between the two docks goes unused.

Allison Pedley is a student in the University of Washington School of Communications News Laboratory.

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

Exhibit #6 Article from the Seattle Post-Intelligencer



Boaters Brown and Stan Lindskog tell the Port of Seattle's George Dabney what improvements they'd like.

Port goes fishing for ideas

Boaters get chance to have ripple effect on five-year plan

By Don Carter

EDMONDS — Stan Lindskog is a bit dubious when he learned that the Port of Seattle had come calling for his opinion on how here in the Port of Edmonds transient harbor.

But he invited the interviewer George Dabney to climb down into the cabin of the sailboat here. Brown and Lindskog had just finished the breakfast dishes.

The Lindskogs gladly offered their opinions that sailboaters need more transient moorage, more sewage pump-out stations and other facilities.

This month the Port of Seattle is seeking out about 400 recreational boaters to get ideas about their needs. The port hired Dabney, a University of Washington student, to go to boat launch camps, marinas and wherever else boaters are found.

It's kind of fun, said Mark Knudsen, the port's boat harbor director. Usually you start with a plan then ask people to comment on it. This time we're starting with the comments and then we'll develop the plan.

The port is developing a five-year plan to improve boating facilities. It owns much of the Elliott Bay waterfront. And while the port's primary waterfront business is shipping, Knudsen believes that more recreational boating facilities could be sandwiched in here and there.

For example, the port might find a Duwamish River site where the port terminal needs only about a half of its dock area. The other half might be developed for boaters, Knudsen said.

From their 32-foot sailboat, the Lindskogs speak of all kinds of ideas.

Boat ramps tend to be a little pricey, said Stan Lindskog. At Lake Sammamish, he said, there's only one ramp for the whole bloody lake.

The Lindskogs, who live in Redmond and moor their boat in Seattle's Portage Bay, said that they'd like more close-in transient moorage slips.

If the port goes ahead with a plan to put 120 transient slips in its central waterfront development project, that would be nice, said Brown Lindskog.

Although the Port of Seattle serves King County, Dabney said he went to the Edmonds docks in Snohomish County because it's near the county line, so he expected some King County boaters might be using it.

The need for more boat launch facilities has been a recurrent theme in Dabney's interviews.

To have the Port of Everett's boat launch ramps.

The Port of Everett has been the star the trendsetter the model, Dabney said. Everybody praises it.

Although the Port of Seattle owns a lot of shoreline on the Duwamish River, few boaters are enthusiastic about using it, Dabney said.

But he has concluded that the need for more facilities is so desperate that if the Duwamish turns out to be the only alternative, people will use it.

Some boaters have told Dabney they're upset that more of their state boat taxes aren't spent on boating, and Knudsen said the port may be able to rectify that. With proof of the demand and a plan, it could apply for state money to build boating facilities.

The survey may also show that the port could build some profitable facilities, such as dry boat storage and boat sales docks.

But the port still must be guided by economics.

We're not a park district, Knudsen said. Maybe there's a great demand but maybe we can't do anything about it. I'm not making any guarantees.

Knudsen hopes all the public comments will be collected and a preliminary plan put together by mid-July.

The public can comment further when the plan goes to the

Port Commission for approval this fall. Anyone with ideas can write Knudsen at Port of Seattle Staff office, 7001 Seaview Ave., N.W. Seattle 98118.

NOTE: This microfilm document is less clear than this notice, it is due to the quality of the original document.

Exhibit #7 Article from the News/Herald (Wed May 29, 1991)

Port looking to increase Seattle boat access points

By Paula Tegerdine

UW NEWS LAB

The Port of Seattle wants to improve access to Puget Sound for recreational boats, and is gathering information from small boat owners on ways to do just that.

Marla Kleiven, director of the port owned Shilshole Bay Marina, sees a "huge population" of trailerable boats that's growing and outstripping the marina's capacity.

A survey and citizen advisory board will gather public comments which will be included in a draft plan to be completed by July. The port will hold a public meeting to review the draft plan July 10.

Mark Knudson, director of boat harbors for the port, hopes to survey 400 people at Seacrest and Eddie Vine boat ramps as well as at Shilshole. People will

Boating

be asked to rate their satisfaction with current guest moorage, dry storage and boat ramps.

AT THE ONLY public meeting held so far, at Shilshole's Beach House Restaurant on May 8, boating groups said the biggest demand is for more access for smaller boats. They want launch ramps, dry storage and guest moorage, rather than permanent moorage space.

John Fulwiler, representing the King County Outdoor Sports Council and Puget Sound Anglers, said he will push for more boat launch ramps.

"I think for the amount of boats people have on trailers, it's a shame there's limited access," he said. "If I want to

launch a boat from here (Shilshole) in the summer, I get here at 3 a.m.

Currently there are only six public boat launch ramps on Puget Sound between Tacoma and Everett.

Benella Caminiti of the Seattle Shoreline Coalition said surveys show that at times 80 percent of privately-owned boats are trailerable, "but the ramp situation is very bad."

She is not the only one who sees this trend.

"I'M AFRAID my son and grandson will not enjoy the marine experience I've had," said John Peterson of the Seattle Fogboat, a salmon fishing club.

Knudson said there is no plan to expand the Shilshole Marina because of the need to keep space open for commercial fishing vessels and log-towing companies.

"From all projections we see, we couldn't build enough marinas to take care of demand," he said.

Mary Mohler, representing Shilshole moorage tenants, said she hopes this is a positive step. "Maybe the port is beginning to listen to the people who support them," she said.

Michael Cheyne of Cheyne and Associates Inc., a consulting firm hired by the port to collect public comments, said recreational boating developments will be coordinated with the city of Seattle, King County, the state Parks Department and the state Department of Natural Resources. He said the coordination of jurisdictions will reduce costs for the port.

Written comments on the plan may be sent to Marla Kleiven, 7001 Seaview Ave., Seattle, WA 98117.

PORT OF SEATTLE COMPREHENSIVE RECREATIONAL BOATING STUDY

Exhibit #8 Article from the Ballard News-Tribune (Wed May 15, 1991)

Access to salt water examined

By Paula Tegerdine
Special to the News-Tribune

The Port of Seattle wants to improve access to Puget Sound for recreational boaters and is currently gathering information from small-boat owners that will be used to formulate a five-year development plan for recreational boating facilities.

Maria Kleiven, director of Shilshole Bay Marina, the port's only access point to Puget Sound, sees a "huge population" of trailerable boats growing by "leaps and bounds" outstripping the marina's capacity.

A survey and citizen advisory board will be used to gather public comments which will be included in a draft plan to be completed by July. The port will hold a public meeting to review the draft plan July 10.

Mark Knudson, director of boat harbors for the Port, hopes to see 400 people surveyed at Shilshole's guest moorage area and Eddie Vine and Seacrest boat ramps. People will be asked to rate their satisfaction with current guest moorage, dry storage and boat ramps.

At the only public meeting before the draft plan, held at Shilshole's Beach House Restaurant May 8, boating groups said the biggest demand is for more access for smaller boats — including launch ramps, dry storage and guest moorage — rather than for permanent moorage spaces.

John Fuhrer, representing King County Outdoor Sports Council and Puget Sound Anglers, said he will push for more boat launch ramps.

"I thank for the amount of boats people have on trailers, it's a shame there's limited access," he said. "If I want to launch a boat from here (Shilshole) in the summer, I get here at 3 a.m."

There are currently six public boat launch ramps on Puget Sound between Tacoma and Everett.

Benella Carniti of the Seattle Shoreline Coalition said surveys show that at times 80 percent of privately owned boats are trailerable "but the ramp situation is very bad."

She is not the only one who sees this trend. John Peterson of the Seattle Pogges, a salmon fishing club, said, "I'm afraid my son and grandson will not enjoy the marine experience I've had."

Knudson said there is no plan to expand the Shilshole marina because of the need to keep space open for commercial fishing vessels and log towing companies.

"From all projections we see, we couldn't build enough marinas to take care of demand," he added.

Knudson said the Port is "honestly open" to public comments.

Mary Mohler, representing Shilshole moorage tenants, said she hopes this is a positive step. "Maybe the Port is beginning to listen to the people who support them," she said.

Michael Cheyne of Cheyne and Associates Inc., a consulting firm hired by the port to collect public comments, said recreational boating developments will be coordinated with the city of Seattle, King County, the state Parks Department and the state Department of Natural Resources. He said the coordination of jurisdictions will reduce costs for the Port.

The plan could be eligible for funding through the state Initiative 215 boat operating funds, said Cheyne and Knudson.

Cheyne, responding to criticism that a development plan limited to the next five years would be insufficient to meet demand, said it could "lay steps" toward longer term alternatives.

The 10-member citizen advisory board includes Lucy Copass of the League of Women Voters, Bob Goodwin of Washington Sea Grant marine and coastal research service, Bill Lagen, owner of the Meydenbauer Bay Marina and representative of the Independent Moorage Association, and Peter Marshall of Seattle Parks.

Written comments on the plan may be sent to Maria Kleiven, 7001 Seaview Ave., Seattle, WA 98117.

Exhibit #9 Article from the Ballard News-Tribune (Wed July 17, 1991)

Shilshole, other sites favored for revisions to recreation access

By Allison Pedley
Special to the News-Tribune

Additional boat ramps and launch racks improvements at Shilshole Bay Marina are among possibilities being considered in a Port of Seattle plan to improve access to recreational boating in the Seattle area.

A survey recently conducted for the Port, a study of responses indicated a need for more boat ramps, launch racks and dry storage facilities. More than half those surveyed ranked Shilshole as their preferred location.

Survey results were presented at a Port of Seattle public meeting at the Ballard Marina on July 10.

Proposed improvements at Shilshole Bay include additional dry storage for outboard motors and a launch rack at the Edith Van Leer ramp. The new dock would be available for dry storage of outboard motors and would help boaters with launching.

Currently, there are docks on each side of the Shilshole boat ramp and, because the ramps are close to launch lanes in the middle, the area between the two docks gets crowded.

A very limited number of people can launch a boat properly without a dock, said Jan Furbush, representing Pagan Seas Angles and the King County Outdoor Sports Council.

"They mean the new structure to be a launch rack, but they've added a launch rack at the Ballard Marina and it was shown to be a lot better."

"A part is now considering a launch rack at the Edith Van Leer Marina."

"I had a launch rack at the Edith Van Leer Marina. It's the best launch rack I've ever used. It's close to the launch and the new launch rack at the Edith Van Leer Marina and West Seattle everything else is a mess. It's a convenient area."

Port of Seattle Terminal 100 is

West Seattle was a top choice for the development of new boating facilities, according to a recent survey of the Port's area boaters. The survey, conducted by the Port of Seattle, found that 50 percent of those surveyed had a launch rack parking and launch for outboard motors. Clavin said that the proposed improvements at Shilshole Bay would be a significant improvement.

There is a launch rack located through the middle section of dry storage facilities. The survey also indicated that there were strong preferences for launch racks at the Edith Van Leer Marina and West Seattle Marina.

The Port of Seattle is also working to improve property access at Terminal 107 near Alaskan Way. The survey, according to Clavin, found that a large boat ramp that would be improved by the launch rack and dry storage area would be a significant improvement.

The survey also found that the

more than half of those surveyed named Shilshole as their preferred location.

range and 100 parking spaces. Clavin said that long-term improvements of 25 to 30 new launch racks are also being considered for the area.

A section of the survey questionnaire regarding the dock at the current West Seattle boat launch location on Harbor Avenue.

The area of parking for the boat launch facility is a major concern. Funding a boat launch facility at the Edith Van Leer Marina is a top priority for the Port and the

was removed. The survey found that most of the respondents for the survey preferred the launch rack at the Edith Van Leer Marina.

The survey also found that the respondents preferred the launch rack at the Edith Van Leer Marina. The survey also found that the respondents preferred the launch rack at the Edith Van Leer Marina.

The additional dock at Shilshole is a top priority for the Port and the

The final plan can be completed by the end of August and is scheduled for Port Commission approval.

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

III. PUBLIC MEETINGS

Two public meetings were held during the course of the planning process. The meetings were held on May 8th and July 11, 1991 at the Beach House Restaurant at Shilshole Bay Marina. The meetings were publicized through the distribution of meeting announcements and press releases to the print media and posting notices at individual dock gates at Shilshole and local marine stores. In addition, notices were printed in the Spindrift (a Port of Seattle publication) and the Northwest Marine Trade Association newsletter

Public meetings were advertised on local radio stations and through direct mailings to approximately 250 individuals, organizations, and media contacts registered with the Port of Seattle

Exhibit #10 Public meeting announcement

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING PLAN

Date: May 8, 1991

Time: 7:30 p.m.

Location: Chart Room

Beach House Restaurant

Shilshole Bay Marina

The purpose of this meeting is to gather input on recreational boating access to salt water.

This input will be used to update the Port's Comprehensive Recreational Boating Plan.

Please come and share your opinions about recreational boating access on Puget Sound.

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

NEW FACILITY RECOMMENDATIONS

- Pier 91 was discussed at length as an excellent site for boat launch facility development
- Development at Terminal 105 needs to be sensitive to environmental conditions
- Terminal 105 development may provide for additional expansion potential
- Create additional boat ramps from Des Moines to Everett
- Add more boat ramps in the ship canal, west of the locks
- Investigate boat ramp development at Richmond Beach Park
- Investigate boat ramp development at West Point
- Increase transient moorage at Shilshole Bay Marina
- Develop Smith Cove for dry stacked storage
- Investigate multiple uses of stacked storage to compensate for seasonal demand
- Investigate the development of additional permanent moorage in the central Puget Sound region, possibly using small developments to minimize environmental impacts
- Insure that the public input gathered as part of the Comprehensive Plan update is utilized and incorporated into the final document

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

V SURVEY

In April 1991, the Port of Seattle authorized a survey to gather citizen input in identifying and evaluating important recreational boating issues for inclusion in the comprehensive recreational boating study. The survey was to explore opinions related to the availability and use of boat ramps, dry storage, transient moorage, and waterfront parks

Due to the nature of the information, a questionnaire was the format chosen for survey purposes. The questions to be included in the questionnaire were developed through a cooperative effort among the Port of Seattle - Boat Harbors, the Marine Advisory Task Force, and Cheyne and Associates, Inc.

Although the questions were the same, several versions of the questionnaire were developed to accommodate the various ways the questionnaire was to be administered (ie public display versus personal interview).

In the questionnaire, the majority of questions were close-ended, however several questions allowed respondents to add comments. In addition, comments received regardless of the parameters of the questions were recorded whenever possible (ie personal interviews). Where appropriate, answer choices were balanced in the sense of having equal numbers of positive and negative answer categories. A neutral (no opinion) category was offered so that respondents were not forced to agree or disagree where it was not warranted.

The questionnaire was administered primarily through personal interviews. These personal interviews were conducted at Shilshole Bay Marina, Eddie Vine boat ramp, Don Armeni boat ramp, Port of Edmonds, City of Kirkland marina, and the City of Des Moines marina. In addition, questionnaires were distributed through public displays, upon transient moorage registration at Shilshole Bay Marina, and to participants at the public meetings. In total, 404 individuals were included in the survey process.

LOCATION	BOAT RAMP INTERVIEW	TRANSIENT MOORAGE INTERVIEW	WRITTEN QUESTIONNAIRE
Don Armeni (West Seattle)	112		
Eddie Vine (Golden Gardens)	101		
Port of Edmonds	16	9	
City of Des Moines	11	17	
City of Kirkland	4	22	
Shilshole Bay Marina		30	52
Public Meetings			11
Public Displays			19
TOTALS	244	78	82

Total Survey Respondents 404

Even though the number of recreational boaters surveyed was significant, the results of the survey may not be representative of the entire population of recreational boaters. Several limitations must be taken into consideration including the time of year in which the survey was conducted, the limited geographical area of the survey, the diverse use patterns of boaters, and the selection of boaters to participate in the survey. In order to provide a statistically valid survey, many more controls would have been necessary. These controls would have been both cost and time prohibitive.

The survey instrument and the results of the questionnaire are detailed in the following sections of the report.

notice, it is due to the quality of the original document.

RECREATIONAL BOATING SURVEY

**COMMUNITY INVOLVEMENT
SURVEY INSTRUMENT**

RECREATIONAL BOATING QUESTIONNAIRE

Dear Recreational Boater

The Port of Seattle, Boat Harbors Department is currently updating its Comprehensive Recreational Boating Plan. This five-year plan will help guide the Port in decisions related to a variety of recreational boating issues. Since the Comprehensive Recreational Boating Plan will affect large numbers of recreational boaters, it is important to have the active participation of the boaters themselves. Your responses will assist in evaluating the quality of existing facilities for the recreational boater and options for the development of facilities to enlarge boater access to salt water. Please take a moment to complete this survey and return it to the Port office prior to leaving the marina.

Thank you,

Maria Kleiven
Shilshole Bay Marina

1. Approximately how long have you owned a boat (any boat)?
 _____ less than 1 year _____ 1-5 years _____ 5-10 years _____ over 10 years

2. What type of boat do you currently own (use)?

	UNDER 16'	OVER 16'
Power	_____	_____
Sail	_____	_____
Hand Power	_____	_____

3. Where do you store your boat? _____

4. What is your home zip code? _____

5. How often do children under the age of 18 accompany you during your boating activities?
 _____ Often _____ Sometimes _____ Seldom _____ Never

6. What is your main recreational boating use of Puget Sound waters?

_____ Fishing	_____ Recreational cruising/sailing
_____ Racing	_____ Livelihood
_____ Scuba Diving	_____ Commuting
_____ Waterskiing	_____ Other (please specify)

7. Please rate your overall satisfaction with the following salt-water boating facilities within Seattle

	EXCELLENT	GOOD	FAIR	POOR	NO OPINION
Transient Moorage	_____	_____	_____	_____	_____
Dry Storage	_____	_____	_____	_____	_____
Boat Ramps	_____	_____	_____	_____	_____
Fuel Availability	_____	_____	_____	_____	_____

8. Is additional transient moorage in the Seattle area important to you?
 _____ Yes _____ No _____ No Opinion
 Why/Why not? _____

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

9 How would you rate the importance of each of the following characteristics of transient moorage facilities?

	VERY IMPORTANT	IMPORTANT	OF LITTLE IMPORTANCE	NOT IMPORTANT	NO OPINION
Easy access to slips	_____	_____	_____	_____	_____
Clean restrooms/showers	_____	_____	_____	_____	_____
Supplies/services	_____	_____	_____	_____	_____
Security	_____	_____	_____	_____	_____
Low rates	_____	_____	_____	_____	_____
Natural beauty	_____	_____	_____	_____	_____
Safe harbor	_____	_____	_____	_____	_____
Fuel	_____	_____	_____	_____	_____
Entertainment	_____	_____	_____	_____	_____
Pumpout	_____	_____	_____	_____	_____
Space availability	_____	_____	_____	_____	_____
Play/picnic area	_____	_____	_____	_____	_____
Other	_____	_____	_____	_____	_____

10 Do you think you would use transient moorage facilities if they were available at the following locations?

Downtown Seattle _____ Yes _____ No _____ No Opinion
 Duwamish River _____ Yes _____ No _____ No Opinion

11 How would you rate your satisfaction with the transient moorage facilities at Shilshole?

_____ Excellent _____ Good _____ Fair _____ Poor _____ No Opinion

What improvements at the transient moorage facilities at Shilshole would you suggest?

12 If transient moorage facilities at Shilshole were expanded, do you think you would use them more frequently?

_____ Yes _____ No _____ Don't Know

13 Do you trailer your boat? _____ Yes _____ No

If you answered no to question 13, please skip to question 20

14 How many times would you estimate you trailored your boat in the past twelve months? _____

15 In general, how would you rate the availability of boat ramps/launches that provide salt water access in the Seattle area?

_____ Excellent _____ Good _____ Fair _____ Poor _____ No Opinion

16 Please rate each of the following boat ramps

	EXCELLENT	GOOD	FAIR	POOR	NO OPINION
Golden Gardens (Shilshole)	_____	_____	_____	_____	_____
West Seattle (Seacrest)	_____	_____	_____	_____	_____
1st Avenue South	_____	_____	_____	_____	_____

**COMMUNITY INVOLVEMENT
SURVEY INSTRUMENT**

17 How would you rate the importance of each of the following characteristics of boat ramps/launches?

	VERY IMPORTANT	IMPORTANT	OF LITTLE IMPORTANCE	NOT IMPORTANT	NO OPINION
Restrooms	_____	_____	_____	_____	_____
Play/picnic areas	_____	_____	_____	_____	_____
Short waiting time	_____	_____	_____	_____	_____
Adequate tie-ups	_____	_____	_____	_____	_____
Dump station	_____	_____	_____	_____	_____
Proximity to home	_____	_____	_____	_____	_____
Proximity to fishing	_____	_____	_____	_____	_____
Adequate parking	_____	_____	_____	_____	_____

18 If more boat ramps/launches were available on salt water in the Seattle area, do you think you would use them?

_____ Yes _____ No _____ No Opinion

If yes, which two of the following areas would you most prefer?

_____ Shilshole _____ West Seattle _____ Duwamish _____ Ship Canal

19 What is your favorite boat ramp? _____
Why is it your favorite? _____

20 Are you using or will you ever be using dry storage? _____ Yes _____ No

If you answered no to question 20, please skip to question 24

21 Are you currently looking for dry storage? _____ Yes _____ No _____ No Opinion

If yes, would you consider dry storage on the Duwamish River? _____ Yes _____ No _____ No Opinion

22 Are you currently on a dry storage waiting list? _____ Yes _____ No _____ No Opinion

If yes, where? _____

23 How would you rate the importance of each of the following characteristics of dry storage?

	VERY IMPORTANT	IMPORTANT	OF LITTLE IMPORTANCE	NOT IMPORTANT	NO OPINION
No-hassle launching	_____	_____	_____	_____	_____
Easy access to salt water	_____	_____	_____	_____	_____
Easy access to fresh water	_____	_____	_____	_____	_____
Covered/protected storage	_____	_____	_____	_____	_____
Security	_____	_____	_____	_____	_____
Low rates	_____	_____	_____	_____	_____
Close proximity to home	_____	_____	_____	_____	_____
Operator Launch	_____	_____	_____	_____	_____
Self launch	_____	_____	_____	_____	_____
Adequate parking	_____	_____	_____	_____	_____
Marine services	_____	_____	_____	_____	_____
Other _____	_____	_____	_____	_____	_____

24 Other than for boating access, do you feel there is a need for additional waterfront parks on salt water in the Seattle area?

_____ Yes _____ No _____ No Opinion

Thank you very much for your time. If you have any additional comments or questions regarding recreational boating please contact the Shilshole Bay Manna

RECREATIONAL BOATING SURVEY RESULTS

RECREATIONAL BOATING SURVEY RESULTS

QUESTION 1: How long have you owned a boat (any boat)?

ANALYSIS: A majority of those surveyed had owned a boat for over ten years (52%). Only a small percentage (8%) had owned a boat less than 1 year or had never owned a boat.

Table #3 Length of boat ownership Shown in percentage of responses (Percentages based on all responses)

<u>LENGTH OF OWNERSHIP</u>	<u>% OF RESPONDENTS</u>
No ownership	1%
Less than 1 year	7%
1 - 5 years	27%
5 - 10 years	13%
Over 10 years	52%

(Total responses Boat ramp/launch survey = 255, Transient moorage survey = 149)

QUESTION 2: What type of boat do you currently own (use)?

ANALYSIS: There were 441 responses to this question, indicating that some respondents own more than one boat. Of the various responses, a power boat over 16' was the most common at 54% of the total responses.

Table #4 Type of boat currently owned or used Shown by number and percentages of responses. (Percentages based on total responses of 441)

<u>TYPE OF BOAT</u>	<u>UNDER 16'</u>	<u>OVER 16'</u>
Power	81/18%	239/54%
Sail	12/3%	82/19%
Hand Power	19/4%	8/2%

(Total responses 441 - total does not equal number of survey respondents due to multiple answers)

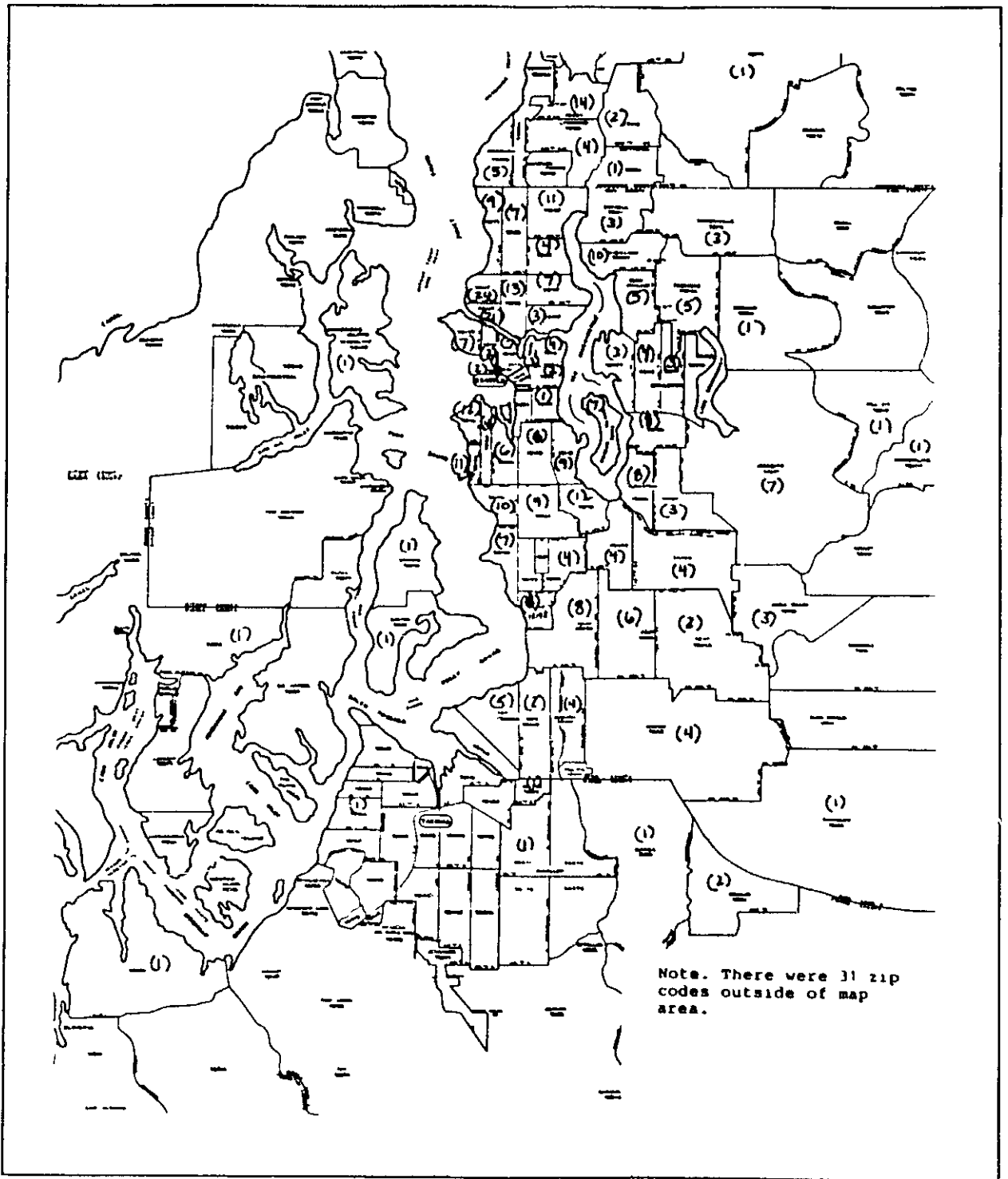
QUESTION 3: Where do you store your boat?

ANALYSIS: The intent of this question was to identify the physical location - marina, dry storage, home, etc - of boat storage. However, there was some confusion regarding the question and many of the answers referred to geographic locations (such as Seattle, Everett, etc). Of the 176 respondents who did specify a physical location, 96 (55%) stated "home", the remaining 80 (45%) indicated a marina.

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

QUESTION 4: What is your home zip code?



RECREATIONAL BOATING SURVEY RESULTS

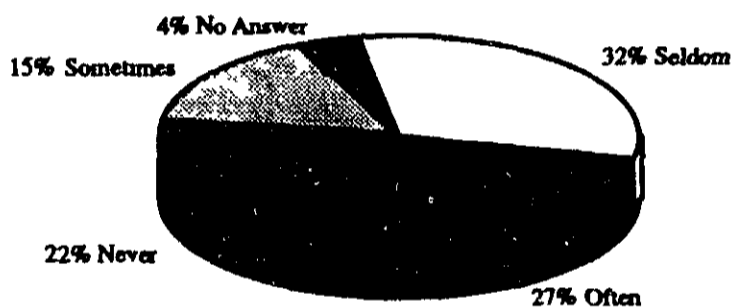
QUESTION 5: How often do children under the age of 18 accompany you during your boating activities?

ANALYSIS: The purpose of this question was to determine the extent to which children are a population that frequents boat ramps/launches and/or transient moorage facilities. The majority of responses (54%) for both surveys reflected that children seldom or never accompany the respondent. 43% of survey respondents stated that they were often or sometimes accompanied by children.

Figure #4 Frequency of accompaniment by children under the age of 18 Shown by number and percentage of responses by type of survey (Percentages are based on all responses)

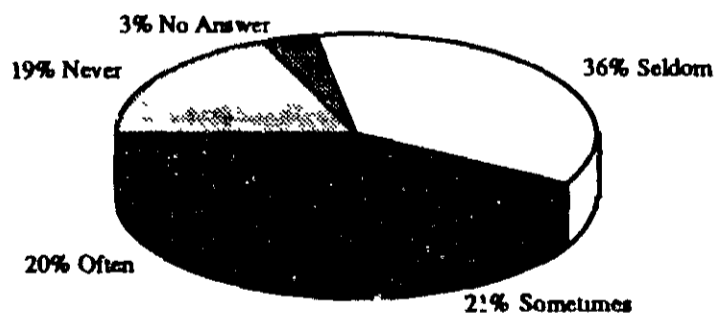
BOAT RAMP/LAUNCH

Often	69
Sometimes	39
Seldom	81
Never	56
No Answer	10
Total Responses	255



TRANSIENT MOORAGE

Often	30
Sometimes	32
Seldom	54
Never	28
No Answer	5
Total Responses	149



PORT OF SEATTLE
COMPREHENSIVE RECREATIONAL BOATING STUDY

QUESTION 6: What is your main recreational boating use of Puget Sound Waters?

ANALYSIS Of the total respondents, the main recreational boating uses of Puget Sound waters were fishing and recreational cruising/sailing (Table #5). These uses were significantly related to the type of survey respondent with fishing being the main use among boat ramp/launch survey respondents and recreational cruising/sailing being the main use among transient moorage survey respondents (Table #6).

Table #5 Main recreational use of Puget Sound waters Shown by number and percentages of all respondents (Totals do not add to 404 or 100% due to multiple answers)

ACTIVITY	# OF RESPONSES	% OF RESPONSES	ACTIVITY	# OF RESPONSES	% OF RESPONSES
Fishing	266	66%	Racing	10	2%
Recreational Cruising/Sailing	203	50%	Other	6	1%
Water-skiing	27	7%	Commuting	3	<1%
Scuba diving	15	4%	Livelihood	2	<1%

Table #6 Main recreational use of Puget Sound waters - a comparison of response percentages by type of survey (Totals do not add to 404 or 100% due to multiple answers)

ACTIVITY	BOAT RAMP/LAUNCH % OF RESPONSES	TRANSIENT MOORAGE % OF RESPONSES
Fishing	85%	33%
Recreational Cruising/Sailing	31%	83%
Water-skiing	8%	3%
Scuba diving	3%	5%
Racing	1%	<1%
Other	<1%	<1%
Commuting	<1%	<1%
Livelihood	<1%	<1%

NOTE: If the microfilmed document is less clear than this notice, it is due to the quality of the original document.

RECREATIONAL BOATING SURVEY RESULTS

QUESTION 7: Using the adjectives - excellent, good, fair, poor, or no opinion - please rate your overall satisfaction with the following salt-water boating facilities within Seattle.

ANALYSIS: With the exception of fuel availability, respondents were more likely to rate their overall satisfaction with various boating facilities as fair/poor than good/excellent. The strongest negative rating was in terms of transient moorage for which a majority of respondents expressed a fair/poor rating (52%). The second strongest was for boat ramps/launches which was rated a fair/poor by 41% of the respondents. A high percentage of respondents (61%) did not respond either favorably or unfavorably to the question of dry storage. Fuel availability was the most neutral facility with 48% of the respondents expressing a good/excellent rating and 40% expressing a fair/poor rating.

Table #7: Overall satisfaction with various salt-water boating facilities within Seattle. Shown by percentage of responses by type of survey (Percentages are based on all responses - yes, no, no opinion, and no response)

<u>TRANSIENT MOORAGE</u>	<u>EXCELLENT</u>	<u>GOOD</u>	<u>FAIR</u>	<u>POOR</u>	<u>NO OPINION</u>	<u>NO RESPONSE</u>
Boat ramp/launch	1%	18%	22%	25%	26%	8%
Transient moorage	5%	23%	28%	33%	5%	6%
<u>DRY STORAGE</u>	<u>EXCELLENT</u>	<u>GOOD</u>	<u>FAIR</u>	<u>POOR</u>	<u>NO OPINION</u>	<u>NO RESPONSE</u>
Boat ramp/launch	2%	9%	9%	20%	53%	7%
Transient moorage	1%	10%	13%	9%	58%	9%
<u>BOAT RAMP</u>	<u>EXCELLENT</u>	<u>GOOD</u>	<u>FAIR</u>	<u>POOR</u>	<u>NO OPINION</u>	<u>NO RESPONSE</u>
Boat ramp/launch	7%	34%	19%	28%	4%	8%
Transient moorage	2%	16%	13%	17%	45%	7%
<u>FUEL AVAILABILITY</u>	<u>EXCELLENT</u>	<u>GOOD</u>	<u>FAIR</u>	<u>POOR</u>	<u>NO OPINION</u>	<u>NO RESPONSE</u>
Boat ramp/launch	2%	29%	18%	19%	2%	10%
Transient moorage	7%	41%	26%	14%	5%	7%

(Total responses Boat ramp/launch survey = 255, Transient moorage survey = 149)

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QUESTION 8: How many times would you estimate you trailered your boat in the past twelve months?

ANALYSIS: Boat ramp/launch survey respondents were more likely to respond to this question (93%) than transient moorage survey respondents (67%). This is probably due to the number of transient moorage boaters who do not trailer their boats. Among boat ramp/launch survey respondents, the most common response was 40+ trailerings in the last twelve months. For both surveys, however, the average number of trailerings in the past twelve months was 21 - 25.

Table #8 Number of times boat trailered in the past 12 months. Shown by percentage of responses by type of survey (Percentages are based on all responses - yes, no, no opinion, and no response)

TIMES TRAILERED	BOAT RAMP/LAUNCH	TRANSIENT
0-5	11%	3%
6-10	13%	5%
11-15	12%	1%
16-20	12%	3%
21-25	9%	1%
26-30	6%	3%
31-35	2%	0%
36-40	8%	1%
40+	20%	5%
No Response	7%	78%

(Total responses Boat ramp/launch survey = 255, Transient moorage survey = 149)

QUESTION 9: In general, how would you rate the availability of boat ramps/launches that provide salt water access in the Seattle area?

ANALYSIS: Among the 284 survey respondents who answered this question (provided a descriptor or no opinion answer), the ratings of availability of boat ramps which provide salt water access were quite diverse ranging from 36% good to 34% poor.

Table #9 Availability of boat ramps/launches that provide salt water access in the Seattle area. Shown by number and percentage of responses by type of survey (Percentages are based on yes, no, and no opinion responses)

SURVEY TYPE	EXCELLENT	GOOD	FAIR	POOR	NO OPINION
Boat ramp/launch	3%	38%	23%	33%	3%
Transient moorage	6%	23%	14%	46%	11%

(Total responses Boat ramp/launch survey = 249, Transient moorage survey = 35)

NOTE: If the microfilmed document is less clear than this notice, it is due to the quality of the original document.



RECREATIONAL BOATING SURVEY RESULTS

QUESTION 10: Using the adjectives - excellent, good, fair, poor, or no opinion - how would you rate each of the following boat ramps?

ANALYSIS: Of the three boat ramps rated in this question, Shilshole had a strong 64% good/excellent rating, West Seattle had a 52% good/excellent rating, and 1st Avenue South had a weak 3% good/excellent rating.

Table #10 Ratings of 1st Ave S, West Seattle, and Shilshole boat ramps Shown by percentages of responses (Percentages are based on descriptor or no opinion responses)

	EXCELLENT	GOOD	FAIR	POOR	NO OPINION
1st Avenue South (270 Responses)	1%	2%	5%	21%	71%
West Seattle (277 Responses)	13%	39%	11%	6%	31%
Shilshole (278 Responses)	24%	40%	9%	7%	20%

QUESTION 11 - PART I: If more boat ramps/launches were available on salt water in the Seattle area, do you think you would use them?

ANALYSIS: Boat ramp/launch survey respondents were more likely to respond to this question (99%) than transient moorage survey respondents (27%). This is probably due to the number of transient moorage respondents who do not trailer their boats. Among the "active" respondents (those answering yes, no, or no opinion), there was a strong affirmative response to this question. 84% for boat ramp/launch survey respondents and 83% for transient moorage survey respondents stated they would use more boat ramps/launches in the Seattle area if they were available.

Figure #5 Use of boat ramps/launches if more were available on salt water in the Seattle area. Shown by number and percentage of responses by type of survey (Percentages are based yes, no, and no opinion responses)

BOAT RAMP/LAUNCH

Yes	212
No	34
No Opinion	6
Total Responses	252



TRANSIENT MOORAGE

Yes	33
No	5
No Opinion	2
Total Responses	40



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QUESTION 11 - PART II: If yes (if more boat ramps/launches were available on salt water in the Seattle area, do you think you would use them?), which two - Shilshole, Duwamish, West Seattle, Ship Canal - would you most prefer?

ANALYSIS: Responses to this question were contingent on an affirmative response to the first part of the question. The 245 respondents who answered "yes" to the first part of the question, provided 379 preferences in response to part II. Over 50% of the respondents chose Shilshole as one of their preferences, slightly less than 50% chose West Seattle as one of their preferences, and approximately 25% of the respondents chose the Duwamish River and/or the Ship Canal as one of their preferences.

Table #11 Preferred locations for additional boat ramps on salt water in the Seattle area. Shown in percentages of eligible respondents. Figures do not add to 100% due to multiple answers

LOCATION	% SELECTING AS A PREFERRED LOCATION
Shilshole	54%
West Seattle	48%
Duwamish River	26%
Ship Canal	26%

(Total respondents Boat ramp/launch survey = 212, Transient moorage survey = 33)

QUESTION 12: How would you rate the importance of each of the following characteristics of boat ramps/launches?

ANALYSIS: In both the boat ramp/launch and transient moorage surveys, adequate parking was rated as the most important characteristic of boat ramps/launches. The other most important characteristics were short waiting time, adequate tie-ups, and restrooms. Probably related to main recreational use of Puget Sound waters, availability of bait and tackle was rated as more important for boat ramp/launch survey respondents (#5 in importance) than for transient moorage respondents (#9 in importance).

Table #12 Important characteristics of boat ramps/launches. Rating of characteristics shown by survey type. Rating order was developed by assigning the following values to each descriptor - very important (4), important (3), of little importance (2), not important (1). The values for each characteristic were then tabulated to determine overall rating

RATING	BOAT RAMP/LAUNCH	TRANSIENT MOORAGE
1	Adequate parking	Adequate parking
2	Short waiting time	Adequate tie-ups
3	Adequate tie-ups	Restrooms
4	Restrooms	Short waiting time
5	Proximity to fishing	Proximity to home
6	Availability of bait/tackle	Proximity to fishing
7	Proximity to home	Dump station
8	Play/picnic areas	Play/picnic areas
9	Dump station	Availability of bait/tackle

RECREATIONAL BOATING SURVEY RESULTS

QUESTION 13 - PART I: What is your favorite boat ramp?

ANALYSIS: A total of 178 respondents answered this question (44% of total respondents). Among those responding to this question, the five boat ramps/launches most often cited as favorites were Shilshole, West Seattle, Everett, Des Moines, and Edmonds.

Table #13 Favorite boat ramp. Shown in order and with number of times cited by respondents

<u>BOAT RAMP/LAUNCH</u>	<u># OF TIMES CITED BY RESPONDENTS</u>	<u>BOAT RAMP/LAUNCH</u>	<u># OF TIMES CITED BY RESPONDENTS</u>
Shilshole	67	Jenson Point	1
West Seattle	60	Ballard	1
Everett	19	Fort Warden	1
Des Moines	9	Sequim	1
Edmonds	7	Lake Washington	1
Point Defiance	2	Narrows Marina	1
Gene Coulon Park	2	Newport Yacht Basin	1
Redondo	2	Magnuson Park	1
Kirkland	2		

(Total responses Boat ramp/launch survey = 188, Transient moorage survey = 32)

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QUESTION 13 - PART II: Why it is your favorite? (Refers to question 13 - Part I - What is your favorite boat ramp?)

ANALYSIS Below is a listing of comments organized by boat ramp.

WEST SEATTLE

- Room for launching (4 comments)
- Close to home (28 comments)
- Solid concrete ramp
- Parking (10 comments)
- Tieups (2 comments)
- Convenient (9 comments)
- Restrooms
- Close to fishing (9 comments)
- Good layout (3 comments)
- Bait availability (2 comments)
- Easy access (4 comments)
- Ease of launching (5 comments)
- Not crowded (2 comments)
- It has 6 boat launches
- It has more launches
- Good ramp (7 comments)
- Available bait

EVERETT

- Easy access (7 comments)
- Lots of room (6 comments)
- Short wait
- Low cost
- Lots of room for docking (3 comments)
- Parking (9 comments)
- Efficient operation
- Open early
- Nice facilities
- Clean
- Good ramp
- Protected water (2 comments)
- Close to home
- Close to fishing
- Bait availability

EDMONDS

- Close to home (4 comments)
- Parking
- Like hoist (don't want trailer in salt water)
- Stop and drop
- Self launch
- Convenient (2 comments)
- Good service (2 comments)

SHILSHOLE

- Availability (2 comments)
- Close to home (18 comments)
- Free
- Wide and small lanes
- Well built - docks and bumpers
- Traffic moves quickly
- Close to fishing (9 comments)
- Protected water (2 comments)
- Good condition
- Parking (10 comments)
- Tame neighborhood
- Good ramp (5 comments)
- Level
- Adequate dock space (3 comments)
- Not too steep (2 comments)
- Easy access (4 comments)
- Transient moorage
- Ease of launching (10 comments)
- Good design
- Well maintained
- 2 ramps
- Sufficient length
- Not crowded
- Convenient (7 comments)
- Close to sailing activities

SEA-QUE

- Easy access

POINT DEFIANCE

- Good ramp (2 comments)
- Available parking
- Tie-ups
- Store

MUKILTEO

- Close to fishing

DES MOINES

- Conveniently located (2 comments)
- Close to home (2 comments)
- Good amenities
- Like sling (don't want to put trailer in salt water) (3 comments)

FORT WORDEN

- Close to fishing

NARROWS MARINA - TACOMA

- Close to home
- Close to fishing

REDONDO

- Close to home

LESCHI

- Close to home

MAGNUSEN

- Availability
- Large
- Easy access

KIRKLAND

- Close to home (2 comments)
- Private access card

GENE COULON

- Close to home
- Easy access
- 6 ramps
- Clean
- Secure
- Offer resident passes

LAKE SAMMAMISH

- Park and picnic area
- Parking
- Nice facilities

JENSEN POINT, VASHON ISLAND

- Wide
- Easy on all tides
- Parking
- Close to home

1ST AVENUE S.

- Close to fishing
- Easy access
- Parking

RECREATIONAL BOATING SURVEY RESULTS

QUESTION 14: Are you using or will you ever be using dry storage?

ANALYSIS: Of those responding to this question (81% of total respondents), 16% were using or would be using dry storage.

Table #14 Current or future use of dry storage by type of survey respondent. Shown by percentage of responses by type of survey (Percentages are based on yes or no responses)

SURVEY TYPE	% OF YES	% OF NO
Boat ramp/launch	15%	85%
Transient moorage	18%	82%

(Total respondents Boat ramp/launch survey = 191; Transient moorage survey = 135)

QUESTION 15 - PART I: Are you currently looking for dry storage?

ANALYSIS: Responses to this question were contingent on an affirmative response to question 14 (Are you using or will you ever be using dry storage?). Of the 53 respondents that answered "yes" to question 14, twelve were currently looking for dry storage.

Table #15 Boaters currently looking for dry storage (based on current or future use of dry storage) Shown by percentage of responses by type of survey (Percentages are based on 53 eligible respondents from question 14)

SURVEY TYPE	YES	NO	NO OPINION
Boat ramp/launch	24%	76%	0%
Transient moorage	21%	71%	8%

(Total respondents Boat ramp/launch survey = 29, Transient moorage survey = 24)

QUESTION 15 - PART II: If yes (currently looking for dry storage), would you consider dry storage on the Duwamish River?

ANALYSIS: Responses to this question were contingent on an affirmative response to both questions 14 (Are you using or will you ever be using dry storage?) and 15 (Are you currently looking for dry storage?). Twelve respondents answered "yes" to both questions. Of these twelve, six (50%) stated they would consider dry storage on the Duwamish River.

Table #16 Boater willingness to consider dry storage on the Duwamish River (based on current or future use of dry storage and currently looking for dry storage) Shown by percentage of responses by type of survey (Percentages are based on 12 eligible respondents)

SURVEY TYPE	YES	NO
Boat ramp/launch	57%	43%
Transient moorage	40%	60%

(Total respondents Boat ramp/launch survey = 7, Transient moorage survey = 5)

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QUESTION 16: Are you currently on a dry storage waiting list?

ANALYSIS: Responses to this question were contingent on an affirmative response to question 14 (Are you using or will you ever be using dry storage?). Of the 53 individuals that answered "yes" to question 14, four were currently on a dry storage waiting list. When asked what waiting list they were on only 2 of these 4 identified the list. Both stated they were on an Edmonds waiting list.

Table #17 Boaters currently on a dry storage waiting list (based on current or future use of dry storage) Shown by percentage of responses by type of survey (Percentages are based on 53 eligible respondents)

SURVEY TYPE	YES	NO	NO OPINION	NO RESPONSE
Boat ramp/launch	4%	79%	0%	17%
Transient moorage	13%	70%	4%	13%

(Total respondents Boat ramp/launch survey = 29, Transient moorage survey = 24)

QUESTION 17: Using the descriptors - very important, important, of little importance, not important, or no opinion - how would you rate the importance of each of the following characteristics of dry storage?

ANALYSIS: Although the final rating order differed depending on the survey type, both boat ramp/launch and transient moorage survey respondents identified the same five most important characteristics of dry storage. These five were - easy access to salt water, no-hassle launching, low rates, security, and adequate parking.

Table #18 Important characteristics of dry storage Rating of characteristics shown by survey type Rating order was developed by assigning the following values to each descriptor - very important (4), important (3), of little importance (2), not important (1). The values for each characteristic were then tabulated to determine overall rating order.

RATING	BOAT RAMP/LAUNCH	TRANSIENT MOORAGE
1	Easy access to salt water	No-hassle launching
2	Security	Low rates
3	No-hassle launching	Easy access to salt water
4	Low rates	Security
5	Adequate parking	Adequate parking
6	Close proximity to home	Marine services
7	Close proximity to fishing	Close proximity to home
8	Marine services	Close proximity to fishing
9	Covered/protected storage	Operator launch
10	Self launch	Self launch
11	Operator launch	Covered/protected storage
12	Easy access to fresh water	Easy access to fresh water

NOTE: If the microfilmed document is less clear than this notice, it is due to the quality of the original document.



RECREATIONAL BOATING SURVEY RESULTS

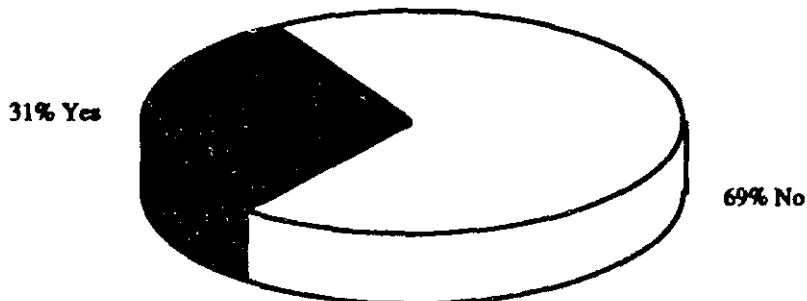
QUESTION 18: Do you ever use transient moorage?

ANALYSIS: This question was asked as a part of the boat ramp/launch survey only. Of those responding to this question (73% of boat ramp/launch respondents), 31% use transient moorage.

Figure #8 Use of transient moorage among boat ramp/launch respondents. Shown by number and percentage responses (Percentages are based on yes or no responses)

BOAT RAMP/LAUNCH

Yes	58
No	129
Total Responses	187



QUESTION 19 - PART I: Is additional transient moorage in the Seattle area important to you?

ANALYSIS: Approximately 50% of all survey respondents answered this question. Among boat ramp/launch respondents, the percentage to which additional transient moorage was important (78%) was only slightly less than among transient moorage respondents (82%).

Table #19. Importance of additional transient moorage in the Seattle area. Shown by number and percentage responses by survey type (Percentages are based on yes, no, or no opinion responses)

SURVEY TYPE	YES	NO	NO OPINION
Boat ramp/launch	78%	22%	0%
Transient moorage	82%	11%	7%

(Total respondents Boat ramp/launch survey = 60, Transient moorage survey = 144)

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QUESTION 19 - PART II: (Is additional transient moorage in the Seattle area important to you?) Why/Why not?

ANALYSIS: Comments received in answer to this question are listed below. The list is divided between comments related to "yes" answers and comments related to "no" answers for part 1 of this question.

"YES" RESPONSES

- Like to fish in my small boat so would like convenient locations to best fishing areas
- I don't moor in Seattle but 3-4x a year but it would be nice to be able to be sure of a spot when we get here. It's getting worse and when the fishing trawlers are here forget it - they have all spaces taken up at Shilshole which is the only place I know of besides Edmonds or Blake Island or Bremerton or Poulsbo - but we have family in Seattle
- Guest from out of the area.
- To encourage more offshore cruising. To visit the area.
- For visitors, my friends, etc
- Downtown Seattle!
- For guests/reciprocity
- Downtown - your missing the chance - see Victoria Harbor!
- More room on busy days/periods
- Short overnight trips in the Seattle area would be more convenient if access to downtown area was possible for Kingdome (Seahawks)/Pioneer Square
- There is nowhere to go when you do not find a moorage at Shilshole
- Launching ramps
- To be able to launch the night before a big use weekend and tie up overnight.
- It's fun to tie up other than home
- Interested in mainly organized racing
- Elliot Bay moorage is nonexistent for a large city
- Good weekend destination (get tired of Winslow and Kingston)
- Because the demand for services exceeds supply
- Having day moorage on the Seattle waterfront would be fantastic. We love to cruise along the Seattle downtown piers and would like to stop and enjoy the shops and restaurants, but there are no facilities
- More places to go
- Because we live out of town and when we come to sail the Puget Sound we stay for approximately 1 month to 2
- Overnight (Note there were 32 comments regarding overnight as the reason transient moorage was important.)
- Cruising purposes
- Lack of space
- If good facility
- To visit downtown Seattle. No place to tie-up downtown (no other city like Seattle)
- Accessibility, winter storage
- Convenience (Note. there were 3 comments regarding convenience as the reason transient moorage was important.)
- Would use it.
- Convenience for cruising (Note there were 2 comments regarding convenience for cruising as the reason transient moorage was important.)
- Convenience for launching
- Need more for cruisers.
- Need more room in docking areas
- Distance too far in between for transient.
- For day trips and overnight. For park access.
- Need more for overnight - crowded during boat season peak.
- To visit downtown Seattle overnight.
- Cruising (overnight)
- Need more (Note. there were 10 comments regarding needing more as the reason transient moorage was important.)
- More Shilshole - permanent.
- Tend to use it.
- Crowded.
- Good for economy and draws boaters.
- Not enough - have to anchor out.
- Increasing number of boat moorage (already pay 1090 lux tax, it should buy something)
- Ease of access - less congestion.
- Don't want to wait long time for slip
- Would rather use shore side facilities than own - don't want to drop the hook.
- Need place to rest and fuel when cruising
- Need other points along the way for cruisers - or maybe dedicated anchorages
- Because boating activity increasing, little or no availability - dangerous to anchor out.
- More places to go - broader variety and choice.
- Need place to stop over at.
- Place to keep boats when working on them as a business
- When transferring boats (long run) rest area (layover) More guest moorage at Shilshole in summer high season
- Need place to tie-up when arriving (tired & cold) unless reserve
- Because use transient moorage
- Real need in summer
- Because use often and so do visiting friends
- Cruisers need safe harbors
- Love Eastern Washington - always using
- Leased out to too much commercial - limited in Shilshole
- Fresh-salt/locks are a hassle
- For busy days/ leave overnight for next day trip
- In case of weather or mechanical problems
- Takes hassle away from boat ramps
- Gives more people moorage
- Fish 2 days.
- Not enough overnight (need on waterfront downtown)
- Not enough space when need it overnight.
- Need more during peak fishing season.
- Weekend sailing - overnight.

RECREATIONAL BOATING SURVEY RESULTS

"NO" RESPONSES

- | | |
|---|--|
| <ul style="list-style-type: none"> • Don't use often. • I never moor my boat. • When away from our permanent berth we like to stay at anchor rather than dock. • For us, transient moorage is more important in our out-of-Seattle destinations • Have permanent moorage | <ul style="list-style-type: none"> • Because I anchor out. • Seems sufficient. • Not main destination • Don't use often. • Use out of Seattle area. • Because I am getting my own slip soon. • Anchor when cruising |
|---|--|

QUESTION 20: Using the descriptors - very important, important, of little importance, not important, or no opinion - how would you rate each of the following characteristics of boat ramps/launches?

ANALYSIS: Although the final rating order of the characteristics differed by survey type, both the boat ramp/launch survey and the transient moorage survey identified the same six highest and lowest characteristics of transient moorage. The most important were - security, safe harbor, space availability, clean restrooms/showers, easy access to slips, and low rates.

Table #20 Important characteristics of transient moorage Rating of characteristics shown by survey type. Rating order was developed by assigning the following values to each descriptor - very important (4), important (3), of little importance (2), not important (1) The values for each characteristic were then tabulated to determine overall rating order

RATING	BOAT RAMP/LAUNCH	TRANSIENT MOORAGE
1	Security	Safe harbor
2	Safe harbor	Space availability
3	Space availability	Low rates
4	Clean restrooms/showers	Clean restrooms/showers
5	Easy access to slips	Easy access to slips
6	Low rates	Security
7	Fuel	Fuel
8	Supplies/services	Supplies/services
9	Natural beauty	Natural beauty
10	Pumpout	Pumpout
11	Play/picnic area	Play/picnic area
12	Entertainment	Entertainment

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QUESTION 21: Do you think you would use transient moorage facilities if they were available at the following locations (Downtown Seattle/ Duwamish River)?

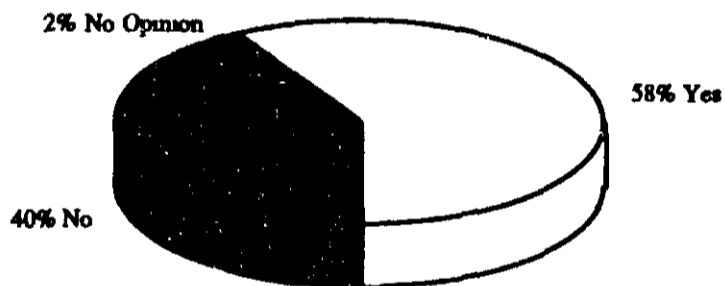
ANALYSIS: Approximately 50% of all survey respondents answered this question. Of these respondents, the majority (75%) said they would use transient moorage facilities in downtown Seattle. However, a majority (69%) said they would not use transient moorage facilities on the Duwamish River.

Figure #7 Use of transient moorage facilities if located in downtown Seattle or on the Duwamish River. Shown by number and percentage responses by survey type (Percentages are based on yes, no, and no opinion answers)

DOWNTOWN SEATTLE

BOAT RAMP/LAUNCH

Yes	35
No	24
No Opinion	1
Total Responses	60



TRANSIENT MOORAGE

Yes	115
No	21
No Opinion	5
Total Responses	141

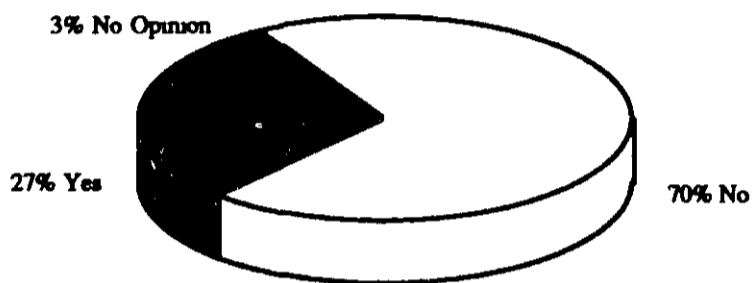


RECREATIONAL BOATING SURVEY RESULTS

DUWAMISH RIVER

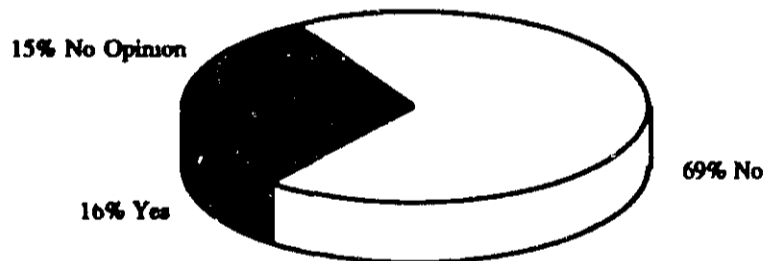
BOAT RAMP/LAUNCH

Yes	16
No	42
No Opinion	2
Total Responses	60



TRANSIENT MOORAGE

Yes	21
No	91
No Opinion	20
Total Responses	132



QUESTION 22 - PART I: Have you ever used the transient moorage facilities at Shilshole?

ANALYSIS: For the boat ramp/launch survey, responses to this question were contingent on an affirmative response to question 18 (Do you ever use transient moorage?) Of the 58 individuals who answered "yes" to question 18, twenty-three had used the transient moorage facilities at Shilshole. Among transient moorage survey respondents, 84% had used Shilshole facilities.

Table #21 Use of Shilshole transient moorage facilities Shown by percentage of responses (Percentages based on 58 eligible respondents from boat ramp/launch survey and all (149) transient moorage respondents)

SURVEY TYPE	YES	NO	NO OPINION	NO RESPONSE
Boat ramp/launch	40%	55%	0%	3%
Transient moorage	84%	7%	0%	9%

(Total respondents Boat ramp/launch survey = 58, Transient moorage survey = 149)

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QUESTION 22 - PART II: Using the descriptors - excellent, good, fair, poor, or no opinion - how would you rate your satisfaction with the transient moorage facilities at Shilshole?

ANALYSIS: This question was contingent on the respondent having used the transient moorage facilities at Shilshole. Among boat ramp/launch survey respondents, 23 (40%) stated they had used Shilshole facilities. Among transient moorage survey respondents, 126 (93%) stated they had used Shilshole facilities. The most common rating given to Shilshole in both survey groups was "good" (74% - boat ramp/launch; 47% transient moorage).

Table #22 Satisfaction with Shilshole transient moorage facilities. Shown by percentage responses by survey type (Percentages are based on descriptor and no opinion responses)

<u>SURVEY TYPE</u>	<u>EXCELLENT</u>	<u>GOOD</u>	<u>FAIR</u>	<u>POOR</u>	<u>NO OPINION</u>
Boat ramp/launch	9%	74%	17%	0%	0%
Transient moorage	18%	47%	19%	7%	9%

(Total respondents Boat ramp/launch survey = 28, Transient moorage survey = 122)

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PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

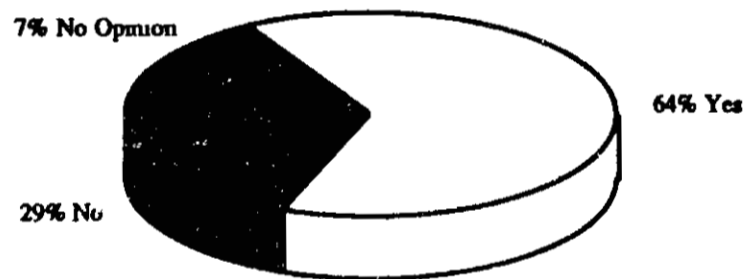
QUESTION 23: If transient moorage facilities at Shilshole were expanded, do you think you would use them more frequently?

ANALYSIS: For the boat ramp/launch survey, responses to this question were contingent on an affirmative response to question 18 (Do you ever use transient moorage?) Of the 58 individuals who answered "yes" to question 18, thirty-five (60%) would use Shilshole more frequently if facilities were expanded. Among the 130 transient moorage survey respondents who answered this question, 51% would use Shilshole more frequently if facilities were expanded.

Figure #8 More frequent use of Shilshole if facilities were expanded Shown by percentage responses by survey type (Percentages are based on yes, no, and no opinion responses)

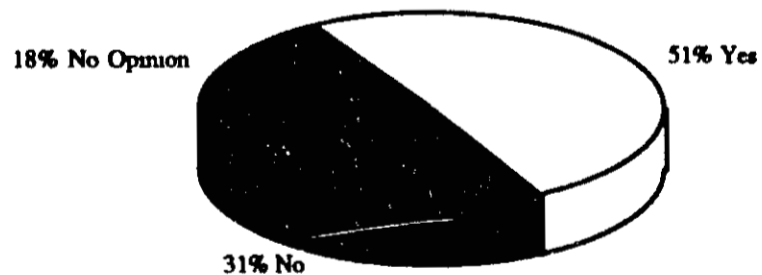
BOAT RAMP/LAUNCH

Yes	36
No	16
No Opinion	4
Total Responses	56



TRANSIENT MOORAGE

Yes	66
No	40
No Opinion	24
Total Responses	130



RECREATIONAL BOATING SURVEY RESULTS

QUESTION 24: Other than for boating access, do you feel there is a need for additional waterfront parks on salt water in the Seattle area?

ANALYSIS: A significant majority of respondents in both surveys felt that there is a need for additional waterfront parks on salt water in the Seattle area (72% - boat ramp/launch; 68% - transient moorage).

Figure #9 Need for additional waterfront parks on salt water in the Seattle area. Shown by number and percentage responses by survey type (Percentages are based on all 404 responses)

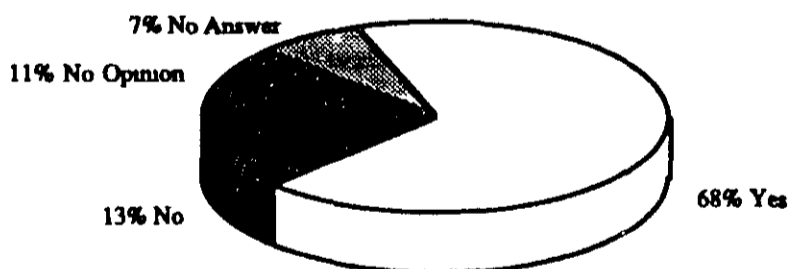
BOAT RAMP/LAUNCH

Yes	184
No	47
No Opinion	17
No Answer	7
Total Responses	255



TRANSIENT MOORAGE

Yes	101
No	20
No Opinion	17
No Answer	11
Total Responses	149



PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

ADDITIONAL COMMENTS

INTRODUCTION Throughout the survey process, many additional comments were made by respondents. Some of the comments were written and included with mail or walk-in returns. Some of the comments were oral and stated to interviewers. To the extent possible, these comments were recorded and are listed below. They are organized to reflect the question to which the comment was directed.

Comments received in response to the question "*How would you rate the availability of boat ramps/launches that provide salt water access in the Seattle area?*"

-
- | | |
|--|--|
| <ul style="list-style-type: none">• Good but few and far between• Depends on area• Need more parking (Note there were 2 comments regarding the need for more parking)• Ramps too small for all the boats• Worst in the United States• Poor on weekends• Need more (Note there were 6 comments regarding the need for more boat ramps/launches)• Low tide poor• Turn some pier areas into ramps | <ul style="list-style-type: none">• Need more parking for trailers (enforce parking restricted areas - keep cars out), need more floats• Willing to pay reasonable launch fee• Overnight park for pleasure craft truck and trailer (on the Sound)• Sea-Que is a good model (2 in and out lanes)• Access to Lake Washington very poor• Boat launches under bridge accesses (inexpensive)• 14th Ave NW - improve length of ramp into water - improve surface or remove grade |
|--|--|
-

Comments received in response to the question "*Please rate each of the following boat ramps*"

GOLDEN GARDENS

-
- | | |
|---|--|
| <ul style="list-style-type: none">• Shulshole - men and women's bathrooms need improvements doors, soap, toilet tissue• Summer bad• Bigger (Note there were 4 comments regarding the need for a bigger boat ramp at Golden Gardens)• No bait• More parking (Note there were 9 comments regarding the need for more trailer parking)• Very poor• Need middle float (Note there were 7 comments regarding the need for a middle float)• Need to use both sides of floats• Crowded/congested/busy (Note there were 15 comments regarding the ramp being crowded, congested, and/or busy)• Need in and out lanes (marked clearly), need staging lanes or waiting lanes (people get greedy and impatient)• Need center lane and temporary docking area• Tides• Need longer ramp for low tide launching (Note there were 3 comments regarding the need for a longer ramp)• Need more space, August is busy month for fishing (Kings, Silvers) enforce rules for no commercial fishing on ramps• Too small | <ul style="list-style-type: none">• Bathrooms are close at hand• Need more room• Need more capacity for peak season (Note there were 2 comments regarding the need for a greater capacity during peak season)• Ramp quality great but size and accessibility very poor• No space for tie-ups, ramp slippery at low tide, need access to both side of docks, docks too steep when climbing out of boat• Calm• Narrow streets (Note there were 2 comments regarding the narrow streets)• Pedestrian problem (crossing busy area), put another dock down middle• Needs more access space• Add lighting around ramp and fish-cleaning facilities• Need more space (run out of room at minus tides)• Establish directional lanes for street traffic approaching boat ramp• Monitor and patrol parking areas (keep cars out - for recreation vehicles and trailers only)• Too small when fish running• Parking needs expansion - open other parking before 6 am? |
|---|--|
-

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RECREATIONAL BOATING SURVEY RESULTS

WEST SEATTLE

- | | |
|--|--|
| <ul style="list-style-type: none">• Too small when fish running• Windy• Ramp needs to be longer for low tide launching• Need more• Too steep and needs to be bigger• Need more parking (Note there were 16 comments regarding the need for more parking)• Need in and out lanes and additional dock and tie-ups• Too many wakes (need breakwater)• Very poor• Busy in summer• Ramp too small, need more float• Need more room• Need more docks | <ul style="list-style-type: none">• Crowded/congested (Note there were 3 comments regarding this ramp as crowded and/or congested)• Crowded in fall• Slippery• Crowded in high season• Make larger ramp• Need more dock space• Need better access for climbing on to floating docks• Need breakwater, too much wake, need rubber guard rails, extend ramp seaward• Should be bigger• Protection from ferry wake (Note there were 7 comments regarding the need for protection from wakes) |
|--|--|
-

1ST AVENUE SOUTH

- | | |
|--|--|
| <ul style="list-style-type: none">• Needs a dock• Too steep (Note there were 6 comments regarding the steepness of this ramp)• Conflicts between commercial and recreational users• Not secure• Afraid | <ul style="list-style-type: none">• No parking (Note there were 2 comments regarding the lack of parking)• Unusable• Are you kidding?• Useless and dangerous• Too far from Elliot Bay and poor condition |
|--|--|
-

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

Comments received in response to the question "*If more boat ramps/launches were available on salt water in the Seattle area, do you think you would use them?*"

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- | | |
|---|---|
| <ul style="list-style-type: none">• Yes, if slings• Most definitely!• Need ramp between Shilshole and Mukilteo or improve Mukilteo (dangerous and need parking)• Need more ramps between Shilshole and Everett (Note there were 2 comments regarding the need for more boat ramps between Shilshole and Everett)• Shilshole for north access to Puget Sound• Need north of Edmonds or north of Shilshole• Mukilteo is terrible - current and wind and no dock• #1 east waterway, #2 downstream of locks• Burien• If in different locations (between Shilshole and Richmond Beach - ideal)• Improve 14th Ave NW ramp - need parking and too steep, dive school nearby• Need ramps on Lake Washington (good fishing)• Build ramp at Carkeek Park• Ramp at Edmonds (don't like slings)• Yes - Richmond Beach (need one)• No ramps south• Mukilteo• Need more between Federal Way and Lincoln Park, improve Redondo in Federal Way, more in Lincoln Park, ideal example Gene Coulon Park in Lake Washington, Des Moines needs ramp, Seahurst Beach in Burien, south of Lincoln Park at 3 Tree Point, put boat ramps here | <ul style="list-style-type: none">• Need one near Des Moines (between West Seattle and Tacoma)• Improve Mukilteo (wind and current); good access to Whidbey; Everett is best• Need ramp at Fauntleroy• Need one in Edmonds (Note there were 5 comments regarding the need for a boat ramp in Edmonds)• Mukilteo bad - too much current and wind• Shilshole - because crowded• Build ramp at Elliot Bay (downtown)• Ramp instead of sling• West point and Carkeek• Would pay for parking• Would cut down waiting lines• Especially around Edmonds (not slings)• North of Shilshole (Richmond Beach)• Golden Gardens Park (north of Shilshole) put in ramp and parking within park• La Conner has double overhead sling with in and out lanes• Close to Edmonds• Build at Mukilteo and Edmonds (northward)• Anywhere south Puget Sound• Des Moines and Point Defiance - if developed need better parking at both• Shilshole should be expanded - West Seattle is pretty good. Another ramp in between would be nice• Need more ramps with dump/ good parking/ restrooms |
|---|---|
-

DETERMINATION OF NEEDS

DETERMINATION OF NEEDS

INTRODUCTION

Needs are the facilities and programs required to provide the recreational opportunities identified by the demand.

Since there are no Interagency Committee for Outdoor Recreation standards against which to measure demand, a variety of other sources have been used to estimate current and future need as it relates to boat ramp/launch lanes and transient moorage.

BOAT RAMP/LAUNCH LANE NEED

In July, 1991, Washington Sea Grant published a report entitled "The Marina Industry in Washington State: Growth and Change 1981 - 2000". One of the important findings of this report was "it is estimated that the registered boat ownership rate in 1988 was approximately 47 boats per 1,000 population".

The Washington State Parks Commission published a report entitled "Washington State Boating Safety Study" (12/87). This report estimated that as of November, 1987 there were an additional 77,000 boats that were either registration exempt motor boats or registration exempt non-motorized boats. Assuming a consistent level of registration exempt vessels added to the current registration count of 205,387 (Washington Department of Licensing 8/90), it can be assumed that there are at least 280,000 boats in Washington State. This figure does not include boats that are not registered even though they are required to be registered (Washington State Parks estimated in 1987 that 70,000 boats fit this category).

The current population of Washington State is 4,738,833. If a conservative estimate of the number of boats in the state is 280,000, one can conclude that on an average there are 59 boats per 1,000 population. This number is significantly different than that projected by Washington Sea Grant in their 1982 estimate of 47 boats per 1,000 population.

Using the most conservative estimate of 47 boats per 1,000 population, it can be assumed that there are currently 70,829 boats in King County (Based on the 1990 US Census population figure for King County of 1,507,000 and calculated at 47 boats per 1,000 population).

Of the boats estimated in King County, it is important to try and determine the mix of the fleet to estimate the number of boats that may utilize boat ramps. "It is estimated that only 9% of the fleet exceed 26 feet in length, the maximum length normally trailerable" (Goodwin 7/91). Using this estimate, it can be further estimated that 90% or 63,000 boats in King County can use boat ramps.

The City of Seattle, in their draft Shoreline Boating Plan (7/91), assumed a rate of launch/retrieval of 40 boats a day per launch lane. The draft plan also assumed that boating encompasses a nine month boating season and that an average boater uses his/her boat 15 times per season. There are 14 boat lanes/launch facilities on 7 sites on salt water in King County. Using the above projections, the existing infrastructure can handle approximately 151,200 boats trips in a single boating season. The current demand for boat launch facilities, based on the estimated number of trailerable boats, is 945,000 potential boat trips. If only thirty percent of boating trips needed access to salt water launch facilities it would create a demand for an additional 12 launch lanes in King County in 1991.

The Interagency Committee for Outdoor Recreation (IAC) projected a significant rate of growth in recreational boating over the next five years in "Washington Outdoor: Assessment and Policy Plan 1990-1995". The IAC estimates for growth in various forms of recreational boating are contained in Table #23

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COMPREHENSIVE RECREATIONAL BOATING STUDY

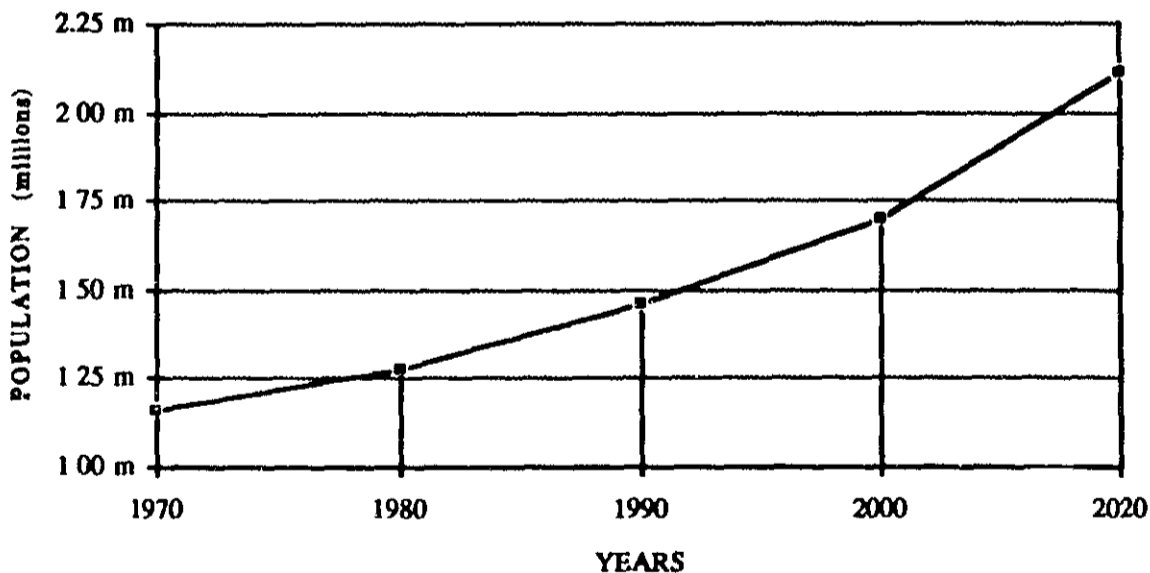
Table #23 Recreational boating growth rate

Ocean Non-Motorized Boating	+44%
Sailing	+34%
Lake Non-Motorized Boating	+33%
Salt Water Fishing From a Boat	+31%
lake Power Boating	+24%

Using the IAC estimates of growth in recreational boating and Puget Sound Council of Governments (PSCOG) estimates of population growth (figure #10), the need for additional boat ramps/launch lanes due to population and recreational interest increases can be estimated.

Using the population growth as an indicator, that in the year 2,000 there will be an additional 237,000 people. This additional population, along with the I.A.C. projected growth in recreational boating usage of 33%, leads to an estimate of an additional 27,000 trailerable boats in King County by the year 2,000. To service these boats an additional 11 boat ramps/launch lanes will be needed by the year 2,000. Thus, the current need and the projected future need bring the total additional boat ramp/launch lanes needed by the year 2000 to 23.

Figure #10 King County Population Forecasts (Puget Sound Council of Governments)



DETERMINATION OF NEEDS

TRANSIENT MOORAGE NEED

Several sources reference the need for additional transient moorage. These sources include Washington Sea Grant's "The Marina Industry in Washington State: Growth and Change, 1981-2000".

"With the new Elliott Bay Marina's 900 slips on line, there will still be an unmet demand of 2,800 new (permanent) slips to service vessels moored year-round on Puget Sound and its adjacent waters".

The 1980 Corps of Engineers "Recreational Small Boat Moorage Study" for Puget Sound and adjacent waters indicated that there was a need for additional temporary slips and transient slips in Puget Sound.

Shilshole Marina has experienced very stable usage by recreational boaters. Annually, between 5,400 and 6,100 boaters utilize the limited transient boat areas at the marina.

The development of transient moorage at the central waterfront in Seattle is an important step toward meeting the growing need for additional transient moorage. The importance of the development of this moorage, with its direct access to the central business district, was reiterated by recreational boaters throughout this report's study process. In response to a question in the recreational boater survey about usage of transient moorage downtown if it were available, 75% of those responding to the question responded affirmatively. During the public meetings, several comments were received in support of the moorage development. Finally, the development of the moorage was identified as a high priority by the Marine Advisory Task Force.

ANALYSIS OF DEMANDS AND NEEDS

ANALYSIS OF DEMANDS AND NEEDS

The purpose of the analysis of demand and need is to identify and prioritize areas in salt water recreational boating that should be addressed over the course of the next five years.

The public involvement component and the needs assessment component of the comprehensive planning process were successful in identifying several areas in salt water recreational boating which should be addressed. These areas range from the development of two six-lane boat ramp facilities to increased transient moorage in downtown Seattle

Through the public involvement process numerous issues were raised and discussed. Recommendations for improving existing facilities and for the development of new facilities which were generated from the public meetings and the Marine Advisory Task Force are described in the public involvement section of this Study. A summary of findings from the Recreational Boating Survey is included below

HIGHLIGHTS OF THE RECREATIONAL BOATER SURVEY

- Boat ramps are heavily used for access to fishing.
- Overall satisfaction with salt-water recreational boating facilities is lowest for transient moorage facilities
- Among the three existing boat ramps in the City of Seattle, the 1st Avenue S ramp is rated the lowest.
- A significant majority of boat ramp users would use additional boat ramps on salt-water if more ramps were available
- Among the options presented for locations of additional boat ramps - Shilshole, West Seattle, and the Duwamish River - the most preferred location was Shilshole
- Adequate parking is the most important characteristic of boat ramps. Other important characteristics are short waiting time, adequate tie-ups, and rest rooms.
- Among the reasons for a boat ramp being favored - closeness to home, adequate parking, ease of launching, and close to fishing were the most common.
- Among survey respondents, there was a low demand for dry storage.
- The most important characteristics of dry storage are easy access to salt-water, no-hassle launching, low rates, security, and adequate parking
- Additional transient moorage in the Seattle is needed.
- Brief overnight transient moorage (ie access to fishing) is needed.
- The most important characteristics of transient moorage are security, safe harbor, space availability, clean restrooms/showers, easy access to slips, and low rates
- The majority of survey respondents would use transient moorage facilities in downtown Seattle. However, the majority would not use transient moorage facilities on the Duwamish River
- Among the comments regarding improvements needed at Shilshole, the most common were expansion, lower rates, and limiting commercial use
- A majority of survey respondents felt they would use Shilshole transient moorage facilities more frequently if the facilities were expanded.
- A majority of survey respondents felt that more waterfront parks on salt-water (in the Seattle area) were needed

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

Additional insight into the needs of the community was gained from the comparison of existing salt water recreational boating facilities to standards. Since no standards for the provision of recreational boating exist, standards were determined by calculating capacity of current facilities and comparing these capacities with estimated potential usage. The potential usage was based on current and projected boat ownership factored by 30% (a conservative estimate of boat owners who use salt water). From these calculations, it was determined that an 12 additional salt water boat ramp lanes are currently needed in King County. (For further detail see Determination of Needs section of this Study)

The Marine Advisory Task Force recognized the need for additional recreational boating facilities, investigated a number of alternatives, and developed the following prioritized recommendations for new facilities. These prioritized recommendations are as follows:

- 1 Provide transient moorage in downtown Seattle
- 2 Develop a six-lane boat ramp at Terminal 91
- 3 Provide additional small boat transient moorage adjacent to Eddie Vine boat ramp ("W" dock of Shilshole Bay Marina
- 4 Acquire property and develop a six-lane boat ramp at Terminal 105.
- 5 Develop a lease for dry storage at Terminal 105

In order to fully understand the background and implications of these recommendations, detailed information on the Duwamish Waterway, Central Waterfront Project, and Elliott Bay Small Craft Harbor is included in this section of the Study

CENTRAL WATERFRONT PROJECT

The Port of Seattle is planning to develop a 17 acre site on the central waterfront of Seattle. The potential uses for this site include a cruise ship terminal, transient moorage, public access, commercial marine uses, office, world trade center, conference center, hotel, residential, and accessory retail uses

The proposed site includes the Port's present headquarters on Pier 66, about 5-6 acres of upland lots east of Pier 66 on the east side of Alaskan Way, and open water sites where Piers 64 and 65 were located before they were demolished. Also included in the total lot area are several street rights-of-way that cross or border on upland properties

The Final Environmental Impact Statement, which was presented March 1991, includes six basic alternatives ranging from no change in density of use to development of a medium-density, mixed-use project

A public short-stay (transient) and breakwater pier is included in five of the six alternatives, however, the size and configuration of the moorage vary among the alternatives. The moorage would be developed jointly by the Port, City, and Department of Natural Resources

In considering the various development alternatives, much attention was given to public involvement. This public involvement included the acceptance of written comments received during the comment period and oral comments received at the public hearing held on January 10, 1990. Comments were received from federal agencies and tribes, state and regional agencies, city agencies, private organizations, individuals, and public hearing testimony. All comments were included in the final EIS presented in March 1991

Since the presentation of the Final EIS in March 1991, the Port Commission has chosen Alternative F as the preferred alternative. The public short-stay marina proposed in Alternative F is larger than any of the other alternatives with the preliminary design proposing 120-130 slips at floating docks

The Central Waterfront Project Final EIS states that "Further evaluation of the design and operating regulations for the proposed public short-stay moorage would occur at a later stage of project development. This Final EIS evaluates the proposed moorage on a programmatic level only."

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

ELLIOTT BAY SMALL CRAFT HARBOR AND TERMINAL 91

The Elliott Bay Small Craft Center, a privately owned and operated venture, is currently under development. The harbor is located on the north side of Elliott Bay at the base of Magnolia Bluff in Seattle, Washington.

The site includes 78 acres and has approximately 2,800 feet of shoreline. In addition to boat moorage, the project includes commercial facilities to serve the marina, public use areas, and accessory parking for approximately 888 automobiles.

Although primarily a permanent moorage facility, the marina will also provide a transient moorage dock 225 feet in length. The dock will be open to the general public.

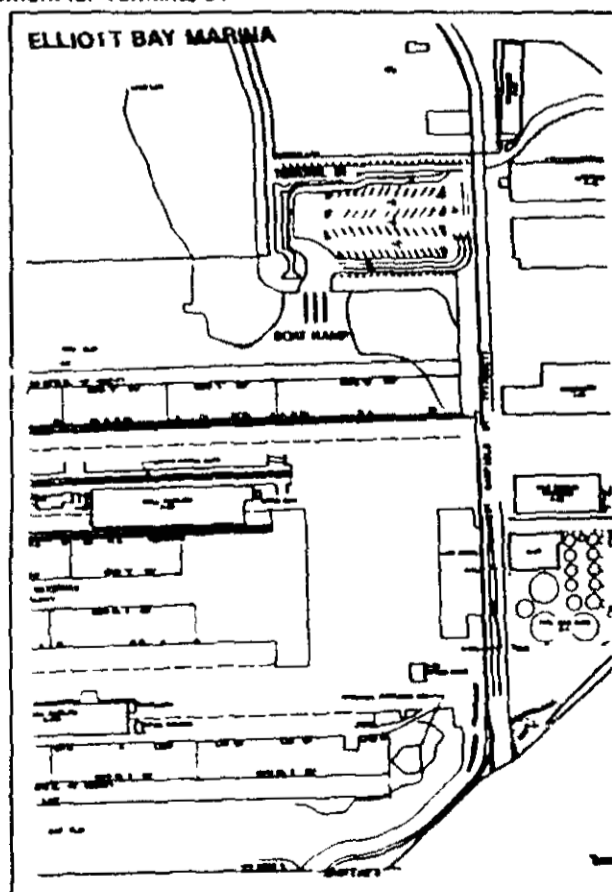
Terminal 91 is located immediately east and adjacent to the Elliott Bay Small Craft Harbor. Currently the terminal is a multi-user cargo terminal handling chill and frozen products, general breakbulk, and automobiles. The Terminal also includes light industrial warehousing and a public access site.

Access to this Terminal 91 and the Elliott Bay Small Craft Harbor is presently under improvement. New exit and entrance ramps from the West Garfield Street viaduct are under construction and will provide access just north of these sites. The new access will minimize use impacts to the Magnolia community.

The Marine Advisory Task Force, in evaluating additional boat ramp alternatives identified Terminal 91 as its highest priority. This recommendation was supported at the public meeting held on July 11, 1991.

The action plan in this study recommends that a feasibility study be initiated to investigate the development of a facility that would include a six-lane concrete boat ramp with parking for 200 vehicles/trailers. Other recreational boating amenities such as restrooms, concessions, dump station, and wash down area would be included in the development. The existing park area along the water would be retained.

Figure #12. Proposed development for Terminal 91.



ANALYSIS OF DEMANDS AND NEEDS

DUWAMISH WATERWAY

Since before the turn of the century, the Duwamish has been evolving as an industrial waterway. The systematic filling of 2,100 acres of tidelands in the area improved its utility to commerce and industry. By the late 1960s the area was established as the hub of one of the nation's premier container ports. Today it serves almost exclusively as a marine-oriented industrial center.

Public access to the Duwamish is limited. Currently, unimproved street ends in the area are available for public access, but can be unsafe as well as unattractive. Many are littered with debris or used for short-term industrial storage, which inhibits actual public use.

The Seattle City Council adopted the Public Access Policy Plan for the Duwamish Waterway in July 1984. The City Council had been concerned over the steady loss of public access to the river through street vacations for industrial development. The policy plan sets forth the standards by which the City will allow additional streets abutting the river to be vacated when needed to promote maritime commerce. Basically, streets can be vacated as long as comparable access is provided at the same or another location.

The City also administers the Seattle Shoreline Master program. This program requires public agencies to provide access for all developments on public property in the shoreline area, which extends inland 200 feet from the ordinary highwater mark.

Together, the Public Access Policy Plan and the Shoreline Master Program establish public access requirements that the Port must meet for any development project along the Duwamish.

The Port of Seattle plans to develop a number of projects along the Duwamish Waterway. Most of these projects require the provision of public access. As a result, the Port of Seattle developed a plan entitled the "Comprehensive Public Access Plan for the Duwamish Waterway" (hereafter called the Duwamish Plan) in September, 1985. This document was intended to be the Port's plan for the location, schematic design, and phasing of public access development along the Duwamish Waterway.

The Duwamish Plan recommended the development of three sites to provide recreational boating access - Terminal 30/GATX (boat ramp); Diagonal Way S. (hand boat launch), and Terminal 105 (hand boat launch). Additionally, Terminal 107/Kellogg Island was recommended for public access development but did not include provisions for recreational boating. The site has been included in this section of the Comprehensive Recreational Boating Study because further development of this site as a recreational boating facility is recommended in this study.

TERMINAL 30/GATX

This site is located on the east waterway between the Port container terminal and the U.S. Coast Guard base. Currently it is a public access point with a park and parking area. Although the site serves as a viewing area, there is no developed access to the water.

In the Duwamish Plan, recommended development of this site included a public boat launch (2 lanes), trailer parking, temporary moorage, viewing area, and fishing pier.

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

DIAGONAL WAY SOUTH

This site is located at Terminal 106 on the east side of the Duwamish Waterway across from Kellogg Island.

In the Duwamish Plan, recommended development of this site included a hand boat launch, beach access, picnic tables, landscaping, parking, and signage. Since the presentation of the Duwamish Plan, this site has been developed and includes those recommendations.

FIRST AVENUE SOUTH

This site is located under the First Avenue South bridge on the east bank of the Duwamish Waterway. Currently the site includes a one-lane boat ramp and an undeveloped parking area.

The Duwamish Plan recommendations for this site were parking improvements, landscaping, signage, temporary moorage, and improvements to the boat ramp. Similar improvements are also included in the Draft Shorelines/Boating Plan for the City of Seattle.

Since this is currently the only boat ramp on the Duwamish River and the ramp and its environs are in poor condition, it is recommended in this study that improvements to this recreational boating access point be pursued. However, since the reconstruction of the First Avenue South bridge may change the shoreline area substantially, it is recommended that the improvements be included in bridge reconstruction plans.

TERMINAL 105

This site is located at the north edge of Terminal 105 on the west bank of the Duwamish Waterway. The site is a good vantage point for viewing ships and navigational activities.

Since the preparation of the Duwamish Plan, this site has been developed as a public access site. The site now includes a small park with a fishing pier, a covered picnic table, and a designated hand boat launch.

Terminal 105 has been identified as a prime location for the development of a launch facility and dry boat storage. The action plan in this report recommends that a feasibility study be initiated to investigate recreation boater facility development, the potential acquisition of adjacent property to enhance this development, and to conduct a study of the adjacent Terminal 107 as part of proposed development.

TERMINAL 107/KELLOGG ISLAND

This site is located on the west bank of the Duwamish at SW Edmunds Street.

In the Duwamish Plan, improvements for this site included wildlife habitat interpretation, archaeological interpretation, covered picnic tables, landscaping, bank stabilization, parking, linear access path, and restroom (if judged safe). To date, improvement has been limited to the linear access path. The Duwamish Plan also recommended that ten acres at the north end of Kellogg Island remain undeveloped and not have any direct physical access to the upland in order to protect habitat values. The remaining 20 acres of the island would not be used for commercial or marine terminal development.

In this Comprehensive Recreational Boating Study, further development of the site requires investigation to determine if potential recreational boater access is possible.



ACTION PLAN

ACTION PLAN

The action plan presented in this study has been developed by the Marine Advisory Task Force. It is a specific statement of how the objectives presented in this Study should be achieved over the next five years. The action plan consists of a number of clearly defined strategies. These strategies are the recommended means that will be used to accomplish the objectives.

Strategies must be developed carefully in order to balance the current and future needs and demands of the community with the current and future resources of the community. Guidelines for their development include.

- Strategies should be designed to maximize, but not overburden, the resources of the community
- Strategies should consider competing demands on waterfront resources.
- Strategies should address not only the needs of the current five-year period but also should lay a foundation upon which to build over the long term.
- Strategies should be designed to meet the diverse needs of the community
- Strategies should identify the who, what, where, when, and why of each project.

In this action plan, two formats are used to present the strategies. First, each objective of the Port of Seattle-Boat Harbors Department is presented with its relevant strategies. Second, the strategies are presented by year.

Although the strategies contained in this report are specific and time-dated, it is the premise of this Study that the provision of recreational facilities and services is a dynamic process. Constantly changing conditions affect the interrelated and interdependent nature of strategies. Therefore, the strategies should be viewed as actions that may and should change as conditions warrant.

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

I. STRATEGIES - ORGANIZED BY OBJECTIVE

OBJECTIVE 1

Maximize utilization of existing recreational boating facilities and strengthen cooperation among public jurisdictions and private and non-profit organizations

- Recommend to the City of Seattle the addition of a loading/retrieval dock at Eddie Vine boat ramp (Golden Gardens)
- Recommend to the City of Seattle that a feasibility study be conducted for relocating the north dock at Eddie Vine boat ramp south fifteen feet to allow for usage of the north side of the north dock for loading and retrieval of boats
- Recommend to the City of Seattle that a feasibility study be conducted for widening the launch area at Armeni boat ramp (West Seattle) in order to add an additional dock to increase the available launch lanes from four to six, to accommodate peak traffic periods.
- Recommend to the City of Seattle the addition of 50' of dock at the Armeni boat ramp to improve low tide utilization of the ramp.
- Become actively involved in the development of priorities for public waterfront access being developed by the City of Seattle to utilize Metro mitigation access funds.
- Become actively involved in the update of King County's Comprehensive Plan Update to insure a coordinated effort and long range plan that addresses boating access within King County.
- Encourage King County to investigate improvements to the Redondo Beach boat ramp facility
- Coordinate with the City of Seattle improvements, as proposed in the Duwamish River Public Access Plan, to the boat ramp at 1st Avenue South. Improvements to include a loading dock, parking, and landscaping
- Investigate utilizing Burlington Northern's property, adjacent to Eddie Vine boat ramp, for angled trailer/vehicle parking.
- Recommend to the City of Seattle the installation of signage on the Eddie Vine boat ramp dock to direct traffic to designated load/retrieval dock usage
- Investigate alternatives for improving the relationship between commercial and recreational users of transient moorage facilities at Shilshole Bay Marina.
- Initiate a loan-a-slip program on a trial basis at Shilshole Bay Marina. Evaluate the program for long-term use feasibility (A loan-a-slip program involves the use of temporarily vacant permanent slips for transient moorage)

OBJECTIVE 2

Develop new recreational boating access to salt-water

- Perform a feasibility study and determine a site for a six lane boat launch facility. Sites identified for investigation include Terminal 91 and Terminal 105. Development could require property acquisition

OBJECTIVE 3

Provide additional transient moorage in the Seattle central waterfront area with easy access to the central business district.

- Continue with the planned development of the Central Waterfront Transient Moorage project as identified in the final environmental impact statement, Alternative F

OBJECTIVE 4

Provide adequate facilities associated with recreational boater access points.

- Evaluate the need for a fuel facility to be included in the Central Waterfront Transient Moorage facility.
- Provide shower facilities for moorage users at the Central Waterfront marina.
- Provide state-of-the-art pump out facilities, including portable pumpouts, at the Central Waterfront transient moorage facility and Shilshole Bay Marina.
- Ensure that recreational boater facilities are developed with adequate security provisions
- Incorporate into the development of boat ramps the following considerations
 - Slope should accommodate trend toward increasing use by larger vessels.
 - Parking should accommodate an average of 40 vehicles/trailers per launch lane.
 - Ramp amenities should include rest rooms, bait, fresh-water washdown area, and dump station
 - A loading dock should be adjacent to each launch lane
 - There should be no restriction on ramp hours
 - Provide car-top launching
 - Provide park and play areas at new recreational boating facilities
 - Minimize environmental impact during development and insure that interested parties including resource agencies, tribes, and citizens are involved in design and development of alternatives

OBJECTIVE 5

Address the need for small boat access to salt-water

- Re-develop the existing "W" Dock at Shilshole Bay Marina for use by small boat transient moorage in conjunction with the adjacent boat ramp at Eddie Vine.
- Add additional centerboard sailboat storage at Shilshole Bay Marina to maximize dock storage

OBJECTIVE 6

Encourage public participation in the planning, design, development, and implementation of programs to enhance recreational boater access to salt water

- Annually reconvene the Marine Advisory Task Force to review progress and changes related to the Comprehensive Recreational Boating Study.
- Initiate a technical review of design considerations, operations, and policy development for the proposed Central Waterfront Transient Moorage. A technical review committee should include participation by boating users groups such as Inter-Club, Northwest Marine Trade Association, public and private marina operators, and Washington Sea Grant and other participants (i.e. Fish and Wildlife, tribes, and citizens).
- Update the Comprehensive Recreational Boating Study every five years utilizing a task force and public participation

OBJECTIVE 7

Ensure that recreational boating facility development is sensitive to the impact on residential neighborhoods

- Use focus groups to involve neighborhoods and other participants such as resource agencies, tribes, and concerned citizens which are potentially impacted by the development of recreational boating facilities in the planning process.
- Provide adequate directional signage on major arterials to recreational boating facilities. Recommend to the City of Seattle that signage improvements be made for the 1st Avenue South boat ramp

PORT OF SEATTLE
COMPREHENSIVE RECREATIONAL BOATING STUDY

OBJECTIVE 8

Promote the retention and conservation of environmentally sensitive areas and unique or fragile features to maintain scenic, educational, and natural resource values.

- Incorporate into the design mitigation to account for environmentally sensitive areas.
- Minimize impacts through careful site selection.

OBJECTIVE 9

Encourage recreational boater facility development within prudent fiscal constraints that relate capital expenditures to direct benefits to the recreational boater.

- Apply for Interagency Committee for Outdoor Recreation Initiative 215 funding for development of the Central Waterfront Transient moorage facility in three phases in 1991, 1992, and 1993.
- Apply for Interagency Committee for Outdoor Recreation Initiative 215 funding for acquisition and development of new boat launch facilities.
- Pursue joint funding with other agencies
- Perform thorough design review to ensure most effective construction options.

OBJECTIVE 10

Encourage consideration of private investment in recreational boater facilities. Promote consideration of privately operated/publicly owned facilities that provide a reasonable rate of return.

- Investigate development of a dry storage and small engine repair facility at Terminal 105 and potential expansion areas, and investigate provisions for a public hoist based on community input from interested parties.
- Provide for private concessions at new recreational boating facilities

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II. STRATEGIES - ORGANIZED BY YEAR

ACTION PLAN - 1991

- Become actively involved in the development of priorities for public waterfront access being developed by the City of Seattle to utilize Metro mitigation access funds
- Become actively involved in the update of King County's Comprehensive Plan Update to insure a coordinated effort and long range plan that addresses boating access within King County.
- Continue with the planned development of the Central Waterfront Transient Moorage project as identified in the final environmental impact statement, Alternative F.
- Initiate a technical review of design considerations, operations, and policy development for the proposed Central Waterfront Transient Moorage. A technical review committee should include participation by boating users groups such as Inter-Club, Northwest Marine Trade Association, public and private marina operators, Washington Sea Grant, and other participants (i.e. Fish and Wildlife, tribes, and citizens)
- Apply for Interagency Committee for Outdoor Recreation Initiative 215 funding for development of Phase I of the Central Waterfront Transient moorage facility

ACTION PLAN - 1992

- Recommend to the City of Seattle the addition of a loading/retrieval dock at Eddie Vine boat ramp (Golden Gardens)
- Recommend to the City of Seattle that a feasibility study be conducted for relocating the north dock at Eddie Vine boat ramp south fifteen feet to allow for usage of the north side of the north dock for loading and retrieval of boats
- Recommend to the City of Seattle the addition of 50' of dock at the Armeni boat ramp to improve low tide utilization of the ramp
- Become actively involved in the development of priorities for public waterfront access being developed by the City of Seattle to utilize Metro mitigation access funds
- Become actively involved in the update of King County's Comprehensive Plan Update to insure a coordinated effort and long range plan that addresses boating access within King County
- Encourage King County to investigate improvements to the Redondo Beach boat ramp facility
- Investigate utilizing Burlington Northern's property, adjacent to Eddie Vine boat ramp, for angled trailer/vehicle parking
- Recommend to the City of Seattle the installation of signage on the Eddie Vine boat ramp dock to direct traffic to designated load/retrieval dock usage
- Investigate alternatives for improving the relationship between commercial and recreational users of transient moorage facilities at Shilshole Bay Marina.
- Initiate a loan-a-slip program on a trial basis at Shilshole Bay Marina. Evaluate the program for long-term use feasibility (A loan-a-slip program involves the use of temporarily vacant permanent slips for transient moorage)
- Continue with the planned development of the Central Waterfront Transient Moorage project as identified in the final environmental impact statement, Alternative F
- Re-develop the existing "W" Dock at Shilshole Bay Marina for use by small boat transient moorage in conjunction with the adjacent boat ramp at Eddie Vine

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

- Add additional centerboard sailboat storage at Shilshole Bay Marina to maximize dock storage
- Annually reconvene the Marine Advisory Task Force to review progress and changes related to the Comprehensive Recreational Boating Study
- Use focus groups to involve neighborhoods and other participants such as resource agencies, tribes, and concerned citizens which are potentially impacted by the development of recreational boating facilities in the planning process
- Provide adequate directional signage on major arterials to recreational boating facilities. Recommend to the City of Seattle that signage improvements be made for the 1st Avenue South boat ramp
- Apply for Interagency Committee for Outdoor Recreation Initiative 215 funding for development of Phase II of the Central Waterfront Transient moorage facility
- Initiate a feasibility study for the development of a new boat launch facility at Pier 91
- Investigate development of a dry storage and small engine repair facility at Terminal 105 and potential expansion areas, and investigate provisions for a public hoist based on community input from interested parties

ACTION PLAN - 1993

- Continue with the planned development of the Central Waterfront Transient Moorage project as identified in the final environmental impact statement, Alternative F.
- Implement the recommendations of a feasibility study conducted in 1991 regarding recreational boating access at Terminal 91
- Recommend to the City of Seattle that a feasibility study be conducted for widening the launch area at Armeni boat ramp (West Seattle) in order to add an additional dock to increase the available launch lanes from four to six, to accommodate peak traffic periods
- Evaluate the need for a fuel facility to be included in the Central Waterfront Transient Moorage facility
- Complete a feasibility study for the development of a new boat launch facility at Terminal 105
- Provide shower facilities for moorage users at the Central Waterfront marina
- Provide state-of-the-art pump out facilities, including portable pumpouts, at the Central Waterfront transient moorage facility and Shilshole Bay Marina.
- Ensure that recreational boater facilities are developed with adequate security provisions
- Incorporate into the development of new boat ramps the following considerations
 - Slope should accommodate trend toward increasing use by larger vessels
 - Parking should accommodate an average of 40 vehicles/trailers per launch lane
 - Ramp amenities should include rest rooms, bait, fresh-water washdown area, and dump station
 - A loading dock should be adjacent to each launch lane
 - There should be no restriction on ramp hours
 - Provide car-top launching
 - Provide park and play areas at new recreational boating facilities
 - Minimize environmental impact during development and insure that interested parties including resource agencies, tribes, and citizens are involved in design and development of alternatives
 - Provide for private concessions at new recreational boating facilities
- Annually reconvene the Marine Advisory Task Force to review progress and changes related to the Comprehensive Recreational Boating Study
- Use focus groups to involve neighborhoods and other participants such as resource agencies, tribes, and concerned citizens which are potentially impacted by the development of recreational boating facilities in the planning process



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CAPITAL IMPROVEMENT PLAN

PORT OF SEATTLE

1991 - 1995

CAPITAL IMPROVEMENT PROGRAM (Saltwater Boating Access Facilities)

AGENCY/DEPARTMENT NAME Port of Seattle, Boat Harbors Division DATE August 1, 1991
 ADDRESS Shilshole Bay Marina COMPLETED BY Mark Knudsen
 CITY, ZIP CODE Seattle, Washington SIGNATURE _____
 PHONE _____ TITLE Director, Boat Harbors

*For Administrative and Management Purposes Only

PROJECT NAME	FACILITY TYPE	ACQUISITION, DEVELOPMENT, OR RENOVATION PROJECT	PRIORITY (BY YEAR)	SOURCE OF FUNDING	ESTIMATED COST PER YEAR OF PROJECT IMPLEMENTATION				
					1991	1992	1993	1994	1995
Central Waterfront Transient Moorage	WF,T	D	1991/93	IAC,GF,MV,B	600,000	600,000	600,000		
Terminal 105 (acquisition only)	WF,P,BR	A	1991	IAC,GF	300,000				
Terminal 91	WF,BR	D	1992/93	IAC,M,GF		(*)	(*)		
Shilshole Bay Marina Improvements	WF,T	D,R	1992	IAC,GF		300,000			
1st Avenue South	WF,BR	R	1994	IAC,GF,CS			30,000	100,000	900,000
Terminal 105 (development)	WF,BR,P	D	1995	IAC,M,GF			(*)	(*)	

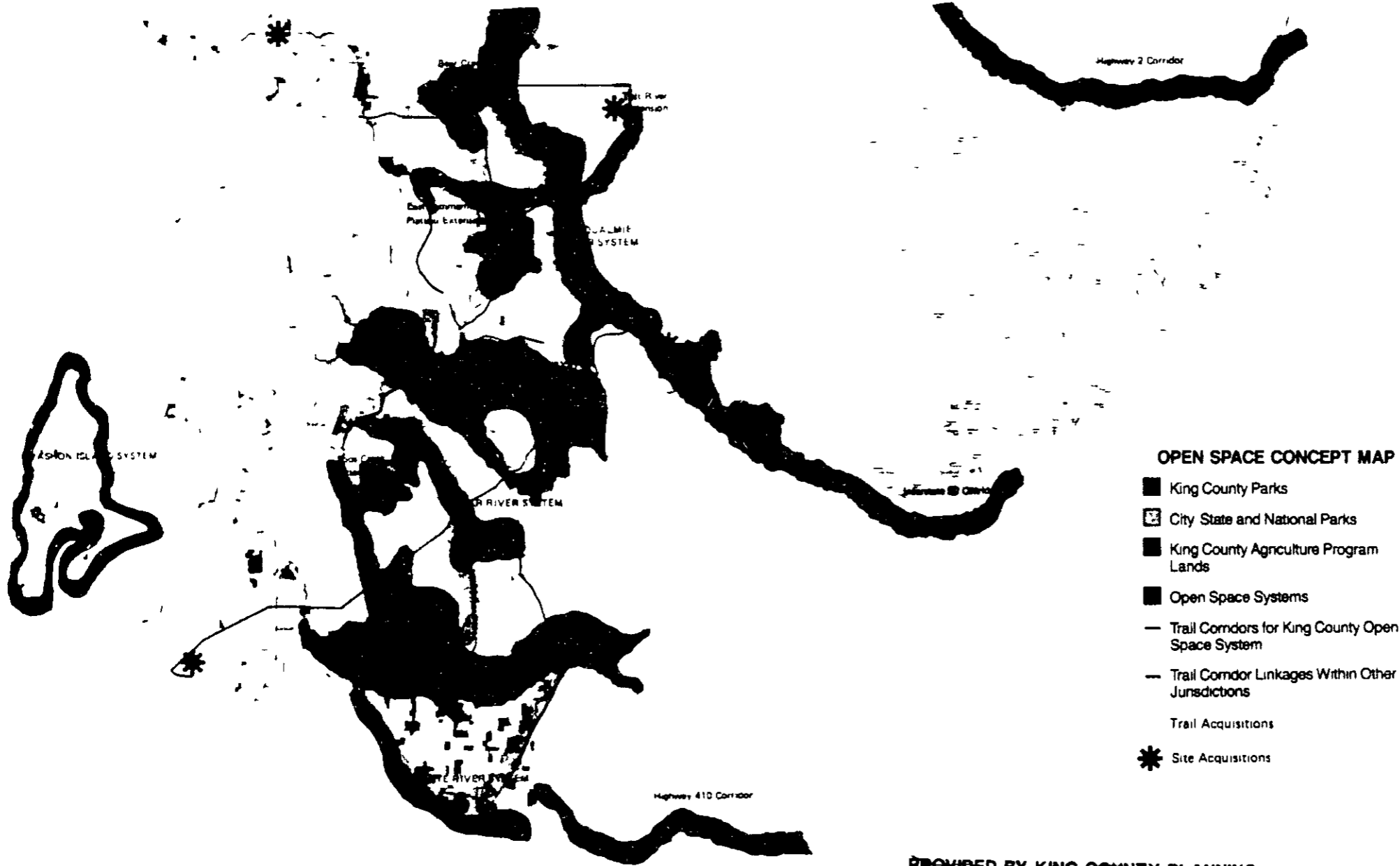
IAC FORM #062 - Revised 11/1/85

WF - Waterfront
 BR - Boat Ramp
 P - Park
 T - Transient Moorage

GF - General Fund
 IAC - Interagency Committee for Outdoor Recreation
 MU - Memorandum of Understanding (City,Port,DNR)
 B - Bond Funding
 M - Metro Mitigation Funding
 CS - City of Seattle

(*) Pending Feasibility Study Recommendations

RECREATIONAL LANDS/TRAIL INVENTORY



PROVIDED BY KING COUNTY PLANNING



**INVENTORY OF PROPOSED
RECREATION TRAIL
CORRIDORS**

- King County Parks
- ▣ City, State and National Parks
- King County Agriculture Program Lands
- Proposed Trail Corridors

PROVIDED BY KING COUNTY PLANNING



REFERENCES

REFERENCES

Boating on Puget Sound: Environment & Economics

Source Boater Environmental Education Program, Washington State Parks

A pamphlet which summarizes and describes the results of Washington's 1988 Recreational Boater Survey.

Memorandum of Understanding - City of Seattle, Port of Seattle, and Department of Natural Resources and Staff Report

Source: City of Seattle

These documents are in reference to the Shoreline Park Improvement Fund - Planning, Appropriation, and Process (Central Waterfront Project)

Shorelines/Boating Plan

Source: City of Seattle Department of Parks and Recreation

This document is a draft plan regarding recreational boating in the City of Seattle.

Comprehensive Public Access Plan for the Duwamish Waterway

Source: Port of Seattle

This plan, produced in September 1985, is the Port of Seattle's plan for the location, schematic design and phasing of public access development along the Duwamish Industrial Waterways

Washington State Department of Trade and Economic Development: The First Two Years

Source: Washington State Department of Trade and Economic Development

This document is an overview of Department of Trade and Economic Development activities during its first two years. It includes a section on tourism

1988 Overall Economic Development Program

Source: Central Puget Sound Economic Development District

This document is an annual update of the overall economic plan for the Central Puget Sound Region for FY1989.

Washington State Marina Directory - 1991

Source Washington Sea Grant - Marine Advisory Services (University of Washington)

This directory, authored by Robert F Goodwin and Timothy J Farrell is a comprehensive guide to marinas in Washington State

PORT OF SEATTLE

COMPREHENSIVE RECREATIONAL BOATING STUDY

Central Waterfront Project. Environmental Impact Statement

Source Port of Seattle

This document is the final EIS for the Port of Seattle's Central Waterfront Project. It describes a no-action alternative and five basic redevelopment alternatives for the Port's central waterfront property and assesses impacts of each alternative upon the physical and human environment.

The 1988 Puget Sound Recreational Boaters Survey

Source: Washington Public Ports Association and Parks and Recreation Commission, State of Washington

This document summarizes the results of a 1988 survey examining environmental and economic impacts of recreational boaters in Puget Sound. An executive summary report is also available

Boater's Guide to Clean Water and Good Times

Source Washington State Parks and Recreation Commission - Boater Environmental Education Program
A booklet containing information on how to dispose of boat wastes

Tradelines

Source Port of Seattle

This summer 1991 edition of Tradelines includes an article by Richard J. Rafael entitled "Seattle's Central Waterfront."

Jericho Sailing Centre Association in the '90's

Source Jericho Sailing Centre Association (Vancouver, B C)

Packet of information providing an overview of this private/public sailing and non motorized water craft center

1991 Facilities Handbook

Source Port of Seattle

Directory of Port of Seattle facilities and services

Recreational Boating Facilities in Washington State

Source Washington Public Ports Association

Pamphlet providing an introduction to facilities and services of Puget Sound, Columbia River and Pacific Coast ports

Draft Open Space Plan King County Open Space Program

Source Parks, Planning and Resources Department, Natural Resources and Parks Division, King County

Draft plan which includes recommendations for both immediate actions and long term strategies in protecting both open space lands and the resources they support.

REFERENCES

King County Comprehensive Plan

Source: King County

This 1985 plan is a vision of how King County should grow and develop while protecting its quality of life and sharing the public and private costs and benefits of growth

Moorage Markets in Western Washington

Source: Washington Sea Grant - Marine Advisory Services (University of Washington)

A county synopsis of moorage markets 1989/90.

The Marina Industry in Washington State: Growth and Change, 1981-2000

Source: Washington Sea Grant - Marine Advisory Services (University of Washington)

Characterizes the moorage industry in Washington State, documents the evolution of moorage market conditions over the last decade, and assesses the trends affecting those markets over the next decade

Elliot Bay Small Craft Harbor: Introduction

Excerpts from the Environmental Impact Statement for the marina to be constructed on Elliot Bay at the base of Magnolia Bluff

Port of Edmonds - Expansion of Permanent Moorage Facilities Feasibility Study

Source: Port of Edmonds

Developed by Reid, Middleton and Associates, Inc, the report is a recommendation regarding the technical feasibility of constructing a new marina facility within the district boundaries of the Port of Edmonds. Includes a moorage demand analysis

King County Comprehensive Plan Review: The First Five Years

Source: King County Parks, Planning and Resources Department

A pamphlet from the Planning and Community Development Division, which summarizes the King County comprehensive planning process

Washington Outdoors: Assessment and Policy Plan 1990-1995

Source: Interagency Committee for Outdoor Recreation

An inventory of current recreation resources, a demand forecast, and a review of outdoor recreation issues

1991-1993 Goals and Objectives

Source: Washington State Parks and Recreation Commission

The goals and objectives of the Commission whose role is to direct the management of the state park system

Washington Outdoors. Action Program 1990 - 1992

Source: Interagency Committee for Outdoor Recreation

Identifies specific tasks to resolve key recreation and open space issues

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COMPREHENSIVE RECREATIONAL BOATING STUDY

Annual Report - 1990

Source: Interagency Committee for Outdoor Recreation

Washington State Boating Safety Study

Source: Washington State parks and Recreation Commission

Results of a study undertaken in the 1987 of boating accidents and boating safety services, including the use of the local option tax on boats.

Handbook for the Location, Design, Construction, Operation, and Maintenance of Boat Launching Facilities

Source: States Organization for Boating Access

A handbook for developing boat launching facilities.

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