

RESOLUTION NO. 3010, As Amended

A RESOLUTION of The Port Commission of the Port of Seattle, King County, Washington, pertaining to the redevelopment of Fishermen's Terminal; making certain findings about conditions for redevelopment; adopting general development and management policies relating to said property; adopting a redevelopment plan for said property; and authorizing the Port Staff to commence certain activities necessary to fulfill the policies and objectives established by this Resolution.

WHEREAS, Fishermen's Terminal was originally built in 1913 to support the Puget Sound fishing fleet; and

WHEREAS, improvements have been made for the fishing fleet over the past 74 years; and

WHEREAS, the fleet composition has been changing with actual and predicted growth in the North Pacific groundfish fleet, such that the factory trawler segment of this fleet numbered 12 vessels at the beginning of 1986, 21 at the end of 1986, and is predicted to grow to 40 by 1991; and

WHEREAS, Port staff has been planning for the redevelopment of Fishermen's Terminal in response to the needs of the changing fleet, and has published the results of this planning in the Fishermen's Terminal Redevelopment Study, August 1985; Fishermen's Terminal Redevelopment Panel Recommendations, December 1985; Fishermen's Terminal Traffic and Parking Analysis, April 1986; Fishermen's Terminal Site Development Plan, June 18, 1986; Fishermen's Terminal Moorage Rate Study & Financial Analysis, September 1986; Fishermen's Terminal Commercial Complex Schematic Design, October 1986; Fishermen's Terminal Economic Impact Estimates, November 1986; and

WHEREAS, the Fishermen's Terminal Advisory Committee, composed of representatives of the various fleets, fishing related businesses, and the community, has participated in the planning process since December 1983; and

WHEREAS, the community has been informed and involved through mailings, press releases, community-group meetings, public meetings, and public hearings; and

WHEREAS, a Mitigated Determination of Nonsignificance for the Fishermen's Terminal Redevelopment was issued on July 15, 1986; and

WHEREAS, the basic objective of the Port as stated in the Port's "Statement of Purposes and Objectives, revised December 1980" is the "development of an increasing flow of commerce into, out of and through the District with the aim of broadening and strengthening the economic base of the District while working within the constraints of good environmental planning"; and

WHEREAS, the redevelopment could more than double the economic impact of Fishermen's Terminal to \$193.5 million and could create from 700 to 2000 new jobs in King County;

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

Section 1: FISHERMEN'S TERMINAL OVERALL POLICY: Based on the studies, environmental assessments, and public comments of the preceding three years, the Port Commission finds that its policy for Fishermen's Terminal, as revised December 1980, is no longer appropriate. The Port's policy is revised as follows.

- a. General Purpose: Fishermen's Terminal is intended to serve primarily as a facility for the fishing industry. Compatible commercial and public use facilities will also be provided. The Terminal will serve vessels that are actively engaged in the commercial fishing trade, ranging from smaller vessels such as gillnetters and trollers to larger vessels such as factory trawlers and processors. Uses include long-term moorage, short-term moorage, loading, repair, and storage of fishing equipment, supplies, and boats.
- b. Financial Return: It is the objective of the Port to obtain a positive return on its investment in facilities at Fishermen's Terminal.
- c. Moorage Rates: Moorage rates will be established on the basis of comparable market rates. Moorage rates will reflect the revenues required to pay for operating expenses and major capital investments and designed in such a way that the vessel groups benefitting from those investments assume the burden of paying for them. Some investments will be considered to benefit the fishing industry as a whole. Costs associated with these types of investments will be shared by all vessel groups.
- d. Commercial Lease Rates: Lease rates on commercial facilities will be established on the basis of comparable private market conditions. Any positive return realized by the Port on its investment in these facilities will be used to satisfy the Port's objective of obtaining a positive return on its investment in the Terminal.

Section 2: FISHERMEN'S TERMINAL MANAGEMENT POLICIES: Based on the studies previously cited, the Port Commission adopts the following policies regarding Fishermen's Terminal in order to supplement the overall policy in Section 1:

- 1. Marine Operations
 - a. Active vessels, moored at the Terminal, that become inactive are allowed to continue to moor at the Terminal at a higher rate as specified in the Port tariff for Fishermen's Terminal if and only if space is available. An active vessel is defined as one that is actively engaged in bona fide commercial fishing operations and duly licensed. Proof of activity includes, but is not limited to, current season fishing license, current season fish tickets, and landing permits. (Vessels must also be fully rigged

for fishing and completely seaworthy.) The Port of Seattle shall be the exclusive judge of whether a particular vessel is actively engaged in bona fide commercial operations.

- b. As the demand for space by various fleet segments changes, vessel berthing configurations and assignments may be changed. Moorage for inactive vessels will be terminated in accordance with the present tariff. "Terminal redevelopment will not involve elimination of small vessel moorage space for which there is continuing evidence of demand."
- c. Loading areas will be designated and used as such and will not be used for long-term moorage, except in non-peak periods.
- d. Areas will be available and designated for open storage, net repair, and net sheds.
- e. Terminal management will actively market Terminal services. Vessel operators of all types will be approached in order to make them aware of services available and to schedule space for short-term moorage, long-term moorage, loading, and repair. Vessels undergoing repair or refitting will be accommodated when space is available. Moorage agreements generally will be with individual vessel owners. Moorage may at times be made available to company fleets.
- f. The Port intends to undertake expansion of the Northwest Dock, repair of the West and South Walls, reorganization of the West Wall upland area, and construction of a new net shed. Future improvements may include additional dock construction and/or acquisition of additional facilities to serve the fishing industry.

2. Upland Use

- a. Certain areas of Fishermen's Terminal will be devoted to commercial uses. The primary purpose of providing upland commercial improvements is to better serve the fishing industry by providing a full-service terminal, which in turn strengthens the presence of the fleet at the Terminal.
 - i. Restaurant, coffee shop, and tavern facilities. The primary market area for these facilities is the terminal itself, neighboring commercial areas, and the Magnolia, Queen Anne, and Ballard communities. The secondary markets are the greater Seattle area and visitors to the area.
 - ii. Office space. The Port will seek, as first priority, tenants related to the fishing industry, but tenants will not be limited to fishing-related businesses.
 - iii. Retail. Fishing-related tenants will be sought as first priority.
 - iv. "The objective of the architectural design of the commercial complex will be to reflect existing character and design elements present at the Terminal. This will include such things as shapes, materials, and scale. Amenities should include spaces and facilities for fishing industry users, commercial tenants, and the general public. The development will not reduce in size the existing net repair area or south wall roadway."
- b. Rates for all commercial space on the Terminal will be prevailing market prices in the area.
- c. The Port will actively promote the Terminal's public interest and educational values as well as its commercial activity.

3. Public Use

- a. Fishermen's Terminal is foremost a working facility for an active, economically vital, and interesting industry. While the public is encouraged to use the commercial and public access opportunities of the Terminal, it is not intended that it be an "amusement park," tourist attraction, nor a public recreation area. Improvements to the Terminal are primarily to benefit the industrial purposes of the facility.
- b. The public is encouraged to visit and circulate through the Terminal as long as fishing industry activities are not disturbed. Pedestrian and bicycle facilities will be part of the public amenities of the Terminal where compatible with fishing industry operations.
- c. Interpretive and educational aspects of the Terminal will be enhanced.
- d. A site for the Seattle Fishermen's Memorial will be provided.

4. Parking and Traffic Management

- a. Fishing Industry. Parking areas for long-term, short-term, and loading will be provided. Demolition of the C-3 Building will be undertaken in order to provide additional parking area and to improve the circulation on the West Wall.
- b. Parking areas for commercial uses will be designated.
- c. A parking management plan will be developed and administered by the Port.
- d. Vehicle circulation patterns will be planned to operate as efficiently as possible and minimize interference with terminal working areas when feasible.
- e. The Fishermen's Terminal entrance will be revised and a signal will be installed to alleviate flow patterns and confusion. It appears that the signal would meet City of Seattle standards for signal warrants. To further mitigate traffic impacts resulting from activities at the Terminal, the Port will provide and all-direction (except westbound through) stop control at the W. Emerson/Emerson-15th ramp intersection to reduce traffic delay and improve level of service.

5. Fishing Industry and Public Involvement

The Fishermen's Terminal Advisory Committee will continue to advise the Port on both fishing industry and commercial aspects of terminal facilities and operations. The Committee will be comprised of representatives of the various fleets, fishing related businesses, and at least two representatives of the general public.

Section 3: Based on the studies previously cited, The Port Commission finds that the acquisition of the C-14 Building is advantageous to the operation of Fishermen's Terminal, may be required as part of future capital improvement projects, and is consistent with policies in the previous sections.

Section 4: Based on the preceding sections of this Resolution the Port Commission hereby adopts the Site Development Plan, June 18, 1986 (with amended maps dated January 1987 showing the redevelopment project) and acknowledges a framework for long range development, contained in Appendix A attached hereto, as a plan for Commission consideration in guiding immediate and future development of Fishermen's Terminal in accordance with the above policies.

Section 5: Having acted upon the Mitigated Determination of Nonsignificance for the Fishermen's Terminal Redevelopment by making certain findings of fact and establishing policies and plans for the management and development of Fishermen's Terminal, the Port Commission hereby authorizes and directs the Port's staff to undertake certain initial actions as specified in Appendix B (Authorization Memo) of this Resolution to implement the Commission's

action. The Port Commission hereby authorizes its respective department heads to retain those consulting services necessary to supplement staff in the implementation of this Commission action.

Section 6: The Port staff is hereby authorized and directed to do all things necessary to implement the policies and actions set forth in this Resolution.

Section 7: The policies set forth in this Resolution shall supersede all previous policy statements, in whatever form made, with regard to the redevelopment of Fishermen's Terminal.

ADOPTED by the Port Commission of the Port of Seattle at a regular meeting held February 24, 1987, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the seal of the Commission.

 Alex Wright

 Ken M. Brown

 Patricia J. Davis

Port Commissioners

Copy of Appendix A and Appendix B as referenced is attached to original of Resolution No. 3010, As Amended, on file in Port office.