

REPORT ON

Feasibility Study For Public Access To Waterfront

CITY OF EDMONDS, WASHINGTON



June 1977

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R E P O R T O N

FEASIBILITY STUDY FOR PUBLIC ACCESS TO WATERFRONT

CITY OF EDMONDS, WASHINGTON

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A B S T R A C T O F R E P O R T

Hereinafter is the report on a study authorized under a service contract issued by the City of Edmonds on February 28, 1977, pursuant to a grant-in-aid from the Washington State Department of Ecology (Contract No. 306-12A, 1976-77) with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for implementation of Section 306 of the Coastal Zone Management Act of 1972.

The study was made of approximately one mile of waterfront contiguous to central Edmonds and comprising the most accessible, usable and developable waterfront area of the City, with the object of evaluating the feasibility of implementing public access to, and enjoyment of the waterfront through development of a public waterfront walkway. The study was thorough and detailed, and included the following:

(1) Study scope and design concepts were developed and discussed with City staff. A requirement was established for usability of walkways by handicapped persons in wheelchairs.

(2) An inventory was made of existing physical conditions, ownerships, improvements, points and features of interest, potential walkway routes, inherent problems and difficulties, present usage, land classification and zoning.

(3) Representative photographs were taken throughout the entire length of the waterfront and included in the study.

(4) Alternative walkway routes and designs were conceived and evaluated, and a conceptual master plan was developed and portrayed on an especially prepared aerial map.

(5) Study findings and conceptual plans were presented and discussed in public meetings before the Edmonds Planning Commission and City Council.

(6) Detailed descriptions and preliminary estimates of walkway development costs were prepared for the entire lengths of all walkways, by selected increments.

The study in depth disclosed the following:

(1) The Edmonds waterfront is uncommonly rich in features and activities of interest, and in potential opportunity for public enjoyment thereof, which can be brought to fruition and enhanced by establishment and development of an integrated public waterfront walkway.

(2) Throughout the greater part of the waterfront area under study, public walkway routes can be established with little cost or difficulty by reasons of extensive present public ownership, and existence of a very substantial amount of paved walkways previously constructed by others along the master plan route. However, immediately south of the ferry dock, on the recommended walkway route, existing developments on two privately owned tideland tracts create obstacles to development of a public waterfront walkway at those points without high cost and possible litigation. A practicable program perhaps may best consist of phase construction, with initial phases establishing and improving the master plan walkway from its southerly terminus at the City-leased Union Oil Company Beach, northerly a distance of 3,700 feet to the north property line of the City-owned Senior Center, which is deemed an essential station on the comprehensive waterfront walkway development, and is situated immediately south of the two troublesome privately-owned tideland tracts. Development of the remaining gap in the walkway between the Senior Center and

the ferry dock then might be deferred until a more opportune time.

The report recommends that the City adopt the recommended Master Plan for a public waterfront walkway in Edmonds, and undertake to consummate the plan as rapidly as the City's financial structure may permit, commencing with the southerly portions of the route, where substantial distances of paved public walkways can be incorporated into the Master Plan at minimal cost.

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C I T Y O F E D M O N D S , W A S H I N G T O N

A. INTRODUCTION

1. Authorization

This document with its attachments constitutes a report on a study authorized under a service contract issued February 28, 1977 by the City of Edmonds. The preparation of the report is being financially aided through a grant from the Washington State Department of Ecology (Contract No. 306-12A, 1976-77), with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for implementation of Section 306 of the Coastal Zone Management Act of 1972. The study is being administered by the City of Edmonds Department of Community Development, E. Joseph Wallis, Director, and Ms. Noelle Charleson, Study Project Manager.

2. Study Objective and Concept

The stated purpose of the study project is "to assess the feasibility and methods for providing access to the waterfront, as the first step to implement the goal and policies of the 'Public Access' section (pages 8 and 9) of the Shoreline Master Program adopted for the City of Edmonds". In recognition that three City parks now exist on the central Edmonds waterfront, and that a substantial additional amount of central Edmonds waterfront property also is now owned by the Port of Edmonds, the City Planning Department decided that further implementation of public access to the waterfront might now be achieved by construction of a public waterfront walkway, if found to be practicable, to extend from the State Ferry landing southerly to the Union Oil Company beach. Instructions therefore were given to the Consultants, following their employment, to pursue the study with this concept in mind.

3. Scope of Study

In an initial study-orientation conference between the City's Study Project Manager and the Consultant, it was agreed that the study should consist of five components, as follows:

- (1) Statement of objective.
- (2) Inventory of existing conditions.
- (3) Identification of various design concepts, for review by appropriate public bodies.
- (4) Preparation of specific alternatives (to consider such aspects as costs, points of historic interest, public view/vista locations, etc.).
- (5) Evaluation of alternatives prepared under (4), and a statement of findings and recommendations.

B. DESCRIPTION OF STUDY

1. Inventory of Existing Conditions

a. Inventory Basis

The writer has been actively involved with activities on the Edmonds waterfront for nearly 30 years including responsibility over the planning and design of a substantial part of the waterfront improvements now existing. The familiarity thus gained, together with office research and mapping, and a number of objective inspection trips conducted on foot along the waterfront during the course of this study, taking notes and photographs, have provided the basis for the inventory presented herein.

b. Waterfront Base Map

Preparation of a suitable base map of the Edmonds waterfront was prerequisite to the recording, evaluation and portrayal of waterfront data, and for development, analysis and portrayal of alternative public access plans.

After some research, a selection was made of a base map prepared photographically from aerial vertical photographs, taken in 1976, and reproduced on transparent mylar to a scale of 1" = 100' for use in the present study. On this base map now have been superimposed various pertinent data including the following:

- (1) Inner and outer harbor lines.
- (2) Property lines (including meander line where pertinent).
- (3) Identification of private and public ownerships.
- (4) Identification of various pertinent physical features.
- (5) Outline of the Edmonds Fishing Pier, which now is under final design and scheduled for construction during this coming fall and winter.
- (6) Recommended optimum walkway routes, and available alternate routes.
- (7) The location of public restroom facilities, existing or scheduled for the near future.
- (8) Reference points along the recommended and alternative routes, for clarity in narrative descriptions and discussion, and for identification of camera stations for photographs taken for inclusion in this report. Basically, these reference points represent the approximate distance in meters (from the proposed most northerly end of the recommended public walkway route) to each point along the walkway which is deemed pertinent to the study.

For the base map to portray its basic features and superimposed data with proper detail and clarity, it could not well be reproduced at a scale smaller than 1" = 100'. The resultant map length requires that it be multi-folded for binding in the report document.

c. Illustrative Photographs

A substantial number of selected photographs taken of the Edmonds waterfront during this study have been reproduced for inclusion in this report

as Appendix "P". Date depicting the location at which each photograph was taken. the direction of sight, and the subject nature of each photograph is set forth in tabular form on sheets facing each corresponding photograph page. A color-slide presentation also has been prepared of the Edmonds waterfront and the proposed waterfront walkway project, and was shown at the public hearings on this project by the City Planning Department and by the City Council. This set of slides will be kept available for use by City Staff or others engaged in study or planning, should they be desired.

d. Inventory of Waterfront Conditions

(1) Length of Shoreline Included. The length of waterfront for which a detailed inventory has been prepared is that which falls within the limits of the aerial-base map included in this report. The straight-line longitudinal distance is approximately 1500 meters (4920 feet), extending from a point approximately 220 meters (720 feet) northerly of the shore end of the Main Street ferry dock southerly past the Port of Edmonds boat harbors to the point of intersection of the Union Oil Company fuel line pier with the present high tide beach line. This encompasses the present substantially developed, actively utilized and readily accessible waterfront of downtown Edmonds, which is the focus of interest of this study.

(2) Topographic Conditions. This length of waterfront is one of the rare shoreline locations between Seattle Harbor and Mukilteo which possesses the following attributes:

(a) Contiguous uplands gently sloping downward to beach level, without upland bluffs at the shoreline.

(b) Significant usable uplands seaward of the main line railway tracks (BNRR) with convenient street access.

Both to the north and to the south the uplands rise to form a

steep bank along the waterfront, at the base of which the main line railway tracks are constructed on a riprapped road bed just above storm wave height.

(3) Soils and Hydrography. In general, the soils of uplands and beaches westerly of the main line railway tracks consist of water-deposited sand, with some gravel content. Southerly of the Ferry landing, this sand condition extends seaward into deep water. However, northerly of the Ferry dock, increasingly greater portions of the active tidal areas of the beach consist of exposed cobble-size and larger stones and gravel, with sand bars occurring at about the line of extreme low tide.

(4) Historical Development and Use. Early in this century, Edmonds was developed predominately as a town of waterfront mills and supporting commercial activities and residences. It is understood that a majority of these mills were shingle mills, cutting their own bolts from first growth cedar logs rafted to the waterfront. One of the last of these mills was the Quality Shingle Mill, now the site of the Edmonds Senior Center. The proprietor of that mill until its closure was E. R. Scott of Sunset Way in Edmonds, who thereafter for a number of years served as Edmonds Postmaster. He was the first president of Edmonds Port Commission, and served in that capacity for about twenty-five years, until leaving that post in 1973.

As unfavorable economic conditions caused shutdown of the Edmonds waterfront mills, a number of sites were redeveloped into commercial boathouses, with marine railways for launching of rental boats. Other mill properties were broken up for sale as waterfront residential lots. Later, with the decrease in salmon in Puget Sound, and with the birth of strong public interest in privately owned pleasure boats, a majority of the commercial boathouses were forced to close, at about the same time that public agencies became legally and financially able to embark upon waterfront acquisition and

development. These circumstances have led to the present situation of predominately public ownership of the waterfront of downtown Edmonds.

(5) Present Ownership. The trend to public acquisition and ownership of waterfront properties commenced (a) by formation of the Edmonds Port District in the early 1950's, its acquisition of the ferry landing site as a vehicle for State of Washington acquisition, improvement and operation of the theretofore privately-owned ferry system, and the Port's continuing program thereafter for land acquisition and development of boat harbors and related marina facilities and supporting activities, and (b) by an expanding program of the City of Edmonds for acquisition and development of waterfront beaches and parks. At the present time, very little private ownership remains on the downtown Edmonds waterfront westerly of the Burlington Northern Railway Company main line tracks, and an even lesser proportion of the private ownership includes beach or tidelands. Present beach and tideland ownership is indicated by the tabulation which follows:

<u>Location of Waterfront Parcel</u>	<u>Present Owner</u>
From Ferry landing northerly 2,400 \pm feet, or 730 m., to vicinity of Casper Street	City of Edmonds (Brackett Landing Beach)
From Ferry landing southerly 250 \pm feet, or 76 m. (Private Tract No. 1 on map).	Anderson Boat Works
From Anderson Boat Works southerly 180 \pm feet, or 54.86 m.	Mays, Mays, Dove (Former Merry Tiller Co. Plant Site)
From Merry Tiller Co. plant site southerly about 280 feet, or 85 m.	City of Edmonds (Senior Citizen Center)
From Senior Center South about 100 feet, or 30.50 m. (See Private Ownership No. 3 on map)	Nelson Apartments
From Nelson Apartments southerly about 410 feet, or 125 m.	City of Edmonds (City Beach)
From City Beach southerly about 1130 feet, or 344.4 m.	Port of Edmonds (North Harbor & Mid-Harbor)

Location of Waterfront Parcel (Cont.)

Present Owner

A boat launch access strip 50 feet, or 15.24 m. wide (See Private Ownership No. 4 on map).

Boat Loft, Inc.

From Boat Loft access strip southerly about 1230 feet, or 375 m., to north line of Union Oil Co. property.

Port of Edmonds
(South Harbor)

About 450 feet, or 137 m., from Port south property line. (See Private Ownership #6 on map).

Union Oil Co.
(Leased to City of Edmonds
for Beach Park)

It is noted that the ownership tabulation does not list non-waterfront private ownerships (a) lying south of Nelson Apartments and north of Dayton Street, between the Government Meander Line and the BNRR R/W; and (b) the rectangular tract 45 meters wide by 80 meters long (140 feet x 260 feet) at the south harbor, owned by Washington Fur Breeders (See Private Ownership #5 on the map). Neither of these parcels relate to the waterfront public access analysis.

(6) Present Land Use Zoning.

Geographically, the walkway routes under study all lie within the province of the City of Edmonds Shoreline Management Master Program. All elements lying southerly of the Ferry Landing to Union Oil Dock are within the "Urban Environment". Those within the Urban Environment seaward of MHHW are designated "Urban-Marine", and restricted to water-dependent and water oriented use. Those lying within the Urban Environment shoreward of MHHW are designated "Urban-Multiple Use", permitting commercial, residential and recreational uses. Elements lying northerly of the Ferry landing are within the "Conservancy Environment", with the designation "Conservancy-Marine: applicable seaward of MHHW, and "Conservancy-Recreational" applicable shoreward of MHHW to the B RR tracks.

The contemplated waterfront walkway development studied herein is deemed to be in all respects fully compatible with the City's Shoreline Management Master Program.

2. Identification of Design Concepts

At the beginning of the study, careful thought was given to identification of appropriate planning and design concepts which should be observed for the desired public walkway project. Concepts identified and adopted include the following:

- a. The walkway should be planned and designed to provide
 - (1) As close proximity to the shoreline as practicable.
 - (2) Viewing for optimum interest and enjoyment, to include not only the best of panoramic seascapes, but also a variety of the most interesting of waterfront scenes and activities.
- b. The walkway should be of sufficient length and scope to afford to the user a significant and memorable experience, with a flexibility to pleasantly accommodate pedestrian users of varying interests, physical attributes and time available to devote to this particular activity.
- c. The walkway should be readily accessible from many points, adequately marked and readily identifiable, and with full continuity.
- d. The walkway and its related facilities should be designed to be properly usable by handicapped persons, including persons utilizing canes, crutches and even confined to wheelchairs. Thus, ramps of adequate slope must be substituted for stairs and steps. Walkway widths must be adequate for two wheelchairs to meet and pass. Restrooms must have doorways, booths, etc., of size and design to accommodate wheelchairs and their occupants.
- e. The walkway must be planned and designed for safety, with non-slip decks, protective railing where warranted, and with lighting sufficient for safe illumination of the walkway (without producing nuisance glare to homes and other establishments along the walkway route. Street crossings and traffic hazards should be minimized, and appropriate markings and traffic controls

established.

f. Aesthetics should be observed in the planning and design, and marking of the walkway route.

g. Plans and designs should observe aesthetics and amenities, but also should be cost-effective and practicable, and compatible with the City's reasonable capability to implement the plans.

3. Development of Waterfront Walkway Master Plan

a. General

Pursuant to a thorough study and analysis, and evaluation of various alternatives, a master plan for a public waterfront walkway in Edmonds has been developed as depicted on the Waterfront Base Map included at the end of this report. The master plan contemplates a continuous main walkway extending from Brackett's Landing Beach southerly to Union Oil Company Beach, an aggregate distance of 1490 meters, or about 4,890 feet, or 0.93 mile. The route of this main walkway is indicated on the base map by a heavy broken line. In addition, various secondary, or auxiliary routes have been selected and are depicted on the map by a lighter broken line symbol. The main route is to provide for a walkway with continuity throughout the full length of the developed beach. The secondary routes are to provide for identifiable access to (a) important features situated off the main walkway route or (b) alternative routes for use under certain circumstances.

b. Detailed Description of Walkway Plan

(1) Origin Point for Main Walkway Stationing. While not assuming that a pedestrian tour of the Edmonds Waterfront necessarily would start from such point, the origin of distance measurements along the Main Walkway Route has been established at the Service Building at Brackett's Landing Beach, 145 m. north of the southwest corner of the intersection of Main Street and Railroad Avenue for these reasons. Extension of the Main Walkway into Brackett's Landing

Beach Park appears logical and desirable, in that (1) the Park is attractively landscaped and interesting by reason of scuba diving activities, the rock jetty the rejuvenated fishing and viewpoint pier, and the children's sand play area; (2) a first class concrete walkway, which can be designated as the Waterfront Walkway Route, already exists along the beach bulkhead from the park entrance to the Service Building; (3) a decision has been reached that a paved walkway should not be constructed beyond that point (such as to the fishing and viewpoint pier, as alternatively considered) because of resultant adverse impact upon the sand beach and the children's play area, and because the character and condition of the pier and its access ramp are deemed unsuitable for wheelchair operation, and (4) the park area provides logical and convenient access to extensive City-owned natural beach areas lying northerly of the improved park area.

(2) Main Walkway Increment Sta. 0 to 145 m. Description and discussion of this increment already has been provided in foregoing Subsection b(1), which together with examination of the six photographs appearing on Sheets P-1 and P-2 of Appendix "P", and the accompanying descriptions, will afford a clear understanding. It may be noted, however, that the Service Building at this beach park provides public restroom facilities and drinking fountains.

(3) Main Walkway Increment Sta. 145 m. to 220 m. This route increment extends along the south side of the State Ferry Landing, and is necessary for access to the main walkway route extending southerly along the shoreline, established in conformance with the adopted planning and design concepts. As shown on Picture No. 8, on Sheet P-3 of Appendix "P", a walkway already exists along the south side of the Ferry Landing, tightly fenced along both sides as far as the shoreline at Sta. 220 m., at which point an open gateway and wooden steps provide access to the beach near the high tide line (see Picture No. 9, Sheet P-3,

Appendix "P"). This walkway, although paved, is uneven to the extent that water puddles form in rainy weather. However, it can be travelled by wheel chair, and although narrow, will allow two wheelchairs to meet and pass, if one chair pulls aside and stops between the white posts on the north side. The Port of Edmonds owns a 15-foot strip adjacent to this fenced walkway, on the south, and will offer this strip to the City without cost, in event the City wishes to improve and utilize it for walkway purposes.

(4) Auxiliary Walkway "L". The existing walkway along the south side of the Ferry Landing extends seaward about 100 m. (330 feet) beyond the high tide line, and merits identification as Auxiliary Walkway "L". In common with the main structure of the Ferry Landing, it is constructed on bulkheaded fill with asphalt paved surface and chain link fencing both sides, from Railroad Avenue to a point 40 m. seaward of Sta. 220 on the Main Walkway. From this point on to its terminus at Sta. L-100, the walkway is on pile-and-cap supported timber decking, with a standard height timber railing on the south, or water side, and with manproof fencing continuous on the north, or ferry traffic side. The railed portion of the walkway is of more comfortable width than the shoreward portion, and in addition has a widened platform area at its seaward terminus. This entire railed outer length of 65 m. (215 feet) is usable as a fishing pier, as well as a marine viewpoint; and substantial utilization thereof has been observed. Greater utilization and enjoyment of this facility would occur if its existence and manner of access were made better known.

(5) Main Walkway Increment Sta. 220 m. to 300 m. As may be seen from Pictures No. 9, Sheet P-3, and No. 10, Sheet P-4, of Appendix "P", this increment comprises the first of three problem segments along the Main Walkway route. This 80 m. route increment crosses tidelands and beach owned by Anderson Marine Services (designated on the project map as "Tideland Private

Ownership No. 1). This shoreline area is not bulkheaded, and the company office building extends out over the upper beach on timber piling and cap supports. A marine railway extends seaward along the south end of the office building from the paved operations area seaward to beyond maximum low tide. The marine railway machinery house also is constructed on piling supports at the south side of the railway, in general alignment with the office building.

Construction of a paved walkway at beach level along the seaward side of the buildings is deemed infeasible, for reasons (a) it would be impracticable to maintain, (b) insufficient clearance exists beneath the marine railway, (c) tidal conditions would flood the route an excessive number of hours each day, and (d) under conditions of medium to low tides, the exposed beach is open to use by pedestrians anyhow.

Considering all factors, the development concept deemed the most practicable is construction of a 1.8 m. (6-foot) wide walkway supported on creosoted timber piling stubs with safety railing, and wood deck at an elevation equal to the top of the rails at the point of crossing of the marine railway. A conceptual structural detail sketch of this walkway is included in Appendix A of this report.

An alternative concept would provide for construction of a bulkhead and fill along the beach at the seaward side of the existing buildings. with sufficient space for a paved walkway protected by guard rails secured to the bulkhead. A merit of this alternative is that, although Mr. Anderson, the proprietor, has expressed opposition to construction of the proposed walkway across his tidelands, he has felt the need for construction of a bulkhead and fill to protect his shoreline and his office building supports. He did in fact obtain a Corps of Engineers permit dated May 2, 1973, for a timber bulkhead and related work, which has since expired. It may be possible that his objections to the proposed walkway would be somewhat ameliorated by an offer of participation

by the City in the securing of required permits and in the cost of construction of the mutually beneficial bulkhead.

(6) Main Walkway Increment Sta. 300 m. to 365 m. This increment, which is shown on Picture No. 11, Sheet P-4 of Appendix P, comprises the second of three problem segments. This 65 m. route increment crosses tidelands and beach constituting "Tideland Private Ownership No. 2" depicted on the project map, formerly part of the Merrytiller Manufacturing Company Tract, and recently purchased by the following four parties: Jacque L. Mayo, Virginia Mayo, Douglas J. A. Dove and Anna Lena Dove. These parties have not been reached for a discussion of their plans for utilization and/or development of the property nor their attitude toward the proposed establishment of a public waterfront walkway in the vicinity of their existing bulkhead. However, a conversation with a local business man who has discussed the transaction with the new owners has indicated that at present their plans are very indefinite, but that they have discussed the possibility of construction seaward of the present bulkhead, and that they would be strongly opposed to establishment of a public walkway which might limit their development and their access to tidal waters.

Physically, three possibilities for a walkway development at this location can be considered. The first and simplest consists of establishing a walkway on the paved fill immediately adjacent to the existing steel sheet pile bulkhead. The only required construction would be installation of a safety railing along the top of the bulkhead, and the possible installation of security fencing along the east side of the walkway. It appears that at present the paved fill area seaward of the buildings is utilized only for vehicle parking, and that utilization of the outer 5 to 6 feet (1.7 m.) would not significantly interfere with the parking use. It is considered possible

that the City might negotiate with the new owners for a lease which would permit the walkway use until specific development plans for the property necessitated termination of the lease, at which time an alternative walkway plan would have to be developed. It is possible that for some possible development programs, such as for a waterfront restaurant, the presence of a public waterfront walkway might be acceptable or even advantageous.

The second possibility consists of constructing a timber framed walkway supported on creosoted pile stubs as advocated for Walkway Increment Sta. 220 m. to 300 m. This plan of course would be much more costly than the first possibility discussed, and might be only slightly more acceptable to the property owners.

The third possibility consists of construction of a paved walkway constructed on the beach sand along the seaward face of the existing bulkhead. However, as shown on Picture No. 11, the level of the beach sand is not uniform and in places is so low that the walkway would be covered at only moderately high tides. Furthermore, it is likely that fluctuations in the sand level occurs from season to season, which offers risk of portions of the walkway being undercut by wave action and other portions covered over by sand during storms. This plan also would be costly, would be less dependable than the second alternative, and probably would be little less objectionable to the property owners.

(7) Main Walkway Increment Sta. 365 m. to 450 m. This 85 m. (280 feet) increment crosses the "Senior Center" site, which is owned and controlled by the City of Edmonds. Construction of a walkway here is regarded as very important and without any significant problems. Present shoreline conditions at this site are portrayed by Pictures No. 11 and 12, on Sheet P-4, and No. 13, on Sheet P-5 of Appendix "P".

Under the recommended plan, the walkway would enter the Senior Center from the north onto the bulkheaded fill, be routed south next to the existing timber bulkhead, outside the paved circle, and swing back to cross over the east-west offset in the bulkhead, ramp down and continue as a paved walkway at beach level immediately adjacent to the outside face of the north-south breakwater in the vicinity of the existing Senior Center building.

An alternate concept is to continue the walkway on the upper level, along the shore side of the timber breakwater, to a point of crossing of the bulkhead near the south line of the Senior Center site. A problem here is the construction difficulty and unsightliness of a double-90-degree angle crossing of the bulkhead which would be required near the Senior Center south property line.

Another alternate concept is to construct the walkway increment from Sta. 400 m. to 450 m. as a post-supported deck at the level of fill behind the bulkhead, rather than pavement at beach level, in which event an overtopping by waves at high tide will be avoided. However, it is felt that this increment should logically conform to the next increment which is described following.

(8) Main Walkway Increment Sta. 450 m. to 480 m. This 30 m. (100 feet) increment, which is shown on Pictures No. 14 and 15, Sheet P-5, of Appendix "P", comprises the third of the three problem segments of the Main Walkway route. This increment must cross tidelands and beach owned by the Nelson Apartments, portrayed on the project map as "Tideland Private Ownership No. 3".

The owners of the Nelson Apartments, following destruction of an original timber bulkhead by winter storm waves about two years ago, have constructed an attractive concrete bulkhead, a little higher, and in line with

the timber bulkhead at the Senior Center. Between this bulkhead and the apartment building they have constructed an attractive open patio, paint-stripped for shuffle-board and other activities for the pleasure of tenants, and with a high masonry wall shielding the north end of the patio. The owners of the apartment building express strong objections to the proposed construction of a public walkway along the beach side of this patio, feeling that it will constitute an invasion of the beach and of the privacy of tenants on the patio.

Their expressed concern is shared to some extent, and it is agreed that a walkway constructed next to the patio, on posts to provide position above wintertime wave action, could be visually objectionable, could give an impression of invasion of privacy to the patio, and could constitute an unwelcome and inconvenient interference with access from the apartment house to the beach. However, a paved walkway constructed on the sand at beach level would not be unsightly nor afford any interference with access to the beach. Furthermore, this walkway constitutes the only obstacle to the development of a waterfront walkway of tremendous public value with continuity from the Senior Center all the way to the Union Oil Company Beach. It is felt that even though construction of the walkway increments northerly of the Senior Center, between Sta. 400 m. and 220 m., may be deferred by reason of delay and difficulties in acquisition of rights-of-way, incorporation of the Senior Center site in a continuous waterfront walkway southerly to the Union Oil Company beach is of such great importance that the City should exercise its rights of eminent domain to secure the walkway right-or-way past the Nelson Apartments in accordance with the recommended concept.

Because of the great significance of this portion of the proposed waterfront walkway, an artist's perspective view has been pre-

pared to portray the visual impact of the proposed beach-level paved walkway, and is included hereinafter.

Design sketches of the proposed walkway concept, and estimated unit costs, have been prepared for inclusion in Appendix A.

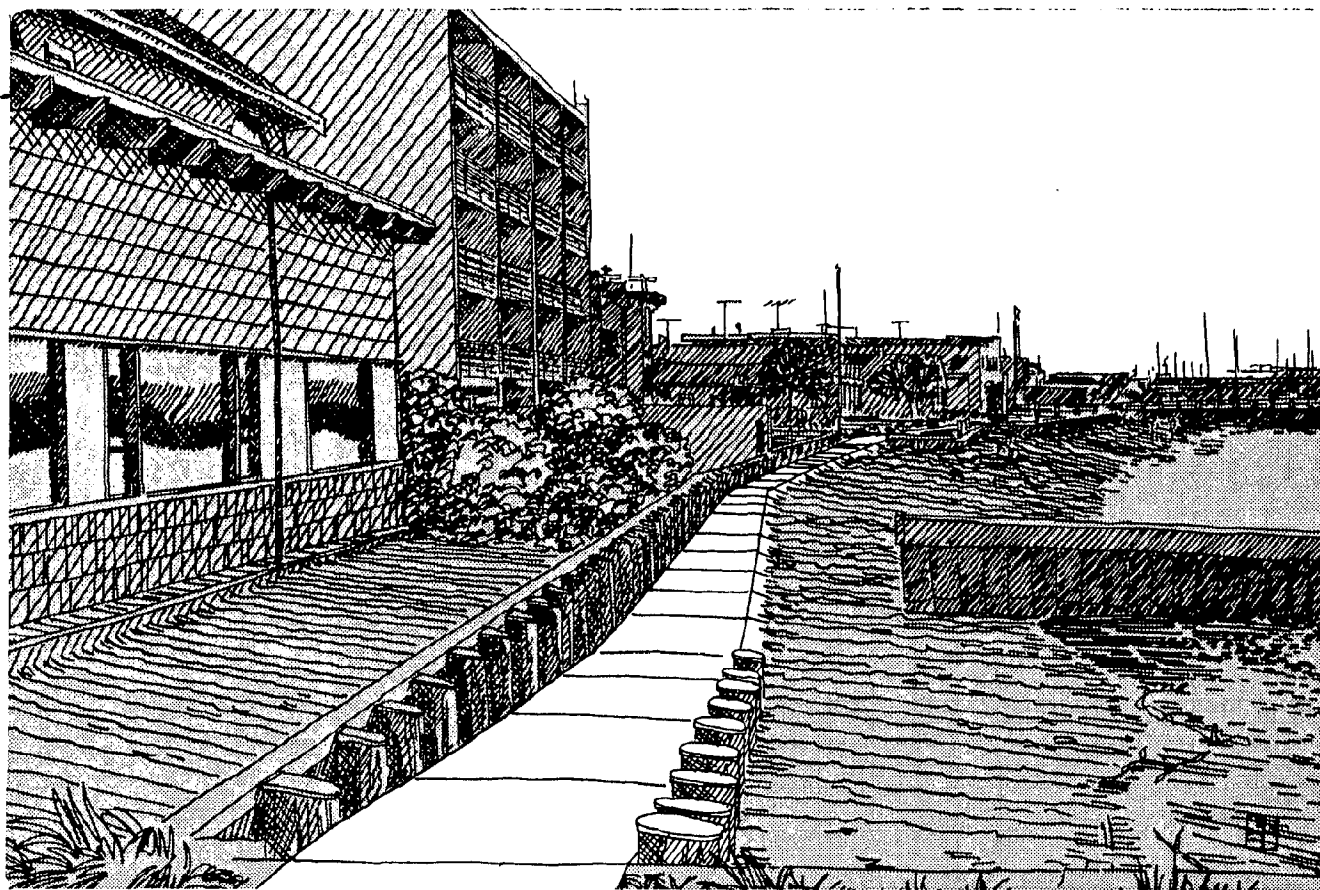
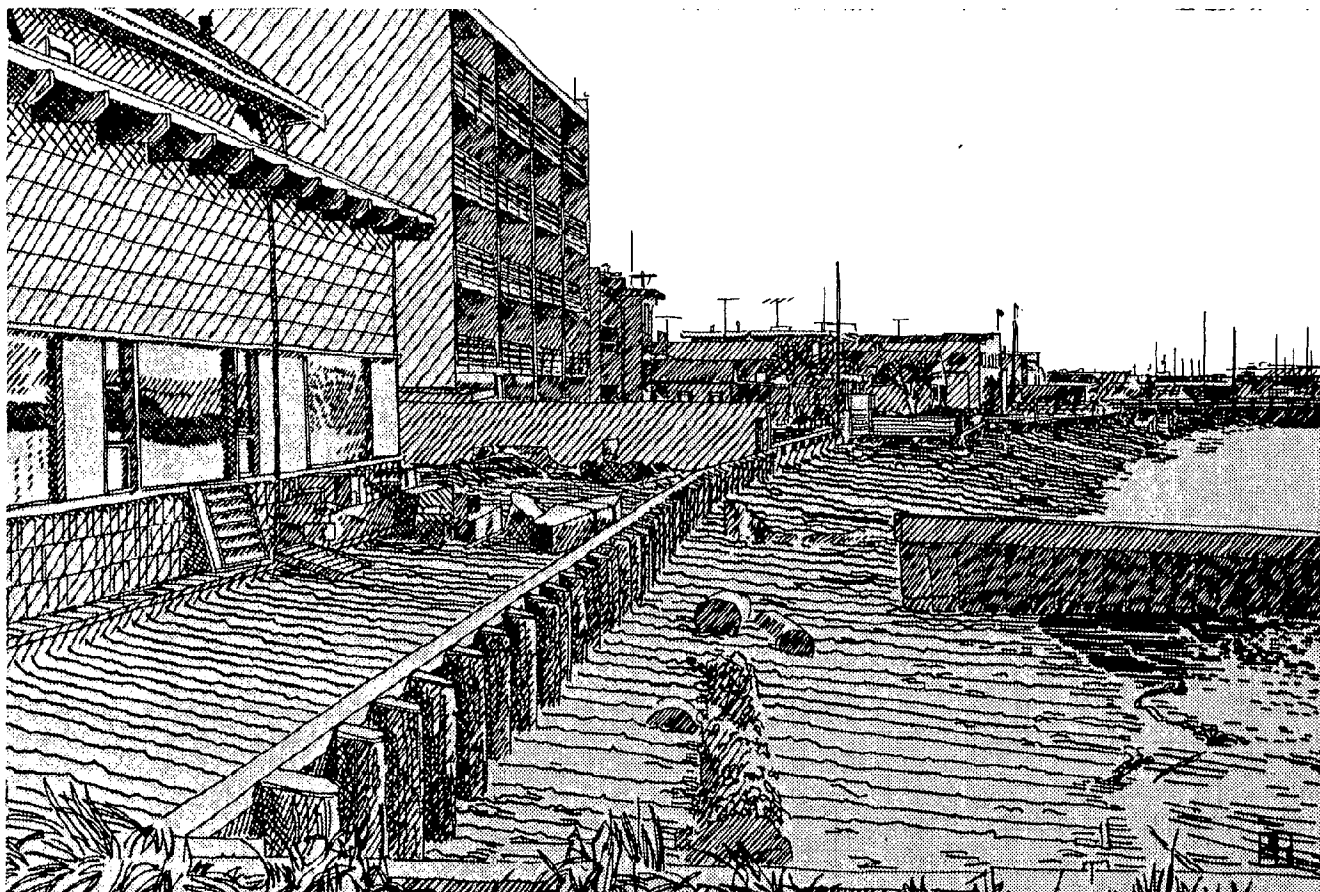
(9) Main Walkway Increment Sta. 480 m. to 605 m. This 125 m. (410 feet) increment will extend across the present grass-covered shore area of Edmonds City Beach, which extends northerly from the north margin of Dayton Street. This grass-covered area has a variable width of from 12 to 15 meters (40 to 50 feet), and is separated from the beach by a low timber bulkhead. The recommended improvement plan contemplates the construction of a ground level concrete walkway which in general will follow along the inside line of the timber bulkhead, except at two points of right-angle offsets in the bulkhead alignment, where the walkway alignment will be adjusted by pleasing "S" shaped curves. In addition, this is deemed a logical location for enhancement by appropriate landscaping and related improvements which would include low planting (not to exceed 0.75 m. or 2.5 feet in height), rest stations consisting of areas of pavement widening to accommodate benches (and possibly tables), nonconspicuous trash cans, etc.

This walkway increment site, with the contiguous beach areas on the west and the multiple-residence development on the east, is shown by Pictures No. 16, 17 and 18 on Sheet P-6, and Pictures No. 19 and 20 on Sheet P-7, of Appendix "P". In addition, an artist's perspective views have been prepared to illustrate the visual impact of the completed walkway, and copies are bound herein.

An alternate design concept considered would provide for construction of a boardwalk in lieu of a concrete walk. A boardwalk would be less costly, but would have a much shorter life, and is deemed definitely less

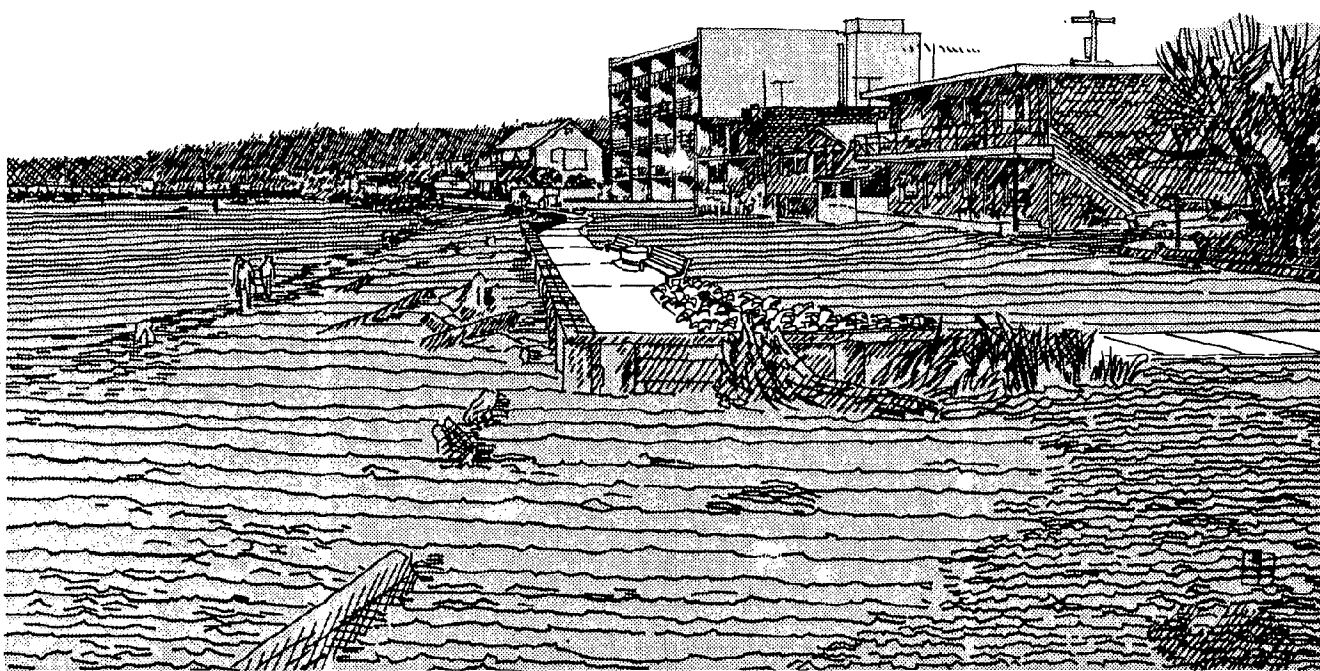
Above: Existing view looking south toward the marina along the Edmonds Waterfront from the South Snohomish County Senior Citizen Center

Below: Proposed path for the Edmonds Waterfront Walkway past the Center and apartments



**Above: Existing view looking north toward the
Ferry Landing along the Edmonds Water-
front from the foot of Dayton Street**

**Below.: Proposed path for the Edmonds Waterfront
Walkway thru the park area at City Beach**



appropriate for the intended use at this site. The top planks of the boardwalk would have to be supported off the ground to avoid premature decay, which would result in raised timber edges upon which barefooted beach users could stub their toes and pick up splinters. It also would make lawn care and maintenance substantially more difficult.

(10) Main Walkway Increment Sta. 605 m. to 650 m. This increment will be situated on existing asphalt paving, contiguous to an existing protective railing atop of an existing bulkhead, all of which was provided under the Port of Edmonds' project for construction of its north harbor basin several years ago. This route segment is portrayed by Pictures No. 19 and 20, Sheet P-7 of Appendix "P".

Walkway Sta. 650 m. is at the northeast corner of the Port's North Harbor Basin, and the juncture with Auxiliary Walkway "A", the access way to the Edmonds Fishing Pier, which is scheduled for early construction.

(11) Auxiliary Walkway "A" (Fishing Pier). The Edmonds Fishing Pier, construction of which probably will be completed in December 1977, will constitute a public waterfront recreational facility of major local and regional significance, and logically is identified as an important intertie with the Edmonds Waterfront Walkway. Added to heavy fishing use induced by careful siting and design as a fishing pier, and the enhancement of fishing potential by the program of artificial reef construction by the State Department of Fisheries, it is predictable that an even greater number of non-fishermen than fishermen will visit and spend time upon the pier for interest in its people activity, its marine atmosphere and impressive seascape view.

Access to the fishing pier will be along an 8-foot wide concrete deck supported on concrete piling, extending through the north end of the north harbor basin, adjacent to the north breakwater. At Sta. A-125 m.

it crosses over the west rock breakwater, at which point it connects to the fishing pier proper, which is 16 feet in width excepting where widened to accommodate a service building. The fishing pier proper is to be L-shaped commencing with a leg at right angles to the breakwater, 30 meters (100 feet) in length, and thence connecting to the main part of the pier 130 meters (425 feet) in length, parallel to the breakwater. The service building, to be constructed at the angle point of the "L" shape, will house public restroom facilities, a wastewater pump, refuse station, and a supply, service and administration building. The latter will be staffed by designated City personnel, who will provide a dual service of overall facility supervision and management, and also dispense fishing supplies and equipment, prepared foods, hot and cold drinks, etc.

Facilities will be designed to accommodate handicapped persons, even with certain especially modified fishing stations and needed facilities. Standard facilities designed for the convenience and comfort of all include benches, some windbreak and rain protection shelters, and fish-cleaning stations.

The overall length of this facility, when regarded as an auxiliary walkway, is about 280 meters (or 920 feet).

(12) Main Walkway Increment Sta. 650 m. to 930 m. This 280 meter (918 feet) increment extends southerly along the entire easterly side of the Port's North Harbor Basin, and coincides with the existing asphalt paved walkway provided along the top of the harbor bulkhead during construction of the north basin. This route is portrayed by Photographs No. 21 on Sheet P-7, No. 22, No. 23 and No. 24 on Sheet P-8, and No. 25 on Sheet P-9 of Appendix "P". The walkway increment terminates alongside the Port Office and Shop Building, at the southeast corner of the North Boat Basin. Public restrooms

are available on the ground level of the building. This walkway increment is fully usable, and regarded as not requiring any improvements whatsoever, other than perhaps some identification painting and/or signs.

(13) Auxiliary Walkway "B" (Public Observation Deck). This auxiliary walkway is included in the Waterfront Walkway Comprehensive Plan to provide access to an observation platform constructed several years ago on top of the north harbor entrance breakwater, for enjoyment by the public, but the access to which is at present obscure and in conflict with waterfront commercial activities. The route recommended is portrayed by Picture No. 26, Sheet P-9, Appendix "P". Its origin would be Sta. 930 on the Main Walkway, and its total length to the outer end of the present observation platform would be about 90 meters (or 295 feet). Improvement work required consists of construction of about 10 meters (33 feet) of additional timber framed walkway on top of the existing timber breakwater, to its shore end, thence clearing, grading and asphaltting to provide a paved walkway an additional 50 meters (of 162 feet) in length, connecting to the Main Walkway.

(14) Main Walkway Increment Sta. 930 m. to 1065 m. This increment would consist of a preserved and marked pedestrian way extending generally south by west from Sta. 930 m. (adjacent to the southwest corner of the Port Office and Shop Building) through a space between existing buildings for a distance of about 95 meters (or 310 feet) to Sta. 1025 m., inside the Yacht Club Parking lot adjacent to the northeast corner of the Yacht Club building, and thence westerly past the north end of the building to the harbor bulkhead at the northeast corner of the south basin. Sta. 1025 m. is within 15 meters (or 50 feet) from the front entrance to the Yacht Club building, if that were a desired stop-off point. The first leg of this walkway increment is portrayed on Picture No. 25, Sheet P-9, Appendix "P".

At present a 50-foot wide strip of land extending from Admiral Way westerly along the north side of the Yacht Club parking lot to tidewater is privately owned by Boat Loft, Inc., for dual use as access way to their boat launch facility, and for storing of boats. The Port of Edmonds expects to acquire this strip of land in the foreseeable future, thus justifying the routing of the main walkway across it. In the meantime, however, management of Boat Loft, Inc. probably would have some concerns about a public walkway crossing, by reasons of loss of security to the parked boats, and increase in exposure to liability for pedestrians who might be struck by boat-handling equipment enroute to or from the launcher. Until these problems are resolved, Auxiliary Walkway "C", which detours to the east from about Sta. 955 m., logically should be used. Any attempt to establish a main or auxiliary walkway route through the mid-harbor area to the west is deemed impracticable, by reason of the type of construction and the activities and use which now exist. Furthermore, present long-range planning for this area indicates a probability of major reconstruction and physical changes therein.

(15) Auxiliary Walkway "C". This walkway departs from the Main Walkway Route at about Sta. 955 m., thence proceeds east across a paved open area a distance of 35 meters (115 feet) to the sidewalk at the westerly side of Admiral Way, thence south along that sidewalk for a distance of about 100 meters (or 330 feet) thence west along existing sidewalk about 50 meters further to the vicinity of the southeast corner of the Yacht Club building, thence about 42 yards further to connect to the main walkway runway at about Sta. 1110 m. (It may be noted that the westerly 15 meters of this segment is labelled on the map as route "D".) The main entrance to the Yacht Club building is about 12 meters (or 40 feet) distant from Sta. C-185 m.; and the

entrance to the public restroom facilities at the south end of the lower floor of the Yacht Club building are at Sta. C-200.

Segments of Auxiliary Route "C" and its surroundings are portrayed on Picture No. 27, Sheet P-9, and Pictures No. 28 and 29, Sheet P-10, of Appendix "P".

(16) Auxiliary Walkway "F". Auxiliary Walkway "F" departs from the Main Walkway at Sta. 1065 m. at the northeast corner of the south harbor basin. It consists of an existing timber framed walkway and fishing deck constructed atop the south harbor entrance timber breakwater a number years ago through the efforts of a volunteer group interested in encouraging healthy activities for local youth. In addition to its fishing interest potential, it affords a very interesting scenic view-point, as portrayed by Picture No. 30, Sheet P-10, and Picture No. 31 (an interesting panorama), Sheet P-11, of Appendix "P".

(17) Main Walkway Increment Sta. 1065 m. to 1160 m. This walkway increment extends southerly along the south boat basin east bulkhead in the area of greatest marina service activity. Midway of this increment, at Sta. 1110, is an existing pier which affords a commanding view of activities, and therefore has been designated as Auxiliary Walkway "G". At the northerly side of this pier is the marine fueling center and the overnight moorage basin. On the southerly side is the overhead launcher for trailered transient boats, and moorage reserved by the Edmonds Yacht Club for visitors from other yacht clubs. Picture scenes of this basin area and of the transient overhead boat launcher appear on Sheet P-11 and P-12. A major point of interest is the overhead boat launch, which operates across the harbor bulkhead. Much of the time pedestrians may walk through this area alongside the bulkhead. However, at times of peak launching activity, safety requires that pedestrians detour

around the launching area.

(18) Main Walkway Increment Sta. 1160 m. to 1340 m. This walkway increment continues westerly along the bulkhead at the easterly side of the south boat basin, with the moorage basin on the right hand, and the harbor automobile parking area on the left hand. This route, and scenes afforded therefrom, are portrayed by the pictures appearing on Sheets P-13 and P-14 of Appendix "P". No problems of any sort, or expense other than possibly for paint for route identification marking, would appear to attend establishment of this segment as part of the Edmonds Waterfront Walkway.

(19) Main Walkway Increment Sta. 1340 m. to 1450 m. The walkway route at this point should cross the existing access road in order to by-pass the automobile parking which is permitted adjacent to the bulkhead railing southerly hereof, and the overhead boat launchers situated at Sta. 1410 m. for use by tenants who have their boats in the dry boat storage building complex in that vicinity. The crossing at Sta. 1340 m. also offers convenience to persons desiring to utilize the public restrooms and/or telephone service available there. This walkway increment and the adjacent facilities are portrayed by the pictures on Sheets P-14 and P-15 in Appendix "P". Establishment of this route as an increment of the Main Walkway would entail no apparent problems or cost other than painting for route marking and identification purposes.

(20) Main Walkway Increment Sta. 1450 m. to 1490 m. (terminus). This last portion of the Waterfront Walkway would consist of a cleared and paved 6-foot wide pathway extending from the southwest corner of the south harbor basin, westerly and parallel to the harbor south breakwater a distance of about 40 meters (or 130 feet) to a viewpoint in the vicinity of the line of extreme high tide. This point would command a sweeping marine view of Puget Sound and

the Olympic Mountains, as well as a full view of the City Beach and its activities. This route increment can be travelled by pedestrians at present, but should be improved to provide usability by handicapped persons.

C. CONCLUSIONS

From this study in depth of the Edmonds waterfront the following conclusions have been drawn.

1. The central Edmonds waterfront, embracing a length of approximately one mile (or 1.61 km) is uncommonly rich in features and activities of interest and in potential opportunity for public enjoyment thereof.

2. The potential for much fuller public enjoyment of the Edmonds waterfront can be brought to fruition through improvement of public access along the waterfront, and appropriate public information and communications programs.

3. A logical first step in fulfilling such goals consists of creation of a public walkway along the waterfront as described in this report.

4. The recommended walkway can best be created in successive phases, subject to the City's budgetary limitations. Much of the recommended walkway route can be designated and put in service at very nominal cost, and without any substantial improvements. Other portions of the route will require moderate expenditures for construction of improvements, if access is to be provided for physically handicapped persons, including wheelchair occupants. Establishment and development of still other portions of the walkway route may entail legal problems and more substantial costs.

5. Those portions of the recommended waterfront walkway route which appear to entail the most significant problems consist of the crossing of three private ownerships south of the Ferry Dock, portrayed on the map as "Tideland Private Ownerships 1, 2 and 3", described earlier in the report and portrayed by photographs in Appendix "P". Indications are that each of the owners will be opposed to a public walkway extending across his tidelands. Ownerships 1 and 2 (Anderson Marine and the former Merry Tiller Mfg. Co. site,

respectively) very likely offer significantly greater problems and higher costs than Ownership 3 (Nelson Apartments). Conversely, the need for establishment of a walkway past the Nelson Apartments is deemed to be substantially greater.

6. The nature and tentative projected costs of improvements required for development of the recommended waterfront walkway are set forth in tabular form in Appendix "A" hereinafter. A review of that tabulated data further emphasizes the relatively high costs and potential problems entailed in the crossings of privately owned tideland parcels (1) and (2).

7. While it is believed that the proposed walkway increments crossing tideland private ownerships (1) and (2) should be retained in the waterfront walkway master plan, it is concluded that an interim project for a walkway originating at the Senior Center (situated immediately north of the Nelson Apartments) and extending uninterruptedly south to the City-leased Union Oil Company Beach, would provide a highly desirable, usable and viable facility, and achieve by far the greater part of the potential benefits obtainable from the Waterfront Walkway Master Plan, while avoid (or at least deferring) the high costs and probably painful litigation which would be entailed in development of a walkway between the ferry dock and the Senior Center. Extension of the walkway past the Nelson Apartments is deemed essential, however, to the creation of an adequate and satisfactory waterfront walkway project. Furthermore, in any event a safe, fully usable and clearly defined pedestrian walkway should be established and maintained along Railway Avenue at the earliest practicable time, at least between the Senior Center and the ferry dock.

8. The conceptual drawing on page 19 of this report depicts perhaps the simplest, most economical yet authentically pleasing plan for waterfront walkway past the Senior Center and the Nelson Apartments. However, a very recent proposal for construction of a boardwalk and related improvements at the Senior Center, to

be funded from an H.U.D. grant for which application is being processed, suggests the desirability of considering an alternative waterfront walkway plan at the Senior Center which can be most effectively and harmoniously incorporated into the boardwalk improvement program in event that that program is approved and funded. Such an alternative conceptual plan has been prepared and is presented at the close of Appendix "A". Under this plan, the entire cost of the waterfront walkway at the Senior Center would be borne by the H.U.D. project.

D. RECOMMENDATIONS

On the basis of the stated findings and conclusions of this study, it is strongly recommended that the City of Edmonds adopt a master plan for a waterfront walkway generally as proposed herein, and establish an aggressive program for establishing and improving integrated walkway routes to the extent that funds can be made available therefor. In this respect, logic suggests that a first-phase program may be consummated with little delay by selection of route segments offering greatest usability and interest potential at minimum cost. Establishment of a waterfront walkway extending from the south as far as the Senior Center is strongly recommended for accomplishment as an early phase. Merging of the Waterfront Walkway at the Senior Center with the proposed project for a boardwalk at the Center, in accordance with the conceptual plan appearing at the end of Appendix "A", is recommended in event that the latter boardwalk project is approved and funded. Early development of a suitable pedestrian route along Railroad Avenue between Main Street and Dayton Street is very strongly urged.

A P P E N D I X " A "

TYPICAL DESIGN DETAILS
AND APPROXIMATE COSTS

APPENDIX "A"

EDMONDS WATERFRONT WALKWAY

PROJECTED IMPROVEMENT COSTS BY INCREMENTS

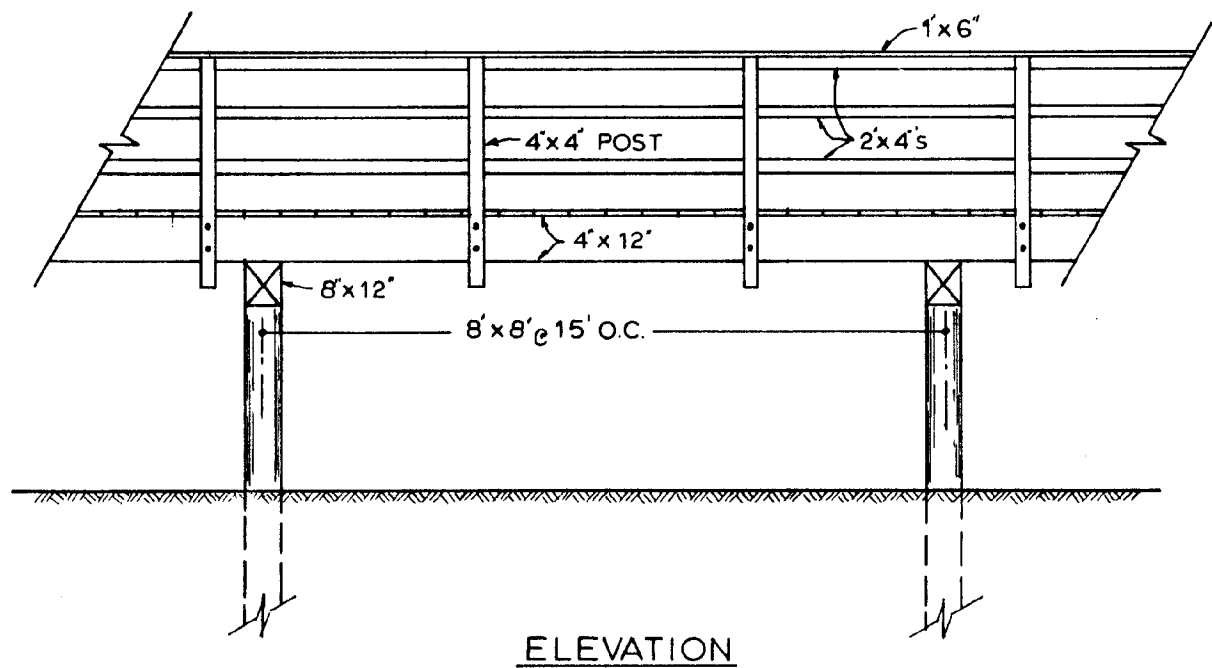
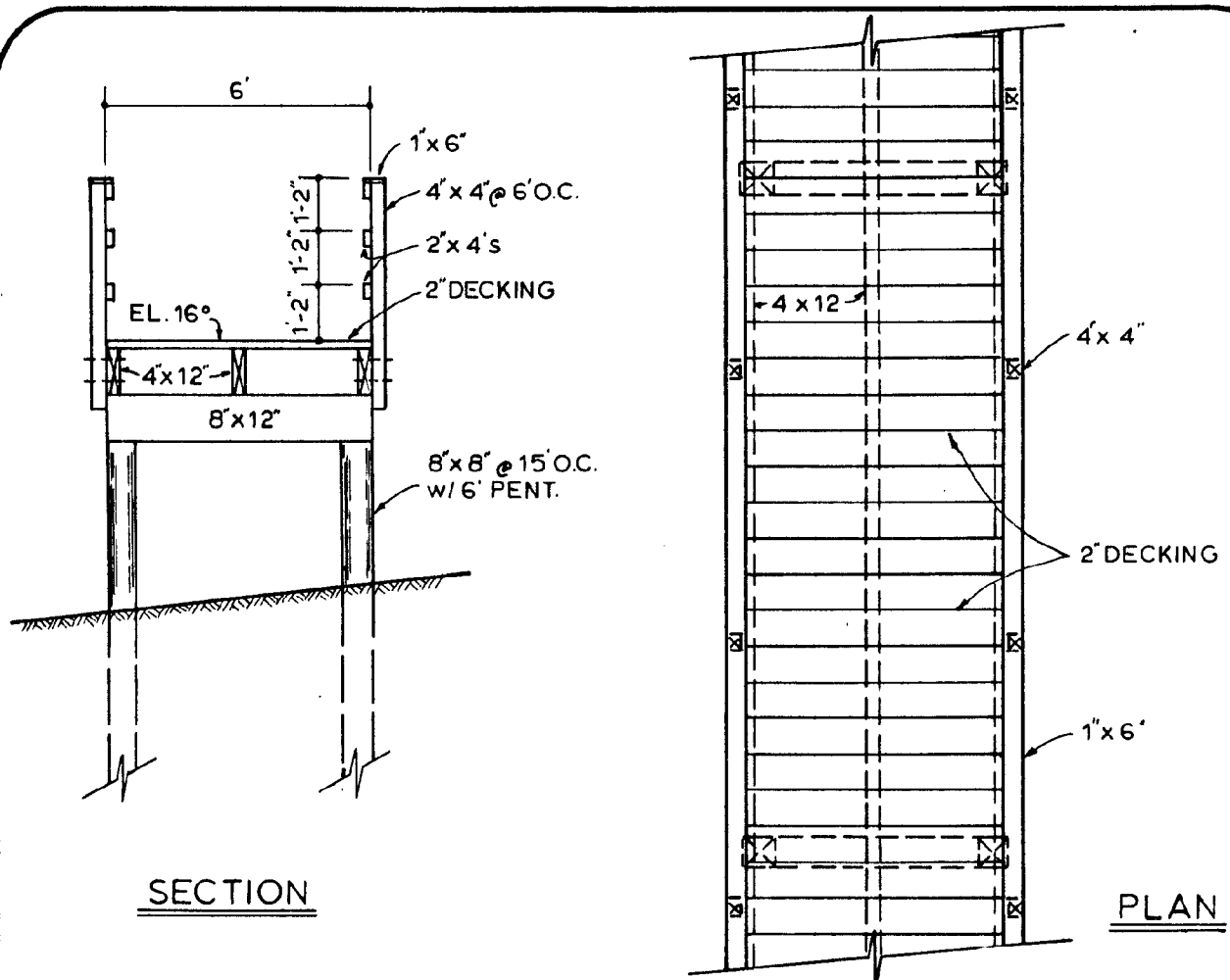
<u>Location</u>	<u>Projected Improvement</u>	<u>Estimated Cost of Construction</u>
Sta. 0 to 145 (Brackett's Landing Beach)	Route identification and pedestrian crossing at Main Street.	\$ 300.00
Sta. 145 to 220 (Ferry landing Walkway)	Interim use of existing narrow walkway: Route identification and pavement repairs.	\$ 300.00
	Long range use of 15' west strip of Port owned land: Con- struct permanent 6' west walk- way and route identification.	\$ 4,000.00
Auxiliary Route "L" (Ferry Landing)	Route identification and junc- tion point construction.	\$ 100.00
Sta. 220 to 300 (Anderson Marina)	Construct timber walkway and route identification.	(1) \$ 21,600.00
	Optional alternate: Partici- pate in cost of bulkhead and walkway total cost of which would be 2 to 3 times as great as timber walkway.	\$ 21,600.00 (Alt.)
Sta. 300 to 365 (Merry Tiller Mfg. Co. Site)	Obtain easement on paved fill adjacent to steel sheet pile bulkhead; install guardrail and security fence.	(1) \$ 3,000.00
	Alternate: Construct timber walkway and route identifica- tion.	(1) \$ 17,600.00 (Alt.)
Sta. 354 to 450 (Senior Center)	Construct concrete walk be- hind existing bulkhead from Sta. 365 to 400 and concrete walk on beach from Sta. 400 to 450 with route identification.	\$ 9,000.00

(1) Additional costs not included are unpredictable costs of easements and/or damages which may be awarded to invaded properties.

<u>Location</u>	<u>Projected Improvement</u>	<u>Estimated Cost of Construction</u>
Sta. 450 to 480 (Nelson Apartments)	Construct concrete walk on beach with route identification.	(1) \$ 4,500.00
Sta. 480 to 605 (City Beach)	Construct concrete walk adjacent to bulkhead; provide observation and rest points with landscaping and benches; with route identification.	\$ 6,500.00
Sta. 605 to 650 (Dayton Street Ending)	Construct curb ramp and cross walk with route identification.	\$ 300.00
Auxiliary Route "A" (Fishing Pier)	Totally financed by State Fisheries Department	\$ - 0 -
Sta. 650 to 930 (North Harbor Bulkhead Walkway)	Route identification.	\$ 500.00
Auxiliary Route "B" (Timber Breakwater Observation and Fishing Deck)	Construct additional walkway on piling, paved walkway on shore, with route identification.	\$ 3,900.00
Sta. 930 to 1065 (Mid-Marina Route)	Grading and paving of walkway where not already paved; provide route identification.	\$ 4,000.00
Auxiliary Route "C" and "D" (Mid Marina Bypass)	Route identification.	\$ 300.00
Auxiliary Route "F" (Walkway and Fishing Deck on South Harbor Timber Breakwater)	Route identification.	\$ 100.00
Sta. 1065 to 1160 and Auxiliary Route "G" (South Harbor Service Area and Pier)	Route identification.	\$ 200.00
Sta. 1160 to 1340 (South Harbor Bulkhead Walkway)	Route identification	\$ 300.00

(1) Additional costs not included are unpredictable costs of easements and/or damages which may be awarded to invaded properties.

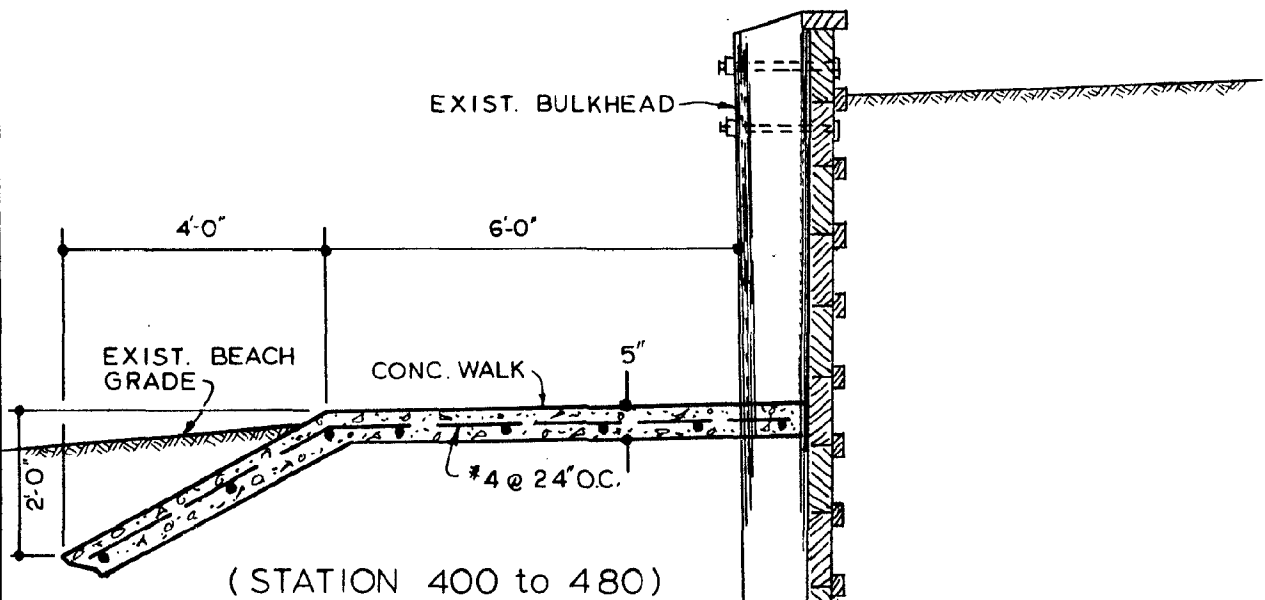
<u>Location</u>	<u>Projected Improvement</u>	<u>Estimated Cost of Construction</u>
Sta. 1340 to 1450 (Boat Dry Storage Area Walkway)	Route identification.	\$ 100.00
Sta. 1450 to 1490 (Access Walkway to Union Oil Co. Beach)	Grade and pave walkway and observation area; provide benches and landscaping.	\$ 2,500.00



TYPICAL SECTION OF TIMBER WALKWAY

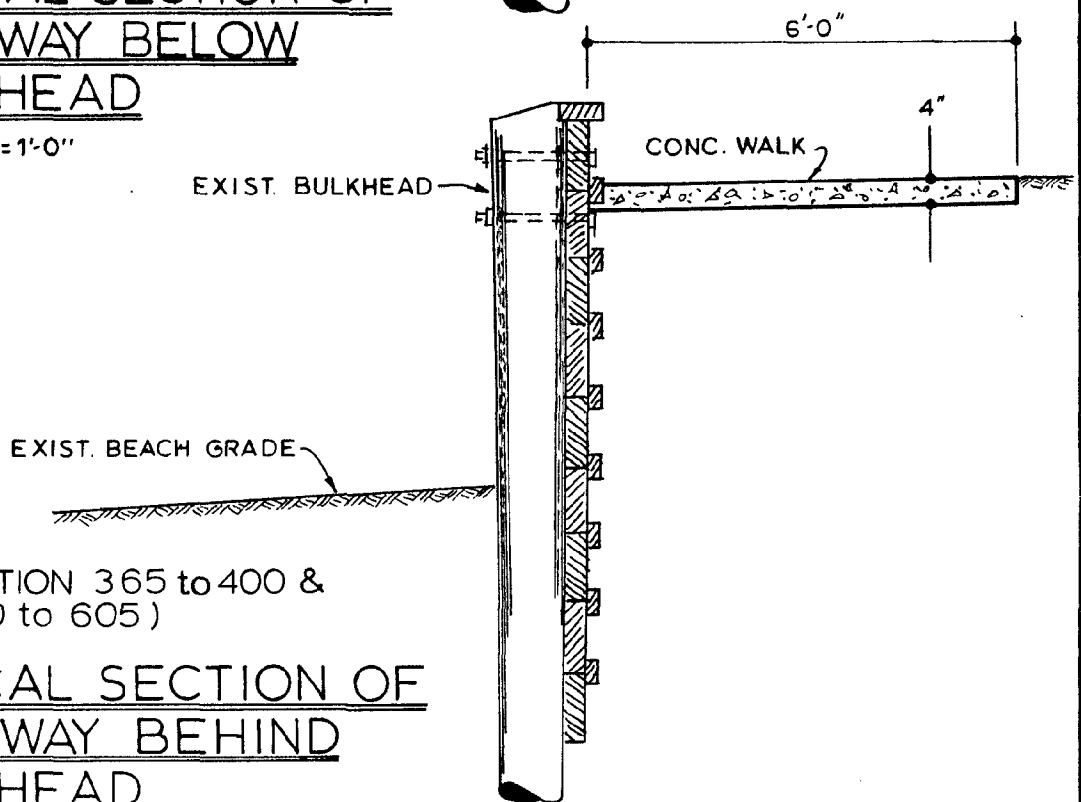
(STATION 220 to 300)

1/4" = 1'-0"



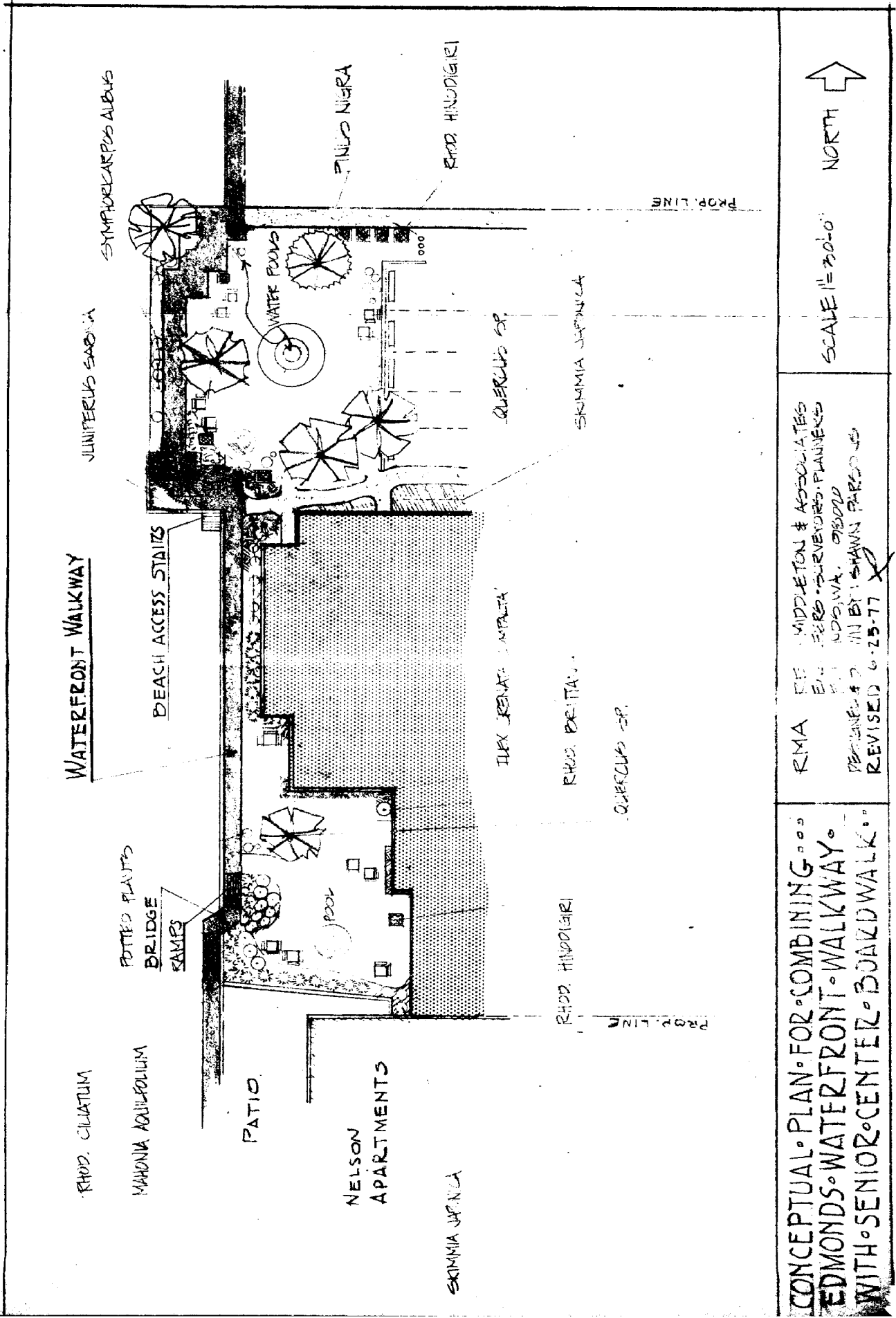
TYPICAL SECTION OF
WALKWAY BELOW
BULKHEAD

3/8" = 1'-0"



TYPICAL SECTION OF
WALKWAY BEHIND
BULKHEAD

3/8" = 1'-0"



A P P E N D I X " P "

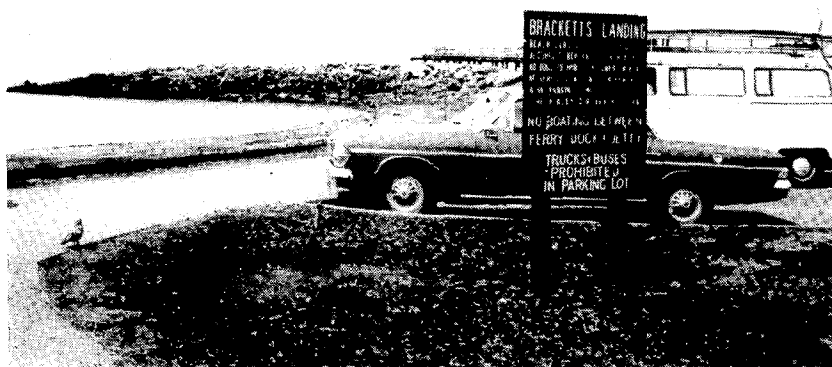
SELECTED PHOTOGRAPHS
AND DESCRIPTIVE REMARKS

P H O T O G R A P H I D E N T I F I C A T I O N

Picture No.	Camera Station*	Direction of View	Portraying
1	145	North	Proposed waterfront walkway crossing of Main Street at entrance to City beach park, designated as "Brackett's Landing".
2	120	North	Paved walkway at entrance to "Brackett's Landing". Rock jetty in left background.
3	85	North	Paved walkway along bulkhead at "Brackett's Landing". Rock jetty in left foreground. Rehabilitated timber (fishing) pier in background.

* Locations along main walkway route are designated by numbers expressing distance in meters from the service building at Brackett's Landing Beach. Auxiliary routes are designated alphabetically, with boxed numbers expressing distance in meters from the main walkway.

Convenient Conversion Factors: 1.0m = 39.37 in. = 3.28 ft.
Length of Main Walkway: 1490m = 1.49km = 4,888 ft. = 0.93 mile

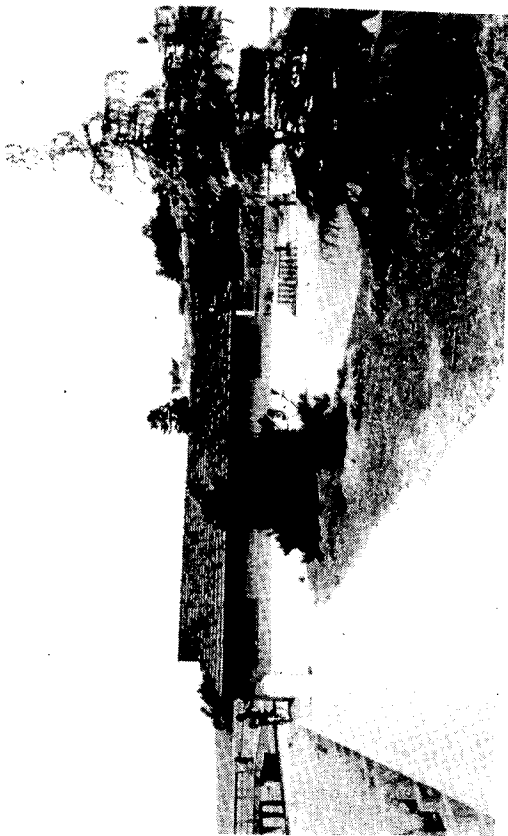
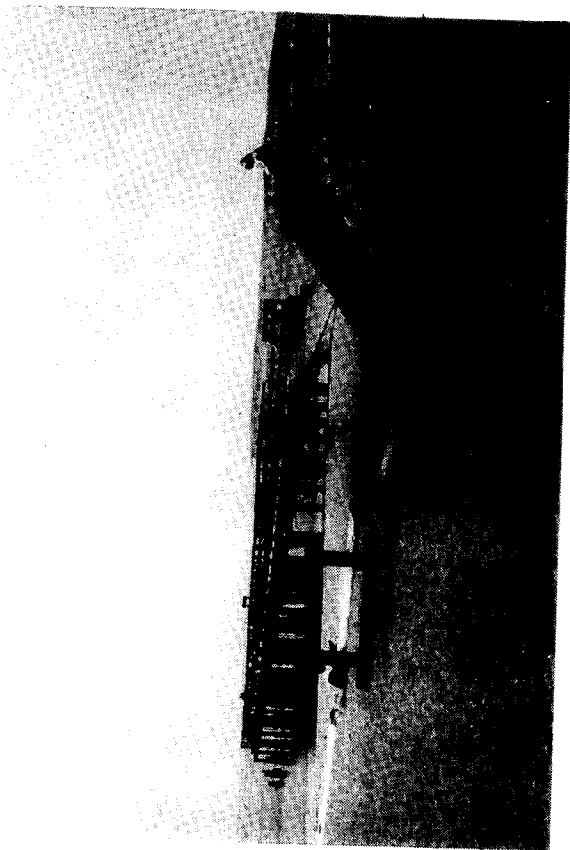


PHOTOGRAPH IDENTIFICATION

Picture No.	Camera Station*	Direction of View	Portraying
4	30	North	Service building (with public restrooms), selected as point of origin of waterfront walkway. Shore end of rehabilitated timber (fishing) pier in left background.
5	0	NW	Sand beach and play area at north side of service building, with re-habilitated timber (fishing) pier in background.
6	0	N.NW	Panorama showing (R to L) sand beach play area, service building and paved walkway along the bulkhead. Ferry berth at extreme left.

* Locations along main walkway route are designated by numbers expressing distance in meters from the service building at Brackett's Landing Beach. Auxiliary routes are designated alphabetically, with boxed numbers expressing distance in meters from the main walkway.

Convenient Conversion Factors: 1.0m = 39.37 in. = 3.28 ft.
Length of Main Walkway: 1490m = 1.49km = 4,888 ft. = 0.93 mile

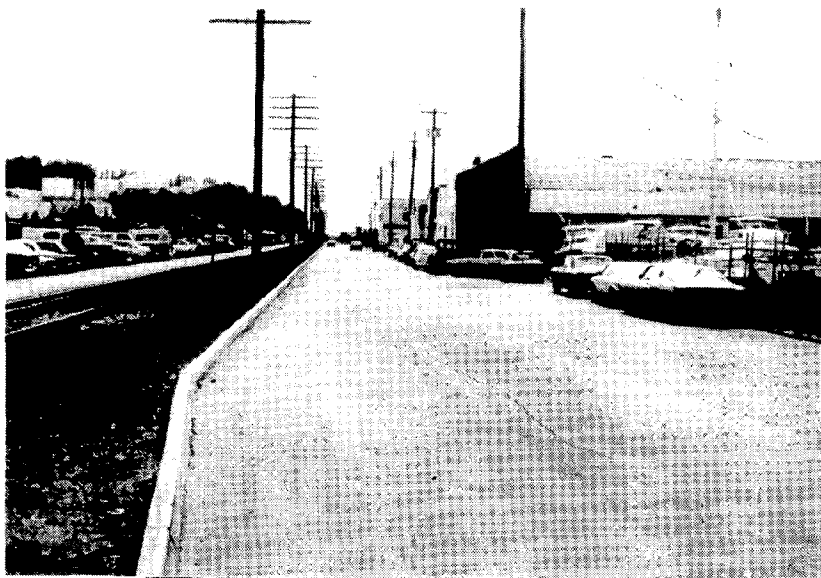


P H O T O G R A P H I D E N T I F I C A T I O N

Picture No.	Camera Station*	Direction of View	Portraying
7	145	South	Railroad Avenue (Easement to City from BNRR Co.). Main line railroad track at left side of picture. Concrete paved boarding walkway on easterly side of tracks. On right side of street, fence and buildings are on RR Co. property line.
8	145	West	Existing asphalt-paved walkway along south side of ferry landing, fenced off from ferry loading lanes. The portion westerly of Sta. 220 (at the beach high tide line) is a part of the main walkway route. The ferry landing walkway continues westerly from Sta. 220 as Auxiliary Walkway "L" for a further distance of 100 meters, and affords a "fishing pier" opportunity, which at present is in popular use by youngsters.
9	270	North	Shoreline without bulkhead at Anderson Marine Services (Tideland Private Ownership No. 1 on the map). NW corner of pile-supported wood frame office building is in right side of picture.

* Locations along main walkway route are designated by numbers expressing distance in meters from the service building at Brackett's Landing Beach. Auxiliary routes are designated alphabetically, with boxed numbers expressing distance in meters from the main walkway.

Convenient Conversion Factors: 1.0m = 39.37 in. = 3.28 ft.
Length of Main Walkway: 1490m = 1.49km = 4,888 ft. = 0.93 mile

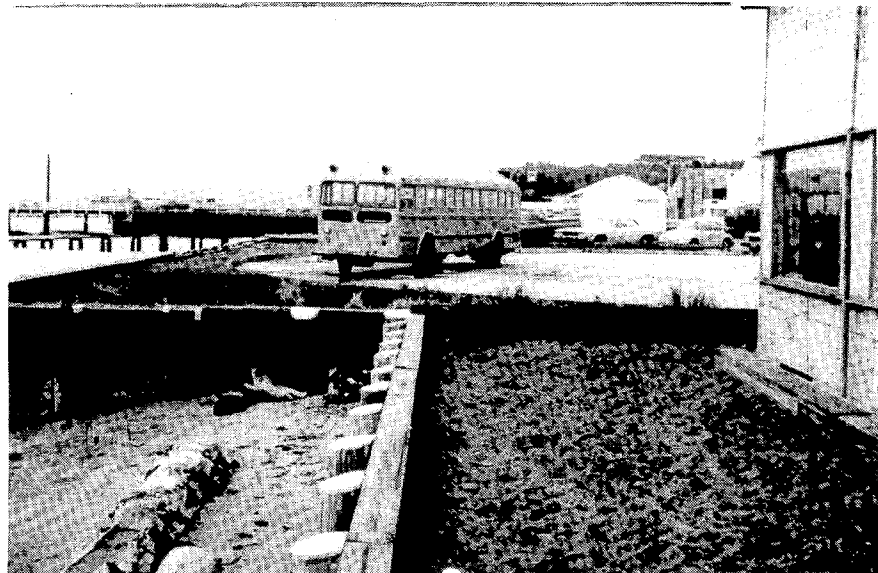
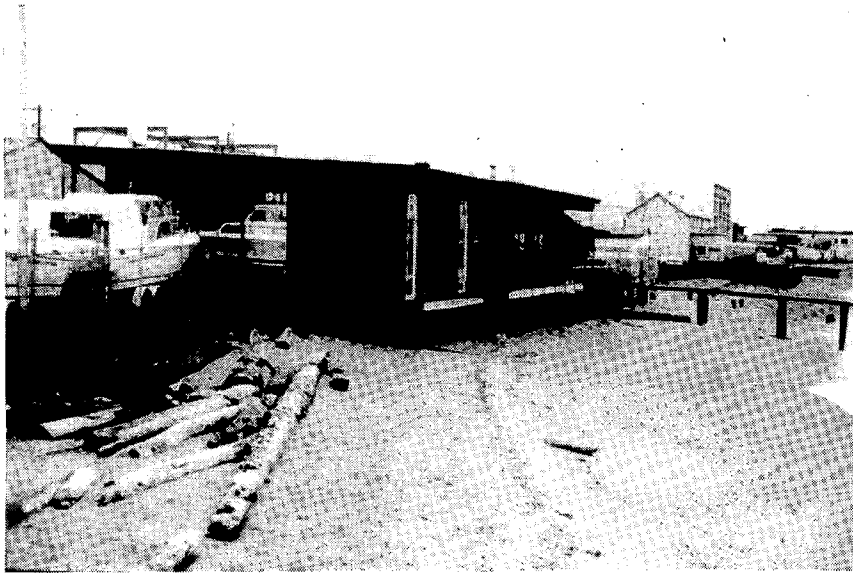


PHOTOGRAPH IDENTIFICATION

Picture No.	Camera Station*	Direction of View	Portraying
10	230	South	Shoreline without bulkhead, existing wood frame office building on piling, and light duty marine railway at Anderson Marine Services. Marine railway is utilized only for launching Anderson's boats.
11	370	North	Steel sheet piling bulkhead extending the full length of former Merry Tiller Manufacturing site (Tideland Private Ownership No. 2 on the map). In background, Anderson Marine Services Building and marine railway extend seaward of the Merry Tiller bulkhead. In foreground, timber bulkhead and fill of Edmonds Senior Center also extend seaward of the Merry Tiller Bulkhead.
12	420	North	Timber bulkhead and fill at Edmonds Senior Center from point adjacent to main building. In middle background bus is parked on the concrete slab and fill extension occupied for a number of years by a geodesic dome, relocated from Seattle Center at the close of the Seattle World Fair.

* Locations along main walkway route are designated by numbers expressing distance in meters from the service building at Brackett's Landing Beach. Auxiliary routes are designated alphabetically, with boxed numbers expressing distance in meters from the main walkway.

Convenient Conversion Factors: 1.0m = 39.37 in. = 3.28 ft.
Length of Main Walkway: 1490m = 1.49km = 4,888 ft. = 0.93 mile

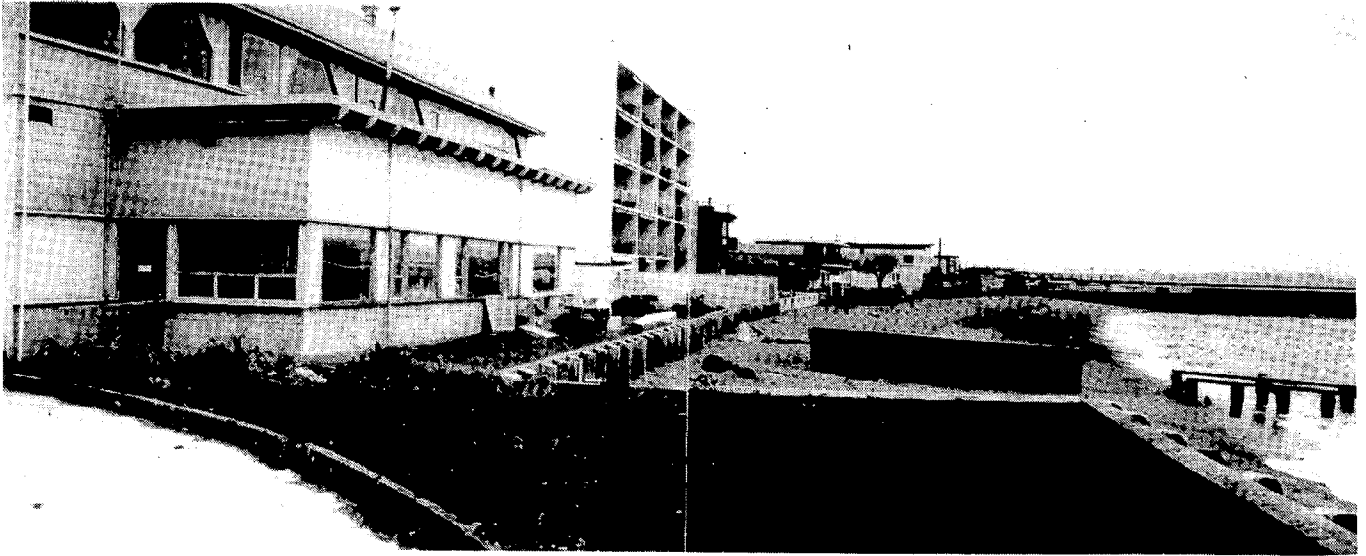


P H O T O G R A P H I D E N T I F I C A T I O N

Picture No.	Camera Station*	Direction of View	Portraying
13	390	South	View from former geodesic dome site southerly along shoreline and bulkheads at Edmonds Senior Center, Nelson Apartments and City Beach Park. Remnants of former marine railway appear in right mid-foreground.
14	450	South	Concrete bulkhead and rear sundeck at Nelson Apartments (Tideland Private Ownership No. 3 on the map). The south end of the apartment bulkhead abuts City Beach Park bulkhead and fill.
15	485	North	NW corner of City Beach Park bulkhead and fill, showing City's timber bulkhead and fill, Nelson Apartment concrete bulkhead and sun deck, and the City Senior Center timber bulkhead and building.

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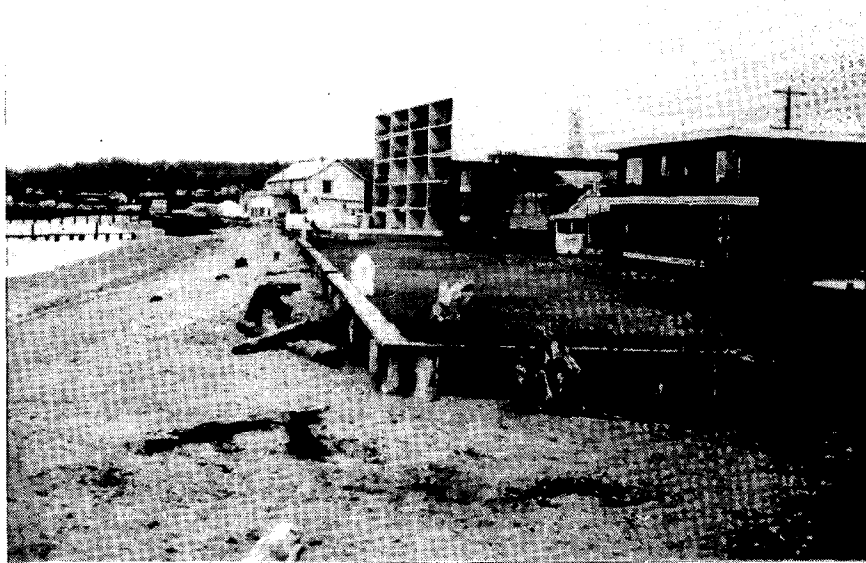
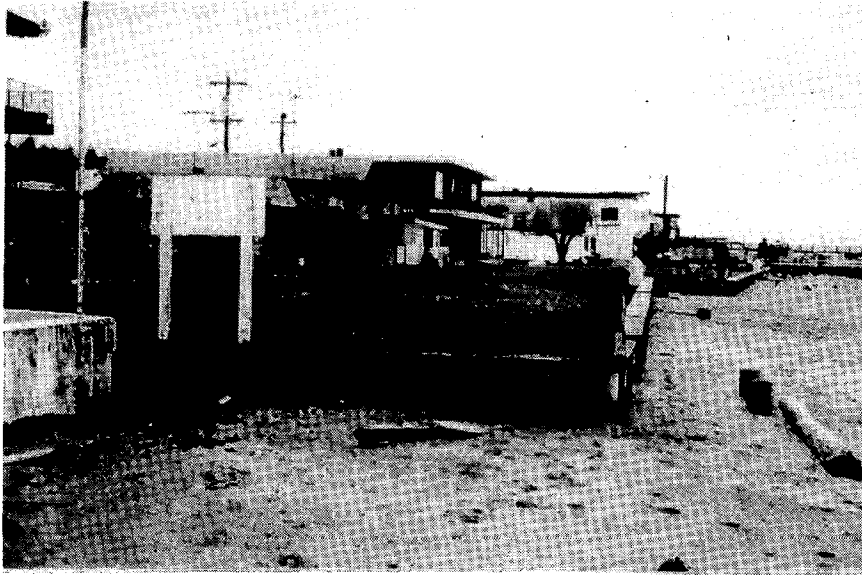


P H O T O G R A P H I D E N T I F I C A T I O N

Picture No.	Camera Station*	Direction of View	Portraying
16	530	South	City Beach Park, showing timber bulkhead in stepped alignment commencing at end of Nelson Apartment concrete bulkhead in left close foreground. City park includes grassed area extending easterly (left) to close proximity to existing buildings, and also beach area westerly (right) to Inner Harbor Line, well seaward of maximum low tide.
17	590	North	City Beach Park from westerly extension of Dayton Street, showing beach area, timber bulkhead and grassed park area. Nelson Apartments and Senior Center buildings appear in background.
18	605	North	South end of City Beach Park, indicating point of departure from the park for the proposed Edmonds waterfront walkway.

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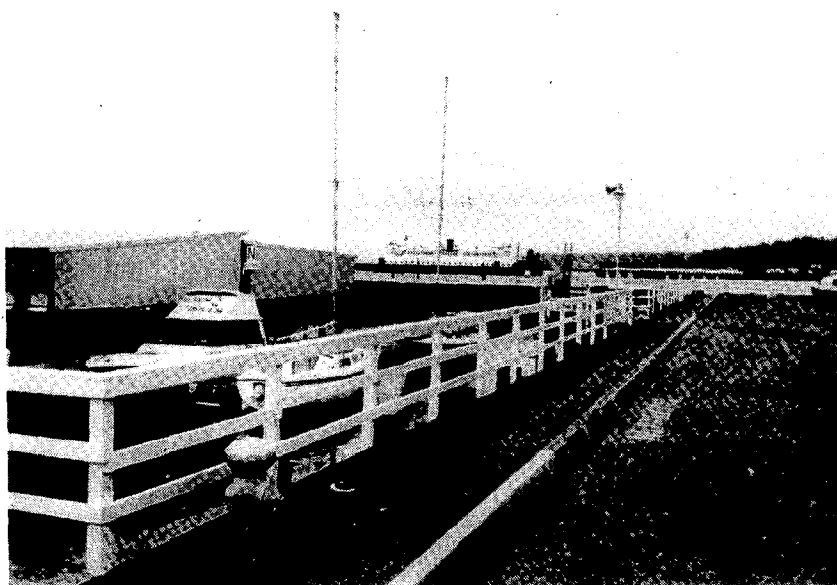
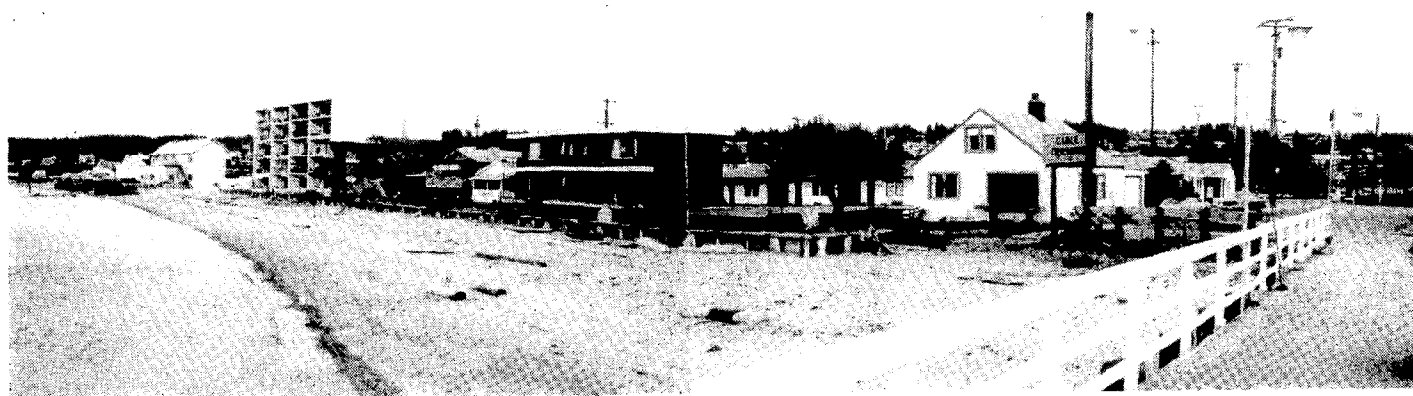


PHOTOGRAPH IDENTIFICATION

Picture No.	Camera Station*	Direction of View	Portraying
19	605	West	Showing route of proposed walkway, adjacent to guardrails, from exit from City park in vicinity of signboard appearing in right foreground, westerly to the northeast corner of the Port of Edmonds North basin (left background), which also is the point of entry to the Edmonds Fishing Pier access walkway. The Fishing Pier is scheduled for construction during the fall and winter of 1977.
20	645	NE	From vicinity of NE corner of the Port of Edmonds North Boat Basin, showing waterfront area and beach northerly of Dayton Street. Proposed waterfront walkway will approach alongside timber railing in right foreground.
21	695	North	Existing walkway (and route of proposed waterfront walkway) alongside harbor basin bulkhead, looking northerly to NE corner of basin (and entrance to Fishing Pier access walkway). Ferry and Ferry Landing in background.

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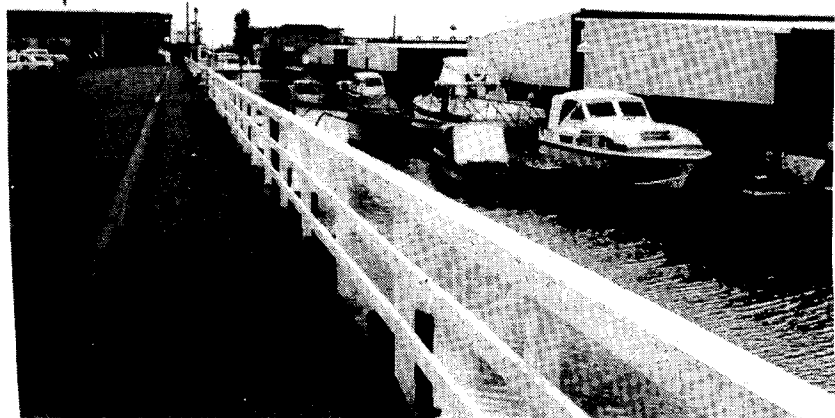
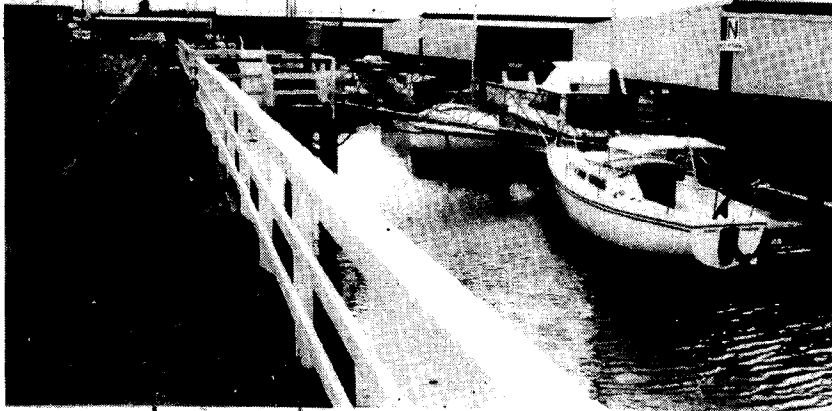


PHOTOGRAPH IDENTIFICATION

Picture No.	Camera Station*	Direction of View	Portraying
22	650	South	Existing walkway (and proposed route of waterfront walkway) with harbor view, from vicinity of NE corner of North Boat Basin.
23	755	NW	Existing walkway (and route of proposed waterfront walkway), and harbor view. Entrance to parking area at west side of former Pointer-Willamette Building (now Port-owned) is at right of landscaped island in right background.
24	755	South	Existing walkway (and route of proposed waterfront walkway) alongside north harbor basin bulkhead. The Port Office Building appears in left background.

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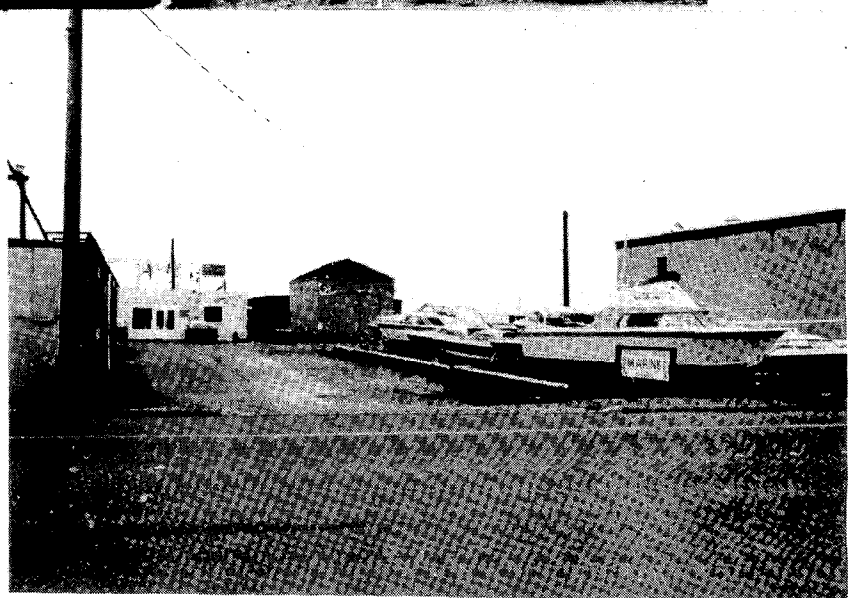


P H O T O G R A P H I D E N T I F I C A T I O N

Picture No.	Camera Station*	Direction of View	Portraying
25	920	South	The existing walkway alongside the North Harbor Basin bulkhead, terminating at the southeast corner of the basin. The west end of the Port office building appears in the left foreground. Public restroom facilities are available on the ground level of this building, with entries near the northwest corner of the building. Port offices are situated on the second floor, reached by an exterior stairway also located near the northwest corner. The recommended optimum waterfront walkway route in continuation from this point is southerly through the generally open area appearing between the utility pole at the end of the bulkhead railing and the high trees in the background. The east side of the Yacht Club Building may be seen extending into this space in the background.
26	930	West	The line of site is the recommended route (when improved) for Auxiliary Walkway "B", for access to an observation deck constructed several years ago atop the north harbor entrance timber breakwater for public enjoyment, but which at present is little used, possibly because its present access is by a circuitous, unmarked route around buildings and through operations areas which may tend to give visitors a sense of being intruders.
27	C-35	West	Facing across Admiral Way along the first leg of Auxiliary Route "C", departing from the main route at Sta. 955 and providing a convenient and immediately available alternate route until the recommended main route can be made available between Sta. 955 and 1065.

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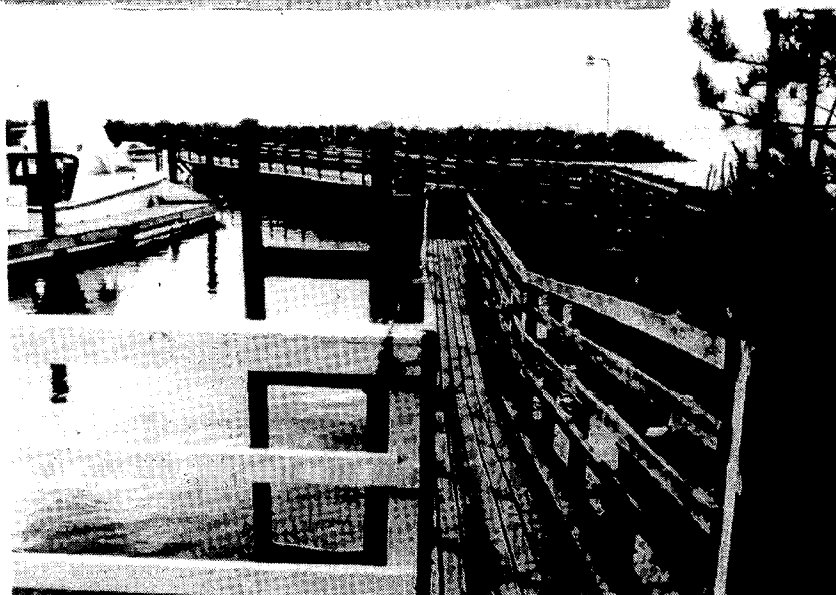
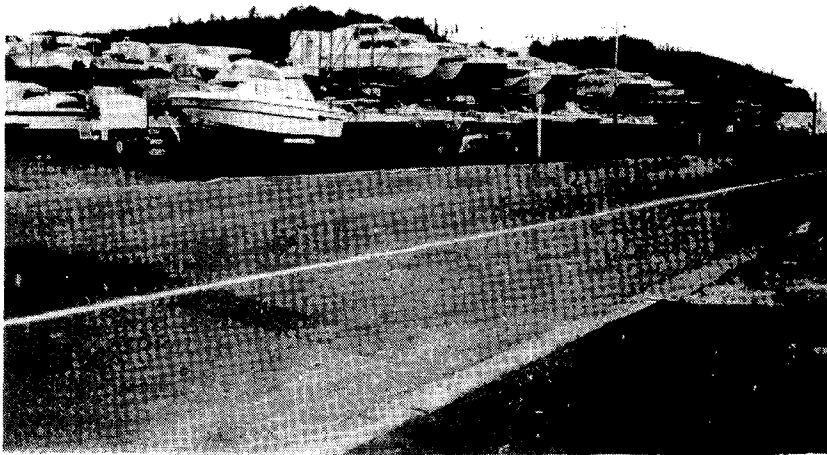


P H O T O G R A P H I D E N T I F I C A T I O N

Picture No.	Camera Station*	Direction of View	Portraying
28	C-35	SE	Auxiliary Route "C" enters this scene from the right foreground, turns right along the sidewalk on the west side of Admiral Way, and leaves the scene in the right background. Boats in dry storage by Boat Loft, Inc., appear in the background, on the east side of Admiral Way.
29	C-135	West	Auxiliary Route "C" follows the sidewalk around the Yacht Club parking lot and past the south end of the building to the south harbor basin bulkhead walkway (at Sta. 1110 on the proposed main walkway route). Public restrooms are available on the ground floor of the Yacht Club building, at its east end at approximately Sta. C-205.
30	1065	West	Auxiliary Route "F", from its point of departure from the main walkway route at the northeast corner of the south harbor basin. This walkway was constructed as a volunteer public project several years ago, to provide a view walkway and fishing pier on top of the timber breakwater at the entrance to the south harbor basin.

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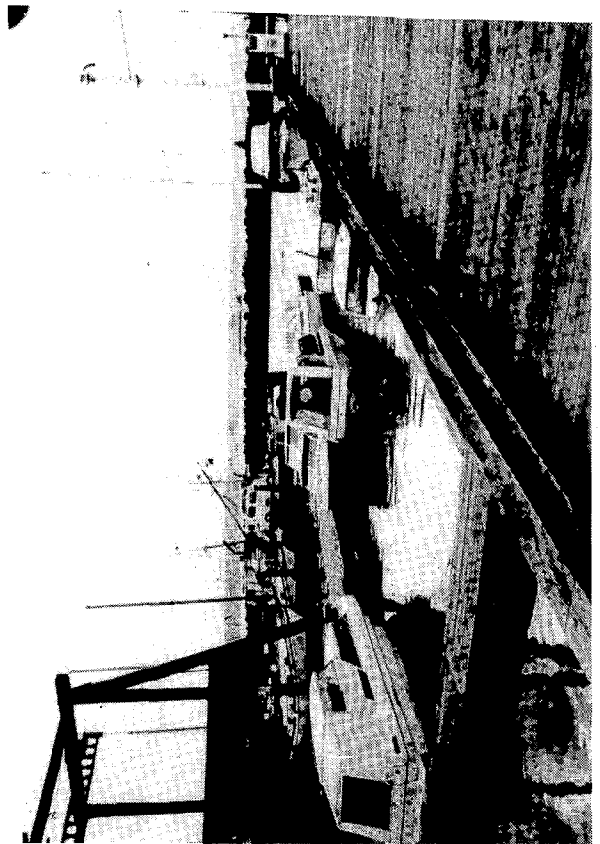
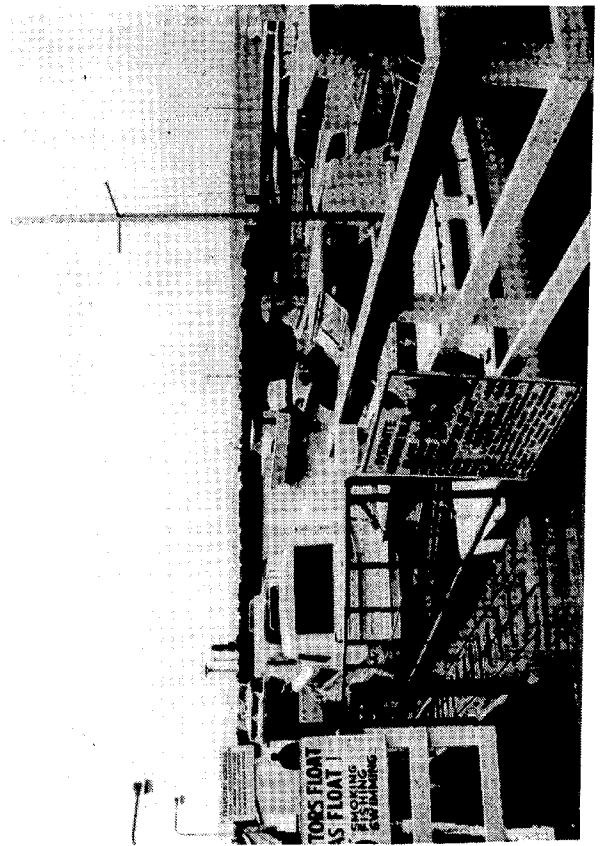
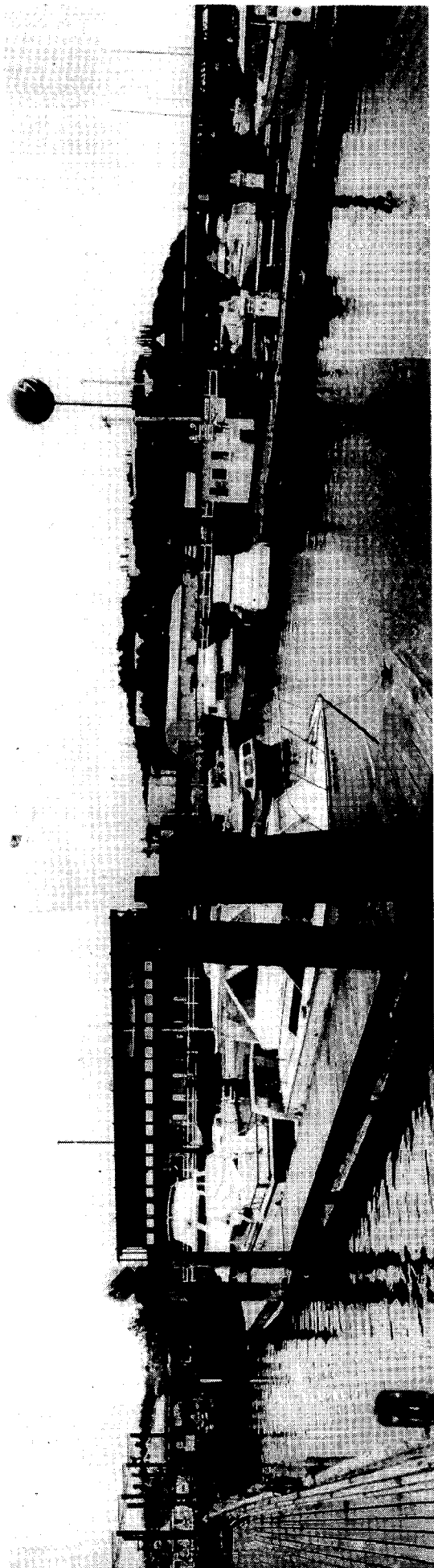


PHOTOGRAPH IDENTIFICATION

Picture No.	Camera Station*	Direction of View	Portraying
31	F-70	SE	Panoramic view from the outer end of the walkway on the timber break-water showing the south harbor transient moorage basin, fueling float, service pier, and Yacht Club building and covered moorage sheds in background.
32	1110	SW	Service pier, guest moorage and outboard end of transient launcher.
33	1110	NW	View across transient moorage basin from head of access ramp. Fueling float in left background.

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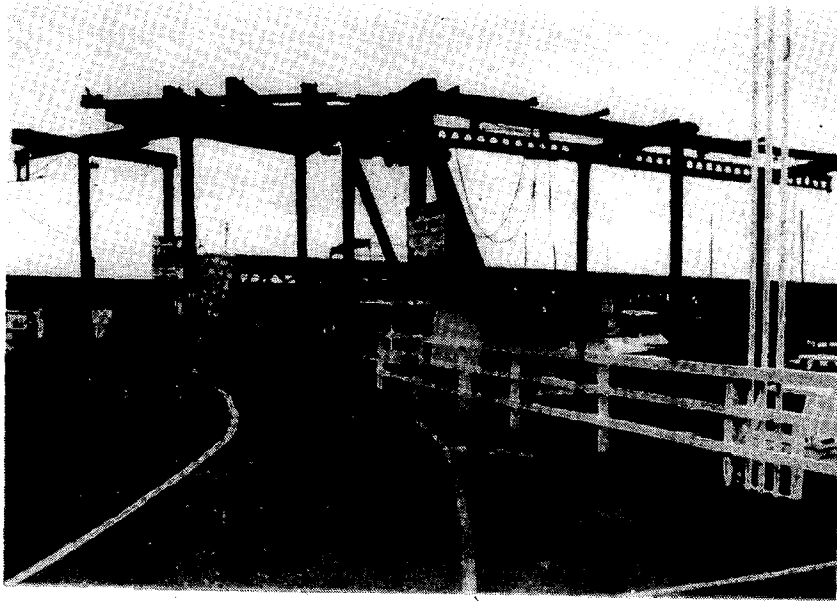


P H O T O G R A P H I D E N T I F I C A T I O N

Picture No.	Camera Station*	Direction of View	Portraying
34	1110	South	Overhead launcher for transient trailered boats viewed from approach side.
35	1160	North	Overhead launcher for transient boats, viewed from departure side. When launcher is not in use, area may be walked through. However, when in heavy use, public safety requires that pedestrians detour around this active launching area.
36	1160	North	Typical launching scene. Visitors frequently congregate in the vicinity to watch these operations.

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PHOTOGRAPH IDENTIFICATION

Picture No.	Camera Station*	Direction of View	Portraying
37	1200	NW	Route of walkway along south harbor basin bulkhead, showing transient boat launcher and Yacht Club building in back.
38	1160	West	MS "Stikine Princess", moored in Edmonds Harbor after season of Alaskan scenic cruise charter service.
39	1235	NE	View of boat repair, sales and storage activities at east side of Admiral Way. Office building of Anchor Boats, Inc., in midscene. Boat Loft, Inc., storage area and racks in left background.

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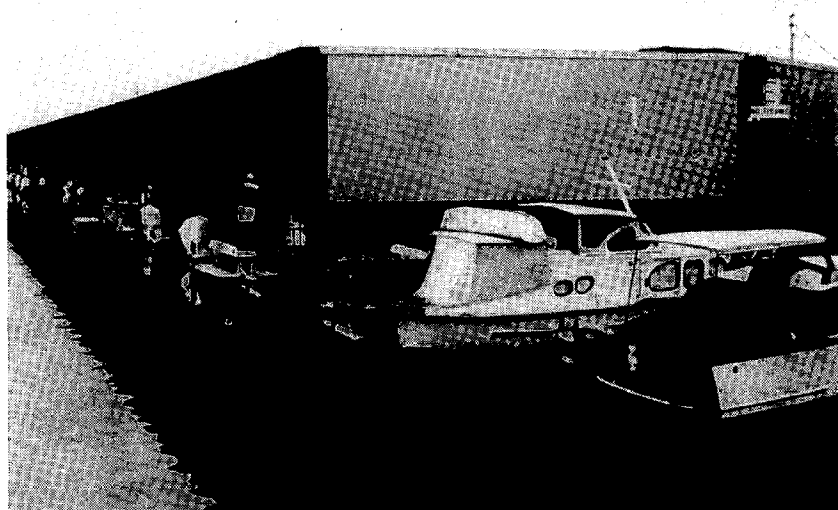
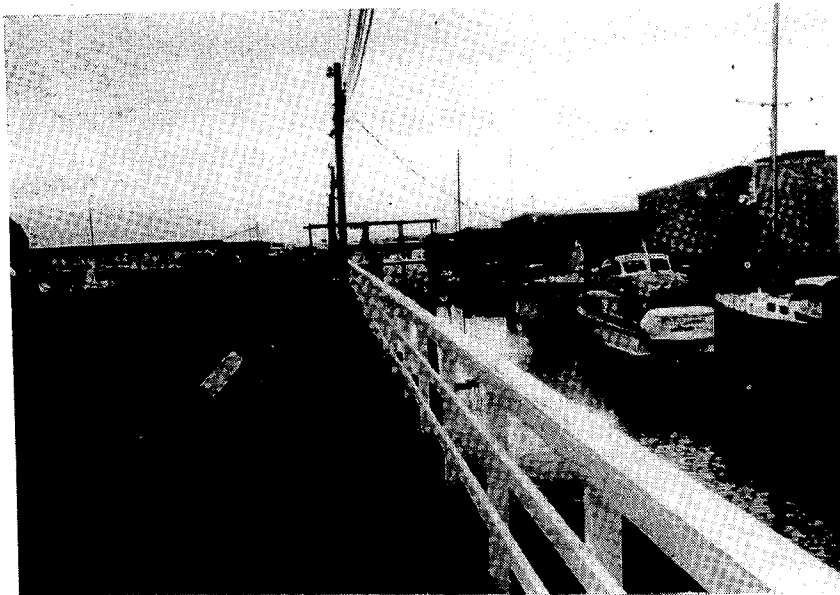


P H O T O G R A P H I D E N T I F I C A T I O N

Picture No.	Camera Station*	Direction of View	Portraying
40	1235	South	Main walkway route along south basin bulkhead. Port tenant dry storage buildings in left background; overhead launchers for dry storage tenants in central background.
41	1300	West	View from walkway of boats in open and covered moorage.
42	1340	South	Public restrooms at northwest corner of boat dry storage shed area. Overhead launcher in right background.

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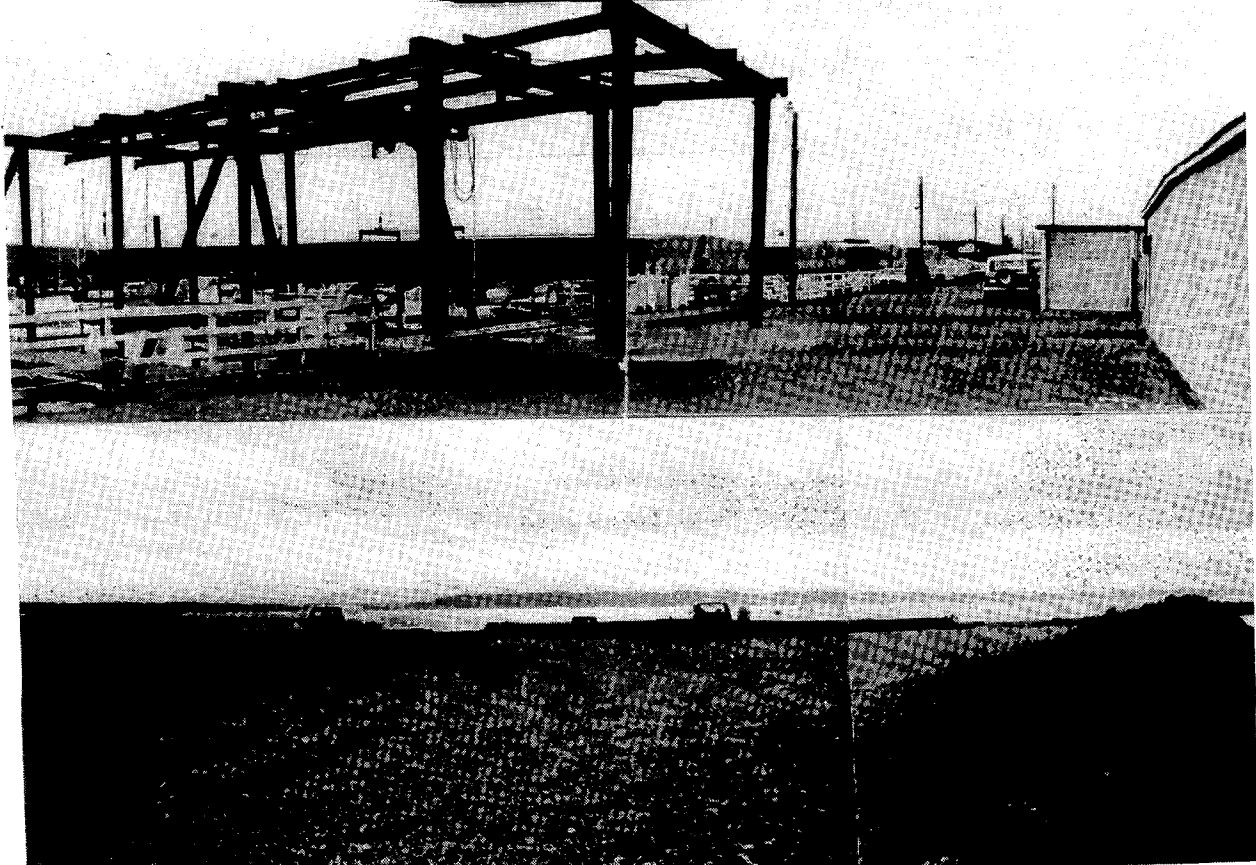
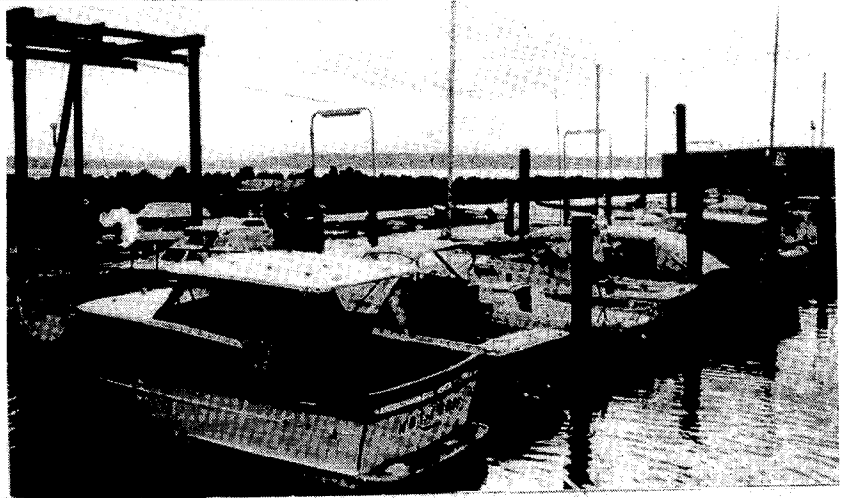


P H O T O G R A P H I D E N T I F I C A T I O N

Picture No.	Camera Station*	Direction of View	Portraying
43	1350	North	View northerly along walkway route, with Yacht Club building in left background, and the South Harbor Public restrooms in the right foreground.
44	1410	SW	View of boats in open moorage near south harbor south breakwater. End of launcher for dry storage tenant boats is at left.
45	1430	NW	View of double-unit overhead boat launcher provided at the southeast corner of the south basin, for self-operation by Port tenants of dry-storage units.
46	1450	SW	Access and automobile parking area at Union Oil Company Beach, under lease by the City of Edmonds as a very popular City beach. Outer end of Union Oil Company tanker berthing pier appears in left background. The south harbor south breakwater appears at extreme right hand.

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PROJECT MAP

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