

Port of Shelton



2006 Comprehensive Plan

Created:
August 15, 2001
Revised:
November 2006

PORT OF SHELTON
MASON COUNTY, WASHINGTON

RESOLUTION NO. 06-09

A Resolution of the Port Commission of the Port of Shelton, adopting an amendment to its Comprehensive Plan.

WHEREAS, the Port Commission approved its Comprehensive Plan on August 15th, 2001;

WHEREAS, the Port Commission of the Port of Shelton has declared its intention to amend its Comprehensive Plan, including the scheme of Harbor Improvements;


WHEREAS, notice of such hearing was given as required by law and such public hearing was held before the Port Commission at 2pm on the 7th day of November, 2006, at the Port Commission Chambers located at 21 W Sanderson Way, Shelton;

NOW, THEREFORE, the Port Commission of the Port of Shelton, Mason County, Washington, does hereby adopt the following amended Comprehensive Plan.

All prior Resolutions originally establishing and subsequently amending the Comprehensive Plan of the Port of Shelton shall remain in effect.

ADOPTED by the Port Commission of the Port of Shelton, Mason County, Washington at a meeting thereof in accordance with the laws of the State of Washington held this 7th day of November, 2006.

SIGNATURES:


Richard L. Byrd, Chairperson


Jack Miles, Commissioner


Marlene Taylor, Commissioner

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Copies of the following documents are available for review at the Port of Shelton. They are adopted by reference, including future updates.

- Port of Shelton, Forest Management Plan, 2000
- Signage Master Plan – Sanderson Field, 2003
- Stormwater Pollution Prevention Plan, 1996
- John's Prairie Industrial Park Stormwater Report, 2003
- Comprehensive Water System Plan Amendment, 2005
- Airport Master Plan Update, 1997
- Shelton Pocket Gopher Habitat Management Plan, 2003
- Mason County Industrial Needs Analysis, 2005
- US 101 Costal Corridor Plan, 1997
- Feasibility Study for Rail Transloading Facility, 2000
- Financial Feasibility Analysis for the Comprehensive Plan, May 2001
- Interim Compliance Agreement with the Department of Ecology for Water Use at the Port of Shelton Johns Prairie Industrial Park, January 2005

I. Introduction

This section introduces the Port of Shelton's Comprehensive Plan.

The Comprehensive Plan has many purposes:

- It serves to guide the Port;
- Developing it creates understanding within the Port;
- It communicates the Port business and community focus;
- It serves as the basis for the Port's business planning; and
- It provides predictability about the future of the Port to businesses and the community.

The Comprehensive Plan is comprised of the strategic plan, master plans for each Port property, a port-wide capital facility plan, and design standards for development on Port property.

II. Strategic Plan

This section is the Strategic Plan, and is comprised of statements of values, vision and mission. It also includes measurable goals and objectives. The Strategic Plan articulates the Port of Shelton's strategic business focus and the manner in which it conducts its business. These were prepared by the Port of Shelton Commission and Staff, with public input. These were most recently reviewed by the Commission in June 2006 with revisions made to the Goals and Objectives.

A. Values Statement

The Port of Shelton projects honesty, integrity, public trust, professionalism, fairness, cooperation, and equal treatment of our tenants, the public and all other agencies.

B. Vision Statement

The Port of Shelton will develop, enhance and protect the airport, industrial properties, waterfront and all other public assets entrusted and managed by the Port.

C. Mission Statement

The Port of Shelton, a municipal corporation governed by a three member elected Commission, is established to enhance the economic vitality and quality of life for the citizens of Shelton and Mason County by effectively managing and promoting the development of aviation, industrial, and waterfront properties.

1. Essential elements of mission
 - a. Economic Vitality – Jobs diversified in employment, welcoming atmosphere to business, improved tax base, infrastructure/building, grow leases, commerce, appearance, professionalism and a greater emphasis on marketing.
 - b. Quality of Life - Appropriate public use, working wage jobs, appearance/good, space for community groups and being user friendly (employers, employees and the public). Partnering with others to preserve, protect, restore and enhance the natural environment.
 - c. Citizens - Citizen Involvement; improving public waterfront access.
 - d. Effectively Managing – Comply with regulations, take advantage of opportunities and be ready to move quickly, analyze carefully, build and maintain a professional staff, the Commission to communicate to staff regarding criteria for management and fair market value. Facilitate creating jobs, tenant investments, compatibility with strategic plan.
 - e. Promoting Development - Evaluate needs of community, look to future/jobs, marketing plan, partnering, implement Comprehensive Plan, create a newsletter, increase tools such as:
 - International trade zone
 - Grants
 - Joint development
 - Public and private joint venture
 - User friendly leases

D. Goals & Objectives

1. GOAL # 1 – Continue to ensure revenue from operations covers operations & maintenance expenses:
 - increase leased areas to new & existing tenants
 - control operating expenses by increasing efficiencies
 - maintain fair market value/rates while providing flexible approaches
 - recognize through funding that long-term sustainability may require higher up-front investments but that these often realize operational savings over time

2. GOAL # 2 – Improve physical image of Port, including signage
 - utilize tenant and public's perception (feedback)
 - meet maintenance standards
 - reduce scotch broom and other noxious weeds in developed areas
 - utilize native plants in landscaping as much as possible

3. GOAL # 3 – Appropriately acquire, develop and maintain control of Port assets applicable to our mission
 - analyze demand for future buildings
 - complete development of Business Park North
 - investigate future use for fairgrounds site & buildings
 - preserve isolated historic tie-down areas as practicable
 - search and pursue opportunities to acquire assets
 - promote infrastructure and buildings
 - use strategic partnerships to develop and acquire assets, balance economic, social and environmental needs to develop and operate Port properties in a sustainable manner

4. GOAL # 4 – Effectively manage and develop waterfront assets
 - implement Comprehensive Plan related to waterfront
 - increase public access to the waterfront—both physically & visually
 - enhance public access
 - develop partnerships (public and private)
 - improve appearance of waterfront

5. GOAL # 5 – Ensure Port's needs are met in regards to Regional Water/Sewer Plan
 - work with the City, County and other involved agencies
 - development plan for on-site infrastructure
 - consider incorporating public use infrastructure
 - investigate Port sewer options

6. GOAL # 6 – Improvements and Johns Prairie Industrial Site
 - implement water conservation plan per the Interim Compliance Agreement to maximize efficient use of water
 - incorporate Johns Prairie into high-speed data transmission work
 - continue to improve stormwater drainage and roads
 - explore additional water supplies/regional water facilities
 - monitor potential rail market
 - support Capital Hill Road relocation efforts
7. GOAL # 7 – Continue to update and implement the Comprehensive Plan
 - determine and monitor mile stones in development progress
 - utilize cost/benefit analysis & lowest life-cycle costs in making capital investment decisions
 - incorporate current best management practices and consider emerging technologies (i.e., pervious pavement, “green” building design) to reduce or mitigate environmental impacts of development.
8. GOAL # 8 – Mapping record system
 - continue to develop record keeping system
 - ensure that all new improvements are recorded in compatible format and that Port preserves ownership
 - keep records up to date
9. GOAL # 9 – Develop Market Strategy
 - solicit bids for proposals
 - evaluate consultants with proven track record to be considered
 - develop performance-based measures for Economic Development Council (EDC)
 - incorporate updated web-site into marketing effort
 - incorporate findings of 2006 Mason County Industrial Land Needs Analysis
 - continue working with Economic Development Council of Mason County on marketing efforts.
10. GOAL #10 – Manage access consistent with the Port’s mission and the needs of existing & future tenants
 - event access should not impact Sanderson Field’s primary use as an active general aviation airport
 - augment business park development with pathways for tenants and employees
 - develop interpretive information on history of Sanderson Field & Cole property clean-up

III. Shelton Marina Master Plan

In preparation of the Comprehensive Plan, and Marina Master Plan, the Port evaluated land use and marina alignment alternatives for the Shelton Marina. The project objectives are to:

- Increase moorage availability
- Attain fair market value
- Increase public boating and shoreline access opportunities
- Develop a facility that enhances Shelton as a recreational destination
- Contribute to the livability and gateway image of our community.

The existing marina facility (see **Exhibit A1**) is approaching the end of its useful life. The marina consists of approximately 108 slips: 67 boathouses, 33 open moorage and 370 feet of side ties. The docks are held in place by approximately 200 creosote pilings and the docks are a combination of concrete and wood and wood only docks. The northern pier is dilapidated and is located on Simpson tideland property and is owned and used by Simpson. The shore side property consists of 1 acre with approximately 19 parking stalls, although on occasions the marina tenants squeeze in more vehicles. The only building on the property is a 5,000 sq. ft. multi-purpose building owned and operated by the Shelton Yacht Club, who lease land equal to the building footprint. They have non-exclusive use of the existing parking area which is inadequate and substandard.

A. Planning assumptions

The Port evaluated 7 conceptual master plan alternatives for the marina. The most significant assumption was that the Port would augment its uplands with the acquisition of adjoining property to provide additional parking. The reason this assumption is important is because the number of slips is limited by the number of parking stalls available to support the slips: Additional parking for users of a new pier, guest dock, viewing platform and the boat launch is essential to meet our project objectives. All other assumptions are listed below:

1. Land use assumptions
 - a. The Port would continue to have use of those underlying tidelands that it does not own fee simple. For example, the DNR owned harbor areas managed by the Port under a Port Management Agreement, platted streets, and some Simpson tidelands. The Port should continue work to formalize this arrangement.

- b. That the Port will be successful in acquiring adjacent property for upland support, and that this property would be sold to the Port cleared of all existing structures. *(In 2006, Port of Shelton signed an agreement to purchase 1.2 acres of adjacent uplands and 1.0 acres of tidelands. This property was formerly used for fuel storage with petroleum contamination on the site. The sale will close upon completion of cleanup subject to approval of the Department of Ecology. All structures are being removed prior to closure as well.)*
- c. That the Port will work with the City to enhance and further develop the existing primitive boat launch located on the Pine Street ROW.
- d. That the Port will coordinate with the City, County, Simpson Timber Company and others to ensure that development is compatible and promotes a “gateway” feel for those entering and exiting Shelton.
- e. That the Port will provide educational opportunities and may provide other improvements for marina users and the public at large to highlight and support the role of Shelton’s working waterfront.

2. Marine assumptions

- a. That the 0 MLLW line and –10 MLLW line are in the approximate location as provided to this project from other sources. The depth of the water at the marina should be accurately surveyed before any detailed designs are prepared.
- b. That dredging would not be necessary to accommodate any of the development scenarios, but may be needed to facilitate long-term operation.
- c. Potential impacts to threatened & endangered species (Bull Trout, Puget Sound Chinook and the Bald Eagle) would be evaluated and design alterations and/or mitigation could result but marina expansion would not be totally precluded.

3. Design assumptions

- a. Platted Pine Street could be used as the fairway for the southernmost docks.
- b. There is an opportunity to substantially change the footprint of the marina when the existing facility reaches the end of its useful life.
- c. There is an opportunity to improve the efficiency of the marina by making rows of slip lengths uniform and maximizing the fairway width. (For example, a 50’ boat requires a fairway width of 75’, and a 40’ boat requires a fairway width of 60’. The existing lay-out has mixed slip lengths together, whereas the 40’ slip could be changed to a 50’ slip thereby increasing linear feet and potential revenue.)

- d. The size of the marina is determined by the standard the Port chooses for upland parking facilities. For example, a rule of thumb for weekday parking is 1 stall per 4 slips. For weekend, it is 1 stall per 2 slips. The Port could propose to provide for the peak—1:2, or it could chose to provide 1:4, and encourage off-site parking, or overflow parking, or the Port could propose a standard in-between. The Port's choice would require City approval.
 - e. That the upland parcel should be maximized for parking, and that the existing parking lot will have to meet City standards.
 - f. Accessible public restroom facilities would be a component of the new development. Connection to the City sewer line is high priority.
 - g. A breakwater will be required to protect the facility and may also provide public access and transient moorage.
 - h. This waterfront design is not intended to facilitate high impact industrial uses such as log, aggregate or commercial seafood handling.
4. Cost of construction and operations & maintenance assumptions
- a. An effort should be made to reduce the number of gangways to reduce up-front construction costs and long term operations & maintenance costs. Fewer entrances can also enhance security.
 - b. The Port will continue to support private boathouses provided they comply with Port boathouse standards and are authorized by the appropriate permitting agencies.
 - c. The Port reserves the right to determine if live-aboards will be a continued marina use and if so, under what conditions.
 - d. The pier leading out to the marina is oversized for the marina needs and could be converted to pedestrian use only, thereby reducing the structural re-construction requirements, long-term operations & maintenance costs and environmental impacts of allowing over-water vehicle access.
 - e. Original cost estimates developed in 2001 need a 3% annual inflation factor added when updating.
5. Regulatory assumptions:
- a. That marinas will continue to be a permitted use under City zoning and City shoreline regulations.
 - b. Dredging would be difficult to permit and costly to implement, especially if sediments are contaminated with copper, tributyltin, or lead.
 - c. The existing parking lot will need to meet City standards when improved.
 - d. The amount of over-water shading will be a regulatory issue, especially at the federal permit level.
 - e. Boat houses and covered moorage are currently allowed at the local level.
 - f. Future boat houses or covered moorage must be located water-ward of the -10 MLLW line.
 - g. The use of platted Pine Street for access shall be approved for boat access to the moorage facility by the City of Shelton.

B. Marina Preferred Development Alternative

After examining 7 marina alignment alternatives, the Port chose Alternative 7 for further study. Since Alternative 7 was chosen by the Port Commission, this is the only one included in the Comprehensive Plan. Alternative 7 is illustrated on **EXHIBIT A2**. However, the Port desires to increase public access and the breakwater with transient and commercial moorage may need to be repositioned to retain security for the private moorage patrons. There may also need to be other modifications in order to obtain funding, permit approval or to accommodate site constraints identified during more detailed plan development.

Alternative 7 was chosen for further consideration for the following reasons:

1. It met the Port's objectives for this project.
2. It retained the existing boathouses that represent a significant private investment and also potential market niche on Puget Sound.
3. It was similar to alternative 6 but is designed with the option of phasing boathouses out if warranted by the market or regulatory agencies.
4. It preserved the private investments in the existing boathouses.
5. It offered opportunities to enhance the marine environment with the replacement of treated wood products with other products like concrete and steel, and it shifted the facility further out of the inter-tidal zone.
6. It offered side ties for commercial vessels.
7. It provided a mix of slip sizes with the majority 40' and above.
8. It provided for public access, restrooms, and much needed parking.

Other features of Alternative 7 are that it increases parking from 19 to approximately 68, and slips from 108 to 139. It allows the Port to retain all existing boathouses, by moving and securing them to a new pier and dock system when the marina is upgraded.

Another dimension of this alternative is the flexibility for the Port to require upgrades, phase out, or relocate boathouses over time, depending on market demand and other factors, or to replace these boathouses with covered moorage. The way this works is the facility is designed to accommodate boathouses initially, but with the ability to convert to covered moorage by removing the boathouse and installing finger floats and an overhead roof. The primary design consideration is the placement of piles that would initially anchor the boathouse, yet placed so that when the boathouse was removed the pile would serve as the end pile for a finger float. However, while shared covered moorage is an option, it should not be pursued unless there are technological improvements that adequately address issues related to security, fire control and snow loads.

This alternative includes a pedestrian pathway along the shoreline which will link the City's downtown pedestrian corridor to the marina. This alternative modifies the driveway to a safer alignment, and upgrades site landscaping, utilities and lighting. It reconstructs the existing creosote pile retaining wall (along the bulk fuel facility) with a rock wall. The offshore renovation includes a new multipurpose breakwater, wastewater pump-out, steel or concrete piles, 4' by 75' gangway, domestic water, dry fire lines, fire alarm system, power, telephone, personal dock boxes, mooring buoys, etc. Interpretive signs will be incorporated.

A detailed cost estimate for Alternative 7 is included in Exhibit D2.

C. Design Guidelines

The Port of Shelton Marina represents a gateway to travelers both on SR 3 and Oakland Bay. As such, it is part of traveler's first, or last, impressions of Shelton. The City of Shelton, through its Comprehensive Plan, has identified this area as one of three distinct gateways into the City. It is important that as the Port develops design guidelines and standards, these be coordinated with both the City and County to promote a compatible approach and appearance for this gateway area. However, it should be noted that endangered species listing may require considerable negotiation on details related to the Port's future plans for the marina and it is important to be able to retain maximum flexibility. Boathouse design standards are detailed in the Comprehensive Plan Technical Appendix.

D. Eagle Point

The Port owns approximately 10 acres of waterfront property, including tidelands, at Eagle Point on Hammersley Inlet (see **EXHIBIT A3**). The property is bordered on the west by the City of Shelton wastewater treatment plant, on the east by residences and on the south by Walker Park Road.

The Port Commission has expressed an interest in identifying the highest & best use for this property. Environmental & physical constraints (i.e., creeks with associated wetlands, steep slopes) would make developing access to this property problematic & expensive at best. Further, the road leading from Shelton to the site is not capable of supporting frequent truck traffic or significant traffic increases at this time. Additionally, being adjacent to a sewage treatment plant is not a selling point for many of the high revenue activities that would be needed to offset the infrastructure costs to develop this property. Potential water side uses such as log booming, may not be compatible with nearby residential development and could have environmental impacts.

As time goes by, the highest and best use of this property may be retention as an increasingly rare piece of undeveloped waterfront in its natural state--with or without upland development. The estuary is undisturbed and provides high quality fish habitat. The Port may wish to consider alternatives that include keeping this estuary in its natural state in perpetuity to provide potential off-site mitigation to offset impacts associated with future planned marina expansion or trading/selling the property to obtain tidelands or properties adjacent to the marina. Possible uses that would be compatible with retention in its natural state include leasing the area to educational facilities to provide wetland & estuary research opportunities or utilizing the property either alone or with adjacent City owned property as a park. Other communities successfully integrate sewage treatment plants into public parks. The wetland area could provide educational opportunities as well as off-site mitigation for other projects.

IV. Sanderson Field Master Plan

The objectives of the Sanderson Field Master Plan are:

1. To promote and support development and uses that are consistent with the Sanderson Field Airport and long term expansion plans.
2. To consolidate a number of management plans into one document. For example, this plan brings stormwater management concepts and capital improvements, pocket gopher study areas, foreign trade zone, airport overlay zones, aquifer protection area, timber management & airport pavement management and 2005 Mason County Industrial Needs Analysis findings into one management document.
3. To develop a short and mid-term capital facility plan for Sanderson Field improvements consistent with the master plan.
4. To keep the master plan flexible. For example, the proposed land use district boundaries are adjustable in the event the Port needs to expand or reduce a district to accommodate a tenant. Since the Port's property isn't sub-divided into discrete lots, the Port is able to tailor the size and shape of a parcel to a particular tenant.
5. To encourage water conservation through implementation of the water conservation plan.
6. To create unique identities for Sanderson Field. By dividing the Port's ownership into districts, the Port is better able to create and develop a character for each district, and then market these features.
7. To support the increased development of the airport and the community by providing space for a fire station, training center and emergency operations center.
8. The development of Port property should be in phases to realize cost savings & efficiencies by concentrating supportive infrastructure. This requires that the Port prioritize marketing efforts to be compatible with the phase currently under development.

The Sanderson Field property is approximately 1000 acres, including pocket gopher mitigation and runway expansion areas. **EXHIBIT B1** illustrates the Port's ownership associated with Sanderson Field. The US Navy created Sanderson Field for use in WWII, and it belonged to the federal government. The federal government deeded the facility over to the Port in 1957, and over the years, the Port has developed portions of the property for industrial and aviation use.

There is an existing Airport Master Plan, Airport Layout Plan (Airport Layout Plan) which was developed in 1997. The ALP designates 5 land use zones, as shown on **EXHIBIT B2**:

- Industrial park development
- Business/commercial development
- Aviation landside development
- Airside development and operation area
- Aviation (landside and/or non-aviation (Industrial park) reserve.

The 2005 Mason County Industrial Needs Analysis identifies a great need for 20 – 40 acre sized parcels—both leased and purchased. Sanderson Field could support about 8 parcels of this size. It has an advantage over other private sites in that the Port's water system is capable of providing fire-flow. In an effort to make more sites "shovel ready" the Port should focus on providing full utilities to each site, with surveying, grading and pre-permitting already completed (to the extent feasible.)

The Sanderson Field Master Plan identifies 4 land use districts with a discussion of appropriate land uses for each district. The base map for Sanderson Field Master Plan was obtained from Parametrix, Inc, who created the base map for the Port of Shelton Stormwater Pollution Prevention Plan, July 1996.

A. Land Use Districts

The Port's Sanderson Field property is divided into 4 land use districts for management purposes (see **EXHIBIT B3**). These districts are intended for Port management only and should remain flexible. This distinction should not become a restriction on the Port property. For example, future zoning for this property should treat the Port's ownership as one zone, with as many permitted uses as warranted. This will allow the Port greatest flexibility to respond to tenants with varying lot size requirements as well as other infrastructure needs. Intended uses for each district are identified as follows:

1. Aviation Oriented District

Intended uses:

- Airport
- Aviation dependant
- Aviation support
- Assembly/Manufacturing
- Distribution
- Offices

The uses within this district are further distinguished by those with a high need to be located on a taxiway, and those that are aviation oriented or supportive but not taxiway dependent. Examples of taxiway dependent uses are terminals, fixed base operators, hangers and plane or helicopter repair or assembly. The next level of use includes corporate offices that have a plane or helicopter (corporate offices with a plane or helicopter hanger are not truly dependent—the offices could locate further away), aviation parts manufacturers or retrofitters, or other aviation oriented businesses that do not require taxiway access to their site. As this district develops, support services such as an airport café, aviation museum, or taxi/shuttle service may be warranted.

Abandonment of the current fairgrounds may present opportunities to partner with adjacent private landowners to facilitate future development, with new taxiways that cross between the Port & private property an alternative worth exploring, provided adequate airport security can be maintained. Shelton's zoning designation of "Commercial Industrial" for the fairground area and "Commercial/Residential – Goose Lake" are supportive of mixed use development. It would be useful to conduct a market analysis of the most appropriate aviation oriented businesses to target for the fairgrounds area and to tailor marketing based upon the results of this analysis. Another area that needs study is improving access to the fairgrounds. Current access off SR 101 is not adequate to support significant traffic increases on a daily basis.

2. Frontage District

Intended uses:

- Retail Sales
- Retail Services
- Corporate Headquarters
- Research & Development Facilities
- Government Services

The Frontage District fronts on US 101, SR 102 and Shelton Springs Road. This frontage provides for higher visibility and quicker access than other interior properties at Sanderson Field. As such, uses that would receive the highest benefit from this frontage are allowed and encouraged. The focus in this district is providing services to airport and roadway users, tenants and the public at large. Services may involve some products, for example, restaurants sell food. The difference between retail sales and retail services is that retail services may involve some products—but as part of the overall service—and these are usually consumed on the premises. Establishments that cannot be easily accommodated in existing urban areas due to size or other special requirements are preferred over establishments that are better located in the urban core and pedestrian focused environments. Examples of appropriate retail sales and services include furniture or lighting stores, nurseries, motorcycle dealerships, health clubs, eating and drinking establishments, hotels and motels, cinemas, and other amusement and recreation services, provided these do not negatively impact other Port uses.

Other uses that are allowed and encouraged are uses that would benefit from the frontage location such as corporate headquarters, government services that require public access and non-industrial research & development facilities.

3. Commercial Mixed Use District

Intended uses:

- Limited Retail Sales
- Limited Retail Services
- Assembly/Manufacturing
- Distribution
- Warehousing
- Production
- Offices

This district serves as a transition district between the frontage and interior of Port properties. Allowed uses include all uses in the adjacent frontage district as well as light industrial uses. However, to reduce potential traffic conflicts, retail sales and services should only be allowed if subsidiary to the primary use for the property. Examples include a sales office for a product produced or assembled on-site or service center associated with a product assembled on-site. Floor space for the retail facility should be no more than 20% of the associated primary use. Exceptions may be granted through formal action of the Port Commission, should special conditions exist.

4. Light Industrial Mixed Use District

Intended uses:

- Assembly/Manufacturing
- Production
- Distribution
- Warehousing
- Office

These types are self-explanatory. Many existing port tenants fall within this category.

B. Design Guidelines

This section is a general statement of intent for each of the land use districts at Sanderson Field. The Port requires site & building plans (i.e., grading, drainage, septic, electric) to be prepared by an appropriately licensed professional. As applicable, the potential for future business expansion should be kept in mind when preparing the initial site lay-out. Specific design guidelines for each district are included in the Comprehensive Plan Technical Appendix.

1. Aviation Oriented District

Land with direct access to the taxiways and runway is limited, and therefore uses that locate in this district must be aviation oriented. Sites within this district will be unique in that they have two front doors—one oriented toward automobiles and one oriented toward planes or helicopters. Building and site design must cater to these two competing focal points. Ensuring that adequate airfield security is maintained will be an important component of the design and review process for developments in this district.

As in the Light Industrial Mixed Use district, architecture is more functional in nature, with metal buildings likely the dominant building material. The Port should encourage colors that match adjacent buildings or are earth tones, and office entrances should be clearly marked to break up building mass. Landscaping is an important aesthetic component, given the industrial nature of the site design and building style. However, landscaping should not interfere with operations on adjacent taxi lanes.

2. Frontage District

The Port of Shelton ownership along scenic US 101 represents the City of Shelton's gateway to travelers. These foremost Port of Shelton properties will be part of many travelers first, or last, impressions of Shelton. Other properties in the Frontage District also have high visibility from adjacent SR 102 or Shelton Springs Road. This district therefore deserves special attention to aesthetic detail as it develops.

The City of Shelton, through its Comprehensive Plan, has expressed a desire to formally identify gateways leading into Shelton. The City's primary goal is for the gateway area to maintain the feeling of Shelton as a small town, and this is achieved by retaining a rural character. However, the only criteria articulated by the City to achieve this goal to retain Shelton's rural character through retaining the existing trees. The Port of Shelton is blessed with existing large & healthy conifers along the Port's side of Highway 101. These trees are currently the most prominent visual element that defines what this gateway to Shelton could be. The design and character of development in this district should reflect its function as a "gateway" between rural Mason County & the City of Shelton.

In addition, the Washington State Department of Transportation has developed design criteria for the Coastal Corridor (US 101) that also supports special treatment along Highway 101 to achieve a balanced and harmonious aesthetic.

One of the benefits of being a large landowner is the ability to develop sites while preserving existing trees in the landscape. An effort should be made to retain trees based on the ultimate width of Highway 101, and whether the trees are healthy and can be maintained over time. In addition to retaining existing trees, the recommended street trees for the Port's Highway 101 frontage are native coniferous and deciduous trees, clustered in natural-looking groupings. This approach contrasts with the typical selection of an urban style deciduous tree, spaced at regular and equal intervals (the "soldier" effect).

Site design should be varied, creating the sense of a village as opposed to a strip mall. Parking lots should be intensely landscaped, utilizing native plants to the greatest extent feasible.

3. Commercial Mixed Use District

Businesses that do not require as much roadway visibility will locate in this district. This land use district is located behind the more retail oriented district and may include some retail as well as commercial or light industrial. The development standard for this district therefore varies from the Frontage District, but retains some important elements. Less emphasis is placed on building architecture and parking lot landscaping.

Architecture in this district should be less pedestrian oriented since fewer customers are anticipated because of the type of land use emphasis. Site design should be varied, sharing parking lots where feasible. Parking lot landscaping is less intense than along the highways, but landscaping utilizing native plants to the greatest extent feasible, is still important to break up pavement and create shade.

4. Light Industrial Mixed Use District

This land use district is intended for the truly light industrial land uses that do not require visibility from a major roadway, and instead they require larger sites with room for expansion. Offices are also appropriate land uses within this district. Architecture is more functional in nature, with metal buildings likely the dominant building material. The Port should encourage earth tone colors, and office entrances should be clearly marked to break up building mass. Landscaping is an important aesthetic component, given the industrial nature of the site design and building style.

C. Land Use Overlays

In addition to the land use districts, there are 4 important special management areas on Port property. These are shown as land use overlays on **EXHIBITS B4 – B6**. These are in addition to the underlying land use district and zoning.

1. Aquifer Protection Overlay (**EXHIBIT B4**)

A majority of Sanderson Field properties are located over a Class I aquifer. Class I aquifers have an extremely high susceptibility to contamination due to the unconsolidated sands and gravels that allow greater mobility than other soil compositions. For example, potential contaminants entering an underground source of drinking water can be expected to travel one mile in six months or less. Requiring pavement for all operational surfaces used on a regular basis by fueled vehicles and providing infiltration ponds for tenant's treated flows can help reduce the potential for aquifer contamination.

The aquifer protection overlay is intended to ensure appropriate uses and activities that would not jeopardize the aquifer. Some uses are prohibited outright, and are outlined in Mason County's Resource Ordinance 17.01.080. Others, such as boat repair shops, gasoline service stations and sawmills that produce over 10,000 board feet per day, are allowed but must secure an Environmental Permit. This tier of uses is conditional upon preparation and implementation of best management practices, to ensure that no chemical or other contaminant from the operation may enter the ground. It is important that the Port be aware of best management practices presented to the County and any conditions of permit approval. Development over these areas will be required to comply with the requirements of the Resource Ordinance. The intent of this overlay is to protect the soil and water from contamination.

2. Shelton Pocket Gopher Study Area Overlay (**EXHIBIT B5**)

The Shelton Pocket gopher is designated by the State as a Threatened Species. Areas that contain habitat for species of local importance are regulated by the County as critical areas requiring proper land management to protect their value and functions (Section 17.01.110 of Mason County Resource Ordinance).

The gopher's preferred habitat is dry, well drained, grass covered, gravelly soil suitable for burrowing. Portions of Sanderson Field are home to the Shelton Pocket Gopher because it meets these characteristics, particularly around the runway. In 2003, the Port retained GeoEngineers, Inc. to conduct a site-wide investigation of the Pocket Gopher population at Sanderson Field and to develop a comprehensive Habitat Management Plan. The plan was approved by Mason County in Oct 2003.

The 2003 Shelton Pocket Gopher Habitat Management Plan provides an approach for maintaining a viable population of pocket gophers. Areas where the gopher is present are considered Fish and Wildlife Habitat Conservation Areas (FWHCA). The intent of these areas is to protect the gopher. A Mason County Environmental Permit is required in Fish & Wildlife Habitat Conservation Areas and their buffers. New development is not permitted within these areas, according to section G.1.c. of the Resource Ordinance, except as approved through a variance or reasonable use as provided for in Section K of the Resource Ordinance.

The Streaked Horned Lark is a State Endangered Species. Per discussion with the Department of Fish & Wildlife, this species shows preference for abandoned runways as prairie habitat. Development near the abandoned runway will need to be evaluated on a case by case basis to determine potential impacts and if mitigation is possible for this species.

Both the Shelton Pocket Gopher & the Streaked Horned Lark are being monitored by higher education facilities.

3. Foreign Trade Zone Overlay (**Exhibit B6**)

The Foreign Trade Zone is a federal program that provides duty relief for certain import, export and manufacturing activities. The intent of the program is to encourage trade and remove monetary barriers to selected trade and manufacturing activities. The Port administers this program in conjunction with a regional group of port districts. Businesses that qualify for some of the benefits of this program must be located within the Foreign Trade Zone or the zone must be redefined to include those sites.

4. Airport Overlay Zone (**Exhibit B7**)

The Airport Overlay Zone Ordinance has two fundamental purposes: 1. To minimize the public's exposure to excessive noise and safety hazards that would result from incompatible land use development in and around Sanderson Field; and 2. To protect Sanderson Field from potential encroachment by land uses that are incompatible with airport activities and that may impair the planned development and use of the airport. These purposes are achieved through the identification of restrictions relative to specific zones that relate to air traffic for the airport.

Mason County Airport Overlay Ordinance was developed in conjunction with both the Port and the City of Shelton. Although the County adopted an ordinance in November 2005, as of October 2006, the City had not. City adoption of an Airport Overlay Zone Ordinance is of the highest priority for the Port. The Port needs to work with the City & County to ensure that these ordinances are compatible with each other while still preserving future expansion opportunities for the Sanderson Field Airport.

V. Johns Prairie Master Plan

The objectives of the Johns Prairie Master Plan are:

1. To encourage water conservation through implementation of the water conservation plan and meet conditions of the 2005 Interim Compliance Agreement between the Port & Department of Ecology.
2. To consolidate a number of management plans into one document. For example, this plan brings in the stormwater management concepts and capital improvements, foreign trade zone, aquifer protection area, Port of Shelton Forest Management Plan, and 2005 Mason County Industrial Needs Analysis findings into one management document.
3. To develop a short and mid-term capital facility plan for Johns Prairie consistent with the master plan.
4. To develop a flexible master plan. For example, the proposed land use district boundaries are adjustable in the event the Port needs to expand or reduce a district to accommodate a tenant. Since the Port's property isn't sub-divided into discrete lots, the Port is able to tailor the size and shape of a parcel to a particular tenant.
5. To create unique identities for Johns Prairie. By dividing the Port's ownership into districts, the Port is better able to create and develop a character for each district, and then market these features.

The Johns Prairie property is approximately 388 acres. Johns Prairie belonged to the federal government. The federal government deeded the facility over to the Port in 1960, and over the years, the Port has developed portions of the property for industrial use. The Port has consolidated its heavy industrial uses at this facility, predominantly wood products. As a result there is substantial industrial truck traffic to and from this site. The 2005 Mason County Industrial Needs Analysis found that there is a great need for parcels in the 20 – 40 acre size—both leased and sold. Johns Prairie could accommodate approximately 6 parcels of this size. Johns Prairie has an advantage over other private sites in that the Port's water system is capable of providing fire-flow. In an effort to make more sites "shovel ready" the Port should focus on providing full utilities to each site, with surveying, grading and pre-permitting already completed (to the extent feasible).

However, the Johns Prairie Industrial Park is under an interim compliance agreement with the Department of Ecology until Jan. 1, 2010, or until the Port of Shelton Johns Prairie Water System is connected to a regional utility system, whichever occurs first, or as otherwise provided in the agreement. This agreement impacts the types of new facilities that will be allowed (including landscaping) and requires increased conservation for existing facilities and uses. If a regional utility is not available by January 1, 2010, the Port cannot allow addition of any water system customers or increased water use without further review, discussions, and approval of the Department of Ecology, in consultation with the Squaxin Tribe.

This master plan designates 3 land use districts, and these are illustrated on **EXHIBIT C1**. The 3 districts are defined below. (The base map for this project was obtained from Parametrix, Inc, who created the base map for the Port of Shelton Stormwater Pollution Prevention Plan, July 1996.)

A. Land Use Districts

Johns Prairie property is divided into 3 land use districts for management purposes. These districts are intended for Port management only and should remain flexible. This distinction should not become a restriction on the Port property. For example, future zoning for this property should treat the Port's ownership as one zone, with as many permitted uses as warranted. This will allow the Port greatest flexibility to respond to tenants with varying lot size requirements as well as other infrastructure needs.

1. Commercial Mixed Use District

This district is located along Johns Prairie Road. Businesses along this frontage will benefit from the visibility from this roadway, and because of this visibility these sites should be developed to a higher standard than less visible parcels within the industrial park. However, this district also serves as a buffer between the roadway and heavy industry. Until which time the existing heavy industry transitions to other uses, this district should provide a treed or bermed buffer to lessen the impacts of adjacent heavy industry. A preference should be given towards the retention of healthy existing trees. Parking lots should be landscaped to enhance the aesthetic of this district.

Intended uses:

- Limited Retail Sales
- Limited Retail Services
- Assembly & Manufacturing
- Distribution
- Warehousing
- Offices

The uses within this district are intended to capture a broad category to allow the greatest opportunity to the Port for light industrial to commercial/retail uses. This district takes advantage of the Johns Prairie & Production Road frontage and serves as buffer for the heavy industrial uses within the industrial park. However, to prevent conflicts with industrial truck traffic, uses which generate high traffic volumes should be discouraged.

2. Heavy Industrial District

This land use district is intended for the truly heavy industrial land uses that do not require visibility from a major roadway: instead they require larger sites with room for handling and storage of raw and refined materials. Offices are an appropriate accessory land use within this district. Landscaping is an important aesthetic component, and can be used to identify building entrances and the public side of the facility.

Intended uses:

- Raw material processing
- Assembly & Manufacturing
- Distribution
- Transloading
- Warehousing
- Offices

This district reflects a majority of the existing uses at Johns Prairie. Many existing port tenants fall within this category. Heavy industrial uses are defined as those that involve the handling or processing of raw materials in an outdoor setting, with heavy equipment; like sawmills, log yards, bulk storage of raw materials, and concrete plants.

It is likely that with the underlying sensitive aquifer the characteristics of new land uses in this district will change. For example, areas where bulk or raw materials are stored will need to be paved to better control the material and minimize impacts to the earth. All operational areas used by fueled vehicles on a regular basis should be paved to improve stormwater management & treatment. Some raw materials may need to be covered to prevent exposure to stormwater run-off. Such improvements will make these uses more compatible with the environment and may make them more compatible with adjacent land uses such as those proposed in the Commercial/Mixed Use district.

3. Recreation District

The Recreation District is composed of soccer fields, a go-cart track and a gravel parking area. Due to the water restrictions at Johns Prairie, water conservation measures should be implemented at these facilities to make the most efficient use of water while maintaining functional use. However, if continued use for recreational purposes threatens the Port's ability to attract or retain industrial and commercial uses, the Port may wish to convert or eliminate this district.

Intended uses:

- Compatible recreational facilities that do not conflict with nearby industrial uses.

B. Land Use Overlays

In addition to the land use districts, there are 3 important special management areas on Port property. These are shown as land use overlays on **EXHIBITS C2 - C4**. These overlays are in addition to the underlying land use district or zoning.

1. Rail Dependent Overlay (EXHIBIT C2)

This overlay identifies land around the existing rail spurs as rail dependent. This overlay is intended to serve as a reminder of the limited land adjacent to the rail lines so it is allocated appropriately. The overlay follows the existing industrial spur and its two branches, and extends beyond the end of the line to accommodate an extension as outlined in the Feasibility Study for Rail Transloading Facility, January 2000, as Alternative A.

According to the Feasibility Study for Rail Transloading Facility, January 2000 – 100' adjacent to the rail was recommended for cargo handling and a truck lane. Additional depth may be warranted if a cargo generator locates adjacent to the loading areas. The size of this space will depend on the future rail user. The intent of this space is to allow maneuvering room for transloading cargo onto the rail and allow for expansion should a demand for inter-modal freight transfer develop. It should be noted that there are several issues that must be resolved with the mainline rail carrier to allow for continued use or expansion of reload service at the Port.

2. Aquifer Protection Overlay (EXHIBIT C3)

All of the Johns Prairie property is located over a Class I aquifer. Class I aquifers have an extremely high susceptibility to contamination due to the unconsolidated sands and gravels, that allow greater mobility than other soil compositions. For example, potential contaminants entering an underground source of drinking water can be expected to travel one mile in six months or less. Requiring pavement for all operational surfaces used on a regular basis by fueled vehicles and providing infiltration ponds for tenant's treated flows can help reduce the potential for aquifer contamination.

The aquifer protection overlay is intended to ensure appropriate uses and activities that would not jeopardize the aquifer. Some uses are prohibited outright, and are outlined in Mason County's Resource Ordinance 17.01.080. Others, such as boat repair shops, gasoline service stations and sawmills that produce over 10,000 bf per day, are allowed but must secure an Environmental Permit. This tier of uses is conditional upon preparation and implementation of best management practices, to ensure that no chemical or other contaminant from the operation may enter the ground.

Development over these areas will be required to comply with the requirements of the Resource Ordinance. The intent of this overlay is to protect the soil and water from contamination. Tenants are responsible for on-site treatment. The Port is responsible for conveying treated flows to infiltration ponds.

3. Foreign Trade Zone (EXHIBIT C4)

The Foreign Trade Zone is a federal program that provides duty relief for certain import, export and manufacturing activities. The intent of the program is to encourage trade and remove monetary barriers to selected trade and manufacturing activities. The Port administers this program in conjunction with a regional group of port districts. Businesses that qualify for some of the benefits of this program must be located within the Foreign Trade Zone or the zone must be redefined to include those sites.

C. Design Guidelines

The Port requires site & building plans (i.e., grading, drainage, septic, electric) to be prepared by an appropriately licensed professional. As applicable, the potential for future business expansion should be kept in mind when preparing the initial site lay-out. Specific design guidance is included in the Appendix.

VI. Capital Facility Plan

This section identifies potential capital improvements for the Shelton Marina Alternative 7, Sanderson Field, and Johns Prairie. The criteria used to select capital improvement projects for Sanderson Field and Johns Prairie are as follows:

1. Safety
2. Code compliance
3. Contribute to the local economy by creating jobs
4. Will it aid or improve aviation? (Sanderson Field)
5. Generate income for the Port of Shelton
6. Will it benefit the environment? (includes energy efficiency)
7. Reduce maintenance and operating costs
8. Avoid facility loss, major damages or loss of use
9. Available grant funding
10. Provide a benefit to the community
11. Improve public image

Most of these criteria are also applied to the Marina with a greater emphasis on community benefit through increased public access (be it physical or visual).

A 5-year Capital Facilities Plan is included as **EXHIBIT D1**. The capital projects are prioritized by year. Also reflected in this exhibit are planning level cost estimates for each project. The Capital Facilities Plan also identifies needed studies. The table sums all the projects for each year and gives the total anticipated expenditure for each year.

A. Shelton Marina Capital Facility Plan

This section focuses entirely on Alternative 7, and is intended to provide the Port with enough design and cost information so that the next step after financial feasibility would be proceeding with detailed design and permitting, if desired by the Port. Changes such as endangered species listing and best available science may require design modifications. Specific projects are included in the 5-year Capital Facilities Plan which is included as **EXHIBIT D1**

Alternative 7 incorporates design features that address environmental and permitting concerns. These aspects were included based on years of experience working in the marine environment. Here are the major items factored into the design and cost estimate assumptions:

1. All material placed in the water will be either steel or concrete, as opposed to treated wood. Related to this switch in material will be the removal of approximately 200 treated wood piles when the existing facility is demolished.
2. Structures greater than 8 feet in width are located water-ward of the -10 mean higher high water. This includes boathouses, covered moorage, and docks. This measure addresses the concern for excessive shading in the inter-tidal area. An additional benefit to this measure will be the re-location of existing boathouses out of the inter-tidal zone (landward of -10 MHHW) and into the sub-tidal zone (water-ward of -10 MHHW).
3. The down sizing of the existing City pier, and consolidation of four gangways into two. This will further reduce the amount of shading in the inter-tidal zone.
4. The inclusion of a sewage pump-out at the entrance to the facility. An easily accessible sewage disposal facility may increase the use of the facility.

With the listing of Chinook salmon and Bull trout as endangered species, permitting of marine facilities has become more uncertain. However, the above measures should increase the chances of securing a permit, as well as other design features that will likely be incorporated at the detailed design phase. It should also be noted that some of the above design features will also increase the life of the facility, and likely reduce operation and maintenance costs. For example, concrete tends to last longer than wood in the marine environment.

The reconstruction and reconfiguration of the marina will require considerable planning. One of the unique challenges will be the placement of the existing boats and boathouses during construction and access from boat to shore. This challenge should be met by the successful contractor for the reconstruction of the marina.

In order to accommodate existing tenants during the reconstruction it is suggested that when construction documents are prepared that they include a scope of work that would require the contractor performing the work to provide a work plan addressing any requirements for temporary accommodations for the tenants. Such accommodation might include temporarily anchoring the boathouses, floats and boats outside of the work area and providing a shuttle service to the shore during construction.

Here is a description of the general approach taken on the cost estimates:

Off-shore cost estimate (where the pier connects to the land and the water-ward).

Given that the Port may opt to retain all existing boathouses and not replace them with covered moorage, stand-alone cost estimates were prepared for A) the construction of the new marina facility and relocation of boathouses, and B) the potential future conversion of boathouses to covered moorage. A stand alone cost estimate was also prepared for the breakwater and sewage pump-out system, in the event the Port chooses to pursue grants for the construction of guest moorage and sewage pump-out systems. In total, there are 3 stand alone cost estimates for the off-shore work.

On-shore cost estimate (where the pier connects to the land and then landward).

A stand alone cost estimate was also prepared for the on shore improvements (parking lot, restrooms, landscaping, etc, everything landward of the connection point of the pier). The advantage of this approach is that it clearly separates the on-shore work from the off-shore work in the event the Port chooses to bid these as two separate contracts. In total, there is 1 stand alone cost estimate for the on-shore work.

Here is a summary of the 3 stand alone cost estimates *(Please note that cost estimates were originally prepared in 2001 by Andrea Fontenot. Costs below need to be adjusted 3% annually to reflect inflation and do not reflect any design changes.)*

Description	Total
On-shore work (pier connects to the land and then the landward)	\$718,082.30
Off-shore work (construction of new facility and relocation of boathouses)	\$2,615,648.12
Breakwater and sewage pump-out	\$560,945.39
Phase 1 total	\$3,894,675.81
Phase 2 total (conversion of boathouses to covered moorage*)	\$2,684,918.32
Phase 1 & 2 total	\$6,579,594.13

*This option should not be pursued unless there are technological improvements that adequately address issues related to security, fire control and snow loads.

The cost estimate worksheets for the above information are included as **EXHIBIT D2**, which includes information about the assumptions that were used to prepare all the cost estimates. Please note that some of these assumptions will need to be modified to reflect design changes. Each item corresponds to a line item on the corresponding spreadsheet in **EXHIBIT D2**.

1. On-Shore Cost Estimate

The scope of work for the purpose of this cost estimate includes constructing all of the utilities that will serve the marina up to the point where they depart the shore and connect to a new pier. All work shown on the on-shore estimate would most likely be constructed with land based equipment as opposed to water dependent equipment such as a floating barge mounted crane.

2. Off-Shore Phase I Cost Estimate

This phase of the marina off-shore construction cost estimate includes the construction of the marina and the re-location of the existing boathouses. It does not include 1) the breakwater and the sewage pump-out on the breakwater, and 2) the finger piers for the potential future covered moorage and the roof structure. However, the pilings for the finger piers for the future potential covered moorage are been included in this phase cost estimate, since they will also be used to anchor the boathouses. Please note that while shared covered moorage is an option, it should not be pursued unless there are technological improvements that adequately address issues related to security, fire control and snow loads.

Construction of the off-shore improvements will likely be performed by water-based equipment, such as cranes mounted on floating barges, with the assistance of land based construction equipment. This cost estimate includes the demolition of the existing offshore improvements, construction of a new pile supported concrete fixed pier, furnishing and installation of new floats, furnishing and driving of new piling and installation of all utilities that would serve the boats. This project would be opportunity driven.

3. Covered Moorage Slips, Phase II Cost Estimate

This phase of the marina offshore construction cost estimate includes the construction of the covered slips that would eventually replace the boathouses when, and if, phased out by the Port. The finger piers piling that would be required for the future potential covered moorage were included in the Phase I cost estimate, as mentioned above. This phase of the construction would furnish 8' wide finger floats that would be attached to the piling constructed in Phase I, and the structural roof covers that represent covered moorage.

4. Breakwater Cost Estimate

The breakwater is separated from the Phase I off-shore construction because it may be eligible for grant funding. The breakwater would protect the marina from the swells that come in from Oakland Bay during storms, and it provides guest moorage. The breakwater is also the recommended location for a sewage pump-out facility. The westerly side of the breakwater would provide side tie moorage for the guest tenants and the easterly side would provide side tie

moorage for commercial tenants. (A separate public access to the breakwater is desired for public and transient use. This will require additional costs and design modifications.)

B. Sanderson Field Capital Facility Plan

Following is a brief explanation of potential Capital Projects & studies needed for Sanderson Field. This narrative corresponds to projects listed in the 5-year Capital Facilities Plan included as **EXHIBIT D1**. *(Detailed cost estimate worksheets and drawings used to prepare the Capital Facilities Plan are not included in the Comprehensive Plan because of their technical nature.)*

Sewer Infrastructure Study

Sewer utility planning is needed with the first phase to address collection of sewage from existing septic systems for treatment at either an on-site treatment facility or off-site regional facility. This project depends upon Commission direction regarding whether we will pursue regional or on-site sewage treatment facilities.

SF Analysis & Recruitment

The Port would like to extend marketing outreach beyond the local community to attract clean, living wage businesses to Sanderson Field. The upcoming availability of the fairgrounds with its' designation in the Ports Comprehensive Plan as Aviation Oriented District, presents a need to evaluate the site and conduct an analysis of the needs of Aviation Oriented business and what the Port should be doing to support this type of development, including potential partnering with adjacent private developers. A consultant would be hired to conduct this analysis and to conduct actual marketing efforts to attract suitable businesses. Compensation would include bonus(s) based upon successful attraction of new businesses meeting the criteria previously developed.

SF Premise Improvement Fund

New tenants and/or tenant expansion frequently require some level of associated engineering and construction by the Port to accommodate planned development. Examples include surveying, engineering & construction of stormwater infiltration facilities or septic systems, paving and the like. This fund would provide the ability to be able to respond quickly to tenants without having to defer or alter existing capital project schedules.

Oil/Water Separator

The Stormwater Pollution Prevention Plan prepared for the port in 1996 recommends that a CPS type of oil/water separator be constructed in Sanderson Field as the third phase of stormwater improvements. The basin is identified as basin #13 in the plan and is located central and south of Sanderson Way. The oil/water separator would intercept the storm water from the adjacent pavements

and remove oil and hydraulic fluid from the water before it is infiltrated into the ground.

North Business Park Multi-Purpose Buildings/ Site Improvements

This project will complete the remaining site work needed to complete planned multi-purpose buildings. The construction of 11 multi-purpose buildings at the Business Park has proven successful with full occupancy of the buildings. These buildings measure 50' X 100' in size. Design work has been completed for the drainfield & parking lot. The drainfield and parking lot and final multi-purpose building will not be constructed until there is a potential tenant identified.

New 16-Plane Hangar

This project includes constructing a new airplane hangar capable of housing 16 general aviation aircraft.

Building 1 Additions/Renovations

The existing military hangar was constructed in the early 1940's during WWII by the War Department. The building has been added onto several times since its original construction. The State Historic Preservation Office did not find that Building 1 had enough historical structural integrity to compete well for historical renovation funding. The additions to the hangar are in poor condition and are at a stage in their life cycle where they should either be refurbished or demolished. Building additions that are in use need to be maintained in a safe and functional condition. Capital investments to upgrade or demolish portions will be evaluated on a case by case basis.

Update Airport Layout Plan and Airport Master Plan

The Airport Master Plan was last updated in 1996. The plan suggested that between the years of 1996 – 2000 the ALP be updated. Between the years of 2001 – 2005 the plan recommended that the Airport Master Plan be updated. This project would update the Airport Layout Plan and the Airport Master Plan simultaneously. It is suggested that the Port explore the possibility of performing this project at the same time as the computerized mapping and record keeping system project.

Acquire Property

Acquire adjacent property of 4.93-acre parcel with mini-storage. The property is located on the west side of Highway 101 at the intersection of Highway 101 and the Shelton Springs Road. The acquisition of this property would be opportunity driven based upon availability and the potential purchase price rather than the purchase having a predetermined date. According to the Mason County Assessor's office the land value for the property alone as assessed in 2004 was \$573,115. The Port should work with the property owner to ensure that maintenance of this property is at a level that does not detract from adjacent Port properties.

Road Relocation/ Improvements

The Port will be contracting for a Traffic Study/ needs analysis in 2006. It is anticipated that the study will recommend a new location for the south segment of Business Park Road, may also recommend changes to the fairgrounds road and Airview Road, as well as measures to lower speeds on Sanderson Field and better manage traffic flow. The outcome of the study will help define the scope of future engineering and construction activities related to the road network.

Airplane Display

This project would place a WWII or other historical airplane along with historical information about Sanderson Field in an area easily accessible for travelers. This project would be opportunity driven.

Joint Gateway Park

The **Imagine! Shelton** process identified a gateway park crossing Highway 101 and bracketing the SE corner of Sanderson Field to include Goose Lake and associated wetlands. This requires coordination with the City and County to develop such an asset. The Port would like to contribute to the extent feasible in light of our mission and authorizing statute.

410 W. Enterprise Re-Roof (Olympic Tool Building)

The existing roofing system is not adequately protecting the building and several leaks have been detected in the office space. If the roofing is not sealed promptly, the plywood sheeting will rot and a complete roof removal and replacement will be necessary.

121 W. Development (EFI) Septic Replacement

The tank for this system was replaced in 2006 but due to the age of the drainfield, it is anticipated that the drainfield will need to be relocated within 5 years.

Pedestrian Pathways

The Port is constructing pedestrian pathways to support tenants and their employees and to connect existing and future development.

Rotating Beacon

Sanderson Field's rotating beacon has come to the end of its lifespan and needs to be replaced.

Flag Pole

A flag pole will help to establish identity for the Port as a public entity.

New Well/ Water Rights Purchase

Depending upon the outcome of the Amended Notice of Application to Appropriate Public Waters, the Commission may decide to proceed with drilling a

test well or negotiating purchase of existing water rights for transfer to Sanderson Field.

C. Johns Prairie Capital Facility Plan

The list of projects for Johns Prairie is shown in spreadsheet format as **EXHIBIT D1**. Following is a brief explanation of each of the projects identified and listed in the 5-year Capital Facilities Plan included as **EXHIBIT D1**.

Kiln Demolition

This project would demolish and dispose of kiln(s) located across from the Shelton Pole Office on Millwright Rd. at Johns Prairie Industrial Park. The building is cinder block construction with some amount of hazardous waste (roofing, insulation and possibly asbestos). The existing concrete floors will not be removed at this time.

JP Premise Improvement Fund

New tenants and/or tenant expansion frequently require some level of associated engineering and construction by the Port to accommodate planned development. Examples include surveying, engineering & construction of stormwater infiltration facilities or septic systems, paving and the like. This fund would provide the ability to be able to respond quickly to tenants without having to defer or alter existing capital project schedules.

JP Reservoir Interior Coating

The existing interior coating in the 600,000 gallon reservoir at Johns Prairie is coal tar epoxy and this material is no longer used for potable water applications. The coating is now brittle, flakes off readily, and is no longer protecting the steel reservoir adequately. Applying a new coating that is approved for potable water will extend the life of the standpipe and circumvent potential water quality problems associated with the existing coating.

Rail Upgrade

The Port of Shelton railroad is currently a mixture of outdated rail sizes and weights scabbed together with a wide variety of different components. With completion of the rail bed improvements scheduled in 2006, the Port is ready to upgrade all of our rail and components to 115 lb rail. This will greatly improve the function of our railroad, help prevent derailments, and minimize ongoing maintenance demands. However, there are several rail issues that must be resolved before further investments in the rail system take place.

JP Storage Yard

A fenced storage yard is needed at Johns Prairie Industrial Park to provide a secure location for equipment storage, to support maintenance staff and to reduce the time lost transporting equipment between Sanderson Field and Johns

Prairie. At full build-out it is anticipated that this site would be paved and include an enclosed garage building.

Utility Extensions Along Capital Hill Road

Savings could be experienced by placing utilities (water, electricity, telecommunications, gas) as part of the future road construction for Capital Hill Road. This would expedite the Port's ability to develop the areas opened up by placement of the roadway. However, current water limitations must be resolved before proceeding with utility extension and the project would be opportunity driven based upon external funding and commitment by other utility providers.

Brownfield Cleanup

The 2004 Groundwater & Stormwater Evaluation & Hydrocarbon Investigation conducted by CDM identified areas of contaminated soils and wood waste that need to be dealt with. Cleanup of this problem will need to be a multi-year project but priority should go towards finalizing the treatment of hydrocarbon contaminated soils and dealing with wood waste as vacancies occur before leasing to new tenants.

Implement Signage Plan

To maintain a consistent look and feel at all Port properties, signage at Johns Prairie should be replaced based upon the signage plan types & guidelines developed for Sanderson Field.

D. Port-wide

Capital investment in equipment that improves efficiency and/or result in cost savings to the Port should be supported. Funding should be provided to support renewal and replacement of equipment utilized for maintenance and operations of Port facilities and grounds.

End of Comprehensive Plan