



FOSS WATERWAY DEVELOPMENT AUTHORITY

535 Dock Street, Suite 204 – Tacoma, WA 98402-4630
Phone: (253) 597-8122 www.theafoss.com

May 22, 2019

Mr. Hugo Flores
SMA-GMA-HARBOR AREAS
Department of Natural Resources
1111 Washington St. SE
PO Bo 47027
Olympia, WA 98504-7027

RE: Foss Waterway Harbor Line Adjustment

Dear Mr. Flores:

Please accept this application for a Harbor Line Adjustment from the Foss Waterway Development Authority (FWDA), which owns the Dock Street Marina and Delin Docks; Foss Landing Marina LLC, and Foss Harbor Marina LLC. I will be the primary point of contact for this application. You may also wish to contact Su Dowie as representative of Foss Landing Marina or Ted Johnson of Foss Harbor Marina for additional information specific to those facilities.

Over the past 30 years the Thea Foss Waterway has transitioned from an industrial waterway to a recreational waterway. Commerce still operates successfully at the far north end of the waterway along the eastern shoreline. Surrounding land use has changed over time along with zoning that allows for mixed use development along the entire west side of the Foss and south of the 11th Street Bridge on the east side. Zoning on the east side north of the 11th Street Bridge remains designated for industrial uses. None of the marinas in this application conflict with commerce or use of the waterway and in fact, recreational and commercial uses have been co-existing compatibly for almost two decades along the Thea Foss Waterway. This application does not propose any construction, change in overwater coverage or new impacts to the environment. It only requests an adjustment to the harbor line to bring the marinas into compliance so that moored vessels no longer straddle the outer harbor line. This will allow the marinas to continue leasing the piers end ties to long recreational boats up to 20 feet wide, for monthly moorage.

BST Associates, utilizing Washington State Department of Licensing data indicates that the number of boats over 40 feet long has grown consistently from 1990 to 2017, more than doubling in number. From 2010 to 2017, the number of boats in this length range increased by 2.7% per year. According to Pierce County Boat Trends, the occupancy rate *at marinas* and demand for longer moorage slips has exceeded that for smaller slips.

The marinas along the Thea Foss Waterway provide boat slips that can accommodate boats up to 76 feet in length at Foss Harbor Marina, 102 feet at FWDA's Dock Street Marina and 110 feet at FWDA's Delin Marina. This does not include the piers end tie moorings which are used to

accommodate longer and wider boats. This application requests an adjustment so that longer boats can continue to utilize the pier end ties as they have for over twenty years and no longer straddle the outer harbor line. Without approval of the application, pier end tie use for larger vessels would be lost and the marinas financial viability would be severely impacted. The impact on these businesses ability to serve their customers would also be dramatic.

Recreational boating is a growing industry in Washington State. The Department of Licensing indicates that there was an 8.6% increase from 2017 in the sale of new and used registered vessels. The recreational boating industry in Washington State has a \$6.9 billion economic impact. The National Marine Manufacturers Association indicates that this industry is responsible for 16,140 direct and 6,732 indirect jobs associated with the 1,433 boating businesses in the state. With 239,316 registered boats in Washington, demand for moorage, especially in urbanized areas such as downtown Tacoma's Thea Foss Waterway is high.

We look forward to resolving this matter by extending the outer harbor line 20 feet to capture boats at pier ends, solving the situation of boats straddling the line. This extension of 20 feet will also increase revenues to the State from modified shoreland leases that would encompass this extended area. An extension of only 10 feet is sought along the Foss Landing LLC marina and Johnny's Dock marina on the east side of the Foss Waterway. This was done as a consideration to users of recreational human powered watercraft launching from the adjacent launch float at Waterway Park. The transient public moorage at the south end of FWDA's Dock Street Marina is not a part of this application and will continue to operate as a transient moorage under the DNR Waterway Permit. The other marinas which are privately owned do not provide transient moorage as it is economically not viable for them.

Foss Harbor Marina and Foss Landing, co-applicants in this application, have provided additional attached information about their facilities and the impact this needed harbor line adjustment has on their operations. Please do not hesitate to contact me with any questions regarding this application.

Thank you for your consideration.

Sincerely,

Norman Gollub
Executive Director

CC: Ted Johnson, Foss Harbor Marina
Ian Wilkinson, Foss Harbor Marina
Dwight Jones, Foss Landing
Su Dowie, Foss Landing

Attachments:

Foss Harbor Marina, Needs/Statement Letter
Foss Landing Marina, Needs/Statement Letter