

SUBMITTAL CHECKLIST

Applications must include the items on this checklist, and the checklist, to be complete

This submittal checklist and application is for formal requests to change the comprehensive plan or development regulations pursuant to state law (RCW [36.70A.470](#)) and Everett Planning Director Interpretation 2023-01.

For questions, or to submit an application, contact Karen Stewart at kstewart@everettwa.gov.

<i>For all amendments</i>	
o 1. Meeting with Planning Staff	A pre-application meeting is required with Planning staff (Long Range Division) prior to submitting this application. To schedule a meeting contact Karen Stewart at (425) 257-7186 or kstewart@everettwa.gov .
o 2. Applicant name and address	<i>Laura Gurley, Director of Planning, Port of Everett 1205 Craftsman Way, Suite 200, Everett, WA 98201</i>
o 3. Other contacts (if applicable)	<i>Garrett Jensen, Associate Port Planner, Port of Everett</i>
o 3. Amendment category	Highlight all that would require amendment as part of the proposal: <ul style="list-style-type: none"> o Comprehensive plan – text, goals, objectives, policies o Comprehensive plan – land use map o Development regulations – Title 19 EMC o Development regulations – Zoning map o Development regulations – Maximum building height map o Development regulations – Street designation map
o 4. Narrative Statement and criteria	Written statement describing the exact request, the reason for the request, and how the request meets applicable criteria. Use Attachment A.
o 5. Environmental Checklist	Submit one completed and signed copy of the SEPA Environmental Checklist and Optional Worksheet for Non-Project Review, available on Ecology’s website: https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-document-templates
<i>For site-specific amendments</i>	
o A. Map of Site (for location-specific amendments)	For location-specific amendments, a map clearly showing the area the request would apply to.
o B. Property owner name(s) and address(es)	<i>To be determined if the amendment request advances to further consideration in the periodic update. Once the exact width of the expansion is determined, a list of property owner names and addresses will be assembled.</i>
<i>Signature</i>	
o Applicant signature	<i>Garrett A Jensen</i>

Attachment A

Narrative Statement and Evaluation Criteria

All applications must be accompanied by a narrative statement describing how the proposal is consistent with the following applicable criteria. Staff can only recommend that a proposal advance if it meets the applicable criteria.

<p>Description of the exact request</p>	<p><i>Amend EMC 19.17.100 Port and naval compatibility area designated. to include the following designated "freight corridors":</i></p> <ol style="list-style-type: none"> <i>1. W Marine View Drive (WA 529) from Terminal Ave to N Broadway (WA 529), including on- and off-ramps</i> <i>2. W Maine View Drive from Terminal Ave to Pacific Ave</i> <i>3. Pacific Ave from W Marine View Drive to Rucker Ave</i> <i>4. Rucker Ave from Pacific Ave to 41st Street</i> <i>5. 41st Street from Rucker Ave to Interstate 5 (I-5), including on- and off-ramps</i> <p><i>The amendment would render parcels located along these freight corridors subject to EMC 19.17.110 Port compatibility area., including the following sections:</i></p> <ol style="list-style-type: none"> <i>A. Uses and Development Approvals Within the Port Compatibility Area (PCA)</i> <i>B. Notice and Disclosure Within Port Compatibility Area</i> <p><i>The exact width of the proposed Port compatibility area expansion along designated freight corridors will be determined in an appropriate manner if the amendment request advances to further consideration in the periodic update.</i></p> <p><i>The attached map includes existing designated freight corridors proposed to be added to the Port compatibility area.</i></p>
<p>Reason for the request</p>	<p><i>Efficiently and safely moving cargo between the Port of Everett Seaport and the Interstate highway system is a priority for the City of Everett and the region. With an average annual daily truck volume of between 23,000 and 35,000 on the Critical Urban Freight Corridor identified above and over 4 million tons of cargo passing throughout the year, it is important to ensure appropriate new development and redevelopment along these areas. Reasons for expanding the Port compatibility area include the following:</i></p> <ol style="list-style-type: none"> <i>1. The freight corridors proposed for inclusion are categorized as either Strategic Freight Corridors (T-1 and T-2) or Freight Economic Corridors (T-3) through the Washington State Freight and Goods Transportation System (WSDOT) or Critical Urban Freight Corridors (T-1 and T-2) by Puget Sound Regional Council (PSRC).</i> <i>2. Increase public awareness of critical freight corridors within City limits.</i> <i>3. Identify, protect and preserve the transportation infrastructure and services needed for efficient multimodal movement of goods within designated freight corridors.</i> <i>4. Ensure that new development and redevelopment along designated freight corridors does not unreasonably hinder cargo movement, including future infrastructure improvements, but, instead, maintains or improves adequate access to the marine core area.</i> <i>5. Provide Port of Everett ample notice and comment opportunity on permit applications for new development and redevelopment along designated freight corridors that may, or may not, impact cargo movement.</i>

6. *Provide developers adequate notice so that new development and redevelopment along designated freight corridors can be designed to mitigate potential or perceived impacts to their proposed project related to existing or future Port operations, such as impacts from cargo movement along freight corridors.*

Clearly and completely address the factors below for each amendment category selected in question 3

Development regulations –
Title 19 EMC

EMC 15.03.300(C)(4) The city may amend the text of the unified development code if it finds that:

a. The proposed amendment is consistent with the applicable provisions of the Everett comprehensive plan; and

The amendment request is consistent with the following applicable provisions from the City of Everett Comprehensive Plan:

- *Policy 2.6: Design transportation facilities that reflect the character of affected neighborhoods and accommodate a range of needs of the community that are broader than strict transportation requirements without compromising those requirements.*
- *Policy 2.16: Provide good access to regional arterials and highways for commercial traffic to and from manufacturing and industrial sites.*
- *Policy 3.1: Integrate land use and transportation planning to ensure that the transportation system supports the City's land use vision and that planned land use supports the preferred transportation system.*
- *Policy 4.2: Develop transportation projects, programs, and investment strategies that are consistent with noise minimization and water quality objectives.*
- *Policy 4.3: Identify, evaluate and adequately mitigate environmental and community impacts of transportation improvements and operational decisions.*
- *Objective 7.1.4 To support and enhance trade activity and the movement of freight, primary and secondary aerospace manufacturing, ship building, as well as industries employing new technologies.*
- *Objective 7.1.9 To develop a more diverse economy, leveraging the aerospace industry's competency in advanced composites to become a world-leader in the development of advanced composites for a variety of industries including aerospace, clean energy and transportation industries.*
- *Objective 7.1.10 To improve exporting opportunities for the agricultural community, in partnership with the Port and the County.*
- *Policy 7.1.5 Treat industrial lands as a critical and limited resource and protect this resource with land use policies.*
- *Policy 7.1.7 Work with the Port of Everett and private business to retain and protect industrial land area as well as increase usable industrial land area through wetland mitigation and banking.*
- *Policy 7.1.8 Invest in infrastructure improvements that provide sufficient utility capacity, transportation facilities, and public services necessary to support economic development, job growth and development of an adequate supply of affordable housing.*
- *Policy 7.1.13 Protect existing industrial lands from encroachment and incompatible uses in order to support the economy's industrial base.*
- *Policy 7.2.8 Improve the visual qualities of the following corridors that connect downtown with Interstate 5, with streetscape improvements such as street tree plantings,*

landscaping on private properties as they develop or redevelop, and redevelopment with attractive buildings and site development, while retaining and enhancing our freight access routes: Broadway (north of 41st Street), Everett Avenue, Hewitt Avenue, and Pacific Avenue.

- *Policy 7.3.2 Work with the Economic Alliance Snohomish County and the Port of Everett to identify potential redevelopment and enhancement strategies.*
- *Policy 7.4.2 Work with the Port to increase international trade on the waterfront, to promote tourism activities at Waterfront Place and to keep the Navy on the waterfront.*
- *Policy 7.4.6 Provide transportation links for freight routes carrying international trade goods, such as the 41st Street Freight Corridor.*
- *Policy 7.8.1 Continue efforts to maintain and develop adequate infrastructure and transportation facilities, and promote affordable housing including prioritizing federal funding for transportation and economic development to Puget Sound Regional Council regionally designated centers.*
- *Policy 11.2.1 Regional Freight Truck Corridors. Implement the 41st Street Freight Corridor improvement project (Phases 1 and 2) to efficiently and safely move cargo between the Marine Core Area, Transition Area, and the Interstate highway system. Coordinate with state and local agencies to emphasize the importance of these corridors to state and local economic health, and support improvements planned on these corridors that enhance freight mobility, public safety, community aesthetics, and quality of life in abutting neighborhoods.*
- *Policy 11.2.2 Heavy Haul Routes. Preserve and enhance the freight truck corridors that are designated as Heavy Haul Routes, as they are critical to efficient movement of goods within and between the Core Area and Transition Area. Improvements that are planned in these corridors will receive additional priority scoring under the "Enhance Freight Mobility" project prioritization criterion described in the Transportation element.*
- *Policy 11.2.4 Mobility on Heavy Haul Routes. Emphasize freight truck mobility on Heavy Haul Routes. Coordinate with the Port to develop strategies to minimize truck queues and other traffic elements that could interfere with mobility along these routes.*
- *Policy 11.2.6 Freight Transportation System Management. Identify and prioritize cost effective improvements in efficiency to the roadway system, such as traffic signal timing and phasing improvements, which will improve roadway freight operations.*
- *Policy 11.2.7 Keep Freight in Mind During Transportation and Capital Investments. Work closely with the Port of Everett to ensure bridge heights, light signal clearances, medians and parking along freight routes do not unreasonably hinder cargo movement.*
- *Policy 11.2.8 Key Freight Transportation Corridor Improvements. Establish clearly defined freight corridors in the Transportation Element of the Comprehensive Plan.*

- b. The proposed amendment bears a substantial relation to public health, safety or welfare; and
- The proposed amendment is substantially related to public safety and welfare as it expands the existing Port compatibility area to promote land use compatibility for properties located along freight corridors to ensure that owners and developers are aware that their property is on a significant freight route. New development and redevelopment along and adjacent to freight corridors should be built in a manner that ensures quality of design and traffic safety measures appropriate to its proximity to this corridor while enhancing intermodal connections to facilitate goods movement into, within and out of the region today and into the future. Because of potential conflicting priorities, adequate notice for both property*

owners and the Port of Everett during planning and permitting processes will increase opportunities to ensure that new development and redevelopment is done in a manner satisfies these priorities.

- c. The proposed amendment promotes the best long-term interests of the Everett community
It is in the best long-term interests of the Everett community to have an efficient, safe, and equitable transportation system. Part of that includes ensuring that designated freight corridors and properties abutting them are planned for and developed in an appropriate manner. Freight corridors are vital to state and local economic health. Including these designated areas in the Port compatibility area ensures that improvements and development planned on these corridors enhance freight mobility, maximizes public safety, improves community aesthetics, and maintains quality of life in abutting residents and neighborhoods.