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CHAPTER 11 MARINE PORT ELEMENT



I. INTRODUCTION

Ports are a critical component of the regional, state, and national economies as they are a vital link in the transportation network for the export and import of goods and materials. The Port of Everett's deep-water marine terminals on Port Gardner Bay are an important component in the marine transportation network on the West Coast and have the capability to play an even greater role. The marine terminals have the necessary physical assets required for an economic and efficient port operation: deep-water access supported by level back-up lands connected to transportation service through the BNSF railroad and direct access to the interstate highway system.

In 2009, the Washington State Legislature amended the Growth Management Act ("GMA") to allow for an optional Marine Industrial Port Element in the GMA Comprehensive Plan for cities that contain a marine port with annual operating revenues in excess of \$20 million. The City of Everett falls into this category. The legislative intent, in part, is "... to ensure that local land use decisions are made in consideration of the long-term and widespread economic contribution of our international container ports and related industrial lands and transportation systems and to ensure that container ports continue to function effectively alongside vibrant city waterfronts." (RCW 36.70A.085)

This Element provides policy guidance to preserve and enhance the City of Everett and Snohomish County’s Marine Core Area. The Marine Core Area is defined as the Port of Everett’s heavy industrial zoned area in the East Waterway and along Port Gardner Bay, including Mount Baker Terminal. The benefits being sought include:

- Protection of marine core areas of container port and port-related industrial areas within the City
- Efficient access to the marine core area through freight corridors within the city limits
- Minimizing and mitigating, to the extent practicable, the potential land use conflicts along the edge of the marine core area
- Identification of key transportation corridor improvements.
- Consistency between the City’s Marine Port Element and the Port of Everett’s Comprehensive Scheme of Harbor Improvements, which is a requirement under RCW 53.20 and 53.25
- Sufficient planning flexibility to secure emerging economic opportunities

The Marine Port Element begins with an overview that provides the context for planning in the City of Everett Marine Port Area. This discussion is followed by goals and policies that address land use, capital facilities and transportation.

A. Everett’s Port Location and History



Port of Everett Marine Port facilities and activities are concentrated in Port Gardner Bay at the mouth of the Snohomish River, west and southwest of downtown Everett. This area has an established history of maritime industrial activity, dating back to the late 1800s. Early uses included lumber and shingle mills, as well as shipyards, military installations, and other marine-related businesses. This area is the only location in Everett and Snohomish County with a necessary combination of deep-water access, good rail service and major highway access to accommodate a container port facility.

On July 13, 1918, citizens voted to form the Port of Everett in hopes of acquiring World War I wartime industries. Director General of the U.S. Emergency Fleet Charles Schwab visited Everett and promised to build Pacific Coast shipyards and keep them busy. The November 11, 1918, Armistice, however, quickly ended shipbuilding plans.

Instead, the lumber and shingle trade dominated the local economy, giving the city its nickname "Mill Town." Docks and pulp and paper mills were primary components of early Port facilities. Shipping activities were attracted to the location by the natural deep-water conditions provided by Port Gardner Bay. Over time, industrial and commercial uses associated with maritime industries have become the primary use in this area.

Currently, the Everett’s Marine Port consists of a wide mix of industrial uses, including cargo terminals, ship repair facilities, rail yards and others. All of the eight (8) cargo berths, including containers, breakbulk, bulk and heavy-lift cargoes, are owned and operated by the Port of Everett.

B. Existing Facilities and Operations

The Port of Everett offers an international seaport with eight shipping berths that support Asia-Pacific trade with ships up to 900-feet in length. The facilities are situated on approximately 100 acres of uplands, and located on a natural deep-water harbor (- 40 MLLW) with 24/7 direct access to the Puget Sound, along with the BNSF mainline to the Midwest, the Everett manufacturing sector, and Paine Field. The Port of Everett is the third largest container port in the state of Washington, and specializes in high-value, over-dimensional cargoes. The Port of Everett Marine Port is also a vital link for the local aerospace industry transporting the parts for the 747, 767 and 777 jetliners. Everett is ranked first in the state for export value at \$22.7 billion in 2013, making it fourth on the West Coast in export value behind the Port of Los Angeles, Port of Long Beach, and the Port of Oakland. *(Information from the 2013 U.S. Census Bureau Foreign Trade Division)*

The Marine Port facilities are adjacent to Naval Station Everett and the former Kimberly-Clark paper mill and located on a federally maintained deep water channel and on a federally restricted waterway. The Port of Everett facilities are designated under Foreign Trade Zone #85.

Figure 1: Marine Port Core Area Marine Terminals



Figure 2: Marine Port Core Area Mount Baker Terminal
 Located Near Western City Limit on Port Gardner Bay



1. Port of Everett Facilities and the Aerospace Industry

Among Washington State’s top imports and exports are airplanes and aerospace parts. In 2014, aviation-related commodities made up over \$43 billion of exports through Washington. The Port of Everett is an essential element in this supply chain, as its facilities accommodate all the oversized aerospace parts for the 747, 767 and 777 airplanes, and serves as a backup for the 787 Dreamliner. These parts arrive from Japan to the Port’s deep-water shipping terminals. The fuselage and other airplane components are staged and distributed based on the manufacturing needs of the aircraft assembly program. To deliver the parts to the Everett Boeing factory, the Port of Everett loads the requested jetliner parts onto a barge, which is then transported to Mount Baker Terminal. The parts are transferred to BNSF railroad cars for shipment to Boeing via the steepest operating grade – 5.7 percent – in North America.



2. Cargo Handling Definitions

- **Containers:** a large box that goods are placed in so that they can be moved from one place to another on a ship, airplane, train, or truck.
- **Breakbulk:** cargoes that do not fit into a standard container; i.e. airplane parts, transformers, logs, wind energy, etc.
- **Bulk:** Loose, unpackaged, non-containerized cargo (such as cement, grains, ores) carried in a ship's hold, and loaded and discharged through hatchways.
- **Roll-on/Roll-off (Ro/Ro):** wheeled cargoes, such as tractors, automobiles, trucks, semi-trailer trucks, trailers, and railroad cars, which are driven on and off the ship on their own wheels or using a platform vehicle, such as a self-propelled modular transporter.

3. Existing Facilities



Pacific Terminal

Primary container and breakbulk facility with diverse cargo handling capabilities provide a quick turn-around for customers.

Features:

- Usable berth length 640-feet (195 meters)
- Depth at pier -40 feet MLLW (-12 meters)
- 100 feet X 650 feet apron (30 X 195 meters)
- 11 acres paved and lighted yard space
- Two, 40-ton ship-to-shore gantry cranes
- 100-ton mobile harbor crane; other equipment
- 5,000 feet of terminal rail; locomotive pusher

South Terminal



Handles conventional general cargo and other breakbulk and Ro/Ro.

Features:

- A 700-foot wharf berth (213 meters)
- A 900-foot roll-on/roll-off berth (274 meters)
- Depth at wharf -40 MLLW (-12 meters)
- 110 feet X 700 feet apron (34 X 230 meters)
- Paved concrete deck and pilings
- 22,000 square feet of transit shed
- 32 acres paved and lighted yard space
- 1,100 LF terminal rail spur connects into BNSF's mainline

Pier 1 North and South



Pier 1 North and South receive containers, breakbulk and Ro/Ro cargo.

Features:

- Two usable berths with lengths of 600 feet (182 meters) on each side
- Depth at pier -40 MLLW feet (-12 meters)
- 140 feet X 675 apron (43 X 213 meters)
- 100-ton mobile harbor crane, and other yard equipment
- 3,900 ft of on-dock rail

Pier 3 North and South



General and breakbulk cargo, logs, layberth, and a leased 55,000-ton capacity bulk material storage dome.

Features:

- Two usable berths with lengths of 650 feet (198 meters) on each side
- Depth at pier -40 MLLW feet (-12 meters)
- 120 feet X 750 feet apron (37 X 229 meters)
- Paved concrete deck and piling
- 55,000 ton cement storage dome

Hewitt Wharf

Hewitt Wharf is adjacent to a multi-purpose warehouse facility, and is primarily used for shipyard work.

Features:

- 1 berth, usable length 815 feet
- Depth at wharf -25 MLLW (-7.6M)
- 45 feet X 815 feet apron
- Paved deck

- 36,000 square foot warehouse facility (3,348 sq meters)
- 29 acres paved yard space

Mount Baker Terminal



Mount Baker Terminal is a satellite facility that supports the 747, 767 and 777 airplanes, and is a backup facility to the 787 Dreamliner.

Features:

- Proximity to deep draft port
- 2,100 ft of on-dock rail; direct access to BNSF mainline
- 50-ton, rail-mounted straddle gantry crane
- Direct rail access to Paine Field

C. Port of Everett Marine Terminals Master Plan and Expansion

Ports are a critical component of the regional, state and national economies as they are a vital link in the transportation network for the economic export and import of goods and materials. The Port of Everett's deep-water marine terminals on Port Gardner Bay are an important component in the marine transportation network on the West Coast, and have the capacity and the potential to play an even greater role.

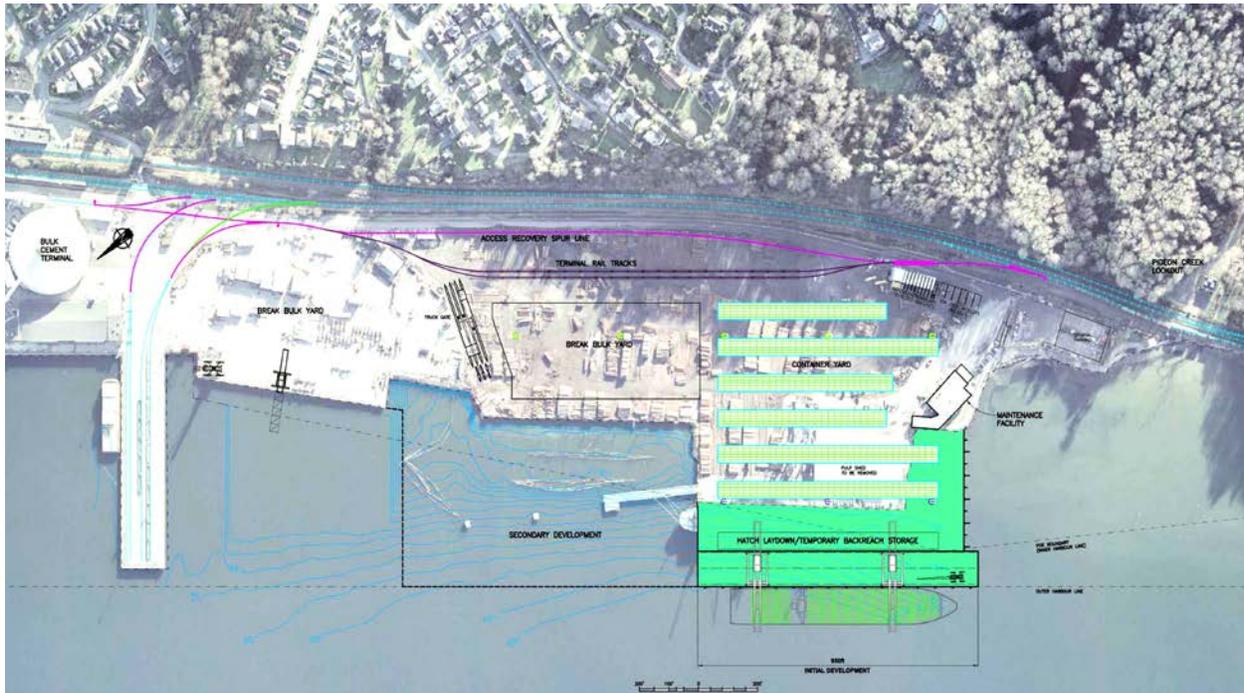
However, to maximize that capacity and potential role, it will be very important for the Port to be able to eventually expand its existing deep-water marine terminals. Planning, financing, permitting, and construction of major deep marine terminal facilities require years to complete. In the case of the Port's shipping facilities, environmental remediation will be a key piece of any major capital project.

This Marine Port element recognizes and acknowledges the Port will need to expand to keep pace with the changing shipping industry and that the Port is a facility of statewide significance per RCW Chapter 47.06. The Port has already taken some modest measures to position itself as a multi-purpose niche container and breakbulk port by the re-commissioning of the two used ship-to-shore gantry cranes at Pacific Terminal, investments in rolling stock, and a heavy-lift rubber-tired harbor crane, designed to efficiently handle both containerized and breakbulk cargoes.

The Port Commission adopted the Marine Terminals Master Plan in 2008 that built upon the Port's recent success in handling niche cargoes while recognizing the operational and community constraints of its uplands. To continue to support the growing aerospace and project cargo demands, larger berths are required to support the transition to larger vessels, which need berth lengths in excess of 1,200 feet.

Since 2008 when the MTMP was adopted, the size of the typical cargo vessel has continued to increase. Panamax class vessels also continue to increase in size. A Panamax vessel is now defined to include a length of up to 965 feet. This is longer than the length of the MTMP planned expansion of South Terminal. Also of significance, because of the expansion of the Panama Canal now underway, the Panama Canal Authority has established a new category to define larger cargo vessels that will be able to transit the expanded canal. This category is called **New Panamax**. It will include ships up to 1,200 feet in length and 161 feet wide. Additional dockside terminal land area is also needed to stage and handle the increasing cargo volume generated by these increasingly larger ships as well as the cargo handling equipment to support them.

Figure 3: Marine Terminal Master Plan Proposed Expansion



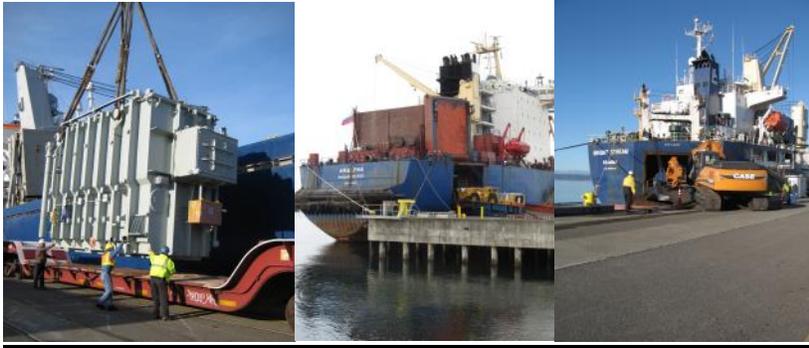
D. Economic Impact of Marine Port Activities



A deep-water port such as Everett contributes to the local, regional, and national economies by providing employment and income to individuals, tax revenues to local and state governments, and revenue to businesses engaged in handling, shipping, and receiving cargo via the port.

The Boeing facility located in Everett is the largest user of the Port of Everett. The Boeing 747, 767 and 777 aircraft (commercial and military) are assembled in the Everett facility, and these airplane programs are dependent upon the Port of Everett for the receipt of fuselage parts as well as other aircraft parts from Japan as part of its just in time logistics chain. The fuselage parts/body panels are moved in oversized containers from Japan, and for the most part, are discharged directly at the Port of Everett. The oversized containers are then reloaded onto barges, and shipped to the Mount Baker Terminal, which has been designed specifically to accommodate the oversized containers. The containers are then moved onto rail cars for the final move to the Boeing facility. Oversized containers are also received at Seattle and Tacoma, and then reloaded onto barges for the shipment to the Mount Baker Terminal. In addition to the oversized containers, standard marine containers are also discharged at the Port of Everett and moved by truck to the Boeing facility. This effort has prevented closing the rail line to move the oversized containers, thereby enhancing freight and passenger rail mobility.

Discussions with Boeing indicated that the 777 program would not be located at the Everett plant in the absence of the Mount Baker Terminal, as the logistics model depends upon the ability to receive the body panels in oversized containers, and move the containers to the Everett plant. A similar situation exists for the Air Force Tanker program at the Boeing facility. The Marine Port was one of the key factors in siting the new 777X program in Everett.



The marine cargo terminals trade plays a vital role in the Everett and Pacific Northwest economy, supporting thousands of jobs and millions of dollars in revenues and state and local taxes to the region. A 2012 Martin Associates study of the economic impacts of the Port of Everett provides specific data describing the magnitude of the economic impact of the Port on the local and regional economy.

As described in this report, economic impacts associated with marine port activity can be summarized in terms of employment, income, revenue and taxes. Key findings described in this report include:

- Marine terminal activities at the Port of Everett generated approximately 13,614 direct jobs, along with 16,128 indirect jobs, not including the 63,000 aerospace related jobs.
- The marine terminal activities at the Port of Everett generated more than \$1.1 billion in personal income. This equates to an average annual salary of about \$83,000.
- Cargo movement at the Port of Everett was estimated to generate nearly \$4.1 billion in direct revenue.
- Estimates of the annual state and local taxes generated by the Port of Everett totaled \$276.5 million of state and local taxes, of which about \$179 million was collected at the state level, and the balance at the local level.

E. Existing Land Use Regulations and Policies

Federal, state and local regulatory frameworks supports maritime commerce in this Core Area.

Federal Law: Federal Navigation Channel – The U.S. Army Corps of Engineers maintains the Everett Harbor and Snohomish River Federal Navigation Channel, which includes the East Waterway. The East Waterway has a federally-authorized depth of -30 feet MLLW and is primarily used for Naval Station Everett. It is adjacent to port-related deep water shipping operations. Along its marine terminal shipping berths, the Port of Everett maintains water depths to approximately -40 feet MLLW. The Port of Everett facilities are utilized for a variety of uses, which include, but are not limited to, coastwise and international trade, vessel repair, fishing vessel resupply, and temporary lay-up. In addition to the commercial activity of the Port of Everett and the presence of the US Navy, the East Waterway is used for mooring barges, log rafts, and small commercial vessels.

Federal Law: Strategic Seaports – The Departments of Defense (DOD) and Transportation (“USDOT”) have designated 17 ports as "strategic," because in the event of a large-scale military deployment, DOD would need to transport more than 95 percent of all equipment and supplies needed for military operations by sea. The Port of Tacoma is the Pacific Northwest strategic seaport, with the Port of Everett among the designated alternates.

Federal Law: Secure Port Facilities – Code of Federal Regulations 46, part 105 makes the Port of Everett a federally secure facility as it is an international trade facility that receives foreign vessels.

Federal Law: Secure Naval Facilities – United States Code 18, section 1382 makes it illegal for anyone to enter a military base without the commanding officer’s permission. The adjoining East Waterway is a restricted waterway per Code of Federal Regulations, part 334.1215, including prohibiting recreational uses without the base commander’s authorization.

State Law: RCW Title 53- Enabling Legislation for Port Districts – Port districts are hereby authorized to be established in the various counties of the state for the purposes of acquisition, construction, maintenance, operation, development and regulation within the district of harbor improvements, rail or motor vehicle transfer and terminal facilities, water transfer and terminal facilities, air transfer and terminal facilities or any combination of such transfer and terminal facilities, and other commercial transportation transfer, handling, storage and terminal facilities and industrial improvements. – RCW 53.04.010 (1)

State Law: RCW Title 47- Transportation Facilities of Statewide Significance – The legislature declares the following transportation facilities and services to be of statewide significance: Highways of statewide significance as designated by the legislature under chapter 47.05 RCW, the interstate highway system, interregional state principal arterials including ferry connections that serve statewide travel, intercity passenger rail services, intercity high-speed ground transportation, major passenger intermodal terminals excluding all airport facilities and services, the freight railroad system, the Columbia/Snake navigable river system, **marine port facilities and services that are related solely to marine activities affecting international and interstate trade**, and high-capacity transportation systems serving regions as defined in RCW 81.104.015. (RCW 47.06.140; emphasis added).

State Law: RCW Title 36- Container Ports Initiative 2009 – The legislative intent is “...to ensure that local land use decisions are made in consideration of the long-term and widespread economic contribution of our international container ports and related industrial land and transportation systems to ensure that container ports continue to function effectively alongside vibrant city waterfronts.” (RCW 36.70A.085).

State Law: RCW Title 37 – Essential Public Facilities – The legislative intent is that counties and cities should create their own lists of essential public facilities that are typically difficult to site and then establish a process for siting them that is consistent with and implements applicable county-wide planning policies. WAC 365-196-550 implementing this legislation specifically identifies as essential public facilities “Marine port facilities and services that are related solely to marine activities affecting international and interstate trade, as defined in RCW 47.06.140(h).”

State Freight Plan (2014) – Several key terminal projects are identified in the 2014 State Freight Plan as part of a strategic economic corridor serving the aerospace industry (pp. 46, 161, 187)

State Rail Plan (2013-2035) – The State’s Rail Plan calls for support of economic development by providing access to people and industry. The state should support efforts to identify those intermodal and multimodal connectors that provide “first and last mile” connectivity to businesses and locations that generate freight and passenger demand. This designation should be included in the project prioritization process. Preserve access to global markets by ensuring access to Washington’s ports.

The Washington State Freight Mobility Plan should include projects that enhance or support connectivity to Washington’s deep water, river and inland ports. Port of Everett terminal rail investments were identified in this plan (p. 169)

State and City of Everett Law: Shoreline Management Act – This state law is carried out at the local level through the City of Everett’s Shoreline Master Program (SMP). The City of Everett completed a major update to its SMP in 2002, following an extensive community involvement process lead by a Citizens Advisory Committee. Among the objectives that are set forth in the City’s SMP is **“shoreline and water-areas on navigable waterways particularly suited for water-dependent and water-related uses should be reserved for such uses even if there is no current demand for such uses.” Accordingly, the SMP designated the Port’s deep-water marine terminal area as “Urban Deepwater Port,”** which is to “provide areas for large-scale water-dependent industries, port facilities, and supporting services that require proximity to navigable waters that can accommodate deep-draft ocean going vessels, and to ensure optimum use of the shorelines that are presently industrial in nature, while protecting and restoring ecological functions.”

City of Everett: Community Vision 2025 – In 2004, Mayor Ray Stephanson appointed 32 citizens, representing a wide cross-section of interests, to a Vision Team whose responsibility it was to develop a shared, comprehensive vision of what Everett should become in the year 2025. The Harborfront/Waterfront element of this vision included the following statement as to how Vision 2025 would become a reality: “work closely with the Port, aerospace companies, and other industry sectors to achieve expansion of the marine terminals and assure that specialty cargo handling facilities are developed to ensure the growth and prosperity of Everett’s workforce.”

Port of Everett & the Local Aerospace Industry – The Port of Everett acts as an extension of Boeing Everett Plant’s manufacturing process. The Port of Everett stages the containers at the seaport, and supports the just-in-time delivery schedule for Everett Boeing Plant.

Public/Private Partnership: Project Olympus Agreement – Under the terms of the 2003 Project Olympus Agreement, which sited the manufacturing of the 787 Dreamliner in Everett and was signed by the State, County, City, Port and private industry, **the Port of Everett was required to invest in the expansion of its terminal facilities to better serve the aerospace**

industry. The Port was also to construct the satellite Rail/Barge Transfer Facility, now Mount Baker Terminal, to streamline the delivery process and reduce rail line closures. This facility is now operational.

Regional: Puget Sound Regional Council’s *Regional Economic Strategy 2012* – The Puget Sound Regional Council has identified ports as a key focus area in their regional economic strategy that was adopted in July 2012. The strategy focuses on:

- Ensuring residents have access to family wage jobs, and employers have access to world class talent;
- Fostering a regional business climate that supports new high quality investment and job creation;
- Harnessing the entrepreneurship and technology innovation assets in the region;
- Advancing the region’s infrastructure to meet the demands of the globally-connected modern economy; and
- Ensuring a healthy and beautiful environment, vibrant and thriving communities and high quality of life for all the region’s residents.

Puget Sound Regional Council (PSRC) Transportation 2040 – Support manufacturing and industrial centers, as well as key regional assets such as deep-water container ports, and the services to the two Class 1 Railroads serving the Puget Sound Region. Ensure that industrial and freight-related land uses are supported in regional and local plans.

City of Everett: Local Land Use Plans – City of Everett Zoning Code: The deep-water marine terminal area of the Port is zoned M-2, Heavy Manufacturing. This zone is one of only two zones in the City that list marine shipping terminals as a permitted use. City of Everett’s Growth Management Act Comprehensive Plan: The deep-water marine terminal area is designated “5.1, Heavy Manufacturing”. This designation covers areas where heavy manufacturing or industrial uses are established and expected to continue...”

City of Everett Central Waterfront Plan - In 2013 the City adopted a re-use plan with modified M-2 zoning for the property formerly occupied by the Kimberly Clark pulp and paper mill. This plan encourages redevelopment with water-dependent industrial uses that create high employment densities on site, prohibits certain uses likely to have undesirable noise and odor impacts on nearby non-industrial uses, such as asphalt and concrete batch plants, chemical manufacturing, and fish cleaning and processing. The plan also prohibits warehouses and outdoor storage areas except as an accessory to a permitted use. It also establishes development and design standards for future uses and buildings.

Port of Everett: Marine Terminal Development Program (1995-Present) – The Port’s Comprehensive Scheme of Harbor Improvements included a Marine Terminal Development Program (MTDP). The policies in that program include the following text: “...it is accepted in the Port industry that a number of specific locational criteria are generally required for successful development and operation of marine terminal facilities. These include: deep-water access [minus 40 feet mean lower low water (MLLW)]; rail access; major road access; large land area; limited presence of sensitive natural resources; supportive land use controls; and present use. The

results of the preliminary land use analysis in the MTDP concluded that South Terminal is the only site available and suitable for deep-water marine terminal development.”

Port of Everett: Existing Infrastructure Investment – Based on the Port’s Comprehensive Scheme of Harbor Improvements and supported by the City’s local SMP, the Port District and its residents have invested tens of millions of dollars in developing the deep-water terminal area. That investment is returning a profit in keeping with the Port’s statutory mission of enhancing economic opportunities.

II. GOALS AND POLICIES

As vital as marine port economic activity is, it could be vulnerable to pressure for land use conversion or incompatible land use zoning adjacent to these facilities. Per RCW Chapter 36.70A, the Marine Port element provides land use policies to promote land use consistency and to minimize and mitigate land use conflicts along the edges of the Marine Core Area; and transportation policies to ensure continued efficient freight access and mobility.

A. Marine Port Core Area

Vision and Principles

For the Marine Core Area, this Port Element envisions a strong and vibrant Industrial Marine Port in the deep-water portion of Port Gardner Bay, supported by appropriate levels of service for capital facilities and other infrastructure, and an efficient truck and rail transportation network. Key planning principles that guide the goals and policies for the Core Area are as follows:

- Uses should be prioritized as follows: (1) cargo facilities and activities that support aerospace, military and other manufacturing sectors, (2) water dependent port uses, (3) water-related port uses, and (4) other uses permitted in the City’s M-2 Heavy Manufacturing zoning.
- The Port of Everett should work cooperatively with the City of Everett in setting level of service standards for utilities and transportation facilities and infrastructure.
- The City of Everett will work cooperatively with the Port of Everett to identify key transition planning areas that complement, and do not impede, the development of marine port facilities.
- The City and Port will work cooperatively to plan and implement shoreline public access improvements consistent with the City’s Shoreline Public Access Plan, including improvements in proximity to the Marine Core Area.

Marine Port Core Area Goal

Goal 11.1.1 Preserve the marine port core area and protect the long-term function and viability of this area.

- a. The City recognizes the important role that the Port of Everett plays in regional employment and economic development. The long-term preservation of the Marine Port Core Area ensures that the Port of Everett facilities and related industrial uses will have room to thrive in the City.

- b.* The following policies are intended to make sure that the Marine Port Core Area is preserved now and in the future for port maritime and related industrial uses while respecting the rights of all property owners.

Marine Port Core Area Policies

Policy 11.1.1 Port and Port-Related Container and Industrial Uses. Within the designated Marine Port Core Area, prioritize, protect and preserve existing and planned port uses, port-related container and industrial uses and rail-related uses. Uses should consist primarily of Marine port activity, compatible manufacturing, industrial-related office, cargo yard, warehousing, transportation facilities, and other similar uses, and where it does not conflict with these uses, shoreline public access improvements consistent with the City's Shoreline Public Access Plan.

Policy 11.1.2 Port and Port-Related Container and Industrial Land. Preservation of available industrial waterfront land for port and port-related container and industrial activity is vital to the City's economy. Encourage aggregation of industrial land for future development as port terminals and supporting uses. Give priority to uses that support substantial growth in the number of family wage jobs in Everett and Snohomish County over uses that consume large areas of land without a corresponding increase in job growth. Future use and development of the formerly Kimberly Clark property shall be consistent with the Central Waterfront Plan and development regulations.

Policy 11.1.3 Marine Core Area Boundary. Do not allow unrelated uses to gradually encroach on the Marine Core Area through incremental development and modifications of the Marine Core Area boundary. Consider boundary adjustments only in collaboration with the Port of Everett and Naval Station Everett as part of a comprehensive review of long-term port and port-related container and industrial land needs.

Policy 11.1.4 Land Use Impact Protection Overlay Area. Collaborate with the Port of Everett to designate a land use impact protection overlay area for all non-industrial designated land within a to be determined distance of the Marine Core Area external boundaries. This policy is intended to reduce the potential for land use conflicts between Port related uses and surrounding non-industrial uses by requiring additional noise and development reviews and inclusion of any needed adverse impact protection measures for all new uses and construction within the designated overlay area.

Policy 11.1.5 Compatibility. In general, natural buffers, such as change in topography, vegetated areas and water bodies should be utilized to help transition and separate incompatible uses. If natural buffers do not provide an adequate transition, development standards should be adopted to protect the livability of adjacent areas.

Policy 11.1.6 Noise. In the Marine Core Area, allow for localized noise impacts associated with transportation, manufacturing and other industrial activities consistent with Sections 20.08.040 and 20.08.050 of the City's noise regulations. While localized impacts are permitted, continue to require Marine Core Area industrial uses to be developed in a manner that protects the environment and preserves public health and safety. Continue to implement the MTMP

policies to work with the City and area residents to identify and resolve noise issues. Areas subject to the Central Waterfront Plan and zoning shall comply with the regulations and standards established by the City.

Policy 11.1.7 Noise Attenuation in New Construction. The Port and City should work together to identify transition areas near the Port where additional noise attenuation may be required in new building construction to ensure that interior noise levels and noise levels in required outdoor recreation areas are sufficiently low to protect the public health and welfare. The analysis should be based upon the maximum noise levels permitted on Port property by the City's noise regulations.

Policy 11.1.8 Acknowledge Surrounding Uses. In identified transition areas the City should consider requiring notice on the title of new residential and mixed-use construction advising of the potential impacts associated with living / working in close proximity to an active Port marine terminal.

Policy 11.1.9 Visual Character. In the Marine Core Area, allow for localized impacts associated with industrial activities that may include outdoor storage, relatively large building mass and impervious surface area. While localized impacts are permitted, continue to require Marine Core Area industrial uses to be developed in a manner that protects the environment and preserves public health and safety. Areas subject to the Central Waterfront Plan and zoning shall comply with the regulations and standards established by the City.

Policy 11.1.10 Lighting, Emissions, and Odors. Exterior lighting and glare on Port properties should not adversely impact adjacent properties or nearby neighborhoods. Lights must be shielded and directed downward onto the site. Marine Terminal lighting shall implement dark-sky measures to the maximum extent practicable, while ensuring a safe working environment. The Port should continue to reduce air emissions through actions such as the use of clean energy sources, retrofitting existing equipment and vehicles, purchasing low emission equipment and vehicles, and consideration of infrastructure improvements that would support the use of electrical shore power for cargo vessels. Manufacturing uses shall not generate substantial emissions or odors beyond the Marine Core Area and must comply with the applicable regulations under the Puget Sound Clean Air Agency (PSCAA).

Policy 11.1.11 Expansion Impacts. This element recognizes the need for the Port to expand to accommodate larger cargo vessels and increasing cargo volume. The Port will mitigate the impacts of redevelopment and expansion consistent with the City's Shoreline Master Program, and other local, state, and federal regulations.

Policy 11.1.12 Collaboration. The City, Port of Everett, City of Mukilteo, Washington State Ferries and Tulalip Tribes should continue to work in close collaboration to ensure that port and port-related industrial uses remain viable and that land use development along the edges of the Marine Core Area is thoughtfully planned to avoid land use conflicts and incompatibility. Consider collaborative efforts to develop landscape and street standards that recognize the special working character of the Marine Core area.

Policy 11.1.13 Maritime Industrial Planning. In order to ensure that the Marine Core Area continues to serve future port needs, work with the Port of Everett efforts to review its long-range maritime development program that assesses future cargo market demand, developing technologies, geographic constraints and other factors affecting future intermodal cargo opportunities.

Policy 11.1.14 Public Access. Public access is strongly encouraged on-site where not in conflict with water-dependent uses, and required on-site for nonwater-dependent uses in shoreline jurisdiction. Recommended improvements include a public viewpoint at the north end of the main terminal area adjacent to the Central Waterfront Planning Area with connections to the downtown, and an enhanced pedestrian / bicycle corridor along W Marine View Drive. A pedestrian / bicycle connection from the west end of Hewitt Ave to Terminal Ave is a potential improvement that would substantially improve the connection between downtown and the public access viewpoint described above. The viability of this connection should be further examined with BNSF.

B. Transportation

Provision of an effective multimodal transportation system is of vital importance for the City and Port operations and for port-related activities. Reliable systems of roadways and railways, as well as connections between them, accommodate a variety of cargo types and destinations, and allow for flexibility in the Port’s cargo base as demand for different types of cargoes rises or falls, while helping to alleviate traffic congestion, road usage, and upkeep if planned effectively and cooperatively.

Roadways and railways that support port operations are owned and maintained by numerous agencies in addition to the City of Everett, including the Port, other cities, counties, Washington State, and private providers such as BNSF.

Cooperation and coordination between jurisdictions is essential for preservation and efficient utilization of existing infrastructure that supports the region’s economy, including port and port-related operations, and also for future expansion of infrastructure needed to support these activities as they grow.

Planning, design and construction of transportation facilities typically takes years, can be costly, and often requires a variety of funding sources.

Identification of future transportation needs through a coordinated and comprehensive planning process provides a sound basis for identifying projects before they are needed, aids inter-jurisdictional coordination, and greatly enhances the ability for a project to receive funding from sources such as state and federal grants.

Transportation Goal

Goal 11.2.1 Identify, protect and preserve the transportation infrastructure and services needed for efficient multimodal movement of goods within and between the Core Area, Transition Area, and the regional transportation system.

An efficient multimodal transportation system is vital to the operation and economic viability of the City and Port. It is important that existing infrastructure and services that support Port activities be maintained, and that adequate resources are available to improve the transportation system as needed to support future growth. The following policies supplement the guidelines and direction provided in the Transportation element, specifically to achieve the goal of continued development and improvement of transportation facilities and services needed to support port-related freight access and mobility.

Transportation Policies

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 11.2.3 Intermodal Connections. Support and encourage intermodal facilities and the transport of cargo via rail to help minimize the roadway traffic impacts related to growth in truck traffic associated with Port throughput, provided that appropriate shoreline public access is provided or maintained as provided by the City’s Shoreline Public Access Plan.

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 11.2.5 Pavement Maintenance. Place high priority on preservation of existing roads that serve freight movement within the Marine Core Area and Transition Area; and encourage the use of reinforced pavement along Heavy Haul Routes to maintain improved roadway conditions over longer periods of time.

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.

Policy 11.2.9 Intergovernmental Funding of Transportation Projects. Coordinate with state, regional and adjacent local jurisdictions to seek joint funding opportunities for projects that enhance freight mobility in the region.