

APPENDIX D: LOCAL PLANNING DOCUMENTS THAT INCLUDE THIS PROJECT

The Port of Everett, as a special purpose district, has its own governing board and is independent of the State of Washington, City of Everett and Snohomish County. Therefore, legislative approvals are not required for this project. However, the Port of Everett’s governing board (the elected Port Commission) must approve all capital expenditures and projects to ensure they are consistent with the Port’s mission and Washington State Law Governing Ports ([RCW 53](#)). Under [Washington State Law \(RCW\)](#), the Port of Everett is designated as a “Transportation Facility of Statewide Significance” as it is a marine port facility related to international trade.

State and Local Planning

While Port infrastructure projects have not traditionally (prior to the FAST ACT) been included in our regional Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) lists, the rail component of this project will provide enhanced freight mobility in the region, and reduce pressure on our overly congested highway system .

Washington State Transportation Improvement Plan (STIP)

The project (STIP reference number POE-2) in its entirety was adopted into the STIP in February 2016 recognizing the seaport’s critical function in support of the regional manufacturing and construction base as well as the aerospace industry. [Click here for STIP Designation.](#)

Washington State Freight Rail Plan 2010-2030 (March 2014)

The rail improvement element of this project is included in the Washington State Freight Rail Plan 2010-2030.

Washington State Freight Mobility Plan (October 2014)

This plan designated two primary economic waterways in the state, one of which is Puget Sound. Within that economic waterway, the Port of Everett’s South Terminal Wharf Expansion and Strengthening project is identified as an unfunded freight investment.

State Shoreline Management Act

This project is entirely consistent with the provisions of the State Shoreline Management Act. This state law is carried out at the local level through the City of Everett’s Shoreline Master Program (SMP). The SMP designated the Port’s deep-water marine terminal area as “Urban Deep-water 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.

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..."

Port Element of the City of Everett's Comprehensive Plan

In 2009 former Washington State Governor, Christine Gregoire, recognized the value Ports have to the overall economic vitality of Washington State with the passage of [House Bill 1959 in 2009](#). This "container ports" bill set the framework to ensure compatible land use planning between cities and ports that are of "statewide significance" and requiring a Port Element to be included in the local Comprehensive Plan. Only four ports were listed in the legislation, and the Port of Everett was among them. In October of 2015, the Everett City Council adopted the Marine Port Element as Chapter 11 in the City's Comprehensive Plan. This chapter acknowledges the vital nature of the Port to the community and local economy and the need for the Port to expand its terminal facilities to keep pace with the industry, specifically referencing the Port's 2008 Marine Terminals Master Plan that addresses the need for larger berths for larger vessels.

Community Vision (2005)

In 2005 the City of Everett prepared the Vision 2025 policy guidance document that envisioned the future of the City as it would look by 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."

Marine Terminal Development Program (1995) – Comp. Guide Summary

The Port's Comprehensive Scheme of Harbor Improvements included a Marine Terminal Development Program. The recommendations in that program included 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 mean low, low water); 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."

Marine Terminals Master Plan 2008

This master plan, adopted by the Port Commission in July 2008, sets forth a vision for the future development of the Port's marine terminals over the next 5-10 years. This plan re-affirmed that redevelopment of South Terminal is the preferred site to accommodate future growth.

Comprehensive Scheme of Harbor Improvements (adopted 2013, updated 2015)

As required under RCW 53, the Port adopted and periodically updates the Comprehensive Scheme of Harbor Improvements which includes the Port's mission, vision and Strategic Plan. The Plan is adopted through a public process prior to funding any projects or improvements. Redevelopment of the South Terminal has been identified in this Plan to occur when there is a business need or if other port facilities are no longer adequate to accommodate existing customers. That time is now.

Related Plans/Agreements

The South Terminal Intermodal Freight Shipping Facility Improvement project is identified in the [2004 Master Site Development and Location Agreement between The Boeing Company, the state of Washington, Snohomish County and the City of Everett](#). The economic value of projects like the South Terminal Intermodal Modernization project was also a major reason in the State Legislature [HB 1959](#), which established compatible land use planning between the Ports of Seattle, Tacoma, Everett and Vancouver. All of these facilities are of statewide significance. Ongoing investment in this economic asset is clearly supported by state law, regional freight mobility studies and local codes and other planning documents.