



11930 Cyrus Way
Mukilteo, WA 98275
(425) 263-8000

Notice of Decision Shoreline Substantial Development Permit

**Port of Everett Interim
Commercial Parking Lot**

SH-SDP-2022-002/FL-DEV-2022-002

SUMMARY OF DECISION:

The City of Mukilteo issues this Notice of Shoreline Permit Decision as required by Revised Code of Washington (RCW) 36.70B.130 and Mukilteo Municipal Code (MMC) 17B.13.080, and has made the following decision:

DECISION: The Shoreline Substantial Development Permit (SSDP) is approved, subject to conditions. The construction permits, floodplain permit, and environmental review are completed separately from this decision.

NOTICE DATE: 3/17/2023

DATE OF FILING: 3/14/2023

EFFECTIVE DATE: Project construction (or the use or activity) shall not begin until 21 days from the date of filing (the “effective date”) of the Shoreline Substantial Development Permit (SSDP) with the Department of Ecology (MMC 17B.13.150(E)), unless an appeal waiver has been signed.

The earliest effective date is (insert date)

SSDP EXPIRATION: Project construction (or the use or activity) shall begin within two (2) years of the effective date (MMC 17B.13.160(2)(a)).

All project construction must be complete (or the use or activity commenced) within five (5) years of the effective date (MMC 17B.13.160(2)(b)).

PROJECT NAME: Port of Everett Interim Commercial Parking Lot (File Nos. SH-SDP-2022-002 and FL-DEV-2022-002)

PROPONENT: Port of Everett

DESCRIPTION OF PROPOSAL:

This proposal is to construct an interim commercial parking lot consisting of 99 parking spaces and landscaping in planter boxes on the existing paved area that was the former Washington State Ferry holding lanes.

The interim commercial parking lot will consist of the following:

- Ninety-nine (99) parking spaces
 - 13 stalls for surrounding businesses employees;
 - 23 stalls for monthly parking; and
 - 63 stalls for 72-hour parking.
- Landscaping in planter boxes on the existing paved area that was the former Washington State Ferry holding lanes.

The applicant is not proposing to increase or expand the existing paved area or conduct any ground-disturbing activity. No access to the marine environment is proposed or necessary.

The property lies within the City of Mukilteo shoreline management jurisdiction and has an “Urban Waterfront” Shoreline Environment designation. The proposal is located within the portion of the property with the “Urban Waterfront” Shoreline Environment designation. No work is proposed on the portion of the property within the “Aquatic Urban” Shoreline Environment.

All supporting documents are available on the City of Mukilteo website at <https://mukilteowa.gov/land-use-action-notices/> or by request from the City of Mukilteo Community Development Department via email (permittech@mukilteowa.gov) or phone (425) 263-8000.

LOCATION: 707 Front Street, Mukilteo, Washington 98275; otherwise known as Snohomish County Assessor Parcel Nos. 00451300100100 and legally described as:

Section 04 Township 28 Range 04 Quarter NE & NW FREDRICKSONS ADD TO MUKILTEO BLK 001 D-00 LOT 1-2 BLK 1 SD PLAT TGW VAC ALLEY LY BTW SD LOTS 1-2 SD PLAT & ALSO TGW FRAC LOT 1 BLK 2 SD PLATLY SLY OF 1ST ST & NLY OF BNRR & ALSO TGW TH PTN BLK 1 PLAT OF THOMAS ADD TO TOWN OF MUK DAF - ALL LOTS 1-2 & W 5FT LOT 3 & N 40FT LOTS 6-8 & ALL LOTS 9-10 SD PLAT & ALSO TGW TH PTN VAC ALLEY LYBTW LOTS 1 & 10 & ALSO TGW VAC 16FT WIDE ALLEY R/W LY SLY OF SLY LN LOT 2 & SLY LN OF WLY 5FT LOT 3 & LY NLY OF NLY LN LOT 9 & NLY LN OF WLY 5FT LOT 8 SD PLAT OF THOMAS ADD TO TOWN OF MUK (PER CITYOF MUK ORD NO 1055 REC UND AFN 200209171215) & ALSO TGW S 8FT OF VAC ALLEY LY BTW LOTS 3 THRU 5 & 6 THRU 8 BLK 1 SD PLAT OF THOMAS ADD TO TOWN OF MUK (PER CITY OF MUK ORD NO 1211 REC UND AFN200811190267) LESS R/W TO ST OF WA PER WD REC AFN 202109030014 ALSO TGW THAT PTN SURPLUS ST HWY R/W DAF TH TN LOTS 1 THRU 6 INCL BLK 1 FOWLERS ADD TOWN MUK LY WHN A TR LAND BAP OPP HES TF101+52.15 ON THE TF LN SURV SR 525 MUK FERRY TERMINAL LINCOLN TO PAR VIC & 57.50FT NLY THFR SD PT BEING ON ELY BDY OF BLK 1 SD PLAT TH WLY PLW SD TF LN SURV TAP OPP HES 100+78.73 THON SD PT ALSOBEING A PT OF CRV TO R HAV A RAD OF 25.5FT TH WLY ALG SD CRV 10.73FT TAP OPP HES TF 100+68.32 ON SD LN SURV & 59.73FT NLY THFR TH NWLY TAP OPP HES TF 100+59.85 ON SD LN SURV & 98.61FT NLY THFR THWLY TAP OPP HES TF 100+47.66 ON SD LN SURV & 101.40FT NLY THFR TH NLY TAP OPP HES 10+58.54 ON SR 525 LN SURV OF SD HWY & 22.5FT ELY THFR SD PT BEING ON NLY BDY OF SD BLK 1 TH ELY ALG SD NLY BDY TAPOPP

PROJECT DECISION:

Staff administratively reviewed this project for consistency with the policies, standards, and regulations of the City of Mukilteo. After considering comments by the public and/or other agencies, the SSDP is hereby **approved with conditions** based on the following:

FINDINGS OF FACT

Consistency with Mukilteo Zoning Development Regulations and Permitting Procedures:

1. The applicant submitted an application on August 29, 2022, for an interim commercial parking lot. The application was deemed complete December 16, 2022.
2. The Notice of Application was issued January 26, 2023 which initiated the 30-day Notice of Application public comment period as required by MMC section 17B.13.090(B). The 30-day public comment period concluded February 27, 2023 (4:30 PM).
3. On January 26, 2023, the Notice of Application was posted in a conspicuous place on the Port of Everett property subject to the Substantial Development Permit application. Posting of the property met the Notice of Application public notice requirement of MMC section 17B.13.100 entitled “Public notice requirement.” Additional public notice was provided by US Mail to property owners within approximately 500’ of the Port of Everett property proposed for development, advertised in the Herald two times one week apart, posted on the City website and public notice locations, and emailed to agencies and interested parties lists.
4. As provided for in MMC 17B.13.080 a determination of completeness letter dated December 16, 2022 was sent to the applicant within twenty-eight calendar days after receiving a shoreline substantial development permit application.
5. The Mukilteo Comprehensive Plan designation, shoreline environment designation, zoning and land uses of surrounding properties issue as follows:
6. The property is located in the area of special flood hazard, and specifically in the AE Zone as shown on the City’s adopted Flood Insurance Rate Map (FIRM). A floodplain permit is required. Other than the shoreline jurisdiction, there are no other known critical areas on site.
7. The property is designated “Commercial-Mixed Use” on the City of Mukilteo Comprehensive Plan Future Land Use map and is zoned Downtown Business (DB).
 - a. The proposal meets the definition of “development” in Mukilteo Municipal Code (MMC) section 17.08.020, since it involves the “exterior alteration of a structure.”
8. The Shoreline Environment designation, Comprehensive Plan Map designation, zoning and land uses of surround properties are:

Direction	Shoreline Environment Designation	Comprehensive Plan Map Designation	Zoning	Land Use
<i>North</i>	Urban Waterfront	Commercial – Mixed Use	Downtown Business District	Ivar’s Restaurant
<i>East</i>	Urban Waterfront	Commercial – Mixed Use	Downtown Business District	Parking Lot for Ivar’s Restaurant
<i>West</i>	Urban Waterfront	Commercial – Mixed Use	Downtown Business District	Diamond Knot Restaurant and Brewery
<i>South (across Front Street)</i>	N/A; Outside of the shoreline jurisdiction	Commercial – Mixed Use	Downtown Business District	Lighthouse Park; Restaurant/brewpub

9. Pursuant to the State Environmental Policy Act, the Port of Everett was designated as the lead agency for review of the proposed development. A Determination of Non-Significance (DNS) was issued on December 13, 2022, for the proposal pursuant to WAC 197-11-350 and MMC 17B.84.100.
10. Staff has determined that development of the project will conform to all applicable zoning and development standards, and that as conditioned, the project will have no adverse impacts to public health, safety, and general welfare.
11. The project complies with the requirements of Mukilteo’s 2019 Development Standards, including but not limited to access and street standards.
12. Existing utilities serve the subject property. Water and sewer are currently provided by the Mukilteo Water & Wastewater District. Electricity is provided by Snohomish County PUD. Natural gas is provided by Puget Sound Energy.
13. The property lies outside the 55 Day-Night Average Sound Level (DNL) noise contour of Paine Field Airport.

Consistency with Mukilteo Comprehensive Plan:

14. The property is designated “Commercial – Mixed Use” in the City’s 2019 Comprehensive Plan Future Land Use map.
15. Development of the project will conform to the following applicable Comprehensive Plan policies:
 - LU2g: Development regulations and standards that maximize on-site landscaping, planting of street trees and use of native planting shall be adopted.
Staff Finding: Landscaping for the proposed parking lot will be placed in planter boxes as this is an interim parking lot.
 - LU5a: A Waterfront Master Plan shall be developed that reflects the direction of the Shoreline Master Program, accommodates the preferred alternative for the relocated Washington State Ferry facility, and addresses the operations and maintenance of city facilities envisioned for the waterfront. Subsequent land use decisions for the waterfront shall conform to the recommendations in the adopted Waterfront Master Plan.

Staff Finding: The 2016 Downtown Waterfront Master Plan (“Plan”) indicates the property was proposed for commercial development. The proposed use is an interim commercial parking lot. This is an interim use and the property will be redeveloped in the future based on plans adopted by the City.

- LU5c: Redevelopment of Mukilteo’s waterfront should include exceptional pedestrian and recreation facilities that include a waterfront promenade and a chain of waterfront parks, and a visitor dock, all with pedestrian-oriented amenities.

Staff Finding: The existing sidewalk along the west side of the property and the existing cross walk along the north end of the property will remain in place and provide a pedestrian connection between Lighthouse Park and the existing Mukilteo Ferry Terminal. No changes to the existing streetscape are proposed or required as this is an interim commercial parking lot.

- LU9: The City shall manage and regulate development in critical areas and the shoreline to allow reasonable and appropriate uses in those areas while protecting them against adverse effects and shall regularly evaluate these regulations and programs to ensure they continue to use the best available science to protect environmentally sensitive areas from negative impacts associated with development.

Staff Finding: Half of the property for the interim commercial parking lot is located within the shoreline designated area. The property was previously used as the holding lanes for the Mukilteo Ferry terminal.

- LU11: Development and redevelopment in the downtown business district shall be guided so as to create a unique identity for the area that is pedestrian-centric as provided for in the Downtown Business District Subarea Plan.

Staff Finding: There is an existing sidewalk along the west side of the property and a cross walk along the north side of the property which help provide a pedestrian connection between Lighthouse Park and the existing Mukilteo Ferry Terminal.

Consistency with Washington State Shoreline Management Act:

16. The Shoreline Management Act (SMA) requires jurisdictions located along the shorelines of Washington or with waters of statewide significance to develop Shoreline Master Programs (SMPs).

Staff Finding: The City of Mukilteo approved its update to the SMP in November of 2019 which became effective in January of 2020. The Port of Everett property was the former Ferry holding lanes and is being repurposed for the interim commercial parking lot. As this is an existing paved area, many of the policies within the SMP are not applicable as a portion of the property is outside the shoreline jurisdiction.

Consistency with Mukilteo Shoreline Master Program:

17. The project is consistent with the goals, objectives, and policies of the Mukilteo Shoreline Master Program (SMP).

The Urban Waterfront Shoreline Environment Designations include properties within the Downtown Business (DB) zone:

- The Urban Waterfront Shoreline Environment designation includes the area along the north side of the BNSF Railroad tracks including Front Street starting at the Losvar Condominiums and eastward through and to the east portion of the former Tank Farm.

Based on this review, staff has determined that development of the project will conform to the following applicable SMP policies for the Urban Waterfront Shoreline Environment:

Shoreline Management Program Goals	
GD 1:	Encourage City entryways, commercial development, and redevelopment near the urban waterfront to reflect the City's waterfront in a manner that will enhance the public enjoyment and access to the waterfront.
	<i>Staff Finding: The proposed interim commercial parking lot will help meet existing demand for parking in the downtown area for public access and enjoyment to the waterfront. As this is an interim commercial parking lot, the proposal does not preclude future development of the site to be consistent with the Downtown Waterfront Master Plan (2016) or other subsequent City plans.</i>
GD 2:	Ensure compatibility of adjacent land uses through the use of buffer, landscaping, and quality building design to mitigate impacts and enhance the City's unique identity and distinctive entryways.
	<i>Staff Finding: A landscaping plan was submitted by the applicant that included planter boxes between the street and the parking areas. This is an appropriate approach as the use is temporary and it will not require grading activity to meet the landscaping requirements. Approval is conditioned on the requirement that the Port of Everett maintain the vegetation in the planters in a presentable state including watering in the summer.</i>
GD 3:	Promote economic development and redevelopment to provide for a tax base that is balanced so the tax burden is shared among residential, commercial, and industrial properties.
	<i>Staff Finding: No change is proposed to the land use or zone of the commercial property. In addition, the commercial parking tax will generate local revenue for the City of Mukilteo and provide additional parking for commercial and recreational uses in the waterfront.</i>
GD 4:	Provide cost-effective and efficient public infrastructure and services that are sensitive to the environment; and that balance the use of a variety of modes of transportation.
	<i>Staff Finding: The proposal is a cost-effective use of an existing, vacant, paved lot that will provide additional parking that is currently in high</i>

	<i>demand from the various water-dependent, water-related, and water-enjoyment uses within the Shoreline area.</i>
GD 5:	Protect and enhance the City’s critical areas and shoreline management zones to support fish and wildlife resources, maintain water quality and protect visual and aesthetic qualities.
	<i>Staff Finding: Proposed maintenance does not expand the area of asphalt on the lot, increase the amount of impervious surface on the property, change drainage patterns, alter vegetation or natural areas on or off-site, result in the disturbance of a critical area or buffer, or cause substantial adverse effects to shoreline resources or environment. Existing stormwater system will be maintained to protect water quality and planters will be added to enhance visual aesthetics.</i>
GD 6:	Provide a system of parks, recreational, and cultural facilities that incorporates both public entities (City, County, State, Port of Everett, and schools), and private assets in order to expand opportunities within the City, views of the water and mountain scenery and public access along the shoreline.
	<i>Staff Finding: The proposal will accommodate existing demand for parking that will allow public access and enjoyment to the waterfront. The proposal will support the existing systems of parks, recreational, and cultural facilities.</i>
GD 7:	Promote economic development and redevelopment to provide for a tax base that is balanced so the tax burden is shared among residential, commercial, and industrial properties.
	<i>Staff Finding: The parking management system will be wireless and unmanned, thus negating the need for utility connections above or below the ground effectively reducing potential impacts to the shoreline.</i>
Shoreline Management Program – General Policies	
SH 1:	Work with the Port of Everett, the City of Everett, Snohomish County, BNSF, and other entities, and private landowners to; <ul style="list-style-type: none"> a) develop direct linkages to the waterfront; and, b) provide recreational opportunities and restore ecological functions through use of innovative approaches.
	<i>Staff Findings: The proposed interim commercial parking lot with help alleviate the parking demand along the waterfront, especially during the spring and summer months for the shoreline recreation users. This proposal also provides an option for those who wish to leave their vehicles overnight in the downtown area. and take the ferry to Whidbey Island.</i>
Shoreline Management Program – Public Access and Recreation Policies	
SH13:	Encourage cooperation and joint use between public and private agencies and landowners to increase and diversify shoreline recreation opportunities.

	<i>Staff Finding: The proposal encourages cooperation and joint use by providing parking for a variety of uses along the waterfront, including park users, restaurant patrons and employees, ferry riders, commuters, etc.</i>
Shoreline Management Program – Use and Circulation Policies	
SH14:	Generally, limit new development within shoreline jurisdiction to water-dependent, water-related or water-enjoyment uses, public access, ecological restoration activities, or to essential regional public facilities that cannot feasibly be located elsewhere. Shops and services supporting the needs of commuters and visitors are also appropriate.
	<i>Staff Finding: The proposal compliments and supports existing waterfront uses by providing in-demand parking for existing water-dependent, water-related, and water-enjoyment uses, including restaurants, park facilities, ferry users, SCUBA divers, etc.</i>
SH15:	With the exception of pedestrian, bicycle, and emergency vehicle access, locate ferry vehicle staging, shared parking spaces, vehicle circulation and parking systems which are not related to shoreline-dependent uses or serving the multimodal station as far from the shoreline as possible.
	<i>Staff Finding: The property is land locked and located upland from the physical shoreline. Parking located within the 200' shoreline area will support existing, City-approved, water-dependent, water-related, and water-enjoyment uses. Parking located outside of the 200' shoreline area is dedicated for monthly, commuter parking.</i>
Shoreline Management Program – Urban Waterfront/Urban Waterfront Park Shoreline Environments – Priority of Land and Water Uses	
UW1:	Priority shall be given to water-dependent uses, including ferry terminals and boat launches, in the Urban Waterfront Shoreline Environment. Water-related and water-enjoyment uses shall be given second priority.
	<i>Staff Finding: The proposal supports and provides in demand parking for existing water-dependent, water-related, and water-enjoyment uses, including the ferry users, restaurants, park facilities, SCUBA divers, etc.</i>
UW2:	Non-water-oriented uses shall not be allowed except as: <ul style="list-style-type: none"> • part of mixed-use developments; • in existing developed areas supporting water-dependent uses; or • in limited situations where there is no direct access to the shoreline.
	<i>Staff Finding: The proposal itself is a non-water-oriented use located in an existing developed area. However, it directly supports water-dependent uses (ferry users, park facilities, restaurants, etc.). In addition, the site is inland from and has no direct access to the shoreline.</i>
UW3:	Non-water-dependent uses that are auxiliary to, and necessary for, multimodal/intermodal public transportation shall be allowed, provided no other feasible alternative exists.

<p><i>Staff Finding: The proposal unto itself includes maintenance of a non-water dependent area, however, the change of use supports existing water-dependent uses including multimodal/intermodal public transportation users as well as other water-dependent, oriented and enjoyment uses. In addition, the site is inland from and has no direct access to the shoreline.</i></p>

Consistency with Mukilteo Shoreline Development Regulations:

- a. The property is located in the Urban Waterfront Shoreline Environments.
- b. The proposal meets the definition of “development” in MMC 17B.08.020, since it involves the “placement of landscaping in planters to meet the landscaping requirements.”
- c. The proposal does not qualify for an exemption under MMC 17B.13.020 or Washington Administrative Code (WAC) 173-27-040 through WAC 173-27-045, and therefore a Shoreline Substantial Development Permit (SSDP) is required.
- d. Matrix (MMC 17B.16.040(A))Commercial Parking Lots are allowed in the Urban Waterfront designation in conjunction with the multi-modal transit station. The parking lot is in the vicinity of the WSDOT Ferry Dock as well as the Sound Transit Sounder Station. The proposed development will allow parking for users of both stations.
- e. Shoreline Substantial Development Permits are a Type I Administrative Decision, and no public hearing is required. The planning director or designee has authority to make a decision on a Type I SSDP.

Imposing Conditions of Approval

- 18. The City may attach conditions to the approval of permits as necessary to ensure consistency of the project with the city regulations, the comprehensive plan, the Shoreline Management Act, and the Mukilteo Shoreline Master Program (MMC 17B.13.110(E)).
- 19. When permit approval is based on conditions, such conditions shall be satisfied prior final approval of the construction, use or activity (MMC 17B.13.160(A)(5)). Any violation of the conditions below are considered a violation of the permit and may be subject to the City’s code enforcement procedures.

DECISION

Based on the application and facts and findings of this decision, the Port of Everett’s Shoreline Substantial Development Permit application to allow for an interim commercial parking lot at 707 Front Street in that part of the property with an Urban Waterfront Shoreline Environment designation is hereby APPROVED, subject to the following conditions:

General

- 1. All improvements shall be constructed in accordance with the Site Plan submitted on December 13, 2023. Minor changes are allowed as long as the plans meet the requirements outlined in the Shoreline Substantial Development permit.

2. A major permit revision will be required if substantive changes are proposed to the design or conditions of this approval. Changes are substantive if they materially alter the project in a manner that relates to its conformance to the terms and conditions of the permit, the master program and/or the policies and provisions of chapter 90.58 RCW. Changes which are not substantive in effect do not require approval of a revision. If the applicant seeks to revise this permit, detailed plans and text describing the proposed changes shall be submitted. If the City determines that the proposed changes are within the scope and intent of the original permit and are consistent with the applicable SMP and SMA, the revision may be approved. "Within the scope and intent of the original permit" means all of the following:
 - Sealcoating
 - Restriping to accommodate 99 parking spaces
 - Perimeter landscaping within planter boxes
3. Project construction (or the use or activity) shall not begin until 21 days from the date of filing (the "effective date") of the Shoreline Substantial Development Permit with the Department of Ecology (MMC 17B.13.150(E)), unless an appeal waiver is signed.
4. The applicant will pay \$13,406.25 in transportation impact fees as approved by the Public Works Department.
5. The applicant shall obtain a Floodplain Permit from the City of Mukilteo.
6. Construction noise for the project shall be allowed between the hours of seven (7) a.m. to six (6) p.m. on weekdays. Construction shall be allowed on Saturdays from nine (9) a.m. to six (6) p.m. No construction shall be allowed on Sundays and holidays due to the close proximity of the neighboring residential area.

Utilities

7. The cost of any work, new or upgrade, to the existing electric system and facilities that is required to connect the project to the Snohomish County PUD electric system shall be in accordance with applicable Snohomish County PUD policies.

Miscellaneous

8. Prior to initiation of any site work, all contractors and subcontractors working on the project described herein shall obtain a business license from the City of Mukilteo.
9. All construction equipment, building materials, and debris shall be stored on the Applicant's property or an approved off-site location, out of the public right-of-way. If a temporary stockpile area is required on-site, the location of the stockpile shall be determined in the field with the approval of the Community Development and Public Works Directors. In no case shall access to any private or public property be blocked or impinged upon without prior consent from the affected property owners and the City of Mukilteo.
10. If at any time during the construction process the streets are not kept clean and clear, all work will stop until the streets are cleaned and maintained in a manner acceptable to the Public Works Director.

11. Before operating the applicant shall stripe the ADA parking stalls and any required pedestrian crossings and have the parking stalls approved by the Building Official on inspection. During operation, the applicant may change the ADA parking layout so long as it meets the applicable codes, and the changes are approved and inspected by the Building Official.

EXPIRATION

1. Project construction (or the use or activity) must begin within two (2) years of the effective date of a shoreline permit (MMC 17B.13.160(A)(2)(a)).
2. Authorization to conduct development activities shall terminate five (5) years after the effective date of a shoreline permit (MMC 17B.13.160(A)(2)(b)).
3. The effective date is 21 days after the date of filing of the Shoreline Substantial Development Permit (SSDP) with the Department of Ecology (MMC 17B.13.150(E)), or until all review proceedings and appeal processes have been completed (MMC 17B.13.160(A)(3) and (A)(4)), whichever is later.
4. The City may authorize a single extension for a period not to exceed one (1) year based on reasonable factors, if a request for extension has been filed before the expiration date and notice of the proposed extension is given to parties of record and the Department of Ecology.

APPEALS

An appeal of this decision must be filed by a Party of Record within 21 calendar days of the “date of filing” with the Department of Ecology (Ecology) as defined in RCW 90.58.140(6). Appeals must be delivered to the State Shoreline Hearings Board by the above date at P.O. Box 40903, Olympia WA 98504-0903.

Any person aggrieved by the granting, denying, or rescinding of a permit on shorelines of the state pursuant to RCW 90.58.140 may seek review from the shorelines hearings board by filing a petition for review within twenty-one days of the date of filing of the decision as defined in RCW 90.58.140(6).

Affected property owners may request a change in valuation for property tax purposes notwithstanding any program of revaluation. For information regarding property valuations and/or assessments, contact the Snohomish County Assessor's Office at (425) 388-3433.

Contact Person: Andrew Galuska

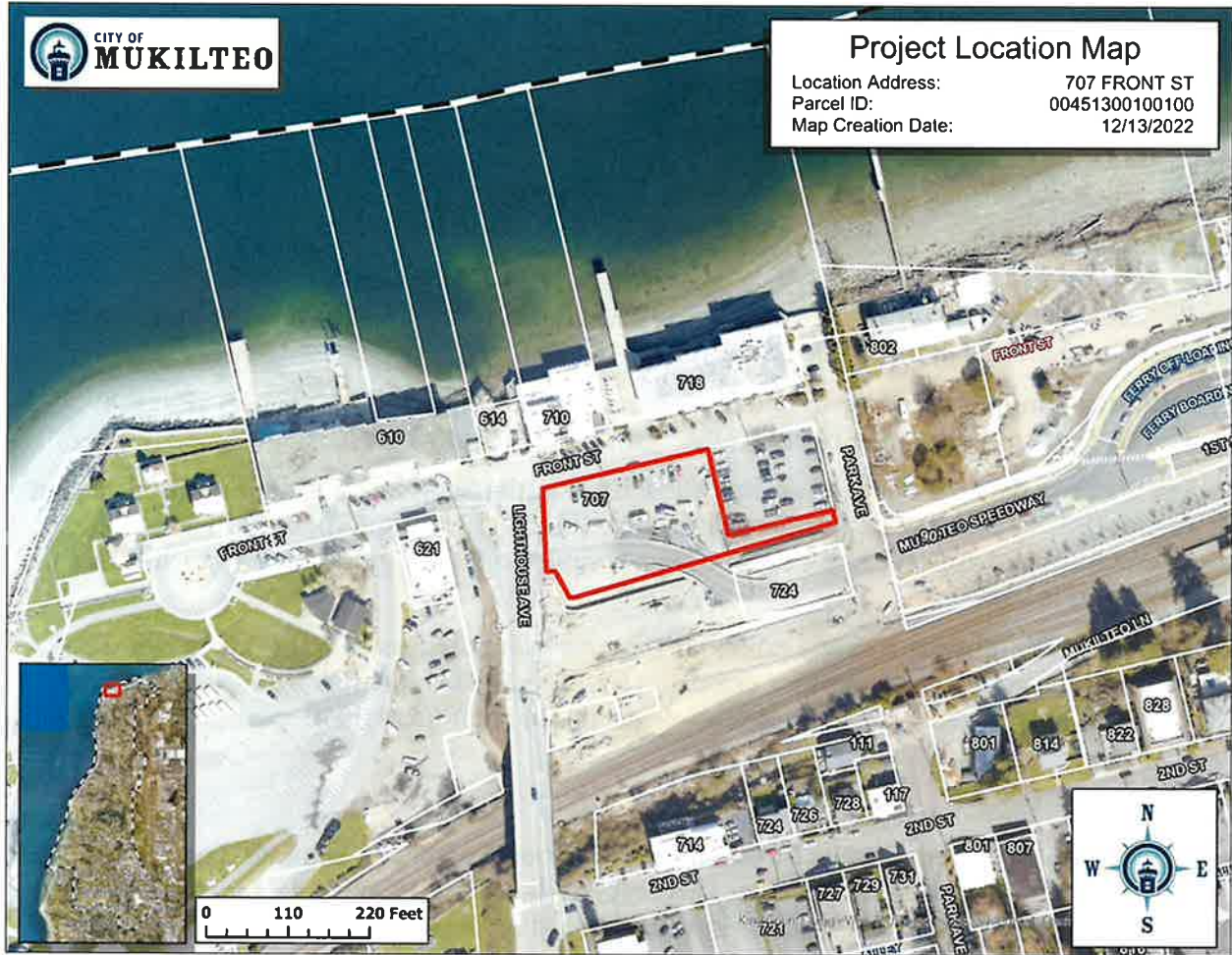
(425) 263-8084



3/14/23

Andrew Galuska, Director
Community Development Department

Date



Location Map

pc: Applicant/Representative
 Reviewing Agencies
 Interested Parties

CDD Director
 Permit Services Coordinator
 Permit Services Assistants (2)

Property File
 Property Owners (300')

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