

PORT OF EVERETT SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use “not applicable” or “does not apply” only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the State Environmental Policy Act (SEPA) process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. background

1. Name of proposed project, if applicable:

Waterfront Place Central Mixed Use Redevelopment Project - Amendment of the North Marina Planned Development Overlay (PDO) Zone Development Agreement and Site Plan

2. Name of applicant:
Applicant and Property Owner: Port of Everett

3. Address and phone number of applicant and contact person:

Port of Everett
P.O. Box 538
Everett, WA 98206

Applicant Contact Person:
Graham Anderson
Port of Everett
425-388-0703

4. Date checklist prepared:

June 27, 2014

5. Agency requesting checklist:

City of Everett

6. Proposed timing or schedule (including phasing, if applicable):

The Port of Everett (the Port) would like to begin this project's development in 2014–2015 immediately after receiving the first project level entitlements. We anticipate a seven- to twelve-year build-out and absorption over four project phases.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Yes. This is a nonproject action. More detailed project level environmental review, permitting and subsequent multi-phased construction of redevelopment improvements will be conducted for the Waterfront Place Central project area in 2014 immediately after approval of the Planned Development Overlay Rezone amendment. After completing project level environmental review, and first phase site plan approval, the initial phases of site redevelopment permitting and construction would begin immediately.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Project level SEPA environmental review – (North Marina Redevelopment Project 2005)
North Marina Redevelopment Project (NMRP) 2005 Final Environmental Impact Statement (FEIS)
Project level Biological Evaluation for federal Endangered Species Act compliance
Phase I and II Environmental Assessments
Cleanup Action Plans
Remedial Design
Remedial Construction Documentation
Post Remediation Monitoring Reports
No Further Action Letters

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

Yes. The Port is currently under a Consent Decree with the Department of Ecology (Ecology) to execute the cleanup requirements described in the final Cleanup Action Plan for the former Everett Shipyard portion of the site. Final approval of these current cleanup actions by Ecology will be granted when all of this cleanup work is fully completed.

10. List any government approvals or permits that will be needed for your proposal, if known.

See attached list of government approvals or permits that will potentially be required for the project level redevelopment improvements (SEPA Checklist Attachment A).

Most of the remaining in-water reconfiguration and renovation of the existing Central Docks portion of the marina (previously known as the northern half of the North Marina) is not a part of this proposal. This includes the proposed replacement of an old commercial fishing wharf at the southeast edge of the proposal site with an improved and larger version. These other marina improvements will be of great value to the efforts to fully redevelop the adjoining upland Waterfront Place Central area for mixed-use and will continue to be jointly planned and carefully coordinated through the permitting and overall master planning and environmental review process with the upland project to ensure maximum compatibility. Some of these remaining marina improvements have already completed the environmental review and permitting process and will be constructed in phased coordination with the proposal.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The proposal is to amend the existing North Marina PDO rezone Development Agreement and 2005 City-approved NMRP site plan. These modifications are necessary in order to allow master planned redevelopment of the project area to be implemented in a manner that is consistent with the original PDO Development Agreement's high-quality mixed-use development objectives while also addressing changing real estate market requirements including the need for a site plan that can respond with greater flexibility to rapid shifts in these demands. The proposed modifications are also intended to provide additional public open space on larger parcels located on the southern and western shoreline edges of the site. This will allow the project to take even better advantage of the site's unique waterfront setting. It will also help to achieve a more balanced integration between the redeveloped site's landscape and built environments, emphasizing the quality and character of the project through a stronger prominence of the landscape design and incorporation of the site's extensive maritime and industrial history into its design.

The site includes approximately 65 acres of uplands and approximately 53 acres of adjoining submerged lands. The Waterfront Place Central redevelopment project is a multi-district, multi-phase master planned effort to create a totally new mixed-use development on the upland 65-acre portion of the site. Redevelopment will include a mix of varied commercial, hospitality, residential, boat repair, research/laboratory, retail-related craft production and public recreational uses. Please refer to the

Waterfront Place Central conceptual site plans (SEPA Checklist Attachment B) for additional information.

The minimum and maximum building area for each of the major use categories are very similar to and do not exceed the combined total of those included in the approved 2005 NMRP site plan. They are as follows:

Marine Sales and Service	98,000 to 155,900 s.f.
Office, Retail, Commercial	375,000 to 512,800 s.f.
Hotel and Restaurant	100,000 to 165,200 s.f.
Housing	330,300 to 725,000 s.f. (320 to 660 units)
TOTAL BUILDING AREA	903,900 to 1,558,900 s.f.
TOTAL ON-SITE PARKING SPACES	3,174 spaces

The five proposed districts contained in the Waterfront Place Central redevelopment plan are described as follows:

Craftsman District – The 20.25-acre Craftsman District provides for the majority of marine-related uses that accommodate marina services and all facets of commercial marine activities, including Marine Commercial, Retail, and Light Industrial uses. In this area, boats are sold, repaired, stored, painted, moved, and washed. This district is almost completely contained within the fences of the Port of Everett boat yard encompassing an entire portion of the site north of parcels adjacent to 13th Street, and extending from the east end of the North Docks to West Marine View Drive. The only street within the district is Craftsman Way to the west of the boatyard and east of the waterfront where the travel lift provides boat transportation into the yards. This road is a General Circulation roadway with 12-foot lanes and parallel and angled parking areas.

The featured building within this location is the existing Waterfront Center, which doubles as a transit center for the Everett Transit system and provides a home for marine shops on its east-facing façade, and retail, restaurants, educational facilities, and offices as well as retail production on the west-facing sides. Other existing buildings include a marine retail building on the West Marine View Drive frontage, the Marina Maintenance Operations Center and Boat Wash facilities, boater storage lockers, and marina retail and services. The remaining area serves as a boat repair yard, providing extensive environmental controls on runoff to keep potential hazardous materials out of the Puget Sound. The redevelopment design draws on the craft, technology, and history of the working waterfront to reflect quality with durable maritime materials and forms and expressive structural details and connections.

In the public realm and featured at the Craftsman District is the Fisherman’s Tribute, a statue acknowledging a proud legacy and fishing heritage at the Port. From this plaza next to the water, visitors can step onto the W trail system linked to the North and Central piers, along the Esplanade.

Within the Waterfront Center visitors can locate a timeline depicting the colorful history of the Port's nearly 100-year heritage, shelter while waiting for transit; or relax in sidewalk cafés or lobby seating areas. Also within Waterfront Center are community rooms available for rental.

Timing of development in the Craftsman District is anticipated to continue in 2017 when a large manufacturing tenant's lease expires and final demolition and soil cleanup actions are taken by the Port. Once the buildings are demolished, the Port intends to relocate boatyards from throughout the uplands to consolidate the boatyards and maintenance offices.

Fisherman's Harbor – The Fisherman's Harbor district includes 11.79 developable acres and is this project's year-round hub of activity. It will include commercial fishing, recreational boating, retail shopping, and dining that attracts residents and regional visitors. The key features of this area include: Seiner Wharf, Pacific Rim Plaza, Floating Activity Barges, Dock Walk, and the small boat course on accessible water. Weddings and other events and ceremonies, such as sister city programs, will be welcomed at this plaza.

The international gateway at 13th Street and West Marine View Drive is on the northern border of Fisherman's Harbor and serves as the defining front door to Waterfront Place. From the gateway, Seiner Drive extends along the inner harbor's easternmost edge to the Seiner Wharf to make up this district. The district reestablishes the neighborhood into the City's street grid by returning the street names back to 13th and 14th Streets, their Everett historical numbers. A new traffic signal will be constructed at 13th Street and West Marine View Drive. 13th Street is featured as the Entry Boulevard, 90-foot-wide with parking and transit stops, and Seiner Drive and 14th Street is an 80-foot-wide Pedestrian Street. Additionally, as visitors enter at 13th Street, they will pass by an electronic community message sign that offers information about upcoming events or activities (such as "Farmers Market today from 9:00 a.m. to 2:00 p.m.") happening throughout Waterfront Place. A large parking court lies adjacent to the Seiner Wharf. Fifteen- to twenty-foot-wide bike and pedestrian paths connect to the Esplanade and the W trails in either direction from Fisherman's Harbor.

Buildings in this district include the primarily retail-focused mixed use, 114 apartment homes, eight commercial buildings (which could house a drug store), small concept grocer, marine retail, and some office space. Along the harbor's edge are four indoor restaurants with patios and an outdoor restaurant and fish market. The largest structure is the hotel with meeting space, restaurant and cocktail lounge. Also included are three parking structures (aboveground) and a large parking court.

The design intent of the inner harbor pedestrian areas adjacent to the commercial fishing fleet (shown on Sheet 2.2a, Pathways and Public Access, in the set of conceptual site plans for the proposal [SEPA Checklist Attachment B]) is focused on emphasizing the presence of and access to the inner workings of the fishing community and industrial waterfront. Additionally, waterfront restaurants and walk-ups invite visitors and residents to enjoy a meal while they settle into the marine environment. Site furniture, such as light poles and benches, are a hybrid design of traditional and contemporary styles reflecting a historic yet contemporary waterfront. For example, light fixtures may be located on angled poles at varying heights to reference the mast arm on a seiner boat. Wood crates and crab pots are used as inspiration for custom designed outdoor benches.

In the public realm, the former asphalt parking lot to the north, where the Seiner Fleet is docked, is peeled back and replaced with wood surfacing to resurrect the feeling of an old time wharf. At the southern edge of the wharf, there are brightly colored open-air fish market stalls. Along the water's edge at Fisherman's Harbor and on the visitor docks, there are places for people to sit and watch

fisherman come into port and unload their hauls. The central gathering point and heart of the Waterfront Place project is Pacific Rim Plaza, a 1-acre formal park adjacent to a hotel, and the jewel of this district where an Archimedes Screw water feature is located. Water is pulled from the bay through the power of wind as a sail pivots to draw water up through a spinning and lighted globe, symbolizing the community's international significance. A plaza features monuments to significant community partners (like sister cities, tribal nations, etc.) and provides ample room for large ceremonies and weddings. At the gateway along 13th Street, visitors are welcomed by flags of the Port of Everett's international trading partners. The flags symbolize the importance and the long history of international commerce with nations such as Korea, Russia, China, Japan, and Canada. When special events occur or an international trade partner visits the Port, all the flags will be switched to the flag of that nation, or, similarly to US flags to welcome home naval home-ported ships. The reader board is large enough to read at slow speed from a car, but small enough as not to be a visual nuisance. This low light electronic message board is 2 feet tall and is built into the larger Waterfront Place entry feature that is 15 feet long by 26 feet tall. Along the waterfront, the walking path connects to an elevated patio for restaurants along the water, and two gangplanks allow visitors to walk among fishing vessels and a guest moorage dock. A small boat course provides leisurely entertainment through dingy and radio operated sailboat regattas. Along Seiner Wharf, seiner boats will be moored with the names of their captains, length of home porting, and ship name on plaques visible to the public.

This district is in the early stage and is anticipated to support the establishment of this new mixed-use redevelopment. It is anticipated that construction of Fisherman's Harbor elements could begin as early as 2015 and would take about three years to build out.

The Esplanade - An esplanade is defined as a long, open, level area, next to a river or large body of water, where people may walk. Wrapping around the central pier, Waterfront Place features just such a place. The Esplanade is a primary unifying environmental element in the project. Those taking the long walk or bike ride around the Esplanade will find a variety of sights, including ground-floor shops, townhomes, restaurants, water, and park views, and more in areas adjacent to it.

The Esplanade commences at 14th Street and the Pacific Rim Plaza and wraps all the way around the central pier to the Craftsman District. Along these walkways, seating areas, vistas and landscaping provide a continuous means for public access and circulation.

Streets in the Esplanade share portions of Millwright Loop, which is a general circulation road type D and E with parking. Also in the southern portion, 72-hour parking and loading areas provide critical marina access for boaters. The northern portion includes a parking court and street parking. Pedestrians connect through the project along connections from the Esplanade, walking safely over sidewalks and crossings offset by material, color, and texture from street pavement. Further afield, the Esplanade connects visitors to surrounding areas in Waterfront Place North and South along links to the existing three-marina trail affectionately referred to as "The W." Bikes-for-rent kiosks and pedi-cabs for hire, offering options for those who prefer to ride rather than walk, will be available here. Environmental design in the Esplanade is created by Crime Prevention Through Environmental Design (CPTED)-rated designers for safety while its design expresses and reflects the uses around it as it passes through each district, changing the planting palette, lighting, and fixtures to add interest.

Buildings in the Esplanade include public restrooms and marina showers on the south side. Two acres of this district include developable lots for a boutique hotel and spa and fine dining restaurant on the west end. Additionally, a marine club house (envisioned to be the historic Weyerhaeuser building) provides year-round meeting space and offices for marine-related activities.

The jewel of the Esplanade is Boxcar Park, a two-acre park opening to the Snohomish River on the western edge of the pier with a natural children's playground, an outdoor live performance venue, and kite flying and picnicking terraces called the Sunset Steps (i.e., terraced to optimize the westerly sunset views at the water). This park is informal, designed to extend its sister park, the Jetty, across the river through its open spaces. The Esplanade trail meanders through the park separating the uses on each side of the trail: Rocky Islands playground on the west and the live performance play house, Weyerhaeuser Muse, to the east. Ensuring that the marina area appeals to children is a priority for the Port of Everett. Rocky Islands playground provides a series of miniature islands and a treasure trove of natural tidal pools to show off marine habitat and allow for memorable searches for sea creatures, driftwood fort building, or marine biology talks. The grassy hills terraced to make up Sunset Steps give beginner kite boarders a location to practice maneuvers and enjoy a picnic before heading out to the Jetty. The Muse continues its valuable community use through a formal garden, community meeting spaces, and a stage for concerts, events, and outdoor screens to show marine movies for guests at the dock.

The Millwright District – This district includes 11.85 acres of developable land and is the primary commercial and office area within Waterfront Place. It is home to small businesses, craft industry shops (retail production), pedestrian trails, and marine vistas.

This district is composed of three blocks, and the most extensive street network, and includes Millwright Loop (type D general circulation), two interior cross streets (56-foot-wide, type F with angle parking) and a Woonerf (type G, 56-foot-wide pedestrian friendly-street). There are two parking garages (structure) and one large surface parking lot.

Buildings in the Millwright District include the icon building at the east end of the Millwright Loop, a smaller building to the south of the icon, two waterside buildings on the north, and the four Timberman Towers connected by a two-story parking structure. Timberman parking is concealed behind commercial space, wrapping the garage on the ground floor and providing for retail production uses similar to Granville Island shops. Above the ground, office and apartment uses are anticipated. The use of some of this area for office provides opportunities for shared parking on nights and weekends and festival areas. On the north edge of the district, two single-purpose building sites could provide a home for a museum, pavilion, or single user like a college or university.

Some storefronts have roll-up garage doors that open out to the adjacent sidewalk. Within the district, the north-south connector streets and trails stitch together shorelines within the district and through to the Esplanade via refuge crossings on either side of the pier. Each of these pedestrian connectors offers a unique character and reinforces the housing type it adjoins.

The design character of the Millwright District is intended to be indicative of the maritime environment, but would include more classic materials, detailing, and bold forms.

The district theme pays tribute to the milltown heritage of Everett, and anchoring the east end of the Millwright District at the icon building is the Workman's Clock Tower, which provides a vertical beacon into the district. A large clock tower inspired by the original work of the Dey Time Register symbolizes the long history of Everett mills along the waterfront. The clock is the central gateway feature and symbol of the project as Waterfront Place is viewed from above or when entering the site on 13th Street. The clock is located slightly off-center where the street "Y's" to emphasize its informality. Rows of pyramidal shaped trees along 13th Street reinforce the clock tower as a single

focal point at the entry into the district. The Workman's Clock is depicted in illustrations for the purposes of planning, but the final version will come as a result of an artists' competition.

In the public realm, a feature of this area is the four trails leading to four courtyards, two north to south and two east to west, above pedestrian stairs and pathways connecting the lush internal gardens within the four centrally located towers of office, housing, and retail production. The access stairs (or building elevators) lead up to the courtyards that are 13 to 14 feet above street level and offer expansive views over the water—Everett's version of Seattle's Harbor Steps. Each of the courtyards is programmed and designed differently to provide a variety of neighborhood spaces, including a pocket park, playground, and hardscape patio with a small water feature. As an elevated trail, it functions as a perch for looking out over the marina and people-watching on the streets below and a quiet refuge from traffic.

Timing for the Millwright District could coincide with or closely follow Fisherman's Harbor, as demand for the space and interest from development partners emerge. The four towers would likely be built as one project, indicating a preference for a larger development like a university or major employer to anchor it.

Wharf's Edge – This district includes 3.61 acres of residential property. The Wharf's Edge area is located in the western portion of the Property, mostly landward of the 200-foot shoreline management zone. This will be the residential neighborhood with a variety of housing types including condos or townhomes, lofts, and apartments. Parking will be integrated into the design of the buildings so as to minimize surface parking and maximize open space. Retail and service uses may be located on the first floor of buildings fronting the marina to the south and north.

Streets within this district include one 55-foot interior cross street and the 56-foot-wide Woonerf, shared with the Millwright District. The Chamfer Woonerf prioritizes the movements of people walking and biking over vehicles. Cars still have access to drive along the street albeit at slower speeds. As a curbsless street, it encourages people and cars to mingle together and gives people the confidence to walk and cross the street where they like. To control and slow vehicle speeds down to 5 to 10 mph, diagonal parking is located on the east side of the street along the north segment and on the west side of the street along the south segment. By alternating parking, a gentle curve in the road is created, which makes people drive slower. The Woonerf is paved with cobbles and lined with deciduous trees to create a historic look and feel; the cobbles are also an effective tool for slowing vehicle speeds. These streets are also closeable to traffic for hosting pedestrian-only events such as the popular and ever-expanding Everett Farmers Market or car shows. This north-south pedestrian connection will link the new, proposed marina esplanade with the esplanade along the existing marina.

The Wharf's Edge district is the residential-focused, mixed-use area with views overlooking the Esplanade and the north or south marina areas. Each of the buildings has unique orientations with varying amounts retail, live-work spaces, and structured parking at ground level. The buildings are laced together with a series of formal landscaping and pedestrian paths. The interior private and semi-public courtyards between each of the buildings provide sheltered outdoor recreational and social gathering spaces for guests and residents dawn to dusk.

This district is likely the last district to be developed, although it may be preferable to be developed prior to the Millwright District due to construction logistics. Given the timing of the first and second zones, construction could start here as early as 2017–2018.

Please see the set of Waterfront Place Central conceptual site plans (SEPA Checklist Attachment B) for additional information regarding the five proposal districts.

In order to allow the full range of mixed uses in the configurations described above, the existing North Marina Rezone PDO Development Agreement and approved project site plan will need to be amended. These proposed amendments are incorporated into a revised version of the existing North Marina PDO zone Development Agreement, which has been submitted to the City of Everett for approval as part of this proposed non-project action conceptual site plan revision. For more information, please refer to the Summary of Proposed Development Agreement Amendments (SEPA Checklist Attachment C).

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The Waterfront Place Central project area consists of approximately 65 acres of uplands and approximately 53 acres of adjoining submerged lands. The project area extends west from West Marine View Drive to the nearshore portion of the Snohomish River Channel. It also extends from the southern in-water edge of the Central Docks portion of the Everett Marina (formerly known as the northern half of the North Marina) to the northern in-water edge of the North Docks portion of the Everett Marina (formerly known as the 12th Street Marina). The project area is located in Section 18, Township 29 North, Range 5 East.

Please also refer to the attached Site Legal Description (SEPA Checklist Attachment D), Site Vicinity Map (SEPA Checklist Attachment E), and Site Area Aerial Photo (SEPA Checklist Attachment F). This is the same property that was previously known as the North Marina Redevelopment and Port Gardner Wharf.

B. environmental elements

1. Earth

a. General description of the site
(circle one): Flat, rolling, hilly, steep slopes, mountainous,
other _____

b. What is the steepest slope on the site (approximate percent slope)?

One to three percent, not including the short, steep 30-percent-plus riprap slopes on the western and northern shoreline edges of the site.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The Soil Conservation Service Soil Survey (the Survey) of Snohomish County Area, Washington, classifies the site's soils as Urban Land. According to the Survey, this map unit consists of nearly level to gently sloping areas covered by streets, buildings, parking lots, and other structures that obscure or alter the soils so that identification is not feasible. This map unit is not assigned a capability classification. Other information from Port of Everett records and reports notes that the site has been filled with hydraulically dredged sand and gravel. These records include a 1992 Hart Crowser Geotechnical Engineering Design Study for a proposed Marine Spill Response Corporation (MSRC) facility near the center of the site that documented that the upper 20 to 30 feet of soils at this location consisted of loose to medium density silty sand and medium stiff to stiff sandy silt. This report interpreted this observation as evidence that this material was dredged hydraulic fill. The report went on to indicate that below the fill was a 5- to 7-foot-thick, medium dense to dense, slightly silty sand unit. This soil unit overlies very dense sand, which in turn overlies a hard silt. The very dense sand and hard silt are over consolidated glacial deposits.

No agricultural land of long-term commercial significance has ever existing on or adjacent to the site, and no agricultural soils will be removed from the site by the proposal.

Please also refer to Section 4.1 of the NMRP 2005 FEIS (SEPA Checklist Attachment G) including its Appendix B, Geotechnical Report, for additional soil and geotechnical information about the site.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There is no surface indication or history of unstable soils in the immediate vicinity. However, the City of Everett's seismic hazard map includes the site in the potentially affected area. In addition, the 1992 Hart Crowser Geotechnical study for the MSRC

facility did note that liquefaction of upper loose silty sands at this location could induce some settlements after a magnitude 6.5 earthquake. It also recommended specific measures to prepare the site and design the structure to avoid or minimize the potential damage from an earthquake of this magnitude.

As described in the following portion of this subsection, seismic hazard type impacts could occur during the multi-year period required to construct the several phases of site redevelopment. However, the likelihood of these impacts occurring during this period is low. In addition, significant measures needed to address long-term post-redevelopment operation seismic hazard impacts will be implemented in the early phases of site preparation.

The intensity of ground shaking at the project site as the result of an earthquake could be significant because of the potential for shallow crustal earthquakes in the region and the Cascadia Subduction Zone. The site's location on artificial fill increases the potential for significant impacts from a major seismic event. The primary impacts could consist of building or pavement settlement; buckling or damage to retaining walls, bulkheads, buried utilities; and temporary loss of road access. Liquefaction risk across the site is significant because of soil types, shallow depth to water table, and soil type and density within 50 feet of the ground surface. Strong shaking should be anticipated across the project site. If it is not mitigated, portions of the site, especially those areas closest to its steep revetment and bulkhead shoreline edges, may be subject to significant settlement and possible lateral movement.

The project level geotechnical study will also contain specific design and construction measures that will ensure that the buildings and improvements constructed as part of site redevelopment will not be vulnerable to significant damage from a major earthquake.

Please also refer to section 4.1 of the NMRP 2005 FEIS (SEPA Checklist Attachment G and to Appendix B, Geotechnical Report, for additional information regarding potential unstable soils and seismic parameters on and/or near the site.

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Site grading will occur during various phases of redevelopment and will be evaluated and described in more detail as part of the project level environmental review. Any imported fill would consist entirely of clean, granular material from a permitted site.

Please also refer to Section 4.1 of the NMRP 2005 FEIS (SEPA Checklist Attachment G) analysis of filling and grading for a similar scale and type of mixed-use project on the site. In that analysis, the amount of required earthwork cut for that proposal was up to approximately 245,000 cubic yards. The required amount of earthwork fill was up to approximately 585,000 cubic yards. The amount of required imported fill was up to approximately 250,000 cubic yards. In addition, approximately 25,000 cubic yards of additional clean, granular fill material has been placed on the central portion of the site during the past several years to prepare it for future redevelopment. This fill placement has been consistent with the existing Development Agreement requirements for the site's redevelopment.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Yes. Construction activities can cause increases in erosion potential, unless mitigated. Soil exposed to erosion is highly vulnerable to erosion, especially during and following removal of ground cover or paved areas, and demolition of buildings. Demolition will remove most of the site's remaining older buildings, structures, and paved areas presently providing erosion protection. The adjoining Snohomish River Channel and marina waterways could experience increased sedimentation during the construction period. However, no portion of the site that will be redeveloped is identified as an erosion hazard area. Any soil additives used during the construction phase will be in compliance with applicable regulations.

The potential for erosion will be significantly reduced after construction. Soils exposed and disturbed during construction will be paved, covered by structures, or revegetated with approved landscaping. The primary risk of erosion following construction will be areas where stormwater is concentrated and/or is allowed to flow uncontrolled over erosion-prone areas. Stormwater system design will address those potential impacts. Stormwater from rooftop drains, roads, and all other impervious areas will be routed to stormwater control and treatment facilities and will not be allowed to flow onto any erosion hazard areas within or adjacent to the project site. Hard-surfaced areas would not be subject to erosion, and the erosion of landscaped areas would be similar or better than predevelopment conditions.

The potential use of Low Impact Development (LID) strategies, such as bioswales, pervious pavements, and dispersion, to infiltrate a portion of the site's stormwater runoff and provide water quality treatment will be carefully evaluated. However, use of these strategies is likely to be extremely limited because of the site's relatively high ground water levels and fill material soils. Aqua-Swirl stormwater pretreatment systems and vaults with stormwater treatment media filters will be used to collect and treat the proposal's stormwater. Stormwater will be collected and conveyed into a system of stormwater collection vaults and drains that will flow into the North and Central Marina waterways and the Snohomish River Channel. This conveyance system of vaults, piping, and outfalls will be significantly upgraded as part of the proposal. Please also refer to Sheets C1.0, C1.1, and C1.2 in the application documents (Special Studies/Narratives, 8.f, Management and Construction of Utilities) for more information.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 80 to 90 percent of the site is currently covered by various forms of impervious surface. Major redevelopment such as proposed by the Waterfront Place Central plan, should actually decrease the total amount of impervious surface by up to 8 percent or more because of new landscaping and vegetated public open spaces.

A more detailed analysis of impervious surface coverage will be provided as part of the project level environmental review and required Targeted Drainage Report.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Proposed measures to reduce or control erosion, or other potential earth impacts will include stormwater facility design, appropriate site stabilization improvements, and implementation of appropriate best management practices (BMPs) to avoid, mitigate, or minimize potential impacts due to site redevelopment. The detailed stormwater facility design that will be prepared for the project level approval will be integrated with BMPs that will include use of a site-specific temporary erosion and sedimentation control plan (TESCP). Erosion control measures in the TESCP specifically address the individual causes and sources of erosion and sedimentation associated with the proposed project. Both erosion and sediment control measures are included.

The Stormwater Pollution Prevention Plan (SWPPP), which will be prepared for the proposal as part of the National Pollutant Discharge Elimination System (NPDES) construction permit with Ecology, will also outline the proposed erosion control BMPs that will be implemented during construction. These BMPs will prevent the transport of sediment and other impacts that increase runoff during the land disturbing activities of clearing and grading.

The erosion and sedimentation BMPs for the proposal could include many, if not all, of the following, but they will be refined during the project level environmental review and site plan approval process:

Clearing Limits: Prior to any clearing or grading activities, clearing limits shown on the plans will be visibly delineated in the field.

Cover Measures: Temporary cover (e.g., plastic cover, mulch, etc.) will be installed if a disturbed area is to remain untouched. Any area to remain undisturbed for more than 30 days will be reseeded, sodded, or covered, unless the City of Everett determines that winter weather makes vegetation establishment unfeasible. During the wet season, slopes and stockpiles 3H:1V or steeper with more than 10 feet of vertical relief will be covered if they are to remain undisturbed for more than 12 hours.

Perimeter Protections: Silt fence and wattles or other protection will be used along edges of the project area where existing contours show the possibility for sediment to leave the site during construction. A sediment trap and/or portable tanks will be used for sediment control during construction.

Traffic Area Stabilization: A stabilized construction entrance and wheel wash will be installed to minimize tracking dirt off the site.

Sediment Pond: Surface water collected from disturbed areas of the project site will be filtered or routed to a temporary sediment pond prior to release from the site. The sediment pond will be sized in accordance with the drainage manual.

Portable Filter System: A portable filtration system, such as a Baker tank with Chitosan, may also be needed to treat stormwater runoff, depending on construction scheduling and sequencing, if a sediment trap/pond is not installed. The portable filter system will be sized in accordance with the drainage manual.

Surface Water Collection: Interceptor swales, culverts, slope drains and stabilized ditches will be used to convey surface water runoff to the sediment trap. A sand cone discharge pipe will be installed in the temporary sediment trap to allow sediment-free runoff to connect to the existing stormwater system.

Dust Control: Water trucks will be used to control dust during construction, as needed. Permanent erosion and control measures will consist of establishing vegetation in landscaped areas, installing buildings and paving, and establishing vegetation in areas disturbed by construction.

The erosion control system includes backup provisions to avoid over-reliance on a single element to completely control erosion and sedimentation. Qualified personnel will perform monitoring. Provisions for modifications to the erosion control system, based on monitoring observations, will be included in the TЕСP. The TЕСP will be designed in accordance with the applicable City of Everett and Ecology requirements.

The following general mitigation measures will be implemented as a part of the finalized design for the proposal:

- A TЕСP will be implemented. The TЕСP includes a combination of methods for temporary protection of exposed soils using the measures described above.
- The project owner will use appropriate environmental management BMPs in the construction and operation of the project.
- Foundations and structures will be designed and constructed in accordance with City of Everett building code requirements.

As previously described in subsection B.1.d above, the site has significant susceptibility to liquefaction. Mitigation for potential earthquake-induced liquefaction through proven applicable methods that potentially could include, but not be limited to, various combinations of the following:

- Pile supported foundations including use of drilled shaft, augercast, micro, and/or driven piles
- Ground improvement techniques such as pre-loading, dynamic compaction, installation of stone columns and soil wicking
- Founding structures on mat foundations constructed on structural fill pads

More analysis and refinement of potential measures to prevent erosion and risk of serious seismic hazard damage to the redeveloped site will be described in the project level environmental review. More detailed geotechnical and structural analysis will be conducted as part of the final design of the project buildings and site improvements at this stage. This will facilitate the most effective combination of measures to adequately mitigate potential adverse earthquake and liquefaction impacts.

Please also refer to Section 4.1 of the NMRP 2005 FEIS (SEPA Checklist Attachment G) for a description of the proposed and potential mitigation measures to reduce or control erosion, or other impacts to the earth for a similar scale and type of mixed-use project on the site.

2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Additional expansions of the recently constructed Craftsman District boatyard facilities would generate some added air emissions and could potentially impact air quality within close proximity of its location. This is because activities associated with the boat repair area (e.g., sanding, painting) produce particulate emissions, emit other regulated contaminants such as toxic air pollutants, and/or generate odors. However, the amount and type of the remaining phases of boatyard expansion in the proposal are not proposed to exceed or vary from the largest expansion alternative that was evaluated by the NMRP 2005 FEIS.

Short-term Air Emissions – these emissions will occur as a result of site redevelopment construction activities. Demolition or renovation of the small number of older buildings that still remain on the site could emit dust from disturbed building materials including some asbestos. Construction would include excavation and filling during grading activities, construction of roads, building foundations, infrastructure, and utilities. During this construction, dust from these activities would contribute to ambient concentrations of suspended particulate matter.

Construction will also involve the use of heavy trucks, backhoes, and excavators as well as smaller equipment such as generators and compressors. These engines along with the commuting vehicles used by the project's construction workers would emit air pollutants that would slightly degrade local air quality. Certain construction phases would cause odors detectable to some people on and near the project site. This would be particularly true during paving and roofing operations using tar and asphalt. Proposal construction activities will also generate greenhouse gas (GHG) emissions. Please refer to a following portion of this subsection for additional information regarding GHG emissions.

Long-Term Air Emissions – These increases in air emissions will occur as a result of increased automobile, truck and, power boat traffic and new residential, commercial, recreational, and boat repair use of the site after its redevelopment as described in the NMRP 2005 FEIS (SEPA Checklist Attachment G) for a similar mix and amount of new uses. In general, this FEIS concluded that the operational activities in the Craftsman District at full build-out are not likely to cause significant air quality impacts if Puget Sound Clean Air Agency (PSCAA) regulated sources (if any) are identified and permitted, and if established BMPs are enforced. As a result, the potential air quality impacts from this proposed expansion are not anticipated to exceed or vary from those already analyzed by Section 4.2 in the FEIS. Please refer to SEPA Checklist Attachment G for more information.

Vehicle traffic to, from, and within the site is anticipated to be the largest generator of air emissions from the long-term use of the proposed mixed use redevelopment of the site. The proposal's traffic analysis forecast that at completion it will generate 777 average

weekday PM peak-hour trips. The traffic analysis for the NMRP 2005 FEIS forecast that Alternative 1, the highest density alternative, would generate 1,051 average weekday PM peak-hour trips. This peak is 45 percent higher than the weekday PM peak for the current proposal. The 2005 FEIS air quality analysis concluded that maximum carbon monoxide (CO) concentrations at full project build-out of Alternative 1 would be slightly lower than at measured 2004 existing conditions. These levels would remain well below the 1-hour and 8-hour ambient air quality standards and would not result in the creation of any localized air quality standard violations known as “hot spots.” Air quality modeling for the FEIS was conducted for the worst performing project-affected signalized intersection in Everett, Pacific Avenue at Rucker Avenue. The FEIS noted that even though future traffic volumes were projected to increase substantially because of the project, predicted CO levels would be reduced by expected decreases in vehicle emission rates up through 2014. Because of recent federal mandates requiring a new series of increases in vehicle gas mileage, vehicle emissions rates are projected to continue decreasing for another decade. The conclusion of the FEIS was that no significant traffic-related air quality impacts would be expected with Alternative 1, the highest-density alternative. Please refer to SEPA Checklist Attachment G for more information about traffic generated air quality impacts for a similar size and type of mixed-use redevelopment project.

GHG Emissions – The proposal will generate both short-term construction and long-term operational GHG emissions. In 2011 Ecology issued guidelines requiring proposals undergoing SEPA review to evaluate their GHG emissions and potential methods to mitigate these emissions and their adverse impacts. These guidelines included a GHG Screening Table. For development projects, emissions are included from direct combustion and induced transportation emissions. For development projects, it also uses national and regional estimate of energy use compiled by the U.S. Energy Information Administration. Estimated emissions from development projects also include induced transportation emissions based on the Fehr & Peers vehicle miles of travel (VMT) spreadsheet with default values for Puget Sound.

The Screening Table calculates emissions in metric tons per year of “equivalent carbon dioxide (CO₂) emissions” (CO₂E) based on the life span of the buildings in the development (typically assumed to be 60 years). In the proposal, most of the emissions would consist of CO₂ but emissions would also include small amounts of other GHGs such as methane (CH₄) and nitrous oxide (N₂O). Annual operational GHG emissions generated by the proposal based on this table are estimated as follows:

ANNUAL ESTIMATED OPERATIONAL GHG EMISSIONS – BEFORE INCLUSION OF MITIGATION REDUCTIONS

USE	MT (Metric Tons) CO₂E per Year
Multi-Family Residential* 660 units	11,478
Office, Retail, Commercial*	

Retail – 80,000 s.f.	4,040
Office – 155,900 s.f.	3,093
Retail related Craft Production – 253,325 s.f.	21,279
Hotel	3,186
Marine Sales & Service* 155,900 s.f. – including 68,000 s.f. existing	10,492
TOTAL	50,736 **
TOTAL including TOD only reductions	43,126 to 44,648 ***

* Includes transportation and operation.

**Does not include mitigation reductions or short-term construction GHG emissions

A more detailed analysis of short-term construction-related GHG emissions will be included during the project level environmental review when additional information about the proposal’s final design and methods and materials used for its construction is available. The sources of construction-related GHG emissions that will be evaluated will include: site workers and subcontractors commuting, construction equipment use, trucking activities for exporting and importing material, construction methods and specific types of construction materials and detailed site paving activities.

***A variety of GHG emission mitigation measures will be utilized during the construction and operation of the proposal. First and foremost among these measures is the proposal’s intrinsic transit- and pedestrian-oriented mixed-use design. This type of design is described in shorthand as transit-oriented development (TOD), Methodology developed by the Sacramento Metropolitan Air Quality Management District (SMAQMD) is now being used to calculate GHG emission reduction for a new development based on the TOD mixed-use density, housing density, and proximity to existing and future bus/rail transit. Based on this methodology, average GHG emissions for the proposal’s TOD based mixed-use redevelopment of the site would be 12 to 15 percent lower than conventional forms of land development. The specific types of TOD-related measures that will be used to achieve this reduction are listed in the Transportation element section B.14.g. This reduction does not include potential use of other non-transportation mitigation measures. However, many of these types of measures will be used in the proposal and will contribute to a further significant reduction in the proposal’s GHG emissions. These measures are listed in subsection c. below.

Vulnerability of the Proposal to the Impacts of Climate Change – The proposal could be negatively affected by the environmental impacts of climate change. The primary potential for negative effects is linked to the proposal’s location on a coastal estuary shoreline within Possession Sound. Climate change-induced sea level rise could eventually cause minor flooding to occur on the lowest portions of the proposal site. This is based on recent assessments by the U.S. Environmental Protection Agency (EPA) that continuing CO₂-induced global warming could result in average global sea levels increases of 1 to 2 feet by the end of the twenty-first century. The EPA also indicates that this would translate into a 6-inch to 1-foot sea level rise along the state of Washington’s northern ocean and inland waters shorelines. Some additional variation may occur from this estimated increase within Puget Sound and its adjacent waters

according to Ecology. The lowest portions of the site along its edges will be increased to an elevation of at least 16.5 feet above Mean Lower Low Water (MLLW) as part of the proposal. This will be approximately 2.0 feet above current extreme high tide elevations at the site. Most interior portions of the site will be increased to an elevation of at least 17.0 feet above MLLW.

Additional detailed characteristics of these potential air emissions will be described during the project level environmental review.

Please also refer to Section 1 of the Supplemental Sheet for Nonproject Actions.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

The proposal could be slightly affected by the air pollutant emissions generated by the motor vehicle traffic using adjoining West Marine View Drive (SR 529) and by the railroad switching operations on the BNSF rail lines located just east of West Marine View Drive.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Short-Term (Construction) Impact Mitigation Measures – All construction contractors will be required to comply with Puget Sound Clean Air Agency (PSCAA) regulations on construction activity emissions and minimize their fugitive dust and odor emissions. This will include requiring all contractors to develop and implement air quality control plans that will include BMPs to control fugitive dust and odors emitted by diesel-powered construction equipment.

Potential mitigation measures for reducing possible adverse air quality impacts during construction will include measures for reducing both equipment/vehicle exhaust emissions and fugitive dust. The PSCAA has created a list of these measures for use on large construction sites. The Washington General Contractors brochure, Guide to Handling Fugitive Dust from Construction Projects, also suggests a number of mitigation measures. Specific mitigation measures that could be used to reduce potential related impacts at on-site and off-site locations during construction will include:

- Require all off-road equipment to be retrofitted with emission reduction equipment (i.e., require participation in Puget Sound region Diesel Solutions by project sponsors and contractors).
- Use only equipment and trucks that are maintained in optimal operational condition.
- Use bio-diesel or other lower-emission fuels for construction-related vehicles and equipment.
- Use carpooling or other trip reduction strategies for construction workers.
- Minimize vehicle speeds while traveling on unpaved surfaces.

- Stage construction to minimize overall transportation system congestion and delays to reduce regional emissions of pollutants during construction.
- Implement construction curbs on hot days and other temperature inversion days when the region is at risk for exceeding ozone National Ambient Air Quality Standards (NAAQS), and work at night instead.
- Implement restrictions on construction equipment idling (e.g., limit idling to a maximum of five minutes or less).
- Locate construction equipment away from sensitive receptors such as fresh air intakes to buildings, air conditioners, heat pumps, and sensitive populations.
- Locate construction staging zones where diesel emissions won't be noticeable to the public or near sensitive populations such as the elderly, the sick, and the young.
- Spray exposed soil with water or other approved suppressant to reduce emissions of PM10 and deposition of particulate matter.
- Pave or use gravel on staging areas and roads that would be weather exposed for long periods.
- Cover all trucks transporting materials or use wetting materials or provide adequate freeboard space (from the top of the truck bed) as appropriate to reduce PM10 emissions and deposition during transport to and from the site.
- Provide wheel washers to remove particulate matter deposited that would otherwise be carried off-site by vehicles to decrease deposition of particulate matter on surrounding area roadways.
- Remove particulate matter deposited paved, public roads, sidewalks, and bicycle and pedestrian paths, to reduce mud and dust; sweep and wash streets continuously to reduce dust and wind-blown debris.
- Route and schedule construction trucks to reduce delays to traffic during peak travel times to reduce air quality impacts caused by a reduction in traffic speeds.

Long-term (operation) impact mitigation measures – Potential mitigation measures for reducing possible adverse air quality impacts including GHG emissions during the operation of the completed proposal include the establishment of a commute trip reduction program for project employees to reduce single-occupant vehicle trips. As previously discussed in more detail in subsection a. above, the proposal's TOD design will provide more opportunities and incentives for site residents, employees, and visitors to use public transit and other low-polluting transportation options, thereby reducing motor vehicle trips. Live-work style townhouse units will also be included in the proposal's mix of housing, which will assist in reducing the proposal's weekday peak period commuting trips.

Implementation of BMPs for boat repair and maintenance activities could also reduce those types of possible adverse air quality emissions. Very little natural or landscape vegetation exists on the extensive cleared and undeveloped portions of the proposal site. Large amounts of high-quality landscape vegetation will be integrated into the mixed-use redevelopment of the site to provide a variety of

benefits including reduced GHG emissions. Additional non-transportation, potential mitigation measures will include many of the following:

- Designing the proposal to meet the equivalent of one of the recognized levels of Leadership in Energy and Environmental Design (LEED) certification
- Use of trees and vegetation to shade buildings to assist in reducing heating and cooling energy requirements
- Orientation of buildings to take advantage of natural light
- Use of Energy Star rated equipment and appliances
- Use high-efficiency lighting systems incorporating automatic sensor and actuator controls
- Use of water-efficient and low-maintenance landscaping
- Use of alternative and renewable forms of energy for building and facilities operations
- Use of low carbon intensity building materials
- Use of locally sourced and reused building materials
- Use of water recycling or gray water systems
- Recycling of construction and demolition waste
- On-site collection and storage of recycled materials
- Use sustainably harvested wood products
- Use low volatile organic compound (VOC) adhesives, sealants, paints, carpets and wood stain
- Install green roofs and green walls
- Install solar-thermal and/or solar electric systems on buildings which meet minimum location criteria

The 2012 South Kitsap Industrial Area (SKIA) Planned Action Environmental Impact Statement (EIS) included an extensive analysis of GHG emissions for the proposed development of a large 5-million-square-foot industrial park with up to 10,000 employees. It included a menu of transportation and non-transportation mitigation strategies very similar to those listed above. This EIS concluded that even after factoring in the potential for some overlapping of benefits between certain individual mitigation elements, the potential reductions in the proposal's GHG emissions would exceed 30 percent if most of these strategies were implemented.

This large-scale, transit-oriented development proposal to be constructed and operated under unified site control is especially well suited to effectively use most of the vehicle trip and GHG reduction measures cited here to mitigate the proposal's air quality impacts.

Climate change induced potential flooding - mitigation measures – Proposed measures to reduce or control potential damage to the proposal from climate change-induced

flooding on the lowest portions of the site include:

- The first floors of all commercial, residential and public buildings will be set at a minimum elevation of 18.5 feet MLLW in order to provide additional protection from future increases in 100-year flood elevations that could impact the site.
- Below ground-level spaces in buildings and structures will be limited to parking, utilities, basic storage, and other similar uses not susceptible to major flood damage.
- Below ground level spaces in buildings and structures will be designed to prevent or minimize entry of and/or major damage from flooding wherever feasible.
- Essential site and building electrical power, utility, heating/cooling, and other vital infrastructure support systems will be designed and located to avoid and/or minimize serious damage and service interruptions caused by flooding and major storms.

Proposed measures to reduce or control air emissions or other impacts to air will be refined during the project level environmental review.

Please also refer to Section 4.2 and Appendix C of the NMRP 2005 FEIS (SEPA Checklist Attachment G) for a description of proposed and potential mitigation measures to reduce or control air emissions for a similar scale and type of mixed-use project on the site.

3. Water

a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Yes. The Snohomish River Channel and the North and Central Docks portions of the Everett Marina boat basin abut the site.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Yes. New pedestrian walkways, other portions of the reconfigured marina, and various other new buildings and infrastructure improvements associated with redevelopment of the site will involve work within 200 feet of these waters. This will include portions of several new multi-family residential buildings near the eastern edge of the marina. Work over and in these waters will also occur. This will include installation of several new stormwater outfalls around the perimeter of the site (in water) and improvements to the site's existing over-water shoreline esplanade. Please refer to the project conceptual site plan including specific plan

element design sheets in SEPA Checklist Attachment B for additional information.

The remaining contaminated soil and groundwater remediation actions still occurring on the site are anticipated to be completed before the first phase of construction of the proposal begins. However, it is possible that some additional localized soil and/or groundwater remediation actions will be required during one or more of the various construction phases of the proposal. These activities may include: (1) excavation and treatment of contaminated soil, (2) backfilling of treated soil, and (3) removal of contaminated groundwater, and other potential Ecology-approved clean-up actions and methods as needed.

A more detailed description of this work will be provided as part of the project level environmental review. Please also refer to Section 1 of the Supplemental Sheet for Nonproject Actions.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

None.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

The sloped riprap shoreline edges of the proposal and a portion of the marina parking area bordering the site's southern shoreline are the only areas of the proposal located within the 100-year floodplain, as shown on the official FEMA Flood Insurance Rate Map. The elevation of this marina parking area will be increased to a level above the 100-year floodplain as part of the proposal.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No. Public sewer service will be provided by the City of Everett.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No. The City of Everett will provide public water service for the proposal.

Stormwater will be collected, treated, and released into waters adjoining the site in conformance with all of the most current city, state, and federal standards and requirements. More detailed information regarding stormwater collection, treatment, and release will be provided as part of the project level environmental review.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

The City of Everett will provide public sewer service to the site. In concert with concerned agencies, a program of contractor education and spill contingency and response plan compliance will be instituted to reduce the potential for discharge of waste materials from site redevelopment construction activities. More detailed information will be provided at the project level environmental review.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The principal source of runoff will be rainwater and snowmelt from impervious surfaces such as roofs, roadways, walkways, parking areas, and other paved areas associated with redevelopment of the site. Currently over 80 to 90 percent of the extensive portion of the site that will be redeveloped is already impervious or semi-impervious. The proposal will reduce the current amount of impervious surface by a significant amount through the installation of naturally vegetated open space and pervious surfacing materials in appropriate locations. This should result in a corresponding decrease in the rate of stormwater runoff.

Stormwater from pavement and building areas resulting from redevelopment will also be collected and treated in accordance with the most current applicable standards and requirements. Consequently, the quality of future stormwater generated by the proposal should improve compared to existing conditions on the site. Treatment will include the use of new collection vaults equipped with stormwater treatment media. This treated stormwater will flow into the Snohomish River Channel and the Port of Everett marina boat basin. Please refer to the proposal's application documents (Special Studies/Narratives, 8.f, Management and Construction of Utilities) including sheets 1.0, 2.6, C1.0, C1.1, and C1.2 for additional information regarding proposed stormwater collection treatment and discharge.

The project level environmental review will provide a more detailed description of the source of runoff and methods of collection and disposal.

Please also refer to Section 4.3 of the NMRP 2005 FEIS (SEPA Checklist Attachment G) for analysis of stormwater runoff generated from the clearing,

construction, and use of a similar scale and type of mixed-use project on the site.

2) Could waste materials enter ground or surface waters? If so, generally describe.

Yes. Redevelopment of the site will create additional parking areas and boat repair yard facilities that have the potential to contribute petrochemicals and other boat cleaning and coating materials to stormwater runoff from the site. However, as described in the previous subsection, the proposal will include a completely new stormwater collection and treatment system for the entire site to prevent or minimize any potential adverse pollution impacts associated with redevelopment. The project level environmental review will also include a more detailed description of these various potential waste materials and the measures that will be used to prevent them from entering groundwater or surface waters.

Please also refer to Section 4.3 of the NMRP FEIS (SEPA Checklist Attachment G) for analysis of possible waste materials that could enter stormwater runoff generated from the clearing, construction, and use of a similar scale and type of mixed-use project on the site.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No. All stormwater drainage from the site will continue to be discharged into the Snohomish River Channel or the Everett Marina boat basin after treatment.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Measures to reduce and control surface runoff water impacts will include installation of a new, fully integrated stormwater system for the entire site. Treatment will include the use of collection vaults equipped with stormwater media filters. Please refer to the proposal's conceptual site plan in the application documents (Special Studies/Narratives, 8.f, Management and Construction of Utilities) including sheets 1.0, 2.6, C1.0, C1.1, and C1.2 for additional information regarding proposed stormwater collection, treatment and discharge. The completion of the proposal will provide a significant improvement over the current condition. No changes to existing drainage patterns are proposed.

The proposal owner will also require use of appropriate environmental management practices BMPs in the construction and operation of the proposal. For site areas that will be covered by a Construction Stormwater General Permit issued by Ecology, the design and construction will be in accordance with the standards used by the City of Everett. The stormwater control facilities for any site areas not covered by a Stormwater Permit will also meet or exceed City standards.

Short-Term Construction Phase – Prior to construction, the proposal owner will seek coverage under the Stormwater Construction Permit for Sites Greater Than 5 Acres from Ecology and abide by the requirements specified under that coverage. Specific construction BMPs will be identified under that coverage. Water quality impacts from

erosion and sedimentation and the release of pollutants during construction of the proposal is not expected to be significant because of its flat site characteristics, and would be minimized through the use of BMPs. Construction BMPs may include the use of silt fencing, barrier berms, plastic covering, hydro seeding, and straw mulch for exposed ground, sediment traps, rock-lined channels, check dams, and temporary detention basins. To ensure effectiveness of the construction BMPs, regular maintenance would be performed as required.

Additional BMPs could potentially include cleaning heavy construction equipment, trucks and tires before they are allowed to drive off-site. Regular preventative maintenance of vehicles would be conducted to prevent leaks of fuel or other potentially contaminating fluids and hydrocarbons during construction. Appropriate construction BMPs for the proposal would be determined based on final engineering plans, and would comply with City stormwater drainage requirements and other applicable regulations. This would include preparation of a TESCO that would be put in place prior to construction.

Long-Term Operations Phase – The proposal owner will seek coverage under a Stormwater General Permit issued by Ecology and abide by the requirements specified under that coverage. Specific operational BMPs will be established through that process. If any of the site's drainage is discharged to a City-owned drainage system, the stormwater control facilities will meet or exceed City standards. The stormwater control facilities for any site areas not covered by a Stormwater Permit, and not discharging to the City's drainage system, will also meet or exceed City standards.

Implementing an appropriate combination of stormwater management measures and BMPs would mitigate impacts from operation of the redeveloped site. These would include stormwater management facilities that would safely route runoff to receiving waters without creating additional erosion or sedimentation. These facilities would also use oil/water separators to trap potential pollutants. A spill response program tailored to the specific needs of the redeveloped site would also be implemented. Armoring around new and expanded stormwater outfalls would be provided.

Impacts would also be minimized by preparing and implementing a SWPPP for the proposal that addresses site-specific issues. To ensure effectiveness of the operation BMPs, regular equipment inspection and maintenance, and facility worker training would be conducted.

The project level environmental review will also include a detailed description of the measures that will be used to reduce or control surface, ground, and runoff water impacts.

Please also refer to Section 4.3 of the NMRP 2005 FEIS (SEPA Checklist Attachment G) for analysis of proposed and potential measures to control stormwater runoff resulting from the clearing, construction, and use of a similar scale and type of mixed-use project on the site.

4. Plants

- a. Check the types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- Orchards, vineyards or other permanent crops.
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Removal of existing trees, shrubs, and ground cover will occur during redevelopment of the site. This removal will be very limited because little significant vegetation exists on the site. All such clearing will be regulated by the City of Everett's grading and approval process. A very small amount marine epibenthic flora could also be removed during any in-water stormwater utility or other infrastructure work. More detailed information regarding vegetation and alteration will be provided during the project level environmental review. Please refer to Sections 2 and 4 of the Supplemental Sheet for Nonproject Actions.

Please also refer to Section 4.4 of the NMRP 2005 FEIS (SEPA Checklist Attachment G) for analysis of vegetation impacts generated from the clearing, construction, and use of a similar scale and type of mixed-use project on the site.

c. List threatened and endangered species known to be on or near the site.

No threatened or endangered plant species are known to exist on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

All portions of the redevelopment site area not covered by buildings, paved areas or other improvements will be landscaped with appropriate materials that meet or exceed all City of Everett landscaping requirements. As part of the subsequent project level application submittal phase, a landscaping master plan will be prepared for the entire site to guide and coordinate design and installation of landscaping improvements for all individual redevelopment project elements.

e. List all noxious weeds and invasive species known to be on or near the site.

Himalayan blackberry, butterfly bush, and scotch broom are present in scattered patches around the margins of the site.

5. Animals

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:

birds: hawk, heron, eagle, songbirds, other: Bald eagles, osprey
gulls, kingfishers, caspian terns, great blue herons and sea ducks, may
may be found on or over the waters or land in the project area.
mammals: Harbor seals, California sea lions frequent the waters adjacent to the site.
River otters may also be present on occasion.
fish: salmon, trout, herring, shellfish, rock fish

- b. List any threatened and endangered species known to be on or near the site.

Chinook salmon, steelhead trout, bull trout, marbled murrelet
steller sea lion, and southern resident orca may occur at or near the site.

Please also refer to Section 4.4 and Appendix D, Biological Evaluation, of the NMRP
2005 FEIS (SEPA Checklist Attachment G) for a more detailed description of and any
potential impacts to threatened or endangered species known to be on or near the site.

- c. Is the site part of a migration route? If so, explain.

Yes. Migrating adult and juvenile salmonid species use the adjoining portion of the
Snohomish River Channel as a migration route. More detailed information regarding
migration route usage will be provided during the project level environmental review.

- d. Proposed measures to preserve or enhance wildlife, if any:

Potential impacts to aquatic wildlife will be minimized through implementation of BMPs
for all aspects of the site's redevelopment. These would include measures to control
erosion and limit runoff from the site during construction. Erosion controls such as
interceptor swales, rock-lined channels, filter fabric fences, straw mulch, plastic covering,
and hydroseeding will be employed as needed to prevent silt-laden runoff from leaving
the site.

Increased impervious surface has the potential to indirectly affect fish and wildlife using
the marine environments by increasing turbidity or transport of contaminants from
parking areas. Effects are expected to be minimal as the stormwater from the site will be
collected and treated to meet Ecology and City of Everett drainage requirements and state
water quality standards. Stormwater treatment measures will also be permanently
installed to provide long-term water quality management for 100 percent of the proposal
area.

Shorelines on the site are all currently hardened with a combination of riprap, coated steel
sheetpile walls, or creosote wood piling, and bulkheads. All of the remaining creosote
wood piling and bulkheads will be removed and replaced with more durable and non-
contaminating materials wherever feasible.

Potential impacts to listed species are also being addressed through avoidance and
minimization measures. Measures that will be used as needed include seasonal timing

restrictions, special sound and glare abatement controls on certain types of site construction activities, and enhanced stormwater treatment.

Please also refer to Sections 2 and 4. of the Supplemental Sheet for Nonproject Actions. The project level environmental review will include a description of various measures to preserve or enhance wildlife as part of the process of redeveloping the site.

Please also refer to Section 4.4 and to Appendix D, Biological Evaluation, of the NMRP 2005 FEIS (SEPA Checklist Attachment G) for a description of proposed and potential mitigation measures to preserve or enhance wildlife for a similar scale and type of mixed-use project on the site.

- e. List any invasive animal species known to be on or near the site.

None are documented; however, Norway rat is probable.

6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electrical energy will be used for lighting, appliance, possible space heating and water heating by the various commercial, recreational, residential, and boat repair uses proposed for the redeveloped site. Natural gas will be available as a preferred alternative for space and water heating. Options for potential use of renewable sources of energy on the site will also be examined during project level design and approval process.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

New structures and uses included as part of site redevelopment will conform to the most current state and local energy code requirements. The pedestrian, cyclist, and transit-oriented, mixed-use style redevelopment of the site will also assist in reducing single-occupant automobile trips. This will be aided by the inclusion of significant on-site recreation opportunities and convenience type goods and services to serve new project residents and employees. Various types of “built green” or low impact design features will be used in new buildings and site improvements wherever feasible, to reduce the demand for energy and make greater use of recycled materials.

Please also refer to Section 3 of the Supplemental Sheet for Nonproject Actions.

Please also refer to Section 4.5 of the NMRP 2005 FEIS (SEPA Checklist Attachment G)

for a description of other potential measures to reduce or control energy impacts.

7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

A small increase in environmental health hazards could be created as a result of the increased intensity of mixed-use development associated with this redevelopment proposal. This small increase will be further reduced by the implementation of a set of BMPs that all of the redeveloped site's future tenants, contractors, maintenance services, and residents must follow for handling, utilizing, storing, and disposing of all potentially hazardous materials. In addition, this small potential increase will be offset by the completion of an extensive set of ongoing environmental contamination cleanup actions on the site by the Port. Also, proper handling, management, and containment of all identified sources of hazardous building materials, and surface and subsurface hazardous substances, during the proposal's construction will reduce potential exposure to any post-cleanup trace-level residual contaminants to a low-level risk during the operation of the redeveloped project area. Removal of any asbestos-containing materials and lead-based paint from the site's small number of remaining older buildings will be completed by following an abatement plan in accordance with state and federal requirements. Please see subsection 2 below for additional information.

More specific aspects of these hazards will be described in the project level environmental review.

Please also refer to Section 1 of the Supplemental Sheet for Nonproject Actions.

- 1) Describe any known or possible contamination at the site from present or past uses.

The site has a long history of intense commercial and industrial use. These uses cause releases of environmental contamination across wide areas of the site. Multiple comprehensive remedial investigations have been executed throughout the site to identify the nature and extent of contamination under the oversight of Ecology. Through this effort, thousands of soil, groundwater, and sediment samples were collected throughout the site and analyzed by accredited laboratories. The primary identified contaminants of concern at the site in general include heavy metals (primarily arsenic) and organic compounds in upland soils and metals (primarily arsenic) in groundwater exceeding state cleanup levels.. Please refer to Appendices E, F, and G in the NMRP 2005 FEIS (SEPA Checklist Attachment G) for additional information.

As a result of these investigations, extensive environmental contamination cleanup was subsequently carried out on numerous portions of the site during the past decade under the state of Washington's Model Toxics Control Act (MTCA) with Ecology oversight. Please see a more detailed description of these various cleanup actions prepared by the Port of Everett that is contained in the Waterfront Place Central Cleanup Status Summary (SEPA Checklist Attachment H).

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

The site contains two 30,000-gallon underground storage tanks that store and dispense gasoline and diesel fuel to the site's existing Central Docks fueling dock in the Port's marina. They are maintained and inspected on a regular basis. Both storage tanks have liquid and vapor emission control systems. These storage tanks are located near the western end of the site and are likely to be relocated to another portion of the site further to the north as part of the proposal.

Small-diameter local service natural gas supply lines are located within portions of 13th Street and 14th Street to serve existing larger buildings on the site. A larger-diameter natural gas distribution line is located adjacent to the site on West Marine View Drive.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

The only large quantities of any toxic or hazardous chemicals anticipated to be stored or used during the proposal's development and operating life are the large gasoline and diesel fuel storage tanks currently on the site and described in the previous subsection. Also as previously noted, these fuel storage tanks are likely to be relocated farther to north on the redeveloped site. Relatively small quantities of a wide range of potentially toxic or hazardous chemicals are likely to be used during the site's development and/or its operating life for various construction, building and facility operation and maintenance, personal residential use, small business commercial operations, and boat repair and maintenance services in the categories of automotive and marine fluids and fuels, paints and coatings, pesticides and fertilizers, cleaning supplies, and pharmaceuticals.

No large manufacturing or chemical processing activities will be permitted as part of the proposal.

- 4) Describe special emergency services that might be required.

Other than development of special emergency services response plans for periodic major public festivals and boating-related events at the redeveloped site, standard police, fire, emergency medical, and marine spill response services should be adequate to respond in the event of accident, fire, environmental spill, or other unusual emergency event.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

All elements of the redeveloped site will be designed to meet the most current provisions of city, state, and federal codes for fire, life safety, and environmental

hazard protection. Analysis of any other needed special measures will be provided during the project level environmental review. Major redevelopment by the proposal will also provide the opportunity to replace or totally renovate all of the older structures, streets and utilities on the site. These buildings and infrastructure most often do not fully comply with current building, health, and safety codes.

The Port, in partnership with Ecology, has conducted comprehensive environmental cleanup actions under the MTCA throughout the redevelopment site. A majority of the site has been cleaned up, but there are some areas that remain to be cleaned up. All remaining areas that require cleanup are currently under Ecology orders and are scheduled for cleanup prior to redevelopment. Please see a more detailed description of these various cleanup actions prepared by the Port of Everett that is contained in the Waterfront Place Central Cleanup Status Summary (SEPA Checklist Attachment H).

BMPs to be followed by all future proposal contractors and tenants will also be developed and implemented to ensure proper handling, management, containment, application and storage of all potentially toxic or hazardous chemicals used during the development and operating life of the proposal.

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Road noise generated by truck and automobile use of adjacent West Marine View Drive, and noise associated with railroad switching operations occurring on nearby rail lines could affect the portions of the redevelopment located immediately adjacent to West Marine View Drive. Please also refer to Section 5.1 of the NMRP 2005 FEIS (SEPA Checklist Appendix G) for a more detailed description of measured existing sound levels within the area surrounding the project. More analysis of these potential noise impacts and effective measures to mitigate them in the redevelopment project design will be included in the project level environmental review.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Short-term noise impacts associated with the proposal will include various aspects of construction activity and related traffic. The noise from these activities would generally be exempt from the Everett noise code limits Monday through Friday, 7:00 a.m. to 10:00 p.m., and 8:00 a.m. to 6:00 p.m. on Saturdays, Sundays, and holidays, subject to any additional City of Everett requirements or conditions. The proposal will include demolition and construction activity along its eastern edges within relatively close proximity (approximately 300 feet) of the Grand Avenue single family residential neighborhood. The majority of the short-term construction noise from this portion of the proposal site is likely to occur during the first project phase. Some later project phases of construction noise occurring farther to the west

on the site may also be noticeable to the residents of this neighborhood during certain construction activities.

3) Proposed measures to reduce or control noise impacts, if any:

Although construction noise is exempt from the City of Everett's noise limits during most daytime hours, noise from construction activities related to the proposed project could nonetheless disturb nearby existing residents and future proposal residents and site users during various phases of its development. The potential for such disturbance can be substantially reduced with the measures described below. The following noise mitigation measures will be used as needed and appropriate for the proposal's short-term construction activities and during its long-term operation to reduce its potential impacts on nearby residents and future on-site residents and other site users.

Short-Term (Construction) Noise – Mitigation measures that will be used as required include:

- Use of properly sized and maintained mufflers, engine enclosures, and turning off equipment when not in use.
- Locate stationary construction equipment such as pumps, compressors, and other equipment that operate continuously and contribute to high, steady background noise levels, away from sensitive receiving properties wherever feasible. Where this is not feasible or where noise impacts would still be likely to occur, place portable noise barriers around the equipment. Reductions of 10 dBA in equivalent sound levels are feasible with proper use of portable sound barriers.
- Where feasible, use alternative backup alarms on construction equipment that automatically adjust in response to ambient noise levels to minimize this noise source.
- Require equipment operators to lift rather than drag materials wherever feasible.
- Substitute hydraulic or electric versions for impact tools such as jack hammers, rock drills, and pavement breakers.
- Use electric pumps rather than gas-powered versions if pumps are required.
- Use auger-driven piling installation equipment wherever feasible to substantially reduce the potential noise generated by the installation of pile footings for the proposal's larger buildings.

Long-Term Project Design And Operation Noise – Mitigation measures that will be used include:

- A significant portion of the potential noise generated by the proposal's on-site vehicle travel and parking activities will be mitigated by the

proposal's design. The total extent of on-site surface-level roadways will be limited and roadway design will restrict speed and minimize intersection congestion. All residential parking and most commercial parking will be located in enclosed parking structures.

- All building mechanical equipment potential noise will be mitigated by installation and regular maintenance of low noise-emitting equipment. Noise baffles will also be used where necessary to further control potential noise emissions.
- Buildings located in close proximity to West Marine View Drive will incorporate special acoustical design features to mitigate the noise impacts of vehicle traffic using this major roadway and from adjoining BNSF railroad operations. This will include the installation of noise control windows with a high Sound Transmission Class (STC) rating.

Any additional special short-term or long-term measures needed to reduce or control noise impacts will be identified in the project level environmental review.

8. Land and shoreline use

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The site is currently used for a variety of marina-related uses and associated parking areas, along with an assortment of commercial activities and the Port of Everett's administrative and marina offices. Current use of adjacent properties includes the 10th Street Boat Launch, light industrial and marina-related commercial buildings, and Maulsby Mud Flats to the north and northeast; the BNSF rail lines and North Everett residential area to the east; and Port Gardner Landing commercial area, Naval Station Everett, and south half of the North Marina (now renamed South Docks), and the associated moorage/parking/Marina Village complex to the south.

The proposal is not anticipated to significantly affect land uses on nearby or adjacent property.

The proposal will be designed to minimize adverse impacts on these close proximity land uses. Please see subsections j, k, and l in this section for more information. It is also not anticipated to place significant pressure to change the use of these nearby and adjacent land uses. Much of this land is also owned by the applicant and developed for long-term port and maritime uses. The other remaining lands are either used for public highway or private railroad transportation uses or for compatible maritime-related commercial purposes. The single family residential area located east of the proposal is separated from it by a major roadway and BNSF rail lines and an approximately 90- to 120-foot-high steep bluff.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not

been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

No. Not applicable.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No. Not applicable.

c. Describe any structures on the site.

Most of the site's older industrial type structures have been removed in the past ten years to facilitate extensive environmental cleanup activities and construction of new marina and boating-related facilities and associated infrastructure. Most of the few remaining structures of this type are being used for storage, maintenance operations, and other interim purposes before their eventual removal. The site currently contains a variety of marina and boating-related structures of various sizes and ages as well as the Everett Yacht Club and Milltown Sailing Club buildings. It also contains the Port of Everett's recently constructed administrative center and Craftsman District boating service and repair center, which includes a large renovated warehouse style building and large newer dry stack boat storage and marina sales and service building. The project level environmental review will provide more information regarding these existing structures.

d. Will any structures be demolished? If so, what?

All of the few remaining older structures on the site will either be demolished or extensively renovated. The project level environmental review will provide a complete description of all structures to be demolished.

e. What is the current zoning classification of the site?

North Marina Planned Development Overlay Zone PDO-WC.

f. What is the current comprehensive plan designation of the site?

Waterfront Commercial (4.5) with a Planned Development Overlay.

g. If applicable, what is the current shoreline master program designation of the site?

The 2002 Everett Shoreline Master Program designates all upland portions of the site within 200 feet of the ordinary high water mark as "Urban Maritime." The in-water portions of the site are also designated Urban Maritime.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

All of the site is designated as a liquefaction hazard area on the City of Everett critical areas map.

i. Approximately how many people would reside or work in the completed project?

Up to 2,300 people would work on the site and up to approximately 1,320 people would reside on the site. The project level environmental review will provide more refined information regarding the number of people that potentially will work and reside on the redeveloped site.

j. Approximately how many people would the completed project displace?

No people currently reside on the upland portion of the site. Less than 10 percent of the approximately 900 boats currently moored in the marina portion of the Waterfront Place Central site contain full time live-aboard residents. None of these live-aboard residents will be displaced by the completed project. The Everett Yacht Club and Milltown Sailing Association will be displaced from their current building lease locations. The Port is working with these tenants to find suitable new locations.

k. Proposed measures to avoid or reduce displacement impacts, if any:

The Port of Everett is actively working with the aforementioned two lease tenants to assist them in finding new locations at a nearby Everett Marina upland area. The phasing of proposed redevelopment of the site over several years will also allow the phased relocation of these tenants over a multi-year time frame.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Redevelopment of the site will be required to comply with all of the special requirements and conditions of the North Marina Planned Development Overlay zone development agreement between the City of Everett and the Port of Everett. Full compliance with all other applicable City of Everett land use plans and development regulations will also be required. The original 2003 development agreement application included a request to amend the City's comprehensive plan to change the site's designation from Maritime Services to Waterfront Commercial in order to allow the proposed mixed-use type of redevelopment. A detailed matrix describing how the proposal would be consistent with and implement a wide range of existing comprehensive plan policies was included with the application. The City subsequently approved the proposed comprehensive plan amendment. Updated comprehensive plan, rezone, and shoreline master program consistency narratives have also been prepared as part of the application documents submitted to the City of Everett for this proposal. They document how the proposal will be fully consistent with and implement all of the numerous applicable policies and requirements contained in the City of Everett comprehensive plan, zoning code and shoreline master program. This consistency includes the proposed minor amendment to the Everett Shoreline Master Program to allow residential development in certain limited portions of the site located within the 200-foot shoreline jurisdiction area. This

consistency also includes the proposed amendments to the 2005 North Marina PDO - WC Zone Development Agreement and Site Plan. Please refer to the summary of proposed Development Agreement amendments (SEPA Checklist Attachment C) and the proposal application documents for additional information. SEPA Checklist Attachment C contains a description of the key differences between the current approved version of the PDO zone development agreement standards for the development of the site using the 2005 approved site plan and the amendments proposed to support the new Waterfront Place Central conceptual site plan proposal.

The existing Development Agreement's numerous site development requirements, including its Design Standards and Guidelines, will also assist in ensuring the proposal will be compatible with existing and projected land uses and plans for this portion of Everett. In addition, the proposed amendments to the existing Development Agreement including revisions to the existing design guidelines are intended to further enhance the proposal's compatibility with surrounding land uses.

Any other special measures in addition to, or as modification of, those already included in the existing PDO zone development agreement determined to be necessary by the City to ensure full compliance with its plans and regulations will be considered during the City's review of this request for modifications to the current Development Agreement to accommodate the updated Waterfront Place Central project site plan.

Certain other types of special compatibility assurance measures can also be considered during the subsequent project level environmental review and site plan review and approval process.

The need for additional compatibility measures will also be evaluated in more detail during the project level environmental review. Please also refer to the Supplemental Sheet for Nonproject Actions, Section 5.

- m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

Because of its location inside the boundaries of the Everett urban growth area several miles from the nearest designated agricultural or forest lands of long-term significance, the proposal will not need to provide any special measures to ensure its compatibility with these designated resource lands.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

The proposal includes a multi-family and townhouse residential component which provides 320 to 660 units. Most of the proposed housing units are likely to be middle income with the remaining units being upper income.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

No upland housing units currently exist on the site.

c. Proposed measures to reduce or control housing impacts, if any:

The proposal will increase Everett's supply of supply of multi-family and townhouse housing. No special measures to reduce or control housing impacts are required.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest structures will reach heights of 55 to 65 feet. All of these buildings would be located in the central portion of the site west of the eastern edge of the North Docks boat basin. One building will also include a clock tower that could reach a maximum height of 75 feet. This area would be the location for approximately one dozen mixed-use/multi-family residential and townhouse buildings. No buildings or portions of buildings located within 200 feet of the shoreline would exceed 35 feet in height except for a relocated warehouse.

Please see subsection b. below and Sheet 2.4, Height Zones, in the set of Conceptual Site Plans (SEPA Checklist Attachment B) for additional information.

Primary exterior building materials for the numerous new buildings associated with redevelopment could include a variety of materials such as wood, glass, metal, brick and composite products. All materials used will be required to be consistent with a master set of detailed architectural and urban design guidelines that will be adopted as binding conditions, covenants, and restrictions (CC&Rs) for all new development on the redeveloped site. The proposal's updated urban design guidelines will be incorporated into the modified North Marina PDO rezone Development Agreement.

More detailed information on these materials will be provided during the project level environmental review.

b. What views in the immediate vicinity would be altered or obstructed?

The NMRP FEIS included a detailed visual impact analysis for a very similar mix of 45- to 65-foot-high mixed-use buildings located on similar portions of the site in its tallest buildings site plan alternative (sub Alternative 1B). A new digital visual impact analysis has also been prepared for the current proposal using the same 2005 analysis view point locations, methodology, and consultants (please refer to SEPA Checklist Attachment J for additional information). The only discernible differences between the taller building footprints and heights in the 2005 redevelopment plan alternative 1B with those in the current proposal involve: (1) a small shift of the building footprints for some of the central core 55- and 65-foot-high buildings in the current proposal 80 feet north of the footprints for the same height buildings in the original 2005 proposal, (2) a small shift of the building footprints for some of the 45-foot-high buildings in the current proposal approximately 50 to 100 feet closer to the Central Marina shoreline,

and (3) a small reduction in the 45-foot height zone designated area adjacent to West Marine View Drive at the southeast corner of the site in the current proposal. Please also refer to Sheet 2.4, Height Zones, in SEPA Checklist Attachment B for a more detailed comparison of the existing 2005 site plan height zone map with the proposed 2014 site plan height zone map.

The current proposal removes the 13th Street view corridor provided by the three 2005 redevelopment site plan alternatives. However, the 2005 redevelopment plan alternative plan eventually selected for implementation (sub-Alternative 1B), raised the elevation of the central 10-acre portion of the site by 10 to 15 feet to provide for extensive understructure parking. This multi-acre raised area included the full width of the proposed 80-foot-wide 13th Street view corridor for most of its more than 800 foot length. This added height increase combined with the new trees and landscaping proposed for the parking structure roof terrace in this view corridor would have obstructed all views of the Snohomish River Channel for motorists, cyclists, and pedestrians using West Marine View Drive and the initial gateway portion of 13th Street in the project site.

As shown by Figure 5-10 in Chapter 5.4, Visual Quality, of the NMRP 2005 FEIS, mature 35-foot-high landscape trees located on the 10- to 15-foot-high raised 13th Street View Corridor parking structure podium would also obstruct much of the narrow slot view of the Snohomish River Channel and Jetty Island for the limited number of Grand Avenue residents whose homes align with that view corridor. The new view analysis conducted for the current proposal also confirms this (see image 4 in SEPA Checklist Attachment J). Images 1 and 2 (12th Street bluff viewpoint), images 3 and 4 (13th Street bluff viewpoint), and images 5 and 6 (Grand Avenue Park viewpoint) in the new view analysis also confirm that the current proposal will not create any additional significant obstruction of the extensive water, mountain, island, peninsula, and territorial views currently enjoyed by existing bluff residents, compared to the 2005 redevelopment plan preferred alternative. In fact, these view analysis images confirm that the current proposal will provide a slight net reduction in the obstruction of views of the Central Docks portion of the marina compared to the 2005 redevelopment plan preferred alternative, from the 12th Street and 13th Street bluff viewpoints.

The NMRP 2005 FEIS identified a variety of viewer groups that would be affected by site redevelopment. These included residents near the project site, motorists, cyclists and pedestrians using adjoining portions of West Marine View Drive as well as project visitors, businesses, employees, boaters, and future residents. The FEIS concluded that most viewers would likely perceive the change from an older, unorganized industrial and boat repair area to a revitalized mixed use urban community as a positive change and visual improvement. It noted that that many new project residents would have extensive water, mountain, island, peninsula, and/or territorial views and that all other user groups of the completed project would have similar views from many site locations including its entire site perimeter. The current proposal is anticipated to create a very similar positive change and visual improvement for the entire site.

The FEIS also concluded that new larger buildings in the 2005 approved site redevelopment plan would obstruct small portions of the near shore views of the North

Marina (now renamed Central Docks) marina basin, 12th Street Waterway (now renamed North Docks), and/or Snohomish River Channel for existing residents located east of the site.

Consistent with the 2005 approved site redevelopment plan, the easternmost 45-foot-height, 55-foot-height, and 65-foot-height buildings in the current proposal would be located approximately 300 feet, 900 feet and 1,200 feet west, respectively, of the closest single-family residences located on Grand Avenue. These distances will significantly aid in minimizing any potential view obstruction to a very small percentage (well under 10 percent) of the total water, mountain, island, and peninsula view from any potentially affected nearby residence. This conclusion is supported by the new view analysis prepared for the proposal (see SEPA Checklist Attachment J).

This is also consistent with the 2005 plan's FEIS analysis, which determined that the tallest buildings 2005 site alternative would only obstruct a very small percentage of the broad expanse of the westward water, mountain, island, peninsula and territorial views currently enjoyed by many residents located east of the site. Moreover, this very small percentage obstruction calculation did not include the significant amount of these residents' additional broad expanse of northwestern water, mountain, island, and peninsula view area on the north side of the site that would not be impacted at all by the 2005 project proposal or the current proposal.

There is a very substantial similarity between the current proposal's height zone map and mix of same height tall buildings and the height zone map and building mix contained in the existing approved 2005 site plan highest-density alternative (sub-Alternative 1B). For all of the previously cited reasons, the current proposal is not anticipated to create any view obstructions or other adverse visual impacts more significant than or noticeably different from those already identified and evaluated by the NMRP 2005 FEIS or by the visual analysis prepared for this proposal. Please refer to the visual impact analysis images of the current proposal contained in SEPA Checklist Attachment J for additional information.

Please also refer to section 5.4, Visual Quality, of the NMRP 2005 FEIS for more information, including a description of the three-dimensional computer based methodology used to assist in conducting the visual impact analysis for the 2005 project site plan alternatives as well as the same type of analysis for the current proposal.

c. Proposed measures to reduce or control aesthetic impacts, if any:

Significant measures to reduce or control aesthetic impacts have already been implemented as part of the ongoing efforts during the past decade to prepare the site for full redevelopment. They have significantly improved the visual quality of the site compared to its prior condition. These measures included removal of all of the older large industrial buildings and the several very large industrial cranes on the site that previously created significant adverse impacts for the public using West Marine View Drive and Grand Avenue residents located east of the site. In addition, nearly all of the significant number of existing taller trees on the site that would have otherwise continued to grow (up to 75 feet to 100 feet or more in height at maturity in many cases)

and further increase their adverse impact on Grand Avenue residential views were removed as part of site redevelopment preparation and environmental cleanup. These trees will be replaced with smaller scale trees and other improved landscaping that will not exceed 35 feet in height at maturity. Removal of all overhead utility poles and lines on the site as part of redevelopment of the site will be another mitigation measure that will improve scenic views and overall appearance of the site. Replacement of all the remaining older industrial type buildings and outdoor equipment storage areas with much more attractive new buildings under a unified set of urban design guidelines will also be a significant mitigation measure. The mixed-use redevelopment of the site by this proposal will provide a substantial net increase in opportunities to view scenic shoreline areas from newly created or improved public spaces and shoreline walkways on the site. It will also include a variety of additional amenities such as new public plazas, walkways, and festival type spaces that will include significant amounts of specially designed landscaping, lighting, seating areas, public art, and historic artifacts. The current proposal includes more of these types of amenities than the 2005 approved NMRP site plan.

The following specific measures have been incorporated into the current proposal's conceptual site development plan and will be further refined as part of the project level site plan:

- Streetscape character plan – To establish the unique character and hierarchy of streets and pedestrian areas for each district within the project, and to create attractive exterior project street edges.
- Detailed streetscape design treatment – For all streets, intersections, transit access areas, and sidewalks within the project including street trees, planting areas, special paving, lighting, signage, walls, fences, railings, art, and street furniture with special emphasis on the project's special public gathering places, shoreline edges and main entryways.
- Unified network and hierarchy of open spaces and plazas – For all the project areas and phases, including major public spaces, gathering space plazas, view points, pocket parks, residential courtyards, esplanade transition, and pedestrian alleys and lanes.
- Unified landscaping, lighting, screening, and signage plan – For all project phases and elements including all loading and service areas.
- Continuous well designed pedestrian esplanade – for all of the project's shorelines with well placed, high-quality public gathering spaces and substantial viewing opportunities.
- Coordinated location, design, and orientation of all project buildings including shielding of all major rooftop mechanical equipment designed in attractive style consistent with the style of the building – To improve visual quality.
- High quality architectural design of all project buildings and improvements – through the use of an orchestrated set of design methods and techniques that address the need for prominent building entrances, ground-level building detail for pedestrians, careful building massing and articulation, and distinct base/middle/top/roof form building elements.

- Architecturally distinctive designs for buildings and improvements – in each of the project’s districts, reflecting and enhancing their primary functions.
- Integrated set of public plazas at or near each project shoreline edge, that interactively establish visual connection between the project’s indoor and outdoor spaces.

11. Light and glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The primary construction-related light and glare impacts generated by the proposal would be generated by steel fabrication welding and special lighting required for certain types of construction activity during late fall and winter dusk and dawn periods.

Nighttime and dawn/dusk conditions light from streetlights, parking lots, pedestrian walkway, vehicle headlights, buildings, and new business signs would increase with the increased use of the site created by its mixed-use redevelopment. The new signs could include a site entry, community electronic changing message board sign. Nighttime glare could occur primarily from site lighting and vehicle headlights in new parking area and light emanating from larger-scale buildings on the site. Daytime reflective glare could occur primarily from sunlight reflected from specular surfaces on building façades. This type of daytime reflective glare is most likely to occur during early morning and late afternoon periods.

The proposal’s new, larger-scale buildings could create shade and shadows over portions of various walkways and significant public spaces on the redeveloped site. The time of greatest shading would occur during low-angle sun conditions in the winter and late afternoon to early evening in the summer. However, the height of all buildings and portions of buildings located within 200 feet of the shoreline edges of the site will be limited to a maximum of 35 feet. This will minimize the amount and duration of any potential shade and shadow effects in these special public open space and walkway areas.

More information on sources and aspects of light and glare will be provided during the project level environmental review.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

A slight potential does exist for a large-scale redevelopment project of this type to inadvertently create some form of light or glare related safety hazard or view impact. However, careful analysis of potential sources of light and glare during the project level environmental and site plan review process and proper use of appropriate mitigation measures should prevent these potential adverse impacts from occurring. For example, careful fixture and sign selection, maximum luminosity level settings, aiming and placement of properly shielded lighting fixtures and all illuminated signs, including the proposed community electronic changing message board sign, will minimize potential light and glare impacts on nearby residential and commercial areas.

The distance (more than 2,500 feet) of the tallest potential structures on the site (55 to 65 feet) from the military helicopter pad located at nearby Naval Station Everett, should also be sufficient to avoid creating a safety hazard under applicable flight safety rules. This is based on use of the applicable 7-to-1 glide slope requirement to calculate the maximum allowable structure height at this distance from the helicopter pad. It also would be unlikely for this reason that a flashing strobe light or other safety lights would need to be installed on any of these buildings.

c. What existing off-site sources of light or glare may affect your proposal?

None.

d. Proposed measures to reduce or control light and glare impacts, if any:

The urban design guidelines, which are contained in the already approved existing North Marina PDO zone development agreement, for the proposal site will be applied to the design and construction of new buildings and site improvements to reduce, control, or otherwise adequately mitigate each of these types of potential light, glare, and shadow impacts. Special glare shielding, message timing, and maximum luminosity limits will be developed and approved by the City of Everett for the proposed proposal entry, community electronic message board sign. In addition, a coordinated parking area and building lighting plan that utilizes properly aimed and placed and shielded lighting to minimize light and glare impacts on any potential on- or off-site receiving areas will be required for the entire site. Non-reflective roof and façade materials will also be required for all buildings to reduce potential reflective glare impacts. In addition, most of the site's former industrial use outdoor lighting has already been removed. Much of this lighting was not very well shielded and created significant night sky pollution and glare for surrounding areas. Recent redevelopment on the site for the initial phases of the Craftsman District has included a coordinated system of shielded outdoor lighting.

The following features will be incorporated into the proposal's project level site development plan and final design for all buildings and site improvements, and are intended to mitigate light, glare, and shadow impacts:

- Specification in the project level site development plan – That all exterior illumination and lighted signs will be hooded and/or shielded and properly placed to prevent glare when viewed from surrounding properties and rights-of-way, in conformance with applicable City codes.
- Location, design and orientation of all buildings – To minimize potential light, glare and shadow impacts on the most sensitive receiving areas, including nearby residential areas and new residential areas within the project, parks, waterfront commercial buildings, facilities, shoreline walkways, and major public spaces.
- Extensive landscaping and screening of all loading and parking areas and parking structures – To minimize site lighting, and vehicle headlight impacts on any potential on or off-site sensitive receiving areas.

- Coordinated parking area and building lighting plan for the entire site – That utilizes properly aimed and placed fully shielded lighting, to minimize light and glare impacts on any potential on or off-site receiving areas.
- Coordinated use of non-reflective roof and façade materials where needed on all new buildings and structures to reduce potential reflective glare impacts.

The need for any special measures to reduce or control light and glare related to the redevelopment of the site will be identified during the project level environmental review and site plan review process.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

Designated recreational opportunities in the immediate vicinity include the adjoining 10th Street boat launch facilities and park site. Jetty Island on the west side of the Snohomish River Channel from the proposal site, and Grand Avenue Park located a short distance to the southeast. All of these sites are designated “Parks/Public Open Space” by the Everett comprehensive plan. Nearby informal recreational opportunities include the existing North Marina and 12th Street Marina walkway system, small landscaped open areas next to the Everett Yacht Club and at Port Gardner Landing immediately south of the site, and the shoreline walkway and viewing areas located north of the site adjacent to the Maulsby Mudflats on the west side of West Marine View Drive.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

The informal grass covered open space north of the Everett Yacht Club would be shifted farther to the north. It will also be expanded and improved to become a major recreation and open space feature as part of the proposal.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The proposal will include a substantial expansion of new public shoreline access locations, walkways, and recreational amenities as an integral part of its mixed-use development. Redevelopment of the site will generate a substantial increase in demand for on-site recreation and shoreline public access. This would be the result of the addition of up to 1,320 new multi-family residents, a net increase of up to 2,300 employees and a net increase of up to several thousand visitors and customers per day during peak period site use.

These new residents, employees, visitors, and customers will be able to use the redeveloped site’s new array of recreational facilities, shoreline access points, convertible event spaces, terraces, public walkways, public parks, and plazas, which will be approximately 21.49 acres in total area. This set of public facilities and recreational amenities will address the City/Port Development requirement for the provision of “Multiple expanded mini-parks.” A substantial share of these improvements will be

constructed during the initial phases of redevelopment, including key shoreline public access and recreation elements. Other measures will include:

- The proposal’s pedestrian-oriented mixed-use type of development will also provide a variety of additional amenities such as new plazas, walkways, and event spaces (both indoor and outdoor).

The proposal will also install a unified interpretative recreation and shoreline access signage system for the entire site.

- Collaboration with community organizations to fund and construct special park and recreational amenities on the site.

13. Historic and cultural preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

The remains of Robert Louis Stevenson’s schooner Equator are currently stored under a shed structure located adjacent to the site. It is presently included on the Washington State and National Register of Historic Places. The site’s unlisted North Coast Casket Company building was deconstructed in 2010. Components from this building were incorporated into Waterfront Central on the site. Artifacts, narratives and photos commemorating its history are also displayed on the site.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

The NMRP 2005 FEIS also included a cultural and historical resource analysis of the entire site for a very similar type and scale of mixed-use redevelopment project. This analysis stated, “construction impacts, including proposed dredging, could disturb archaeological resource associated with the Tulalip Tribe or other tribal groups that may have lived on or near the site or used the project site for resource harvesting, if such resources still exist on this site after years of industrial and commercial use of the site. Site redevelopment could also disturb archaeological resources associated with the previous historical use of the site.” This analysis also stated that “there are no anticipated operational impacts to cultural and historic resources.” Please refer to the Cultural and Historic Resource Analysis 12th Street Marina & North Marina Redevelopment Project report contained in Appendix H of the NMRP 2005 FEIS (SEPA Checklist Attachment G) for additional information.

The entire site was created by large quantities of dredge material placed at substantial depths over intertidal areas during the past 125 years. The site was then intensively used for a wide range of industrial, commercial, and maritime-related purposes. Subsequent to the completion of the 2005 NMRP FEIS cultural and resource analysis, substantial environmental contamination testing and cleanup activities have been conducted on much of the site (see Section B.1.7 for more information). Most of the site’s significant

number of older buildings and structures were removed as part of these cleanup actions. These cleanup actions have also included extensive subsurface work. This work has not resulted in the discovery of any significant historic, archaeological, scientific, or cultural resources. Except for the installation of some deep piling on limited portions of the site, the remainder of the proposal's other future construction activities will occur within the site's filled areas. This substantially reduces the likelihood that intact resources of these types remain in locations that could be impacted by construction of the proposal.

The need for further analysis will be assessed as part of the project level environmental review.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

As noted in the previous subsection, an extensive cultural and historical resource analysis was conducted for the entire site as part of the preparation of the NMRP 2005 FEIS. Section 4 of this report describes its methodology as follows:

“Archaeological background and information related to the identification of traditional cultural places was assessed primarily through archival review with the assistance of Western Shore Heritage Services (WSHS).

Historical resources were identified and assessed by field investigations and interviews, as well as by conducting research at the Everett Public Library, Port of Everett archives, and other archives, by the Johnson Partnership and Sheridan Consulting Group.

Historical resource summaries were prepared in “Appendix A” of this report. These summaries include property address, a current photograph of the resource, historic photos of the resource if available, the probable date of construction, a brief summary of the resource's history, a list of any modifications to the resource, and a statement of its historical significance.”

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

None are proposed at this time. However, the need for any special measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources will be reassessed as part of the project level environmental review process.

Special measures if required, could involve some combination of the following:

- Project Area: Retain an archaeologist to review all geotechnical data and final design plans developed for the project area. Subsurface testing and/or

construction monitoring could be recommended based on the results of this review.

- Mitigation Area: Retain an archaeologist if needed to examine the mitigation area and to determine the need for subsurface testing to identify the potential for archaeological features or buried anthropogenic (pre-contact period) sediments. Testing could be conducted by a variety of means. Should there be no positive identification of archaeological materials, archaeological construction monitoring may still be recommended, depending on the testing results.
- Any required archaeological monitoring would begin when excavations approached natural sediments and would terminate once excavation had progressed to the base of excavations or into underlying glacial till. During excavation, review agencies with jurisdiction would be consulted to provide direction for any archaeologist on-site to monitoring of excavations into the natural deposits. Any archaeological discoveries would follow the protocols of an archaeological monitoring plan and tribal protocols for late discovery.

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The primary access to the redeveloped site will continue to be provided by West Marine View Drive. The site's primary internal existing and already partially improved entrance roadway from West Marine View Drive is 13th Street. It will continue to serve as the main entrance roadway on the fully redeveloped site. One other short section of roadway connecting to West Marine View Drive exists on the site, 14th Street, which will continue to serve as a secondary access from West Marine View Drive on the fully redeveloped site. The City of Everett vacated its ownership of the entire right-of-way of both streets on the site to the Port of Everett in 2007.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The Everett Transit System currently provides regular transit service to the site from West Marine View Drive.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The proposal's redevelopment master plan provides up to 3,174 parking spaces for the various proposed uses in the project at full build-out. By comparison, the 2005 NMRP approved site plan proposed up to 4,054 parking spaces. Several hundred existing parking spaces will be relocated and improved as part of site redevelopment. The predominant type of parking will be for automobiles and light trucks. Most of the proposal's parking will be in centrally located parking structures. Limited amounts of on-street and landscaped surface lot parking will also be provided.

A parking analysis and management strategy has been developed for the proposal. It

projects that the total number of proposed parking spaces would be sufficient to meet the demand generated on typical peak, busy days provided that the appropriate parking management strategy and measures are in place. It also recommended a set of proposed parking management measures, which include shared parking. Please refer to the Port of Everett Parking Management Strategy for the Waterfront Place master plan (SEPA Checklist Attachment K) for more information. The traffic analysis prepared for the proposal also analyzed parking demand using several methodologies, including one that incorporated use of a shared parking plan for the proposed 3,174 parking spaces. This analysis concluded that use of a shared parking plan in the operation of the proposal would provide adequate parking during high demand periods. Please refer to the traffic and parking analysis report prepared for the proposal for additional information (SEPA Checklist Attachment L). Additional parking management analysis will be conducted as part of the project level environmental review.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

The proposal will finish reconstruction of the site's two existing streets and provide several other roadway linkages to provide better access throughout the redeveloped site. This will include traffic signalization improvements at the proposal's main entrance at the intersection of 13th Street and West Marine View Drive. Also included in the proposal will be the construction of an extensive system of pedestrian and bicycle pathways throughout the site. With the exception of the entryway intersection improvements, which will be located on City of Everett public right-of-way (which is also part of a designated state highway route [SR 529]), all of the remaining transportation improvements will be located on Port of Everett property. Please refer to Sheet 2.1, Right of Way Improvements, and Sheet 2.2a, Pathways and Public Access, in the set of Conceptual Site Plans for the proposal (SEPA Checklist Attachment B) for additional information.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The site is located on the opposite side of West Marine View Drive from an existing BNSF railroad line. There are no plans to use it as part of site redevelopment.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

Redevelopment of the site for more intense mixed-use and expanded marina-related activities will produce a significant increase in daily vehicular trips compared to present site uses. Many of these trips will occur during normal weekday morning and evening peak hour periods. The traffic and parking analysis prepared for the proposal (SEPA Checklist Attachment L), has determined that it will generate 9,378 weekday average daily trips (ADT), 9,448 weekend ADT, 777 weekday PM peak-hour trips, and 668 weekend PM peak-hour trips.

This traffic analysis also compared the current proposal's weekday and weekend ADT and PM peak-hour trip generation with the comparable ADT and peak-hour trip volumes generated by the NMRP 2005 FEIS highest-density alternative. This comparison documents that the weekday 13,361 ADT and 1,051 PM peak-hour trip volumes generated by the 2005 redevelopment plan alternative were more than 45 and 35 percent greater, respectively, than those generated by the current proposal and that its weekend 11,256 ADT and 857 PM peak-hour trip volumes were more than 19 percent and 28 percent greater, respectively, than those generated by the current proposal. The traffic analysis also evaluated the number and percentage of truck trips that the proposal would generate. It determined that these trips would constitute 1.69 percent (336 trips) of its gross ADT. This traffic analysis also concluded that the current proposal will have less of an impact on the City of Everett road system than the highest traffic impact alternative proposed by the 2005 NMRP.

Please refer to the trip generation, parking analysis and level of service analysis prepared for the proposal for additional data and methodology description including trip generation tables broken out by individual land uses (SEPA Checklist Attachment L). The methodology used included internal trip crossover calculations and per-block parking generation average rates based on Institute of Traffic Engineers (ITE) methodologies provided in the ITE Trip Generation Handbook and other ITE sources.

A further refined traffic analysis will be also developed as part of the project level environmental review. Please also refer to Section 6 of the Supplemental Sheet for Nonproject Actions.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No. The traffic analysis contained in the NMRP 2005 FEIS did not identify any significant impacts generated by the proposal on any roads or streets located outside of the City of Everett boundaries.

- h. Proposed measures to reduce or control transportation impacts, if any:

A coordinated set of mitigation measures to reduce or control transportation impacts will be used. These measures will be based on the proposal's provision of an accessible, transit and pedestrian-oriented mixed-use destination development on Everett's central waterfront. Specifically:

- The proposal's form of compact, pedestrian-oriented, mixed-use site redevelopment will significantly reduce both the capital expense and ongoing operational costs of satisfying its demands for additional transportation (as well as public services and urban utilities), compared to the same amount of development carried out in a more conventional manner on either this site or on scattered sites throughout this portion of the region.

Compact, pedestrian-oriented, mixed-use development of the site will also create a self-contained neighborhood with opportunities to live, work, obtain essential

services, and recreate on-site. This in turn will reduce the need for the project's residents and employees to travel off the site for various goods and services.

- The amount and compact, transit oriented form of this development proposal will also generate the opportunity to increase the amount of regularly scheduled public transit service to the site and increase the cost-effectiveness of providing para-transit service to site's older and disabled residents. This form of development will also make it much easier to provide other ride share options to future site residents and employees, to significantly reduce single-occupant vehicle trips.
- Provision of safety and capacity improvements to portions of the off-site street and walkway system, as required by the City of Everett to mitigate potential adverse impacts generated by proposal's traffic as determined by the project level review and approval process.
- Provision of a convenient and well designed on-site transit junction to promote transit, rideshare, bicycle, and para-transit use by the proposal's residents, employees, and visitors.
- Implementation of a voluntary trip reduction program, which will include incentives to project residents and employees to use various rideshare services including commuter vanpools, carpools, para-transit, and various car sharing services on-site.
- Provision of convenience goods and services in and near compact, pedestrian-friendly residential and nodes in the project to reduce off-site trips.
- De-emphasis of private vehicle use by placing parking garages under and behind buildings and on side streets and limiting the overall amount of site parking to reduce private vehicle use.
- Provision of a parking management plan for all site uses to maximize the efficient use of all project parking facilities.
- Provision of a highly efficient and fully integrated pedestrian, bicycle, and vehicle circulation system.
- Provision of a fully networked pedestrian pathway and sidewalk system linking all portions of the project to reduce short trip on-site vehicle travel, and promote walking and bicycling.
- Provision of new and improved pedestrian and bicycle pathway linkages to the surrounding community to reduce vehicle trips to and from the site.
- Provision of a wayfinding signage system that is fully integrated into the project's internal street and pedestrian walkway system.
- Provision of secure, convenient, and weather-protected bicycle storage facilities throughout the redeveloped project site.
- Provision of requirements and incentives to larger employers on the site to provide bicycle lockers, shower, and changing facilities for their bicycle-commuting employees.

- Provision of an internal street system and well located transit stops that can accommodate appropriately scaled public transit vehicles for both regular and special events transit service.
- Provision of a construction traffic mitigation plan in coordination with the City of Everett.
- Construction of all off-site transportation improvements required by the City of Everett along with payment of any required traffic impact mitigation fees.

These measures are similar to those listed in subsection 5.8.8, Mitigation Measures, of the NMRP 2005 FEIS for a similar type of mixed-use project with equivalent density and higher off-site traffic impacts.

Refinement of these measures to reduce or control transportation impacts related to site redevelopment will occur during the project level environmental review. These measures will include full conformance with City of Everett traffic mitigation requirements.

15. Public services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

Yes. Mixed-use redevelopment of the site for more intense mixed-use and expanded marina-related activities is likely to produce an increase in the demand for various types of public services including police, fire, emergency medical, and health care services. During construction, the primary public services impact is likely to be on general municipal services because of the need for a substantial amount of permitting and inspection services during the seven- to twelve-year period anticipated to construct all major phases of the project.

The calls for police, fire, and emergency services will primarily be a function of the completed proposal's population, employment and public visitors, customers, guests, and boaters. Up to approximately 1,320 people will reside on the redeveloped site. Employment on the site will increase from its predevelopment peak of approximately 500 to as many as 2,300 after completion of all phases of redevelopment. Maximum public use of the site will increase from its current summer peak levels of a few hundred people per day to as many as several thousand per day during peak periods after completion of the first major phases of redevelopment.

The Everett police and fire departments both provided comments on the NMRP 2005 FEIS for a similar scale and type of mixed-use redevelopment project. The Everett Police Department said at that time it did not anticipate substantial impacts or resource constraints on their staff levels, equipment or facilities and that response times would remain about the same. The Everett Fire Department said that it anticipated noticeable impact on service provision, response times, and resource consumption due to an increased residential population, increased recreational use of the site, and increased traffic.

The same increases in residents, employment, and public activity population on the site described above are also anticipated to create some increases in the need for various general municipal services from the City of Everett after the first major phases of site redevelopment are completed. In its response to the 2005 NMRP FEIS, the City of Everett said that these very similar types of increases would only increase the demands for these services by a small percentage on a citywide basis and that it did not anticipate substantial impacts or resource constraints on general staffing levels, equipment, or facilities. Existing service levels were also expected to remain the same.

The Everett School District (ESD) uses a standard student generation per two-bedroom and larger multi-family unit ratio of 0.0160 for students in K-5 grades, 0.084 for students in grades 6-8, 0.073 for students in grades 9-12, and a combined student generation ratio for all grades of 0.317. This would result in the generation of approximately 32 new students for every 100 two-bedroom or larger multi-family housing units constructed by the proposal. The ESD does not have a student generation ratio for studio and one-bedroom multi-family units. The exact number of two-bedroom and larger multi-family units in the proposal will not be determined until the project level design stage. This additional student impact on the ESD would occur in several increments over the seven- to twelve-year period needed to complete all phases of the project.

The project level environmental review will provide more information on the increased need for these and any other public services. At that time, the ESD will also be able to more accurately assess potential capacity concerns at each of the schools that will serve the proposal and determine whether any specific mitigation measures will be required. Please also refer to Section 6 of the Supplemental Sheet for Nonproject Actions.

b. Proposed measures to reduce or control direct impacts on public services, if any.

Proposed measures to reduce or control direct impacts on public services will include:

- Removal or substantial upgrade of any remaining nonconforming buildings and/or structures on the site.
- Replacement of older buildings with new buildings and improvements that will comply with the most current building, fire, and other safety codes. Several major new and extensively renovated port and marina-related buildings have already been constructed on the site recently.
- The proposal will include a totally new and well designed internal street and walkway system that will provide fast, efficient police, fire, and emergency vehicle access and visibility to all portions of the site and the adjoining marina.
- The site will also be provided with a fully looped water system with adequate fire flow and new fire hydrants.
- The proposal will provide specially designed and located shielded and non-glare security lighting to discourage illegal activity in all public spaces, walkways and parking areas. The proposal will pay any required school impact mitigation fees.
- Provide a multi-phased site redevelopment process that will enable additionally

needed public services to also be provided in a commensurate phased manner.

- During construction, security measures would be implemented to reduce potential criminal activity. These measures could include on-site surveillance, site lighting, and fencing to prevent public access.
- Goals will be established to recycle a substantial percentage of the eligible site demolition material in order to minimize landfill costs and impacts and to promote recycling and reduce GHG emissions.
- The need for any special measures to reduce or control direct impacts on public services will be assessed as part of the project level environmental review. The new residential and expanded employee population on the redeveloped site will also constitute a very small percentage of the total population served by the proposal's key public service providers.

16. Utilities

a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
other fiber optic cable

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

The proposal will include a significant upgrade in the capacity and distribution of all existing urban utilities serving the site in order to accommodate the proposed more intense mixed-use form of development and upgraded marina.

For a similar scale and type of mixed-use development, the NMRP 2005 FEIS estimated up to approximately 556,000 gallons per day (gpd) of water capacity and 2,000 to 4,000 gallons per minute (gpm) of fire flow will be required, depending on project final design. It also estimated that the completed project would generate a total sewage flow of 660 gpm. This includes existing uses in Port Gardner Landing, Marina Village, and on 10th Street close to but outside of the project boundaries. It assumes no surface drainage will contribute to the sewer system. These utility services are provided by the City of Everett.

The proposal will generate additional demand for waste transportation services, landfill and recycling capacities. Local waste management services are provided by Rubatino Refuse Removal. The proposal could generate between 1,200 and 1,800 tons of solid waste per year. The Roosevelt Regional Landfill has unused capacity to meet this demand.

The proposal will generate additional demand for telecommunication, electricity, and natural gas utility services. Telecommunication services are provided by a variety of carriers including, but not limited to, Frontier, Verizon, AT&T, and Sprint. Electricity is provided by the Snohomish County Public Utility District, and natural gas is provided by Puget Sound Energy. The proposal will be responsible for assisting in the funding of the necessary infrastructure upgrades.

A more detailed analysis and description of the expanded utility services required for full redevelopment of the site, including the need for any significant off-site capacity improvements, will be provided as part of the project level environmental review. Please also refer to Section 6 of the Supplemental Sheet for Nonproject Actions.

C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of signee _____

Position and Agency/Organization _____

Date Submitted: _____

D. supplemental sheet for nonproject actions

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Master planned redevelopment of the site for more intense commercial, recreation, and residential oriented mixed-use under the proposed modifications to the existing North Marina PDO zone Development Agreement could potentially result in some increased discharge to water; emissions to air; production, storage, and/or release of toxic or hazardous substances; and production of noise. The previously completed sections of this Environmental Checklist provide additional information regarding the potential for increased emissions, releases, and discharges in each of these categories. However, it should be noted that very extensive redevelopment and intensified use of the site that is already permitted and approved under the current version of this same Development Agreement could occur before its expiration in 2023 and is likely to create equal or greater levels of these same types of discharges, emissions, and releases. The potential adverse environmental impacts of this very similar scale and type of mixed-use redevelopment have already been fully evaluated and disclosed by the NMRP 2005 FEIS.

Proposed measures to avoid or reduce such increases are:

(1) Full compliance of the updated proposed mixed-use oriented site redevelopment with the modified North Marina PDO zone Development Agreement and all applicable City of Everett comprehensive plan provisions and related development regulations; (2) Removal or renovation of the site's remaining older structures and replacement with lower-polluting uses and structures that fully comply with the most current building, fire/safety, and environmental codes; (3) Completion of the remaining portions of the current six-element environmental cleanup program for the entire site; (4) Appropriate use of the extensive array of applicable, incorporated, and potential mitigation measures identified in the NMRP 2005 FEIS for a similar scale and type of mixed-use redevelopment project; and (5) Implementation of any needed special emission/discharge reduction controls or requirements as part of the project level site plan approval and environmental review process.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The proposal is not anticipated to have more adverse effects on plants, animals, fish, or marine life than would the types of uses and intensity of development allowed and approved under the current version of the North Marina PDO rezone Development Agreement. This is because the portions of the proposed site redevelopment described in the current proposal that are most likely to have any significant effect on plants, animals, fish or marine life are already allowed by the current North Marina PDO zone Development Agreement. As noted in previously completed relevant sections of

this Environmental Checklist, these uses include continuing improvement of the existing marina upland area and expansion of related marina support businesses and facilities. It also includes construction of a substantially expanded public walkway system adjacent to the site's shorelines. These new or improved marina related and public walkway facilities are logistically capable of being constructed independently from the mixed-use portion of the proposed site redevelopment that requires this requested North Marina PDO rezone Development Agreement modification in order to proceed. It should be noted that a significant portion of these improvements have already been constructed or fully permitted.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

(1) Full compliance by each element of the site redevelopment with all applicable city, state, and federal environmental protection/conservation codes and requirements; (2) Removal or renovation of remaining older existing structures that create negative effects on plants, animals, fish and marine life near the site; (3) Completion of the remaining portions of the current six-element environmental cleanup program for the entire site; (4) Appropriate use of the extensive array of applicable incorporated and potential mitigation measures identified in the NMRP 2005 FEIS for a similar scale and type of mixed-use redevelopment project; and (5) Implementation of any special measures determined to be needed to protect or conserve plants, animals, fish, or marine life near the site as part of the project level site plan approval and environmental review process.

3. How would the proposal be likely to deplete energy or natural resources?

Master planned, intense mixed-use oriented redevelopment of the site that would be allowed by the proposed modification of the North Marina PDO zone Development Agreement is likely to result in the consumption of additional energy or other natural resources compared to the past and current use of the site. This is because a significant number of people (up to approximately 1,320) would be allowed to live on the site as part of its redevelopment. In addition, up to 2,300 people would eventually work on the fully redeveloped site. However, it should also be noted that already approved redevelopment and intensified use of the site that could otherwise occur under the existing Development Agreement before it expires in 2023 could eventually consume equal or greater amounts of energy or other natural resources.

Proposed measures to protect or conserve energy and natural resources are:

(1) Redevelopment-related replacement or renovation of the site's remaining older structures with new buildings and improvements that comply with all of the most current building, energy, and water conservation codes; (2) Use of a pedestrian-oriented, mixed-use form of master planned redevelopment that requires less energy per square foot of building space and will promote greater use of public transit and reduce the number of peak hour auto trips to and from the site; (3) Use of on-site renewable energy systems; (4) Use of online electronic dashboard systems to monitor site energy use; and (5) Appropriate use of the applicable incorporated and potential mitigation measures identified in the NMRP 2005 FEIS for a very similar scale and type of mixed-use redevelopment project;

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The proposal is not anticipated to make greater use of or have more adverse effects on environmentally sensitive areas or areas designated for various forms of governmental protection than would the types of uses and intensity of development allowed under the current North Marina PDO zone Development Agreement. This is because the portions of the proposed site redevelopment that are most likely to use or have any significant effect on these types of areas are already allowed by the current Development Agreement. As noted in previously completed relevant sections of this Environmental Checklist, these uses include reconfiguration of the existing marina upland areas and expansion of related marina support businesses and facilities, and construction of a substantially expanded public walkway system adjacent to the site's shorelines. These marina-related and public walkway improvements are logistically capable of being constructed independently from the mixed-use portion of the proposed site redevelopment that requires this requested Development Agreement modification in order to proceed.

Proposed measures to protect such resources or to avoid or reduce impacts are:

(1) Full compliance by each element of the site redevelopment with all applicable city, state and federal environmental protection/conservation codes and requirements; (2) Removal or renovation of the remaining older existing structures that create negative effects on environmentally sensitive areas and other government protected areas near the site; (3) Completion of the remaining portions of the current six element environmental cleanup program for the entire site; and (4) Implementation of any special measures identified during the project level site plan approval and environmental review process as being needed to protect or conserve environmentally sensitive areas or other government-protected areas near the site.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposed amendments to the North Marina PDO rezone Development Agreement would facilitate the total redevelopment of the site in a manner that creates a distinct, new mixed-use commercial, recreational, residential, and pedestrian-oriented character that takes advantage of its attractive recreational boating setting. It also responds to the community's increasing desire for additional high-quality waterfront recreation areas and to the fast changing regional real estate market. In this way, the North Marina's approximately 6,600 lineal feet of shoreline can be opened up to greatly expanded and improved public access opportunities in conjunction with the ongoing improvements of the Port's marina and boating services facilities. Please also refer to Section B.8.1 above.

Proposed measures to avoid or reduce shoreline and land use impacts are:

(1) To obtain the requested PDO rezone Development Agreement modifications to ensure that redevelopment will be fully consistent with all applicable City of Everett comprehensive plan provisions and related development regulations; and (2) Use of the City's PDO site plan approval process to create a high-quality, overall site redevelopment plan that not only maximizes avoidance or reduction of adverse shoreline and land use impacts, but provides a unique opportunity to ensure provision of a wide array of new public benefits to the entire community through appropriate addition of special conditions and requirements of approval. Please also refer to Section A.11.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Redevelopment of the site for more intense, commercial, recreation, and residential oriented mixed-use purposes will produce an increase in daily vehicular trips compared to existing uses on the site. Many of these additional trips will occur during normal weekday morning and evening peak hour periods. This form of mixed-use development will also produce an increased demand for most types of public services and most types of urban utilities. However, the revised site development plan contained in the current proposal is not anticipated to create any demands on transportation or public services and utilities that will exceed those already evaluated and disclosed by the NMRP FEIS for the 2005 Development Agreement approved site plan. Please see Sections B.14, B.15, and B.16 above for additional information

Proposed measures to reduce or respond to such demand(s) are:

1) The proposed form of compact, pedestrian-oriented mixed-use site redevelopment will significantly reduce both the capital expense and ongoing operational costs of satisfying its demands for additional transportation, public services, and urban utilities compared to the same amount of development carried out in a more conventional manner on either this site or on scattered sites throughout the City; (2) Compact, pedestrian-oriented mixed-use development of the site will also provide the opportunity to create a self-contained community with opportunities to live, work, obtain essential services, and recreate on-site, thereby reducing the project's demand for variety of off-site services; (3) Mixed-use redevelopment of the site will also result in removal or renovation of its remaining older, non-conforming buildings and replacement with new buildings and improvements that will comply with the most current building, fire, and other safety codes as well as current energy and water conservation standards. The site will also be provided with a fully looped water system with adequate fire flow and new fire hydrants; and (4) The proposed site redevelopment will comply with all standard City transportation, public services, and utility system impact mitigation requirements as well as any special requirements imposed as part of the site plan approval and project level environmental review process.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The proposal will be required to demonstrate that it is capable of complying with all applicable local, state, or federal laws and requirements for the protection of the environment before it can proceed to the final application and approval stage. A more detailed project level environmental review will be conducted before a more detailed project level design is approved and constructed. The design of the project site plan will be modified as necessary to avoid any conflict with applicable environmental protection requirements as a result of this more detailed environmental review effort and site plan review/approval process.