REVISED EXECUTIVE SUMMARY AND REVISED ALTERNATIVE FIGURES

EXECUTIVE SUMMARY

OBJECTIVES

Oliver McMillan's objective for the Project is to develop areas along the Snohomish River in a manner that is consistent with policies and visions that have been adopted by the City of Everett for this area.

For more than a decade, the City of Everett has been working on the cleanup, environmental conservation, public shoreline access and redevelopment planning for several properties currently owned by the City on the Snohomish River. Actions have included adoption of Vision Statements with preferred land uses as part the Comprehensive Plan and Shoreline Master Program, both of which have undergone previous SEPA review.[1] The Visions adopted for these areas (see Section 5.1.3.4 for detail) are for attractive; people oriented mixed-use commercial center with public access and views of the shoreline, conservation and park purposes. The City and Oliver McMillan have entered into an agreement regarding sale of land, project responsibilities, uses and other related issues as a means to implement the City's adopted goals.

DESCRIPTION OF PROPOSED ACTION

For more than a decade the City of Everett (the City) has been working on the cleanup, environmental conservation, public shoreline access and redevelopment planning for several properties located along the Snohomish River. The area includes the sites commonly known as the former Everett Landfill/Tire Fire site, Eclipse Mill, and the Simpson site (riverfront properties). As a result of these planning and preliminary actions, the City Council concluded that it would best implement the adopted Visions by seeking to have all of its riverfront properties developed by one entity through a Planned Development Overlay Master Plan to be reviewed through the City's public land use process. The City has entered into an agreement to sell the majority of these riverfront properties to OliverMcMillan LLC, a private developer, who will redevelop the site in partnership with the City of Everett. The City will construct some of the public improvements on or to the site.

The proposal includes construction of a mixed-use commercial / residential development, shoreline and habitat restoration, and rehabilitation of a former, mostly industrial site. The preferred alternative includes the construction of up to 900,000 square feet of mixed commercial use; 200,000 square feet of hotel space; and up to 1,400 residential units (multi- and single family). The ultimate mix of uses constructed will be determined by market demand and the land use capacity of the site (type, location, and size of uses and structures, and infrastructure capacity). The Master Plan may be amended over time in response to market demand for the proposed uses. The Preferred Alternative is shown in Figure 2.3-1. Alternative site plans are shown in Figures 2.3-2 through 2.3-3B.

Proposed public amenities include wetland and buffer enhancements, trails, multi-use public spaces for indoor and outdoor gathering, and park spaces on the former landfill and Simpson development pad and a multi-purpose boat dock with kayak/small boat launches. Trails will include extension of the riverfront trail to the north, as well as additional trails associated with habitat enhancements/restoration. These

[1] (Shoreline Master Program Update. (COMP 01-003, SEPA00-061 Final DNS and Addendum). This addressed the comprehensive update of the City's Shoreline Master Program. Ecology approved the update in March 2002. The update includes vision statements and associated designations for the riverfront areas within shoreline jurisdiction, as well as the Landfill property. The SMP also includes policies and regulations for development in shoreline jurisdiction and Comprehensive Plan and Zoning Changes to Implement the SMP. (COMP02-007, REZ02-007, SEPA02-063 Revised DNS). City Council approved Comprehensive Plan and Zoning changes in July 2003. Amendments included new Aquatic comprehensive plan designation and zone, amending Comprehensive Plan designation for riverfront areas south of Highway 2 to 4.5 Waterfront Commercial, and designating the northern Simpson Category 1 wetland Aquatic.

improvements are intended to provide pedestrian and bicycle trails and access along the waterfront, and linkages to adjacent retail, commercial, wetland interpretive areas and open space.

The proposed development will be designed and constructed using sustainable building practices such as those embodied in the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) system. Sustainable practices like those included in the LEED system are intended to "transform the way buildings and communities are designed, built and operated, enabling an environmentally and socially responsible, healthy, and prosperous environment that improves the quality of life" (US Green Building Council, 2006, LEED for New Construction Version 2.2 Reference Guide).

SUMMARY DESCRIPTION OF PROJECT ALTERNATIVES

The City of Everett has previously considered alternative land uses for the project area as part of Brownfield studies and through the adoption of the Shoreline Master Plan, and Comprehensive Plan which were the subject of previous SEPA review. Vision statements were adopted that limit the range of allowed uses and restrict the scope of actions appropriate for the area covered by the Project. As a consequence of these previous steps of the Phased Environmental Review, the Project Alternatives are limited to actions that would implement the adopted Visions.

"Action" Alternatives

Alternative 1 **(Preferred Alternative)**
The construction of up to 900,000 square feet of mixed commercial uses; up to 200,000 square feet of hotel space mostly on the Landfill/tire fire and Eclipse Mill sites; and up to 1,400 residential units and associated public amenities throughout the Project Site

Alternative 2
Development of the Simpson pad with approximately 600,000 square feet of office space. Development of the Landfill site with approximately 600,000 square foot of commercial (retail/office) space, and development of the Eclipse Mill site with approximately 200,000 square feet of commercial (retail/office) and associated public amenities. Two optional Site Plans for this Alternative are considered the differences for which are on the Simpson Pad (with one having 5 multi-story buildings and the other with 9 lower-scale buildings to provide the office space.)

"No Action" Alternative

Alternative 3 **(No action alternative)**
Under the no action alternative the timing of development and public amenities would likely be postponed because it would depend on future user(s) which are not known at this time. Because future development would have to be consistent with the Comprehensive Plan designation and vision, future development impacts would at a minimum be similar to Alternative 2.

CONCLUSIONS

This document and its associated appendices offer detailed descriptions of the proposal elements and the relative impacts to environmental elements of SEPA and is summarized as follows:

What are the major conclusions of the EIS?

- Earth
  - Past human activity has previously impacted the former Simpson Property.
  - The Landfill and northern parcels have been completely altered environments relative to earth resources.

- The proposed project will isolate the landfill materials more fully than currently exists.

- Water Resources
  - The subject site consists of 221 acres with approximately 67 acres of wetlands adjacent to the Snohomish River.
  - Alternatives 1 and 2 are nearly exact in their expected impacts by depicting a full build-out scenario with differing mixes of commercial/industrial/residential uses.
  - Stormwater management will integrate into natural systems after treatment to support natural hydrology and provide hydrology to buffer areas.
  - Care in driving piles is necessary so that the aquitard is not penetrated and groundwater resources will not be affected.
  - The portions of the site to be developed to urban levels will be elevated above the 100 year flood plain. Flooding may occur in the wetland areas surrounding the development pads.
  - Snohomish River shoreline will be largely restored and a small boat dock and public access facilities are planned and integrated into a mitigation plan to reduce impacts to the river.
- Plants and Animals
  - Existing conditions are degraded and offer little quality habitat outside of the larger wetland complexes between the Simpson Pad and the Snohomish River.
  - Bigelow Creek is currently channelized and constrained by railroad tracks and past developed areas.
  - Mitigation for unavoidable impacts (0.67 acres of wetland mitigation for 0.44 acres of wetland impacts) in the form of wetland creation will result in substantial improvement to the onsite habitat.
  - Unavoidable impacts include transformation of open lands with low value habitat to urban areas..
  - Proposed wetland mitigation has been developed in the form of wetland creation at a ratio in area as well as function equal to or greater than 1.25 to 1.
  - Buffer areas will be enhanced to provide multiple functions to the areas wetlands and other critical areas including the Snohomish River and Bigelow Creek.
- Land & Shoreline Use
  - The proposed action will allow redevelopment and human access to currently restricted areas including the landfill area.
  - The proposal will change the land use pattern which has historically consisted of heavy and light industrial, to commercial and residential.
  - Recreational shoreline use is expected to increase with the project, and industrial uses, such as log storage, will be permanently displaced.
- Public Services
  - Demand on public services will increase due the increase in population, employment and visitors (including schools).
- Environmental Justice
  - Diversified Industries may be relocated and needs further investigation.
- Visual Quality

- The views of the site from surrounding areas are currently restricted by existing vegetation to a large degree.
- Viewshed will change from the open, undeveloped expanse of grassy and degraded areas to a new mixed use community.

- Transportation
  - By the year 2030 ten intersections will operate at LOS E or F with any of the alternatives analyzed.
  - Some roads will require mitigation to offset impacts.
  - Based on the City of Everett's Comprehensive Plan some roads are considered "built-out", and a lower level of service that does not impact safety is accepted.
  - The proposed project includes non-motorized and transit improvements, as well as mixed land uses that will encourage a greater use of these modes.
  - The traffic estimates prepared are based on a worst-case Single Occupant Vehicle (SOV) scenario for full project buildout, and did not discount for planned improvements in public transportation service. Therefore, in reality, it can be expected that the mode share of non-SOV modes may be higher than was assumed in the traffic estimates and resulting impacts may be less than the analysis assumes.
- Energy & Natural Resources
  - Current energy and water are available to support this proposal.
  - Project design will use sustainable practices such as those found in programs like LEED and include many measures to reduce the demand for energy and natural resource consumption.
- Parks & Recreation
  - The urbanization of the site will result in increased recreational demand, particularly within the desirable riverside locations.
  - The trail system along the Snohomish River will be extended with interim connections followed by future permanent trail improvements.
  - A public gathering area connecting to a boat dock will be developed as part of the mixed-use developments on and adjacent to the landfill/tire fire site.
  - A 3 acre park area at the south end of the Eclipse Mill area and adjacent to the Snohomish River will be set aside. Development of this park area will require future additional SEPA review
- Environmental Health
  - Construction on the project parcels will comply with federal, state and local mandates relative to past contamination issues and previous landfill operation.
  - Construction of environmental controls during site preparation and construction is mandatory to prepare the sites for development and provides added separation from known contamination sources.
  - Leachate and landfill gas collection systems will be upgraded as part of the development.
  - Long-term monitoring will ensure effective operation of environmental controls.
- Noise
  - Construction activity will create unavoidable noise impacts.

    - Long term noise levels will increase due to common human activities including work commuting, residential activities,
- Air Quality
    - Short term impacts to air quality will be expected due to dust and emissions from construction equipment. Long term emissions will be increased by daily activity in an area that currently receives little use.
    - Railroad activity that bisects the site will be moved to the west of the site.
- Historical & Cultural Resources
    - No known cultural or historic resources will be disturbed by this project.

What are the significant areas of controversy associated with the redevelopment?

- Endangered species (salmonids) are present in the Snohomish River, Bigelow Creek, and ditched creek corridors on site. The FEIS includes actions that improve habitat for those species.
- Public perception of potential catastrophic flooding. The FEIS provides evidence that the development will be protected from the 100 year and nearly all areas from the projected 500 year floods. It also demonstrates the site would have very minor to no impacts if global climate changes raised sea levels.

Are there issues associated with the redevelopment that still need to be resolved?

- The City is working on finalizing their public amenities plan and design element. OliverMcMillan and the City have committed to the concept of a Memorandum of Agreement with the Department of Ecology for the development of a tidal restoration plan for Wetland C. This plan is proposed to include modeling, surveys, and will evaluate priorities for improvements necessary to have a buildable plan which restores tidal process and functions in a majority of Wetland C (including dendritic channels). Target for completion, 12-18 months; - pursue required permits to implement the plan and begin construction based on the priorities within 18 months of receipt of permits. Supplemental environmental review will be required for that activity.
- Plans for dealing with methane gas on the Port/Drywall parcel need to be developed. (See Response to Comments B2.)
- A portion of the mitigation associated with this project occurs within areas in which BNSF will retain an easement for mitigation of its impacts.
- Relocation of Diversified Industries.
- Snohomish County PUD has a transmission line running diagonally through the site with severl associated towers on the site. Two towers are proposed to be removed (one from Wetland C and one west of the railroad tracks) and one taller tower added in the buffer of west of Wetland C. A tower along the river may need modifications. Access roads to the towers wll be required. Supplemental analysis and permitting for those improvements will be completed by the PUD as required.

What are the environmental choices to be made among alternative courses of action?

- Action could be taken or the site could be left to remain as is for an indefinite amount of time.
- The site could be developed under the current proposal but omitting the boat facility.
- Park locations could be altered.
- Public trail system location could be altered along with construction methods.

- Stormwater control designs could be altered to fit various design options.
- Foundation design and construction methods inside landfill.

What types of effects will the mitigation provide?

- Provides rehabilitation, enhancement, restoration and increased on site functions especially for fish.
- The proposal improves habitat for endangered and non endangered species.
- Current designs address primary public issues such as aesthetics and view.
- Traffic mitigation meets city standards.
- The proposal will improve water quality conditions and reduce erosion
- Mitigation designs have been integrated with natural hydrology.
- Current designs meet required ratios for wetland fill and mitigation for no net loss of habitat functions or area.

SUMMARY OF IMPACTS AND MITIGATION MEASURES IDENTIFIED IN THIS DOCUMENT

Table ES-1-9 summarizes the potential impacts and proposed mitigation measures currently identified for the Everett Riverfront Redevelopment project.

SUMMARY OR PROJECT ACTIONS RELATED TO THIS DOCUMENT

Table ES-1. Other Actions in Project Area Previously Permitted Undertaken by BNSF

Project Description	Timing	Permits Needed	Figure Showing Action
Relocation of BNSF Railroad Tracks.	Completion by 12/31/2008	Permits complete	DEIS 4.5-4 FEIS BA/HMP 14, 14a, 14b

Table ES-2. Other Actions in Project Area Previously Permitted Undertaken by City of Everett

Project Description	Timing	Permits Needed	Figure Showing Action
Road access and temporary construction access to Simpson pad.	Completion by 7/31/2008	Permits complete	No Figure
Construct Roundabout	Begin Work June2008	Permits complete	DEIS 2.3-1, FEIS 2.3-1, 2.3-1A
Relocation of City Animal Shelter and demolition of existing buildings	Complete by 4/30/2009	Separate shoreline permits, SEPA review completed for relocation	DEIS 2.3-1, FEIS 2.3-1, 2.3-1A2.3-1

Table ES-3. Project Proposed on Landfill Tire/Fire Site Covered by this EIS
To be Undertaken by City of Everett
Not Requiring Land Use Approvals (Actions Independent from the Proposed Uses)

Project Description	Timing	Permits Needed	Figure Showing Action
Re-grade, fill, construct rockeries and place surcharge over entire site ***outside of shoreline jurisdiction***. Surcharge will occur in 2 phases with approximately 15 feet of fill placed for a period of approximately 9 to 12 months during each phase. At the end of the 2nd phase the excess fill will be transported to the Simpson site, landfill triangle, Mill site, or to an off-site location (under separate permits)	Fill placement outside shoreline jurisdiction begins no sooner than seven days after issuance of Final EIS.	City of Everett Public Works permits Ecology approvals for landfill area Ecology NPDES stormwater permits	FEIS 4.3 3C, 4.3-3D

Table ES-4. Project Actions Proposed on Landfill Tire/Fire Site Covered by this EIS
To be Undertaken by City of Everett
Requiring Land Use Approvals

Project Description	Timing	Permits Needed	Application Status	Figure Showing Action
Re-grade, fill, construct rockeries and place surcharge over entire ***site area within shoreline jurisdiction.*** Surcharge will occur in 2 phases with approximately 15 feet of fill placed for a period of approximately 9 to 12 months during each phase. At the end of the 2nd phase the excess fill will be transported to the Simpson site, landfill triangle, Mill site, or to an off-site location.	June 2009	Shoreline Substantial Development Permit City of Everett Public Works permits Ecology approvals for landfill area Ecology NPDES stormwater permits	In Applications to be reviewed in Winter/Spring 2008	FEIS 4.3 3C, 4.3-3D

`Table ES-5. Project Actions Proposed on Landfill Tire/Fire Site Covered by this EIS
To be Undertaken Jointly by City of Everett and Oliver McMillan
Requiring Land Use Approvals

Project Description	Timing	Permits Needed	Application Status	Figure Showing Action
Reconstruct & upgrade portions of leachate collection systems	May 2009	Shoreline Substantial Development Permit Ecology approval Public Works permits	In Applications to be reviewed in Winter/Spring 2008	FEIS 4.3 3C, 4.3-3D and BA/HMP 14a and 14b
Construct liner and methane collection system over entire site per approved Clean-up Action Plan and amended Consent Decree	May 2009	Shoreline Substantial Development Permit Ecology approval	In Applications to be reviewed in Winter/Spring 2008	No Figure

Table ES-6. Project Actions Proposed on Landfill Tire/Fire Site Covered by this EIS To be Undertaken by Oliver McMillan Requiring Land Use Approvals

Project Description	Timing	Permits Needed	Application Status	Figure Showing Action
Construction of buildings (retail, residential, commercial, parking and landscaping)	May 2009	PDO Shoreline Substantial Development Permit Building permits	PDO Winter-Spring 2008 Other Fall 2008	FEIS 2.3-1 , 2.3-1A
New storm outfall to river	Spring 2009	Shoreline Substantial Development Permit Ecology NPDES stormwater permits WDFW HPA	Fall 2008	DEIS 4.4-15
Construct Public Road through landfill site from roundabout to 36th Street, construct 36th Street, and construct other access roads on site.	Spring 2009	PDO Shoreline Substantial Development Permit	PDO Winter-Spring 2008 Other Fall 2008	FEIS 2.3-1 , 2.3-1A
Construct site utilities (water, sewer, drainage, electrical, gas, telephone and fiber lines)	Spring 2009	PDO Shoreline Substantial Development Permit	PDO Winter-Spring 2008 Other Fall 2008	No Figure
Construction of required wetland mitigation (habitat pools) for wetlands J, K and M	Fall 2009	PDO Shoreline Substantial Development Permit 404, 401	PDO, Shoreline Winter-Spring 2008 Other Summer 2008	FEIS 4.5-3, 4.5-4, 4.5-5, BA/HMP 10-12
Construction temporary gravel public access trail along shoreline and on abandoned railroad ballast from 36th Street to south end of landfill site. Connect to existing trail on Simpson Site.	Fall 2008	PDO Shoreline Substantial Development Permit	PDO, Shoreline Winter-Spring 2008	FEIS 4.5-6, BA/HMP 14, 14b
Construction of boathouse and dock	May 2010	PDO Shoreline Substantial Development Permit 404, 401	PDO, Shoreline Winter-Spring 2008 Other Summer 2008	FEIS 4.5-3, 4.5-5, BA/HMP 10, 12

Table ES-7. Project Actions Proposed on Simpson Pad Site Covered by this EIS To be Undertaken by Oliver McMillan Requiring Land Use Approvals

Project Description	Timing	Permits Needed	Application Status	Figure Showing Action
Re-grade, fill, and place surcharge over site.	June 2009	Shoreline Substantial Development Permit City of Everett Public Works permits Ecology NPDES stormwater permits	PDO, Shoreline Winter-Spring 2008 Other Summer 2008	FEIS 4.3-3 A, 4.3-3B
Buffer enhancement around entire Simpson Pad, and relocation on trail on north end.	Summer-Fall 2009	PDO Shoreline Substantial Development Permit	PDO, Shoreline Winter-Spring 2008 Other Summer 2008	FEIS 4.5-7, 4.5-8, 4.5-9, 4.5-9a,
Construction of roads on Simpson Pad.	Fall 2009	PDO Shoreline Substantial Development Permit	PDO, Shoreline Winter-Spring 2008	FEIS 2.3-1, 2.3-1A
Construction of structures on Simpson Pad	May 2010	PDO Shoreline Substantial Development Permit	PDO, Shoreline Winter-Spring 2008	FEIS 2.3-1, 2.3-1A

Table ES-8. Project Actions Proposed on Landfill Eclipse Site Covered by this EIS To be Undertaken by Oliver McMillan Requiring Land Use Approvals

Project Description	Timing	Permits Needed	Application Status	Figure Showing Action
Construction of Snohomish River edge restoration and buffer enhancement adjacent to Eclipse Site north of City 3-acre park to end of OM property.	Fall 2009	PDO Shoreline Substantial Development Permit	PDO, Shoreline Winter-Spring 2008	FEIS 4.5-6, BA/HMP 13a
Site grading and fill	Fall 2009	PDO Shoreline Substantial Development Permit (for portion of site) Public Works Permit	PDO Winter-Spring 2008 Other Fall 2008	FEIS 4.3-3E, 4.3-3F, 4.3-3G
Construction of 3-acre-park	Fall 2010	PDO Shoreline Substantial Development Permit Building permits	PDO Winter-Spring 2008 Other Fall 2008	FEIS 2.3-1, 2.3-1B

Table ES-9. Summary of Impacts and Mitigation Common to the Alternatives

Affected Environment	Impacts Common to "Action" Alternative 1	Impacts Common to "Action" Alternative 2	Impacts Common to "No Action" Alternative - Alternative 3	Potential Mitigation	Mitigation Measures Incorporated into the Project	Unavoidable Probable Significant Adverse Impacts
Natural Environment						
Earth Resources	1. Filling and Grading (up to 600,000 cubic yards of imported fill) 2. Seismic hazards (settlement, lateral movement and liquefaction) 3. Erosion hazards during construction 4. Erosion hazards during operation	1. Filling and Grading (up to 600,000 cubic yards of imported fill) 2. Seismic hazards (settlement, lateral movement and liquefaction) 3. Erosion hazards during construction 4. Erosion hazards during operation	1. Impacts to the site under the "No Action" alternative would be similar to those impacts described under the "Action" Alternatives with the following considerations: 2. Benefits a. Potentially less earthwork due to more landfill consolidation prior to future development. 3. Disadvantages a. More uncertainty in availability of soil/rock resources in the future. b. Potential for erosion in undeveloped areas of the property.	1. Stone columns and/or pile foundations may be used to support structures at the Simpson Pad site and to mitigate damage to structures resulting soil liquefaction 2. Pile foundations will be needed to support heavy structures planned over the Landfill/Tire Fire and potentially the Eclipse Mill portion of the site 3. Design elements should be in accordance with the 2006 International Building Code (IBC), the site is classified as Site Class F. 4. Preloading can be implemented to reduce the effects of short and long-term settlement at the site. 5. A site-specific stormwater plan should be developed according to the Everett Municipal Code Chapter 14.28 Surface and Storm Drainage and Department of Ecology requirements. 6. BMPs and erosion control measures will be specifically designed to address the individual causes and sources of erosion and sedimentation	All Potential Mitigation measures referenced have been incorporated into the Project	Potential for erosion in unvegetated and undeveloped areas

Affected Environment	Impacts Common to "Action" Alternative 1	Impacts Common to "Action" Alternative 2	Impacts Common to "No Action" Alternative - Alternative 3	Potential Mitigation	Mitigation Measures Incorporated into the Project	Unavoidable Probable Significant Adverse Impacts
Air Quality	1. Temporary minor, localized impacts to air quality from construction-related sources and activities (dust and equipment engine emissions) 2. Odors from landfill disturbance during construction. 3. Potential increases in traffic related emissions during construction. 4. Potential odor impacts during paving (asphalt). 5. Potential minor odors or fugitive dust from restaurants.	1. Temporary minor, localized impacts to air quality from construction-related sources and activities (dust and equipment engine emissions) 2. Odors from landfill disturbance during construction. 3. Potential increases in traffic related emissions during construction. 4. Potential odor impacts during paving (asphalt). 5. Potential minor odors or fugitive dust from restaurants.	Project-related impacts under the "No Action" Alternative would be similar to those impacts described under the "Action" Alternatives above. Under the "No Action" Alternative, issues related to mixed-use developments, such as odors affecting on-site residents may not be an issue.	1. Comply with applicable rules and regulations. 2. Maintain trucks and equipment in optimal condition. 3. Participation in Puget Sound region diesel solutions. 4. Locate construction equipment away from nearby residences. 5. Use biodiesel or other lower-emission fuels during construction. 6. Use carpooling or other trip-reduction strategies. 7. Stage construction to minimize overall transportation system congestion and delays. 8. Implement construction curbs on hot days when the region is at risk for exceeding the ozone NAAQS. 9. Locate construction equipment as far away as possible from sensitive receptors such as fresh air intakes to buildings, air conditioners. 10. Spray exposed soil with water or other suppressant to reduce emissions of PM10 and deposition of particulate matter. 11. Pave or use gravel on staging areas and roads that would be exposed for long periods. 12. Cover trucks transporting materials, wet materials in trucks, or provide adequate freeboard, to reduce PM10 emissions. 13. Provide wheel washers to remove particulate matter. 14. Sweep and wash streets, sidewalks and bicycle and pedestrian paths to reduce mud and dust. 15. Cover dirt, gravel and debris piles as needed to reduce dust and wind-blown debris. 16. Route and schedule construction trucks to reduce delays to traffic during peak travel times. 17. Communicate with residential and other sensitive users during construction 18. Implement controls to prevent migration of odor outside the construction zone, such as, daily cover of exposed waste, application of suppressant foams or use of temporary cover materials. 19. Efforts to minimize construction activities likely to impact nearby residents using best management practices 20. Prudent building and site design.	Potential Mitigation Measures number 1,2,4,7,9,10,11,12,13,14,15,16,17,18,19and 20 as described in adjacent column	1. Long and Short-term increase in dust and emissions. 2. Increase in daily activity in an area that currently receives little use.
Water Resources	1. Potential for creating hydraulic connections between contaminated media and other receptors 2. Without additional fill the 100-year flood would impact more than half of the Eclipse Mill site. 3. Without additional fill about 15% of the Simpson Pad would	1. Potential for creating hydraulic connections between contaminated media and other receptors 2. Without additional fill the 100-year flood would impact more than half of the Eclipse Mill site. 3. Without additional fill about 15% of the Simpson Pad would be impacted by a 100-	1. Areas not presently protected from the 100-year flood will be exposed to flood-related risks such as erosion and potential suspension of contaminants for a longer period of time until a development action is taken. 2. Erosion risks remain in undeveloped and un-vegetated areas for a longer period of time until a development action is taken. 3. Risks of untreated discharges from areas without vegetation and without stormwater controls,	1. Flood-proof all areas of development (raise a minimum of 2 feet above the 100 year flood elevation) 2. Implement an effective erosion control plan 3. Install silt fencing 4. Maintain existing vegetated buffers using high visibility clearing limits fencing 5. Protect storm drain inlets 6. Use compost filter berms 7. Reduce exposed areas through the use of temporary mulching or covering 8. Construction sequencing. 9. Compliance with 2005 Ecology Manual will result in mitigation of all significant stormwater impacts of the development. 10. Treatment methods for Simpson Pad and Eclipse Site stormwater using the methods outlined should have no adverse impacts on the water quantity or quality of the receiving wetlands/river.	All Potential Mitigation measures referenced have been incorporated into the Project Flood-Proofing will raise all developed areas above the 500 year flood elevation and more than 2 feet above the 100 year flood.	1. Short-term sediment increase. 2. Increased need for stormwater management. 3. Flooding and risk of flood damage in buffer and trail areas. Potential for minor flood impacts in developed areas (less than one

Affected Environment	Impacts Common to "Action" Alternative 1	Impacts Common to "Action" Alternative 2	Impacts Common to "No Action" Alternative - Alternative 3	Potential Mitigation	Mitigation Measures Incorporated into the Project	Unavoidable Probable Significant Adverse Impacts
	be impacted by a 100-year flood. 4. Without additional fill the 500 year flood would impact more than half of the Eclipse Mill site 5. Without additional fill about 25% of the Simpson Pad would be impacted by a 500-year flood. 6. Potential stormwater impacts during construction. 7. Stormwater from the Simpson Pad and Eclipse Site will be collected and treated using infiltration and rain gardens or sand filters which discharge to buffers and adjacent wetlands. 8. Stormwater from the landfill will be collected and routed to the City wastewater system with overflow discharged to the Snohomish River.	year flood. 4. Without additional fill the 500 year flood would impact more than half of the Eclipse Mill site 5. Without additional fill about 25% of the Simpson Pad would be impacted by a 500-year flood. 6. Potential stormwater impacts during construction. 7. Stormwater from the Simpson Pad will be collected and treated using infiltration and rain gardens or sand filters which discharge to buffers and adjacent wetlands. 8. The volume of stormwater discharged from the Simpson Pad under this alternative will be less than Alternative 1 since less land will be developed, especially under 2B. 9. Stormwater from the landfill will be collected and routed to the City wastewater system with overflow discharged to the Snohomish River. 10. Stormwater from the Eclipse Mill Site will be discharged to the Snohomish River following treatment.	especially on the Simpson and Eclipse parcels continue for a longer period of time until a development action is taken. 4. Long-term impacts to the site under the "No Action" alternative would be similar to those impacts described under the "Action" Alternatives above once a development action is taken. Furthermore, this alternative has less certainty with respect to public needs and on site habitat resources.	11. For the landfill, all discharge up to the 6-month storm event is routed through the City wastewater treatment facility. Overflow in excess of the 6-month storm is discharged to the Snohomish River in accordance with Ecology regulations. 12. For the Eclipse site treatment methods prior to discharge will be designed in accordance with Ecology regulations. 13. Use dispersion that creates a wide area of shallow flow, to reduce velocity at outfalls 14. Connecting or improve existing stabilized pipe outfalls as needed.		inch in a 500 year flood event) if global climate change raises sea levels by 5 feet over the next century. 4. Impacts to river from boat dock and public access facilities.

Affected Environment	Impacts Common to "Action" Alternative 1	Impacts Common to "Action" Alternative 2	Impacts Common to "No Action" Alternative - Alternative 3	Potential Mitigation	Mitigation Measures Incorporated into the Project	Unavoidable Probable Significant Adverse Impacts
Plant and Animal Resources	1. Increased noise and light from human activities, 2. Increased use of chemicals for lawn maintenance and other human needs, 3. Overall increased human presence within and surrounding the project including more dogs and cats. 4. Impacts to shoreline area from dock construction. 5. In-water work during habitat restoration and enhancement 6. Propeller wash from boats using dock 7. Potential for small oil and gas spills from boats 8. Shoreline restoration (removal of dozens of remnant creosote pilings, installation of habitat log complexes, etc.) would result in temporary negative effects 9. Indirect effects to the Snohomish River Estuary 10. Wetland X replacement (0.29 acre). 11. Wetland M fill (679 square feet) 12. Wetland J fill 2,192 SF)	1. Increased noise and light from human activities, 2. Increased use of chemicals for lawn maintenance and other human needs, although less risk than Alternative 1 as it applies to the Simpson site since the business park use would likely have more control over maintenance practices compared to hundreds of residents. 3. Overall increased human presence within and surrounding the project. 4. These alternatives ill have less potential for pets to impact habitat. 5. Impacts to shoreline area from dock construction. 6. In-water work during habitat restoration and enhancement 7. Propeller wash from boats using dock 8. Potential small oil and gas spills from boats 9. shoreline restoration (removal of dozens of remnant creosote pilings, installation of habitat log complexes, etc.) would result in temporary negative effects 10. Indirect effects to the Snohomish River Estuary	Impacts to the site under the "No Action" alternative have the potential to be similar to those impacts described under the "Action" Alternatives above, although all elements would not necessarily be included in this alternative (i.e., dock construction, etc.). Furthermore, this alternative has less certainty with respect to the scope and timing of the actions that could benefit on-site habitat resources. Under the "No-Action" alternative the development of the Everett Riverfront project would be delayed which, in turn, would result in certain benefits and disadvantages. Benefits of delaying the development would delay increased human uses and activities on the site. Disadvantages of delaying the development are: 1. No guarantee of the scope of habitat improvements included in a proposal. 2. Longer time until degraded habitat is improved and/or replaced with better functioning habitat. 3. Delay in installation of buffers in many areas that either have none, are less than what would be implemented and/or are improved to remove invasive plants and install plant species more beneficial to animals. 4. Delay in opening water areas to salmonid use.	1. Remove culverts on creeks at connection to Wetland C and the Snohomish River and creation of habitat pools. 2. City and OM planning and implementation of efforts to provide tidal processes to a majority of Wetland C. 3. Restoration of Snohomish River Shoreline 4. Conversion of some abandoned railroad grade to enhanced buffer. 5. Light penetrating features for dock structure. 6. Not net loss of wetland area through mitigation 7. Buffer enhancements: 2.74 acres of Snohomish River shoreline buffer and 13.87 acres of wetland buffer 8. Wildlife habitat enhancements throughout existing wetlands including bird boxes and feeders. 9. Large woody debris placement in wetland and buffer areas 10. Log jam construction in Snohomish River 11. Removal of creosote piles 12. Private development regulations to govern residential uses to minimize human impacts including restrictions on chemical uses, external lighting, native plant use, pet care, etc. 13. Homeowner education on stewardship of natural areas. 14. Signage and education related to plant and wildlife protection 15. Clean construction equipment to prevent spread of noxious weeds, insects and soil-borne pests, 16. Mulch, straw/hay bales and seed used on-site will be free of noxious weeds. 17. Materials used for grading will be inspected for the presence of noxious weed seed sources prior to 18. Use of a bubble curtain and adhere to USACE-approved fish work windows to avoid noise impacts to fish. 19. Plant mature dense native vegetation buffer areas and separation between and along the margins of the development areas. 20. Boater education program. 21. Install sufficient garbage receptacles and collection tubes along public access areas 22. Clearly establish public access points to guide pedestrian traffic onto pathways and protect vegetation and wetlands.	All Potential Mitigation measures referenced have been incorporated into the Project	1. 0.14Acres of wetland fill.. 2. Long and short-term displacement of animal species. 3. Impacts from temporary increase in sediment. 4. Land transformation from vacant inaccessible land to a community center or development and activity. 5. Elimination of habitat for mice, voles, moles and other small mammals and foraging habitat for raptors, snakes and other predators 6. Predation by cats and dogs, along with cats and dogs becoming prey for coyotes and raccoon.

Affected Environment	Impacts Common to "Action" Alternative 1	Impacts Common to "Action" Alternative 2	Impacts Common to "No Action" Alternative - Alternative 3	Potential Mitigation	Mitigation Measures Incorporated into the Project	Unavoidable Probable Significant Adverse Impacts
	13. Wetland K fill (0.077acres). 14. Conversion of undeveloped to developed land. 15. Operational impacts of the developed areas may include mowing, tree trimming, use of herbicides and infrequent winter road treatments such as salting and sanding. 16. Impacts to animals from increased human activity and traffic, development of buildings, roads and infrastructure (including fire access, potential predation by pets 17. Noise and vibration from impact pile driving 18. Elimination of habitat for mice, voles, moles and other small mammals and foraging habitat for raptors, snakes and other predators	19. Wetland X replacement (0.29 acre) 20. Wetland M fill (679 square feet) 21. Wetland J fill (2,192 SF) 22. Wetland K fill (0.077 acres) 11. Conversion of undeveloped to developed land. 12. Operational impacts of the developed areas may include mowing, tree trimming, use of herbicides and infrequent winter road treatments such as salting and sanding, although less risk than Alternative 1 as it applies to the Simpson site since the business park use would likely have more control over maintenance practices compared to hundreds of residents. 13. Impacts to animals from increased human activity and traffic, development of buildings, roads and infrastructure (including fire access 14. Noise and vibration from impact pile driving 15. Elimination of habitat for mice, voles, moles and other small mammals and				

Affected Environment	Impacts Common to "Action" Alternative 1	Impacts Common to "Action" Alternative 2	Impacts Common to "No Action" Alternative - Alternative 3	Potential Mitigation	Mitigation Measures Incorporated into the Project	Unavoidable Probable Significant Adverse Impacts
		foraging habitat for raptors, snakes and other predators				
Energy and Natural Resources	1. Increase in use of fossil fuels, electricity and natural gas.	1. Increase in use of fossil fuels, electricity and natural gas. 2. An alternative development on the Simpson Pad would not necessarily use sustainable building practices such as LEED so any benefits related to those efforts may be missed. 3. Large buildings on the Simpson Pad have a better opportunity for using centralized heating than residential developments.	Impacts would be similar to Alternative 2. An alternative development would not necessarily use sustainable building practices such as LEED so any benefits related to those efforts may be missed.	1. Centralized utilities are used as part of large developments to efficiently manage energy resources. 2. Compliance with energy codes would serve to minimize the potential effects of project actions on current and future energy resources. 3. Use of sustainable building practices, such as those found in programs like LEED for new construction at the site would create a record of measurable efficiencies and mitigating actions. 4. Use passive solar design where possible.	All Potential Mitigation measures referenced have been incorporated into the Project	1. Increased demand and use of energy and natural resources.
Built Environment						
Land and Shoreline Use & Housing	1. Temporary disruption of access and/or utility services to uses on or adjacent to the site or nearby uses. 2. Redevelopment will likely create pressure for land use changes in the vicinity of the redevelopment. 3. Other areas of the region will be needed to accommodate office/industrial park needs.	1. Temporary disruption of access and/or utility services to uses on or adjacent to the site or nearby uses. 2. Redevelopment will likely create pressure for land use changes in the vicinity of the redevelopment. 3. Other areas would need to accommodate the housing provided on the Simpson Pad in the preferred Alternative.	1. Impacts to the site under the "No Action" alternative would be similar to those impacts described under the "Action" Alternatives. The project, under an alternative might not include any residential development which would push such development to other areas. 2. The "No-Action" alternative would delay the availability of this land for uses shifting demand to other areas.	Planning principles that create a walkable neighborhood that has a pedestrian scale and incorporates open spaces at significant street intersections and at the termination of significant streets. 1. The east / west Street grid is laid out to create views to the riverfront. 2. Open spaces are also placed to maximize views from within the development to the riverfront and longer vistas to the Cascade Mountains. 3. A major public park is a focal point of the development and creates an axial open space and a visual break in the overall neighborhood planning. It allows longer views from within the neighborhood to the Snohomish River and beyond. 4. The street grid is made up of small blocks, facilitating walking and shortening the distance between intersections, making more opportunities for views down the streets. 5. A system of primary streets and secondary alleys has been designed that takes parking off of the primary streets and allows access to garages from the alleys. 6. A unified lighting, landscape, signage, and public art plan will be incorporated into the development. Consistency of these features will support wayfinding through the neighborhood. 7. Possible structured parking to increase density of commercial development.	All Potential Mitigation measures referenced have been incorporated into the Project	1. Redevelopment and human access to currently restricted areas.
Visual Quality / Light and Glare	1. The action alternatives will result in changes to the visual character	1. The action alternatives will result in changes to the visual character of the	A master planned mixed-use redevelopment of the project area will not occur in the no-action alternative. The anticipated visual quality would	1. Utilize Mixed Use Design criteria to guide the development on the project site. 2. Provide a streetscape design treatment for all streets, intersections, and sidewalks within the project including street trees, planting areas, special paving, lighting, signage, walls, fences, railings, and street furnishings.	All Potential Mitigation measures referenced have been incorporated into the Project	No unavoidable adverse impacts are anticipated for visual quality or light, glare

Affected Environment	Impacts Common to "Action" Alternative 1	Impacts Common to "Action" Alternative 2	Impacts Common to "No Action" Alternative - Alternative 3	Potential Mitigation	Mitigation Measures Incorporated into the Project	Unavoidable Probable Significant Adverse Impacts
	of the site from its current image of dirt filled areas and capped landfill to developed area. 2. It is possible that a location in the Lowell Neighborhood immediately adjacent to the site on its western edge could have views of the river that are impacted by the development (although none were detected in the view analysis). 3. Lighting and glare generated from the proposed development would be from special construction related activities during the late fall and winter dusk and dawn periods. 4. Streetlights, outdoor lighting at residences, pedestrian walkways, vehicle headlights, and pole mounted lights in surface parking lots would increase the light emanating from the site. 5. Nighttime glare could increase primarily from residential outdoor lighting, office outdoor lighting,	site from its current image of dirt filled areas and capped landfill to developed area. 2. Lighting and glare generated from the proposed development would be from special construction related activities during the late fall and winter dusk and dawn periods. 3. It is possible that a location in the Lowell Neighborhood immediately adjacent to the site on its western edge could have views of the river that are impacted by the development (although none were detected in the view analysis). If this potential impact occurred under this alternative it would be easier to mitigate by shifting building locations compared to a residential alternative. 4. Streetlights, outdoor lighting, pedestrian walkways, vehicle headlights, and pole mounted lights in surface parking lots would increase the light emanating from the site. 5. Nighttime glare could increase primarily	potentially be unchanged for a protracted time period. Future improvements on the site might occur only on a limited, sporadic and piecemeal basis over a considerable time period.	3. Provide open spaces and plazas 4. Provide and implement a unified landscaping, lighting, and signage plan. 5. Provide a continuous, well designed pedestrian way and bike path at the River. 6. Protect views by shielding of all major roof top mechanical equipment 7. Provide high quality and distinctive architectural design for all project buildings and improvements. 8. Provide additional landscape on site similar to the natural riparian environment. 9. Landscape will provide screening at parking areas to minimize vehicle headlight impacts. 10. Downcast lighting and shielded lighting will be utilized to minimize light spill. 11. Full cut-off fixtures will be used on site lighting fixtures to contain all site lighting onto the development property and minimize light to adjacent properties and affected environments. 12. Limit heights of lighting in parking lots and streets. 13. On residential properties, vehicles will be parked in enclosed garages to the greatest extent possible to reduce the need for outdoor site lighting around parking areas and reducing the impact of vehicle headlight beams 14. Building design will consider reflective materials and their impact to neighboring communities. Use of muting devices, construction materials and window sizes of larger structures will be incorporated to reduce glare. 15. All buildings and residences have been placed on the site and oriented to minimize potential impacts from lighting, glare and shadowing of the most sensitive areas, including wetlands, public trails, and the Snohomish River		and shadows. However, a small portion of some open space views will be replaced with development. These areas are considered insignificant.

Affected Environment	Impacts Common to "Action" Alternative 1	Impacts Common to "Action" Alternative 2	Impacts Common to "No Action" Alternative - Alternative 3	Potential Mitigation	Mitigation Measures Incorporated into the Project	Unavoidable Probable Significant Adverse Impacts
	and vehicle headlights. 6. A small amount of daytime glare could come from light reflecting off of windows and other reflective surfaces on residences and office buildings.	from office outdoor lighting including parking lots, and vehicle headlights. 6. A small amount of daytime glare could come from light reflecting off of windows and other reflective surfaces on commercial and office buildings. 7. Taller buildings in 2B of the proposed action alternatives will cast shadows onto the nearby wetland areas.				
Parks and Recreation	1. There would be some short-term disruption of the use of the existing Riverfront Trail during construction. 2. Temporary interference with the use of the portion of the existing Riverfront Trail adjacent to and south of the Simpson Category 1 Wetlands will occur during construction on the Simpson Pad 3. Increased demand for parks and recreation facilities and programs in the project vicinity would be generated by the addition of approximately 2,881 residents, 2,200 employees, and an increase of several	1. There would be some short-term disruption of the use of the existing Riverfront Trail during construction. 2. Temporary interference with the use of the portion of the existing Riverfront Trail adjacent to and south of the Simpson Category 1 Wetlands will occur during construction on the Simpson Pad 3. Increased demand for parks and recreation facilities and programs in the project vicinity would be generated by the addition of approximately 2,800 employees, and an increase of several thousand customers and visitors per day during peak site use.	1. The extent of public access and park and open space amenities under the "No-Action Alternative" is speculative, and the provision of public access, trails and other park and open space amenities would be delayed. 2. Bicycle and pedestrian connections from the project site to the Lowell Community, the Interurban trail, the Everett Station area, and ultimately the downtown area would also be delayed	1. The project will add approximately 1 mile of trails to the existing 1.2 miles of trails at Lowell Riverfront trail 2. Project site will include approximately 78 acres of natural areas, wetlands and future nature interpretive areas, 3. 3 acres will be set aside for a future park 4. Public park improvements will be included on the Simpson pad 5. A "Central Gathering Place" of at least 1½ acres is integrated into the mixed-use commercial development on the Landfill/Tire Fire site 6. Restrooms will be provided for the public space of the Central Gathering Place and the park area on the Eclipse Mill site. 7. Dock area for small watercraft (rowing) and boathouse is planned as part of the Central Gathering Place 8. Dock areas for small watercraft are potentially part of the park planned on Eclipse site but not part of this analysis. 9. Oliver McMillan will replace the trail segment on the north side of the Simpson Pad 10. Oliver McMillan will extend a gravel trail from the Simpson Pad to 36th Street 11. Oliver McMillan will develop a new permanent trail along the development proposed on the Eclipse site 12. Signage along the river should be coordinated with the Snohomish County Water Trail System 13. Conversion of the gravel trail to a permanent trail and other trail extensions and improvements will be done by the City based on plans and additional environmental review anticipated in late 2008 14. Future City improvements related to the proposal will provide opportunities for public access and trail connections to the neighborhood and existing pedestrian and trail facilities including the 41st Street overcrossing, Interurban Trail, Main Street pedestrian overcrossing, 36th to 38th Street vicinity overcrossing and Pacific Avenue Connection based on plans and additional environmental review	Mitigation measures 1,2,3,4,5,6,7,9,10, 11, and 12 have been incorporated into the Project.	1. Increased human access to currently restricted areas.

Affected Environment	Impacts Common to "Action" Alternative 1	Impacts Common to "Action" Alternative 2	Impacts Common to "No Action" Alternative - Alternative 3	Potential Mitigation	Mitigation Measures Incorporated into the Project	Unavoidable Probable Significant Adverse Impacts
	thousand customers and visitors per day during peak site use.	4. Recreational amenities other than the trail would not be developed on the Simpson Pad.		anticipated in Late 2008 15. The Watershed Conceptual Program discusses a cultural and nature interpretive center, on the South Simpson Site. The specific location and funding for the potential interpretive center has not been identified at this time. (Additional SEPA environmental analysis would be provided by the City when a specific proposal is identified)		
Historical and Cultural Resources	1. The landscape setting of the study area and results of previous archaeological and geotechnical studies in the vicinity of the study area indicate the area has potential to harbor intact pre-contact archaeological materials. 2. Since proposed project activities and alternatives include subsurface excavation below the fill, such disturbance may inadvertently uncover and damage archaeological material.	1. The landscape setting of the study area and results of previous archaeological and geotechnical studies in the vicinity of the study area indicate the area has potential to harbor intact pre-contact archaeological materials. 2. Since proposed project activities and alternatives include subsurface excavation below the fill, such disturbance may inadvertently uncover and damage archaeological material.	No immediate effects on the existing culture and historical resources would occur under the "No Action." Future proposals would, however, encounter the same potential issues as the Action Alternatives.	1. Monitoring of excavation should be conducted under the auspices of a Monitoring and Discovery Plan that details procedures to be followed by the project participants in the event there is discovery of archaeological materials	The suggested monitoring plan will be developed and implemented.	No foreseen unavoidable adverse impacts.

Affected Environment	Impacts Common to "Action" Alternative 1	Impacts Common to "Action" Alternative 2	Impacts Common to "No Action" Alternative - Alternative 3	Potential Mitigation	Mitigation Measures Incorporated into the Project	Unavoidable Probable Significant Adverse Impacts
Transportation	1. Pacific Avenue at I-5 Northbound Off-Ramp will operate at LOS F in the a.m. peak hour by 2030. 2. Broadway at 36th Street will operate at LOS F in the a.m. peak hour by 2030. 3. 52nd Street at 2nd Avenue will operate at LOS F in the a.m. peak hour by 2030. 4. During the p.m. peak period Pacific Avenue at I-5 Northbound Off-ramp: Increase in northbound left turns and will operate at LOS F by 2030. 5. Pacific Avenue at Broadway- will operate at a LOS F under any alternative by 2030. 6. 52nd Street at 3rd Avenue This intersection is currently a 3-way stop, resulting in a LOS D (27.0-second delay) during the p.m. peak hour. It is expected to degrade to a LOS F by 2030. 7. 52nd Street at 2nd Avenue This 2-way stop controlled intersection currently operates at a LOS C (21.4-second delay)	1. Pacific Avenue at I-5 Northbound Off-Ramp: LOS F currently has a LOS F during the a.m. peak hour, and will continue to fail under Alternatives 2 by 2030. 2. Pacific Avenue at Broadway: LOS E (55.4-second delay) will operate at a LOS E by 2030. 3. Broadway at 36th Street: LOS F in the a.m. peak by 2030 4. 52nd Street at 2nd Avenue: LOS F in the am peak. 5. Pacific Avenue at I-5 Northbound Off-Ramp: LOS F during the p.m. peak hour 6. Pacific Avenue at Broadway: LOS F in the pm peak hour 7. Broadway at 36th Street: LOS F in the pm peak hour 8. 41st Street at 3rd Avenue: LOS F in the pm peak hour 9. 41st Street at Colby Avenue: LOS E in the pm peak hour 10. 41st Street at Rucker Avenue: LOS E in the pm peak hour 11. 52nd Street at South Broadway: LOS F in the pm peak hour 12. 52nd Street at 3rd Avenue: LOS F in the pm peak hour 13. 52nd Street at 2nd	1. Pacific Avenue at I-5 Northbound Off-Ramp: LOS F currently has a LOS F during the a.m. peak hour, and will continue to fail under Alternatives 2 by 2030. 2. Pacific Avenue at Broadway: LOS E (55.4-second delay) will operate at a LOS E by 2030. 3. Broadway at 36th Street: LOS F in the a.m. peak by 2030 4. 52nd Street at 2nd Avenue: LOS F in the am peak. 5. Pacific Avenue at I-5 Northbound Off-Ramp: LOS F during the p.m. peak hour 6. Pacific Avenue at Broadway: LOS F in the pm peak hour 7. Broadway at 36th Street: LOS F in the pm peak hour 8. 41st Street at 3rd Avenue: LOS F in the pm peak hour 9. 41st Street at Colby Avenue: LOS E in the pm peak hour 10. 41st Street at Rucker Avenue: LOS E in the pm peak hour 11. 52nd Street at South Broadway: LOS F in the pm peak hour 12. 52nd Street at 3rd Avenue: LOS F in the pm peak hour 13. 52nd Street at 2nd Avenue: LOS F in the pm peak hour 14. A secondary emergency access must be provided to the Simpson pad in accordance with Appendix D of the City of Everett Fire Code. 15. A specific site plan has not been developed for the no-action alternative, and therefore there was not a detailed plan for where cross-streets would be located, and the number of lanes 16. Temporary Construction impacts mostly from truck traffic	1. 52nd Street at 2nd Avenue. If a signal were to be installed at this intersection, it would operate at a LOS C in the a.m. and LOS D in the p.m. 2. Pacific Avenue at I-5 Northbound Off-ramp if a signal were to be installed at this intersection, it would operate at a LOS D 3. 52nd Street at 3rd Avenue could be improved to a LOS B (14.1-second delay) if a signal were installed at both 52nd Street/3rd Avenue and Lenora Street/3rd Avenue 4. A traffic management plan would be created prior to construction of the development that would outline steps for minimizing traffic impacts during construction activities 5. A proportionate cost of signals could be applied toward the development 6. Development of a secondary emergency access road for the Simpson Pad. 7. Transportation mitigation fees per EMC 18.40 8. Property owners other than Oliver McMillan that would benefit from new road construction could pay a proportionate share for improvements benefiting them.	All Potential Mitigation measures referenced have been incorporated into the Project	By the year 2030 ten intersections will operate at LOS E or F with any of the alternatives analyzed

Affected Environment	Impacts Common to "Action" Alternative 1	Impacts Common to "Action" Alternative 2	Impacts Common to "No Action" Alternative - Alternative 3	Potential Mitigation	Mitigation Measures Incorporated into the Project	Unavoidable Probable Significant Adverse Impacts
	during the p.m. peak hour, and is expected to degrade to a LOS F by 2030. 8. During the p.m. peak period 41st Street at 3rd Avenue: Increase in eastbound and westbound volumes to and from the project site by 2030. 9. During the p.m. peak period 41st Street at I-5 SPUI: Increase in east and west volumes to and from the project site, and to and from both directions of I-5 by 2030 10. During the p.m. peak period 41st Street at Broadway Connector: Increase in westbound volumes on 41st Street by 2030. 11. During the p.m. peak period 41st Street at Colby Avenue: Increase in westbound volume and westbound to northbound, and westbound to southbound volumes by 2030. 12. During the p.m. peak period South Broadway at 52nd Street: Increase in eastbound volume and eastbound to northbound and	Avenue: LOS F in the pm peak hour 14. A secondary emergency access must be provided to the Simpson pad in accordance with Appendix D of the City of Everett Fire Code. 15. Temporary Construction impacts mostly from truck traffic				

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	eastbound to southbound volumes by 2030. 13. During the p.m. peak period Lowell Road at 3rd Avenue: Increase in eastbound to southbound volume by 2030. 14. 2nd Avenue at Lowell-Snohomish River Road: Increase in southbound volume, eastbound volume, eastbound to northbound volume and eastbound to southbound volume by 2030. 15. A secondary emergency access must be provided to the Simpson pad in accordance with Appendix D of the City of Everett Fire Code. 16. Temporary Construction impacts mostly from truck traffic					
Public Services and Utilities	1. increased demand for police, fire and emergency services would be generated by the addition of approximately 2,881 residents and approximately 2,200 employees, and an increase of and average of 26,270 customers and visitors per day	1. Under Alternative 2, the increased demand for police, fire and emergency services would be generated by the addition of approximately 2,800 employees and an increase of an average of 26,270 customers and visitors per day during peak site use. Because the	1. Under the No-Action alternative, the demand for public services on the site would likely be postponed. The impacts would at a minimum be similar to Alternative 2 because the future user or users would be required to develop the site in conformance with the adopted Comprehensive Plan and vision statement for the riverfront area. Because the City of Everett is expected to accommodate a certain amount of the regions	1. Construct a well-designed internal street system that provides fast and efficient police, fire and emergency vehicle access to all areas of the project site. 2. Develop streets, sidewalks, walkways, bicycle and pedestrian paths and public spaces designed to promote public safety and visibility for residents, employees, site visitors and police. 3. Design all parking areas and public spaces with specially designed non-glare security lighting to provide for security. 4. Use sustainable building and development practices such as those found in the U.S. Green Building Council's LEED system 5. Use sustainable building and development practices such as those found in LEED for Energy efficiency in buildings; 6. Use sustainable building and development practices such as those found in LEED for Water efficiency in buildings	All Potential Mitigation measures referenced have been incorporated into the Project	No unavoidable impacts related to public services or utilities are anticipated

Affected Environment	Impacts Common to "Action" Alternative 1	Impacts Common to "Action" Alternative 2	Impacts Common to "No Action" Alternative - Alternative 3	Potential Mitigation	Mitigation Measures Incorporated into the Project	Unavoidable Probable Significant Adverse Impacts
	during peak site use 2. Increase of workload on municipalities 3. Increase of public utility access 4. Increased water use projected to be approximately 491,195 gallons per day. 5. Increase in stormwater drainage systems 6. Increased demand for electricity 7. Increase in telecommunication services 8. Increase in natural gas 9. Increase in sewage flow. Sewer discharge is estimated to be approximately 491,000 gallons per day under the most intensive development scenario. 10. Based upon the current Everett School District standard student generation ratios, up to approximately 410 new students. 11. Possibility that additional capacity may be needed at Everett High School in order to house the additional high school students that will be generated by	Simpson Pad would be developed with office uses rather than residences, Alternative 2 would result in a smaller need for police services as compared the preferred alternative. The demand for Fire Department emergency response is expected to be the same as Alternative 1, except it would be concentrated more during business hours than the all-hours emergency responses for residences with a mature population. 2. Increase of workload on municipalities 3. Increase of public utility access 4. Increased water use projected to be approximately 407,837 gallons per day. 5. Increase in stormwater drainage systems 6. Increased demand for electricity 7. Increase in telecommunication services 8. Increase in natural gas 9. Increase in sewage flow projected to be just under 407,000 gallons per day. 10. No school district	growth, development is anticipated to be greater in other areas of the city if development of the project site is delayed. This could result in greater demand for public services. If future users proposed residential uses on the project site, impacts would be similar to Alternative 1. 2. Increase of workload on municipalities 3. Increase of public utility access 4. Increased water use 5. Increase in stormwater drainage systems 6. Increased demand for electricity 7. Increase in telecommunication services 8. Increase in natural gas 9. Increase in sewage flow	7. Use sustainable building and development practices such as those found in LEED for Heat island reduction; 8. Use sustainable building and development practices such as those found in LEED for Infrastructure energy efficiency 9. Use sustainable building and development practices such as those found in LEED for Construction waste management,. 10. Provide a looped water distribution system and fire hydrants throughout the project site to provide adequate fire flow 11. Coordinate with the PUD to provide needed electrical system upgrades and new facilities adequate to serve each phase of the project, and to maintain existing electrical service to the area. 12. Coordinate with all utility service providers regarding the location of proposed structures, utilities and site grading during the construction of each phase of redevelopment. 13. Comply with requirements of the Consent Decree for all activities on the Landfill/Tire Fire site, including methods for installation of all utilities and services. 14. A mitigation agreement with Everett Schools will be developed as part of the Planned Development Overlay process. 15. Meet or exceed the City's multi-family residence design guidelines and standards 16. During construction, implement security measures such as site lighting, fencing, on-site surveillance, etc. to reduce potential criminal activity 17. Pay connection and use charges for City Utilities in accordance with applicable codes.		

Affected Environment	Impacts Common to "Action" Alternative 1	Impacts Common to "Action" Alternative 2	Impacts Common to "No Action" Alternative - Alternative 3	Potential Mitigation	Mitigation Measures Incorporated into the Project	Unavoidable Probable Significant Adverse Impacts
	the project.	impacts are anticipated under Alternative 2.				
Environmental Health and Hazardous Waste	1. Includes construction of commercial facilities such as retail and office space. This includes construction of residential units as well. Residential use (as opposed to commercial) may trigger more stringent environmental cleanup requirements, particularly if units are constructed on ground level over the top of areas that may contain toxic gases in the subsurface. 2. Demolition of existing structures may release hazardous building materials, such as asbestos, lead paint and mercury-containing light switches 3. Excavation during building construction, placement of utilities, pile driving or drilling, soil grading, or other earthwork could result in daylighting	1. Includes construction of commercial facilities such as retail and office space, on the landfill 2. Demolition of existing structures may release hazardous building materials, such as asbestos, lead paint and mercury-containing light switches 3. Excavation during building construction, placement of utilities, pile driving or drilling, soil grading, or other earthwork could result in daylighting contaminated media (soil, groundwater or sediment). 4. Earthwork can also produce dust from contaminated soil 5. Cleanup to meet MTCA requirements will be performed prior to site development likely under the Voluntary Cleanup Program' 6. The Landfill/Tire Fire Site contains subsurface waste materials. Development activities on the landfill site must meet the requirements of	1. Includes construction of commercial facilities such as retail and office space, on the landfill 2. Demolition of existing structures may release hazardous building materials, such as asbestos, lead paint and mercury-containing light switches 3. Excavation during building construction, placement of utilities, pile driving or drilling, soil grading, or other earthwork could result in daylighting contaminated media (soil, groundwater or sediment). 4. Earthwork can also produce dust from contaminated soil 5. Cleanup to meet MTCA requirements would potentially be delayed until a development plan is in place.	1. On the Landfill Tire/Fire Site the Department of Ecology Consent Decree and Cleanup Action Plan define specific requirements for construction to ensure that public access, commercial and residential uses can be implemented without human health or environmental risk; and that the quality of adjacent wetlands and the Snohomish River will be protected. These requirements went through a public comment process and SEPA review, and have been final and implemented since 2001. 2. Construction requirements for the Landfill Tire/Fire site that are specified by the CD and CAP include: a. Environmental controls and health and safety requirements to be implemented during excavation including stormwater management, dust and odor control and waste handling; b. Landfill cap requirements that prevent infiltration into contained waste and prevent direct contact with waste; c. Installation and maintenance of an active landfill gas collection system below the cap that prevents landfill gas from entering enclosed spaces where it can be an explosive risk; d. Pile foundation requirements that protect underlying groundwater from migration of landfill leachate; e. Operational requirements for the existing leachate collection system to prevent leachate from entering the river f. And surface water management requirements to prevent infiltration into underlying waste and to prevent erosion of the surface materials. 3. The CD and CAP also specify long term maintenance and monitoring requirements for the environmental controls on the landfill site to ensure that the site remains safe over time. 4. Deed restrictions are in place at the landfill property that requires implementation of the CD and CAP requirements. 5. Small areas of contamination, could be removed and disposed of prior to construction, 6. Work plans to address issues identified with the Drywall site need to be developed and implemented. 7. Work plans should be generated to address potential hazardous materials in existing structures that will be demolished. 8. Stormwater controls may be needed to prevent spreading potentially contaminated soils. A Stormwater Pollution Prevention Plan should address, as necessary, the specific areas that contain known contaminants. 9. Soil work impacts can be minimized by following a site-specific soil management plan. 10. Work in areas with known contamination should be conducted under the guidelines of a site-specific health and safety plan.	All Potential Mitigation measures referenced have been incorporated into the Project	No unavoidable impacts will occur if Consent Decree, CAP and related mitigation measures are adhered to.

Affected Environment	Impacts Common to "Action" Alternative 1	Impacts Common to "Action" Alternative 2	Impacts Common to "No Action" Alternative - Alternative 3	Potential Mitigation	Mitigation Measures Incorporated into the Project	Unavoidable Probable Significant Adverse Impacts
	contaminated media (soil, groundwater or sediment). 4. Earthwork can also produce dust from contaminated soil 5. Cleanup to meet MTCA requirements will be performed prior to site development likely under the Voluntary Cleanup Program. The Landfill/Tire Fire Site contains subsurface waste materials. Development activities on the landfill site must meet the requirements of the Ecology Consent Decree that specify environmental controls. 6. Environmental controls specified by the Consent Decree address potential exposure during construction as well as the final built condition. 7. Properties other than the landfill site have areas of contamination that will require cleanup prior to development. Railroad ballast may contain arsenic. Potential methane gas impacts on part of	the Ecology Consent Decree that specify environmental controls. 7. Environmental controls specified by the Consent Decree address potential exposure during construction as well as the final built condition. 8. Properties other than the landfill site have areas of contamination that will require cleanup prior to development. Railroad ballast may contain arsenic. Potential methane gas impacts on part of Eclipse.		11. Clean up contaminated areas prior to full construction, or minimize or eliminate exposure pathways in contaminated areas. 12. Implement health and safety monitoring, dust control and stormwater controls as outlined in the associated plans. 13. If the ballast is determined to require offsite disposal it will be sampled and tested for arsenic levels, and the material will be disposed in accordance with appropriate environmental regulations 14. The development on the Eclipse Mill property obtained by OM will include placing several feet of compacted soil fill that will cap this area and provide a barrier layer. Building or structures will be evaluated for the appropriate level of design and gas mitigation prior to construction..		

Affected Environment	Impacts Common to "Action" Alternative 1	Impacts Common to "Action" Alternative 2	Impacts Common to "No Action" Alternative - Alternative 3	Potential Mitigation	Mitigation Measures Incorporated into the Project	Unavoidable Probable Significant Adverse Impacts
	Eclipse.					

Affected Environment	Impacts Common to "Action" Alternative 1	Impacts Common to "Action" Alternative 2	Impacts Common to "No Action" Alternative - Alternative 3	Potential Mitigation	Mitigation Measures Incorporated into the Project	Unavoidable Probable Significant Adverse Impacts
Noise	1. Temporary increases in sound levels near active construction areas of the site 2. Noise from other sources like building HVAC systems 3. Potential noise from outdoor entertainment activities 4. Noise from trains in vicinity (impacts on residential uses) 5. Back-up beepers and other sounds associated with the loading docks	1. Temporary increases in sound levels near active construction areas of the site 2. Noise from other sources like building HVAC systems 3. Back-up beepers and other sounds associated with the loading docks. 4. Low-frequency diesel engine noise from trains could periodically disturb some uses that require quite (e.g., noise-sensitive office).	1. Temporary increases in sound levels near active construction areas of the site 2. Noise from other sources like building HVAC systems 3. Potential for Back-up beepers and other sounds associated with the loading docks. 4. Low-frequency diesel engine noise from trains could periodically disturb some uses that require quite (e.g., noise-sensitive office).	1. Minimize construction noise (properly sized and maintained mufflers, engine intake silencers, engine enclosures, and turning off equipment when not in use) 2. If needed portable noise barriers should be placed around the equipment with the opening directed away from the sensitive receiving property 3. Minimize backing movements during construction 4. Substitute hydraulic or electric models for impact tools such as jack hammers, rock drills and pavement breakers 5. Establish a noise control "hotline" that would allow neighbors affected by noise to contact the City or the construction contractor 6. Keep noise-sensitive uses from locations near the rail line 7. Increase distance of sensitive receivers from the roadways and rail activities 8. Use a site layout that shields sensitive uses from noise source with intervening buildings 9. For any residences impacted by rail noise employ noise reduction building designs that do not rely on open windows for ventilation and tightly seal exterior partitions to prevent noise infiltration 10. For any residences impacted by rail noise place noise-sensitive interior spaces like bed rooms away from walls closest to exterior noise sources 11. For any residences impacted by rail noise use intervening interior spaces like hallways to insulate noise-sensitive spaces from exterior walls near exterior noise sources 12. For any residences impacted by rail noise using added density building materials to reduce interior sound levels 13. Place outdoor use areas behind structures, noise barriers, or other obstacles to the transmission of noise from roads and industrial uses 14. Ensure that building construction techniques result in interior noise levels in residential units no greater than Ldn=45 15. Eliminate outdoor use areas like balconies in high noise area 16. Compliance with Everett noise code 17. Locate loading areas away from residential areas to avoid impacts from back up beepers	Mitigation measures incorporated into the project include 1,3,4,6,7,8,13,14,15,16,17.	There will be a general increase in noise generated and an increase in people in proximity to noise generating sources on and off-site.
Environmental Justice	No impacts identified	No impacts identified	No impacts identified			No impacts identified
Relocations	Diversified Industries will need to relocate	Diversified Industries will need to relocate	Unknown	Assistance to Diversified Industries in relocating operations.		

LEGEND

- Westwood Townhomes
- Cluster Townhomes
- Rowhome - Landings
- Courtyard Homes - Tambark
- Triplexes
- Paseo Homes - Greens
- Duplex Lots
- Zipper Lots
- Extent of Oliver McMillan Action
- Shoreline and Shoreland Jurisdiction Line
- FEMA - 100 Year Flood Plain
- FEMA - Floodway

600 0 600
Feet

Notes:
1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. can not guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Reference: Image provided by Gensler.

Preferred Alternative

Everett Riverfront Redevelopment
Everett, Washington

GeoEngineers

Figure 2.3-1

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LEGEND

- Westwood Townhomes
- Cluster Townhomes
- Rowhome - Landings
- Courtyard Homes - Tambark
- Triplexes
- Paseo Homes - Greens
- Duplex Lots
- Zipper Lots
- Extent of Oliver McMillan Action
- Shoreline and Shoreland Jurisdiction Line
- FEMA - 100 Year Flood Plain
- FEMA - Floodway

W S N E

300 0 300

Feet

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Reference: Image provided by Gensler.

Preferred Alternative - South

Everett Riverfront Redevelopment
Everett, Washington

GeoEngineers

Figure 2.3-1A

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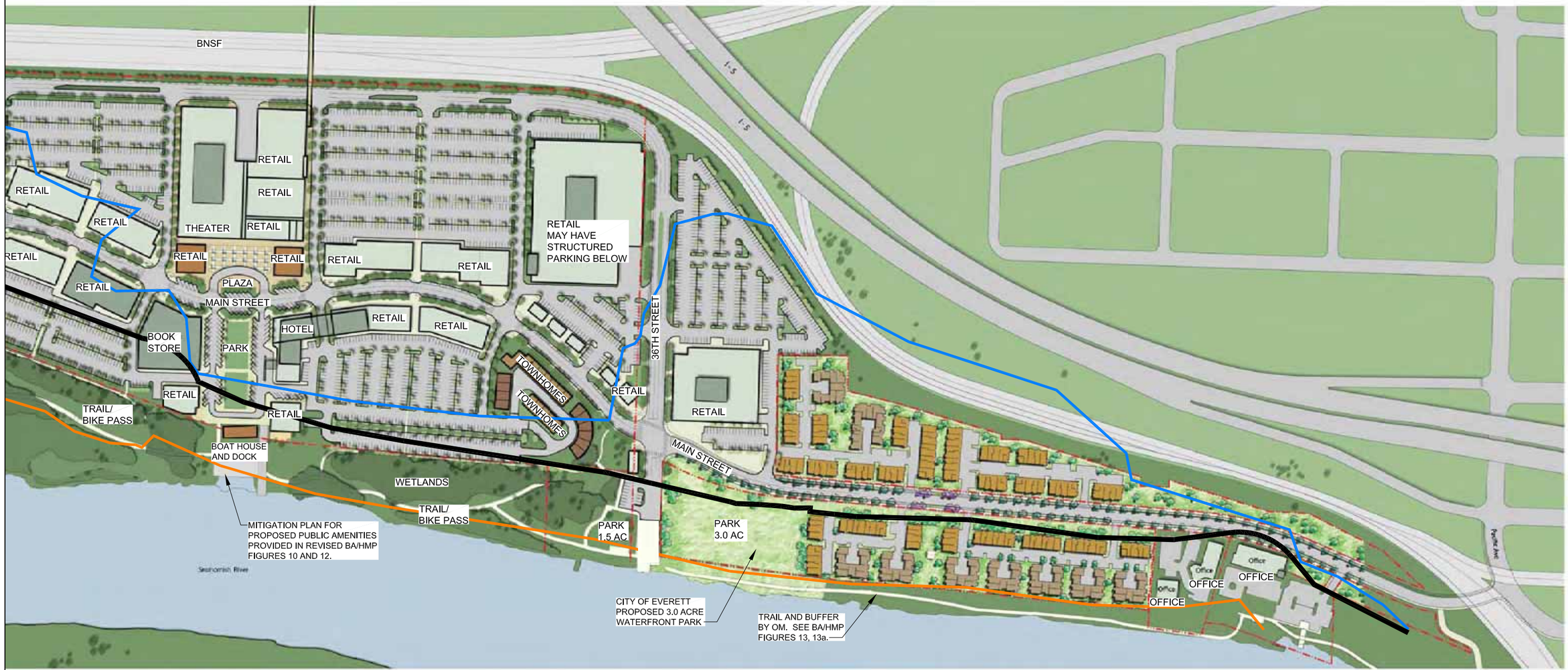

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LEGEND

RESIDENTIAL

- Cluster Townhomes - (1,180 S.F. - 1,548 S.F.)
- Rowhomes - (1,236 S.F. - 2,014 S.F.)
- Extent of Oliver McMillan Action
- Shoreline and Shoreland Jurisdiction Line
- FEMA - 100 Year Flood Plain
- FEMA - Floodway

300 0 300
Feet

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Reference: Image provided by Gensler.

Preferred Alternative - North

Everett Riverfront Redevelopment
Everett, Washington

GeoEngineers

Figure 2.3-1B

Notes:
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Reference: Image provided by Gensler.

700 0 700
Feet

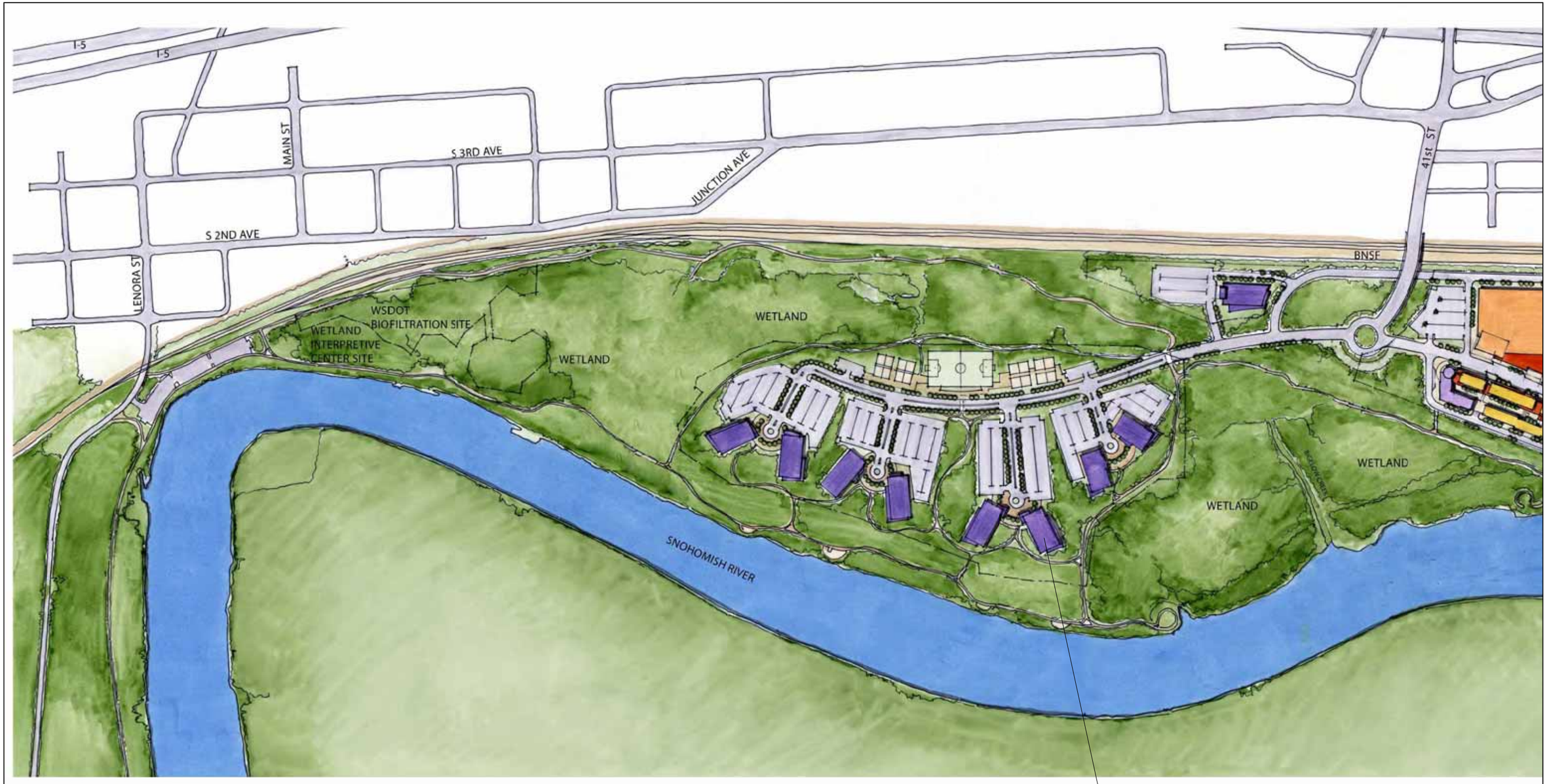
Alternative 2 Proposed Site Layout

Everett Riverfront Redevelopment
Everett, Washington

GeoEngineers

Figure 2.3-2

BOISE\P:\6191002\01\CAD\619100201F2.3.dwg JEP:BMK 12/11/07



Notes:
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Reference: Image provided by Gensler.

W
S
N
E

450 0 450
Feet

Alternative 2 Proposed Site Layout - South

Everett Riverfront Redevelopment
Everett, Washington

GeoEngineers

Figure 2.3-2A

BOISE\P:\619002\01\CAD\619100201F2.3.dwg JEP:BMK 12/11/07

Notes:
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Reference: Image provided by Gensler.

W N S E

450 0 450
Feet

Alternative 2 Proposed Site Layout - North

Everett Riverfront Redevelopment
Everett, Washington

GeoEngineers

Figure 2.3-2B

BOISE\P:\6191002\01\CAD\619100201F2.3.dwg JEP:BMK 12/11/07

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Reference: Image provided by Gensler.

700 0 700
Feet

Alternative 2 (Option 2)
Proposed Site Layout

Everett Riverfront Redevelopment
Everett, Washington

GeoEngineers

Figure 2.3-3

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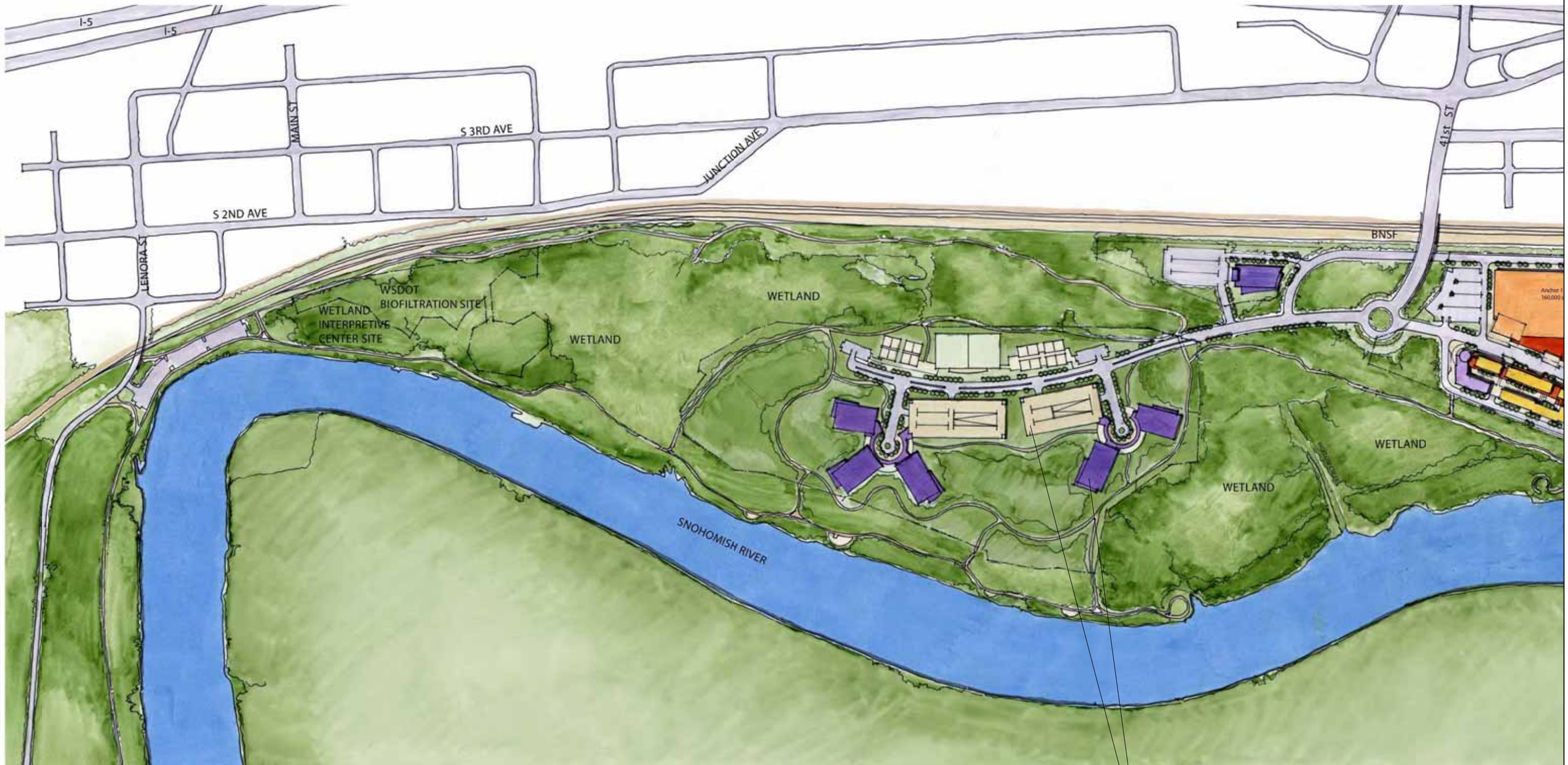

Notes:
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Reference: Image provided by Gensler.

450 0 450
Feet

Alternative 2 (Option 2)
Proposed Site Layout - South

Everett Riverfront Redevelopment
Everett, Washington

GeoEngineers

Figure 2.3-3A

BOISE\P:\6191002\01\CAD\619100201F2.3.dwg JEP:BMK 12/11/07

Notes:
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Reference: Image provided by Gensler.

450 0 450
Feet

Alternative 2 (Option 2)
Proposed Site Layout - North

Everett Riverfront Redevelopment
Everett, Washington

GeoEngineers

Figure 2.3-3B

BOISE\P:\6191002\01\CAD\619100201F2.3.dwg JEP:BMK 12/11/07