

SECTION 1 -- SUMMARY

1.1 DESCRIPTION OF THE PROPOSAL

1.1.1 Objectives of the Proposal

The purpose of the SW Everett/Paine Field project is to integrate environmental protection measures under the State Environmental Policy Act (SEPA) with the broader planning requirements under the Growth Management Act (GMA). This integration is accomplished through development and environmental analysis of a subarea plan for the SW Everett/Paine Field area which is consistent with Everett's and Snohomish County's adopted GMA plans. The plan and environmental review are intended to be sufficiently detailed to expedite permit reviews for projects which are consistent with the plan.

The EIS and Subarea Plan identify assumptions regarding future land uses, establish thresholds for uses and impacts which are analyzed in the environmental review, and list potential measures which can be taken to reduce the impacts of development. The FEIS contains a draft mitigation strategy. City Council will adopt an approved list of mitigation measures.

A new development review and permit system has been designed to administer the subarea plan within Everett city limits. The proposed action is the adoption of the Subarea Plan and a Planned Action ordinance by City Council. The ordinance would include provisions that future development projects which are consistent with the Plan and which comply with City Codes and the adopted mitigation requirements will be considered implementing actions of the Plan or "Planned Actions". These projects will receive an expedited review - they will not be subject to project-level SEPA reviews and no administrative appeals (including SEPA appeals) will be provided. Proposals which are not consistent with the adopted Subarea Plan will be required to complete additional SEPA analysis on those specific element(s) which fall outside the plan.

A portion of the subarea is located in unincorporated Snohomish County. However, immediate changes to land use regulations and the permit system will only occur within Everett city limits. Snohomish County will review the final Subarea Plan, its recommendations for an expedited permit process, and the implementation of this permit process for possible approaches the County may take to implement additional development regulations pursuant to 1724. Existing Snohomish County codes and development regulations will remain in effect until and unless the County takes future actions to implement the provisions of ESHB 1724.

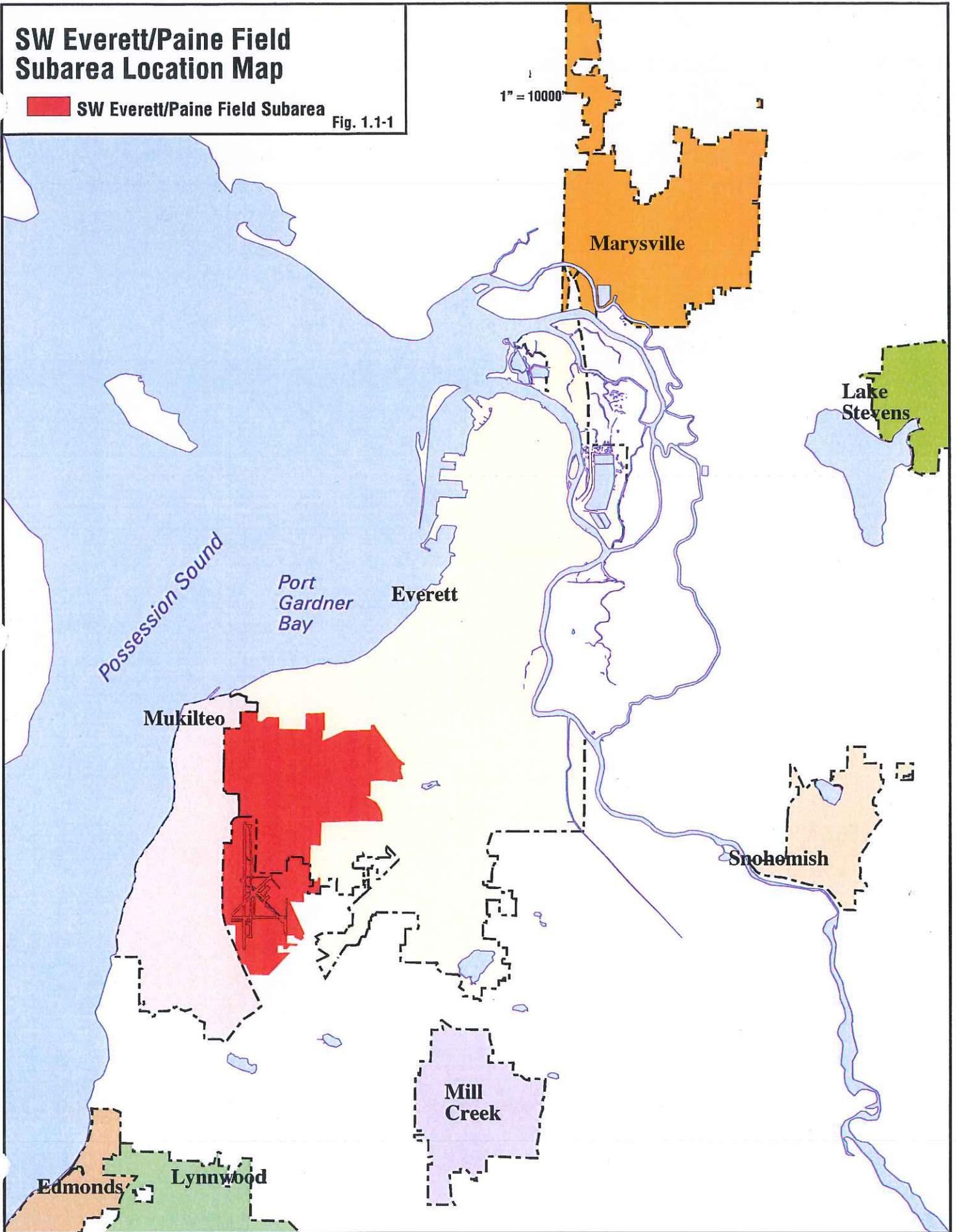
1.1.2 Location/Description of the SW Everett/Paine Field Subarea

The SW Everett/Paine Field area is one of the largest areas of undeveloped, industrially zoned land with public service capacity in Washington State. There are approximately 3,935 acres in the Subarea which is shown on Figure 1.1-1. The area is home to significant industrial businesses including Boeing Everett, Intermec, Fluke Manufacturing, Tramco, Associated Sand

SW Everett/Paine Field Subarea Location Map

 SW Everett/Paine Field Subarea **Fig. 1.1-1**

1" = 10000'



and Gravel, and others. Approximately 1,000 acres are undeveloped or have expansion capacity in addition to the expansion capacity included in the master plans for Paine Field, Boeing, and Fluke Corporation.

1.1.3 Description of Alternatives

The proposal is development of the SW Everett/Paine Field Subarea consistent with adopted Comprehensive Plans. The alternatives are development of the Subarea under different rates of growth. Staff recommends that Planning Commission and City Council adopt the Faster Growth Alternative.

Elements Common to All Alternatives

Consistency with GMA Comprehensive Plans. All alternatives assume development under the existing comprehensive plans and zoning designations in the City of Everett and Snohomish County, as well as the policies in adopted comprehensive plans. No changes to land use designations are proposed.

All three alternatives assume that Paine Field properties will be developed per the 1995 *Paine Field Master Plan and Noise Study Update*. The Snohomish County resolution adopting the Paine Field Airport Master Plan states that the Master (Conceptual) Development Plan is consistent with the Paine Field Area Comprehensive Plan and the new County Growth Management Plan.

Regional Population and Employment Forecasts. Employment forecasts were completed for each alternative for 2012 and 2030. All alternatives assume conformance with overall regional forecasts for employment and population for the Everett Planning Area. However, employment has been reallocated within the Planning Area under the three alternatives. One outcome could be more manufacturing jobs than allocated to the Subarea by the regional forecasts.¹

Expedited Permit Process. All alternatives assume that an expedited permit process will be implemented for projects consistent with impact thresholds and mitigating measures identified in the Subarea Plan.

Development Potential. All alternatives assume the Subarea Plan will allow full utilization of developable land, while enhancing and protecting environmentally sensitive areas. Development will be compatible with the surrounding residential uses.

Time Frame of Analysis. The existing GMA comprehensive plan has a time horizon to the year 2012 as mandated by the Growth Management Act. So too, the Subarea plan alternatives analyze impacts to the year 2012, with the exception that traffic impacts are modeled to the year 2015.²

¹ The regional forecasts referenced are PSRC forecasts current at the time of analysis of the City's GMA Comprehensive Plan.

² Traffic impacts are being modeled to the year 2015 in order to be consistent with a City-wide traffic model that is currently being constructed.

The analysis of the Subarea Plan also requires an examination beyond 2012 to “buildout” in order to determine the cumulative impacts of development under the Comprehensive Plan and the capital facilities that would be necessary to accommodate the planned growth. It is important to assure that system capacities will not be consumed by 2012 and that capacity will exist beyond the year 2012. Therefore, the EIS impact analysis looks ahead to a 2030 “buildout” scenario, representing the full realization of all anticipated development under this plan. (Development capacity will still exist after 2030 under some of the EIS alternatives; however, it is not reasonable to forecast further into the future at this time.)

For natural systems such as streams, wetlands, vegetation and wildlife habitat, the EIS analyzes buildout, rather than development expected to occur in 2012 or 2030.

	1995	2012	2030
Existing Plans Alternative	31,379	50,500	68,000
Faster Growth Alternative		55,451	83,000
Slower Growth Alternative		45,029	58,000

Existing Plans Alternative

The Existing Plans Alternative assumes development occurring consistent with the Comprehensive Plan adopted by Everett in 1994 for the planning area and current market trends. It includes a forecast for employment of about 50,000 for the SW Everett/Paine Field Subarea for the year 2012. Using a growth rate that is comparable to that of the 1995-2012 period, an employment level of 68,000 is assumed for the year 2030. Policies for this alternative are as defined in the adopted Comprehensive Plans and call for a relatively aggressive growth scenario for the SW Everett/Paine Field Subarea. The transportation investment strategy includes a regional rapid transit system and a strong multi-modal emphasis, with more development in the SW Everett area than is assumed in the adopted Regional Plan.

Slower Growth Alternative

The Slower Growth Alternative assumes that less employment growth occurs in the SW Everett/Paine Field Subarea by 2012. It forecasts about 2/3 to 3/4 of the growth rate that is assumed in the GMA Comprehensive Plan EIS for the SW Everett/Paine Field Subarea, or an employment level of about 45,000 by the year 2012. By the year 2030, employment is assumed to reach 58,000, consistent with the same conservative and less aggressive growth that is assumed for the 1995-2012 planning period. While employment would be lower in the Subarea than forecast by the GMA Comprehensive Plan, employment growth could occur faster in other areas of the Everett Planning Area.

The transportation investment strategy includes regional rapid transit with a stronger land use effect on the Everett central business district (CBD), consistent with the adopted regional plan.

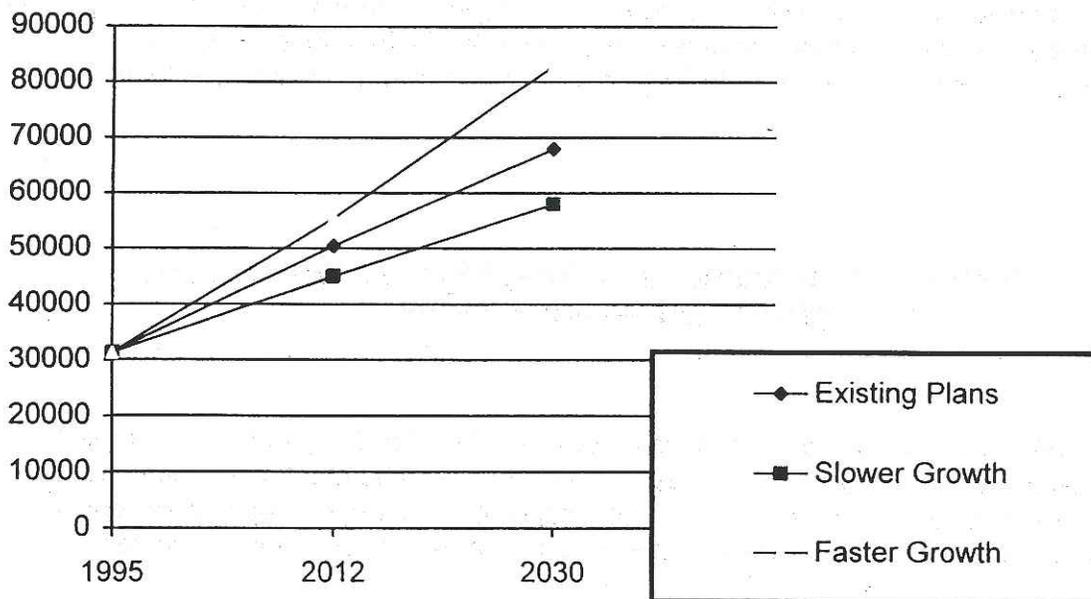
Faster Growth Alternative

The Faster Growth Alternative assumes very aggressive employment growth in the SW Everett/Paine Field Subarea, forecasting a level of at least 55,000 by the year 2012 and reaching 83,000 by the year 2030. Less employment growth would occur in other areas in the Everett Planning Area than forecast in the GMA Comprehensive Plan, including downtown Everett.

The regional transportation investment strategy would not include regional rapid transit under this alternative, but would include an enhanced bus system and a more extensive rideshare and demand management program than other alternatives. This alternative requires some mitigation investments sooner than the others, particularly in or adjacent to the Subarea.

Figure 1.1-2 shows the 2012 and 2030 employment forecasts for all three alternatives.

**Figure 1.1-2
Employment Forecasts by Alternative**



1.1.4 Monitoring

The City will track development in the Subarea and issue an annual monitoring report. The purpose of the monitoring is to

- Track actual development to make sure it is less than or equal to that projected in the Subarea Plan.
- Inform the public about development that is occurring in the Subarea.
- Determine how well required mitigation is succeeding.

The information in these annual monitoring reports will be useful to Planning Commission, City Council and the public in evaluating proposed changes to the Subarea Plan, and to the Puget Sound Regional Council and Snohomish County in evaluating the accuracy of employment projections.

1.2 MAJOR ISSUES TO BE RESOLVED

The major difference between alternatives is the rate of growth in the Subarea, rather than differences in land use. All alternatives assume the same growth rate in the Everett Planning Area. The alternatives just redistribute employment within the Planning Area. The analysis completed for the EIS showed that changing the rate of growth in the Subarea does not significantly impact the timing of major public improvements, although developer improvements may be required sooner or later, depending upon the alternative. Therefore, selection of a mitigation framework is the major decision relating to the proposal. The DEIS identified potential measures to reduce the impacts of development (mitigation measures) under each element of the environment. The FEIS includes a draft mitigation strategy which includes thresholds of analysis and recommended mitigation measures. Planning Commission and City Council must decide which of these measures will be included in the adopted Subarea Plan/Planned Action ordinance in order to allow development to occur without additional public review.

1.3 SUMMARY OF THRESHOLDS, ENVIRONMENTAL IMPACTS AND POTENTIAL MITIGATION MEASURES

Table 1.3-1 summarizes the impact thresholds analyzed in the DEIS, environmental impacts of potential development in the SW Everett/Paine Field Subarea, and potential measures to reduce the impacts of development. Because the alternatives differ from each other only in rate of growth, the following summary applies to all alternatives unless otherwise stated.

The mitigation measures discussed are in addition to compliance with all local, state and federal regulations. These regulations are described in Section 3 of this document. As indicated in Section 1.2, the most significant environmental issues relate to the selection of mitigation measures required for future development within the Subarea.

Significant Changes and Significant Decisions

Permit Review Process: City Council will adopt the Subarea Plan and a Planned Action ordinance which designates future development of the Subarea consistent with the Plan as Planned Actions. Significant changes in the permit review process will occur for development within the Subarea.

An expedited permit review will be provided for projects consistent with the Plan, which fall within the thresholds analyzed in the EIS, and which comply with all local, state and federal regulations and mitigation requirements adopted in the Subarea Plan. These projects will be "Planned Actions" and will not be subject to additional SEPA review or project-level appeals. The project review for such proposals will be limited to a consistency and compliance review to determine consistency with the Comprehensive Plan and compliance with regulations and the mitigation adopted in the Subarea Plan.

Job Type: One desired outcome of the proposal could be more manufacturing jobs than allocated by regional forecasts. If this occurs, it would require an adjustment in regional employment forecasts by the Puget Sound Regional Council.

Transportation: A traffic mitigation program that includes a broad range of activities would be adopted in the Subarea Plan. The program would be financed primarily by public funds, but supplemented by developer fees. The amount of the fee must be decided by City Council and an ordinance must be adopted to implement the traffic fee. At the time a development is proposed, the project proponent would no longer be required to complete traffic studies addressing system-wide impacts. Rather, they would pay a fee based on their project's share of the overall mitigation program. For purposes of the EIS, the fee is estimated to be \$1,000 per peak hour trip.

Neighborhood Traffic Improvement Program would be established. An administrative policy and procedure would be established to determine priorities for specific neighborhood traffic projects, and an annual priority of neighborhood projects would be established. The City would commit to a program for mitigating impacts, but would not commit to construction of specific projects.

Each development would be required to submit a design traffic study that analyzes access capacity, site-specific safety issues, and site-specific construction impacts. The City's Traffic Engineer will use this study to set the design criteria that will apply to development proposals. Improvements necessary for safe and adequate access to a site would be the responsibility of the developer, including traffic signals installed to provide direct access to a site.

Based upon budget trends for transportation maintenance, a slow deterioration of the transportation system will occur.

Environmentally Sensitive Areas: At build-out of the Subarea, the major environmentally sensitive areas expected to remain are the ravines and riparian corridors (including riparian wetlands), regionally rare wetland types, and wetlands with high performance of wetland functions.

The City would allow fill and out-of-basin mitigation for impacts to isolated wetlands in the Subarea that scored in the lower performance categories in the wetland assessments without going through mitigation sequencing (avoidance, minimizing impacts, etc.). Mitigation would be encouraged in areas adjacent to existing wetlands and in areas connected to the ravines and riparian corridors where larger blocks of habitat will remain. Wetland creation would be minimized near the airport where wildlife, especially waterfowl, can impact aircraft. Out-of-basin and out-of-kind mitigation would be permitted subject to case-by-case approval by the Planning Director.

**Table 1.3-1
Summary of Thresholds, Impacts of Development, and Recommended Mitigation Measures**

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
<p>Land Use</p>	<p>Pages M - 4 to M - 9 identify uses and accessory uses that are permitted in the zones in the Subarea and which of those uses are evaluated in the EIS.</p> <p>Additional SEPA analysis would be required for any structure that the FAA determines may have a significant adverse effect on navigable airspace around Paine Field.</p> <p>Additional SEPA analysis would be required for any project in the M-1 zone east of Hardeson Road with a building height greater than 65 feet. The analysis would assess impacts to views from the residential areas to the south and east.</p>	<p>As the Subarea develops, the character will become more urbanized. Existing zoning code regulations will substantially mitigate the visual impacts of development.</p> <p>Development standards and resulting visual impacts will vary depending upon whether a project has prior approvals or must comply with existing ordinances.</p> <p>Views from private properties will be modified by development.</p>	<p>The City could take steps to eliminate concomitant agreements and master plan approvals, which would result in all developments complying with the mitigation framework and ordinances in effect at time of application.</p> <p>The City should adopt new standards or confirm existing zoning standards for buffers that apply to developments adjacent to residential properties. (See Section 3.1.2.5) The City could make residential properties adjacent to the Subarea responsible for providing some of the landscape buffer. Realistically, this could only occur in conjunction with future residential subdivisions.</p> <p>Landscape screening or architectural design would be required for large retaining walls or rockeries visible from adjacent properties or residential areas.</p>

Element or the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
<p>Transportation: Mobility</p>	<p>Any development that exceeds 30 peak hour trips per net developable acre must complete additional traffic analysis. (This is 2 times the average PM peak hour trips per acre projected.)</p> <p>The EIS identifies 5 screenlines around the Subarea.³ The City will monitor traffic at the 5 screenlines annually. If traffic at 2 or more screenlines exceeds capacity, the City will halt the expedited permit process until additional traffic analysis is completed and the Subarea Plan or traffic mitigation program is confirmed or modified by City Council.</p>	<p>By 2015, well over 1/2 of the arterial and freeway lane miles in the Impact Shed exceed generalized capacity. All EIS alternatives display similar capacity failures without proposed mitigation. Facilities in and adjacent to the Subarea fare worst under the Faster Growth Alternative because of higher forecast levels of growth, with the peak hour displaying the most marked difference.</p> <p>System performance is measured as the ratio of volume of traffic (V) to capacity (C). This ratio is measured along five screenlines into and out of the Subarea. The development of the Subarea results in an increase of up to 56% in traffic volumes at the Subarea's screenlines. Without mitigation, the capacity of these screenlines is exceeded as a whole and on three of the five screenlines.</p> <p>The objective of proposed mitigation is to sustain a V/C of 1 or less, which is achieved for the screenlines as a whole and exceeded on only one of the five screenlines by 2012. (This method primarily measures inconvenience. If one screenline exceeds capacity, there would still be four ways to enter/exit the Subarea</p>	<p>A traffic mitigation program would be adopted in the Subarea Plan. Figure 1.3-1 shows the proposed mitigation improvements for all EIS alternatives. The City would commit to a full range of possible mitigation, including mitigation outside the City limits. The program would be financed primarily by public funds, but supplemented by developer fees. City Council must decide the amount of the fee, and an ordinance must be adopted to implement the traffic fee. At the time a development is proposed, project proponents would no longer be required to complete traffic studies addressing system-wide impacts. Rather, they would pay a fee based on their project's share of the overall mitigation program. For purposes of the EIS, the fee is estimated to be \$1,000 per peak hour trip, but the fee could vary based upon the mitigation program adopted and City Council decisions regarding the percentage of financing that should be provided by developers.</p> <p>Proposed mitigation includes expansion of lane capacity within the Impact Shed primarily through expansion of existing arterials. Six arterials would be widened, adding a total of 20 new lane-miles of capacity. Two new arterial sections would be added to the system, adding 6 new lane-miles. Studies to potentially add an additional 18 lane-miles are recommended. Revisions to 2 intersections are included, as well as an option to modify another and add a new interchange. The potential new interchange at Hardeson/SR526 could be vitally important to the Subarea, but requires additional analysis. If a proposed improvement is not feasible, other improvements could be substituted through the annual</p>

³ A screenline is a line drawn across several routes to measure the flow of trips crossing the line. In certain cases it may include only one route. A number of strategically-placed screenlines can be used to keep track of travel to and from a study area such as the SW Everett/Paine Field Subarea. Its purpose is to monitor the general magnitude and direction of travel.

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
<p>Transportation: Mobility</p> <p>(continued)</p> <p>px</p>		<p>that are below capacity.)</p> <p>The general capacity of individual intersections and route links was also measured in the EIS. These measurements assist in the identification of mitigation projects and programs. All thresholds are viewed in light of available transportation revenues which limit the total commitment that is technically possible.</p> <p>Figure 1.3-2 shows the major transportation facilities that will exceed capacity <u>with</u> mitigation in 2015 based upon the worst case market scenario and the Faster Growth Alternative.</p>	<p>Transportation Improvement Plan update process.</p> <p>Person capacity would be expanded primarily by adding transit capacity and high occupancy vehicle (HOV) lanes to arterials and freeways or HOV treatments to arterials that make use of buses and carpools easier. Transit capacity investments would include <u>additional</u> coaches.</p> <p>Individual developments must be designed to accommodate alternative methods of commuting such as bicycles, walking and transit. Non-motorized facilities (sidewalks, bicycle storage areas, bicycle lanes, etc.) are assumed within the design of all route improvements. A separate annual program is identified as mitigation, as well as non-motorized projects that may be defined as part of the Neighborhood Traffic Mitigation program.</p> <p>Systems management (improvements that increase the effective capacity of facilities without adding lane capacity) would be promoted primarily by the signal program and minor revisions to arterials. Systems management improvements could include signal modifications (such as changing timing), channelization, protected turning movements, ramp metering on freeways, etc.</p> <p>A Neighborhood Traffic Improvement Program would be established. An annual priority of neighborhood projects would be established by working with the Council of Neighborhoods and Snohomish County to create a list of potential projects, holding public meetings to take comment on the list, and having a committee and City Council determine the specific improvements to be made.</p>

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
<p>Transportation: Safety</p>		<p>As the Subarea and surrounding area develops, volumes of traffic may render current designs inadequate in terms of safety. While specific violations have not been identified in the EIS, the general condition is recognized as a probable outcome. Safety problems could include the need for left-turn lanes at certain intersections, pedestrian-vehicle conflicts, narrow lanes, curvatures not consistent with standards, etc.</p>	<p>Truck routes are recommended, but not specifically designated.</p> <p>Proper safety features must be designed into all roadways proposed for improvement as part of mitigation. All facilities must be designed per the City of Everett Design and Construction Standards and Specifications (which also reference other industry design standards).</p> <p>Diversion of trips is recommended where appropriate, from areas such as neighborhoods to areas with facilities designed to accommodate larger volumes, such as freeways and principal arterials. Specific measures for diversion will be developed as part of an annual Neighborhood Traffic Mitigation program.</p> <p>Truck routes could be established to assure that these vehicles use facilities with adequate safety features.</p> <p>Unless otherwise approved by the City Traffic Engineer, each development must submit a design traffic study that analyzes access capacity, site-specific safety issues, and site-specific construction impacts. The Traffic Engineer will use this study to set the design criteria that will apply to development proposals. Improvements necessary for safe and adequate access to a site are the responsibility of the developer, including access roadway improvements and appurtenances, and traffic signals installed to provide access to a site.</p> <p>Driveways, access locations, and on-site circulation must be approved by the Traffic Engineer. Sites may be required to share or limit access points.</p>

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
<p>Transportation: Maintenance</p>		<p>Increasing traffic volumes and an increase in the total amount of physical roadway will result in accelerated maintenance schedules and potentially higher maintenance costs per unit of facility.</p> <p>Based upon budget trends, the resources allocated to maintenance will not be sufficient to keep the system from deteriorating somewhat. While the future condition of roadways cannot be determined, it is likely that the condition and appearance of roadways will start to deteriorate. For example, roadways may appear dirtier.</p>	<p>No recommended mitigation measures. Potential mitigation measures that would not be tied to approval of specific development proposals include the following:</p> <p>At a minimum, the current proportion of transportation funding allocated to maintenance should continue.</p> <p>The City, County and State could increase funding for transportation maintenance. The City could lobby to try to improve funding at the state level.</p> <p>The City's Pavement Management System monitors system condition and schedules for the Subarea and adjacent areas within corporate boundaries. For facilities with higher ratios of truck traffic and heavy axle loads, the City could adjust maintenance schedules to reflect the greater impact on pavement life.</p>
<p>Transportation: Air Quality</p>	<p>State and Federal ambient air quality standards must be met.</p>	<p>Mobile emissions which produce ozone and carbon monoxide have gradually declined in this region over the past few decades due to numerous abatement measures employed at both the local and national levels. Despite absolute increases in vehicle miles traveled, pollutant levels have dropped. Future growth is not expected to reverse this trend. However, continued use of abatement measures and monitoring of conditions is needed to assure long-term compliance with standards.</p>	<p>The mitigation strategy for transportation emphasizes tactics that produce greater efficiency in the transportation system and result in reduced emissions from mobile sources. The expansion of person capacity (achieving greater numbers of persons per vehicle), the encouragement of demand management (reducing the demand for vehicles), and the promotion of non-motorized alternatives (such as walking or bicycling) are featured in the strategy.</p> <p>Improvements to vehicular circulation that reduce the amount of "stopped delay" -- the primary contributor to mobile pollution -- are promoted within the limits of the City's financial capacity.</p> <p>The City would monitor traffic counts at "hotspot" congested intersections to determine if ambient air quality standards are likely to be violated. Results would be forwarded annually to DOE and PSAPCA. DOE could perform field monitoring if necessary.</p>

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
Transportation: Energy		Increases in general traffic due to development of the Subarea will result in absolute increases in energy consumption. However, because of increasingly efficient modes of travel (increasing numbers of people using buses and carpools) as well as improvements in the efficiency of vehicles themselves, the per-unit impacts will be reduced even though the total amount of energy resources consumed will increase.	Expansion of the person-carrying capacity of the transportation system, promotion of demand management programs among employers, and the establishment of facilities that permit easier use of non-motorized alternatives are featured in the strategy. All contribute toward lower consumption of energy resources.
Transportation: Economic Growth		Economic growth itself will produce impacts that affect further growth. Maintaining reasonable levels of mobility is vital to economic growth. As an entity within a regional economy, the Subarea must compete with other areas for growth. The transportation mitigation strategy should be sufficient to keep the Subarea in a competitive position as growth takes place. Impacts are not expected to result in comparatively adverse conditions.	
Transportation: Noise, Light, Glare, Local Traffic Conflicts	Additional SEPA analysis will be required for construction of new or expanded transportation facilities.	Growth in the Subarea, as well as in other parts of the Impact Shed, will increase the exposure of residents and businesses to the affects of noise, light, glare and the inconvenience of local traffic conflicts (delays in leaving driveways, etc.). Residential areas, particularly those adjacent to or along travel corridors leading to the Subarea, are the most sensitive to these impacts.	The primary mitigation strategy would be carried out through the Neighborhood Traffic Mitigation Program. This annual program would permit each neighborhood to jointly (with the City) devise methods of abating impacts caused by increased traffic. Projects may include diverting trips back to primary routes, incorporation of various safety or buffering features along local routes, and improved pedestrian separation. The establishment of truck routes may be employed to assure that these vehicles use roadways that are away from neighborhoods and are better designed to accommodate this type of traffic.

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
<p>Transportation: Environmentally Sensitive Areas</p>	<p>Additional SEPA analysis will be required for construction of new or improved transportation facilities. Proposed facilities may be conditioned, modified, or even rejected in the review process.</p> <p>Should certain transportation mitigation projects be rejected during the subsequent environmental process, the impact of such rejection and possible substitute improvements must be revisited in order to properly address the overall impacts of Subarea development.</p>	<p>Projects constructed to mitigate impacts from increased traffic can impact environmentally sensitive areas such as streams, wetlands, wildlife corridors, and geologically hazardous slopes. Construction impacts can result in direct fill of wetlands, installation of culverts in streams, and erosion and sedimentation of streams and wetlands. Water quality can be impacted both during and after construction by construction spills and runoff from roads. Roads can impact movement of wildlife and result in increased "road kill".</p>	<p>Improvements to some transportation facilities may present serious environmental challenges as identified in the EIS. In some cases, such as Mukilteo Blvd., these areas are flagged as already constrained due to prior decisions related to environmental conditions. These corridors are not proposed for construction.</p> <p>In others, further analysis and discussion is called for prior to a final decision. These include extensions to 112th St. and 4th Ave. The environmental issues must be resolved in facility design.</p> <p>Contentious corridors are both deferred until after 2012 and flagged for considerably more intense study. (The analysis assumes these improvements will not exist.) An example is the extension of Paine Field Blvd. to the waterfront.</p>
<p>Earth</p>	<p>All slopes that are not designated environmentally sensitive may be modified.</p> <p>Environmentally sensitive slopes may be modified to construct necessary utilities. Disturbance to these areas must be the minimum necessary.</p> <p>Geologically hazardous slopes may be modified if approved by the Planning</p>	<p>Earth movement during development in the Subarea will result in changes to topography; increased soil erosion and resulting sedimentation of streams, lakes and wetlands; soil compaction; possible landslides or other slope failures; and modifications to drainage and stormwater flows. The degree of potential hazard depends on the soil type, slope, drainage characteristics of the site, the amount of rainfall during construction, the construction methods used, and the extent of grading proposed.</p>	<p>Construction management plans must be reviewed and approved prior to issuance of permits allowing construction within 50 feet of an environmentally sensitive area or its buffer.</p> <p>Geotechnical reports will be required for all construction on moisture sensitive soils.</p> <p>Geotechnical reports will be required for all water quality enhancement or detention facilities located near steep slopes.</p> <p>All earthwork within an environmentally sensitive area or its buffer must be performed under the supervision of a professional civil or geotechnical engineer. The</p>

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
<p>Earth</p> <p>(continued)</p>	<p>Director based upon review of a geotechnical report which states that modifications will not create a hazard to the subject property or surrounding properties.</p> <p>The EIS does not evaluate the impacts of earth removed from the Subarea and placed on sites outside the Subarea.</p>	<p>Erosion and sedimentation impacts may also occur after construction is completed due to modifications to sites or lack of maintenance.</p> <p>Alteration of topography can impact views.</p>	<p>engineer must certify that the work was done in compliance with geotechnical report recommendations.</p> <p>Grading must not adversely affect hydrology of streams and wetlands, or impact adjacent properties by affecting structures or resulting in large retaining walls that cast shadows on adjacent properties.</p> <p>Mining sites must be reclaimed per DNR requirements. On sites not covered by DNR requirements, slopes must be remediated to 1.5 horizontal : 1 vertical, except glacial till slopes, which can be remediated to 1H:1V if approved by a qualified geotechnical engineer.</p>
<p>Surfacewater and Plants and Animals</p>	<p>Environmentally sensitive areas, including streams, wetlands and their buffers, must be preserved, or mitigation must occur per the requirements of the Zoning Code and the mitigation strategy adopted in the Subarea Plan.</p> <p>If a priority species is mapped on or within 300 feet of a site or documented on the site by a qualified individual, additional SEPA review may be required. This will require coordination with the Department of Fish and Wildlife to determine appropriate mitigation measures. These may</p>	<p>Removal of upland vegetation and increases in impervious surface will result in significant increases in stormwater runoff volumes and decreases in base flows in streams. In a 2 year storm, increased volumes due to development in the Subarea will be 1.3 to 4.8 times the current volumes (depending upon the drainage basin).</p> <p>Stream peak flows will decrease in a 2 year storm and slightly increase or stay the same in a 10 year storm; however, the duration of peak flows will be longer (using new detention standards). Flows that result in stream bank erosion will occur more frequently.</p> <p>Fisheries will be impacted by high stream flows; erosion and sedimentation, which can fill pools, deteriorate the quality of spawning gravels, and interfere with fish</p>	<p>Developments must comply with the latest City standards for stormwater management. Infiltration of stormwater is the only way to reduce the increases in stormwater volumes and maintain base flows to streams. Infiltration must be provided when feasible. On-site and regional detention facilities will reduce the increases in stream peak flows.</p> <p>Best management practices must be followed for all work through streams, wetlands and their buffers. (See Pages M - 43 to M - 44.)</p> <p>Pre-construction conferences would be required on all sites with environmentally sensitive areas in order to ensure that all development standards are understood.</p> <p>Wildlife corridors must be designated by City Council. Recommended corridors include previously required buffers between residential areas and industrial areas, and between single family and multiple family areas (see Figure 3.4-40 on page 3.4-97). The Planning Director could require enhancement of the corridors by planting dense vegetation, including coniferous trees.</p>

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
<p>Surfacewater and Plants and Animals</p> <p>(continued)</p>	<p>include, but are not limited to, seasonal restriction on construction, provision of buffers, and preservation of existing vegetation.</p>	<p>respiration; and decreases in buffers which provide food, shade, cover, woody debris and improved water quality.</p> <p>Development may increase the frequency of accidental chemical spills and pollutant loading from road and parking lot runoff. Spills reaching streams and wetlands can kill fish and/or aquatic insects on which fish depend.</p> <p>Some developments may encroach into streams, wetlands, priority habitats and their buffers.</p> <p>The hydrologic regime of wetlands and subbasin drainages will be altered.</p> <p>Streams and wetlands will be impacted by increased silt and nutrient loading.</p> <p>Water quality in streams and wetlands will likely decrease.</p> <p>Natural vegetation and upland wildlife habitat will be reduced, and remaining areas will be less diverse and more fragmented and isolated. Areas expected to remain include streams and their buffers (including the ravines in the study area), all riparian wetlands and wetlands one acre and larger and their buffers, and wildlife corridors.</p>	<p>Mitigation includes a goal for 75% of new landscaping to be native, native hybrids or drought tolerant species. Permanent irrigation systems would not be required when these species are used.</p> <p>The City would work with the Department of Fish and Wildlife to adopt an eagle management plan. The plan would expedite review if an eagle's nest is found on or near a site proposed for development.</p> <p>Only limited clearing of development sites for marketing purposes is permitted prior to application for development permits.</p> <p>The Planning Director could require enhancement of riparian corridors with coniferous trees in conjunction with issuance of development permits.</p> <p>A wetland mitigation strategy would be adopted that would supersede Zoning Code requirements.</p> <ul style="list-style-type: none"> • Wetlands that would be preserved include Habitat Function Group 1 wetlands larger than 1 acre, wetlands located in riparian and wildlife corridors, wetlands that drain into an adjacent Habitat Function Group 1 wetland, wetlands with unique plant or animal species present, and wetlands located in significant groundwater recharge areas. • Other wetlands (Figure M-1) could be filled or altered without following mitigation sequencing requirements (avoidance, minimize impacts, etc.). Mitigation would still be required, including maintaining the stormwater control and water quality control functions on or immediately off-site. • Recommendations for wetland mitigation are provided. Mitigation could include purchase of wetlands that would otherwise be filled to allow reasonable use of properties. Out-of-basin and

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
<p>Surfacewater and Plants and Animals</p> <p>(continued)</p>		<p>Wildlife abundance and diversity will decline and species of wildlife present will change. Invasive plant and animal species will increase.</p> <p>Roads and fences will limit wildlife movement.</p>	<p>out-of-kind mitigation, including participation in wetland mitigation banks, could be approved on a case-by-case basis. Mitigation ratios would be doubled for out-of-kind mitigation.</p> <p>Application of fungicides, herbicides, insecticides, and fertilizers would be prohibited on all sites from January through April.</p> <p>Special requirements would apply to airplane fueling stations, airplane washing areas, and sites that use fire fighting foam to minimize water quality impacts to minimize impacts on water quality.</p>
<p>Air Quality</p>	<p>The proposed use must be consistent with the land uses analyzed in the EIS per the table on pages M - 4 to M - 9.</p>	<p>Dust from demolition, grading and construction activities will temporarily increase particulate matter and decrease ambient air quality in the vicinity of construction areas.</p> <p>Overall emissions from business, commercial and industrial uses in the Subarea will continue to increase. Through the Notice of Construction permit process, most industrial emissions are regulated by PSAPCA or DOE. Permitted emission levels are not expected to result in additional non-compliance with any air quality standards.</p> <p>Increases in emissions will generate new odors, thereby creating a greater potential for odors to be detected in the surrounding residential areas and within the Subarea. Even if PSAPCA requirements are met, some uses will still generate odors that are offensive.</p>	<p>Breweries and wineries would be prohibited within 350 feet of residential areas and the Sno-Isle Skills Center unless an air quality study shows the use will not result in odors in the residential/school area. Larger-sized breweries must have a minimum separation of 350 feet. When located within 350 and 1,000 feet of a residential/school area, a study must be completed to demonstrate that the brewery will not result in odor impacts to the school/residential area.</p> <p>Businesses that regularly finish metal and/or use fiberglass resin and varnish as a primary part of their manufacturing activities would be prohibited within 300 feet of residential areas and the Sno-Isle Skills Center, unless an air quality study shows the use will not result in odors in the residential/school area.</p> <p>Businesses that include paint hangers and outdoor spray painting would be prohibited within 300 feet of the Sno-Isle Skills Center and residential areas, unless an air quality study shows the use will not result in odors in the residential area.</p>

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
<p>Energy</p>	<p>Special Property Use permits are required for aboveground utility facilities. These reviews will address landscaping and screening, view and compatibility issues.</p>	<p><u>Electric Energy</u></p> <p>Transmission system expansions in and near the Subarea that will/may be needed to serve the Subarea include expansion of the Paine Field switching station and installation of new transmission lines.</p> <p>Distribution substation improvements that will/may be needed include construction of up to 3 new substations and expansions or upgrading at 4 substations. Every new substation will require an associated transmission line or lines to provide service.</p> <p>The timing of specific improvements will change, depending upon the energy and reliability demands of businesses that locate in the Subarea and the feasibility of constructing planned facilities.</p> <p>Additional land will be needed for future facilities.</p> <p>Specific sites have not been selected for location of transmission lines or substations. Siting of transmission lines and substations can impact properties by affecting views, and creation of noise. Electric utilities often have difficulty obtaining transmission line easements or substation sites due to perceived health and safety concerns, aesthetic concerns, and environmental and</p>	<p>All power lines carrying a voltage of less than 15kV must be undergrounded.</p> <p>When maintaining corridors for aboveground lines near environmentally sensitive areas, to the extent feasible, the PUD shall leave cut tree stumps as snags for wildlife. The corridors must be replanted with native species that will not grow high enough to impact the lines.</p>

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
<p>Energy</p> <p>(continued)</p>		<p>geographical difficulties.</p> <p>When aboveground electrical wires are located near environmentally sensitive areas, maintenance activities can potentially result in significant impacts to the resource. The desire to keep trees from falling onto lines often results in clearing or topping trees within a large swath adjacent to the lines.</p> <p><u>Natural Gas</u> New gas lines will be required to serve proposed development in the Subarea. The location of lines will depend upon the location of businesses that desire to use natural gas.</p>	
<p>Noise</p>	<p>All development must be in conformance with the requirements of EMC 20.08, the City's Noise Control Ordinance</p> <p>Additional analysis may be required for new jet engine run-up stations.</p>	<p>Temporary noise from construction activity will result from clearing; excavation and earth moving; grading and compacting; paving; landscaping; and operation of heavy equipment. Construction noise can be annoying and can interfere with hearing normal conversations during the day. Noise will particularly affect residential and office uses, as well as schools (Sno-Isle Skills Center, Applied Technology Center, etc.)</p> <p>As development occurs, ambient noise levels in the Subarea will increase. Major sources of noise will be increased traffic, manufacturing processes and airport activities. Typical noises from new development</p>	<p>Two mitigation options are provided that would require additional analysis of activities that are exempt from noise ordinances, but that may result in significant adverse impacts.</p> <ul style="list-style-type: none"> • The Noise Control Ordinance could be revised to allow the Administrator to require these uses to implement "reasonable" measures to reduce exceedances of standard noise levels, or • The thresholds for this DEIS/Subarea Plan could be modified to require that these uses submit additional SEPA analysis of noise impacts, with the Responsible Official having the authority to require additional mitigation. <p>Developments that abut residential zones would be required to shield vehicle maneuvering and loading areas from residential areas by placement of buildings, berms, etc.</p>

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
<p>Noise</p> <p>(continued)</p>		<p>will include car doors opening and shutting, noise of employees outside as they start or leave a work shift, refrigeration trucks, truck maneuvering for loading/unloading, air-conditioning, and manufacturing processes. Noise from night time manufacturing operations will be more obvious because the ambient noise level during night time hours is lower than during the day.</p> <p>The City's noise ordinance limits the noise levels that can be generated by uses. However, some activities are exempt from the ordinance, including day-time aircraft engine run-ups. These activities that are exempt or partially exempt can result in significant adverse impacts to office or residential uses.</p> <p>Other activities that are exempt will result in annoying noises, such as vehicle back-up beepers.</p>	
<p>Toxic/ Hazardous Materials</p>	<p>Clean-up of contaminated sites is not covered in the Subarea Plan/DEIS.</p>	<p>As development occurs, more hazardous materials will be used for and generated by manufacturing processes. Increases in the use of hazardous materials could cause an increase in the number of emergency incidents, including the potential for accidental explosions and releases of toxic or hazardous materials.</p>	<p>Construction equipment and vehicles must be maintained so they do not leak fuels or lubricants. During construction, a staging area must be specified for all vehicle maintenance activities, with the area located well away from all drainage courses. Where possible, all storm water from maintenance areas must be directed to the sanitary sewer.</p> <p>During construction, all petroleum products, chemicals, and building materials that could contaminate runoff</p>

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
<p>Toxic/ Hazardous Materials</p> <p>(continued)</p>		<p>Spills or releases of hazardous materials can contaminate soils, Surfacewater, groundwater, and the air.</p>	<p>must be stored in a lined covered area surrounded by an impervious berm. All spills of fuel and hazardous materials must be contained and removed in such a manner as to prevent their entering the waters and soils of the state.</p> <p>A hazardous materials inventory list must be provided with the building permit application.</p> <p>Dumpsters must be covered and maintained, so stormwater runoff does not enter storm drains or infiltrate into the soil.</p> <p>On sites containing hazardous materials, procedures to use in case of spills must be posted.</p> <p>All chemicals of a hazardous or toxic nature must be stored under cover and isolated from the storm drainage system.</p>
<p>Fire and Police Services</p>	<p>None</p>	<p>As the Subarea develops, there will be an increased demand for fire and police services.</p> <p>It is assumed that employment within the Everett Planning Area is the same under all alternatives. Demand for police and fire services may be shifted within the Planning Area, but should not differ significantly.</p>	<p>Water main extensions may be required to serve specific sites.</p> <p>All developments must provide adequate lighting of parking lots and other areas which have an increased risk of crime.</p>
<p>Schools</p>	<p>None</p>	<p>Development of the Subarea will not result in direct impacts to schools (other than noise impacts) unless residential development occurs on the B-1 zoned property at the corner of Glenwood and Merrill Creek Parkway.</p>	<p>If the B-1 zoned property develops with residential uses, the applicant must voluntarily mitigate impacts to the Mukilteo School District in a manner acceptable to the District. A written letter or agreement must be provided to the City by the School District or Applicant prior to issuance of permits for the property. If an agreement is not provided, additional SEPA review will be required.</p>

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
Parks and Recreation	None	As the Subarea develops, new employees will demand and use public and private recreation facilities in the area. Some employers will voluntarily provide facilities for employees.	When a trail system plan is adopted as part of the City's Comprehensive Plan, and when development is proposed on a parcel on or adjacent to a proposed trail per the adopted plan, there must be compliance with the trail system plan.
Communications	<p>This EIS covers all aboveground communication facilities provided that analysis of impacts to views is completed in the Special Property Use permit process.</p> <p>The analysis does not cover any structure the FAA determines may have a significant adverse affect on navigable airspace around Paine Field Airport.</p>	<p>Construction of underground communication facilities in the public right-of-way generally occurs in easements located along the edge of the improved right-of-way or under the roadway pavement. Construction impacts include traffic congestion, erosion from the construction site or fill stockpiles, tracking of dirt from construction equipment into the roadway, air pollution from dust and equipment, and construction through environmentally sensitive areas.</p> <p>Construction of aboveground communication facilities generally results in impacts similar to those listed for underground facilities. In addition, aboveground facilities can result in visual impacts, including interference or obstruction of views and designs which are inconsistent with the character of an area.</p>	<p>All communication lines must be installed <u>underground</u>.</p> <p>During the Special Property Use permit process, the City should ensure that aboveground communication facilities are designed to be compatible with nearby structures and/or screened from view.</p> <p>The FAA must be notified of all antennae and tower proposals and all proposals for structures to be added to the top of existing buildings to determine if FAA height restrictions apply to the proposal.</p>
Public Water Supplies	Additional analysis will be required for development proposals with a peak hour demand above 2.7 gpm/acre and/or a fire flow requirement of 3,500 gpm or greater. The additional analysis may be as simple as	<p>Demand for water will increase as the Subarea develops.</p> <p>The City's 1994 Water System Plan Update and Mukilteo Water District's 1990 Water System Comprehensive Plan and preliminary draft update identify the facilities that will be needed and the estimated timing of</p>	Water mains may need to be extended to serve specific sites. Looped water mains may be required for some sites to meet fire flow requirements and to protect water quality. Pressure reducing valves may be required when looped systems are constructed. Specific improvements must be provided as determined by the Public Works Director during site-specific detailed plan review.

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
<p>Public Water Supplies</p> <p>(continued)</p>	<p>calculations completed by the Public Works Department prior to a pre-application meeting on a specific development proposal. The additional analysis must determine how the proposal's water demand will affect the entire water supply and distribution system. Projects with no additional major improvements needed and no adverse cumulative impacts on the water supply and distribution system are covered by this analysis.</p> <p>Additional SEPA review will be required for projects which may impact the water supply and distribution system.</p> <p>The 2.7 gpm/acre is an overall average peak hour demand assumed for planning in large areas such as the study area. However, there will undoubtedly be site specific proposals with larger demand. Other land uses with demands much lower than 2.7 gpm/acre, such as</p>	<p>construction of those improvements. (See Section 3.8.6.3). The timing of improvements is dependent upon the location and timing of proposed development. Under the Faster Growth Alternative, the timing of specific improvements may need to be accelerated. However, because the subarea is a small portion of Everett's total water system, the timing of transmission and treatment facilities expansions should not be significantly impacted by the timing of buildout in SW Everett. The timing of improvements to the Evergreen Way pump station may be impacted, but they are proposed to be completed by 1997. Joint use of the Mukilteo Water District Reservoir No. 4 may also be required sooner under the Faster Growth Alternative.</p> <p>The City's plans include construction of a new water pipeline #6 which will mainly serve the south County area. Currently, the City is preparing a report which looks at alternatives for delaying construction of the pipeline. Delaying the pipeline may affect the timing of improvements to the local area, but will not impact Mukilteo Water District's ability to serve businesses under the Faster Growth Alternative.</p> <p>Large irrigation systems have the potential to greatly exceed planned water capacities. For example some</p>	<p>Recycling of runoff water from bus or truck washing facilities is required.</p> <p>New water system facilities should avoid environmentally sensitive areas to the maximum extent possible. Where water lines must be constructed through environmentally sensitive areas, best management practices should be followed.</p> <p>Developments must construct improvements necessary to provide a water pressure of 40-80 psi under normal operating conditions as required by Public Works.</p> <p>Where utility connections are required through adjacent properties or connecting into residential areas, easements must be located in such a manner as to minimize the visual impact on the adjoining properties to the greatest extent feasible and must be revegetated.</p> <p>Permanent irrigation systems would not be required when native, hybrid native, and drought tolerant species are used for landscaping. (Projects with large irrigation systems may exceed a water demand of 2.7 gpm/acre and result in a requirement for additional SEPA review.)</p>

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
<p>Public Water Supplies</p>	<p>warehouses, are assumed to occur to offset the higher demand land uses, resulting in an overall area wide average of 2.7 gpm/acre.</p> <p>The impacts of construction of the new water line to service development west of Japanese Gulch is not covered in this EIS. Additional analysis is required to review alternative routes for the line which will minimize the impacts of the proposal.</p>	<p>irrigation systems can require 50 gpm/acre of water, while peak hour demand has been planned for 2.7 gpm/acre.</p> <p>Clearing, excavation and grading will be required for the construction of water lines to service large areas and individual developments. While some of the required improvements will be constructed in existing improved right-of-ways, such as water lines in Hardsen Road and Glenwood Avenue, water line construction has the potential to impact environmentally sensitive areas such as streams, wetlands, steep slopes, and their buffers. For example, a new 16-inch water line from Seaway Blvd. to the west side of Japanese Gulch will require crossing of Japanese Gulch Stream; steep slopes with landslide and erosion hazards; buffers; a Washington Department of Fish and Wildlife priority habitat; and potentially, some wetlands. Impacts for individual projects are most likely to occur when looped water mains are needed to provide required fire flow. Even when the water lines are not located in environmentally sensitive areas and their buffers, construction activities have the potential to impact nearby ESAs.</p>	

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
Sewer	<p>Capacity of the system is 1,700 gallons per gross acre per day, and 4,000 gallons per gross acre per day of instantaneous peak flow.</p> <p>Some sites may have capacity in excess of the threshold available to serve potential users.</p> <p>Additional analysis is required for any project that exceeds the thresholds identified above. The additional analysis may be as simple as calculations completed by the Public Works Department prior to a pre-application meeting on a specific development proposal. The analysis must determine how the proposal's sewer demand will affect the entire sewer system. Projects with no additional major improvements required and no adverse cumulative impacts on the sewer system are covered by this analysis. Additional SEPA review is required for projects that</p>	<p>City of Everett: Additional development in the Subarea will generate additional sewage flows. Existing systems have generally been designed to accommodate this development. Sewage generation averaging 1,700 gallons per acre per day can be accommodated in most portions of the Subarea, and with moderate improvements listed in Table 3.8-3, the remaining areas along Hardsen Road can be served. Ultimately, some minor system improvements will be necessary outside Southwest Everett, and the WPCF will need to be expanded around the year 2002 (under current permit conditions) to accommodate increased sewer flows from the entire service area of the facility.</p> <p>Mukilteo Water District: The District has plans to upgrade the Holly Drive Lift Station and is investigating the possibility of installing a force main on 108th St. SW.</p> <p>Olympus Terrace Water District: Olympus Terrace Water District's sewage treatment facility has sufficient capacity to accommodate the expected growth on Paine Field Airport properties, and the Airport has a specific agreement to provide the necessary capacity for up to 500,000 gallons per day. Sewage transmission facilities operated by Olympus Terrace</p>	<p>All developers must contact the Industrial Pretreatment Division of the Public Works Department to determine if a permit is required prior to application for building permits.</p> <p>Individual developments may be responsible for funding all or a portion of sewer system capital improvements as shown in Table 3.8-4.</p>

Element of the Environment	Proposed Thresholds	Impacts of Development	Recommended Mitigation Measures & Decisions That Must be Made by City Council
Sewer (continued)	may impact the sewer system. Construction of sewer lines across Japanese Gulch is not covered in this analysis.	have capacity to accommodate that flow.	
Solid Waste	None	As the Subarea develops, additional solid waste will be generated by new and expanding businesses. Solid waste generated will include land clearing and construction debris; waste materials from resources or packaging used in industrial processes, offices and warehouse operations; and waste associated with employees, such as food service waste. Moderate risk waste generation will increase. Biosolids will also be generated as part of industrial processes and use of sanitary sewers by employees. Solid waste reduction and recycling will continue to be pursued.	

There are no pages 1 - 27 to 1 - 29.

Figure 1.3-1
Proposed Mitigation for All DEIS Alternatives

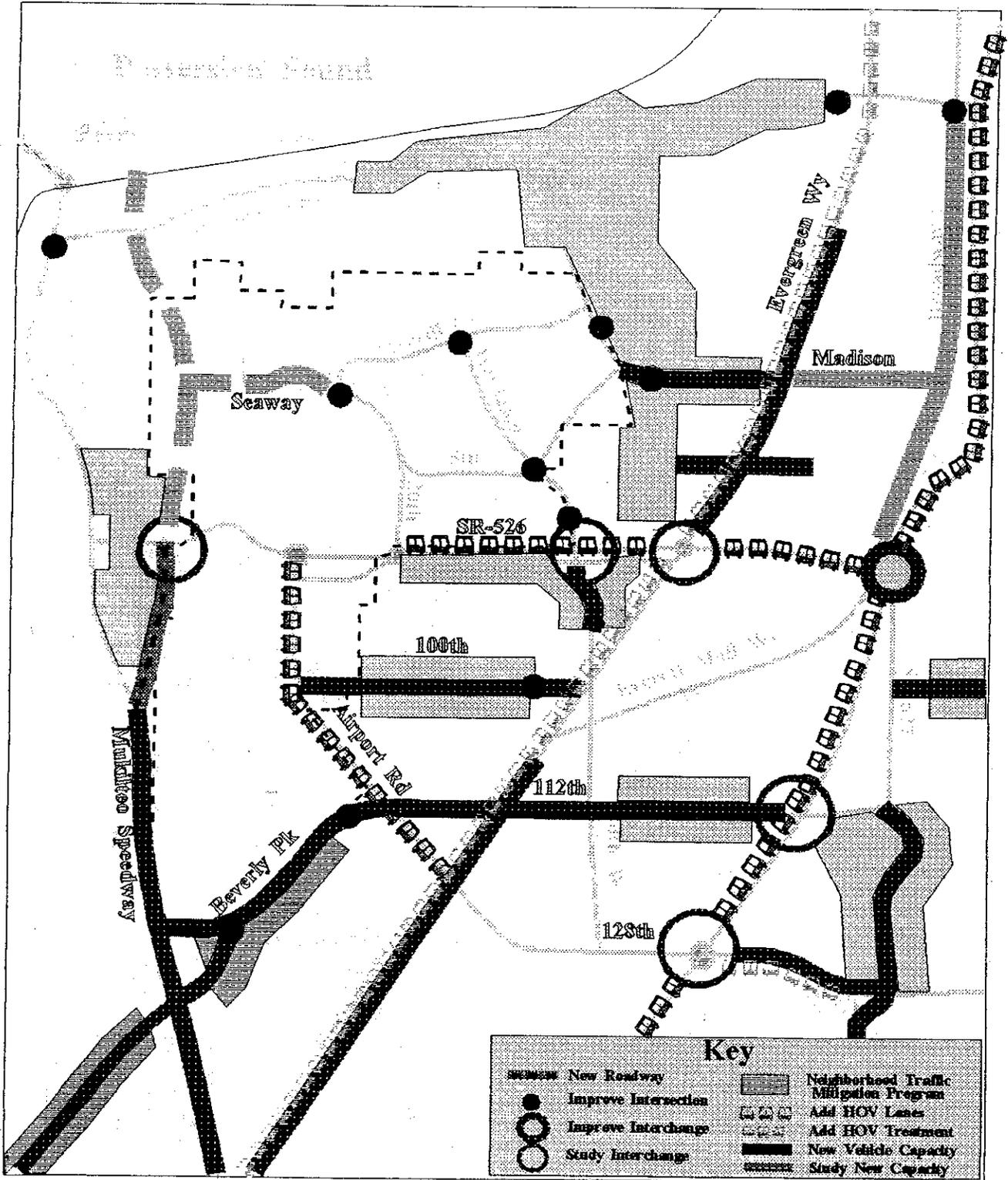


Figure 1.3-2
Major Transportation Facilities that Will Exceed Capacity With Mitigation
2015 Traffic Volumes, Fast Growth Alternative
Worst Case Market Scenario

