



Planned Action Final Supplemental Environmental Impact Statement for the City of Everett Downtown Plan

February 2009



Prepared by

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In association with

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**PLANNED ACTION
FINAL SUPPLEMENTAL
ENVIRONMENTAL IMPACT STATEMENT
FOR THE
CITY OF EVERETT
DOWNTOWN PLAN**

**Supplement to the Draft and Final Everett Growth Management Comprehensive Plan
Environmental Impact Statement (January and June, 1994) and the
2004 Draft and Final Supplemental EIS for the City of Everett 10-Year Comprehensive
Plan Update (December, 2004)**



**City of Everett
Department of Planning and Community Development
2930 Wetmore Avenue, Suite 8A
Everett, WA 98201**

Containing Public Comments and City comments to those comments on the
Draft Supplemental Environmental Impact Statement issued January 9, 2009.
The City wishes to thank all those who contributed.

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In compliance with:

The State Environmental Policy Act (SEPA)
The Revised Code of Washington, Chapter 43.21C
Chapter 197-11 of the Washington Administrative Code
City of Everett Local Project Review Procedures (EMC Title 15)



FACT SHEET

Project Title: City of Everett Planned Action for the Everett Downtown Plan

Description of Proposal and Alternatives: The proposed action is the adoption of a Planned Action Ordinance to implement Everett's Downtown Plan, adopted in 2006. Three development alternatives are considered and analyzed: The No Action Alternative (development without the benefits of a planned action or bonus incentives); 20-Year Demand Alternative (meeting the needs of projected demands for housing and jobs); and the Capacity Alternative, in which build-out is achieved by the year 2025.

Location: Downtown Everett between Broadway (on the east), Terminal Avenue (on the west), Pacific Avenue (on the South) and Everett Avenue (on the north).

Proponent:

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Everett, WA 98201

Lead Agency: City of Everett Planning and Community Development Department.

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Date Final SEIS Issued: February 23, 2009

Documents Supplemented: 2004 Draft and Final Supplemental EIS for the City of Everett 10-Year Comprehensive Plan Update; 1994 Draft and Final EIS for the Everett Growth Management Comprehensive Plan.

Public Comment: The Draft SEIS was issued on January 9, 2009. A public comment period was held between January 9, 2009 and February 9, 2009, during which time written comments on the Draft DEIS were invited. A public hearing regarding the DSEIS was held on January 20, 2009 for interested parties to comment.



Approvals Needed: The Everett City Council will approve the Final Supplemental EIS prior to adoption of the Planned Action Ordinance. The date of the Final Action is to be determined. Future developments consistent with the Planned Action SEIS and Ordinance will be approved administratively as provided by the Everett Municipal Code. The City's normal SEPA process will not apply and an expedited environmental review will be used for all projects consistent with the Planned Action

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Location of Review Copies of Draft SEIS and Background Material:

The Final SEIS, along with the Draft SEIS, may be reviewed on line at <http://www.everettwa.org/default.aspx?ID=1216>. Review copies of the Final and Draft SEIS and background materials are available at Everett City Hall (2930 Wetmore Avenue, Suite 8A) and the Everett Public Library (Main Branch-2702 Hoyt Avenue) (Evergreen Branch-9512 Evergreen Way):

Cost Per Copy of Final SEIS: Copies on CD are free. Paper copies of the Final SEIS may be purchased at:

City of Everett Planning and Community Development Department
2930 Wetmore Avenue, Suite 8A
Everett, WA 98201

Call 425-257-8731 for purchase information. The purchase price for printed copies of the complete Draft and Final Supplemental EIS is \$16.80; the price for the Final EIS is \$1.80. Postage is additional.



TABLE OF CONTENTS

CHAPTER 1: SUMMARY

- 1.1 INTRODUCTION TO THE PLANNED ACTION SEIS AND PROCESS
- 1.2 THE DOWNTOWN EVERETT PLANNED ACTION PROCESS
- 1.3 ALTERNATIVE DEFINITION
- 1.4 SEIS SUMMARY

CHAPTER 2: DOWNTOWN PLAN AND DRAFT MITIGATION STRATEGY

- 2.1 DOWNTOWN PLAN SUMMARY
- 2.2 EMPLOYMENT AND POPULATION PROJECTION OVERVIEW

CHAPTER 3: EXISTING CONDITIONS, ANALYSIS, AND MITIGATION

- 3.1 LAND AND SHORELINE USE
- 3.2 TRANSPORTATION
- 3.3 UTILITIES
- 3.4 PUBLIC SERVICES
- 3.5 ENERGY AND NATURAL RESOURCES
- 3.6 AIR
- 3.7 NOISE
- 3.8 HOUSING
- 3.9 HISTORICAL AND CULTURAL RESOURCES
- 3.10 FISH AND WILDLIFE
- 3.11 GEOLOGY
- 3.12 ENVIRONMENTAL HEALTH
- 3.13 WATER QUALITY
- 3.14 AESTHETICS

CHAPTER 4: LETTERS AND COMMENTS ON DRAFT SEIS

- 4.1 PUBLIC COMMENT AND INPUT PROCESS
- 4.2 PUBLIC COMMENT AND CITY RESPONSES
- 4.3 PUBLIC TESTIMONY AT PLANNING COMMISSION HEARING

CHAPTER 5: APPENDICES

- APPENDIX A: DISTRIBUTION LIST
- APPENDIX B: REFERENCES
- APPENDIX C: B-3 ZONING REGULATIONS



LIST OF TABLES

CHAPTER 1: SUMMARY

TABLE 1.3-1: SUMMARY OF ALTERNATIVES

TABLE 1.4-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES

CHAPTER 2: DOWNTOWN PLAN AND DRAFT MITIGATION STRATEGY

TABLE 2.1-1: SUMMARY OF THE DOWNTOWN PLAN

CHAPTER 3: EXISTING CONDITIONS, ANALYSIS, AND MITIGATION

3.1 LAND AND SHORELINE USE

TABLE 3.1-1: EXISTING DWELLING UNITS AND LAND USE SQUARE FOOTAGES

TABLE 3.1-2: BONUS ALLOWANCES FAR

TABLE 3.1-3: COMMERCIAL SQUARE FOOTAGE IN EACH ALTERNATIVE

TABLE 3.1-4: JOB INCREASES

TABLE 3.1-5: RESIDENTIAL LAND USE

TABLE 3.1-6: AVERAGE RESIDENTIAL DENSITY AND COMMERCIAL FAR INCREASES

3.2 TRANSPORTATION

TABLE 3.2-1: DOWNTOWN EVERETT (2008) ARTERIAL FUNCTIONAL CLASSIFICATIONS

TABLE 3.2-2: DOWNTOWN EVERETT PLANNING AREA TRAVEL MODE

TABLE 3.2-3: DOWNTOWN EVERETT TRAVEL MODE FOR EMPLOYEES (2007)

TABLE 3.2-4: 2008 WEEKDAY TRANSIT CAPACITY WITHIN THE DOWNTOWN PLANNING AREA

TABLE 3.2-5: DOWNTOWN TDM IMPROVEMENT PROJECTS

TABLE 3.2-6: PLANNED DOWNTOWN VEHICULAR IMPROVEMENT PROJECTS

TABLE 3.2-7: DOWNTOWN PUBLIC TRANSPORTATION IMPROVEMENT PROJECTS

TABLE 3.2-8: DOWNTOWN NON-MOTORIZED IMPROVEMENT PROJECTS

TABLE 3.2-9: COMPREHENSIVE PLAN 2025 TRAVEL MODE GOALS FOR AREA 1

TABLE 3.2-10: DOWNTOWN EVERETT PM PEAK HOUR PERSON TRIP GENERATION

TABLE 3.2-11: DOWNTOWN TRAVEL FORECASTS BY MODE

TABLE 3.2-12: DOWNTOWN 2007 - 2025 FORECASTED TRAFFIC INCREASE

TABLE 3.2-13: DOWNTOWN INTERSECTION TRAFFIC LEVEL OF SERVICE

TABLE 3.2-14: FUTURE 2025 DOWNTOWN TRANSIT DEMAND

TABLE 3.2-15: FUTURE 2025 DOWNTOWN WALK COMMUTE TRIP DEMAND

TABLE 3.2-16: FUTURE 2025 DOWNTOWN BICYCLE COMMUTE TRIP DEMAND

TABLE 3.2-17: FUTURE 2025 DOWNTOWN WALK PEAK HOUR TRIP DEMAND

TABLE 3.2-18: FUTURE 2025 DOWNTOWN SECURED BICYCLE PARKING

TABLE 3.2-19: EXISTING DOWNTOWN CTR EMPLOYERS TRAVEL MODE SHARES

TABLE 3.2-20: RECOMMENDED DOWNTOWN TDM MITIGATION STRATEGIES

TABLE 3.2-21: RECOMMENDED DOWNTOWN TRAFFIC MITIGATION STRATEGIES



TABLE 3.2-22: DOWNTOWN TRANSIT SERVICE MITIGATION STRATEGIES

TABLE 3.2-23: TRANSIT-ORIENTED STREETS MITIGATION STRATEGIES

TABLE 3.2-24: DOWNTOWN BUS STOP MITIGATION STRATEGIES

TABLE 3.2-25: EVERETT STATION MITIGATION STRATEGIES

TABLE 3.2-26: BICYCLE FACILITY MITIGATION STRATEGIES

TABLE 3.2-27: PEDESTRIAN FACILITY MITIGATION STRATEGIES

3.3 UTILITIES

TABLE 3.3-1: MINIMUM FIRE FLOW REQUIREMENTS FROM COMPREHENSIVE WATER PLAN

TABLE 3.3-2: COMPARISON OF YEAR 2025 SEWER FLOW PROJECTIONS

TABLE 3.3-3: PROJECTED MUNICIPAL SOLID WASTE PRODUCTION (POUNDS PER DAY)

3.4 PUBLIC SERVICES

TABLE 3.4-1: SCHOOL CAPACITY AND ENROLLMENT

TABLE 3.4-2: STUDENT GENERATION IN DOWNTOWN EVERETT

TABLE 3.4-3: PARK FACILITIES SERVING DOWNTOWN

TABLE 3.4-4: PLANNED PARKS IMPROVEMENTS

TABLE 3.4-5: LEVELS OF SERVICE

3.5 ENERGY AND NATURAL RESOURCES

TABLE 3.5-1: ESTIMATED FUTURE SYSTEM PEAK DEMANDS

3.6 AIR

TABLE 3.6-1: AIR POLLUTANT EMISSIONS IN SNOHOMISH COUNTY (TONS PER YEAR), YEAR 2010

TABLE 3.6-2: NATIONAL AND STATE OF WASHINGTON AMBIENT AIR QUALITY STANDARDS

TABLE 3.6-3: CO HOT-SPOT MODELING RESULTS

TABLE 3.6-4: LAND USE ASSUMPTIONS FOR GREENHOUSE GAS CALCULATIONS

TABLE 3.6-5: DOWNTOWN AND REGIONAL GREENHOUSE GAS EMISSIONS (ACCOUNTING FOR DOWNTOWN TRIP REDUCTION PROGRAM)

3.7 NOISE

TABLE 3.7-1: TYPICAL A - WEIGHTED SOUND LEVELS

TABLE 3.7-2: MAXIMUM PERMISSIBLE NOISE LEVELS AT RECEIVING PROPERTY LINE

TABLE 3.7-3: ADJUSTMENT OF MAXIMUM PERMISSIBLE NOISE LEVELS AT RECEIVING PROPERTY LINE, FOR NOISES OF SHORT DURATION

TABLE 3.7-4: FHWA NOISE ABATEMENT CRITERIA (NAC)

3.8 HOUSING

TABLE 3.8-1: HOUSING UNIT TYPES

3.9 HISTORICAL AND CULTURAL RESOURCES

TABLE 3.9-1: HISTORIC REGISTER PROPERTIES IN DOWNTOWN AREA

CHAPTER 4: LETTERS AND COMMENTS ON DEIS

TABLE 4-1: PUBLIC COMMENTS ON DRAFT SEIS AND CITY RESPONSES



LIST OF FIGURES

CHAPTER 1: SUMMARY

FIGURE 1-1.1: DOWNTOWN PLANNING AREA

CHAPTER 2: DOWNTOWN PLAN AND DRAFT MITIGATION STRATEGY

FIGURE 2-1.2: DOWNTOWN PLAN IMPROVEMENTS

CHAPTER 3: EXISTING CONDITIONS, ANALYSIS, AND MITIGATION

3.1 LAND AND SHORELINE USE

FIGURE 3-1.1: B-3 MAXIMUM HEIGHT AND FAR FOR NEW PROJECTS

3.2 TRANSPORTATION

FIGURE 3-2.1: ARTERIAL CLASSIFICATION

FIGURE 3-2.2: EXISTING PM PEAK HOUR VOLUMES

FIGURE 3-2.3: EXISTING (2008) PM PEAK LEVEL OF SERVICE (LOS)

FIGURE 3-2.4: FREIGHT GENERATORS AND ROUTES

FIGURE 3-2.5: DOWNTOWN EVERETT PARKING UTILIZATION

FIGURE 3-2.6: TRANSIT ORIENTED STREETS

FIGURE 3-2.7: TRANSIT CORRIDORS

FIGURE 3-2.8: EXISTING (2007) BOARDING AND ALIGHTINGS

FIGURE 3-2.9: NON-MOTORIZED FACILITIES

FIGURE 3-2.10: PEDESTRIAN ORIENTED STREET FRONTAGE

FIGURE 3-2.11: PEDESTRIAN WEEKDAY NOON HOUR VOLUMES

FIGURE 3-2.12: FUTURE PM PEAK HOUR VOLUMES 2025 DEMAND ALTERNATIVE WITHOUT MITIGATION

FIGURE 3-2.13: FUTURE PM PEAK LEVEL OF SERVICE (LOS) 2025 DEMAND ALTERNATIVE

FIGURE 3-2.14: 2025 FUTURE DAILY BOARDING AND ALIGHTING - DEMAND ALTERNATIVE

FIGURE 3-2.15: FUTURE PEDESTRIAN PEAK HOUR VOLUMES 2025 DEMAND ALTERNATIVE

FIGURE 3-2.16: FUTURE NON-MOTORIZED FACILITIES 2025 DEMAND ALTERNATIVE

FIGURE 3-2.17: FUTURE TRANSIT FACILITIES 2025 DEMAND ALTERNATIVE

3.3 UTILITIES

FIGURE 3-3.1: EXISTING WATER SYSTEM

FIGURE 3-3.2: SEWER DRAINAGE BASINS

FIGURE 3-3.3: STORMWATER / SEWER FACILITIES



3.4 PUBLIC SERVICES

FIGURE 3-4.1: FIRE DISTRICT BOUNDARIES AND STATIONS

FIGURE 3-4.2: POLICE PRECINCTS

FIGURE 3-4.3: SCHOOL DISTRICT AND FACILITY LOCATIONS

FIGURE 3-4.4: LOCAL AND COMMUNITY PARKS

3.9 HISTORICAL AND CULTURAL RESOURCES

FIGURE 3-9.1: HISTORIC DOWNTOWN PROPERTIES

3.11 GEOLOGY

FIGURE 3-11.1: TOPOGRAPHY



CHAPTER 1 SUMMARY

TABLE OF CONTENTS

1.1 INTRODUCTION TO PLANNED ACTION SEIS AND PROCESS.....	1
1.2 THE DOWNTOWN EVERETT PLANNED ACTION PROCESS.....	2
1.3 ALTERNATIVES DEFINITION.....	4
1.4 SEIS SUMMARY.....	8
I. SCOPING ELEMENTS	8
II. SUMMARY OF EXISTING CONDITIONS, SIGNIFICANT IMPACTS AND MITIGATION MEASURES	10

LIST OF TABLES

TABLE 1.3-1: SUMMARY OF ALTERNATIVES	5
TABLE 1.4-1: SUMMARY OF IMPACTS AND MITIGATION MEASURES.....	11

LIST OF FIGURES

FIGURE 1-1.1: DOWNTOWN PLANNING AREA	3
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CHAPTER 1 SUMMARY

1.1 Introduction to Planned Action SEIS and Process

The City of Everett adopted the Everett Downtown Plan in July, 2006. In order to promote and facilitate consistent development with planning done under the Growth Management Act (GMA), state law provides for “Planned Actions.”

Planned actions are defined in WAC 197-11-164 as one or more types of project action that:

- (a) Are designated planned actions by an ordinance or resolution adopted by a GMA county/city;*
- (b) Have had the significant environmental impacts adequately addressed in an Environmental Impact Statement (EIS) prepared in conjunction with:*
 - (i) A comprehensive plan or planning area plan adopted under chapter 36.70A RCW; or,*
 - (ii) A fully contained community, a master planned resort, a master planned development, or a phased project;*
- (c) Are subsequent or implementing projects for the proposals listed in (b) of this subsection;*
- (d) Are located within an urban growth area (UGA), as defined in RCW 36.70A.030, or are located within a master planned resort;*
- (e) Are not essential public facilities, as defined in RCW 36.70A.200; and*
- (f) Are consistent with a comprehensive plan adopted under chapter 36.70A RCW.*

In order to encourage new development to meet the goals and vision of the plan, the City of Everett has opted to produce this Planned Action Supplemental Environmental Impact Statement (Planned Action SEIS, or for the purposes of this document, the SEIS). The SEIS utilizes and builds upon the following previous environmental documents:

- Draft and Final Environmental Impact Statements for the Everett Growth Management Comprehensive Plan (January, 1994 and June, 1994)
- Draft Supplemental Environmental Impact Statement for the City of Everett 10-year Comprehensive Plan Update (December, 2004)
- SEPA Addendum #01-06 for the Downtown Plan and Development Standards

All development, public or private, that meets the goals of the Downtown Plan and the City's standards for development, shall be evaluated by the City for consistency with the SEIS prior to permit issuance. Those proposed projects deemed to be within the ranges covered by the alternatives considered in the SEIS, shall be considered to have met the



provisions of the State Environmental Policy Act (SEPA), and no further environmental review shall be required.

1.2 The Downtown Everett Planned Action Process

The Planned Action process, as described in the State Environmental Policy Act and as provided by the City's code, is designed to encourage an optimal amount of public participation and agency review at the earliest stage of development. The process includes a scoping process to define the environmental elements that need to be addressed in the SEIS, issuance of the Draft SEIS, collection of public comments on the draft, and publication of the Final SEIS. At a minimum, three public hearings are included. The following timeline defines the stages, meetings, and comment periods that have been, and will be, part of the scoping and review process for creating this Draft SEIS, as well as those anticipated for the Final SEIS.

Date	Action
January 2, 2008	Determination of Significance and Scoping Notice
Jan. 8 – Jan. 29, 2008	Public Comment Period
January 15, 2008	Scoping Hearing (Everett Planning Commission)
January 9, 2009	Issuance of Draft SEIS
January 20, 2009	Public Hearing (Everett Planning Commission)
February 9, 2009	Public Comment Period ends
February 23, 2009	Issuance of Final SEIS
April 7, 2009	Public Hearing (Everett Planning Commission)
June 3, 2009	Planned Action Ordinance Public Hearing (Everett City Council)
June 3, 2009	Adoption of Final EIS (Everett City Council)

Once the SEIS is completed and adopted, the City will adopt a Planned Action Ordinance (PAO), which will specify projects that will be considered “planned actions.” Public and private projects applying for permits at the City of Everett for construction within the Downtown area will be evaluated for consistency with the Downtown plan and regulations. If the project is consistent, and if its environmental impacts were considered within this SEIS, no further environmental review will be required, and the project may go straight to permitting, saving time (possibly months), and expense to the applicant.

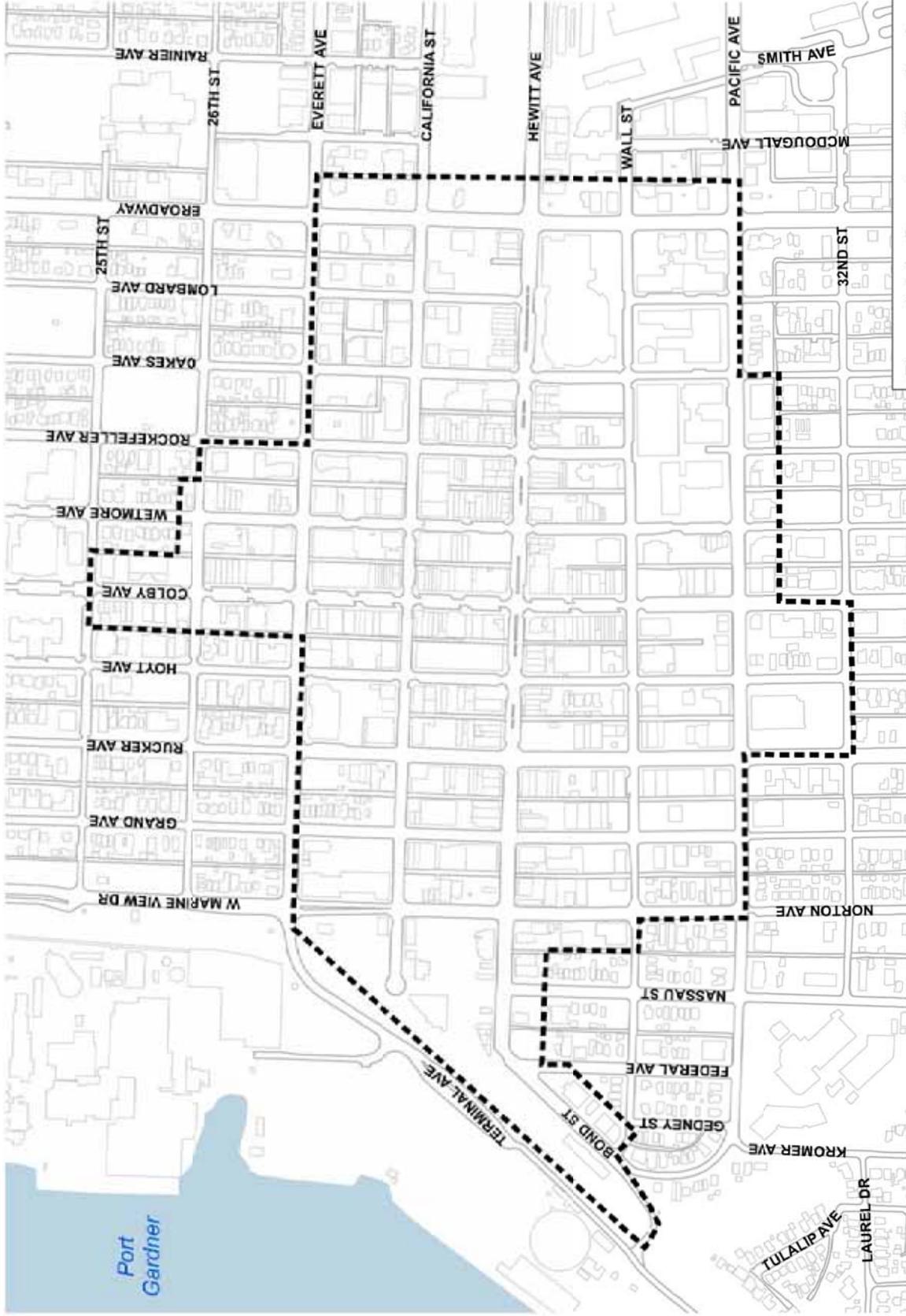


Figure 1-1.1. Downtown Planning Area





1.3 Alternatives Definition

Three development alternatives have been identified as possible development scenarios. Their impacts and possible associated mitigation measures are addressed in the SEIS. The alternatives are formulated to consider a build-out, or planning horizon, year of 2025. The alternatives are:

No Action Alternative: This alternative assumes that the Downtown Plan as adopted in 2006 is implemented at a slower pace, without the benefit of expedited environmental review or incentives utilized to maximize building potential. Development levels are also lower than either of the other two alternatives (see Table 1-3.1), thereby generating the lowest amount of revenue that can be utilized for improvements. This alternative generates the least amount of residents and commercial activity, but is also the least effective at implementing the Downtown Plan. Multi-modal transportation improvements are limited, and the Downtown does not reach its full potential to become a multi-modal center of regional activity, as planned.

20-Year Demand Alternative: This alternative anticipates that the level of development and redevelopment in the Downtown area will meet the targeted numbers in the Downtown Plan. The 2025 demand for residential, office, and retail square footage projected in the Downtown Plan will have been met, but no further development will have occurred due to market conditions. Density bonuses are utilized, and development is further encouraged by the implementation of the PAO. This alternative generates a moderate amount of revenue, and is associated with a moderate level of multi-modal improvements that effectively mitigate for the increased traffic generators.

Capacity Alternative: The third alternative allows for the maximum development of the Downtown area, assuming that most properties that have, or will have, a lower building value than land value will redevelop. Redevelopment will utilize design incentives to maximize building heights and square footages of retail, office and residential developments. The PAO is implemented, thereby encouraging growth according to the Downtown Plan. This alternative incorporates a significant investment in public transportation to complete the Downtown's vision for multi-modal travel and a predominant reliance on public transportation and non-motorized travel.

Table 1.3-1 compares the differences in development potential for each alternative.



Table 1.3-1: Summary of Alternatives

Element	Existing Conditions	No Action Alternative	20-Year Demand Alternative	Capacity Alternative
Project Location		Boundaries of the B-3, Central Business District, Zone. Generally bounded by Everett Avenue on the north, Pacific Broadway on the east, Pacific Avenue on the south, and Marine View Drive on the west.	Same	Same
Implementation of Downtown Plan Goals and Objectives		Implement the Downtown Plan, but at a rate slower than planned for. The absence of the expedited review would result in a slower rate of growth. The Planned Action is not designated.	Implement the Downtown Plan at the rate of implementation anticipated in the Plan. The Planned Action is completed. Transportation improvements include current TIP projects, as well as some projects in the Downtown Plan.	Implement the Downtown Plan, but at an accelerated rate of implementation. The Planned Action is completed. Transportation improvements include current TIP projects, as well as all projects in the Downtown Plan, with an emphasis on transit.
Expedited SEPA Review		Not allowed	Yes, for uses consistent with the plan. Some uses would be excluded from analysis under the Planned Action. These uses are those which are expected to generate additional impacts not evaluated within the Planned Action.	Yes, for uses consistent with the plan. Some uses would be excluded from analysis under the Planned Action. These uses are those which are expected to generate additional impacts not evaluated within the Planned Action.



Table 1-3.1: Summary of Alternatives (Cont.)

Element	Existing Conditions 2007	No Action Alternative 2025		20-Year Demand Alternative 2025		Capacity Alternative 2025	
Horizon Year							
Number of residential units (additional)	1,046	1,546 (500)	2,946 (1,900)	4,276 (3,230)			
Square footage of retail (additional)	936,951	1,036,951 (100,000)	1,311,951 (375,000)	1,576,951 (640,000)			
Square footage of office (additional)	1,778,665	2,178,665 (400,000)	2,578,665 (800,000)	3,038,665 (1,260,000)			
Number of jobs (additional)	8,078	9,256 (1,178)	10,728 (2,650)	12,333 (4,255)			
Redevelopment Build-Out Year		Build-out would occur significantly after the planning horizon year.	Build-out would occur after the planning horizon year.	2025			
Transportation System		The goals of the Comprehensive Plan to shift from auto-oriented to multi-modal transportation may not be fully achieved due to slower growth of Downtown residents and employees. Implementation of Commute Trip Reduction (CTR) and Growth and Transportation Efficiency Center (GTEC) programs may be more difficult. Transportation improvements are limited to the City's current Transportation Improvement Program (TIP).	The transportation system would shift from the existing auto-orientation to a higher proportional use of transit and non-motorized modes. The City would invest in transit, bicycle and pedestrian facilities, and implement Transportation Management Area (TMA) and GTEC programs to meet the goals of the Comprehensive Plan.	The shift from auto-oriented to transit and non-motorized modes would be much more rapid and complete. The City would need to invest in the multi-modal system sooner than anticipated in the plan. There would be greater incentives for TMA and GTEC programs, and significantly less vehicle miles traveled per capita.			



Table 1-3.1: Summary of Alternatives (Cont.)

Element	Existing Conditions	No Action Alternative	20-Year Demand Alternative	Capacity Alternative
Permitted Uses		All uses within the B-3 Zone listed as permitted, accessory or conditional uses would be allowed.	Most uses permitted within the B-3 Zone are covered.	Most uses permitted within the B-3 Zone are covered.
Excluded Uses		Uses that are not shown as permitted in the B-3 Zone are not allowed.	Uses that are not shown as permitted in the B-3 Zone are not covered. Some uses that are allowed in the B-3 Zone, but generate impacts greater than those evaluated in the SEIS, are not included in the Planned Action. The impacts of Essential Public Facilities (EPFs) are not included.	Uses that are not shown as permitted in the B-3 Zone are not covered. Some uses that are allowed in the B-3 Zone, but generate impacts greater than those evaluated in the SEIS, are not included in the Planned Action. The impacts of Essential Public Facilities (EPFs) are not included.



1.4 SEIS Summary

I. Scoping Elements

The following elements were identified for environmental analysis by City Staff and through a public scoping process that included a public hearing at the City's Planning Commission:

Land and Shoreline Use

- Current use of the properties and adjacent properties
- Existing structures and proposed demolition
- Zoning and comprehensive plan designations
- Population and employment projections

Transportation

- Mode of travel objectives
- Future traffic volumes, Level of Service (LOS) calculations
- Parking requirements for motor vehicles
- Road and traffic control impacts
- Public transit facilities and service needs
- Bicycle facilities and storage needs
- Pedestrian facilities, including the American Disabilities Act (ADA)
- Commute Trip Reduction (CTR), Growth and Transportation Efficiency Centers (GTEC) and Transportation Management Association (TMA) programs
- Travel survey for employees and residents
- Relationship to other studies being completed by City

Utilities

- Water, sewer, solid waste, cable and telecommunications:
 - Existing facilities
 - Increased demand
 - Future needs and plans
- Stormwater:
 - Combined sewer service area and independent storm system area
 - Review of modeling to determine hydraulic capacity issues
 - Direction of flows, location of trunk lines and discharge points
 - Identification of common pollutants and constituents
 - Probable pollutant loading in pounds/acre or concentrations

Public Services

- Fire / EMS, police, health care, schools, and parks
 - Existing facilities
 - Increased demand
 - Future needs and plans



Energy and Natural Resources

- Impacts to electricity and natural gas
- Change in composition of land use patterns and impact to energy
- Opportunities for efficiency and conservation
- Possibilities for green building
- Amount of energy required, source and availability

Air

- Change in emissions from stationary and/or mobile sources
- Change in odors

Noise

- Compatibility of land use types
- Exclusion of some land use types from Planned Action SEIS

Housing

- Number, type and character of existing dwelling units
- Number, type and character of units created and removed
- Impact to low-income housing
- Incentives for affordable housing

Historical and Cultural Resources

- Cultural and archaeological resources
- Historical properties and buildings
- Use of existing process for impacts to historic sites
- Impact on known or potential cultural resources

Fish and Wildlife

- Existing habitat
- Migration routes
- Threatened or endangered species
- Water quality impacts
- Impacts on migration or dispersal of species

Water Quality

- Changes to water quality in floodplains, streams, wetlands, groundwater and Puget Sound



Geology

- Regional and local geologic setting
- Topography
- Significant features and landforms
- Geologic hazards
- Soil types and relevant properties
- Erosion potential

Environmental Health

- Environmental hazards
- Hazardous materials, including asbestos within existing structures and hazardous materials from previous industrial uses
- Fugitive dust

Aesthetics

- Proposed structure heights
- Existing viewshed and changes to views
- Design guidelines and building materials
- Existing light, shadow and glare; proposed light, shadow and glare
- Vegetation

Parks and Recreation

- Existing parks and recreation opportunities
- Elimination or additional recreation opportunities
- Gap analysis of proposed and needed recreational opportunities

II. Summary of Significant Impacts and Mitigation Measures

Significant impacts and mitigation measures have been identified for the No Action, 20-Year Demand and Capacity Alternatives. Table 1-4.1 summarizes the identified significant unavoidable impacts, and the proposed mitigation measures. This table is a summary only. For a more detailed understanding of the impacts and mitigation strategies, please see the individual EIS sections noted in the first column.



Table 1.4-1 Summary of Impacts and Mitigation Measures

Element	Significant and Unavoidable Impacts	Mitigation Measures
<p>Land Use (Section 3.1)</p>	<p>Under all alternatives Land Use shifts to fulfill its role as a vibrant center of commercial interests and more intense housing. Properties with low values are redeveloped to current zoning standards that implement the Downtown Plan. Industrial lands and uses are redeveloped or relocated to other areas of the City or the Region. These transitions are least complete with the No Action Alternative, moderately complete with the 20-Year Demand Alternative and most complete with the Capacity Alternative.</p> <p>The 20-Year Demand and Capacity Alternatives utilize incentives to maximize density and building heights. The least densities are achieved under the No Action Alternatives; more under the 20-Year Demand Alternative; and the most under the Capacity Alternative. There is a greater share of taller buildings in the 20-Year Demand and Capacity Alternatives, as developers utilize the building incentives available to them.</p>	<p>Mitigation measures to reduce the impacts of density and larger building masses are included in the newly adopted B-3 Zoning standards (see Appendix C). Such measures include: pedestrian amenities, streetscape improvements, plaza spaces, window treatments, and building modulation.</p>
<p>Transportation (3.2)</p>	<p>The Downtown Plan envisions the planning area as a bustling multi-modal center, in which reliance on cars for transportation is replaced with transit, bicycle, and pedestrian options. Due to increases in residents and visitors, traffic levels increase by 24% (No Action), 23% (20-Year Demand), and 29% (Capacity). Levels of Service remain the same at one key intersection, but are reduced by one level for five other major intersections. The intersection of Pacific and Rucker drops to LOS F. Transit use increases by 25% (No Action), 270% (20-Year Demand) and 350% (Capacity). Pedestrianism increases by 25% (No Action), 240% (Demand), and 325% (Capacity).</p>	<p>Mitigation measures are necessary to reduce the number of vehicles within Downtown in order to avoid the gridlock that would eventually ensue if no mitigation were implemented. Mitigation measures include: redevelopment of the streetscape with more pedestrian-oriented design and amenities; development of transit-oriented streets, transit amenities (bus shelters), and increased transit service. Bicycle amenities, such as lockers, and designated bicycle lanes are also included in order to accommodate and encourage this mode of transportation.</p>



Table 1-4.1 Summary of Impacts and Mitigation Measures (Cont.)

Element	Significant and Unavoidable Impacts	Mitigation Measures
<p>Utilities (3.3)</p>	<p>Impacts to water, wastewater, stormwater, solid waste and telecommunications are considered. The City and service providers are expected to have capacity to handle additional demands on the existing water, solid waste and telecommunications systems.</p> <p>The sewer system for Downtown is a combined system for wastewater and stormwater. The existing system within Downtown is expected to handle approximately 531,807 mgd in the year 2025 based on the latest Sewer Comprehensive Plan. It is assumed that the projected flows of the No Action Alternative can be accommodated with the existing sewer system. However, the existing system may be under capacity for the projected flows of the 20-Year Demand and Capacity Alternatives.</p>	<p>Water conservation measures should be implemented to reduce the usage of water and the production of wastewater. Hydraulic modeling will be completed as the water and sewer systems are impacted by new development and as Comprehensive Plans are updated. Individual developments may be required to increase capacity of sewer mains in the vicinity.</p> <p>In solid waste, collection should continue to be augmented with the goals of achieving higher recycling rates in all areas. Developers are encouraged to work with the City and other utility providers in relocating or undergrounding existing facilities.</p>
<p>Public Services (3.4)</p>	<p>Impacts to fire and police services, healthcare, schools, and parks are considered. Calls to police and fire services from the Downtown area will increase. The nature of calls to the Everett Fire Department will also shift to an increase in high-rise events as well as medical responses to residents.</p> <p>Increases in healthcare will center around a greater portion of the regional calls coming from Downtown area to both campuses of Providence Hospital and local clinic providers.</p> <p>The increase in residents from within the subarea is anticipated to increase the number of students attending local schools by 47% (No Action), 182% (20-Year Demand) and 310% (Capacity).</p> <p>Demand for parks and open space facilities of all types will increase in all three alternatives. The greatest impact is to neighborhood-oriented spaces and pocket parks.</p>	<p>Mitigation measures may include training and equipment for police and fire services. Fire services may need to become more self-sufficient in the area of high rises, and a new station serving Downtown is in planning stages. Redrawing of precinct boundaries may be warranted. Use of crime prevention through environmental design (CPTED) can be used to mitigate impacts.</p> <p>Improvements and expansions of Providence Hospital at both campuses will help to absorb increases in medical emergencies and treatment from residents and workers in the Downtown. Additional clinics may be necessary to handle non-emergent calls.</p> <p>Possible mitigation measures for school impacts include redistricting, portable units, and impact fees.</p> <p>Park improvements are planned for this year, and the Parks Strategic Master Plan documents many improvements that will help to offset impacts. Most significantly to Downtown, the City's purchase and plan for the Key Bank Plaza open space will provide an immediate and central improvement for Downtown residents and workers.</p>



Table 1-4.1 Summary of Impacts and Mitigation Measures (Cont.)

Element	Significant and Unavoidable Impacts	Mitigation Measures
Energy and Natural Resources (3.5)	Impacts to electricity and natural gas are considered. The PUD and PSE are regional providers of electricity and natural gas, respectively. Providers expect to be able to meet demands accordingly beyond the year 2025. In addition, it is expected that future developments should have little impact on existing facilities with the exception of relocating facilities as Downtown redevelops.	The continuation and expansion of conservation efforts and the use of "green" power sources are main mitigation strategies. Developers are encouraged to work with PUD and PSE in obtaining service and in relocating or undergrounding existing facilities impacted by construction.
Air Quality (3.6)	Temporary emissions associated with construction occur under all three alternatives, with the largest impact seen in the Capacity Alternative. Emissions from residential heating and commercial operations are expected to increase. Automobile emissions will also increase at "hot spots" or main intersections, however the impacts of increased emissions from automobiles in all alternatives are lower than air quality standards. From a regional perspective, impacts of greenhouse gases are lowest under the Capacity Alternative and greatest under the No Action Alternative. No significant impacts are projected.	A range of possible mitigation measures include bicycle improvements, paid parking requirements, alternative-fuel vehicles, building design measures, education, and green-building materials.
Noise (3.7)	Temporary noise impacts associated with day-time construction are expected. Increases in local traffic on streets will also raise noise levels. No significant impacts are expected.	Mitigation measures include enforcement of current noise restrictions, and studies to ensure compliance with noise regulations.
Housing (3.8)	Housing availability will be positively impacted by all of the alternatives. A shift in the removal of older housing units will be replaced with taller, multi-story residential buildings and mixed use buildings. While Downtown will continue to be more affordable than neighborhoods outside of the planning area, smaller, older buildings offering affordable options will be lost to new buildings.	City programs that utilize incentives to encourage the development of affordable housing are critical to the continued provision of affordable housing in the planning area as property values are likely to increase as Downtown becomes more attractive to higher-income residents.



Table 1-4.1 Summary of Impacts and Mitigation Measures (Cont.)

Element	Significant and Unavoidable Impacts	Mitigation Measures
Historical and Cultural Resources (3.9)	Many historical structures, mostly of local significance are located within the Downtown planning area. Without a protective district status, as provided in other sections of the city, historic buildings of local significance that have not been renovated to improve property values will be at risk for redevelopment.	Currently underway, an inventory of historical properties will assist the City and its Historical Commission in evaluating and prioritizing resources. Special programs to encourage rehabilitation of structures will be important, as unimproved buildings will be at risk. The Entertainment District along Hewitt, as proposed in the Downtown Plan, will help to prioritize historical buildings on that street.
Fish and Wildlife (3.10)	No fish habitat is located within the Downtown Planning area. Species of wildlife include species adapted to urban environments. No significant impacts are expected.	None required.
Geology (3.11)	Surface features and some topography are expected to be altered as new developments occur. No major geological impacts are expected under any of the Alternatives.	Mitigation measures include existing design and construction codes.
Environmental Health (3.12)	The redevelopment of older industrial land uses will improve environmental health as toxins are removed from soils and older buildings using asbestos are redeveloped.	Compliance with all federal, state and local regulations as older buildings and sites are demolished and redeveloped is critical. The City should consider developing a hazardous materials inventory to facilitate the removal and treatment of found materials. Maintenance of vehicles should be enforced.
Water Quality (3.13)	Because the existing condition of the planning area is largely impervious, major impacts to water quality, either from run-off or from overflow events due to the City's combined sewer/storm system, are not projected.	Mitigation includes continued maintenance of the City's combined sewer system, currently in compliance with DOE approvals; site design that utilizes low impact development (LID) techniques; and compliance with stormwater manuals and National Pollutant Discharge Elimination System (NPDES) permits.
Aesthetics (3.14)	As Downtown shifts from lower level buildings to the high-rises encouraged by the Downtown Plan, views in all directions will be impacted. The aesthetic environment for the pedestrian, however, should be improved as redevelopment meets new streetscape standards that include pedestrian amenities--artwork, wall treatment, window treatment, etc.	The City's new B-3 Zoning standards includes regulations for tiered, or terraced heights that encourage the tallest buildings on Colby Ridge, the high point of the downtown area, with progressively lower heights toward the east and west to preserve views. Other standards and planned improvements to the City streetscape will help to improve aesthetics overall.



**CHAPTER 2
DOWNTOWN PLAN AND DRAFT MITIGATION STRATEGY**

TABLE OF CONTENTS

2.1 DOWNTOWN PLAN SUMMARY 1
2.2 EMPLOYMENT AND POPULATION PROJECTION OVERVIEW 7

LIST OF TABLES

TABLE 2.1-1: SUMMARY OF THE DOWNTOWN PLAN 2

LIST OF FIGURES

FIGURE 2-1.1: DOWNTOWN PLAN IMPROVEMENTS 6



CHAPTER 2

DOWNTOWN PLAN AND DRAFT MITIGATION STRATEGY

2.1 Downtown Plan Summary

The City of Everett adopted the Everett Downtown Plan in July, 2006. The planning process began in 2005 with a series of well-attended public workshops and stakeholders interviews. The City hired consultants, Makers Architecture and Urban Design, Perteet, and Property Counselors, to assist City staff and the public with the development of the plan.

The plan's primary purpose is to transform the core Downtown area into a more vibrant and diverse metropolitan center for the City, and Snohomish County as a whole, and to address development and regulatory issues that have been hindering the community in meeting these goals.

The geographic area that is addressed is shown in Figure 2-1.1. It is approximately 190 acres with the general boundaries of Everett Avenue on the north, Pacific Avenue on the South, Broadway on the east (including both sides of the street), and Marine View Drive and Terminal Avenue at the waterfront.

The plan promotes three major areas of Downtown life:

- regional attractions
- livable neighborhoods
- enhanced mixed-use retail and business activity

It identifies specific land use, transportation, streetscape and public safety improvements, as well as regulatory measures, to implement the plan. Table 2.1-1 summarizes the plan's recommendations and notes whether or not the actions are included in the scope of this document.

The City has begun to create the regulatory framework of the development standards for Downtown. The B-3 Zone changes implement land use regulations recommended in the plan, including definitions of permitted uses, removal of uses that are not consistent with the plan, allowing new building heights, design and streetscape measures, new sign standards, and bonus incentives. The B-3 Zone standards are included as Appendix C.



Table 2.1-1: Summary of the Downtown Plan

Action	Timeframe	Implementation Agency or Association	Impacts analyzed in this SEIS?	Status	Comments
LAND USE					
L-1 Rezone all of Downtown core to Downtown Business (B-3).	Concurrent with plan	City	No	Completed	
L-2 Update the provisions of the B-3 zone.	Concurrent with plan	City	No	Completed	
L-3 Revise sign standards for the B-3 zone.	Concurrent with plan	City	No	Completed	
L-4 Conduct historic preservation activities.	Complete: 1 year	City	N/A	In progress	Incorporate info in EIS
TRANSPORTATION					
T-1 Plan and implement Downtown Everett Transportation Management Association (TMA).	1-2 years	City/Everett Transit (ET)/Downtown Everett Association (DEA)	N/A	Future	TMA should manage Downtown parking as well as promoting transit, carpools, vanpools, and non-motorized modes.
T-2 Plan and implement on-street parking management using pay stations.	2-5 years	City, with TMA/DEA	N/A	In progress	Revenues from on-street parking must be directed back into improving streetscapes and maintaining Downtown facilities for business enhancement. Everpark Garage could be included.
T-3 Revise the development code to eliminate the minimum parking requirement for commercial buildings.	Concurrent with plan	City	No	Completed	
T-4 Revise the development code to require secure bicycle parking and shower/locker amenities for commercial buildings.	Concurrent with plan	City	No	Completed, but needs clearer standards	



Table 2-1.1: Summary of the Downtown Plan (Cont.)

Action	Timeframe	Implementation Agency or Association	Impacts analyzed in this SEIS?	Status	Comments
T-5 Design and construct bicycle lanes on Hoyt Avenue from 23 rd Street to south of Downtown.	2-5 years	City	Yes	Future, some improvements to be made with new projects under construction	Could occur with redevelopment of adjacent properties and improvements to the streetscape.
T-6 Design and construct bicycle lanes on California Street from Harborfront Trail to SR 2 Trestle Trail (Hewitt at I-5).	5-10 years	City	Yes	Future	Could occur with redevelopment of adjacent properties and improvements to the streetscape.
T-7 Complete the Wall Street pedestrian connection east of Broadway to Everett Station via Pacific Avenue underpass.	2-5 years	City	Yes	Future	Could occur with redevelopment of adjacent properties
T-8 Design and construct transit-oriented improvements on Rucker Avenue south of Hewitt Avenue.	5-10 years	City	Yes	Design 2009 Construct 2010	Will occur with redevelopment of adjacent properties and streetscape improvements to Rucker Avenue.
T-9 Plan and design high-capacity transit on Broadway from Everett Station to Everett Community College.	5-15 years	City/Everett Transit/Sound Transit	N/A	Future	
T-10 Plan for other Bus Rapid Transit (BRT) and streetcar services in the Downtown.	2-5 years	City	N/A	Future, BRT is being implemented in 2009	Plan for BRT services from SR-99 via Rucker to Pacific to Everett Station. Investigate streetcar services on Hewitt Avenue from riverfront to waterfront.



Table 2-1.1: Summary of the Downtown Plan (Cont.)

Action	Timeframe	Implementation Agency or Association	Impacts analyzed in this SEIS?	Status	Comments
STREETSCAPE					
S-1 Establish a system of conceptual street designs and improvement strategies for Downtown streets.	Initiate: 1 year Complete: 1 year	City	N/A	In progress, to be completed early 2009	Refine the recommendations in this plan.
S-2 Undertake a program to upgrade Rucker Avenue.	Complete: 3-4 years	City (perhaps with property owner participation)	N/A	In planning phase, design 2009, construct 2010	Streetscape needs median, bulbs, lights, and trees.
S-3 Undertake a program to upgrade Connector Streets.	2-10 years	City (perhaps with property owner participation)	N/A	Future	Improvements vary with the street as identified in Downtown Streetscape Plan.
S-4 Implement a Downtown Street Tree Program.	1-5 years	City	N/A	Future	An ongoing program of planting and maintenance is needed.
S-5 Implement over time the street improvements recommended in Table 3 (of the plan) but not otherwise noted in S-1 through S-4 above.	1-15 years	City (perhaps with property owner participation)	N/A	Future	Priority for these projects is based on Opportunities, consistent with Downtown Streetscape Plan.
S-6 Undertake a study to explore ways to improve streets connecting Downtown to I-5, the riverfront, and the waterfront.	1-3 years	City	N/A	Future	This is an important effort to better connect Downtown to its surroundings.
S-7 Initiate a directional signage program.	1-5 years	City and DEA or BIA	N/A	Future	Begin with a sound plan and graphic design.



Table 2-1.1: Summary of the Downtown Plan (Cont.)

Action	Timeframe	Implementation Agency or Association	Impacts analyzed in this SEIS?	Status	Comments
OPEN SPACE					
O-1 Construct open space to support a growing Downtown population.	1-10 years	City	Yes	Future	Begin planning and funding for small open spaces. Coordinate with development.
O-2 Institute a program to encourage developers to include open spaces as part of their developments.	1-2 years	City	No.	Incentives/Regulations adopted	Implement development requirements and incentives in Land Use section.
O-3 Create a focal park or plaza near the center of Downtown.	1-5 years	City	Yes	In plan/design phase	Begin by exploring opportunities at Performing Arts Center .
O-4 Enhance public facilities with auxiliary open spaces.	1-10 years	City	Yes	Future	
O-5 Continue efforts to connect Downtown to other open space and recreational resources.	1-10 years	City and Port of Everett	Yes	Future	Implement planned access to the Port Gardner Waterfront and trail connections to neighborhood parks and the Snohomish Riverfront.
O-6 Initiate a Downtown parks management and programming effort.	1-2 years	City and BIA	N/A	Future	Explore options with businesses and City departments, including Police and Parks.
PUBLIC SAFETY					
P-1 Strengthen coordination with Everett Police Department (EPD).	Ongoing	EPD and DEA	N/A	Ongoing	Work on CPTED and other crime prevention measures.
P-2 Undertake a maintenance and security enhancement program.	Ongoing	DEA, with City support	N/A	Ongoing	Incorporate <i>Fixing Broken Windows</i> concepts.

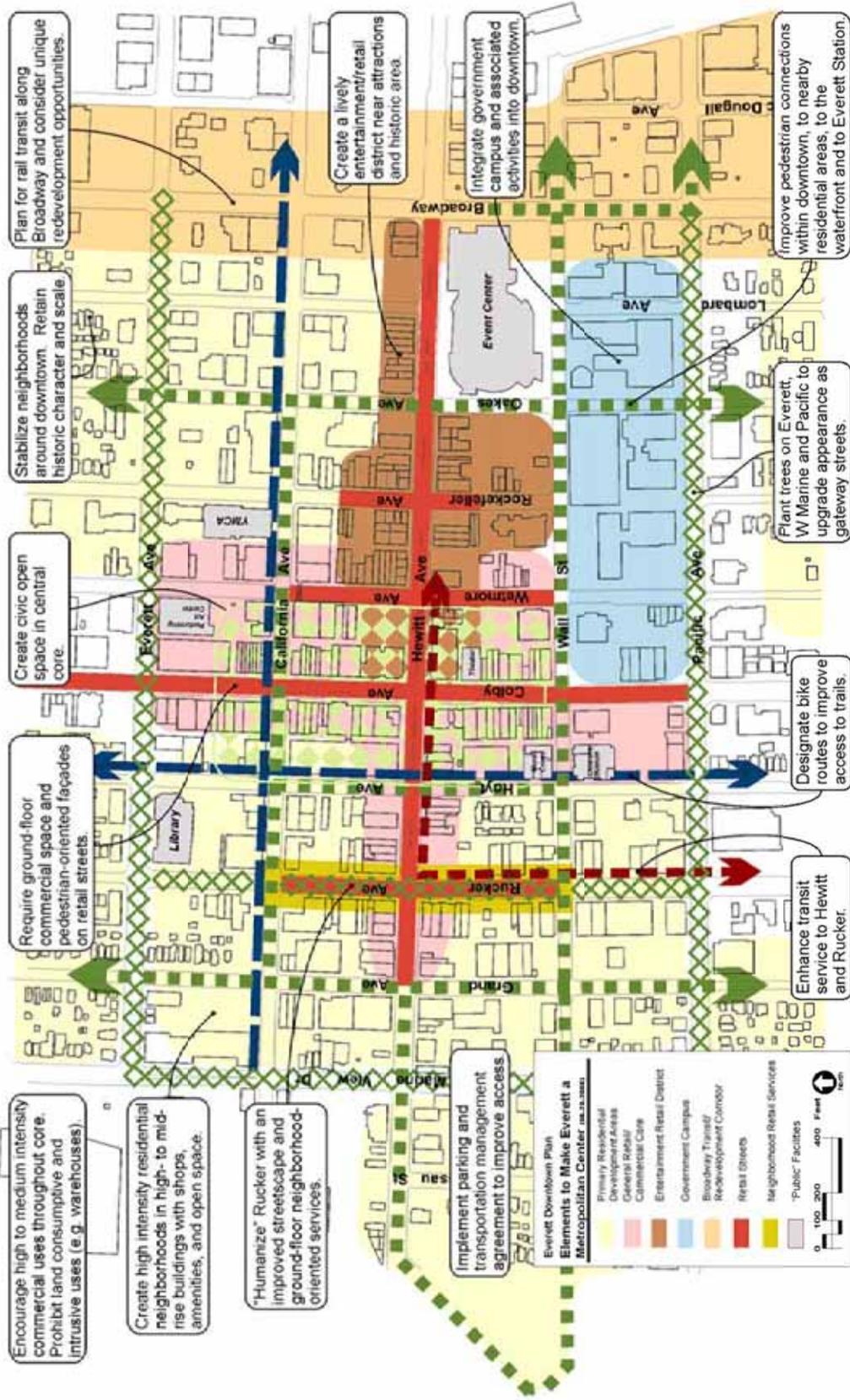


Figure 2-1.1. Downtown Plan Improvements



2.2 Employment and Population Projection Overview

The City of Everett, like all Snohomish County cities planning under the Growth Management Act (GMA), is required to accept and plan for increases in employment and population growth. Everett's 2007 population was estimated by the State Office of Financial Management to be 101,800.

In the past, Downtown Everett has been an area primarily assigned to take employment growth. As Downtown Everett moves toward its vision for mixed use, residential growth has begun in Downtown and will play an important role in the growth of the planning area over the next 20 years.

For the purpose of the Everett Downtown Plan, population and employment were estimated in the form of dwelling units and office/retail square footage, respectively. The Downtown Plan estimated that there were approximately 2,216 dwellings located within Downtown planning area, which included all of the area between 25th Street to 33rd Street, from Broadway to the waterfront BNSF rail lines (Everett 2006a). Refinement of the dwelling unit numbers using the City's Geographic Information System (GIS) and Snohomish County's 2007 Buildable Lands Report data to reflect only the area within the B-3 Zone, the area being examined in this document, yielded a total of 1,046 dwelling units. The 2000 Census shows a household size of 1.73 persons per household. The 2007 population of the planning area is therefore is estimated to be 1,810.

Using the same GIS system, refined by the knowledge of City staff to reflect actual conditions, there are currently an estimated 8,078 jobs in the Downtown planning area.



3.1 LAND AND SHORELINE USE

TABLE OF CONTENTS

I. EXISTING CONDITIONS.....	1
A. EXISTING USES OF THE PROPERTIES AND SURROUNDING AREAS	1
B. EXISTING STRUCTURES AND CHARACTER OF FUTURE DEMOLITION.....	2
C. EXISTING ZONING AND COMPREHENSIVE PLAN DESIGNATION DESCRIPTION.....	2
II. REGULATORY REQUIREMENTS.....	3
A. PERMITTED USES INCLUDED IN THE PLANNED ACTION SEIS.....	3
B. USES EXCLUDED FROM THE PLANNED ACITON SEIS	7
C. PUBLIC PROJECTS INCLUDED IN THE PLANNED ACTION SEIS	8
D. SHORELINES	9
E. CITY, COUNTY, STATE AND FEDERAL REGULATIONS	9
III. ALTERNATIVES IMPACTS ANALYSIS.....	9
A. DESCRIPTION OF IMPACTS	9
B. IMPACTS TO SURROUNDING AREAS.....	12
IV. MITIGATION MEASURES	13

LIST OF TABLES

TABLE 3.1-1: EXISTING DWELLING UNITS AND LAND USE SQUARE FOOTAGES	2
TABLE 3.1-2: BONUS ALLOWANCES FAR.....	7
TABLE 3.1-3: COMMERCIAL SQUARE FOOTAGE IN EACH ALTERNATIVE.....	10
TABLE 3.1-4: JOB INCREASES.....	11
TABLE 3.1-5: RESIDENTIAL LAND USE	11
TABLE 3.1-6: AVERAGE RESIDENTIAL DENSITY AND COMMERCIAL FAR INCREASES	12

LIST OF FIGURES

FIGURE 3-1.1: B-3 MAXIMUM HEIGHT AND FAR FOR NEW PROJECTS.....	6
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I. Existing Conditions

A. Existing Uses of the Properties and Surrounding Areas

Downtown Everett represents both the center of the City and the seat of Snohomish County. It is home to City and County offices, including the courthouse and the jail. Downtown Everett has recently seen the development of major event venues (the Everett Events Center and the Performing Arts Center), and with the development of the new Everett Station multi-modal facility, the area is now a transportation hub connecting north Snohomish, Skagit and Island counties, with Seattle and places south.

Land use within the City core is a mix of retail, office, institutional, industrial and residential uses. The majority of retail uses are located on Hewitt and Colby Avenues, with some retail also located on Wetmore and Rucker Avenues. This retail is mainly comprised of smaller shops - clothing, gifts, coffee and restaurants; there are no major department stores located in the Downtown core area. Broadway also has retail uses that tend toward the more auto-oriented and less pedestrian friendly commercial environment. These include: QFC, fast-food restaurants, furniture, appliances, hardware, lumber, and auto suppliers. Offices are interspersed throughout the Downtown.

The newly redeveloped County campus and jail are located between Wall and Pacific Streets, and the City offices are nearby on Wetmore Avenue. Other major institutional uses include: the YMCA, the National Guard Armory, the Performing Arts Center, the Everett Library, and the Everett High School campus to the north on Colby.

The western slope (from Hoyt Avenue to the water) is home to several smaller and larger light industrial, truck and automotive uses, including the Herald, which is the region's newspaper. Multi-family developments are also interspersed throughout this area. The character of residential development shifts to small scale multiple family and single family, as you move away from the core, both to the north and the south.

The arts community has recently expanded to become a major sector of Downtown – the Everett Symphony, the Arts Council of Snohomish County, the Performing Arts Center, the Imagine Children's Museum, Everett Events Center, Everett Historic Theatre, and the High School Auditorium all provide venues for visual, performing, musical and creative arts. The proposed Artspace artist housing and community arts center will further strengthen downtown as a center for the arts.

Parking also represents a major land use in the Downtown. There are a handful of garages, and in between buildings throughout Downtown are parking lots, usually associated with nearby buildings. These areas may present opportunities for infill development. Table 3.1-1 contains a breakdown of the existing square footages in the Downtown core.



Table 3.1-1: Existing Dwelling Units and Land Use Square Footages

Residential	Retail	Office	Institutional	Industrial	Parking Lots	Total non-res. sq. ft.
1,046 du	936,951	1,778,665	1,198,423	303,096	543,117	4,760,252

Sources: City of Everett, Snohomish County 2007 Buildable Lands Report, Perteet GIS.

B. Existing Structures and Character of Future Demolition

Like its land uses, the character of the existing structures in the Downtown is varied in age, style, height, and bulk. Heights range from one story to thirteen-story buildings. Ages range from the turn of the twentieth century to the newly developed, with every decade in between represented.

Downtown Everett maintains its historical roots back to the 1890s with several buildings listed on National, State or local historic registers. Examples include the Monte Cristo Hotel, the Everett Theatre, and the Snohomish County Courthouse. Additionally, as many as ninety buildings altogether contribute to the historic flavor of Downtown Everett, particularly along Hewitt Avenue.

While some of the late nineteenth/early twentieth century and newly constructed or remodeled buildings display style and features that create interest aesthetically, many blocks house buildings from 1950s and 1960s that display a boxy character and/or deteriorated condition that invites redevelopment.

As infill development continues to occur in Downtown, older structures that do not have historic or current market value will be demolished to make way for more dense new development. Consistent with the Downtown Plan, new mixed-use developments have already begun to replace older structures.

C. Existing Zoning and Comprehensive Plan Designation Description

Properties within the Downtown planning area are designated as 3.1 Central Business District in the City's Comprehensive Plan, and B-3, Central Business District zone in the City's Zoning Code.

The purpose and function of the B-3 Zone is as follows:

- a. Provide a strong central urban focus and identity for the city
- b. Provide a multi-use character of retail, service, financial, office, governmental, residential, human service and cultural activities
- c. Encourage a pedestrian-oriented environment
- d. Encourage urban design amenities within the Downtown core area
- e. Implement the goals, objectives and policies of the Everett Comprehensive Plan

See Appendix C for B-3 zoning standards and permitted uses.



II. Regulatory Requirements

A. Permitted Uses Included in the Planned Action SEIS

1. Permitted uses

The purpose of a Planned Action EIS is to encourage the development of land uses that are consistent with the adopted plan. To accomplish this, the City of Everett will pass an ordinance designating the Downtown Plan as a planned action under WAC 197-11-172. The Planned Action Ordinance (PAO) will specify which uses will be covered in the planned action, and the analysis in the SEIS includes impacts and mitigation associated with these anticipated uses. All uses must be consistent with the B-3 zoning district standards and regulations (Everett Municipal Code [EMC] Title 19, Chapters 4 [Definitions], 5 [Use tables], 6 [Development Standards] and 22 [Zone B-3 Regulations]), as well as other applicable regulations. New structures must incorporate design elements in EMC Chapter 19.22.

Specific projects for the following permitted uses for which environmental review has been included in the SEIS are:

Residential:

- Adult Family Home
- Assisted Care Facility
- Congregate Care Facility
- Convalescent or Nursing Home
- Home Occupation
- Multiple Family Dwelling
- Senior Citizen Housing
- Home Occupation

Business/Commercial:

- Appliance Sales
- Barber/Beauty Shop
- Carpet Store
- Farmers' Market
- Financial Institution
- Food Bank
- Funeral Parlor/Mortuary
- Government Administrative Offices
- Furniture Store
- Laundromat
- Offices
- Personal Services
- Printing/Duplication
- Retail, Indoor
- Veterinary Clinic

Eating and Beverage:

- Bakery, Retail
- Micro-brewery
- Restaurant
- Tavern

Entertainment:

- Art Gallery
- Bingo Hall
- Convention/Exhibition Center
- Library
- Museum
- Nightclub
- Private Club/Fraternal Organization



- Theater or Theater Complex

- Video Game Arcade

Lodging:

- Bed and Breakfast

- Hotel/Motel

Medical:

- Blood or Plasma Donation
- Clinic

- Medical-related Activities

Recreation:

- Bowling Alley
- Health and Fitness Club

- Public Outdoor Recreation
- Skating Rink

Special Uses:

- Church
- Daycare (all types)

- Public Park
- Schools

Utilities:

- Above Ground, Major

- Above Ground, Minor

Transportation:

- Commercial Parking
- Passenger Terminals

- Transit Station and Accessory Uses

The following uses are prohibited on the ground floor in areas designated as retail streets:

- Residential Uses
- Food Banks
- Tattoo Parlors
- Blood or Plasma Donor Center
- Body Piercing
- Houses of Worship-churches
- Pawnshops
- Research/Testing Labs

- Second-hand Stores
- Places of Assembly
- Teen Clubs
- Private Clubs
- Fraternal Organizations
- Social Service Facilities
- Video Game Arcades
- Parking Lots¹

¹ Parking lots are not permitted in areas designated as retail streets, unless they are located behind the building. Parking lots are not permitted on corner lots.



2. Maximum Height and FAR

The maximum height and floor-area ratio (FAR) ² for the Downtown is street specific and specified in Figure 22-1 of EMC Chapter 19.22. The 20-Year Demand Alternative assumes that projects will be built to these maximums. Projects that do not incorporate specific bonus features are permitted up to the maximum height and FAR as shown in Figure 3-1.1.

Projects that utilize bonus features may be built at greater heights and FARs. For projects that utilize three or more bonus elements, the allowed bonus height is 50 percent of the maximum height shown in Figure 3-1.1, which will result in heights from 67.5' to 225'. (The exception will be projects in the Colby Ridge, which are allowed unlimited bonus heights).

² "Floor-area ratio (FAR)" is a measure of development intensity which is the gross building area (square footage of the total floor area except parking areas) divided by the lot area.



The floor-area bonuses are shown in Table 3.1-2:

Table 3.1-2: FAR Bonus Allowances

Area (See Figure 3-1.1)	FAR with Basic Design Standards Plus:				
	1 Bonus Element	2 Bonus Elements	3 Bonus Elements	4 Bonus Elements	5 Bonus Elements
West	FAR 4	FAR 5	FAR 5	FAR 5	FAR 5
Near West	FAR 4	FAR 5	FAR 6	FAR 7	FAR 7
Colby Ridge	FAR 4	FAR 6	FAR 8	FAR 10	FAR 12
Southeast	FAR 4	FAR 5	FAR 6	FAR 6	FAR 6
Northeast	FAR 4	FAR 4	FAR 4	FAR 4	FAR 4
North, South, Far West	FAR 2.5	FAR 3.5	FAR 4	FAR 4	FAR 4

B. Uses Excluded from the Planned Action SEIS

Uses that are inconsistent with the Downtown Plan (are not permitted by the B-3 Zone), those that have environmental impacts beyond those considered in this SEIS, and Essential Public Facilities are excluded from the scope of the SEIS. In these cases, project by project threshold determinations and environmental review will be necessary. These include the following:

Residential:

- Accessory Dwelling Unit
- Boarding or Rooming Houses
- Caretaker/Watchman Quarters
- Dwelling, Single Family
- Dwelling, Duplex
- Dwelling, Live/Work
- Group Home (all types)
- Manufactured Home
- Mobile Home Park
- Secure Community Transition Facility
- Temporary Shelter

Agricultural (all)

Business/Commercial:

- Outdoor storage
- Off-Site Broadcast Antenna
- Business park
- Building materials sales
- Consumer services
- Crematorium
- Dry cleaning (other than retail)
- Equipment rental

Industrial (All)

Medical Uses:

- Opiate substitution treatment facility



Recreation:

- Marinas
- Outdoor Recreation, Commercial
- Miniature Golf

Special Uses:

- Aircraft Landing Facility/Aviation
- Commuter Parking
- Detoxification/Drug Rehab Center
- Essential Public Facility
- Hospital
- Jail/Correctional Facility
- Solid Waste Transfer Station
- Wastewater Treatment Plant

Transportation:

- Railroad Yard
- Shipping, Marine or Trucking
- Transportation Facilities of Statewide Significance
- Vehicle Related Uses (all)

Expansion or major redevelopment of existing nonconforming uses will be discouraged in the B-3 Zone.

C. Public Projects Included in the Planned Action SEIS

Several street and open space improvements are included in the Downtown Plan and require SEPA review under RCW 43.21C. These projects are included as part of the 20-Year Demand Alternative and the Capacity Alternative.

- T-5 Design and construct bicycle lanes on Hoyt Avenue from 23rd Street to south of Downtown
- T-6 Design and construct bicycle lanes on California Street from Harborfront Trail to SR 2 Trestle Trail (Hewitt Avenue at I-5)
- T-7 Complete the Wall Street pedestrian connection east of Broadway to Everett Station via Pacific Avenue underpass
- T-8 Design and construct transit-oriented improvements on Rucker Avenue south of Hewitt Avenue
- O-1 Construct open space to support a growing Downtown population
- O-3 Create a focal park or plaza near the center of Downtown
- O-4 Enhance public facilities with auxiliary open spaces
- O-5 Continue efforts to connect Downtown to other open space and recreational resources



D. Shorelines

Because of its location on the Puget Sound and adjacency to the Snohomish River, the City of Everett is required to maintain a Shoreline Master Program (SMP). Everett has approximately 25 miles of marine and freshwater shorelines. Adopted in 2002, and last updated in 2005, the SMP's designation for the area to the west (west of Terminal Avenue) is Urban Deep Water Port. The SMP's jurisdiction does not extend into the Downtown planning area.

E. City, County, State and Federal Regulations

1. City regulations and permits

Depending upon the nature of any new development, local, state and/or federal regulations may apply and permits from those jurisdictions may be required. City planned action review, land use permit, design review and building permits will be required. Proposed uses that are not consistent with the Downtown Plan or whose actions are not covered in the scope of the SEIS will also need a SEPA review and threshold determination. For those projects considered "planned actions," (consistent and covered in the SEIS), no additional environmental review will be required once consistency is established through the planned action review process. All developments will need to be consistent with City development regulations, design standards, and public works standards.

2. Other jurisdictions

New development in the Downtown area will not be subject to County regulations or permits. Due to limited wetlands and other surface water, most state permits commonly associated with water impacts will not be required. For construction areas above one acre, a National Pollutant Discharge Elimination System (NPDES) permit from the Washington State Department of Ecology (DOE) may be required. For new construction on SR 529 (portions of Everett Avenue), review, and approvals may be required from the Washington State Department of Transportation (WSDOT). No federal approvals are anticipated.

III. Alternatives Impacts Analysis

A. Description of Impacts

The vision of the Everett Downtown Plan is to create a bustling center for the north Puget Sound region. The Plan's goals are:

- Increased residential Density Downtown
- Thriving Retail District
- Growing Employment Center
- Active Plazas, Open Spaces, and Recreational Facilities
- Vibrant Arts and Entertainment Center
- Safe, Efficient, and Attractive Multi-modal Transportation Network
- Attractive, Safe, and Walkable Streetscapes



To achieve the first three goals of this plan, infill and redevelopment must occur. The three alternatives differ in intensity (amount of development) and timing (when build-out occurs). In general, the alternatives increase in intensity and impact as follows

- No Action Alternative (lowest intensity and impact)
- 20-Year Demand Alternative (moderate intensity and impact)
- Capacity Alternative (highest intensity and impact)

The three alternatives considered in this SEIS each contain an increase in the total square footage of built space with a focus on retail space and office in particular. The increase in commercial square footage is shown in table 3.1-3.

Table 3.1-3: Commercial Square Footage in Each Alternative

	Existing Conditions	No Action Alternative	20-Year Demand Alternative	Capacity Alternative
Horizon Year	2007	2025	2025	2025
Square footage of retail (additional)	936,951	1,036,951 (100,000)	1,311,951 (375,000)	1,576,951 (640,000)
Square footage of office (additional)	1,778,665	2,178,665 (400,000)	2,578,665 (800,000)	3,038,665 (1,260,000)
Square footage of civic (additional)	1,198,423	1,198,423	1,198,423	1,228,535 (30,112)
Square footage of industrial (loss)	303,096	159,134 (-143,962)	57,464 (-245,632)	23,464 (-279,632)
Total	4,217,135	4,573,173	5,146,503	5,867,615

Consistent with the goals of the Downtown Plan, the increase in office and retail is accompanied, and accommodated, by a reduction in the amount of industrial square footage, as the industrial nature of the western slope transitions into office, retail, and mixed use developments. The loss of industrial square footage in the Downtown planning area increases with each alternative: by 47, 81, and 92 percent respectively.

Accompanying the increase in commercial square footages in Downtown is an implicit increase in the number of jobs forecasted in each of the alternatives. See Table 3.1-4 below. The character and nature of the employment will shift as well, with a loss of industrial jobs, replaced by retail and office positions.



Table 3.1-4: Employment Growth

	Existing Conditions	No Action Alternative	20-Year Demand Alternative	Capacity Alternative
Horizon Year	2007	2025	2025	2025
Number of jobs (additional)	8,078	9,256 (1,178)	10,728 (2,650)	12,333 (4,255)

With each of the alternatives, the number of residential dwelling units, and residents within those units, are forecasted to increase as well. See Table 3.1-5 below. The type of residential units will not change significantly (remains multi-family). However, there will be a propensity toward mixed use (retail on ground floor/residential on top) as more retail is accommodated in the plan. Please see section 3.8 for an analysis of housing impacts.

Table 3.1-5: Housing and Population Growth

	Existing Conditions	No Action Alternative	20-Year Demand Alternative	Capacity Alternative
Horizon Year	2007	2025	2025	2025
Number of dwelling units (additional)	1,046	1,546 (500)	2,946 (1,900)	4,276 (3,230)
Population (additional)*	1,810	2,675 (865)	5,097 (3,287)	7,397 (5,588)

* Based on an average household size of 1.73 persons per household.

Since the amount of land allocated to Downtown will not be increasing, the result will be an increase in the intensity of non-residential development (greater floor-to-area ratio) and density (greater dwelling units and population per acre).



Table 3.1-6: Average Residential Density and Commercial FAR Increases

	Existing Conditions	No Action Alternative	20-Year Demand Alternative	Capacity Alternative
Horizon Year	2007	2025	2025	2025
Average Residential Density	5.5 dwelling units/acre	8.1 dwelling units/acre	15.5 dwelling units/acre	22.5 dwelling units/acre
Average Commercial Floor- Area Ratio*	.51	.55	.62	.71

* Number is average across entire planning area; note that new B-3 Zoning requires .75 minimum floor-to-area ratio for any new project.

Increasing density in Downtown offers a multitude of cultural, shopping, and recreation opportunities close to where the residents are actually living. The increase in opportunities for the residents results in a better quality of life, less commuting time, more options for employment and education. In addition, the market for new businesses grows, thereby fostering additional economic development.

The physical impacts of a more intense downtown will be most noticeable in the new building heights that will characterize the built environment. See Figure 3-1.1 for allowable building heights. Taller buildings will be permitted through existing regulations. In Downtown, for instance, buildings now standing at one or two stories will in time be redeveloped at many times their current height: 6, 8, 10, and 15 stories tall. For the 20-Year Demand Alternative and the Capacity Alternative, even taller buildings will be further encouraged by the inclusion of bonus densities that will allow structures to be built as high as 225 feet, and at unlimited heights on Colby Ridge (though maximum floor-to-area ratios will provide a limiting factor).

Inherent in the redevelopment of Downtown is the conversion of parking lots adjacent to city streets, many of which are unscreened. The presence of parking lots adjacent to pedestrian sidewalks detracts from the visual experience for the pedestrian, and long stretches of parking areas or otherwise vacant land is a deterrent to the pedestrian flow. Replacement of these paved areas in the urban streetscape will provide a positive impact.

B. Impacts to Surrounding Areas

Attracting population and employment into the Downtown has impacts to surrounding areas. For land use, the concept of a more densely populated Downtown translates into less burden on the surrounding communities to accommodate new residents. Assuming a static overall population growth level in Snohomish County, the more development that occurs in Downtown, the less demand for growth will occur in surrounding cities and unincorporated areas. The more successful the plan is in accommodating the residents, the lighter the impact to the surrounding areas. The same equation applies to jobs and employment, although potentially the character of



the impact is more negative. Jobs that are accommodated in Downtown would not be locating in surrounding communities, and therefore may result in a negative impact to the economic development in surrounding communities. If job growth in Downtown occurs at a greater proportion of the overall county-wide growth than residential growth occurs as a proportion of the overall county-wide population growth, there will be additional transportation impacts between Downtown and surrounding communities. More residents living outside Downtown will be commuting to jobs within Downtown. If the job and population growth in Downtown occur in rates proportionate to each other, the transportation impacts to surrounding communities will be lessened, due to a more balanced relationship between jobs and housing.

IV. Mitigation Measures

The B-3 Zoning requirements that have been adopted to implement the Downtown vision provide built-in mitigation measures. See Appendix C for the B-3 Zoning regulations. Special emphasis is devoted to the aesthetics and livability associated with increasing density and intensity of land uses. Section 3.14 addresses impacts to aesthetics.

The requirements for including pedestrian and bicycle-oriented amenities mitigate many impacts of redevelopment at a more intense level. These amenities include seating areas, increased trees and landscaping, more plaza spaces, ground floor windows and decoration, enhanced sidewalk treatment, and increased artwork in the streetscape. Standards requiring the use of quality building materials and design treatments enhance the visual interest and the pedestrian experience.

The impacts of the new building heights will also be mitigated by the B-3 Zoning regulations, such as articulation and modulation requirements for multi-family buildings.

The B-3 Zoning regulations also require screening of parking lots, parking structures, and mechanical structures to protect from visual impacts.

Additional mitigation measures could be considered, such as additional modulation and articulation requirements for office buildings, similar to multi-family building and Colby building requirements.



3.2 TRANSPORTATION

TABLE OF CONTENTS

I. EXISTING CONDITIONS	1
A. FUNCTIONAL STREET SYSTEM	1
B. TRAFFIC VOLUMES	3
C. TRAFFIC LEVEL OF SERVICE (LOS).....	3
D. TRAFFIC STUDY	6
E. TRAVEL MODES	6
F. FREIGHT TRANSPORTATION SYSTEM.....	7
G. PARKING MANAGEMENT	9
H. PUBLIC TRANSPORTATION SYSTEM	12
I. NON-MOTORIZED TRANSPORTATION SYSTEM	19
J. PLANNED IMPROVEMENTS.....	24
II. REGULATORY REQUIREMENTS	30
A. CITY OF EVERETT COMPREHENSIVE PLAN.....	30
B. EVERETT DOWNTOWN PLAN	32
C. EVERETT DEVELOPMENT REGULATIONS.....	33
D. CTR REGULATIONS, PROGRAMS, AND PLANS	34
E. GROWTH AND TRANSPORTATION EFFICIENCY CENTERS (GETCS).....	34
III. ALTERNATIVES IMPACT ANALYSIS.....	35
A. TRIP GENERATION	35
B. TRAVEL MODES	36
D. PUBLIC TRANSPORTATION SYSTEM	42
E. NON-MOTORIZED SYSTEM	45
IV. TRANSPORTATION MITIGATION MEASURES	51
A. TRANSPORTATION DEMAND MANAGEMENT (TDM)	51
B. FREIGHT MITIGATION	55
C. PARKING MITIGATION	55
D. PUBLIC TRANSPORTATION SERVICE AND FACILITY IMPROVEMENTS	55
E. NON-MOTORIZED MITIGATION.....	63
F. FUNDING FOR TRANSPORTATION MITIGATION STRATEGIES	65



LIST OF TABLES

TABLE 3.2-1: DOWNTOWN EVERETT (2008) ARTERIAL FUNCTIONAL CLASSIFICATIONS	1
TABLE 3.2-2: DOWNTOWN EVERETT PLANNING AREA TRAVEL MODE.....	6
TABLE 3.2-3: DOWNTOWN EVERETT TRAVEL MODE FOR EMPLOYEES (2007).....	7
TABLE 3.2-4: 2008 WEEKDAY TRANSIT CAPACITY WITHIN THE DOWNTOWN PLANNING AREA.....	13
TABLE 3.2-5: DOWNTOWN TDM IMPROVEMENT PROJECTS.....	24
TABLE 3.2-6: PLANNED DOWNTOWN VEHICULAR IMPROVEMENT PROJECTS.....	25
TABLE 3.2-7: DOWNTOWN PUBLIC TRANSPORTATION IMPROVEMENT PROJECTS	26
TABLE 3.2-8: DOWNTOWN NON-MOTORIZED IMPROVEMENT PROJECTS	28
TABLE 3.2-9: COMPREHENSIVE PLAN 2025 TRAVEL MODE GOALS FOR AREA 1	31
TABLE 3.2-10: DOWNTOWN EVERETT PM PEAK HOUR PERSON TRIP GENERATION.....	35
TABLE 3.2-11: DOWNTOWN TRAVEL FORECASTS BY MODE	37
TABLE 3.2-12: DOWNTOWN 2007 - 2025 FORECASTED TRAFFIC INCREASE.....	38
TABLE 3.2-13: DOWNTOWN INTERSECTION TRAFFIC LEVEL OF SERVICE	40
TABLE 3.2-14: FUTURE 2025 DOWNTOWN TRANSIT DEMAND.....	43
TABLE 3.2-15: FUTURE 2025 DOWNTOWN WALK COMMUTE TRIP DEMAND.....	46
TABLE 3.2-16: FUTURE 2025 DOWNTOWN BICYCLE COMMUTE TRIP DEMAND.....	47
TABLE 3.2-17: FUTURE 2025 DOWNTOWN WALK PEAK HOUR TRIP DEMAND	47
TABLE 3.2-18: FUTURE 2025 DOWNTOWN SECURED BICYCLE PARKING.....	49
TABLE 3.2-19: EXISTING DOWNTOWN CTR EMPLOYERS TRAVEL MODE SHARES	51
TABLE 3.2-20: RECOMMENDED DOWNTOWN TDM MITIGATION STRATEGIES	53
TABLE 3.2-21: RECOMMENDED DOWNTOWN TRAFFIC MITIGATION STRATEGIES.....	54
TABLE 3.2-22: DOWNTOWN TRANSIT SERVICE MITIGATION STRATEGIES	58
TABLE 3.2-23: TRANSIT-ORIENTED STREETS MITIGATION STRATEGIES	59
TABLE 3.2-24: DOWNTOWN BUS STOP MITIGATION STRATEGIES.....	61
TABLE 3.2-25: EVERETT STATION MITIGATION STRATEGIES.....	62
TABLE 3.2-26: BICYCLE FACILITY MITIGATION STRATEGIES	63
TABLE 3.2-27: PEDESTRIAN FACILITY MITIGATION STRATEGIES.....	65



LIST OF FIGURES

FIGURE 3-2.1: ARTERIAL CLASSIFICATION.....	2
FIGURE 3-2.2: EXISTING PM PEAK HOUR VOLUMES.....	4
FIGURE 3-2.3: EXISTING (2008) PM PEAK LEVEL OF SERVICE (LOS).....	5
FIGURE 3-2.4: FREIGHT GENERATORS AND ROUTES	8
FIGURE 3-2.5: DOWNTOWN EVERETT PARKING UTILIZATION.....	11
FIGURE 3-2.6: TRANSIT ORIENTED STREETS	14
FIGURE 3-2.7: TRANSIT CORRIDORS	15
FIGURE 3-2.8: EXISTING (2007) BOARDING AND ALIGHTINGS	18
FIGURE 3-2.9: NON-MOTORIZED FACILITIES	20
FIGURE 3-2.10: PEDESTRIAN ORIENTED STREET FRONTAGE.....	22
FIGURE 3-2.11: PEDESTRIAN WEEKDAY NOON HOUR VOLUMES.....	23
FIGURE 3-2.12: FUTURE PM PEAK HOUR VOLUMES 2025 DEMAND ALTERNATIVE WITHOUT MITIGATION	39
FIGURE 3-2.13: FUTURE PM PEAK LEVEL OF SERVICE (LOS) 2025 DEMAND ALTERNATIVE	41
FIGURE 3-2-14: 2025 FUTURE DAILY BOARDING AND ALIGHTING - DEMAND ALTERNATIVE	44
FIGURE 3-2-15: FUTURE PEDESTRIAN PEAK HOUR VOLUMES 2025 DEMAND ALTERNATIVE	48
FIGURE 3-2.16: FUTURE NON-MOTORIZED FACILITIES 20-YEAR DEMAND ALTERNATIVE	50
FIGURE 3-2.17: FUTURE TRANSIT FACILITIES 2025 DEMAND ALTERNATIVE.....	57



3.2 Transportation

I. Existing Conditions

A. Functional Street System

The Downtown planning area is currently served by a network of arterial streets and local traffic circulation streets. Arterial streets are classified as *Principal*, *Minor* and *Collector* as shown in Figure 3-2.1 with the locations of existing (2007) traffic control signals shown in the same figure. Table 3.2-1 provides a summary of the functional classification system in Downtown. All other streets in the Downtown area are considered local circulator streets.

Table 3.2-1: Downtown Everett (2008) Arterial Functional Classifications

Roadway Name	Functional Classification	Number of Lanes	On Street Parking	Other
Broadway	Principal Arterial	Five Lanes	Both sides	Provides direct access to I-5 and SR 529
Everett Avenue (SR 529)	Principal Arterial	Five Lanes	No	Provides direct access to I-5
Pacific Avenue	Principal Arterial	Five Lanes	One side	Provides direct access to SR 99 and I-5
Rucker Avenue	Principal Arterial	Five Lanes	Both sides	Provides direct access to SR 99 in South Everett
West Marine View Drive (SR 529)	Principal Arterial	Five Lanes	Both sides (south of Everett Ave.)	Arterial is SR 529 north of Everett Avenue
Colby Avenue	Minor Arterial	Two lanes	Both sides	
Hewitt Avenue	Collector Arterial	Four lanes	Both sides	Transit Oriented Street
Hoyt Avenue	Collector Arterial	Two lanes	Both sides	
Oakes Avenue	Collector Arterial	Two lanes	Both sides	
Wetmore Avenue	Collector Arterial	Two lanes	Both sides	Transit Oriented Street



Figure 3-2.1 Arterial Classification



B. Traffic Volumes

Existing (2007) PM peak hour traffic volumes on streets within the Downtown planning area were provided by the Everett Public Works Department, and are shown in Figure 3-2.2. Traffic volumes on the arterial system typically are higher on streets that provide access to I-5. During the critical weekday afternoon peak hour period (5 to 6 PM), up to 2,600 vehicles per hour travel on Broadway, near Pacific Avenue, and lower PM peak hour volumes occur on the rest of the planning area's arterial system.

C. Traffic Level of Service (LOS)

The methodology used to evaluate traffic conditions is based on intersection LOS. LOS measures the quality of service provided by the transportation system in terms of average vehicle delay, travel speed, vehicular density, or volume-to-capacity ratio. Within the Downtown planning area, the LOS analysis conducted for existing (2008) traffic conditions was based on average vehicle delay at intersections. The resulting levels of service are rated with a value between A and F, where LOS A represents free flow conditions and LOS F represents severe congestion.

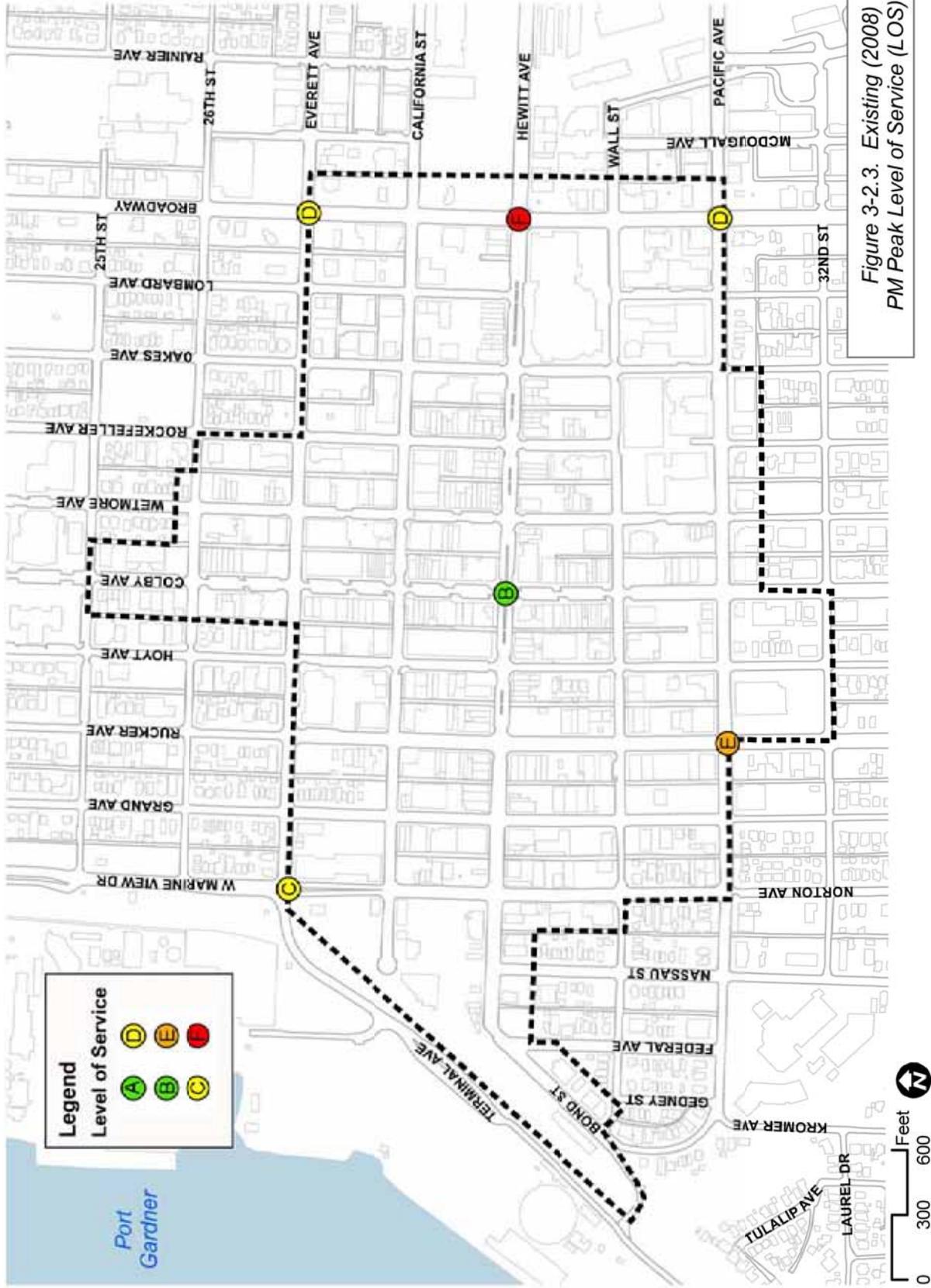
The existing PM peak hour traffic LOS at intersections within Downtown is shown in Figure 3-2.3. The figure shows that several intersections along the Broadway and Pacific Avenue are operating at or near capacity, with an LOS of F and E, respectively, in the afternoon peak hour. Both corridors are highly affected by traffic passing through Downtown as opposed to traffic generated within Downtown. This is reflected in the traffic LOS ratings at their key arterial intersections.

For the purpose of monitoring LOS, WSDOT classifies state highways as either Highways of Statewide Significance (HSS) such as I-5 and US-2, or Highways of Regional Significance (non-HSS), which includes SR 529 (Everett Avenue/W. Marine View Drive), located within Downtown Everett. There are no HSS facilities located within Downtown Everett. The LOS standard for Non-HSS facilities has been set by the Puget Sound Regional Council (PSRC) as LOS "E/mitigated," indicating that congestion should be mitigated when afternoon peak hour LOS falls below LOS E.

As defined in the City's Comprehensive Plan, the City's LOS standard is applied by using capacity measurements and policy-based assumptions for the use of transit, ridesharing and non-motorized travel. The capacity measurement levels are demonstrated in Figure 3-2.3. Policy-based assumptions are particularly important where significant changes in travel behavior are desired, such as in Downtown Everett, where more attention is focused on the movement of people rather than on the movement of vehicles.

Over-capacity conditions in the vehicular traffic system need to be balanced with the adopted transportation objectives, principles, and policies in the Everett Comprehensive Plan. This calls for greater modal balance and investment in transit, non-motorized and TDM strategies to meet the growing transportation demand within the city.







D. Traffic Safety

According to City records, a total of 577 collisions occurred within Downtown in the three year period between 2005 and 2007. The highest accident locations were at the higher volume intersections, which include:

- Rucker and Pacific Avenues
- Broadway and Everett Avenue
- Broadway and Hewitt Avenue

Over 35 percent of all collisions occurred at these intersections.

E. Travel Modes

Two transportation surveys were conducted in 2007 and 2008 to determine the travel behavior of people who lived and worked in Downtown Everett. Of approximately 8,100 employees in Downtown, 2,540 (31 percent) completed a transportation survey. From approximately 1,100 residential housing units, 97 residents (9 percent) completed a survey. Table 3.2-2 displays the resulting travel modes for employees and residents within Downtown Everett. As shown in the table, Downtown residents drive less and walk to work and use transit much more often than employees working in Downtown.

Table 3.2-2: Downtown Everett Planning Area Travel Mode

	All Employees	Residents
	2007-2008	2008
Single Occupant Vehicle (SOV)	81%	66%
Carpool/Vanpool/ High Occupancy Vehicle (HOV)	9%	7%
Transit	6%	12%
Bicycle	1%	0%
Walking	3%	15%
Sum	100%	100%

Under the Washington State Commute Trip Reduction (CTR) act, employers who have more than 100 employees at a site that arrive at work between 6 and 9 AM are required to implement a commute trip reduction program. Currently, there are only two employers in Downtown, Snohomish County and the City of Everett, who are required to participate in the CTR program. Table 3.2-3 displays the existing travel modes of employees within Downtown Everett who work for CTR employers as compared to Non-CTR employers.

A majority of workers within Downtown work for Non-CTR employers. As shown in the table, the CTR program dramatically reduces the percentage of employees who drive alone (SOV) compared to the non-CTR employees.



Table 3.2-3: Downtown Everett Travel Mode for Employees (2007)

	CTR Only	Non-CTR
Single Occupant Vehicle (SOV)	68%	85%
Carpool/Vanpool/ High Occupancy Vehicle (HOV)	19%	5%
Transit	8%	6%
Bicycle	1%	<1%
Walking	4%	3%
Sum	100%	100%

F. Freight Transportation System

Within Downtown Everett, freight and goods are transported on State highways, City arterials, on the Burlington Northern Santa Fe Railroad (BNSF), via the Port of Everett marine facilities, and at nearby Naval Station Everett. Major freight generators and freight transportation system facilities and services within and near Downtown Everett are shown in Figure 3-2.4 and are described in more detail in the following sections.

1. Freight Generators

Major freight generators located near Downtown Everett include the Port of Everett marine cargo facilities on the waterfront, the Kimberly-Clark pulp mill located on the waterfront, and Naval Station Everett located on the waterfront northwest of the study area. Freight passes through Downtown on the way to or from these locations. Only one major freight generator is located within the Downtown, the Everett Herald newspaper.

2. Truck Routes

Within Downtown Everett, several key arterials designated as truck routes provide access to the major freight generators. Many other arterial streets within the Study Area carry volumes of freight, even though there may not be a specific truck route designation. Additionally, the City has restricted some streets with weight restrictions for heavy vehicles and trucks due to pavement conditions. These restrictions range citywide from 4 to 40 tons. Within the Downtown Study Area, the restrictions are set at 10 tons on the following streets:

- Wall Street
- California Street
- Hewitt Avenue
- Rucker Avenue (north of the Study Area)





3. Rail Facilities

Two primary rail lines, both owned by the Burlington Northern Santa Fe Railway (BNSF), converge within the Downtown. The BNSF Mainline connects Seattle with Chicago, traveling through Downtown Everett via tunnel. This main rail route carries about 34 trains per day with about 87 million tons of freight per year. The second rail line provides service to north Washington counties and Vancouver, British Columbia in Canada.

Freight rail service is provided just outside the planning area at the waterfront only, allowing access to the Port of Everett terminals and the Kimberly-Clark pulp mill. BNSF's Bayside Rail Yard is located just north of the Study Area, near the waterfront, providing storage for railcar switching and train make-ups.

4. Marine and Air Facilities

The Port of Everett is the only marine freight facility on the waterfront near Downtown. It operates three marine terminals which handle approximately one million tons of cargo per year with a combined eight berths for bulk loading and container ships. The Port's Hewitt Terminal is linked to the BNSF rail system by a rail spur on the pier. Primary imports are cement and aircraft parts. Exports through the Port's terminals includes break-bulk cargo and has recently included logs (though the Port has ceased this operation) and agricultural products.

Naval Station Everett, located directly north of the study area, is the homeport for an aircraft carrier, the USS Abraham Lincoln, and various support ships and barges. The homeport generates significant freight movement by both water and land.

5. Intermodal Facilities

Adjacent to Downtown Everett, the Port of Everett terminals provide intermodal freight transportation services accommodating the transfer of freight and goods between marine, rail, and truck transportation modes.

G. Parking Management

In 2007, the City commissioned a study of parking within Downtown Everett. The Everett Downtown Parking Management Study (Rick Williams, et. al., 2008) included an inventory of existing (2007) parking spaces, parking utilization rates, an assessment of parking needs, and recommendations for parking management. While the parking study zone is slightly different than the Downtown planning area, it provides excellent coverage of the Downtown planning area parking shed and was used for this analysis.



1. Parking Supply

The parking study inventoried 7,696 parking spaces in Downtown Everett, including 1,955 public on-street and 5,741 (public and private) off-street parking stalls.¹

2. Parking Demand and Utilization

The Everett Downtown Parking Management Study (Rick Williams, et. al. 2008) included a parking utilization analysis to provide a detailed understanding of actual parking demand and use dynamics. A comprehensive one-day survey was conducted of the on-street and off-street parking supply during peak hours to determine utilization rates. The survey, conducted on a Wednesday during November 2007, included all of the on-street parking stalls (1,955) and a large sample (2,593) of the off-street parking stalls. Survey results are shown in Figure 3-2.5. As shown in the figure, the overall Downtown Everett parking system is operating below capacity during the peak hour. The combined on- and off-street parking system utilization was calculated at 70.5 percent.

A standard of 85 percent occupied was used to gauge the capacity of the Downtown parking system. The 85 percent standard is based on the understanding that above this occupancy level, motorists waste considerable time searching for a vacant stall, which can be extremely frustrating. This LOS standard is an industry-wide guide for managing parking systems.

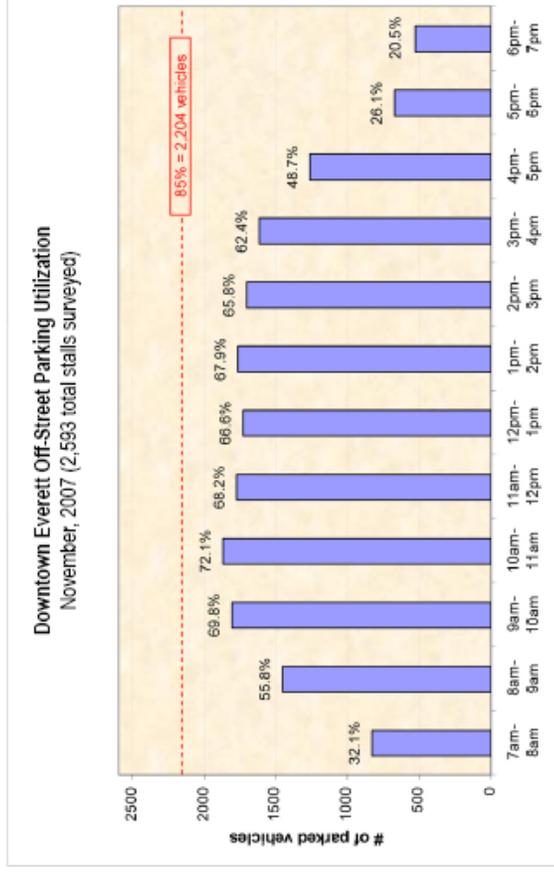
From a market value standpoint, on-street parking is more valuable than off-street supply as it provides more convenient access to business customers, and turns over frequently, helping to contribute to the commercial success of the Downtown. On-street parking is generally free, whereas off-street parking is a mix of paid and free. The study found that a high number of longer-term parkers, including employees, are utilizing on-street parking in violation of time limits and other system rules. This reduces the available capacity of the high value on-street parking supply, especially in key Downtown commercial sub-areas.

The parking study suggests that increased on-street capacity could be achieved, with lower utilization percentages, through better management practices. Suggested practices include increased enforcement of time violations and other efforts to shift longer-term parkers to readily-available, but less convenient off-street parking stalls.

¹ For purposes of the parking study, handicapped/disabled and loading stalls were removed from the study results based on the assumption that such stalls are not readily available to serve general parking demand.



Figure 3-2.5: Downtown Everett Parking Utilization





H. Public Transportation System

As a major regional employment and public services center, the Downtown Everett planning area is a key public transportation destination. Every weekday, up to 1,600 passengers get on buses in Downtown Everett because transit service is direct and frequent with multiple transportation systems converging. In addition, a considerable amount of passenger system transfers occur within and between the many transit systems. Local and regional public transit systems providing access to the Downtown planning area include Everett Transit, Community Transit, Sound Transit, Island Transit, and Skagit Transit. Public transportation routes serving the Downtown planning area and the number of daily weekday buses provided on each route are listed in Table 3.2-4.

1. Everett Station

Everett Station is the central multimodal transportation hub for Everett and surrounding communities. It is located just two blocks southeast of Downtown on Smith Avenue near Pacific Avenue. In addition to local and regional bus service, Greyhound provides national and international passenger bus service, Sound Transit provides regional commuter rail service on Sounder, and Amtrak provides national and international passenger rail service. Two large park and ride lots with approximately 500 parking stalls are provided at Everett Station. Additional commuter parking is currently under construction east of Everett Station. Non-motorized facilities and services are also available.

2. Transit-Supportive Improvements

Significant improvements have been made by the City of Everett within the Downtown planning area over the past several years to accommodate and enhance public transit ridership. These improvements (in addition to Everett Station) include:

- Designation of Downtown Transit-Oriented Streets on Hewitt and Wetmore Avenues, with significant transit and transit-oriented improvements, including unique wrought iron passenger shelter kiosks which complement the design of downtown street lamp posts. Numerous bus stops and shelters are located throughout downtown along other transit routes.
- In addition to arterial street infrastructure, specific transit-oriented infrastructure has been provided within Downtown to improve transit access. Public transportation facilities within and near Downtown are displayed in Figures 3-2.6 and 3-2.7. Additional elements are also listed.
- Bike lockers are provided at two main storage areas within Downtown at Everett Station and within the Snohomish County Campus parking garage. Having a safe storage facility for bicycles is essential to encourage bicycle trip making within the Everett Downtown planning area, complementing bike racks on buses.



Table 3.2-4: 2008 Weekday Transit Capacity within the Downtown Planning Area

Route / Destination		Transit Capacity (Buses per Day)	Seated Ridership Capacity (Daily Passengers)
Everett Transit Routes			
1	Everett Station to Everett Mall via Boeing	37	1,285
2	EVCC to Boeing via Walnut / Beverly Lane	23	909
4	Pine - Pacific to Harborfront	52	1,664
7	EVCC to Everett Mall via Evergreen Way	32	1,230
8	Evergreen Center to Everett Station	26	875
20	EVCC to Everett Mall via Lowell	49	1,853
23	EVCC to Mukilteo Ferry Dock	44	1,525
Subtotal		260	9,341
Community Transit Routes			
100	Everett station to Shoreline	19	767
200	Lynnwood to Smokey Point Via Everett Station	15	585
270, 271, 275	Everett Station to Snohomish and Monroe	58	2,301
280	Everett Station to Lake Stevens /Granite Falls	40	1,560
Subtotal		132	5,213
Sound Transit Routes (operated by Community Transit)			
510, 513	Everett-Seattle	77	4,511
532	Everett-Bellevue	28	1,157
Souder Rail	Everett-Seattle	8 (trains)	1,450
Subtotal		105	5,668
Island Transit			
412	Camano/Stanwood – Everett	16	448
Skagit Transit			
90X	Mount Vernon – Everett	16	688
TOTALS		529	21,358

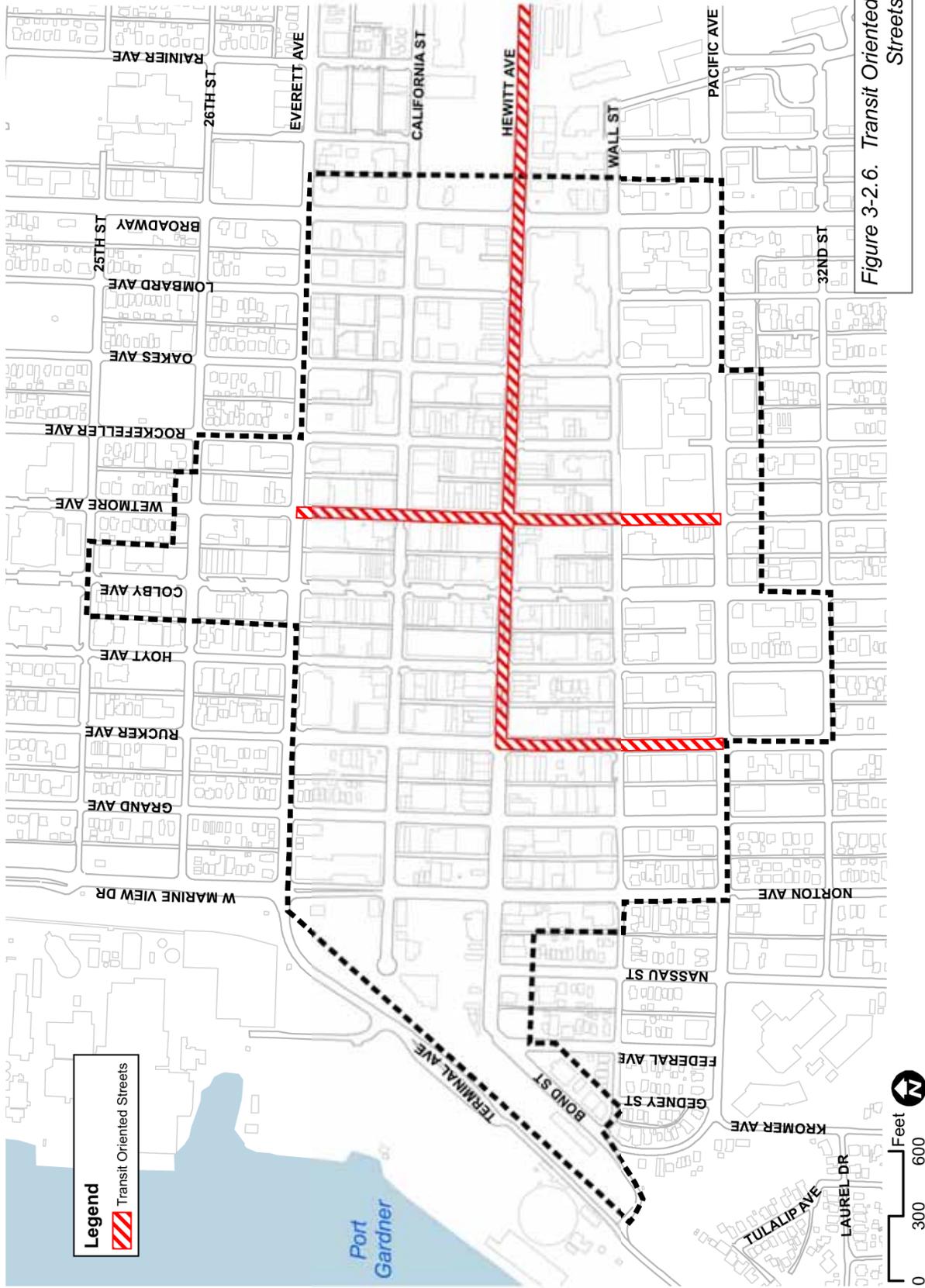


Figure 3-2.6. Transit Oriented Streets



Figure 3-2.7. Transit Corridors



- Revisions to City zoning and design guidelines have led to significant investments in transit supportive infrastructure and amenities including wide sidewalks, bike lockers, enhanced streetscapes, and public art displays.

3. Local Transit Services

Everett Transit operates bus routes within the City of Everett, seven of which provide service to the Downtown planning area and Everett Station. Most bus routes operate in a north-south direction through the Downtown planning area with connections at Everett Station, College Station to the north and Mall Station to the south. ET connects to Sound Transit's regional services at Everett Station, Eastmont Park and Ride and the South Everett 112th Park and Ride.

Everett Transit also provides paratransit service within the Downtown Planning area and across its entire service area. Paratransit is a pre-scheduled curb-to-curb service for seniors and the disabled who are unable to use fixed route bus service.

4. Regional Transit Services

Regional Transit services are provided by Community Transit, Sound Transit (operated by Community Transit), Island Transit and Skagit Transit.

Community Transit operates nine routes which provide service within the Everett Downtown planning area and/or Everett Station, making connections to all parts of Snohomish County and some destinations in King County, such as the University of Washington. Most services in the City of Everett use I-5 and US 2 to access downtown and Everett Station and service is provided seven days a week. Peak period regional commuter service is also provided by Community Transit with buses traveling within or near the Downtown planning area through Everett Station.

Sound Transit also provides four express routes on I-5 from Everett Station to Lynnwood, Seattle, Bothell, and Bellevue. These buses are operated by Community Transit and are provided seven days a week. These express routes stop at several key regional centers providing transfer access to buses and trains destined to King, Pierce, Island, Skagit and Whatcom Counties.

Island Transit and Skagit Transit each provide peak period commuter bus service bringing passengers southbound from Stanwood and Island and Skagit counties in the morning. These routes provide access within the Downtown planning area on their way to Everett Station. Evening peak period service provides the return trip north.

Nearby at Everett Station, Sound Transit's Sounder Commuter Rail operating on the BNSF rail lines provides four commuter trains southbound from Everett to Seattle every weekday morning and four afternoon trains northbound from Seattle to Everett Monday through Friday. The Sounder trains average 350 riders per weekday. Additional service is provided for special events such as NFL Football and MLB Baseball games in Seattle.



This service is supplement by two round trips on the Amtrak Cascades service through the Rail Plus partnership which expands commuter rail service between Everett and Seattle.

5. Interstate and International Services

While not provided by a public transit agency, Amtrak train service and Greyhound bus service provide important interstate and international service at Everett Station.

The Amtrak Cascades runs three trains per day in each direction through Everett between Los Angeles and Vancouver, British Columbia, Canada. The Amtrak Empire Builder operates one train daily in each direction through Everett between Seattle and Chicago. Amtrak trains run seven days a week with an average of more than 100 passengers per day at Everett Station.

Greyhound operates twelve trips per day from Seattle through Everett to Vancouver, British Columbia, Canada and east to Wenatchee and Spokane.

6. Transit Ridership

In 2007, over 1,600 combined average weekday transit boardings and alightings were recorded by Everett Transit, Community Transit, Sound Transit, Island Transit and Skagit Transit at major bus stops and bus shelters within the Downtown planning area. This figure does not include boardings at Everett Station. The boarding and alighting data included major bus stops and shelters located along the designated transit oriented streets of Hewitt and Wetmore Avenues, as well as the other major shelters and bus stops located on other streets in the planning area.

The 2007 Downtown planning area average weekday public transit boarding and alightings are shown in Figure 3-2.8.

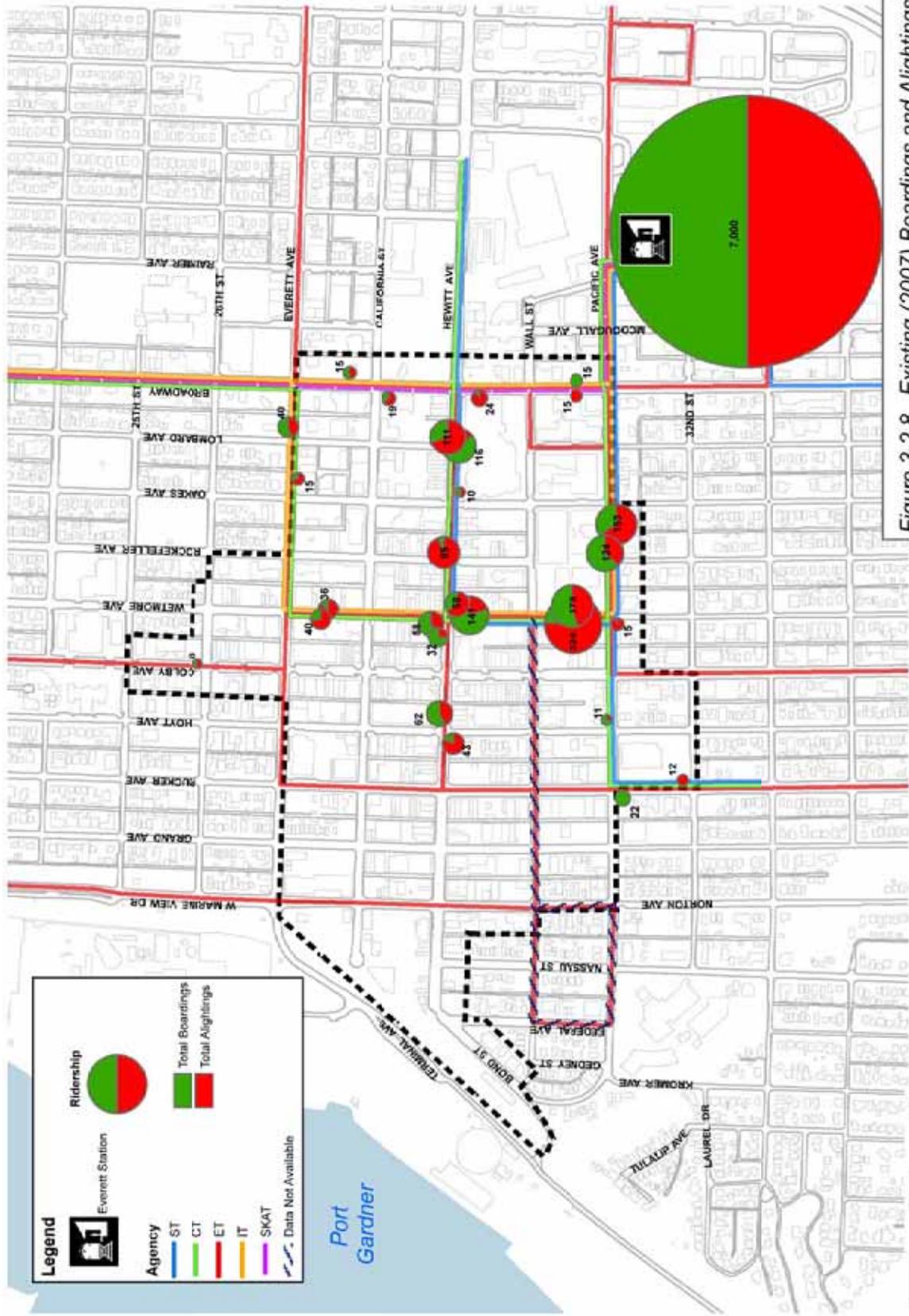


Figure 3-2.8. Existing (2007) Boardings and Alightings



I. Non-Motorized Transportation System

The City of Everett provides a citywide network of facilities for non-motorized travelers including sidewalks, crosswalks, trails, bicycle lanes, designated bicycle routes and bicycle lockers. Within Downtown, all streets have sidewalks on each side, and one non-motorized trail travels through the Downtown on the waterfront. While cyclists can use any street in Downtown, there are no designated bicycle lanes or other bike-only facilities.

The Everett Downtown Plan created a series of goals and objectives to help guide continued enhancement of the Downtown, a great many focused on enhancing the non-motorized environment including providing enhanced streetscapes, improving access to transit, enhancement of Downtown gateways, improving non-motorized connections to attractions surrounding the Downtown, and using regulatory methods such as zoning to encourage these improvements. These goals complement and help to realize the City's Comprehensive Plan that, among other things, set goals for increased non-motorized and transit use within the City. The Downtown Plan identifies Hoyt and California Avenues for future bicycle lanes through Downtown

1. Bicycle Routes and Parking

There are no existing designated bicycle routes in the Everett Downtown planning area. As shown in Figure 3-2.9, designated bike lanes are limited to facilities outside of the planning area. A bicycle lane is designated on Colby Avenue north of the planning area, but does not continue in the Downtown. There is no formal north-south bicycle link through the planning area connecting to the Interurban Trail located south at 41st Street. There is also no east-west designated bicycle facility to connect the Harborfront Trail to trails located on US 2. The Harborfront Trail travels adjacent to the planning area, along the waterfront near the Port of Everett marine terminals. The Harborfront Trail is an 8-foot wide paved facility 6.5 miles long providing connections between the Everett Marina and Forest Park.

There are two groups of bicycle lockers in or near Downtown that, together, provide 106 public bicycle storage lockers. The Snohomish County Campus parking garage has a 100 bike-capacity parking storage facility and, according to County staff, the average weekday utilization is about 15 percent. Six bicycle lockers are also available at Everett Station and are full most of the time, according to Everett Transit.

2. Pedestrian Facilities

All streets in the Downtown planning area have sidewalks on each side of the street. Most sidewalks are ten to twelve feet in width, but a few are only four feet. Curb ramps for seniors and disabled persons are provided at most intersections. Pedestrian signal phases are included at all signal controlled intersections, most are automated and some are audio-enhanced for the visually disabled. Pedestrian access through blocks is also provided in several locations. A public access path is provided between Colby Avenue

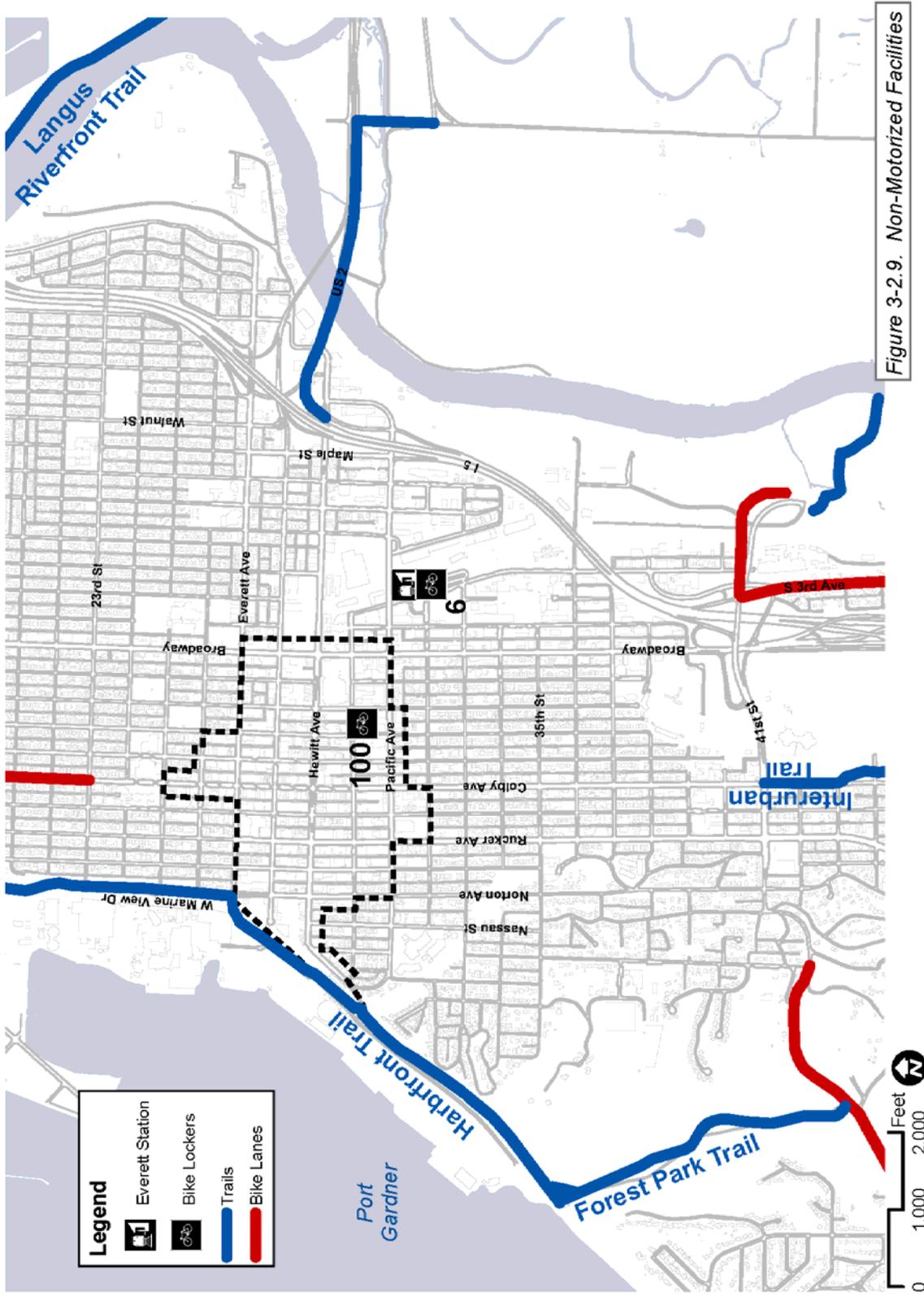


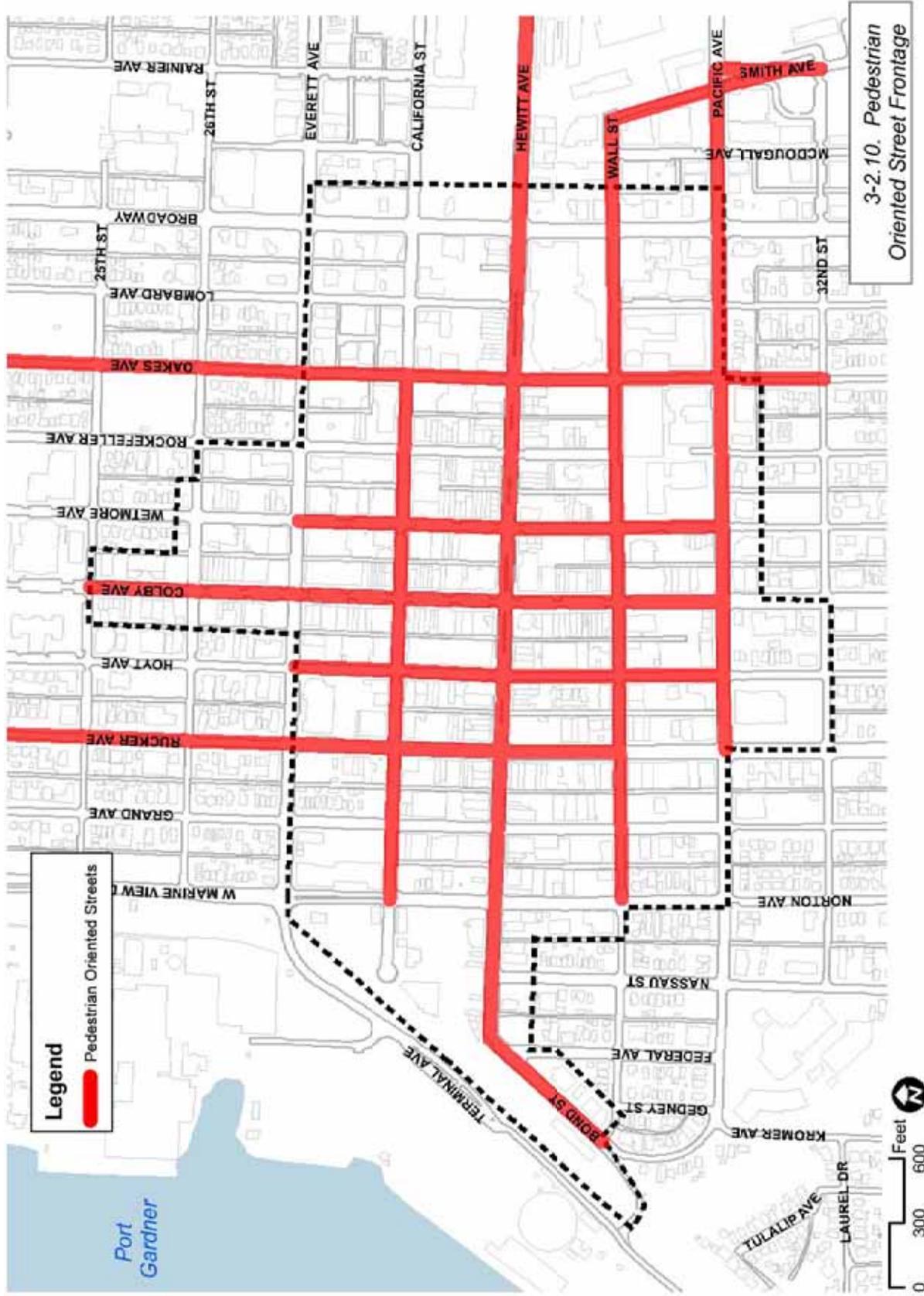
Figure 3-2.9. Non-Motorized Facilities

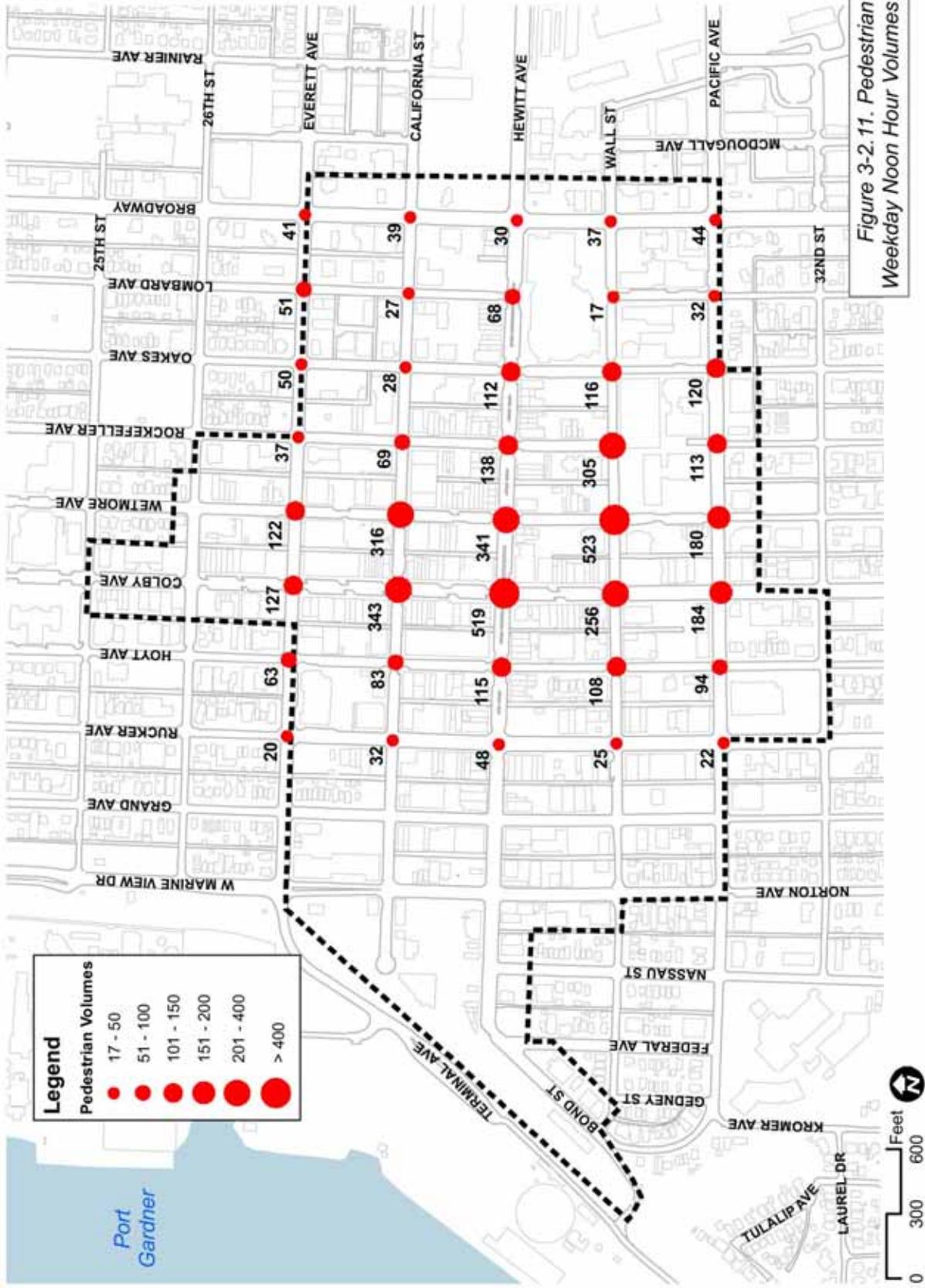


and the City's EverPark parking garage. A private path is provided between Colby and Wetmore avenues adjacent to the Everett Mutual Tower Building. Alleys within the downtown also provide for enhanced pedestrian circulation between blocks.

Several streets in downtown are designated within the Downtown planning area as pedestrian-oriented streets, with design guidelines for building frontages and restrictions on driveway access. As shown on Figure 3-2.10, these pedestrian oriented streets are Hoyt Avenue, Colby Avenue, Wetmore Avenue, Hewitt Avenue and California Street. Significant improvements have recently been made to the streetscape enhancing pedestrian ambience on Colby and Hewitt Avenues. This has encouraged more pedestrian activity throughout Downtown and has increased the vibrancy of shops and local services.

Pedestrian traffic levels within the Downtown planning area were measured in February 2004 during the weekday peak hour for pedestrian activity, noon to 1:00 PM, and are shown in Figure 3-2.11. The highest level of pedestrian traffic occurs on Colby and Wetmore Avenues, and also on Wall Street near the Snohomish County Campus and Everett City Hall and Police station where there is a higher concentration of daytime office employees.







J. Planned Improvements

1. Planned TDM Improvement Projects

There are two key projects that are necessary to help the City meet its mode share targets. These projects are shown in Table 3.2-5.

Table 3.2-5: Downtown TDM Improvement Projects

Project Name	Project Description	Project Type	Expected Completion Date	Source
Continued Implementation of State CTR law	Continued implementation of the Washington CTR Law program within the City	HOV	ongoing	2009 - 2014 TIP
Implement a Downtown Transportation Management Association (TMA)	Implement a Downtown TMA to provide TDM programs and services. Include business organizations and employers, City and transit agencies.	HOV; Transit; Non-motorized	2007 - 2010	Everett Downtown Plan

2. Planned Vehicular Improvements

Planned vehicular improvement projects within the Downtown are shown in Table 3.2-6.



Table 3.2-6: Planned Downtown Vehicular Improvement Projects

Project Name	Project Description	Project Type	Expected Completion Date	Source
East Marine View Drive Improvements	Construct dedicated truck route improvements between I-5 and North Broadway. This project will greatly reduce truck volumes impacting Downtown and provide for future growth at the waterfront industrial areas.	Vehicular	2009	2008 Budget
41st Street/Broadway Arterial Improvements	Provide arterial improvements on 41st St. and Broadway to provide improved I-5 access and capacity to serve new growth in the riverfront area and in Downtown.	Vehicular	2009	2008 Budget
Traffic Signal Interconnect	Construct traffic signal interconnect at various signals Citywide to benefit vehicular traffic flow.	Vehicular	2009	2009 - 2014 TIP
Chestnut Street / Eclipse Mill Rd Improvements	Construct arterial widening and intersection improvements on Chestnut Street from Pacific Avenue to 36th Street	Vehicular	2011	2009 - 2014 TIP
I-5 Downtown Everett Interchange Access Improvements	Construct interchange ramp and arterial improvements at downtown interchanges - Pacific, Hewitt and Everett Avenues.	Vehicular	2013	2009 - 2014 TIP
Pacific Avenue / BNSF Grade Crossing Improvements	Grade separation over BNSF rail line to provide improved access to industrial and commercial areas.	Vehicular	2013	2009 - 2014 TIP
West Marine View Drive / Rucker Avenue/41st Street Freight Route	Identify, design and construct an improved truck route from I-5 to the Port of Everett and other waterfront industrial area. Study a more direct connection between Rucker Ave. and W. Marine View Dr.	Vehicular	2013	2009 - 2014 TIP; Everett Downtown Plan
East Everett Avenue / BNSF rail line crossing	Construct arterial overcrossing to improve access for developing waterfront areas.	Vehicular	2014	2009 - 2014 TIP
Implement pay station for on-street parking	Implement on-street pay stations to increase the availability for short-term customer and visitor parking needs	Vehicular	2007 - 2015	Everett Downtown Plan
City Gateway Improvements	Construct landscaping and signage denoting entry corridors to the City, especially to Downtown.	Vehicular; HOV; Non-motorized	2009	2009 - 2014 TIP; Downtown Everett Plan



3. Future Transit Planned Improvements

There are several important and planned future transit service and facility improvement projects affecting the Downtown as shown in Table 3.2-7.

Table 3.2-7: Downtown Public Transportation Improvement Projects

Project Name	Project Description	Project Type	Expected Completion Date	Source
North Everett Transit Center	Construct a transit center at the Everett Community College in North Everett.	Public Transportation	Completed (2008)	2008 Budget
Regional Fare Coordination Project (Smart Card)	Implement the one-card access program to all transit systems payments system.	Public Transportation	2009	2008 Budget
Bus Rapid Transit Stations - Evergreen Way	Construct 15 BRT stations and corridor improvements to accommodate CT/ET BRT service between Everett Station and Shoreline.	Public Transportation	2009	2008 Budget
Intelligent Transportation Management System/Transit Signal Priority Upgrades	Implement ITMS system with TSP Improvements on the Evergreen Way BRT Corridor between 128th and Pacific Avenue.	Public Transportation	2009	2009 - 2014 TIP
Everett Station Phase II	Completes the Sounder commuter rail station providing 440 additional parking stalls and an all-weather pedestrian bridge connecting the new parking to the rail access platform.	Public Transportation	2009	Sound Transit Project
Extend Transit-Oriented Street designation on Rucker and Hewitt Avenues	Extend Transit Street designation and improvements on Rucker Ave. south to Evergreen Way and on Hewitt Avenue west to Rucker Avenue.	Public Transportation	2007 - 2010	Everett Downtown Plan
Plan for high-capacity transit on Broadway	Plan a trolley or LRT line to extend north from Everett Station along Broadway to Everett Community College and Providence Medical Center.	Public Transportation	2007 - 2015	Everett Downtown Plan
Implement Bus Rapid Transit (BRT) service between Everett Station and Aurora Village Transit Center	Implement BRT Swift service and facility construction between Everett Station and Aurora Village Transit Center. Service frequency at 10 min. on weekdays.	Public Transportation	2009 - 2013	CT TDP



Table 3-2.7: Downtown Public Transportation Improvement Projects (Cont.)

Project Name	Project Description	Project Type	Expected Completion Date	Source
Identify US 2 as a Transit Emphasis Corridor for future transit investment	Coordinated agency project with local cities and WSDOT to develop US 2 as a corridor for future transit investment including possible BRT system expansion.	Public Transportation	2008 - 2013	CT TDP
Riverfront to Harborfront Connector	Provide trolley or streetcar type service between the proposed Riverfront development project, Everett Station, and the proposed Harborfront development project. Service will travel through Downtown with possible stops at Everett Community College and Providence Medical Center.	Public Transportation	2009 - 2014	2009 - 2014 TIP; Everett Downtown Plan
New ST Commuter Express Bus service - Everett Station to Bellevue	Implement new commuter bus service between Everett Station and Bellevue along the SR 527/I-405 Corridor	Public Transportation	2012 - 2017 Mid Term	Comprehensive Plan
Sounder Commuter Rail Service Improvements - Everett to Seattle	Add additional service to the Everett -Seattle commuter rail service - eight daily trains by 2018	Public Transportation	2018 plus Long-Term	Comprehensive Plan
Sounder Commuter Rail Service Improvements - Everett to Stanwood	Plan and design commuter rail service between Everett and Stanwood	Public Transportation	2018 plus Long-Term	Comprehensive Plan
LINK North LRT 128th to Everett Station	Complete LINK LRT construction and begin service by 2018	Public Transportation	2018 plus Long-Term	Comprehensive Plan
I-5 HOV Lanes	Construct HOV Lanes on I-5 from US 2 to SR 528 in Marysville	Public Transportation; HOV	2019	2009 - 2014 TIP
US 2 HOV Lanes	Add HOV Lanes to US 2 from I-5 to the City Limits	Public Transportation; HOV	2012 - 2017 Mid Term	Comprehensive Plan; WSDOT 2007 HSP

4. Planned Non-Motorized Improvements

Several planned non-motorized facility improvement projects for Downtown are shown in Table 3.2-8.



Table 3.2-8: Downtown Non-Motorized Improvement Projects

Project Name	Project Description	Project Type	Expected Completion Date	Source
Bond Street Bike and Pedestrian Improvements	Construct non-motorized improvements from Kromer to Terminal Avenue to provide connection to regional trail system improved access to the marine waterfront area and Downtown	Non-motorized	2009	2009 - 2014 TIP
West/East Marine View Drive Bike-Ped. Improvements	Construct new and upgraded non-motorized facilitates Everett Avenue to North Broadway	Non-motorized	2010	2009 - 2014 TIP
Riverfront Walkway Phase II	Connect the non-motorized path along Snohomish River to the 41st Street Overcrossing and to Everett Station	Non-motorized	2010	2009 - 2014 TIP
36th Street (or vicinity) BNSF Rail Line Bike/Ped Overcrossing	Construct non-motorized Overcrossing	Non-motorized	2011	2009 - 2014 TIP
Riverside Business Park Bike/Pedestrian Improvements	Construct non-motorized trail from East Marine View Drive to Jackson Pedestrian Bridge	Non-motorized	2010	2009 - 2014 TIP
Colby Avenue Streetscape Improvements	Design and construct streetscape improvements between 19th and 41st Streets.	Non-motorized	2011	2009 - 2014 TIP
Henry M Jackson Park Pedestrian Bridge	Construct non-motorized bridge to connect Riverside Business Park waterfront to East Marine View Drive and H.M. Jackson Park	Non-motorized	2012	2009 - 2014 TIP
I-5/Snohomish River Bicycle/Pedestrian Bridge at I-5	Construct non-motorized bridge over Snohomish River between E. Marine View Drive and Langus Riverfront Park	Non-motorized	2014	2009 - 2014 TIP
Grand Avenue/N Marina Ped/Bike Connection	Construct non-motorized connection from Grand Avenue to West Marine View Drive to provide non-motorized access to waterfront as per Public Access Plan	Non-motorized	2014	2009 - 2014 TIP
Complete Wall Street pedestrian connection to Everett Station	Construct pedestrian improvements on Wall Street east of Broadway to Everett Station via Pacific Avenue underpass.	Non-motorized	2007 - 2015	Everett Downtown Plan
Harborfront Trail - California to Bond St.	Construct the segment of the Harborfront Trail between California and Bond Streets.	Non-motorized	2012 - 2017 Mid Term	Comprehensive Plan
Harborfront Trail - 22nd to Everett Avenue	Construct the segment of the Harborfront Trail between 22nd Street and Everett Avenue	Non-motorized	2012 - 2017 Mid Term	Comprehensive Plan



Table 3-2.8: Downtown Non-Motorized Improvement Projects (Cont.)

Project Name	Project Description	Project Type	Expected Completion Date	Source
Harborfront Trail - Broadway to Alverson	Construct the segment of the Harborfront Trail between Broadway and Alverson Boulevard	Non-motorized	2012 - 2017 Mid Term	Comprehensive Plan
Riverside Trail - 16th Street to Broadway	Construct the segment of the Riverfront Trail between 16th Street and Broadway	Non-motorized	2012 - 2017 Mid Term	Comprehensive Plan
SR 529 Bike Lanes - Broadway to Marysville	Construct bike lanes on SR 529 from Broadway to Marysville	Non-motorized	2012 - 2017 Mid Term	Comprehensive Plan
Hoyt Avenue Bike Lanes - 24th Street to 41st Street	Construct bike lanes on Hoyt Avenue from 24th Street to 41st Street	Non-motorized	2012 - 2017 Mid Term	Comprehensive Plan; Everett Downtown Plan
East Marine View Trail - 16th Street to North Broadway	Construct the segment of the East Marine View Trail between 16th Street and Broadway	Non-motorized	2018 plus Long-Term	Comprehensive Plan
Riverfront Trail - 16th Street to 41st Street	Construct the segment of the Riverside Trail between 16th Street and 41st Street	Non-motorized	2018 plus Long-Term	Comprehensive Plan
Smith Avenue Bike Lanes - 41st Street to California Street	Construct bike lanes on Smith Avenue from 41st Street to California Street	Non-motorized	2018 plus Long-Term	Comprehensive Plan
California Street Bike Lanes - West Marine View Drive to US 2	Construct bike lanes on California St. from W. Marine View Dr. to US 2 to connect Harborfront Trail to US 2 Trestle	Non-motorized	2018 plus Long-Term	Comprehensive Plan; Everett Downtown Plan
Redesign Rucker Avenue between Pacific and Everett Avenues	Improve Rucker Avenue to operate like Hewitt Avenue in order to provide pedestrian and transit system enhancements including four lanes with landscaped median, improved streetscape.	Non-motorized; Transit	2007 - 2015	Everett Downtown Plan
Provide streetscape improvements to Downtown streets	Add pedestrian bulb-outs, street trees, lighting, sidewalk improvements, bike lanes, enhanced bus stops, medians and other pedestrian and transit system enhancements on downtown streets specified in the Everett Downtown Plan.	Non-motorized; Transit	2007 - 2015	Everett Downtown Plan
Implement a Downtown street tree program	Develop a coordinated program with annual budget to install street trees. Priority locations include Gateway Streets.	Non-motorized; Transit	2007 - 2015	Everett Downtown Plan



II. Regulatory Requirements

A. City of Everett Comprehensive Plan

The Transportation Element of the Everett Comprehensive Plan provides the foundation to guide future transportation improvements to support population and employment growth and land use development. The Comprehensive Plan states the City's overall transportation goal:

The overall goal of the Transportation Element is to promote a balanced, affordable, reliable, convenient and efficient transportation system that supports the land use vision of the Everett Comprehensive Growth Management Plan.

The Transportation Element balances future needs for the vehicular traffic system with increased investment in transit, non-motorized, and TDM strategies. It is written to meet the growing demand for transportation within the City and, more specifically, within identified growth centers such as Downtown Everett. It contains a series of five transportation objectives which articulate the overall goal and direct transportation implementation and related actions:

1. Expand multi-modal travel opportunities
2. Develop appropriate design standards and procedures
3. Develop appropriate level of service standards
4. Minimize environmental and community impacts
5. Coordinate the plans with other jurisdictions

Implementation of the transportation policies in the Everett Comprehensive Plan is supported by adoption of the Demand Alternative or the Capacity Alternative, but not the No Action Alternative. This is due to a better alignment and consistency of the two alternatives with the goals, objectives, policies, and transportation investments recommended in the Comprehensive Plan, particularly the Comprehensive Plan's future travel mode split objectives.

1. Travel Modes

The City's Comprehensive Plan anticipates that the subarea containing Downtown Everett will have the largest shift in travel mode share from single occupant vehicle (SOV) travel to other modes due to the potential reductions in SOV travel in Downtown Everett. These modal split objectives are cornerstones of the Transportation Element.

Target travel mode goals are included in the City's Comprehensive Plan Transportation Element for six separate subareas of the City. The goals vary to account for the difference in desired future land use and transportation characteristics of each subarea. These include:



- The forecasted population, employment, and densities
- The type, quantity, and completeness of the transportation system (both existing [2007] and proposed)
- The relationship of the sub-area to citywide and regional circulation and transportation systems
- The programs and transportation systems that must be in place in order to offer reasonable options to driving alone such as using transit, ride-sharing, walking, or bicycling

Downtown Everett is encompassed in Area 1 - North Everett, which includes the area north of 41st Street and Forest Park, east to Spencer Island and west of the Puget Sound. Year 2012 travel mode goals for Area 1 and total City-wide are shown in Table 3.2-9. Area 1 has the lowest drive-alone travel mode target of any area within the City. Higher population density and employment levels are expected in Downtown than anywhere else in the City.

Table 3.2-9: Comprehensive Plan 2025 Travel Mode Goals for Area 1

Area	Drive Alone Travel	Carpool (HOV)	Transit	Non-motorized
1	64%	13%	13%	10%
City-wide	68%	10%	14%	8%

2. Transportation Demand Management

The City’s Comprehensive Plan Transportation Element provides goals, objectives, and implementation strategies to increase the people-carrying capacity of the City’s transportation system. This travel demand management (TDM) emphasis is particularly important in Downtown Everett, where a significant increase in non-drive-alone travel is planned.

3. Transit

The City’s Comprehensive Plan Transportation Element provides goals, objectives, and implementation strategies that expand the role of transit in support of increasing the people-carrying capacity of the City’s transportation system. This transit emphasis is particularly important in Downtown Everett where significant increases in non-drive alone travel are desired. In particular, the Comprehensive Plan provides direction under Objective #1.

Objective #1: “Plan, finance and maintain a multi-modal transportation system that provides expanded travel opportunities for transit, pedestrian, bicycle and ride-sharing while accommodating private automobile use and supporting economic development within the community.”



The Comprehensive Plan strategies include specific capital infrastructure improvements that provide multimodal opportunities, such as major transit transfer centers and park and ride facilities. Supportive land use strategies focus on providing high density zoning along existing and future transit corridors and in multimodal centers, such as in Downtown, to achieve a higher proportion of travel by transit through convenience and travel time-saving factors.

While many of the transportation strategies recommended in the Comprehensive Plan are currently being implemented by the City, there are several more under consideration by both the City and its regional partners that would be critical to the success of the Downtown under the 2025 Demand or Capacity Alternative including:

- Planning and design of a Sounder Commuter Rail extension, Everett to Stanwood
- Construction of LINK North light rail transit (LRT) north to Everett Community College
- Waterfront to Riverfront Connector (trolley service)

4. Non-motorized Transportation

The Transportation Element of the City's Comprehensive Plan emphasizes greater balance among the various modes of travel over what exists today. Increased non-motorized travel plays an important role, especially in Downtown where there is already a significant amount of non-motorized travel.

In particular, Comprehensive Plan Objective #1 noted above supports non-motorized improvements.

B. Everett Downtown Plan

The Downtown Plan further articulates the vision for Downtown Everett as a more vibrant, diverse, multimodal, and visually appealing metropolitan center. The plan provides additional policy guidance, regulatory recommendations and action strategies for the development of Downtown.

Implementation of the Everett Downtown Plan is fully supported by adoption of the 2025 Demand or Capacity Alternative, but not the 2025 No Action Alternative. This is due to better consistency of these two alternatives with the vision, policies, and land use and transportation strategies recommended in the Downtown Plan.

While many of the recommendations from the Downtown Plan have been adopted by the City, there are several more under consideration that would be critical to the success of Downtown under the 2025 Demand or Capacity Alternative including:

- T-1 Implement a Downtown Transportation Management Association (TMA)
- T-4 Strengthen bicycle parking requirements to the B-3 Zoning Code
- T-8 Extend transit oriented street design on Hewitt and Rucker Avenues



- T-9 Plan for high-capacity transit on Broadway
- T-10 Plan for other transit services to Downtown
- S-1 Establish a system of conceptual street designs and improvement strategies
- S-3 Undertake a program to upgrade connector streets

The Downtown Plan provides goals, objectives and implementation recommendations to shift travel from drive-alone trips to transit and non-motorized modes, including:

- Increasing residential and employment density Downtown including a thriving retail district and a vibrant arts and entertainment center
- Creating pedestrian- and transit-oriented street environments with plazas and open spaces, and constructing designated bike lanes
- Implementing a Downtown Transportation Management Association (TMA).

The creation of a Downtown TMA is an important, proven strategy to decrease drive alone trips. TMAs are formed by property owners, employers and government agencies to help implement TDM programs, manage parking resources, and provide publicity and programs to encourage people to use alternate modes of travel such as transit, carpools, vanpools, bicycles and walking.

The Everett Downtown Plan provides complementary goals and objectives to guide the development and management of the Downtown transportation system. In particular:

Goal 6 - Safe, Efficient and Attractive Multimodal Transportation network:

- Objective 6-D: Keep Truck and Through Vehicular Traffic on Perimeter Streets
- Objective 6-E: Improved access to transit

In addition, Goal 7 provides for Attractive, Safe and Walkable Streetscapes and includes a series of objectives to improve Downtown walkability and bicycle access.

The Downtown Plan goes on to recommend an extensive series of implementing improvements and programs to help achieve these goals and objectives.

C. Everett Development Regulations

The City's B-3 Central Business District Zone contains development regulations that provide for a pedestrian-oriented environment by requiring transportation and transportation related urban design amenities. These amenities, in combination with targeted transportation system and service investment, are proven to help shift travel to more efficient forms of transportation.

Within the Downtown, the City's B-3 zoning and development regulations provide for:

- Pedestrian- and transit-supportive street design standards
- Development standards for streetscape construction



- Pedestrian-oriented sidewalks standards
- Interesting, people-scale building frontage design standards
- No off-street parking requirements for non-residential uses
- Incentives for special building treatments and pedestrian-friendly amenities that increase walking, biking, carpools/vanpools, and transit travel rates within the Downtown
- Parking lot requirements and parking garage design standards
- Off street parking requirements:
 - Residential Minimum - 1 space per dwelling Unit
 - Non-Residential Minimum - No minimum off street parking requirement
- Secured bicycle parking facilities for large (+10,000 sqft) office buildings

See Appendix C for the B-3 Zoning standards.

D. CTR Regulations, Programs, and Plans

Under the CTR law, the employer's CTR program must contain the following elements:

- Designate an Employee Transportation Coordinator (ETC)
- Regularly distribute information to employees
- Report annually on progress toward achieving set goals
- Survey employees every two years
- Implement a set of measures to reduce drive-alone trips and vehicle miles traveled

Everett Transit staff provides assistance to CTR-affected and voluntary employers and conducts regular marketing activities to increase awareness of drive-alone alternatives.

E. Growth and Transportation Efficiency Centers (GTECs)

Under the 2006 Washington State CTR Efficiency Act, jurisdictions were given the opportunity to expand their CTR program by creating GTECs. The goal of the GTEC program is to provide greater access to employment and residential centers while increasing the proportion of people not driving alone during peak periods. Jurisdictions that establish a GTEC are eligible for additional state CTR funding to match local funds for GTEC implementation.

In 2007, the City of Everett developed a GTEC Program that proposes to reduce drive-alone trips by 10 percent for employees that commute to Downtown Everett and also serves residents who live in Downtown. The program includes a comprehensive set of strategies aimed at increasing the usage of transit, vanpools, carpools, and non-motorized transportation. The Puget Sound Regional Council (PSRC) approved the program in July 2007 and the City applied for, but did not obtain program development funding. Additional opportunities for state GTEC funding may be available after 2009, when WSDOT will report to the legislature to recommend future GTEC funding levels.



WSDOT’s preliminary recommendations would fund 18 GTECs with a 50 percent local match requirement.

III. Alternatives Impact Analysis

A. Trip Generation

Understanding the future 2025 travel demand and impacts in Downtown Everett of the three proposed land use alternatives begins with forecasting the number of additional person trips generated from each of the alternatives.

While it is commonly understood that land use development increases the demand for transportation, further consideration reveals that the impacts of this increased travel demand on the transportation system are dependent on the travel mode choices people make.

To forecast the future person trip demand for the alternatives, land use information for each of the three alternatives was combined with the person trip generation rates derived from the Downtown Everett transportation surveys. Person trip generation for the PM peak hour for each of the three alternatives was then calculated and is presented in Table 3.2-10.

Table 3.2-10: Downtown Everett PM Peak Hour Person Trip Generation

	Employees	Employee Person Trips	Population	Resident Person Trips	Total Person Trips
2007/2008 Existing	8,078	2,830	1,810	410	3,240
No Action Alternative	9,256	3,240	2,675	610	3,850
20-Year Demand Alternative	10,728	3,760	5,097	1,160	4,920
Capacity Alternative	12,333	4,320	7,397	1,680	6,000

As Table 3-2.10 demonstrates, the PM peak hour person trip demand increases proportionately to the forecasted increase in employees and residents under each of the future 2025 alternatives. Understanding the future transportation impacts from the forecasted increases is dependent on understanding the future travel mode choices of Downtown residents and employees.



B. Travel Modes

Determining the existing travel mode shares of Downtown residents and employees and establishing realistic future travel mode shares are crucial steps to efficiently managing the existing transportation system and provide for new strategies and investments to help ensure that future growth and demand doesn't overwhelm the system.

Table 3-2.11 provides both the existing travel mode share rates and travel forecasts by mode for each of the three future alternatives. Existing and future travel mode shares for Downtown Everett were developed based on two information sources:

- The 2008 Downtown Everett travel surveys, which provide existing travel mode data for residents and employees of Downtown Everett
- The City's Comprehensive Plan, which provides future travel mode share objectives for the area encompassing Downtown Everett

Under the 2025 No Action Alternative, the existing travel mode share rates were assumed. Under the 2025 Demand and 2025 Capacity Alternatives, the travel mode shares were established using the future travel mode objectives established in the City's Comprehensive Plan.

In comparing the three future alternatives in Table 3.2-11, it can be seen that forecasts of PM peak hour person trip demand increase proportionately with increases in employees and residents, while PM peak hour vehicle trips do not. This is due to the significant shifts from SOV travel to other modes forecasted in the 2025 Demand and Capacity Alternatives, but not in the No Action Alternative.

- Under the 2025 No Action Alternative, PM peak hour person trips are forecasted to increase from 3,240 to 3,850 or 19 percent. Vehicle trips increase from 2,700 to 3,180 or 18 percent, an almost equal proportion.
- Under the 2025 Demand Alternative, PM peak hour person trips are forecasted to increase from 3,240 to 4,920 or 52 percent. Vehicle trip increase from 2,700 to 3,150 or 17 percent, even less that forecasted under the No Action Alternative.
- Under the 2025 Capacity Alternative, PM peak hour person trips are forecasted to increase from 3,240 to 6,000 or 85 percent while vehicle trip increase from 2,700 to 3,830 or 42 percent.

The analysis demonstrates the effectiveness of the future travel mode share rates under the Demand and Capacity Alternatives in moving the projected increases in person trip demand to non-SOV travel modes such as carpool/vanpools (HOV), transit, bicycling and walking. The forecasted mode shift under the Demand Alternative is so effective that even with a 16 percent increase in employees and a 91 percent increase in residents over the No Action Alternative, forecasted vehicle trips actually decline by about 1 percent. In other words, the forecasted vehicular traffic generated Downtown under the 2025 No



Action and Demand Alternatives are roughly equal even though development levels are higher under the Demand Alternative.

Table 3.2-11: Downtown Travel Forecasts by Mode

<i>2007/2008 Existing</i>	Employees (8,078)	Population (1,810)	Combined	PM Peak Hour Person Trips	PM Peak Hour Vehicle Trips
Single Occupant Vehicle (SOV)	81%	66%	79%	2,560	2,555
Carpool/Vanpool (HOV)	9%	7%	9%	280	141
Transit	6%	12%	7%	220	
Bicycle	1%	0%	1%	25	
Walking	3%	15%	5%	160	
Sum	100%	100%	100%	3,240	2,700
<i>2025 No Action Alternative</i>	Employees (9,256)	Population (2,675)	Combined	PM Peak Hour Person Trips	PM Peak Hour Vehicle Trips
Single Occupant Vehicle (SOV)	81%	66%	78%	3,020	3,018
Carpool/Vanpool (HOV)	9%	7%	9%	330	166
Transit	6%	12%	7%	270	
Bicycle	1%	0%	1%	30	
Walking	3%	15%	5%	200	
Sum	100%	100%	100%	3,850	3,180
<i>20-Year Demand Alternative</i>	Employees (10,728)	Population (5,097)	Combined	PM Peak Hour Person Trips	PM Peak Hour Vehicle Trips
Single Occupant Vehicle (SOV)	60%	55%	59%	2,890	2,888
Carpool/Vanpool (HOV)	12%	7%	11%	530	266
Transit	17%	15%	16%	810	
Bicycle	3%	3%	3%	150	
Walking	8%	20%	11%	540	
Sum	100%	100%	100%	4,920	3,150
<i>2025 Capacity Alternative</i>	Employees (12,333)	Population (7,397)	Combined	PM Peak Hour Person Trips	PM Peak Hour Vehicle Trips
Single Occupant Vehicle (SOV)	60%	55%	59%	3,510	3,512
Carpool/Vanpool (HOV)	12%	7%	11%	640	318
Transit	17%	15%	16%	990	
Bicycle	3%	3%	3%	180	
Walking	8%	20%	11%	680	
Sum	100%	100%	100%	6,000	3,830



C. Vehicular Transportation System

1. Traffic and Level of Service Impacts

Future 2025 traffic levels on city streets within Downtown are forecasted to increase under all three alternatives. Table 3.2-12 shows the 2007 and 2025 forecasted traffic.

Table 3-2.12: Downtown 2007 – 2025 Forecasted Traffic Increase

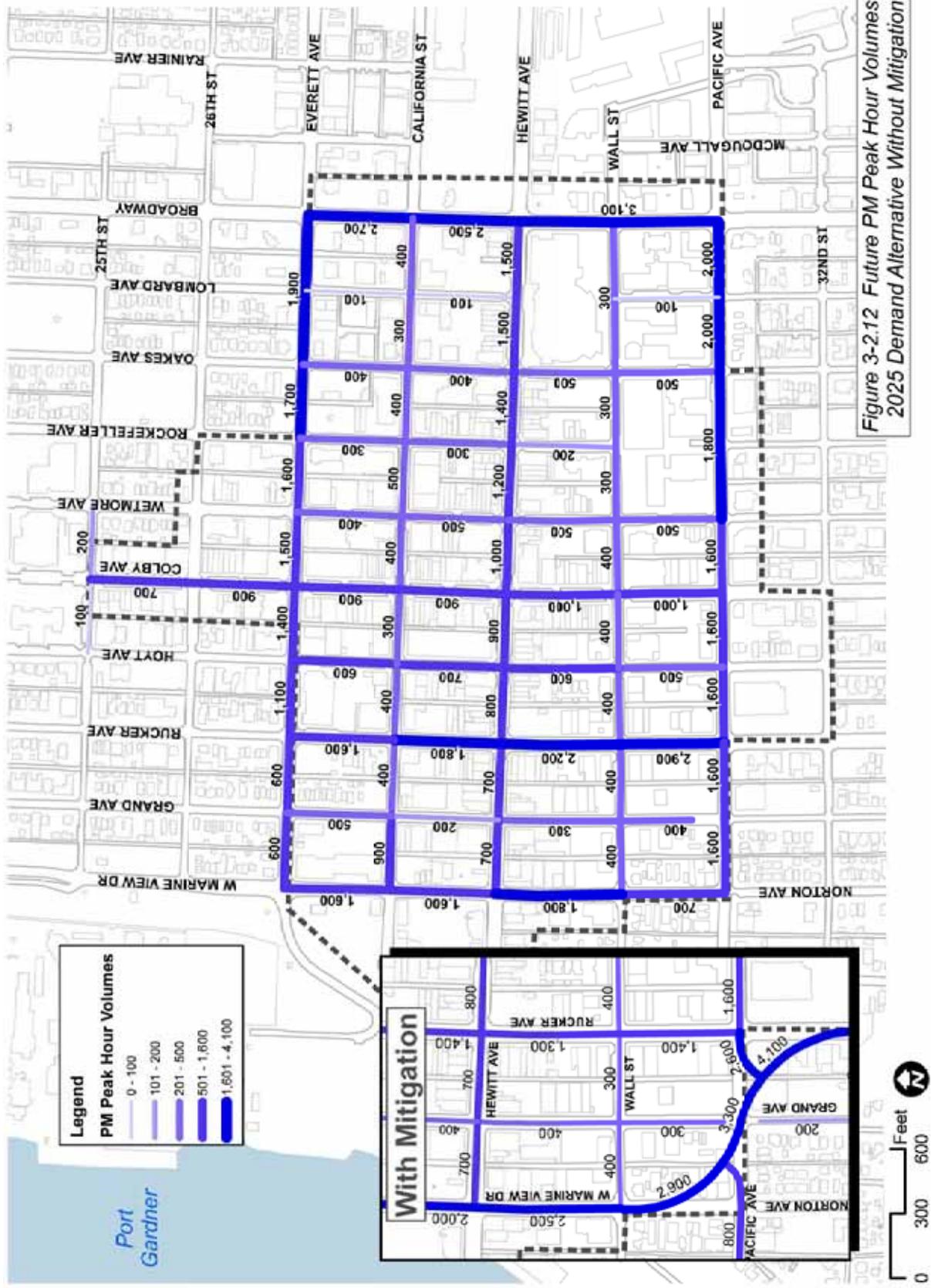
	Downtown Traffic Increase		
	Daily	PM Peak Hour	% Increase over Existing
2007 Existing	27,000	2,700	
No Action Alternative	31,800	3,180	24%
20-Year Demand Alternative	31,500	3,150	23%
Capacity Alternative	38,300	3,830	29%

Comparing the three 2025 alternatives, PM peak hour traffic is forecasted to be slightly higher in the No Action Alternative (3,180 vph) compared to the 2025 Demand Alternative (3,150 vph), with traffic levels in the Capacity Alternative (3,830 vph) higher than both the Demand and No Action Alternatives.

Higher traffic volumes in the No Action Alternative compared to the Demand Alternative demonstrates the effects of expanded TDM, public transit, and non-motorized system improvements assumed in the Demand (and Capacity) Alternative in reducing SOV travel. A map of the 2025 PM peak hour traffic forecasts in Downtown under the 20-Year Demand Alternative is shown in Figure 3-2.12. Forecasts are shown with and without a key recommended mitigation strategy, the realignment and connection of Rucker Avenue and West Marine View Drive in the southwest quadrant of Downtown.

Traffic forecasts and LOS analysis were performed for six key Downtown intersections:

- Everett Avenue at West Marine View Drive
- Everett Avenue at Broadway
- Broadway at Hewitt Avenue
- Broadway at Pacific Avenue
- Pacific Avenue at Rucker Avenue
- Colby Avenue at Hewitt Avenue





The forecasted 2025 Downtown intersection traffic LOS under the three alternatives is compared in Table 3.2-13 and displayed in Figure 3-2.13.

Table 3.2-13: Downtown Intersection Traffic Level of Service

	Everett Ave. at W. Marine View Dr.		Everett Ave. at Broadway		Broadway at Hewitt Ave.		Broadway at Pacific Ave.		Colby Ave. at Hewitt Ave.		Pacific Ave. at Rucker Ave. Unmitigated		Pacific Ave. at Rucker Ave. With Mitigation	
	LOS	Time Delay	LOS	Time Delay	LOS	Time Delay	LOS	Time Delay	LOS	Time Delay	LOS	Time Delay	LOS	Time Delay
2007 Existing	C	24	D	41	F	89	D	43	B	12	E	69	B	12
No Action Alternative	C	28	E	66	F	120	E	76	B	17	F	122	D	47
20-Year Demand Alternative	C	28	E	67	F	118	E	70	B	17	F	121	D	50
Capacity Alternative	C	29	E	71	F	129	E	93	B	18	F	145	E	55

A comparison of the forecasted 2025 intersection LOS shows that all of the six key downtown intersections would operate similarly under the No Action and Demand Alternatives. Four of the six intersections would operate at LOS E or better in the PM peak hour. The intersection of Broadway at Hewitt Avenue currently operates at LOS F and would deteriorate further under all three alternatives. The intersection of Pacific Avenue at Rucker Avenue currently operates at LOS E but is forecasted to deteriorate to LOS F. Mitigation measures are recommended, including the realignment and connection of Rucker Avenue and West Marine View Drive.

2. Traffic Safety Impacts

Forecasts of future collision are highly correlated to the amount and location of forecasted traffic volumes and circulation patterns. Future high collision locations within Downtown are expected at the higher volume intersections, which include:

- Rucker and Pacific Avenues
- Broadway and Pacific Avenue
- Broadway and Everett Avenue
- Broadway and Hewitt Avenue

The identified higher-collision intersection locations are not expected to change between the three future alternatives. Collision rates at the intersection are expected to be

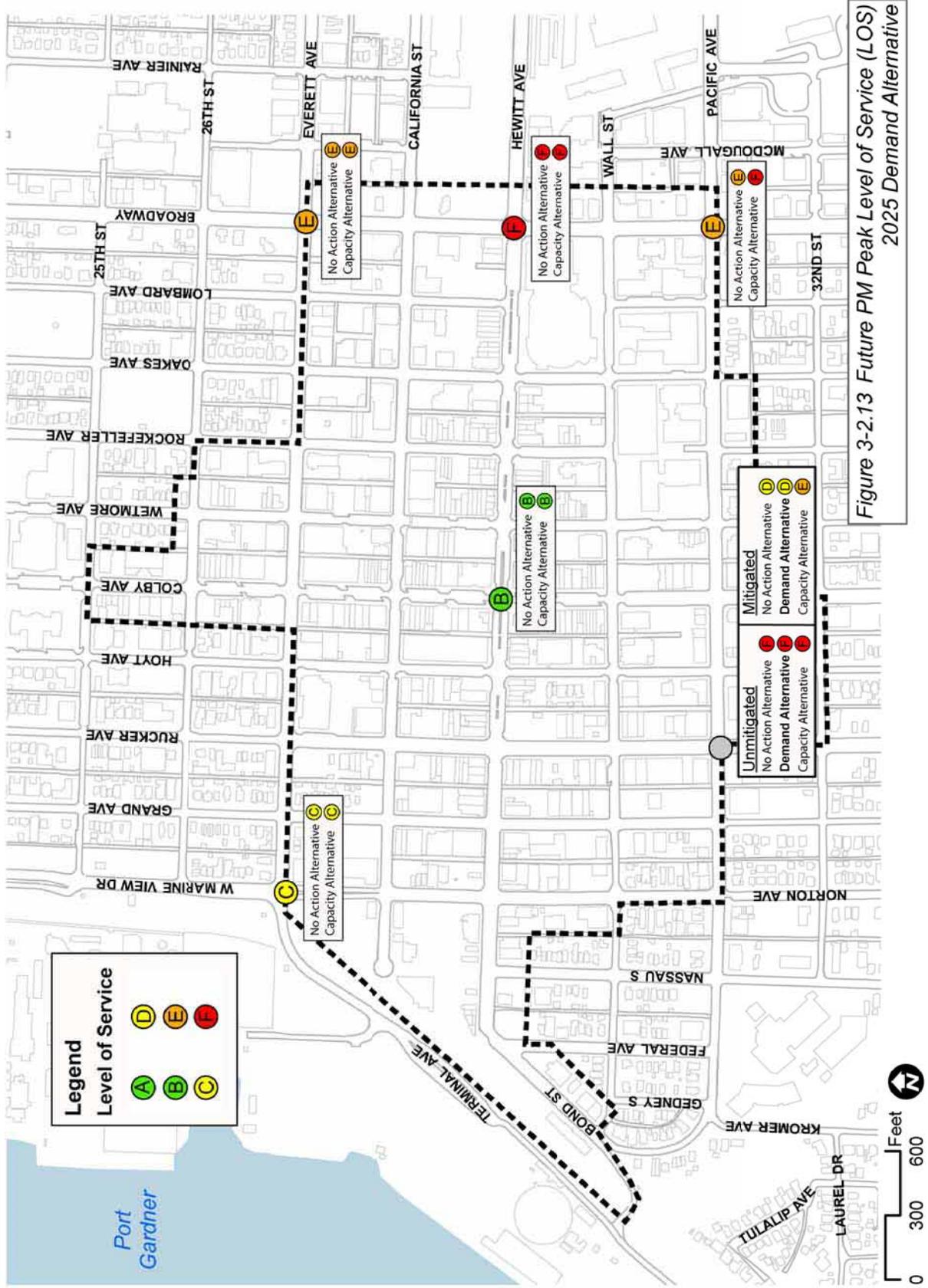


Figure 3-2.13 Future PM Peak Level of Service (LOS) 2025 Demand Alternative



comparable between all three future 2025 alternatives, but could be slightly higher under the Capacity Alternative due to slightly higher forecasted traffic volumes.

3. Freight Transportation System

Future Downtown freight traffic levels are not expected to vary much between the three future 2025 alternatives. A current project in the planning stages would provide a more direct truck traffic connection between West Marine View Drive and Rucker Avenue. The West Marine View Drive/Rucker Avenue/41st Street Freight Route project is expected to help significantly alleviate truck traffic impacts within Downtown.

The three alternatives are not forecasted to generate significantly different volumes of freight movement due to consistency in the types of commercial office and retail type employment growth forecasted within the Downtown alternatives. Downtown industrial employment is expected to decline under each future alternative with steeper declines expected under the Demand and Capacity Alternatives due to greater levels of redevelopment to office, retail and residential of existing industrial uses.

D. Public Transportation System

As described in the Existing Conditions section, Everett Transit, Community Transit, and Sound Transit have plans to increase service levels and service types to Downtown Everett in a coordinated effort to provide higher transit frequencies and capture a larger share of the existing and future forecasted person trip demand. Planned projects also include upgrades to Downtown Everett transit facilities to accompany planned service increases. This section will highlight key transit service and facility improvements deemed necessary to support each of the three 2025 alternatives.

1. Future Transit Ridership

In 2007, over 1,800 average weekday transit boardings and alightings were recorded at major bus stops in Downtown Everett. Based on the future land use plans and travel mode shares assumed under each of the three 2025 alternatives, demand for transit service Downtown is forecasted to increase as shown in Table 3.2-14.



Table 3.2-14: Future 2025 Downtown Transit Demand

	Transit Boardings and Alightings		
	Daily	PM Peak Hour	% Increase over Existing
2008 Existing	1,880	220	
No Action Alternative	2,280	270	25%
20-Year Demand Alternative	6,960	810	270%
Capacity Alternative	7,450	990	350%

As the table demonstrates, under the 2025 No Action Alternative, a modest 25 percent increase in demand for public transportation Downtown is expected over 2008. However, under the 20-Year Demand and Capacity Alternatives, the demand for public transportation services in Downtown is projected to increase by 270 percent to 350 percent over existing conditions. These projected increases in demand will translate into higher transit boardings and alightings at Downtown bus stops. Forecasted Downtown daily boardings and alightings under the 20-Year Demand Alternative are shown in Figure 3-2.14.

In order to accommodate these projected increases in transit demand and Downtown boardings and alightings, improvements to public transportation service and facilities and services will be needed under the 20-Year Demand and Capacity Alternatives.

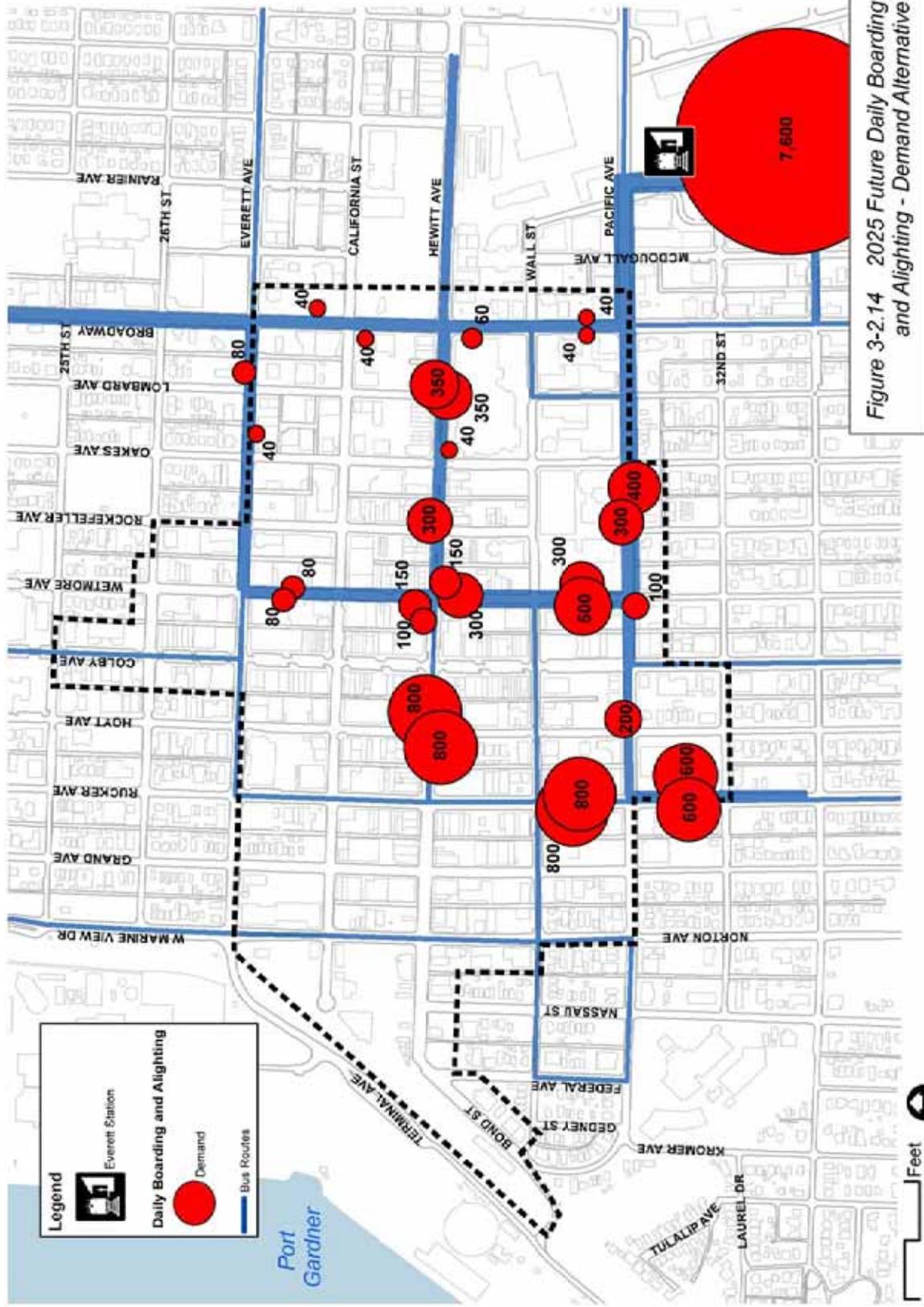


Figure 3-2.14 2025 Future Daily Boarding and Alighting - Demand Alternative



E. Non-Motorized System

Well-designed non-motorized facilities are fully integrated with other area transportation systems and urban land use design features to provide seamless travel between trip destinations and other transportation facilities and services. In this way, the non-motorized system increases the functionality and attractiveness of walking and biking, reducing the demand for single occupancy vehicle (SOV) travel.

The enhancement of existing non-motorized facilities and construction of new facilities is critical to meet the future demand for pedestrian and bike transportation in Downtown. Non-motorized facility improvements will also increase the ability and desire of people to walk and bike to/from Downtown bus stops and Everett Station, boosting transit ridership Downtown by improving access from local business and residential areas.

Factors important to a traveler's decision to walk or bike versus use other travel modes are:

- The length of the trip
- The density and mix of land use
- The availability of safe and connecting non-motorized facilities

The shorter the trip length, the higher the likelihood that a traveler will walk or bike for their trip and not drive. The propensity to walk increases substantially when trips are less than 1 mile in length or about 15 minutes or less. Bike trips increase substantially for trips 3 miles long or less, or shorter than 30 minutes.

Land use patterns with higher land use density and diversity, such as found in the Downtown Plan, offer greater short trip destination choices and create a higher demand for non-motorized travel while reducing single occupancy vehicle (SOV) travel.

Unfortunately, many would be walkers and cyclists do not walk or bike due to a lack of safe and connected non-motorized facilities. This is typically the most important factor in a person's decision to walk or bike. While Downtown Everett's pedestrian facilities are well maintained and provide excellent connectivity, bicycle facilities and connectivity within Downtown are lacking. While cyclists can use any street in Downtown, there are no designated bicycle lanes or other bike-only facilities. This poses a significant challenge in encouraging travel mode share shift and meeting future demand for bike travel Downtown.

Pedestrian and bicycle facilities can also offer an enjoyable travel experience and in this way, can be viewed as a type of linear park where people can stroll, bike and relax. Downtown Everett, with its high concentration of people both living and working there, offers a tremendous opportunity to provide this type of recreational experience and enhanced quality of life with non-motorized facilities. This vision is embodied in adopted



City policies and project recommendations found in the Everett Comprehensive Plan and Downtown Plan.

1. Future Non-Motorized Travel Forecasts

As presented in the Existing Conditions section, non-motorized travel levels were calculated from the 2008 Downtown Everett Travel Survey, from observed pedestrian crossings at Downtown intersections, and from land use data collected by the City from the Downtown land use inventory. Future Downtown forecasts of non-motorized travel demand for the three 2025 alternatives were then calculated based on Downtown land use forecasts and travel mode share percentages.

Of the three future Downtown 2025 land use alternatives, the Demand and Capacity Alternatives provide higher levels of residential and employment growth, increased land use density, and a higher mix of residential and employment diversity, creating a higher demand for Downtown non-motorized travel while reducing demand for SOV travel.

Tables 3.2-15 and 3.2-16 present Future 2025 Downtown walk and bicycle commute trip demand forecasts.

Table 3.2-15: Future 2025 Downtown Walk Commute Trip Demand

	Future Walk Commute Trips	
	Walk Trips PM Peak Hour	% Increase over Existing
2007/2008 Existing	160	
No Action Alternative	200	25%
20-Year Demand Alternative	540	240%
Capacity Alternative	680	325%



Table 3.2-16: Future 2025 Downtown Bicycle Commute Trip Demand

	Future Bicycle Commute Trip Demand	
	Bicycle Trips PM Peak Hour	% Increase over Existing
2007/2008 Existing	25	
2025 No Action Alternative	30	20%
2025 Demand Alternative	150	500%
2025 Capacity Alternative	180	620%

Future pedestrian crossing levels during the pedestrian peak hour (noon) were also forecasted for all three future 2025 alternatives. Forecasts at three key Downtown Everett intersections are compared in Table 3.2-17. The table shows that future pedestrian crossings during the peak hour would be substantially higher under the 2025 Demand and Capacity Alternatives compared to the No Action Alternative. This is also true of other intersections in Downtown.

Table 3.2-17: Future 2025 Downtown Walk Peak Hour Trip Demand

	Future Noon Hour Peak Walk Trips		
	Hewitt Avenue at Colby Avenue	Rucker Avenue at Wall Street	Wetmore Avenue at Pacific Avenue
2007/2008 Existing	519	25	180
2025 No Action Alternative	600	30	280
2025 Demand Alternative	690	100	360
2025 Capacity Alternative	790	120	410

Figure 3-2.15 displays future pedestrian peak hour (noon) volumes under the 2025 Demand Alternative.

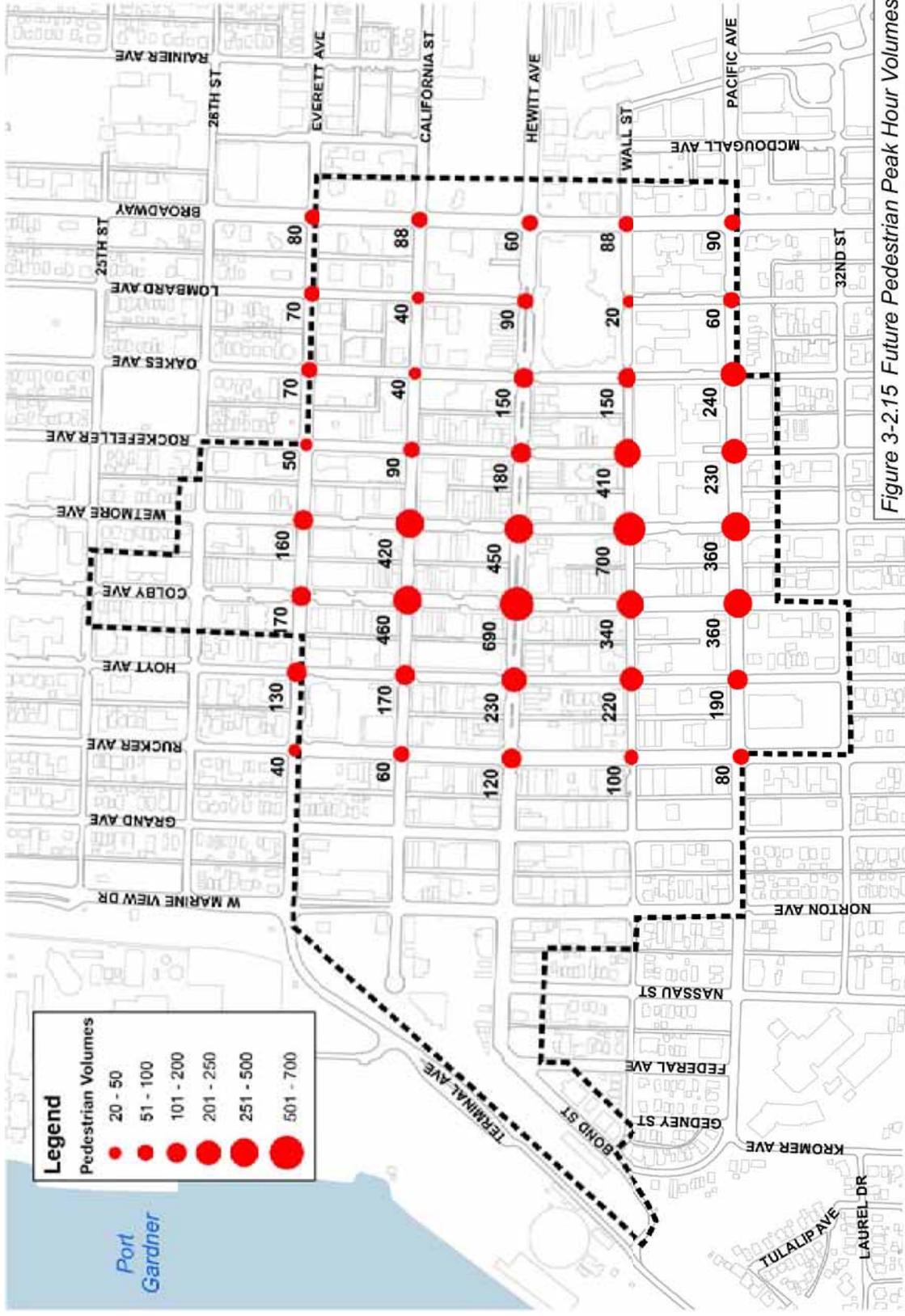


Figure 3-2.15 Future Pedestrian Peak Hour Volumes
2025 Demand Alternative



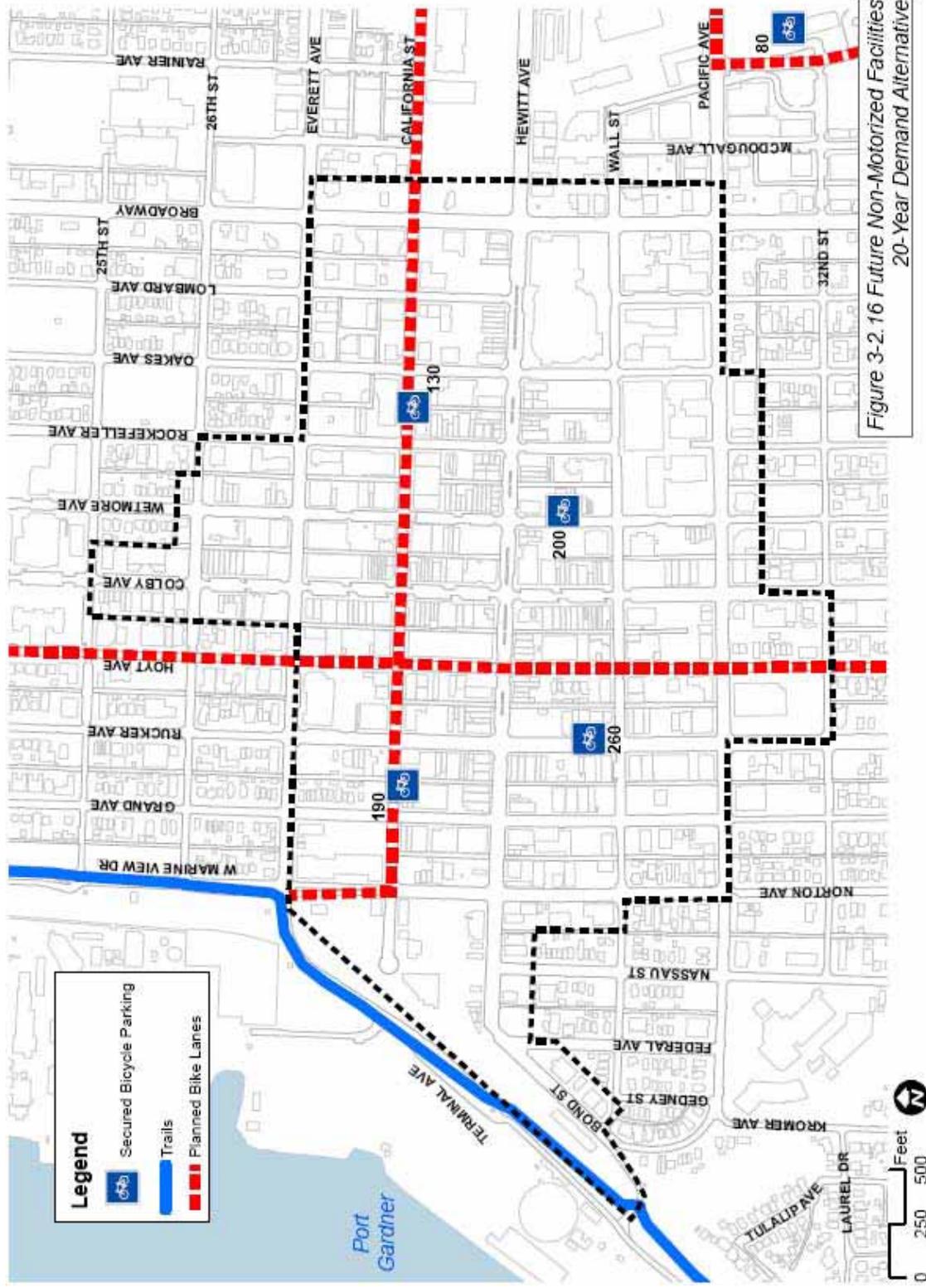
2. Bicycle Routes and Bike Parking

Currently, there are no designated bicycle routes in Downtown Everett. Planned bicycle route improvements on Hoyt and California Avenues would provide for designated bicycle routes within Downtown and connections to nearby routes and trails creating a connected system within the City. These improvements would provide needed bicycle access to Downtown from surrounding neighborhoods and activity centers as well as provide for travel within Downtown. These planned bicycle routes as they traverse Downtown are shown in Figure 3-2.16 and are assumed under all three future 2025 alternatives.

Forecasts of demand for additional secured bicycle parking were developed based on future Downtown bicycle travel as a result of land use change and travel mode shares. Table 3.2-18 compares forecasted secured bicycle parking demand under each 2025 future alternative.

Table 3-2.18: Future 2025 Downtown Secured Bicycle Parking

	Future Secured Bicycle Parking		
	Downtown	Everett Station	% Increase over Existing
2007/2008 Existing	100	6	
No Action Alternative	120	20	30%
20-Year Demand Alternative	780	80	710%
Capacity Alternative	1,130	100	1,060%





IV. Transportation Mitigation Measures

A. Transportation Demand Management (TDM)

TDM strategies have become an important and well-accepted response to the challenge of managing urban traffic congestion and air pollution problems. TDM strategies range from voluntary efforts to provide information on carpooling and other high occupancy vehicle travel options, to much more organized and effective programs.

Three very effective TDM strategies are presented in this section as essential mitigations measures needed in Downtown to manage future transportation demand and impacts under the three 2025 alternatives:

- The WA State CTR Program
- The establishment of a GTEC under the CTR program
- Creation of a TMA

1. Commute Trip Reduction (CTR)

Currently within Downtown Everett, two major employers are required to participate in the CTR program: the City of Everett and Snohomish County. Table 3.2-19 demonstrates the effectiveness of the CTR program within Downtown Everett with its comparison of the existing travel mode shares between the two CTR employers and the non-CTR employers. The County has employed a very aggressive CTR program to achieve a significant reduction in single occupant vehicle (SOV) travel.

Table 3.2-19: Existing Downtown CTR Employers Travel Mode Shares

Downtown Everett Non-CTR Employers	Downtown Everett CTR Employers		
	Non-CTR Employees	City of Everett Employees	Snohomish County Employees
Single Occupant Vehicle (SOV)	85%	84%	67%
Carpool/Vanpool High Occupancy Vehicle (HOV)	5%	7%	20%
Transit	6%	7%	8%
Bicycle	<1%	<1%	1%
Walking	3%	1%	4%
Sum	100%	100%	100%



2. Transportation Management Association (TMA)

TMA's are non-profit, member-controlled organizations that provide transportation services in a particular area. They are generally public-private partnerships, consisting primarily of area businesses with local government support. TMA's work to develop and maintain cooperation between transportation agencies, transit service providers, businesses, employees and residents who are affected by their programs.

TMA's provide a variety of services that encourage more efficient use of transportation and parking resources. TMA's are often structured to provide guidance, decision making support, and funding for transportation and related improvement projects within their area including transit, non-motorized, parking, and even freight system improvements. Some TMA's are formed specifically to develop, implement and manage plans and programs to improve and promote the use of transit, ridesharing and parking services.

TMA's accomplish their objectives by providing an institutional framework for development and implementation of advanced TDM programs and transportation services. Local governments or chambers of commerce usually create the TMA and provide seed funding. In many areas, developers or facility managers may be required to establish a TMA to mitigate local congestion and parking problems. TMA's are typically funded through dues paid by member property owners, businesses and government, supplemented by grants from local and state agencies.

TMA benefits can be large because traffic and parking costs tend to be particularly high in commercial and industrial areas where most TMA's exist. According to the Victoria Transport Policy Institute, parking and road facility savings often repay TMA operating costs. The results are impressive; it is shown that TMA's can reduce 6 to 7 percent of total commute trips if implemented alone, and significantly more if implemented with other TDM strategies. Nationally, some TMA's have reported before/after travel mode share shifts for transit that have doubled, and SOV travel declines of nearly 30 percent.

For these reasons, establishing a TMA in Downtown Everett could enhance the City's qualifications and competitiveness in securing grant funding for priority projects. A Downtown Everett TMA could provide increased public participation and community support for local improvements as well as expanded opportunities to secure critical local matching funds – both of which factor highly in competitive grant funding selection processes. Establishing a Downtown TMA could help the City secure possible project funding for an ongoing GTEC program.

3. Growth and Transportation Efficiency Center (GTEC)

Creation of employment and residential centers as designated GTECs was authorized by Washington State as part of the CTR Efficiency Act of 2006. The program's purpose is to increase transportation efficiency in areas with high concentrations of jobs and housing, such as in Downtown Everett, and support goals and policies that direct growth and economic development into these areas.



While the CTR program is focused on commute trips of only the largest employers, the GTEC program expands the reach of CTR by implementing proven TDM strategies to all daily trip types. This is accomplished in cooperation with smaller non-CTR affected employers and with area residents. The focus of the GTEC program is to build partnerships that more fully integrate land use and transportation decision making in order to increase the efficiency of transportation systems, economic viability, and environmental stewardship of the GTEC areas.

Some of the GTEC strategies include capital investments in transit and non-motorized transportation, expanded trip reduction incentives, small employer promotion and training, parking management, multimodal concurrency, and increased transit services. Implementation of these and other GTEC strategies would help realize many of the transportation policy and improvement recommendations within the City of Everett's Comprehensive Plan and Downtown Plan.

There soon may be additional opportunities for state GTEC funding. In 2009, WSDOT will provide a report to the legislature recommending future GTEC funding levels. WSDOT's preliminary recommendations would fund 18 GTECs with 50 percent local match.

Adoption of the 2025 No Action Alternative would require no additional TDM programs within Downtown beyond the ongoing administration of the current CTR program. Adoption of the 2025 Demand or Capacity Alternative would require further development of organized TDM programs specific to Downtown. Table 3.2-20 provides a summary of recommended Transportation Demand Management mitigation strategies by alternative.

Table 3.2-20: Recommended Downtown TDM Mitigation Strategies

Downtown Everett Recommended TDM Mitigation Strategies	Project Description	2025 No Action Alternative	2025 Demand Alternative	2025 Capacity Alternative
Continued Implementation of State CTR law	Continued implementation of the Washington CTR program within the City	X	X	X
Implement a Downtown Everett Transportation Management Association (TMA)	Implement a Downtown TMA to provide TDM programs and services. Include business organizations and employers, City and transit agencies.		X	X
Implement a Downtown Growth and Transportation Efficiency Center	Approval and implementation of a Growth and Transportation Efficiency Center		X	X



Consideration of over-capacity conditions and other potential mitigation strategies in the vehicular traffic system need to be balanced with the adopted transportation objectives and policies in the Everett Comprehensive Plan calling for greater modal balance and investment in transit, non-motorized and TDM strategies. Within Downtown Everett, a balanced approach is particularly important where significant changes in travel mode shares are necessary to support the 2025 Demand or Capacity Alternatives.

The Downtown Plan’s recommended key traffic mitigation strategies under each of the future 2025 alternatives are presented in Table 3.2-21.

Table 3.2-21: Recommended Downtown Traffic Mitigation Strategies

Recommended Key Traffic Mitigation Strategies	Project Description	No Action Alternative	Demand Alternative	Capacity Alternative
I-5 Downtown Everett Interchange Access Improvements	Construct interchange ramp and arterial improvements at downtown interchanges - Pacific, Hewitt and Everett Avenues	X	X	X
I-5 HOV Lanes (US 2 to SR 528)	Construct HOV lanes on I-5 from US 2 north to SR 528. Expected to decrease I-5 congestion which pushes traffic onto downtown streets	X	X	X
41st Street/Broadway Arterial Improvements	Provide arterial improvements on 41st St. and Broadway to provide improved I-5 access and capacity to serve new growth in the riverfront area and in Downtown	X	X	X
East Marine View Drive Improvements	Construct dedicated truck route improvements between I-5 and North Broadway. Expected to greatly reduce truck volumes impacting Downtown and provide for future growth at the waterfront industrial areas	X	X	X
City Gateway Street Improvements	Construct landscaping and signage denoting entry corridors to the City, especially to Downtown	X	X	X
West Marine View Drive / Rucker Avenue/41 st Street Freight Route	Identify, design and construct an improved truck route from I-5 at 41st to the Port of Everett and other waterfront industrial area. Study a more direct connection between Rucker Ave. and W. Marine View Dr.	X	X	X



B. Freight Mitigation

The West Marine View Drive/Rucker Avenue/41st Street Freight Route project is expected to help significantly alleviate truck traffic impacts within Downtown and is recommended as a mitigation strategy under all three 2025 alternatives. The project is shown in Table 3.2-21, Recommended Downtown Traffic Mitigation Strategies. No freight impact mitigation would be required for development proposals within the study area.

C. Parking Mitigation

Key parking mitigation strategies being considered in the Downtown Parking Study include:

- Support of TDM and CTR strategies
- Adopt code/rules for parking management
- Improve effectiveness of enforcement
- Simplify parking fine structure
- Increase parking fines to greater than the cost of daily off-street parking
- Create uniform 90 minute time zones in the downtown
- Consolidate management of City owned parking and assign a parking manager
- Establish a joint public/private stakeholder advisory committee
- Establish a Downtown parking fund

Implement paid on street parking based on 85 percent rule, if and when warranted after improved enforcement lowers the percentage of long-term parking utilizing on-street parking.

D. Public Transportation System

Key Downtown public transportation facilities and service improvements are outlined in the following sections.

1. Public Transportation Service and Facility Improvements

The Downtown Everett planning area is an important regional employment and public services center and provides a regional hub for public transportation services. Under the No Action Alternative, few improvements to Downtown transit services or facilities would be necessary to support the modest increase in forecasted demand for public transportation service. However, significant service and facility improvements would be needed under the 20-Year Demand and Capacity Alternatives to accommodate forecasted increase in public transportation demand, and to improve access to transit services including:

- Additional or expanded public transportation services
- Improvements to designated transit-oriented streets
- Additional transit-oriented Street designation



- Upgrades to Downtown bus stops and shelters
- Improvements at Everett Station

Each of the recommended improvements is discussed in more detail in the following sections. A map of the recommended future 2025 transit facility improvements under the 20-Year Demand Alternative is shown in Figure 3-2.17.

2. Transit Service Improvements

As discussed in the Existing Conditions section, Downtown service providers include Everett Transit, Community Transit, Sound Transit, Island Transit, and Skagit Transit. In addition, national and international passenger transportation service is also provided at Everett Station by Greyhound and Amtrak. In the future, the demand for transit is forecasted to increase and transit service providers will play a key role in accommodating and encouraging increasing demand and transit ridership.

Under the No Action Alternative, few improvements to Downtown public transportation services would be necessary to support the modest 25 percent increase in ridership demand forecasted between 2007 and 2025. In order to accommodate the forecasted increase under this alternative, these currently planned projects are recommended:

- Implement SWIFT Bus Rapid Transit (BRT) service between Everett Station and the Aurora Village Transfer Center, with Transit Signal Priority (TSP)
- Sounder Everett to Seattle Commuter Rail Service Improvements
- ST commuter bus service expansion

In addition, Everett Transit should implement revisions to their existing routes and frequencies to maximize future Downtown ridership and passenger transfer demand.

Under the 2025 Demand and Capacity Alternatives, significant service improvements would be needed to accommodate forecasted demand increases of 270 and 350 percent respectively. In addition to the service improvement recommended under the No Action Alternative, these transit service improvement projects are recommended:

- Everett Riverfront to Harborfront Connector
- High capacity transit service implementation on Broadway
- Expand Transit Signal Priority (TSP) implementation
- LINK LRT system extension north to Everett Station
- Community Transit planned route expansion and service frequency increases
- Skagit Transit and Island Transit commuter bus service, including shared use of facilities and service coordination

Recommended Downtown transit service mitigation strategies are presented in Table 3.2-22.

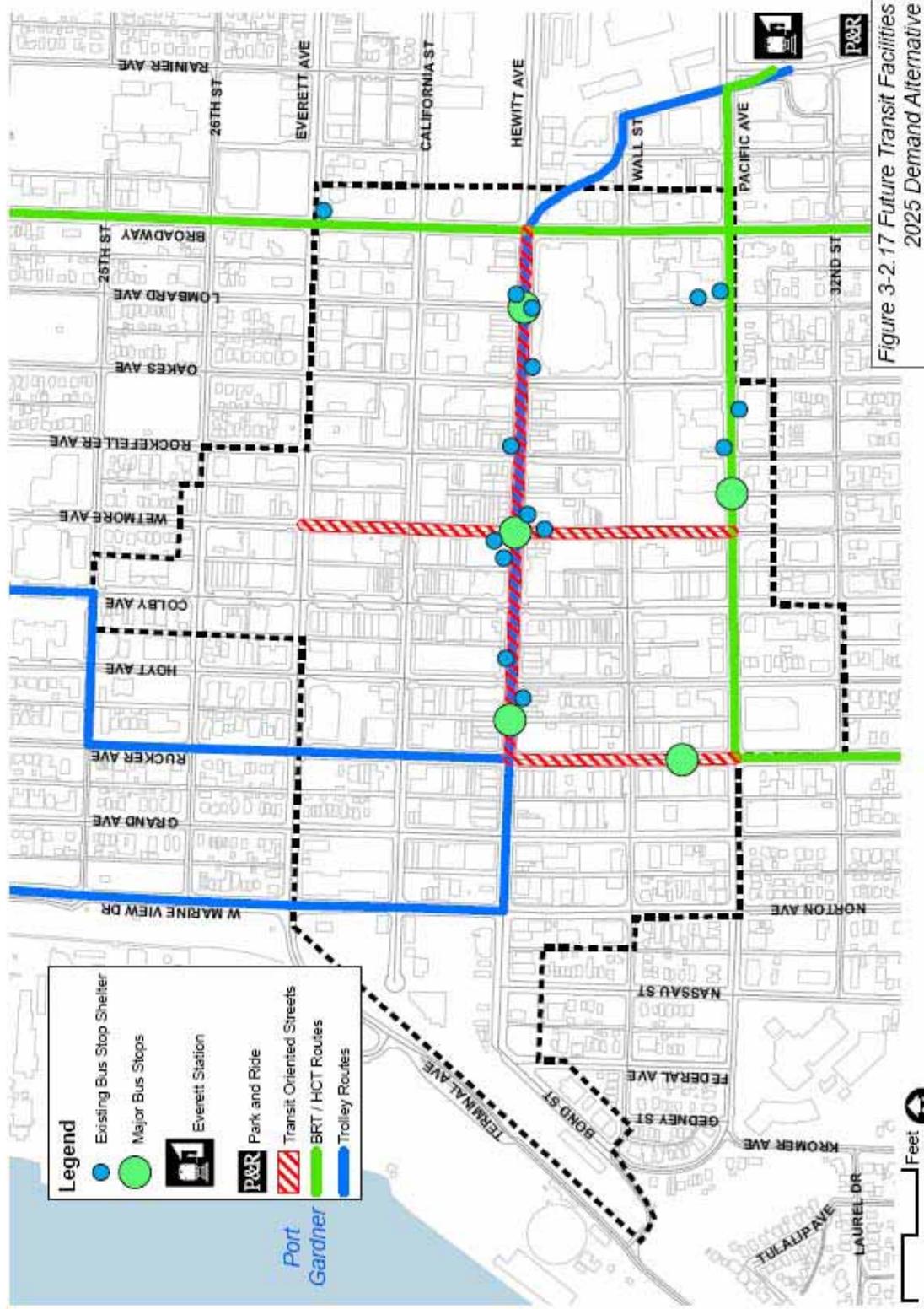




Table 3.2-22: Downtown Transit Service Mitigation Strategies

Recommended Everett Station Facility Improvement Strategies	Project Description	No Action Alternative	20-Year Demand Alternative	Capacity Alternative
SWIFT BRT Service	Implement Bus Rapid Transit (BRT) service with 10 – 15 min peak period frequencies between Everett Station and the Aurora Village Transfer Center along Pacific and Rucker avenues in Downtown	X	X	X
Sounder Everett to Seattle Commuter Rail Service Improvements	Add additional service to the Everett - Seattle commuter rail service - eight daily trains by 2018	X	X	X
New ST Commuter Express Bus service - Everett Station to Bellevue	Implement new commuter bus service between Everett Station and Bellevue along the SR527/I-405 Corridor	X	X	X
Revisions to Everett Transit (ET) routes	Revisions to Everett Transit (ET) routes to maximize Downtown ridership potential and passenger transfer opportunities	X	X	X
Everett Riverfront to Harborfront Connector	Implement high quality, attractive transit service connecting the Harborfront to Riverfront and Downtown Everett		X	X
Implement high capacity transit (HCT) service on Broadway	Implement HCT service along Broadway in support of the Broadway Corridor Plan and the Everett Downtown Plan		X	X
Install Transit Signal Priority (TSP) at signalized intersections	Install TSP at signalized intersections on key transit arterials: Pacific, Rucker, and Broadway avenues		X	X
Support ST LINK LRT system extension north to Everett Station	Active support to Sound Transit LINK LRT system expansion to Everett Station		X	X
Support Community Transit (CT) planned route expansion and service frequency increases	Support planned CT service expansion and route frequency increases that serve Downtown Everett and Everett Station.		X	X
Support Skagit Transit and Island Transit commuter bus services	Support Skagit Transit and Island Transit North County Connector commuter bus service including shared use of transit facilities and service coordination		X	X



3. Transit-Oriented Streets

The quality of the streetscape is critical to the success of transit in Downtown Everett. Hewitt and Wetmore Avenues have been designated as transit-oriented streets to support existing transit service. Unique transit passenger shelter kiosks that complement and enhance the streetscape are currently provided on Hewitt Avenue from Broadway west to Rucker Avenue, but not on Wetmore Avenue. Providing a consistent and identifiable design theme within the designated Downtown transit-oriented streets is an essential element to accommodate and encourage public transit demand. Construction of transit-oriented street passenger shelter design upgrades are recommended on all designated Downtown transit-oriented streets under all of the 2025 future alternatives in order to encourage transit ridership and increase accessibility.

In addition, due to the high public transit demand forecasted under the 20-Year Demand and Capacity Alternatives, transit-oriented street designation and construction is recommended on Rucker Avenue from Hewitt to south of Pacific Avenue. Revisions to the City’s B-3 Zoning regulations is also recommended to include design standards for transit oriented streets, similar to those found on Hewitt Avenue.

Table 3.2-23 presents the recommended Downtown transit-oriented streets mitigation strategies. Figure 3-2.17 displays the transit oriented streets recommended under the 20-Year Demand Alternative.

Table 3.2-23: Transit-Oriented Streets Mitigation Strategies

Transit-Oriented Streets Strategies	Project Description	No Action Alternative	20-Year Demand Alternative	Capacity Alternative
Complete transit-oriented streetscape on existing transit-oriented streets	Construct the Hewitt Avenue style streetscape design including transit facility upgrades on existing transit-oriented streets (Wetmore Ave. from Everett Ave. to Pacific Ave.)	X	X	X
Designate and construct additional transit-oriented street	Designate and construct additional transit-oriented street (Rucker Ave. from Hewitt Ave. to Pacific Ave.)		X	X
Revisions to B-3 Zoning Code for Transit-Oriented Streets	Revise B-3 zoning regulations to require streetscape and transit facility design standards on designated Transit-Oriented streets		X	X



4. Bus Stops

The public's first impression of Downtown Everett transit service is the Downtown bus stop. It is important that bus stops are easily identifiable, safe, accessible, and comfortable places to wait for the bus. As future transit demand increases and additional services are provided in Downtown, bus stop improvements will be increasingly important to translate higher demand into actual ridership. The following improvements to Downtown bus stops are recommended under all three 2025 alternatives:

- Design upgrades to the Wetmore Avenue bus stops from Everett to Pacific Avenues consistent with the current Hewitt Avenue transit facility design
- Additional bus stop amenities including:
 - Customer information – schedules, system maps, real time bus arrival information, Braille discs
 - Americans with Disabilities (ADA) Landing Pads – front and rear door
 - Bus shelters – all weather protection
 - Seating – benches, shelter benches, ad benches, specialized (flip seat, simme seat)
 - Trash cans
 - Lighting
 - Bus stop art

Under the 2025 Demand and Capacity Alternatives, additional improvements are recommended to support the forecasted increased public transit demands, including:

- Design upgrades to the Rucker Avenue bus stops from Hewitt to Pacific Avenues consistent with the current Hewitt Avenue transit facility design. This section of Rucker Avenue is also recommended for transit oriented street designation
- New bus stops on Rucker Avenue near the intersection of Wall Street
- Major bus stops should be constructed at these five locations with high-level stop amenities and streetscape provisions. Between 300 to 800 daily boardings and alightings are forecasted at these major bus stops by 2025 under the Demand Alternative (see Figure 3-2.15):
 - Hewitt Avenue near Rucker Avenue
 - Hewitt Avenue near Colby Avenue
 - Hewitt Avenue near Lombard Street
 - Rucker Avenue near Wall Street (recommended new stop)
 - Pacific Avenue near Wetmore Avenue (planned SWFT BRT stop)

Active retail uses in the vicinity, such as coffee shops or newspaper/candy vendors, may prove successful and provide transit users with conveniences they desire.

Table 3.2-24 presents the recommended Downtown bus stop mitigation strategies. Figure 3-2.17 displays the transit-oriented streets and major bus stops recommended under the 20-Year Demand Alternative.



Table 3.2-24: Downtown Bus Stop Mitigation Strategies

Recommended Bus Stop Improvement Strategies	Project Description	No Action Alternative	20-Year Demand Alternative	Capacity Alternative
Upgrade bus stops on existing designated Downtown transit-oriented streets	Construct the Hewitt Avenue style of transit bus stop design upgrades on existing designated Downtown transit-oriented streets: <ul style="list-style-type: none"> • Wetmore Ave. from Everett Ave. to Pacific Ave. 	X	X	X
Add bus stop amenities	Additional bus stop amenities should be added to existing and new bus stops at high volume and and/or significant transfers.	X	X	X
Upgrade bus stops on recommended Downtown transit-oriented streets	Construct the Hewitt Avenue style of transit bus stop design upgrades on: <ul style="list-style-type: none"> • Rucker Ave. from Hewitt Ave. to south of Pacific Ave. 		X	X
Construct new bus stops on Rucker Avenue	Construct new bus stops on Rucker Avenue near Wall Street.		X	X
Plan and construct major bus stops	Major bus stops should be constructed with high-level amenities and streetscape provisions near these locations: <ul style="list-style-type: none"> • Hewitt Avenue near Rucker Avenue • Hewitt Avenue near Colby Avenue • Hewitt Avenue near Lombard Street • Rucker Avenue near Wall Street (recommended new stop) • Pacific Avenue near Wetmore Avenue (planned SWFT BRT stop) 		X	X

5. Everett Station

Everett Station provides for significant levels of transit transfer activities between transit service providers in the larger Puget Sound Region and beyond. The Station also provides an important nearby hub for downtown destined transit riders. And Everett Station is also a transit trip destination, offering college and work training opportunities.

Because it is a key intermodal facility, Everett Station should plan for projected ridership and transfer increases at the local, regional, and national level (Amtrak and Greyhound). Although any improvement to transit service and facility upgrades at Everett Station has a tangible benefit



to all geographic and service levels, the focus of recommended improvements in this section is to accommodate demand and ridership increases projected to occur in Downtown Everett.

Everett Station facility improvement projects, as shown in Table 3.2-25, are recommended in response to forecasted increases in transit service, ridership and passenger transfers at Everett Station under all of the 2025 alternatives. These changes will increase the capacity of Everett station to accommodate additional transit vehicles, passenger boardings, and bicycle parking demands under all three 2025 alternatives.

Table 3.2-25: Everett Station Mitigation Strategies

Recommended Everett Station Facility Improvement Strategies	Project Description	No Action Alternative	20-Year Demand Alternative	Capacity Alternative
SWIFT BRT Service Northern Terminal	Construct BRT system improvements at Everett Station to accommodate CT/ SWIFT BRT service between Everett Station and Shoreline	X	X	X
Everett Station Phase II	Completes the Sounder commuter rail station providing 440 additional parking stalls and an all-weather pedestrian bridge connecting the new parking to the rail access platform	X	X	X
Everett Station Secure Bicycle Parking Expansion	Provide fully secured bicycle parking for an additional 80 bicycles	X	X	X



E. Non-Motorized Mitigation

1. Bicycle Mitigation

Under all of the future 2025 alternatives, bicycle routes to and within Downtown are recommended in order to complete system connectivity to encourage and accommodate forecasted growth in demand including:

- California Street bike lanes
- Hoyt Avenue bike lanes
- Smith Avenue bike lanes
- Harborfront Trail extension
- Bond Street non-motorized improvements

Additional secured bicycle parking in Downtown is also recommended in order to accommodate forecasted increases in demand for bicycle travel and parking. In order to achieve construction of recommended secured bicycle parking, revisions to the City’s B-3 Zoning requirements for new retail, office and residential projects is recommended. Bicycle facility mitigation strategies recommended under each 2025 alternative are listed on Table 3.2-26 and the locations are illustrated on Figure 3.2-16.

Table 3.2-26: Bicycle Facility Mitigation Strategies

Bicycle Facility Mitigation Strategies	Project Description	No Action Alternative	20-Year Demand Alternative	Capacity Alternative
California Street bike lanes	Construct bike lanes from West Marine View Drive to US 2 to connect Harborfront Trail to US 2 Trestle	X	X	X
Hoyt Avenue Bike lanes	Construct bike lanes or signed route from 24th to Alverson and W. Marine View Drive	X	X	X
Smith Avenue bike lanes	Construct bike lanes from 41st St. to California St.	X	X	X
Harborfront Trail	Construct the segment of the Harborfront Trail between Broadway and Alverson	X	X	X
Bond Street bike and pedestrian improvements	Construct non-motorized improvements from Kromer to Terminal Avenue to improve access to the marine waterfront area.	X	X	X
Secured bicycle parking Downtown	Provide additional fully secured bicycle lockers in Downtown. Require 1 bike locker per 5,000 sq ft of new office and retail uses. Require new residential project to provide 1/4 bike locker per unit.	X	X	X



2. Pedestrian Facility Mitigation

Pedestrian facilities include pedestrian bulb-outs, street trees, lighting, sidewalk improvements, crosswalks, benches/public seating, features to enhance transit access, landscape medians, refuse receptacles, and public art.

The City has designated pedestrian-oriented Retail Streets and Connector Streets in Downtown primarily driven by the need to enhance and increase pedestrian travel. Specific design standards and regulations apply under each street type in addition to the streetscape, parking, and development regulations applicable throughout Downtown. A more detailed discussion of the designated Retail and Connector streets can be found in *Section A - Transportation Goals Policies and Regulations*.

Under the future 2025 No Action Alternative, no additional pedestrian facility improvements are recommended beyond those currently planned, including:

- Streetscape improvements currently required by the City for development projects in the Downtown B-3 Zoning regulations. Additional standards and regulations apply to designated Retail and Connector Streets.
- Improvements recommended to provide enhanced pedestrian access to public transit service along the designated transit-oriented Wetmore Avenue (see *Section 2 - Public Transportation Service and Facility Improvements*).

Under the future 20-Year Demand and Capacity Alternatives, additional pedestrian facility improvements are recommended to support higher levels of forecasted pedestrian activity. Recommended improvements include:

- Streetscape improvements to Colby Avenue from 19th Street south to 41st Street
- Rucker Avenue streetscape redesign similar to Hewitt Avenue as a designated transit oriented street
- Broadway streetscape improvements as recommended in the Downtown Plan in order to provide pedestrian and transit system enhancements
- Signage designating Grand Avenue as a major pedestrian route to the waterfront

A list of recommended Downtown pedestrian facility mitigation strategies under each 2025 alternative is shown in Table 3.2-27.



Table 3.2-27: Pedestrian Facility Mitigation Strategies

Pedestrian Facility Mitigation Strategies	Project Description	No Action Alternative	Demand Alternative	Capacity Alternative
Improve Downtown Retail, Connector, and Transit-Oriented streets	Provide pedestrian facility improvements designated Retail, Connector and transit Oriented Streets as specified in the Everett Downtown Plan	X	X	X
Colby Avenue Streetscape Improvements	Design and construct streetscape improvements between 19th and 41st streets		X	X
Redesign Rucker Avenue between Pacific and Everett Avenues	Improve Rucker Ave. similar to Hewitt Ave. to provide pedestrian and transit system enhancements including three to four lanes with landscaped median and improved streetscape		X	X
Redesign Broadway between Pacific and Everett Avenues	Improve Broadway consistent with the Broadway Corridor Plan to provide pedestrian and transit system enhancements		X	X
Grand Avenue Pedestrian Improvements	Provide signage designating Grand Avenue as a major pedestrian route to the waterfront as specified in the Everett Downtown Plan		X	X

F. Funding for Transportation Mitigation Strategies

Implementation of the identified mitigation strategies will require substantial investment by the City of Everett, its state and regional partners, the owners and developers of property within the Downtown area, and the users of the transportation system. While there are funding mechanisms currently in effect, additional revenue will be necessary to support the development of needed transportation facilities and services.

The objectives of any additional revenue sources should include:

- Transparency - easily explained and understood
- Equity - fair relative to the impact placed on the transportation system and the benefits received
- Stability – as a funding source over time
- Easy to administer – and a robust enough funding source to make its related administrative and political effort worthwhile
- Legally defensible



There are two existing City revenue sources that offer the potential for expansion to serve the projected growth of Downtown Everett:

- **Transportation Impact Fees** – Generally paid by property developers prior to the issuance of building permits, based on the trip generation characteristics of the development and the transportation capacity project costs within the affected area. The City currently discounts impact fees within Downtown Everett by one-half in order to encourage downtown development, and to acknowledge that most of the roadway infrastructure is already in place within the Downtown area. Transportation impact mitigation fees are currently applied throughout the City. The level of impact fees for projects within Downtown is currently half that required elsewhere in the City. The existing city-wide program was last updated in 1998, and is in need of updating again on a city-wide basis.

A separate impact fee program for the Downtown study area is not proposed as part of this Downtown Planned Action EIS. The City will continue to discount the city-wide impact fee within the study area until the city-wide program is updated. When the city-wide program is updated, the mitigation fee for Downtown will be addressed as a component of the city-wide program. The mitigation strategies identified herein will be used to guide the amendment of the program for impact fees in the downtown study area. The area to which the Downtown component of the future city-wide transportation mitigation fee system applies may be different than the boundaries of the Planned Action study area.

- **Local Improvement Districts** – An LID is a specific geographical district formed by a group of property owners working together to bring needed capital improvements such as sidewalks, streetlights, street pavement or water or sewer lines. An LID is a financing method available to property owners for design and construction of those improvements. The City undertakes the design, financing and construction of improvements and sells bonds to provide cash for the project. Property owners within the benefit district repay the money through special assessments, usually over 15 to 20 years. The City could pursue the creation of one or more LIDs within Downtown to fund the identified mitigation measures such as streetscape improvements, pedestrian and bicycle facilities, and bus stop amenities.



New sources of revenue to fund mitigation improvements might include:

- **Parking Fees** – Existing on-street parking within Downtown Everett is currently free. New electronic pay stations have been successfully introduced elsewhere within the region, resulting in increased revenue while encouraging the regular turnover of this most precious of parking resources. These new pay stations accept debit and credit cards as well as cash, providing convenient forms of payment for most customers. It is typical that while on-street parking is most important (from an economic development perspective) for the convenience of customers, the parking spaces are more often occupied by business owners and employees. Pay stations and/or meters, coupled with routine enforcement, can encourage more desirable use of the resource, shifting long term parkers to less convenient off-street spaces or to alternative modes of travel such as walking, biking or transit.
- **Parking Tax** – A parking tax could be enacted on each off-street parking stall within the Downtown area. Payment would be collected by the property owner each time the space is turned over. The City of SeaTac has had a parking tax in effect for decades that is a significant source of revenue.
- **Transportation Benefit District** – The Washington State Legislature authorized the creation of TBDs under Chapter 36.73 RCW for the purpose of acquiring, constructing, improving, providing and funding transportation improvements within the district. The qualifying improvements must be located within the boundaries of the district, must be necessitated by congestion, and must be contained in a state or regional transportation plan, but may include high capacity transportation, public transportation, transportation demand management, or other transportation projects and programs of regional or statewide significance. Two TBD revenue options that are not subject to voter approval include an annual vehicle fee of \$20 payable at the time of vehicle renewal, and transportation impact fees on commercial and industrial buildings (residential buildings are excluded). Several additional revenue options are available subject to voter approval, including an excess levy of property taxes for capital purposes, up to 0.2 percent sales and use tax, up to \$100 annual fee per vehicle registered, and vehicle tolls.



3.3 UTILITIES

TABLE OF CONTENTS

I. WATER.....	1
A. EXISTING CONDITIONS	1
B. REGULATORY REQUIREMENTS	3
C. ALTERNATIVES IMPACT ANALYSIS.....	4
D. MITIGATION MEASURES.....	6
II. SEWER AND STORMWATER	6
A. EXISTING CONDITIONS	6
B. REGULATORY REQUIREMENTS	12
C. ALTERNATIVES IMPACT ANALYSIS.....	12
D. MITIGATION MEASURES.....	13
III. SOLID WASTE AND RECYCLING.....	14
A. EXISTING CONDITIONS	14
B. ALTERNATIVES IMPACT ANALYSIS.....	15
C. MITIGATION MEASURES	16
IV. TELECOMMUNICATIONS	16
A. EXISTING CONDITIONS	16
B. REGULATORY REQUIREMENTS	18
C. FUTURE PLANNED IMPROVEMENTS	18
D. ALTERNATIVES IMPACT ANALYSIS	18
E. MITIGATION MEASURES	19

LIST OF TABLES

TABLE 3.3-1: MINIMUM FIRE FLOW REQUIREMENTS FROM COMPREHENSIVE WATER PLAN	5
TABLE 3.3-2: COMPARISON OF YEAR 2025 SEWER FLOW PROJECTIONS.....	13
TABLE 3.3-3: PROJECTED MUNICIPAL SOLID WASTE PRODUCTION (POUNDS PER DAY).....	15

LIST OF FIGURES

FIGURE 3-3.1: EXISTING WATER SYSTEM	2
FIGURE 3-3.2: SEWER DRAINAGE BASINS	8
FIGURE 3-3.3: STORMWATER / SEWER FACILITIES	10



I. Water

A. Existing Conditions

1. Existing Facilities / Services / Systems

The City of Everett Utilities Division supplies water to customers in Everett for domestic use, commercial and industrial processes, and fire fighting. In addition, the City provides water on a wholesale basis to other water purveyors in Snohomish County, including Alderwood Water and Wastewater District, Silver Lake Water District, Cross Valley Water District, Mukilteo Water District, Snohomish County Public Utility District No. 1, City of Marysville, City of Monroe, City of Lake Stevens and City of Snohomish. Everett currently has water rights to deliver 376 million gallons per day (mgd).

The City of Everett withdraws water from the Sultan River system approximately 20 miles east of Everett. The water is transported by gravity to the Drinking Water Filtration Plant. The plant uses advanced filtration processes to remove possible contaminants and takes steps to reduce the corrosiveness of the naturally soft water. However, water supplied to the Kimberly Clark Paper Mill is not filtered and does not require the water to be treated at the plant.

Four large diameter transmission lines convey water, three treated and one unfiltered, from the Drinking Water Filtration Plant to Everett. As the water travels to Everett, some water providers draw their water directly from the transmission lines. The rest of the water is delivered to storage reservoirs located throughout Everett and receives additional chlorination treatment prior to being distributed throughout the system.

The Downtown planning area is located within the Low Service pressure zone where the typical hydraulic grade is approximately 283 feet. This zone is primarily fed by a 24-inch diameter main located within 35th Street. The secondary feed to this zone is supplied through a pressure reducing valve (PRV) from the Intermediate pressure zone, located at 35th Street and Lombard Avenue.

The water system in the Downtown planning area generally consists of a grid of water lines, most that are 8-inches in diameter. Some streets contain larger lines, up to 24-inches in diameter, and a few lines smaller than 8-inches. The existing water system can deliver fire flow up to 4,000 gallons per minute (gpm) with a residual pressure of 20 pounds per square inch (psi) throughout the planning area. This meets the maximum fire flow requirement of 4,000 gpm for development in the planning area. Figure 3-3.1 shows the location of existing water mains and major facilities that serve the Downtown planning area.

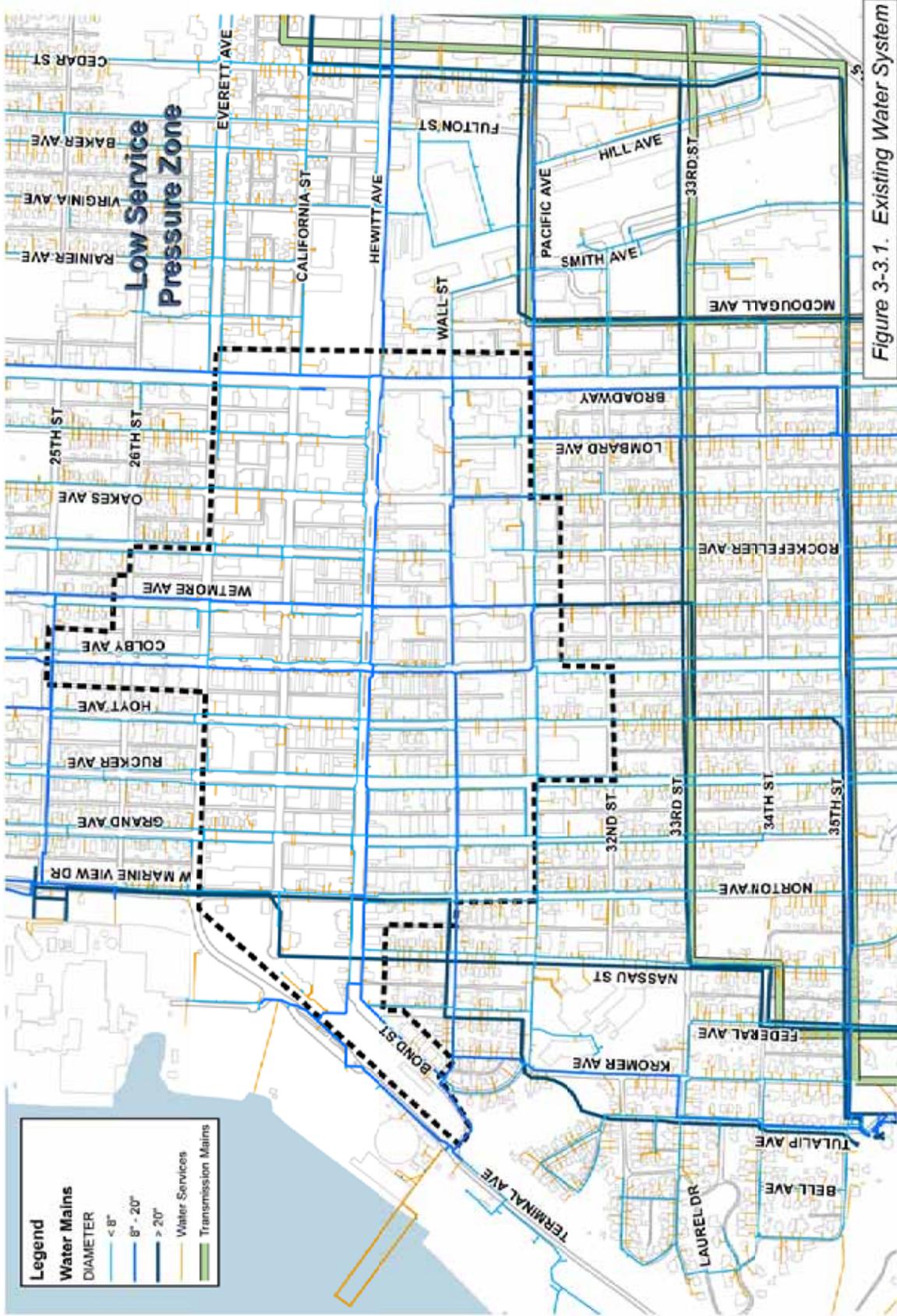


Figure 3-3.1. Existing Water System



2. Existing Comprehensive Plans for Water

The 2007 City of Everett Comprehensive Water Plan is the current plan approved by the Washington State Department of Health. This plan provides an overview of Everett's existing water system, forecasts future water demands, evaluates the water system, and provides a capital improvements program (CIP) and financing plan to resolve system deficiencies and minimize impacts due to future growth.

3. Future Planned Improvements

The City's CIP, developed in the Comprehensive Water Plan, identifies projects needed to mitigate system deficiencies in source, booster pumping, storage, transmission, and distribution. The CIP also proposes improvements and rehabilitation to the existing Water Filtration Plant and transmission mains that affects the entire City of Everett water system.

According to the CIP, there is only one project recommended to improve the existing water distribution system located within the Downtown planning area. This relatively small project consists of replacing over 1,800 linear feet of 10-inch diameter water main on Hoyt Avenue between 25th Street and Hewitt Avenue and is expected to be completed by 2011. For additional information regarding the proposed CIP, see the current City of Everett Comprehensive Water Plan.

B. Regulatory Requirements

1. City of Everett

The City of Everett's Municipal Code, Title 14 establishes standards for construction, operation, billing rates and charges, and the ownership and maintenance of water facilities. The Code details that the City's Utilities Department shall provide for the construction, operation and maintenance of all water distribution facilities within the city limits.

Any work proposed within the City's right-of-way must be approved by a permitting process with the Utilities Department and must comply with the City of Everett's Design and Construction Standards and Specifications for Development manual. Section 5 (Water Distribution) defines the standards for designing and constructing within the City's water distribution system.

Typically, fire flow requirements control the design capacity of water main since these demands are generally much greater than the domestic water and other demands. The Municipal Code and Design Standards details require that the Fire Marshal shall determine required fire flows per the "Guide for Determination of Required Fire Flow" as published by the Insurance Service Office of the Municipal Survey Service.



2. State Building Code

The State of Washington's Building Code, WAC 51, provides provision for establishing required fire protection. Specifically to the Downtown planning area, it requires secondary sources of water for high rise buildings for additional fire protection aside from City owned and operated fire hydrants.

3. Department of Health

Water systems in Washington State must comply with the Department of Health's Drinking Water Regulations, as published in WAC 246-290. WAC 246-290 defines the basic requirements to protect the health of consumers using public drinking water supplies. The Municipal Water Supply-Efficiency Requirements Act, also known as the Municipal Water Law, allows the Washington State Department of Health to regulate drinking water systems in order to assist with growing needs and assure greater reliability of drinking water in the future. This allows the Department of Health to work more closely with water system planning and engineering. Water systems should also follow the guidelines within the Department of Health's Water System Design Manual.

C. Alternatives Impact Analysis

1. Criteria

Design standards specified in WAC 246-290, the City of Everett Municipal Code, and the City of Everett 2007 Comprehensive Water Plan are the basis for design of the water distribution system within the Downtown planning area. In analyzing the existing system for current and future needs, the following should be achieved at a minimum:

- a. Systems designed to provide fire flows shall have a minimum distribution main size of six inches.
- b. New public water systems or additions to existing systems shall be designed with the capacity to deliver water at a pressure of 30 pounds per square inch (psi) under peak hour demand flow conditions, measured at all existing and proposed service water meters. This pressure must also be maintained under the condition where all equalizing storage has been depleted from reservoirs.
- c. Where fire flow is provided, the distribution system shall also provide supply at the maximum day demand rate plus the required fire flow at a pressure of at least 20 psi at all points throughout the distribution system. This pressure must also be maintained under the condition where the designed volume of fire suppression and equalizing storage has been depleted from reservoirs.
- d. Water velocity in the distribution system water mains must be maintained at 8 feet per second or less under all flow conditions.



As discussed earlier, fire flow requirements for new developments will need to be reviewed and determined on a case by case basis by the City’s Fire Marshal. Fire flow requirements are based on a number of factors unique to each building, including building size, construction materials, location relative to adjacent buildings, type of use, and whether the building has sprinklers. The Comprehensive Water Plan has identified minimum fire flow requirements based on land use for planning purposes, as shown in Table 3.3-1.

Table 3.3-1 Minimum Fire Flow Requirements from Comprehensive Water Plan

Type of Development	Required Fire Flow (gpm)	Minimum Duration (hrs)
Residential ¹ (less than 3,600 sf/residence)	1,000	2
Residential ¹ (greater than 3,600 sf/residence)	1,500 - 4,000 ²	2 - 4 ³
Multi-Family Dwelling	1,500 - 4,000	2 - 4 ³
Non-residential	1,500 - 4,000	2 - 4 ³

¹Residential includes town homes, duplexes and single family homes.

²Required fire flow rate is based on the design square footage of individual residences.

³Minimum duration depends on the required fire flow:

Less than 2,750 gpm - 2 hours

2,750 gpm to 3750 gpm - 3 hours

3750 gpm and greater - 4 hours

2. Analysis

According to the City’s Comprehensive Water Plan, overall system capacity is sufficient to accommodate future growth planned throughout the service area. Therefore, the alternatives do not require system-wide improvements above those that are already planned for the system.

Fire flow demands are the driving factor in sizing water distribution piping. According to the City’s Fire Marshal office, 4,000 gpm will be maximum fire flow requirement for the Downtown planning area, regardless of building heights and sizes. Since this is the same maximum fire flow requirement that was used in the Comprehensive Water Plan to evaluate the existing water system, additional water distribution main improvements, aside from those identified in the Comprehensive Water Plan, are not anticipated for any of the alternatives. However, an analysis of the existing water system will be performed by the City for each development project to ensure that sufficient pressure and fire flow is available for the proposed development. The results of this analysis may determine that water system improvements are required for the project. Example improvements may include upsizing existing water mains or installing additional fire hydrants.



If proposed buildings exceed service elevations or if capacity requirements cannot be met, on-site improvements may be necessary, such as installing a booster pump. These improvements will be determined through review of individual projects by the City and the City's Fire Marshal.

Construction of any water lines or mains will generally involve removal and replacement of earth and will create noise impacts typical of construction. Disruption to traffic flow may be anticipated for work inside the right-of-way. Access to businesses and residences can be blocked temporarily. Water service may be temporarily unavailable as construction progresses and hook-ups are connected.

D. Mitigation Measures

The following mitigation measures should be implemented to assist in minimizing the impacts of future development on the existing water system:

1. New developments and expansions must comply with the City of Everett's "Design and Construction Standards and Specifications Manual, Section 5, Water Distribution" and the Department of Health's "Water System Design Manual".
2. Fire flow requirements for proposed buildings will be determined by the Fire Marshal.
3. Installation of fire hydrants and other water system improvements must meet the requirements imposed by the Fire Marshal.
4. Conservation efforts should be implemented to reduce the consumption of water. Installation of water-efficient plumbing fixtures, reuse of non-potable water, and performing water audits are a few examples.
5. Hydraulic modeling and analyses will be completed by the City for each development and expansion project to determine the ability of the existing water system to meet the requirements of the development project and to identify water system improvements necessary to meet the requirements.
6. Private pumping systems may be required in buildings to provide adequate water pressure throughout the building.
7. Any impacts during construction may be mitigated with notices to property owners, businesses and residents. Alternate routes and phasing for transportation and pedestrian facilities may be implemented to ensure access on a daily basis. Construction schedules may be altered to occur during off-peak hours.

II. Sewer and Stormwater

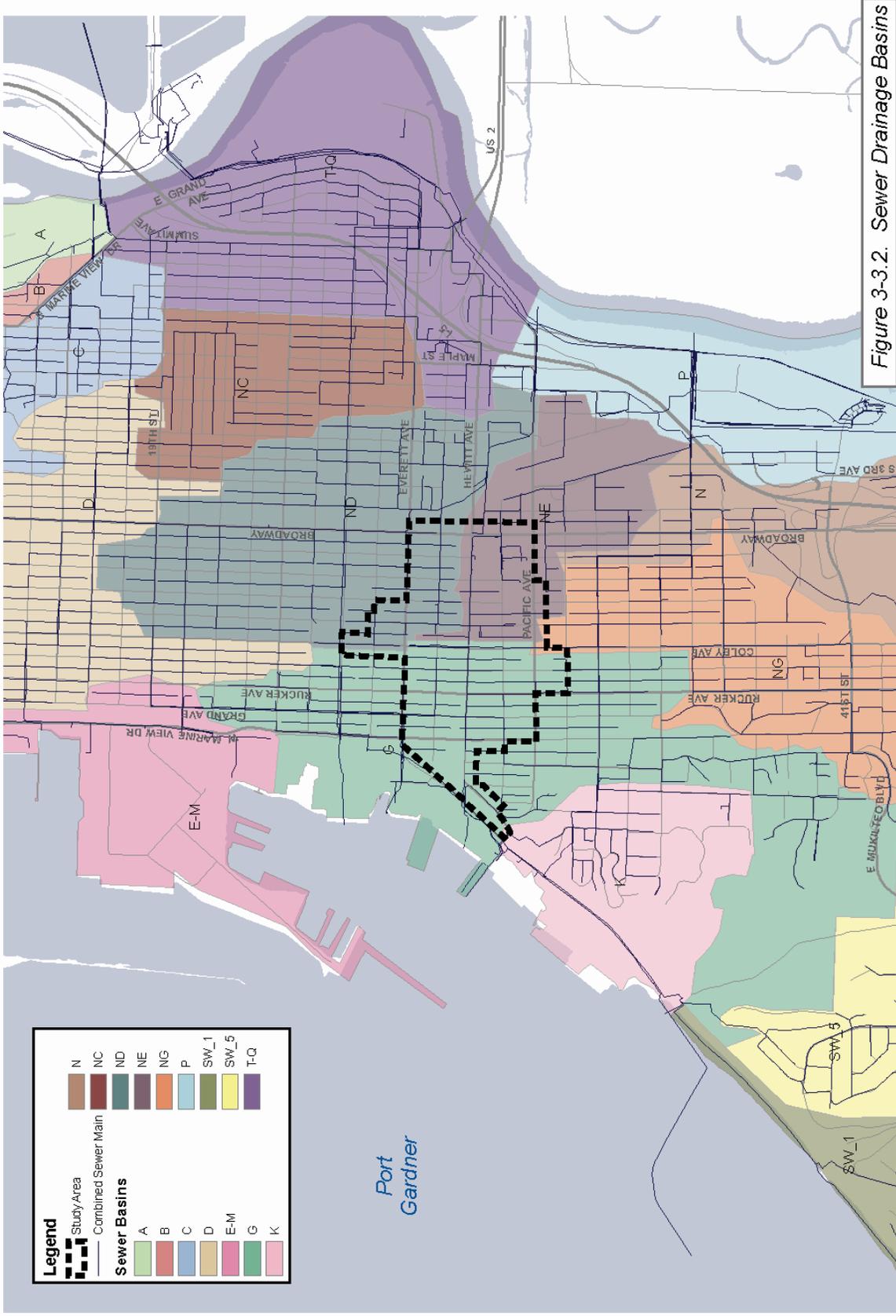
A. Existing Conditions

1. Existing Facilities / Services / Systems

The City of Everett provides sanitary sewer service to Downtown Everett. The Department of Public Works oversees the collection and treatment of wastewater. The majority of the sewer



system serving the planning area was constructed before 1960 and primarily consists of combined sanitary/stormwater sewer piping. The City of Everett's 2006 Comprehensive Sewer Plan shows that north Everett area is divided into several Sewer Drainage Basins. Figure 3-3.2 shows the drainage basins in the area and that the planning area encompasses a portion of four basins.





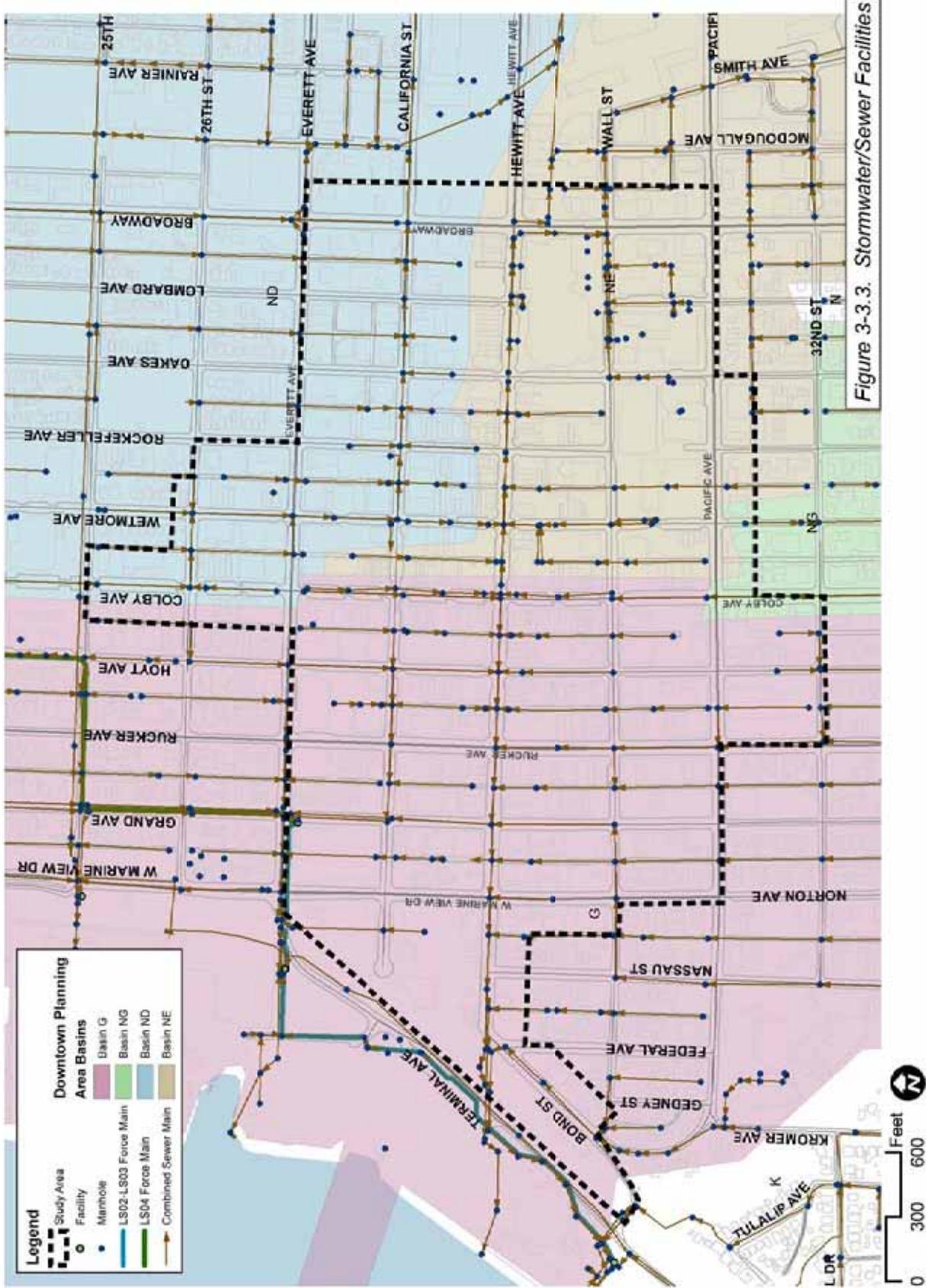
Surface water and sewage within the planning area is collected by a combined sewer network that collects wastewater/stormwater and discharges by gravity or pumps by lift stations to major interceptors within the system. The interceptors convey flow directly to the City’s Water Pollution Control Facility (WPCF) where wastewater is treated to meet state and federal standards for secondary treatment. In addition, there are a few regulators located within the planning area that relieve the existing system by diverting high flows in order to minimize impacts downstream.

Surface stormwater and sanitary sewer collection for the entire Everett Downtown planning area is provided by a combined sewer system (see Figure 3-3.3). Stormwater is collected via catch basins distributed around the planning area that discharge to the combined sewer system via a network of directly connected storm drainage mains. There are no streams or natural drainage routes located within the planning area. There is one small stormwater detention facility located within the eastern portion of the planning area. This combined collection system relies on the sewer system piping described in this section to convey stormwater to the WPCF. However, during heavy rainstorms, the interceptors, associated with Basin G, exceed their capacity and the excess combined sewage/stormwater overflows directly into Port Gardner Bay, via the following CSOs: PS04, PS05, PS06, and PS07.

There are no combined sewer outflows (CSOs) associated with the other basins in the planning area. The frequency of overflow events, for the CSOs associated with Basin G, is provided by the “City of Everett Utilities, 2005 Annual Combined Sewer Overflow Report” which states that “Monitoring of three uncontrolled Puget Sound CSOs (PSO4, PSO5, and PSO6) indicated 113 events using the 3-hour definition from the 1988 CSO Control Plan or alternatively 76 events using the now accepted 24-hour event definition. Overflow data is not provided for PSO7 since the report states that an investigation during the reporting period determined that PSO7 and PSO8 has been combined and therefore no separate data is available for PSO7. This overflow data for Basin G represents an increase from the baseline data, from 1987 conditions, for the same three outfalls. The baseline data shows an average annual number of 69 3-hour interval CSO events as compared to 113 3-hour interval events for the 2004/2005 Monitoring period.

The City of Everett’s 2006 Comprehensive Sewer Plan defined the existing flows for each basin for the year 2003. Listed below are the entire basin flows associated with the basins specifically included in the planning area.

Basin	Average Sewer Flow (mgd)
G	1.7
ND	1.2
NE	0.3
NG	2.2





Originally constructed in 1960, the WPCF provides wastewater treatment to the City of Everett, Mukilteo Water District, Silver Lake Water District and Alderwood Water and Wastewater District. Currently, the WPCF operates utilizing two parallel treatment systems, a trickling filter/solids contact system and an aeration/oxidation pond system, each system ultimately discharging treated effluent into the Snohomish River. In October 2000, the Washington State Department of Ecology (DOE) rated the WPCF to a capacity of 31.3 million gallons per day (mgd) and the City is planning to expand the plant to 47.3 mgd by 2015.

2. Existing Comprehensive Sewer Plans

The Comprehensive Sewer Plan, issued May 2006, addresses Everett's wastewater conveyance and treatment needs for future demands up to the year 2050. The Comprehensive Sewer Plan provides a capital improvement program (CIP) that details system improvements required to accommodate future needs.

3. Future Planned Improvements

The CIP identifies several projects that will address the City's future needs by replacing or rehabilitating facilities within the existing collection system. In general, the CIP improvements will focus primarily on improving management and control of CSOs, completing capacity upgrades to the WPCF, incorporating additional flows from future annexations and addressing hydraulic deficiencies in joint-use facilities.

The management and control of CSOs is the main planned improvement that will impact the Downtown planning area directly. Specific CIP projects that are located in the Downtown planning area and recommended to be completed in the near future are as follows:

- Basin G - To improve conveyance, it is recommended that an existing 12-inch sewer line be replaced with a new 24-inch sewer line that parallels Terminal Avenue near Hewitt Avenue
- Basin ND - To improve conveyance, it is recommended to replace existing 8-inch and 10-inch sewer lines with a new 12-inch sewer line between Colby Avenue and Wetmore Avenue from 25th Street to Everett Avenue
- Basin NE - There are no near-term CIP projects affecting sewer flows from the Downtown planning area, however a longer term conveyance improvement is recommended that involves replacing an existing 6 and 8-inch pipeline with a 12-inch parallel to 32nd Street and McDougall Avenue
- Basin NG - There are no near-term CIP projects within the Downtown planning area

For additional information regarding the CIP, see the current City of Everett Comprehensive Sewer Plan.



B. Regulatory Requirements

1. Department of Ecology

The Washington State Department of Ecology has the authority to implement a water quality discharge permit, known as National Pollutant Discharge Elimination System (NPDES) permits, to regulate water quality. Since the system in the Downtown planning area consists primarily of combined sewers and discharges stormwater and sanitary sewer to the WPCF, the City is responsible for compliance with water quality standards at the facility.

2. City of Everett

Similar to the City's regulatory requirements for public water, sewer facilities are regulated under the Municipal Code Title 14. Standards for construction, operation, billing rates and charges, and ownership and maintenance are detailed for stormwater and sanitary sewer facilities. The Code details that the City's Utilities Department shall provide for the construction, operation and maintenance of all stormwater and sanitary sewer facilities within the city limits.

Any work proposed within the City's right-of-way must be approved by a permitting process with the Utilities Department and must comply with the City of Everett's Design and Construction Standards and Specifications for Development manual. Standards for stormwater and sanitary sewer facilities are detailed in Section 4 Storm and Surface Water and Section 6 Sanitary Sewers respectively.

C. Alternatives Impact Analysis

Overall system-wide capacity is sufficient to accommodate the alternatives. A broad analysis of the proposed alternatives was performed to determine if the future development alternatives would have impacts on the existing sewer collection basins. Based on the land use scenarios developed for each alternative, a sanitary sewer flow of 1,800 gallons per acre per day was applied to the projected square footage of development. In addition, it was assumed each residential dwelling unit produced a sanitary sewer flow of 175 gpd. These values are the flows defined by the City's Comprehensive Sewer Plan for the analysis of future flows in the years 2020 and 2050. The following Table 3.3-2 summarizes the projected sanitary sewer flows within the Downtown planning area generated by the three alternatives in comparison to the flows projected for the year 2025 as defined by the Comprehensive Sewer Plan.



Table 3.3-2: Comparison of Year 2025 Sewer Flow Projections

Alternatives Total Flow (gpd)			Comprehensive Sewer Plan 2025 Projected Flow (gpd)*
No Action Alternative	20-Year Demand Alternative	Capacity Alternative	
459,524	728,215	990,763	531,807

*This flow value was determined based on assumptions provided by the City of Everett’s 2006 Comprehensive Sewer Plan regarding growth projections and estimated flow values. However, the initial population value was derived from this study to determine flow projections within the Downtown planning area.

In reviewing the projected sewer flows of each alternative, the value for the No Action Alternative is the only flow projection that is close to or below the projected flows identified in the Comprehensive Sewer Plan. Therefore, it is possible that the higher flows of the 20-year Demand and Capacity Alternatives will require additional improvements to the combined sanitary/stormwater sewer system beyond what is shown in the Comprehensive Sewer Plan. As a result, it is recommended that an analysis be performed for each development project to identify improvements that may be required. In addition, it should be noted that the Comprehensive Sewer Plan did not evaluate the 6-inch and smaller diameter sewer lines and therefore, these localized sewer lines will be evaluated on a development by development basis to determine if they need to be upsized.

Since the Downtown planning area is highly urbanized, it is not expected that changes in land use within this urbanized area will result in appreciable changes in stormwater flows. However, the existing sewer system consists of combined sanitary/stormwater sewer piping, the analysis should review the impacts on existing facilities from the additional sanitary flows (base flow) and the design stormwater event.

Construction of any sewer lines or mains will generally involve removal and replacement of earth and will create noise impacts typical of construction. Disruption to traffic flow may be anticipated for work inside the right-of-way. Access to businesses and residences can be blocked temporarily. Sewer service may be temporarily unavailable as construction progresses and hook-ups are connected.

D. Mitigation Measures

The following mitigation measures would reduce the impacts of development on the sewer system:

1. New developments and expansions must comply with the City of Everett’s “Design and Construction Standards and Specifications Manual”, Section 4 Storm and Surface Water and Section 6 Sanitary Sewers and NPDES permitting.



2. Stormwater connections associated with future development should connect into the existing trunk lines at the same locations as in the existing condition.
3. If a developer proposes to redirect stormwater connections to a different location it should be the responsibility of the developer to ensure that there are no adverse impacts to the combined sewer system resulting from redirecting stormwater.
4. Conservation efforts should be implemented to reduce water use and wastewater generation.
5. Sewer modeling and analyses will be completed for each development and expansion project to determine the impact of the project and identify system improvements.
6. The City will need to perform additional modeling to ensure that system improvements are adequately designed to accommodate the growth projected in the 20-Year Demand and Capacity Alternatives. It is recommended that additional modeling be performed when the Comprehensive Sewer Plan is updated.
7. Any impacts during construction may be mitigated with notices to property owners, businesses and residents. Alternate routes and phasing for transportation and pedestrian facilities may be implemented to ensure access on a daily basis. Construction schedules may be altered to occur during off-peak hours.

III. Solid Waste and Recycling

A. Existing Conditions

1. Existing Facilities / Services / Systems

Snohomish County Public Works Division of Solid Waste is the entity responsible for solid waste management in Everett. Snohomish County operates several transfer stations and a long haul rail loading facility in north Everett. In 2003, the County opened the Airport Road Recycling and Transfer Station, a state of the art facility that is designed to handle up to 300,000 tons of waste per year.

In the City, as elsewhere in Washington State, garbage collection, hauling and recycling are provided by private companies working under franchise agreements. Collection, hauling, and recycling are provided by two companies: Rubatino Refuse Removal (north of 112th Street SE) and Waste Management Northwest (to the south). Rubatino reports that they collect approximately 500 tons of garbage from Downtown per month, or 6,000 tons per year.

Solid waste that is collected by the county's transfer stations is ultimately shipped out of the long haul rail loading facility to Roosevelt, Washington, where it is landfilled. The capacity at this landfill site is 92 million tons or 46 years of garbage.

Curbside recycling services are available from the haulers—Rubatino estimates that approximately 1,700 tons of recycling are collected per month in their Everett service area. Additionally, several recycling opportunities are supported or encouraged by Snohomish County Solid Waste and the City of Everett, including those for hazardous waste. The County's transfer sites accept:



- Newspaper
- Mixed paper
- Cardboard
- Glass bottles and jars
- Aluminum and metal cans
- Scrap metal
- Limited quantities of fluorescent bulbs
- Propane tanks BBQ size or smaller
- Some hazardous wastes (motor oil, oil filters, antifreeze, dry cell and lead acid batteries).

Plastics are not accepted for recycling at County facilities. Yard debris, clean wood waste, and electronics such as televisions and computers, are accepted for a fee. The County also has a Hazardous Waste Recycling Center at 3434 McDougall.

2. Existing Comprehensive Plans for Solid Waste

The County Public Works Department’s Solid Waste Division maintains a Comprehensive Solid Waste Management Plan, last updated in January, 2004. It looks at both intermediate and long-term solutions to solid waste issues. Major goals include recovering more of the waste stream through recycling and other recovery methods.

3. Future Planned Improvements

The 2008-2013 Snohomish County Capital Improvement Program foresees \$11.5 million in improvements to the county-wide solid waste disposal system over the next six years. These improvements are related to the North County Transfer Station (Arlington) and the Cathcart facility. No improvements are projected for the Everett facilities.

B. Alternatives Impact Analysis

The need for increased garbage collection services will occur under each of the three alternatives, both in residential and commercial hauling. According to the State Department of Ecology, the average person produces 7.97 pounds of solid waste per day (4.52 in garbage, and 3.46 in recycled materials). With these averages, Table 3.3-3 shows the amount of daily solid waste expected to be produced/collected by residents in the Downtown in the horizon year 2025:

Table 3.3-3: Projected Municipal Solid Waste Production (pounds per day)

Alternative	No Action	20-Year Demand	Capacity
Garbage	12,091	23,038.4	33,434.4
Recycling	9,255.5	17,635.6	25,593.6
Total Generation	21,346.5	40,674	59,028



Both the City of Everett and Snohomish County maintain recycling programs. The City has recycling programs for public buildings and a voluntary residential recycling program, which has an 85 percent participation rate. Approximately 75 percent of the City's multi-family buildings are engaged in recycling. The County provides recycling facilities at various locations throughout the county, though residents must haul the goods to these facilities.

The City and the County also maintain strong recycling and hazardous waste education programs. These include brochures, web-based information, and neighborhood recycling/clean-up events.

C. Mitigation Measures

1. The City should consider amending future hauling contracts to include recycling bins for all residential units and/or mandatory recycling.
2. Efforts to support the focus on waste reduction and reuse should be continued and expanded.
3. Planned and concerted efforts can be made to increase the percentage of recyclable materials collected.
4. The City maintains a Solid Waste Comprehensive Plan, which should be updated on a regular basis, perhaps in conjunction with the County's plan.

IV. Telecommunications

A. Existing Conditions

1. Telephone

Telephone service in the Downtown Core Planning area is provided by Verizon Communications. Verizon currently serves residential and commercial customers in Everett through a digital switching network, which is operated through aboveground switching stations and aerial and buried fiber optics. In addition to telephone services, Verizon provides Digital Subscriber Lines (DSL) for digital data transmission. Similar to broadband, where digital data transmission is provided through fiber optic networks, DSL transmits data through the local telephone network.

Comcast also provides digital telephone service to Everett. This service is provided to customers utilizing the existing fiber optics network established for cable television and broadband data transmission. In the Downtown Core Planning area, this consists of primarily underground facilities.



2. Wireless Communications

AT&T, Sprint, Verizon, T-Mobile, and additional providers provide wireless telephone service to the Downtown Core Planning area. In addition, Clearwire provides data transmission services through a wireless network, similar to wireless telephone services, for use within Everett. Wireless communication services currently require the following facilities to operate:

- Overlapping system of receiving and transmitting towers, otherwise known as “cells”
- Mobile telephone switching offices (MTSO)
- Connections to local telephone companies
- Microwave relay antennas at some towers

Wireless technology uses line-of-site radio signal transmitted and received by antennas, and it is not possible to underground these facilities. Most of these existing facilities within the Planning area have been constructed on privately owned high-rise buildings. As demand grows for wireless communications, existing facilities will need to be augmented to meet demands.

3. Fiber Optic Networks

Fiber optic networks located in Everett are primarily owned and operated by Comcast. Smaller systems developed for commercial use, such as Integra Telecom, also provide fiber optic networks in the Downtown planning area. These networks typically provide broadband internet and other telecommunication services through a dedicated fiber optic network. Additional providers are continuing to pursue establishing similar networks in the area in this growing technology.

The City of Everett also owns and operates a fiber optic network solely for the use of the city’s data transmission.

4. Cable, Satellite and Digital Television

On February 17, 2009 all full-power broadcast television stations in the United States will stop broadcasting on traditional analog airwaves and begin broadcasting in digital only. The Federal Communications Commission (FCC) and local stations will require siting of new facilities to implement the digital transition. There are no current plans to install facilities in the Downtown planning area.

Comcast currently serves cable subscribers in Everett through a network of aerial and underground cable. Comcast provides broadband high-speed internet and digital telephone services to consumers as well. The system in the Downtown Core Planning area consists primarily of overhead facilities, typically on existing power poles located in alleys between city blocks.



Direct TV and Dish Network provide satellite television services. These companies primarily supply to residential customers and provide customers with individual satellite dishes on an as-needed basis.

B. Regulatory Requirements

1. City of Everett

Per the City's Municipal Code, Chapter 13.32, telecommunication utilities must obtain a utility construction permit with the City of Everett Utilities Department. Design and construction must comply with the City of Everett's Design and Construction Standards and Specifications for Development manual, Section 3.9 Underground Utilities. In addition, telecommunication utility systems must have a franchise issued by the City in order to operate within city limits per the Municipal Code, Chapter 5.116.

2. Others

The FCC regulates telephone services, wireless communications, cable services and satellite television. In addition, cable services and fiber optic networks are regulated by the National Cable and Telecommunications Association (NCTA) and telephone services are regulated by the Washington Utilities and Transportation Commission (WUTC).

C. Future Planned Improvements

It is assumed that future improvements to existing telecommunication utilities will occur. However, the providers prefer not to disclose any information at this time. To better understand future plans for improvements, it is recommended that these companies be contacted directly.

D. Alternatives Impact Analysis

1. Telephone

Verizon Communications identified that their existing facilities should be able to accommodate future development as far as capacity. However, it was expressed that utilities may be impacted by future development needs of relocation or undergrounding of existing facilities. Verizon requires developers to submit proposed plans for review with an associated fee prior to construction. It is estimated that the review, design and construction process of Verizon facilities can take approximately 120 days. In addition, most of Verizon's overhead facilities are typically located on Snohomish County PUD's poles, so both companies need to be notified of proposed relocation.

2. Wireless Communications

Since wireless communications providers have minimal facilities located within the planning area, it is expected that future development should have little impact on existing facilities. It is



also understood that these facilities should be able to accommodate future growth. Due to unlimited usages and travel between service boundaries, wireless communication providers choose not to define the amount of current customers or future usage in the Downtown planning area.

However, if a developer requires the relocation of existing facilities, costs incurred in the process must be paid by the developer, both within the public right-of-way and on private properties. Verizon and Sprint will enforce a reimbursement agreement with the developer regarding any relocation. All wireless utilities require that developers will need to contact them directly to coordinate any potential conflicts.

3. Fiber Optic and Cable Networks

In preparation of future development, Comcast, Integra Telecom and other companies have installed fiber optics and cables in preparation for future services. These providers expect no impacts to the existing facilities associated with future development, except those associated with relocating existing facilities or installing new services. Currently, Comcast serves approximately over 8,000 customers in the City of Everett.

Any relocation costs incurred during the development process shall be borne of the developer. Comcast and Integra Telecom require an agreement for relocating facilities in the planning area. Developers will be required to contact all utilities directly to coordinate any conflicts or service installations.

4. General

As future development occurs, more developers are looking to utilize an entire city block for construction. This design impacts the existing utility corridor located within the block's alley, requiring utilities to relocate. In order to avoid impacts to city streets, there is an opportunity to construct a utility tunnel under proposed developments. The tunnel will need to be accessible to utility providers if repairs or upgrades need to be completed. This option will depend on individual development projects and will be reviewed and approved by the City.

E. Mitigation Measures

The following mitigation measures should be implemented to assist in minimizing the impacts of future development on the existing telecommunication facilities:

1. Notify each utility provider of potential impacts during design to avoid conflicts during construction. Depending on the provider, a review and design process may be required for relocating existing facilities.
2. Developers shall work directly with utility providers to determine service needs and define installation requirements.
3. Construction of underground utilities must comply with the City of Everett's "Design and Construction Standards and Specifications Manual, Section 3.9 Underground Utilities."
4. Pursue the concept of a utility tunnel with utility providers.



3.4 PUBLIC SERVICES

TABLE OF CONTENTS

I. FIRE AND EMERGENCY MEDICAL SERVICES (EMS)	1
A. EXISTING CONDITIONS	1
B. ALTERNATIVES IMPACTS ANALYSIS	3
C. MITIGATION MEASURES	3
II. POLICE AND PUBLIC SAFETY	4
A. EXISTING CONDITIONS	4
B. ALTERNATIVES IMPACTS ANALYSIS	4
C. MITIGATION MEASURES	5
III. HEALTH CARE	7
A. EXISTING CONDITIONS	7
B. ALTERNATIVES IMPACTS ANALYSIS	7
C. MITIGATION MEASURES	8
IV. SCHOOLS	8
A. EXISTING CONDITIONS	8
B. ALTERNATIVES IMPACTS ANALYSIS	10
C. MITIGATION MEASURES	11
V. PARKS AND RECREATION	11
A. EXISTING CONDITIONS	11
B. ALTERNATIVES IMPACT ANALYSIS.....	15
C. MITIGATION MEASURES	17

LIST OF TABLES

TABLE 3.4-1: SCHOOL CAPACITY AND ENROLLMENT	8
TABLE 3.4-2: STUDENT GENERATION IN DOWNTOWN EVERETT	10
TABLE 3.4-3: PARK FACILITIES SERVING DOWNTOWN	12
TABLE 3.4-4: PLANNED PARKS IMPROVEMENTS	15
TABLE 3.4-5: LEVELS OF SERVICE	16

LIST OF FIGURES

FIGURE 3-4.1: FIRE DISTRICT BOUNDARIES AND STATIONS.....	2
FIGURE 3-4.2: POLICE PRECINCTS	6
FIGURE 3-4.3: SCHOOL DISTRICT AND FACILITY LOCATIONS	9
FIGURE 3-4.4: LOCAL AND COMMUNITY PARKS	14



3.4 Public Services

I. Fire and Emergency Medical Services (EMS)

A. Existing Conditions

1. Existing Facilities / Services / Systems

Fire protection services in the Downtown are provided by the City of Everett Fire Department (EFD). Downtown Everett and the surrounding area are located in EFD Sub-district #1, which provides fire protection, emergency medical services, and emergency management/response services. Two fire stations are located within the district's boundaries north of Downtown. The closest station to Downtown, however, is Fire Station #2, located south of Downtown at 36th and Rucker within EFD Sub-district #2. The response time for events in the Downtown ranges from three to five minutes. The Department's administrative offices are located in Downtown at Oakes Avenue. See Figure 3-4.1 for EFD boundaries and stations.

The EFD maintains seven fire stations altogether with a staff of 181 professional firefighters. Responding to over 17,000 incidents annually, the EFD staffs six fire engines (one class 1 pumper), two ladder trucks (with 90' capability), three Advanced Life Support paramedic units, and one Basic Life Support unit. The department also provides plan review services, emergency and hazardous materials response, and rescue response to the community. Emergency responses have been growing by six percent per year.

The EFD maintains mutual aid agreements with the fire districts of Snohomish County and the neighboring cities. Responses to alarms within taller buildings are coordinated with the High Rise Task Force in Seattle. High rise buildings in Downtown are required to be sprinklered to reduce/assist with fire response.

2. Future Planned Improvements

The EFD's goal is to distribute resources in a manner to maintain a four-minute response time. The EFD monitors the number of calls for each station daily, and shifts resources as needed if the alarms exceed ten calls per day. The EFD's longer range plan is to replace Fire Station #3 with a station closer to Downtown. With this improvement, the EFD anticipates even faster response times within the Downtown in the future. Equipment and trucks are replaced on an on-going basis.



Figure 3-4.1 Fire District Boundaries and Stations



B. Alternatives Impacts Analysis

Fire services will experience growth-related impacts from both an increase in population and workers and an increase in number and type of structures. The increase in population and employees located in the Downtown area will result in an increase in the number of calls that the department is required to respond to. This will be true for all three alternatives.

A related impact will be a change in the nature of the building types. There will be a shift in dwelling units from smaller multi-family to larger, taller, and more dense multi-family and mixed-use buildings with residential units located on upper floors above ground floor retail and commercial uses. Housing units and businesses will be in much closer proximity to one another, with less separation between buildings, which may result in any given event affecting more units and businesses.

Secondary to the change in building types, will be an increase in high rise buildings. For the No-Action alternative, building heights are expected to increase to a range between 45 and 200 (or more) feet. The 20-Year Demand Alternative and the Capacity Alternative will generate even taller buildings (65 to 250 feet or greater).

With an increase in population and density, the potential for Downtown Everett to attract intentional acts—terrorism, etc.—will also increase. Accidents, both in buildings and in vehicular collisions and pedestrian-vehicle accidents will also increase. Natural disasters will involve more people, requiring a larger scale of resources to accommodate people temporarily out of shelter or requiring transport or medical attention.

Increased traffic on the street system will also challenge the Department's ability to maintain its four minute response times.

C. Mitigation Measures

As building height and density increases under each alternative, the Department will need to respond with greater resources—more trucks and personnel than in the past. Currently, the Department monitors calls and shifts equipment from station to station as necessary. This approach will work in the short term. In the longer term, the City will be relocating the north Marine View station closer to Downtown in order to better serve Downtown as the density and intensity of Downtown increases. It is the Department's intent to keep the same level of service for response times.

Redevelopment with more high rise buildings in Downtown will change the way the Department responds to calls. Currently, the Department relies on the High Rise Task Force from Seattle and mutual aid agreements with neighboring jurisdictions. The increase in Downtown's high rises may require the Department to become more specialized, with additional training and equipment.

Other potential mitigation includes:

- Regular training in disaster response



- Regular updates to the City's emergency management plan
- Utilizing options for additional sprinkling of buildings as allowed by the International Building Code

II. Police and Public Safety

A. Existing Conditions

1. Existing Facilities / Services / Systems

The City of Everett Police Department provides police protection within Everett's city limits. The City's Police Department has several divisions: an operations division, an investigations division and a services support division. The department also supports a tactical unit, a dive team, canine teams, anti-crime teams, a traffic safety unit, and explosives technicians. The Code Enforcement division is responsible for enforcing chapters of the Everett Municipal Code that address public health and safety issues, including regulations related to rubbish, other nuisances, removal of vegetation, zoning, housing, dangerous buildings, environmental violations, and junk vehicles on private property. The parking enforcement division maintains a presence in Downtown in order to assist in the availability of on-street parking. The department also maintains mutual aid agreements with Snohomish County and neighboring jurisdictions. Snohomish County Department of Corrections provides jail and correctional facilities (also located in Downtown).

The Police Department maintains two precincts - North Precinct is in Downtown at Wetmore and Wall Streets; and the South Precinct is on Everett Mall Way and West Mall Drive. See Figure 3-4.2 for the North Precinct location. The dividing line between the north and south precincts is 41st Street. 2007 response times in Downtown averaged 1.89 minutes for 92 emergency calls, and 3.52 minutes for 435 priority calls.

The Department employs 196 commissioned law enforcement officers. Approximately 65 officers are located in the North Precinct. The Department also maintains one patrol vehicle per two officers.

2. Future Planned Improvements

No new facilities are planned at this time. The Department anticipates realigning beats to better cover areas of increased development and density, including Downtown. In the future, an additional precinct located outside Downtown may be necessary to handle city-wide growth.

B. Alternatives Impacts Analysis

All three alternatives will result in increased calls for police services. As with other services, having population and businesses in a smaller geographic area can be more cost-efficient to serve than populations that are scattered in a less dense, or suburban type of land use model.



However, areas with higher density housing and businesses can generate higher crime levels and increased calls for service.

Rises in traffic related accidents can also be expected as the number of vehicles and pedestrians increases in each of the alternatives.

C. Mitigation Measures

As calls from Downtown increase relative to calls from other neighborhoods, another precinct may be necessary, as well as redrawing the precinct boundaries. These calls increase proportionately with each of the alternatives. The north precinct is located in Downtown and will continue to serve the area well. The need for jail services provided by Snohomish County will also increase proportionately with population and job growth downtown and throughout the city.

Efforts at designing multi-family buildings and commercial structures with safety in mind should be continued. Crime Prevention Through Environmental Design (CPTED) involves the concept of site design with an eye toward crime prevention. The City has incorporated many CPTED concepts into the B-3 Zoning standards.

Neighborhood civilian and education efforts are also helpful in crime prevention.

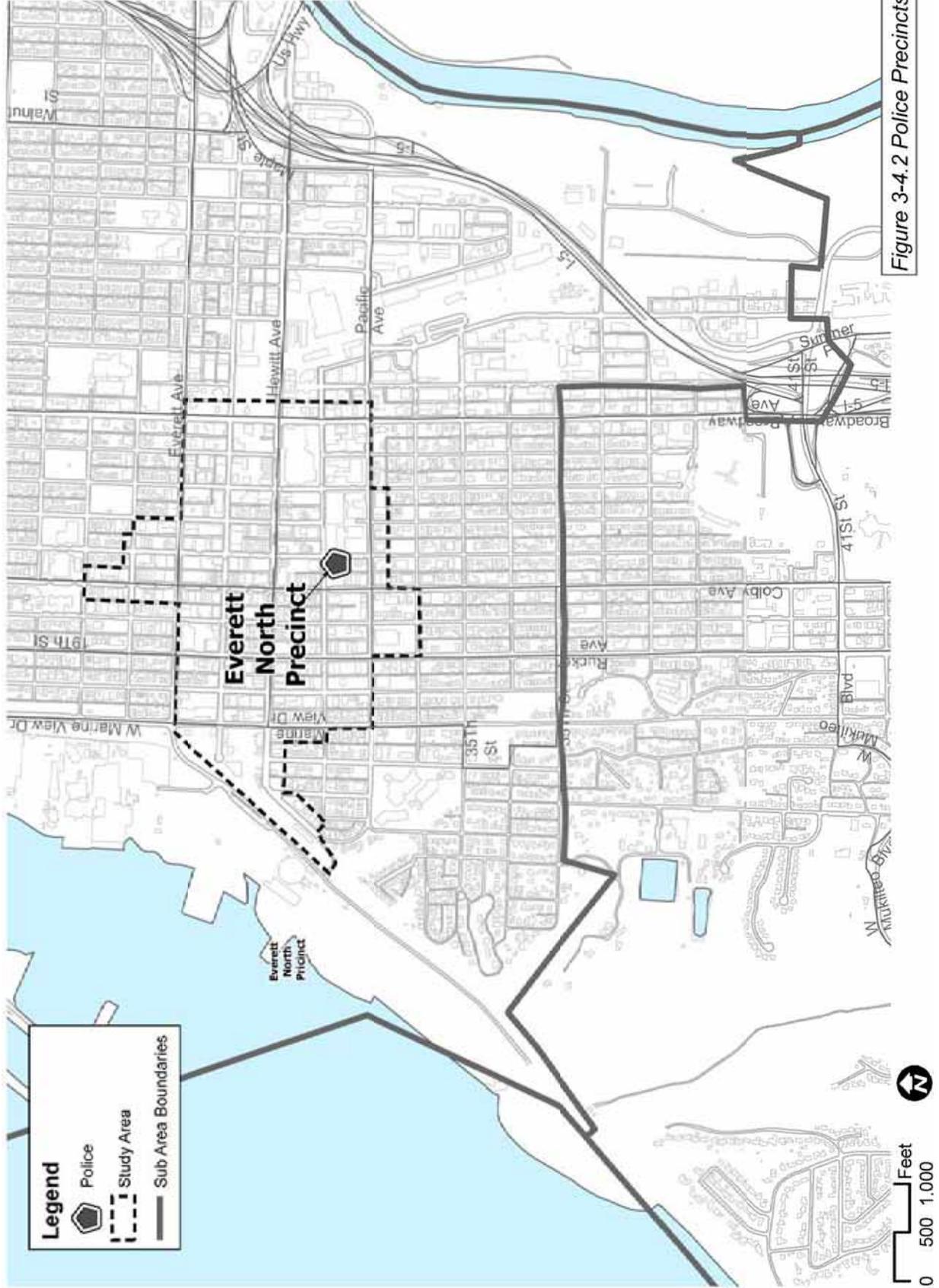


Figure 3-4.2 Police Precincts



III. Health Care

A. Existing Conditions

1. Existing Facilities / Services / Systems

Health care for Everett citizens is provided largely by private providers with some public health assistance from the Snohomish County Department of Health. Everett, being the center of public activities and the largest city in Snohomish County, is home to a wide range of service providers. These range from public clinics and private practices to the services offered at Providence Everett Medical Center (PEMC). PEMC has two major campuses located directly north of the Downtown planning area (Colby campus), and to the south (Pacific campus). The Center has 468 licensed hospital beds and serves up to 25,000 admissions per year.

Because Everett is home to a major hospital facility, smaller specialty service providers have located in the area of the two hospitals, as well as in Downtown itself. Most medical service providers in the city are located just outside the Downtown core in the areas near both PEMC campuses and near the Everett Clinic located at 39th and Colby.

The largest provider of clinic services is the Everett Clinic, which maintains walk-in and other services in several facilities located throughout Snohomish County. The facilities closest to Downtown Everett are located at the two Providence Hospital campuses and in the neighborhood north of 41st Street (at Hoyt), where the clinic maintains extensive services in several buildings.

2. Future Planned Improvements

Providence Hospital has undergone recent expansion and renovations at both the Pacific campus (south of Downtown) and the Colby campus (north of Downtown). Even with recent improvements, the hospital is at capacity. Future improvements at the Colby Campus will include a new 12-story tower, with 368 beds (680,000 square feet), which began construction in September 2008 and is expected to be open by 2011. The new 1,000 car parking garage opened September 2008, and the new tower will be built where the existing garage is now.

B. Alternatives Impacts Analysis

Both PEMC and the Everett Clinic will likely face ongoing capacity concerns as regional population increases. In 2007, for example, PEMC provided over 229,000 outpatient visits and nearly 25,000 inpatient admissions. Over 100,000 emergency room visits were recorded during the same time period as well. Future improvements at PEMC will help satisfy hospital facility demand. The development of Downtown under each of the three alternatives will not significantly impact healthcare facilities, which must respond to the larger population increases expected in the region.



C. Mitigation Measures

Securing funding for health care services is necessary to meet state health plan standards under each alternative. Downtown residents will benefit from future improvements at PEMC's Colby Campus, for example. However, additional expansions will likely be necessary to meet the demand of a growing regional population.

Other mitigation measures may include:

- Encourage clinics to locate in and near Downtown; and
- Maintain regular transit service so Downtown residents have access to high quality medical services provided at local health care institutions.

IV. Schools

A. Existing Conditions

1. Existing Facilities / Services / Systems

Students within the Downtown planning area are served by the Everett School District No. 2. The District maintains four high schools, five middle schools, seventeen elementary schools, administrative offices, a bus garage, and athletic fields. See Figure 3.4-1 for school district boundaries and facility locations. Current enrollment in the district is 18,872 students. The District employs approximately 2,000 full and part-time staff.

Students who live in Downtown Everett attend Whittier Elementary School, North Middle School and Everett High School, all of which are located outside, but close to, the planning area.

For each category of school (elementary, middle and high), the district's current enrollment does not exceed its student capacity. Because this part of the district has adequate capacity, the City does not collect school impact fees for residential developments for the district. Specific 2007 enrollment and capacity for the schools serving the Downtown area are as follows:

Table 3.4-1: School Capacity and Enrollment

Facility	Classrooms	Capacity	Enrollment	Average class size
Whittier Elementary	19	441	402	21.2
North Middle School	37 (1 portable)	1007	616	17.7
Everett High School	84	1914	1660	19.8

Source: Everett School District 2008-2013 Capital Facilities Plan



Figure 3-4.3 School District and Facility Locations



2. Existing Comprehensive Plans for Schools

The Everett School District maintains a Six-Year Capital Facilities Plan, which provides a detailed analysis of current and future school enrollment and needs. It is updated every two years. The latest plan is for the 2008-2013 time period.

3. Future Planned Improvements

Enrollment over the next six years is expected to increase gradually. For the six-year planning period, classroom capacity continues to exceed expected enrollment. The District’s Capital Facilities Plan addresses several needed improvements both to capacity and to existing facilities. To increase capacity, the plan recommends the relocation of portables for all three school levels, at a total cost of \$975,000. Modernization is proposed for Garfield Elementary, close to Downtown, and Everett High School is scheduled for needed seismic upgrades. Other upgrades to technology and HVAC systems are proposed district-wide. The District is also planning for a new central administration building located south of Downtown on district property located near 41st Street and Broadway.

B. Alternatives Impacts Analysis

The Everett School District Capital Facilities Plan (CFP) provides data to estimate the number of school-aged students that will be generated by the addition of Downtown multifamily units. Table 3.4-2 shows the projections for each alternative, which are based on a combination of multifamily housing unit arrangements (i.e. 1-bedroom units versus 2-plus bedroom units). Although existing school capacity exceeds enrollment, a modest increase in Downtown area students combined with rising enrollment will accelerate the school district’s rise to capacity.

Table 3.4-2: Student Generation in Downtown Everett

	Existing Conditions	No Action Alternative	20-Year Demand Alternative	Capacity Alternative
Number of housing units	1,046	1,546	2,946	4,276
Horizon Year	2007	2025	2025	2025
Student generation ratio	0.16	0.16	0.16	0.16
Students in Downtown planning area	167	247	471	684

Source: Everett School District Capital Facilities Plan 2008

While it is difficult to predict demographic types over the planning horizon, revitalized Downtown examples, such as Tacoma, indicate increases in affluent retirees and young households without children (Everett Downtown Plan 2006). Everett’s Downtown planning area



is not expected to attract many families with school age children as redevelopment occurs, and is likely to experience similar demographic results, which would change the student generation ratio. Before the next 10-year comprehensive plan update, the city should reassess this ratio and plan and accommodate downtown enrollment demand accordingly.

C. Mitigation Measures

According to the District's CFP projections, total School District enrollment for the horizon year 2025 will increase 19 percent over 2007 levels. This figure (21,278 students) exceeds 2007 capacities at all grade levels. District wide, enrollment demand between the years 2012-2025 would trigger the need to build two new elementary schools; one-half of a high school and one-half of a middle school. The School District may choose to purchase portable classroom units to meet short-term demand.

Other mitigation measures may include the following:

- Shift school enrollment boundaries to accommodate target classroom sizes indicated in the CFP;
- Augment enrollment demand and over-capacity situations by adding portable units;
- Increased property tax collected on redeveloped properties will provide additional revenue for the district; and
- If development within the Downtown planning area contributes to overcrowded schools, consider the implementation of impact fees for residential projects.

V. Parks and Recreation

A. Existing Conditions

1. Existing Facilities / Services / Systems

The Everett Parks Department maintains 1,210 acres of parks and open space in the larger Everett area. Only one park facility is located within the Downtown planning area (J.J. Hill Park), but several other local, school, neighborhood and district parks in north Everett are close enough to include Downtown residents and workers in their service areas. Figure 3-4.4 shows the park facilities which have service areas including residents of Downtown. Table 3.4-3 describes the park facilities.



Table 3.4-3: Park Facilities Serving Downtown

Park Facility	Location	Acres	Classification	Amenities
Bayside Park	North of Downtown	1	Mini-Park	Non-paved trails, benches
Clark Park	Northeast of Downtown	2.4	Neighborhood Park	Playground, multi-purpose fields, tennis
Doyle Park	35th and Grand	2	Neighborhood park	Playground, multi-purpose fields
East Everett Park	Southeast of Downtown	305	Open Space	Open space
Everett High Lincoln Field	North of Downtown	2.4	Neighborhood School Park	Baseball, tennis, soccer, football
Forest Park	802 Mukilteo	111	Regional Park	Playground, picnic tables, basketball, tennis, horseshoe, trails, multi-purpose field
Garfield Elementary	Northeast of Downtown	5.6	Neighborhood School Park	Basketball
Garfield Park	2300 Walnut	5.23	Neighborhood Park	Multi-purpose field, playground, picnic, basketball, tennis, baseball
Howarth Park	1127 Olympic Blvd	28	Community Park	Picnic, dog park, trails
J.J. Hill Park	Broadway and Hewitt	.15	Special	Picnic, open space
Jackson Elementary	Southeast of Downtown	1.9	Neighborhood School Park	Basketball, multi-purpose field
Jackson Park	East Marine View Drive		Neighborhood Park	Picnic area, lighted ball fields, playground
Jetty Island	Northeast of Downtown	127	Special	Special use area
Langus Riverfront Park	Northeast of Downtown	96	District Park	Multi-purpose field, picnic table and shelter, linear trail, paved trails
Legion Memorial Park	North Everett	18.5	Community Park	Multi-purpose fields, baseball, golf, tennis, picnic
Lowell Park	46th and 53 rd	10	Neighborhood	Multi-purpose field, dog park, playground, basketball, tennis, volleyball
Lowell Riverfront Park	1400 Lowell River	1.6 mi	Trail	Linear park, paved trail
Memorial Stadium	South of Downtown	28.7	School Facility	Baseball, soccer, football



Table 3.4-3: Park Facilities Serving Downtown (Cont.)

Park Facility	Location	Acreage	Classification	Amenities
North Middle School	Northeast of Downtown	10.7	Neighborhood School Park	Baseball, basketball, football, multi-purpose field
Sequoia High	South of Downtown	3	School	Soccer, multi-purpose field

Source: City of Everett Parks and recreation Strategic Master Plan Final Report

Also in the Downtown planning area, there are small public pocket parks and open spaces that serve people working and living in the Downtown area:

- Pocket corner park at Rockefeller Avenue and Wall Street (wall seating)
- Pedestrian open space between buildings on west side of Colby Avenue between California Street and Hewitt Avenue (benches and art)
- Pedestrian Plaza at County Campus (benches)

In addition, several indoor recreation opportunities are available in and around Downtown:

- Everett Auditorium
- Everett Events Center
- Everett Performing Arts Center
- Imagine Children's Museum
- Snohomish County Arts Museum
- Vertical World Rock climbing
- Senior Center
- Forest Park (indoor pool)
- YMCA.

2. Existing Comprehensive Plans for Parks and Recreation

The development of parks in Everett is guided by the City of Everett Parks and Recreation Plan (1999-2005) and policies within the Parks and Recreation Element of the Everett Comprehensive Plan. The Parks Department also recently completed a Strategic Master Plan, which provided an assessment of facility and community needs.



Figure 3-4.4
Local and Community Parks



3. Future Planned Improvements

Of the above facilities, several have been recommended for improvement in the City's Capital Improvement Program for the years 2008 and 2009:

Table 3.4-4: Planned Parks Improvements

Facility	Project	Cost
Bayside Park	Phase II improvements	\$ 200,000
Downtown Area	Sustainable maintenance renovations	\$ 153,000
Everett Performing Arts	Downtown Plaza	\$ 246,132
Forest Park	Spray Pool (Done)	\$ 550,000
Howarth Park	Parking lot repair	\$ 35,000
Jackson Park	Renovations	\$ 712,065
Langus Riverfront Park	Dock replacement	\$ 581,888
Legion Park	Renovations	\$ 370,968
TOTAL		\$2,849,053

Source: City of Everett 2008 Budget; City of Everett Comprehensive Plan

B. Alternatives Impact Analysis

Because increasing emphasis is given to the aesthetics and livability associated with Downtown living and higher intensity land uses, parks and open spaces will play an integral role in the quality of life for each alternative. A few small "pocket parks" exist Downtown, but the planning area includes only one park facility. To maintain current levels of service, table 3-4.5 shows the additional park and open space demanded by a proportional increase in the downtown population.



Table 3.4-5: Levels of Service

		Additional Park Space Demanded (acres)		
	Existing	No Action	20-Year Demand	Capacity
Regional Parks	2.8 acres per 1,000 population	7.49	8.25	11.97
Community Parks	2.0 acres per 1,000 population	5.35	5.89	8.55
Neighborhood Parks	1.5 acres per 1,000 population	4.01	4.42	6.41
Neighborhood School Properties	2.6 acres per 1,000 population	6.96	7.66	11.12
Other Open Space	6.2 acres per 1,000 population	16.59	18.27	26.51
Total		40.40	44.49	64.56
		Additional Trail Space Demanded (miles)		
Trails (Paved)	0.4 miles per 1,000 population	1.07	1.18	1.71
Trails (Non-Paved)	0.1 miles per 1,000 population	0.27	0.29	0.43
Total		1.34	1.47	2.14

Source: City of Everett Parks and Recreation Strategic Master Plan

Adults between the ages of 25-34 and 35-44 represent the two largest age segments (32 percent) based on analyses conducted for the City of Everett Parks and Recreation Strategic Master Plan (2006). The plan also indicates an aging trend. In general, the analyses suggest the 18-35 segment has grown accustomed to more extreme, non-traditional sports while senior adults have become more active than previous generations. These groups will continue to seek engaging recreation experiences, increasing the need for programs, facilities and infrastructure for each of the demand alternatives.

The most common parks and open space needs expressed in previous planning documents and level of service analyses include the following:

- In general, Everett’s greatest need for park facilities includes neighborhood oriented spaces like community and neighborhood parks (City of Everett Draft Supplemental Environmental Impact Statement, 2004);
- Focal park or open space that can be used for various civic gatherings (Everett Downtown Plan); and
- Better connections to recreational and open space opportunities outside downtown (Everett Downtown Plan).



Needs can be achieved by strategic actions that: (1) generate a mix of park uses; (2) provide adequate maintenance and security; (3) provide a variety of programs and activities; (4) ensure quality access by promoting connectivity to city amenities (Everett Downtown Plan).

C. Mitigation Measures

Additional demand will be placed on the few existing park facilities within the planning area under each of the alternatives. Demographic trends that favor active Downtown residents – empty nesters, newlyweds and single professionals – may exert increased demand on other local park facilities. Additional land within or near the planning area should be acquired with the understanding that land prices for potential purchases will increase proportionate to property values.

The City can best meet its demands under each alternative by taking the following actions:

- Continue with plans to develop the Key Bank plaza space;
- Purchase additional park space and prioritize expenditures to create a downtown park;
- Secure funding to create a riverfront park and harbor front trail, which would help satisfy growing recreational needs in each alternative (Everett Parks Strategic Master Plan);
- Continue to incorporate public open spaces in downtown beautification and revitalization efforts. Such initiatives should seek to link redeveloped areas with existing parks and open spaces (i.e. connect waterfront and riverfront to planning area);
- Develop a broader and more inclusive range of park programs and services (i.e. continue to implement recommendations provided in the Parks and Recreation Strategic Master Plan as well as complete a revised needs assessment for future planning area residents);
- Issue voter-approved park bonds;
- Augment local funding with outside sources (i.e. public and private grants) wherever possible to make the most efficient use of revenues;
- Incorporate public and private open space areas within new buildings and redevelopment; and/or
- Require private recreation amenities in private residential and commercial developments.



3.5 ENERGY AND NATURAL RESOURCES

TABLE OF CONTENTS

I. ELECTRICITY	1
A. EXISTING CONDITIONS	1
B. REGULATORY REQUIREMENTS	1
C. ALTERNATIVES IMPACT ANALYSIS.....	1
D. MITIGATION MEASURES.....	3
II. NATURAL GAS	3
A. EXISTING CONDITIONS	3
B. REGULATORY REQUIREMENTS	4
C. ALTERNATIVES IMPACT ANALYSIS.....	4
D. MITIGATION MEASURES.....	5

LIST OF TABLES

TABLE 3.5-1: ESTIMATED FUTURE SYSTEM PEAK DEMANDS.....	2
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I. Electricity

A. Existing Conditions

Snohomish County Public Utility District No. 1 (PUD) provides electrical power to the Everett Downtown planning area. The PUD is the second largest publicly owned utility in the Pacific Northwest and has service area that includes all of Snohomish County and Camano Island. The PUD maintains about 5,800 miles of distribution line.

The PUD also owns and operates the Henry M. Jackson Power Plant located within the Sultan Basin. The PUD's transmission system includes transmission switching stations, transmission lines, and transmission substations. Over 80 percent of the system's power is obtained from the Bonneville Power Administration (BPA) and over 10 percent from renewable energy, including the Jackson Hydroelectric Project.

The distribution system, including distribution substations and service lines, provides electricity directly to the PUD's customers. Most of the existing distribution facilities located in the Downtown Core Planning area are primarily overhead, typically consisting of power poles, transformers and cables located in alleys between city blocks.

B. Regulatory Requirements

1. City of Everett

Construction of electrical facilities must be approved by permitting process through the City's Utilities Department. Design and construction of electrical facilities must comply with the City of Everett's Design and Construction Standards and Specifications for Development manual, Section 3.9 Underground Utilities.

2. Others

The Federal Energy Regulatory Commission (FERC) regulates the transmission and wholesale sales of electricity.

C. Alternatives Impact Analysis

1. Impacts of Development on Electricity

Future development will impact the level of electricity demands within the planning area. However, a detailed analysis of the required demands could not be provided by the PUD. Demands will be determined as individual development projects occur.

It is expected that impacts of future development should have little impact on existing facilities, with the exception of relocation, within the planning area. However, as new development occurs, additional electrical services may be required. For individual development projects, the PUD works to determine future electrical demands and reliability needs. Costs of providing



electrical service are negotiated for each project. The PUD coordinates individual development project requirements with future facilities and long-range plans. Relocation of existing facilities will need to be coordinated with the PUD. If overhead facilities are impacted, the developer will also need to contact Verizon since their telecommunications facilities occupy the PUD's poles. Similar to telecommunication facilities, refer to Section 3.3.IV for relocation opportunities.

2. Amount of Energy Required and Availability

The PUD assesses the capacity of the existing electrical system to determine System Peak Demand, which is defined as the largest amount of power the utility can deliver. According to the Everett Comprehensive Plan, the Normal System Peak Demand is expected to increase from 1,343 megawatts (MW) in 2003 to around 1,517 in 2025, which is approximately a 13 percent increase in demand for the entire City. Currently, the PUD serves approximately 140,000 customers in the City of Everett.

An analysis of future peak demands in the planning area was performed to provide an estimate of peak demands for each plan alternative. A description of the approach and data source for the analysis follows. According to the Energy Information Administration, a statistical agency of the U.S. Department of Energy, the average household used 10,654 kilowatt-hour (kWh) a year in 2001. In addition, an average of 97.2 British thermal units (Btu) per square foot is typically consumed for office buildings and approximately 90.5 Btu per square foot for commercial buildings. Assumptions for energy rates were derived from these average usage rates for electricity and utilized for the analysis of System Peak Demands for the three alternatives specific to the Downtown planning area. The results of this analysis are summarized in the following Table 3.5-1.

Table 3.5-1: Estimated Future System Peak Demands

No Action Alternative	20-Year Demand Alternative	Capacity Alternative
127 MW	145 MW	167 MW

3. Opportunities for Efficiency and Conservation

The PUD plans to use a combination of conservation programs/techniques and improvements in system operation to assure adequate service to growing populations in the City of Everett. The PUD is also developing an incentive program that encourages developers to construct with energy efficient methods. The PUD is supporting the use of renewable resources, such as solar, thermal, electric, wind, hydroelectric, and other energy methods in existing and new buildings. Currently, "green power" accounts for over 10 percent of the PUD's power portfolio.



The PUD's primary green power source is Jackson Hydroelectric Project, which is located in the Sultan River Basin. It generates 6 to 8 percent of the PUD's power demands, which is enough power for 35,800 homes. The project site also provides recreation, improved habitats for fish and wildlife, and an abundant source for clean drinking water.

In addition to generating electricity from a renewable source, the PUD has a program for customers to purchase green power directly. A portion of the programs profit has been used to help bring more wind energy to Northwest customers. Another program of Snohomish PUD encourages homeowners to install solar panels on their properties.

D. Mitigation Measures

The following mitigation measures should be implemented to assist in minimizing the impacts of future development on the existing electrical facilities:

1. Notify the PUD of potential impacts during design to avoid conflicts during construction. A review and design process may be required for relocating existing facilities.
2. Developers shall work directly with the PUD to determine service needs and define installation requirements.
3. Conservation efforts and renewable energy sources should be implemented to conserve electricity in new developments, such as installing energy efficient equipment, solar panels and other energy methods.

II. Natural Gas

A. Existing Conditions

Currently, Puget Sound Energy (PSE) supplies natural gas to more than 460,000 customers in Snohomish, King, Lewis and Thurston Counties in Western Washington. PSE acquires natural gas through two large transmission lines owned and operated by the Williams Company Northwest Pipeline. The Northwest Pipeline extends through western Washington in a north-south direction, providing natural gas to the region from sources in Canada and the Rocky Mountains.

After reducing pressure at various gate stations, PSE takes possession of the gas and distributes it to customers through a system of gas mains and service lines owned and operated by PSE. The natural gas system within the Downtown planning area generally consists of a grid of 2 to 6-inch diameter gas mains and is primarily for residential use.



B. Regulatory Requirements

1. City of Everett

Natural gas facilities must be approved by the permitting process through the City's Utilities Department prior to construction and operation. Design and construction of natural gas improvements must comply with the City of Everett's Design and Construction Standards and Specifications for Development manual, Section 3.9 Underground Utilities.

2. Others

The Washington Utilities and Transportation Commission (WUTC) and the Federal Energy Regulatory Commission regulate the transmission of natural gas.

C. Alternatives Impact Analysis

1. Impacts of Development on Natural Gas

PSE typically makes improvements to the existing system as requests for delivery of new supply are made. Since services are determined on an individual project basis, services are upsized or extended as demand for natural gas increases and population continues to grow. Before seeking additional connections to the Northwest Pipeline, PSE tries to accommodate new services by constructing various interties within the existing system. This allows for efficiency in the existing distribution and supply system.

PSE requires developers to pay for connection to existing gas mains. Developers shall coordinate efforts with PSE for demands and application fees. PSE also will review plans to identify service locations.

2. Amount of Energy Required, Source and Availability

An estimate of commercial/industrial use is difficult to determine due to the variety of uses and rate of consumption and the individual demands of each customer. In general, the demand for natural gas has remained high within Washington and market prices have increased due to this demand. PSE plans to find more economical or efficient alternatives to ensure the demands for natural gas are met. As of 2001, PSE has approximately 120,000 active meters within the city of Everett. It is assumed that PSE can continue to supply natural gas to the planning area beyond the year 2025.

3. Opportunities for Efficiency and Conservation

Using high-efficiency heating equipment for single-family homes and businesses helps conserve natural gas. Accordingly, PSE has developed an incentive program that encourages customers to install and utilize energy efficient equipment.



D. Mitigation Measures

The following mitigation measures should be implemented to assist in minimizing the impacts of future development on the existing natural gas facilities:

1. Notify the PSE of potential impacts during design to avoid conflicts during construction. A review and design process may be required for relocating existing facilities.
2. Developers shall work directly with the PSE to determine service needs and define installation requirements.
3. Conservation efforts should be implemented to conserve natural gas, such as installing energy efficient equipment in new developments.



3.6 AIR

TABLE OF CONTENTS

I. EXISTING CONDITIONS.....	1
A. AIR QUALITY	1
B. ANTICIPATED INDUSTRIAL OPERATIONS AFFECTING AIR QUALITY	2
II. REGULATORY REQUIREMENTS.....	3
A. REGULATIONS ON AIR QUALITY	3
III. ALTERNATIVES IMPACTS ANALYSIS.....	6
A. IMPACTS BY OFF-SITE EMISSIONS FROM PORT OF EVERETT OPERATIONS.....	6
B. IMPACTS FROM CONSTRUCTION WITHIN PLANNED ACTION AREA	8
C. IMPACTS FROM STATIONARY SOURCE EMISSIONS WITHIN PLANNED ACITON AREA	8
D. IMPACTS FROM ADDITIONAL TRAFFIC WITHIN THE DOWNTOWN PLANNING AREA	9
E. GREENHOUSE GAS EMISSIONS.....	10
IV. MITIGATION MEASURES	17
A. GENERAL AIR QUALITY	17
B. GREENHOUSE GASES	17

LIST OF TABLES

TABLE 3.6-1: AIR POLLUTANT EMISSIONS IN SNOHOMISH COUNTY, YEAR 2001	3
TABLE 3.6-2: NATIONAL AND STATE OF WASHINGTON AMBIENT AIR QUALITY STANDARDS	4
TABLE 3.6-3: CO HOT-SPOT MODELING RESULTS.....	10
TABLE 3.6-4: LAND USE ASSUMPTIONS FOR GREENHOUSE GAS CALCULATIONS	12
TABLE 3.6-5: DOWNTOWN AND REGIONAL GREENHOUSE GAS EMISSIONS (ACCOUNTING FOR DOWNTOWN TRIP REDUCTION PROGRAM).....	16



I. Existing Conditions

A. Existing Air Quality

This section describes regional air pollutant emissions and their impact on local and regional air quality. It discusses how ambient air quality is regulated, how air quality permits are issued for public- and private-sector emission sources, and how existing regional planning efforts will ensure the progress of emission reduction programs.

Three agencies have jurisdiction over the ambient air quality in the Puget Sound area: the U.S. Environmental Protection Agency (EPA), the State of Washington Department of Ecology (Ecology), and the Puget Sound Clean Air Agency (PSCAA). These agencies establish regulations that govern both the allowable concentrations of pollutants in the outdoor air (i.e., ambient air) and allowable contaminant emissions from air pollution sources. The following paragraphs describe the key air pollutants considered for this analysis.

1. Particulate Matter (PM10 and PM2.5)

Total suspended particulate matter (TSP) is the “total” amount of particulate matter in ambient air. Until 1987 there were federal and state ambient standards for TSP. However, in 1987 the federal TSP standards were replaced with standards for particulate matter smaller than 10 microns in size (PM10). In the 1990s, EPA adopted standards for particulate matter smaller than 2.5 microns in size (PM2.5). PM10 and PM2.5 are the most important size fractions of ambient particulate matter, because those size fractions contribute the most to human health effects, regional haze, and acid deposition. Particulate matter (PM10 and PM2.5) is generated by industrial emissions, residential wood combustion, motor vehicle tailpipes, and fugitive dust from roadways and unpaved surfaces. The highest ambient concentrations generally occur near the emission sources. Until the early 1990s, these sources occasionally caused ambient concentrations at the monitoring station in downtown Everett to approach the NAAQS standard. However, more stringent regulation of industrial facilities and wood stoves improved air quality throughout the region. The PSCAA ceased operation of the downtown Everett monitoring station in the mid-1990s.

2. Ozone

Ozone (O₃) is a highly reactive form of oxygen created by atmospheric chemical reaction of nitrogen oxides (NO_x) and hydrocarbons, both of which are emitted directly from industrial sources and mobile sources. Because it takes up to a full day for the chemical reactions to take place and the reactions occur best on warm, sunny days when winds are from the north, the highest O₃ concentrations in the Puget Sound region generally occur during summertime in the southern part of Pierce County near Mount Rainier. O₃ concentrations exceeding the NAAQS limits were common until the early 1990s, after which date more stringent emission limits on mobile sources and industrial facilities greatly reduced emission rates for the NO_x and hydrocarbon precursors. Ambient concentrations exceeding the NAAQS limits seldom occur anymore in the Puget Sound region.



3. Carbon Monoxide

Carbon monoxide (CO) is a product of incomplete combustion generated by mobile sources, residential wood combustion, and industrial fuel-burning sources. CO is generally of greatest concern when it is emitted by mobile sources at congested urban intersections, because in those cases the emissions occur at ground level in areas surrounded by pedestrians during stagnant weather conditions. For those reasons, ambient CO monitoring stations operated by PSCAA and Ecology have generally been placed at congested intersections.

Exceedances of the NAAQS standards for CO were fairly common until the early 1990s. As older, more polluting cars have been replaced with new, highly efficient cars, exceedances of the NAAQS limits are now rare. As a result, PSCAA ceased operation of its only Snohomish County CO monitoring station (in downtown Everett) in the mid-1990s.

4. Nitrogen Oxides and Sulfur Oxides

Nitrogen oxides (NO_x) and sulfur oxides (SO_x) are emitted by mobile sources and fuel-burning stationary sources. The ambient concentrations of these pollutants have never approached the NAAQS limits in the Puget Sound region due to the relatively small number of large industrial facilities in the region. However, NO_x from regional tailpipe emissions is one of the O₃ precursors that has contributed to ongoing O₃ concerns near Mount Rainer. Similarly, regional SO_x emissions can react in the atmosphere to form regional haze and acid deposition in the Cascade Mountains.

B. Anticipated Industrial Operations Affecting Air Quality

Air quality in the downtown Everett area is likely affected by the following air pollutant emission sources:

- Tailpipe emissions from vehicles on local arterial streets within the downtown area.
- Tailpipe emissions from Interstate-5, east of the downtown area.
- Stack exhaust from space heaters, restaurants and small commercial businesses within the downtown area.
- Stack exhaust from large industrial facilities immediately west of the downtown area.
- Emissions from marine vessels and railroad locomotives west of the downtown area.

Table 3-6.1 lists estimated Countywide and regional air pollutant emissions from various source categories (EPA 2008). The emission estimates demonstrate trends characteristic of the suburban and rural nature of the County. Cars and trucks on public roads are major sources of NO_x and hydrocarbons, which are the precursors to regional O₃ impacts. Industrial point sources might impact air quality adjacent to each facility, but overall they are relatively small contributors to emissions within the County. During the winter residential wood stoves and fireplaces are major contributors to PM₁₀ and PM_{2.5} emissions.



Table 3.6-1: Air Pollutant Emissions in Snohomish County (tons per year), Year 2001

Category	PM10	PM2.5	SO2	NOx	VOC	CO
Fuel Combustion. Elec. Util.	0	0	0	6	0	2
Fuel Combustion. Industrial	95	81	465	1,227	19	591
Fuel Combustion. Other	907	897	105	620	2,036	7,027
Other Industrial Processes	203	61	148	1,138	319	186
Solvent Utilization	0	0	0	0	9,212	0
Storage & Transport	0	0	0	0	1,766	0
Waste Disposal & Recycling	1,513	1,485	9	392	1,081	12,329
Highway Vehicles	508	400	560	15,335	10,781	135,171
Off-Highway	420	386	557	5,691	4,093	43,838
Miscellaneous	17,202	4,495	15	441	1,684	17,331
Snohomish County Totals, tons per year	7,046	4,004	2,148	25,057	51,000	171,276
Puget Sound Regional Totals, tons per year	49,743	17,666	13,428	131,001	133,440	1,066,358

Source: EPA 2008

II. Regulatory Requirements

A. Regulations on Air Quality

1. National Ambient Air Quality Standards

Table 3-6.2 lists the national ambient air quality standards (NAAQS) as adopted by EPA and Ecology. The NAAQS consist of primary standards designed to protect public health and secondary standards designed to protect public welfare (e.g., preventing air pollution damage to vegetation). The more stringent secondary standards are used to regulate air quality.



Table 3.6-2: National and State of Washington Ambient Air Quality Standards

Pollutant	National (EPA)		Washington State
	Primary	Secondary	
Carbon Monoxide			
8-hour average	9 ppm	No standard	9 ppm
1-hour average	35 ppm	No standard	35 ppm
Particulate Matter			
PM ₁₀			
24-hour average	150 µg/m ³	150 µg/m ³	150 µg/m ³
PM _{2.5}			
Annual average	15 µg/m ³	15 µg/m ³	15 µg/m ³
24-hour average	35 µg/m ³	35 µg/m ³	35 µg/m ³
Lead			
Quarterly average	1.5 µg/m ³	1.5 µg/m ³	1.5 µg/m ³
Sulfur Dioxide			
Annual average	0.03 ppm	No standard	0.02 ppm
24-hour average	0.14 ppm	No standard	0.10 ppm
3-hour average	No standard	0.50 ppm	No standard
1-hour average	No standard	No standard	0.40 ppm ^a
Ozone			
8-hour average ^b	0.075 ppm	0.075 ppm	0.075 ppm
Nitrogen Dioxide			
Annual average	0.05 ppm	0.05 ppm	0.05 ppm

Notes:

Annual standards never to be exceeded. Short-term standards not to be exceeded more than once per year unless noted.

- ppm = parts per million
- PM₁₀ = particles 10 microns or less in size
- PM_{2.5} = particles 2.5 microns or less in size
- µg/m³ = micrograms per cubic meter

^a 0.25 ppm not to be exceeded more than two times in 7 consecutive days.

^b Not to be exceeded on more than 1 day per calendar year as determined under the conditions indicated in Chapter 173-475 WAC.

Source: Chapter 173, Sections 470 to 475 Washington Administrative Code (WAC)

Ecology and PSCAA operate ambient air quality monitors throughout the Puget Sound region. Most of the monitors have intentionally been placed at locations most likely to experience degraded air quality (e.g., near industrial facilities or at heavily-congested downtown areas). A few monitors have been operated in outlying areas to measure ambient concentrations in typical suburban or rural settings where concentrations are acknowledged to be low.



2. Attainment Status for Snohomish County

Based on measured ambient air quality data from the agencies' network of air quality monitors, EPA and Ecology designate all portions of the state as either "attainment" or "nonattainment" with respect to the NAAQS standards. Areas designated as nonattainment have exceeded NAAQS standards for those pollutants. If, as is the case of most of Washington State, the measured concentrations in a nonattainment area improve so they are consistently below the NAAQS standards, Ecology and EPA can reclassify the nonattainment area to a "maintenance area." In that case, Ecology and the regional planning agencies are required to implement a "maintenance plan" to ensure ongoing emission reductions and continuous compliance with the NAAQS standards. Typical emission reduction requirements specified in maintenance plans include continuation of motor vehicle inspection and maintenance programs that were originally established while the area was designated as nonattainment.

The City of Everett is within a CO maintenance area, and in attainment areas for all other pollutants. In 1978, the central Puget Sound region (including much of Snohomish County) was classified as a nonattainment area by the EPA for CO and O3. In 1987, the industrial areas of the Seattle Duwamish River, Kent Valley, and Tacoma Tidelands were classified as nonattainment areas for PM10. None of those historical PM10 nonattainment areas were in Snohomish County.

In 1996, having met the federal standards for several years, the region (including Snohomish County) was redesignated by the EPA as a maintenance area for CO and O3. The O3 designation was based on historical exceedances of the 1-hour ozone standard; Snohomish County always attained the 8-hour ozone standard. In 2005 EPA revoked the 1-hour ozone standard, after which ozone compliance is based solely on the 8-hour standard. Because Snohomish County always complied with the 8-hour ozone standard, EPA re-classified the county as an attainment area for ozone.

As required by the EPA, the Puget Sound region has a maintenance plan for the Central Puget Sound CO maintenance area, which includes all of the City of Everett. The EPA has approved this CO maintenance plan. Approval of the CO maintenance plan occurred on October 11, 1996. The three previous PM10 nonattainment areas within the Puget Sound region (none were in Snohomish County) were also re-designated as maintenance areas.

3. Air Quality Permitting Requirements for Snohomish County

This section describes air quality permitting requirements for proposed new public and private sector projects in the County.

i. Air Quality Permitting for Stationary Air Emission Sources

Stationary air pollutant sources (industrial or commercial facilities) are regulated by either PSCAA or Ecology. New "minor sources" (facilities that emit less than 100 tons per year of any single air pollutant listed in Table 3-6.2) are required to apply for a Notice of Construction (NOC) air quality permit issued by PSCAA. The application for an NOC permit requires the



facility to install Best Available Control Technology (BACT) to reduce emissions, to conduct computer modeling to demonstrate that the facility's emissions will not cause ambient concentrations to exceed the NAAQS limits, and to minimize the impacts of odors and toxic air pollutants.

New "major sources" (facilities that emit more than 100 tons per year of any single air pollutant) are required to obtain a Prevention of Significant Deterioration (PSD) permit and an Air Operating Permit from Ecology. The requirements for a PSD permit are more stringent than for an NOC permit. Facilities with a PSD permit must comply with lower ambient air quality limits, and must demonstrate they will not cause visibility or acid deposition problems at national parks and wilderness areas in the region.

ii. Conformity Analyses for State-Funded or Federally-Funded Transportation Projects

Car and truck traffic on public roads represents the largest single source of emissions in Snohomish County and the Puget Sound region. However, until the early 1990s there were no air quality regulations applicable to public roadway projects. In 1990, EPA and the Washington legislature enacted new regulations requiring federally or state funded highway projects to evaluate their local and regional air quality impacts. Transportation projects proposed for construction within nonattainment areas or maintenance areas are subject to the Transportation Conformity regulations specified under federal regulations (40 CFR Part 93) and state regulations (Chapter 173-420 WAC). The permitting agency must demonstrate conformity by the following steps:

- Confirm that the project is included in the regional Transportation Improvement Plan (TIP)
- Confirm that the regional emissions (including the proposed project) described in the TIP are within the allowable emission budget specified by Ecology
- Use an EPA-approved air quality dispersion model to assess CO concentrations at the most heavily congested intersections

III. Alternatives Impacts Analysis

A. Impacts by Off-Site Emissions from Port of Everett Operations

The Port of Everett operates a deep harbor marine terminal on Port Garner Bay adjacent to the west side of the Downtown planning area. The Port leases property to some private tenants (Dunlap Marine, Everett Shipyard, and Lehigh Cement Company). Historically, the Port's own marine terminal operations have focused on shipment of logs. However, the Port recently ceased shipping raw logs, and now handles shipping containers and break-bulk cargo. The marine terminal is served by rail from spurs along the main Burlington Northern Santa Fe Railroad (BNSF) main line, and by truck traffic to Interstate 5 along three main corridors (Everett Avenue and Pacific Avenue, West Marine View Drive).



The Port recently approved its Master Plan (Port of Everett, 2008). The Port currently receives an average of 160 ship visits and 120 barge visits per year. According to the Master Plan the Port will make improvements to facilitate an annual growth of three percent per year in cargo tonnage and ship/barge visits through at least 2020.

Environmental issues are a key consideration for the Port's operations, and the Port is striving to reduce its air pollutant emissions (Port of Everett, 2008). Emissions in and around the Port are generated by ocean-going marine vessels, tugboats, support vessels, on-dock mobile equipment, locomotives, and haul trucks. It is reasonable to assume future ship/barge visits, railroad operations and haul truck traffic supporting the Port will increase by the same 3 percent per year growth rate forecast for the Port's cargo operations. However, recent Environmental Protection Agency (EPA) regulations for marine vessels, locomotives, and diesel trucks will likely ensure that air pollutant emissions at the Port steadily decrease in the future, despite the forecast increase in cargo operations. In addition, the Port's voluntary emission reduction program is designed to replace some old diesel-powered equipment with new, clean-burning equipment powered by alternate fuels. The following regulations and voluntary initiatives will ensure a decrease in Port-related emissions:

- The Port recently began a program to replace existing diesel-powered equipment used on the docks (e.g., forklifts and loaders) with new equipment that uses alternative fuels. The new equipment will emit less air pollutants than the current equipment.
- EPA enacted the Clean Air Non-Road Emission rule in 2004, committing the agency to implement new emission control regulations for ships, locomotives, and non-road equipment.
- EPA recently enacted regulations limiting emissions from new or remanufactured locomotives and harbor watercraft (EPA, 2008). These regulations apply only to medium-sized marine vessels owned by U.S. companies, which includes most of the tugs and support vessels serving the Port of Everett. These new regulations are expected to reduce NOx and particulate matter emissions by 80 to 90 percent compared to existing emission standards.
- Congress recently passed H.R. 802, the Maritime Pollution Prevention Act, which was signed into law in September, 2008. The law implements Annex VI of the International Convention for the Prevention of Pollution from Ships, more commonly known as MARPOL, providing air quality benefits for port communities in countries that are signatories to the treaty. Annex VI is a global treaty that establishes emission limits for oxides of nitrogen (NOx), oxides of sulfur (SOx), and other pollutants from foreign-flagged ocean-going marine vessels. The MARPOL emission reduction limits will ensure each ship visiting the Port, regardless of its country of registry, will use engines equipped with suitable emission controls.

Based on these new regulations and voluntary Port initiatives, air pollutant emissions generated at the Port of Everett are anticipated to decrease in the future, despite the Port's plans to gradually increase cargo handling. The emission reductions provided by these regulations will ensure that ambient air pollutant emissions near the western edge of the Downtown planning area



will not approach NAAQS limits. Therefore, it is concluded emissions generated by the Port will not cause significant air quality impacts.

B. Impacts from Construction Within Planned Action Area

Construction will occur under all alternatives, with the resulting emissions varying according to growth rates. The largest amount of new construction would likely occur as part of the Capacity Alternative. During construction, emissions of fugitive dust from building demolition, site grading, and building erection would contribute to temporary, localized increases in ambient dust concentrations. Current PSCAA regulations require all construction contractors to implement dust control measures to minimize emissions. Compliance with those regulations would ensure that temporary fugitive dust emissions would not cause significant air quality impacts.

Construction would require use of heavy construction equipment, large diesel-powered trucks, and smaller equipment such as portable electrical generators. Tailpipe emissions from these engines would temporarily degrade air quality in the immediate vicinity of the construction sites. However, new EPA regulations require continuous improvement in emissions from new non-road diesel engines used for construction equipment. Therefore, it is unlikely that ambient air pollutant concentrations adjacent to construction sites would be degraded enough to approach NAAQS air quality limits, so tailpipe emissions are not expected to cause significant air quality impacts.

Some construction phases like paving and building could cause temporary odors detectible to some people near the construction site. Construction equipment and haul trucks can affect traffic flow near construction sites. If construction were to delay traffic enough to cause traffic queuing, then ambient air pollutant concentrations adjacent to the traffic congestion could temporarily increase.

C. Impacts from Stationary Source Emissions Within Planned Action Area

Under all alternatives, overall emissions from stationary sources within the Downtown planning area will increase due to increased population and additional air pollutant sources from space heating, restaurants, dry cleaners, and other commercial operations. These emissions will likely be highest under the Capacity Alternative because it would induce the highest population and employment growth within the Downtown planning area.

Emissions from residential and commercial space heating are generally not regulated by PSCAA because the individual emission units are small enough to be exempted from permitting. Regardless, space heaters are generally clean-burning natural gas units, and space heating emissions are generally a small fraction of the overall air pollutant emissions within urban areas. It is expected that steady improvements in technology for gas-fired space heaters will ensure these emissions will not cause ambient air pollutant concentrations within the planning area to approach NAAQS air quality limits.



Emissions from stationary sources at commercial facilities (e.g., restaurants and dry cleaners) will continue to be regulated by PSCAA. PSCAA regulations require all new stationary sources to use Best Available Control Technology emission controls to minimize emissions. The PSCAA permitting process will require large new emission sources to conduct computer modeling to demonstrate their emissions will not cause ambient concentrations near the facility to exceed NAAQS limits. Based on these requirements, emissions from new stationary sources are not expected to cause significant air quality impacts.

D. Impacts from Additional Traffic within the Downtown Planning Area

All alternatives would increase employment and population within downtown Everett, and would increase peak-hour traffic volumes at key intersections. Project-level CO hot-spot analyses for the study area intersections were evaluated using WSDOT Washington State Intersection Screening Tool (WASIST) (WSDOT, 2005). WASIST is a computerized screening model used to estimate worst-case CO concentrations near signalized intersections. The results from WASIST are based on inputs from EPA-approved vehicle emission and dispersion models, Mobile6 version 2.03 and CAL3QHC.

General inputs required for WASIST to describe the study area include analysis year, background concentration, County name, name of CO maintenance area, and land use type surrounding the intersection. Traffic input parameters required to describe the analysis intersections include lane configurations, traffic volumes, approach speeds, and signal timing of each intersection. Receptor inputs required to describe the receptor positions include number of receptors, and distance from the edge of roadways. A receptor is the position where the CO concentration is estimated. The WASIST was run with the following input values:

CO hot-spot modeling was done for the Capacity Alternative, which exhibits the highest peak-hour volumes of any alternative.

- CO hot-spot modeling was done for the following most-congested intersections, based on inspection of the forecast level of service and traffic volumes: Broadway Avenue at Hewitt Avenue; Broadway Avenue at Pacific Avenue; and Pacific Avenue at Rucker Avenue. Those three intersections represent the most congested intersections within the downtown study area.
- CO hot-spot modeling for each analysis intersection was performed for two years: the existing year 2006, and the design year 2025.
- Background CO concentrations of 3 parts per million (ppm) were used for one-hour and 8-hour averaging periods as specified in the WASIST User's Manual (WSDOT, 2005). The modeled one-hour CO concentration was converted to an estimated 8-hour concentration by applying a 0.7 scale factor.
- Land use type surrounding the intersections in the study area was classified as "Offices" to represent the retail businesses in the area.
- The approach speed at intersections was 5 miles per hour (mph) as suggested in the WASIST User's Manual.



- Lane configuration, traffic volume, and signal timing of each analysis intersection were provided from modeling done for the transportation analysis of this report.

Table 3.6-3 shows the CO hot-spot analysis results for the Capacity Alternative under existing year (2006) and design year (2025) conditions. In all design year cases, the modeled ambient CO concentrations at all intersections were below the allowable NAAQS limits. The traffic volumes, and hence the CO impacts, would be highest for the Capacity Alternative. Therefore, the modeling results confirm that none of the other alternatives would cause any significant air quality impacts adjacent to study area intersections. Since CO concentrations for the Capacity Alternative would not exceed NAAQS limits at any intersection, a relative comparison to the No Action and Demand Alternative results is not needed to demonstrate compliance.

The modeled concentrations in Table 3.6-3 apply to the PM peak-hour period. CO impacts for the AM peak were not modeled, because traffic volumes for the AM peak period are projected to be lower in all directions compared to the PM peak period. Therefore, the maximum CO impacts during the AM peak period would also be lower than the NAAQS limits.

Table 3.6-3: CO Hot-Spot Modeling Results

Intersection and Modeled Year	Capacity Alternative		NAAQS Limit	
	1-hr (ppm)	8-hr (ppm)	1-hr (ppm)	8-hr (ppm)
Broadway Avenue at Hewitt Avenue				
Existing (2006)	10.1	8.0	35	9
Design Year (2025)	7.2	5.9	35	9
Broadway Avenue at Pacific Avenue				
Existing (2006)	10.4	8.2	35	9
Design Year (2025)	7.4	6.1	35	9
Pacific Avenue at Rucker Avenue				
Existing (2006)	11.1	8.7	35	9
Design Year (2025)	7.7	6.3	35	9

ppm – parts per million

E. Greenhouse Gas Emissions

This section compares estimated emissions of greenhouse gases (GHG) from the Downtown planning area and from the region beyond the subarea boundary. As described below, the Demand Alternative and the Capacity Alternative would reduce regional GHG emissions compared to the No-Action Alternative. Emission estimates are provided for existing conditions, a future with-project condition, and a future without-project condition. The emission estimate for the future with-project condition accounts for GHG emission reductions that could be provided



by the trip reduction provisions that have been proposed as a mitigation measure for the proposed action.

1. Background on Global Climate Change

The issue of how emissions from human activities may affect the global climate has been the subject of extensive international research in the past several decades. There is now a broad consensus among atmospheric scientists that emissions caused by humans have already caused measurable increases in global temperature and are expected to result in significantly greater increases in temperature in the future. However, there is still considerable uncertainty about the exact magnitude of future global impacts and the best approach to mitigate the impacts.

The United Nations' Intergovernmental Panel on Climate Change (IPCC) published its most recent sets of five-year progress reports summarizing worldwide research on global climate change in 2001 and 2007 (IPCC, 2007). These reports indicated that some level of global climate change is likely to occur and that there is a significant possibility of adverse environmental effects. Several alternative mitigation measures were evaluated by the worldwide scientific community to reduce global emissions, including the first round of worldwide reductions in GHGs, as prescribed by the Kyoto Protocol. In response to growing worldwide concerns, Washington State governor Christine Gregoire issued Executive Order 07-02, committing the State to reducing its GHG emissions under a staged schedule: 1) reduce emissions to 1990 levels by 2020; and 2) reduce emissions to 50 percent below 1990 levels by the year 2050 (Washington Department of Ecology, 2007). In addition, Snohomish County has developed its Climate Action Plan, mandating significant reductions in Countywide GHG emissions. The City of Everett has joined the Cities for Climate Protection program with the support of ICLEI, and has developed an inventory of city-wide GHG emissions. The City is in the process of developing its own goals for future GHG reductions.

Global climate change is a cumulative issue related to worldwide GHG emissions rather than emissions from any individual facility. No single project emits enough GHG to influence global climate change by itself. GHG emitted anywhere on the planet remains active for roughly 100 years and eventually disperses throughout the world. Therefore, future climate change in Washington state would be influenced as much by, for example, new industrial activity in China as it would be by the proposed downtown Everett redevelopment.

2. Assumed Land Use for GHG Emission Calculations

Table 3.6-4 shows the assumed land use under existing conditions, the No Action Alternative, the Demand Alternative, and the Capacity Alternative. The total square footage of building area within the Everett subarea would be considerably greater under the Demand and Capacity Alternatives than it would be under the No Action Alternative. This analysis considered emissions within two geographical areas: the limited area within the Downtown planning area; and the Puget Sound Region beyond downtown Everett. As listed in Table 3.6-4, the proposed square footage in downtown Everett for most land use categories for the Demand Alternative and the Capacity Alternative would be higher than the No Action Alternative. The Capacity



Alternative would provide the most additional space for the Office, Retail, and Multi-Family Residential land use categories, but the Capacity Alternative would also displace some Industrial land use (compared to existing conditions and No Action). For purposes of calculating regional GHG emissions, it was assumed the lower amount of Downtown Everett building area under the No Action Alternative would be balanced by developers constructing an equal square footage in other parts of the Puget Sound Region, in response to assumed market demand for office and commercial space. Thus, the total amount of future additional regional new square footage constructed in the future was balanced to the same values for No Action, the Demand Alternative, and the Capacity Alternative, but under the Demand Alternative and the Capacity Alternative a higher amount would be constructed in the Downtown planning area.

Table 3.6-4: Land Use Assumptions for Greenhouse Gas Calculations

Downtown Everett Sq. Feet (Except Residential, expressed as units)				
Land Use (sf)	Existing	2025 No Action	2025 Demand Alternative	2025 Capacity Alternative
Office	1,778,665	2,178,665	2,578,665	3,038,665
Residential (units)	1,046	1,546	2,946	4,276
Commercial-Industrial	303,096	159,134	57,464	23,464
Supermarket	-	-	-	-
Restaurant	-	-	-	-
Retail	936,951	1,036,951	1,311,951	1,576,951
Theater/Arena	1,198,423	1,198,423	1,198,423	1,228,535
Hotel	-	-	-	-
Health Club	-	-	-	-
<i>Subtotal Downtown Everett</i>	<i>4,218,181</i>	<i>4,574,719</i>	<i>5,149,449</i>	<i>5,871,891</i>
Land Use Outside Downtown Everett Under No-Action Alternative to Account for Regional Growth (sq. ft. except for residential units)				
Residential (Offsite units)		2,730	1,330	--
Office Land Use (Off-Site)	--	860,000	460,000	--
Retail Land Use (Off-Site)	--	540,000	265,000	--
Commercial/Warehouse			101,670	135,670
Civic/Theater		30,112	30,112	
<i>Subtotal Land Use Outside Downtown</i>		<i>1,432,842</i>	<i>858,112</i>	<i>135,670</i>
Total Land Use (Within Downtown and Outside)	4,218,181	6,007,561	6,007,561	6,007,561



3. GHG Emission Calculation Methods

The GHG emission spreadsheet developed by King County was used to estimate life-cycle emissions (King County, 2007). The spreadsheet was used to estimate existing and future emissions within the Downtown Everett planning area as well as outside the planning area. Emission calculations were done for the existing conditions, the Capacity Alternative, the Demand Alternative, and the No Action Alternative. The King County spreadsheet estimates GHG emissions to construct the building, and estimates the life-cycle emissions generated by the building occupants over the presumed life of the building. The King County spreadsheet uses statewide estimates for vehicle travel, building occupancy, and space heating, so that spreadsheet is a valid tool anywhere within Washington State. The King County spreadsheet assumes the office and commercial buildings in Washington State will be occupied for 62.5 years. Three types of life-cycle emissions are estimated:

- ***Embodied emissions.*** These are the emissions generated by construction of the building, including extraction, production, and eventual disposal of the building materials used to construct the structure.
- ***Energy.*** These are emissions generated by space heating and electrical supply to the building during its 62.5-year life span. The spreadsheet incorporates energy intensity factors specific to Washington State.
- ***Transportation.*** These include tailpipe emissions generated by on-road vehicles used by building occupants, employees, and customers after the building is constructed. The transportation component does not account for vehicle emissions within the subarea unless they are directly associated with the buildings being evaluated. Rather, these releases account for “upstream” emissions, which occur during extraction and refining of the fossil fuel used over the 62.5-year life span of the building. For this assessment the King County spreadsheet was modified to account for anticipated future improvements in vehicle mileage over the project’s life span.

For existing conditions, the default King County assumption of a fleet-wide fuel economy of 19.5 miles per gallon was retained. However, for the future alternatives, the spreadsheet was modified to assume a fleet-wide fuel economy of 35 miles per gallon, consistent with EPA’s newly-proposed Corporate Automobile Fuel Economy (CAFE) vehicle mileage standard. The King County spreadsheet was further modified to account for future reduction in vehicle trip generation within the Downtown Everett planning area for the Proposed Action, as a result of the rigorous trip reduction programs proposed as mitigation for traffic impacts. For purposes of estimating GHG emissions it was assumed the vehicle trip reduction programs proposed for either the Demand Alternative or the Capacity Alternative compared to either the No Action Alternative or future development outside the Downtown Everett planned action area.

Vehicle trip forecasts indicate the trip reduction programs would reduce future vehicle trips associated with Downtown Everett buildings by 24 percent for Office land use and Residential land use, and by 5 percent for Retail land use. Those factors were developed by



inspection of forecasts for trip generation, employment and residences in Downtown Everett. For each alternative, the forecast PM peak-hour trips were compared to the forecast Service Population (SP), which is defined as the sum of residences plus employment. For the No Action Alternative, the trip generation factor was 0.29 trips per SP. For the 2025 Demand Alternative and the 2025 Capacity Alternative, the trip generation factor dropped to only 0.22 trips per SP, a value 24 percent lower than the No Action Alternative. Based on that comparison, the transportation emissions indicated by the King County spreadsheet were reduced by 24 percent for Residential and Office land uses within the Downtown Everett planning area. Those trip reduction factors were not applied to the existing conditions, the No Action Alternative, or for future new land use constructed outside Downtown Everett.

4. Estimated GHG Emissions

i. Capacity Alternative Compared to No Action Alternative

As described below, the Capacity Alternative incorporates transit-oriented development (TOD), which is a “smart growth” action that would reduce regional GHG emissions compared to the No Action Alternative. Table 3.6-5 summarizes the estimated 62.5-year life cycle GHG emissions for existing conditions, the Capacity Alternative, the Demand Alternative, and the No Action Alternative. GHG emissions are expressed as metric tons of “carbon dioxide equivalents” or mt CO₂-e (a metric ton is equal to 2,200 pounds). Setting all emissions to CO₂-e accounts for the fact that GHG emissions will consist of a mixture of several constituents (mainly carbon dioxide but also methane and nitrous oxides).

Existing life-cycle GHG emissions directly associated with buildings in the Downtown planning area are 6,187,055 mt CO₂-e over the 62.5-year life span. Under the Capacity Alternative, the GHG emissions generated within the planning area would increase to 9,893,000 mt CO₂-e, after accounting for GHG mitigation by trip reduction measures. Under the No Action Alternative, GHG emissions within Downtown Everett would be 6,133,554 mt CO₂-e. Thus, over the 62.5-year life span, the Capacity Alternative would generate 3,760,000 mt CO₂-e more than the No-Action alternative, solely within Downtown Everett.

However, for this analysis it was presumed that for the No Action Alternative, additional development outside the Downtown area would occur to balance market demand for future growth. It was also presumed that off-site regional development would not benefit from the 24 percent trip reduction inherently provided by Downtown Everett’s transit-oriented development. If anticipated unmitigated regional growth outside the Downtown planning area under the No Action Alternative is accounted for, the Capacity Alternative is forecast to reduce regional GHG emissions (mitigated downtown Everett emissions plus unmitigated off-site regional emissions) compared to the No Action Alternative. This is because building occupants inside the Downtown planning area will be required to implement commute trip reduction programs, while there is currently no requirement for regional developments outside the Downtown to do so. As a result, the Capacity Alternative would provide a substantial reduction in regional vehicle trips and a corresponding reduction in transportation-related GHG emissions. As listed in Table 3.6-



5, the regional life cycle emissions (Downtown Everett plus regional off-site) for the Capacity Alternative would be 10,000,562 mt CO₂-e, compared to 10,697,000 mt CO₂-e for the No Action Alternative. In that case, the Capacity Alternative would reduce regional GHG by 696,000 mt CO₂-e over the 62.5-year life span of the project. That would be equivalent to a 7 percent overall reduction compared to No Action Alternative, or an annual GHG emission reduction of roughly 11,200 mt CO₂-e per year over the 62.5-year life span.

ii. Demand Alternative Compared to No Action Alternative

Similar to the Capacity Alternative, the Demand Alternative would incorporate TOD, which is a smart growth action that would reduce regional GHG emissions compared to the No Action Alternative. However, the overall reductions provided by the Demand Alternative would not be as beneficial as those provided by the Capacity Alternative.

Table 3.6-4 summarizes the projected land use within Downtown Everett and within the region beyond Downtown Everett, for each alternative. Table 3.6-5 summarizes the GHG emissions within Downtown Everett and in the region beyond Downtown. As with the Capacity Alternative, the GHG forecasts for the Demand Alternative assume vehicle trip reduction measures for Multi-Family Residential and Office land uses in Downtown Everett would provide a 24 percent reduction in GHG emissions for those land uses. No such reductions were applied to the No Action Alternative, nor to any regional land uses beyond Downtown Everett.

Population and employment growth within Downtown Everett would increase 62.5-year lifetime GHG emissions in the Downtown area by 1,680,000 mt CO₂-e compared to the No Action Alternative. However, off-site regional GHG emissions would be 1,757,000 mt CO₂-e lower than the No Action Alternative. The overall 62.5-year lifetime emissions (Downtown Everett plus off-site regional) would be 77,000 mt CO₂-e lower than the No-Action Alternative, but 620,000 mt CO₂-e higher than the Capacity Alternative. The average annual emission reduction provided by the Demand Alternative (compared to No Action) over the 62.5-year life span would be 1,240 mt CO₂-e per year.



Table 3.6-5: Downtown and Regional Greenhouse Gas Emissions (Accounting for Downtown Trip Reduction Program)

Land Use Category	Existing		20-Year Demand Alternative, Mitigated by TOD Trip Reduction		Capacity Alternative, Mitigated by TOD Trip Reduction		No Action Alternative	
	Land Use Area (1000 sq. ft.)	Lifetime GHG Emissions (mtCO ₂ -e)	Land Use Area (1000 sq. ft.)	Lifetime GHG Emissions (mtCO ₂ -e)	Land Use Area (1000 sq. ft.)	Lifetime GHG Emissions (mtCO ₂ -e)	Land Use Area (1000 sq. ft.)	Lifetime GHG Emissions (mtCO ₂ -e)
LAND USE WITHIN DOWNTOWN EVERETT PLANNED ACTION AREA								
Multi-Family Residential Units.	1,046	1,569,185	2,946	3,132,354	4,276	4,546,485	1,546	1,804,244
Retail (Other Than Mall)	937	808,360	1,312	981,859	1,577	1,180,184	1,037	783,277
Office	1,779	2,400,033	2,579	2,614,762	3,039	3,081,202	2,179	2,382,707
Public Assembly	1,198	1,104,915	1,198	1,026,440	1,229	1,052,231	1,198	1,026,440
Service/Commercial	303	274,019	57	45,302	23	18,498	159	125,453
Construction Paving.	211	10,543	257	12,866	293	14,669	229	11,433
Subtotal for Downtown Planned Action Area	4,428	6,167,055	5,404	7,813,583	6,161	9,893,268	4,802	6,133,554
OFF-SITE REGIONAL LAND USE OUTSIDE PLANNED ACTION AREA								
Multi-Family Residential Units.	0	0	1,330	1,995,235	0	0	2,730	3,186,019
Retail (Other Than Mall)	0	0	265	200,172	0	0	540	407,898
Office	0	0	460	503,081	0	0	860	940,543
Service/Commercial	0	0	102	80,151	136	106,955	0	0
Public Assembly	0	0	30	25,791	0	0	30	25,791
Paving (Off-Site)	0	0	43	2,142	7	339	72	3,575
Subtotal Off-Site Land Use	0	0	900	2,806,572	142	107,294	1,502	4,563,826
COMBINED DOWNTOWN PLANNED ACTION AREA PLUS OFF-SITE REGIONAL	4,428	6,167,055	6,303	10,620,155	6,303	10,000,562	6,303	10,697,380



5. Comparison to Washington State GHG Reduction Goals

The Capacity Alternative and the Demand Alternative would reduce 62.5-year lifetime regional GHG emissions by 696,000 mt CO₂-e and 77,000 mt CO₂-e, respectively. The GHG emission reductions provided by the Capacity Alternative and Demand Alternative would beneficially contribute to Washington State's goal of reducing statewide GHG emissions. Washington's goal is to reduce GHG emission to 50 percent below 1990 levels by 2050 (Department of Ecology, 2008). Current Washington State emissions are 93 million mt CO₂-e per year, so the State's goal is equivalent to an emission reduction of 47 million mt/year. The 11,200 mt/year of emission reductions provided by the Capacity Alternative would be a relatively small fraction of Washington's long-term reduction goal. Regardless, the reductions provided by either the Demand Alternative or the Capacity Alternative would incrementally assist the State in achieving their goal.

6. Potential GHG Reduction Measures for Space Heating and Electricity Usage

The vehicle trip reduction program offered as mitigation is only one of several ways that future developers within the Downtown planning area could reduce GHG emissions. Below are a variety of additional mitigation measures that could reduce GHG emissions caused by building construction, space heating, and electricity usage (CAPCOA, 2008; Jones & Stokes, 2007). At its discretion, the City could apply these GHG reduction measures as SEPA mitigation requirements during the construction permitting process for individual new buildings within the downtown Everett subarea.

IV. Mitigation Measures

A. General Air Quality

The air quality analysis described above did not indicate any significant air quality impacts for any of the alternatives, so no air quality mitigation measures are required. Current air quality regulations will require emission reductions for certain portions of the project, such as the following:

- PSCAA's regulations requiring fugitive dust control at construction sites
- EPA's emission control regulations for on-road diesel haul trucks
- EPA's emission control requirements for non-road construction equipment, locomotives, harbor craft, and oceangoing marine vessels

B. Greenhouse Gases

Possible measures to reduce GHG for residential, commercial and retail developments may include:



- Encourage bicycling to work through the installation of non-residential and long-term residential bicycle parking and the provision of non-residential end-of-trip facilities such as showers and lockers
- Provide connected bicycle routes within the project area
- Provide bike parking and storage space in new developments
- Improve the pedestrian network and minimize pedestrian barriers in new developments
- Provide a transit pass to employees to discourage vehicle use
- Maximize use of shared parking
- design parking facilities with pedestrian pathways to facilitate pedestrian passage from transit facilities to building entrances
- Provide substantial tree cover in parking lots
- Provide electric vehicle charging facilities
- Design buildings to be energy and resource efficient by implementing one or more of the following measures:
 - 1) Obtain LEED certification
 - 2) Landscape with drought-resistant native trees that shelter building
 - 3) Exceed Building Code requirements
 - 4) Reduce heating/cooling costs by solar orientation of buildings and overhangs to shade in the summer but allow winter sun
 - 5) Surfaces such as parking lots that are shaded, light colored or open-grid pavement to reduce heat islands
 - 6) Energy Star Roofing
 - 7) Install a green [vegetated] roof
 - 8) Highly reflective and emissive “cool” roofs
 - 9) Automatic programmable thermostats
 - 10) Passive heating and cooling systems
 - 11) Day lighting systems
 - 12) Shading mechanisms for windows
- Provide energy/ resource efficient appliances and infrastructure by implementing one or more of the following measures:
 - 1) Install high-efficiency pumps
 - 2) Use only natural gas or electric stoves
 - 3) Solar water heaters
 - 4) Electric outlets on building exteriors
 - 5) Energy efficient appliances
 - 6) Low-water use appliances
 - 7) Facilities to recharge batteries
- Promote enhanced recycling, waste reduction, and reuse
- Use materials which are resource efficient, recycled, with long life cycles, manufactured in an environmentally friendly way and locally made
- Recycle or reuse demolished construction materials
- Provide onsite renewable energy sources including solar and wind



3.7 NOISE

TABLE OF CONTENTS

I. EXISTING CONDITIONS.....	1
A. EXISTING NOISE	1
II. REGULATORY REQUIREMENTS.....	4
A. REGULATIONS ON NOISE	4
III. ALTERNATIVES IMPACTS ANALYSIS.....	6
A. CONSTRUCTION NOISE	6
B. NOISE FROM INCREASED TRAFFIC ON LOCAL STREETS	7
C. NOISE FROM PORT OF EVERETT OPERATIONS.....	7
D. NOISE FORM NEW COMMERCIAL OPERATIONS WITHIN DOWNTOWN PLANNING AREA	8
IV. MITIGATION MEASURES.....	8

LIST OF TABLES

TABLE 3.7-1: TYPICAL A - WEIGHTED SOUND LEVELS.....	2
TABLE 3.7-2: MAXIMUM PERMISSIBLE NOISE LEVELS AT RECEIVING PROPERTY LINE	4
TABLE 3.7-3: ADJUSTMENT OT MAXIMUM PERMISSIBLE NOISE LEVELS AT RECEIVING PROPERTY LINE, FOR NOISES OF SHORT DURATION	5
TABLE 3.7-4: FHWA NOISE ABATEMENT CRITERIA (NAC).....	6



I. Existing Conditions

A. Existing Noise

This section describes noise from roadway sources and stationary sources (e.g., industrial and commercial businesses). Much of the focus of this section is on traffic noise analysis, as that source category is most directly linked to changes in land use, population and employment under the alternatives being considered.

1. Noise Terminology

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micropascals (uPa). One uPa is approximately one hundred billionth (0.0000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to over 100 million uPa. Because of this huge range of values, sound is rarely expressed in terms of mPa. Instead, a logarithmic scale is used to describe sound pressure level in terms of decibels (dB). The threshold of hearing for young people is about 20 uPa, which corresponds to 0 dB.

Community noise levels often vary considerably during any given hour. The “equivalent sound level” or Leq is usually used to quantify the “average” noise level during any given period. The Leq representing a given time-varying sound profile is the steady noise level that has the same sound energy level as the time-varying profile over the specified measurement period.

Because decibels are logarithmic units, sound pressure level cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase; when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one automobile produces a sound pressure level of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB, but 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dB louder than one source.

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies and in the way it perceives the sound pressure level in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hertz. They perceive sounds within that range better than sounds of the same amplitude at higher or lower frequencies. To approximate the response of the human ear, the sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. An “A-weighted” sound level (expressed in units of A-weighted decibels [dBA]) can then be computed based on this information.



The A-weighting system approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high industrial noise levels or other special problems (e.g., B-, C-, and D-scales), but these scales are rarely used in conjunction with community noise. Noise levels for community noise reports are typically reported in terms of dBA. Table 3-7.1 describes typical A-weighted noise levels for various noise sources.

Table 3.7-1: Typical A - Weighted Sound Levels

Sound Source	Decibels (A-weighted)	Typical Response
Carrier deck jet operation	140	Limit amplified speech
Limit of amplified speech	130	Painfully loud
Jet takeoff (200 feet) Auto horn (3 feet)	120	Threshold of feeling and pain
Riveting machine Jet takeoff (2,000 feet)	110	-
Shout (0.5 foot) New York subway station	100	Very annoying
Heavy truck (50 feet) Pneumatic drill (50 feet)	90	Hearing damage (8-hour exposure)
Passenger train (100 feet) Helicopter (in flight, 500 feet) Freight train (50 feet)	80	Annoying
Freeway traffic (50 feet)	70	Intrusive
Air conditioning unit (20 feet) Light auto traffic (50 feet)	60	-
Normal speech (15 feet)	50	Quiet
Living room Bedroom Library	40	-
Soft whisper (15 feet)	30	Very quiet
Broadcasting studio	20	-
	10	Just audible
	0	Threshold of hearing

Source: Federal Transit Administration, 2006

As discussed above, doubling sound energy results in a 3-dB increase in sound. However, given a sound level change measured with precise instrumentation, the subjective human perception of



a doubling of loudness will usually be different than what is measured. Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels when exposed to steady, single-frequency (“pure-tone”) signals in the mid-frequency (1,000–8,000 Hz) range. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB for typical noisy environments. Further, a 10-dB increase is generally perceived as a doubling of loudness. Therefore, doubling sound energy (e.g., doubling the volume of traffic on a highway) would generally be perceived as a barely detectable but not substantial increase in sound level.

The human ear responds to a very wide range of sound intensities. The decibel (dB) scale (Table 3-7.1) used to describe sound is logarithmic, allowing a smaller range of numbers to account for large differences in audible sound intensities. This scale accounts for the human perception of a doubling of loudness as an increase of 10 dB. Therefore, a 70-dB sound level will sound twice as loud as a 60-dBA sound level. People generally cannot detect differences of 1 to 2 dB between noise sources; however, under ideal listening conditions, differences of 3 dB can be detected.

2. Downtown Land Uses and Noise Sensitive Receivers

Noise-sensitive receivers addressed by community noise studies generally include residences, schools, parks, and places of worship. Generally, outdoor areas of frequent human use that are non-transitory are considered noise sensitive. Noise sensitive land uses within the Everett Downtown area are primarily associated with residential condominiums, apartment buildings, office buildings, commercial buildings, streets, and open spaces. There are no public schools within the Downtown area. There are several places of worship within the Downtown area, and some of these could include private religious schools. However, these urban churches generally do not have outdoor use areas that would be considered noise sensitive receivers.

3. Existing Background Noise Levels

The Downtown Everett area is likely affected by the following existing noise sources:

- Vehicles on public streets within the Downtown area;
- Traffic on Interstate-5;
- Rooftop equipment (e.g., ventilation systems) on buildings within the Downtown area; and
- Trains at the Burlington Northern Railroad rail line and the industrial facilities west of the Downtown area.

Although no sound level measurements were taken as part of this evaluation, noise levels within the Downtown area are expected to be relatively high, where normal vehicle traffic is the most significant contributor to noise levels. Typical background outdoor, daytime noise levels are estimated to be between 55 and 65 dBA in the City, depending on distance from the roadway (Federal Transit Administration 2006).



II. Regulatory Requirements

A. Regulations on Noise

1. City Noise Regulations

The Everett Municipal Code (EMC) noise ordinance [EMC Section 20.08.100 (8)] applies to industrial and commercial noise sources, as well as “nuisance noise” originating from residential areas. The Everett noise ordinance exempts motor vehicle noise on public roads from City code requirements, provided individual vehicle noise levels meet City regulations (EMC 20.08.060 through 20.08.080). Permissible sound levels at a receiving land use depend on the district zoning. The City noise control districts are classified as follows:

- District I: All residentially zoned districts including but not limited to R.S., R-1, R-2, R-3(A), R-4 and R-5;
- District II: All business and commercially zoned districts including but not limited to B-1, B-2(A), B-2, B-2(B), B-3, C-1 and C-2; and
- District III: All agricultural and manufacturing zoned districts including but not limited to A, M-M and M-1, and all other non-residential, non-business and non-commercially zoned districts.

Permissible noise limits are shown in Table 3-7.2.

Table 3.7-2: Maximum Permissible Noise Levels at Receiving Property Line

Noise Control District: Sound Source	Permissible Noise Level in dBA			
	Noise Control District of Receiving Source			
	I		II	III
	Daytime	Nighttime	All hours	All hours
I	55 dBA	45 dBA	57 dBA	60 dBA
II	57 dBA	47 dBA	60 dBA	65 dBA
III	60 dBA	50 dBA	65 dBA	70 dBA

Source: EMC Section 20.08.040.



For noise levels that exceed the above levels for short durations, maximum permissible sound levels are regulated as shown in Table 3.7-3:

Table 3.7-3: Adjustment to Maximum Permissible Noise Levels at Receiving Property Line, for Noises of Short Duration

Duration of sound level within a one-hour interval	Add amount to maximum permissible sound level
15 minutes	+ 5 dB
5 minutes	+ 10 dB
1.5 minutes	+ 15 dB

Source: EMC, Section 20.08.050.

The following sounds are exempt, at all times, from the maximum permissible sound levels established in EMC Section 20.08.100, including but not limited to:

- Traffic noise from vehicles traveling on public streets.
- Sounds originating from aircraft in flight and sounds that originate at airports that are directly related to flight operations.
- Warning devices or alarms.
- Sounds created by construction equipment, including special construction vehicles, at temporary construction sites, provided the receiving property is located in a commercial or industrial district.

2. Federal and State Traffic Noise Impact Criteria

The Federal Highway Administration (FHWA) and the Washington State Department of Transportation (WSDOT) have adopted criteria for evaluating noise impacts associated with federally funded or state-funded highway projects, and for determining whether such impacts are sufficient to justify federal funding of noise abatement. These criteria are specified in 23 CFR 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. The FHWA Noise Abatement Criteria (NAC) are summarized in Table 3-7.4.



Table 3.7-4: FHWA Noise Abatement Criteria (NAC)

Activity Category	Leq Noise Levels (dBA)	Description of Activity Category
A	57 (exterior)	Lands where serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 (exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals
C	72 (exterior)	Developed lands, properties, or activities not included in Categories A or B above
D	--	Undeveloped lands
E	52 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

Source: 23 CFR 772

The WSDOT has adopted the FHWA criteria for evaluating noise impacts, and for determining whether such impacts are sufficient to justify funding of noise abatement on state roads with state funding. In the cases where no state or federal funding for roadway construction is involved, the WSDOT standard is considered a relative indicator of impact (i.e., criterion). The noise abatement criteria (NAC) are specified in the WSDOT Environmental Procedures Manual (WSDOT 2008). A traffic noise impact occurs when a predicted traffic noise level under design-year conditions approaches or exceeds the noise abatement criteria listed in Table 3-7.4, or when the predicted traffic noise level substantially exceeds the existing noise level. As defined by WSDOT, a noise level within 1 dBA of the NAC is considered to approach the NAC, while a noise level greater than or equal to the NAC is considered to exceed the NAC. A 10-dBA traffic noise increase over existing noise levels is considered to be a substantial increase.

III. Alternatives Impacts Analysis

All alternatives will result in increased employment and residential growth within Downtown Everett, thus increasing noise levels. The specific noise impacts are described in the following sections.

A. Construction Noise

Redevelopment of Downtown Everett will require demolition and construction activity close to residential housing units, which will temporarily increase noise levels. Temporary daytime construction activity is exempted from the City noise ordinance limits. Temporary daytime construction activity could cause annoyance and speech interference at outdoor locations



adjacent to the construction sites, and could cause discernible noise (for several blocks away from the site). Nighttime construction activity, if required at all, is not exempted from the City's noise ordinance, and would be required to comply with the nighttime limits specified by the City noise ordinance. Compliance with City nighttime noise ordinance limits would ensure nighttime construction activity, if required at all, would not cause significant impacts.

B. Noise from Increased Traffic on Local Streets

All alternatives will result in increased employment and residential growth within Downtown Everett. As described in Section 3.2 Transportation, future traffic volumes will increase on local streets within Downtown Everett for all of the alternatives. These traffic increases will result in higher ambient noise levels at residential dwelling units constructed adjacent to the streets. Traffic noise will be caused by moving traffic as well as vehicles idling at intersections, and by transit vehicles at new bus stops within the Downtown area. However, the increases in traffic volume are not expected to be high enough to cause a significant increase in Downtown traffic noise. According to the traffic forecasts, future peak-hour traffic volumes along the major streets (Everett Avenue, Broadway Avenue, Pacific Avenue and Hewitt Avenue) are expected to increase by 121 percent to 127 percent in the year 2025 compared to current volumes. That traffic volume increase would cause a peak-hour traffic noise increase of less than 2 dBA (year 2025 noise compared to existing noise). That forecast traffic noise increase is much lower than WSDOT's "substantial increase" criterion of 10 dBA. Therefore, this impact is not expected to be significant.

C. Noise from Port of Everett Operations

The Port of Everett is in the process of improving its facilities to accommodate a forecast 3 percent per year increase in cargo handling. These cargo increases would increase the number of freight trains and haul trucks used to haul cargo to and from the Port. This could result in additional noise sources that could potentially impact new residential housing units at the western edge of Downtown Everett near the train tracks, and along the primary truck haul routes between the Port and Interstate 5 (Everett Avenue and Pacific Avenue). However, expanded Port operations are not expected to significantly affect Downtown development for the following reasons:

- Most Port-related rail traffic travels northward along the waterfront to an existing rail yard north of Downtown, then along existing rail lines to the main line northeast of Downtown. Trains traveling along that northern corridor would be far from the proposed Downtown development, so additional train traffic would not cause significant noise increases.
- Increased Port-related truck traffic along Everett Avenue and Pacific Avenue were accounted for in the traffic volume forecasts described in Section 3.2, Transportation. The anticipated future peak-hour traffic noise increase along those corridors is less than 2 dBA and would not be significant.



D. Noise from New Commercial Operations within Downtown Planning Area

Land use within Downtown Everett will consist of a mix of multi-family residential housing and retail, office and commercial buildings. It is likely new development will occur near either current or future residential housing. Noise from daily commercial and traffic operations may impact new residents. Ambient noise from an enhanced entertainment district and a more lively, pedestrian-oriented streetscape in the evenings may also impact residences.

Unless properly controlled, mechanical equipment (rooftop air conditioning units) and trucks at loading docks at office and retail buildings could cause ambient noise levels at nearby residential housing units to exceed the City noise ordinance limits. However, the City should require all prospective future developers to use low-noise mechanical equipment adequate to ensure compliance with the City's current daytime and nighttime noise ordinance limits. Depending on the nature of the proposed development, the City may require the developer to conduct a noise impact study to forecast future noise levels, and to specify appropriate noise control measures. Compliance with the noise ordinance will ensure this potential impact would not be significant.

IV. Mitigation Measures

No significant noise impacts are expected, so no noise mitigation is required.

Certain noise control measures would be required to comply with current regulations. These required measures would be the use of low-noise mechanical equipment at office and retail facilities adequate to comply with the City noise ordinance limits. Residential buildings, though not the major source of noise, can be designed to include better noise attenuation.

If nighttime construction is requested by developers, then they would be required to submit a noise control study for City approval, demonstrating compliance with the City's nighttime noise ordinance limits.



3.8 HOUSING

TABLE OF CONTENTS

I. EXISTING CONDITIONS.....	1
A. NUMBER, TYPE AND CHARACTER OF EXISTING DWELLING UNITS.....	1
II. REGULATORY REQUIREMENTS.....	2
A. REGULATIONS ON HOUSING	2
III. ALTERNATIVES IMPACTS ANALYSIS.....	2
A. NUMBER, TYPE AND CHARACTER OF UNITS CREATED AND REMOVED	2
B. IMPACT ON LOW-INCOME HOUSING	2
IV. MITIGATION MEASURES	3

LIST OF TABLES

TABLE 3-8.1: HOUSING UNIT TYPES	1
---------------------------------------	---



I. Existing Conditions

A. Number, Type and Character of Existing Dwelling Units

The estimated number of existing dwelling units in the Downtown planning area is 1,046. Households in the planning area tend to be smaller in size than the average household in the City of Everett (according to the 2000 U.S. Census, 1.73 persons per household vs. 2.58 for the City as a whole). There are more households with single persons than any other category. About one-half of the units are in buildings constructed before 1940.

The majority of housing units within Downtown are multi-family dwellings. See the breakdown of unit types in Table 3-8.1.

Table 3-8.1: Housing Unit Types

Unit Type	Housing Units
Single Family Residence - Detached	30
Two Family Residence (Duplex)	4
Three Family Residence (Tri-Plex)	3
Four Family Residence (Four-Plex)	8
Multiple Family 5 - 99 Units	495
Multiple Family 100 - 199 Units	120
Condominiums	121
Retirement/Assisted Care Facilities	191
Mixed Use/Other	74
Total	1,046

Source: Snohomish County 2007 Buildable Lands Report/City of Everett

Nearby neighborhoods transition from commercial and mixed-use to a combination of multi-family and single-family neighborhoods. This is the case for the neighborhoods to the north, east and south of the Downtown planning area. North Everett residential neighborhoods have seen resurgence in property values and protection of valuable older structures.

Housing affordability is an important issue in Everett. Over 50 percent of all of Everett's households meet the definition of "low-income" (80 percent of area median income, as defined by the U.S. Department of Housing and Urban Development [HUD]). According to the City's Consolidated Housing Plan and the U.S. census data of 2000, more than 10 percent of Downtown household's live in poverty. The City receives Community Development Block Grant (CDBG) funds and other assistance to help with the development of affordable units. It is a stated goal of the Everett Comprehensive Plan to provide affordable housing. While Downtown and the surrounding areas have had historically lower rents, this trend is shifting within the Downtown planning area, as new multi-family and mixed-use units command higher rents and ownership prices than historical levels.



II. Regulatory Requirements

A. Regulations on Housing

Policies for the development of the City's housing stock are directed by the City of Everett Comprehensive Plan Housing Element. The creation or demolition of housing units is largely subject to two codes: the International Building Code (IBC) and the design and zoning requirements of the City's Zoning Code--specifically, the B-3 Zoning District and the new Core Residential Area Design Standards, adopted in 2008. Within Downtown, housing units are permitted to be built at unlimited density. Regulations in the B-3 zone place a heavy emphasis on design of the structure and open space requirements. Heights are permitted according to Figure 3-1.1; setbacks are not required, except for a 10-foot setback or vertical separation for units along the right-of-way. Chapters 5 and 6 of the Everett Zoning Code also regulate permitted uses and development standards.

Because Everett receives and administers funds from the Department of Housing and Urban Development (HUD), the City maintains a housing plan. The 2005-2009 Consolidated Plan and 2005 Action Plan document the status of affordable housing, needs, and strategies for the future. Housing projects that utilize CDBG grants or other federal funds are subject to federal guidelines and affordability standards as well.

III. Alternatives Impacts Analysis

A. Number, Type and Character of Units Created and Removed

As Downtown develops, older dwelling units will be removed to make way for new structures. In general, this trend will replace smaller buildings—single family, duplexes, and small multi-family. There are approximately 540 dwelling units that fall into this category. Newer, larger residential buildings, for instance those recently constructed on Grand Avenue, will remain.

The lost structures will be replaced with larger and taller residential apartment buildings that will house the residential density planned for in the Downtown Plan. Mixed use buildings, with residential units on top of street-level retail, will become the norm, particularly on retail-oriented streets. Both condominium units and rental units will be available.

B. Impact on Low-Income Housing

Many of the older, existing residential units in Downtown would be categorized as “affordable” to low and moderate income families. As these are removed to make way for newer structures, there will naturally be a loss of affordable options in Downtown. As land prices and the cost of construction materials in Downtown rise, the market will dictate that less affordable, market-rate units are developed. Citywide and in the region, however, Downtown units will be more affordable than new single-family suburban type of housing available in other areas.

The City does provide a property tax exemption for qualifying developments within the B-3 zone and abutting areas. This program provides for a 12-year property tax exemption as an incentive



for new developments that provide at least 20 percent of the total dwelling units as affordable housing. Every housing development built on the B-3 Zone, or being permitted in the B-3 Zone has used this program to make the project economically viable. Developers have indicated that this program is necessary to bring development costs down to levels that can be supported by rent levels in Everett.

IV. Mitigation Measures

Without incentives—bonus measures, tax relief, etc. – property owners of the new residential structures will strive to capture the highest housing prices and monthly rents possible. As noted above, while units in Downtown may be more “affordable,” they will not necessarily meet the adopted definitions of affordability to low- and moderate-income families. To correct this natural market tendency, the City will need to continue programs that support and stimulate the development of affordable units.

Potential mitigation measures include:

- Implementing mitigation measures for historical buildings worth saving (see Section 3.9).
- Continuing affordable incentive programs already established by the city, including tax incentives, property valuations, and low-interest loans.
- Continue to garner federal and State funding, including Community Development Block Grants (CBDG) and other available funds.
- As Everett houses more than its proportionate share of low- and moderate-income households across the county, continue to work with Snohomish County to ensure the assistance of County resources and funds to projects within the City.
- Monitor the Fair Share housing goals that have been established within Snohomish County Tomorrow to ensure that all Snohomish County cities plan for and absorb a proportionate share of lower income population.
- Expand the Transfer of Development Rights (TDR) program to provide incentives for retaining and constructing low- and moderate-income housing as the Downtown housing market transitions to higher residential unit prices and rents.



3.9 HISTORICAL AND CULTURAL RESOURCES

TABLE OF CONTENTS

I. EXISTING CONDITIONS.....	1
A. KNOWN CULTURAL AND ARCHAEOLOGICAL RESOURCES	1
B. EXISTING HISTORICAL PROPERTIES AND BUILDINGS.....	1
II. REGULATORY REQUIREMENTS.....	2
A. REGULATIONS ON HISTORICAL AND CULTURAL RESOURCES	2
B. USE OF EXISTING CITY PROCESS FOR IMPACTS TO HISTORIC SITES.....	3
III. ALTERNATIVES IMPACTS ANALYSIS.....	5
IV. MITIGATION MEASURES	5

LIST OF TABLES

TABLE 3.9-1: HISTORIC REGISTER PROPERTIES IN DOWNTOWN AREA.....	2
---	---

LIST OF FIGURES

FIGURE 3-9.1: HISTORIC DOWNTOWN PROPERTIES.....	4
---	---



I. Existing Conditions

A. Known Cultural and Archaeological Resources

The area now encompassed by Everett and its neighbors was originally settled by the Native American Snohomish Tribe. The Tribe had permanent encampments in Mukilteo and at the mouth of the Snohomish River. No settlements are known to have existed in the Downtown planning area.

The town of Everett was born as a mill town and lumber port, formalized by the construction of Frederick Weyerhaeuser's lumber mill on Port Susan Bay, built around 1900. The town incorporated in 1893 and weathered several economic booms and busts related to the use of northwest timber for construction in other cities and nations.

B. Existing Historical Properties and Buildings

Downtown Everett maintains its historical and cultural roots back to the 1890s with several buildings listed on National, State and local historic registers. Examples include the Monte Cristo Hotel, the Everett Theatre, and the Snohomish County Courthouse. Table 3-9.1 presents the properties in the Downtown and immediately surrounding areas that have received National, State, or historic recognition.

In addition, as many as ninety buildings altogether contribute to the historic flavor of Downtown, particularly along Hewitt Avenue. There have been several inventories of historic properties in the central Everett area, including a current inventory sponsored by the City. See Figure 3-9.1, map of historic Downtown properties.



Table 3.9-1: Historic Register Properties in Downtown Area

Name of Property	Location	Placed on Register
<i>National Register</i>		
Carnegie Library	3001 Oakes Avenue	1975
City Hall	3002 Wetmore Avenue	1990
Commerce Building	1801 Hewitt Avenue	1992
Federal Building	3006 Colby Avenue	1976
Fire Station No. 2	2801 Oakes Avenue	1990
Monte Cristo Hotel	1507 Wall Street	1976
Snohomish County Courthouse	3001 Rockefeller Avenue	1975
Masonic Temple	1611 Everett Avenue	1979
<i>Washington State Register*</i>		
Everett Public Library	2702 Hoyt Avenue	1989
Everett Theater	2911 Colby Avenue	1975
Marion Building	1401 Hewitt Avenue	1979
Pioneer Block	2814-2816 Rucker Avenue	1979
<i>Everett Register</i>		
Commerce Building	1801 Hewitt Avenue	1994
Culmback Building	3013 Colby Avenue	1988
Everett Downtown Storage	3001 Rucker Avenue	1991
Evergreen Building	1909 Hewitt Avenue	1988
Krieger Laundry	2808 Hoyt Avenue	1988
Monte Cristo Hotel	1507 Wall Street	1993
Morrow Building	2823 Rockefeller Avenue	1991
Port Gardner Building	2802 Wetmore Avenue	1994

* Also lists National Register properties

Sources: National Park Service, State Department of Archeological and Historical Preservation, City of Everett

II. Regulatory Requirements

A. Regulations on Historical and Cultural Resources

For properties, such as those listed above, that are on one of the historical registers, both assistance and restrictions will apply to improvements made to the building. Listing on the National Register does not obligate or restrict owners of historic properties, unless federal funding or permitting is warranted for the project.

The State Department of Archeology and Historic Preservation (DAHP) administers the National Register in Washington and the State Heritage Register. The DAHP offers both technical and financial assistance for historic properties, but does not regulate changes to buildings unless a State project is involved.

For archeological sites, DAHP does administer several state and federal laws, including:



Federal:

- Archaeological Resource Protection Act of 1979
- Native American Graves Protection and Repatriation Act
- American Antiquities Act of 1906
- National Historic Preservation Act
- Archaeological and Historic Preservation Act of 1974
- Other Federal Preservation Laws

Washington State:

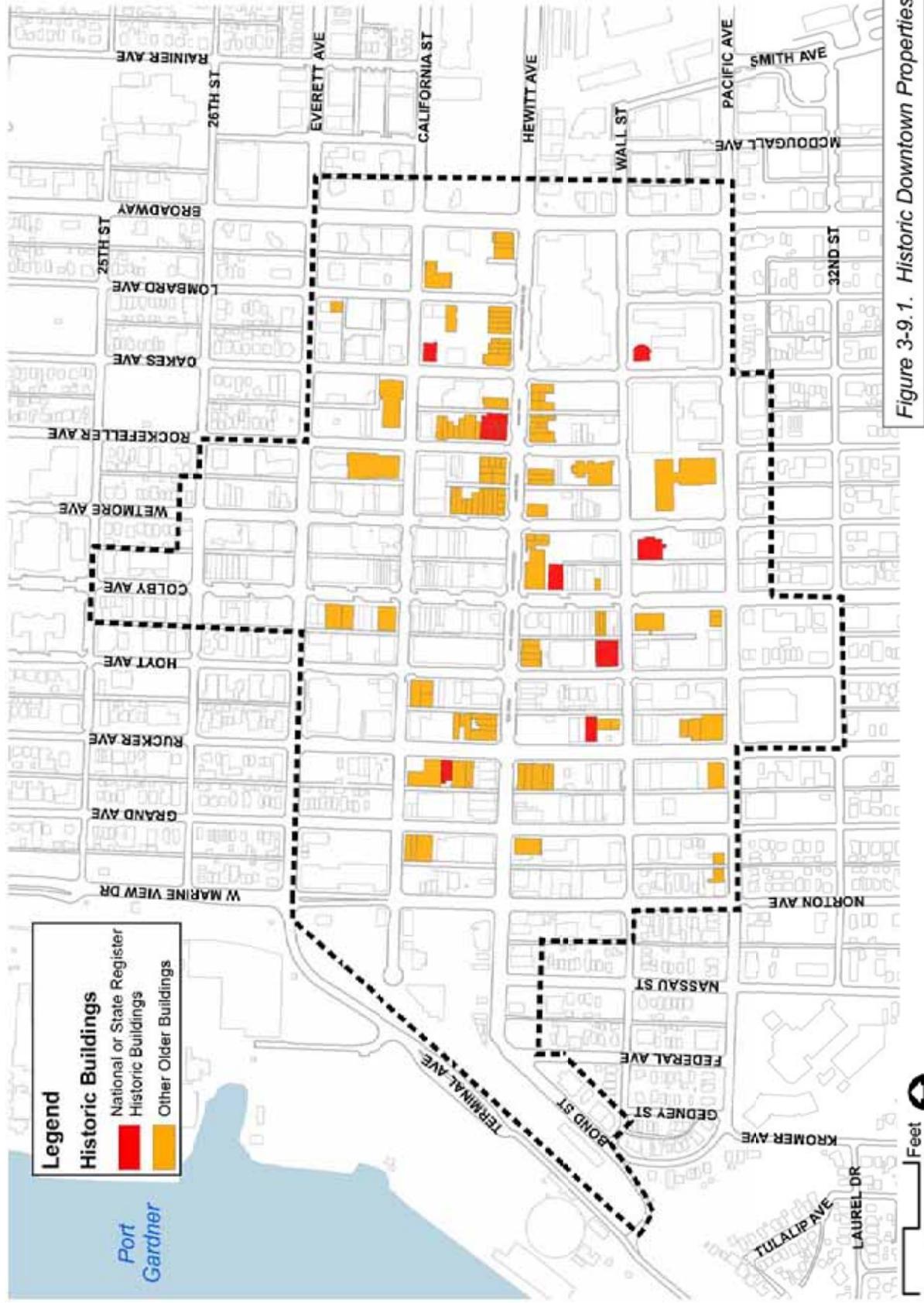
- Executive Order 05-05
- Indian Graves and Records (RCW 27.44)
- Archaeological Sites and Resources (RCW 27.53)
- Archaeological Excavation and Removal Permit (WAC 25-48)
- Abandoned and Historic Cemeteries and Historic Graves (RCW 68.60)
- Registration of Historic Archaeological Resources on State-Owned Aquatic Lands (WAC 25-46)
- Aquatic Lands - In General (RCW 79.90.565)
- Archaeological Site Public Disclosure Exemption (RCW 42.56.300)

The State Environmental Policy Act (SEPA), administered by the State Department of Ecology, also addresses impacts to cultural, historical and archeological resources. Known resources must be disclosed. If a site is discovered during construction, immediate cessation and consultation with the DAHP is required. The local tribes have also become more active in addressing impacts to native sites.

B. Use of Existing City Process for Impacts to Historic Sites

The Urban Design and Historic Preservation Element of the City's Comprehensive Plan includes policies regarding the preservation of historic sites within the city limits. The City of Everett has taken a very active position on the preservation of historic resources by establishing the Everett Historical Commission, which meets monthly, setting up historical zoning districts and providing design review for new and rehabilitation projects.

In order to preserve areas with significant cultural resources, the City has established several historic zoning districts. Two of these districts are located to the north and south of the Downtown, but not within the planning area. Design review is done by the Historical Commission or staff for projects within these established districts.





III. Alternatives Impacts Analysis

In the redevelopment of any area, there will be a loss of older structures to newer structures that meet the goals of the Downtown Plan and the market at the time of redevelopment. In particular, the implementation of any plan with the goals of accommodating intense redevelopment and density, may be in direct opposition to, or hampered by preservation activities. Despite efforts to acknowledge and protect historical resources, those structures that have either continued economic or community value have better chances of survival as Downtown evolves. All three alternatives have the potential to endanger historic buildings; though the Capacity Alternative will likely create the most economic pressure to redevelop properties with historic buildings, while the No Action Alternative will create the least.

The redevelopment and/or continuing development of downtown does not necessarily have a negative effect on the historic character of the city. Downtown development could have a positive impact if economic revitalization leads to the adaptive reuse of some of the significant structures that provide continuity with the past. There are sufficient examples of the beneficial reuse of a variety of types and ages of historic buildings (Monte Cristo, Port Gardner Building, Morrow Building) to provide a guide to future preservation and an example of the types of review required. There are also examples of new development and sensitive redevelopment on Colby that complement the historic character of the street.

Historic structures in surrounding neighborhoods, particularly those protected with an “Historic District” overlay zone, may be more easily preserved and will not endure the same risk as those located within the Downtown.

IV. Mitigation Measures

Downtown project proposals will be reviewed using the Sub-area Historic Property Map and Downtown Historic Property Inventory to *identify* inventoried historic resources. If the proposal will impact a recognized historic resource, the resource shall be *evaluated* for significance. The established Everett Register criteria of significance (EMC 2.96.050) shall be used. If the resource is found to be significant, the type and degree of impact will be determined by the *Planning Director*. Projects that do not have an adverse impact on historic properties are eligible for the expedited permit review process if they meet other environmental thresholds adopted in the EIS.

It should be noted that the decision regarding what is worthy of consideration is entirely separate from the decision regarding what is actually to be preserved. The fact that a property is deemed significant does not necessarily mean that it is inviolate; it simply means that the historic significance of the property should be taken in account in planning the undertaking.

If the proposal is determined to result in adverse impacts, the *Planning Director* will review alternatives with the developer with an effort made to mitigate the adverse impacts using the Secretary of Interiors Standards for rehabilitation.



Demolition of significant historic resources will be reviewed by the *Planning Director* for reasonable alternatives or mitigation.

The following factors will be considered in the review of alternatives and determining mitigation:

Level of significance	Condition
Multiple areas of significance	Cost to maintain/operate the property
Kinds of values	Existing use or potential use
Integrity	

The following mitigation will be applied to individual project reviews affecting historic properties, using the review process steps described below.

A. Application of the Secretary of Interior's Standards for Rehabilitation

(Briefly they state)

1. Maintain use that requires minimal change
2. Historic character of property shall be retained
3. New additions, alterations, etc., shall be compatible in mass, scale, & architectural features, etc.

B. Demolition permits will require that there be:

1. No reasonable alternatives
2. Documentation of the demolished structure
3. Construction of a new structure in six months, or
4. Substantial interim landscaping.
5. New development will include architectural elements which complement the significant characteristics of neighboring historic buildings.

Identification and Evaluation

Step #1 Identify/Evaluate Historic Properties

Locate

Review existing information (Historic Resource Survey, Hewitt Avenue Survey, Downtown Inventory, National, State, & Everett Register listings) on historic properties potentially affected by the undertaking.

Evaluate using Everett Register eligibility criteria

Evaluate properties against the Everett Register criteria. The purpose of the evaluation is to determine which properties are eligible for the Everett Register and thus subject to review. (It should be noted that Everett Register eligibility would also potentially qualify a renovation for Special Tax Valuation.)



No eligible historic properties found	Eligible historic property found
Step #2 Assess Effects / Apply criteria of no effect, no adverse and adverse effect	

<u>No effect</u>	<u>Adverse effect</u>
No adverse effect	Alteration of all of part of the property
	Damage to the property
	Physical destruction of the property

Step#3 Consultation and Historical Commission Comment
--

Avoid or mitigate adverse effects
Alternative design (Alter or limit magnitude of project)
Rehabilitate rather than demolish
Move property
Document property before destruction

Step #4 Proceed with approved mitigation



3.10 FISH AND WILDLIFE

TABLE OF CONTENTS

I. EXISTING CONDITIONS.....	1
II. REGULATORY REQUIREMENTS.....	1
A. ZONING CODE	1
B. ENDANGERED SPECIES ACT OF 1973 AND WASHINGTON STATE PRIORITY HABITAT AND SPECIES.....	2
III. ALTERNATIVES IMPACT ANALYSIS.....	2
IV. MITIGATION MEASURES	2



I. Existing Conditions

Fish and wildlife require habitat to live. Habitat is the area that provides the animal with adequate food, water, shelter, and living space. The City of Everett regulates and designates fish and wildlife habitat conservation areas (EMC 19.37.140) to protect fish and wildlife species. Protected species include species found on the Washington State Priority Habitats and Species (PHS) list (2008 WDFW) and species protected under federal law including Endangered Species Act, Marine Mammal Act, and Magnuson Stevens Fisheries Act.

No areas in Downtown Everett meet the City's definition of a "fish and wildlife habitat conservation area" because no native habitat is left which will support protected fish and wildlife species.

Downtown Everett is the urban center of the City where intense urban development has been concentrated for over 100 years. Historic native forest was long ago replaced with urban development. The land surface is predominately impervious surfaces (streets, sidewalks, parking lots, and roofs) interspersed with small areas of cultural vegetation, such as street trees or landscaped planting strips. Only animals adapted to extreme urban environments are found in this setting.

Several species of birds live in Downtown Everett. These birds include, but are not limited to: pigeon, seagull, robin, crow, black capped chickadee, song sparrow, starling, and house sparrow, are well adapted to intense urban settings. Raptors are known to over-fly Downtown Everett, which include Sharp-shinned hawks, Merlin falcon, blue heron, and bald eagle. These raptors occasionally feed on local mammals and birds, but are not known to nest in Downtown Everett.

Small mammals that are adapted to intense urban settings are also present in Downtown Everett but are often regulated as pests, including gray squirrels, mice, and rats.

No significant fish or wildlife resources are located in Downtown Everett.

II. Regulatory Requirements

A. Zoning Code

Fish and Wildlife conservation areas in Everett are regulated by EMC Chapter 19.37.140. "Fish and wildlife habitat conservation areas" means an area of habitat that is necessary and suitable for maintaining individual species, species diversity, or biological diversity. These sections will not typically affect development proposals in the Downtown planning area.



B. Endangered Species Act of 1973 and Washington State Priority Habitat and Species

No endangered species or Washington State Priority Habitats and Species are located in the study area. Since stormwater from the study area is treated, continued development in Downtown will not affect federally listed threatened or endangered species or State Priority Habitats and Species.

Projects that receive federal approval, are authorized by federal agencies, or are federally funded are said to have a “federal nexus.” Projects with a federal nexus are required to consult with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service (the Services) regarding Section 7 of the Endangered Species Act (ESA). Even though there are no ESA-regulated species with the study area, some of these species are located within a mile of the study area. As such, projects with federal nexus will likely be required to document and determine potential ESA effects.

Typical projects in Downtown Everett that are likely to have a federal nexus include federally funded road or transit projects, construction associated with federal buildings or agencies, and projects that receive Housing and Urban Development (HUD) grants or Community Development Block Grants.

III. Alternatives Impact Analysis

There is no habitat suitable for protected fish or wildlife in Downtown Everett. The proposed plan will not change habitat conditions positively or negatively for protected fish or wildlife species. Implementation of this plan will result in no measurable impacts to fish and wildlife.

IV. Mitigation Measures

Measures to mitigate impacts to fish and wildlife habitat are not necessary for the continued redevelopment of Downtown. However, efforts that protect water quality, such as erosion control and treatment of storm and waste water will protect Puget Sound and the Snohomish River, which do provide habitat for fish species. See Section 3-13 for water quality mitigation measures.



3.11 GEOLOGY

TABLE OF CONTENTS

I. EXISTING CONDITIONS.....	1
A. REGIONAL AND LOCAL GEOLOGIC SETTINGS.....	1
B. SIGNIFICANT FEATURES, LANDFORMS AND EXISTING TOPOGRAPHY	1
C. GEOLOGIC HAZARDS (LANDSLIDE / SEISMIC).....	1
D. SOIL TYPES AND RELEVANT PROPERTIES.....	4
II. REGULATORY REQUIREMENTS.....	4
A. ZONING CODE	4
B. INTERNATIONAL BUILDING CODE (IBC)	4
C. DESIGN AND CONSTRUCTION STANDARDS AND SPECIFICATION MANUAL	4
III. ALTERNATIVES IMPACTS ANALYSIS.....	4
A. IMPACTS TO GEOLOGY BY DOWNTOWN PLAN.....	4
B. IMPACTS TO SURROUNDING AREAS.....	5
IV. MITIGATION MEASURES.....	5

LIST OF FIGURES

FIGURE 3-11.1: TOPOGRAPHY	3
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I. Existing Conditions

A. Regional and Local Geologic Settings

The City of Everett is located in the Puget Sound Lowlands a geologic region characterized by glacial, volcanic, and tectonic action.

The surficial geology of the Puget Sound Lowlands is largely a result of pre-historic glaciations and current erosion processes. Glaciers up to one mile thick advanced into the region from the north, and retreated several times carving out the Puget Sound and sculpting the land. Sediments carried by the glaciers were pushed along at the front and sides of the glaciers, deposited as the glaciers melted, and crushed and buried as the glaciers advanced. Successive glacial advances and retreats left layers of pre-glacial soils and glacial sediment (till) compacted and sculpted. These materials form the plateau that Everett is built upon.

The Puget Sound has a history of volcanism and major earthquakes. Tectonic forces deep beneath the surface are continuing to build the Cascade Mountains and cause earthquakes in the Puget Sound Lowlands. All of the volcanoes visible from Everett, Mt. Baker (10,778 feet), Glacier Peak (10,541 feet) and Mt. Rainer (14,411 feet) are active. These volcanoes formed due to tectonic subduction along the Cascadia subduction zone.

B. Significant Features, Landforms and Existing Topography

Downtown Everett is heavily urbanized; grading and development has significantly modified the surface of the land. North Everett is located on a peninsula bounded by the Snohomish River to the north and east and Port Gardner Bay to the west. The peninsula has steep slopes on three sides forming a relatively flat plateau. Downtown Everett is located on the top of this plateau. See Figure 3-11.1 for the topography of the area.

The main feature of the plateau top is a small ridge that runs north to south. The crest of the ridge is located between Colby/Rockefeller Ave. The general topography of south end (elevation 150) sitting higher than the north end (125 feet). From the center the ridge gently slopes east to Broadway (90 feet) and west to W. Marine Drive (55 feet).

C. Geologic Hazards (Landslide / Seismic)

Downtown Everett's primary geologic hazards are from landslide and seismic activity (earthquakes).

Landslide hazard areas are potentially subject to mass earth movement based on a combination of geologic, topographic, and hydrologic factors. Near-surface geology in Downtown Everett consists primarily of glacial soils. The stability of slopes in the area is strongly influenced by the physical characteristics of the glacial formation underlying the vegetated surface. Previous geotechnical analyses have found that most landslides in the Everett area occur in unconsolidated or partially consolidated soil sediments combined with steep slopes. When these unstable soils become saturated with water during heavy rains, the force of gravity can create a landslide.



Human activities can increase landslide potential including: diverting water, improperly placed and compacted fill, dumping of debris, cuts into hillsides, excavation, and retaining wall failure. Areas to the west of Grand Avenue are shown on the City's maps to be areas of landslide hazard.

The City of Everett's Critical Area Code defines landslide hazards areas as:

- Slopes 15 percent or greater with impermeable soils frequently interbedded with granular soils, or with springs, groundwater seepage, or saturated soils
- Any area located on a landslide feature described above, which has shown movement over the last 10,000 years or which is underlain by mass wastage of that period
- Any area unstable because of rapid stream incision, stream bank erosion, or undercutting by wave action
- Slopes 40 percent or greater
- Documented areas with previous landslide history

Seismic hazards areas are portions of the City that may be more susceptible to earthquake damage. The Puget Sound region has a history of major earthquakes and is a seismically active region. Tectonic subduction can produce very large earthquakes, magnitude 9.0 or greater, these events are rare but smaller, but still significant earthquakes are not rare. Earthquakes are commonly centered along the major fault zones of the Puget Sound. Large earthquakes could occur on any of these faults. However, the average time between large earthquakes on any of these faults may be hundreds or even thousands of years.

One of these faults is the South Whidbey Island Fault which is located approximately 10 miles south-west of Downtown Everett, three other faults are less than 20 miles from Everett. Comparison of the faults with locations of earthquakes that have occurred in the last few decades indicates that many recent earthquakes are occurring on faults other than known faults. Therefore there are probably many other active faults in the Puget Sound region.

Earthquakes damage buildings and infrastructure especially in buildings constructed from non-reinforced brick and concrete or located on soils susceptible to liquefaction. Liquefaction is a phenomenon in which earthquake shaking causes a soil to lose its strength and behave like quicksand, it occurs most often in unconsolidated sediment usually fill soils or peat soils. Earthquakes may also trigger landslides or cause violent wave action.

There are no potential areas of liquefaction in Downtown Everett; therefore seismic hazards are limited to and buildings constructed of non-reinforced brick and concrete.

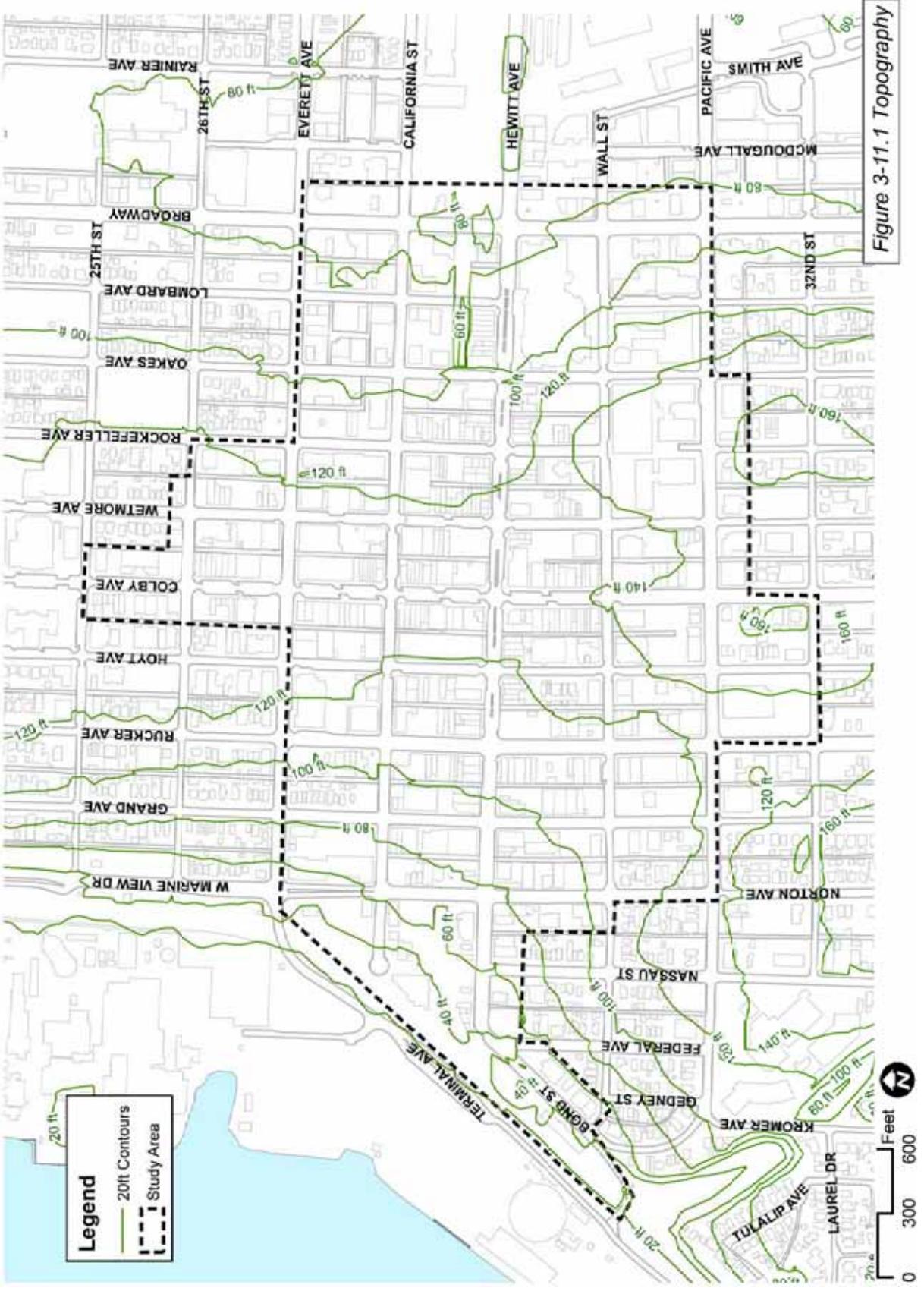


Figure 3-11.1 Topography



D. Soil Types and Relevant Properties

Soils in Downtown Everett are classified by the U.S. Natural Resource Conservation Service as predominately Alderwood series soils with a small area classified as Urban land soils. The two types of Alderwood series soils are found in Downtown Everett Alderwood – Urban land complex, and 2 to 8 percent slopes and Alderwood – Urban land complex, 8 to 15 percent slopes. The Alderwood series is made up of moderately well drained soils that have weakly consolidated to strongly consolidated substratum at a depth of 20 to 40 inches. These soils are uplands. They are formed under conifers, in glacial deposits. Slopes are 0 to 70 percent. Urban land is a soil that has been modified by disturbance of the natural layers with additions of fill materials several feet thick to accommodate large industrial and housing installations.

II. Regulatory Requirements

A. Zoning Code

Geologically hazardous areas in Everett are regulated by EMC Chapter 19.37.080. Development in moderate landslide areas or in the regulated buffer requires a geotechnical report that shows that development in the area will not create hazardous conditions to the property or surrounding properties, the proposed method of construction is adequate and construction techniques minimize disruption of natural areas.

B. International Building Code (IBC)

Structural design of buildings is regulated by the Building Division through the implementation of the International Building Code standards for Seismic Risk Zone 3. This designation infers a seismic event with a 7.5 local magnitude.

C. Design and Construction Standards and Specification Manual

The City's Public Works Department permits and inspects land alterations through requirements in the Design and Construction Standards and Specification Manual (the Manual).

The Manual prescribes Best Management Practices (BMPs) mitigate erosion and sediment transport that may result as an unintended consequence of site development or re-development. BMPs are based on the size, design, and location of a project and the existing condition of the site, including soil types, slope, and existing vegetation.

III. Alternatives Impacts Analysis

A. Impacts to Geology by Downtown Plan

Implementation of this plan will result in little significant impact to earth resources. All of the surficial geology and topography has the potential to be impacted or modified by Downtown development. However, the topography and the surficial geology have already been significantly modified by urbanization. Potential further changes to the topography and surficial geology will



not result in a change in conditions. Furthermore, the geologic setting of Downtown, and the underlying seismic hazards will not be altered at all by the Downtown development.

Impacts to topography will be due to earth movement associated with construction. Most of the significant earth movement will occur to create building foundations, install underground utilities, develop site access, and construct underground parking areas, loading areas and surface parking. Major modification to surface geology and topography will result from major cuts and fills that are likely to occur only in conjunction with understructure parking or construction of large foundations. Soils may be removed from sites or relocated on sites as earth movement occurs. Rockeries and retaining walls may be constructed on some sites to support cutting and filling in sloped areas.

B. Impacts to Surrounding Areas

This EIS does not evaluate the impacts of earth removed from the planning area and placed on sites outside the planning area. Additional SEPA analysis will be required for placement of fill outside the study area.

IV. Mitigation Measures

Measures to mitigate impacts to earth resources aim to minimize erosion, promote soil stability, prevent groundwater pollution, and minimize topographic changes.

To protect life and property, geotechnical analysis should be completed for sites which contain substantial amounts of fill material, are known to contain hazardous waste and for projects that move substantial amounts of earth.

Mitigation measures include, but are not limited to, the following:

- All development must comply with Zoning Code requirements for geologically hazardous areas
- All development must be designated and constructed in accordance with the standards of Seismic Zone III per the International Building Code
- Geotechnical reports should continue to be required for all buildings developed in Downtown
- Significant earth work should be supervised by a professional civil or geotechnical engineer
- All development must be in accordance with the standards in the City of Everett Public Works Design and Construction Standards and Specification Manual (Manual) and the Stormwater Management Manual (Stormwater Manual)
- Visual impacts of large retaining walls and rockeries should be mitigated using landscaping or limits on height
- Applicants for new development permits should provide the City with information showing that it has obtained a permitted earth disposal site prior to issuance of City grading permits



3.12 ENVIRONMENTAL HEALTH

TABLE OF CONTENTS

I. EXISTING CONDITIONS.....	1
A. EXISTING ENVIRONMENTAL HAZARDS (EXPLOSIVES, TOXINS, HAZARDOUS MATERIALS, SITE CONTAMINATION).....	1
B. EXISTING HAZARDOUS MATERIALS, INCLUDING: ASBESTOS WITHIN EXISTING STRUCTURES, HAZARDOUS MATERIALS FROM PREVIOUS INDUSTRIAL USES	1
II. REGULATORY REQUIREMENTS.....	1
A. REGULATIONS ON ENVIRONMENTAL HEALTH AND HAZARDS	1
III. ALTERNATIVES IMPACTS ANALYSIS.....	5
IV. MITIGATION MEASURES	5



I. Existing Conditions

A. Existing Environmental Hazards (Explosives, Toxins, Hazardous Materials, Site Contamination)

No known explosives are stored or used in the planning area except for firearm ammunition in the City and County police stations, and possibly at some retail establishments or in personal possession.

Normal commercial and residential cleaning and maintenance type and quantities of hazardous materials will likely be used and stored in the Downtown. Some medically related activities may also use toxic, hazardous or explosive materials. Vehicle service and parts stores and dry cleaning establishments would likely have toxic or hazardous substances on site.

Leaking fuel from underground fuel storage tanks have been a frequent cause of soil and water contamination throughout the United States. Sites in the Downtown with contamination from leaking underground fuel tanks (gas stations or heating fuel) probably remain.

The grid of natural gas lines that serve Downtown, if breached, may also present explosive hazards.

B. Existing Hazardous Materials, Including: Asbestos within Existing Structures, Hazardous Materials from Previous Industrial Uses

Older buildings in the Downtown may contain asbestos in ceilings, tiles, or insulation; or polychlorinated biphenyls (PCBs) from lighting ballasts.

II. Regulatory Requirements

A. Regulations on Environmental Health and Hazards

Storage, handling and disposal of hazardous materials and hazardous wastes are regulated by a number of federal, state and local laws.

1. Federal Regulations

The Resource Conservation and Recovery Act of 1976 (RCRA), 40 CFR 262-264 governs the transportation of hazardous materials. The Act lists and classifies hazardous materials for purposes of transportation; provides requirements for labeling and otherwise identifying transported materials; and provides parking requirements.

The Occupational Safety & Health Act (OSHA), 29 CFR 1910 establishes safety and health standards for the workplace.

The Superfund Amendments and Reauthorization Act of 1986 (SARA), Title III, 40 CFR 355-372 establishes procedures whereby communities (a) receive information on hazardous materials



used in those communities to minimize danger of major releases that might be caused in the event of an emergency and (b) receive information about chemical releases into the environment.

Facilities storing or disposing of hazardous materials are required to maintain Hazardous Materials Incident “on-site” Spill Response Plans which must be periodically reviewed and updated, and copies made available to all first responder agencies (i.e., fire departments). The plans must include the following items:

- Designated facility coordinator
- Alternative 24-hour emergency facility contact (with decision-making authority)
- Site plans, including locations of hazardous materials
- Methods for determining the occurrence of a release
- Notification procedures
- Description and location of available emergency equipment
- Site evacuation plans

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA or Superfund) is the nation’s hazardous waste cleanup program.

The Toxic Substances Control Act, 40 CFR 763 regulates the use and exposure to raw industrial chemicals (such as asbestos) that fall outside the jurisdiction of other environmental laws.

The Clean Water Act, 40 CFR 100-143 establishes health-based standards for protection of aquatic life and establishes acceptance methods and materials for sampling and testing waters.

2. State Regulations

The Hazardous Waste Management Act, 70.95 RCW, and Dangerous Waste Regulations, Chapter 173-303 WAC implement the federal RCRA, and in some respects are more stringent than the federal regulations.

The Model Toxics Control Act (MTCA), 70.105 RCW, and regulations in Chapter 173-340 WAC establish the State’s authority to direct or perform cleanup of hazardous waste sites. The laws apply to contaminated sites or to spills or releases of hazardous substances which result in contamination of the environment.

The Washington Industrial Safety and Health Act (WISHA), Chapter 49.17 RCW, implements the federal OSHA, and is in some respects more stringent than the federal regulations.

Washington State Water Pollution Control Law, 90.48 RCW, establishes the authority for the Department of Ecology to issue wastewater discharge permits and to pursue formal enforcement actions in order to protect surface and groundwater quality of the State.



Chapter 173-201A and 173-200 WAC establish Water Quality Standards for surfacewaters and groundwaters of the State, respectively.

Under NPDES and Stormwater Permits, RCW 90.48 and Chapter 173-200 WAC, the Department of Ecology implements the National Pollutant Discharge Elimination System and State Waste Discharge Baseline General Permit for Stormwater Discharges Associated With Industrial Activities (Stormwater Permit). This general permit was issued on November 18, 1993, and is required for a variety of industrial categories which discharge stormwater from their facility to surfacewaters of the State.

The Waste Reduction Act, Chapter 70.95C RCW, requires companies that generate over 2,640 pounds of hazardous waste per year and companies that use hazardous substances to prepare hazardous substance and waste reduction plans.

Washington State Explosives Act, Chapter 70.74 RCW and Safety Standards for Possession and Handling of Explosives, Chapter 296-52 WAC, regulates the manufacture, possession, storage, selling, transportation, and the use of explosives or blasting agents.

Under title III of the superfund amendments and Reauthorization Act of 1986 (SARA), municipalities are required to develop operational plans for responding to hazardous materials incidents. Both the City of Everett and Snohomish County have developed Emergency Operations Plans:

3. City of Everett

The City of Everett Zoning Code, Section 39.090, outlines the requirements for hazardous waste treatment and storage facilities.

The City of Everett Building Department and Fire Department regulate hazardous materials through the International Building and Fire Codes (IBC). The IBC regulates the storage, containment and the type of buildings for hazardous materials storage. At time of application for building permits or occupancy, the applicant must demonstrate the class of chemicals to be used on the site and the quantity of the chemicals. The Building Department and Fire Department inspect the site to ensure compliance with the permit. A certificate of occupancy is issued after the final inspection when the project has met all requirements of the construction permits.

Following issuance of the certificate of occupancy, the applicant can move into the building and apply for process permits from the Fire Department per Uniform Fire Code requirements. These permits must be issued prior to starting operation of the facility. The permits constitute permission to maintain, store, use or handle materials, or to conduct processes which produce conditions hazardous to life or property, or to install equipment used in connection with such activities. Permits are required for activities such as asbestos removal; combustible materials storage; dry cleaning plants; flammable or combustible fluids; hazardous materials storage, transportation, dispensing, use or handling; hazardous materials production; installation and removal of fuel tanks; radioactive materials; repair garages; and tire storage. Some of these activities are likely to occur in the Downtown.



Some facilities are required to submit Hazardous Materials Inventories and hazardous Materials Management Plans to the Fire Department for review and approval.

The Fire Department also conducts annual or biennial site inspections of facilities for compliance with permits and IBC requirements. The Fire Department also issues permits for installation and removal of above and below ground fuel storage tanks.

The City's Public Works Design and Construction Standards and Specifications Manual includes site management standards for "High Risk Land Uses" including fueling sites, auto repair and maintenance shops, retail auto parts stores, car washes, new and used auto dealerships, and businesses that generate soapy or contaminated wash water. The purpose of the standards is to prevent the contamination of stormwater.

The City of Everett Public Works Department administers the wastewater pretreatment program within the City of Everett, which is regulated by the City's Industrial Pretreatment Ordinance. The program implements provisions of state and federal laws, including the federal Clean Water Act (33 USC 1251 et seq.) and General Pretreatment Regulations (40 CFR Part 403). The City's Pretreatment Ordinance generally requires that non-sanitary domestic discharge be separated from sanitary sewage discharge and be treated prior to discharge into the City's sewer system. The Ordinance provides for the issuance of wastewater discharge permits and discharge authorizations; requires use of all known, available, and reasonable methods of prevention, control, and treatment of wastewater; requires preparation of spill control pans; authorizes monitoring, compliance, and enforcement activities; and requires user reporting. The main objective of the requirements is to eliminate or reduce the introduction of pollutants into the City's Water Pollution Control Facility (wastewater treatment plant) in order to protect the quality of the receiving waters. Maintain the operations of the wastewater treatment plant, maintain the quality of biosolids, and protect the health of employees and the public.

Any development with non-domestic discharge; storage of chemicals or materials; floor drains other than required to restrooms or hot water heater; or food preparation areas must contact the Public Works Industrial Pretreatment section to determine if a permit is required. Examples of non-industrial uses that will require permits include coin operated laundries, car washes, filling stations, any business with vehicle washing areas, food preparation businesses, and warehouses with floor drains.

Appendix 1 of Everett's Emergency Operations Plan identifies local responsibilities for hazardous material incident response and management to include preparation for and response to any incident involving hazardous substances or materials, which, when uncontrolled, can be harmful to persons or the environment of Everett. The plan also outlines vulnerability to hazardous materials and waste, hazardous materials incident response levels and action classification, personal protection of citizens and responses, training and exercises, facility notification and response planning.



III. Alternatives Impacts Analysis

As a result of increased commercial and residential development, slightly more hazardous materials will be located in the Downtown planning area. This will be off-set by the fact that older industrial properties will be replaced with commercial and residential developments that are not as likely to utilize and store hazardous materials.

Increases in the presence of hazardous materials could cause a minor increase in the number of emergency incidents. Spills or releases of hazardous materials can contaminate soils and the air.

Leaks from existing underground fuel storage tanks have been a frequent cause of soil and water contamination throughout the United States. Sites in Downtown with contamination from leaking underground fuel tanks (old gas stations or buildings with heating fuel storage) probably remain and may be encountered during re-development of property.

Demolition or remodeling of existing buildings may reveal asbestos or PCBs. Demolition and construction activities may also create fugitive dust.

IV. Mitigation Measures

1. Developments must comply with all applicable federal, state and local regulations relating to the use and storage of explosives and hazardous materials.
2. In order to expedite plan review, a hazardous materials inventory list shall be provided as a part of the submittal for building permits.
3. If asbestos or PCBs are found during building demolition or remodeling, handling of these hazardous substances shall comply with applicable federal and state laws.
4. Tank removal should be performed during a period of expected dry weather to minimize potential erosion problems and contamination of runoff waters.
5. If soils contaminated from leaking underground fuel tanks are found during re-development, soil removal and/or remediation will be required. Removal of tanks is subject to Department of Ecology (DOE) approval and Chapter 173-360 WAC.
6. Construction equipment and vehicles should be maintained so they do not leak fuels or lubricants. During construction, a staging area should be specified for all vehicle maintenance activities.
7. During construction activities, all spills of fuel and hazardous materials must be contained and removed in such a manner as to prevent their entering the soils. Cleanup of spills should take precedence over other work on site.
8. The storage, handling and use of hazardous materials must be in compliance with Article 80 of the International Fire Code, 2006 Edition. The storage handling and use of flammable or combustible liquids shall comply with Article 79 of the International Fire Code, 2006 Edition.
9. If the future use of a site will result in the potential for accidental spills of chemicals, including oils or fuels, to the City's sanitary sewer, an Accidental Spill Prevention Plan



will need to be prepared per the direction of the City of Everett's Industrial Pretreatment Program.

10. Future uses of a site must comply with all City policies and regulations preventing contamination of surface waters, including Ordinance 1750-90, the Surfacewater System Ordinance, and subsequent updates to the Ordinance. See also potential mitigation measures listed under Water Quality (Chapter 3, Section 3-13).
11. Procedures in case of spills should be posted in all areas where hazardous materials that could contaminate runoff are used.
12. Businesses should provide appropriate and frequent training to new employees who will be handling hazardous materials.
13. Business should not schedule off-site hazardous materials shipment during traffic peak hours.



3.13 WATER QUALITY

TABLE OF CONTENTS

I. EXISTING CONDITIONS.....	1
II. REGULATORY REQUIREMENTS.....	1
III. ALTERNATIVES IMPACTS ANALYSIS.....	1
IV. MITIGATION MEASURES	2
A. EROSION CONTROL	2
B. OTHER SITE MITIGATION	3
C. COMBINED SEWER OVERFLOWS	3



I. Existing Conditions

Downtown Everett has undergone heavy development and redevelopment since its early days in the 1890s. As a result, surface water features, including streams and wetlands have been eliminated over time from the planning area. The area lies outside of the established floodplain, and no part of Downtown is subject to flooding from natural surface waters.

Everett is part of the Puget Sound Watershed, along with other jurisdictions to the north and south. As described in the Utilities section of this document, North Everett has a combined sanitary/storm sewer system that, under normal conditions, carries both sanitary sewage and stormwater runoff to the City's Water Pollution Control Facility prior to discharge. During periods of unusually heavy rain, the system is subject to combined sewer overflows (CSOs), which release diluted wastewater directly into Port Gardner Bay and the Snohomish River. A portion of the area is served by a separate storm sewer, in the vicinity of California Street and West Marine View Drive. This runoff discharges directly to Port Gardner Bay without first being conveyed to the City's Water Pollution Control Facility.

Due to the heavily urbanized character of Downtown Everett, very little rainfall is infiltrated to recharge ground water aquifers. Snohomish County's Groundwater Management Plan, completed in 1999, estimates this level to be 0-9 percent. Drinking water is provided by a piped system from the Sultan basin water supplies.

II. Regulatory Requirements

Surface water in Downtown is managed by Everett Public Works Department, primarily via the City's Comprehensive Sewer Plan and NPDES Waste Discharge Permit since the majority of the Downtown area is served by a combined sanitary/storm sewer system. However, the separate storm sewer system in the vicinity of California Street and W Marine View Drive is managed in accordance with the City's Stormwater Management Program and NPDES Municipal Stormwater Permit.

New development in Downtown that currently discharges to the combined sanitary/storm sewer system is required to hook up to the combined sanitary/storm sewer system to manage run-off. New development in the portion of the area served by the separate storm sewer system is required to treat stormwater runoff, in accordance with the City of Everett's Stormwater Management Manual, prior to discharge to the separate storm sewer system.

The City is currently implementing a CSO Reduction Plan approved by the State Department of Ecology (Ecology).

III. Alternatives Impacts Analysis

In general, drainage impacts for each alternative occur proportionally to the location and amount of increased impervious land cover. Projected build-out levels in each alternative will differ in the type and intensity of development, although each will generate additional stormwater runoff and may increase erosion and degrade storm water quality beyond current conditions. However,



because nearly all of Downtown is already highly developed, each alternative would add a negligible or small amount of impervious surface. Impacts within the combined sanitary/storm sewer system are expected to be insignificant due to collection and treatment of stormwater runoff at the City's Water Pollution Control Facility. However, without mitigation, development under each alternative within the area served by the separate storm sewer system could increase the frequency and amount of pollutants entering the Port Gardner Bay.

The City's Sewer Comprehensive Plan includes capital improvement projects to meet combined sanitary/storm sewer conveyance requirements for 100 percent impervious area coverage. With the exception of the area in the immediate vicinity of California and West Marine View Drive, drainage currently discharges to the City's Water Pollution Control Facility, except for CSOs, and will continue to do so after development. The portion of the planning area that currently drains to the separate storm sewer will continue to drain to the separate storm sewer (see Figure 3-0.3). Any new stormwater runoff added to this separate storm sewer system will require water quality treatment in accordance with the City's Stormwater Management Manual.

While projected development should not have adverse implications for the City's water quality under any of the alternatives, site-specific impacts may be associated with individual Downtown projects. These issues will be addressed in the review of specific proposals.

IV. Mitigation Measures

A. Erosion Control

In accordance with the Puget Sound Water Quality Action Plan, construction of development projects should always include erosion control measures. Downtown development projects must meet the following Everett Public Works mitigation measures. These requirements are designed to minimize land disturbance and confine construction activities to the smallest practical area:

- Erosion and sedimentation control plans must be reviewed and approved by the Public Works Department. Specific erosion control measures listed in the Stormwater Manual must be provided.
- Erosion control measures must be installed and operational prior to initiation of clearing, grubbing, or grading operation.
- Soil piles should be covered with plastic sheeting or other impervious coverings staked to the ground or anchored with rocks or sandbags.
- Berms, earthen or otherwise should be constructed at the perimeter of excavated areas to prevent adjacent site runoff from entering the excavation.
- City streets must be kept clear of dirt and debris at all times during construction. Dust suppression and street cleaning must occur as directed by the Public Works inspector.
- Ensure that grading/filling on-site will not adversely affect adjoining sites during the detailed site specific plan review.



B. Other Site Layout Mitigation

To complement erosion control practices, Downtown development projects should minimize impervious areas to the maximum extent possible. Measures include:

- Preserve areas with natural vegetation
- Cluster buildings
- Maintain and utilize natural drainage patterns
- Integrate natural landscape mitigation at the site level. Methods such as Low Impact Development (LID) can mimic a site's predevelopment hydrology by using techniques that infiltrate, store and detain runoff close to its source

C. Combined Sewer Overflows

Operation of the City's combined sanitary/storm sewer system is in compliance with the City's National Pollutant Discharge Elimination System Waste Discharge Permit No. WA-002449-0. As part of the Waste Discharge Permit requirements, the City developed a CSO Reduction Plan which has been approved by the Department of Ecology, and which is currently being implemented throughout the City.



3.14 AESTHETICS

TABLE OF CONTENTS

I. EXISTING CONDITIONS.....	1
II. REGULATORY REQUIREMENTS.....	1
A. ALLOWED STRUCTURE HEIGHTS.....	1
B. DESIGN GUIDELINES AND REGULATIONS ON AESTHETICS.....	2
III. ALTERNATIVES IMPACTS ANALYSIS.....	3
A. CHANGES TO VIEWS.....	3
B. PROPOSED LIGHT, SHADOW AND GLARE.....	3
C. URBAN DESIGN	4
IV. MITIGATION MEASURES	4



I. Existing Conditions

Downtown Everett lies upon a high plateau rising upward from Port Gardner Bay. A north-south crest for the area runs between Colby and Rockefeller Avenues (120' above sea level), with a downward slope west and east from that high point. In the southeastern portion of the planning area, topography rises to a maximum of approximately 150'. See Figure 3-11.1 for topography.

Building heights in the Downtown planning area run from one- and two-story buildings to thirteen-story buildings. Buildings west of Colby to the water have historically been smaller one- and two-story structures. The tallest buildings are on the Colby Ridge and around Wetmore. The expansion of the County Campus extended the predominance of taller structures southeast toward Wall Street.

Views from these high points, particularly in the taller buildings along Colby, are available in all directions. To the west are Port Gardner Bay, the Olympic Mountains, Hat Island, and Whidbey Island. To the east are the Cascade Mountains, including Mount Baker (northeast) and Mount Rainier (southeast), are visible on clear days.

Building design in Downtown ranges from the substantial brick and mortar structures of the turn of the twentieth century, to the shorter one- to two-story structures of the 1950s and 1960s, to the more imposing glass and steel office structures of the late twentieth- and twenty-first centuries. Structures developed more recently exhibit a greater sensitivity to the pedestrian with more interesting features, color, and modulation of buildings.

Recent street improvements have added vastly to the Downtown's urban experience. The improvements on both Colby and Hewitt Avenues have incorporated wide sidewalks, landscaping, pedestrian amenities and artwork.

Despite the taller buildings that have developed in Downtown, the lower forms of many of the buildings, coupled with open parking areas, allows for quite a bit of light for Downtown.

II. Regulatory Requirements

A. Allowed Structure Heights

The City's B-3 Zoning regulates the allowed heights of structures in a wedding cake, or cascading, effect. Figure 3.1 shows the heights allowed in the different segments of Downtown. Permitted heights range from 45 feet near the water to 200 feet on the ridge line.

Projects that utilize bonus features may be built at greater heights. For projects that utilize three or more bonus elements, the allowed bonus height is 50 percent of the maximum height shown in Figure 3-1.1, which will result in heights from 67.5' to 225'. (The exception will be projects in the Colby Ridge, which are allowed unlimited bonus heights).



B. Design Guidelines and Regulations on Aesthetics

The B-3 Zoning Code contains a variety of design guidelines aimed at creating a pedestrian friendly aesthetic for Downtown.

- Required sidewalk and street tree improvements
- Unique streetscape elements, including surface pavers and inlays, artwork, decorative tree grates, clocks, informational kiosks, corner landscaping bulbs, etc
- Parking lot restrictions and requirements, including limitations on locating in front of buildings, alley access, landscaping
- Parking garage design standards requiring screening in the form of decorative grilles, works of art, special building material treatment/design, or landscaping
- Building design standards, including ground floor transparency, window treatments, entries with weather protection, vertical modulation, and building corner elements
- Building material restrictions addressing metal siding, concrete blocks, stucco, and prohibited materials
- Treatment of blank walls with transparent windows or doors, display windows, landscape planting beds, vertical trellises, murals or special building material treatments
- Treatment of rooftop mechanical equipment, to be designed, organized, proportioned, detailed, or landscaped (with decks or terraces) and colored to be an integral element of the building
- Special requirements for storefronts, including unique or handcrafted pedestrian-oriented signage, artwork, distinctive treatment of windows and/or door(s), permanent weather protection, distinctive exterior light fixtures, unique or handcrafted planter boxes or other architectural features that are intended to incorporate landscaping, and distinctive kickplate treatments
- Standards for multi-family and residential portions of mixed-use buildings, including:
 - repeating distinctive window patterns
 - vertical building modulation
 - horizontal modulation (upper level step-backs)
 - articulation of the building's top, middle, and bottom; change of roofline
 - parking areas
- On Colby Avenue, creating the appearance of stepping back tower floors



- Floor-Area Ratio (FAR) bonuses are available for developments that incorporate public open space, distinctive building geometry:
 - unique rooftop features such as a dome, spire, or pyramid; terraced upper floors
 - public benefit uses
 - retention of historical structures;
 - below-grade parking
 - works of art or water features
 - LEED certification
 - protection of historic properties
- Supplemental sign standards, including prohibition on back-lit canned signs and free-standing signs, encouraging neon or externally lit signs, and creating a special sign district for Hewitt Avenue

See Appendix C for the complete set of design standards related to development in the B-3 Zone.

III. Alternatives Impacts Analysis

A. Changes to Views

As projects in Downtown begin to develop according to the new B-3 Zoning standards, in particular utilizing bonus incentives to achieve heights that are two to three times what they are now, views of, and within Downtown will change greatly. The greater impact will be seen within the 20-Year Demand Alternative and the Capacity Alternative, both of which utilize the bonus heights to achieve higher densities and floor to area ratios.

The views of existing lower-story structures will be impacted as neighboring buildings are demolished and redeveloped into higher structures. Lower-story buildings that were constructed recently will be the last to redevelop and will be impacted the most. The greatest impact will be felt by those structures with west-facing views of the sound; Whidbey, Hat and Camano Islands; and the Olympic mountains in the distance.

Views of the Downtown from other neighborhoods, cities, and islands are likely to be improved as Downtown Everett begins to form a prominent skyline of tall buildings reminiscent of larger cities surrounded by water and residential neighborhoods. The Seattle skyline is a good example of this effect.

B. Proposed Light, Shadow and Glare

The development of taller buildings in Downtown will create a shadow effect on smaller buildings. This will be true particularly for smaller buildings that are located to the north of any particular redevelopment. A larger shadowing effect will be produced upon the residential neighborhood to the north of Downtown over time, particularly closer to build-out. This effect



will be relatively more prominent with the 20-Year Demand Alternative and the Capacity Alternative.

Light that is also afforded to buildings in Downtown because of their location adjacent to parking lots will also be lost, as these lots become redeveloped with buildings, and parking is relegated to interior parking or city streets.

Also over time, glare from a built-up Downtown will be seen from neighboring residential neighborhoods, communities, and cities. This effect will intensify as Downtown generates taller buildings, and also as Downtown begins to generate more of a vibrant nightlife.

C. Urban Design

Urban design in general will be favorably impacted by each of the three alternatives. Older buildings that contribute to the worn character of certain parts of Downtown, particularly on the western slope closer to the water, will be demolished or remodeled in favor of newer structures that meet the building design and urban streetscape standards of the B-3 Zoning District. Some potential exists for interesting or inconsistent contrasts between older buildings of a variety of eras and newer buildings. This is not necessarily a negative impact. Also, as new buildings are developed or older ones remodeled, buildings that are aging may look more run-down.

IV. Mitigation Measures

Built into the B-3 Zoning District standards is a tiered program for building heights. In general, the tallest buildings will be located on the Colby Ridge with gradually shorter buildings allowed as one moves west toward the waterfront. This tiered program provides for the preservation of views in upper stories.

Impacts to western views from lower stories will be unavoidably impacted.

The B-3 Zoning District contains a variety of design elements intended to improve the quality of the urban and pedestrian experience. Many are summarized above, but also see Appendix C for the actual standards.

Improved enforcement of building maintenance regulations would enhance the aesthetics of existing buildings that are not properly maintained.



**CHAPTER 4
LETTERS AND COMMENTS ON DRAFT SEIS**

TABLE OF CONTENTS

4.1 PUBLIC COMMENT AND INPUT PROCESS 1
4.2 PUBLIC COMMENTS AND CITY RESPONSES 2
4.3 PUBLIC TESTIMONY AT PLANNING COMMISSION HEARING..... 5

LIST OF TABLES

TABLE 4-1: PUBLIC COMMENTS ON DRAFT SEIS AND CITY RESPONSES 2



4.1 Public Comment and Input Process

Several public comment opportunities were incorporated into the development of this Final Supplemental EIS, including the following:

January 2, 2008	Determination of Significance and Scoping Notice
January 8 - 29, 2008	Public Comment Period on Scoping
January 15, 2008	Scoping Hearing (Everett Planning Commission)
January 9, 2009	Issuance of Draft SEIS
Jan. 9 to Feb. 9, 2009	Public Comment Period on Draft SEIS
January 20, 2009	Public Hearing on Draft SEIS (Everett Planning Commission)
April 21, 2009	Public Hearing (Everett Planning Commission)
June 3, 2009	Planned Action Ordinance Public Hearing (Everett City Council)
June 3, 2009	Adoption of Final EIS (Everett City Council)

The following sections contain the comments that the City received during and after the public hearing, as well as the City's responses to the comments.



4.2 Public Comments and City Responses

Table 4-1: Public Comments on Draft SEIS and City Responses

Commenting Party	Comment	City Response
Leanne Rowe	Efforts should be made to ensure that households with disposable income are attracted to Downtown Everett so that they can support needed social services.	Thank you for your comments. The Downtown Plan and Draft Planned Action EIS envision that most new housing development in the downtown will be market rate housing rather than subsidized or low-income, which is consistent with your comment. Recent trends since the adoption of the plan bear that out; only 40 of 350 units presently under construction are subsidized.
Candice Soine, Snohomish County Public Works	1. Surface water from a portion of this area drains directly to Puget Sound. If not already provided, we would highly encourage retrofitting of stormwater drainage systems that drain this area to provide at least minimal water quality treatment, to protect species in Puget Sound.	1. The City requires surface and storm water treatment when property draining directly to Puget Sound is redeveloped.
Candice Soine, Snohomish County Public Works	2. The remaining surface water drains through the City's waste water treatment plant. We understand that the city is evaluating the treatment plant capacity. Does the City have sufficient additional capacity in its existing system to accommodate immediate growth, or do these Alternatives need to be coordinated (within a time frame) with the City's analysis?	2. The Draft SEIS recommends that the City's upcoming Sewer Comprehensive Plan update include modeling to ensure capacity for faster growth alternatives. The Water Pollution Control Facility has recently increased capacity to 31.3 million gallons per day (mgd), and the City is presently in the pre-design stage of expansion to 47.3 mgd capacity. The project is scheduled for construction in 2012-14 and is in our Sewer CIP. The planning level budget is \$50 million over a four-year period.



Table 4-1: Public Comments on Draft SEIS and City Responses (Cont.)

Commenting Party	Comment	City Response
Candice Soine, Snohomish County Public Works	3. The report states that there may be inadequate capacity in the City's waste water treatment system for two of the three Alternatives (and, based on #2 above, possibly all 3 Alternatives). There did not appear to be a cost estimate for increasing the plant capacity to handle these Alternatives. Since the cost of capital construction of any improvements to a treatment plant is generally on the very, very expensive side, it seems that the cost should be included in this discussion of Alternatives, instead of simply mentioning that it may have to happen, so that the true cost/benefit relationship can be determined.	3. See comment 2.
Candice Soine, Snohomish County Public Works	4. We also continue to support the City's plans to reduce Combined Sewer Overflows from the north end.	4. Thank you for your support on this issue and for your comments in general.



Sent: Friday, February 06, 2009 12:46 PM

To: Jim Hanson, City of Everett Planning Department

RE: Comments on City of Everett Planned Action Draft for the City Downtown Plan

Snohomish County Public Works has reviewed the above plan and our Surface Water Management Division offers the following comments:

1. Surface water from a portion of this area drains directly to Puget Sound. If not already provided, we would highly encourage retrofitting of stormwater drainage systems that drain this area to provide at least minimal water quality treatment, to protect species in Puget Sound.
2. The remaining surface water drains through the City's waste water treatment plant. We understand that the city is evaluating the treatment plant capacity. Does the City have sufficient additional capacity in its existing system to accommodate immediate growth, or do these Alternatives need to be coordinated (within a time frame) with the City's analysis?
3. The report states that there may be inadequate capacity in the City's waste water treatment system for two of the three Alternatives (and, based on #2 above, possibly all 3 Alternatives). There did not appear to be a cost estimate for increasing the plant capacity to handle these Alternatives. Since the cost of capital construction of any improvements to a treatment plant is generally on the very, very expensive side, it seems that the cost should be included in this discussion of Alternatives, instead of simply mentioning that it may have to happen, so that the true cost/benefit relationship can be determined.
4. We also continue to support the City's plans to reduce Combined Sewer Overflows from the north end.

Thank you for the opportunity to review and comment on this plan.

Candice Soine, Environmental Review Coordinator

Snohomish County Public Works

TES - Environmental Services

3000 Rockefeller, 5th Floor Admin West

Everett, WA 98201

(425) 388-3488 extension 4259

candice.soine@co.snohomish.wa.us



4.3 Public Testimony at Planning Commission Hearing

The following text is excerpted from the minutes of the City of Everett Planning Commission's Public Hearing on the Draft SEIS. The hearing was held on January 20, 2009.

Citizen Comments:

Leanne Rowe, 6308 Magnolia Avenue, stated that she was concerned about the growth projections and the social impact of people moving into the area. Affordable housing should be provided for citizens with disabilities and senior citizens – housing in close proximity to a number of services including non-profit services. She would like to encourage the creation of housing that supports citizens with discretionary income. Everett should become a socially significant area in the Pacific Northwest.

Planning Commission Discussion in Response to Ms. Rowe's Comments:

Commissioner Hale commented that the Plan appeared to raise the bar on what type of housing should be provided in the downtown area and that was probably a natural progression from market demand. Mr. Giffen responded that the type of housing anticipated for the downtown is going to be different in the future from what it has been in the last twenty years – two-thirds of the housing that has been built in the last 20 years has been low income and subsidized. The housing that is under construction today is approximately 350 units of which only 40 are subsidized and the rest is market rate housing. During the Downtown Plan process, the City's Economist projected that of the 1900 units anticipated by 2025, up to 40% of them would be condominium.

Commissioner Chase has attended a number of housing conferences throughout the country. One of the concerns discussed is always regarding affordable housing. Seattle is a great example of how buildings with affordable housing are redeveloped into market rate housing. The trend shows that low income housing is being replaced with higher end housing in downtown areas.



CHAPTER 5
APPENDICES



APPENDIX A

Distribution List



Federal:

U.S. Dept of Housing and Urban Development (HUD)

U.S. Environmental Protection Agency (EPA)

State:

Washington Utilities and Transportation Commission (UTC)

WS Dept of Archeology and Historical Preservation (DAHP)

WS Dept of Community, Trade & Economic Development (CTED)

WS DOE (Ecology)

WS Dept of Health (DOH)

WS Dept of Social and Health Services (DSHS)

WS Department of Transportation (WSDOT)

WS Recreation and Conservation Office (RCO)

Regional:

Community Transit

Island Transit

Puget Sound Action Team

Puget Sound Clean Air Agency

Puget Sound Regional Council

Skagit Transit

Sound Transit

Tulalip Tribe

Muckleshoot Tribe

Local:

Everett Housing Authority

Everett Public Libraries

Everett School District

Everett Transit

Port of Everett

Snohomish County Planning and Development Services (PDS)

Snohomish County Public Utilities District (PUD)

Snohomish County PW

Snohomish Health District



Utilities:

Comcast
Puget Sound Energy
Rubatino Refuse Removal
Verizon NW

Other Organizations:

Pilchuck Audubon Society

News Media:

The Everett Herald
Snohomish County Tribune
Seattle Times-North Bureau
Seattle Post-Intelligencer

City of Everett Departments:

Administration
Engineering Services
Fire Department
Legal
Office of Neighborhoods
Parks and Recreation
Police

Neighborhood Organizations:

Bayside	Boulevard Bluffs
Cascade View	Delta
Evergreen	Everett Mall South
Glacier View	Harborview-Seahurst-Glenwood
Holly	Lowell
Northwest	Pinehurst
Port Gardner	Riverside
Silver Lake	South Forest Park
Valley View	View Ridge-Madison



APPENDIX B

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APPENDIX C

B-3 Zoning Regulations



Sections:

- [22.010](#) Basic development standards.
- [22.020](#) Development standards in the B-3 zone.
- [22.030](#) Repealed.
- [22.040](#) Repealed.
- [22.050](#) Repealed.
- [22.060](#) Repealed.
- [22.070](#) Repealed.
- [22.080](#) Repealed.
- [22.090](#) Repealed.

22.010 Basic development standards.

See Table 6.1 in Chapter 6 of this title for the basic development standards that apply to uses hereafter established in the B-3 zone. Additional development standards are listed in Section 22.020. (Ord. 2923-06 § 4, 2006; Ord. 2397-99 § 40, 1999; Ord. 1671-89 (part), 1989.)

22.020 Development standards in the B-3 zone.

In addition to the development standards contained in Table 6.1 in Chapter 6 of this title, the following development standards apply to uses hereafter established in the B-3 zone:

A. Required Setbacks. There shall be no minimum setbacks in the B-3 zone. However, no portion of a setback area located between a building and the public sidewalk shall be permitted to be used for off-street parking.

B. Height of Building or Structure.

1. Except as otherwise provided by this section, buildings located within the B-3 zone shall be permitted to have a height no greater than indicated on Map 22-1.

2. Building height in the B-3 zone is measured as the height above the highest point of any public sidewalk immediately contiguous to the lot upon which the building is proposed to be located.

3. Buildings may exceed the height limits indicated on Map 22-1 as follows if approved by the planning director, using Review Process II, as provided herein:

a. If a project includes three or more of the bonus elements listed in subsection E of this section, it may exceed the height limit:

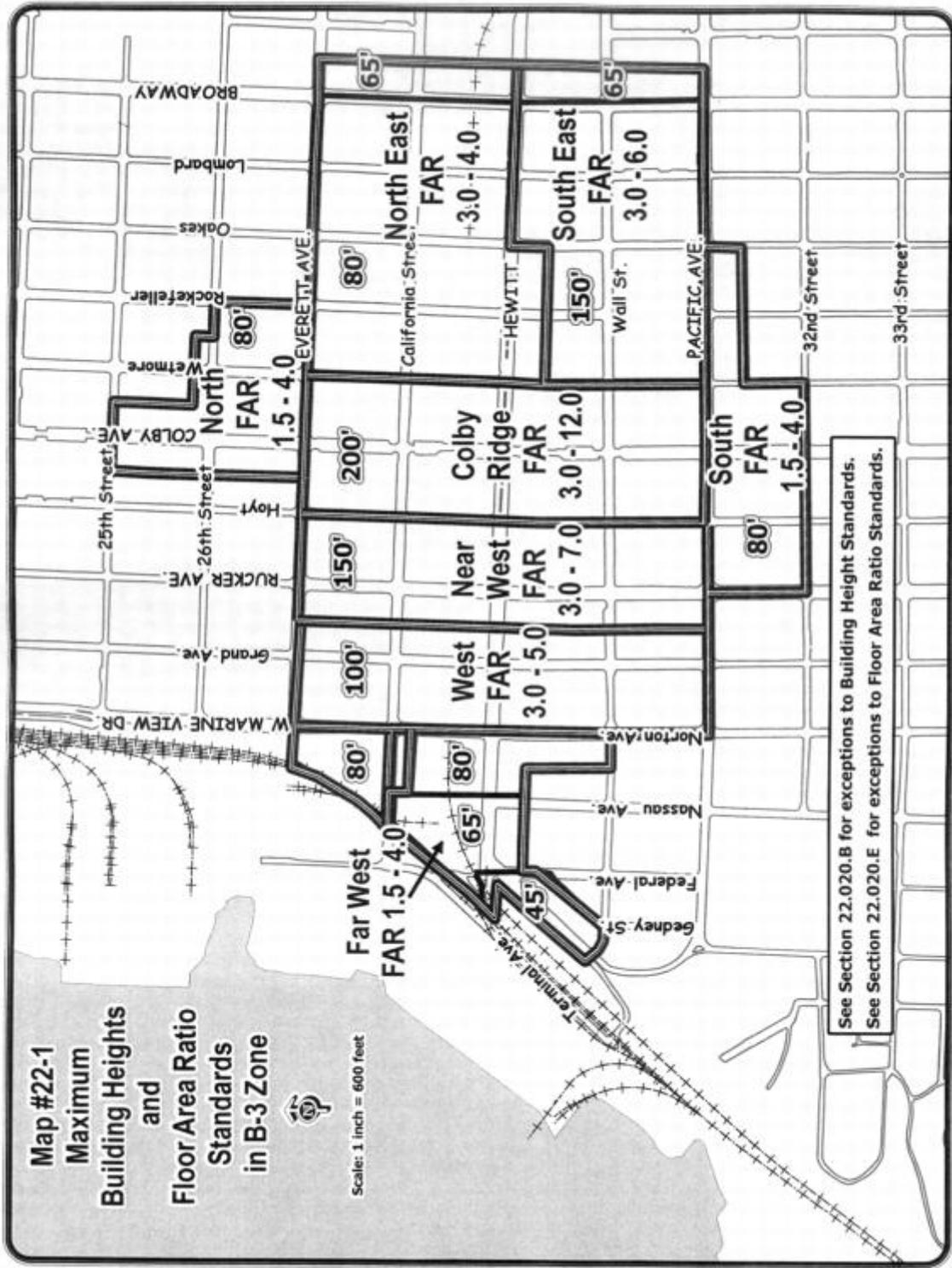
(1) With no maximum height limit in the Colby Ridge (two hundred feet) area indicated on Map 22-1;



- (2) By fifty percent of the height limit indicated for all other areas.
- b. All floors with a finished floor elevation above forty feet in height shall be less than one hundred fifty feet in width measured in the north-south direction.
- C. Floor Area Ratio. Buildings in the B-3 zone shall be regulated using floor area ratio (FAR) as provided in this section. For purposes of this chapter, “floor area ratio” is defined as the gross square footage of the building, excluding basement areas, structured parking, public amenity areas, mechanical equipment rooms or attic spaces with headroom of less than seven feet six inches, outdoor terraces, balconies or open space areas, divided by the lot area.
1. The minimum FAR for any new building shall be 0.75.
 2. Maximum FAR shall be as provided in Table 22-1 and subsection E of this section:

Table 22-1: Maximum FAR by Area

Area (See Map 22-1)	With Basic Design Standards	With Basic Design Standards Plus				
		1 bonus element	2 bonus elements	3 bonus elements	4 bonus elements	5 bonus elements
West	3	4	5	5	5	5
Near West	3	4	5	6	7	7
Colby Ridge	3	4	6	8	10	12
Southeast	3	4	5	6	6	6
Northeast	3	4	4	4	4	4
North, South, Far West	1.5	2.5	3.5	4	4	4





D. Basic Design Standards.

1. **Applicability.** All of the design standards herein apply to new construction in the B-3 zone, with the following exceptions:

a. Major exterior remodels include all remodels within a three-year period whose value exceeds fifty percent of the value of the existing structure, as determined by the city of Everett valuation methods. All standards that do not involve repositioning the building or reconfiguring site development, as determined by the city, shall apply to major exterior remodels.

b. Minor exterior remodels include all remodels within a three-year period with a value of fifty percent of the building valuation or less, as determined by the city of Everett valuation methods. For minor exterior remodels, the requirement is only that the proposed improvements meet the standards and/or guidelines and do not lead to further nonconformance with the standards. For example, if a property owner decides to replace a building facade's siding, then the siding shall meet the applicable exterior building material standards, but elements such as building modulation would not be required.

c. The standards herein do not apply to remodels that do not change the exterior appearance of the building. However, if a project involves both exterior and interior improvements, then the project valuation shall include both exterior and interior improvements.

2. Street and Parking Standards.

a. **Sidewalk Design.** Sidewalks and street trees shall be installed per city specifications as part of the project.

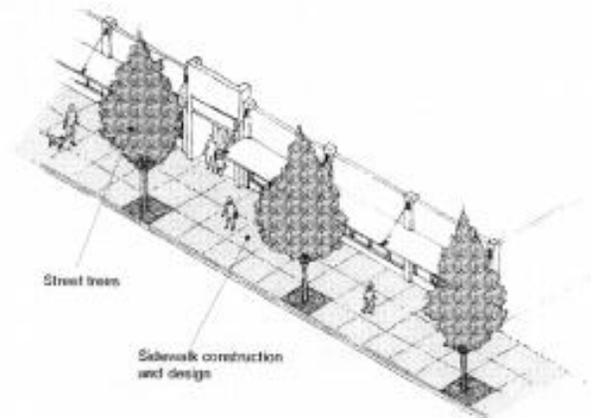
b. **Special Streetscape Treatment.** All developments must incorporate at least two of the treatments listed below. Treatments must be "one of a kind" and constructed of high-quality and durable materials approved by the city.

(1) Special surfacing treatment, such as unit pavers, special materials, and inlays, as approved by the city.

(2) Artwork incorporated into or along the sidewalk.

(3) Decorative tree grates.

(4) Decorative clocks.



Example: Standard sidewalk and street tree improvements will be required as part of downtown projects.



(5) Informational kiosks.

(6) Corner curb bulbs or other landscaping elements incorporated into the sidewalks.

(7) Other treatments as approved by the city.



3. Parking Lot Requirements. The following requirements shall apply to parking lots located in the B-3 zone:

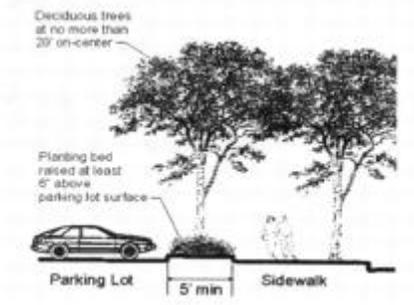
Special Sidewalk Treatment Example

a. Parking Lot Location. Surface parking areas shall not be located between the building and public streets. Corner parking lots are prohibited.

b. Parking Lot Access. When the parking lot abuts an alley, access to the parking lot shall be taken from the alley. This requirement may be waived by the city engineer based upon extenuating topographic conditions or efficient traffic movement objectives.

c. The parking lot shall be separated from the public sidewalk by a landscape planter located outside of the public right-of-way which is a minimum of five feet wide (measured as specified in Section 35.060.A of this title) and contained within a planter bed raised a minimum of six inches above the abutting parking lot surface. Landscape areas shall be irrigated and maintained in accordance with Section 35.130.

d. The planter shall be planted with shrubs which are maintained at a minimum height of twenty-four inches and a maximum height of thirty inches above the abutting parking lot surface, spaced at five feet on center. Deciduous trees as specified by the planning director shall be planted in the planter spaced at not more than twenty feet on center. The spacing of trees may be modified by the planning director if the type of trees planted will be of a size which, at maturity, requires a greater spacing.



Parking Lot Screening Example

e. When a parking space which takes access from the alley is located behind a building and abuts the sidewalk, screening between the sidewalk and the off-street parking space may be provided in the form of a solid screen or wall not more than thirty inches above the surface of the parking area, in lieu of providing the landscaping required by subsection D.3.d of this section.

f. Landscaping is not required in the interior of parking lots containing sixty or fewer parking spaces. For parking lots containing more than sixty parking spaces there shall be planted canopy-type trees in the interior of the parking lot at the rate of one tree per each twenty parking spaces. When this computation results in a fraction of one-half or greater,



the fraction shall be rounded up to the next whole number. Tree wells shall be a minimum size of five feet square positioned so as not to eliminate parking spaces and built with raised six-inch curbs which act as wheel stops.

g. Parking lots shall be surfaced in accordance with the requirements of Section 34.080 of this title. Wheel stops shall be provided where needed to prevent damage to plant materials.

4. Parking Garage Design. Parking garages must be designed to obscure the view of parked cars. Where commercial or residential space is not provided on the ground level adjacent to the sidewalk to accomplish this, features such as planters, decorative grilles, or works of art shall be provided as approved by the city. The following specific standards and considerations shall apply to parking structures:

a. No more than one hundred twenty feet of ground level building frontage can be occupied by parking. Parking structures wider than one hundred twenty feet must incorporate other uses along the street front to meet this requirement.

b. Small setbacks with terraced landscaping elements can be particularly effective in softening the appearance of a parking garage.

c. Where the garage wall is built to the sidewalk edge, the facade shall use a combination of artwork, grillwork, special building material treatment/design, and/or other treatments as approved by the city that enhance the pedestrian environment. In order to meet transparency requirements, garages can incorporate openings with grillwork or other treatments to resemble windows.

d. Parking garage levels above the ground floor shall use articulation treatments that break up the massing of the garage and add visual interest.



Example of parking garage that includes some storefront retail space (left), decorative grillwork, and a raised brick planter to enhance the pedestrian



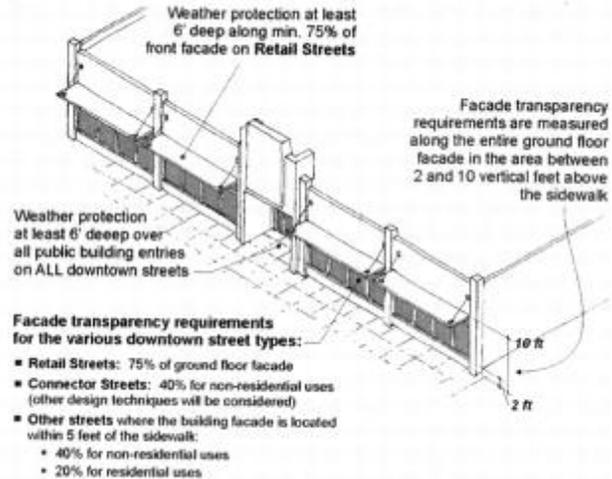
Example: This parking garage building uses openings on its second level parking area to resemble windows



Example: Parking garage is designed to obscure the view of parked cars.

5. Building Design.

a. **Ground Floor Transparency.** For all building facades within five feet of a public sidewalk and facing the sidewalk, at least forty percent of the area between two and ten feet above grade shall be transparent. For residential uses, this minimum transparency requirement is reduced to twenty percent of the area between two and ten feet above grade to allow for increased privacy. Transparent features may include windows, transparent doors, and window displays at least twelve inches in depth and recessed into the building. Display cases attached to the exterior wall do not qualify. Other treatments that enhance the pedestrian environment may be approved by the city.



An Example of Recessed Windows on Upper Floors

b. **Window Treatments.** Building facades shall employ techniques to recess or project individual windows above the ground floor at least two inches from the facade or incorporate window trim at least four inches in width that features color that contrasts with the base building color. Exceptions will be considered by the city where buildings employ distinctive window or facade treatment that adds visual interest to the building. Buildings over six stories in height are exempt from this requirement to accommodate common construction/architectural practices for tower structures.

c. Materials.

(1) **Metal Siding.** If metal siding is used, it shall have visible corner moldings and trim and incorporate masonry or other similar durable/permanent material near the ground level (first two feet above sidewalk or ground level).



Example: Where metal siding is used, it shall have visible corner moldings and trim and incorporate durable materials, such as masonry, on the ground floor.

(2) **Concrete Block.** When used for the facade of any building, concrete blocks shall be split, rock- or ground-faced. To add visual interest, the use of specialized textures and/or colors used effectively with other building materials and details is encouraged.



(3) Exterior Insulation and Finish System (EIFS) and Similar Troweled Finishes (Stucco).

(a) EIFS shall be trimmed in wood, masonry, or other approved materials and shall be sheltered from extreme weather by roof overhangs or other methods.

(b) EIFS may only be used in conjunction with other approved building materials. Generally, the use of EIFS for more than fifty percent of the building facade is discouraged.

(c) EIFS is prohibited within two vertical feet of the sidewalk or ground level. Masonry or other similar durable/permanent materials shall be used.



(4) Prohibited Materials.

(a) Mirrored glass is prohibited at the ground level along designated retail streets. Mirrored glass covering more than ten percent of the exterior of any building is prohibited.

Example: An acceptable use of concrete block and stucco (EIFS). This example uses split-faced block together with metal awnings, concrete, and stucco to add visual interest to the storefront.

(b) Textured or scored plywood (including T-111 or similar plywood).

(c) Stucco board.

(d) Other materials as determined by the city that are not of suitable quality and durability for downtown.

d. Building Entrances. The main public entrances of all buildings must provide weather protection at least six feet in depth. Exception: The primary entrance for individual ground-level residential units must provide weather protection at least three feet in depth



e. Building Corners. Buildings located on corner properties must incorporate one or more of the following elements to emphasize these highly visible locations:

Example: Weather protection at least six feet deep over primary public building entries.

(1) Turret.

(2) Special balcony or bay window design.

- (3) Curved corner facade.
- (4) Sculptural or artistic treatment of building corner.
- (5) Recessed corner entry with distinctive weather protection element.
- (6) Other distinctive corner feature as approved by the city



Example of a Curved Corner Facade

f. Facades of Large Buildings. Buildings must use design techniques to break up long, continuous building walls, reduce the architectural scale of the building, and add visual interest. Specifically, any building facade longer than one hundred twenty feet in width must employ design techniques to minimize the appearance of the length of individual facades. To meet this requirement, buildings must utilize a combination of vertical building modulation with a change in building materials or finishes, a clear change in building articulation and/or fenestration technique



Example: This building uses an angled window over the primary building entry to break up the width of the facade.

g. Blank Wall Treatment.

(1) Definition: All exterior building walls visible from a street or publicly accessible open space are considered a blank wall if:

- (a) A ground floor wall or portion of a ground floor wall over four feet in height has a horizontal length greater than fifteen feet and does not include a window, door, building modulation or other architectural detailing; or
- (b) Any portion of a ground floor wall having a surface area of four hundred square feet or greater that does not include a window, door, building modulation or other architectural detailing.



Example: Other design elements to break up large facade.

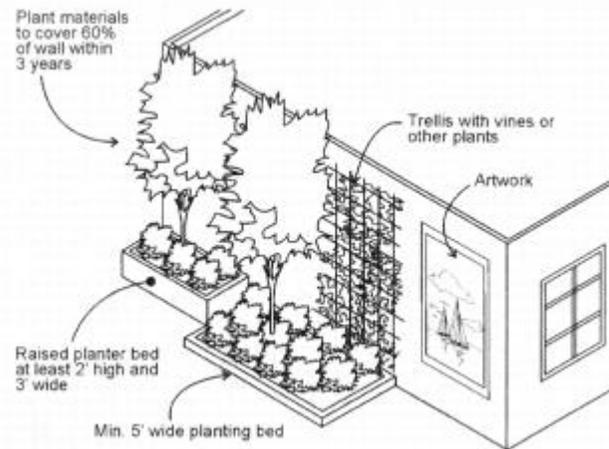
Exceptions: Building walls adjacent to an alley and exterior fire walls built along interior property lines (see subsection D.5.g.3 of this section, Fire Wall Treatments) shall not be considered blank

walls.

(2) Blank walls shall be prohibited. Design treatments to eliminate blank walls are subject to city approval based on their ability to enhance the pedestrian and visual environment and can include:

- (a) Transparent windows or doors.
- (b) Display windows.

(c) Landscape planting bed at least five feet wide or a raised planter bed at least two feet high and three feet wide in front of the wall. Such planting areas shall include planting materials that are sufficient to obscure or screen at least sixty percent of the wall's surface within three years.



Example of Blank Wall Treatments

(d) Installing a vertical trellis in a raised planter bed at least two feet high and three feet wide in front of the wall with climbing vines or plant materials sufficient to obscure or screen at least sixty percent of the wall's surface within three years. For large areas, trellises should be used in conjunction with other blank wall treatments.

(e) Other methods such as murals or special building material treatments that provide visual interest to the pedestrian as approved by the city.

(3) Fire Wall Treatments. Exposed fire walls visible from a street or open space shall have material, color, and/or textural changes as approved by the city to add visual interest to the wall. Rooftop Mechanical Equipment. All rooftop mechanical equipment shall be designed, organized, proportioned, detailed, or landscaped (with decks or terraces) and colored to be an integral element of the building.

6. Nonresidential Uses.

a. Storefront Details. Ground floor facades must include at least three of the elements listed below. Standard corporate logos or architectural elements will not qualify.

- (1) Unique or handcrafted pedestrian-oriented signage.
- (2) Artwork incorporated on the facade.
- (3) Distinctive treatment of windows and/or door(s).

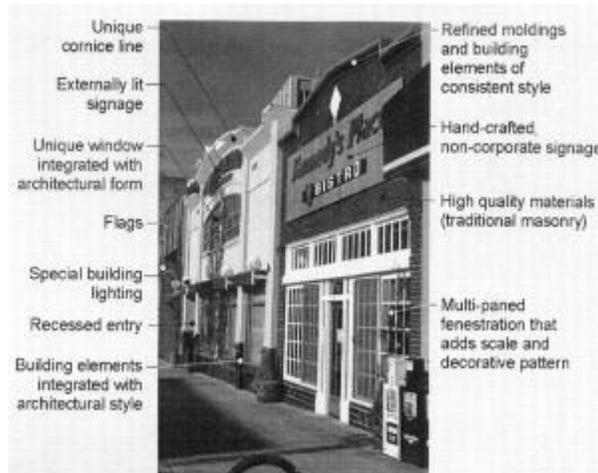
(4) Permanent weather protection element such as a glass and/or steel canopy at least six feet in depth along the majority of the building frontage.

(5) Distinctive exterior light fixtures.

(6) Unique or handcrafted planter boxes or other architectural features that are intended to incorporate landscaping.

(7) Distinctive facade kickplate treatment including the use of stone, marble, tile or other material that provides special visual interest.

(8) Other details as approved by the city that add visual interest to the storefronts



7. Multifamily Residential Uses.

a. Open Space. All multifamily residential development must provide at least fifty square feet of on-site open space per dwelling unit. The design standards below shall supersede the requirements of Section 15.040. Acceptable types of open spaces include:

Example: These Colby Avenue buildings incorporate a number of desirable storefront details. New buildings would also need to add weather protection features.

(1) Common Open Space. Where accessible to all residents, common open space shall count for up to one hundred percent of the required open space. This includes landscaped courtyards or decks, gardens with pathways, children's play areas, or other multipurpose recreational and/or green spaces. Special requirements for common open spaces include the following:

(a) Required setback areas shall not count towards the open space requirement unless it is part of a space that meets the dimensional requirements.

(b) Space shall be greater than twenty feet as measured in any direction to provide functional leisure or recreational activity.

(c) Space (particularly children's play areas) shall be visible from dwelling units and positioned near pedestrian activity.

(d) Space shall feature paths, landscaping, seating, lighting and other pedestrian amenities to make the area more functional and enjoyable.

(e) Individual entries shall be provided onto common open space from adjacent residential units. Small, semi-private open spaces for adjacent units that maintain visual access to the common area are strongly encouraged to enliven the space.

(f) Common space shall be separated from ground floor windows, streets, service areas and parking lots with landscaping, low-level fencing, and/or other treatments as approved by the city that enhance safety and privacy (both for common open space and dwelling units).

(g) Space should be oriented to receive sunlight, facing east, west, or (preferably) south, when possible.
 (2) Balconies. Individual balconies or patios may be used to meet up to fifty percent of the required open space. To qualify as open space, balconies or patios shall be at least thirty-five square feet, with no dimension less than four feet, to provide a space usable for human activity.



An example of on-site open space for multifamily uses that includes street-level courtyards and private balconies.

(3) Rooftop decks may be used to meet up to fifty percent of the required open space, provided the following conditions are met.

(a) Space must be accessible (ADA) to all dwelling units.

(b) Space must provide amenities such as seating areas, landscaping, and/or other features that encourage use as determined by the city.

(c) Space must feature hard surfacing appropriate to encourage resident use.

(d) Space must incorporate features that provide for the safety of residents, such as enclosures and appropriate lighting levels.

b. Setbacks/Privacy. All ground floor residential units shall be set back at least ten feet from the public right-of-way, or all living areas with windows

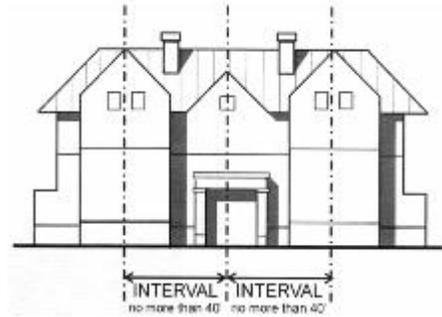


Examples of ground floor residential units set back off the street and elevated for privacy.



shall have a floor elevation at least three feet above the street grade to provide for increased privacy. The city may approve other design solutions that retain resident privacy while enhancing the pedestrian environment on the sidewalk.

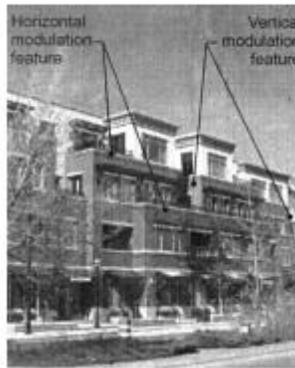
c. Modulation/Articulation. All residential buildings and residential portions of mixed-use buildings shall include at least three of the following modulation and/or articulation features at intervals of no more than forty feet along all facades facing a street:



(1) Repeating distinctive window patterns at intervals less than forty feet.

Example: This building is articulated into intervals. Articulation methods include modulation, broken roof lines, building elements (chimneys, entries), and landscaping materials such as brick and special facade detailing may not need much modulation to provide visual interest.

(2) Vertical building modulation. Minimum depth of modulation is two feet and minimum width for each modulation is four feet if tied to a change in color or building material and/or roofline modulation as required by subsection D.7.c.5 of this section. Otherwise, minimum depth of modulation is ten feet and minimum width for each modulation is fifteen feet. In order to qualify as a vertical modulation feature, balconies must project or be recessed in accordance with this standard. Inset balconies, where the outer wall of the balcony is in the same vertical plane as the outer walls of the building, will not qualify.



(3) Horizontal modulation (upper level step-backs). To qualify for this measure, the minimum horizontal modulation shall be five feet.



(4) Articulation of the building's top, middle, and bottom. This typically includes a distinctive ground floor or lower floor design, consistent articulation of middle floors, and a distinctive roofline.

Examples: The building in the picture on the left employs both vertical and horizontal modulation and a change in building materials to add visual interest. The building in the picture on the right has no vertical or horizontal modulation, but uses design treatments to clearly delineate its top, middle, and bottom and uses high-quality materials and special detailing to add visual interest.



(5) Change of roofline. To qualify for this measure, the maximum length of any continuous roofline shall be 40 feet and comply with the treatments below:

(a) For flat roofs or facades with a horizontal eave, fascia, or parapet, the minimum vertical dimension of roofline modulation is the greater of two feet or 0.1 multiplied by the wall height (finish grade to top of wall).

(b) For gable, hipped, or shed roofs, a minimum slope of three feet vertical to twelve feet horizontal.

(c) Other roof forms consistent with the design standards herein may satisfy this standard if the individual segments of the roof with no change in slope or discontinuity are less than forty feet in width, measured horizontally.

(d) Change in building material or siding style, coordinated with horizontal building modulation and a change in color.

(e) Alternative methods as approved by the city that reduce the perceived bulk and scale of the buildings and add visual interest. For example, buildings using high-quality
8. Standards Applicable to Retail Streets. The following standards shall apply to buildings fronting on streets designated as retail streets on Map 22-2.

a. Compliance with applicable standards stated in subsections D.1 through D.7, inclusive, of this section.

b. Buildings shall abut the public right-of-way unless the space between the building and the right-of-way is additional sidewalk area or pedestrian-oriented space.

c. All ground floors of buildings hereafter constructed shall maintain fifteen-foot floor-to-ceiling heights.

d. Enclosed commercial space must have a minimum depth of twenty feet measured from the sidewalk level facade.

e. Building Frontage Requirements. At least seventy-five percent of the area between two and ten feet above grade shall be transparent. This may include windows, transparent doors, and window displays at least twelve inches in depth and recessed into the building. Display cases attached to the exterior wall do not qualify.



Example: Street-level facades on retail streets must employ tall floor-to-ceiling heights, plenty of transparency, and weather protection elements.



f. Weather protection at least six feet in depth is required over seventy-five percent of building frontage, with a minimum height of eight feet and maximum height of fifteen feet above sidewalk grade.

g. Primary entrances must be oriented to the retail street unless the city finds a compelling reason to the contrary.

h. Parking lots and ground level structured parking adjacent to a retail street are prohibited.

i. Driveways or parking areas adjacent to streets are prohibited except where the city determines that no other access opportunities exist

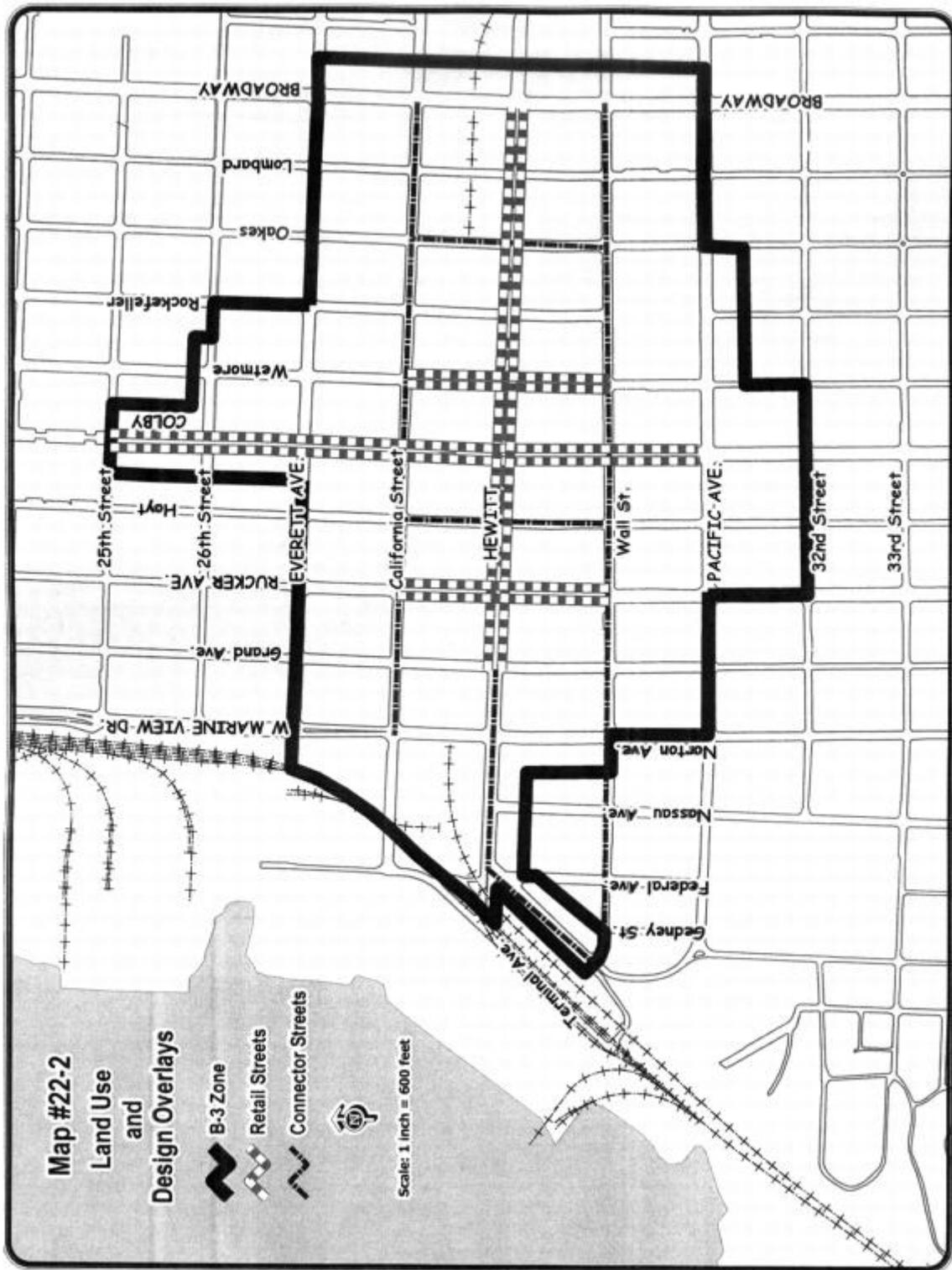
9. Standards for Downtown Connector Streets. The following standards shall apply to buildings fronting on streets designated as connector streets as designated on Map 22-2.

a. All uses fronting on connector streets must feature their primary pedestrian building entrance on such street unless the city finds that there is a compelling reason to the contrary (e.g., steep grade). Exception: If sites also front onto a retail street, the retail street takes priority (corner entrances or entrances onto both streets are encouraged).



Example of a desirable streetfront treatment along a connector street. Note the windows and landscaping elements.

b. For all nonresidential buildings facing a connector street, at least forty percent of the area between two and ten feet above grade shall be transparent or include some other design feature acceptable to the city such as a landscaped open space.





10. Special Standards for Colby Avenue. A ten-foot setback or other horizontal design element that creates the appearance of a stepback is required above the fifth floor of facades facing Colby Avenue.

E. Floor Area Ratio (FAR) Bonus Features.

1. Bonus Design Elements. Developments can qualify for a FAR bonus by incorporating one or more of the design elements below (see Table 22-1). Specifically, developments can gain an additional 1.0 FAR by incorporating one element, 2.0 FAR by incorporating two elements, and additional FAR up to the maximum FAR identified in Table 22-1 by incorporating additional bonus design elements. Providing at least three elements can also allow building heights greater than maximum heights shown in Map 22-1 if the project meets the conditions of subsection B of this section.



On Colby Avenue, use design techniques to create the appearance of a stepback of tower floors. This cornice line above the fourth floor and change in materials is a good example of how this can be accomplished.

The city shall have the discretion to decide if the quality of the proposed design elements is sufficient to qualify as a FAR bonus feature.

a. Provide publicly accessible open space within three vertical feet of the nearest sidewalk equivalent to five percent of the site, including all of the following:

(1) At least two linear feet of seating area or one individual seat per sixty square feet of area.

(2) Landscaping elements as approved by the city.

(3) Solar exposure during the summer if site location allows.

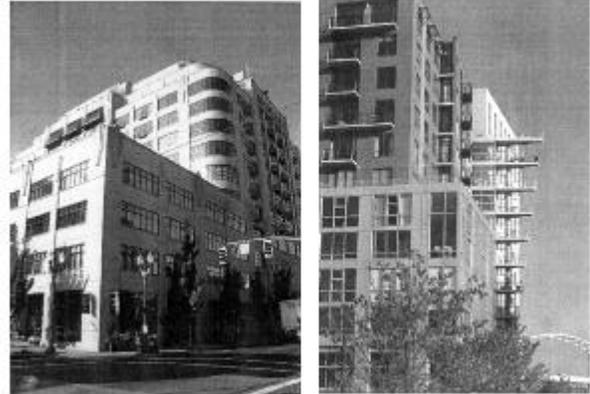
(4) Visibility from the nearest sidewalk



Examples of Publicly Accessible Open Spaces

b. Distinctive building geometry. This could include:

- (1) Unique rooftop features such as a dome, spire, or pyramid.
- (2) Terraced upper floors.
- (3) Other distinctive architectural features that create a distinctive silhouette.



c. Public benefit use, including:

- (1) Auditorium.
- (2) Movie theater.

Examples of Distinctive Building Geometry

- (3) Retail frontage on a publicly accessible private open space.

d. Retention and renovation of any designated or listed historic structures on the site. Alternatively, funding for off-site rehabilitation of any designated or listed historic structures, within the downtown area, equivalent to at least one percent of the project construction cost.



Example: Water features frame the entry to a residential tower and enhance the streetscape.

e. Below-grade parking (at least forty percent of parking must be below grade to qualify).

f. Building an off-site park, open space, or community garden with a value of at least one percent of the project construction cost within the downtown core. Alternatively, a payment may be paid to the city to be used for park improvement purposes in lieu of actual park development.

g. Providing works of art or water features equivalent to at least one percent of the project construction cost within publicly accessible spaces on-site or off-site within the downtown core. Alternatively, a payment may be paid to the city arts fund in lieu of actual work of art or water feature.

h. Enclosed publicly accessible atrium at least two thousand square feet in size with adjacent commercial uses and seating and pedestrian amenities. This could be ground floor or upper floors where they are accessible and inviting to the public.



Enclosed Atrium with Seating Areas and Adjacent Retail Uses



i. LEED certification of the proposed building to a “silver” rating, at a minimum, by the U.S. Green Building Council, or other equivalent certification as approved by the city. Prior to the issuance of approval by the city, the applicant must submit a letter of intent to commit the project to meeting the LEED silver rating, and agreeing to penalties if the building fails to meet LEED silver rating after receiving bonus FAR based on such commitment. The applicant shall submit documentation that demonstrates achievement of the LEED silver rating within ninety days of issuance of the certificate of occupancy. If the applicant fails to provide such documentation, the city will assess a penalty in the amount of one percent of the project construction costs as determined by the city, to be used by the city for park, open space or art purposes downtown.

2. Transfer of Development Rights from Significant Historic Properties to New Sites. On a square-foot-for-square-foot basis, developers can transfer unused floor area per maximum FAR with basic design standards as identified in Table 22-1 for the applicable historic site (sending site) to the proposed development site (receiving site) within the B-3 zone, provided all of the following conditions below are met.

a. The proposed development does not exceed the maximum FAR identified in Table 22-1.

b. The sending site is in the B-3 zone and listed in A Survey of Everett’s Historic Properties (revised and reprinted in 1996), Hewitt Avenue Inventory (1989), Central Business District Inventory/Survey (1993), or on the Everett, State or National Register of Historic Properties.

c. The sending site (applicable historic property) must be rehabilitated to the Secretary of the Interior’s Standards for Rehabilitation for any changes to the building’s exterior.

3. Transfer of Development Rights from Other Properties. The city may in the future establish a transfer of development rights program to enable the transfer of development from properties that are located outside the B-3 zone that may not be developed due to such properties being significantly constrained by critical areas, being placed in an agricultural preservation program, being committed to permanent open space, or for such other reasons as the city may deem appropriate. Should such a program be established, the development rights allowed to be transferred from such properties may be applied to a receiving site in the B-3 zone in accordance with provisions to be established as part of such a program.

F. Signs. The following design standards shall supplement the citywide sign standards in Chapter 36. Where there is a conflict between Chapter 36 and this section, the regulations of this section shall control.



Example: Backlit signs on a sheet are prohibited.



1. Illumination Standards.

a. Backlit signs with letters or graphics on a plastic sheet (can signs) are prohibited unless otherwise noted.

b. Backlit logos under five square feet or individual backlit letters are permitted.

c. Neon signs and externally lit signs are encouraged.² Freestanding Signs.

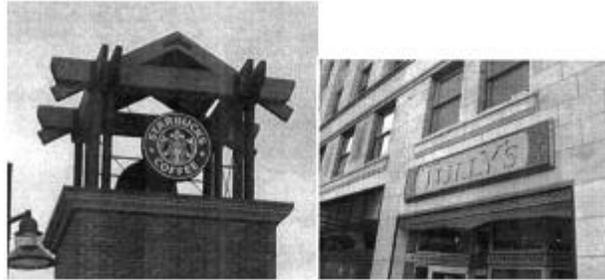
a. Freestanding signs shall be prohibited except to identify public buildings and uses.

b. No more than one freestanding sign may be used for each such use.

c. The maximum sign area shall be forty square feet.

d. The maximum height for a freestanding sign shall be six feet.

e. The minimum setback from the front property line shall be five feet.



Examples: Backlit logo signs less than five square feet in size are acceptable. Signs where only the letters are backlit are acceptable.

3. Wall Signs.

a. Use. One sign is permitted for each facade.

b. Size. Each facade of each business shall be allowed the larger of:

(1) Thirty-two square feet; or

(2) Up to fifteen percent of the area of the facade upon which the sign or signs are to be located, up to a maximum of sixty square feet;

(3) Awning signs shall be considered to be wall signs for the purpose of determining allowable sign area. Awning signs made of canvas, vinyl, or other similar materials shall not be backlit.



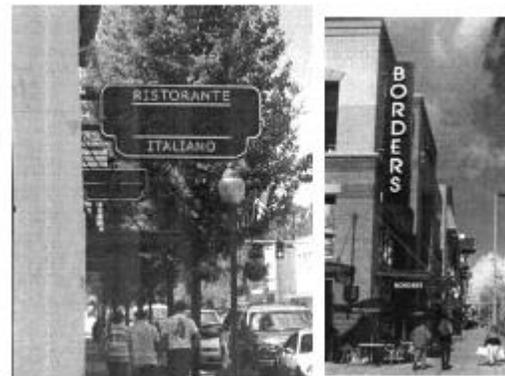
Example: Externally lit signage is encouraged.



- c. Design. Wall signs shall be designed and located appropriate to the building's architecture. For example, wall signs must not cover windows, building trim or ornamentation.
- d. Height. Wall signs may not extend above the building parapet, soffit, the eave line or the roof of the building, or the window sill of the second story.
- e. Mounting. Wall signs should be mounted plumb with the building, with a maximum protrusion of one foot unless the sign incorporates sculptural elements or architectural devices. The sign frame shall be concealed or integrated into the building's architectural character in terms of form, color, and materials.

4. Projecting Signs.

a. Use. Projecting signs may be used in place of a wall sign for each facade. Exception: On Hewitt Avenue, a projecting sign may be used in addition to a wall sign.



b. Clearance. Projecting sign shall clear sidewalk by eight feet.

c. Projection. It shall project not more than six feet from a building facade.

d. Size. It shall not be larger than twenty-four square feet in area. Exception: There shall be no size limitations for designated retail streets unless otherwise noted herein.

Examples of Acceptable Projecting Signs

e. Support. It shall be supported only with ornamental structural supports. Guy wires and angle iron are prohibited.

f. Height. Shall not extend above the building parapet, soffit, the eave line or the roof of the building. Exception: Vertically oriented neon signs may project up to twenty-five percent above the roofline on Hewitt Avenue.



Example: Signs should be highly graphic in form, expressive, and individualized.

5. Special Sign District: Hewitt Avenue. The following signage/standards shall apply to Hewitt Avenue, east of Grand Avenue:

a. Projecting signs that revolve or rotate and/or employ moving or flashing lights are permitted,



provided they conform to other applicable standards and do not create excessive glare as determined by the city.

- b. Signs should be highly graphic in form, expressive, and individualized.
- c. Signs should convey the product or service offered by businesses in bold graphic form.
- d. For one-in-a-kind graphic elements, the size limit may be increased up to twenty percent, so long as the sign is oriented towards the pedestrian.

G. Off-Street Parking.

1. Residential Uses. The required off-street parking spaces listed in Table 22-2 indicate the parking requirement for residential uses in new buildings or additions to an existing building in the B-3 zone. As an alternative to the off-street parking standards contained in Table 22-2 for the B-3 zone, an applicant may propose an alternative parking standard which shall be reviewed by the planning director in accordance with Section 34.030.

2. Exceptions.

- a. Existing buildings which were built prior to zoning regulations or under a prior zoning code shall be permitted to be occupied without providing the additional off-street parking required by Table 22-2 for the B-3 zone.
- b. When an expansion of an existing building is proposed which adds the lesser of ten percent of the gross floor area that existed as of January 13, 1990, or one thousand square feet, no additional off-street parking shall be required for the new portion of the building.

Table 22-2: Residential Uses

Use	Parking Requirement
Adult family home	3 per dwelling
Assisted living facility	1 per each 4 residents
Bed and breakfast house	2 for operator plus 1 per guest room
Congregate care facility	0.8 per dwelling
Convalescent or nursing home	1 per each 4 patient beds
Dwelling, single-family attached	1 per dwelling
Dwelling, multiple-family	1 per dwelling
Group home, Class I-A, I-B	3 per dwelling
Group home, Class I-C	2 plus 1 per each staff person
Group home, Class II-A, II-B, II-C	See Section 34.030



3. Nonresidential Uses. There shall be no minimum off-street parking requirement for nonresidential uses in the B-3 zone.

H. Bicycle Facilities. Office buildings with more than ten thousand square feet gross floor area shall include secure bicycle parking facilities and shower and change room facilities for employees. Design of such facilities shall be subject to approval by the city to ensure adequate capacity for anticipated use, and for convenience of bicyclists.

I. Pedestrian Skybridges. Skybridges or pedestrian walkways which are elevated above grade and cross a public street or alley right-of-way shall be prohibited in areas designated as retail streets or connector streets by Map 22-2, and may only be permitted on streets located outside the areas designated by Map 22-2 when approved by the planning director, using Review Process II after consultation with and approval by the city engineer.

J. The graphic illustrations and photographs contained in this section are illustrative examples intended to depict design elements that can be used to satisfy certain of the standards contained in this section, and are not to be considered as development standards. The planning director is authorized to promulgate additional examples of design elements that can be used to meet the requirements of the B-3 zone. (*Ord. 2923-06 §§ 5, 6, 2006; Ord. 2397-99 § 41, 1999; Ord. 2107-95 §§ 18—23, 1995; Ord. 1849-92 § 12, 1992; Ord. 1729-90 § 13, 1990; Ord. 1671-89 (part), 1989.*)