



**ADDENDUM NO. 4 TO THE EVERETT RIVERFRONT REDEVELOPMENT
FINAL ENVIRONMENTAL IMPACT STATEMENT
October 3, 2013**

Original Proposal. The Everett Riverfront redevelopment will include construction of a mixed-use commercial/residential development, shoreline and habitat restoration, and rehabilitation of a former, mostly industrial site. The project includes the construction of up to 900,000 square feet of mixed commercial use; 200,000 square feet of hotel space; and up to 1,400 residential units (multi- and single-family). The ultimate mix of uses constructed will be determined by market demand and the land use capacity of the site (type, location, and size of uses and structures, and infrastructure capacity).

The proposal also included a rezone to Waterfront Commercial, and approval of a Planned Development Overlay Zone and Development Agreement (the Development Agreement) for the proposed project by the Planning Commission and City Council. The rezone, Planned Development Overlay Zone and Development Agreement were approved by City Council in March 2009. The proposal also includes: (1) the issuance of shoreline substantial development and other local, state and federal permits for construction of the project; (2) various real property and street vacation actions by the City of Everett (the City); (3) public works and public amenities improvements and permits; and (4) related agreements and authorizations to implement the project.

Phased Review/Prior Environmental Review. The proposal is part of a phased review under the State Environmental Policy Act (SEPA). Phased review is appropriate when going from the plan-level to the project-level, and when going from an earlier stage to a later stage of development (WAC 197-11-060(5)). The City of Everett issued a Final Environmental Impact Statement (FEIS) on June 11, 2008 for the redevelopment of the riverfront property. A Draft EIS was issued on December 21, 2007. Addendum No. 1 to the EIS was issued on November 24, 2008. Revised Addendum No. 2 was issued on February 24, 2010. Addendum No. 3 was issued on March 4, 2010.

Purpose of this Addendum / New Information. PNW Riverfront, LLC (the Developer) recently purchased the Riverfront development, and is proposing a variety of amendments to the approved plan / FEIS. The number of units proposed on the Simpson and Eclipse Mill portions of the site are proposed to be greatly reduced over that permitted in the development agreement. Up to 650 units are permitted on the Simpson Pad, including single family, townhouse and multiple family condominiums. The current proposal is to construct approximately 250 single family residential units with a maximum height of 30 feet on the Simpson Pad. Up to 350 townhouse and multiple family units are permitted on the Eclipse Mill portion of the site. Approximately 250 townhouse units are currently proposed.

Fill Height / Elevation of Simpson Pad. The FEIS Revised Section 4.3 included an analysis of impacts of the fill on the site during the 100-year and 500-year flood events. It included cross sections showing the developed portions of the site elevated at least 2 feet above the 100-year floodplain. The Simpson Pad was proposed to be about 23.7 feet, which is nearly 4 feet above the 100 year flood elevation. The current proposal is to add approximately 5 additional feet of fill to the Simpson Pad. This Addendum addresses the additional fill outside of shoreline jurisdiction. The fill in shoreline jurisdiction will be addressed in a future Addendum after application for shoreline permits.

Addendum No. 1 to the FEIS included a Revised visual analysis showing the impacts of the development on views from properties to west of the site. The analysis assumed development on the Simpson Pad would be 45 feet high. The single family residences currently proposed on the Pad would not exceed 30

feet. Therefore, the 5 foot increase in the height of fill on the property would not impact the visual analysis contained in Addendum 1.

Secondary Fire Access to Simpson Pad. FEIS Section 5.6 addressed a proposed secondary fire access to the Simpson Pad that would have accessed the Pad from the south, winding through buffers for wetlands in the south wetland complex. FEIS Revised Appendix D Biological Assessment and Habitat Management Plan (Figure 17 and text) also addressed the impacts of construction of that access. The primary access to the Pad is from the 41st Street overpass, via a roundabout, to the northwest corner of the development. The most likely reason for the primary access to be blocked is a motor vehicle incident between the roundabout and the first intersection within the development. The applicant proposes to construct a 34-foot wide main entrance boulevard from the roundabout, which is 40% wider than the 20-foot wide driving surface the fire code envisions for a normal housing development. The City's Fire Marshal has determined that this additional width minimizes the effects of a blocking incident and satisfies the code requirement as an equivalency for secondary emergency vehicle access. The 34-foot wide driving surface with no parking on either side is required to extend from the 41st Street roundabout to the first intersection within the development.

The proposed access will eliminate impacts to wetland buffers in the south wetland complex that were identified in the FEIS.

Memorandum of Understanding with Ecology related to Buffers on the Simpson Pad. The FEIS Changes in Response to Comments (#6 on page 2), Revised Section 4.5 Plant and Animal Resources, and Revised Appendix D Biological Assessment and Habitat Management Plan addressed actions to be taken to ensure no net loss in functions to wetlands surrounding the Simpson Pad. The proposal included the City and OliverMcMillan reaching a memorandum of agreement (MOA) with Ecology addressing the actions to be taken, including tidal restoration in wetland C with associated pile removals in the Snohomish River, buffer restoration, and stream enhancements (removal of culverts along the abandoned railroad right-of-way). (Addendum 1 to the EIS addressed a revised proposal for the design of the Wetland C tidal plan based on new information.) The buffer enhancements and culvert removals were to be taken prior to or concurrently with construction of residences on the Simpson Pad. The target for completion of the Wetland C tidal plan was 12-18 months after approval of the MOA. Permits would then be pursued and construction would occur within 18 months of issuance of permits.

Ecology, Developer and the City have agreed to proceed with the buffer, stream and wetland improvements without completion of a formal memorandum of agreement. Due to the downturn in the economy, some of the improvements on the Riverfront property have not been completed as soon as projected. A 60% design has been completed for the Wetland C enhancements, but permit applications have not been submitted. Two wetland / stream enhancement / creation projects have been constructed on site. OliverMcMillan completed mitigation for impacts to wetlands along the new proposed north/south road through the northern portion of the site. That mitigation included a tidal wetland/habitat pool and buffer enhancements north of Wetland C where the railroad ditches/streams discharged to the Snohomish River. That project also included removal of a culvert across the old railway corridor. The City recently constructed a trail in the old railroad corridor at the base of the landfill. It extends from the 41st Street access to the site north along the west side of Wetland C and the River to 36th Street. The project includes a pedestrian bridge in the trail at the location where two culverts were removed to provide better stream (Bigelow Creek/Walton Creek) and drainage connections with Wetland C. It also includes an enhanced drainage channel in the railroad corridor connecting to the OliverMcMillan mitigation area. Because the two wetland projects essentially create one wetland area, the City will take over monitoring and maintenance of the OliverMcMillan mitigation improvements. Wetland and buffer plantings will be installed this fall.

The current schedule for completing the buffer and wetland enhancements and construction of residences on the Simpson Pad is:

- 2013 – Developer submits applications for shoreline permits and subdivision.
- 2013 - City application to Corps for federal permits for Wetland C tidal enhancements and piling removals
- 2014 - Developer begins land development of Simpson plat improvements, including grading, utilities, buffer enhancements
- 2014 - Begin vertical construction of residences on the Simpson Pad
- 2015 - Anticipated issuance of federal permits for Wetland C enhancement and piling removals
- 2015 - Developer completes buffer enhancements and occupancy of Phase 1 residences begins
- 2015 - City completes Wetland C enhancements and piling removals (spring grading and pile removal and planting in the fall) if permits are obtained by March 2015. If permits are obtained later, these improvements will be completed in 2016.

Project Location

The project site is located on the west side of the Snohomish River, east of I-5, south of Pacific Avenue, and north of Rotary Park and Lowell-Snohomish River Road. The proposed redevelopment area entails approximately 211 acres.

Proponent

Nick Abdelnour
PNW Riverfront, LLC
11624 SE 5th St. #200
Bellevue, WA 98005

Lead Agency

City of Everett, Washington

Contact Persons

Dave Koenig, Manager Long Range Planning and Community Development, 425-257-8736,
dkoenig@ci.everett.wa.us
Mary Cunningham, Senior Planner, 425-257-7131, mcunningham@ci.everett.wa.us

Location of review copies of the EIS, Addenda, and Background Information

Review copies of the Addendum and new information may be viewed on-line at <http://www.everettwa.org/default.aspx?ID=1075> and are available at the two City of Everett Public Libraries: Main Library at 2702 Hoyt Avenue and Evergreen Branch Library at 9512 Evergreen Way.

Review copies of the EIS, Addenda and the background documents are also available for review or purchase from 8AM to 5 PM Monday through Friday at:

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

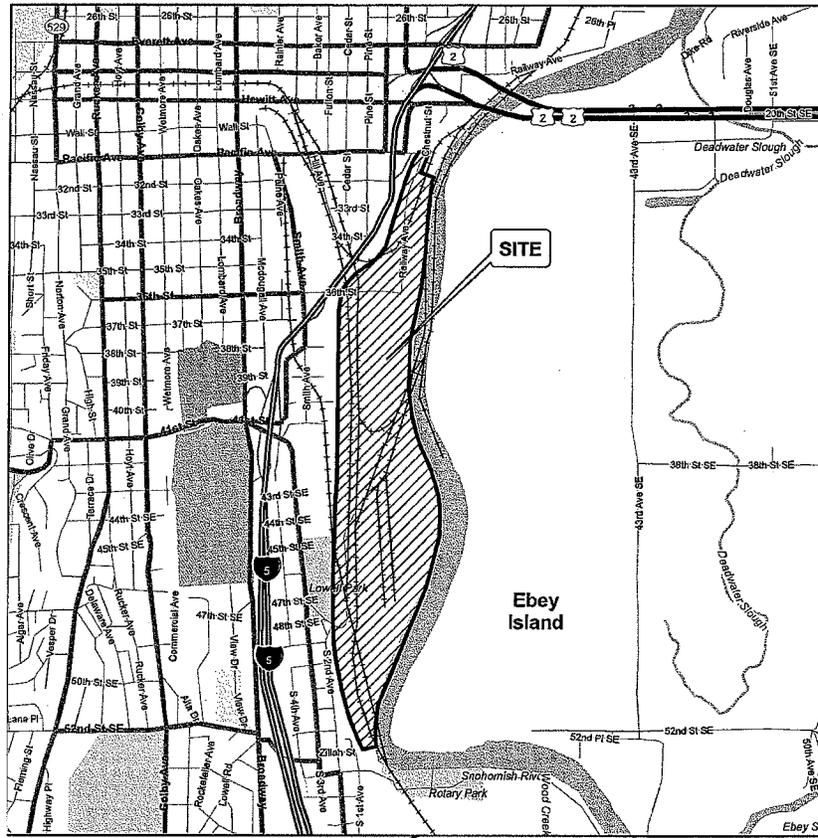
Responsible Official: Allan Giffen **Phone:** 425-257-8725
Title: Planning and Community Development Director
Address: 2930 Wetmore, Suite 8A, Everett, WA 98201
Date: October 3, 2013

Signature: Allan Giffen by me

There is no public comment or appeal period provided for this Addendum.

We strive to provide special accommodations for individuals with disabilities. Please contact Mary Cunningham at 425-257-7131 as soon as possible if special accommodations are needed.

The City of Everett hereby gives public notice that it is policy of the City to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all its programs and activities.





FIRE DEPARTMENT

COPY

July 9, 2013

NICK ABDELNOUR
LAND ACQUISITION
POLYGON NORTHWEST CO
11624 SE 5th ST #200
BELLEVUE WA 98005

RE: EVERETT RIVERFRONT REDEVELOPMENT EIS AMENDMENT
SECONDARY EMERGENCY ACCESS TO THE SIMPSON PAD AREA ELIMINATED

Dear Mr. Abdelnour:

The 2012 International Fire Code (IFC), adopted by the State and by the City of Everett, requires a secondary emergency vehicle access to single-family and duplex housing developments having over 30 units. In this project the primary access is from the 41st Street overpass, via a roundabout, to the northwest corner of the development.

In this development the most likely reason for the primary access to be blocked is a motor vehicle incident between the roundabout and the first intersection within the development.

Recent review of emergency access needs for this project indicates that the width of the main entrance boulevard from the roundabout is already 40% wider than the 20-foot-wide driving surface the fire code envisions for a normal housing development. This additional width minimizes the effects of a blocking accident/incident and effectively satisfies the code requirement as an equivalency for secondary emergency vehicle access.

This 34-foot-wide driving surface with no parking on either side is required to extend from the 41st Street roundabout to the first intersection within the development.

Please contact me if I can be of further help on this project.

Sincerely,

Rick Robinson
Fire Marshal
(425) 257-8121 office
(425) 754-0443 cell
(425) 257-8139 fax

RTR:ms

Cc: Dave Davis
Dave Koenig
Mary Cunningham
Murray Gordon
Debra Bryant

