



November 24, 2008



ADDENDUM NO. 1

FINAL ENVIRONMENTAL IMPACT STATEMENT

Everett Riverfront Redevelopment

EVERETT, WASHINGTON

**ADDENDUM NO. 1 TO THE EVERETT RIVERFRONT REDEVELOPMENT
FINAL ENVIRONMENTAL IMPACT STATEMENT
November 24, 2008**

DESCRIPTION OF PROPOSAL, PRIOR ENVIRONMENTAL REVIEW, AND PURPOSE OF ADDENDUM

Proposal. The proposed redevelopment will include construction of a mixed-use commercial/residential development, shoreline and habitat restoration, and rehabilitation of a former, mostly industrial site. The proposed Master Plan 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 Environmental Impact Statement (EIS) for the project considered 3 Alternatives and presented illustrative site plans for how those Alternatives might be implemented. The Preferred Alternative has been selected and is the basis for Actions described in the EIS.

The current zoning for the site is Heavy Commercial (C-2), Light Industrial (M-1), Office and Industrial Park and Aquatic, with some portions of the site having an Urban Flood Fringe District zoning overlay. Present zoning designations for the Project area are not consistent with the SMP or the Comprehensive Plan. The proposed redevelopment plan will include a rezone to Waterfront Commercial, and approval of a Planned Development Overlay Zone and Development Agreement (the Development Agreement) for the proposed Master Plan by the Planning Commission and City Council that will be consistent with the SMP and the Comprehensive Plan. The Development Agreement will include a conceptual master plan, development footprint, permitted uses, zoning and design standards, required improvements, mitigation conditions, and other development requirements such as required timing/phasing of public and private improvements. The Development Agreement will also include processes for amending the conceptual site plan, including criteria for what constitutes major and minor amendments. The proposal includes: (1) the issuance of shoreline substantial development and other local, state and federal permits for construction of the Master Plan; (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.

Prior Environmental Review. The City of Everett issued a Final Environmental Impact Statement (FEIS) on June 11, 2008 for the Proposal. A Draft EIS was issued on December 21, 2007.

Purpose of Addendum. The purpose of this Addendum to the EIS is to

- Address changes in proposed maximum building heights and visual character in the Project, changes to the site plan, and changes to Draft EIS Table 5.1-3 in terms of how activities are distributed within the Project.
- Address new information and a revised proposal for improvements to Wetland C functions.
- Describe the form of mitigation agreed upon for potential school impact mitigation.
- Address revisions to the Draft Everett Riverfront Master Plan Mixed-Use Development Design Guidelines and Residential Design Guidelines contained in Appendix G of the DEIS. A variety of revisions are proposed including, but not limited to, provision of 3 acres of open space on the Simpson pad in addition to the required wetland buffers, more detailed street dimensions, and addressing the proposed revised heights.

A description of the proposed changes and their impacts is addressed below. The proposed changes will not result in significant adverse impacts.

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. The geographic scope of the project site is broadly defined such that it includes properties in the description that are not presently controlled by OliverMcMillan LLC (the Proponent) but may be added later.

PROPONENT

OliverMcMillan Everett, LLC
2907 Hewitt Avenue
Everett, Washington 98201

-or-

OliverMcMillan Development, Inc.
733 8th Avenue
San Diego, California 92101

LEAD AGENCY

City of Everett, Washington

CONTACT PERSONS

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LOCATION OF REVIEW COPIES OF THE EIS AND BACKGROUND INFORMATION

Review copies of the DEIS and FEIS are available at the two City of Everett Public Libraries:

Main Library at 2702 Hoyt Avenue

Evergreen Branch Library at 9512 Evergreen Way

Review copies of the EIS 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

The EIS and Addendum No. 1 may also be viewed on-line at <http://www.everettwa.org/default.aspx?ID=1075>

RESPONSIBLE OFFICIAL Allan Giffen

Title: Planning and Community Development Director

Address: 2930 Wetmore, Suite 8A, Everett, WA 98201

Date: November 24, 2008

Signature:

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

A. REVISED ANALYSIS: VISUAL QUALITY

1. *Original Analysis*

The EIS analyzed the maximum heights of buildings throughout the Project as:

- ***Landfill/Tire Fire Site and Eclipse Mill/Drywall:*** A 100-foot-tall hotel structure and all the commercial buildings erected to a height of 65 feet;
- ***Simpson Pad and South Portion of Landfill/Tire Fire South of 41st:*** Office uses in two buildings located immediately south of the 41st Street overpass and on the westernmost portion of the development. These buildings were assumed to be two to three stories in height with the heights ranging from approximately 38 feet to 50 feet above assumed new grades (which was estimated to be approximately 3 feet above existing grade) and on Simpson The majority of the housing types are two stories with a maximum roof height of approximately 30 feet (estimated to be approximately 3 feet above existing grade).

2. *Proposed Changes in Maximum Height and Visual Character*

The Proposal has been modified to allow for taller buildings than were previously analyzed as follows:

- ***Landfill/Tire Fire Site and Eclipse Mill/Drywall:*** In addition to the hotel, allow buildings up to 100 feet in height in an area of the landfill/tire fire site generally in the north end of this parcel and as depicted in the attached Figure titled *PDO Site Plan - Basic Height Limits*. Other buildings would be a maximum of 65 feet on these parcels as originally proposed. . The change would limit the number of buildings in excess of 65 feet and up to 100 feet to 60% of the buildings in this part of the site. In addition, building appurtenances would be allowed to exceed the maximum height by an additional 15 feet either screened or designed to blend into the building, as appropriate to the appurtenance. (For example, mechanical equipment must be screened since painting is impractical, while elevator penthouses shall be incorporated into the architecture of the building and be designed to blend in.

The change in heights also results in a change in the visual character of the site as described in the DEIS. Instead of building scale uniformly getting smaller closer to the river as described in the DEIS, building in the area northeast of the Central Plaza will also be taller than those on the remainder of the site. This change would replace a low scale townhouse to a high rise apartment structure.

- ***Simpson Pad and South Portion of Landfill/Tire Fire South of 41st:*** The buildings on the south portion of the landfill/tire fire site south of 41st would be 65 feet in height, rather than the 50 foot maximum originally proposed. OliverMcMillin has proposed residential buildings on the Simpson Pad would have a maximum height of 35 feet, except if a 5:12 roof pitch or greater is provided in which case the height could be 45 feet. For purposes of the revised analysis in this Addendum No. 1, all buildings on the Simpson Pad are assumed to be 45 feet. The original proposal on the Simpson Pad was a maximum height of 30 feet.

3. *Methodology*

The potential impacts on views from various areas of Everett due to the height of buildings in the Project were analyzed in the Draft EIS. Views of the area of the Landfill/Tire Fire Site north of the 41st Street bridge and street extension to the project (north Landfill/Tire Fire Eclipse Mill) will be potentially visible from areas to the east and south of the project area. The Simpson Pad and the south Landfill/Tire Fire Parcels may be visible to the residents of the Lowell neighborhood and areas to the east and south of the project site. The Draft EIS concluded that based on assumed heights in that document no views would be substantially impacted. The Project heights have been reconsidered as described below and the purpose

of this section is to describe any changes to visual impacts of the development on the surrounding neighborhoods as it was considered in the EIS.

The EIS utilized view analysis methodology from the Federal Highway Administration (FHWA) Manual for assessment of visual impacts (FHWA-HI-88-054). This approach is considered to provide a generally accepted methodology for assessing the potential visual impacts for projects.

Consistent with the FHWA approach, a review of aerial mapping was used to determine relevant “viewsheds” to assess the potential impacts of the proposed development. Key positions were identified that represent a cross-section of views of the project site from the adjacent neighborhoods. This revised Analysis considered all of the original locations illustrated in the Draft EIS.

4. Preparation of Revised View Analysis

The Analysis of the revised heights utilizes a more refined grading plan than was available in the Draft EIS. It was also discovered that one of the viewpoints in the Draft EIS (Figures 5.2-14-17) incorrectly placed buildings south of the Project in property not proposed for development. The revised Analysis omits that incorrect viewpoint as it was determined no Project activities can be seen from that location.

Composite imagery was generated using a combination of digital and analog documentation for both existing and proposed conditions. A three-dimensional computer model of the existing site (without buildings) was generated based on final grade land contours provided by the project's civil engineer and shown in the FEIS on Figures 4.3-3 through 4.3-3G. A second three-dimensional computer generated model showing the proposed buildings, each adjusted for designed finish floor elevation and each reflecting the maximum height limitation for their respective zones were Superimposed on the initial computer generated three-dimensional model of the site. The resulting composite computer model (combining finished ground elevations with maximum building heights) provided an accurate 'skyline' to demonstrate what constructing at the maximum allowable building height for the entire project would do to views from surrounding areas.

Upon completion of the models, a site visit was conducted. During the site visit physical reference points throughout the Project’s potential footprint were located and documented. Documentation included both horizontal and vertical references utilizing a Global Positioning System (GPS) unit. During the same visit, new photographs showing each viewpoint (from the Draft EIS) were shot. Camera locations (again, horizontal and vertical) and camera orientation were documented using GPS, compass, and a point-level attached to the camera's “hotshoe”. Lens focal length was also recorded at this time.

Based on the field documentation and verification using high resolution satellite imagery, 'virtual' cameras were placed within the computer model. This process aligned each image to the precise locations, orientations and focal parameters recorded during the site photography. The resultant process generated within the 3D model a series of computer 'pictures' of the proposed project. Each of the computerized pictures correspond precisely to a real photograph from the project site, but each only contain the buildings at their designed elevation (the starting grade from which the building is measured) and maximum building height.

In order to create the final imagery, each of the computer images was superimposed on their corresponding photograph using a digital layering process which separates perceived foreground from background and then sandwiches the computer image in between those layers as they would be perceived by the human eye. The process results in a precise representation of where the proposed buildings will be seen in context with their existing environment.

Two differences occur between the proposed change and the analysis on the Landfill portion of the property. First, the computerized image generated for the area proposed to have buildings up to 100 feet

made all of the buildings in this zone of the property 100 feet while the proposal would actually allow no more than 60% to be at that height. As a consequence the potential impact in terms of horizontal view impact would be less than depicted. The rendering does not depict the height of appurtenances which would be allowed to extend 15 feet above the buildings. The potential impact of these appurtenances is described below under Viewpoints 1 and 6 which are the locations from which this aspect can be best assessed.

4. Results of Revised View Analysis

The results of the Revised View Analysis are presented in this Addendum No. 1 on Figures A1-1 through A1-16. The Revised View Analysis finds:

- a) **View 1 Looking south southeast from the top of the 41st Street Overpass above the railroad tracks.** The Draft EIS considered three different view impacts at this location resulting from various Alternatives. The present undeveloped view shows the undeveloped landfill area and Simpson Pad, trees ringing the Simpson Pad and a low hill in the background. There are no views of the Snohomish River or mountains from this location and the vegetation limits any potential vista. The Draft EIS analysis portrayed buildings that would cover and/or block views of the Simpson Pad. The Revised View Analysis shows a similar impact as in the Draft EIS with some minor exceptions. In the Revised View Analysis for View 1 (see Figure A1-3) some trees on the Simpson Pad are obscured from view at their present height. A 15 foot appurtenance, such as mechanical equipment or an elevator penthouse, on these buildings would extend further and potentially block a portion of the view of foothills in the background. The overall impact in this view still provides corridors with trees in the view and no vistas are impacted. The Revised View Analysis from Viewpoint 1 demonstrates there is no significant impact from the proposed changes in maximum heights on the South landfill/tire fire parcel and Simpson Pad.
- b) **Viewpoint 2 looking East from Lowell Park.** This particular location is at the south end of Lowell Park. The analysis in the Draft EIS was conducted during the early spring so limited deciduous foliage was evident. In developing the Revised View Analysis it was discovered that a view with summer foliage completely obscured the potential views of buildings from this location. As a consequence the original photograph with the pre-emergent vegetation was used to allow for a comparison. The prominent view from Viewpoint 2 is the BNSF mainline which rises above the adjacent land, and vegetation throughout the area. Mount Pilchuck is barely visible behind trees in this early spring photo and it is entirely obscured late spring through early fall. Other mountains are partially visible (again these are obscured during much of the year when the trees are leaved) and tree growth will likely eventually eliminate all of this already minimal mountain-view. The Revised View Analysis (see Figure A1-5) shows that no views are impacted from the increase in height on the Simpson Pad from this location. The Revised Analysis assumed that every structure would be 45 feet in height which is unlikely. Even under that assumption, the roof lines do not rise above the surrounding tree heights nor does it rise to the level of the mountains. The Revised View Analysis from Viewpoint 2 demonstrates there is no significant impact from the proposed change in maximum height on the Simpson Pad.
- c) **Viewpoint 3 looks East, from View Drive at 47th Street.** Viewpoint 3 is west and above I-5 so it looks over many of the elements that obscured views at Viewpoints 1 and 2. The Cascade Mountains rise above the surrounding landscape to provide a prominent view for the residential community. Also in the distance behind the proposed project are the broad lower Snohomish Valley (mostly Ebey Island), the eastern valley rim and lower foothills. The foreground, with a diverse pattern comprised of small residences and a variety of trees, obstructs views of much of the project area. The Snohomish River is entirely obstructed from

- view by trees and other vegetation that lie west of the river. The Revised View Analysis at this location (see A1-7) shows the development on the Simpson Pad is visible but it does not obscure any portions of the existing vista. Only the presently undeveloped Simpson Pad and some of the trees east of the Pad are covered by the project development. Views of the valley, foothills and mountains, etc are unimpeded. The Revised View Analysis from Viewpoint 3 demonstrates there is no significant impact from the proposed change in maximum height on the Simpson Pad.
- d) **Viewpoint 4 looks NE from S. 3rd Ave. at Main Street.** This viewpoint is from the center of the Lowell neighborhood and is a good representation of the views from that area. The Draft EIS contained two significant errors in relation to this location. First, that analysis showed buildings located further south of the area where any structures are actually proposed. That analysis also misidentified this location as being at 4th Avenue and Main Street. The Revised View Analysis corrects those errors for this viewpoint location. The Revised Analysis shows that the distant mountains are the predominant landform from this viewpoint. The foreground is the Lowell Neighborhood. A small sliver of the Simpson Pad is visible between the trees. The Snohomish River is partially visible in a gap between trees. The Simpson Pad is located in the extreme left of the picture and is obscured by trees. The Revised View Analysis locates the buildings on the Simpson Pad as actually proposed. Figure A1-8 identifies where the buildings would be which is behind mature trees. The Revised View Analysis from Viewpoint 4 corrects earlier errors and demonstrates there is no significant impact to views at Viewpoint 4 from the proposed change in maximum height on the Simpson Pad.
- e) **Viewpoint 5. 37th & Oakes - Looking due East, Northeast, and East-Southeast.** The Draft EIS analysis also misidentified the location of Viewpoint 5 which is corrected here. This location has a view of the Cascade Mountains and foothills. Those views, however, are of a limited quality because of the encroachment of existing small scale industrial and commercial facilities, parking lots, utility poles and lines and the freeway beyond. The Revised View Analysis is shown on Figure A1-10. The photograph used in the Revised Analysis is zoomed in closer than in the Draft EIS to better represent the potential view. Because the proposed change to a maximum 100 foot height on a broad area of the Project and other buildings are all represented at their maximum of 65 feet a more conservative (in terms of stating the potential impact) is presented in this Revised Analysis. Even under this more extreme representation there is no significant view impact. The buildings in this representation are far more prominent in the view than represented in the Draft EIS, but they do not block any sensitive views. The buildings still do not rise above freeway signs. Views of the mountains and foothills are still prominent. The only views blocked by the buildings are of areas being developed in the lower hills across the valley and are not a significant portion of this view. The Revised View Analysis from Viewpoint 5 demonstrates there is no significant impact from the proposed change in maximum height of 100 feet on a portion of the Landfill/tire fire pad.
- f) **Viewpoint 6. S. 3rd Ave below and north of the 41st Street Overpass – Looking north northeast.** This location has the broadest view of the proposed development on the Landfill/Tire Fire and Eclipse parcels from any off-site location. The distant mountains provide the most prominent visual resource in this viewpoint. The US-2 Bridge is visible in the extreme northwest corner of the view. (This view was photographed for this Revised View Analysis during pre-load activities on the landfill.) The foreground is a disorderly mix of littered open space, dirt parking lots, and disparate small industrial facilities. This location is not representative of views from any residential areas as it is much lower in the landscape and closer to the development than any such area. The Revised View Analysis (Figure A1-12) shows the development will be prominent in this location. Although the angle of the

photograph in this Revised Analysis is slightly different than the one in the Draft EIS the impact is generally the same. The primary difference from the increased height of buildings on the landfill/tire fire site is the US 2 Bridge is no longer visible in the background. View of the bridge from this location at present is a very minor part of the vista comprising less than 1% of the view. More prominent views of the mountains and portions of the lower hills in the background are still visible. Also, as noted in the introduction to this analysis, the depiction shows 100% of the buildings at 100 feet while the proposal would only allow 60% so the potential impact is proportionately less than shown. A 15 foot appurtenance on these buildings would have no material impact on the result of the analysis. One can make a reasoned estimate of the potential impact by comparison between the two building elevations shown which is between 65 feet and 100 feet. A 15 foot appurtenance would be less than half the height difference between the 65 foot and 100 foot tall buildings shown. When added on top of the buildings shown, the equipment would potentially block a portion of the view of foothills in the background. The Revised View Analysis from Viewpoint 6 demonstrates there is no significant impact from the proposed change in maximum height of 100 feet on a portion of the Landfill/tire fire pad.

- g) **Viewpoint 7. 3863 Wetmore Ave. – Looking due East, Northeast, and East-Southeast.** The foothills and Cascade Mountains are the dominant features of the distant landscape in this view. The foreground is dominated by open areas and the fields in the Everett Memorial Stadium complex. Utility poles and stadium lights (and stadium signs) dominate the middle portion of the view. The Revised View Analysis (Figure A1-14) shows that the development on the landfill will become a large part of the middle of this view. Views of the mountains and foothills are still prominent. The only views blocked by the buildings are of areas being developed in the lower hills across the valley and are not a significant portion of this view. The Revised View Analysis from Viewpoint 7 demonstrates there is no significant impact from the proposed change in maximum height of 100 feet on a portion of the Landfill/tire fire pad.
- h) **Viewpoint 8. 1699 40th St. - Looking due East, Northeast, and East-southeast.** The prominent view from the residential community is the distant vista with the Cascade Mountains as the dominant form. The foreground, with a diverse pattern composed of small residences, industrial and commercial buildings, part of the Everett Memorial Stadium complex and a variety of trees, obstructs much of the view of the site. The Revised View Analysis (see Figure A1-16) shows that the development on the landfill will become visible in a small part of the middle of this view. Views of the mountains and foothills are still prominent. (As a note in comparison with the analysis in the Draft EIS there has been dramatic growth in vegetation in and around this location that has altered the view and will likely continue to alter it.) The Revised View Analysis from Viewpoint 8 demonstrates there is no significant impact from the proposed change in maximum height of 100 feet on a portion of the Landfill/tire fire pad.

B. REVISED TABLE 5.1-3 MIX OF USES BY PARCEL

Table 5.1-3 in the Draft EIS was provided to describe the distribution of uses throughout the Project. OM has altered the distribution as illustrated below. There are no changes to the total development area or to the maximum amount of various uses, only changes in the housing types distributed within the project. The changes include an increase in 50 total residential units on the Simpson Pad, increase of 100 residential units on the “Ramp Triangle” (landfill south of 41st), an increase of 50 residential units on the Eclipse Mill site and a reduction of 200 units on the landfill site. All of the changes entail shifting of condominium (multiple family) and townhouses and no changes to single-family detached units.

The proposed changes were reviewed by the Project traffic engineers to determine if there were significant adverse impacts resulting from this change. Perreet Engineering determined there would not likely be any significant changes to the traffic impacts. The trip generation for townhouses and condominiums is the same so the changes do not alter the basic assumptions underlying the traffic study for the Project that was analyzed in the EIS. There could be minor changes to the trip distribution, but that distribution is mostly on-site, and would have negligible impacts to distribution off site, thus there would be no significant impacts to traffic off-site.

Original Table

Preferred Alternative	Total	Simpson Site	Ramp Triangle	Landfill Site	Eclipse Mill Site
Retail	800,000sf		20,000sf	760,000sf	20,000sf
Office	100,000sf		80,000sf	20,000sf	
Hotel	250 Rooms			250 Rooms	
Residential	1,400 Units	600 units	100 Units	400 Units	300 Units
Condominium (Multiple Family)	550		100	250	200
Townhouse	525	275		150	100
Single-Family	325	325			

New Table

Preferred Alternative	Total	Simpson Site	Ramp Triangle	Landfill Site	Eclipse Mill Site
Retail	800,000sf		20,000sf	760,000sf	20,000sf
Office	100,000sf		80,000sf	20,000sf	
Hotel	250 Rooms			250 Rooms	
Residential	1,400 Units	650 units	200 Units	200 Units	350 Units
Condominium (Multiple Family)	600	Up to 15% of the pad area	200	150	250
Townhouse	475	325 minus the # of Condo. / MF units		50	100
Single-Family	325	325			

C. RESTORATION OF WETLAND C FUNCTIONS:

The FEIS and associated documents included as an action a commitment by OM and the City to enter into an agreement with the Department of Ecology to restore functions in Wetland C. This commitment was referenced throughout the FEIS including the Executive Summary, FEIS Changes (Revised Section 4.5.4.1, explicitly in Responses to comments B8 and B 20 and by reference in Responses A 5, A 7, B19, B 24 and B 36), and the BA/HMP. The FEIS changes section described the action in this manner:

*OliverMcMillan and the City have committed to the concept of a Memorandum of Agreement with the Department of Ecology for the development of a tidal restoration plan for Wetland C. This plan is proposed to include modeling, surveys, and will evaluate priorities for improvements necessary to have a buildable plan **which restores tidal process and functions in a majority of Wetland C (including dendritic channels)**. Target for completion, 12-18 months; - pursue required permits to implement the plan and begin construction based on the priorities within 18 months of receipt of permits. (emphasis added)*

The emphasized text highlighted a specific type of channel formation typically found in estuarine marshes. Dendritic channels have a multiple branching pattern similar to that of a tree or the dendrites within a leaf and form within the intertidal and vegetated portions of a tidal marsh. Dendritic channels are formed by tidal run-off and can have up to four levels of branching. The City conducted an initial analysis of the measures that would be necessary to create dendritic channels within Wetland C and found issues that questioned the technical feasibility of this goal.

Ground and surface water elevations and tide data, historical information and other factors were considered in the City's analysis. It was concluded that a plan necessary to assure of formation of a dendritic channel system would require a substantial amount of dredging and associated wetland disturbance that could outweigh any long term benefits to the habitat in the Wetland. Upon consultation with Ecology (see Ecology memo which is an Attachment to this Addendum), Ecology recommended a revised approach to meeting the watershed needs in this area by focusing on the recreation of a forested scrub-shrub wetland (with Otter Island, an island in the Snohomish River Estuary located near the confluence of Ebey and Steamboat Sloughs as a reference example) and the use of a series of "distributary" channels to be developed in the wetland as a means of increasing tidal influence and providing access for fish. (The distributary channel is a single channel that connects directly to the mainstem channel within an estuary or delta as opposed to the branched "dendritic" channels.)

The revised Wetland C restoration proposal is as follows:

OliverMcMillan and the City have committed to the concept of a Memorandum of Agreement with the Department of Ecology for the development of a tidal restoration plan for Wetland C. This plan will entail the following goals:

- Goal 1 – Re-establish, over a 50 year period, a tidally influenced forested, scrub-shrub and emergent marsh similar to Otter Island.
- Goal 2 – Increase tidal exchange within Wetland C by construction of a limited number of strategically located "distributary" tidal channels. (Ecology's memo Figure 2 presents the preliminary location of channels which should be refined through additional modeling/engineering and third party review by local experts on estuarine ecosystems.) The channels are intended to distribute tidal waters throughout Wetland C but are not expected to generate sufficient tidal prism to initiate formation of dendritic tidal channels. The channels should be large enough to be self maintaining. This would include:
 - Extending existing channels through the marsh and out again to the Snohomish River in order to create a flow-through distributary channel system.
 - Broadening the mouths of existing channels through the existing shoreline berm.

- Removing old channel blocks in the main east-west channel. Extending a distributary channel into the southwest corner of Wetland C which is presently dominated by cattails.
- Goal 3 – Create small planting islands, using the dredge spoils derived from the cutting of new channels to establish forested (e.g. Sitka Spruce and Cedar) and scrub-shrub (black twinberry, ninebark, dogwood, willows) wetland communities.

Any impacts resulting from the approach to Wetland C will be considered in a subsequent SEPA review when a detailed plan is developed. The approach is still focused on restoring identified watershed functions and consequently there are no new significant environmental impacts associated with this change that have not been considered.

D. SCHOOL MITIGATION:

At the time of the FEIS it was indicated that an agreement would be developed between OM and the Everett School District (District) to address any potential impacts to the District from the residential development in the Proposal. Oliver McMillan is entering agreements with the Everett School District through which OM will fully mitigate any impacts caused by the proposed Development on the housing of students within the District. The mitigation, if required, will be by the payment of mitigation fees to the District in the amounts calculated by the District using its “Methodology for Calculating Mitigation Fees in the City of Everett”. Payment of mitigation fees will be required if, at the time of residential building permit issuance, one or more schools serving the Development are over capacity. Mitigation fees shall be assessed only for the schools that are over capacity (i.e., if only the middle schools are over capacity, fees shall not be assessed for elementary or high schools). Such payment shall be required prior to residential building permit issuance by the City of Everett.

E. DESIGN GUIDELINES

Copies of the following draft documents are available upon request from the Planning and Community Development Department and are on the City’s web page at <http://www.everettwa.org/default.aspx?ID=1075>

- Everett Riverfront District Master Plan Mixed Use Development Design Guidelines
- Riverfront District Residential Guidelines
- Everett Zoning Standards for Riverfront Planned Development Project
- Landfill Site Landscaping and Screening Requirements

Attachments:

- FEIS Site Plan (3 Figures)
- Revised Site Plan (4 Figures)
- Height Plan and View Analysis Figures (Figures A1-1 through A-16)
- Ecology Memo Regarding Wetland C (Pages C-1 through C-7)



RESIDENTIAL USES SEE 2.3-1A FOR CONCEPT DETAIL

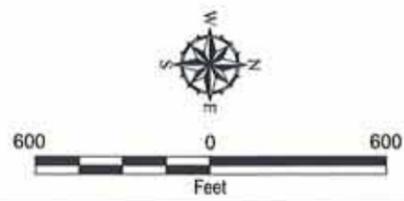
MIXED USES SEE 2.3-1A AND B FOR CONCEPT DETAIL

MULTI-FAMILY RESIDENTIAL AND MIXED USES SEE 2.3-1B FOR CONCEPT DETAIL

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

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

Reference: Image provided by Gensler.



Preferred Alternative	
Everett Riverfront Redevelopment Everett, Washington	
GEOENGINEERS	Figure 2.3-1

BOISE\PI\6191002\01\CAD\619100201F2.3.dwg JEP:BMK 04/16/08

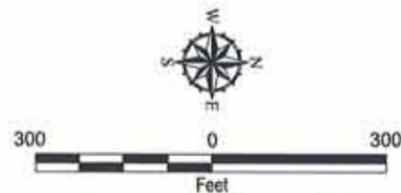


Notes:
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Reference: Image provided by Gensler.

LEGEND

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



Preferred Alternative - South	
Everett Riverfront Redevelopment Everett, Washington	
GEOENGINEERS	Figure 2.3-1A

BOISE\p:\6191002\01\CAD\619100201F2.3.dwg JEP:BMK 05/22/08

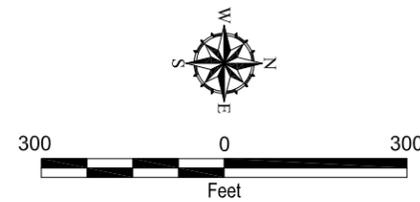


Notes:
 1. The locations of all features shown are approximate.
 2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. can not guarantee the accuracy and content of electronic files. The master file is stored by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

Reference: Image provided by Gensler.

LEGEND

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



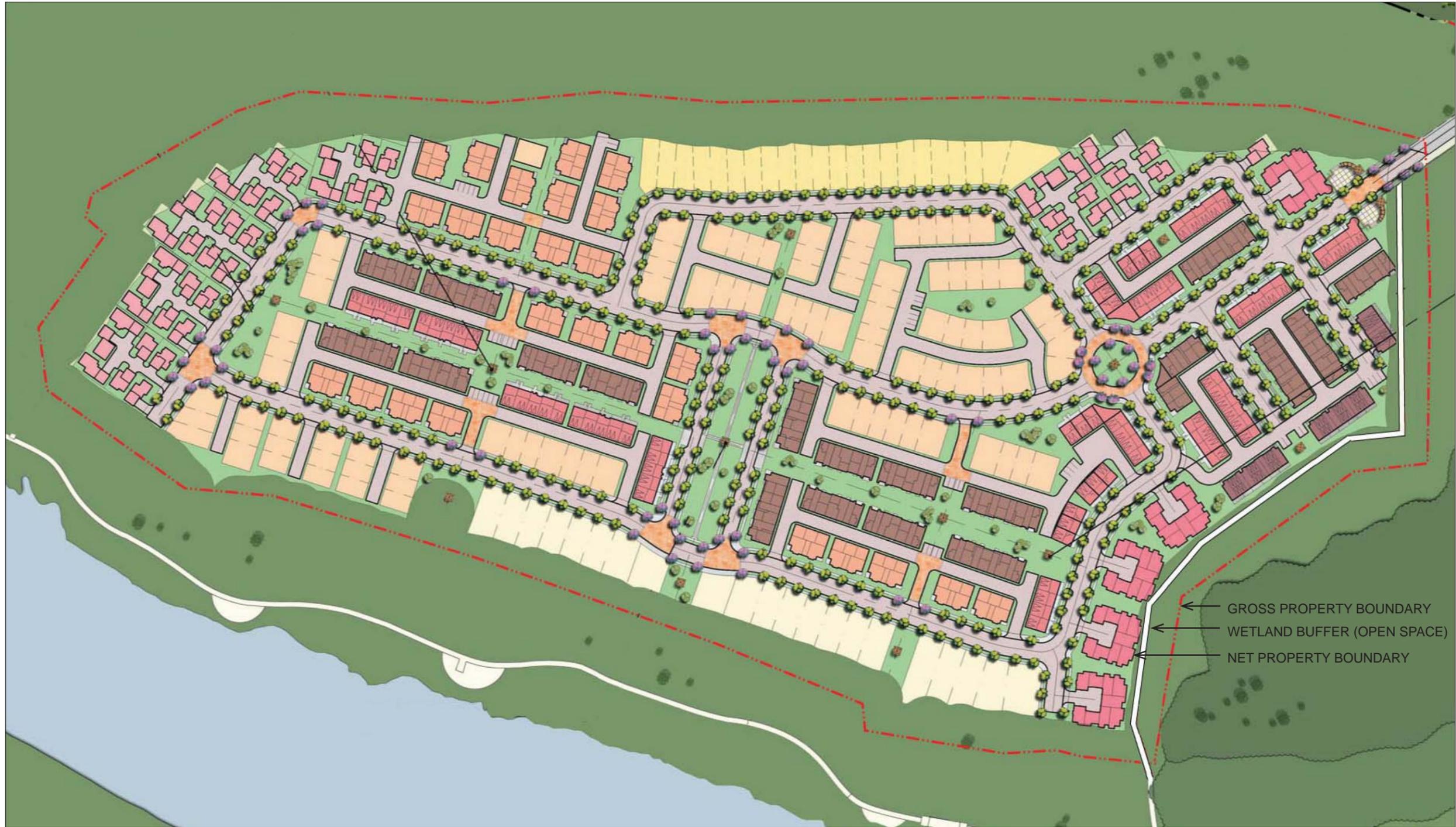
Preferred Alternative - North	
Everett Riverfront Redevelopment Everett, Washington	
GEOENGINEERS	Figure 2.3-1B



SIMPSON NEIGHBORHOOD
(Residential)

LANDFILL SITE
(Commercial/Residential)

ECLIPSE NEIGHBORHOOD
(Commercial/Residential)

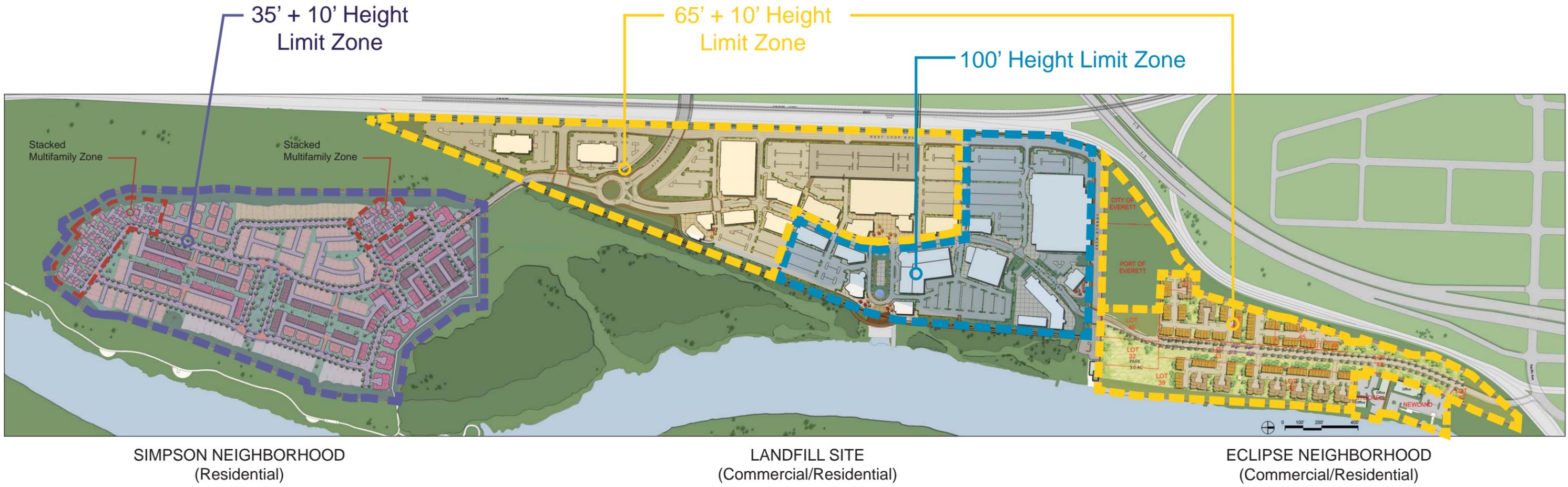


Single and Multi-Family





Single Family Attached, Multi-Family, and Commercial



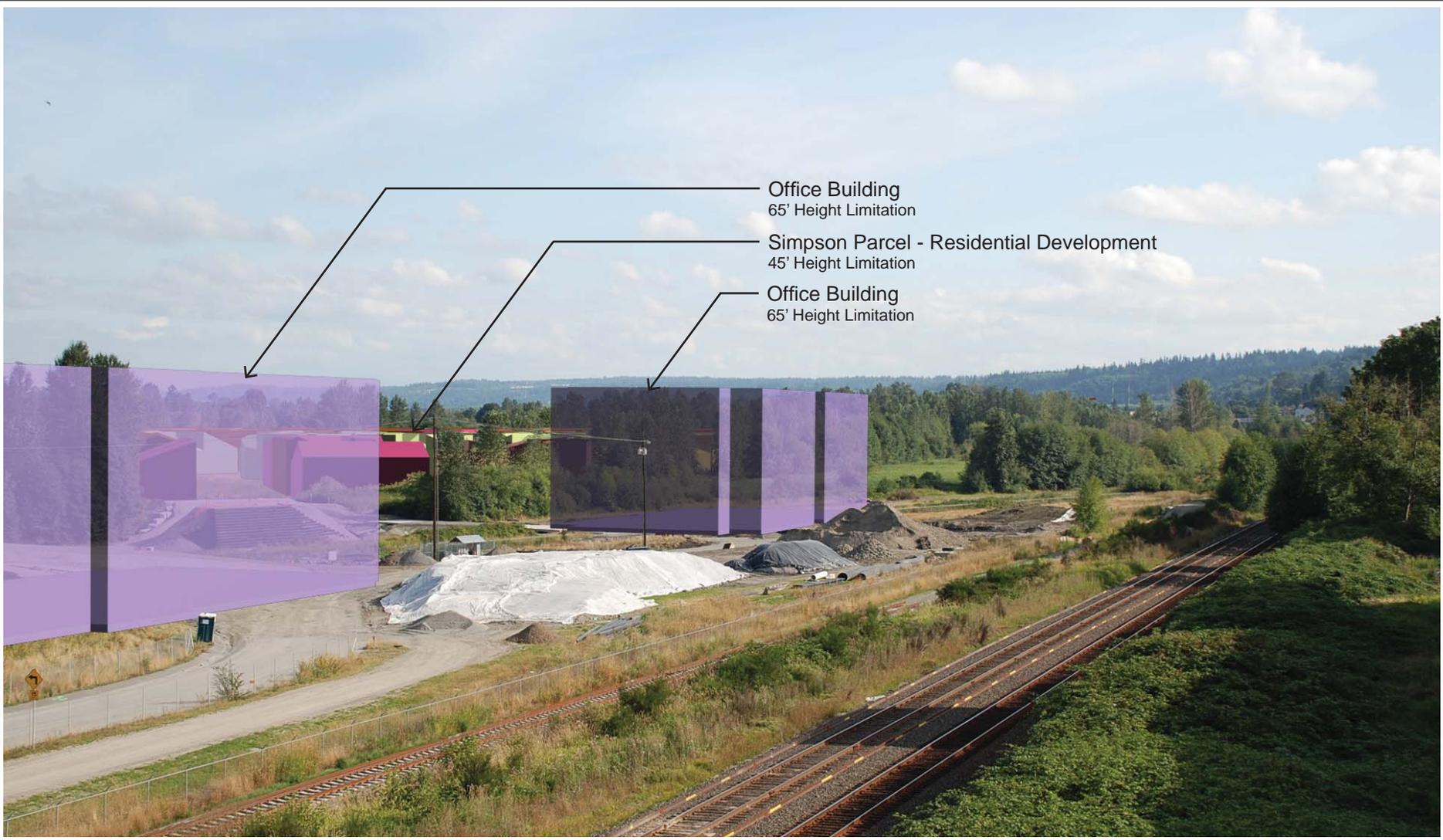


Looking south southeast from the top of the 41st Street Overpass above the railroad tracks

Viewpoint 1

FEIS Addendum No. 1
Everett Riverfront Redevelopment
Everett, Washington

Figure A1-2



Looking south southeast from the top of the 41st Street Overpass above the railroad tracks

Viewpoint 1 Composite
FEIS Addendum No. 1 Everett Riverfront Redevelopment Everett, Washington
Figure A1-3

Reference photograph and building representation provided by MulvannyG2 Architecture



Looking East from Lowell Park

Viewpoint 2

FEIS Addendum No. 1
Everett Riverfront Redevelopment
Everett, Washington

Figure A1-4



Simpson Parcel - Residential Development
45' Height Limitation

Looking East from Lowell Park

**Viewpoint 2
Composite**

FEIS Addendum No. 1
Everett Riverfront Redevelopment
Everett, Washington

Figure A1-5

Reference photograph provided by Mithun Architects
Building representation provided by MulvannyG2 Architecture



Looking East from View Drive at 47th Street

Viewpoint 3

FEIS Addendum No. 1
Everett Riverfront Redevelopment
Everett, Washington

Figure A1-6



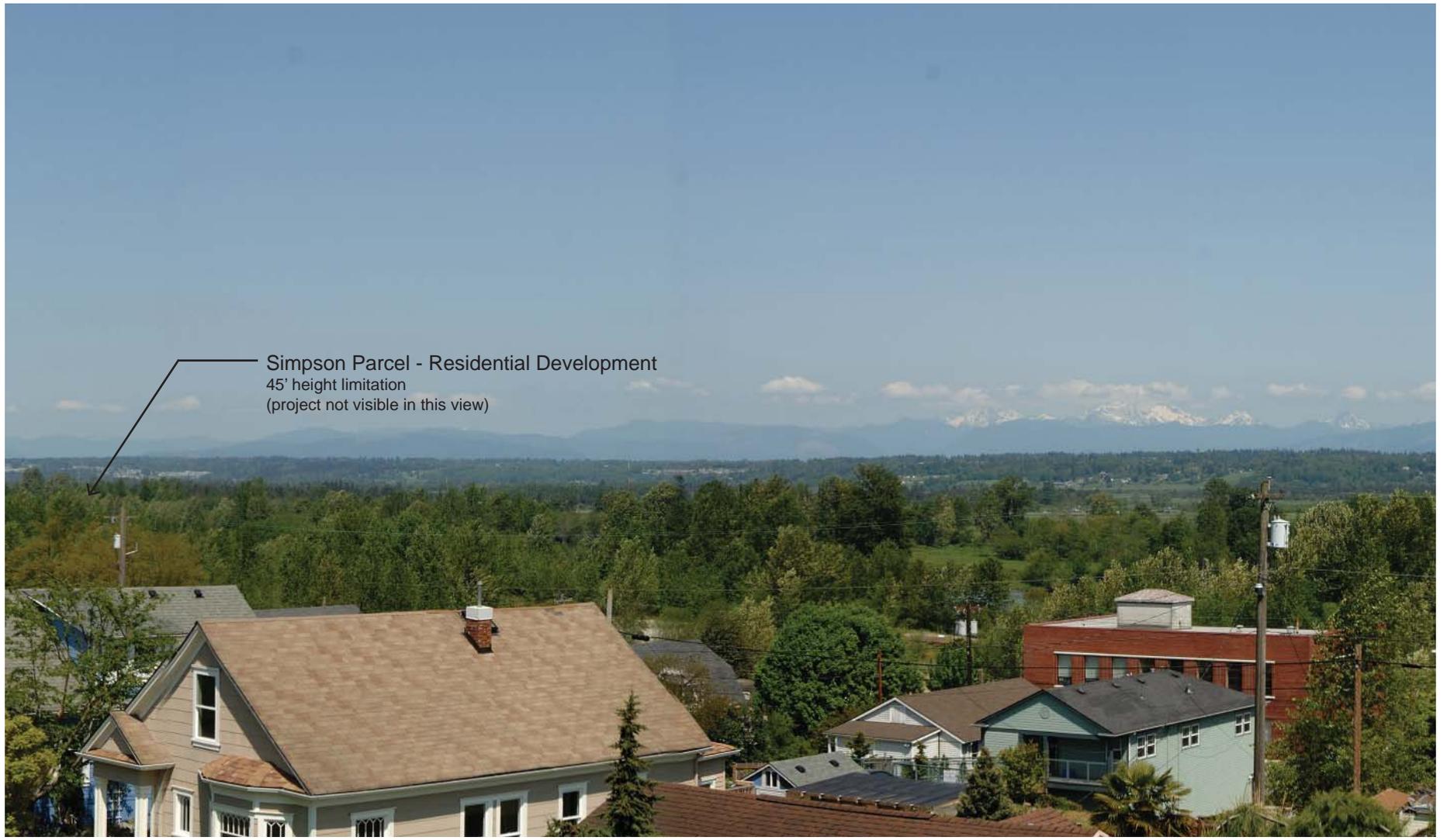
Simpson Parcel - Residential Development
45' Height Limitation

Looking East from View Drive at 47th Street

**Viewpoint 3
Composite**

FEIS Addendum No. 1
Everett Riverfront Redevelopment
Everett, Washington

Figure A1-7



Simpson Parcel - Residential Development
45' height limitation
(project not visible in this view)

Looking Northeast from South 3rd Avenue and Main Street

Viewpoint 4

FEIS Addendum No. 1
Everett Riverfront Redevelopment
Everett, Washington

Figure A1-8



37th Street and Oakes - Looking South of East

Viewpoint 5

FEIS Addendum No. 1
Everett Riverfront Redevelopment
Everett, Washington

Figure A1-9



Retail
100' height limitation (green)

Retail
65' height limitation (blue)

37th Street and Oakes - Looking South of East

**Viewpoint 5
Composite**

FEIS Addendum No. 1
Everett Riverfront Redevelopment
Everett, Washington

Figure A1-10

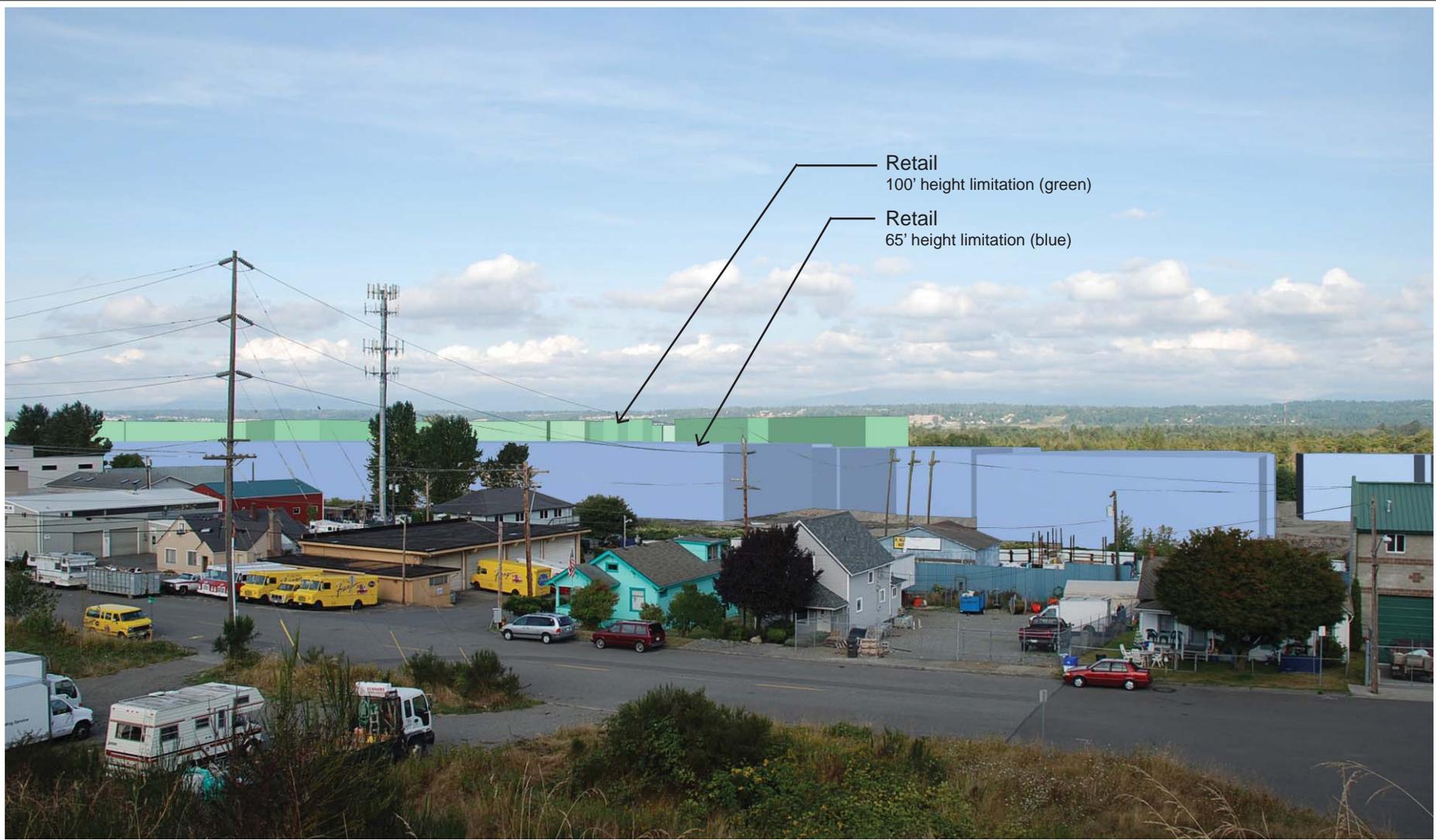


South 3rd Avenue north of the 41st Street Overpass - Looking North of East

Viewpoint 6

FEIS Addendum No. 1
Everett Riverfront Redevelopment
Everett, Washington

Figure A1-11



South 3rd Avenue north of the 41st Street Overpass - Looking North of East

**Viewpoint 6
Composite**

FEIS Addendum No. 1
Everett Riverfront Redevelopment
Everett, Washington

Figure A1-12



3863 Wetmore Avenue - Looking North of East

Viewpoint 7

FEIS Addendum No. 1
Everett Riverfront Redevelopment
Everett, Washington

Figure A1-13



3863 Wetmore Avenue - Looking North of East

**Viewpoint 7
Composite**

FEIS Addendum No. 1
Everett Riverfront Redevelopment
Everett, Washington

Figure A1-14

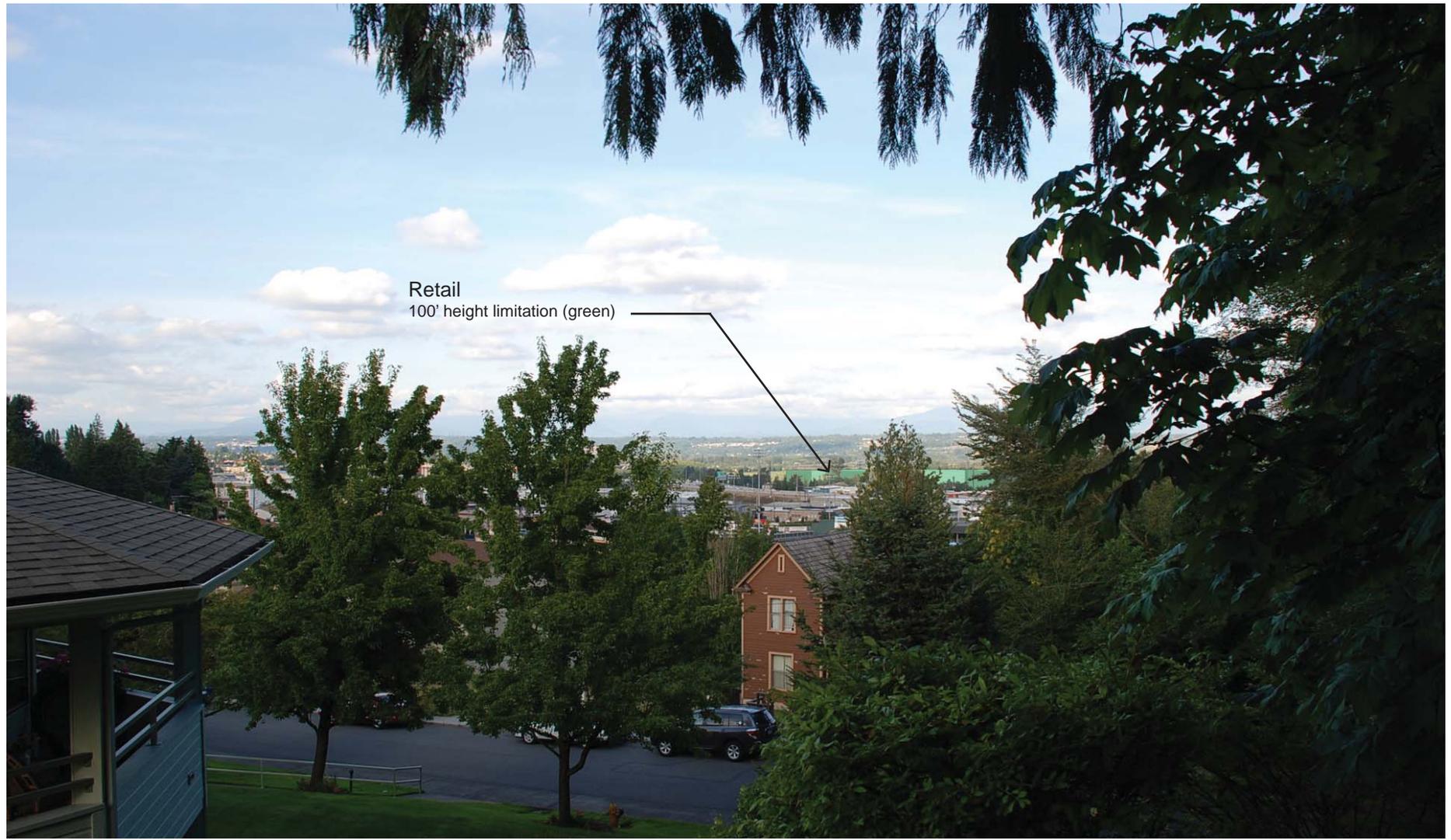


1699 40th Street - Looking North of East

Viewpoint 8

FEIS Addendum No. 1
Everett Riverfront Redevelopment
Everett, Washington

Figure A1-15



1699 40th Street - Looking North of East

**Viewpoint 8
Composite**

FEIS Addendum No. 1
Everett Riverfront Redevelopment
Everett, Washington

Figure A1-16

- d. Extend distributary channel into the southwest corner of Wetland C which is presently dominated by cattails.
- 3) Goal 3 – Create small planting islands, using dredge spoils from the new channels to establish forested (e.g. Sitka Spruce and Cedar) and scrub-shrub (black twinberry, ninebark, dogwood, willows) wetland communities.

Discussion of Basis for Goals

The elevations in Wetland C are reported by ESA Adolfson as ranging from 9 to 11 feet NAVD88. Wetland researchers have found that most intertidal vascular emergent species occur primarily between mean lower high water and mean higher high water (MHHW) (Lewis 1982). Based on the NOAA tidal station at Marysville (Figure 3), MHHW in the Snohomish Estuary is reported to be 11.59 ft. (MSL Datum) or 9.17 ft NAVD88. This elevation is similar to the forested, shrub-shrub and emergent marsh present on Otter Island (9.48 ft NAVD88 – City of Everett et al., 1997). Further, the 1884-1885 Government Land Office topographic sheets (T-Sheets) show this wetland area as being forested (Figure 4) and historical research by Brian Collins (Collins et al. 2003) identifies the site as a riparian tidal forested wetland in the 1800’s. Therefore, it appears feasible to re-establish a forested tidal marsh in the Wetland C over several decades.

Because hydrology is key to re-establishing a tidal forested wetland community, we evaluated the water levels relative to the adjacent marsh surface in Wetland C during a 7.78 ft (NAVD 88) tide (10.2 ft MSL) on September 19, 2008. Table 1 presents the location of the sampling points and elevation of water below marsh surface.

During this site visit, we observed numerous small channels that were flooded within 9” to 14” of the adjacent marsh surface. This would indicate that the marsh soils (clay loam), through capillary action, would be saturated to the surface during a tide that is less than a MHHW tide (9.17 ft NAVD88). Tidal flooding appeared to extend up the main channel to the Powerline Channel (Figures 5 and 2). In discussions with Si Simenstad, distributary channels, and not dendritic, are most commonly found in a marsh of this elevation (personal communication 9/15/08). The volume of dredging needed for small distributary channels (3’ wide by 3’ in depth) was estimated at 1,266 cubic yards based on the conceptual restoration design (Figure 6).

Station	Vertical Distance from Water Level Surface to Adjacent Marsh Surface	Time of Sampling	Dominant Vegetation
Channel 3 Mouth	27”	9:41 AM	Dogwood, Willow, Cottonwood
Beaver Channel 2	14”	10:12 AM	Reed Canary Grass, Cattails, Black Twinberry, Dogwood, Skunk Cabbage
Power Line Channel	9”	10:45 AM	Reed Canary Grass, Skunk Cabbage, Black Twinberry



Figure 2. Proposed Conceptual Restoration Actions based on goals presented in this memo.

While we realize that our analysis of the necessary excavation is very preliminary, we believe it confirms that re-establishing tidal flows within Wetland C is technically feasible and economically viable. This large wetland, identified by the City as a priority for restoration (City of Everett and Pentec Environmental 2001), offers one of the best opportunities for meaningful wetland and off-channel restoration along the lower mainstem of the Snohomish River. We look forward to a continuing collaboration on the restoration of Wetland C and are happy to assist the City however we can in achieving that restoration.

REFERENCES

City of Everett and Pentec Environmental. 2001. Salmon Overlay to the Snohomish Estuary Wetland Integration Plan. City of Everett, WA.

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Collins, B. D., D. R. Montgomery, and A. J. Sheikh. 2003. Reconstructing the Historical Riverine Landscape of the Puget Lowland. In: D. R. Montgomery, S. M. Bolton, D. B. Booth, and L. Wall, eds. Restoration of Puget Sound Rivers, University of Washington Press, Seattle, WA. pp. 79-128.

Lewis, Roy R. III. 1982. Creation and Restoration of Coastal Plant Communities. CRC Press, Boca Raton, FL.

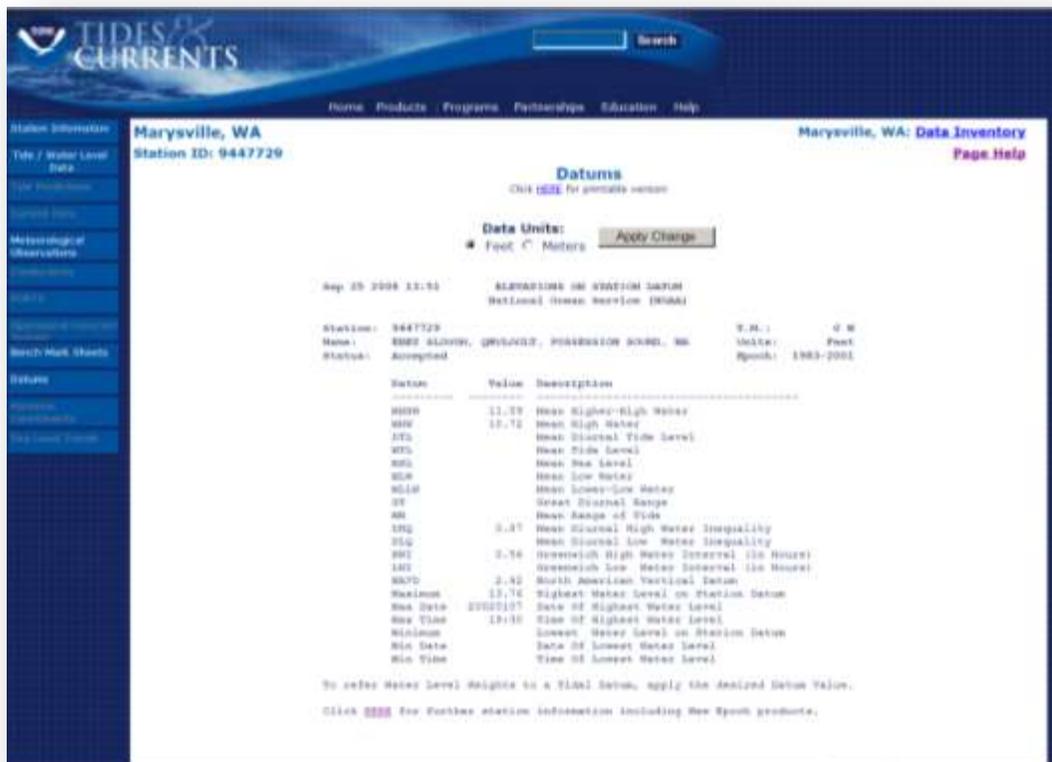
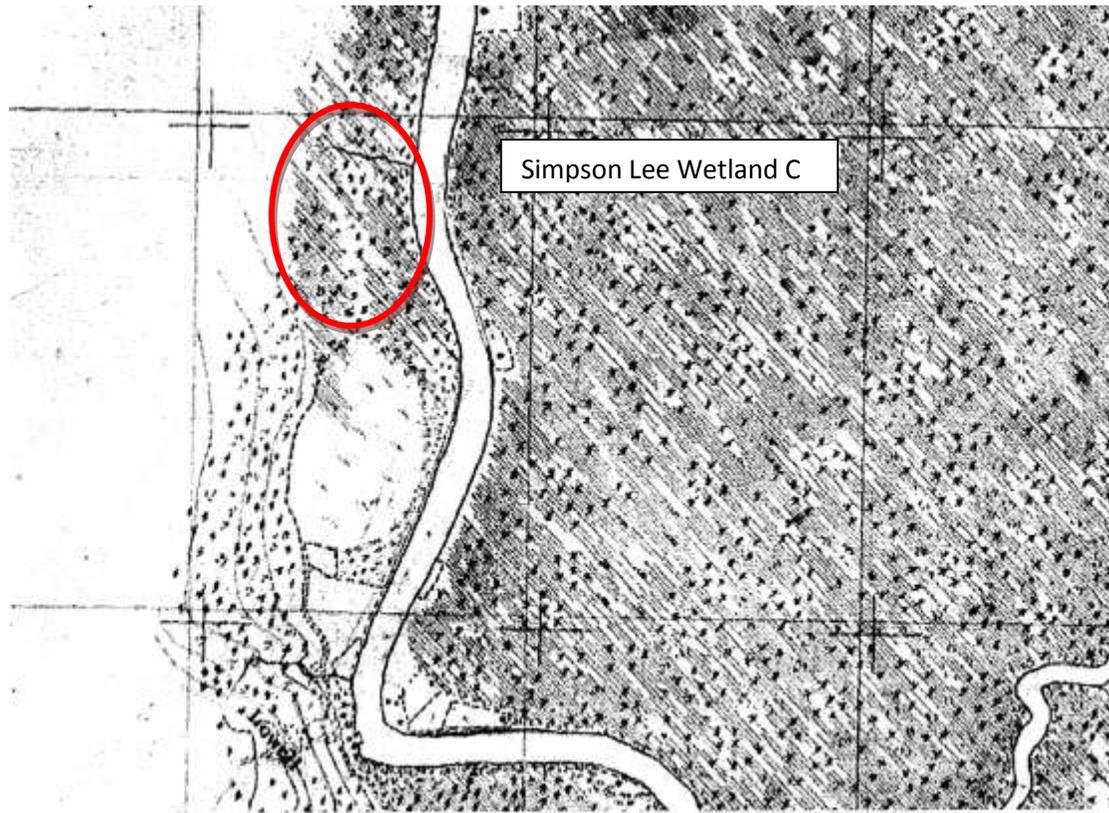


Figure 3. Datums for Marysville Tidal Station #9447729. Located on Ebey Slough at Qwuloolt Restoration Site. NAVD is 2.42 ft for the Snohomish Estuary and is subtracted from tidal values based on the MSL Datum. http://tidesandcurrents.noaa.gov/data_menu.shtml?stn=9447729%20Marysville,%20WA&type=Datums



GLO T-Sheet, Snohomish River, 1884-1885

Figure 4. Government Land Office T-Sheet for project site.



Figure 5. Approximate location of sampling points for water level elevations taken on September 19, 2008 by Department of Ecology.

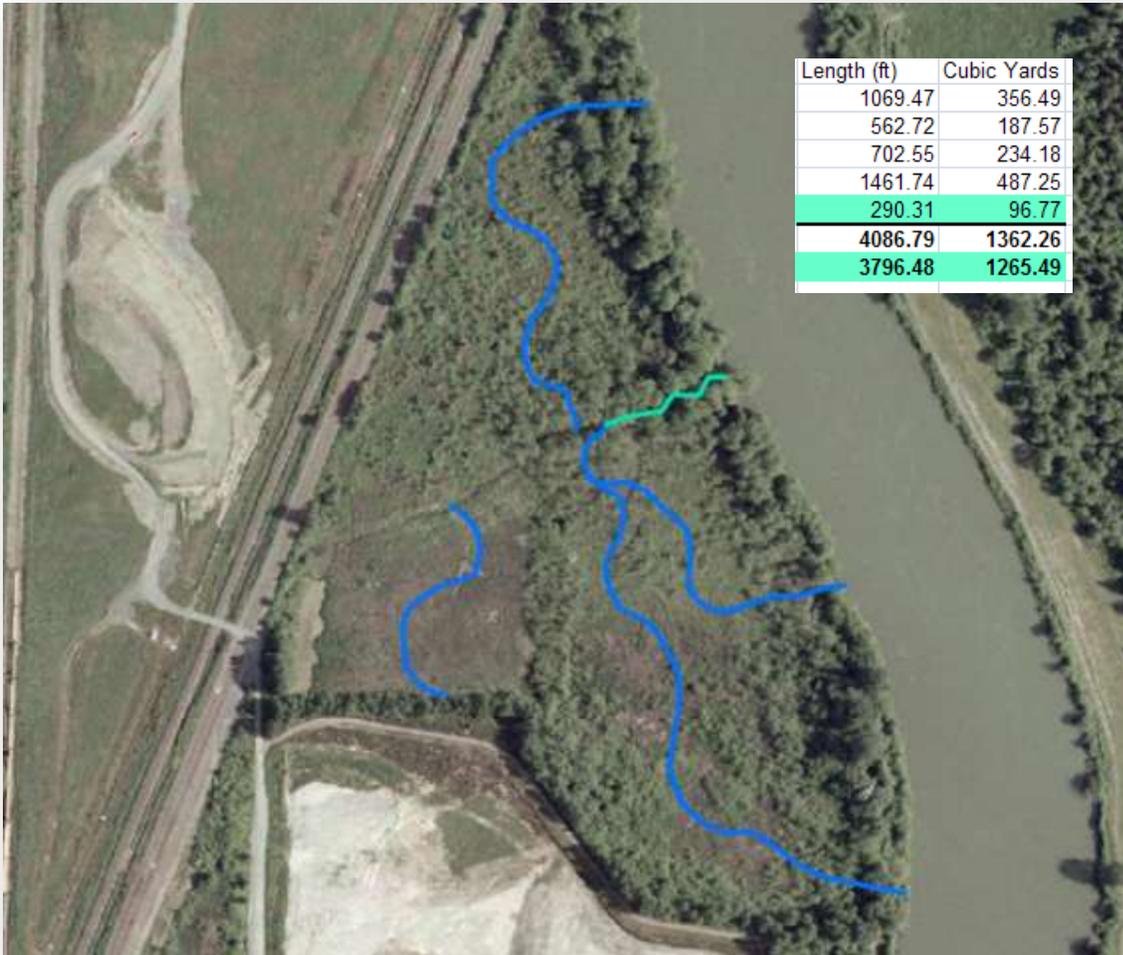


Figure 6. Potential restoration channels, Wetland C Simpson Lee site and calculated excavation quantities.

Note: The turquoise reach shown in Figure 6 and shaded rows on the table show the stream length and estimated volume of excavation for this reach. Excavation of this may not be necessary to achieve tidal circulation and the last shaded row in the table shows the stream length and volume of excavation if this reach is not included in the totals.