



PORT OF EVERETT
NORTH MARINA REDEVELOPMENT PROJECT
SEPA EIS SCOPING SUMMARY

May 7, 2004

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Appendix A: Scoping Notice

Note: Copies of all received written scoping comments and a summary of all public meeting oral scoping comments are available upon submittal of a public records request to the Port of Everett.

SECTION 1. – INTRODUCTION

BACKGROUND

The Port of Everett’s proposed North Marina Redevelopment project is a multi-district; multi-phased master planned effort to create a totally new mixed-use development on the upland 65-acre portion of the site. The intent of this project is to create a distinct, new commercial, recreation and residential project that is pedestrian oriented and takes full advantage of its attractive, recreational boating setting. It is also intended to create a new, consolidated boat repair and services area to accommodate existing marina support business needs and future growth. The Port has entered into a Development and Master Option Agreement with Maritime Trust Company through its development entity, Everett Maritime L.L.C., to implement the master plan alternative to be selected by the Port Commission. An Environmental Impact Statement (EIS) will be prepared to analyze the potential impacts of the project development implementation of the master plan and master plan alternatives, and to identify mitigation measures.

With the assistance of the Maritime Trust Company, the Port of Everett developed three alternatives during the master planning process and identified these alternatives, in addition to a No-Action Alternative, in the Scoping Notice. Each of the three master plan alternatives includes a similar mix of marina support, retail, restaurant, hotel, office, residential and public recreation uses. Each alternative also utilizes the same set of six distinct districts to accommodate its version of the proposed new combination of mixed uses. The six proposed districts contained in each of the Master Planned Alternatives include a Craftsman District, an Esplanade District, a West End District, a Captain’s Walk District, a Wharf’s Edge District, and a Gateway District.

The total new building area for each of the five major land uses that would be developed within each alternative is described below. Please note that the exact square footages for individual land use categories may be somewhat different in the final version of the alternative selected for implementation, consistent with the terms and maximum size limits set by the City/Port development agreement for the subject property.

Alternative 1

- | | |
|---------------------------------|---------------------------|
| • Marine Sales & Service* | 98,600 square feet (s.f.) |
| • Office | 385,000 s.f. |
| • Housing | 726,000 s.f. |
| • Retail & Professional Offices | 255,000 s.f. |
| • Inn & Restaurant | 75,000 s.f. |

| | |
|-----------------------------------|----------------|
| <u>Total Building Area</u> | 1,539,600 s.f. |
|-----------------------------------|----------------|

| | |
|-------------------------------------|--------------------|
| <u>Total On-Site Parking</u> | up to 4,054 spaces |
|-------------------------------------|--------------------|

This Alternative also utilizes a more formal set of eight urban neighborhood style blocks to organize the residential and related mixed-uses within the center of the site. It also includes a new, fully looped roadway circulation system.

Alternative 2

- Marine Sales & Service* 111,200 s.f.
- Office 339,500 s.f.
- Housing 632,500 s.f.
- Retail & Professional Offices 173,500 s.f.
- Inn & Restaurant 75,000 s.f.

Total Building Area 1,331,700 s.f.

Total On-Site Parking up to 4,054 spaces

This alternative includes a looped roadway circulation system.

Alternative 3

- Marine Sales & Service* 117,900 s.f.
- Office 364,000 s.f.
- Housing 467,500 s.f.
- Retail & Professional Offices 163,400 s.f.
- Inn & Restaurant 75,000 s.f.

Total Building Area 1,187,800 s.f.

Total On-Site Parking up to 4,054 spaces

This alternative also retains an upgraded version of 13th Street within all of its existing right-of-way to serve as the primary transportation artery for the site.

*Not including boat yard or storage

No Action Alternative

Under the No Action Alternative, no new major non-marina related redevelopment activities described in the project proposed action would occur. Small scale, minor construction necessary for continued operation, maintenance and safety of existing leasehold users would occur as required by individual leases. The Port would also continue to implement major and minor marina related projects contained in its six-year capital improvements program through separate SEPA review processes as required.

Selection of a Preferred Alternative

The Port Commission has not yet selected a preferred alternative and will use the Final EIS to assist in making that decision.

SCOPING PROCESS

An EIS scoping process involves the public, as well as agencies and affected tribes, in defining what is to be examined through the EIS process. It helps narrow the focus of the EIS to significant environmental issues and eliminates those issues that are insignificant or not directly related to the proposal.

The State Environmental Policy Act (SEPA) process was formally initiated with the issuance of a Determination of Significance and request for comments on scope of the Draft EIS (scoping notice) on February 27, 2004. The Determination of Significance is included in Appendix A. The Determination of Significance was published in the *Everett Herald* and mailed to state and federal agencies, tribes, local jurisdictions and districts, property owners within 500 feet of the project site, community and special interest groups, and other interested private individuals and companies. Notice information was also provided on the Port's website. The comment period originally ended on March 29, 2004 but was extended for seven days to April 5, 2004, allowing a total of 37 days for comments to be prepared and submitted to the Port of Everett. A public meeting/open house was held at the Port of Everett's Marine View Reception and Conference Center on March 9, 2004.

The Port of Everett received a total of 42 written comment submittals (letters, emails, and returned comment forms) from the scoping notice and public meeting, and 18 oral comments summarized by Port staff at the public meeting. Of the commenters, 52 were individual citizens, one was a public agency and seven were interest groups or other organizations. Scoping comments will help focus the analysis in the Draft EIS. The public will have an opportunity to comment on the Draft EIS after it is issued in the summer of 2004.

SECTION 2. – SCOPING SUMMARY

EIS SCOPING SUMMARY

This scoping summary is organized by SEPA elements of the environment with a separate section on alternatives. The summary is not intended to identify every scoping comment or question that was asked about the project, but to provide an understanding of the types of comments and give a general sense of the numbers of commenters raising particular issues. The approximate number of commenters raising issues in each category is provided in parentheses following the category heading. This number is approximate, because some comments combined subjects.

Some of the comments are not within the Scope of the EIS. These are summarized separately near the end of this section of the report.

Earth Resources (6)

Comments on earth resources requested that the EIS evaluate the load bearing seismic stability hydrology and liquefaction potential of the hydraulic fill soils originally used to create the project site. They also requested that the EIS identify the quantity, quality, sources and methods of placement of additional fill materials that may be used to construct the project.

Air Resources (6)

Comments on air resources requested that the EIS evaluate the potential impacts of the project's increased density, traffic and boat repair operations on overall air quality and likelihood to generate annoying odors. They also requested that the EIS discuss controls on air emissions to be applied during construction and the Best Management Practices (BMPs) that would be established to control emissions from boat repair activities occurring in the new Craftsmen District. The EIS was also asked to provide information on the potential for low tidal cycles to generate natural odors that would adversely impact proposed residential use of the site.

Water Resources (5)

Comments on water resources focused on two areas. Several commenters requested that the EIS evaluate the potential surface water runoff impacts that would be generated by the project along with methods of collection, treatment (including phasing) and points of discharge. In addition, a request was made for the EIS to include a characterization of baseline water quality of the public waters surrounding the site.

The City of Everett also asked that the EIS provide flood-related information addressing the project's use of understructure parking and relationship to the site's water table. The City also requested that the EIS evaluate the project design method that would be used to flood proof structures near river improvements (docks, embankments, etc.).

Please also see the comments made on public water supply concerns that are contained in the **Public Services and Utilities** section of this report since they relate to the project's potential impacts on system storage capacity and distribution.

Plants and Animals (4)

Two of the comments specifically requested that the EIS include analysis of the project's potential impacts on listed endangered species in the form of a federally based Biological Evaluation (BE). The City of Everett asked that the BE include identification of potential mitigation measures. The other two comments only requested that the EIS address this element but did not include specific concerns.

Energy and Natural Resources (2)

These comments focused on four topics. First, they requested that the EIS include analysis of the degree to which the project will incorporate sustainable design features to encourage use of recycled materials, recycled water and passive energy/power. Second, they requested that the EIS provide comparative analysis of the impacts of streets and utilities routing on consumption of non-renewable fuels and materials used in construction and maintenance of infrastructure. Third, they asked that the EIS evaluate the efficiency of linkage between vehicle circulation, pedestrian paths and public transit. Finally, comments were made regarding the need for the EIS to address potential project impacts on views of scenic resources. Please also see the comments made on view impacts and aesthetics that are contained in the **Land and Shoreline Use** section, (Aesthetics subsection) of this report.

Environmental Health (5)

These comments focused on two of the three primary components of this element, noise and potential releases of toxic or hazardous materials.

Noise - With regard to noise they requested that the EIS include analysis of: (1) project construction noise; (2) Craftsmen District and dry boat storage operational noise related to existing and proposed residential use; (3) impacts on bluff top residents from increased project generated noise including traffic, especially during late night hours; (4) reflection of traffic and railroad noise off of new project

buildings towards top of bluff residents; and (5) use of appropriate mitigation measures consistent with the City/Port project development agreement.

Toxic and Hazardous Materials - The toxic/hazardous materials comments requested that the EIS evaluate: (1) the potential for the relocation of the existing boat repair facilities to allow release of existing pollutants from long-term boat yard activities; (2) potential contamination in the original site fill material along with methods of treatment/disposal; (3) other potential industrial/commercial contamination on-site with specific discussion of chromium contamination from Tri-Coatings spills; (4) use of appropriate BMPs to contain drifting spray and debris with the new Craftsmen District and (5) potential for possible sources of off-site toxic/hazardous materials releases (Naval Station, Kimberly Clark mill, railroad operations) to adversely impact the project.

Land and Shoreline Use (41)

A significant majority of comments related to this section (26), exclusively addressed the Historic and Cultural Preservation subsection. Several other comments were primarily focused on this particular subsection topic.

Relationship to Existing Land Use Plans – Several commenters requested that the project’s relationship to existing land use plans and site zoning and potential impacts on existing businesses and the surrounding community be evaluated by the EIS. An analysis by the EIS of comprehensive plan and Shoreline Master Program policies as they apply to the site’s Collins Building and original fire station was also requested. A more detailed description of the mix of proposed land uses was also requested. In addition, one commenter asked that the EIS include information about the public involvement process that was employed during the master planning process used to create the three action alternatives being considered. Finally, a comment was made requesting that the EIS compare the number of permanent jobs that would be created by the project, (including if only half the project is completed), with the number of permanent jobs that existed on the site in 2003.

Housing – A request was made for the EIS to analyze how the project’s proposed housing would address the region’s foreseeable housing needs as identified in the City of Everett’s most recent buildable lands inventory.

Light and Glare – Comments were received asking that the EIS provide information on how potential on and off-site residential light and glare impacts that could be created by the project will be mitigated by its proposed lighting design.

Aesthetics – The City requested that the EIS describe the design concepts for the various phases of the development. Related comments also asked for the EIS to explain what architectural design methods will be used to avoid the negative “big box” look that could potentially be created by the site’s larger buildings. Several

comments also addressed the need for the EIS to carefully evaluate the project's potential impacts on views from bluff top residential areas and Grand Avenue Park. Requests were also made for the EIS to describe how required view corridors through the project will be created and maintained. Finally, a request was made for the EIS to provide specific information on the potential view impacts of the project's large dry boat storage building including studying these potential impacts from various angles.

Recreation – Several comments related to the need for the EIS to analyze the adequacy of the project's proposed pedestrian walkways and public recreation spaces in satisfying the community's needs and the intent of the City's adopted recreation related plans and policies. Some of these comments also asked that the EIS provide information on how the permanency of these walkways and recreation spaces for public use will be assured. Other aspects of these comments also addressed the need for the EIS to provide more information on the amphitheater element, the project's potential to address other special community recreation needs and the recreation needs that will be generated by the project's own housing element.

Historic and Cultural Preservation – Most of the 36 comments that addressed this subsection focused primarily or exclusively on a desire for the project to preserve the Collins Building because of its historical value. Many of these comments specifically requested that the EIS include an additional alternative that would provide for preservation and adaptive reuse of the Collins Building. Additional aspects of these Collins Building comments asked that the EIS provide an analysis of the building's historical significance and its structural integrity. Several comments also requested that the EIS include an economic analysis of the feasibility of restoring and reusing the Collins Building. In addition, several commenters asked that the site's original fire station, (currently being used as a city fire history museum), be evaluated by the EIS for its historical significance and potential preservation in one of the project alternatives.

Transportation (15)

Transportation Systems – Many of the transportation related comments included a request for the EIS to describe and analyze how public transit service could be expanded between the project and the City's central business district and Everett Station in order to reduce traffic related impacts, and provide additional transportation choices. It was also requested that the EIS also include a description of the proposed on-site traffic circulation system and the potential for expanding offsite linkages for pedestrians and bicyclists to more safely and conveniently access the site. Identification in the EIS of any portions of existing City streets or other rights-of-way that may be vacated/leased/or used as open space was also requested.

Vehicular Traffic – Several comments were received regarding the need for the EIS to include a traffic study that analyzes the impacts of the project's additional vehicle traffic on the City's street network. This would include the need for additional traffic

control signals on West Marine View Drive and the adequacy of proposed mitigation measures.

Parking – Many of the transportation related comments addressed parking and asked for the EIS to include a parking use and demand study. These comments also requested that the EIS parking study evaluate and provide information regarding: the location and amount of guest/visitor and event overflow parking; locations of on-street parking; how retail/office parking will be segregated from residential and boater parking; boating related parking needs; and what type of parking management plan will be implemented.

Movement/Circulation of People or Goods – Previously noted comments in the Transportation Systems subsection of this section and the Recreation subsection of the **Land and Shoreline Use** section of this report have already addressed the need for the EIS to evaluate the adequacy of the project’s pedestrian walkway system including its connectivity to other offsite elements of the citywide walkway and bikeway system.

Traffic Hazards – Traffic hazards comments addressed two specific concerns. The first comment requested that the EIS evaluate the project’s potential for increasing existing vehicle and pedestrian safety problems at the intersection of West Marine View Drive and Alverson Boulevard and how such impacts could be mitigated. The second comment asked that the EIS describe how the project will make needed safety improvements to its abutting portion of the existing sidewalk and vehicle access points along West Marine View Drive.

Public Services and Utilities (8)

Public services and utilities related comments focused on several services categories.

Fire and Police – Comments were made regarding the need for the EIS to evaluate fire and emergency services response times to the project, taking into account the City’s proposed relocation of the site’s existing fire station and the need to protect the marina. The City of Everett’s comments also included detailed fire and life safety protection requirements that will need to be fully satisfied in the final design and construction of the EIS alternative that is eventually selected.

Schools – Several commenters requested that the EIS analyze the potential number of school age children that could result from construction of the project’s housing element. The EIS was also asked to provide information about school impact mitigation fees, school bus circulation and school bus stop locations that would serve the project.

Parks/Recreational Facilities – Comments were made regarding the need for the EIS to evaluate elimination of any existing park facilities and to provide specific

proposals for park replacement mitigation along with a description of new proposed park and recreation improvements. Please also see related comments contained in the Recreation sub-section of **Land and Shoreline Use** section of this report.

Water/Storm Water – Several commenters requested that the EIS evaluate the adequacy of the City’s water system to serve the project (both existing supply and anticipated demand, including fire flow requirements for fire protection). Please also see comments on storm water contained in the Water **Resources** section of this report.

Sewer/Solid Waste – The City of Everett requested that the EIS include an analysis of existing and proposed sewer capacity needed to serve the project including any impacts on nearby sewer lift stations. The City also commented that the EIS evaluation takes into account the need for certain project uses to provide wastewater pretreatment. Finally the City commented that the EIS should identify how solid waste/recycling facilities will be located to ensure adequate truck access.

Alternatives (25)

As previously noted in the Historic and Cultural Preservation subsection of the **Land and Shoreline Use** section of this report, many of the 35 comments that were made regarding the Collins Building, specifically requested that the EIS include evaluation of a project alternative that provides for its restoration and adaptive reuse.

Comments that Fall Outside the Scope of the EIS (2)

Two substantive comments were made regarding issues that fall outside the scope of the EIS for this project. The first issue they both addressed was their request that the EIS address the economic impacts of the project’s dry boat storage building potentially competing with similar types of existing private sector facilities in the region. State regulations governing the preparations of an EIS specifically state that economic competition issues are not required to be included in an EIS (WAC 197-11-448 (3)). In addition, the Port has already analyzed this issue as part of its North Marina redevelopment master planning process.

The second issue both comments addressed was their request that the EIS include an analysis of the potential impacts associated with conversion of approximately one acre of the existing 10th Street Boat Launch parking area for use as parking for the Port’s new 12th Street Marina. The potential environmental impacts associated with construction of the new 12th Street marina have already been evaluated under a separate SEPA review process conducted by the Port of Everett that included the issuance of a mitigated determination of non-significance (MDNS). The environmental issues it analyzed included the conversion of this Boat Launch parking

and the options being considered to mitigate for its loss as required by SEPA and State Interagency Committee for Outdoor Recreation grant requirements.

RESPONSES TO SCOPING COMMENTS

The EIS will provide responses to all of the comments received during the scoping process with the exception of those that fall outside of its scope. The findings of a series of technical studies that are needed for the design of the project and to ensure compliance with the Port's development agreement with the City of Everett will also be incorporated into the EIS. These studies will address most of the specific issues and concerns identified in the scoping comments received. These studies will include but not necessarily be limited to; geotechnical analysis, stormwater and water quality analysis, noise and air quality analysis, a biological evaluation addressing potential impacts to listed endangered species, additional view/scenic resources impact analysis, additional toxic/hazardous materials analysis, traffic and parking analysis and a utility system adequacy analysis. A more detailed project development phasing plan will also be generated for inclusion in the EIS. It will also include more specifics about the proposed dry stack boat storage building.

With regard to the numerous comments on alternatives, the Port will prepare an additional alternative for the Craftsmen District portion of the project that includes the preservation and adaptive reuse of the Collins Building.

SECTION 3. – NEXT STEPS

PREPARATION OF THE EIS

The Port of Everett and Everett Maritime L.L.C. will begin work on a SEPA Draft EIS. As explained in more detail in the previous section, the Draft EIS will respond to the scoping comments and describe how the issues raised were and were not addressed.

Following the release of the Draft EIS for public review and comment, a formal public hearing will be conducted. After the 30- to 45-day Draft EIS comment period is complete, the Port will consider all the information presented in the Draft EIS and comments received and produce the Final EIS. This document will respond to all comments received on the Draft EIS that fall within its scope. The Port must also comply with state and local-permitting requirements before construction may commence. Several opportunities for public notification and comment will occur during the permitting process.

Appendix A

DETERMINATION OF SIGNIFICANCE

AND REQUEST FOR COMMENTS ON SCOPE OF DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

PROPOSED PORT OF EVERETT NORTH MARINA REDEVELOPMENT

Notice: This notice announces that the Port of Everett has issued a Determination of Significance (DS) under the State Environmental Policy Act (SEPA) Rules Chapter 197-11 WAC and will prepare an Environmental Impact Statement (EIS) pursuant to the requirements of RCW 43.21C.

Description of proposal: The North Marina Redevelopment project is a multi-district, multi-phased master planned effort to create a totally new mixed-use development on the upland 65-acre portion of the North Marina in the City of Everett. This proposal covers upland redevelopment work. The intent of this project is to create a distinct, new mixed-use commercial, recreation and residential project that is pedestrian-oriented and takes full advantage of its attractive, waterfront setting. It is also intended to create a new, consolidated boat repair and services area to accommodate existing marina support business needs and future growth. Redevelopment will include a mix of marina support, retail, restaurant, hotel, office, residential and public recreational uses.

The Port will analyze three master plan alternatives that include a mix of uses in a different design and proportional arrangement. Each alternative will utilize the same set of six distinct districts to accommodate its version of the proposed new combination of mixed-uses. The six proposed districts are: a Craftsmen District, an Esplanade District, a West End District, a Captain's Walk District, a Wharf's Edge District and a Gateway District. A No Action alternative is also under consideration.

The total new building area for each of the five major land uses that would be developed under the three action alternatives would be within the following ranges:

| | |
|--|--|
| <u>Marine Sales & Service*</u> | 98,600 s.f. to 117,900 s.f. |
| <u>Office</u> | 339,500 s.f. to 385,000 s.f. |
| <u>Housing</u> | 467,500 s.f. (430 units) to 726,000 s.f. (660 units) |
| <u>Retail & Professional Offices</u> | 163,400 s.f. to 255,000 s.f. |
| <u>Inn & Restaurant</u> | 75,000 s.f. |
| <u>TOTAL BUILDING AREA</u> | 1,187,800 s.f. to 1,539,600 s.f.* |
| <u>TOTAL ON-SITE PARKING SPACES</u> | up to 4,054 spaces |

* Not including boat yard or storage

No Action Alternative

Under the No Action Alternative, no new major construction activities described in the proposed action would occur. Short-term minor construction necessary for continued operation of existing uses and facilities could be carried out as required. Port of Everett capital improvement projects to provide for improved public shoreline access and recreational marina enhancement would also continue to be implemented in accordance with its adopted capital improvements program (CIP).

Mitigation measures will be integrated into the proposal for all alternatives.

Proponent: Port of Everett, Washington

Location of proposal: The North Marina Redevelopment project area consists of approximately 65 acres of uplands, situated between 16th Street and the 10th Street Boat Launch area, extending west of West Marine View Drive to the Snohomish River. The project area is located in Section 18, Township 29 North, Range 5 East.

Lead agency:

- **State Environmental Policy Act (SEPA):** Port of Everett, Washington for the Environmental Impact Statement (EIS).

EIS Required. The lead agency has determined this proposal is likely to have a significant adverse impact on the environment. An environmental impact statement (EIS) is required under RCW 43.21C.030 (2)(c) and will be prepared. Documents indicating likely environmental impacts can be reviewed at The Port Administrative Office.

The lead agency has identified the following elements of the environment, as described in WAC 197-11-444, for discussion in the EIS:

Geology/Soils

- Soil stability and seismic safety design

Air

- Air quality impacts and potential mitigation measures

Water

- Surface water (stormwater)/ water quantity and quality and mitigation measures

Environmental Health

- Hazardous materials – cleanup of existing site hazardous materials
- Potential noise impacts during and post construction, and potential mitigation measures

Land and Shoreline Use

- Consistency with existing plans and policies
- Aesthetics – visual, light and glare impacts and potential mitigation measures
- Public access and recreation opportunities
- Relationship to land uses on adjacent properties

Transportation

- Vehicular traffic and parking

Public Services and Utilities

- Adequacy of utilities
- Fire and police services
- Parks and recreation

Scoping. Agencies, affected tribes, and members of the public are invited to comment on the scope of the EIS. You may comment on alternatives, mitigation measures, probable significant adverse impacts, and licenses or other approvals that may be required.

Materials indicating likely environmental impacts are available for public review at:

Port of Everett
2911 Bond Street, Ste 202
Everett, WA 98201

Comments on the scope of the EIS should be written and sent to:

Graham E. Anderson, Senior Planner
Port of Everett
2911 Bond Street, Ste 202
Everett, WA 98201
(425) 388-0703

Comments may also be provided at a public scoping meeting to be held:

Tuesday, March 9, 2004, 6:00 pm – 8:00 pm (Open House starts at 5:30pm)
Marine View Conference Center (The former Everett Yacht Club Building)
14th Street Marina (404 14th Street)
Everett, WA 98201

This public meeting is wheelchair accessible, and reasonable accommodations for individuals with disabilities are available upon request by calling Graham Anderson at (425) 388-0703 at least 48 hours before the meeting.

ALL COMMENTS MUST BE SUBMITTED BY 5:00 PM, March 29, 2004

SEPA Responsible official: Ed Paskovskis, Deputy Executive Director
Port of Everett
PO Box 538
Everett, WA 98206

Date: February 27, 2004 Signature: Original Signature On File

There is no agency appeal.

DISTRIBUTION LIST

Federal Agencies

- US Army Corps of Engineers
- National Marine Fisheries Service
- US Natural Resource Conservation
- US Environmental Protection Agency
- US Fish and Wildlife Service
- US Coast Guard
- Naval Station Everett

State Agencies

- Energy Facility Site Evaluation Council (EFSEC)
- WS Dept. of Agriculture
- WS Dept. of Community Development
- WS Dept. of Ecology
- WS Dept. of Fish and Wildlife
- WS Dept. of Health
- WS Dept. of Natural Resources
- WS Dept. of Social and Health Services
- WS Dept. of Transportation
- WS Governor's Office
- WS Office of Archaeology and Historic Preservation
- WS Parks and Recreation Commission

Tribes

- The Tulalip Tribes
- Suquamish Tribes

Regional Agencies and Interest Groups

- Puget Sound Water Quality Action Team
- Puget Sound Clean Air Agency
- The Boeing Company
- Burlington Northern Santa Fe Railroad
- Regional Transit Authority: Sound Transit
- Community Transit
- Everett Transit
- Northwest Everett Neighborhood Association
- Port Gardner Neighborhood Association
- Bayside Neighborhood Organization

- Seiner's Association
- Milltown Sailing Association
- Everett Yacht Club
- Navy Yacht Club
- ILWU
- Pacific Northwest Council of Carpenters
- WA State Assoc/U A – Plumbers and Steamfitters
- Puget Soundkeeper Alliance
- Pilchuck Audubon Society
- Everett Shorelines Coalition
- Economic Development Council of Snohomish County
- Everett Area Chamber of Commerce
- Private companies and other parties

City and County Agencies and Utilities

- City of Everett – Planning and Community Development Dept.
- City of Everett – Office of Neighborhoods
- City of Marysville
- City of Mukilteo
- Snohomish County Planning and Development Services Dept.
- Snohomish County PUD No. 1
- Snohomish County Dept of Public Works
- Snohomish Health District
- Snohomish County Parks and Recreation Department
- Puget Sound Energy
- Verizon

Newspapers

- The Herald
- Snohomish County Tribune
- Seattle Times – North Bureau
- Seattle PI
- Daily Journal of Commerce
- Snohomish County Business Journal
- The Mukilteo Beacon

Libraries

- Everett Public Library