



PORT OF EVERETT
NORTH MARINA REDEVELOPMENT PROJECT
EXPANDED SEPA EIS SCOPING SUMMARY

November 12, 2004

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Note: Copies of all received written scoping comments and a summary of all public meeting oral scoping comments from both the original and expanded portions of the scoping process 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 Everett Maritime LLC, a development entity of Maritime Trust Company, 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 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.

Expanded Scoping Process – Alternative 4

The majority of comments received during the original scoping process that was completed in May of this year, asked for the inclusion of a fourth alternative in the EIS that would preserve and reuse the Collins Building as part of the redevelopment project. In response, the Port and the Maritime Trust Company developed Alternative 4. This alternative would preserve and adaptively reuse the Collins Building within the project's Craftsmen District. Alternative 4 would not change the mix and total square footage of uses, amenities, circulation system and block patterns outside of the Craftsmen District in any of the other alternatives. It is intended to be compatible with each of them. Selection of Alternative 4 would allow selection of any of the original action alternatives or a new hybrid alternative. It could be combined with the ultimately selected Preferred Alternative and replace the original version of the Craftsmen District included in each of the three alternatives that does not include preservation of the Collins Building. Three different development scenarios for reuse of the Collins Building will be analyzed by this alternative and at least seven analytical elements will be used to assess the feasibility of these development options. Please see Appendix D for a more detailed description of Alternative 4 including these scenarios and analytical elements.

The total new building area for each of the five major land uses that would be developed within each alternative is described in attached Table 1. 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.

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. Some gradual infill of underutilized areas with currently allowed uses would also occur over time. The Port would also continue to implement major and minor marina related projects contained in its five-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.

Original Scoping Process

The State Environmental Policy Act (SEPA) review 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. These scoping comments are being used to help focus the analysis in the Draft EIS.

Expanded Scoping Process

In the fall of 2004 the Port decided to carry out an optional expanded scoping process consistent with the provisions of WAC 197-11-410. There were two primary reasons for this action. The first reason was based on a desire by the Port and the Maritime Trust Company to formally present a set of site planning revisions to Alternative 1 and gather community feedback for use in preparing the Draft EIS. These site plan revisions responded to comments provided by the public during the original scoping process regarding internal site circulation and parking concerns. The second primary reason was to present the approach that will be used to create a fourth site redevelopment alternative that would preserve and adaptively reuse the Collins Building as part of the Craftsmen District. This was in response to the large proportion of the comments received during the original scoping process that supported preservation of this building as part of the site redevelopment.

Notification very similar to the version described above for the original scoping process was used for the expanded scoping process. An expanded scoping public meeting was held by the Port of Everett at the Marine View Reception and Conference Center on October 7, 2004. The written comment period was continued until October 11, 2004.

The Port of Everett received 20 written comments (letters, emails, and returned comment forms) during the expanded scoping process and 21 verbal comments summarized by Port staff at the public meeting. These comments provided input on several environmental elements that will be included in the Draft EIS. They also have assisted the Port in refining the three different scenarios for retaining and adaptively reusing the Collins Building that will be evaluated in Alternative 4. In addition, they were useful in confirming that the appropriate analytical elements will be used.

SECTION 2. – COMBINED 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. Comments were also made during the **expanded scoping process** regarding the need to audio record comments during public scoping meetings and provide a longer written comment period and asking who are the target constituents for the project.

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 original scoping)

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 original scoping)

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 original scoping)

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 original scoping)

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 original scoping)

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 original scoping) (2 expanded scoping)

The **original scoping process** comments focused on two of the three primary components of this element, noise and potential releases of toxic or hazardous materials. The **expanded scoping process** comments requested that the EIS provide sufficient information regarding proposed capping of contaminated site soils at specific locations within the project.

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 original scoping) (31 expanded scoping)

A significant majority of the **original scoping process** comments related to this section (26) exclusively addressed the Historic and Cultural Preservation subsection. A majority of the **expanded scoping process** comments (16) also exclusively addressed the Historic and Cultural Preservation subsection. Several other comments in both the original and expanded scoping process were primarily focused on this particular subsection topic.

Relationship to Existing Land Use Plans – Several commenters in the **original scoping process** 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. Several comments in the **expanded scoping process** addressed the importance of the proposed Craftsmen District and questioned whether the preservation of the Collins Building would be compatible with it. Another comment asked for the rationale including revenue analysis, supporting the proposed size and

location of key Craftsmen District elements. It also questioned the demand for proposed retail space within the project.

Housing – A request was made in the **original scoping process** 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. A comment was made in the **expanded scoping process** regarding the need for the EIS to provide information about the market demand, proposed mix and price range of the proposed housing.

Light and Glare – Comments were received in the **original scoping process** 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 – In the **original scoping process**, 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. Several comments were made in the **expanded scoping process** asking whether refinements to any of the Alternatives including the proposed capping of contaminated soils in various locations would result in the need to increase proposed building heights.

Recreation – Several **original scoping process** 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. One comment was made in the **expanded scoping process** asking whether the residential homeowners association would be able to limit the public’s access to project recreation and open space areas. Another comment was made asking whether the project would provide a boat rental facility for sports fishermen.

Historic and Cultural Preservation – Most of the **original scoping process** 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. Nearly all of the **expanded scoping process** comments also focused on the need to preserve the Collins Building. Many addressed related issues such as the need for seismic studies, and that it should be a destination of the "Historical District". Some of these comments also expressed desire for significant public uses such as a farmers market, museum, and/or concert space to be included in its reuse. One comment did not want the EIS to discuss potential mitigation measures related to the possible demolition of the Collins Building. Other comments wanted the EIS to discuss the timing implications of the Ameron lease for preservation of the Collins Building. There was also a comment made stating that the project has not established any linkage to the site's history of commercial fishing. A comment was made that asked if the historic Weyerhaeuser Building located outside the project boundaries will be protected.

Transportation (15 original scoping) (9 expanded scoping)

Transportation Systems – Many of the **original scoping process** 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 during the **original scoping process** 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. One **expanded scoping process** comment was received questioning whether West Marine View Drive would need to be widened as a result of the project.

Parking – Many of the transportation related comments during the **original scoping process** 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. Additional parking related comments were made during the **expanded scoping process** regarding the need to maximize the amount of under-structure parking and provide enough parking to meet the needs of the diverse groups using the marina. A comment was also made suggesting that an internal circulator bus be used to eliminate the need for parking at the project's west end.

Movement/Circulation of People or Goods – Previously noted **original scoping process** 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. This includes its connectivity to other offsite elements of the citywide walkway and bikeway system. Additional **expanded scoping comments** were also made regarding the need to consider a future pedestrian bridge connection to the adjoining North Everett residential area and how far people will have to walk to shop in the completed project.

Traffic Hazards – **Original Scoping Comments** on traffic hazards 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 original scoping)

Public services and utilities related **original scoping process** 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 original scoping)

As previously noted in the Historic and Cultural Preservation subsection of the **Land and Shoreline Use** section of this report, many of the 35 **original scoping process** 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 original scoping)

Two **original scoping process** 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 both portions of 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 and overall design of the Craftsmen District.

With regard to the numerous comments on alternatives, as already explained in the previous portions of this report, the Port will prepare an additional alternative (Alternative 4) for the Craftsmen District portion of the project that includes the preservation and adaptive reuse of the Collins Building. The expanded scoping process has provided a considerable number of useful comments to assist in developing this alternative in a manner that responds to the concerns of the community.

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 both the original and expanded scoping comments and describe how the issues raised within its scope were 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.

TABLE 1

DESCRIPTION OF NORTH MARINA REDEVELOPMENT ALTERNATIVES

	Marine Sales & Service*	Office	Housing	Retail & Prof. Office	Inn & Restaurant	Special Features**	Total Bldg Area****
Alt 1	98,600	385,000	726,000	255,000	75,000	Includes a formal grid system of eight neighborhood scale blocks in center of the site and a new fully looped roadway system	1,539,600
Alt 2	111,200	339,500	632,500	173,500	75,000	Includes a looped roadway system	1,331,700
Alt 3	117,900	364,000	467,500	163,400	75,000	Retains an improved 13th Street as primary site roadway artery	1,187,800
Alt 4	Up to 177,900	***	***	***	***	Preserves and adaptively reuses the Collins Building as part of the Craftsmen District and can be incorporated into any of the other Alternatives	****

* Not including boat yard or dry boat storage

** Total on-site parking up to 4,054 spaces.

*** Same as the Preferred Alternative that will be selected from Alternatives 1, 2 or 3 or a hybrid version of these Alternatives

**** Same as the Preferred Alternative plus up to an additional 60,000 square feet of renovated Collins Building space

***** All building areas are in square feet

North Marina Redevelopment Expanded Scoping

Public Comments

Date	Type	Name	Address	Comment Summary
7-Oct-04	verbal	Ken Taylor (1st of 2 comments)	1410 Grand Ave., Everett, WA 98201	Are changes to the PDO expected? Will the alternatives fall within the existing PDO framework?
7-Oct-04	verbal/written	Vicki Rosenau (individually, as a member of the Alliance to Save the Collins Building)	2307 Maple, Everett, WA 98201	Port has known since 2001 that the Collins Building is eligible for inclusion on National Register. Port had no plans other than to demolish the building. Hope to persuade the Port that the building can be a viable part of the project. It is an irreplaceable link to Milltown past.
7-Oct-04	verbal	Elle Ray (1st of 3 comments)	2132 Grand Ave., Everett, WA 98201	Doesn't want to discuss mitigation within the EIS. The intent should be to leave building in place.
7-Oct-04	verbal	Faith Lumsden	3409 Grand Ave., Everett, WA 98201	Keep the Collins Building in Craftsmen District and utilize it. Discuss in DEIS the realities of the Ameron Lease and timing. Understands that tearing the building down and mitigation is on the table. Would like to have a second meeting in November to look at possible mitigation. Other issues should be considered: parking, amphitheater, phasing plan, other historic structures.
7-Oct-04	verbal	Valerie Steel	2521 Grand Ave., Everett, WA 98201	Concerned about a wedge being driven between different factions. Suggests that the Port facilitate a meeting between the Craftsmen and Alliance
7-Oct-04	verbal	John Lindstrom (1st of 2 comments)	1211 Rucker Ave., Everett, WA 98201	Under-structure parking should be maximized. Analyze how far people will have to walk in order to shop. Provide an internal circulator bus- avoid having to park at west end.
7-Oct-04	verbal	David Mascarenas	517 Laurel Dr., Everett, WA 98201	Would Scenario C only save part of the building?
7-Oct-04	verbal	Elle Ray (2nd of 3 comments)	2132 Grand Ave, Everett, WA 98201	Who does the Commission believe are the constituents for redevelopment? What is the target community?
7-Oct-04	verbal	Ed Morrow	646 Alverson Blvd, Everett, WA 98201	Is an advocate for a Farmer's Market. Please save the Collins Building.
7-Oct-04	verbal	Jack O'Donnell	3329 Grand Ave., Everett, WA 98201	Is in favor of keeping the Collins Building. North/south interior streets to be named.
7-Oct-04	verbal	Dick Brigham	923 Hoyt Ave., Everett, WA 98201	What is the market for housing? What is the mix of housing and what is the range of expected prices?
7-Oct-04	verbal	Fred Jahns, Quality Seafoods	1520 W. Marine View Dr. Everett, WA 98201	Sees no link to the historic fishing business.
7-Oct-04	verbal	Barbara Birman	1500 Grand Ave., Everett, WA 98201	Will there be any changes in approved building heights?
7-Oct-04	verbal	Diane Rodgers	301 Avenue C, Snohomish, WA 98290	Interested in trail connections for pedestrians. Will there be public access from Legion Park so that one could walk to the site? Will there be a bridge from the bluff to the site?
7-Oct-04	verbal	Elle Ray (3rd of 3 comments)	2132 Grand Ave, Everett, WA 98201	Re-establish the connection to the historic waterfront. Keep the Collins Building and add an evaluation criteria for "quality of life".

7-Oct-04	verbal	Annie Lyman	929 Hoyt Ave, Everett, WA 98201	Does each residential unit get a marina berth? Why so many marina slips?
7-Oct-04	verbal	Ken Taylor (2nd of 2 comments)	1410 Grand Ave., Everett, WA 98201	Soil remediation cap- how will that affect the established building heights in the PDO?
7-Oct-04	verbal	John Lindstrom (2nd of 2comments)	1211 Rucker Ave., Everett, WA 98201	A bridge to the North End should be provided at 10th Street or 14th Street. At least plan for a bridge in the future.
7-Oct-04	verbal	Shirley Small	4119 Grand Ave., Everett, WA 98203	Include boat rental facility in the project for sports fishermen
7-Oct-04	verbal	Peggy Toepel	PO Box 13288 Everett, WA 98206	The Collins Building is unique to Everett and not available elsewhere. It is a link to Everett's history.
7-Oct-04	verbal	Speaker not Identified		Marine View Drive should be widened due to the number of additional residential units
7-Oct-04	written	Walter Selden	424 Laurel Drive Everett, WA 98201	Among any number of issues, nothing has been said about the relationship or role of BNSF. How will they participate and who will be pressing them?
7-Oct-04	written	Leonard Stobbe	704 106th PL SW Everett, WA 98204	Everett has had a history of letting its treasures slip away. Keep the Collins Building as a link to the Milltown past. A combination of Scenarios A and B would be good- offices, restaurant, book store, art gallery, and maritime/milltown museum.
7-Oct-04	written	Dick Brigham	923 Hoyt Ave., Everett, WA 98201	Consider mixing residential, retail, and office uses. Have apts above shops and businesses. Save the Collins Building.
7-Oct-04	written	Sally Brigham	923 Hoyt Ave., Everett, WA 98201	Save the Collins Building to maintain important connection to the past. How can the Port insure that this development will welcome all Everett citizens, not just those that own yachts.
7-Oct-04	written	Margaret Lyman	929 Hoyt Ave., Everett, WA 98201	Public interest indicates a need to save the Collins Building- leaving it in its current location. Marine businesses and ASCB should named to discuss possible accommodations that benefit both parties. Concerned about new condo residents- will homeowners association limit public access with gates and fences?
7-Oct-04	written	Lois Briscoe Kimball	1228 Grand Ave., Everett, WA 98201	Supports preservation of the Collins Building in its present location. The success of the Farmers' Market and the Parks Dept. Summer Concert series shows that the public will come to the area.
8-Oct-04	email	Kim Ratliff	kratliff@get.net	Concerned with potential for parking problems, specifically a lack of sufficient parking for all of the diverse groups using the marina. This should be addressed in the EIS.

11-Oct-04	email	Lauren Bivins	Hbmarine@megapathdsl.net	The Collins Building will be a burden on the craftsman district because it will hinder movement of vessels, the cost of repairing it will take away from the project, uses of the building will be incompatible with surrounding uses, and it removes space from the district's footprint. The Craftsmen District space is already marginal in size and does not allow for future expansion.
11-Oct-04	email	Dan Hatch	bsdan2000@yahoo.com	The Craftsman's District should be for boat repair, sales, retail, and light industrial use. The Collins Building does not fit this character and limited space would cause parking problems if the building was kept for other uses. Build a state of the art marina and provide much needed marina services.
11-Oct-04	written	Debbie McCoy	1226 Rucker Ave., Everett, WA 98201	Concerned with 1) building heights causing houses on bluff to lose views and thus decreasing property values; 2) overbuilding of area that provides moorage for boats; 3) wants to see Collins Building preserved. Public access from 14th Street would draw many people from the North End who love to walk.
11-Oct-04	written	Ed Morrow	646 Alverson Blvd., Everett, WA 98201	Farmers Market survey results. The Collins Building area would be a perfect match for the market to increase vendors and increase the market's success. The market would be a real plus for new residents living on Port property.
11-Oct-04	email	Jeff LaLone, Bayside Marine	everett.baysideoffice@verizon.net	The Craftsmen's District was to be designed to be the marina support center of the Port of Everett, which has the second largest marina on the west coast. Has eight points of concern about leaving the Collins Building in its current location.
11-Oct-04	written	John Lindstrom	1211 Rucker Ave., Everett, WA 98201	Favors saving the Collins Building. Provided sketches to supplement previous verbal comments.
11-Oct-04	written	Valerie Steel	2521 Grand Ave., Everett, WA 98201	Supports No. Marina Redevelopment, but has concerns: 1) What is the "design and entitlement process"? 2) When will the requested Port-sponsored meeting be? 3) The meeting should have been audio recorded. 4) The Port should acknowledge the Collins Building's eligibility for historic listing according to WAC. 5) 5-day comment period was too short. 6) What are the contaminated areas and how could views be preserved? 7) Plan doesn't include all Port owned property. 8) What is the basis of the proposed size of the Marine Sales and Services and is the location appropriate? 9) Was a revenue analysis conducted? 10) There is a lack of demand for retail space. 11) The Collins Building should be a destination of the "Historical District". 12) Will the historic Weyerhaeuser Building being protected? 13) The Collins Building should be preserved.

11-Oct-04	written	Vicki Rosenau	2307 Maple Ave., Everett, WA 98201	Main points/questions: 1) Alternative #4 shows much underutilized area around the Collins Building that can be used for office and retail. 2) Isn't the property being leased to Ameron? 3) Proposes locating district in area near Scuttlebutts. 4) The Collins Building is unique and will serve as a draw to the area. 5) A seismic study should be conducted. 6) Why were mitigation issues raised without discussing it with the Alliance first? 7) Exact comments should have been recorded at the meeting.
11-Oct-04	email	Dean Sevon	popmar@verizon.net	Save the Collins Building, as is, where is. It can be converted to a variety of uses and become the focal point for the Everett Waterfront.
11-Oct-04	email	Faith Lumsden	faithlumsdeninc.com	Phasing and Ameron questions. Would like to see layout of Craftsmen District uses along W. Marine View Drive. DEIS should be more clear about capping the containment portions of the site. Agrees that discussion about potential mitigation is necessary. Hope that the ASCB will have an opportunity to provide input before DEIS is published.
11-Oct-04	email	Leo Walton	docklife@earthlink.net	Keeping the Collins Building is a must. Get creative with possible uses in the building. Stick to the agreement regarding the view plane.
11-Oct-04	written	Seta Sakkal	1716 West Marine Dr., Everett, WA 98201	Wants to keep the Collins Building as a valuable landmark since it represents part of Everett's history. Proposes to put a museum or gallery in the building.



Notice of Public Meeting

You are invited to attend a public meeting of the Port of Everett's North Marina Redevelopment project. The Port has issued a Determination of Significance (DS), will be preparing an Environmental Impact Statement (EIS), and requests your comments.

Redevelopment of the North Marina will include a mix of marina support, retail, restaurant, hotel, office, and residential and public recreational uses, included in six proposed districts contained in each of the master plan alternatives. Agencies, affected tribes, and members of the public are invited to comment on the scope of the EIS.

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

A copy of the DS will be available for your review at the public meeting. The comment period on the EIS scoping ends on March 29, 2004. If you are unable to attend the public meeting but would like to provide comments, please contact Graham Anderson, Senior Planner, at (425) 388-0703.

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.

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



North Marina Redevelopment

Expanded Scoping

Public Meeting

Date: October 7, 2004

Time: 6:00 – 7:30 pm

Place: Marine View Conference Center
(Formerly Everett Yacht Club Bldg.)
404 14th Street
Everett, WA

Preliminary Agenda

- Presentation by Port/MTC Staff (6:00-6:30 PM)
- Public Comments and Questions (6:30-7:15 PM)
- Summary and Outline Next Steps (7:15-7:30PM)

CONTACT

INFORMATION: For questions or comments contact
Graham Anderson, Senior Planner
Port of Everett, (425) 388-0703

ADDITIONAL

INFORMATION: Handicap-accessible at front entrance.

PORT OF EVERETT - NORTH MARINA REDEVELOPMENT DRAFT EIS

DESCRIPTION OF ALTERNATIVES

Alternative 4 – Collins Building Adaptive Reuse within the Craftsmen District

Alternative 4 would include the retention and adaptive reuse of the historic Collins Building within the project's Craftsmen District. The mix and total square footage of uses, amenities, circulation system and block patterns outside of the Craftsmen District would be virtually identical to other Alternatives. The range and quantity of Craftsmen District uses would also be very similar those included in the other Alternatives. However, the Craftsmen District would be redesigned to accommodate a renovated Collins Building. Consequently, its 60,000 square feet of usable space would be retained and added to the 98,600 s.f. to 117,900 s.f. of new space originally proposed for this district. Space in the renovated Collins Building used by Craftsmen District related businesses could offset the need to provide some of the proposed new building space in this district. The redesign of the Craftsmen District would also be intended to maximize the ability of the Collins Building to function as an integral part of this district and accommodate some of its boat repair or other boating related businesses.

Three different scenarios for retention and adaptive reuse of the Collins Building were evaluated in this Alternative. These scenarios are described as follows:

Scenario A: Community Oriented Use

Under this scenario the Collins Building would remain in its present location. It would be renovated to a utility grade, minimum habitable standard. This would allow it to be used for community oriented uses. These uses could include but not be limited to farmers market, arts fair/gallery space, museum/bookstore, foundation offices, public meeting rooms and upper floor live/work studios. This scenario would also accommodate a limited amount of compatible uses from Scenarios B and C including an attractive public gathering space.

Scenario B: Market Rate Commercial Use

Under this scenario the Collins Building would remain in its present location. It would be renovated to a Class B office/retail/restaurant standard. This would allow it to be used for a range of market rate commercial uses. These uses could include professional offices, retail shops, personal services, and restaurants as well as a limited amount of uses from Scenarios A and C including an attractive public gathering space.

Scenario C: Craftsmen District Businesses Use

Under this scenario the Collins Building would remain in its present location. It would be renovated to a standard equivalent to other new Craftsmen District space. This would allow it to be used for a variety of Craftsmen District uses; marine retail/warehouse, and storage lockers, as well as some other compatible uses from Scenarios A and B including an attractive public gathering space.

Alternative 4 Scenarios - Analytical Elements

The following analytical elements have been developed and evaluated to assess the feasibility of these three Alternative 4 scenarios.

1. Site plan of Craftsmen District with Collins Building and associated parking
2. Renovation plans to Scenario A (minimum habitable), Scenario B (Class B office/retail), and Scenario C (Craftsmen District equivalent) standards.
3. Construction cost and operation, insurance and maintenance analysis
4. Revenue analysis for Scenario A (with public subsidy component), Scenario B, and Scenario C (with market space absorption rate)
5. Historic preservation tax benefits and code compliance relief to be applied
6. Craftsmen District jobs-uses displacement and new Craftsmen District and/or other jobs-uses created analysis
7. State and federal historic properties preservation and renovation guidelines – compliance feasibility