WATERFRONT PLACE CENTRAL MIXED USE REDEVELOPMENT PROJECT

View Impact Analysis - Summary Narrative

The view impact analysis conducted for the Waterfront Place Central mixed-use redevelopment project proposal was prepared by the Design Visualization division of the Parsons Brinkerhoff consulting firm. This same firm prepared the visual impact analysis the Port Gardner Wharf (North Marina) redevelopment project proposal approved by the Everett City Council in 2005. The same view impact analysis methodology was used for both proposals. The new visual impact analysis provides a comparison of the visual impacts of the current Waterfront Place Central proposal with those generated by the approved 2005 Port Gardner Wharf redevelopment plan.

Basic Methodology

Step 1 – Site Photography: Photography of the project site from three key locations along the bluff overlooking the site (please refer to the site aerial photo reference map). The locations, camera lenses, and focal lengths are documented.

Step 2 – Data Collection: Collect the survey, site and building information. This was taken from several sources such as:

- Geographic information systems (GIS) data for existing buildings and site layout
- Engineering drawings of the roads, sidewalks, and infrastructure
- Two-dimensional architectural Computer Aided Drafting and Design (CADD) data of the building structures (in the case of the 2005 Port Gardner Wharf design)
- Three-dimensional Sketch-up models (in the case of the 2014 Waterfront Place design)

Step 3 – 3D Computer Model: Based on the CADD plan drawings and/or Sketch-up models, an accurate three-dimensional computer model with volumetric shapes at the correct heights is built. For the buildings in the foreground, additional architectural details and suggestive finishes are included. Road and sidewalk details and the basic landscape are also added per plan.

Step 4 – View Matching: For each photograph, the two-dimensional CADD data of the existing condition is imported. The software used allows the location, camera lens, focal length and height to be entered as a starting point. The computer data is then matched to existing buildings and landmarks. Once the existing data is accurately aligned, the new proposed elements are imported as an individual layer on top of the existing data.

Step 5 – Lighting and Retouching of Photographs: The light source is matched for the time of day and longitude/latitude location of the site. The 3D model is rendered and composited onto the original photography with foreground and background elements properly masked.

Comparison of Waterfront Place Central and Port Gardner Wharf View Impacts (based on the visual impact analysis images prepared by Parsons Brinkerhoff in 2005 and 2014)

The North Marina Redevelopment Project (NMRP) Final Environmental Impact Statement (FEIS) included a detailed visual impact analysis for a very similar mix of 45- to 65-foot-high mixed-use buildings compared to those proposed in the current Waterfront Place Central project. They were also to be located on very similar portions of the site in its tallest buildings site plan alternative (sub-Alternative 1B). The 2014 visual impact analysis prepared for the current proposal uses the same 2005 analysis view point locations, methodology, and consultants as described above. The only discernible differences between the taller building footprints and heights in the 2005 redevelopment plan Alternative 1B with those in the current Waterfront Place proposal involve: (1) a small shift of the building footprints for some of the central core 55- and 65-foot-high buildings in the current proposal 80 feet north of the footprints for the same height buildings in the original 2005 proposal, (2) a small shift of the building footprints for some of the 45-foot-height buildings in the current proposal approximately 50 to 100 feet closer to the Central Marina shoreline, and (3) a small reduction in the 45-foot height zone designated area adjacent to West Marine View Drive at the southeast corner of the site in the current proposal. Please also refer to Sheet 2.4, Height Zones, in Attachment B of the current proposal's Environmental Checklist for a more detailed comparison of the existing 2005 site plan height zone map with the proposed 2014 site plan height zone map.

The current proposal removes the 13th Street view corridor provided by the three 2005 redevelopment site plan alternatives. However, the 2005 redevelopment plan alternative plan eventually selected for implementation (sub Alternative 1B), raised the elevation of the central 10-acre portion of the site by 10 to 15 feet to provide for extensive understructure parking. This multi-acre raised area included the full width of the proposed 80-foot wide 13th Street view corridor for most of its more than 800 foot length. This added height increase combined with the new trees and landscaping proposed for the parking structure roof terrace in this view corridor would have obstructed all views of the Snohomish River Channel for motorists, cyclists and pedestrians using West Marine View Drive and the initial gateway portion of 13th Street in the project site.

As shown by Figure 5-10 in Chapter 5.4 Visual Quality of the NMRP 2005 FEIS, mature 35-foot-high landscape trees located on the 10- to 15-foot-high raised 13th Street View Corridor parking structure podium would also obstruct much of the narrow slot view of the Snohomish River Channel and Jetty Island for the limited number of Grand Avenue residents whose homes align with that view corridor. The new view analysis conducted for the current proposal also confirms (see images attached) the current proposal will not create any additional significant obstruction of the extensive water, mountain, island, peninsula, and territorial views currently enjoyed by existing bluff residents, compared to the 2005 redevelopment plan preferred alternative. In fact, these view analysis images confirm that the current proposal will provide a slight net reduction in the obstruction of views of the Central Docks portion of the marina compared to the 2005 redevelopment plan preferred alternative, from the 12th Street and 13th Street bluff viewpoints.

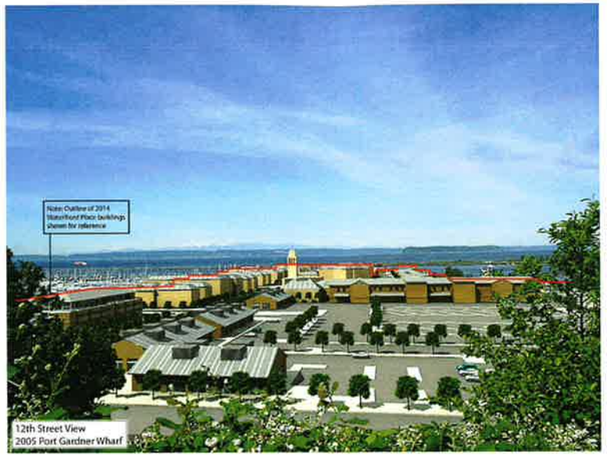
The NMRP 2005 FEIS identified a variety of viewer groups that would be affected by site redevelopment for this proposed project also known as the Port Gardner Wharf project when it was finally approved by the Everett City Council at the end of 2005. These viewer groups included residents near the project site, motorists, cyclists, and pedestrians using adjoining portions of West Marine View Drive as well as project visitors, businesses, employees, boaters, and future residents. The FEIS concluded that most viewers would likely perceive the change from an older, unorganized industrial and boat repair area to a revitalized mixed-use urban community as a positive change and visual improvement. It noted that that many new project residents would have extensive water, mountain, island, peninsula and/or territorial views and that all other user groups of the completed project would have similar views from many site locations including its entire site perimeter. The current Waterfront Place Central proposal is anticipated to create a very similar positive change and visual improvement for the entire site.

Based on the 2005 visual analysis prepared by Parsons Brinkerhoff, the FEIS also concluded that new larger buildings in the 2005 approved site redevelopment plan would obstruct small portions of the near shore views of the North Marina (now renamed Central Docks) marina basin, 12th Street Waterway (now renamed North Docks) and/or Snohomish River Channel for existing residents located east of the site.

Consistent with the 2005 approved site redevelopment plan, the easternmost 45-foot-height, 55-foot-height, and 65-foot-height buildings in the current proposal would be located approximately 300 feet, 900 feet and 1,200 feet west, respectively, of the closest single family residences located on Grand Avenue. These distances will significantly aid in minimizing any potential view obstruction to a very small percentage (well under 10 percent) of the total water, mountain, island, and peninsula view from any potentially affected nearby residence. This conclusion is supported by the new view analysis images prepared by Parsons Brinkerhoff in 2014, which are attached to this summary narrative.

This is also consistent with the 2005 plan's FEIS analysis that the tallest buildings in the 2005 preferred site plan alternative would obstruct only a very small percentage of the broad expanse of the westward water, mountain, island, peninsula and territorial views currently enjoyed by many residents located east of the site. Moreover, this very small percentage obstruction calculation did not include the significant amount of these residents' additional broad expanse of northwestern water, mountain, island, and peninsula view area on the north side of the site that would not be impacted at all by the 2005 project proposal or the current proposal.

These 2014 view impact analysis images also confirm that there is a very substantial similarity between the current proposal's height zone map and mix of same height tall buildings and the height zone map and building mix contained in the existing approved 2005 site plan highest-density alternative (sub-Alternative 1B). For all of the previously cited reasons, the current Waterfront Place Central proposal is not anticipated to create any view obstructions or other adverse visual impacts more significant or noticeably different than those already identified and evaluated by the NMRP 2005 FEIS or by the 2014 visual impact analysis prepared by Parsons Brinkerhoff.



VIEW ANALYSIS

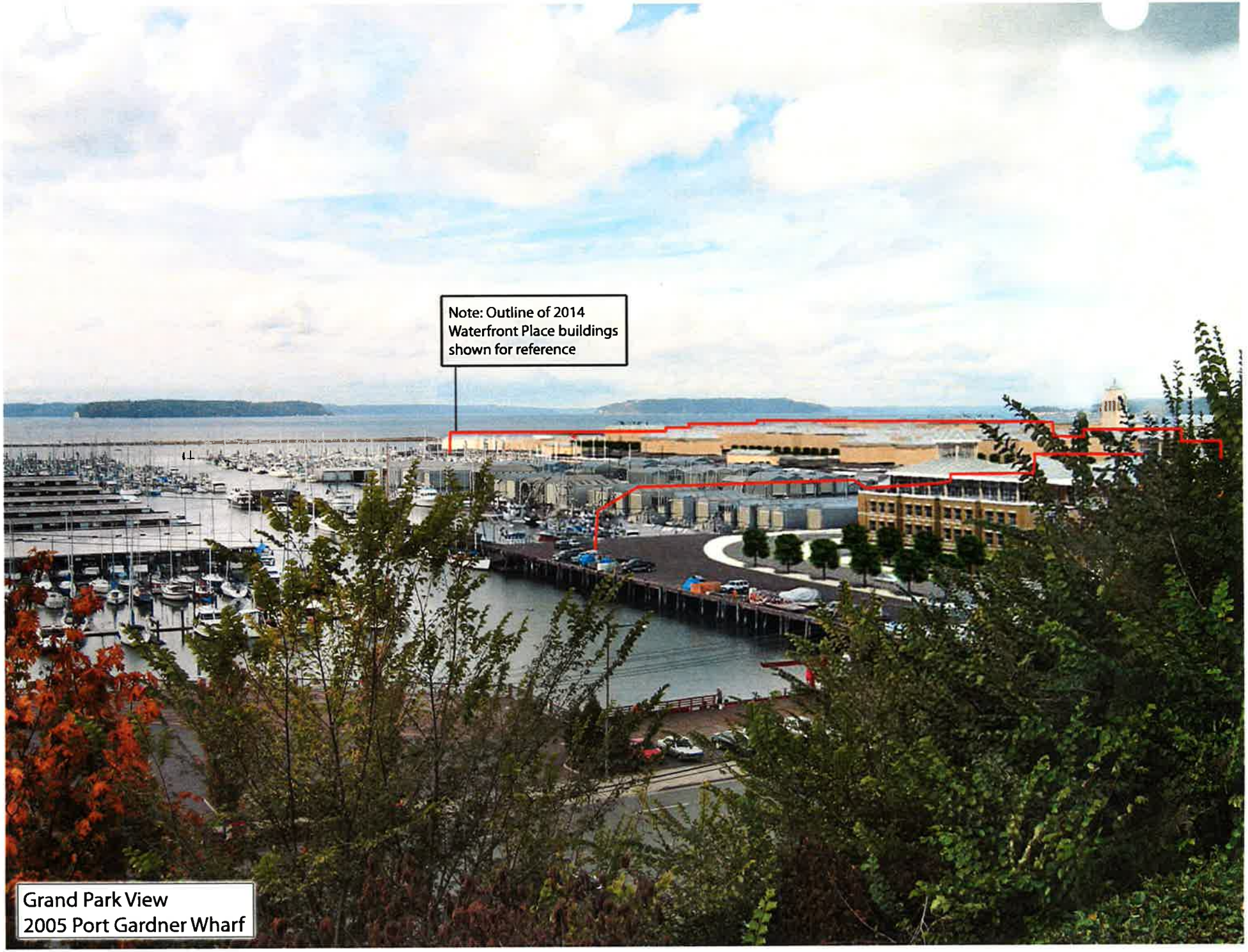
COMPARISON OF PORT GARDNER WHARF AND WATERFRONT PLACE CENTRAL PROJECT.

THESE EXHIBITS PROVIDE A COMPARISON OF VISUAL IMPACTS BETWEEN THE WATERFRONT PLACE CENTRAL PROPOSAL WITH VISUAL IMPACTS GENERATED BY THE CITY - APPROVED 2005 PORT GARDNER WHARF PLAN.

THESE EXHIBITS CONFIRM THE TWO PROJECT DESIGNS HAVE EXTREMELY SIMILAR VIEW IMPACTS FROM THE THREE VIEWPOINTS IN THE GRAND AVENUE EXAMINED AND APPROVED IN THE PORT GARDNER WHARF PROJECT.


12th St View
13th St View
100 ft
20 m

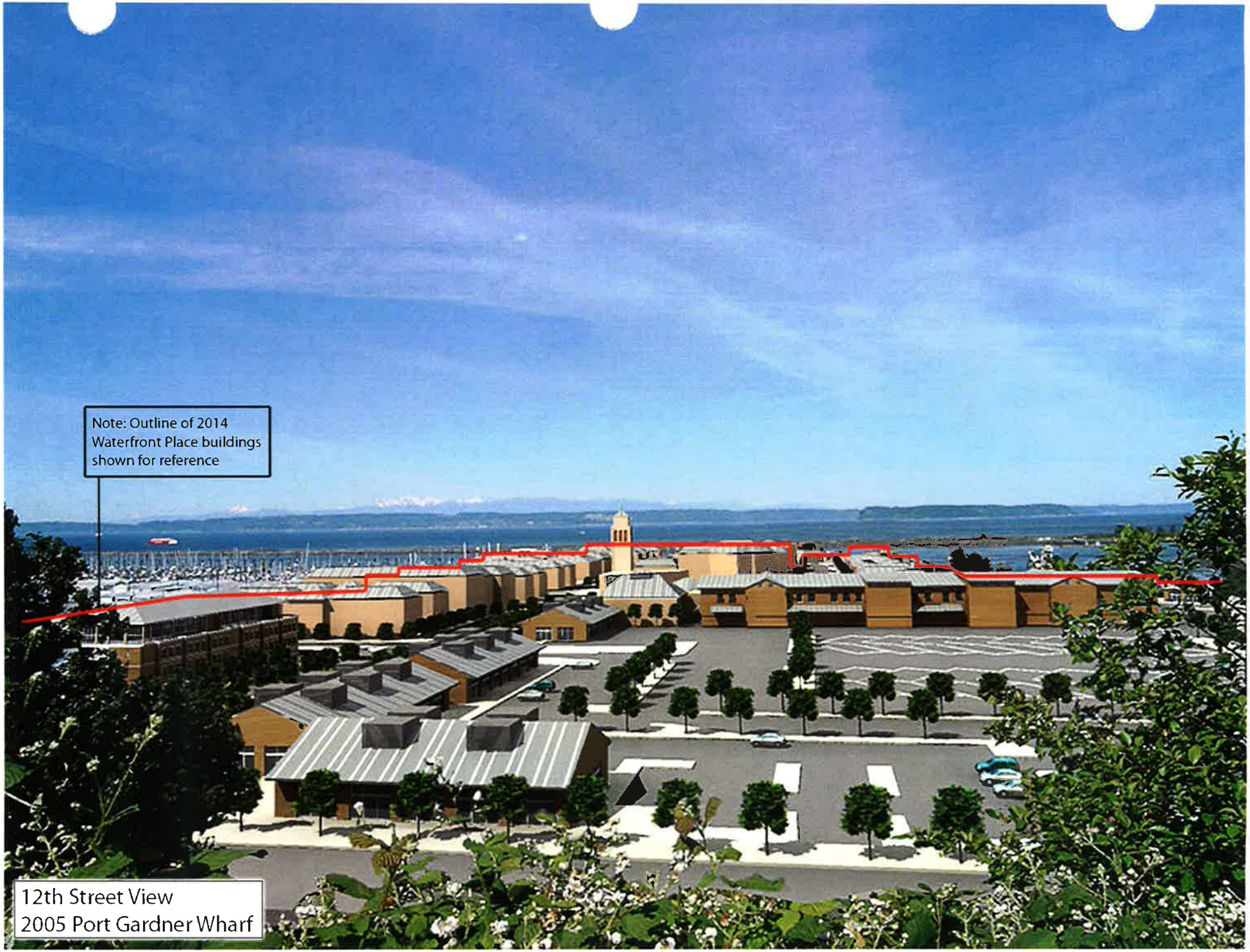

Note: Outline of 2005 PGW buildings shown for reference
Grand Park View
2014 Waterfront Place


Note: Outline of 2014
Waterfront Place buildings
shown for reference
Grand Park View
2005 Port Gardner Wharf


Note: Outline of 2005 PGW buildings shown for reference
13th Street View
2014 Waterfront Place


Note: Outline of 2014
Waterfront Place buildings
shown for reference
13th Street View
2005 Port Gardner Wharf


Note: Outline of 2005 PGW buildings shown for reference
12th Street View
2014 Waterfront Place


Note: Outline of 2014
Waterfront Place buildings
shown for reference
12th Street View
2005 Port Gardner Wharf