ADDENDUM
TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT
FOR THE EVERETT GMA COMPREHENSIVE PLAN
10-YEAR UPDATE

Adoption of the Metro Everett Subarea Plan and Development Standards

Prepared Consistent with

The Washington State Environmental Policy Act of 1971
Chapter 43.21C Revised Code of Washington
Chapter 197-11, Washington Administrative Code
Everett Municipal Code Title 20

City of Everett Planning and Community Development Department

Date of Issuance: May 30, 2018
FACT SHEET

Proposed Action: Adopt the Metro Everett Subarea Plan, Development Regulations and City-Wide Off-street Parking Regulations

Description of Proposal: The proposed action is adoption of the Metro Everett Subarea Plan and implementing development regulations and incentives. The proposed action also includes adoption of revised off-street parking, loading and access requirements applicable city-wide.

Location of Proposal: The 675 acres comprising Metro Everett (Figure 1) is generally bounded by 24th Street on the north, West Marine View Drive on the west, 36th Street on the south and Interstate 5 on the east. The proposed off-street parking, loading and access requirements would apply city-wide.

Lead Agency and City of Everett Planning and Community Development Department

Contact Person: David Stalheim, Long Range Planning Manager, (425) 257-8736 dstalheim@everettwa.gov

Date of Issuance: May 30, 2018

Responsible Official: Allan Giffen, Director, Planning and Community Development Dept.

Document Location: City of Everett Planning and Community Development Dept. 2930 Wetmore Avenue, Suite 8-A Everett, WA 98201

Public Hearings: Planning Commission Hearing – June 5, 2018 City Council Hearings – Summer to Fall 2018


Addendum and Prior SEPA Documents: An addendum is an environmental document that adds analysis or information about a proposed action but does not substantially change the analysis of impacts or alternatives in a previous environmental document (WAC 197-11-600(4)(c)). The
proposal is a non-project action and does not significantly change the analysis contained in the following: 2015 Draft and Final Supplemental EIS for the City of Everett GMA Comprehensive Plan; 2009 Planned Action Draft and Final Supplemental EIS for the City of Everett Downtown Plan; 2006 SEPA Addendum for the Downtown Plan and Development Standards; 2004 Draft and Final Supplemental EIS for the City of Everett 10-Year Comprehensive Plan; 2003 Addendum to the EIS for Everett Station Area Plan and Development Regulations and Design Standards; 1994 Everett Growth Management EIS.

This addendum is issued in accordance with procedures in WAC 197-11-625 and WAC 197-11-630.

*Figure 1: Metro Everett Boundary*
PROPOSED ACTION

Summary

1. Adopt the new Metro Everett Subarea Plan, and repeal the existing Everett Downtown Plan and Everett Station Plan.

2. Amend the following Comprehensive Plan element chapters: Introduction, Land Use Element, and Economic Development Element, for consistency with the new subarea plan. The Comprehensive Plan Land Use Map is also amended to include the new Metro Everett land uses: Urban Residential, Urban Mixed, Urban Light Industrial.

3. Amend Everett Municipal Code (EMC) Title 19, Zoning Code, to adopt new development regulations: Chapter 19, Metro Everett Uses and Chapter 20, Metro Everett and Core Residential Area Development Standards, to implement the Metro Everett Plan. The Metro Everett Subarea Plan simplifies the land use scheme from 13 different zoning districts to the following three zones (Figure 2):
   - UR (Urban Residential) zone which encompasses several existing zones that comprise the core residential area;
   - UM (Urban Mixed) zone which encompass the downtown core area, portions of the Everett Station area, portions of the Broadway corridor, and portions of the core residential area; and
   - ULI (Urban Light Industrial) zone which encompasses portions of the Everett Station area and the central business district.

4. Amend EMC Title 19, Zoning Code, to adopt new off-street parking, loading and access regulations (Chapter 34) city-wide, and repeal the existing off-street parking regulations (Chapter 34).

5. Amend the following Titles in EMC to address consistency and coordination with the new development regulations adopted for the Metro Everett Plan: Title 2, Administration and Personnel; Title 3, Revenue and Finance; Title 8, Health and Safety; Title 13, Streets and Sidewalks; Title 16, Buildings and Construction; Title 18, Land Divisions; Title 19, Zoning Code, including the repeal of two existing zones: the B-3 (Central Business District) Zone and the C-2ES (Commercial/Light Industrial Everett Station Area) Zone along with repeal of existing Chapters 20, 25 and 33G, Zone B-3 Regulations, Zone C-2ES Regulations and Core Residential Development and Design Standards respectively; Title 20, Environment; and Title 46, Traffic Code.

6. Amend the following titles in EMC to address consistency and coordination with the new off-street parking, loading and access regulations adopted city-wide: Title 13, Streets and Sidewalks; Title 18, Land Division; and Title 19, Zoning Code.
7. Amend EMC Title 15, Local Project Review Procedures, to implement new, revised and repealed development regulations, plus new final plat signature authority and notice for short subdivisions.

8. Amend EMC Title 20, Chapter 20.04, Environmental Policy, to adopt new categorical exemptions for infill development in Metro Everett, and to repeal the downtown planned action.

Figure 2: Metro Everett Zoning
Background and Phased Review

The Metro Everett Subarea Plan and development regulations propose actions to implement the goals, objectives and policies of the Comprehensive Plan. The City of Everett adopted an update of its Comprehensive Plan complying with the Growth Management Act (GMA) in 2015. The Comprehensive Plan identifies the Metro Everett area as a regionally designated Metropolitan Center, consistent with Puget Sound Regional Council’s (PSRC) Vision 2040 Regional Growth Strategy. Everett’s Comprehensive Plan called for the completion of a metropolitan center subarea plan, consistent with PSRC’s Regional Center Plan Checklist that addresses population, housing and employment targets, policies and potential land use regulations for the area, as well as all other relevant items. The subarea plan builds upon the established goals, objectives and policies of the Everett Comprehensive Plan, the direction provided in the Vision 2040 and previous planning efforts, such as the 2006 Everett Downtown Plan.

The proposal is to adopt a Metro Everett Subarea Plan as an addition to the Everett Comprehensive Plan. The subarea plan was undertaken to address a number of growth issues in the metropolitan center area including: building heights, land uses, parking, building design, revitalization and redevelopment of the Metro Everett area. The plan examines existing conditions, market analysis, land use, transportation, housing, historic resources, urban design, economic opportunities, and environment, parks and open space in proposing strategies for effecting change and growth in the redevelopment of Metro Everett.

Phased review, as defined in WAC 197-11-060(5), is suited to proposals that are developed, discussed, refined and implemented over time. The EIS for the City’s Comprehensive Plan (1994) and SEIS for the Comprehensive Plan Update (2015) have followed a process of phased environmental review for the plan, policies and development regulations. 2015 Draft and Final Supplemental EIS for the City of Everett GMA Comprehensive Plan; 2009 Planned Action Draft and Final Supplemental EIS for the City of Everett Downtown Plan; 2006 SEPA Addendum for the Downtown Plan and Development Standards; 2004 Draft and Final Supplemental EIS for the City of Everett 10-Year Comprehensive Plan; 2003 Addendum to the EIS for Everett Station Area Plan and Development Regulations and Design Standards; 1994 Everett Growth Management EIS. The Metro Everett Subarea Plan is subsequent to and an implementing action that addresses and implements policies identified in the Comprehensive Plan. This addendum is a subsequent stage of environmental review.

Other studies and information about conditions in the Metro Everett Subarea Plan include:

- **Everett Metro Center Plan – Market Evaluation**
- **Building Heights in Metro Everett** ([https://everettwa.gov/DocumentCenter/View/12028](https://everettwa.gov/DocumentCenter/View/12028))
• Everett Bicycle Master Plan (https://everettwa.gov/DocumentCenter/View/6461)

Development Capacity and Growth Target Analysis

An analysis of the land capacity to accommodate population and employment was completed based on the draft plan and development regulations submitted to the planning commission.

Parcels in which potential capacity for additional development were calculated were put into one of three land status categories: vacant, redevelopable and partially-used. This system is consistent with the Snohomish County 2012 Buildable Lands Report. The development sites identified for additional capacity are shown in Figure 3 below:

Figure 3: Parcels included in Metro Everett Land Capacity Analysis
Between 49 million and 93.7 million square feet of gross building floor area could be developed in Metro Everett. See Table 1 below.

**Table 1: Gross Floor Area Capacity of Economic Units**

<table>
<thead>
<tr>
<th>Metro Everett Land Use</th>
<th>Land Status Classification</th>
<th>Gross Floor Area (without height incentive)</th>
<th>Gross Floor Area (with height incentive)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Light Industrial</td>
<td>Redevelopable</td>
<td>4,127,407</td>
<td>6,319,271</td>
</tr>
<tr>
<td>Urban Light Industrial</td>
<td>Vacant</td>
<td>229,928</td>
<td>304,764</td>
</tr>
<tr>
<td>Urban Mixed</td>
<td>Partially Used</td>
<td>5,383,251</td>
<td>8,371,914</td>
</tr>
<tr>
<td>Urban Mixed</td>
<td>Redevelopable</td>
<td>26,762,117</td>
<td>59,299,064</td>
</tr>
<tr>
<td>Urban Mixed</td>
<td>Vacant</td>
<td>3,386,487</td>
<td>7,029,954</td>
</tr>
<tr>
<td>Urban Residential</td>
<td>Partially Used</td>
<td>417,655</td>
<td>501,639</td>
</tr>
<tr>
<td>Urban Residential</td>
<td>Redevelopable</td>
<td>8,018,463</td>
<td>10,807,455</td>
</tr>
<tr>
<td>Urban Residential</td>
<td>Vacant</td>
<td>832,597</td>
<td>1,092,101</td>
</tr>
<tr>
<td><strong>TOTAL Gross Floor Area (Metro)</strong></td>
<td></td>
<td>49,157,905</td>
<td>93,726,162</td>
</tr>
</tbody>
</table>

Using the potential gross floor area shown in Table 1 above, projections of the number of housing units, population and employment were completed and shown in the tables below.

**Table 2: Housing, Population and Employment Capacity of Metro Everett Economic Units without Height Incentive**

<table>
<thead>
<tr>
<th></th>
<th>UR</th>
<th>UM</th>
<th>ULI</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Units</td>
<td>6,236</td>
<td>21,391</td>
<td>772</td>
<td>28,399</td>
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<tr>
<td>Population</td>
<td>10,602</td>
<td>36,365</td>
<td>1,312</td>
<td>48,279</td>
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<tr>
<td>Employment</td>
<td>556</td>
<td>4,105</td>
<td>3,702</td>
<td>8,363</td>
</tr>
</tbody>
</table>

**Table 3: Housing, Population and Employment Capacity of Metro Everett Economic Units with Height Incentive**

<table>
<thead>
<tr>
<th></th>
<th>UR</th>
<th>UM</th>
<th>ULI</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Units</td>
<td>8,344</td>
<td>44,972</td>
<td>1,173</td>
<td>54,489</td>
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<tr>
<td>Population</td>
<td>14,185</td>
<td>76,452</td>
<td>1,994</td>
<td>92,631</td>
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<tr>
<td>Employment</td>
<td>744</td>
<td>11,152</td>
<td>5,741</td>
<td>17,636</td>
</tr>
</tbody>
</table>

The capacity for housing, population and employment far exceeds the market evaluation that the city had completed in 2016. Instead of assuming all that residential capacity would be developed, staff developed 2035 population and employment targets for Metro Everett shown in Table 4 below.
Table 4: Metro Everett Growth Targets

<table>
<thead>
<tr>
<th></th>
<th>Metro (existing)</th>
<th>Metro (target)</th>
<th>Increase</th>
<th>City (existing estimates)</th>
<th>City (2035 growth targets)</th>
<th>Metro (% of City growth)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing</td>
<td>3,350</td>
<td>12,941</td>
<td>9,591</td>
<td>46,311</td>
<td>73,016</td>
<td>35.9%</td>
</tr>
<tr>
<td>Population</td>
<td>6,703</td>
<td>22,000</td>
<td>15,297</td>
<td>109,800</td>
<td>165,000</td>
<td>27.7%</td>
</tr>
<tr>
<td>Employment</td>
<td>12,989</td>
<td>25,000</td>
<td>12,011</td>
<td>93,739</td>
<td>140,000</td>
<td>26.0%</td>
</tr>
</tbody>
</table>

Notes:
1. The existing employment in the city was obtained from the 2012 Buildable Lands Report.
2. Existing population and housing in the city is obtained from the 2017 annual report from the Washington State Office of Financial Management (OFM).
3. The city 2035 growth targets are from the city’s comprehensive plan.
4. Metro Everett existing housing, population and employment numbers obtained from Snohomish County (employment), and American Community Survey for housing and population.

Metro Everett and Development Regulations

The Metro Everett Subarea Plan envisions the location as the ultimate mixed use area of the city. Proposed development regulations and design guidelines are intended to achieve high quality design, a dense and pedestrian-oriented land use pattern, and mitigate potential impacts on adjacent land uses. New single family detached dwelling unit uses would be prohibited because they are not consistent with the development objectives of the plan. The limitations on some uses from locating on ground floors of certain designated streets, is an action meant to improve the retail environment and not eliminate such uses entirely from the area.

The Metro Everett Plan proposes a number of changes in the development regulations and the adoption of design guidelines to implement the plan. The following land use regulations are proposed:

- Consolidating zoning and streamline development requirements and options.
- Requiring ground floor retail or other desirable commercial uses on certain designated streets, but providing flexibility, ground floor commercial or residential, on all other streets.
- Requiring buildings on certain designated streets to have a minimum floor height to maximize building investment with scarcity of available buildable land.
- Provide for additional building height in exchange for a developer’s contribution to various public benefit programs.
- Encouraging the continued redevelopment of the Metro Everett area with a wide variety of office, governmental, retail, entertainment, cultural, professional services and residential uses.
- Encourage uses that attract pedestrian activity and create a friendly environment for residential uses.
• Increasing livability and increasing the residential composition of the metropolitan center and core residential area.
• Create design standards that ensure that all development enhances the pedestrian environment.
• Support the substantial public investments that have been made in public facilities and infrastructure.

Urban Design

The Metro Everett area is currently composed of low and mid-rise structures. There are a few newer, taller structures in the downtown core that range from 8 to 11 stories, while the taller of the older and historic structures in the area generally top out at 5 or 6 stories, with a majority of the structures in the 1 to 3 story range. Heights generally descend from the central core along Colby and Wetmore Avenues. Hewitt Avenue has numerous historic buildings that are good examples of early 20th century architecture, some of which have been restored.

Streetscapes along Colby, Hewitt and Hoyt Avenues have been recently improved with such features as historic lighting and transit shelters, sidewalks and curb-ramps, bulb-outs, landscaping, street trees, and public artwork. Wide right-of-ways and sidewalks are predominant throughout much of the subject area and will allow for streetscape improvements and traffic calming without having significant impacts on capacity for traffic lanes as well as on-street parking.

ENVIRONMENTAL IMPACTS

The analysis contained in existing, published environmental documents relevant to the comprehensive plan and to the geographic area encompassed by the proposal address all relevant significant impacts identified for the Metro Everett Subarea Plan and development regulations. No new or significantly different impacts have been identified. The land uses envisioned in the Metro Everett Subarea Plan were anticipated in the comprehensive plan. The population and employment growth that would occur in the Metro Everett area are within the range of the city’s projections and its buildable lands capacity. Public services and facilities are adequate to supply expected development. The regulations would implement the comprehensive plan and the Metro Everett Subarea Plan and would not generate impacts different in kind or degree than those associated with land use and growth. The discussion below provides additional information and analysis.

Natural Environment (Landform, Critical Areas, Air Quality and Odor)
The subarea is predominately urbanized with extensive impervious cover due to the construction of roads, buildings and parking lots. Slopes on the southwest portion of the subarea may be subject to erosion and landslides based on the geology and potential of
uncontrolled fill. A critical areas study would be required for designated medium slopes and very high slopes especially when combined with springs or seeps, immature vegetation, or no vegetation.

For sites with stream or wetland features, detailed critical area studies will need to be provided at the time that individual developments are proposed. The Forgotten Creek corridor located south of the hospital at the edge of Metro Everett is a designated critical area within the subarea. This is classified as a Type Np stream. Studies must demonstrate that any impacts on critical area features will be mitigated consistent with the City’s critical area regulations (EMC Chapter 19.37).

Air quality and odor regulations are extensively discussed in the 2015 Comprehensive Plan EIS. With the planned increased occurrence of mixed use buildings in Metro Everett, odor impacts associated with commercial or industrial activities on the ground floor should be closely evaluated and controlled to avoid or substantially reduce impacts to residents living in other portions of the building.

No measures beyond compliance with city codes and applicable state and federal requirements have been identified. No additional mitigating measures are identified beyond those identified in the DEIS and FEIS.

**Capital Facilities (Fire, Police, Library, Parks and Other Recreation Facilities, Schools, Other Government Services-City Facilities)**

Implementation of the Metro Everett Subarea Plan will result in a higher residential population, creating increased demand for parks and open space within and adjacent to the corridor. Small additions to public parks/open space areas are planned on the west end of Hewitt Avenue at the Burlington Northern Santa Fe (BNSF) tracks, adjacent to Everett Station in conjunction with a planned light rail station, and at a potential redevelopment of the current Lowe’s site into an urban village. The additional population’s impact will be further mitigated through a requirement for on-site open space for new residential and mixed-use development, and through agreement with the Everett School District to allow public use of school recreation facilities and open space at Everett High School, Sequoia High School and North Middle School.

The adoption of the subarea plan, regulations and proposed improvements are not anticipated to generate major new impacts on public services and utilities addressed in the existing environmental documents. No additional mitigating measures are identified beyond those identified in the DEIS and FEIS.

**Energy**

Energy usage associated with adoption of the plan and associated development regulations is not expected to be changed significantly beyond the analysis contained in Section 3.4 of the FEIS. The proposed action will encourage pedestrian-friendly and transit-oriented development near Bus Rapid Transit stations which will result in more non-motorized travel and transit usage, and less driving of single occupant vehicles.
Noise
The addition of more people living, working and visiting in Metro Everett would likely lead to more noise, but nothing in addition to what was anticipated in the city’s current comprehensive plan and environmental documents. The proposed code amendments include an update to the city’s noise regulations, which would put the Urban Residential (UR) zone in Noise Control District I and the Urban Mixed (UM) and Urban Light Industrial (ULI) zones in Noise Control District II.

Land Use
The purpose and function of the Metro Everett zones are to provide a strong central urban focus and identity for the city, provide a multi-use character of retail, service, financial, office, governmental, residential, human service and cultural activities, encourage a pedestrian-oriented environment, encourage urban design amenities within the Metro Everett area, and to implement the goals, objectives and policies of the Everett Comprehensive Plan.

The vision of the Metro Everett Plan is to create a bustling metropolitan center for Snohomish County. The Plan’s goals are to increase residential density in the metropolitan center, help encourage a thriving retail district, foster a growing employment center, develop active public plazas, open spaces, and recreational facilities, support a vibrant arts and entertainment center, and fully realize a safe, efficient, and attractive multi-modal transportation network, with attractive, safe, and walkable streetscapes.

Consistent with the goals of the Metro Everett Plan, the increase in office and retail is accompanied, and accommodated, by a reduction in the amount of industrial square footage, as the industrial nature of the area transitions into office, retail, and mixed use developments. The loss of industrial square footage in the Metro Everett planning area may increase.

Accompanying the increase in commercial square footages in Metro Everett, is an implicit increase potential in employment numbers. The character and nature of the employment will shift as well, with a loss of industrial jobs, replaced by a mix of retail, hospitality, professional office and high-tech positions. The type of residential units will not change significantly, however the focus will be to develop greater numbers of multi-family units versus single family dwellings. There will also be an encouraged development trend toward mixed use developments with non-residential uses on the ground floor to engage the public, with residential uses above. Certain areas historically developed with single family structures will over time be redeveloped with multifamily development, as well as some limited opportunities for light retail, cafes, and other similar non-residential uses on the ground floors of streets designated for increased pedestrian activity.

Increasing density in Metro Everett offers a multitude of cultural, shopping, and recreation opportunities close to where the residents are actually living. The increase in opportunities for the residents results in a better quality of life, less commuting time, more options for
employment and education. In addition, the market for new businesses grows, thereby fostering additional economic development.

Attracting population and employment into Metro Everett has impacts to surrounding areas. For land use, the concept of a more densely populated center translates into less burden on the surrounding communities to accommodate new residents. Assuming a static overall population growth level in Snohomish County, the more development that occurs in city centers, the less demand for growth will occur in surrounding unincorporated areas. The more successful the plan is in accommodating the residents, the lighter the impact to the surrounding areas. The same equation applies to jobs and employment, although potentially the character of the impact may be seen as negative by some people. Employers that locate in Metro Everett would not be creating jobs in surrounding communities, and therefore may result in a negative impact to the economic development in surrounding communities. If job growth in Metro Everett occurs at a greater proportion of the overall county-wide growth than residential growth occurs as a proportion of the overall county-wide population growth, there will be additional transportation impacts between the city center and surrounding communities. More residents living outside the metropolitan center will be commuting to jobs within Metro Everett. If the job and population growth in the metropolitan center occur in rates proportionate to each other, the transportation impacts to surrounding communities will be lessened, due to a more balanced relationship between jobs and housing.

**Housing**

The Metro Everett Subarea Plan includes a Housing chapter that addresses housing for all economic segments of the population. A market analysis shows that there is not as much demand for housing in Metro Everett as there is existing land capacity. The plan seeks to minimize the impacts of concentrating too much low-income housing within Metro Everett by recommending incentives for market rate housing. The proposal does limit new residential development to multifamily, except in historic overlay zones; this will reduce the housing type options within Metro Everett. Focusing the significant housing growth in the urban center was a strategy of the existing comprehensive plan to help minimize the impacts on surrounding single family neighborhoods, many of which include significant historic resources.

**Transportation (Cars, trucks, transit, light rail, walking and bicycling)**

Adoption of the Metro Everett Subarea Plan and development regulations, including the off-street parking, loading and access requirements city-wide, would not in itself lead to any direct adverse impacts to transportation, circulation, and traffic congestion. No new capacity improvements would be required as a result of the sub-area plan or the off-street parking regulations.

Proposed changes in the plan and development regulations for transportation include:

1) Anticipation that light rail will arrive in 2036 – one year after the end of the planning period;
2) Extension of a future bike path across the current Lowe’s property to improve north-south bike connections in Everett Station;
3) Improvement of pedestrian paths between Everett Station and downtown; and
4) Changes to off-street parking requirements city-wide to reduce reliance on single-occupant vehicles.

The Metro Everett Subarea Plan recommends that the light rail station be located to best serve both downtown and Everett Station areas. Assuming that the station will be built east of Broadway, the plan encourages development of a pedestrian overpass bridge across Broadway to minimize disruption of vehicular traffic and enhance pedestrian access. To reduce traffic congestion, any parking for the light rail station is recommended on the east side of the railroad tracks south of Pacific Avenue. Sound Transit will begin the environmental review and planning process for the Lynnwood to Everett link in 2020.

The changes to off-street parking requirements include changes to the areas where no parking is required for non-residential development in Metro Everett. This change helps support transit-oriented development, but is also designed to minimize the impact on surrounding residential neighborhoods by pulling the boundary in closer to the downtown core. New residential parking standards reflect factors that influence parking demand, such as the size of the housing unit (bedrooms), resident characteristics and proximity to transit. These changes should minimize impacts by reducing the reliance on single-occupant vehicles and associated impacts (air and water, aesthetics).

**Aesthetics**
Existing building heights in the Metro Everett planning area range from one- and two floors up to eleven floors. Both natural and city views are visible from all directions for the taller buildings.

The development regulations for Metro Everett contain a variety of design requirements to create a pedestrian friendly public environment. As projects in Metro Everett begin to develop according to the standards, in particular utilizing development incentives to achieve greater building heights, views of, and within Metro Everett will change. The greater impact in the urban environment is expected to occur within 15 to 20 years, closer to when Sound Transit will begin construction of their LINK station near the transit station. Views that any existing lower-story structures may currently have, may be impacted as neighboring buildings are demolished and redeveloped into higher structures. Lower-story buildings that were constructed recently are expected to be some of the last to redevelop and may be impacted the most. Views of the urban environment of Metro Everett area, both from within and from other neighborhoods, cities, and islands, will be improved as Everett begins to grow up and form a prominent skyline surrounded by water and residential neighborhoods.

The development of taller buildings in Metro Everett will create a shadow effect on smaller buildings that are nearby. This will be observed most for smaller buildings located to the north
of larger redevelopments. However, the impact of a larger shadowing effect upon the residential neighborhood to the north of the city’s core over time, should be minimal due to the building height development regulations that tier the buildings.

Natural, direct light that many smaller buildings in Metro Everett have access to due to their location adjacent to undeveloped parking lots and other small buildings may also be impacted when the area is redeveloped with taller buildings. Also, additional light pollution from a more built-up metropolitan center will be seen from neighboring residential neighborhoods, communities, and cities over time. This effect will intensify as the area is slowly redeveloped with taller buildings and begins to generate a more vibrant nightlife.

Urban design in general will be favorably impacted with new development. Older buildings that contribute to the worn character of certain parts of Metro Everett will be demolished or remodeled in favor of newer structures that meet the building design and urban streetscape standards. Some potential exists for intriguing contrasts between older buildings of a variety of eras and newer buildings. As new buildings are developed and older ones remodeled, buildings that are aging may appear in need of maintenance and repair.

Impacts to natural and urban views from lower stories will be unavoidably impacted. The Metro Everett area contains a variety of design elements intended to improve the quality of the urban and pedestrian experience. Improved enforcement of building maintenance regulations would enhance the aesthetics of existing buildings that are not properly maintained.
## Distribution List

### Federal Agencies

- Federal Emergency Management Agency
- National Marine Fisheries Service
- Naval Station Puget Sound
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service, Region 1
- U.S. Natural Resource Conservation
- U.S. Department of Housing and Urban Development

### State/Regional Agencies

- Department of Transportation, Northwest Region
- King County Metro Transit
- Office of Archaeology and Historical Preservation
- Office of the Governor
- Parks and Recreation Commission
- Puget Sound Clean Air Agency
- Puget Sound Regional Council
- Snohomish Health District
- Sound Transit
- Utilities and Transportation Commission
- WA State Energy Office
- Community Transit
- Department of Agriculture
- Department of Commerce Growth Management Program
- Department of Corrections
- Department of Ecology
- Department of Ecology, NW Region
- Department of Fish and Wildlife
- Department of Fish and Wildlife, Mill Creek
- Department of General Administration
- Department of Health
- Department of Natural Resources
- Department of Social and Health Services
- Department of Transportation

### Tribes and Cities

- Tulalip Tribes
- Stillaguamish
- Muckleshoot
- City of Edmonds
- City of Lynnwood
- City of Mill Creek
- City of Snohomish
- City of Mukilteo

### School Districts

- Everett School District
- Marysville School District
- Mukilteo School District
- Snohomish School District
**Neighboring Planning Departments**

Snohomish County Planning and Development Services
Mukilteo Planning Department
Marysville Planning Department
Mill Creek Planning Department

**Special Districts**

Mukilteo Fire Department
Paine Field Airport
Paine Field Fire District
Port of Everett
Marshland Flood Control District
Snohomish County Fire District 1
Snohomish County Fire District 4

**Utilities**

Alderwood Sewer & Water District
Comcast
Cross Valley Water District
Marysville Public Works
Mukilteo Water District
Olympus Terrace Sewer District
Puget Sound Energy
Rubatino Refuse Removal
Silver Lake Water District
Snohomish County Public Works
Snohomish County PUD
Snohomish County Solid Waste
Frontier Communications

**Libraries**

Everett Public Library
Marysville Public Library
Mill Creek Library
Mukilteo Public Library
Sno-Isle Regional Library

**Other Organizations**

Everett Housing Authority
Housing Authority of Snohomish County
Pilchuck Audubon Society
Snohomish County EDC
Futurewise

**News Media**

Seattle Times-North Bureau
Snohomish County Tribune
The Herald
City of Everett Departments

Administration
Animal Control
Engineering Services
Everett Transit
Facilities/Property Management
Fire Department
Library – Main Branch
Library – Evergreen Branch
Office of Neighborhoods
Parks and Recreation
Police
Public Works
Telecommunications

City of Everett Neighborhoods

Bayside
Boulevard Bluffs
Cascade View
Delta
Twin Creeks
Evergreen
Glacier View
Harborview, Seahurst, Glenhaven
Holly
Lowell
Northwest
Pinehurst
Port Gardner
Riverside
Silver Lake
South Forest Park
Valley View
View Ridge/Madison
Westmont