TO: Planning Commission
FROM: David Stalheim, Long Range Planning Manager
DATE: June 12, 2018
RE: Metro Everett and Off-Street Parking
Response to Comments and Recommended Amendments

Additional written and verbal input since staff’s presentation of the draft plans and development regulations for Metro Everett and city-wide parking has been received. The following is a summary of that input and staff’s recommended actions.

1. **Norton-Grand Historic Area.** The Norton-Grand historic neighborhood has voiced their concerns about heights and uses, particularly around the edges of the historic neighborhood. This neighborhood is at the edge of downtown and on a high capacity transit route, suitable for higher density development – which is the worry of those wanting to protect the historic character of the neighborhood.

The planning commission indicated an interest in making some additional height changes around the edges of the neighborhood to ensure compatibility with the historic area. We would recommend the height changes shown below along a portion of Rucker Avenue, Grand Avenue and along Nassau Street. (See next recommendation regarding Metro Everett boundary.)
Staff is also recommending that we remove most of the Norton-Grand Historic Overlay from the Metro Everett boundary; the exception to this removal is the property on the east side of Grand between Pacific and 32nd, which does not have any historic structures within it. Removing this would return the zoning and historic overlay to what is currently adopted. The reason for this recommendation is that the concern about uses, etc. cannot be adequately addressed without structural changes to historic overlays, which affects more areas than Norton-Grand. It may also have an effect on other property owner’s interested in being included in a future historic zoning overlay proposal.

Finally, we would recommend an addition to upper floor modulation requirements for development adjacent to historic overlays.

20.300 Building Form Standards

C. Upper Floor Modulation Adjacent to Historic Overlays

Development of property within a zone abutting an historic overlay is required to have an additional five-foot interior side or rear setback for each ten feet or fraction thereof by which the building exceeds thirty-five feet in height for only those portions of the building that exceed thirty-five feet in height.
2. **Clinics and Social Services Prohibition on Ground Floor.** Testimony was provided from James Dean on June 5, 2018 and planning commission discussion regarding prohibition of medical clinics and social services on the ground floor in Metro Everett.

The draft development regulations provided on May 8th included a prohibition of medical clinics and social services on the ground floor of streets designated as Transit Oriented Development (TOD) or Pedestrian. The purpose of these designations is to have ground floors predominantly occupied by uses such as retail, commercial and business use. The majority of streets in the core of Metro Everett have these street designations (see Figure 24 in Chapter 4, Land Use).

The May 30th memo to the planning commission asked that the commission consider expanding the prohibition to all ground floor areas in Metro Everett.
There are approximately 37 clinic sites in the proposed UM (Urban Mixed) zone within the Metro Everett area. Under the proposed zoning regulations, which would prohibit any new clinic from being established on the ground floor of a building in the UM zone, approximately 25 existing clinic sites would become nonconforming. A nonconforming use may continue to exist and operate, provided the use is not discontinued for more than two years.

There are approximately 19 clinic sites in the proposed UR (Urban Residential) zone. These clinics are currently located in Clinic overlay zones, which will be eliminated by the new Metro Everett zoning. In the proposed UR zone, a clinic would be permitted only in a mixed use building in which at least 50% of the gross floor area is developed as a residential use. Since none of the existing clinics is located in a mixed use building within the proposed UR zoning, they will all become nonconforming uses. A nonconforming use may continue to exist and operate, provided the use is not discontinued for more than two years.

There are approximately 39 social service uses in the Metro Everett area. Under the proposed zoning regulations, which would prohibit any new social service from being established on the ground floor of a building in the UM zone, approximately 25 existing uses would become nonconforming. A nonconforming use may continue to exist and operate, provided the use is not discontinued for more than two years.

We have identified three (3) options for this issue for the planning commission to consider:

1) **Prohibit on ground floor of TOD and Pedestrian Streets** – this option is the language that is within the May 8th ordinance presented to the planning commission.

2) **Restrict on ground floors** – this is the option we identified in the May 30th memo that would prohibit medical clinics, etc. and social services on the ground floor throughout Metro Everett.

3) **Set performance standards** – this option would set performance standards for medical clinics and social services
   a. **Size.** Medical clinics and social services with a gross floor area of more than 3,000 square feet on the ground floor require an Administrative Review approval (REV II).
   b. **Proximity.** Medical clinics and social services proposed for the ground floor within five hundred (500) feet of another medical clinic or social service require an Administrative Review approval (REV II).
   c. **Patient Volume.** Medical clinics and social services proposed for the ground floor with a daily patient or client volume of more than fifty (50) per day require an Administrative Review approval (REV II).

Land uses subject to Administrative Use must consider the following **criteria** for the use as a basis for approving, disapproving or approving with modification a proposed use:
1) The need of the neighborhood, district or city for the proposed use.
2) The adequacy of streets, utilities and public services required to serve the proposed use.
3) The impact of traffic and parking generated by the proposed use on the surrounding area, pedestrian circulation and public safety; and the ability of the proponent to mitigate such potential impacts.
4) Compatibility of proposed structures and improvements with surrounding properties, including the size, height, location, setback and arrangements of all proposed buildings and facilities, especially as they relate to light and shadow impacts on more sensitive land uses and less intensive zones.
5) The number, size and location of signs, especially as they relate to more sensitive land uses.
6) The landscaping, buffering and screening of buildings, parking, loading and storage areas, especially as they relate to more sensitive land uses.
7) The generation of nuisance irritants such as noise, smoke, dust, odor, glare, visual blight or other undesirable impacts.
8) Consistency with the goals and policies of the Metro Everett subarea plan for the area and land use designation in which the property is located.
9) Consistency with the evaluation criteria for specific uses outlined in EMC 19.41.150(D), if applicable.

3. **Everett Station District Alliance.** Letter dated 5/30/18. We appreciate the support the Everett Station District Alliance (ESDA) has shown for the draft policies. ESDA has recommended several changes. Below is a list of what amendments we recommend:

- **Amendments Recommended:**
  - There are some questions as to whether the Landscape Conservation and Local Infrastructure Program would work for Everett. Regardless, the city should consider the program and a new policy should be inserted into Chapter Four, Land Use, as follows:

    “**LU-XX:** The city should consider the Landscape Conservation and Local Infrastructure Program (LCLIP) as a tool for generating new revenue to pay for infrastructure improvements in the Everett Station District neighborhood.”

  - Recommendations for developing transit and bike network plans should coincide with light rail station planning. Add a policy in Chapter Five, Transportation as follows:

    “**T-XX:** The location of the light rail station should include a plan that coordinates all modes of transportation, including non-motorized users.”

  - The introduction of mass timber construction could have significant positive impact. Add a policy in Chapter Nine, Economic Opportunities, supporting amendment of building codes to allow the use of cross-laminated timber. Add a new action item in Chapter Nine, Economic Opportunities, as follows:
"E-XX: The city should encourage amendment of building codes to allow the use of cross-laminated timber, which can help the city achieve the mix of heights, densities, and designs it wants."

While there isn’t an identified need for employment targets, Everett Station and a large part of Metro Everett were recently submitted to be designated as a federal “Opportunity Zone”, which has been approved by Washington State. An additional action to support implementation of that designation should be added to Chapter Nine, Economic Opportunities, as follows:

"E-XX: Census Tracts 402 and 407 have been designated as Opportunity Zones to incentivize private investment into low-income areas. The city will support projects that lead to positive outcomes including housing stability, education, health and well-being, economic security and mobility within these census tracts."

2. **Master Builders Association.** Letter dated June 5, 2018. We appreciate the comments and suggestions, but don’t have any amendments to recommend at this time because we believe the plan and development regulations adequately address the concerns.

- The development codes have flexibility and modification built in to achieve the density and vision the community desires.
- Heights adjacent to single family neighborhoods do not exceed five floors in the proposal, and in most cases, even lower.
- The 1,000 units of market rate housing is a 7-year goal to help accelerate the pace of development to support the vibrancy of Metro Everett; it is not a growth target.
- The impact fee deferrals for high-density is recommended to be modeled after the single family program, which defines the length of deferral as the certificate of occupancy, closing of the first sale of property or 18 months from permit issuance.

3. **Everett Bike Walk.** Letter and oral testimony on June 5, 2018. We appreciate the comments and suggestions, particularly regarding the distinction between short-term and long-term bicycle parking. We recommend adding language to Chapter 34 regarding bicycle parking space location and design, and incentives for end-of-trip facilities as enhancements for reduced off-street parking. We do not recommend additional location and design requirements except as set forth below.

34.030 Bicycle Access and Parking
C. Bicycle parking space location and design
1) **Non-residential Development.** Bicycle facilities for non-residential development shall include both short term and long-term facilities.
a. **Short-term facilities are intended for patrons parked less than four hours. Weather protection is not required for short-term facilities.**

b. **Long-term facilities are intended for employees and occupants of the non-residential building. At least fifty percent (50%) of the required bicycle spaces shall be long-term facilities. These facilities shall be weather protected and conveniently located for the bicyclist in common areas. It is not necessary for all on-site bicycle spaces to be grouped in one central location.**

2) **Residential Development.** Bicycle facilities for residential development shall be weather protected and conveniently located for the bicyclist in common areas. It is not necessary for all on-site bicycle spaces to be grouped in one central location.

3) All bicycle parking shall be located in locations that do not impede pedestrian or vehicle traffic flow, and shall be well lit for nighttime use.

4) All bicycle parking facilities shall be designed to allow either a bicycle frame or wheels to be locked to a structure (e.g. bike rack) which is securely anchored to the ground, or within a lockable storage area.

5) **The planning director or city engineer may promulgate rules for the design and location of bicycle facilities required for development.**

### 34.060 Reductions to Off-Street Parking Space Requirements

2) **Bicycle Parking**
   
   a. For every five (5) non-required bicycle parking spaces provided, the off-street parking requirement is reduced by one (1) space.
   
   a.b. For every development which provides shower facilities and clothing storage areas for bicycle commuters, the off-street parking requirement is reduced by four (4) spaces. The facilities shall be for the use of the employees and occupants of the building, and shall be located where they are easily accessible to bicycle parking facilities.
   
   b.c. Each bicycle parking space must meet the location and design requirements of Section 34.030.
   
   c.d. This credit is limited to a maximum of five (5) off-street parking spaces, or five percent (5%) of the standard off-street parking requirement for the development, whichever is less.

4. **Stephen Fesler.** Email dated June 5, 2018. Stephen has been watching our plans over the past couple of years and staff really appreciates his support for urban development in Everett. While we might tend to agree that taller buildings in the central portion and Everett Station are a good idea, most of our public input and market analysis says we found the right balance at this time. Having a 25-story building in Everett might change that conversation.

   Similarly, we don’t think the timing is right to eliminate vehicle parking minimums and replace it with maximums. The proposal is a significant departure from current standards, and again, we heard from the public that we probably are not ready to push it any further at this time. His recommendations regarding bicycle parking is similar to Everett Bike Walk, which we support amendments.
5. **Rick Lapinski.** Email dated June 4, 2018. Mr. Lapinski requested that his property at 2516 West Marine View Drive be included in the Metro Everett project height changes as he’d like to redevelop the property into a mixed use project. The Metro Everett boundary is West Marine View Drive north of Everett Avenue. We think this property should remain outside of Metro Everett and be more associated with waterfront redevelopment.

6. **Snohomish County PUD.** Letter dated June 5, 2018. The city recognizes the impacts on existing electric system infrastructure with redevelopment of an urban area. The city will continue to work with, and partner with, the PUD.

7. **Krassin, Harris and Eckstrom.** Letter dated May 4, 2018. (The date is not when the city received the letter; the city received the letter on June 5, 2018.) This group of property owners requests that property they own along Cedar Street, which is currently C-1 and is proposed for Urban Residential with a Residential Mixed Use street designation that allows commercial uses on the ground floor.

The portion of the 2800 block of Cedar Street, north of the east-west alley, is a transition area between the commercial frontage on Hewitt (south of the alley), and the residentially zoned neighborhood north of California Street. It has twenty platted 25’ x 120’ lots. Seven (7) are developed as residential, 6 ½ are developed as commercial/light industrial, 1 ½ lot has a mix of residential and commercial use, and 5 are vacant lots. There is no predominant use on this block.

Staff’s recommendation for this to be UR (Urban Residential) zoning, with the ability to include commercial use in a mixed use building, is based upon the City’s greater need to accommodate more residential development to achieve housing growth targets, than its need to accommodate job growth.

Table 19-1 identifies a large number of commercial uses which would be allowed with the Residential Mixed-Use Corridor designation proposed on both California and Cedar Street, including micro alcohol production, entertainment and recreation, food or beverage establishments, offices and non-auto dependent retail sales and service.

The existing light industrial use is already a nonconforming use in the existing C-1 zone. A nonconforming use can remain in its current location as long as it is not discontinued for more than two years. Nonconforming uses can also expand through a public review process, even in a residential zone. Under the proposed UR zoning, a commercial use may be established in a mixed use building if at least 50% of the floor area is in residential use.

This portion of Cedar Street is not a desirable retail location. It does lend itself to high density residential use, which the UR would allow. Staff’s recommendation is to maintain the proposed
UR zone for this block. This zoning reinforces the transitional nature of the current development pattern.

8. **Tom Ehrlichman.** Letter dated June 5, 2018. Mr. Ehrlichman, representing Howard and Melinda Bargreen, requested that the Metro Parking zone map be changed for property at 2810 West Marine View Drive from Parking Area B to Parking Area A. The property currently is zoned B-3, which does not require parking for non-residential development. However, the new parking maps have been designed to concentrate the parking zones around a core area of downtown and Everett Station. The current B-3 zone with no residential parking required has been scaled back from extending across Everett Avenue, Pacific Avenue and West Marine View Drive, with some exceptions. The two exceptions are primary pedestrian corridors along Colby Avenue to get to Everett High School and Hewitt Avenue to get to a planned street-end park and historical site. While this concern might not be as pertinent to the Bargreen parcel, one of the additional reasons for this is to minimize the impact of employees parking in the surrounding residential neighborhoods when no parking is required for the nonresidential component. The Bargreen parcel still has reduced parking for any multifamily development in the proposed code, and if the multifamily is in a mixed use building where at least 50% of the gross floor area is non-residential, a reduction of 50% of the multifamily parking required is allowed under the proposal.

Some of the amendments recommended above have an impact on several proposed actions. The table on the following pages summarize how these recommendations and requests affect your potential motions to amend exhibits. If you have any questions, please feel free to contact me at dstalheim@everettwa.gov or call 425-257-8736.
<table>
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<th>Action #</th>
<th>Issue</th>
<th>Amendments Recommended:</th>
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| 1. Metro Everett Subarea Plan | Norton Grand Historic Area (amending Metro Everett boundary, land use/zoning and heights) | **Chapter 2, Existing Conditions** – amend the following figures which include the Metro Everett boundaries: Figure 4 (historic resources), Figure 15 (existing zoning, Figure 16 (existing clinic-office overlays, core residential area), Figure 17 (existing street designations), Figure 21 (designated arterials and collectors), Figure 22 (freight routes), Figure 28 (sidewalks)  
**Chapter 4, Land Use** – amend the following figures: Figure 5 (Metro Everett boundary), Figure 11 (land use/zoning), Figure 24 (street type designations), Figure 26 (heights)  
**Chapter 5 Transportation** – amend the following figure which includes the Metro Everett boundaries: Figure 2 (existing off-street parking lots) |
| | Everett Station District Alliance (adding policies) | **Chapter 4, Land Use** – add the following policy:  
“**LU-XX**: The city should consider the Landscape Conservation and Local Infrastructure Program (LCLIP) as a tool for generating new revenue to pay for infrastructure improvements in the Everett Station District neighborhood.”  
**Chapter 5, Transportation** – add the following policy:  
“**T-XX**: The location of the light rail station should include a plan that coordinates all modes of transportation, including non-motorized users.”  
**Chapter 9, Economic Opportunities** – add the following policies:  
“**E-XX**: The city should encourage amendment of building codes to allow the use of cross-laminated timber, which can help the city achieve the mix of heights, densities, and designs it wants.”  
“**E-XX**: Census Tracts 402 and 407 have been designated as Opportunity Zones to incentivize private investment into low-income areas. The city will support projects that lead to positive outcomes including housing stability, education, health and well-being, economic security and mobility within these census tracts.” |
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<td>2. Comprehensive Plan Amendment</td>
<td>Norton Grand Historic Area (amending Metro Everett boundary, land use)</td>
<td><strong>Chapter 2, Land Use Element</strong> – amend Figure 2 (Metropolitan Center) and Figure 6 (Comprehensive Plan Land Use Map)</td>
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| 3. Metro Uses and Development Standards | Norton Grand Historic Area (amending zoning and heights) | **Chapter 19, Metro Uses** – Amend Map 19-1 (zoning map), Map 19-2 (street-type designations)  
**Chapter 20, Metro Everett and Core Residential Area Development Standards** – Amend Map 20-1 (zoning map), Map 20-2 (street-type designations), Map 20-3 (Core Residential Area), Maps 20-5 through 20-7 (building heights)  
Add new section to 20.300 regarding Building Form Standards as follows:  
**C. Upper Floor Modulation Adjacent to Historic Overlays**  
Development of property within a zone abutting an historic overlay is required to have an additional five-foot interior side or rear setback for each ten feet or fraction thereof by which the building exceeds thirty-five feet in height for only those portions of the building that exceed thirty-five feet in height.  

*Illustration 20 – Historic Overlay Area Upper Floor Modulation* |
### Memo to Planning Commission  June 12, 2018

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|          | Clinics and Social Services on Ground Floor | **Chapter 19, Metro Uses** – Amend Table 19-1 (Metro Everett Use Table) as follows: (TBD)  
Add new section 19.035, Special Use Restrictions, as follows: (needed if we set performance standards)** |
|          | Ceiling Heights in Table 20-6 (issue raised in 5/30/18 memo) | Amend Table 20-6, Building Form Standards, as follows:

**Table 20-6: Building Form Standards**

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<tr>
<th>Building Form</th>
<th>Illustration</th>
<th>UR</th>
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<td>Finish Floor Level (ground floor)</td>
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<td>Finish Floor Height (ground floor to finish floor)</td>
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Illustration 20-3: Building Form

4. Off-Street Parking  Bicycle Parking  Amend Sections 34.030 and 34.060 as follows:

34.030  **Bicycle Access and Parking**  
C. **Bicycle parking space location and design**  
   1) Non-residential Development. Bicycle facilities for non-residential development shall include both short term and long-term facilities.
**Amendments Recommended:**

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<td>Long-term facilities are intended for employees and occupants of the non-residential building. At least fifty percent (50%) of the required bicycle spaces shall be long-term facilities. These facilities shall be weather protected and conveniently located for the bicyclist in common areas. It is not necessary for all on-site bicycle spaces to be grouped in one central location.</td>
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<td>2)</td>
<td><strong>Residential Development.</strong> Bicycle facilities for residential development shall be weather protected and conveniently located for the bicyclist in common areas. It is not necessary for all on-site bicycle spaces to be grouped in one central location.</td>
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<td>All bicycle parking shall be located in locations that do not impede pedestrian or vehicle traffic flow, and shall be well lit for nighttime use.</td>
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<td>All bicycle parking facilities shall be designed to allow either a bicycle frame or wheels to be locked to a structure (e.g. bike rack) which is securely anchored to the ground, or within a lockable storage area.</td>
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<td>The planning director or city engineer may promulgate rules for the design and location of bicycle facilities required for development.</td>
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**34.060 Reductions to Off-Street Parking Space Requirements**

2) **Bicycle Parking**

   a. **For every five (5) non-required bicycle parking spaces provided, the off-street parking requirement is reduced by one (1) space.**

   b. **For every development which provides shower facilities and clothing storage areas for bicycle commuters, the off-street parking requirement is reduced by four (4) spaces. The facilities shall be for the use of the employees and occupants of the building, and shall be located where they are easily accessible to bicycle parking facilities.**

   c. **Each bicycle parking space must meet the location and design requirements of Section 34.030.**

   d. **This credit is limited to a maximum of five (5) off-street parking spaces, or five percent (5%) of the standard off-street parking requirement for the development, whichever is less more.**