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Acknowledgments

**Elected Officials**
- Cassie Franklin, Mayor
- Paul Roberts, Council President
- Scott Bader, Council Vice President
- Judy Tuohy, Council Member
- Ethel McNeal, Council Member
- Jeff Moore, Council Member
- Scott Murphy, Council Member
- Brenda Stonecipher, Council Member
- Ray Stephanson, (former) Mayor

**City Staff**
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- Leland Consulting

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- Carly McGinn, Commissioner
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- Adam Yanasak, Commissioner
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- Karen Stewart, Environmental Planner
- Kembra Landry, Assistant Planner

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Chapter One
Introduction
Executive Summary

The city made a commitment in 2015 to complete a subarea plan for the regionally designated Metropolitan Center ("Metro Everett") to address the allocation of population and job growth to Everett (see Figure 1). The Metro Everett plan builds on earlier planning efforts, including the Everett Station Area Plan (2005), Downtown Plan (2006), Broadway Mixed Use Zone (2008), and the Core Residential Area Standards (2008). The vision for Metro Everett is not a significant departure from these earlier plans.

This plan identifies where the light rail station could be located to best serve Metro Everett, along with a land use and transportation plan to support light rail. The transportation system is a key component of the Metro Everett plan, including regional and local transit, bicycles, freight, pedestrian routes, and reduction of off-street parking requirements.

Adding at least 1,000 units of market rate housing will be a positive benefit to Metro Everett. Enforcement of vacant and blighted properties is key to making change, along with paying attention to the open space and placemaking actions to create an inviting environment to live, work and visit.

The plan encourages looking at the creation of a Main Street program for downtown, adding an historic overlay for the Hewitt Avenue National Historic District and adding new protections for landmark buildings.

The land use chapter envisions a new approach that stresses performance, quality urban design and streetscapes to achieve the vision. Rather than seven business zones, the plan proposes two. Five different residential zones are reduced to one. Reducing barriers to infill include reduction of zoning “overlays”, elimination of maximum density limits and floor-area-ratio (FAR) requirements, and increasing the exemptions from State Environmental Policy Act (SEPA) review.

New building heights throughout Metro Everett are proposed, with the opportunity to achieve taller buildings when a project provides public benefits, such as neighborhood open space, public parking, public art or affordable housing.

Planning Process

At the beginning of the subarea plan, the city prepared a Public Participation Plan to make the process accessible, inclusive and engaging to stakeholders and all members of the public.

The Everett Planning Commission acted as the stakeholder work group for the Metro Everett planning process, and has been briefed at regular intervals since February 2016.

The city created a website (www.everettwa.gov/metro) where people interested in the plan could find information or sign up to be notified of meetings and information about the plan. Opportunities were provided to complete online and in-person surveys to identify preferences, including the Draft 2016 Action Strategy and open house, and October 2016 open house and online survey.

City staff regularly briefed the city council, including sessions on 2/27/16, 9/14/16, 5/10/17 and 10/21/17.

Staff presented information about Metro Everett to each neighborhood association included in Metro Everett (Riverside, Bayside and Port Gardner), several service clubs, the Everett Station District Alliance and Everett Board of Park Commissioners. The city also set up Metro Everett displays at community events, such as Cruzin' to Colby, Fresh Paint, Fourth of July and historic walking tours.

Four public open houses were held during the course of plan development.

- The first Metro Everett community meeting (5-9-16) was held where information was presented on a number of issues, and feedback was received. An online survey provided additional opportunity for input.
- The second community meeting (10-6-16) was held to review a Draft Action Strategy Report.
- The third community meeting (6-13-17) was held to review draft development recommendations for zoning, building heights and parking.
- The fourth community meeting (4-25-18) was held to review the draft plan and development regulations prior to commencement of the legislative process with the Planning Commission and City Council.

Please send comments to metro@everettwa.gov or 2930 Wetmore Ave, Suite 8-A, Everett, WA 98201
Vision

The vision for Metro Everett is for an attractive, clean and safe place – bustling with activity on the streets and in public places. There will be a robust array of housing choices available and affordable to all household incomes. Buildings significant to Everett’s history have been preserved and rehabilitated. New construction contributes to the vibrant character with innovative, high quality design and materials.

The following statements form the vision for the Metro Everett plan:

- Metro Everett is an attractive, clean and safe place – bustling with activity on the streets and in public places.
- There are many unique and delightful public gathering and green spaces that residents, employees and visitors utilize and enjoy.
- It is a truly diverse and eclectic neighborhood, home to a wide variety of ages, incomes, and people.
- Business will flourish with energy and vitality from new residents and investment.
- Buildings significant to Everett’s history have been preserved and rehabilitated.
- Each new construction project contributes to the vibrant character of Metro Everett’s environment with innovative, high quality design and materials.
- Everyone has a wide range of convenient and safe transportation options available to get them to their destinations, from light rail and transit, to biking and walking.
- The area continues to grow as a civic and cultural center with frequent and well-attended community events throughout the year.
- There is a robust array of housing choices available and affordable to all household income levels.
Chapter Two
Existing Conditions
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<td>Where People Work – Means of Transportation</td>
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Physical Setting

At the time of settlement, the central Everett area had rich soils and a temperate climate that provided ideal growing conditions for trees. This natural resource was extensively harvested to make room for buildings and farms. In addition to transportation by rail, the deep-water port and Snohomish River forming a peninsula of land in between provided natural waterways to transport timber and other natural resources supporting a variety of industries along the waterfront.

Unfortunately, many of these industries left a legacy of toxic pollutants in the soil and nearshore sediments that necessitate cleanup prior to future development. Many contaminated sites have been cleaned up and are being redeveloped.

Metro Everett has undergone heavy development and redevelopment since its early days in the 1890s. As a result, surface water features like streams and wetlands have been eliminated over time. Metro Everett has not been used for agriculture in more than one hundred years.

Metro Everett lies outside of the Snohomish River floodplain and no part of the geography is subject to flooding from natural surface waters. This makes the area well suited for urban development. Due to the heavily urbanized character with impervious cover from roads and buildings, very little precipitation infiltrates the ground to recharge ground water aquifers. As a result, stormwater has to be carefully managed.

The peninsula that forms the north part of Everett is a high plateau rising upward from the Snohomish River and Port Gardner Bay. A north-south crest in Metro Everett generally extends from Colby Ave. to Rockefeller Ave. and is approximately 120 feet above sea level. Views from this portion of Everett are truly noteworthy and extend 360 degrees to include both the Cascade and Olympic Mountain Ranges, foothills and some of the tallest mountains in the state—Mount Rainer, Mount Baker and Glacier Peak.

In addition, the Port’s marina and working waterfront area and Naval Station Everett on Puget Sound are visible from many areas in Metro Everett.

Figure 1: Topographic Map, Metro Everett
### Historic Context

The Everett Land Company established the urban form for Metro Everett at the end of the 19th century with the initial plats. Blocks in the Metro Everett area are generally uniform in dimension, laid out in a grid-like fashion, roughly 400 feet long north to south, and roughly 250 feet wide east to west.

Population and industry boomed on the speculation that Everett would become the terminus for the transcontinental Great Northern Railroad. Although Seattle was chosen as the terminus, the railroad reached Everett in 1893.

In 1900, a railroad tunnel was constructed through downtown. The central business district along Hewitt Avenue grew in the early 1900s. Numerous buildings from the first 15 years of the 20th century are still a vital part of the cultural and economic resources of the city.

The urban neighborhood pattern resulted from the early days of Everett’s growth, with a strong vibrant commercial downtown that helped create residential neighborhoods built at a walkable scale. Most residents could reach the shops and services they needed within a few blocks of their homes and workplaces. However, the mid 1900’s witnessed households with more expendable income, increased ownership of automobiles, expansion of Everett’s boundaries with raw, affordable land, and the construction of the interstate system, all of which helped facilitate the exodus of commercial, retail, and business uses out of Everett’s downtown.

While the built environment provides a physical legacy to Everett’s history, significant social, cultural and economic events in the city’s history also occurred within Metro Everett.
Everett was one of the most unionized towns in the country, largely due to the working conditions and pay of the workers in the shingle industry. The corner of Hewitt and Wetmore became “Speakers’ Corner”, the traditional spot for local orators. When the Industrial Workers of the World (IWW) began using the corner to protest the poor working conditions of shingle workers, public speaking at this location was outlawed.

On November 5, 1916, conflict came to a head when IWW members tried to land at the foot of Hewitt Street. Five workers and two deputies were killed and at least 30 were wounded. The event became known as the “Everett Massacre”, the bloodiest incident in the history of labor in the Pacific Northwest.

Metro Everett includes portions of two local historic overlay zones (Riverside and Norton-Grand) and one national historic district (Hewitt). The southern boundary of the Rucker-Grand Historic Overlay and the northern boundary of the Rucker Hill National Historic District touch the Metro Everett boundary. These overlays and districts include homes and buildings that have been recognized as historically significant and contributing in character to the neighborhood.
Demographic and Housing Profile

The 2010 Census showed there were 6,703 people living in Metro Everett in 3,327 housing units. Since then, there have been approximately 600 housing units added.

Age
People who choose to live in urban centers are typically in their 20’s or early 30’s, without children. Urban centers often attract senior living for access to services and amenities.

A smaller percentage of the Metro Everett population is school age (under 18), while those that are 25 to 29 years of age are significantly higher percent than the city overall. While many city centers have a larger segment of the elderly (62+), this does not seem to be the case in Metro Everett.

Income
Almost half (46.4%) of the households in Metro Everett had incomes less than $30,000 per year. Over a third had incomes over $60,000, an indication – perhaps, that the new housing developments are attracting higher income households.

Diversity
Metro Everett is a bit less diverse than the rest of the city. Racial minorities account for less than 20% of the population, whereas the city had over 25% of the population identified as a minority. Hispanic or Latino persons were less than 8% of the population in Metro Everett, while the city has over 14% of the population identified as Hispanic or Latino. Metro Everett is less likely to have a limited English speaking household.
Existing Housing and Population Characteristics
About 73% of the housing stock in Metro Everett is renter-occupied. This is much higher than the city where renters occupy 55% of the housing units. Most of the housing stock is in multifamily units (5 or more), although there are over 700 units of single family detached homes within Metro Everett.

Housing Affordability
A recent survey (June 2017) of available rental units in Metro Everett showed the average rent at $1,281. Without spending more than 30 percent of your income on housing, a common standard of affordability, a single-worker household would need to earn almost $25 an hour to afford this rent.

There is nowhere in Metro Everett where someone working a full-time minimum wage job could afford an unsubsidized apartment unless they were to share with others.
**Low-Income Units**

Within Metro Everett, there are **759** units of rent-restricted housing affordable to low-income households. Of those units, only **101** are available to minimum wage earners.

Metro Everett has **18%** of the city’s subsidized low-income units and **7.5%** of the city’s housing stock. This supports early public input that Metro Everett has its “fair share” of low-income housing. Yet, with the large percent of low-income households (55%) and households severely cost burdened (19%) in the city, additional affordable housing is still needed.

---

**Figure 10**: Severe Cost Burden, Everett (Source: 2009-2013 ACS). AMI means “area median income.” Severe cost burden is defined as a household which pays more than fifty percent of their household income on housing costs.

**Figure 11**: Income Restricted Units, Metro Everett (Source: Housing Consortium of Snohomish County and City of Everett)
Labor and Employment Profile

Metro Everett is the financial, governmental, institutional and cultural center for both the city and Snohomish County. For every one person living in Metro Everett, there are nearly two people employed there.

*Professional Services*

Many businesses and offices located in Metro Everett provide a wide variety of regional services as well as professional services to local residents living and working here. Businesses in key market sectors include: financial, medical (including veterinarian and pharmacy), legal, insurance and general government. In addition, public service providers such as the electric utility and waste pickup and recycling are headquartered here.

![Figure 12: Funko moved its headquarters downtown in 2017](image)

<table>
<thead>
<tr>
<th>Major Sector Category</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction/Resources</td>
<td>N/A</td>
</tr>
<tr>
<td>Finance, Insurance, Real Estate</td>
<td>1,101</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>536</td>
</tr>
<tr>
<td>Retail</td>
<td>660</td>
</tr>
<tr>
<td>Services</td>
<td>5,831</td>
</tr>
<tr>
<td>Wholesale Trade, Transportation, Utilities</td>
<td>646</td>
</tr>
<tr>
<td>Government/Education</td>
<td>4,215</td>
</tr>
<tr>
<td><strong>2014 Total Employment</strong></td>
<td><strong>12,989</strong></td>
</tr>
</tbody>
</table>

*Table 1: 2014 Total Employment in Metro Everett*

Source: Snohomish County Planning and Development Services, 7/19/17. Based on data from Employment Security Department and Puget Sound Regional Council. Everett Metropolitan Center boundary used for data extraction provided by City of Everett.
The following table summarizes some of the typical service providers located in Metro Everett.

<table>
<thead>
<tr>
<th>Service Provider</th>
<th># of Businesses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Financial and Insurance Services</td>
<td></td>
</tr>
<tr>
<td>Insurance Agencies &amp; Brokerages</td>
<td>32</td>
</tr>
<tr>
<td>Commercial Banking</td>
<td>17</td>
</tr>
<tr>
<td>Investment Advice</td>
<td>15</td>
</tr>
<tr>
<td>Real Estate Credit</td>
<td>10</td>
</tr>
<tr>
<td>Direct Property &amp; Casualty Insurance Carriers</td>
<td>10</td>
</tr>
<tr>
<td>Consumer Lending</td>
<td>7</td>
</tr>
<tr>
<td>Credit Unions</td>
<td>5</td>
</tr>
<tr>
<td>Professional Services</td>
<td></td>
</tr>
<tr>
<td>Lawyers</td>
<td>176</td>
</tr>
<tr>
<td>Certified Public Accountants</td>
<td>18</td>
</tr>
<tr>
<td>Title Abstract &amp; Settlement Offices</td>
<td>10</td>
</tr>
<tr>
<td>Engineering Services</td>
<td>9</td>
</tr>
<tr>
<td>Architectural Services</td>
<td>8</td>
</tr>
<tr>
<td>Health Care Services</td>
<td></td>
</tr>
<tr>
<td>Physicians (Excluding Mental Health Specs)</td>
<td>127</td>
</tr>
<tr>
<td>Individual &amp; Family Services</td>
<td>87</td>
</tr>
<tr>
<td>Misc Health Practitioners</td>
<td>79</td>
</tr>
<tr>
<td>Dentists</td>
<td>21</td>
</tr>
<tr>
<td>Physical, Occup/Speech Thrpy/Audiologists</td>
<td>20</td>
</tr>
<tr>
<td>Freestanding Ambulatory Surgical &amp; Emergency Ctrs</td>
<td>15</td>
</tr>
<tr>
<td>Mental Health Practitioners (Exc Physcns)</td>
<td>10</td>
</tr>
<tr>
<td>Misc Ambulatory Health Care Services</td>
<td>9</td>
</tr>
<tr>
<td>Chiropractors</td>
<td>9</td>
</tr>
<tr>
<td>Podiatrists</td>
<td>9</td>
</tr>
<tr>
<td>Vocational Rehabilitation Services</td>
<td>6</td>
</tr>
<tr>
<td>Psychiatric &amp; Substance Abuse Hospitals</td>
<td>6</td>
</tr>
<tr>
<td>Home Health Care Services</td>
<td>4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Service Provider</th>
<th># of Businesses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail and Other Commercial Services</td>
<td></td>
</tr>
</tbody>
</table>

In addition to professional services, there are many other types of commercial services available for Metro Everett residents. The majority of retail uses are located on Broadway, Hewitt, Colby and Rucker Avenues. A variety of personal service, car repair shops, specialty retail (including apparel and housewares) and several second-hand stores are available to support the needs of urban dwellers. In general, the available retail is mostly smaller shops with no major department stores or drug stores. Three full service hotels, as well as a lumber yard, hardware, furniture, lighting and appliances, as well as a big box retail home improvement center are within the Metro Everett area. There are also a large number of bail bond facilities due to the proximity of the jail and court facilities, as well as a concentration of tattoo parlors, smoke shops and thrift stores. A number of warehouses, auto supply, and light industrial uses are located east of Broadway and primarily south of Everett Station.
Access to Fresh Food
There are a number of places to go to purchase fresh and freshly prepared food in Metro Everett, including over 50 restaurants serving a variety of ethnic and American foods. There is only one full service grocery store and pharmacy (QFC) located at the corner of Everett and Broadway Avenues. Other stores carrying fresh foods include the Sno-Isle Natural Foods Co-Op and Cash & Carry. Figure 13 shows the distribution and typical walking distances of these three main food stores serving Metro Everett. In addition to these larger food stores, there are six convenience stores offering a limited selection of fresh foods located within the downtown area.

Business Improvement Area
A business improvement area (BIA) was formed in the 1990s to maintain a vibrant, clean and safe commercial district that is an asset to the entire city. The BIA is administered by the Downtown Everett Association to retain and recruit independent businesses to locate in the downtown and expand local businesses and services as more people reside downtown. Business owners work together by hosting events such as “Small Business Saturdays” with holiday shopping strolls focusing on downtown retailers and restaurants. The BIA also pays for street sweeping, litter patrol and maintenance of recycle containers.

![Figure 13: Grocery Locations (with ¼ and ½ mile radius)](image1)

![Figure 14: Downtown Business Improvement Area](image2)

BIA expanded in 2017 (shaded blue); previous boundary shown in dashes
Land Use

Metro Everett, an area of a little more than one square mile, has fifteen different land use designations and thirteen different zoning districts.

<table>
<thead>
<tr>
<th>LAND USE DESIGNATION</th>
<th>EQUIVALENT ZONING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
</tr>
<tr>
<td>1.2 Single Family Detached, 5-10 dwellings per gross acre</td>
<td>R-1 or R-2</td>
</tr>
<tr>
<td>1.6 Multiple Family, 20-29 dwellings per gross acre</td>
<td>R-3</td>
</tr>
<tr>
<td>1.7 Multiple Family, 30-50 dwellings per gross acre</td>
<td>R-4</td>
</tr>
<tr>
<td>1.8 Multiple Family, 50+ dwellings per gross acre</td>
<td>R-5</td>
</tr>
<tr>
<td>Institutional</td>
<td></td>
</tr>
<tr>
<td>2.0 Parks / Public Open Space</td>
<td>P Zone, OS Zone</td>
</tr>
<tr>
<td>2.1 Schools / Churches</td>
<td>Existing zoning</td>
</tr>
<tr>
<td>2.4 Hospital</td>
<td>Institutional Overlay zone or existing zoning</td>
</tr>
<tr>
<td>2.5 Clinic / Office</td>
<td>C-O Overlay zone</td>
</tr>
<tr>
<td>2.6 Professional Office</td>
<td>O Overlay zone</td>
</tr>
<tr>
<td>2.7 Clinic / Medical</td>
<td>C Overlay zone</td>
</tr>
<tr>
<td>City Core</td>
<td></td>
</tr>
<tr>
<td>3.1 Central Business District</td>
<td>R-5, B-3, C-1, B-2, C-2, C-2ES, BMU</td>
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<tr>
<td>Commercial</td>
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<td>4.1 Neighborhood Business</td>
<td>B-1</td>
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<td>4.2 Community Business</td>
<td>B-2, C-1</td>
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<td>4.4 Mixed Use Commercial – Multiple Family</td>
<td>C-1, B-2, E-1, E-1MUO</td>
</tr>
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<td>Industrial</td>
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<td>5.5 Everett Station</td>
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Table 4: Metro Everett Land Use Designations (Source: Table 9, Chapter 2, Land Use, Everett Comprehensive Plan)
### RESIDENTIAL ZONING COMPARISON

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<th>Zone</th>
<th>Intent</th>
<th>Uses</th>
<th>Building Height</th>
<th>Density</th>
<th>Parking Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-1</td>
<td>The primary purpose is single-family detached low-density housing.</td>
<td>Single family</td>
<td>28 feet</td>
<td>1 du unit per 6,000 SF</td>
<td>2 spaces per unit</td>
</tr>
<tr>
<td>R-2</td>
<td>The primary purpose is to provide for and protect areas of the city for single-family detached and a limited amount of duplex residential use.</td>
<td>Single family, duplex</td>
<td>28 feet</td>
<td>1 du unit per 5,000 SF or 2 du (duplex) per 7,500 SF</td>
<td>2 spaces per unit</td>
</tr>
<tr>
<td>R-3</td>
<td>The primary purpose is multi-family residential use, secondary purpose is for clinics, medical uses and mixed use with clinic.</td>
<td>Multiple Family, clinic</td>
<td>28 - 45 feet</td>
<td>1 du unit per 1,500 SF (up to 29 units per acre)</td>
<td>1-1.5 spaces per unit</td>
</tr>
<tr>
<td>R-4</td>
<td>The primary purpose is multi-family residential use, secondary purpose is for clinics, offices and mixed use with office.</td>
<td>Multiple Family, clinic, office</td>
<td>45 - 80 feet</td>
<td>No maximum density</td>
<td>1-1.5 spaces per unit</td>
</tr>
<tr>
<td>R-5</td>
<td>The primary purpose is multi-family residential use, secondary purpose is for clinics, offices, and mixed use with office and neighborhood services.</td>
<td>Multiple Family, clinic, office, some business</td>
<td>45 - 80 feet</td>
<td>No maximum density</td>
<td>1-1.5 spaces per unit</td>
</tr>
</tbody>
</table>

### BUSINESS/COMMERCIAL ZONING COMPARISON

<table>
<thead>
<tr>
<th>Zone</th>
<th>Intent</th>
<th>Uses</th>
<th>Building Height</th>
<th>Density</th>
<th>Parking Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-1</td>
<td>To provide for the day-to-day retail, personal service and convenience consumer needs of the immediately adjacent residential neighborhoods.</td>
<td>Residential, Business/Commercial, Eating and Beverage, Entertainment, Lodging, Medical, Recreational, Special Property uses, Schools, Utilities, Transportation and Vehicle Related uses.</td>
<td>28 - 35 feet</td>
<td>No maximum density</td>
<td>1 space per dwelling unit. Commercial requirements range from: 1 space per 100sf - 1 per 1000sf</td>
</tr>
<tr>
<td>B-2</td>
<td>To provide for retail businesses and services designed to serve the needs of several neighborhoods, allow for the development of multiple-family housing and mixed-use commercial and multiple-family residential use, and allow for businesses which are oriented to arterial streets.</td>
<td>Residential, Business/Commercial, Eating and Beverage, Entertainment, Lodging, Medical, Industrial, Recreational, Special Property uses, Schools, Utilities, Transportation and Vehicle Related uses.</td>
<td>45 - 120 feet</td>
<td>No maximum density</td>
<td>1-1.5 spaces per dwelling unit. Commercial requirements range from: 1 space per 100sf - 1 per 1000sf</td>
</tr>
</tbody>
</table>
### BUSINESS/COMMERCIAL ZONING COMPARISON

<table>
<thead>
<tr>
<th>Zone</th>
<th>Intent</th>
<th>Uses</th>
<th>Building Height</th>
<th>Density</th>
<th>Parking Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-3</td>
<td>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.</td>
<td>Residential, Business/Commercial, Eating and Beverage, Entertainment, Lodging, Medical, Recreational, Special Property uses, Schools, Utilities, Transportation.</td>
<td>45 - 200+ feet</td>
<td>No maximum density Minimum FAR: 0.75 Maximum FAR range: 1.5-12</td>
<td>1 space per dwelling unit. No requirements for commercial parking.</td>
</tr>
<tr>
<td>BMU</td>
<td>To create a lively business district, with a mixture of uses, including retail, services, restaurants, institutions, and higher density residential. It is expected that auto-oriented uses would gradually diminish.</td>
<td>Residential, Business/Commercial, Eating and Beverage, Entertainment, Lodging, Medical, Industrial, Recreational, Special Property uses, Schools, Utilities, Transportation and Vehicle Related uses.</td>
<td>45 - 80 feet</td>
<td>No maximum density</td>
<td>1-1.5 spaces per dwelling unit. Commercial requirements range from: 1 space per 100sf - 1 per 1000sf</td>
</tr>
<tr>
<td>C-1</td>
<td>To provide for a wide range of retail businesses, consumer and commercial services for the greater Everett area, and allow for the development of multiple-family housing and mixed-use commercial and multiple-family residential use.</td>
<td>Residential, Business/Commercial, Eating and Beverage, Entertainment, Lodging, Medical, Industrial, Recreational, Special Property uses, Schools, Utilities, Transportation and Vehicle Related uses.</td>
<td>65 - 97 feet</td>
<td>No maximum density</td>
<td>1-1.5 spaces per dwelling unit. Commercial requirements range from: 1 space per 100sf - 1 per 1000sf</td>
</tr>
<tr>
<td>C-2</td>
<td>To provide area for heavy commercial services and manufacturing activities and to promote an upgrading of the quality of development of properties located along arterial streets.</td>
<td>Residential, Business/Commercial, Eating and Beverage, Entertainment, Lodging, Medical, Industrial, Recreational, Special Property uses, Schools, Utilities, Transportation and Vehicle Related uses.</td>
<td>80 - 120 feet</td>
<td>No maximum density</td>
<td>1 space per dwelling unit. Commercial requirements range from: 1 space per 100sf - 1 per 1000sf</td>
</tr>
<tr>
<td>C-2ES</td>
<td>To provide area for commercial services and light industrial activities and compatible residential use; to provide clear connections between Everett Station and the downtown.</td>
<td>Residential, Business/Commercial, Eating and Beverage, Entertainment, Lodging, Medical, Industrial, Recreational, Special Property uses, Schools, Utilities, Transportation and Vehicle Related uses.</td>
<td>80 feet</td>
<td>No maximum density</td>
<td>1 space per dwelling unit. Commercial requirements range from: 1 space per 100sf - 1 per 1000sf Maximum parking ratio 4 per 1000 gsf</td>
</tr>
</tbody>
</table>

### PUBLIC PARK ZONING

<table>
<thead>
<tr>
<th>Zone</th>
<th>Intent</th>
<th>Uses</th>
<th>Building Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>P</td>
<td>The purpose of the public park zone is to provide for recreational and open space uses and other compatible public uses on current and future city-owned land.</td>
<td>Any park and recreational facility, including active and passive outdoor, park buildings, concessions, maintenance facilities, etc.</td>
<td>Case-by-case</td>
</tr>
</tbody>
</table>

Table 5: Existing Zoning Synopsis
Zoning Overlays
The city has adopted several development provisions which “overlay” the underlying zoning. These overlays can add requirements or uses to the zoning district in which they are located. The following overlays in Metro Everett are based on geographic areas defined in the code:

- **Clinic and Office Overlays** – three different overlays. EMC 19.16.
  - **Clinic Overlay** – Clinics and medical-related activities allowed in addition to uses permitted in the underlying R-3, R-4 and R-5 zones
  - **Office Overlay** – Offices allowed in addition to uses permitted in the underlying R-4 or R-5 zoning districts
  - **Office-Clinic Overlay** – Clinics, medical-related activities and offices allowed in addition to uses permitted in the underlying R-4 or R-5 zoning districts
- **Core Residential** – New construction featuring residential uses must comply with design standards and guidelines, plus height limits. EMC 19.33G.

*Figure 16: Existing Clinic-Office Overlays, Core Residential Area*
• **Adult Business & Mini Casino Prohibition Area** – An area of the city where adult business and mini casinos are prohibited.

• **Street Overlays** – the following streets have additional requirements for uses and/or development standards:
  - **Retail Streets Downtown** – prohibited on the ground floor on retail streets (see Figure 17): food banks, tattoo parlors, blood or plasma donor centers, body piercing, churches, pawnshops, secondhand stores, thrift and junk stores, places of assembly, teen and private clubs, fraternal organizations and social service facilities. Buildings fronting on these streets must follow standards set forth in EMC 19.22.020.
  - **Connector Streets Downtown.** Buildings fronting on these streets must follow standards set forth in EMC 19.22.020.
  - **2nd Hand & Antique Sales** – Secondhand stores, antique stores and antique malls are allowed on the ground floor in the areas of Hewitt, Rucker or Wetmore Avenue identified in Map 22-2(a) if open for business a minimum of five days per week for a minimum of 8 hours per day.
  - **Pedestrian Streets in Everett Station** – parts of 32nd, 33rd, Smith and Wall Street are designated as “Pedestrian Streets”, requiring development to meet additional design requirements.
• **Height and Floor Area Ratios** – the Downtown (B-3) and Broadway Mixed Use (BMU) zones have height maps and/or floor area ratio requirements. For Downtown, see Map 22-1; for BMU, see Map 31A-1. Also, see height limits in the Core Residential Areas (EMC 19.33G – Figure 3).

• **Historic Overlays** – Norton-Grand and Riverside Historic Overlays are within Metro Everett. These overlays include regulations on the use and alteration of property within the historic overlay. EMC 19.33.

• **Off-street Parking Requirements for Multiple Family Dwellings and Rear Yard Infill** – Map 34-1 identifies Area A and Area B. Lots within Area A provide 1 parking space per dwelling unit. Lots within Area B provide 1 space per unit for an infill unit or multiple family with one or fewer bedrooms, and 1.5 spaces per unit for dwellings with two or more bedrooms. See EMC 19.34.020.

![Figure 18: Existing Height Limits (Downtown, Everett Station, Core Residential and Broadway Mixed-Use)](image1.png)

![Figure 19: Existing Off-Street Parking Areas for Multifamily/Infill (Map 34-1, EMC 19.34.020)](image2.png)
Property Use
Metro Everett is a mixed-use area. Approximately 40% of the 674 acres in Metro Everett is within public right-of-way. Of the remaining land area, 24% is used primarily for residential, while services and trade account for 48% of the net land area.

Exempt Ownership – Nearly 22% of the property in Metro Everett is exempt from property taxes. This includes property owned by churches, nonprofits, housing authority, and public agencies.

Residential Use – Residential use is predominantly multifamily housing. Housing with three or more units accounts for 69% of the housing structures. Existing housing density is approximately 5 units per gross acre with 2.01 people per household.

Since 2001, 869 multifamily units have been built with the multifamily tax exemption program. Of those units, two projects (Pagoda and Potala Village) set aside 20% of their units for low-income households. All the projects in Metro Everett were built west of Colby Avenue; one project (140 units) is now permitted on the west side of Broadway south of 32nd Street and intends to set aside 20% of the units for low-income households.

Table 6: Units in Structure, Metro Everett Block Groups
(Source: 2010-2014 American Community Survey)
Transportation

Metro Everett serves as the city’s transportation hub for passenger rail, public and private transit. A bicycle network has also been created and planned. This transportation network is essential to moving people in and out of the area for work, living and leisure activities.

Streets
Metro Everett is mostly developed in a gridded street pattern. This grid provides multiple options for cars, transit, pedestrians and bikes to easily circulate throughout the area. Exceptions to this grid pattern occur in areas around Everett Station, largely due to the BNSF mainline tracks.

Congestion
An analysis of traffic congestion in 2013 and 2014 during the PM peak hour demand showed mostly free flow within Metro Everett. Moderate congestion occurs on Rucker and Everett Avenues. While the most congested part of Broadway is on the north end near the colleges, intermittent congestion can happen through Metro Everett. Hewitt Avenue can also become congested when an incident occurs on the US 2 trestle for east-bound PM peak traffic.

Figure 21: City of Everett designated arterials and collectors
**Freight Routes**

Movement and transportation of freight and goods is a vital element of the transportation network. Freight routes in Metro Everett have destinations outside the planning area, including the Port of Everett.

The most significant freight corridor, in terms of tonnage, is Rucker-Pacific-West Marine View Drive. In 2017, the city completed improvements to the corridor – from 41st to West Marine View Drive, to address the increased demand for freight capacity between the Port of Everett’s south terminal and I-5. Additional improvements are being considered in the future to address better turning movements for large freight.

The BNSF rail system also traverses through Metro Everett. A tunnel, completed around 1901, starts on Oakes Avenue and daylights at West Marine View Drive. There are no longer any at-grade rail crossings. The 100-plus year old tunnel might be vulnerable with a significant earthquake due to construction techniques. Failure of the tunnel could cause severe economic and transportation damage, not to mention the potential impacts on people’s lives. Hazardous and explosive, flammable materials transported by rail throughout Metro Everett could be derailed in an earthquake.
Transit
Metro Everett is served by Everett Transit, Community Transit, and Sound Transit. Other regional transit providers include Greyhound, Skagit and Island Transit. On I-5 between Everett and Seattle, buses carry 25% of commuters but represent less than 1% of vehicle traffic. These transit services can all be accessed at Everett Station, which is within Metro Everett.

Everett Transit provides local transit service in Everett. Everett Transit also owns and operates Everett Station, a regional multi-modal transportation and employment center. Everett Transit provides fixed-route service in Metro Everett on eight routes and corresponding paratransit service.

Regional Bus Transit (BRT) Service
Everett has bus rapid transit (Swift) that acts like a train for fast, frequent transit service. The first Swift route became Community Transit’s highest ridership route along Highway 99 from Everett Station to Shoreline. Swift operates every 12 minutes weekdays from 6 a.m. to 7 p.m., but is scheduled to increase peak hour service to every 10 minutes in March 2019. Swift service in Everett is supported by an agreement between Everett Transit and Community Transit in which a portion of Everett’s sales tax (1/2 of 1/10th of 1%) is transferred to Community Transit.

Commuter bus service to Seattle is provided by Sound Transit. Sound Transit provides express bus service from Everett Station to Seattle (510-512) and Bellevue (532). Community Transit provides several local bus routes serving areas north, south and east of Everett (201-202-270-271-277-280).
**Everett Transit Planned Improvements**

Everett Transit is planning to improve bus stops along Broadway between 34th Street in Metro Everett north to 7th Street. This work will add “bus bulbs” to each of the bus stops within the corridor. When completed, a bus will stop in the lane of travel, shortening the length of each bus stop zone; this will allow for additional on-street parking. In addition to the bus bulbs, amenities will be added to most stops, such as shelters, benches, trash cans, and bike racks.

Locations for new bus bulbs along Broadway in Metro Everett include:

- at 25th (southbound)
- at 26th – QFC (northbound)
- at California (both directions)
- at Wall (southbound)
- at Pacific (northbound)
- at 33rd (northbound)
- at 34th (southbound)

In 2019, Everett Transit plans to start new service from **Waterfront to Riverfront**, using three new electric buses that will be acquired through a state grant. The goal is to have 30 minute service. The route will go from West Marine View Drive, east on Hewitt, south on Broadway, east on Pacific to Everett Station, then continuing on Smith to 41st, and then east on 41st to the Riverfront development.

**Pedestrian Routes**

Sidewalks adjacent to public streets are the primary route for pedestrians through Metro Everett. A sidewalk path from Everett Station under Pacific Avenue provides a pathway to Angel of the Winds Arena. This path is not well lit. Most people consider the path undesirable.
The city has been working on implementing improvements to city sidewalks for accessibility. New curb ramps and signal activation hardware have been installed at many intersections. These improvements are part of the city’s plan to meet accessibility challenges and requirements.

There are many streets without sidewalks, at least on both sides of the street. This is surprising for an urban center, and occurs primarily on the east side of Broadway. Over 1 ½ miles of streets do not have sidewalks, including streets adjacent to Everett Station. See Figure 28 for areas where sidewalks are missing.

**Bikes**

The foundation of a bikeway network is already in place in Everett, including within Metro Everett where a network of connected streets and frequent bikeable destinations are found. Bike lanes are installed along Hoyt and California. Colby has a bike lane north of 25th.

A bike traffic signal was installed at the intersection of California Street and Broadway during the Broadway Bridge replacement project; this signal was done in anticipation of an east-west bike corridor along California Street to link with US 2.
Where People Work – Means of Transportation

Metro Everett is unique in that it has both a high percentage of workers that have a long commute to work as well as those that have a short commute. Nearly 20% of the workers who live in Metro Everett commute more than 45 minutes to their job, while 20% also travel less than 10 minutes to work.

Fewer workers in Metro Everett drive alone. However, workers that carpool or use public transportation that reside in Metro Everett are similar in percent when compared to the city. Where Metro Everett differs from the city is in the percent of workers that walk or bike to work, or work at home.

![Diagram showing travel times for workers in Metro Everett and the city.]

**Table 7: Means of Transportation to Work for Workers 16+ (Source: 2010-2014 ACS, B08301)**

<table>
<thead>
<tr>
<th>Mode of Transportation</th>
<th>City</th>
<th>Metro Block Groups</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove alone</td>
<td>70.8%</td>
<td>58.9%</td>
</tr>
<tr>
<td>Carpoled</td>
<td>11.8%</td>
<td>10.7%</td>
</tr>
<tr>
<td>Public transportation (excluding taxicab)</td>
<td>6.2%</td>
<td>6.8%</td>
</tr>
<tr>
<td>Taxicab</td>
<td>0.1%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>0.4%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>0.8%</td>
<td>1.3%</td>
</tr>
<tr>
<td>Walked</td>
<td>3.7%</td>
<td>10.5%</td>
</tr>
<tr>
<td>Other means</td>
<td>1.0%</td>
<td>1.1%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>5.3%</td>
<td>10.7%</td>
</tr>
</tbody>
</table>
Parking

A 2015 inventory identified 1,842 on-street stalls downtown; an unknown number of parking spaces exist outside of downtown around Everett Station and residential neighborhoods.

At this time, the city does not meter any on-street parking in Metro Everett. On-street parking is enforced with time limits. In 2008, the city developed Downtown Parking Management Strategies. The strategies were reviewed eight years later, with findings presented to the city council in 2016. The parking study found about 40% of parking stalls were occupied by vehicles whose owner was moving the car during the day and/or parking longer than four hours. These parking stalls, which are intended primarily for the customer or visitor, are instead being used by employees or residents.

Parking Garages

There are three major garages downtown: two are publicly owned (city and county) and one is private (Port Gardner Parking Garage). The downtown parking studies indicate that more off-street garages may be needed. However, a 2009 downtown parking garage analysis concluded that without significant subsidy, the prototype model could not sustain itself financially within the Everett parking market. The light rail station plan includes additional parking to serve regional commuters.

Residential Permit Parking Zones

Our public streets also provide parking for residents and their guests. In some residential neighborhoods, the city allows residents with a residential parking permit to exceed posted time limits so that other long-term parkers (e.g. employees from surrounding business areas) are not monopolizing spaces in front of people’s homes.

Off-street Parking

Over 7,000 off-street parking spaces are estimated in Metro Everett, either in surface parking lots or structured parking facilities.
A brownfield is a former industrial or commercial site where future use is affected by the presence or potential presence of a hazardous substance, pollutant, or contaminant. The city’s industrial history created several brownfield sites, with significant impacts that can cause health and economic impacts to sensitive populations and the environment.

In 2013, the city received an Environmental Protection Agency (EPA) Brownfield grant to inventory, prioritize, assess and plan the cleanup/reuse of priority brownfield sites and focus areas throughout the city. An objective of the project was to spur private investment and the creation of jobs while reducing environmental threats to residents throughout the city and Puget Sound.

Metro Everett was prioritized for a Brownfield Redevelopment Study based on the results of a comprehensive inventory of brownfield sites throughout the city and a desire to consolidate and update components of grant-funding activities with ongoing planning/visioning efforts. Twenty-three (23) potential brownfield sites in Metro Everett were identified as part of the grant.

Environmental site assessments (ESA) were conducted on several Metro Everett properties.

- **HopeWorks Social Enterprises:** Located at 3311-3401 Broadway Avenue this property consists of 8 parcels of land southwest of Everett Station. Plans for the site include expanding the existing facility to include a 75,000-square foot mixed-use building with affordable housing units, new food service social enterprises, and a culinary training academy.

- **Hunter Investments-Hewitt Ave:** Located at the SE corner of Hewitt Avenue and Bond Street, this property consists of 2 parcels of vacant land in the heart of the West Hewitt Avenue. This property had a Phase I and Phase II ESA completed. The Phase II ESA identified petroleum impacts to groundwater. The property owner is pursuing funding to remediate the site in order to redevelop the property with a mixed-use building.

- **Cocoon House:** Located at 2929 Pine Street, this property consists of 1 parcel of developed land situated in the northeast portion of Everett Station. Cocoon House was looking at redevelopment and expansion of their facilities but decided to purchase another property.

- **Everett Auto Clinic:** Located at 3132 Rucker Ave, this property consists of two parcels of developed land on the west side of Metro Everett. Everett Auto Clinic has occupied the property since 1986. The property was recently purchased and options for redevelopment have been explored. This property had a Phase I and Phase II ESA completed.

The initial brownfield inventory, ESAs and associated study were critical in initiating redevelopment efforts to effectively reuse land once burdened by environmental impacts. But clean-up must still take place if the site is contaminated.
Public Facilities and Services

As the city center and county seat, Metro Everett includes a wide range of public facilities and services.

City facilities and services in Metro Everett include:

- City Hall (Mayor, Council, Clerk, Administration, IT, Planning, Fire, HR)
- Public Works facilities (Streets, Utilities (water, sewer, stormwater), Building and Permit Services, Engineering)
- Fire (Fire Station No. 2 located at California and Oakes)
- Police (Police Station located at 3002 Wetmore)
- Library (Main branch located at Hoyt and Everett Ave)
- Parks (see further descriptions below)
- Transit (administration and operations base in Everett Station area)
- Municipal Court (3028 Wetmore)

Other public facilities and services:

- Snohomish County (courts, administration, regional jail)
- Schools (Everett High School, North Middle School, Everett Schools Maintenance, Immaculate Conception Elementary)
- Snohomish County Public Utility District – electric utility (headquarters at 2320 California Street)
- Public housing (Everett Housing Authority – administration and housing, and Housing Authority of Snohomish County—Jackson House)

Facilities and services provided by nonprofits or for-profit that are a public service:

- Solid Waste and Recycling (Rubatino for collection)
- Nonprofit housing providers (Housing Hope, Catholic Housing and Community Services, Cocoon House, Artspace, Everett Gospel Mission, Washington Home of Your Own)
- Hospitals (Providence Regional Medical Center – Pacific campus)
- Gas (Puget Sound Energy)
- Phone and Cable (several)
Parks and Public Plazas
In Metro Everett, there are two small parks and two public plazas. In addition, the Snohomish County Courthouse includes a public plaza where events are held.

Wetmore Theatre Plaza – 1.0 acre park at the corner of California Street and Wetmore Avenue. The plaza includes an amphitheater with bench style seating for 200 people. Events are held in the multi-use space of the plaza throughout the year.

Everpark Plaza – this is small mid-block crossing in the 2800 block of Colby Avenue that provides access to the public parking garage.

JJ Hill Park – this is a small park at the corner of Hewitt Avenue and Broadway. The park consists of grass turf and plantings. The park is adjacent to the Broadway bridge and BNSF tracks.

Judd and Black Park – this small park, located at Hewitt Avenue and Maple Street, is adjacent to I-5. It is now a rain garden.

Snohomish County Campus – the Snohomish County Campus includes an amphitheater where events are held, including lunchtime summer concert series “Music on the Plaza”, and other public open space.

Everett Station – Public space with seating is available in front of Everett Station.
Chapter Three
Market Analysis
Overview

In the spring of 2016, the city engaged Leland Consulting Group (LCG) to conduct a market evaluation of Metro Everett. A key question that LCG addressed was “How will Metro Everett attract the investment, activity, and revitalization that the community has envisioned?”

The market evaluation included:

- A 10- and 20-year forecast of residential and commercial development;
- Identification of metrics that suggest which properties and areas are likely to redevelop;
- A preliminary review of the city’s zoning code within Metro Everett, and recommended zoning modifications that could encourage development; and
- “Big ideas” that could assist with the ongoing success of Metro Everett.

The economy of Metro Everett is integrally tied to the Puget Sound and greater Seattle economy. Seattle is currently experiencing record construction, particularly downtown, as demand for new housing and offices hasn’t seemed to slow down.

The strength and fortunes of the Puget Sound region and Seattle do not necessarily translate directly to development in Metro Everett. Everett’s regional growth center grew by 25 percent between 2000 and 2010. This growth, while steady and a welcome addition to Metro Everett, is not at the pace of other Puget Sound’s booming centers, such as Bellevue’s Downtown and Redmond’s Overlake areas.

Figure 1: Population Change in Centers, 2000 - 2010 (Source: PSRC)
**Housing Market Analysis**

Two demographic trends that affect Metro Everett’s housing market are younger age groups (25 – 34) and the aging baby boomers (late 50’s+).

The housing market is obviously tied to whether people want to live in an urban center, such as Metro Everett. The highest concentration of residents currently living in Metro Everett are young – in their 20’s or early 30’s. The largest trend in coming decades is the “silver tsunami” – the growth in baby boomers in their 60’s and above, that will require housing and services to support seniors.

One of the factors that has slowed new housing development in Everett is that rents do not support the cost of construction, land, permitting, etc. Metro Everett apartment rents are $1.85 per square foot for 1-bedroom units (2017), whereas 1-bedroom units in King County get $2.24 per square foot.

Leland Consulting Group had a very different market forecast for housing in Metro Everett than the growth assumptions that were given to the city from the Puget Sound Regional Council. Leland’s forecast for the next ten years went from a low of 830 units to a high of 1,430 units. This forecast is consistent with the development Metro Everett has experienced over the previous ten years.

<table>
<thead>
<tr>
<th>Market Area Unit Demand</th>
<th>Attainable Study Area Capture Rates</th>
<th>10-year Study Area Absorption (low)</th>
<th>10-year Study Area Absorption (high)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Detached</td>
<td>14,000</td>
<td>0 to 0%</td>
<td>0</td>
</tr>
<tr>
<td>Attached Ownership (Townhome, Condo, Plex)</td>
<td>2,800</td>
<td>7 to 12%</td>
<td>190</td>
</tr>
<tr>
<td>Rental Apartments</td>
<td>9,200</td>
<td>7 to 12%</td>
<td>640</td>
</tr>
<tr>
<td>Total Units</td>
<td>26,000</td>
<td>3 to 6%</td>
<td>830</td>
</tr>
</tbody>
</table>

*Table 1: Residential Demand for Metro Everett, 10-year forecast (Source: Leland Consulting Group)*

**MARKET COMPARISON**

**Home value for:**
- Seattle -- $697,700
- Everett -- $342,900

**Median rental value:**
- Seattle -- $2,589
- Everett -- $1,821

Source: Zillow (10-17)
Employment Market Analysis

The red outline in Figure 3 shows the “market area” defined by Leland Consulting Group. This area is a 20-minute drive to the north and south, and 15 – 20 minute drive to the east, depending on traffic. The market area is the area from which Metro Everett will “capture” some amount of future development.

Red circles represent retail businesses, yellow circles represent housing, and green circles represent non-retail employment. The larger circles represent larger concentrations of retail, housing, and employment.

The figure shows that Metro Everett and the area around Paine Field are major employment centers. Metro Everett shows as a mixed-use center with housing and retail. However, the retail establishments are not as large as those found in centers farther south and north on I-5.

Office Forecast

The Puget Sound Regional Council’s projections for employment show the region’s strong economic fundamentals as: high-growth industry clusters such as technology, trade, biotech, aerospace and aeronautics, technical and professional fields, and manufacturing; high education levels; and the region’s desirability, natural beauty, and related population growth.

Metro Everett includes 2.2 million square feet of office space, or 21% of all office space within the market area and 36% of the office space in the city. In the past decade, approximately 200,000 square feet of office space had been added to Metro Everett, mostly through renovation of existing buildings rather than new construction.
Metro Everett’s “quoted” office lease rate was $19.08 (average) at the end of 2015, well below the regional average of $30.66. There are “Class A” office properties that achieve leases well above the average, and “Class B and C” properties that charge less. The average rent provides a useful measure to current office demand. Net absorption for 2015 in Metro Everett was slightly less than 40,000 square feet.

<table>
<thead>
<tr>
<th></th>
<th>Total sf</th>
<th>Vacant sf</th>
<th>10-year Absorption (low)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metro Everett</td>
<td>2,214,161</td>
<td>99,125</td>
<td>202,508</td>
</tr>
<tr>
<td>Everett</td>
<td>6,080,616</td>
<td>394,075</td>
<td>981,915</td>
</tr>
<tr>
<td>Market Area</td>
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<td>837,963</td>
<td>1,721,917</td>
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<table>
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<tr>
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<th>Metro Everett as % of Market</th>
<th>Everett as % of Market</th>
<th>Metro Everett as % of Everett</th>
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<tr>
<td></td>
<td>21%</td>
<td>12%</td>
<td>57%</td>
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<tr>
<td>Everett as % of Market</td>
<td>57%</td>
<td>47%</td>
<td>57%</td>
</tr>
</tbody>
</table>

Table 2: Key Office Space Metrics (Source: CoStar, Leland Consulting Group)

**Retail Forecast**
Retail in Metro Everett is generally small to medium size, while large-format retail is located elsewhere. The greatest amount of space required is in the non-traditional retail space such as medical office, banks, and cinema space; food and beverage (largely grocery stores); and general merchandise. The largest component of demand is from household growth; as the number of households increase, the demand for retail will increase.

LCG projected 170,000 to 300,000 square feet of retail demand for Metro Everett over the next 10 years (see Figure 5). The amount is dependent on residential and employment growth, retail trends, construction costs, and other factors. Retail most likely to locate in Metro Everett, according to LCG, is “experience” retail, such as restaurants and pubs. These businesses do not
require the amount of space that large format retail requires, and often seek out areas with character, such as an historic downtown.

LCG projected a demand for between 30,000 and 50,000 square feet of grocer services in the next decade. This amount of demand might support a new grocery store – maybe a compact, urban store, or existing stores could improve their facilities. As can be seen in Figure 6, there are gaps in fresh food locations, especially within walking distance (1/4 mile) of some neighborhoods.

![Figure 6: Fresh Food Locations (yellow is ¼ mile radius)](image)

**Figure 5: Retail Demand (square footage) by type in Metro Everett, 10-year forecast**
(Source: CoStar, Leland Consulting Group)

**Figure 6: Fresh Food Locations (yellow is ¼ mile radius)**
Overview

The vision for Metro Everett is for an attractive, clean and safe place – bustling with activity on the streets and in public places. There will be a robust array of housing choices available and affordable to all household incomes. Buildings significant to Everett’s history have been preserved and rehabilitated. New construction contributes to the vibrant character with innovative, high quality design and materials.

The Land Use chapter provides the framework to guide the distribution, type and intensity of various uses of land within Metro Everett.

The policies, actions and maps in this chapter set the basic requirements for land development regulations, such as zoning, heights, and parking requirements. Other chapters, such as Urban Design, Historic Resources and Transportation, provide additional direction to requirements or incentives to implement the vision for Metro Everett.

Code Streamlining

The regulatory environment for development has become more complex over the years. Rules are written to encourage development the community desires, or traits the community wants to protect. Too often, new rules are adopted without addressing overlaps and conflicts.

Everett’s development code faces these challenges. Rather than one or two business zones, Metro Everett includes seven different commercial zones. There are four multi-family zones.

The land use chapter envisions a new approach that relies less on zoning/land use boundaries, and more on quality urban design and streetscapes to achieve the vision. As a result, the development regulations should be streamlined while protecting important community values.
Regional Land Use Plans

The city’s land use plan must be consistent with the Snohomish Countywide Planning Policies and Vision 2040, the regional vision adopted by the Puget Sound Regional Council (PSRC). Vision 2040 advances the “centers strategy … where they function as major concentrations of jobs and housing which can be easily accessed from nearby neighborhoods and communities, and are linked by a highly efficient, high-capacity transportation network.”

Vision 2040 states that regional growth centers are given “funding priority – both for transportation infrastructure and for economic development…” (MPP-DP-7)

The countywide planning policies expect regional growth centers to:

- Provide land use policies and infrastructure investments that support growth levels and densities consistent with the regional vision for these centers (DP-9)
- Adopt design guidelines and standards for urban centers to provide for efficient site design (DP-13)
- Promote and focus new compact urban growth in urban centers and transit emphasis corridors (DP14)
- Encourage use of innovative development standards, design guidelines, regulatory incentives, and applicable low impact development measures to provide compact, high quality communities (DP-16)

Everett’s Land Use Element

The Growth Management Act (GMA) requires the city to have a Land Use element designating the general distribution and location and extent of the uses of land. Metro Everett is a subarea of the city’s overall comprehensive plan. Please see Chapter 2, Land Use, for the city’s compliance with GMA.
Metro Everett Redevelopment Areas

Existing buildings vary in quality, extent of improvements and maintenance. Potential redevelopment sites can be identified by looking at the assessed value of improvements (e.g. buildings) in relationship to the assessed value of land.

Where the value of the improvements is equal to or less than the value of the land, it indicates potential for redevelopment. For example, a property with an assessed land value of $150,000 and assessed building improvements of $75,000 would have an improvement to land ratio of 0.5, and would be considered a potential redevelopment site.

The first public open house held on May 9, 2016 provided an opportunity for participants to identify areas within Metro Everett that should be prioritized for development, along with strategies for redevelopment.

Seven study areas were identified based on redevelopment potential. They included:

- **Area 1** – west end of Hewitt below Grand Avenue
- **Area 2** – Post office area
- **Area 3** – Hewitt Avenue between Wetmore and Broadway
- **Area 4** – Broadway from Hewitt to 32nd
- **Area 5** – Lowe’s
- **Area 6** – Everett Station west of railroad
- **Area 7** – Everett Avenue

Figure 3: Target Redevelopment Areas (grey=public/nonprofit; red = high I/V ratio; yellow/green = low I/V ratio)
Policies and Actions

Metro Everett is considered the regionally designated growth center for the city and Snohomish County.

During the last plan update process, Puget Sound Regional Council (PSRC) and Snohomish County set growth targets for Everett. The city conditionally accepted these growth targets but believed the population targets were not realistic because they were inconsistent with market conditions.

Although the city believes the population targets are not realistic, a commitment was made to complete a subarea plan for the center (Metro Everett). The challenge was to identify ways to “bend the trends” and accommodate a greater share of population and employment than recent trends suggest.

During the update process for the city’s comprehensive plan in 2015, the public strongly supported future job and housing growth within Metro Everett. The following land use policies and actions are intended to implement the vision for Metro Everett, and are organized around the following general goals:

- Reduce barriers to infill and redevelopment
- Redevelop underutilized and blighted areas
- Activate commercial, mixed-use and transit-oriented areas
- Ensure compatibility

Figure 4: Library Place - 200 units, a recent example of urban center infill in Everett
**Metro Everett Boundary**

A “metropolitan center” is supposed to be compact and easily walkable according to Puget Sound Regional Council guidance. Boundaries should not be elongated or gerrymandered. They should be roughly uniform in shape of about 1 square mile. The designated metropolitan center is shown in Chapter 2, *Land Use* (Figure 2) of the 2015 Comprehensive Plan. Those 2015 boundaries split parcels and/or did not follow natural boundaries (e.g. I-5 or railroad). This plan is based on the changes in the designated metropolitan center shown in Figure 5.

*Figure 5: Proposed Metropolitan Center Amendment*
Land Use Designations

There are numerous existing zoning and land use designations in Metro Everett adjacent to one another that have similar intents and correlating permitted land uses. The development regulations between these designations are inconsistent with each other, which creates an environment of mismatched new projects.

The Metro Everett Land Use plan consolidates designations of similar nature into three new categories: Urban Residential, Urban Mixed, and Urban Light Industrial. Table 1 identifies the consolidated land use scheme and the comparable equivalency in existing land use and zoning within Metro Everett. These consolidations would not affect land uses or zoning outside Metro Everett.

<table>
<thead>
<tr>
<th>Proposed Comp Plan Land Use/Zoning</th>
<th>Current Land Use Designation Equivalent</th>
<th>Current Zoning Equivalent</th>
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<tr>
<td>Urban Mixed</td>
<td>2.1, 3.1, 4.1, 4.2, 4.4,</td>
<td>B-1, B-2, B-3, BMU, C-1, C-2, C-2ES</td>
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<tr>
<td>Urban Light Industrial</td>
<td>5.5</td>
<td>C-2ES</td>
</tr>
</tbody>
</table>

Parks and Public Open Space are designated 2.0 on the Current Land Use Map and zoned for Public Park. The Parks zone can be used in any of the three Land Use designations, or identified as a permitted use in the development codes.

Table 1: Proposed Land Use/Zoning Designations

Figure 6: Properties in the Norton-Grand Historic Overlay
**LU-1**: Adopt land use and zoning designations as set forth in Figure 11. The three designations are further described below.

**Urban Residential** - The Urban Residential designation will be one of the key areas in the city for dense, multi-family residential development, as well as mixed-use projects just outside the Urban Mixed area. The designation combines existing multi-family designations into one, plus minor amounts of lower-density designations at the edge of Metro Everett. Building heights overall will not be as tall as those in the Urban Mixed area to act as a transition and help preserve the existing scale and character of the residential neighborhoods surrounding Metro Everett.

Mid- to high-density residential buildings would be allowed, and the opportunity for mixed-use buildings with office, neighborhood business and other light commercial uses to serve the local community would be allowed on streets designated as **Residential Mixed-Use Corridor**. The Urban Residential designation would prohibit industrial and manufacturing uses, in addition to other incompatible uses, such as vehicle related businesses, park-and-ride lots, and adult use businesses, which could generate nuisances and potential negative impacts. The Urban Residential area includes boundaries of two existing historic overlays: the Norton-Grand and Riverside Overlays.

**Urban Mixed** - The Urban Mixed designation is where the greatest heights and redevelopment will occur. It is home to Everett Station and future home of the northernmost LINK light rail station. It contains the County campus and City Hall, numerous cultural, economic, and social opportunities, and an eclectic mix of historic and contemporary buildings that help create a diverse and unique urban fabric. The Urban Mixed designation, with its access to services and transit, is situated to be the best area in the city to accommodate a significant portion of the city’s projected growth.

The designation combines the existing central business district (B-3) with segments of numerous neighboring zones, including portions of the Everett Station C-2 ES zone. The Urban Mixed designation has been extended into areas where medical or office uses have established the predominant land use pattern in current multi-family zones.

The Urban Mixed designation will support a mix of residential and non-residential uses. Design standards will ensure quality urban development and a connection between public spaces and building facades on the ground floor. Near I-5, this designation would allow more highway-oriented commercial uses, such as drive-up restaurants and gas stations.
**Urban Light Industrial** - The Urban Light Industrial designation will retain its light industrial and manufacturing character along with potential for multi-family residential development. Height limits will slightly increase, but will still step down as a transition between the Urban Mixed and the I-5 corridor.

Various properties with existing office, clinic and hotel uses in the Everett Station area have been re-designated to Urban Mixed. Areas adjacent to the future light rail station and along Pacific Avenue are more conducive to residential and mixed-use commercial than long-term light industrial uses. The current zoning of C-2ES allows non-industrial uses, including residential development, so this is not necessarily a loss of industrial lands.

The Urban Light Industrial designation will provide for commercial services with a wide variety of light industrial activities and compatible residential uses, by allowing light industrial, manufacturing, service repair, and other businesses that might include noise and other activities that could be disruptive during normal working hours. Multi-family housing will continue to be an allowable use for potential mid- to high-density development.

![Figure 7: The area south of 33rd in Everett Station would retain a Light Industrial designation](image)

![Figure 8: Portions of the area south of Pacific, east of Sound Transit parking lot and west of I-5, would retain a Light Industrial designation. Note: the Sound Transit parking lot is recommended to be the future light rail parking facility.](image)
Reducing Barriers to Infill and Redevelopment

Zoning requirements can promote sprawl by reducing density and requiring large parking areas, while also making it more challenging to redevelop property as infill than build on undeveloped “green field” areas.

Metro Everett is recognized as a mixed-use district. Currently, fifteen different land use designations and thirteen different zoning districts comprise an area a little more than one square mile. In addition to the thirteen zoning districts, there are additional standards that either reduce or expand development opportunities within Metro Everett.

The vision of Metro Everett can be met through the following policies and actions that are meant to reduce barriers to infill and redevelopment.

**LU-2:** Minimize the use of **zoning overlays** which tend to make the zoning code more complex.

- Maintain or adopt:
  - Historic overlays for Riverside and Norton-Grand; potential new overlay for Hewitt National Historic District
  - Adult Business and Mini Casino Prohibition Area
  - Design and height standards for multifamily in new development standards for Metro Everett
- Modify:
  - Street designations that modify design and/or use standards
  - Height limits in Downtown, Everett Station and Broadway Mixed Use zone
- Eliminate:
  - Clinic, office, and clinic-office overlays in EMC 19.16
  - Core Residential Area standards in Metro Everett

*Note: these overlays will still be effective outside of Metro Everett*

**LU-3:** Eliminate **maximum density limits and floor-area-ratio (FAR)** requirements in Metro Everett. Achieve community objectives for quality urban design through design, bulk, setback and height requirements. Note: see LU-23 regarding the need for minimum height and FAR requirements.
**LU-4:** Ensure development codes **encourage uses and development the community desires.**

**LU-5:** Rather than a “one-size-fits-all” approach to development codes, implementation of this plan should focus on building form, performance standards and desired outcomes, while also providing opportunity for a **modification to standards** to meet community objectives.

**LU-6:** In order to realize the goals and policies of the Metro Everett Plan, increase the project-level environmental review **exemptions** under the State Environmental Policy Act (**SEPA**) when the specific project impacts are adequately addressed by the development regulations or other applicable requirements (RCW 43.21C.229).

**LU-7:** Provide appropriate development and cost effective financial **incentives** to encourage infill and redevelopment.

**LU-8:** Establish off-street parking requirements based on areas shown in Figure 12.
Figure 11: Proposed Land Use/Zoning (with Historic Overlays). See LU-1 and LU-2
Figure 12: Off-street Parking Areas. See LU-8.
**Improve Blighted Areas**

Through the public outreach process for Metro Everett, the city received numerous comments about the need to enforce property maintenance codes to clean up blighted properties. People said that poorly maintained properties are a deterrent to investment by businesses and other property owners in certain parts of the Metro area. The city has an active code enforcement program but has had difficulty in getting results from building or property owners that have been uncooperative with cleaning up and properly maintaining their property.

One tool that is available under Washington State law is the [Community Renewal Act](#). The Community Renewal Act provides the city with tools to eliminate blight, encourage private sector participation in downtown renewal, create a safe and welcoming downtown, and increase commerce and private investment. The designation of a Community Renewal Area (CRA) is a means to bring focus to an area with evidence of blight and utilize various tools made available under the state law. Other cities have used this process to successfully turn blighted buildings and properties into productive land uses and improve the surrounding neighborhood.

**LU-9:** The city should get **blighted properties cleaned up** and stimulate investment within Metro Everett using tools such as the Community Renewal Act.

Everett has other tools to enforce neglected or vacant historic buildings. The International Property Maintenance Code (IPMC) governs maintenance of existing buildings for basic equipment, light, ventilation, heating, sanitation and fire safety. In 2009, the city passed an ordinance (3127-09) regarding exterior building maintenance and street-level vacant commercial space in the central business district (B-3) zone.

**LU-10:** The city should either enforce or amend existing codes that require the **maintenance of existing buildings** and minimizes the impact of **vacant street-level commercial space**. Alternatively, the city could adopt new codes that ensure ongoing maintenance, occupancy and visual appeal of buildings does not impair the sound growth of Metro Everett or its surrounding area, or hinder provision of new housing opportunities.
Redevelop Underutilized Areas

During the public process, seven areas (see Figure 3) were identified as target redevelopment areas. At the first public open house, community members helped identify priorities for action. The following actions help support redevelopment of some targeted areas:

**LU-11:** There are numerous buildings **east of Colby Avenue** downtown that have been vacant for years and in poor condition. Due to the proximity to the Angel of the Winds Arena and numerous visitors, the condition of these properties has a chilling effect on visitors and potential investors. This area should be a priority for redevelopment.

**LU-12:** The **west end of Hewitt** Avenue (west of Grand) includes areas that will likely redevelop due to their proximity and views of the shoreline. The city could help as follows:

- Create a plaza at the street end at the railroad (see Figure 15)
- Extend the landscaped median from the Hewitt Historic corridor to the plaza
- Improve pedestrian and bicycle paths to access waterfront

Figure 13: Hodges Building (1923), 1804 Hewitt, has been vacant since 2013
Everett Station opened in 2002 with the intention of catalyzing redevelopment with housing and jobs within walking distance of the station. The following actions will help support redevelopment of Everett Station:

**LU-13:** See Transportation chapter policies and actions regarding *light rail*:
- Locate the light rail station to best serve downtown and Everett Station
- Provide pedestrian paths and streetscape improvements
- Locate parking garage east of railroad tracks

**LU-14:** The city needs to provide *incentives to catalyze redevelopment* in Everett Station. These should include:
- The city should surplus any property no longer needed in order to spur redevelopment (see Figure 18)
- Extend the transportation impact fee reduction to Everett Station (currently limited to the B-3 zone)
- Reduce off-street parking requirements for new development
- Expand the new jobs tax credit program
- Support efforts to create new active spaces and events, such as a farmer’s market

**LU-15:** 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.
**LU-16**: On the west side of the BNSF tracks, transition development away from light industrial to commercial-residential mixed-use north of 33rd Street to support future light rail.

**LU-17**: Support efforts to improve and revitalize Everett Station through community-based groups, such as the Everett Station District Alliance, Safe Streets Initiative and Smith Avenue property owners.

**LU-18**: Adopt development regulations that encourage mixed-use adjacent to the station and high-density (minimum heights and FAR).

**Lowe’s Site**
The 10-acre parcel that *Lowe’s Home Improvement* is located on is rare in Metro Everett, especially so near the transit station and future light rail. The potential redevelopment of the site from a low-density building supply warehouse use, to potential office park, mixed-residential with entertainment, retail, and open space would be a significant catalyst. With visibility from I-5, a quality urban development at this site could be a highlight to Metro Everett.

**LU-19**: Work with the property owner to:

- Increase permitted heights on this property, but transition towards lower heights near Hewitt Avenue
- Create meaningful public spaces, both inside and out, that also include green spaces and potential public park
- Ensure the property maximizes development potential (minimum height and floor-area ratios) due to its proximity to high capacity transit

*Figure 18: Everett Transit Parking Lot; potential TOD site*

*Figure 19: Conceptual development potential on current Lowe’s Home Improvement site. This drawing represents over 1.3 million gross square feet of development, plus any below-grade structured parking to support development.*
**Corridor Enhancements**

Two corridors are identified where improvements to the appearance, function and use would improve the areas.

**LU-20: Everett Avenue (SR 529),** from I-5, is a gateway to Metro Everett. The current character of the area transitions from highway commercial to residential. Once a significant truck route, the volume of truck traffic east of Broadway has diminished. The city should develop a *corridor plan* that will address improvements to the appearance, function, and use of this gateway corridor.

**LU-21:** Enhance the streetscape on **Rucker Avenue** north of Pacific to make it attractive, safe, and walkable.

*Figure 20: Rucker Avenue Streetscape Concept (Source: 2006 Downtown Plan, MAKERS)*
Activate commercial, mixed-use and transit-oriented areas

There is an integral connection between urban planning, place making and economic development. Attracting people is central to economic development, and creating active, vibrant places is key to attracting people. The land use strategy works towards achieving these objectives with these key points:

- Streets are busy with people
- Ground floor spaces are inviting
- People with a mix of incomes live in the area
- High density, mixed uses near light rail and high-capacity transit are created

**LU-22**: Designate street types (see Figure 24) within Metro Everett to function as a design and use overlay as follows:

- **Pedestrian Streets** – these streets will have buildings with ground floors that are predominantly occupied by non-residential uses, such as retail, commercial and business uses. Building fronts are tailored to pedestrians versus automobile traffic. Design standards would require minimum ground floor transparency, minimum awning coverage, and direct pedestrian access. Pedestrian streetscapes would be of a type that emphasizes pedestrian scale, with wide sidewalks, appropriately selected and frequent-spaced street trees, and other amenities to make walking a pleasant experience.

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**Figure 21**: This is an example of a Connector Street. It is an inviting area that connects to Pedestrian or TOD Streets.

**Figure 22**: This is an example of a Pedestrian Street. Wide sidewalks and direct connection with storefronts and active spaces.
• **Pedestrian Connector Streets** – these streets are important pedestrian routes but play a secondary role to Pedestrian Streets in connecting areas. Standards for frontage and streetscape types would be tailored to pedestrians, but at a lesser standard than Pedestrian Streets.

• **Residential Mixed-Use Corridor** – these streets are either key gateway corridors or streets in transition that are primarily residential in character. These streets are likely to evolve from residential to a mix of residential, and small office and light retail/entertainment uses.

• **Transit Oriented Development (TOD) Streets** – these are streets that are within close walking distance of frequent transit (more than 4 trips per hour) and future light rail. The character of these streets and buildings are similar to Pedestrian Streets. However, they should include requirements for taller buildings and high floor-to-area (FAR) ratio. In addition, each block of a TOD street should have a minimum amount of ground floor commercial or public use to encourage active streets.

**LU-23**: Establish **minimum height** and **density (FAR)** requirements for development along pedestrian and transit-oriented development streets.

*Figure 23: This concept of the light rail station facing southwest from Pacific shows the location of light rail and transit-oriented development between Broadway and McDougall*
Figure 24: Street Type Designations
**Ensure Compatibility**

The Metro Everett boundaries were established to encourage growth within the center of the city. Achieving this goal will help protect the character of neighborhoods surrounding the center, many of which are single family in nature. To the west of Metro Everett is the industrial terminal of the Port of Everett and Naval Station Everett.

Internally, while Metro Everett is mixed-use, the land use plan does distinguish areas which are primarily residential in character and areas where light industrial activity will continue.

**Building Heights**

**LU-24**: Establish **building heights** that contribute to quality urban design while also protecting the character of the surrounding neighborhood. For additional guidance on building heights, please refer to the Urban Design chapter. (See Figure 26 for height maps.)

**LU-25**: The building height map has two-tiers. In order to achieve the **greater height limits**, a project must provide **public benefits** selected from a menu of options (see Table 2). The review process to obtain additional permitted building height could require public notification and comment from properties in the project’s vicinity. The following table are examples of options for additional height incentives.

<table>
<thead>
<tr>
<th>Amenity</th>
<th>Bonus Ratio</th>
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<tr>
<td>Affordable housing</td>
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<tr>
<td>Agricultural TDR</td>
<td>5,000 s.f. per TDR</td>
</tr>
<tr>
<td>Green Building</td>
<td>Up to 100%</td>
</tr>
<tr>
<td>Historic building TDR</td>
<td>5:1</td>
</tr>
<tr>
<td>Public Art</td>
<td>2:1</td>
</tr>
<tr>
<td>Public Parking</td>
<td>4:1 to 6:1</td>
</tr>
</tbody>
</table>

Figure 25: Example of how building height might be regulated.

A = Permitted height at front lot line
B = Additional height permitted by setback
C = Additional height permitted through public benefit incentive
Figure 26: Metro Everett Building Height Limits. Historic Overlay Zones have additional height restrictions in residential zones.
Chapter Five
Transportation
<table>
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<tr>
<th>Contents</th>
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<td>Overview</td>
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<tr>
<td>Transportation Plans</td>
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<td>Regional Transportation Plans</td>
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Overview

Metro Everett’s transportation network includes multiple modes: walking, bicycling, transit, cars, commuter rail, freight (trucks and heavy rail) and car sharing (taxis, Uber, Lyft, etc.). This network is delivered on streets, paths and trails, and rail. Light rail is expected to be a new service by 2036.

For a description of the existing network, refer to Chapter Two, Existing Conditions.

Transportation Plans

Regional Transportation Plans

The city’s transportation policies must be consistent with the Snohomish County Countywide Planning Policies and Vision 2040, the regional vision adopted by the Puget Sound Regional Council (PSRC). Vision 2040 recognizes the importance of continued mobility for people, goods, and services.

The countywide planning policies require plans to:

- Establish agreements and procedures for countywide, regional and state transportation facilities and services;
- Provide transportation facilities and services that support the land use elements;
- Establish policies and technical procedures that reduce trip making, total miles traveled, and the
climate change and air quality impacts associated with development;
- Establish an ongoing public awareness program for ridesharing and public transportation;
- Map the location of planned major transit facilities and enact appropriate transit-oriented policies and development standards;
- Designate transit emphasis corridors that allow effective and integrated planning of land use and transportation;
- Promote freight mobility and access; and
- Plan, design, program and construct non-motorized transportation facilities between cities and major centers, and that link residential areas, schools, recreation, business, and transit centers and facilities.

**Everett’s Transportation Plans**
The Growth Management Act (GMA) requires the city to adopt a [Transportation Element](#). The vision is for a transportation system that serves all users and modes of travel by offering a safe and robust network of walkways, bicycle facilities, transit services, intersections, roadways and freight corridors.

The plan focuses most of the improvements on the development of a “layered” transportation network which balances providing vehicular capacity with accommodating all modes of travel.

It can be a challenge for a single roadway to meet the demands and expectations of all modes at any given time. In response to this challenge, the transportation element focuses on how the transportation network can function as a system to meet the needs of all users.

There are six goals in the transportation element:

1. Expand multi-modal connections
2. Ensure design standards and maintenance procedures reflect current best practices
3. Develop a transportation system that accommodates the adopted land use plan
4. Reduce transportation-related environmental and community impacts
5. Partner with other jurisdictions to develop an efficient and effective regional transportation system
6. Proactively partner with regional transit agencies to guide investment decisions

**Everett Transit**

A [long range plan](#) is now under development to establish a vision for the future of transit within the city. Everett Transit will finalize the 20-year Long Range Plan by early 2018; it will identify future transit service, establish a set of service standards, and plan how Everett Transit will provide service into the future.

**Community Transit**

Community Transit (“CT”) has started to update its [Long Range Plan](#), adopted in 2011. CT’s goal is to “Think Transit First”.

CT will start planning a new Swift line between Everett Station and Smokey Point Transit Center in 2024, with implementation by 2030. Conceptually, this new Swift Line will go north from Everett Station along Broadway. This Bus Rapid Transit (BRT) line will be an important feeder to ST3 light rail at Everett Station, providing access to light rail for Marysville, Arlington, Quil Ceda and other north Snohomish County communities.

**Sound Transit**

The [Sound Transit 3 Plan](#), approved by voters in November 2016, will add 62 miles of new light rail with stations serving 37 additional areas. The plan also expands Bus Rapid Transit and improved access to stations. The most northerly station for light rail will be near Everett Station. Everett will work with Sound Transit during the planning and design process to determine specific investments and implementation responsibilities.
Bicycle Plans

Everett adopted a Bicycle Master Plan in 2011. The goal of the plan is to increase bicycle mode share by developing facilities and programmatic support that encourage more people to use their bicycle for more practical trips (work, store, restaurants, etc.).

The Bicycle Master Plan includes proposed facilities in two categories: 1) connections between existing facilities and 2) proposed facility additions. Facility additions are further categorized into Tier 1 (1-10 years out), Tier 2 (10-20 years out), Tier 3 (grant funding required), corridor replacement project and other agency projects.

There are two significant regional bike routes that are planned which will provide access to or from Metro Everett:

- Improve connections from the end of the Interurban Trail at 43rd and Colby to downtown, Everett Station, the US 2 trestle and neighborhoods east of Evergreen Way/Rucker Avenue
- Improve California Street connection to US 2 trestle

The following proposed facilities complete gaps between Everett’s current bicycle facilities:

- 36th Street improvements, including:
  - Sidewalk on 36th between Smith Avenue and Lowell Riverfront Trail
  - Signed route between Hoyt Avenue and Smith Avenue

The following additional facilities are proposed Tier 1 bike facilities pertinent to Metro Everett:

- California from West Marine View Drive to I-5 (bike lane)
- Hoyt from Alverson Blvd to 41st (bike boulevard)
- 26th from Lombard to Oakes (lane)
- Oakes from 26th to 32nd (bike boulevard)
- Lombard Avenue
  - 10th to 26th (bike boulevard)
  - 32nd to 36th (bike boulevard)
- 32nd from Oakes to Lombard (lane)
- Fulton from California to Pacific Avenue (bike boulevard)
- Wall from Broadway to Smith Avenue (bike boulevard)
- Smith Avenue from Wall to 32nd (bike boulevard)
- Broadway from Wall to California (sidewalk path)
Parking

As Everett’s urban center further develops, transit, pedestrian paths, bike routes, rideshare services – and for many, cars with parking, will be needed.

The old paradigm was that parking should be abundant and free. But, the transportation world is undergoing rapid change: transit routes are increasing in frequency; voters approved light rail to Everett; transportation network companies are now serving Everett; and bicycle routes are being planned and built to serve the urban center. These changes affect how parking is addressed.

More major cities are talking about repealing minimum off-street parking requirements in local codes. In Buffalo, New York, a new ordinance removes minimum off-street parking citywide. Tacoma does not require off-street parking downtown for residential and nonresidential uses. Eliminating parking requirements doesn’t mean that parking won’t get built; it simply means that development will use the market to determine the demand for parking.

Early public input for Metro Everett indicated that, while Everett is an urban center, Everett is not the same as Seattle or Portland. Transit service isn’t as frequent as Seattle, so people rely more on vehicles. With more reliance on vehicles, parking needs to fit urban Everett – not urban Seattle.
Adopted regional and city transportation policies provide a solid framework for transportation systems in Metro Everett. The following policies and actions focus on transportation issues specific to Metro Everett.

**Light Rail**
The addition of light rail in the city, connecting Everett to Lynnwood, and to the greater Puget Sound area, will be transformative for Everett. The prospective location of the light rail station could also connect the western and eastern halves of Metro Everett if centrally located. Everett will work with Sound Transit during the planning and design process to determine specific investments and implementation responsibilities.

**T-1:** Locate the light rail station to best serve both downtown and Everett Station areas. This station should be visually prominent and physically accessible to downtown and Everett Station. A preliminary location that is preferred is near Broadway and Pacific Avenue.

**T-2:** Extend the Pacific Avenue bridge from the BNSF mainline across to Broadway. This will improve the pedestrian connections to downtown, serve transit better by developing a bus route on McDougall, and serve a new light rail station platform.

**T-3:** Develop a pedestrian overpass across Broadway to connect Everett Station and downtown. Ideally, this would be done in conjunction with elevated light rail

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**Figure 3: Light Rail Station Concept Plan**
serving Metro Everett. A pedestrian overpass will also minimize disruption of vehicular traffic on Broadway and enhance access to Angel of the Winds Arena.

**T-4:** To reduce traffic congestion and to encourage transit-oriented development, *parking for the station* should be located on the east side of the railroad tracks and south of Pacific Avenue.

**T-5:** Enhance the *streetscape between the light rail station, parking and downtown*. In particular, consider covered walkways from the parking garage to light rail station with wide sidewalks (12’ minimum), green spaces, public art and street trees.

**T-6:** The location of the light rail station should include a plan that *coordinates all modes of transportation*, including non-motorized users.

**Congestion**

Metro Everett is not experiencing severe congestion at this time. Severe congestion occurs on I-5 and US 2 at the eastern edge of the planning area during both AM and PM peak commute periods. Arterial corridors in Metro Everett that experience some congestion include Broadway, Rucker and Hewitt. At the end of the planning period, a light rail station with a parking garage (1,000 cars) will add additional vehicle trips to the area.

**T-7:** During PM peak commute periods, traffic on Broadway and Hewitt can get backed up due to severe congestion on I-5 or US 2. The city should continue to support state and regional efforts to address *congestion* and increase capacity on *Interstate 5* and *US 2*.

**T-8:** Ensure *Broadway* functions as a *high capacity*, north-south arterial for vehicles, transit and freight, including future bus rapid transit routes from the north end of Everett.

**Transit**

Metro Everett is the most transit rich area in the city with over 9,000 passenger trips connecting through Everett Station daily. Regional and local transit is vital to reduce congestion and parking demand, and the associated impacts of vehicles (e.g., emissions).

**T-9:** Continue to ensure that *Everett Station* functions as a major transportation hub for Everett. This support includes:
• Bus signal priorities;
• Turning movements that accommodate articulated buses;
• Coordination with other transportation providers, including light rail, passenger rail, intercity bus and regional transit;
• Integration of other modes of travel, including bicycles and pedestrians; and
• Encouraging high-density residential and employment placed adjacent to the station.

**T-10:** Support efforts to increase local and regional *transit frequency* in Metro Everett. This should include:

• Waterfront to Riverfront bus connector planned for 2019;
• 15-minute service for local transit throughout Metro Everett; and
• Regional rapid and commuter bus service expansion to Everett Station and light rail.

**T-11:** The following corridors are designated for *bus rapid transit* in Metro Everett:

• Rucker Avenue to Pacific;
• Pacific Avenue from Rucker to Smith; and
• Broadway (future line).

**T-12:** *Enhance bus stops*, where practicable, with shelters, public art, schedules and other amenities.

**Transportation Demand Management**

Transportation Demand Management (TDM) refers to strategies aimed at increasing the efficient use of transportation systems. Benefits of TDM include reduction in road and parking congestion, pollution reduction, increase in transit ridership and efficient land use. Given the cost of parking development and the limited land available, the following strategies can be used to influence travel decisions:

• Ridesharing
• Guaranteed ride home programs
• Telecommuting and flex work hours
• Parking management (pricing)
• Financial incentives (e.g. free or reduced bus fares)
• Pedestrian and bicycle support (e.g., bike parking, showers, lockers, safe walking paths)
• Marketing of programs

**T-13:** The number of vehicle trips per person (or employee) in a high-density mixed-use center, like Metro Everett, are usually fewer than trips in other parts of the city. *Transportation impact fees* should take into account these reduced trips through revised fee schedules as appropriate.

**T-14:** *TDM measures* should be required for development receiving reduced transportation impact fees and/or parking reductions.

**T-15:** Support efforts to introduce and/or expand *car share* and *bike share* programs in Metro Everett.

**T-16:** Support efforts to establish a *neighborhood-based outreach program* for trip reduction rather than just employer-based.

**T-17:** Reduce parking requirements and limit the *maximum amount of parking* allowed in order to encourage increase in other transportation modes, such as transit, rail, bikes and walking.

**Freight**

Freight movement to businesses within Metro Everett includes commercial and industrial establishments. The largest freight movements, however, go through Metro Everett to the waterfront.

**T-18:** Support plans to improve the *41st-Rucker-Pacific-West Marine View freight corridor* and to discourage large freight routes through street corridors designated for pedestrians. Consider *re-designating SR-529* to follow this route.

**T-19:** Continue to ensure that *freight* can move through and around Metro Everett, and in particular, within the areas designated for *urban industrial around Everett Station*. This includes adequate turning movements, lane widths and truck route signage.

**T-20:** Work with *BNSF* to assess and help ensure the structural integrity of the *tunnel* downtown in the event of earthquake. Seek emergency preparedness and homeland security funding to assist.
**Pedestrians and Bicycles**
A key to making an urban center livable is to make it friendly to non-motorized transportation: people walking or riding a bike. The following actions are needed to help improve facilities for pedestrians and bicyclists.

**T-21:** Improve the *pathways that connect Everett Station and Angel of the Winds Arena*. The current pathways are inadequate. These improvements may be temporary until the light rail station is built, but are needed now.

**T-22:** Develop a non-motorized, *grade-separated crossing of Broadway* as part of the ST3 light rail station plans.

**T-23:** Create an enhanced *pedestrian corridor* with public open spaces, street trees and other amenities (public art) *between the future light rail station and Everett Station*.

**T-24:** Support development of a *weather-protected walkway* between a future ST3 parking garage and the light rail station.

**T-25:** Enhance the *Broadway streetscape* (pedestrian level streetlights, trees, pavers, etc.) between Hewitt Avenue and 32nd Street as an important pedestrian path between Everett Station and Angel of the Winds Arena.

**T-26:** The city should develop a *wayfinding plan* for pedestrians through Metro Everett. The plan should identify routes, signage and cost to install and maintain the signs.
**T-27:** Prioritize completion of *missing sidewalk segments* as follows: 1) within ¼ of Everett Station and future light rail station; 2) school walking routes; and 3) along mixed-use and bike corridors.

**T-28:** East of Broadway, the north-south *bicycle route on Baker Avenue* cannot connect with Pacific Avenue through the current site of Lowe’s Home Improvement. A new pedestrian safety crossing at Hewitt and Virginia with a Rapid Rectangular Flashing Beacon (RRFB) was installed in 2017. If the Lowe’s site gets redeveloped into an urban density with housing and/or employment, an opportunity exists to connect the route through the development, using the Virginia Street crossing.

**T-29:** Implementation of the 2011 *Bicycle Master Plan* should be a priority for Metro Everett.

**T-30:** To encourage more travel by bikes, additional *bike support facilities and services* should be provided, including additional bike racks and lockers, support stations, and shower facilities at places of employment. Development with reduced parking requirements need to include some of these improvements.

**T-31:** Enhance the pedestrian and bicycle *access* from the southwest part of Metro Everett (Providence campus to lower Hewitt) to the *waterfront* with wider pathways, signage and amenities (trees, lighting, etc.).
Parking
The era of abundant land with excessive amounts of blacktop parking lots is at an end. There is little raw land to develop in Everett, and most new growth will occur as redevelopment of underutilized properties such as parking lots. Rethinking how the city prioritizes land use, development and parking for the next 20 years will be crucial to obtain the best utilization of land and investment of infrastructure in the Metro Everett area.

T-32: Parking requirements for new development or redevelopment should reflect geographic-based conditions. These conditions would include:

- Expand the area where no parking is required for non-residential development to include all street corridors designated for pedestrians (see Figure 12 in Chapter Four, Land Use);
- Reduce residential parking for areas designated as pedestrian streets (see Figure 12 in Chapter Four, Land Use); and
- Lower parking requirements based on nearby transit service frequency.

T-33: Create parking standards for residential development that reflect the following factors that influence parking demand:

- size (number of bedrooms) of the housing unit
- characteristics of the residents (low-income, seniors, assisted living and students)
- characteristics of the development (mixed-use building, transit supportive design, adaptive reuse of older buildings and historic preservation)

T-34: Allow adjustment to required parking through innovative measures, such as:

- substitution of parking stalls for other transportation modes, including car share, bicycle parking and storage, and motorcycle parking
- allowance to share parking within a project (mixed-use) or nearby

T-35: Restrict and/or prohibit new parking facilities as follows:

- Do not allow new surface parking lots to front on transit-oriented and pedestrian streets;
- Do not allow new parking lots to be the primary use of property, except for public (structured) parking garages;
- Require street level business for parking structures on transit-oriented and pedestrian streets.
**T-36:** Periodically evaluate the *residential permit parking zones,* including consideration of:

- expansion of areas,
- limiting the number of permits issued per housing unit,
- restrictions on granting permits in buildings without 1 parking space per unit, and
- increase in fees to discourage parking on the street.

**T-37:** Built without additional parking, the *Angel of the Winds Arena* and *Event Center* relies on use of nearby public garage (county), private lots and parking on public streets to satisfy demand. The parking becomes constrained and no longer provides convenient access to customers of adjoining business when parking restrictions end at 6:00 p.m. during weekdays. Solutions to this issue should be explored, including:

- Provide *incentives*, such as height increases, for development within ¼ mile of Angel of the Winds Arena that will provide off-street parking for events in structured parking.
- Work with property owners and businesses adjacent to Angel of the Winds Arena to determine whether on-street parking *time limit zones* and enforcement should be extended beyond 6:00 pm and on weekends.

**T-38:** Periodically evaluate the *downtown parking management* plan and implementation strategies, including utilization rates, enforcement, paid parking and other measures.
Chapter Six
Housing
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   Everett's Housing Element ........................................................................................................................................................................... 2
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   Growing Transit Communities Strategy .................................................................................................................................................... 3
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   Reducing Housing Costs ............................................................................................................................................................................ 5
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Overview

If Everett is going to add another 60,000 people by 2035, Metro Everett is where much of that growth is expected.

Metro Everett has seen increased multifamily development in the past decade, particularly on the west side of downtown. Projects like Library Place and Aero Apartments, Artspace, Potala Village and Potala Place, have added nearly 700 new units.

While the west side of downtown has seen new housing activity, little new development in the past decade has occurred east of Colby, including around Angel of the Winds Arena and Everett Station.

Housing Plans

Regional Housing Plans
The city’s housing policies must be consistent with the Snohomish County Countywide Planning Policies and Vision 2040, the regional vision adopted by the Puget Sound Regional Council (PSRC). Vision 2040 advances the “centers strategy …. [where they] function as major concentrations of jobs and housing which can be easily accessed from nearby neighborhoods and communities, and are linked by a highly efficient, high-capacity transportation network.”

The countywide planning policies require plans to accommodate existing and projected housing needs, including an assessment of housing needs by economic segment within the community. Factors to include are:

- Avoid concentrations of low-income and special needs housing
- Increase opportunity and capacity for affordable housing in urban centers
- Minimize housing production costs by use of a variety of infrastructure funding methods
- Provide for employment opportunities in proximity to existing residential communities
Everett’s Housing Element
The Growth Management Act (GMA) requires the city to adopt a Housing Element. The city’s housing goal is to meet the housing needs of present and future residents for housing that is decent, safe, accessible, attractive and affordable. Objectives and policies address the following housing subjects:

- Housing types and opportunities
- Housing preservation and neighborhood character
- Housing affordability
- Jobs/housing balance
- Residential infill development
- Home ownership
- Multiple family housing – location and compatibility
- Subsidized housing – low income and special needs populations
- Countywide fair share housing issues
- Housing production targets
- Residential energy efficiency
- Neighborhood stabilization and foreclosure prevention
- Resistance to natural disasters

The city also has a Consolidated Plan, required as a condition of receiving federal Community Development Block Grant and HOME Partnership funds. This plan addresses housing and community development needs for low-income persons.

Community Streets Initiative
In 2014, the city convened a Community Streets Initiative Task Force to foster a vibrant and healthy community by better understanding the street level social issues, such as poverty and homelessness, in Everett’s commercial core areas. The task force issued its final report and recommendations in November 2014. The following are the priority recommendations around housing:

- **Expand use of “Housing First” Model** to provide “low barrier” or “supportive housing” for chronically homeless individuals, after which they can begin to get treatment.
- **Explore efforts to develop low cost and non-traditional housing options** – with attached services – such as shared housing, shipping container housing and subsidized micro-housing.
- Replicate the **housing levy** model implemented in Seattle and Bellingham [and Vancouver] to accomplish a coordinated set of housing projects addressing community priorities.
Growing Transit Communities Strategy

In 2013, Everett entered into a compact with other Puget Sound communities which recognized that the cost burden of housing and transportation could be substantially reduced by locating affordable housing in close proximity to transit. The Growing Transit Communities Strategy articulated three goals to direct progress toward creating thriving and equitable transit communities:

- Attract more of the region’s residential and employment growth to high capacity transit communities
- Provide housing choices affordable to a full range of incomes near high-capacity transit
- Increase access to opportunity for existing and future residents of transit communities

Policies and Actions

Adopted regional and city housing policies provide a solid framework for housing in Metro Everett. Rather than duplicate those policies, the Metro Everett housing policies and actions focus more specifically on housing issues applicable to Metro Everett.

Increasing Housing Supply for All Incomes

Early in the planning process, a goal was proposed to add another 1,000 units of market rate housing in Metro Everett over the next six years. Considering the pace of housing development over the past ten years, and the market study done by Leland Consulting Group, this goal seems achievable but ambitious in its delivery schedule. Additional market rate housing, provided at a quicker pace, will have a significant benefit to the business community and cultural arts that will grow to enhance the residential development.

While market rate housing would be a high priority, so is the need for housing to serve low-income households. Unless the current ratio of low-income households shifts significantly, (55% of Everett households are low-income), a healthy mix of housing would include nearly equal number of low-income and market rate housing units added in Metro Everett.

**H-1:** Provide incentives (e.g. financial and zoning) to encourage development of 1,000 units of market rate housing. Once this target is achieved, reassess whether continued incentives are necessary.
**H-2:** Support new housing serving all income levels, from extremely low-income (30% area median income (“AMI”) or below) to high income (over $100,000). Using city-wide household income data as a benchmark, along with the Leland Consulting Group 20-year housing market (high) estimate, Figure 1 identifies the distribution of housing by income.

**H-3:** Additional low-income units should be achieved by supporting projects of nonprofit housing developers and public housing authorities. In addition, zoning incentives (e.g. increased heights or floor area) should be provided in exchange for public benefit, such as low-income housing that is part of a mixed-income project or provided via an in-lieu of fee.

**Housing Density**

Metro Everett is where the city expects high-density multifamily dwellings to accommodate a large share of the projected population; policies and standards are needed to ensure these densities are achieved.

**H-4:** Establish standards to ensure moderate to high-density housing is created, such as minimum height and minimum floor area requirements.

**H-5:** Where high capacity transit (e.g. Swift) and light rail exist and/or are planned, ensure development within walking distance (e.g. ¼ mile) is high density (e.g. at least four stories).

**H-6:** Prohibit single-family homes in Metro Everett except as part of attached townhome developments, or as secondary dwellings on lots with an existing single-family dwelling when located within an historic overlay.
Reducing Housing Costs
The city’s market analysis shows a disconnect with the regional growth allocation for Everett. If the city is to achieve the higher growth targets by bending the trends, it may be necessary to address the obstacle of finding ways to reduce development costs while housing prices remain below the Seattle/King County market. A package of financial incentives, at least until the city achieves another 1,000 units of market-rate housing in Metro Everett, should be implemented.

**H-7:** Expand the city’s multifamily tax exemption program to include all areas in Metro Everett.

**H-8:** Reduce off-street parking requirements for multifamily residential development where car ownership rates are lower for resident populations, such as seniors, low-income, smaller households, and students.

**H-9:** Expand the 25% reduction for transportation impact fees downtown to Metro Everett. Explore other models for transportation impact fee reduction based on urban centers similar to Metro Everett.

**H-10:** Within any budget limitations of the city and school districts, provide an exemption or reduction for low-income housing projects from impact fees and system connection charges as allowed by state law.

Quality Housing Environment
The public voiced strong opinions that an active, safe and clean city is the key to a renewed Metro Everett. Housing development needs to be attractive and existing blighted properties need to be cleaned up.

**H-11:** As the population increases, work to ensure additional open space is developed. Since space is limited, these open spaces can be accomplished as follows:

- integrated into new developments (e.g. rooftops, courtyards and plazas)
- new opportunities around Everett Station, such as the Lowe’s site if redeveloped, and around the light rail station
- enhancement of public streets and sidewalks (street trees, boulevards, outdoor cafes, etc.)
- additional public benches for places to sit, either in the sun or shade
- creation of a new street-end park, with views of the waterfront, at the west end of Hewitt at the railroad
H-12: Strengthen the connection between housing and the places they share in Metro Everett by paying particular attention to the physical, cultural and social conditions that make the area attractive and safe. Placemaking actions that should be supported include:

- public art (e.g. sculptures, galleries, murals, etc.)
- entertainment (e.g., music, sports, lectures, etc.)
- culture (e.g. museums, theater, library, etc.)
- public markets and events (e.g. Cruzin' to Colby, Word on the Street, farmer's markets, etc.)
- accessibility (e.g. safe walking routes, bicycle lanes, transit stops, etc.)

H-13: Ensure that Metro Everett is comfortable and looks inviting. The willingness to live in an urban center is dependent on the perception of safety and cleanliness, as well as access to jobs and other cultural activities. The city should:

- work to address vacant and blighted properties in Metro Everett
- support efforts to make sure public areas are clean and free of litter
- look at expansion of the litter and clean up efforts provided by the Downtown Everett Association to include other areas, such as around Everett Station
- support code enforcement efforts to address code violations
- support Safe Streets activities to monitor and keep clean the Smith Avenue area
- support visible police patrols throughout Metro Everett
- add trash and recycling receptacles in key pedestrian corridors and regularly collect from receptacles
Chapter Seven
Historic Resources
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Overview

Some historic properties in Everett are regulated for preservation by two code standards – a historic district or a historic overlay. A Historic District is “[…] a collection of buildings, structures, objects or archaeological features, or landscape elements, each of which shares the same theme, place or general historical period – and possible over a span of several years” (Department of Archaeology and Historic Preservation, 2017). A Historic Overlay is a zone which is used in conjunction with another zone. The overlay adds additional regulations, allows development to occur which would not otherwise be possible and/or which modifies standards in the underlying zone (City of Everett, 1992).

Metro Everett includes portions of two local historic overlay zones (Riverside and Norton-Grand) and one national historic district (Hewitt). The southern boundary of the Rucker-Grand Historic Overlay and the northern boundary of the Rucker Hill National Historic District touch the Metro Everett boundary. These overlays and districts include homes and buildings that have been recognized as historically significant and contributing in character to the neighborhood. These properties have been added to local, state, and national registers in recognition of their character.

Registers of historic buildings list historically significant structures, an honorary designation typically initiated by the property owner. Metro Everett contains thirteen buildings on the Everett Register of Historic Places, ten buildings on the National Register of Historic Places, and four buildings on the Washington Heritage Register.

Department of Archaeology & Historic Preservation
www.dahp.wa.gov
The Washington Heritage Register is an official listing of historically significant sites and properties found throughout the state. The list is maintained by the Department of Archaeology & Historic Preservation and includes districts, sites, buildings, structures, and objects that have been identified and documented as being significant in local or state history, architecture, archaeology, engineering, or culture.

National Register of Historic Places
www.nps.gov/nr/
The National Register of Historic Places is an official listing of historically significant sites and properties throughout the country. It is maintained by the National Park Service, U.S. Department of the Interior. It includes districts, sites, buildings, structures, and objects that have been identified and documented as being significant in American history, architecture, archaeology, engineering or culture.
**Historic Places in Metro Everett**
The following are places currently designated on the historic registers of Everett, Washington State or the federal government.

### Table 1: Everett Register of Historic Places in Metro Everett

<table>
<thead>
<tr>
<th>Property Name</th>
<th>Site Address</th>
<th>Register Date</th>
<th>Year Built</th>
</tr>
</thead>
<tbody>
<tr>
<td>Challacomb &amp; Fickel Building</td>
<td>2727 Oakes Avenue</td>
<td>12/09/2009</td>
<td>1923</td>
</tr>
<tr>
<td>Commerce Building</td>
<td>1801 Hewitt Ave.</td>
<td>11/16/1994</td>
<td>1910</td>
</tr>
<tr>
<td>Culmback Building</td>
<td>3013 Colby Avenue</td>
<td>09/21/1988</td>
<td>1924</td>
</tr>
<tr>
<td>Everett Downtown Storage</td>
<td>3001 Rucker Avenue</td>
<td>12/18/1991</td>
<td>1918</td>
</tr>
<tr>
<td>Evergreen Building</td>
<td>1909 Hewitt Avenue</td>
<td>09/21/1988</td>
<td>1902</td>
</tr>
<tr>
<td>Krieger Laundry</td>
<td>2808 Hoyt Avenue</td>
<td>10/05/1988</td>
<td>1915</td>
</tr>
<tr>
<td>Monte Cristo</td>
<td>1507 Wall</td>
<td>12/01/1993</td>
<td>1925</td>
</tr>
<tr>
<td>Morrow Building</td>
<td>2823 Rockefeller</td>
<td>12/18/1991</td>
<td>1925</td>
</tr>
<tr>
<td>Port Gardner Building</td>
<td>2802 Wetmore</td>
<td>10/19/1994</td>
<td>1929</td>
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<tr>
<td>Ray Fosheim House</td>
<td>2017 26th Avenue</td>
<td>04/10/1996</td>
<td>1892</td>
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<tr>
<td>Swalwell Cottage</td>
<td>2712 Fine</td>
<td>05/03/1995</td>
<td>1891</td>
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<tr>
<td>Watson's Bakery</td>
<td>1812 Hewitt Avenue</td>
<td>10/14/2015</td>
<td>1910</td>
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<tr>
<td>Bank of Everett (Cope-Gillette Theatre)</td>
<td>2730 Wetmore Avenue</td>
<td>08/09/2017</td>
<td>1963</td>
</tr>
</tbody>
</table>

### Table 2: National Register of Historic Places in Metro Everett

<table>
<thead>
<tr>
<th>Property Name</th>
<th>Site Address</th>
<th>Register Date</th>
<th>Year Built</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commerce Building</td>
<td>1801 Hewitt Avenue</td>
<td>10/01/1992</td>
<td>1910</td>
</tr>
<tr>
<td>Everett Carnegie Library</td>
<td>3001 Oakes Avenue</td>
<td>12/06/1975</td>
<td>1904; 1905</td>
</tr>
<tr>
<td>Everett City Hall</td>
<td>3002 Wetmore Avenue</td>
<td>05/02/1990</td>
<td>1929</td>
</tr>
<tr>
<td>Everett Fire Station No. 2</td>
<td>2801 Oakes Avenue</td>
<td>05/02/1990</td>
<td>1925</td>
</tr>
<tr>
<td>Everett High School</td>
<td>2400 Colby Avenue</td>
<td>06/04/1997</td>
<td>1910</td>
</tr>
<tr>
<td>Monte Cristo Hotel</td>
<td>1507 Wall Street</td>
<td>06/03/1976</td>
<td>1925</td>
</tr>
<tr>
<td>Snohomish County Courthouse</td>
<td>3000 Rockefeller Ave</td>
<td>12/06/1975</td>
<td>1910; 1967</td>
</tr>
</tbody>
</table>

![Figure 2: Cope-Gillette Theatre, built in 1963 as Bank of Everett](image1)

![Figure 3: Monte Cristo Hotel, built in 1925](image2)
### Table 3: Washington Heritage Register Properties in Metro Everett

<table>
<thead>
<tr>
<th>Property Name</th>
<th>Site Address</th>
<th>Register Date</th>
<th>Year Built</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Swalwell Block and Adjoining Commercial Buildings</strong></td>
<td>2901-2903, 2905, 2907, 2909 and 2915 Hewitt Avenue</td>
<td>5/17/1976</td>
<td>1892</td>
</tr>
<tr>
<td><strong>Swalwell Cottage</strong></td>
<td>2712 Pine Street</td>
<td>11/28/1976</td>
<td>1891</td>
</tr>
<tr>
<td><strong>U.S. Post Office and Customs House</strong></td>
<td>3006 Colby Avenue</td>
<td>6/22/1979</td>
<td>1917</td>
</tr>
</tbody>
</table>

**Everett Register, Historical Commission and Special Valuation**

In 1985, the State Legislature passed a law which allows a local option of “special valuation”, a program of real estate tax reduction for certain historic properties within the state. The purpose of this program is to encourage rehabilitation of historic properties. Everett implemented this state program in 1987 and made the Special Tax Valuation available to Everett property owners. At the same time, the city established the Everett Register of Historic Places and adopted the Historical Commission as the citizen body for historic preservation.

Placement on the Everett Register is an honorary designation. A building must be 50 years old or older, significant to Everett’s history, architecture or cultural heritage, and retain sufficient historic character to reflect the history of the community. Inclusion on the register requires owner approval, or approval by owners of a majority of properties in a proposed historic district.

The effect of listing a property on the Everett Register of Historic Places requires an owner to request a certificate of appropriateness from the Historical Commission for proposed work. Failure to meet this requirement could result in removal of the building from the register and loss of special tax valuation received, if any.
If the owner wishes to demolish a property on the Everett Register, either partially or wholly, the owner must apply to the Historical Commission for a review of the proposed demolition. The owner must discuss alternatives to demolition and, if there is no alternative, to demonstrate how the project mitigates the loss of the historic property. For demolition, the Historical Commission makes a recommendation to the City Council for action.

Under special valuation, qualified expenses for rehabilitation of a historic property are deducted from the assessed value of a property for tax purposes for up to 10 years. Eligibility and other requirements for the program include:

- cost of rehabilitation must total at least 25% of the assessed valuation of the structure prior to rehabilitation;
- be conducted within 24 months of the date of application for special valuation; and
- meet the Washington State Advisory Council’s Standards by not adversely affecting historic character-defining features which qualify the property as historically significant.
- The owners must sign an agreement that they will maintain the property in good condition and make no improvements or changes to the building without Historical Commission approval.

**Historic Overlay Zones**

A Historic Overlay is used in conjunction with another zone and adds additional regulations. The city has three historic overlay zones, two of which (Riverside and Norton-Grand) are partially within Metro Everett. Design standards and neighborhood conservation guidelines have been adopted for these neighborhoods to inform residents about the historic nature of their neighborhoods, educate property owners about the elements which create the neighborhoods’ unique character, and guide new development and additions to reflect the historic character of the neighborhood.

All proposals to develop property within or to alter a designated significant feature of an historic overlay zone must be reviewed for compliance with overlay requirements. Being in an historic overlay can allow for modification of development standards, such as increase in building heights and setbacks, landscaping, signs, nonconforming requirements and other

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**Figure 6: 1812 Hewitt Avenue (Watson’s Bakery - 1910), received special valuation for the rehabilitation work**

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**Everett is a Certified Local Government, or CLG.**

Obtaining this status helps support the Historical Commission, local regulations, nominations for registers, and eligibility for special grants from the State Historic Preservation Officer (SHPO) with the Washington Department of Archaeology and Historic Preservation. Only CLGs can participate in the Special Tax Valuation. The grants from the SHPO have helped Everett survey properties for potential overlay establishment, spur historic tourism efforts, and provide rehabilitation resources to property owners of historic buildings.
general provisions. The city may also allow a use not otherwise permitted if it is to encourage adaptive reuse of a designated historic landmark. Certain modifications and activities within a historic overlay can trigger Historical Commission and administrative review. Any decisions that require input from the Historical Commission are given as recommendations to the city’s planning director for consideration of the modification or activity.

**Hewitt Avenue National Historic District**

A historic district is a collection of buildings, features, or landscape elements, which share the same theme or general historical period. Metro Everett is home to the Hewitt Avenue National Register Historic District, established in 2010. The district includes Hewitt Avenue between Wetmore and Lombard Avenues, and extends north and south along Wetmore, Rockefeller, Oakes and Lombard.

The district is slightly more than 15 acres in size and includes 30 buildings considered contributing to the historic character of the district and two properties (Commerce Building and Fire Station No. 2) that are listed individually on the National Register of Historic Places.

Placement on the National Register is a tool to encourage preservation, recognition and rehabilitation of historic properties and sites. To encourage rehabilitation, owners of income-producing historic properties that are listed in the National Register or
located within National Register listed historic districts, are eligible to take advantage of the federal Investment Tax Credit (ITC) program. This federal historic preservation incentive provides successful applicants with a 20% credit on their investment following a certified rehabilitation of their historic property that has been determined to meet preservation rehabilitation standards.

Placement on the National Register does not guarantee preservation of a property and it does not require any additional reviews or protection by the City of Everett. If federal funding is part of a project that includes a National Register place, then review of that project is required.

**Endangered Buildings**

Historic places enhance a city's character and sense of place. Despite being recognized as a significant piece of history, a property listed on the Everett, state or national historic register is offered only minimal protection from alteration, demolition and incompatible adjacent development. Register listings do not prohibit property owners from managing their own property as they see fit nor is it intended to push out new development. As a result, many buildings that are either on the register or those not listed but determined significantly contributing historical structures, could be threatened from being altered or demolished.

One of the more noteworthy buildings in downtown that could be endangered is the Everett YMCA. A cornerstone in the Everett community since 1901, the historic building at the corner of Rockefeller and California was built in 1920 after a fire destroyed the original building. Two major additions in 1960 and 1980 provided additional space for the growing membership. The YMCA completed a feasibility study in 2014 that indicated a high demand for a new facility which will be built at the former Everett School District Administration Building on Colby Ave. outside of Metro Everett. The YMCA will sell the downtown property once they are ready to open the new YMCA. The YMCA is mindful of the history and will work to be sensitive to the community concerns this history represents.

While some historic buildings may be endangered by changes in use and development pressures, others are endangered due to poor maintenance or neglect. In 2017, the city completed a condition assessment of ten example buildings with a variety of ages,
sizes and materials. The outcome of that assessment is to provide property owners with information and resources to maintain their historic building.

The city has other tools to enforce neglected or vacant historic buildings. The International Property Maintenance Code (IPMC) governs maintenance of existing buildings for basic equipment, light, ventilation, heating, sanitation and fire safety. In 2009, the city passed an ordinance (3127-09) regarding exterior building maintenance and street-level vacant commercial space in the central business district (B-3) zone.

The IPMC is enforced by the city’s code enforcement unit, usually as a result of a complaint. Due to staffing levels in building services, enforcement of the vacant commercial space ordinance has not taken place in recent years.

**Policies and Actions**

The city’s history and its historic buildings enhance the character of Everett’s downtown. Public input during the Metro Everett planning process placed a high priority on preservation and rehabilitation of historic structures, along with adding new buildings and public spaces. The following policies and actions would strengthen historic preservation in Metro Everett while still accommodating additional growth and development.

**Education, Incentives and Tourism**

The city has several historic preservation programs and incentives in place, which should continue and/or expand.

**HR-1:** The city should develop additional resources and materials to assist owners of historic buildings to maintain their properties to protect the historic character. The city program should include:

- Host/sponsor workshops on maintenance of historic buildings
- Robust website that provides information and contacts for assessment, maintenance and rehabilitation of historic buildings
- Outreach to property owners regarding the historic special valuation program

![Figure 11: Hodges Building (1923), 1804 Hewitt, has been vacant since 2013. In 2017, work commenced on addressing code issues in an effort to occupy the building.](image)
HR-2: Preservation and rehabilitation of historic buildings can add costs for development. The city should include incentives that provide financial benefits to encourage preservation and rehabilitation. These incentives can include:

- Special valuation property tax program
- Federal new market tax credits
- Grants and/or low-interest loans through programs

HR-3: Support efforts to promote historic tourism within Metro Everett. Specific actions could include:

- Highway (I-5) and other directional signage for Hewitt Avenue National Historic District
- Walking and mobile tours of historic buildings and sites
- Development of the west end of Hewitt Avenue into a street-end park that includes historical interpretive displays
- Historic building plaques

Main Street Program
There are currently 33 Main Street communities in Washington State. The program helps communities revitalize the economy, appearance and image of the downtown commercial districts. Main Street programs are not run by the city; they are a private, nonprofit endeavor supported by the city. Main Street communities can utilize the tax credit incentive program for Business & Occupation (B & O) or Public Utility Tax (PUT) credit for private contributions given to eligible downtown organizations. The Main Street Program is organized around four points:

- Organization – framework that is well represented by diverse stakeholders
- Promotion – creates excitement and vibrancy downtown
- Design – enhances the look and feel of the district
- Economic Restructuring – looks at current market forces to develop long term solutions

HR-4: Encourage the creation of a “Main Street” program for downtown Everett. The Main Street program has been helping communities in Washington State since 1984.
**Preservation Ordinance**

Everett's historic preservation ordinance includes some strong measures to protect the character of some historic neighborhoods. However, some of these protections are not extended to the commercial core or to buildings that might be considered landmarks. At the same time, some of the existing overlays may require re-examination as to whether the boundaries and provisions should be revised to allow new development consistent with the Metro Everett vision.

**HR-5:** Develop an **historic overlay** for the **Hewitt Avenue National Historic District** that addresses alteration and demolition of significant historic buildings, and the design of adjacent development to ensure compatibility with the historic character and significance of the district.

**HR-6:** Review the **historic preservation ordinance** to consider adding a **landmark designation** status for buildings and sites. A landmark status could be on a building(s) or site(s) with such outstanding history and architectural integrity that is significant to the community that added protections from alteration and/or demolition should be considered, but providing an ability to allow removal for economic hardship.

**HR-7:** Review **historic overlays** within and adjacent to Metro Everett to add considerations for historic preservation, land use, and a strong review process to prevent the unnecessary demolition of historic buildings and structures with historic significance.

**HR-8:** Support efforts to increase **enforcement** of existing ordinances, or creation of new ordinances, to ensure that historic buildings and districts are maintained and do not become a public nuisance and/or blight.

**HR-9:** Support efforts to maintain and preserve **historic façades** of significant buildings.
Chapter Eight
Urban Design
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Overview

Urban design focuses on the interactions and scale of building groups with streets and public spaces with an overall goal to create engaging urban environments. It is a combination of practices in architecture, landscape architecture, transportation, public works, engineering, and public art to make urban areas functional, attractive and sustainable. Urban design and urban form affect movement of people, goods and services, human interactions with the built and natural environments, and human health.

Today, Metro Everett is still heavily dominated and impacted by the automobile. However, with relatively recent development of the Everett Station, Community Transit’s bus rapid transit service, and increased multi-family residential development, Metro Everett is beginning to witness a shift back towards the pedestrian and a desire for a safe and clean walkable environment.

Urban design can contribute to that by providing the policy framework and development standards for new development projects, to foster an environment where people are not required to drive every time they leave their home in search of goods, services or entertainment.

Urban Form

Urban form describes the physical attributes of a city: the natural environment sculpted by the built environment into city blocks connected by streets, alleys, and arterials. The interactions of the built environment; the various building heights and styles, the sidewalks and streets, the transit opportunities, the urban amenities like parks and public art, with that of the natural environment, if done well, can create a dynamic setting.

The pattern and scale of the streets, open spaces and buildings that make up the city fabric have a direct and daily impact on how residents move about, patronize local shops and businesses, meet their neighbors and enjoy the city’s amenities.
Urban Form in Multi-family Residential Areas

Neighborhood architecture forms a varied backdrop to the fabric of the built environment in Metro Everett’s residential neighborhoods. A combination of the new and the old exist side-by-side on many streets, and exemplify encouragement of the new while preserving and appreciating the old. The heights of buildings, building setbacks, building façade design facing streets, the width of sidewalks, the quality of landscaping, all impact the shape and feel of Metro Everett’s neighborhoods.

Urban Form in Commercially Mixed-use Areas

Successful mixed-use buildings and areas attract pedestrians by orienting building design to the street, bringing storefronts to the sidewalk’s edge, and provide transitions to nearby structures, keeping building heights to a scale compatible with the immediate neighborhood.
Urban Form Downtown and the Skyline
The height of buildings in a city’s center conveys a sense of the character and intensity of the area, and it also exemplifies the visual importance within the broader community. The center of Metro Everett and the height of buildings contribute to an understanding of how the area is organized and the importance of its various functions.

Metro Everett is a key location of the city in planning for increased population growth. With little available undeveloped land left, the city must grow up as it can no longer grow out. Increasing building heights to accommodate growth provides an opportunity for the city to make a positive impact on the future skyline, while ensuring little negative impact on surrounding lower density neighborhoods.

Design for Uses

Multi-family Residential
All new multi-family residential developments should thoughtfully engage the streetscape and have a clear connection to the public realm with pedestrian access, windows, architectural details, and well-designed and maintained landscaping. The scale of the development should complement the character of the surrounding area.
Mixed-Use and Transit-Oriented Development
A mixed-use development in one building accommodates more than one use vertically, such as a multi-family residential building with office or retail on the ground floor. A mixed-use development may also be horizontal; a series of single use buildings, some commercial or office and others residential, next to each other. High functioning, transit-oriented developments will almost always include mixed-use development, and most mixed-use developments or areas will be transit-oriented.

Commercial
Successful commercial buildings and areas attract pedestrians by bringing their storefronts close to the sidewalk's edge, providing adequate sidewalk space for pedestrian movement, orienting building design to the street, and building to heights that complement the immediate neighborhood. New structures should be considered in terms of size, scale, intensity of uses and relationship to the street, to users and to its neighbors. When located in mixed-use buildings, most commercial uses should be located within close proximity to pedestrian traffic, however, high-rise buildings present an opportunity to utilize views from the top floors for public benefit.

Industrial
New industrial or flex building designs should adhere to the same principles as other development in having quality materials, adequate pedestrian street frontages, architectural features and green spaces. Consolidation or shared parking between uses is encouraged to reduce redundant parking and improve aesthetics. There should be safe and convenient pedestrian connections between new industrial developments and pedestrian or mixed-use streets, and building entrances should be oriented to the street.
**Institutional and Civic Buildings**

The design of public buildings and facilities should inspire, transform and catalyze communities. Institutions and public buildings and facilities should set the standard high for urban design in Metro Everett, utilizing quality materials and site planning that are reflective of their prominence and importance to the community.

**Parking Facilities**

Even though they are a necessary element in an urban setting, parking facilities can have negative visual effects on their surroundings if not designed carefully. All new parking facilities, regardless of whether it is a surface parking lot or a parking structure, should be designed to blend in with its surroundings and incorporate active uses along the street.

**Signs**

Sign design should balance the desire to convey information with a need to maintain visual aesthetics so that signage is not intrusive. The scale of signage should be relevant to the building’s facades, and geared towards the pedestrian and less to the automobile. Unique signage that incorporates unusual materials or designs should be encouraged.
Design for Public Spaces

Public open spaces are more successful when they are designed with people in mind for year-round use. These spaces help to break up the visual massing of large buildings, fill in voids in the built environment, and can bring much needed energy into underutilized areas. Updating, improving and maintaining existing public open spaces is essential to their continued use.

Streets and Sidewalks

Streets and sidewalks serve as the primary pedestrian network and are one of Metro Everett’s greatest opportunities for improving the public realm. Street and sidewalk design is shaped by the relationships of land use, buildings, parking areas, landscaping and public furnishings. Streets designed for pedestrian use contribute to Metro Everett’s public image and energy by encouraging pedestrian circulation and activities, and by integrating the area’s various attractions.

Figure 6: Everpark Plaza

Figure 7: This example of a “parklet” in downtown Bellingham is a partnership between the city and adjacent business. The parklet moves annually to a new business downtown.

Figure 8: An example of a sidewalk public park.
**Lighting**

Lighting is an important element in the urban environment. The quality and quantity of lighting affects public health, safety, comfort, productivity and economy. Pedestrian scaled lighting should be incorporated with new project developments and comprehensive street improvements of at least a block in length. Arterial lights should also be incorporated for streets with high traffic volumes.

Public amenities such as wayfinding signs, banners, and hanging flower pots should be encouraged with new lighting improvements. The overall goal is to create a safe, comfortable, and attractive environment for residents, businesses, and visitors.

**Landscaping**

Well-designed landscaping helps create and define spaces while softening the built environment. Landscaping provides beauty and visual interest, shade and environmental benefits, as well as screening and buffering of uses. It is important to consider the types of plants and trees and how they will tolerate and impact their surrounding environment.

Design that factors in the forms of mature trees and landscaping, be they tall and columnar or squat and mounded, along with the maintenance of the landscaped areas are important factors.

Landscaping must also consider other factors, such as pedestrian movements and vehicle heights (e.g. transit bus).

Figure 9: Flowers add a colorful addition to Metro Everett streetscape
**Design for Seasons**

A community that promotes year-round livability and engagement is important for its health, sustainability and economic vitality. Urban design can be utilized to encourage people to celebrate all seasons of the year. Paying close attention to sun angles and weather patterns, buildings and public spaces can invite year-round activity, extending the seasons for things like public markets or concerts in public plazas. Lighting is also an effective means of creating ambience and enlivening a streetscape or neighborhood that invites activity through the dark, damp months of winter.

By stepping down building heights and having them grouped with others of similar heights, the effects of the low winter sun can be minimized and help preserve solar access for nearby areas. In addition, areas along the south facades of building projects are opportunities for plazas, open spaces, and pocket parks that provide comfortable seating and weather protection. Streetscaping, landscaping, public art, vibrant colors, intriguing materials and lighting designed with climate sensitive considerations can also enhance and encourage year-round living and public engagement.

**Policies and Actions**

**Building Heights and Massing (Urban Form)**

The tallest buildings should be encouraged to locate near the center of Metro Everett, designed with distinctive architecture elements that exemplify the age, and incorporate several public amenities such as innovative open spaces at the ground level and commercial public spaces near the top. The downtown skyline should, over time, become a source of civic pride and considered a community asset.

With more infill development, including taller buildings and more density, the massing of large buildings should be mitigated by setbacks, architectural articulations, and open spaces so that they do not become overly visually imposing. Buildings near low density neighborhoods and areas with lower permitted building heights should have height setbacks to accommodate for transition.
UD-1: Adopt *height regulations* and *design standards* that allow the tallest building to locate in the center of Metro Everett, mitigated by setbacks, architectural articulations and open spaces. See Figure 26 in Chapter Four, Land Use, for building height limits.

UD-2: Buildings should be designed so that *shadows* on public spaces, such as parks and plazas, are minimized. Adopt height and design standards that minimize the casting of shadows on adjacent residential properties, particularly single-family neighborhoods that border Metro Everett on the north.

**Design for Uses**

In order to become great urban areas, new construction projects need to prioritize the aesthetic of the pedestrian environment, and emphasize diversity in innovative form and quality/durable materials.

**Multi-family Residential**

UD-3: Adopt multi-family residential development design standards which include *clear connections to the public realm* with pedestrian access, windows, architectural details and well-designed landscaping.

UD-4: Multi-family development should be smaller in scale near the edges of Metro Everett, with large-scale high-rise developments in the center, and a mix of medium-scale mid-rise development in between. This can be accomplished through *height* and *upper floor setback limits* as shown in Figure 25 in Chapter Four, Land Use.

UD-5: New multi-family residential development should integrate *transit* facilities and *bicycle* facilities into the site design.

**Commercial Uses**

UD-6: Adopt *design standards* that enhance Metro Everett with appropriate forms and designs, site plans that enhance the pedestrian environment, and by creating and maintaining high quality year-round public open spaces and infrastructure. Design standards should require storefront *window transparency* at the ground floor.

UD-7: Adopt *design standards* for commercial uses which implement the *street types* and function set forth in Chapter Four, Land Use. (There are four street type designations: pedestrian street; pedestrian connector street; residential mixed-use corridor; and transit-oriented development street.)
**UD-8:** Design and development standards should discourage and/or prohibit auto-oriented uses when located more than a quarter mile from the I-5 corridor in commercial and light industrial zones, and should not be permitted in residential zoned areas.

**Industrial Uses**

**UD-9:** Areas within Metro Everett designated for Urban Light Industrial are also areas where other uses will mix, including residential and commercial. Design and building orientation of industrial development must be appropriate for the surrounding neighborhood and street type designation.

**Institutional and Civic Buildings**

**UD-10:** Building design at the edges of institutional and civic property should be complementary to neighboring properties, yet recognize that in some circumstances greater height and mass may be preferable to expansion beyond existing campus boundaries.

**Transit-oriented Streets**

**UD-11:** Buildings and sites located on streets designated as transit-oriented (see Figure 23 in Chapter Four, Land Use) should be required to provide safe, accessible, convenient and lighted way-finding to transit stops and transit stations.

**Off-street Parking**

**UD-12:** Discourage surface parking lots on pedestrian and transit-oriented-development streets. Any permitted surface parking lots as part of redevelopment or infill projects should be required to be setback from street frontages behind building forms, or buffered with landscaping or public open spaces.

**UD-13:** New structured parking should be setback from street right-of-way with habitable spaces used by tenants of the building. In addition, any new stand-alone parking structures should incorporate commercial or retail uses along the majority of sidewalk frontages.

**Signs**

**UD-14:** Adopt sign standards which maintain visual aesthetics, but also reflect the character of the street type, land use designations and historic significance of the building and/or district.
**Design for Public Spaces**

A variety of uses and amenities for public open spaces should be explored to maximize interest and functionality. These spaces can be substantial-sized plots, such as the plaza on the Snohomish County complex, or smaller innovative parklets that can provide unique and temporary urban experiences.

Street and sidewalk design is shaped by the relationships of land use, buildings, parking areas, landscaping and public furnishings. Streets designed for pedestrian use contribute to Metro Everett’s public image and energy by encouraging pedestrian circulation and activities, and by integrating the area’s various attractions.

**UD-15:** New public *open spaces* should be located adjacent to *sidewalks* and *alleys* in larger redevelopments to help soften the built environment, and to encourage public interest and activity.

**UD-16:** Public or publically accessible *open spaces* should be encouraged at the *tops of tall buildings* to capitalize on views of both the natural and built environments.

**UD-17:** The *first floor* of buildings should be designed with the *pedestrian in mind*. Street type designations set forth in Chapter Four, Land Use (Figure 23) will be used to identify sidewalk widths, landscape treatments, and other improvements to encourage public usage.

**UD-18:** Design standards for buildings should integrate *components* that offer *protection to pedestrians*, such as awnings and canopies, as a means to encourage pedestrian activity along the street. These components are expected to project into the public right-of-way. Consider solar access in street awning design.

**UD-19:** Adopt *sidewalk standards* for width based on their designated street type. Wider sidewalks should be along pedestrian streets, mixed use corridors and transit-oriented corridors. Sidewalk standards should also consider tree health and growth.

**UD-20:** All new *sidewalk pavement* should be constructed similarly, unless special paving is recommended, and embedded *street names* should be incorporated in all reconstructed sidewalks at intersections. In *historic districts*, new sidewalks should be colored to visually blend with older sidewalks in the area, and should have similar scoring patterns.

**UD-21:** A *street tree and landscaping plan* should be adopted for Metro Everett. Certain streets, such as the gateway corridors, should have a more formal design approach with long-lived stately trees, while smaller local streets could be more
informal, but still emphasize tree canopy. Landscaping that incorporates elements of storm water retention, such as raingardens, should also be encouraged.

**UD-22:** *Street furniture* (e.g. benches) and *fixtures* (e.g. waste receptacles and lights), including landscaping, should be integrated with the abutting land uses and not obstruct *pedestrian pathways and flow*. These amenities should also be placed to *buffer pedestrians* from automobiles, parking areas, and adverse weather.

**UD-23:** *Lighting fixtures* should be designed and placed to provide pedestrian-friendly illumination and not block pedestrian flow. Lighting fixtures should also reduce the negative impact of excessive light on the environment and human health.

**UD-24:** Encourage more *public art* in public spaces within Metro Everett, such as sculptures, murals on blank walls (e.g. retaining walls), and integrated into new buildings.
  - The city should manage all public art in public spaces, including any contributions as development incentives.
  - The city should review the city’s 1% for Art Program and whether additional funding would be warranted.
Chapter Nine
Economic Opportunities
Overview

In the spring of 2016, the city engaged Leland Consulting Group (LCG) to conduct a market evaluation of Metro Everett. A key question that Leland Consulting Group brought up was “How will Metro Everett attract the investment, activity, and revitalization that the community has envisioned?” The market evaluation included:

- A 10- and 20-year forecast of residential and commercial development;
- Identification of metrics that suggest which properties and areas are likely to redevelop;
- A preliminary review of the city’s zoning code within Metro Everett, and recommended zoning modifications that could encourage development; and
- “Big ideas” that could assist with the ongoing success of Metro Everett.

Please see Chapter 3, Market Analysis, for details regarding the housing and employment market analysis.

Consultant’s “Big Ideas” for Metro Everett

Leland Consulting Group’s “big ideas” for Metro Everett are shown below.

- Continue to implement the 2006 Downtown Plan—make Everett’s west side world class. Continue to focus housing, office, and retail development in this area, along with complementary public realm improvements.
- Strengthen multi-modal connections between key destinations: Downtown and Everett Station; River and Sound; Metro Everett and Providence Medical Center/Community College Campus.
- Enhance Metro Everett’s existing plaza/event spaces (e.g., at the County Campus, Library, or elsewhere), or create a new one. Activate this gathering space with festivals, events, food, and other activities, consistent with the concept of placemaking (www.pps.org/reference/what_is_placemaking/).
- Grow and attract companies to Metro Everett that build on Snohomish County’s key industry clusters and economic identity—aeronautics, manufacturing, healthcare, and professional and technical sectors. Capitalize on Everett’s identity as a manufacturing center to attract a new generation of “makers” to Metro Everett. Adaptive reuse projects may appeal to these makers Downtown; craft industrial projects near Everett Station should also be encouraged.
- Capture the employees who work in Metro Everett and Market Area. Employees who work here are a natural market of potential Metro Everett residents.
- Work to secure commercial air passenger service at Paine Field—this would have a very positive effect on Metro Everett office and housing markets.
• Continue to grow Everett’s higher education offerings—this will drive the economy of Metro Everett and city in coming decades.
• Plan for senior housing and strive to ensure Metro Everett has the amenities needed by new senior residents.
• Because of high construction costs in the near term, look for opportunities to complete less-expensive two- to four-story infill projects.
• Investigate the feasibility of a grocery store.
• Consider further transportation impact fee reductions, in line with the programs in place in Bellingham and other cities.
• Ensure that infrastructure issues such as limited sanitary sewer capacity do not impede development.

**Everett Zoning**
Leland Consulting Group was also asked to conduct a review of zoning in order to assess whether or not zoning is a significant constraint to development. LCG found the zoning code provides flexibility and is unlikely to be a significant constraint on development. Some of its findings included:

- Major land uses, such as housing, office, retail, are allowed within the commercial zones
- Heights appear adequate, although they could be increased downtown
- No minimum parking requirement for office/commercial uses increases the feasibility of new office development, particularly for adaptive reuse/renovation projects
- There are no minimum residential densities, which could deter townhouses and wood-frame apartments
- Projects are not subject to design review committee
- The city provides tax abatement incentives for multifamily housing
- New projects can qualify for transportation impact fee reduction

While LCG’s assessment indicates that the zoning supports a vibrant center, they did provide some recommendations for streamlining the code with an overarching goal to make the right development easy.

- Consider revising the residential parking requirement of one space per unit
- Complete a SEPA Planned Action ordinance that would reduce entitlement risk for potential projects
- Conduct a more thorough review of the zoning code
- Consider expanding the types of multifamily housing allowed in the Everett Station area
- Consolidate the commercial zones
- Make the code clear, and easy to understand (e.g. improve low-resolution images and text)
The Puget Sound Regional Council has drafted a new regional economic strategy called “Amazing Place: Growing jobs and opportunity in the central Puget Sound region”. See their website at https://www.psrc.org/our-work/regional-economic-strategy. The strategy includes the following goals and strategies:

**Goal: Compete globally**

*Strategies*: Increase higher education capacity to expand high demand programs and foster world class research; Sustain and grow commercial air travel connections domestically and globally; Preserve, protect, and support industrial centers, military installations, and maritime sites; Build up and sustain ports and other infrastructure to support trade and logistics; Support and promote international trade; Strengthen, coordinate, and grow retention, expansion, and recruitment efforts; Continuously improve the business climate; Maintain and grow incentives for industry competitiveness; Sustain and evolve the conditions necessary for innovation

**Goal: Open economic opportunities for everyone**

*Strategies*: Provide adequate support for basic education for all; Coordinate programs in education and training to address workforce gaps and advance economic opportunity; Encourage economic growth across all parts of the region; Advance economic development within rural communities; Support women and minority-owned, disadvantaged businesses

**Goal: Sustain a high quality of life**

*Strategies*: Improve the region’s transportation system; Ensure a diversity of housing stock that is affordable and connected to jobs; Focus new growth in urban areas, regional centers, and cities; Invest in pre-K through 12 education systems that produce, attract, and inspire world class talent; Embrace, celebrate, and promote the diversity of the region’s people; Ensure an outstanding and healthy natural environment; Preserve, enhance, and improve access to open space; Grow access to arts, culture, entertainment, and sports
Policies and Actions

Placemaking
There is a very important connection between “placemaking” – planning and building high-quality, walkable, urban environments – talent attraction, and long-term economic development. Many talented individuals and companies seek out high quality urban environments, and these individuals and companies are a leading driver of long-term economic prosperity. The following policies and actions support placemaking in Metro Everett.

E-1: Continue to encourage, support and cultivate events and business that “activate” city streets. Examples include:
- Sidewalk cafes
- Outdoor art, music and other cultural events
- Walking tours, such as art and history walks
- Parades
- Street and food cart vendors
- Active storefronts (transparency) on pedestrian streets

E-2: Support creative, new ideas, particularly from younger generations, that create transformative places in Metro Everett, even if the transformation is temporary. Incorporating creative community ideas and talents is essential to creating a successful and vital community.

E-3: Everett Station has not generated the development and activity that was expected when it opened in 2002. Support efforts to create new active spaces and events in Everett Station, such as a farmer’s market.

E-4: Support and improve opportunities for people to enjoy arts, culture, entertainment, and sports to make Metro Everett a great place to live, work, and visit.
Residential Market
One of the keys to additional economic opportunities in Metro Everett is increasing the number of people that live there. With new residents will come additional business opportunities – from retail to entertainment to services that support the newcomers. Residential growth has been steady, but slow in comparison to some other robust Puget Sound communities.

**E-5:** Support the development of *1,000 units of market rate housing* over the next seven years (by 2025). Provide appropriate financial and zoning incentives as necessary to encourage this development. (See Housing chapter for more specific recommendations.)

**E-6:** Ensure *housing is affordable* for all income levels, with a mix of incomes reflective of the city.

**E-7:** Ensure that any housing located adjacent to *industrial* uses, such as the Port of Everett, is *compatible with noises* and other nuisances generated by industrial activity.

Commercial and Industrial Uses
Leland Consulting Group forecast modest opportunities for additional office space development in Metro Everett. Some of this space might best be suited with redevelopment of existing buildings, particularly the upper floors. They also saw opportunities for potential expansion of grocery stores, and manufacturing that builds on key industry clusters and economic identity for Everett.

**E-8:** Support redevelopment of *upper floors* of older buildings. The city might help by reducing additional required parking.

**E-9:** Encourage improvements of *storefront facades* with programs such as the “Main Street” program and/or a low-interest loan fund.

**E-10:** Allow *light manufacturing and light industry* to continue in Metro Everett, particularly in Everett Station and near the industrial port operations on the west side.

**E-11:** Encourage the growth of creative and emerging ideas around jobs, such as *makerspace* (see [http://snocomakers.org/](http://snocomakers.org/)) and *live-work* spaces (see [http://www.artspaceeverettlofts.com/](http://www.artspaceeverettlofts.com/)).
Permitting and Financial Incentives

Leland Consulting Group (LCG) did suggest some strategies to ensure that the right development is encouraged.

**E-12:** Reduce the *time and cost* for development through the following actions:
- Modify environmental review (SEPA) process to encourage infill development
- Expand the multifamily tax exemption area to include all of Metro Everett
- Transportation impact fees should take into account reduced trips in Metro Everett through revised fee
- Allow the payment of impact fees to be deferred for high-density (7 or more stories) mixed-use development. The program can be modeled on the single-family impact fee deferral program.

**E-13:** The city provides a *business and occupation tax incentive* for employers that create 50 or more full time jobs. To encourage more employment in Metro Everett, including small business, amend this provision to provide the incentive for business that creates ten (10) or more new full time jobs.

**E-14:** Development *regulations* should be *clear and flexible* to allow for a variety of residential and commercial uses.

**E-15:** Review, and revise as necessary, *parking requirements* to reduce development costs and support other modes of transportation.

**E-16:** To encourage commercial development, *consider reductions to fees and capital facility charges* provided the fee reduction is equal to or meets a defined percentage of any tenant improvements. This incentive might help preserve historic buildings and over time, provide a return of additional tax to the city beyond the value of the fee reduction.

**E-17:** 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-18:** 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.
Active, safe and clean
An active, safe and clean city is the key to a renewed Metro Everett. Community input indicates that the city is on the right track, yet many buildings remain underutilized and considered blight. The following actions help support an active, safe and clean area:

**E-19:** Review the city’s *vacant storefront ordinance* (3127-09 – EMC 16.16) to either modify the ordinance or renew enforcement actions.

**E-20:** Address *blighted property* and areas with tools as appropriate, such as Community Renewal Area (RCW 35.81)

**E-21:** Recognize that *entertainment* and *outdoor festivals* are critical to a vibrant, active city center. The activity and noise may conflict at times with expectations of residents for quiet.
Chapter Ten

Environment, Parks and Open Space
## Contents

Overview ................................................................. 1  
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Policies and Actions ........................................... 3  
  Catalyst Projects ............................................... 3  
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Environment .................................................... 4
Overview

Public parks and plazas provide open space for residents, visitors and employees in Metro Everett. Public surveys over the years (see Figure 2 as a recent example) have repeatedly shown that Everett residents enjoy existing park and recreation amenities, want their parks effectively maintained, and would like more.

In Metro Everett, there are two small parks and two public plazas. In addition, the Snohomish County Courthouse includes a public plaza where events are held. See Chapter Two, Existing Conditions, for an inventory of public parks and plazas.

Street trees, landscaping and private open space can help provide a feeling of open space that is also attractive and welcoming. Where street trees are frequent, and especially where they provide a connected canopy, they can provide the sense of natural pathways in an urban environment.

Trees, vegetation and green roofs can reduce heating and cooling energy use and associated air pollution and greenhouse gas emissions, remove air pollutants, sequester and store carbon, help lower the risk of heat-related illnesses and deaths, improve stormwater control and water quality, reduce noise levels, create habitats, improve aesthetic qualities, and increase property values.

Figure 1: 32nd Street west of Everett Station. This is an example of good tree canopy coverage on a public sidewalk.

Figure 2: October 2016 Metro Everett public survey (146 respondents)

Should the city pursue development of more public open space areas in Metro Everett?

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Absolutely Not</th>
<th>Probably Not</th>
<th>Neutral</th>
<th>Probably Yes</th>
<th>Absolutely Yes</th>
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Climate Action
In 2011, the city adopted a Climate Action Plan for Municipal Operations. The plan identified the greenhouse gas emissions (GHG) generated from city operations as well as identified actions the city can take to reduce its carbon footprint. The plan identified the largest single source reductions being:

- Employee commute trip reduction program
- Energy efficiency in facilities and water/wastewater delivery systems
- Expansion of hybrid & electric vehicles
- Green purchasing

In 2015, the city added a Climate Change and Sustainability element to the Comprehensive Plan. The element recognizes that the city’s greatest impact on emission reductions will likely be through promoting a dense, compact land use pattern with mixed uses that support walking, bicycling, and transit use with open space conservation. These compact land use patterns have great potential to reduce GHG emissions related to vehicles and building energy use.

In 2016, the city had a carbon wedge analysis prepared by Climate Solutions’ New Energy Cities program and the Stockholm Environment Institute. The priority recommendations in its report are:

- Encouraging cleaner vehicles and lower carbon fuels for transport
- Reducing vehicle miles traveled
- Reducing natural gas consumption for heating through energy conservation and building efficiency
Policies and Actions

Catalyst Projects
Early planning work for Metro Everett focused on three catalyst projects that would significantly enhance the area.

**EPO-1:** A public plaza with abundant landscaping, trees, public art and events should be included in the station plans for light rail in Metro Everett (see Figure 3).

**EPO-2:** The 10-acre parcel that Lowe’s is located on is rare in Metro Everett. The property’s proximity to Everett Station and light rail, makes potential redevelopment likely. The property should establish some public open space and plazas for public benefit.

**EPO-3:** When BNSF closed the crossing of the railroad at both Hewitt Ave and Bond Street, access to the waterfront was affected. The west end of Hewitt can provide visual access to the water, be a placemaker for Hewitt Avenue, and commemorate significant historic events, including the historic Everett Massacre in 1916. There are three actions for this area:

- Extension of the Hewitt Avenue median boulevard (west of Rucker)
- Creation of Hewitt Plaza at the railroad to commemorate historic events (e.g., massacre), provide view of Port Gardner Bay and to create plaza extension/open space for adjacent businesses and mixed-use development
- Improvement/creation of pedestrian and bicycle paths to access the waterfront to address, at least temporarily, the at-grade crossing closures by BNSF
New Development

**EPO-4:** One of the significant aspects of Everett’s history is “speakers corner” which was located at Wetmore and Hewitt. This property is currently a parking lot. Encourage redevelopment of the site which recognizes this history through design, public art and/or interpretive signs.

**EPO-5:** Consider establishing park impact fees for residential development to provide funding for a meaningful public park space in Metro Everett.

**EPO-6:** Provide creative alternatives for new development to meet open space and park needs by contributing fees in lieu of parks or open space, or creation of rooftop gardens.

**EPO-7:** Consider public parks or viewing areas for rooftops of buildings granted increased heights. The views of water and mountains in Metro Everett are spectacular, and providing public access to these views should be pursued.

Environment

Several actions can improve the environment. Increasing the number of trees and canopy will improve the appearance in Metro Everett while providing environmental benefits. Managing stormwater runoff through biofiltration can treat water runoff and add to the character of the area. Working to redevelop brownfields will produce jobs while addressing potential pollutants and health hazards. It is also shown that high density, mixed-use development will reduce vehicle trips and promote other modes of transportation other than cars. See the Land Use and Transportation chapters for additional actions.

**EPO-8:** Reasonable goals for increasing tree canopy coverage in Metro Everett should be set after calculating existing coverage. Look at Tacoma as an example where the goal for downtown is to have a canopy coverage of 15% where actual coverage is 3.1%.

**EPO-9:** The city should support, and take the lead where appropriate, to add electric vehicle charging stations. Stations should be located in public places, such as Everett Station and City Hall, and integrated into parking garages as standard practice for new development.
**EPO-10:** The city should provide resources and support for *redevelopment of brownfields* into active uses. Actions the city can potentially take include:

- Additional inventory and environmental site assessments of brownfield sites
- Funding cleanup for publicly owned brownfield sites, and help for private sites if available
- Creation of community renewal or redevelopment opportunity zones to assist in cleanup
- Clean water and stormwater funds to improve water quality

**EPO-11:** The city should encourage master planning of properties and districts where possible to integrate *stormwater* management into *bioswales and rain gardens* which create *public gardens and open space*.

**EPO-12:** The city should provide incentives to make *buildings energy efficient*. In particular, the city should encourage the reduction of natural gas consumption for heating and promote installation of solar panels for electricity.
Implementation

The Metro Everett Plan is implemented through various regulatory, budgetary and policy channels. The following sections identify the implementation measures that are necessary.

Planning Documents

The following actions are required for the Metro Everett Plan:

1. **Adopt new Metro Everett Subarea Plan.** A new subarea plan is not subject to the annual docket process under GMA.
2. **Amend existing Comprehensive Plan.** GMA requires consistency between the various plans and development regulations. The following changes to the city’s current comprehensive plan would be required:
   a) Amend the Metropolitan Center boundary
   b) Amend the Land Use Designations
   c) Other items as necessary to ensure consistency
3. **Repeal the Downtown Plan.** The 2006 Downtown Plan would be repealed and replaced with the new Metro Everett Subarea Plan.
4. **Repeal the Everett Station Plan.** The 2005 Everett Station Plan would be repealed and replaced with the new Metro Everett Subarea Plan.
5. **Amend the Downtown Everett Streetscape Plan.** The Downtown Streetscape Plan (Resolution No. 6106) would be amended to reflect the Metro Everett Plan.

Regulatory Ordinances

The following actions are required to ensure consistency with the Metro Everett Plan:

2. **Adopt new use and development standards.** New use and development standards to implement the Metro Everett Plan are drafted concurrent with the Plan.
3. **Adopt and/or amend parking standards.** The Metro Everett Plan is recommending a new approach to parking standards. A streamlined Parking Chapter will be drafted for consideration.
4. **Repeal unused zoning districts.** The new zoning districts will make the current B-3 (downtown) and C-2ES (Everett Station) zones obsolete.

5. **Amend existing zoning provisions.** The Metro Everett Plan would make the following amendments to existing zoning provisions:
   a) **Core Residential Development and Design Standards.** A large part of the area within Figure 3 of EMC 19.33G is included in the Metro Everett boundary and will be subject to the use and development standards being adopted for those zones.
      - The existing Core Residential Area will be modified to include only those areas outside of Metro Everett.
      - The remaining Core Residential Area outside Metro Everett will be subject to the residential design standards being written for Metro Everett.
      - New height maps for the remaining areas of the Core Residential Area would be adopted.
   b) **Clinic and Office Overlay Zones.** The Metro Everett Plan proposes to eliminate the clinic and office overlay zones. However, there are some areas that will remain outside of Metro Everett. A new map will be required to show where the overlays remain.
   c) **Broadway Mixed Use Zone.** The Metro Everett rezones would includes changes to the height maps along that part of the Broadway corridor in Metro Everett.
   d) **Adult Business Zones.** The prohibition on adult business districts would need to be amended to include the new Metro Everett zones.

6. **Amend local project review procedures.** The city’s procedures for local project review (EMC 15.16) would need to be amended to include the new Metro Everett zones and use regulations.

7. **Amend State Environmental Policy Act (SEPA) exemptions.** The Metro Everett Plan recommends increasing the threshold for projects exempt from additional environmental (SEPA) review. See EMC 20.04.
Ordinances to be Considered
The Metro Everett Plan does not make a final policy commitment, but recommends additional conversation and study regarding the following:

1. **Historic Preservation.** Three areas for additional study and consideration:
   a) *Riverside Historic Overlay*. Consider amendment of the boundary along Everett Avenue.
   b) *Hewitt Avenue District*. Consider establishment of an historic zoning overlay for the Hewitt Avenue National Historic District.
   c) *Landmark Ordinance*. Consider an ordinance to designate buildings and sites as landmarks with additional protections from alteration and/or demolition.

2. **Blighted Properties.** The Metro Everett Plan looks at addressing blighted properties with the following options:
   b) *Maintenance of Vacant Commercial Space in the CBD*. This ordinance sets minimum maintenance requirements, including standards for vacant space, in the Central Business District. See EMC 16.16.

Incentive Ordinances
The Metro Everett Plan identifies several development incentives which would require ordinances to implement.

1. **New Job Tax Credit.** The Metro Everett Plan recommends that the new job tax credit be amended to provide this credit when ten (10) or more jobs are created; the current credit requires fifty (50) new jobs to be created. See EMC 3.24.105.

   **Budget Note:** This credit is one thousand dollars for each new full-time employment position created in a single period. A taxpayer may claim credit under this section multiple times, up to a cap of five hundred thousand dollars per taxpayer, for separate and distinct periods, provided the taxpayer satisfies the requirements of this section for each period. Reducing the threshold to 10 jobs created will make more businesses eligible. At this time, this amendment is focused on Metro Everett only.

2. **Commercial Fees and Capital Charges.** The Metro Everett Plan recommends that that we look at reducing fees and capital facility charges to help incentivize development, such as preserving historic buildings. For example, a brewery would typically demand a bigger meter for water, which has a higher connection charge.
Budget Note: If structured properly, the development over time will provide a return of additional tax to the city beyond the value of the fee reduction.

3. **Market Rate Housing.** The Metro Everett Plan includes a recommendation for financial incentives to create 1,000 units of market rate housing. Two actions could achieve this:
   a) **Amend Multifamily Housing in Urban Centers Incentives.** The Metro Everett Plan recommends expanding the boundaries to include all of Metro Everett. Additional review regarding affordable and workforce housing may also be done. See EMC 3.78.

       Budget Note: This incentive is provided only to new construction of multifamily. The incentive defers putting the improvements on the tax rolls for 8 or 12 years, depending on program used. The city and other public agencies must provide services without the corresponding increase in property taxes collected.

       In 2016, the Port of Everett had THG LLC complete an assessment of the tax impact and financial benefits of the incentive regarding the waterfront. The study showed that by the second year after the 8-year abatement period, the city would collect in total as much in property and leasehold tax revenue as it exempted, and would thereafter be net positive in total collections versus exemptions.

   b) **Reduce Utility Hookup Fees.** Some communities provide city (general) funds to pay utility hookup fees to encourage development the community wishes to accelerate.

       Budget Note: Any incentive to pay utility hookup fees would need to come from the city’s general fund. Hookup fees are running at least $6,200 per residential unit. A fund of $250,000 would provide an incentive for maybe 40 units – more if only partial discount is offered (e.g. 50% reduction). The financial benefits to the city, similar to the multifamily housing in urban centers program, is that the new construction is added to the tax rolls and the secondary benefits of residential spending will be increased.

4. **Impact Fees.** Two amendments proposed:
   a) **Transportation Impact Fee Reduction Area.** Currently, projects in the B-3 zone get a 25% reduction in transportation impact fees. The Metro Everett Plan recommends that this automatic reduction be expanded to all of Metro Everett. See EMC 18.36.080 and 18.40.110.
**Budget Note:** Transportation impact fees go to improve the capacity of the city’s transportation system. In many cases, this reduction could be obtained by development if they provided the studies to demonstrate reduced traffic.

b) **Impact Fee Deferral.** The Metro Everett Plan recommends financial incentives that would allow payment of impact fees to be deferred for high-density (7 or more stories) of mixed-use development. The program could be modeled on the single-family impact fee deferral program. See EMC 18.36, 18.40 and 18.44.

**Budget Note:** Fees would still be collected, but their point of collection is moved back to occupancy of the structure, sale of the property, or 18 months after permit issuance, whichever occurs first. The revenue loss would amount to any interest gained during that 18 month period.

**Tell Everett’s Story**

Market and create a “buzz” about what is happening in Everett:

- the new Metro Everett Plan;
- new development and private investment that is changing Everett;
- the development incentives available;
- the support from the Mayor and Council;
- the public investment that has been made or is scheduled;
- the opportunities for development;
- and most importantly, tell your compelling story and vision for development.

Don’t be shy about the support for development and the commitment to Everett’s vision. Developers want to develop in locations they are welcomed and can readily observe the local government wanting to be a partner in a development that is larger than a single development.

Develop marketing materials that adequately describe Everett’s vision in both words and images.
Surplus and Development of Public-Owned Land and Catalyst Sites:

- Evaluating potential sites that are eligible for development under the Community Renewal laws and determine which catalyst sites should be pursued first for development.

- Pursue discussions with Snohomish County regarding the surplus and sale process of underdeveloped county-owned property within the Metro Everett area for redevelopment consistent with the Metro Everett Plan. Subject to county agreement, enter into MOU or letter of understanding allowing the city to manage or assist with identifying potential purchasers and development proposals for the property.

- Surplus and/or authorize the potential sale of the Public Works Service Center site. Develop a RFQ and RFP to generate interest/proposals from the private sector to purchase and develop in accordance with Everett’s desired vision. Great care should be taken to individually contact prospective developers about this opportunity and, not simply rely on a published RFP or offering announcement. Additionally, a real estate broker team could be engaged (via RFP or another desired means) to create a competitive offering in the real estate community. Once proposals are solicited, conduct interviews to further evaluate and select desired purchaser in which to develop a Letter of Intent (LOI) for a purchase and sale/development agreement.

- Work with private property owners that may be interested in redevelopment opportunities to implement the Metro Everett Plan.

- Ensure that development can be successful in the market place to avoid a failed start costing significant dollars, eroding political capital, and creating community dissatisfaction. To this end, carefully evaluate proposals to ensure they are capable to carry out and devote adequate resources to ensure the city is capable of delivering on its commitments of a predictable, if not expedient and streamlined regulatory entitlement process through construction.
**Capital Projects**
The following are projects identified as public improvements in the Metro Everett Plan. Costs or funding sources have not been identified, but budget notes are provided.

<table>
<thead>
<tr>
<th>Project</th>
<th>Budget Notes</th>
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| Improve **pedestrian and bike paths** to **waterfront**  
  - Hewitt and Bond Street  
  - West Marine View Dr. | • Complete Streets grant from Transportation Improvement Board provides some funding.  
  • Any new development adjacent to route may be required to contribute |
| Improve **pedestrian path** from **Everett Station** to **Angel of the Winds Arena** | • Public Works engineering exploring short-term options pending Light Rail development  
  • Source of funding unknown  
  • Cost could run from small fix to medium-sized fix to improve the existing conditions (sidewalks, lighting, landscaping, and maybe property acquisition) |
| **Light Rail**  
  - Station and rail  
  - Parking garage  
  - Pedestrian bridge over Broadway  
  - Extension of Pacific Avenue bridge to Broadway  
  - Bus stops, including BRT  
  - Public plaza and enhanced pedestrian corridor  
  - Bicycle support stations | • Primary costs should be covered by Sound Transit 3  
  • City participation in additional amenities (plazas, enhanced pedestrian corridor, etc.) might be necessary |
| **Parks**  
  - West end of Hewitt at BNSF tracks  
  - Extension of landscaped boulevard along Hewitt Ave  
  - Park site if Lowe’s site redevelops with urban village | • Railroad, city and port collaboration on west end of Hewitt park  
  • Funding for landscape boulevard needed  
  • Developer contribution for land at Lowe’s site  
  • Ongoing operation and maintenance of any new public park requires funding |
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| Install **sidewalks** in critical areas without them                   | • If new development occurs adjacent, this would be a requirement of that development  
|                                                                        | • Funding source for other sidewalks needed (grants, local, other)                                                                         |
| **Bicycle Improvements**                                               |                                                                                                                                               |
| • Interurban Trail connection from downtown                            | • California Street is a partially funded project                                                                                           |
| • California Street corridor                                           | • Complete Streets grant from Transportation Improvement Board provides some funding for the Interurban Trail connection improvements     |
| • 36th Street                                                          | • Some projects require minimal work; signage primarily                                                                                     |
| • Hoyt to Interurban Trail                                            | • Other funding sources unknown (grants as available)                                                                                       |
| • 26th Street                                                          |                                                                                                                                               |
| • Oakes Avenue                                                         |                                                                                                                                               |
| • Lombard Avenue                                                       |                                                                                                                                               |
| • 32nd Street                                                          |                                                                                                                                               |
| • Fulton Street                                                        |                                                                                                                                               |
| • Wall Street                                                          |                                                                                                                                               |
| • Smith Avenue                                                         |                                                                                                                                               |
| • Broadway                                                             |                                                                                                                                               |
| • Bicycle support facilities (racks, lockers, support stations)        |                                                                                                                                               |
| **Enhance Broadway streetscape between Hewitt and 32nd** (landscaping, sidewalks, street furniture, lighting, signage) | • Funding sources unknown                                                                                                                   |
| **Enhance transit bus stops (art, shelters, etc.)**                    | • Transit funds as available                                                                                                                |
|                                                                        | • Public art funds, potential                                                                                                                |
|                                                                        | • Other?                                                                                                                                   |
| **Historic District signs**                                            | • Some signage is minimal and could be produced with existing funds                                                                       |
| • Local districts                                                      | • I-5 historic district signs may require funding and annual maintenance costs                                                            |
| • National districts                                                  | • More substantial gateway signs would require funding to be identified                                                                   |
**Added Services or Studies**

The following additional services or studies, which will require significant staff resources or additional funding, are included in the Metro Everett Plan.

<table>
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| **Surplus city (transit) property** at Everett Station.  
  • There is consideration to surplusing the city’s parking lot across from Everett Station (parking could be retained in new structure)  
  • Staff would need to complete an updated appraisal, solicit proposals, and manage the disposition | • This would be a positive cash flow for transit, while adding new activity of housing and commerce in Everett Station  
  • Estimated cost:  
    o Staff hours: 120 |
| **Farmer's Market** at Everett Station  
  • A new Farmer’s Market is planned to open in 2018 along 32nd Street in Everett Station  
  • The market will be run by the Everett Farmer’s Market | • City staff will be involved in setting up street closures and coordinating the market with other activities at Everett Station.  
  • Estimated cost:  
    o Staff hours (annually): 200 |
| Coordinate with, and/or expand, existing **Commute Trip Reduction** and **Transportation Demand Management** program | • The plan provides reduced parking for most activities in Metro Everett  
  • As a condition of that reduced parking, plans to show how the new development will reduce demand will need to be submitted. These plans will need to be reviewed and approved by staff.  
  • Estimated cost:  
    o Staff hours (annually): ¼ FTE |
| Develop a **wayfinding plan** for Metro Everett  
  • A plan for improved signage for pedestrians, bikes and vehicles to find their way through Metro Everett | • Most wayfinding plans are developed by consultants with graphic and other expertise  
  • Implementation of the plan would include signs, posts and maintenance  
  • Estimated cost:  
    o Consultant: $75,000  
    o Installation: TBD |
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<th>Project</th>
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<tbody>
<tr>
<td><strong>Review on-street parking</strong> around Angel of the Winds Arena**</td>
<td>• Estimated cost:</td>
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<td>• The plan contemplates discussions with businesses around Angel of the</td>
<td>○ Staff hours: 80</td>
</tr>
<tr>
<td>Winds Arena about management of the on-street parking restrictions</td>
<td>○ Signs (change for any new restrictions)</td>
</tr>
<tr>
<td><strong>Consider Main Street program for downtown</strong></td>
<td>• Estimated cost (review only):</td>
</tr>
<tr>
<td>• The plan encourages consideration of a Main Street program</td>
<td>○ Staff hours: 80</td>
</tr>
<tr>
<td>• These programs are not run by the city; they are a private, nonprofit</td>
<td></td>
</tr>
<tr>
<td>endeavor that is supported by the city</td>
<td></td>
</tr>
<tr>
<td><strong>Increase code enforcement</strong></td>
<td>• Without reducing service to other parts of the city, any increased focus for Metro Everett could require ½ FTE effort</td>
</tr>
<tr>
<td>• blighted buildings</td>
<td></td>
</tr>
<tr>
<td>• vacant storefronts</td>
<td></td>
</tr>
<tr>
<td>• other code violations</td>
<td></td>
</tr>
<tr>
<td><strong>Public Art program</strong></td>
<td>• Estimated cost:</td>
</tr>
<tr>
<td>• The plan recommends reviewing the city’s 1% for Art Program and</td>
<td>○ Staff hours (review): 120</td>
</tr>
<tr>
<td>whether additional funding would be warranted</td>
<td>○ Any expansion of the program might result in increased cost for city capital projects and staffing to manage additional funding being</td>
</tr>
<tr>
<td></td>
<td>received</td>
</tr>
<tr>
<td><strong>Support other groups implementing Metro Everett actions</strong></td>
<td>• Estimated cost:</td>
</tr>
<tr>
<td>• Everett Station District Alliance</td>
<td>○ Staff hours (annual): ¼ FTE (existing staff)</td>
</tr>
<tr>
<td>• Downtown Business Improvement Area</td>
<td>○ Financial contributions to the organizations part of budget considerations</td>
</tr>
<tr>
<td>• Other</td>
<td></td>
</tr>
<tr>
<td><strong>Corridor Plan for Everett Avenue</strong></td>
<td>• Estimated cost:</td>
</tr>
<tr>
<td>• The plan recommends a corridor plan for Everett Avenue from I-5 to</td>
<td>○ Staff hours (engineering, planning, parks, tourism): 800</td>
</tr>
<tr>
<td>identify improvements to the appearance, function, and use of the</td>
<td>○ Potential consultant assistance (design)</td>
</tr>
<tr>
<td>gateway to downtown</td>
<td>○ Implementation costs and sources of revenue TBD</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Metro Everett Land Capacity

During the city’s periodic review of the comprehensive plan in 2015, the city made a commitment to complete a subarea plan for the metropolitan center (“Metro Everett”) to address population, housing and employment targets. An analysis of the land capacity to accommodate population and employment was completed based on the May 8, 2018 draft plan.

**Methodology**

The initial work was based on a land capacity report done in 2016 by an intern, Mettie Brasel, including an analysis of “economic units” of ownership and the classification of these units into categories indicating the potential for redevelopment. The second part – classification, was based on an initial analysis, following by an in-depth review by the city’s planning director, Allan Giffen, who has extensive knowledge and experience.

An “economic unit” is a combination of multiple parcels\(^1\) that typically share a common owner and boundaries. The example below shows one building spanning across eight different parcels, but all under one ownership. The parcels were combined to make an “economic unit”. Without doing this step, some parcels will show no improvements on the property which would indicate that the parcel might be vacant and could be developed.

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\(^1\) Source: Snohomish County Assessor [https://snohomishcountywa.gov/2934/Assessor](https://snohomishcountywa.gov/2934/Assessor)
The land status classification system was based on the 2012 Snohomish County Buildable Lands Report\(^2\). Parcels in which potential capacity for additional development is calculated were put into one of three land status categories:

**Vacant.** Vacant parcels are generally those where the Assessor’s building improvement value is less than $2,000. Conversely, paved parking lots often have assessed improvements over $2,000 but are still considered vacant.

**Redevelopable.** Redevelopable parcels are those non-vacant parcels which are candidates for potential demolition of the existing building and replacement by something new at some time during the 20-year GMA plan horizon. Identification of buildings as redevelopable begins with the ratio of improvement-to-land value, the zoning or plan designation, and the current use.

For *multi-family, commercial, industrial, or mixed-use* zoned or designated land, existing buildings valued at less than 100% of the land value are usually considered potentially redevelopable. Exceptions include certain existing commercial uses. Gas stations are the most common commercial exception because they require a high visibility location, which means the land is expensive, while the condition of the building itself is of little importance to running the business.

**Partially-used.** Partially-used parcels are those where the model assumes that the existing building(s) use only a portion of the site and that additional development on the parcel is possible without demolition. Different criteria apply depending on the land classification:

For *multi-family zoned parcels*, the building footprint must be less than 20% of the buildable parcel area. Further, the existing density must be less than the historic norm for the zone. (The development history shows that additions to existing multi-family buildings or complexes are relatively rare, and the predictions in the model support this.)

For *commercial, industrial, and mixed-use zones*, the floor area ratio is usually less than 25% and the building improvement to land value ratio is greater than 100%. For uses such as restaurants, auto dealerships, gas stations, and building dedicated to religious beliefs that require substantial amounts of parking, the floor area ratio is less than 10%. Some existing buildings are in good condition but have enough extra land to lower the ratio below 100% and are modeled as partially used.

When initial classifications were completed by Ms. Brasel, the city’s planning director reviewed each classification status and changes were made based on his knowledge and experience. For example, the area around Everett Station and the future light rail station were generally classified as redevelopable due to the significant change anticipated with the arrival of light rail. The parcels identified as having land capacity for this analysis are shown in Figure 1 on the following page.

Figure 1: Parcels included in Metro Everett Land Capacity Analysis
An analysis of the development potential was completed once the Metro Everett Subarea Plan and development regulations were submitted to the city’s planning commission for public hearing. This methodology differed from the Snohomish County Buildable Lands Report in that it looked specifically at the development regulations and determined the gross floor area of development that could take place.

The proposed land use designations and height limits were merged into the 2016 economic units in the city’s geographic information system (GIS). The result is that each economic unit would have the following attributes:

- Size of economic unit (square feet)
- Size of existing buildings on property (footprint in square feet)
- Land to improvement ratio (2016 Assessor values of improvement divided by values of land)
- Land status (vacant, partially used or redevelopable)
- Land use (proposed zoning)
- Heights, base maximum (without incentives)
- Heights, incentive maximum (requires incentive to achieve)

The result of these merged files had to then be queried based on some of the unique provisions in the Metro Everett Subarea Plan and development regulations. Those queries included:

1. **Urban Residential Zone.** The development regulations require a 10 foot setback along the front property line, which was subtracted from the size (area) of the economic unit. In addition, the development regulations require an additional 10 foot setback for floors six (6) and higher. For any economic unit in an Urban Residential (UR) zone that allows six floors or higher, an additional ten feet was subtracted from the size (area) of the economic unit for those floors only.

   The UR zone does not include any areas that allow 12+ floors, which would otherwise have a floorplate limit of 12,000 square feet. For economic units classified as “partially used”, the area where existing buildings on the units were located were removed from the capacity calculations.

2. **Urban Mixed and Urban Light Industrial Zones.** In the Urban Mixed (UM) and Urban Light Industrial (ULI) zones, development of those sites are generally not restricted by setbacks from property lines. The development regulations do require an additional 10 foot setback for floors six (6) and higher. For any economic unit in an Urban Residential (UR) zone
that allows six floors or higher, an additional ten feet was subtracted from the size (area) of the economic unit for those floors only.

The UM zone does include areas that would allow buildings 12 stories or taller. If the area of the economic unit was greater than 12,000 square feet, stories 12 or higher were limited at the upper floorplate proposal of 12,000 square feet. For economic units classified as “partially used”, the area where existing buildings on the units were located were removed from the capacity calculations.

**Gross Floor Area Capacity**

Using the methodology described above, the results show that over 49 million square feet of gross building floor area could be developed without the height incentives. If all the economic units used the height incentives to their maximum, the Metro Everett area could have 93.7 million square feet of gross building floor area. See table below.

<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><strong>49,157,905</strong></td>
<td><strong>93,726,162</strong></td>
</tr>
</tbody>
</table>
Population and Employment Capacity
Using the potential gross floor area shown in Table 1 above, projections of the number of housing units, population and employment were completed. This analysis was also based on the following assumptions:

1. **Urban Residential Zone.** This zone is primarily residential, but some corridors that are designated as “Residential Mixed Use” (RMU), include the opportunity for commercial uses. The analysis assumed that 95% of the gross floor area capacity would be residential and 5% employment.

2. **Urban Mixed Zone.** This is a mixed-use area, but includes many existing buildings with vacant upper floors for future employment. Based on some recent mixed-use developments, it was assumed that 85% of the gross floor area capacity would be residential and 15% employment.

3. **Urban Light Industrial Zone.** While this zone is also mixed-use, it is assumed that more of the area will develop with employment, rather than residential. Assumptions for economic units in this zone were 25% of gross floor area capacity would be residential and 75% employment.

Additional reductions of the gross floor area for development were made for off-street parking. A review of recent developments showed that slightly more than 28% of the gross floor area was used for off-street parking within a structure.

For residential and employment density assumptions, the analysis used the residential size for recent developments, including common areas and circulation. That average size was 1,016 square feet for residential units. Since most housing in Metro Everett will be rental units, the current rental household size of 1.7 within Metro Everett was used for the population capacity.

For employment, the analysis assumes 600 square feet per employee, which includes floor area for common areas and circulation. In addition, the area of existing buildings in the UM and ULI zones that would be removed in redevelopment would have existing employment that is replaced.

Capacity calculations were done based on two options in the development code for heights. The draft development regulations include a Base Height Maximum and an Incentive Height Maximum. Capacity was calculated both ways to show the range of potential housing, population and employment capacity possible in Metro Everett.
Based on the foregoing, the housing, population and employment capacity is 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>
</tr>
<tr>
<td>Population</td>
<td>10,602</td>
<td>36,365</td>
<td>1,312</td>
<td>48,279</td>
</tr>
<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>
</tr>
<tr>
<td>Population</td>
<td>14,185</td>
<td>76,452</td>
<td>1,994</td>
<td>92,631</td>
</tr>
<tr>
<td>Employment</td>
<td>744</td>
<td>11,152</td>
<td>5,741</td>
<td>17,636</td>
</tr>
</tbody>
</table>

Growth Targets

The capacity for housing, population and employment far exceeds the market evaluation that the city had completed in 2016. For example, the housing market showed a high demand for just 2,860 housing units in the next twenty years, compared to a potential capacity of 28,399 to 54,489 units. The office market analysis showed just 405,016 square feet of office demand in twenty years, but an employment capacity of nearly 6.5 to 12 million square feet of gross floor area that might be used for employment.

Instead of assuming all that residential capacity would be developed, staff used the PSRC’s aspirational method to develop a 2035 population target of 22,000 residents in Metro Everett. This represents an increase of 15,297 residents since 2014, which is approximately 28% of the citywide population growth target increase of 55,200 from 2017 to 2035. This translates into an additional 9,591 housing units in Metro Everett, or approximately 36% of the city-wide total additional housing units from 2017 to 2035.
<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.