

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

**Adoption of a Unified Development Code
and Rethink Zoning/Comp Plan Land Use Amended Text and Maps**

Prepared Consistent with

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

City of Everett Planning Division

Date of Issuance: August 11, 2020

FACT SHEET

Proposed Action	Adopt Unified Development Code and amended comprehensive plan text, land use designation map and implementing zoning
Description of Proposal	<p>The proposed action is adoption of comprehensive plan, development code and map changes collectively known as Rethink Zoning. The City of Everett proposes to modify the zoning classification scheme city-wide and consolidate development standards into a Unified Development Code (UDC). Design standards will be applied for every zoning district. This new approach emphasizes application of performance standards rather than identification of many land use types.</p> <p>Proposed changes include combining existing multifamily, commercial and industrial zones into fewer zoning classifications. Multifamily zones would be merged into two zones called Urban Residential 3 and Urban Residential 4. Commercial zones would be merged into three zones called Neighborhood Business, Business, and Mixed Urban. Industrial zones would be merged into three zones called Light Industrial 1, Light Industrial 2, and Heavy Industrial.</p> <p>The following proposed changes are key components to create a user-friendly UDC:</p> <ul style="list-style-type: none">• Consolidate land use tables with updated uses• Provide topic specific organization• Consolidate zones and apply design standards, similar to Metro Everett, in all commercial and industrial zones• Apply street designation approach city-wide• Incorporate design standards from the Central Waterfront Subarea Plan• Revise residential and multifamily design standards with consolidated multifamily zones• Eliminate maximum density requirements in some multifamily zones, instead relying on other performance standards (building heights, maximum lot coverage, off-street parking, etc.)• Amend definition of accessory dwelling unit (ADU) and simplify size and height requirements• Reduce heights in some industrial zones adjacent to residential areas

- Repeal Clinic-Office Overlay Zone, Planned Residential Development Overlay Zone and Mobilehome Park Overlay Zone
- Simplify fence requirements
- Revise Land Division code now in EMC Title 18
- Move SEPA ordinance and modified Historic Resources chapters into UDC

Some zoning designations will be changed to match current land uses where it is unlikely the land use will change in the future. In some of these areas, it will also be necessary to amend the land use map of the Comprehensive Plan. These amendments reflect existing development or ownership patterns, and not a change in future development patterns.

In addition, many of the existing rezone contracts and zoning overlays will be repealed as part of Rethink Zoning.

Overall, the goal of Rethink Zoning is to create a simpler regulatory structure involving significantly fewer zones while maintaining quality development and effective design standards. Land use and development regulations currently located in several titles of the municipal code will be streamlined and combined into one title to improve usability.

Location	City-wide
Lead Agency	City of Everett Community, Planning and Economic Development
Responsible Official	David Stalheim, Interim Planning Director, (425) 257-8736 dstalheim@everettwa.gov
Lead Agency Contact	Karen Stewart, Environmental Planner Community, Planning and Economic Development 2930 Wetmore Av., Suite 8-A, Everett, WA 98201 kstewart@everettwa.gov (425)257-8731
Date of Issuance	August 11, 2020
Document Locations	City of Everett Planning Division 2930 Wetmore Avenue, Suite 8-A Everett, WA 98201 Project website: www.everettwa.gov/rethink

Public Hearings

Planning Commission Hearing August 18, 2020
City Council Hearing October 2020

Documents for Review

Draft Unified Development Code (UDC)
Draft Comprehensive Plan text amendments; land use designation and zoning map amendments

SEPA Addendum and Relevant Prior SEPA Documents

A SEPA addendum is an environmental document that adds analysis or information about a proposed action but does not substantially change the analysis of impacts or alternatives in a previous environmental document (WAC 197-11-600(4)(c)). Rethink Zoning is a non-project action that does not significantly change the analysis contained in the following SEPA documents: 2015 Draft and Final EIS for the City of Everett GMA Comprehensive Plan; Metro Everett 2018 Addendum to the 2015 EIS; 2011 Addendum to the 2004 EIS for the Evergreen Corridor Revitalization Plan and Zoning Standards; 2003 Addendum to the 1994 EIS for Everett Station Area Plan and Development Regulations and Design Standards.

The City has reviewed the environmental documents identified above and determined that all significant impacts associated with the proposals have been addressed in the existing EIS and addendums. The proposed regulations and design standards are subsequent and implementing actions developed pursuant to and consistent with the direction and policies in the Comprehensive Plan. The impacts of development regulations that implement adopted policies are not different in type or degree than the impacts of the policies themselves. This addendum, therefore, is being prepared to provide additional information about the proposals and environmental impacts. This addendum does not identify new impacts or substantially change the analysis of impacts in the prior EISs. This addendum is issued in accordance with procedures in WAC 197-11-625 and WAC 197-11-630.

PROPOSED ACTION

The Rethink Zoning proposal evaluated in this addendum consists of several related actions:

1. **Zoning district and overlay consolidation**
2. **Development regulations reorganized into a Unified Development Code (UDC)**
3. **Contract rezones**
4. **Comprehensive Plan amendments**

Zoning District Consolidation and Land Uses

One of the primary purposes of Rethink Zoning is to reduce the number of zoning districts by consolidating similar zones. Many current zoning districts are nearly identical in the uses allowed and development standards. Accordingly, the draft plan and code amendments would consolidate multifamily, commercial, industrial and overlay zones as shown in the table below:

Table 1: Zoning Districts

Uses	Existing Zoning Districts	Proposed Zoning Districts
Multifamily	R-3(L), R-3, R-4, R-5, UR	UR3 and UR4
Commercial	B-1, B-2, B-2(B), C-1, C-1R, UM, W-C, BMU, E-1, E-1 MUO	NB, B, MU
Industrial	C-2, ULI, M-2, M-1, M-M,	LI1, LI2, HI
Overlay Zones	FWD, UFFD, RFFD, PRD, H, D, CO, O, D, PD, MHP, AC, CR, CW, I	Historic (H), Institutional (I), Planned development (PD), Airport-Port-Navy compatibility (APN)

The eighty-two land uses in the draft Unified Development Code are derived from the Metro Everett use chapter and include a definition for each land use. Rethink Zoning proposes a new zoning district map to guide application of development regulations across the city. Other new maps include street designations along major arterials and the downtown core (previously established with Metro Everett), as well as designating gateway corridor streets. These maps will be consolidated into one section of the code to facilitate ease of use.

Street types are established to function as a design overlay as follows:

Pedestrian Streets – these streets will have buildings with ground floors that are predominantly occupied by nonresidential uses, such as retail, commercial and business uses. Building fronts are tailored to pedestrians versus automobile traffic. Design standards would require ground floor transparency, 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.

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, as well as increased transparency and weather protection compared to other street designations. In addition, each block of a TOD street should have a minimum amount of ground floor commercial or public use to encourage active streets.

Unified Development Code (UDC)

The draft code amendments consolidate building form and design standards and expand the use of street designations to differentiate areas of the city to promote walkability and transit use. Another overall purpose of Rethink Zoning is to consolidate design standards and guidelines using clear graphics that allow bonuses for density and height for provision of community amenities. The proposed UDC chapters are generally topically oriented (i.e., Chapter 19.22 Building Structure Heights) with overall organization based on the following:

- UDC Chapter 8, Residential Standards – chapter includes standards for small lot single family, design standards for townhouses and duplexes in single-family zones, front porch and entrance requirements, and garage requirements.
- UDC Chapter 9, Multifamily Standards – chapter includes building form and design standards, entrance requirements, front porch requirements, and outdoor and common area requirements.
- UDC Chapter 12, Building Form and Design Standards – this chapter applies to non-residential development in multifamily, commercial and industrial zones. Standards include build form, façade design, structured parking, weather protection, building transparency, special design standards for Metro Everett and NB zones, design standards for industrial zones when on Gateway Corridors or adjacent to residential zones or visible from public shoreline areas.

The UDC regulatory approach would place a greater reliance on the application of performance standards, such as building heights, maximum lot coverage, and off-street parking standards,

rather than maximum density requirements in some multifamily zones. Draft standards for accessory residential buildings and accessory dwelling units (ADU) include some changes from current standards, some of which are required by new state law requirements. ADUs would be allowed with duplexes, triplexes and townhomes and not require off-street parking if within ¼ mile of a transit stop with frequent service levels. The size of an ADU is proposed to be limited to the lesser of 15% of the total lot area, 1,000 square feet or 75% of the gross floor area of the dwelling.

Building and structure height requirements have been consolidated into UDC Chapter 22 with a city-wide heights map. Minimum heights are proposed for the two multifamily zones (UR3 and UR4) to discourage underbuilding in multifamily areas. Minimum heights are also proposed for the Mixed Urban zone and streets designated as Transit-Oriented Development (TOD). Heights for accessory residential buildings and accessory dwelling units are simplified and proposed as 2 floors or 24' with a 6:12 pitch for alley lots, or 1½ floors and 18' in rear setback areas.

Building heights adjacent to a residential zone must match the maximum height of that zone for a distance ranging from 35' to 150'. The distance is based on the zone of the development site, with industrial uses requiring greater distance than a multifamily development adjacent to single family zones. There are some adjustments that were needed for commercial and industrial heights, largely due to their proximity to residential zones where the total zone height could not be achieved.

More detailed descriptions of the proposed amendments are described in code chapter summaries found in Attachment 1 or online in the Rethink Zoning library available at this link https://everettwa.gov/DocumentCenter/View/25604/Rethink-Zoning_Summary-7-20-20 .

Contract rezones and zoning overlays

Contract rezones are agreements between property owners and government which allow the use of property subject to restrictions other than those applicable to other land in that zoning district. Everett has used contract rezones dating back until at least 1976. When the state legislature passed the Local Project Review Act in 1995, most of the prior contract rezones met the definition of development agreements. As part of the Rethink Zoning code updating and streamlining, sixty-one of the existing eighty-one contract rezones/development agreements are proposed to be repealed. Many of the contract rezones and development agreements are no longer necessary as the proposed new zoning standards would effectively implement the conditions of the rezone. In other cases, the contract rezones/development agreements required conditions were previously met during development and are no longer needed.

Even with this update, there will still remain twenty contract rezones/development agreements that will remain in effect. It should be noted that development agreements will continue to be

a project/site specific regulatory tool in the proposed UDC, so additional agreements may be established in the future if needed to ensure compatible development.

Rethink Zoning proposes to reduce the number of zoning overlays from fifteen to four. As with the contract rezones, the restrictions imposed by the zoning overlays proposed for elimination would be addressed by other regulatory mechanisms related to the underlying zoning district so they would become superfluous. The following zoning overlays would be retained and still apply to the same geographic areas under existing plans and codes: historic overlay zone (H), institutional overlay zone (I), planned development overlay zone (PD), Airport-Port-Navy compatibility zone (APN).

Comprehensive Plan text and Land Use Map amendments

A number of properties have been developed with different uses and intensities than what is envisioned by the current land use map designation. In many cases they include either single family uses on property designated multifamily, or multifamily uses on property designated commercial. With Rethink Zoning, the land use map will be amended to align actual current uses with the land use designation. There are twenty-eight sites throughout the City that are proposed for this map realignment. Also, to implement the revised land use designation, a corresponding rezone is proposed for each of the twenty-eight sites.

In addition to map revisions, Rethink Zoning necessitates amending portions of the Comprehensive Plan, specifically, the Introduction and Land Use Element. The proposed zoning districts for the land use designations are described and criteria for approving future rezones through the annual docket process is now moved from the Comprehensive Plan into the UDC. The table below show the comprehensive land use designation and equivalent zoning districts.

Table 2: Comprehensive Plan Designation/ Corresponding Zoning

COMP PLAN LAND USE DESIGNATION	EQUIVALENT ZONING DISTRICTS
Residential, Single Family	R-S, R-1, R-2, R-2A, NB, Park
Residential, Multifamily	UR3, UR4, NB, Park
Metropolitan Center	MU, UR3, UR4, LI1, NB, Park
Commercial Mixed-Use	NB, B, MU, Park
Industrial	LI1, LI2, HI
Local Resource Lands	AG, WRM, Park

Environmental Impacts of Proposed Action

The proposed changes do not substantially change the analysis of significant impacts and alternative growth scenarios evaluated in the 2015 DEIS and FEIS for the Comprehensive Plan. Overall, the analysis contained in existing, published environmental documents relating to the proposed action address all relevant significant impacts at a programmatic level that are anticipated to result from future growth and development in the city. The proposed action is

implementing adopted policy, and with the identified mapping amendments and minor text revisions, is consistent with the currently adopted Comprehensive Plan. No new or significantly different impacts have been identified. The population and employment growth that would occur under the proposed development standards are within the range of the city's projections and its buildable lands capacity. Public services and facilities are adequate to supply expected development. The discussion below provides additional information and analysis.

Natural Environment (Landform, Critical Areas, Air Quality and Odor)

The City is predominately urbanized with extensive impervious cover due to the construction of roads, buildings and parking lots. Development regulations protecting critical areas and shoreline jurisdiction are not affected by Rethink Zoning, meaning that measures to protect or conserve would remain in place. For sites with stream or wetland features, detailed critical area studies will need to be provided at the time that individual developments are proposed. Studies must demonstrate that any impacts on critical area features will be mitigated consistent with the City's critical area regulations. Steep slopes and ravines along creeks and Puget Sound may be subject to erosion and landslides based on the geology. A critical areas study would be required for any future development near designated medium slopes and very high slopes especially when combined with springs or seeps, immature vegetation, or no vegetation.

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

No additional measures beyond compliance with city codes and applicable state and federal requirements have been identified. No additional mitigating measures are identified beyond those identified in the DEIS, FEIS and previous Addendums for Evergreen Way and Metro Everett.

Land Use and Housing

The proposed development regulations and map amendments are consistent with the adopted land use and housing elements presented within the City of Everett Comprehensive Plan. Over time, plan implementation will result in a gradual transition to more mixed-use, transit oriented development consistent with adopted policies. The Unified Development Code will facilitate this transition with a more logical and user-friendly organization. Increased building heights and development intensity in some locations could result in potential compatibility impacts on existing residential development adjacent to the new street designations along Connector and Residential Mixed Use Corridor. Major traffic corridors such as, Broadway, Evergreen Way, Everett Mall Way, and 19th Avenue SE (SR 527) have been planned for more growth prior to Rethink Zoning. Design guidelines and development standards proposed for consolidation as part of Rethink Zoning will help ensure better building height transitions and compatibility with

residential areas. Anticipated impacts of future growth have been generally evaluated in previous studies. Future impacts of development and redevelopment in the downtown core were addressed in the Metro Everett plan, implementing regulations and EIS addendum. Rethink Zoning expands Metro Everett development regulations and design standards over additional areas of the city with potential impacts mitigated through the proposed building and site design standards, building height limitations, and landscaping and screening requirements.

Transportation

The proposed development regulations and map changes are consistent with the adopted Transportation Element of the Comprehensive Plan with the addition of street designations. Consolidating code chapters into the UDC results in EMC Chapter 18.36 Small Project Impact Fee and EMC Chapter 18.40 Transportation Mitigation relocated with new chapter numbers. Adoption of the street designations and consolidated development regulations are not anticipated to generate new transportation impacts at a programmatic level. Project specific impacts would be evaluated at the time a development proposal is submitted. Although there are additional requirements for installation of sidewalks in priority areas, no additional mitigating measures are identified beyond those identified in the 2015 Comprehensive Plan DEIS and FEIS.

Public Facilities and Services

Public services and facilities are adequate or are planned for expansion to supply expected development. The Comprehensive Plan DEIS and FEIS Sections 3.3 through 3.4 address potential impacts on public services and utilities. The adoption of the plan, regulations and proposed improvements are not anticipated to generate new impacts on public services and utilities addressed in the existing environmental documents. No additional mitigating measures are identified beyond those identified in the DEIS and FEIS.

Aesthetics

Existing building heights in the City range from single story up to twelve floors. Both natural and city views are visible from all directions especially from the taller buildings. In general, views will be improved as Everett begins to urbanize and form a prominent skyline surrounded by water and residential neighborhoods of varying heights.

The development of taller buildings will create a shadow effect on smaller buildings that are nearby. This will be observed most for smaller buildings located to the north of larger redevelopments. The impact of a larger shadowing effect would be at least partially mitigated with the addition of building height development regulations that tier the building heights adjacent to lower buildings.

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

Urban design in general will be favorably impacted with redevelopment and development that meets more rigorous design and urban streetscape standards. Some potential exists for intriguing contrasts between older buildings of a variety of eras and newer buildings. Improved enforcement of building maintenance regulations would enhance the aesthetics of existing buildings that are not properly maintained. Impacts to natural and urban views from lower stories will be unavoidably impacted; however, the UDC presents a wide variety of design elements intended to improve the quality of the urban and pedestrian experience.

ATTACHMENT 1

Rethink Zoning Code Summaries

https://everettwa.gov/DocumentCenter/View/25604/Rethink-Zoning_Summary-7-20-20

Distribution List

Federal Agencies

Federal Emergency Management Agency
National Marine Fisheries Service
Naval Station Everett
U.S. Army Corps of Engineers
U.S. Environmental Protection Agency

U. S. Fish and Wildlife Service
U. S. Natural Resource Conservation
U.S. Department of Housing and
Urban Development

State/Regional/Local Agencies

Dept. of Transportation
Dept. of Archaeology and Historical
Preservation
Office of the Governor
Parks and Recreation Commission
Puget Sound Clean Air Agency
Puget Sound Regional Council
Snohomish Health District
Sound Transit
Everett Housing Authority

Community Transit
Department of Agriculture
Dept. of Commerce
Dept. of Corrections
Dept. of Ecology
Dept. of Fish and Wildlife
Dept. of Health
Dept. of Natural Resources
Dept. of Social and Health Services

Tribes and Cities

Tulalip Tribe
Stillaguamish Tribe
Muckleshoot Tribe
City of Edmonds
City of Lynnwood
City of Mill Creek
City of Snohomish
City of Mukilteo

School Districts

Everett School District
Marysville School District
Mukilteo School District
Snohomish School District

City Neighborhood Groups

Neighboring Planning Depts.

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

Special Purpose Districts

Mukilteo Fire Department
Paine Field Airport
Port of Everett
Marshland Flood Control District
Snohomish Co. Fire Districts 1 & 4

Utilities

Alderwood Sewer & Water District
Comcast/Xfinity, Zply
Cross Valley Water District
Marysville Public Works
Mukilteo Water District
Puget Sound Energy
Rubatino Refuse Removal
Silver Lake Water District
Snohomish County Public Works
Snohomish County PUD
Snohomish County Solid Waste

City of Everett

Everett Transit
Facilities
Police
Fire
Library
Parks and Community Services
Public Works

Libraries

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

Other Groups/Media

Pilchuck Audubon Society
Seattle Times
Snohomish County Tribune
The Herald