

STAFF MEMORANDUM

TO: Everett Planning Commission
FROM: Rebecca McCrary, Long Range Planning Manager
DATE: December 1, 2022
MEETING DATE: December 6, 2022
SUBJECT: Accessory Dwelling Units Code Amendments – Public Hearing

INTRODUCTION

The goal and intent of the proposed amendments to accessory dwelling unit regulations is to expand the housing types available to members of the community of all income levels both in the rental and ownership markets. These opportunities are important in neighborhoods throughout the city to meet the housing needs of Everett’s diverse and growing community.

Amendments to existing accessory dwelling unit regulations, primarily in Everett Municipal Code Section [19.08.100](#), have been discussed by the planning commission over the past months. The policy basis, background, potential code amendments to accessory dwelling unit regulations are described in the [March 1](#), [October 18](#), and [November 15](#) meeting memos. The full version of the proposal for consideration at the December 6 Public Hearing is included in Exhibit A.

PROPOSED CODE AMENDMENTS

At the November 15 Planning Commission briefing, Commissioners discussed the proposed amendments. The commission’s discussion raised two topics for additional staff work.

Parking

Policies in the [Comprehensive Plan](#) call for a careful balancing of parking demand and supply.

Land Use Policy 4.3.13: Develop and implement lower off-street parking requirements in locations where car ownership rates are low for resident populations, such as multifamily units, student housing, and mixed use developments near transit serviced areas, to help reduce housing costs and increase affordability.

Transportation Policy 2.8: Parking in the right-of-way, in general, shall serve land uses in the immediate area.

Transportation Policy 2.9: Continue to maintain existing on-street parking in residential neighborhoods and protect parking first for residents and second for customers and visitors.

Transportation Policy 2.10: Ensure that off-street parking continues to be the primary source of parking supply for new development within the city.

Transportation Policy 2.20: Consider reduced parking requirements for complementary land uses, innovative parking management strategies, or non-motorized amenities that exceed the minimum requirements for a development based on an approved traffic and parking analysis.

The [Rethink Housing Action Plan](#) calls for reviewing parking regulations, including for housing development.

Action 1.6: *Study opportunities for reducing parking minimums in areas where more diverse housing types are encouraged.*

In addition to reviewing broader flexibility with zoning and development regulations in largely single-family neighborhoods, the City should also consider lowering the parking requirements for

some unit types, especially those within transit overlays. This may include both adjustments to requirements for lower-density residential uses in EMC 19.34.020, as well as multifamily requirements outside of the Everett Regional Growth Center under EMC 19.34.025. These adjustments should be informed by a targeted parking study to evaluate how current and future requirements should be tailored meet projected parking needs.

The state legislature also recognized the value in reviewing parking regulations, emphasizing housing near transit and other transportation options. During the 2020 session, the legislature passed [SB 6617](#), codified as RCW [36.70A.696- .697](#),, which prohibits cities from requiring off-street parking for accessory units within ¼ mile of major transit stops. Major transit stops were originally defined as 15 minute service during “peak hours”, but subsequently [revised](#) to require 15-minute service at least five hours a day during weekdays.

Accessory dwelling units—Off-street parking—When prohibited.

(1) Except as provided in subsection[s] (2) and (3) of this section, through ordinances, development regulations, zoning regulations, and other official controls as required under RCW 36.70A.697, cities may not require the provision of off-street parking for accessory dwelling units within one-quarter mile of [stops for a bus or other transit mode providing actual fixed route service at intervals of at least fifteen minutes for at least five hours during the peak hours of operation on weekdays].

(2) A city may require the provision of off-street parking for an accessory dwelling unit located within one-quarter mile of a major transit stop if the city has determined that the accessory dwelling unit is in an area with a lack of access to street parking capacity, physical space impediments, or other reasons supported by evidence that would make on-street parking infeasible for the accessory dwelling unit.

(3) A city that has adopted or substantively amended accessory dwelling unit regulations within the four years previous to June 11, 2020, is not subject to the requirements of this section.

Existing city regulations require one parking space for an ADU in addition to the two or three parking spaces required for the principal dwelling (EMC [19.34.020](#)). A discretionary (planning director decision) exception to the parking requirement is provided by EMC [19.34.050\(C\)](#) when four criteria are met:

1. The property is not located in a residential parking permit zone; and
2. The property has frontage on a public street; and
3. There are at least two on-street parking spaces in front of the subject property; and
4. There is a public transit stop located within one-quarter mile walking distance of the property with a safe walking path to the transit stop.

For comparison, existing regulations for multifamily development in EMC [19.34.025](#) (Table 34-3) provide a route to reduce parking requirements with access to frequent transit (defined as the building entrance being within ¼ mile of a stop with at least 3 trips scheduled per hour from 6 a.m. to 7 p.m. Monday-Friday).

The revised proposal for exception to the required parking space for accessory dwelling units is:

The minimum off-street parking requirement for an accessory dwelling unit is waived for properties within one-half mile walking distance of a transit stop or station with all day service (at least one trip per hour weekdays 7am-8pm weekdays).

Properties eligible for the exception to the required off-street parking space will change over time as transit service changes; the parking requirement would be calculated at the time of development. See exhibit B for Everett Transit routes that would qualify under that standard as of the proposed [March 2023 service change](#). Community Transit, Sound Transit, and others operate transit service in the city as well, but stops for those routes generally overlap with qualifying Everett Transit routes.

Ownership segregation

The proposed amendments eliminate the existing restriction on ownership segregation (EMC [19.08.100\(A\)\(2\)](#)), which is a process by which a property is split up so an accessory dwelling unit can be sold to a different owner than the principal dwelling.

The comprehensive plan includes an objective to increase the opportunity for residents to own a home in Everett:

Land Use Objective 4.6 Promote programs and consider enacting incentives that increase the opportunity for residents to purchase housing in the Everett Planning Area.

Policy 4.6.1 Consider changes to development regulations that provide alternatives for home ownership to the increasingly unaffordable single-family detached dwelling.

Policy 4.6.2 Consider providing incentives to housing developers that encourage housing types that are attractive and affordable to first time and moderate-income homebuyers.

Policy 4.6.4 Consider establishing administrative, regulatory and financial incentives that increase opportunities for home ownership, especially considering that most housing developments in the future in Everett will be multiple family housing.

There are different processes for creating unit ownership including land divisions (see Chapters [19.24](#), [19.25](#), [19.26](#) EMC and MRSC's [subdivisions page](#)), unit lot land divisions (see Chapter [19.27](#) EMC), and condominium conversion (see RCW [64.34](#)).

The condominium process is the most likely mechanism to enable a unit to be owned separately from the principal dwelling(s). [RCW 64.34.020\(10\)](#) defines condominium as follows:

"Condominium" means real property, portions of which are designated for separate ownership and the remainder of which is designated for common ownership solely by the owners of those portions. Real property is not a condominium unless the undivided interests in the common elements are vested in the unit owners, and unless a declaration and a survey map and plans have been recorded pursuant to this chapter.

Elements of condominiums (condos) include:

- Dwelling units that are sold for individual ownership
- Common site elements that typically include driveways, walkways, parking areas, and recreation/open space that are owned in common by all owners
- Limited common elements, considered for areas used by fewer than all owners such as assigned parking stalls.

Condominiums can be used for attached or detached units and are often used for duplexes, townhomes, and even detached houses. The process of creating and managing condominiums is regulated by state law ([RCW 64.35](#)) and not regulated or reviewed by the city. The city would regulate development of a condominium under provisions applicable to the parent lot. For example, an accessory dwelling unit would not become a principal unit if sold as a condominium unit.

There are more barriers to segregating ownership via land division, including dimensional standards and parking requirements. Land division subdivides one property into two or more independent fee-simple parcels, which effectively changes the accessory dwelling unit into a principal dwelling (aka house, aka single family dwelling). Under the city's development regulations, this change would mean new requirements that exceed those for the accessory dwelling unit:

- Increased minimum lot size (none for accessory dwelling unit, 5,000-9,000 square feet for principal dwelling)
- New setbacks (5-20' from adjacent properties)

- Increased minimum parking requirement (0-1 for accessory dwelling unit, 2-3 for principal dwelling)

Staff review of this issue did not identify additional changes to support ownership opportunities beyond what is in the proposal. Future work could address whether certain regulations could be relaxed to support fee simple ownership of an accessory dwelling unit by land division.

REQUEST OF THE PLANNING COMMISSION

Conduct a public hearing on the proposal, consider public comments, and consider proposed Resolution 22-04.

EXHIBITS

- Exhibit A Proposed Amendments
- Exhibit B Everett Transit Qualifying Bus Routes (March '23)
- Exhibit C Planning Commission Resolution 22-04 (Proposed)
- Exhibit D Public comments received through 11/30/22

EXHIBIT A: PROPOSED AMENDMENTS

EMC	Revision																																							
<p>19.04.050 Residential Use Definitions.</p>	<p>“Dwelling unit, accessory,” or “ADU” means a dwelling unit which is subordinate to the permitted principal dwelling unit or units located on the same lot.</p> <p>“Dwelling unit, accessory,” or “ADU,” means a dwelling unit located on the same lot as a single family housing unit, duplex, triplex, or townhome.</p> <p>1. A “detached” accessory dwelling unit (DADU) means an accessory dwelling unit that consists partly or entirely of a building that is separate and detached from a single family housing unit, duplex, triplex or townhome.</p> <p>2. An “attached” accessory dwelling unit means an accessory dwelling unit located within or attached to a single family housing unit, duplex, triplex or townhome.</p>																																							
<p>19.05.080</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #d9e1f2;"> <th style="text-align: center;">USE</th> <th style="text-align: center;">R-S</th> <th style="text-align: center;">R-1</th> <th style="text-align: center;">R-2</th> <th style="text-align: center;">R-2 (A)</th> <th style="text-align: center;">UR3</th> <th style="text-align: center;">UR4</th> <th style="text-align: center;">NB</th> <th style="text-align: center;">B</th> <th style="text-align: center;">MU</th> <th style="text-align: center;">LI1 LI2</th> <th style="text-align: center;">HI</th> <th style="text-align: center;">AG</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Dwelling unit, accessory</td> <td style="text-align: center;">P</td> <td style="text-align: center;">P</td> <td style="text-align: center;">P</td> <td style="text-align: center;">P</td> <td style="text-align: center;">P</td> <td style="text-align: center;">P⁵</td> <td style="text-align: center;">P</td> <td style="text-align: center;">P</td> <td></td> <td style="text-align: center;">P</td> <td></td> <td style="text-align: center;">P</td> </tr> <tr> <td colspan="13"> <p>See EMC 19.08.100, Accessory dwelling units. ⁵Allowed if meeting the minimum density requirements set forth in EMC 19.06.100.</p> </td> </tr> </tbody> </table>	USE	R-S	R-1	R-2	R-2 (A)	UR3	UR4	NB	B	MU	LI1 LI2	HI	AG	Dwelling unit, accessory	P	P	P	P	P	P ⁵	P	P		P		P	<p>See EMC 19.08.100, Accessory dwelling units. ⁵Allowed if meeting the minimum density requirements set forth in EMC 19.06.100.</p>												
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<p>19.08.100 Accessory dwelling units.</p>	<p>The regulations in this section shall apply to accessory dwelling units (ADUs), whether attached or detached to a single family housing unit, duplex, triplex or townhome. The term “ADU” as used in this section shall apply to either attached or detached accessory dwelling units. The term “DADU” as used in this section shall apply only to detached accessory dwelling units. In the event there is a conflict between the provisions of this section or any other provision of the EMC, the provisions of this section shall control.</p>																																							
<p>19.08.100(A) General Standards.</p>	<p>A. General Standards. The following table is a summary of the standards required for ADUs in the single family (SF) zones (R-S, R-1, R-2, R-2(A)), and within the UR3 zone if within an area designated as an Everett historic district or historic overlay. In the event there is a conflict between the provisions of this section or any other provision of the EMC, the provisions of this section shall control:</p>																																							
<p>19.08.100(A)(1) Owner Occupancy. Table 8-6</p>	<p>a) R-S, R-1, and R-2 zones: One of the units must be owner-occupied.</p> <p>b) Other zones: Owner occupancy not required.</p>																																							
<p>19.08.100(A)(2)(1) Lot Requirements Table 8-6</p>	<p>a) No minimum lot size required.</p> <p>b) Only one Two ADUs per lot.</p> <p>c) An ADU may not be segregated from ownership of the principal dwelling.</p>																																							



EMC	Revision
19.08.100 Number of units	<u>Up to two ADUs per one principal dwelling unit or principal lot.</u>
19.08.100(A)(3) ADU Size Table 8-6	<p>a) Single family dwelling unit: An ADU attached or detached from a single family dwelling unit shall not exceed a gross floor area the lesser of 1) 15% of the total lot area; 2) 1,000 square feet; or 3) the principal dwelling’s building footprint.</p> <p>b) Duplex, triplex or townhome: An ADU attached or detached from a duplex, triplex or townhome shall not exceed a gross floor area the lesser of 1) 7.5% of the total lot area; 2) 1,000 square feet; or 3) 37.5% of the gross floor area of the dwelling; provided, however, that an ADU is permitted to be no less than 440 square feet.</p> <p><u>An ADU shall not exceed a gross floor area of 1,000 square feet, except no maximum size for an ADU located within one floor of a principal dwelling unit.</u></p>
19.08.100(A)(4) Lot Coverage. Table 8-6	<p>a) See applicable zone (Chapter 19.06 EMC).</p> <p>b) An increase of 5% may be allowed, using Review Process I, if necessary to allow a DADU on an existing developed lot that meets all other requirements of this section. An additional 5% of the lot’s ground area may be used for up to two accessory dwelling unit(s).</p>
19.08.100(A)(5) Maximum Height. Table 8-6	See Chapter EMC Section 19.22.020 EMC .
19.08.100(A)(6) Setbacks. Table 8-6	See Chapter 19.06 EMC.
19.08.100(A)(7) <u>Parking and Vehicular Access.</u>	See city standards in EMC Title 13 and Chapter 19.34 EMC.
19.08.100(A)(8) Historic Overlay.	Any ADU <u>that is fully detached from the principal dwelling unit(s)</u> located within an historic overlay zone must also comply with the design requirements of the historic overlay and be reviewed by the city’s historical commission with a recommendation to the planning director.
19.08.100(B)(1)	B. <i>Design Standards.</i> An ADU shall meet the design standards in this section. The planning director shall consider the impact that any requested modification will have on abutting properties in terms of aesthetics, privacy, view impacts, and compatibility with the character of other dwellings.



EMC	Revision
	<p>1. Attached ADUs. The appearance and character of the dwelling shall be maintained when viewed from the surrounding neighborhood.</p> <p>a. Single-Family (One-Unit) and Townhouse Dwellings.</p> <p>Only one entrance to the residential structure may be located on any street side of the structure; provided, however, that this limitation shall not affect the eligibility of a residential structure which has more than one entrance on the front or street side on the effective date of the ordinance codified in this section.</p> <p>b. Duplex and Triplex (Two and Three-Unit) Dwellings. Any ADU attached to a two or three-unit dwelling shall comply with the front porch and entrance requirements set forth in EMC 19.08.050.</p>
	<p>2. Historic Overlay Zones. On lots located in the historic overlay zone, an attached ADU shall comply with the standards of subsection (B)(1) of this section. A DADU shall comply with the development and design standards of the H overlay zone.</p>
	<p>3. Detached ADUs. The planning director shall promulgate a design manual of examples and best practices for the design of DADUs and compatibility with the surrounding neighborhood. The city shall have the authority to require changes to the design of a DADU that is not consistent with best practices identified in the design manual. In addition:</p> <p>a. The DADU shall be designed to give the appearance that it is secondary to the principal dwelling.</p> <p>b. Siding, roofing, windows and building trim materials shall visually match those used on the principal dwelling when in good repair.</p> <p>c. The roof pitch shall be similar to the predominant roof pitch on the principal dwelling.</p>
<p>19.08.100(C) Owner Occupancy, When Required.</p>	<p>1. Either the principal dwelling unit or the ADU shall be occupied by the owner of the property as his or her principal residence when located within the R-S, R-1, or R-2 zones.</p> <p>2. When required, prior to issuance of a permit for an accessory dwelling unit, the property owner shall submit to the city a signed affidavit affirming that the owner occupies the principal dwelling as his or her principal residence and will occupy either the principal dwelling or accessory dwelling after completion of the accessory dwelling unit.</p> <p>3. When required, the owner shall record a covenant with the Snohomish County auditor, approved by the director, that shall run with the land as long as the ADU is maintained on the property. The property owner shall submit proof that the covenant has been recorded with the Snohomish County auditor's office prior to issuance of the building permit.</p> <p>4. When required, the property owner shall certify to the city no later than April 1st of each year that the owner occupies one of the dwellings as his or her principal residence. Any person who fails to report or falsely certifies that he or she resides in a dwelling unit at the stated address shall be subject to the enforcement and penalty provisions of Chapter 1.20 EMC.</p>

EMC	Revision															
<p>19.08.100(D) Modification of Standards</p>	<p>A property owner may request that the planning director modify the standards design standards, using Review Process II as set forth in EMC Title 15 and criteria set forth in Chapter 15.03 EMC.</p>															
<p>19.06.020(F) Building Setbacks for Accessory Dwelling Units (ADU) Table 6-4</p>	<p>The following table is a summary of the standards required for ADUs; in the R-S, R-1 and R-2 zones, and within the UR3 zone if and within an area designated as an Everett historic district or historic overlay:</p> <p style="text-align: center;"><u>Table 6-4: ADU Building Setbacks</u></p> <table border="1" data-bbox="534 516 1416 894"> <thead> <tr> <th data-bbox="534 516 883 583">Subject</th> <th data-bbox="883 516 1416 583">Standard</th> </tr> </thead> <tbody> <tr> <td data-bbox="534 583 883 894">Minimum Setbacks:</td> <td data-bbox="883 583 1416 894"> a) Alley Lots. No minimum rear setback. b) Non-alley Lots. <u>5-foot rear setback.</u> 20-foot rear setback; provided, that a detached ADU may have a 5-foot rear setback if the building does not exceed 18 feet in height requirements in Chapter 19.22 EMC. </td> </tr> </tbody> </table>	Subject	Standard	Minimum Setbacks:	a) Alley Lots. No minimum rear setback. b) Non-alley Lots. <u>5-foot rear setback.</u> 20-foot rear setback; provided, that a detached ADU may have a 5-foot rear setback if the building does not exceed 18 feet in height requirements in Chapter 19.22 EMC.											
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	<p style="text-align: center;">Table 22-2: Maximum Detached Accessory Residential Building and Accessory Dwelling Unit Building Heights</p> <table border="1" data-bbox="534 1020 1416 1499"> <thead> <tr> <th data-bbox="534 1020 732 1163" rowspan="2">Development Site</th> <th colspan="3" data-bbox="732 1020 1416 1062">Zone</th> </tr> <tr> <th data-bbox="732 1062 948 1163">Single-Family Zones (R-S, R-1, R-2, R-2(A))</th> <th data-bbox="948 1062 1159 1163">UR3</th> <th data-bbox="1159 1062 1416 1163">UR4</th> </tr> </thead> <tbody> <tr> <td data-bbox="534 1163 732 1398">Alley lots</td> <td data-bbox="732 1163 948 1398"> <u>28' maximum</u> 1. 6:12 pitch roof or greater: 2 floors up to 24' 2. Less than 6:12 pitch roof: 1 1/2 floors up to 18' </td> <td data-bbox="948 1163 1159 1398">2 floors, up to 28' maximum</td> <td data-bbox="1159 1163 1416 1398">The greater of 2 floors, up to 28' maximum, or the height of the existing/proposed principal building</td> </tr> <tr> <td data-bbox="534 1398 732 1499">Non-alley lots</td> <td data-bbox="732 1398 948 1499"> <u>24' maximum</u> 1 1/2 floors up to 18' maximum </td> <td data-bbox="948 1398 1159 1499">2 floors up to 24' maximum</td> <td data-bbox="1159 1398 1416 1499">2 floors up to 24' maximum</td> </tr> </tbody> </table> <p data-bbox="586 1528 1416 1766"> 3. Attached Accessory Building or Dwelling Unit Height Limits. Accessory buildings and dwelling units, which are constructed as an integral part of the principal building and with a minimum attachment of ten feet to both the principal building and accessory building, may be constructed to the maximum height allowed by the zone in which it is located; provided, that the attached accessory building meets all setbacks required for the principal building. </p> <p data-bbox="586 1793 1377 1860">43. See EMC 19.22.090 for height limits on other accessory uses and structures.</p>	Development Site	Zone			Single-Family Zones (R-S, R-1, R-2, R-2(A))	UR3	UR4	Alley lots	<u>28' maximum</u> 1. 6:12 pitch roof or greater: 2 floors up to 24' 2. Less than 6:12 pitch roof: 1 1/2 floors up to 18'	2 floors, up to 28' maximum	The greater of 2 floors, up to 28' maximum, or the height of the existing/proposed principal building	Non-alley lots	<u>24' maximum</u> 1 1/2 floors up to 18' maximum	2 floors up to 24' maximum	2 floors up to 24' maximum
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EMC	Revision				
<p>EMC 19.34.020 Required off-street parking spaces</p>	<p style="text-align: center;">Table 34-1: Off-Street Parking Spaces Required.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th data-bbox="683 243 976 342">Land Use</th> <th data-bbox="976 243 1268 342">Minimum Parking Spaces Required*</th> </tr> </thead> <tbody> <tr> <td data-bbox="683 342 976 548" style="text-align: center;">Accessory dwelling unit</td> <td data-bbox="976 342 1268 548">1, plus required space(s) for principal dwelling; see EMC 19.34.050(C) for exceptions</td> </tr> </tbody> </table> <p style="text-align: center;">* See exceptions and reductions in EMC 19.34.050 or 19.34.060.</p>	Land Use	Minimum Parking Spaces Required*	Accessory dwelling unit	1, plus required space(s) for principal dwelling; see EMC 19.34.050(C) for exceptions
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Accessory dwelling unit	1, plus required space(s) for principal dwelling; see EMC 19.34.050(C) for exceptions				
<p>EMC 19.34.050 Exceptions to off-street parking space requirements.</p>	<p>C. <i>Accessory Dwelling Units</i>. The minimum off-street parking requirement for an accessory dwelling unit may be waived by the planning director, when all of the following circumstances apply: <u>is waived for properties within one-half mile walking distance of a transit stop or station with all day service (at least one trip per hour 7am-8pm weekdays).</u></p> <ol style="list-style-type: none"> 1. The property is not located in a residential parking permit zone when time limits and (Chapter 46.30 EMC); and 2. The property has frontage on a public street; and 3. There are at least two is adequate on-street parking spaces in front of the subject property; or 4. There is a public transit stop located within one-quarter mile walking distance of the property with a safe walking path to the transit stop. 				
<p>15.02.070 Review Process II Planning director review.</p>	<p>2. <i>Modification of Development Standards</i>. The following modification of development standards allowed by this title are included as REV II decisions:</p> <ol style="list-style-type: none"> a. Accessory dwelling units (Section 19.08.100); b. Modification of lot width requirements or on-site open space standards (Chapter 19.08); c. Modification of specific use standards (Chapter 19.13); and d. Modification of structured parking standards (Section 19.12.110). 				



EXHIBIT B: EVERETT TRANSIT QUALIFYING BUS ROUTES (MARCH '23)

Everett Transit Qualifying Bus Routes (Table)

Route	Span	Frequency
2	Monday-Friday: 6 a.m. – 8:55 p.m. Saturday: 8:30 a.m. – 6:55 p.m. Sunday: none	every 45-60 minutes every 60 minutes
3	Monday-Friday: 4:25 a.m. – 8:30 p.m. Saturday: 8 a.m. – 8 p.m. Sunday: 10 a.m. – 7:50 p.m.	every 45-60 minutes every 60 minutes every 60 minutes
4	Monday-Friday, 6:05 a.m. - 5:20 p.m. Saturday 8:30 a.m. to 5:35 p.m. Sunday 9:30 a.m. to 5:45 p.m.	every 45 minutes every 60 minutes every 60 minutes
6	Monday-Friday, 6:35 a.m. - 5:55 p.m. Saturday 9:20 a.m. to 5:15 p.m. Sunday 9:15 a.m. to 5:10 p.m.	every 40 minutes every 40 minutes every 40 minutes
7	Monday-Friday, 5:00 a.m. – 10:15 p.m. Saturday 5:30 a.m. to 10:15 p.m. Sunday 7:00 a.m. to 9:00 p.m.	every 15-30 minutes every 15-30 minutes every 30-60 minutes
8	Monday-Friday: 5 a.m. – 8:45 p.m. Saturday: 8 a.m. – 7:45 p.m. Sunday: 10 a.m. – 6:50 p.m.	every 60 minutes every 60 minutes every 60 minutes
12	Monday-Friday, 5:30 a.m. – 10:00 p.m. Saturday 8:30 a.m. to 7:55 p.m. Sunday 9:40 a.m. to 6:50 p.m.	every 40-60 minutes every 45 minutes every 45-60 minutes
18	One-way service only, five morning westbound trips and five evening eastbound trips	
19	Monday-Friday, 6:15 a.m. – 8:45 p.m. Saturday, 8 a.m. – 8:30 p.m. Sunday, 9 a.m. – 7:30 p.m.	every 30-60 minutes every 60 minutes every 60 minutes
29	Monday-Friday, 5:30 a.m. – 10:00 p.m. Saturday 8:00 a.m. to 8:00 p.m. Sunday 8:00 a.m. to 8:00 p.m.	every 30-60 minutes every 45 minutes every 45 minutes



PLANNING COMMISSION RESOLUTION NO. 22-04

A Resolution Recommending that the City Council adopt Amendments Related to Accessory Dwelling Units, Amending Chapters 19.04, 19.06, 19.08, 19.22, and 19.34 of Everett Municipal Code (EMC)

WHEREAS, THE PLANNING COMMISSION FINDS THE FOLLOWING:

1. Everett, along with the Puget Sound Region, is experiencing a housing availability and affordability crisis; and
2. Comprehensive Plan Policies and Objectives supporting housing variety include:
 - HO-4.1 the city shall promote a wide variety of choices for safe and decent housing for all citizens through a variety of housing types; and
 - HO-4.2.1increase housing capacity through strategies that accommodate well designed infill housing that protect the character of the neighborhoods.
3. The Rethink Housing Strategy 1.1 directs evaluation and consideration of changes to Accessory Dwelling Units (ADUs) as follows:
 - 1.1: Promote Accessory Dwelling Unit development through changes to regulations and processes.**
 - Remove owner occupancy requirement
 - Provide free model base plans to streamline permit process
 - Waive lot coverage restrictions
 - Support additional fee waivers for new ADUs
 - Study obstacles to ADU development to better understand administrative, technical, and regulatory constraints;

and

4. The proposed amendments will facilitate the creation of housing, including homeownership opportunities, by reducing regulatory barriers; and
5. The Planning Commission conducted a public hearing on December 6, 2022, has considered the recommendations by staff of the Planning Division, and considered public testimony concerning the proposed amendments to the accessory dwelling unit regulations; and
6. The proposed amendments are consistent with the applicable provisions of the City of Everett Comprehensive Plan; and
7. The proposed amendments bear a substantial relation to public health, safety or welfare; and



EXHIBIT C - PLANNING COMMISSION RESOLUTION NO. 22-04

8. The proposed amendments promote the best long-term interests of the Everett community.

NOW, THEREFORE, THE PLANNING COMMISSION RECOMMENDS THE FOLLOWING:

The Planning Commission recommends that the City Council adopt the code amendments attached hereto as Exhibit A and incorporated herein as if fully set forth.

Planning Commission Chair

Planning Commission Secretary

Dated:

For:

Against:

Absent:

Abstain:

EXHIBIT D: PUBLIC COMMENTS RECEIVED THROUGH 11/30/22

[Dale O Gjerding](#)

[Becky Ableman McCrary](#); [Cassie Franklin](#); Rick.Larsen@mail.house.gov

[EXTERNAL] Proposed Action: The proposal implements the City's Rethink Housing Action Plan Strategy 1.1 Saturday, November 26, 2022
3:33:22 PM

Hello

This is "Dumb-█" thinking!

We need to spread the population out, not cause further congestion.

Best regards,
Dale O Gjerding



EXHIBIT D: PUBLIC COMMENTS RECEIVED THROUGH 11/30/22

[Phillip Johnston](#)

[Becky Ableman McCrary](#)

[EXTERNAL] In support of the proposed ADU changes Tuesday, November 29, 2022
10:13:17 AM

I fully support the proposed changes to the existing ADU regulations. We have lived for 30 years in an area of Everett that will probably be impacted by the changes, and we also have our own personal experience with "infilling." Twelve years ago, we did a duplex conversion to our existing single-family home near Madison Elementary. It has worked out great. Our lot was zoned R2. The new unit we built provided us with a very nice new home, and the existing older home is now used by our 24 year old daughter and provides her with an affordable place to live. Everett needs more of this!

Phillip Johnston

Sent from my T-Mobile 5G Device
Get [Outlook for Android](#)

EXHIBIT D: PUBLIC COMMENTS RECEIVED THROUGH 11/30/22

[Pam Piatz](#)

[Becky Ableman McCrary](#)

[EXTERNAL] Proposal for multi units to be built on lots in Dverett Wednesday, November 23, 2022

7:39:02 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

I have lived in Everett most of my life. I currently own a home in the View Ridge neighborhood, I have been in this house for over 30 years. Everett has changed. It's embarrassing and sad.

The proposal to allow residents to add up to 2 (two) additional houses on their lots is not going to improve our city. I bought my home assuming each lot would hold 1 home. That is the type of neighborhood I prefer for my family.

I am AGAINST this proposal and frustrated that it is even being considered.

Traffic is already bad, parking is a challenge , crowding in more homes and people in neighborhoods is not an asset, unless you're a landlord I guess.

Is there anything more I need to do to assure my voice is heard?

Sincerely,

Pam Piatz

EXHIBIT D: PUBLIC COMMENTS RECEIVED THROUGH 11/30/22

[annemartinisnw2](#)

[Becky Ableman McCrary](#)

[EXTERNAL] New potential housing regs in Everett Thursday, November 24, 2022

6:15:07 PM

Don't allow a second and 3rd unit on all properties in Everett. This spells disaster to current home values. The aesthetic of 2x & 3x the housing in same space is horrible. We are Not a 3rd world country. Stop these policies. The People do not want a mess in our backyards. If the plan is to bankrupt homeowners and the city from all the lawsuits it will cause, You can resign now as we see ur end game. Stop.

Anne Martinis

Sent from my T-Mobile 4G LTE Device

EXHIBIT D: PUBLIC COMMENTS RECEIVED THROUGH 11/30/22

[John Patterson](#)

[Becky Ableman McCrary](#)

[EXTERNAL] Accessory Dwelling Units Unified Development Code Amendments Thursday, November 24, 2022

10:52:41 PM

Dear Everett Planners,

I am extremely dismayed to hear of your plans to increase the number of allowed ADUs per site from one to two; adjust rear setbacks and maximum height for more flexibility; adjust parking regulations for more flexibility; remove specific design standards related to matching the principle dwelling unit; remove the requirement for owner occupancy; remove restrictions on unit segregation; and remove modification allowances.

I don't care what the Snohomish County Planning Policies are. I know that density must be increased to handle the expected influx of residents. But there are zoned areas for that. Do not attack the suburban communities to achieve your goals. You've already indicated you don't care about any environmental impacts, and it is clear you could care less about any impact to the quality of life of the people who actually live here.

I resent you trying to circumvent the zoning rules with underhanded code amendments. You may have a public hearing for this issue but I doubt most people are even aware of what you plan to do. And not for a moment do I believe you actually care what the public thinks. No way would this ever pass a public vote. Hence your underhanded "code amendments".

If there is anything I can do to vote people like you out of office, believe me, I will wholeheartedly do so.

John Patterson

EXHIBIT D: PUBLIC COMMENTS RECEIVED THROUGH 11/30/22

Comment on: Accessory Dwelling Units Unified Development Code Amendments

December 6, 2022

I am firmly opposed to the proposed Accessory Dwelling Units Unified Development Code Amendments.

I wish the city would be as concerned with the continued, ongoing city park shortfall that has existed for many, many decades as they are with what they call "the city's 2035 housing capacity shortfall".

By allowing the construction of houses to be built in backyards, we will have even less outdoor areas in which to provide for activities to benefit our minds, bodies, spirits and over-all-well-being.

Currently there are at least eleven major housing projects under construction, bringing in over 1500 new housing units. If this were occurring in a low-density community, it might not be so impactful. But this is being done in a city that has been fully established for a long time. We are one of the first major cities established in the Washington State.

Our infrastructure is already overburdened. It is even making the local TV news of how our hospital, which in recent years was fully remodeled and increased in size, cannot meet the communities' current needs. The hospital is turning away people who have "significant threats to life or function" because there is no space.

The police cannot keep up with the increasing number and growing degree of violence within the city of Everett. Police officers are even apologizing for not being able to handle it.

The public schools and roads are beyond capacity. How do you create more space for schools and roads, when there is no more space?

The idea that someone would build a house in their backyard for someone they care for is a ruse in order to turn a residential area into a commercial area for rental units under reduced building requirements. It is a "false narrative" in order to end up doing something completely different. It has nothing to do with taking care of a family member.

What it has to do with is creating a business model for builders, landlords and rental agencies to make a profit at the expense of the neighborhood. By allowing this type of construction, they will be able to buy a property with a house on it and build 2 more in the backyard. It will be a windfall for builders, landlords and rental agencies. If they can make a profit, they will do it over and over again. It is a cookie-cutter business model. It will completely change the character of the neighborhood. You will never recognize what the neighborhood was before this crazy building deregulation occurred. Eventually, the city of Everett will become the city of tenants.

Currently we have many residential areas. These are neighborhoods, where overtime the property owners have built relationships with their neighbors and in their own fashion look out for each other. But by placing a structure that is set up to be a permanent rental, they are changing the culture of the neighborhood from residential to commercial. Instead of having homeowners who take care and maintain their homes, they will have people in transitory situations, who rely on their landlords to keep up the property. The goal for the landlord, however, is to make a profit. So whatever maintenance takes place will be minimal, lacking the outlook of a homeowner, who would upgrade their home and property into something appealing, due to pride of ownership.

PAGE 1 OF 2

EXHIBIT D: PUBLIC COMMENTS RECEIVED THROUGH 11/30/22

Some people believe that houses built right behind the owner's primary residence will be better looked after than rentals owned by out-of-state landlords or corporate landlords. That makes perfect sense. Unfortunately, even with current city of Everett regulations, the owner does not necessarily have to live on the property. There is no enforcement of this regulation. We find ourselves in the lurch of a very problematic and uncontrollable state of affairs. Perhaps this is exactly why it is purposed to remove the homeowner requirement on properties with houses built in the backyard. But that just places you directly into the hands of out-of-state landlords and corporate landlords.

What is being proposed is a permanent downgrade to our neighborhoods. Once it is done, it cannot be undone.

I respectfully ask the City of Everett Planning Commission to reject all Accessory Dwelling Units Unified Development Code "Proposed" Amendments.

Sincerely,

Leanne Roe
6308 W. Magnolia Ave.
Everett, WA 98203

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