



Everett City Council Preliminary Agenda
6:30 p.m., Wednesday, June 18, 2025
City Council Chambers

Roll Call

Pledge Of Allegiance

Land Acknowledgment

Approval Of Minutes: June 11, 2025

Mayor's Comments

Public Comment

Council Comments

Administration Update

City Attorney

CONSENT ITEMS:

(1) Adopt Resolution Authorizing Claims Against The City Of Everett In The Amount Of \$8,479,392.18 For The Period Ending May 31, 2025 Through June 6, 2025.

Documents:

[RES_CLAIMS PAYABLE 06.06.25.PDF](#)

(2) Adopt Resolution Authorizing Payroll Claims Against The City Of Everett In The Amount Of \$1,707,742.48 For The Period Ending May 31, 2025.

Documents:

[2025 RESOLUTION FOR PAYROLL PAY PERIOD 12.PDF](#)

(3) Accept The Portal 4 Project As Complete And Authorize The Mayor To Sign The Certificate Of Completion.

Documents:

[IMCO_PORTAL 4 IMPROVEMENTS_FINAL ACCEPT.PDF](#)

(4) Adopt A Resolution Declaring A 2013 Freightliner Elgin BC106 Street Sweeper, H0052, Surplus And Authorizing Its Sale At Public Auction.

Documents:

[RES_2013 FREIGHTLINER.PDF](#)

(5) Adopt A Resolution Declaring A 2016 Peterbilt 220 Schwarze A7 Street Sweeper, H0055, Surplus And Authorizing Its Sale At Public Auction.

Documents:

[RES_2016 PETERBILT.PDF](#)

(6) Adopt A Resolution Declaring A 2017 Peterbilt 220 Schwarze A7 Street Sweeper, H0057, Surplus And Authorizing Its Sale At Public Auction.

Documents:

[RES_2017 PETERBILT.PDF](#)

(7) Authorize The Mayor To Sign The Interlocal Cooperation Agreement With Diking Improvement District Number 5 For A Levy Improvement Project On The North Bank Of The Snohomish River Under Hwy 529.

Documents:

[DID5_529 PROJECT_ILA.PDF](#)

BRIEFINGS:

(8) Adopt A Resolution Establishing Prohibited Areas Related To Areas Of Drug Trafficking. (Action On 6/25/25)

Documents:

[RES_2025 SODA UPDATE.PDF](#)
[2025 SODA RESOLUTION PRESENTATION.PDF](#)

(9) Authorize Mayor To Sign The 3rd Amendment To The Amended And Restated Riverfront Property Disposition Agreement In The Form Substantially As Provided. (Action On 6/25/25)

Documents:

[RIVERFRONT THIRD AMENDMENT TO ARPDA.PDF](#)

ACTION ITEMS:

(10) CB 2505-36 – 3rd & Final Reading – Approve An Ordinance Adopting The Everett 2044 Periodic Update Comprehensive Plan And Repealing The Central Waterfront Redevelopment Plan And The Southwest Everett/Paine Field Subarea Plan And SEPA Planned Action.

Documents:

[CB 2505-36.PDF](#)

(11) CB 2505-37 – 3rd & Final Reading – Approve An Ordinance Adopting The Everett 2044 Periodic Update Development Regulations And Amending Chapters 3.78, 8.60, 13.68, 14.16, 16.20, 19.01, 19.03, 19.04, 19.05, 19.06, 19.08, 19.09, 19.13, 19.17, 19.22, 19.25, 19.26, 19.29, 19.33, 19.34, 19.35, 19.37, 19.38, 19.40, 19.43, 19.45, 19.51, And 20.08.

Documents:

Executive Session

Adjourn

PARTICIPATION IN REMOTE COUNCIL MEETINGS

- Participate remotely via Zoom by registering to speak at everettwa.gov/speakerform. You must register no later than 30 minutes prior to the meeting. You may contact the Council office at 425.257.8703 or aely@everettwa.gov and identify the topic you wish to address.
- Provide written public comments by email to Council@everettwa.gov or mail to 2930 Wetmore Avenue, Suite 9A, Everett, WA 98201. Emailing comments 24 hours prior to the meeting will ensure your comment is distributed to councilmembers and appropriate staff.
- Persons seeking to comment on non-agenda items may be asked to submit the comments in writing if the comment does not address an issue of broad public interest.

AGENDAS, BROADCAST AND RECORDINGS

- The Council agendas and meeting recordings can be found, in their entirety, at everettwa.gov/citycouncil.
- Watch live meetings and recordings at [YouTube.com/EverettCity](https://www.youtube.com/EverettCity).

CONTACT THE COUNCIL

If you do not wish to participate in the meeting, we provide these other methods of contacting your elected officials: Email the Council at Council@everettwa.gov or call the Council offices at 425.257.8703.

The City of Everett does not discriminate on the basis of disability in the admission or access to, or treatment in, its programs or activities. Requests for assistance or accommodations can be arranged by contacting the Everett City Council Office at 425.257.8703. For additional information, please visit our website at <https://www.everettwa.gov/3129/American-Disabilities-Act-ADA-and-Title->.



Whereas the claims payable by check against the City of Everett for the period May 31, 2025 through June 06, 2025, having been audited and approved by the proper officers, have been paid and the disbursements made by the same, against the proper funds in payment thereof, as follows:

Fund	Department	Amount
002	General Funds	94,413.22
003	Legal	46,148.23
005	Municipal Court	2,035.20
009	Misc Financial Funds	9,330.49
010	Finance	65.00
024	Public Works-Engineering	2,056.84
026	Animal Shelter	17.50
031	Police	5,356.73
032	Fire	2,145.22
038	Facilities Maintenance	685.78
TOTAL GENERAL FUND		\$ 162,254.21

Councilperson introducing Resolution

Fund	Department	Amount
101	Parks & Recreation	49,713.24
110	Library	14,984.20
112	Municipal Arts	13,967.02
120	Public Works - Streets	189.00
130	Develop & Const Permit Fee	455.56
138	Hotel/Motel Tax Fund	19,657.50
145	Cum Res/ Real Prop Acq.	82.35
146	Property Management	32,681.07
148	Cum Res/Parks	84.75
151	Fund for Animals	5,771.50
153	Emergency Med Svc	16,714.21
155	Capital Reserve Fund	315,726.64
156	Criminal Justice	3,652.63
303	Public Works Impr. Projects	815,431.05
336	Water & Sewer Sys Improv I	6,391,025.26
342	City Facilities Const.	18,890.50
401	Public Works-Utilities	274,445.25
425	Public Works-Transit	21,144.31
430	Everpark Garage	15,679.00
440	Golf	43,047.32
501	MVD - Trans Services	87,238.06
661	Claims	125,810.05
665	Other Special Agency Funds	50,747.50
TOTAL CLAIMS		8,479,392.18

Councilperson introducing Resolution

Passed and approved this _____ day of _____, 2025

Council President



RESOLUTION NO. _____

Be it resolved by the City Council of the City of Everett:

That the payroll of the employees of the City of Everett as of May 31, and checks issued June 06, 2025, having been audited, be and the same is hereby approved and the proper officers are hereby authorized and directed to charge checks on the Payroll Fund in payment thereof:

Fund	Department	Gross Payroll	Employer Contributions
001	Legislative	13,681.31	7,560.97
003	Legal	101,538.75	27,858.96
004	Administration	54,784.85	12,302.11
005	Municipal Court	86,127.95	28,294.93
007	Personnel	54,633.30	17,221.17
010	Finance	118,982.14	36,567.21
015	Information Technology	126,710.54	39,149.15
018	Communications and Marketing	19,121.63	6,381.23
021	Planning & Community Dev	134,812.82	40,151.96
024	Public Works	237,530.68	75,174.68
026	Animal Shelter	58,233.41	22,042.98
030	Emergency Management	8,322.24	2,687.80
031	Police	1,384,596.81	318,935.98
032	Fire	792,822.57	211,122.54
038	Facilities/Maintenance	104,655.87	39,188.68
101	Parks & Recreation	158,403.92	56,387.67
110	Library	113,168.29	38,933.13
112	Community Theatre	8,974.23	2,682.02
120	Street	78,062.04	27,404.13
153	Emergency Medical Services	384,448.56	101,883.04
197	CHIP	7,987.98	2,050.56
198	Community Dev Block	4,049.68	1,275.04
401	Utilities	987,586.23	345,830.67
425	Transit	541,205.05	197,664.55
440	Golf	54,963.72	17,177.61
501	Equip Rental	89,524.04	31,813.71
		<u>\$5,724,928.61</u>	<u>\$1,707,742.48</u>

Councilperson Introducing Resolution

Passed and approved this _____ day of _____, 2025.

Council President

Project title: Request for Final Acceptance & Certificate of Completion for Portal 4 Improvements

Council Bill #

Consideration: Final Acceptance

Agenda dates requested:

Project: Portal 4 Improvements, UP3755

Briefing
Proposed action
Consent 6/18/25
Action
Ordinance
Public hearing
Yes X No

Partner/Supplier: IMCO General Construction

Location: Portal 4 Improvements

Preceding action: Contract Award – [11/2/2022](#)

Fund: Fund 336, Program 018

Budget amendment:

Yes X No

PowerPoint presentation:

Yes X No

Attachments:

Fiscal summary statement:

Original Contract Amount:	\$ 4,520,327.00
Change Order #1	\$ 155,265.14
Change Order #2	<u>(\$1,198,343.04)</u>
Total	\$ 3,477,249.10
Final Contract Voucher Amount	\$ 3,360,069.10

Department(s) involved:

Public Works, Admin

Contact person:

Zachary Brown

Phone number:

(425) 257-8872

Email:

zbrown@everettwa.gov

Project summary statement:

Portal 4 is a critical piece of potable water infrastructure that serves as the control structure and beginning of water transmission lines 2, 3, and 4. The Portal 4 structure and equipment within it were damaged by years of exposure to chlorine gas. The scope of the Water Filter Plant Portal 4 Improvements project included repair and refurbishment of the Portal 4 structure, replacement of electronic and mechanical equipment within the structure, upgrades to electrical and control systems serving the portal, and installation of new valves and valve actuators. The improvements extended the useful life of the Portal 4 structure, and improved Portal 4 operations and the operational capabilities of the transmission lines.

Initialed by:

RLS

Department head

Administration

Council President

Recommendation (exact action requested of Council):

Accept the Portal 4 Project as complete and authorize the Mayor to sign the Certificate of Completion.

CERTIFICATE OF COMPLETION

Project:	Portal 4 Improvements
Contractor:	IMCO General Construction
Work Order Number:	UP 3755

The above-mentioned Project was constructed per the plans and specifications and to the satisfaction of the Public Works Department.

The Contractor physically completed the Project within the time allowed in the Contract.

It is recommended that the City accept this Project as complete.

This certificate waives no rights that the City may have under the Contract, including without limitation rights to enforce the Contract against the Contractor for defective work.

Recommended:



Ryan Sass, Director of Public Works

Date: 06-03-2025

Approved:

Cassie Franklin, Mayor

Date: _____

ATTEST:

Office of the City Clerk

STANDARD DOCUMENT
APPROVED AS TO FORM
OFFICE OF THE CITY ATTORNEY
FEBRUARY 8, 2023



April 29, 2025

Mitchell Sorestad
IMCO General Construction
2116 Buchanan Loop
Ferndale, WA 98248

Re: WFP Portal 4 Improvements Project
Work Order UP 3755
Final Estimate & Final Contract Voucher

Dear Mr. Sorestad,

A copy of the Final Estimate and the Final Contract Voucher Certification are enclosed for your review. If you agree with the final quantities paid your firm under this contract, sign and return the Final Contract Voucher Certification. A fully executed copy will be returned for your files.

Due to changes in the law, Construction Management will not submit this project to City Council for acceptance until all "Affidavits of Wages Paid" forms have been filed by the prime contractor and all subcontractors, suppliers, and service providers on this project.

A list of subcontractors, suppliers, and service providers, and their "Affidavit of Wages Paid" status is enclosed with this letter.

As soon as you have agreed to the final quantities, and all the proper documentation has been received by this office, including the documents listed below, a Certificate of Completion will be issued, and the project will be submitted to the City Council for approval.

- A letter from your firm stating that all bills and wages for this project have been satisfied
- City of Everett Affidavit of Wages Paid DBE Participants, even if \$0.00 (enclosed with this letter).

Retention bond will be released within sixty (60) days after City Council accepts the project as "complete", provided there are no liens on the project, and releases have been received from the Department of Revenue, Department of Labor & Industries, and Employment Security.

Sincerely,

William Fisher
Project Construction Manager

PUBLIC WORKS



3200 Cedar Street
Everett, WA 98201



425.257.8800
425.257.8882 fax



everettpw@everettwa.gov
everettwa.gov/pw




Final Contract Voucher Certificate

Contractor IMCO General Construction, Inc			
Street Address 2116 Buchanan Loop			
City Ferndale	State WA	Zip 98248	Date 4/29/2025
Work Order No. UP3755			
Project Title Portal 4 Improvements			
Date Work Physically Completed 5/23/2024		Final Amount \$3,360,069.10	

Contractor's Certification

I, the undersigned, certify and declare, under penalty of perjury under the laws of the State of Washington, that the foregoing is true and correct: I am authorized to sign for the claimant; that in connection with the work performed and, to the best of my knowledge, no loan, gratuity or gift in any form whatsoever has been extended to any employee of the City of Everett, nor have I rented or purchased any equipment or materials from any employee of the City of Everett; that the attached final estimate is a true and correct statement showing all the monies due the claimant from the City of Everett for work performed and material furnished under this Contract; that I have carefully examined said final estimate and understand the same and; that I, on behalf of the claimant, hereby release and forever discharge the City of Everett from any and all claims of whatsoever nature which I or the claimant may have, arising out of the performance of said Contract, which are not set forth in said final estimate.

DATED at Ferndale, WA this 30th day of April, 2025
(City, State)



Contractor Authorized Signature
Tyler Kimberley

Printed Name

President/CEO

Title

Public Works Department Certification

I certify to the best of my knowledge the attached final estimate to be based upon actual measurements, and to be true and correct.

Approved Date 06-03-2025



Keith Alewine, Construction Manager



Ryan Sass, Director of Public Works

The Affidavit of Wages Paid must be prepared by the prime contractor, all subcontractors, and all subcontractor's agents and forwarded with the Final Contract Voucher Certification. Contractor's Claims, if any, must be included and the Contractor's Certification must be labeled indicating a claim attached. Scanned and/or e-signatures have same effect as ink signatures.



**City of Everett
Construction Management**

Affidavit of Amounts Paid DBE Participants

Contractor: IMCO General Construction, Inc.			Date: 4/29/2025	
Address: 2116 Buchanan Loop		City: Ferndale	State: WA	Zip Code: 98258
Project Title: WFP Portal 4 Improvements			Project Work Order #: UP 3755	
Federal Aid Project Number (if Federally Funded) N/A				
Contract Bid Price: \$4,520,327.00		DBE Condition of Award: \$ N/A		
DBE Participant Name and Address	Ethnic Code	Contract Type	Bid Item No.(s)	Amount Paid Participants (Including retainage held)
N/A	N/A	N/A	N/A	\$0.00
Ethnic Code: B = Black H = Hispanic A = Asian American I = American Indian and Alaskan Native O = Other		Contract Type: S = Subcontractor M = Material Supplier JV = Joint Venture	Total DBE Participation Achieved \$ 0.00	

Affidavit

I, the undersigned, do hereby certify that in connection with all work on the project for which this statement is submitted, each DBE participant contracted by me has been paid the amounts shown for bid items, or portions thereof, listed.

	Signature <u></u>	Title <u>Subcontracts Administrator</u>
	Subscribed and sworn before me this: <u>1st</u> day of <u>April</u> , <u>2025</u>	
	<u>Sharon Marie Win</u> Notary Public in and for the State of Washington	
	residing at <u>2116 Buchanan Loop, Ferndale, WA 98248</u>	

**THIS FORM IS REQUIRED WITH THE FINAL ESTIMATE
FROM THE PRIME CONTRACTOR ON ALL PROJECTS**

SUBCONTRACTOR TRACKING LOG

Project: WFP Portal 4 Improvements Project

Work Order: 3755

Contract Amount at Bid: (excludes WSST)

\$4,520,327.00

General Contractor: IMCO General Construction

Req #	Subcontractor	Federal Employer ID #	WA UBI No.	Amount \$	This %	Prior %	% To Date	Return Date	DBE	L&I Intent	Date	L&I Affidavit	Date	
										1E+06	12/12/22	1352937	10/30/24	
1	Shinn Mechanical	91-1660433.	601 585 839	\$295,500.00	6.54	0.00	6.54			1344320	7/13/23	1353722	10/30/24	
2	Service Electric	97-0579381	179 023 787	\$551,190.00	12.19	6.54	18.73			1299203	2/6/23	1356257	11/6/24	
3	Hunnicutts	91-1494429	601 264 822	\$239,950.00	5.31	18.73	24.04			1298346	1/24/23	1367403	12/18/24	
4	Grizzly Bar & Post Tensioning	82-2144152	604 212 630	\$0.00	0.00	24.04	24.04			1307718	3/1/23	1206574	5/2/23	No work performed
5	C&P Fencing	45-5406178	603 210 811	\$32,285.00	0.71	24.04	24.75			1304063	2/14/23	1296919	3/14/24	
6	Western Concrete Pumping		600 498 603	\$0.00	0.00	24.75	24.75			1439179	6/27/24	1382866	1/7/25	No work performed
7	Ford Crane	91 1066865	601 050 656	\$2,509.30	0.06	24.75	24.81			1369644	10/4/23	1276506	1/9/24	
8	Hytech Roofing	91 1202974	600 482 257	\$82,000.00	1.81	24.81	26.62			1351339	8/4/23	1351339	5/13/24	
9	Cut-All Concrete		601 931 309	\$0.00	0.00	26.62	26.62			1435806	6/10/24	1367406	11/19/24	No work performed
10	Innovac		603 469 527	\$0.00	0.00	26.62	26.62							No work performed
11	Johansen Mech. (Shinn Sub)		600 495 164	\$32,043.01	0.71	26.62	27.33			1423743	4/29/24	1395725	3/24/25	
12	Long Painting		598 090 687	\$0.00	0.00	27.33	27.33			1431997	6/6/24	1367416	11/19/24	No work performed
13					0.00	27.33	27.33							
14					0.00	27.33	27.33							
15					0.00	27.33	27.33							
16					0.00	27.33	27.33							
17					0.00	27.33	27.33							
18					0.00	27.33	27.33							
19					0.00	27.33	27.33							
20					0.00	27.33	27.33							
21					0.00	27.33	27.33							
22					0.00	27.33	27.33							
23					0.00	27.33	27.33							
24					0.00	27.33	27.33							
25					0.00	27.33	27.33							
26					0.00	27.33	27.33							
27					0.00	27.33	27.33							
28					0.00	27.33	27.33							
29					0.00	27.33	27.33							
30					0.00	27.33	27.33							
31	Hidden formatted rows above				0.00	27.33	27.33							
	TOTAL			\$1,235,477.31										
	PRINT DATE			4/23/2025										

L & I Check Date 23-Apr



3200 Cedar Street,
Everett WA 98201
(425) 257-8800

FINAL

Retainage not withheld
per Retainage Bond
9412096

CONTRACT ESTIMATE VOUCHER

Schedule: A

Date: 9-09-2024

CM Check:

William Fisher

Date:

9/13/2024

Recommended By:

Keith Alewine

Date: 9/17/2024

PM Review:

Zach Brown

Date:

9/18/2024

PW Director:

[Signature]

Contractor: IMCO General Construction, Inc.

Project: Portal 4 Improvements
Estimate: 17

W.O.# UP3755

Ends: 9/6/2024

SCHEDULE	ORG. CONTRACT	UPDATED ORG + CO	TO DATE	VARIANCE
A	\$ 4,520,327.00	\$ 3,477,249.10	\$ 3,360,069.10	\$ (117,180.00)
Total	\$ 4,520,327.00	\$ 3,477,249.10	\$ 3,360,069.10	\$ (117,180.00)

PERCENT PAID ON CONTRACT (ORG + CO) 96.63%

TOTAL
LESS RETENTION 0.0%
SALES TAX 8.5%
AMOUNTS PAID
DUE THIS ESTIMATE

TO DATE	PREVIOUS	PRESENT
\$ 3,096,837.88	\$ 2,782,681.53	\$ 314,156.35
\$ -	\$ -	\$ -
\$ 263,231.22	\$ 236,527.93	\$ 26,703.29
\$ 3,360,069.10	\$ 3,019,209.46	\$ 340,859.64
		\$ 340,859.64

ITEM #	ITEM DESCRIPTION	UNIT	UNIT PRICE	CONTRACT QUANTITY	CONTRACT TOTAL	UPDATED WITH CO & MOH QUANTITY	UPDATED WITH CO & MOH TOTAL	TO DATE QUANTITY	TO DATE TOTAL	PREVIOUS QUANTITY	PREVIOUS TOTAL	PRESENT QUANTITY	PRESENT TOTAL
1	Mobilization and Demobilization	LS	\$ 208,000.00	1.00	\$ 208,000.00	1.00	\$ 208,000.00	1.00	\$ 208,000.00	1.00	\$ 208,000.00	0.00	\$ -
2	Interior and exterior improvements to the Portal 4 structure and equipment. 2	LS	\$ 1,402,000.00	1.00	\$ 1,402,000.00	1.00	\$ 1,402,000.00	1.00	\$ 1,402,000.00	1.00	\$ 1,402,000.00	0.00	\$ -
3	Addition of exterior building security features including installation of security fence around the perimeter of the Portal 4 structure. Replacement of approximately 2.9 miles of existing	LS	\$ 33,000.00	1.00	\$ 33,000.00	1.00	\$ 33,000.00	1.00	\$ 33,000.00	1.00	\$ 33,000.00	0.00	\$ -
4	single phase medium voltage electrical cable and supporting electrical equipment. 2	LF	\$ 10.00	35,000.00	\$ 350,000.00	35,000.00	\$ 350,000.00	35,000.00	\$ 350,000.00	35,000.00	\$ 350,000.00	0.00	\$ -
5	Subsurface Field Verification (SUE)	LS	\$ 21,000.00	1.00	\$ 21,000.00	1.00	\$ 21,000.00	1.00	\$ 21,000.00	1.00	\$ 21,000.00	0.00	\$ -
6	Installation of proposed pipe sections and a 36- inch diameter isolation valve on transmission line 2. 2	LS	\$ 718,000.00	1.00	\$ 718,000.00	1.00	\$ 718,000.00	0.00	\$ -	0.00	\$ -	0.00	\$ -
7	Installation of proposed pipe sections and a 36- inch diameter isolation valve on transmission line 3.2	LS	\$ 495,000.00	1.00	\$ 495,000.00	1.00	\$ 495,000.00	0.00	\$ -	0.00	\$ -	0.00	\$ -
8	Installation of proposed pipe sections and a 36- inch diameter isolation valve on transmission line 4. 2	LS	\$ 493,000.00	1.00	\$ 493,000.00	1.00	\$ 493,000.00	0.00	\$ -	0.00	\$ -	0.00	\$ -
9	Site Erosion Control	FA	\$ 1.00	8,000.00	\$ 8,000.00	8,000.00	\$ 8,000.00	0.00	\$ -	0.00	\$ -	0.00	\$ -
10	Removal and Relocation of Eco-Block wall, Foundation and Subdrain	LS	\$ 84,000.00	1.00	\$ 84,000.00	1.00	\$ 84,000.00	0.00	\$ -	0.00	\$ -	0.00	\$ -
11	Setup, testing, and commissioning of proposed mechanical and electrical equipment.	LS	\$ 16,200.00	1.00	\$ 16,200.00	1.00	\$ 16,200.00	1.00	\$ 16,200.00	1.00	\$ 16,200.00	0.00	\$ -
12	Trench Safety System	LS	\$ 238,000.00	1.00	\$ 238,000.00	1.00	\$ 238,000.00	0.00	\$ -	0.00	\$ -	0.00	\$ -
13	Force Account (Section 00 72 00)	FA	\$ 1.00	100,000.00	\$ 100,000.00	100,000.00	\$ 100,000.00	0.00	\$ -	0.00	\$ -	0.00	\$ -
14	CO #1 Portal 6 Standpipe Interior Coating	LS	\$ 143,101.51			1.00	\$ 143,101.51	1.00	\$ 143,101.51	1.00	\$ 143,101.51	0.00	\$ -
15	CO #2 Scope Changes & Adjustments - Additions	LS	\$ 1.00			(1,104,463.63)	\$ (1,104,463.63)	923,536.37	\$ 923,536.37	609,380.02	\$ 609,380.02	314,156.35	\$ 314,156.35

Note on Item 15, CO#2:
Total of Additions = 956,012.91
Total of Reductions = -2,060,476.54
Net Change for CO#2 = -1,104,463.63 before tax

Project title: Adopt a Resolution Declaring a 2013 Freightliner Elgin BC106 Street Sweeper Surplus and Authorizing Sale at Public Auction

Council Bill # *interoffice use*

Agenda dates requested:

Briefing
Proposed action
Consent 06/18/25
Action
Ordinance
Public hearing
Yes X No

Budget amendment:
Yes X No

PowerPoint presentation:
Yes X No

Attachments:
Resolution

Department(s) involved:
Procurement & Motor Vehicles

Contact person:
Theresa Bauccio-Teschlog

Phone number:
(425) 257-8901

Email:
tbauccio@everettwa.gov

Initialed by:

HB

Department head

Administration

Council President

Project: Resolution declaring a Surplus a 2013 Freightliner Elgin BC106 Street Sweeper, H0052, and Authorizing Sale at Public Auction

Partner/Supplier: N/A

Location: N/A

Preceding action: N/A

Fund: 401 Utilities

Fiscal summary statement

Funds received from this surplus sale will be returned to Fund 401 Utilities.

Project summary statement:

RCW 35.94.040, amended by the Legislature in 2020, requires a public hearing before the sale of equipment originally acquired for public utility purposes if its value is greater than \$50,000.

The Public Works Department, Utilities Division, owns a 2013 Freightliner Elgin BC106 Street Sweeper (H0052). Based on its age, maintenance cost, and maintenance cost scoring.

H0052 has approximately 8352 hours and has an estimated surplus value of \$50,001. It will be replaced by a 2026 Kenworth K370 Schwarze A7 Sweeper (H0084) and is no longer needed.

Recommendation (exact action requested of Council):

Adopt a Resolution declaring a 2013 Freightliner Elgin BC106 Street Sweeper, H0052, surplus and authorizing its sale at public auction.

RESOLUTION NO. _____

A RESOLUTION declaring a 2013 Freightliner Elgin BC106 Street Sweeper (H0052) surplus and authorizing it for sale at public auction.

WHEREAS,

1. The City has a 2013 Freightliner Elgin BC106 Street Sweeper (H0052)
2. The above-referenced equipment is no longer of value or use to the City. The equipment was originally acquired for public utility purposes. The City utilities division has determined that the equipment is not required to provide continued public utility service. The equipment has an estimated value in excess of \$50,000.
3. Chapter 3.88 EMC establishes a procedure and methods for surplus or disposition of City-owned personal property
4. Based on the guidelines set forth in EMC 3.88.020, a public auction is the disposition method that best meets the City's interests.
5. The City's Procurement Manager has reported the basis for the estimated value of the surplus property and has recommended the surplus of the above-referenced vehicle and equipment by public auction.
6. In accordance with RCW 35.94.040, the City Council held a public hearing regarding the proposed surplus and sale of the equipment before the adoption of this resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND EVERETT CITY COUNCIL THAT:

1. The City has a 2013 Freightliner Elgin BC106 Street Sweeper (H0052). This equipment is determined to be surplus to the city's needs and is not required to provide continued public utility service.
2. The disposition of this equipment at a public auction is hereby authorized.

Councilmember introducing Resolution

Passed and approved this _____ day of _____, 2025.

Council President

Project title: Adopt a Resolution Declaring a 2016 Peterbilt 220 Schwarze A7 Street Sweeper Surplus and Authorizing Sale at Public Auction

Council Bill # *interoffice use*

Agenda dates requested:

Briefing
Proposed action
Consent 06/18/25
Action
Ordinance
Public hearing
Yes X No

Budget amendment:

Yes X No

PowerPoint presentation:

Yes X No

Attachments:

Resolution

Department(s) involved:

Procurement & Motor
Vehicles

Contact person:

Theresa Bauccio-Teschlog

Phone number:

(425) 257-8901

Email:

tbauccio@everettwa.gov

Initialed by:

HB

Department head

Administration

Council President

Project: Resolution declaring a Surplus a 2016 Peterbilt 220 Schwarze A7 Street Sweeper, H0055, and Authorizing Sale at Public Auction

Partner/Supplier: N/A

Location: N/A

Preceding action: N/A

Fund: 401 Utilities

Fiscal summary statement

Funds received from this surplus sale will be returned to Fund 401 Utilities.

Project summary statement:

RCW 35.94.040, amended by the Legislature in 2020, requires a public hearing before the sale of equipment originally acquired for public utility purposes if its value is greater than \$50,000.

The Public Works Department, Utilities Division, owns a 2016 Peterbilt 220 Schwarze A7 Street Sweeper (H0055). Based on its age, maintenance cost, and maintenance cost scoring.

H0055 has approximately 9109 hours and has an estimated surplus value of \$75,000. It has been replaced by a 2025 Kenworth K370 Schwarze A7 Sweeper (H0085) and is no longer needed.

Recommendation (exact action requested of Council):

Adopt a Resolution declaring a 2016 Peterbilt 220 Schwarze A7 Street Sweeper, H0055, surplus and authorizing its sale at public auction.



RESOLUTION NO. _____

A RESOLUTION declaring a 2016 Peterbilt 220 Schwarze A7 Street Sweeper (H0055) surplus and authorizing it for sale at public auction.

WHEREAS,

1. The City has a 2016 Peterbilt 220 Schwarze A7 Street Sweeper (H0055)
2. The above-referenced equipment is no longer of value or use to the City. The equipment was originally acquired for public utility purposes. The City utilities division has determined that the equipment is not required to provide continued public utility service. The equipment has an estimated value in excess of \$50,000.
3. Chapter 3.88 EMC establishes a procedure and methods for surplus or disposition of City-owned personal property
4. Based on the guidelines set forth in EMC 3.88.020, a public auction is the disposition method that best meets the City's interests.
5. The City's Procurement Manager has reported the basis for the estimated value of the surplus property and has recommended the surplus of the above-referenced vehicle and equipment by public auction.
6. In accordance with RCW 35.94.040, the City Council held a public hearing regarding the proposed surplus and sale of the equipment before the adoption of this resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND EVERETT CITY COUNCIL THAT:

1. The City has a 2016 Peterbilt 220 Schwarze A7 Street Sweeper (H0055). This equipment is determined to be surplus to the city's needs and is not required to provide continued public utility service.
2. The disposition of this equipment at a public auction is hereby authorized.

Councilmember introducing Resolution

Passed and approved this ____ day of _____, 2025.

Council President

Project title: Adopt a Resolution Declaring a 2017 Peterbilt 220 Schwarze A7 Street Sweeper Surplus and Authorizing Sale at Public Auction

Council Bill # *interoffice use*

Agenda dates requested:

Briefing
Proposed action
Consent 06/18/25
Action
Ordinance
Public hearing
Yes X No

Budget amendment:
Yes X No

PowerPoint presentation:
Yes X No

Attachments:
Resolution

Department(s) involved:
Procurement & Motor Vehicles

Contact person:
Theresa Bauccio-Teschlog

Phone number:
(425) 257-8901

Email:
tbauccio@everettwa.gov

Initialed by:

HB

Department head

Administration

Council President

Project: Resolution declaring a Surplus a 2017 Peterbilt 220 Schwarze A7 Street Sweeper, H0057, and Authorizing Sale at Public Auction

Partner/Supplier: N/A

Location: N/A

Preceding action: N/A

Fund: 401 Utilities

Fiscal summary statement

Funds received from this surplus sale will be returned to Fund 401 Utilities.

Project summary statement:

RCW 35.94.040, amended by the Legislature in 2020, requires a public hearing before the sale of equipment originally acquired for public utility purposes if its value is greater than \$50,000.

The Public Works Department, Utilities Division, owns a 2016 Peterbilt 220 Schwarze A7 Street Sweeper (H0057). Based on its age, maintenance cost, and maintenance cost scoring.

H0057 has approximately 7947 hours and has an estimated surplus value of \$75,000. It has been replaced by a 2026 Kenworth K370 Schwarze A7 Sweeper (H0086) and is no longer needed.

Recommendation (exact action requested of Council):

Adopt a Resolution declaring a 2017 Peterbilt 220 Schwarze A7 Street Sweeper, H0057, surplus and authorizing its sale at public auction.



RESOLUTION NO. _____

A RESOLUTION declaring a 2017 Peterbilt 220 Schwarze A7 Street Sweeper (H0057) surplus and authorizing it for sale at public auction.

WHEREAS,

1. The City has a 2017 Peterbilt 220 Schwarze A7 Street Sweeper (H0057)
2. The above-referenced equipment is no longer of value or use to the City. The equipment was originally acquired for public utility purposes. The City utilities division has determined that the equipment is not required to provide continued public utility service. The equipment has an estimated value in excess of \$50,000.
3. Chapter 3.88 EMC establishes a procedure and methods for surplus or disposition of City-owned personal property
4. Based on the guidelines set forth in EMC 3.88.020, a public auction is the disposition method that best meets the City's interests.
5. The City's Procurement Manager has reported the basis for the estimated value of the surplus property and has recommended the surplus of the above-referenced vehicle and equipment by public auction.
6. In accordance with RCW 35.94.040, the City Council held a public hearing regarding the proposed surplus and sale of the equipment before the adoption of this resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND EVERETT CITY COUNCIL THAT:

1. The City has a 2017 Peterbilt 220 Schwarze A7 Street Sweeper (H0057). This equipment is determined to be surplus to the city's needs and is not required to provide continued public utility service.
2. The disposition of this equipment at a public auction is hereby authorized.

Councilmember introducing Resolution

Passed and approved this ____ day of _____, 2025.

Council President

Project title: Interlocal Cooperative Agreement with Diking Improvement District Number 5 for a Levy Improvement Project

Council Bill #

Project: Interlocal Agreement with Diking Improvement District 5

Partner/Supplier: Diking Improvement District Number 5

Location: N/A

Preceding action: N/A

Fund: Fund 401 – Water/Sewer Utility Fund

Agenda dates requested:

6/18/2025

Briefing

Proposed action

Consent ☒

Action

Ordinance

Public hearing

Yes ☒ No

Budget amendment:

Yes ☒ No

PowerPoint presentation:

Yes ☒ No

Attachments:

Interlocal Agreement

Department(s) involved:

Public Works, Legal, Admin

Contact person:

Grant Moen

Phone number:

425.257.8947

Email:

GMOen@everettwa.gov

Fiscal summary statement:

This Interlocal Cooperative Agreement allows the City to reimburse Diking Improvement District Number 5 for costs associated with acquiring easements and entering into an agreement with the US Army Corps of Engineers for a Levy Improvement Project. Construction project reimbursement costs are currently estimated at \$100,280. All reimbursement and supporting costs related to project construction, agreements, and easements to be reimbursed through this agreement are capped at \$485,000.

Project summary statement:

Interlocal Cooperative Agreement with Diking Improvement District Number 5 for a levy improvement project to be completed by the US Army Corps of Engineers through the PL 84-99 program on the north bank of the Snohomish River under Hwy 529. This section of levy is currently within City of Everett maintenance responsibility. However, after this project Diking Improvement District Number 5 will be taking an easement for long term maintenance responsibility.

Recommendation (exact action requested of Council):

Authorize the Mayor to sign the Interlocal Cooperation Agreement with Diking Improvement District Number 5 for a Levy Improvement Project on the north bank of the Snohomish River under Hwy 529.

Initialed by:

RLS

Department head

Administration

Council President

**INTERLOCAL AGREEMENT
UNION SLOUGH LEVEE REHABILITATION SNO-01-21**

This Interlocal Agreement Regarding Union Slough Levee Rehabilitation SNO-01-21 (this ***“Interlocal Agreement”***) is dated for reference purposes as of date of last signature below, by and between the CITY OF EVERETT, a Washington municipal corporation (the ***“City”***), and DIKING IMPROVEMENT DISTRICT NO. 5 of SNOHOMISH COUNTY, a Washington special purpose district (the ***“Diking District”***).

RECITALS

A. The Diking District is located generally east of the Snohomish River and west of Union Slough, including Smith Island and the City’s water pollution control facility. The Diking District is governed by three commissioners. The City owns over half of the property within the Diking District’s present boundaries. The City and Diking District agree coordinated ownership and control of the flood control systems protecting and benefiting the lands on Smith Island is in the public interest.

B. The Diking District is entering into a Cooperative Agreement “Union Slough Levee Rehabilitation SNO-01-21” (the ***“USACE Agreement”***) with the U.S. Army Corps of Engineers (***“USACE”***) for repair of approximately 455 linear feet of levee to restore the level of protection, as generally described in Project Information Report Rehabilitation of Flood Control Works, Union Slough Levee, SNO-01-21, dated September 24, 2021 and approved by the USACE Deputy Commander for Northwestern Division on October 4, 2021, and any amendments or revisions thereto. This repair work is referred to in this Interlocal Agreement as the ***“Rehabilitation Work”*** or ***“Project.”*** The Project appears to be located within WSDOT ROW.

C. Under the USACE Agreement, the Diking District must pay a 20% share of “cost shared rehabilitation costs.” This 20% share is projected in the USACE Agreement to be \$100,280, which includes creditable in-kind contributions projected to be in the range of \$18,000 - \$45,000, meaning that the Diking District’s required payment is projected to be \$82,280 on the high end.

D. Under the USACE Agreement, the Diking District must also obtain express easement rights from the Washington State Department of Transportation (***“WSDOT”***) transverse to SR 529 and along the river for the levee area subject to the Rehabilitation Work (the ***“WSDOT Easement Rights”***). WSDOT through Brian D. Nielsen, PE Regional Administrator, Northwest Region, has expressed full support for the Work proposed, and states it is lawfully empowered and fully committed to convey a permanent easement to the District via a letter dated April 24, 2025 with a subject line ICN 1-31-17566 Union Slough – Grant of Easement for Levee Repair. There may be several mechanisms to do this, either (a) disposal statutes under RCW 47.12.063, 47.28.050, and 47.12.283, and related process in the Right of Way Manual (M26-01.27), (b) RCW 79.36.540 - .560, or (c) perhaps eminent domain under RCW 85.38 and related applicable eminent domain statutes.

E. Because the City will benefit from the Rehabilitation Work and the coordinated ownership and control of the flood control systems protecting and benefiting the lands and improvements on Smith Island, the City has agreed to reimburse the Diking District for its 20% share paid to USACE, up to an agreed upon maximum amount, as set forth below. The City has also agreed to reimburse the Diking District for the amounts incurred in acquiring WSDOT Easement Rights up to an agreed upon maximum amount, as set forth below. The purpose of this Interlocal Agreement is to formalize that reimbursement agreement, and make the Project budget neutral to the Diking District. The Diking District is not responsible for the culvert and/or tidegate under and through the dike in the Project area within the WSDOT Right of Way. The Project does not propose to do any work to the culvert and/or tide gate.

F. The Diking District commissioners have had an opportunity to review and independently evaluate this Interlocal Agreement, and are satisfied that it is fair and equitable to the Diking District.

G. Until the USACE Agreement is fully executed and the WSDOT Easement Rights are conveyed and recorded, the obligations of the parties hereto remain for any repairs of the levee and, in no way does this recital relieve WSDOT to the extent the law obligates the State, or any other potentially responsible entity for contributing. That is, the status quo with respect to any obligations does not change until the WSDOT Easement Rights are conveyed and recorded and the USACE Agreement is fully executed.

AGREEMENT

For good and valuable consideration, the receipt and sufficiency of which is acknowledged, the parties agree as follows:

1. Reimbursement Amounts. The City agrees to reimburse Diking District the following:

A. Cost Share Reimbursement. After the USACE Agreement is fully executed and the Diking District has acquired the WSDOT Easement Rights, the City will reimburse the Diking District for amounts the Diking District pays to USACE under the USACE Agreement as the Diking District's 20% share of "cost shared rehabilitation costs." The maximum total reimbursement from the City for the 20% of "cost shared rehabilitation costs" is \$300,000 unless otherwise approved in writing by the City's Public Works Director or Designee. This reimbursement will include reimbursement for in-kind contributions provided by the Diking District at the amount assigned by the USACE for in-kind contribution. This reimbursement will not include reimbursement for in-kind contributions provided by the City. For example, if the Diking District's 20% share is an \$80,000 payment plus a USACE-valued \$10,000 in-kind contribution provided by the Diking District plus a \$15,000 USACE-valued in-kind contribution provided by the City, then the total reimbursement to the Diking District from the City would be \$90,000. The City will reimburse the Diking District for reasonable attorney fees to negotiate and implement the USACE Agreement up to a maximum of \$25,000. Fees above \$25,000 in total for the USACE Agreement must be contained in a budget (or

revised budget) pre-approved in writing by the Diking District and the City's Public Works Director or designee, with such approvals not unreasonably withheld, delayed or conditioned.

B. WSDOT Easement Rights Reimbursement. The City will reimburse the Diking District for amounts the Diking District pays to WSDOT or otherwise incurs to obtain the WSDOT Easement Rights that are required under the USACE Agreement, whether through WSDOT processes, eminent domain, or otherwise. This reimbursement includes reasonable attorney's fees, expert, appraisal, surveying, and other similar expenses for the acquisition of the real estate interests needed, whether through application, negotiation, and/or eminent domain. The District will not acquire the culvert or tidegate under the dike/levee in the Project area. For clarity, the District will not be responsible for maintenance, repair, changes, or improvements to the culvert or the tidegate in the vicinity of the Project area.

(1) The City is not obligated to reimburse for payment to WSDOT for WSDOT Easement Rights in excess of a total of \$75,000, unless such excess amount is contained in a budget (or revised budget) pre-approved in writing by the Diking District and the City's Public Works Director or designee, with such approvals not unreasonably withheld, delayed or conditioned.

(2) The City is not obligated to reimburse for other costs under this Section 1.B (such as costs of surveying, attorneys' fees or expert costs) in excess of a total of \$100,000, unless such excess amount(s) are contained in a budget (or revised budget) pre-approved in writing by the Diking District and the City's Public Works Director or designee, with such approvals not unreasonably withheld, delayed or conditioned. This budget will identify the professionals, consultants, attorneys and experts to be used by the Diking District.

(3) Reimbursement under this Section 1.B is due after the USACE Agreement is fully executed and the Diking District has acquired the WSDOT Easement Rights.

C. Other Reimbursement. The City is not obligated to reimburse for other costs not covered under Sections 1.A or 1.B in excess of a total of \$10,000, unless such excess amount(s) are contained in a budget (or revised budget) pre-approved in writing by the Diking District and the City's Public Works Director or designee, with such approvals not unreasonably withheld, delayed or conditioned.

2. Mitigation Credits. To the extent that the Rehabilitation Work requires mitigation credits, and credits are available, the Diking District may provide mitigation credits from its own mitigation site(s). In accordance with Section 1.A above, the City will reimburse the Diking District for mitigation credits used as in kind contribution toward the District's 20% share at the amount assigned to the contribution by USACE. Regardless of any other agreement between the City and the Diking District to contrary, the City has no obligation to sell mitigation credits from City mitigation sites to the Diking District for the Rehabilitation Work.

3. Payment Procedure. The Diking District will submit invoices to the City for reimbursement, together with documentation showing that the requested reimbursement amounts match amounts paid by the Diking District to USACE or WSDOT, or other expenses authorized hereunder. The City will pay invoices submitted in accordance with this Interlocal Agreement within 30 days after receipt.

4. General Provisions.

a. Administration/Expiration. Subject to any written agreement(s) between the parties for management of the Diking District or its operations, each party to this Interlocal Agreement shall serve as an administrator of this Interlocal Agreement for the purposes of compliance with RCW 39.34.030 for each party's respective actions in performance of this Interlocal Agreement. Except as may be expressly provided otherwise in this Interlocal Agreement, any real or personal property used or acquired by either party in connection with its performance under this Interlocal Agreement will remain the sole property of such party, and the other party shall have no interest therein. The parties agree that no separate legal or administrative entities are necessary to carry out this Interlocal Agreement. This Interlocal Agreement expires upon completion of the Project and all payments required hereunder have been made, or earlier termination of this Interlocal Agreement.

b. Governing Law. Washington law governs all matters arising out of or relating to this Interlocal Agreement. The Diking District will comply with all applicable laws regarding its execution and performance of the USACE Agreement.

c. Venue. The parties shall bring any litigation arising out of or relating to this Interlocal Agreement only before the Snohomish County Superior Court.

d. Complete Agreement. This Interlocal Agreement constitutes the entire agreement of the parties relating to the subject matter of this Interlocal Agreement. This Interlocal Agreement supersedes and replaces all other written or oral agreements thereto. This Agreement places no responsibility on DD5 for the culvert/tidegate that is in the Project area under and through the dike/levee.

e. Amendment. No amendment to this Interlocal Agreement will be effective unless in writing and signed by the Mayor of the City and by the authorized representatives of each other party.

f. Waiver. No waiver of satisfaction of any condition or nonperformance of an obligation under this Interlocal Agreement will be effective unless it is in writing and signed by the party granting the waiver, and no such waiver will constitute a waiver of satisfaction of any other condition or nonperformance of any other obligation.

g. Severability. If any provision of this Interlocal Agreement is unenforceable to any extent, the remainder of this Interlocal Agreement, or the application of that provision to any persons or circumstances other than those as to which it is held unenforceable, will not be affected by that unenforceability and will be

enforceable to the fullest extent permitted by law.

h. Notice. For a notice under this Interlocal Agreement to be valid, it must be in writing and the sending party must use one of the following methods of delivery: (A) personal delivery to the address stated below; (B) first class postage prepaid U.S. Mail to the address stated below; or (C) nationally recognized courier to the address stated below, with all fees prepaid.

Notice to City	Notice to District
City of Everett Public Works Attn: Heather Griffin, PE 3200 Cedar Street Everett, WA 98201	Victor M. Loehrer Diking District No. 5 Commissioner Sato Corporation/Dagmars Marina 11225 SE 6 th St., Suite 220 Bellevue, WA 98004

A party may change its address by delivering written notice to the other party of the new address.

i. Attorneys Fees and Costs. The prevailing party in any action brought to enforce any obligations under this Interlocal Agreement shall be entitled to recover from the non-prevailing party or parties an amount equal to the reasonable attorneys fees and costs incurred by the prevailing party, including without limitation any costs incurred on appeal or in any bankruptcy proceeding.

j. No Third-Party Beneficiaries. The provisions of this Interlocal Agreement are for the sole benefit of the parties to this Interlocal Agreement. No other persons have any rights or remedies under this Interlocal Agreement.

k. Compliance with the Washington State Public Records Act. The parties acknowledge they are subject to the Public Records Act, chapter 42.56 RCW. Both parties shall cooperate with each other so that each may comply with all of its obligations under the Public Records Act.

l. Recording of this Interlocal Agreement. This Interlocal Agreement shall be recorded or otherwise made available to the public in accordance with RCW 39.34.040.

m. Counterparts and Signatures. This Interlocal Agreement and any amendment may be signed in counterparts, each of which shall be deemed an original, and all of which, taken together, shall be deemed one and the same document. A signature with AdobeSign is fully binding. Any ink, electronic, faxed, scanned, photocopied, or similarly reproduced signature on this Interlocal Agreement or any amendment hereto will be deemed an original signature and will be fully enforceable as an original signature.

[REMAINDER OF PAGE BLANK]

The parties have executed this Interlocal Agreement as of the date of last signature below.

CITY OF EVERETT

**DIKING IMPROVEMENT DISTRICT NO. 5
OF SNOHOMISH COUNTY**

By: _____

Cassie Franklin, Mayor

By: _____

Commissioner, Vic Loehrer (Chairman)

ATTEST:

By: _____

Commissioner, Asif Iqbal

Office of the City Clerk

By: _____

Commissioner, Naeem Iqbal

Project title: A Resolution establishing Prohibited Areas related to areas of drug trafficking.

Council Bill #**Agenda dates requested:**

Briefing 6/18/25
Proposed action
Consent
Action 6/25/25
Ordinance
Public hearing

Yes X No

Budget amendment:

Yes X No

PowerPoint presentation:

x Yes No

Attachments:

Resolution
Declaration in support

Department(s) involved:

Legal

Contact person:

Lacey Offutt

Phone number:

425-257-8528

Email:

loffutt@everettwa.gov

Project: A resolution establishing Prohibited Areas related to areas of drug trafficking.

Partner/Supplier: N/A

Location: Everett, WA

Preceding action: N/A

Fund: N/A

Fiscal summary statement:

N/A

Project summary statement:

Chapter 10.13 EMC of the Everett Municipal Code requires that the Stay Out of Drug Area (SODA) geographic areas be updated at least every two years. The Everett Police Department has requested an update to the geographic areas based on drug crime data, including narcotics related crimes, as outlined in the Declaration of Sergeant Chris Bennett.

Recommendation (exact action requested of Council):

Adopt a Resolution establishing Prohibited Areas related to areas of drug trafficking.

Initialed by:

DH

Department head

Administration

Council President



RESOLUTION NO. _____

A RESOLUTION establishing Prohibited Areas related to areas of drug trafficking.

WHEREAS,

1. On December 19, 2007, the Council enacted Ordinances related to Violations of Court Orders; and
2. Ordinance No. 3048-07 §4, 2007 (EMC 10.13.040) requires that Stay Out of Drug Areas (“SODA”) orders set forth Prohibited Areas that have been established by a resolution of the City Council, at a minimum update of every two years; and
3. Due to the evolving nature of open-air drug markets, the areas must be updated every two years to account for areas of the City that become or cease to be areas of drug trafficking; and
4. The Ordinances require that the establishment of the Prohibited Areas be supported by information from the Police Department in the form of one or more declarations and/or sworn testimony; and
5. The City Council has reviewed the Declaration of Sergeant Chris Bennett, and/or has heard other sworn testimony;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND EVERETT CITY COUNCIL THAT:

The City Council adopts the attached recommendations for Prohibited Areas related to areas of drug trafficking.

Councilmember introducing resolution

Passed and approved this _____ day of _____, 2025.

Council President

Stay Out of Drug Areas
Declaration of Sergeant Chris Bennett
May 2025

I, Chris Bennett, certify or declare under the penalty of perjury under the laws of the State of Washington that the following is true and correct:

I am a Sergeant with the Everett Police Department. My current assignment is Sergeant of the Anti-Crime Team (ACT). ACT focuses on problem locations in the city with the goal of reducing crime, including narcotics related crimes, proactively.

I have been a commissioned police officer since 2006. In my time with the Everett Police Department I have been involved in uniform and undercover proactive narcotics investigations. I have spent my career working patrol and spent roughly three and a half years working in ACT as an officer. I have been a Master Police Officer responsible for training new officers and was promoted to Sergeant in October of 2016. I began supervising the Anti-Crime Team in the spring of 2021.

I have made or been involved in hundreds of narcotics arrests in the City of Everett, including Stay out of Drug Areas ("SODA") Order violations. I have attended numerous hours of training related to narcotics investigations.

In preparing this document, I consulted with Sergeant Nathan Wallace who supervises the Everett Police Department's Community Response Team (CRT). The Community Response Team proactively enforces quality of life complaints while also conducting proactive narcotic investigations. I know they have extensive knowledge of narcotics activity throughout the city. I also had the Everett Police Department Crime Analysis Unit evaluate the drug arrest and complaints of drug activity for a two-year time frame (Jan. 2023 – Dec. 2024). Included with this declaration is a PowerPoint presentation they prepared which includes maps that display drug related incidents, arrests and narcotic overdose data; it is referenced by year and location within the city.

The first two slides of the presentation include data related to fatal and non-fatal drug overdoses in 2021 and 2022, the second of which is overlaid with data from 2023. Each slide contains the actual numbers of overdoses along with a map overlay showing location. Slides four and five show the same data for the years 2023 and 2024. While the number of fatal overdoses greatly declined in 2023, the number of total reported overdoses continues to remain steady. The mapping of this data continues to show that these overdoses predominantly occur within already established SODA zones within the city.

Slides six-eight show arrest data for drug and narcotic related violations in of Everett, first broken down by north and south/central sectors, and then city wide. These slides contain data from both 2023 and 2024. As is evidenced in the slides, the majority of all the current SODA zones continue to contain the majority of drug related arrests within the city.

Slide nine details substance abuse calls for service citywide in 2023-34, again showing alignment between the calls for service and the existing SODA zones.

Slides ten and eleven detail the substance abuse calls for service (side 10) and the drug/narcotic violation arrests (slide 11) in all city parks. The parks with the most drug/narcotics arrests are, in order of most arrests to least, Clark Park, J.J. Hill Park, and Wetmore Theater Plaza. These parks are within SODA areas 7, 1, and 4 respectively.

Based upon the provided data, the combined experiences of myself, Sgt Wallace and the two proactive units we are responsible for supervising it is our recommendation that each of the below listed areas, all of which are existing SODA areas; remain in effect going forward.

- 1) The entire area extending from the 1000 block to the 4100 block of Broadway, and two blocks east and west of this area of Broadway; and
- 2) The entire area on Evergreen Way extending from the 4700 block to the south city limits, and two blocks east and west of this area of Evergreen Way; and
- 3) The entire area on West Casino Road extending from the Evergreen Way to Airport Rd, and two blocks north and south of this area of West Casino Road; and
- 4) The entire area extending from the 1000 block to the 3200 block of Hewitt Ave, and two blocks north and south of this area of Hewitt Ave; and
- 5) The entire area extending from the 3100 block to the 3900 block of Smith Ave, and two blocks east and west of this area of Smith Ave.
- 6) The entire area extending from the 4000 block through 4700 block of Rucker Avenue, and two blocks east and west of this area of Rucker Avenue.

- 7) The entire area contained within Everett Avenue to 23rd Street on the south and north, and Broadway to Hoyt on the east and west (which includes Clark Park and the Everett High School campus; and
- 8) The entire area of Everett Mall Way from Evergreen Way to SR-526, and two blocks north and south of Everett Mall Way.
- 9) The entire area that makes up Senator Henry M. Jackson Park contained within 18th street to 16th street on the south and north, and Walnut Street and East Marine View Drive on the east and west, excluding any area within those boundaries that are not City of Everett Park Property.

Based upon the same data and experiences noted above, it is my recommendation the following current SODA zone be removed during this process:

1. The entire area that makes up Wiggums Hollow Park contained within 12th street to 10th street on the south and north, and Poplar street and Pine street on the east and west, excluding any areas within those boundaries that are not City of Everett Park Property.

This park has only had three drug related arrests over the past two-year period (2023-2024), as shown in slide 11. Additionally, it is not the source of frequent narcotic-related complaints that are referred to our respective units relative to the other areas that are recommended for inclusion. It is my opinion that based upon the data, and our combined experience, that this park should be removed from the current SODA boundaries.

Based upon the experience of Sgt Wallace and the Community Response Unit he supervises; it is my recommendation that the following area be added to the current SODA boundaries.

1. The entire area extending from the 1000 block of North Broadway Ave to the intersection of Marine View Drive, and two blocks east and west of this area of Broadway Avenue, and one block north of Marine View Dr.

The 700-1000 block of Broadway was previously included in past SODA boundaries but was removed during the 2021 review process due to ongoing commercial development in the area and a decreased frequency of narcotic related contacts. The data from 2023-2024 shows an increased number of arrests in this area. Sgt Wallace advised that his unit is routinely receiving complaints about areas within the above-described boundary and have seen drug/narcotic activity firsthand that warrants its re-inclusion. My recommendation is to extend the boundary from the 700 block further north to the intersection of Marine View Drive to account for the wooded areas to the north that have been the source of quality of life crime complaints that the CRT unit responds to.

Attached and incorporated by reference to my declaration is a description of the areas described above, all of which are contained within the city limits of Everett, that I am recommending on behalf of the Everett Police Department to the Everett City Council to be designated as Stay Out of Drug Areas ("SODA") to-wit:

- 1) The entire area extending from the 1000 block to the 4100 block of Broadway, and two blocks east and west of this area of Broadway; and
- 2) The entire area on Evergreen Way extending from the 4700 block to the south city limits, and two blocks east and west of this area of Evergreen Way; and
- 3) The entire area on West Casino Road extending from the Evergreen Way to Airport Rd, and two blocks north and south of this area of West Casino Road; and
- 4) The entire area extending from the 1000 block to the 3200 block of Hewitt Ave, and two blocks north and south of this area of Hewitt Ave; and
- 5) The entire area extending from the 3100 block to the 3900 block of Smith Ave, and two blocks east and west of this area of Smith Ave.
- 6) The entire area extending from the 4000 block through 4700 block of Rucker Avenue, and two blocks east and west of this area of Rucker Avenue.
- 7) The entire area contained within Everett Avenue to 23rd Street on the south and north, and Broadway to Hoyt on the east and west (which includes Clark Park and the Everett High School campus; and
- 8) The entire area of Everett Mall Way from Evergreen Way to SR-526, and two blocks north and south of Everett Mall Way.
- 9) The entire area that makes up Senator Henry M. Jackson Park contained within 18th street to 16th street on the south and north, and Walnut Street and East Marine View Drive on the east and west, excluding any area within those boundaries that are not City of Everett Park Property.
- 10) The entire area extending from the 1000 block of North Broadway Ave to the intersection of Marine View Drive, and two blocks east and west of this area of Broadway Avenue, and one block north of Marine View Dr.

These areas are known to me from my experience, the experience of Sgt Wallace, training, data produced above and interaction with law enforcement officers, neighbors and business people to be areas where narcotics activity presently justifies designation as SODAs. These areas include the listed streets and the immediately adjoining sidewalks and alleys.

Dated this 20th day of May, 2025 at Everett, Washington



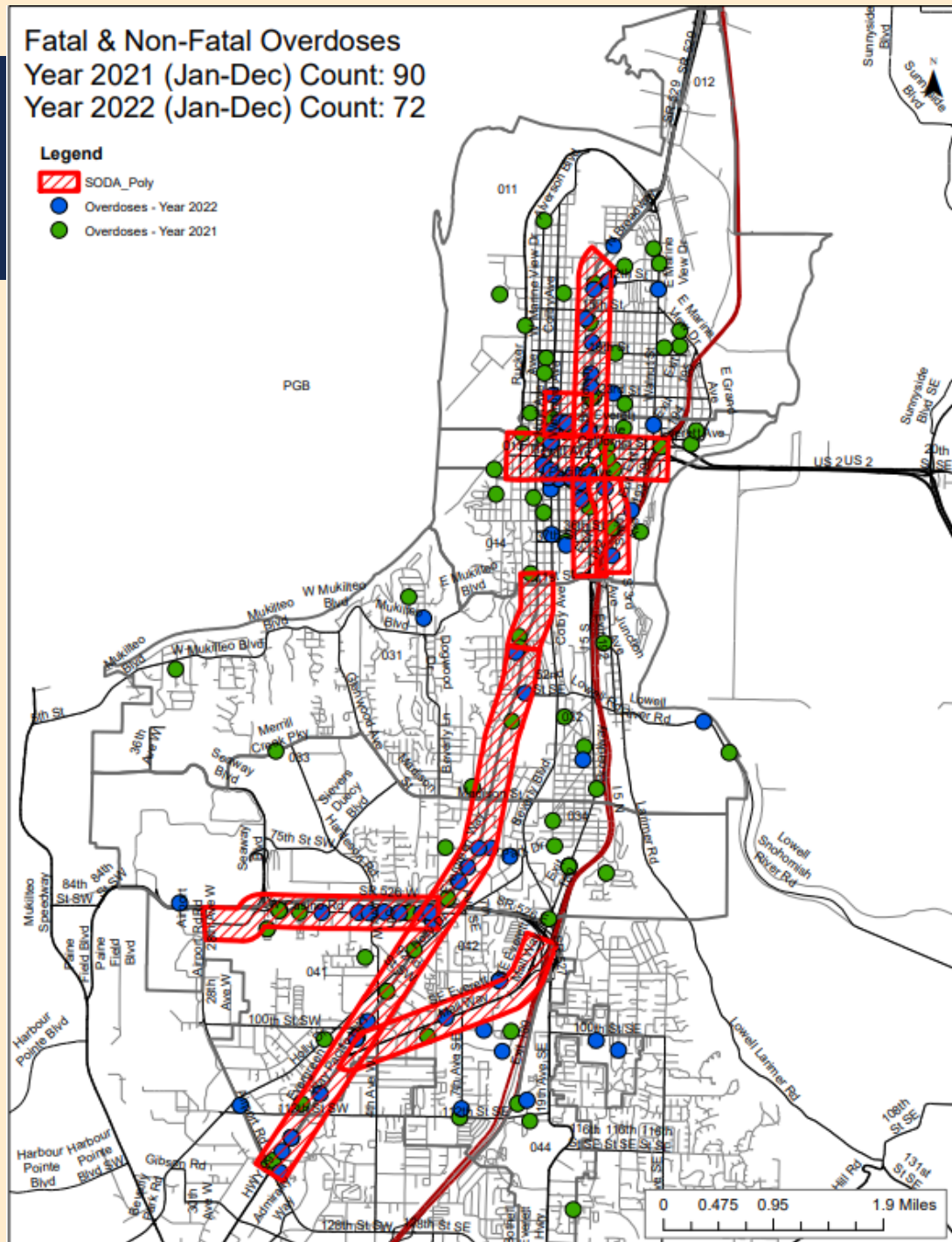
Sgt. Chris Bennett #1316

SODA Ordinance Renewal Briefing

Everett City Council

June 18, 2025



Fatal and Non-Fatal Overdoses 2021 & 2022

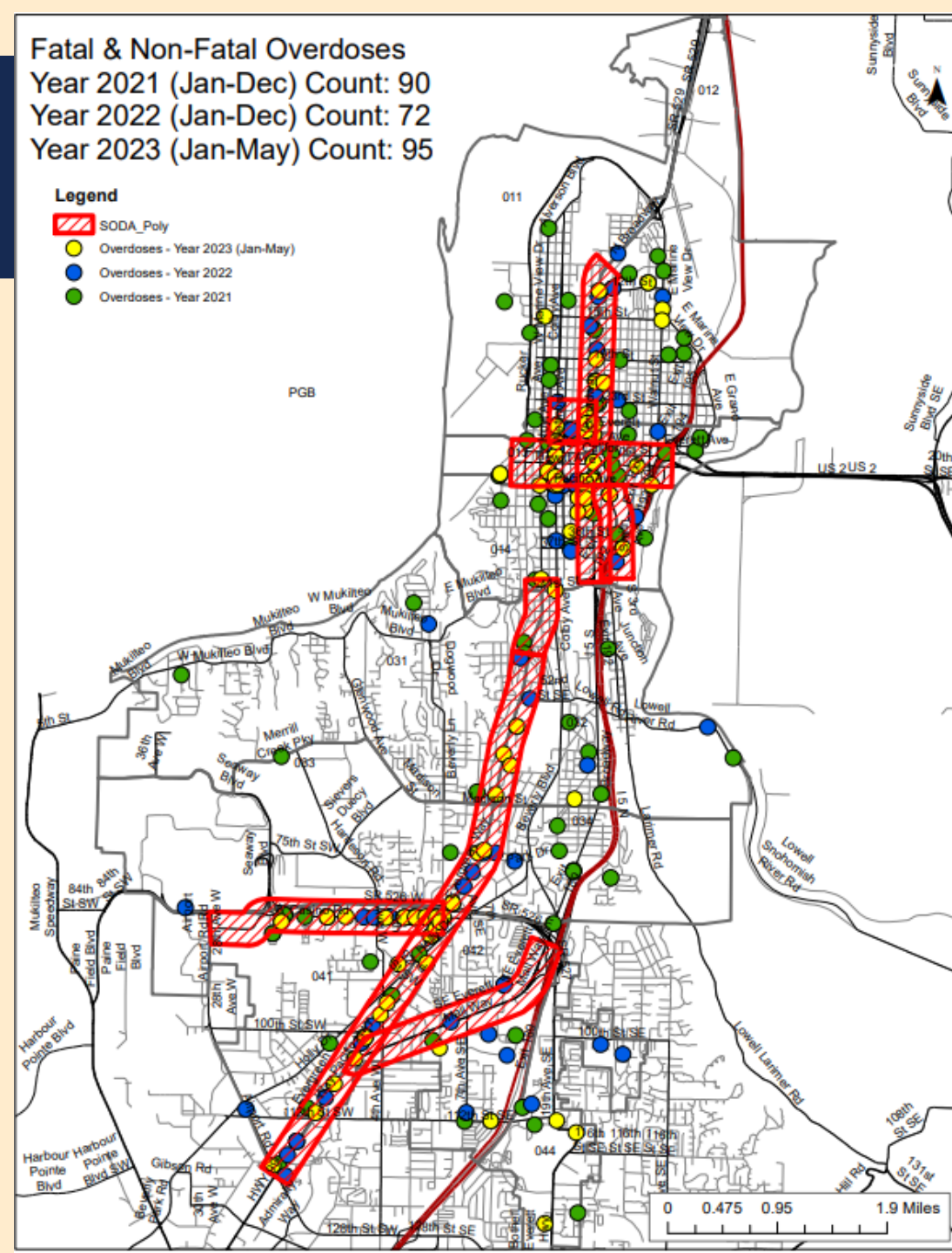


Fatal and Non-Fatal Overdoses 2021, 2022, & 2023

Fatal & Non-Fatal Overdoses
Year 2021 (Jan-Dec) Count: 90
Year 2022 (Jan-Dec) Count: 72
Year 2023 (Jan-May) Count: 95

Legend

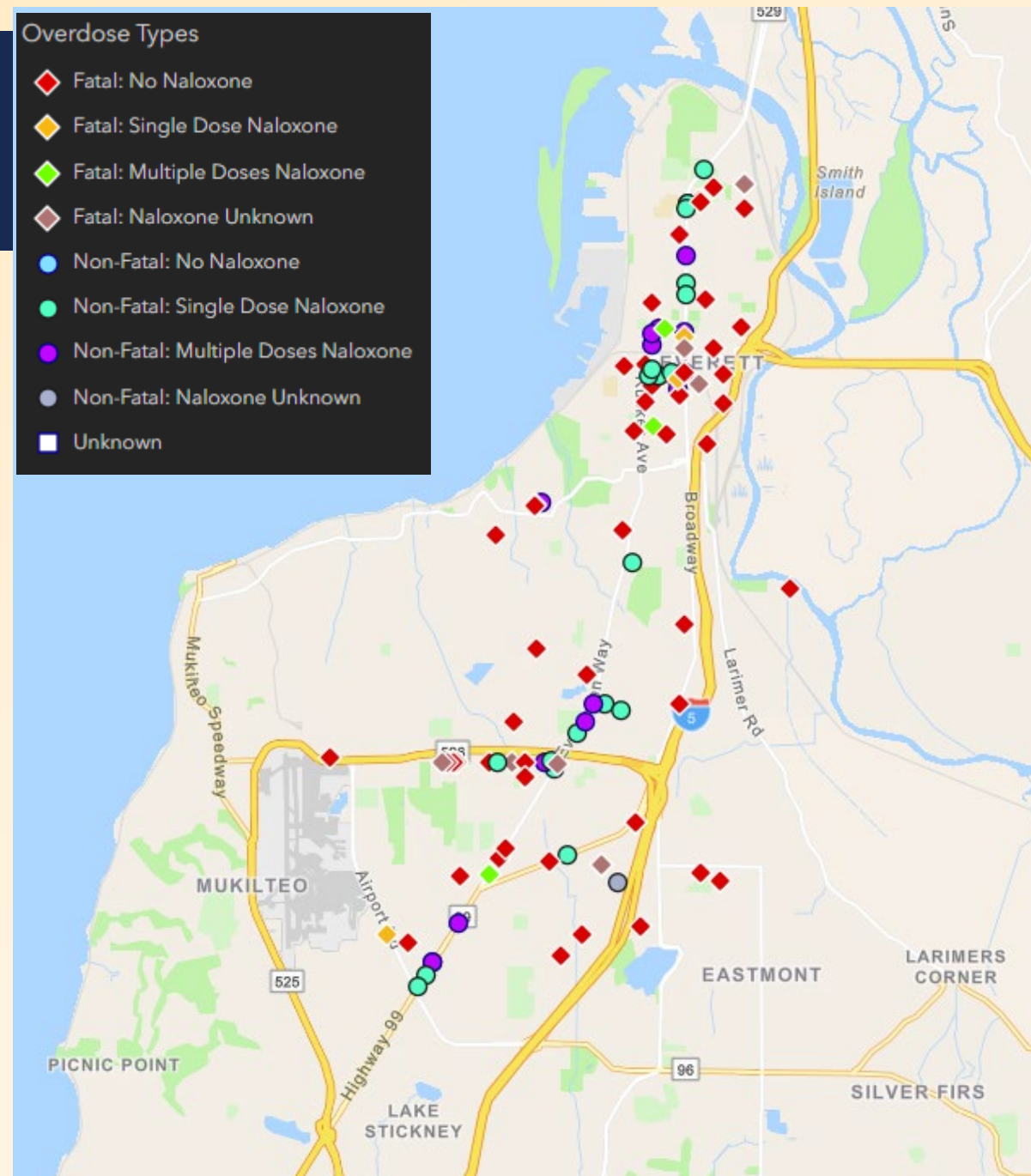
-  SODA_Poly
-  Overdoses - Year 2023 (Jan-May)
-  Overdoses - Year 2022
-  Overdoses - Year 2021



2022 Overdoses

Fatal - 70

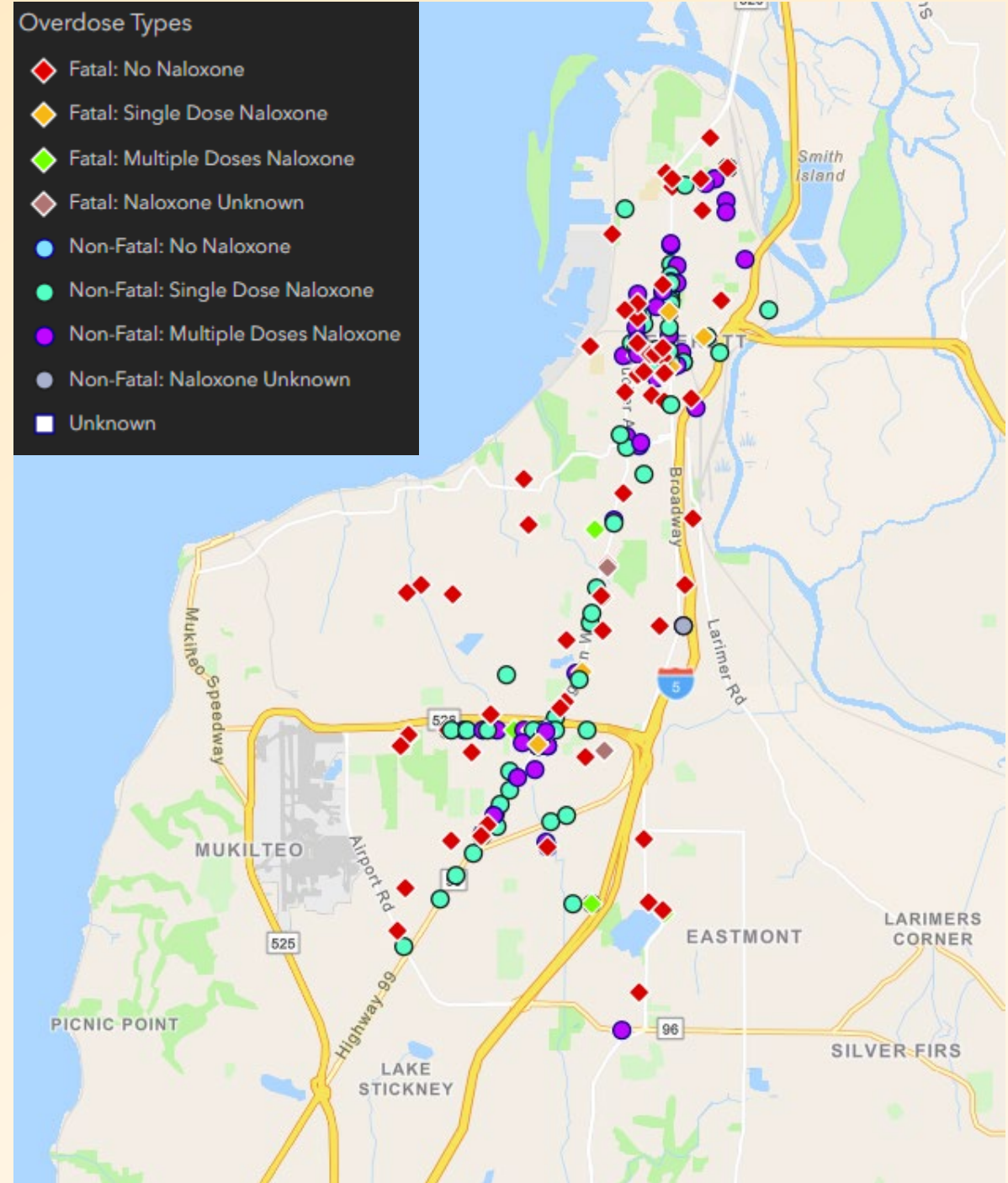
Total Overdoses - 106



2023 Overdoses

Fatal - 92

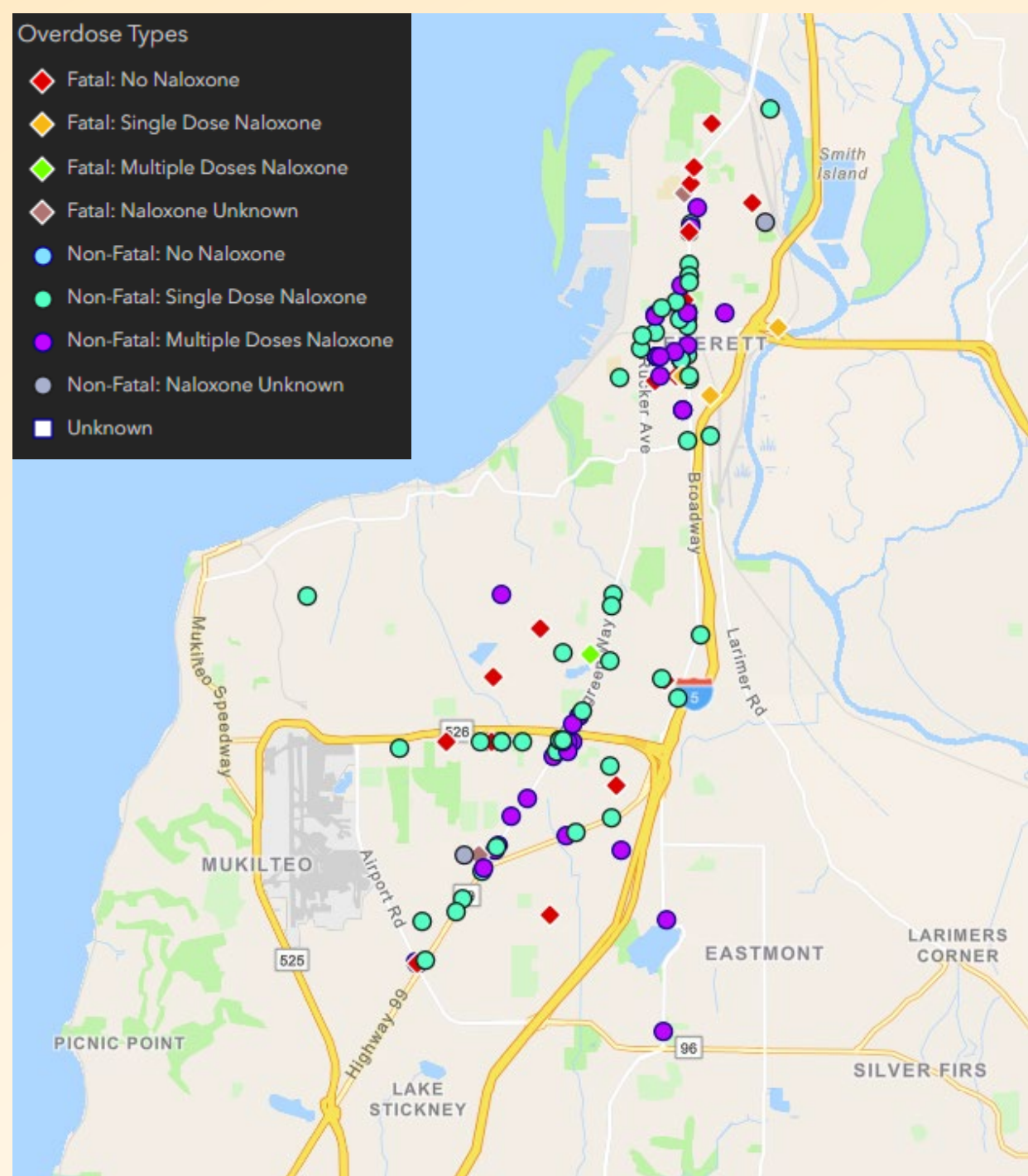
Total Overdoses - 243



2024 Overdoses

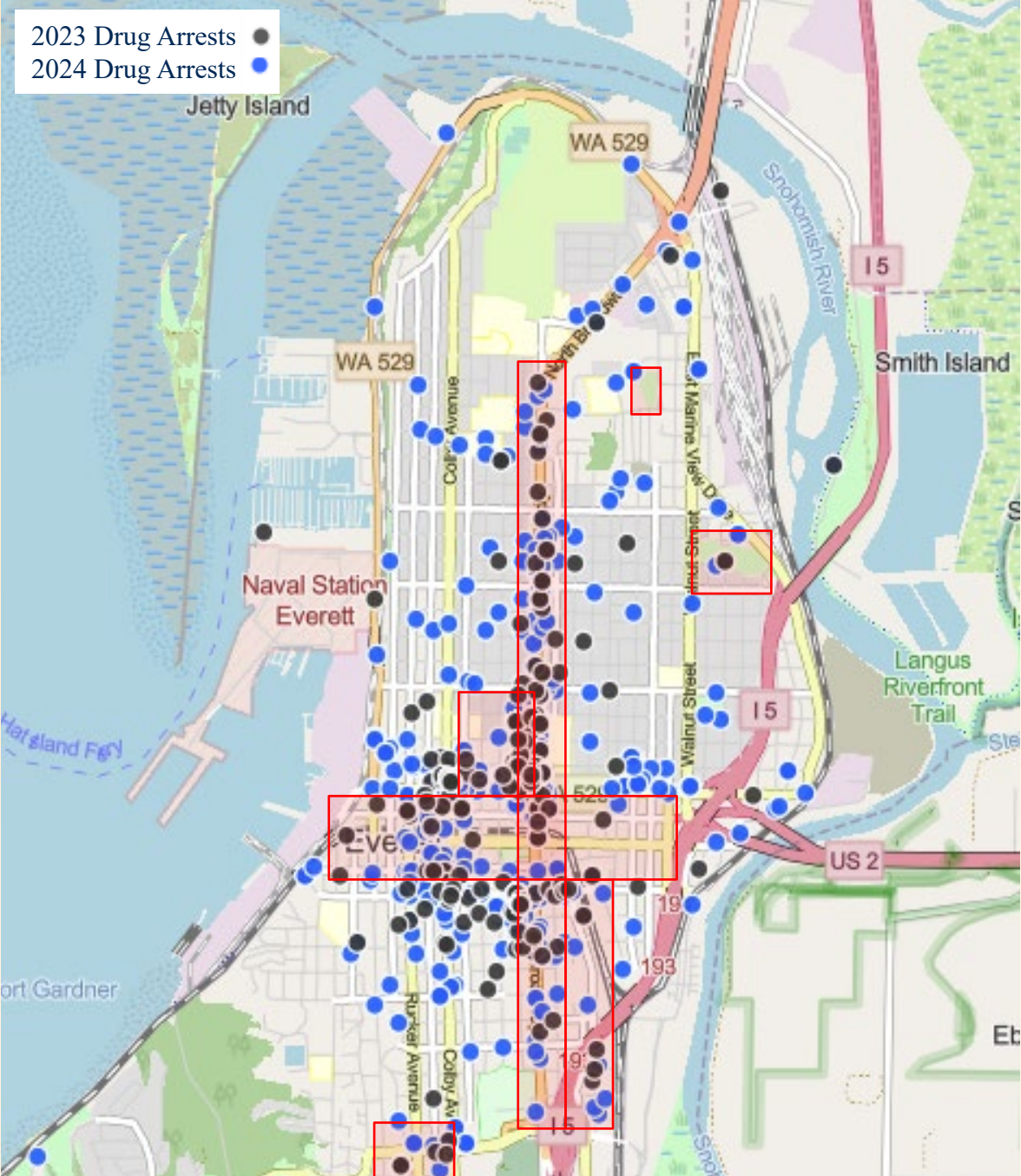
Fatal - 30

Total Overdoses - 130



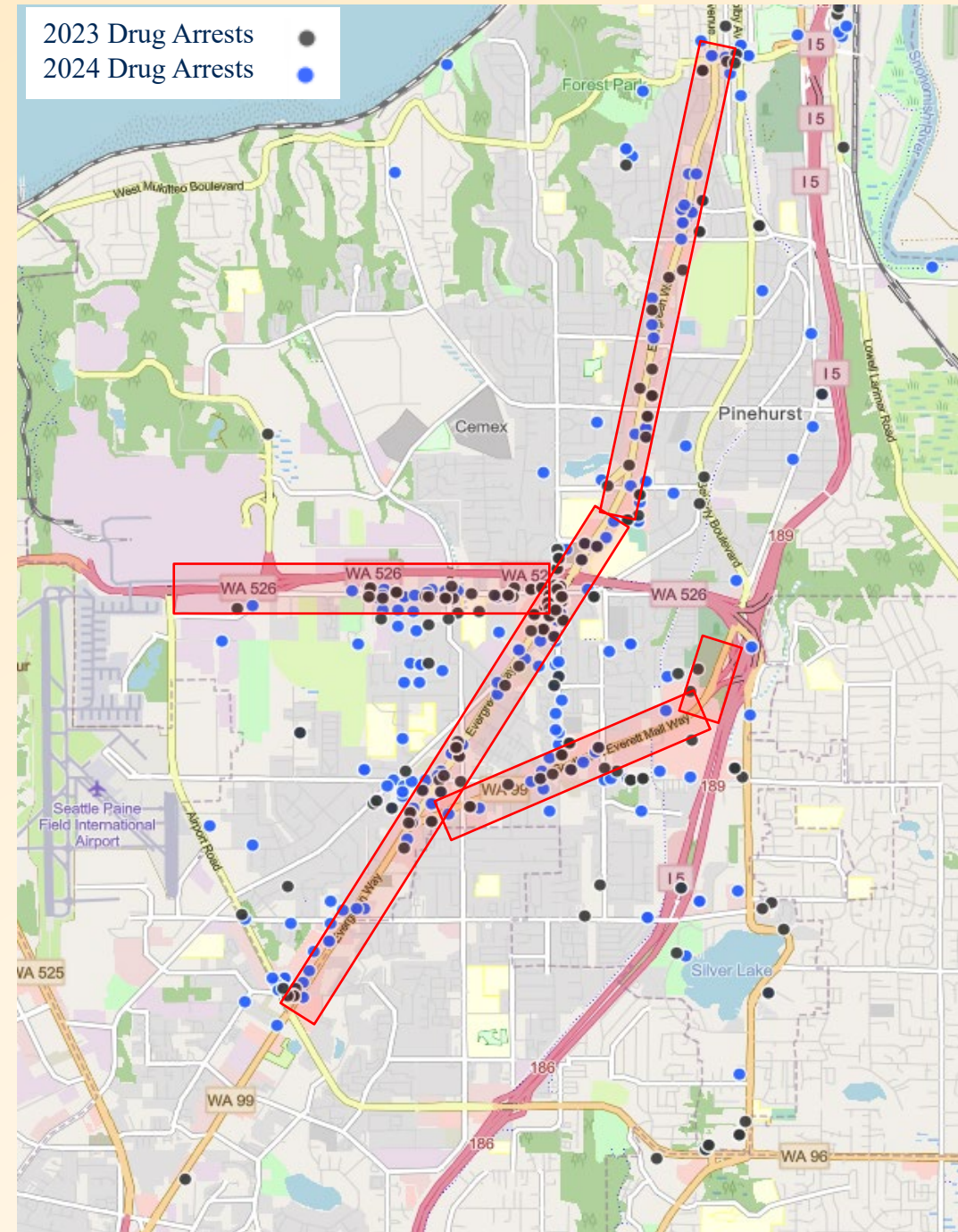
Drug/Narcotic Violation (35A) Arrests

North Sector



Drug/Narcotic Violation (35A) Arrests

Central/South Sectors

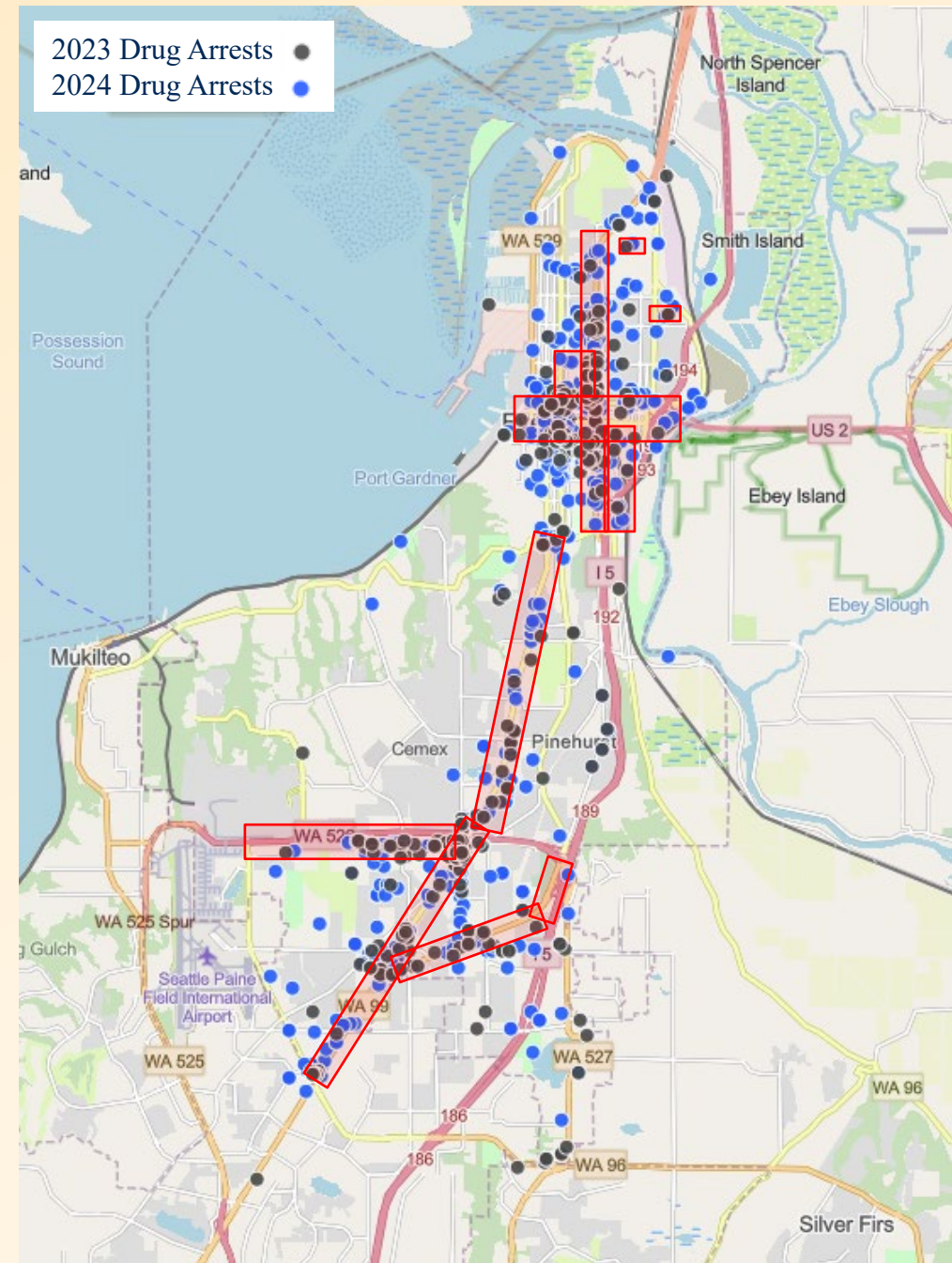


Drug/Narcotic Violation (35A) Arrests

Citywide

Years 2023-2024

Count:1,784



Substance Abuse Calls For Service

Citywide

Years 2023-2024

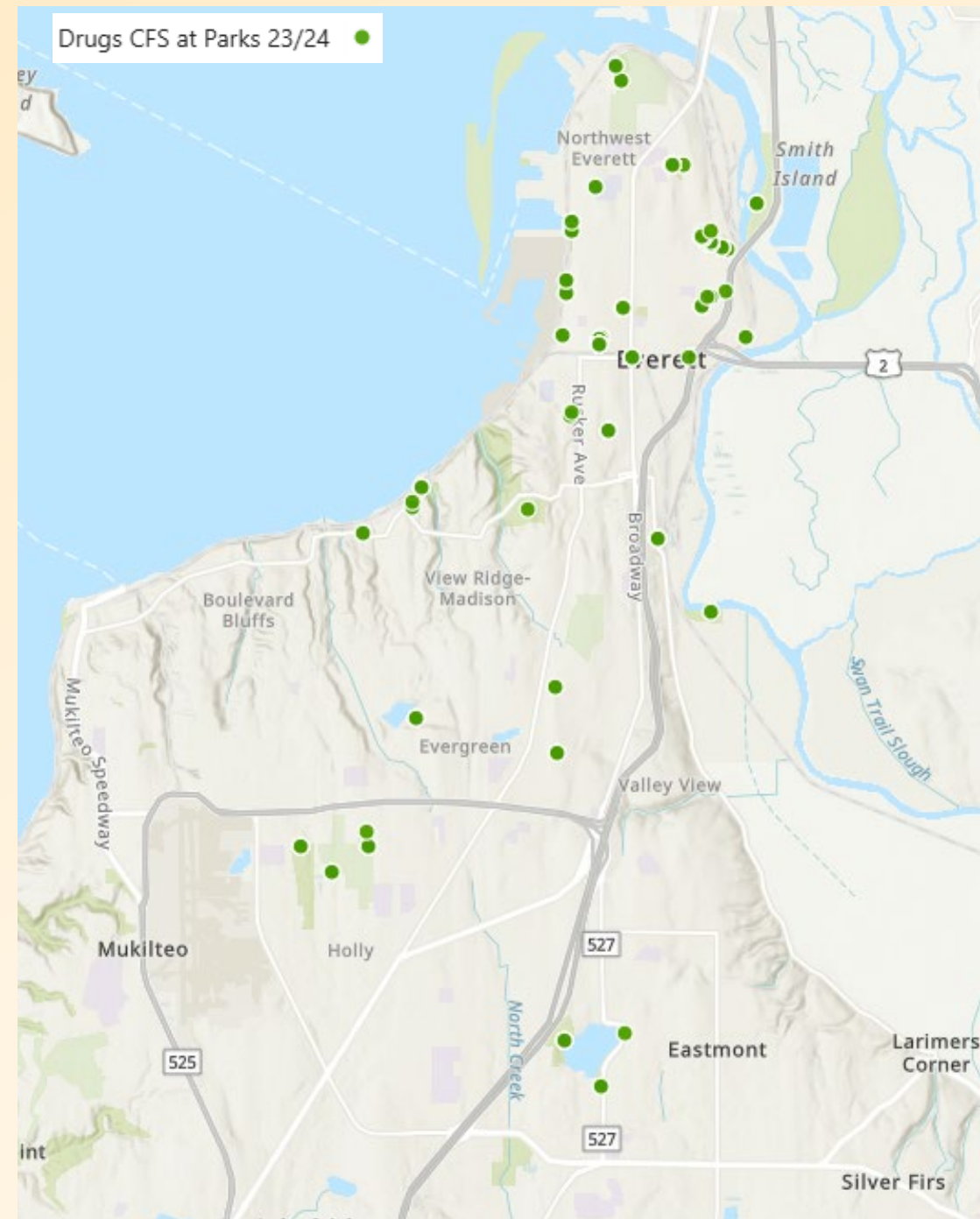
Count: 1,744



Substance Abuse Calls For Service

All City Parks

Years 2023-2024

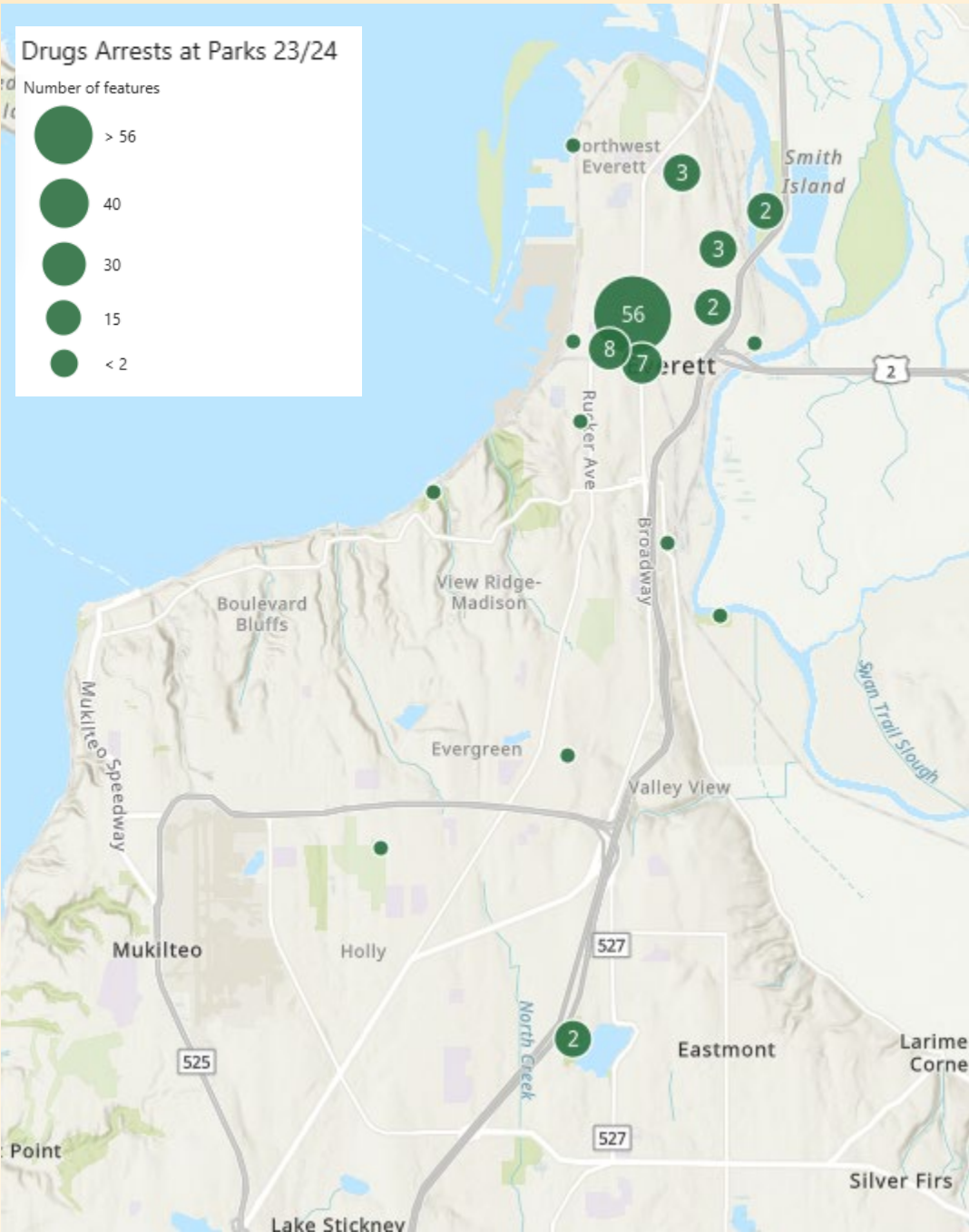


Drug/Narcotic Violation (35A) Arrests

All City Parks

Years 2023-2024

Row Labels	Count of Match
2402 LOMBARD AVE	56
2899 BROADWAY	7
2730 WETMORE AVE	6
2808 10TH ST	3
400 SMITH ISLAND RD	2
1700 STATE ST	2
11400 BLK SILVER LAKE RD	1
4605 S 3RD AVE	1
3505 LOWELL SNOHOMISH RIVER RD	1
2700 WETMORE AVE	1
800 BLK W MARINE VIEW DR	1
2710 WETMORE AVE	1
3420 GRAND AVE	1
11405 SILVER LAKE RD	1
2400 CHESTNUT ST	1
1127 OLYMPIC BLVD	1
7530 CASCADE DR	1
1226 W CASINO RD	1
EVERETT AVE / E GRAND AVE	1
TERMINAL AVE / W MARINE VIEW DR	1
3200 BLK 23RD ST	1
3200 BLK 18TH ST	1
Grand Total	92



Project title: Riverfront 3rd Amendment to Amended and Restated Property Disposition Agreement

Council Bill # *interoffice use*

Agenda dates requested:

Briefing 06/18/25
Action 06/25/25

Ordinance
Public hearing
Yes X No

Budget amendment:
Yes X No

PowerPoint presentation:
X Yes No

Attachments:
ARPDA Third Amendment

Department(s) involved:
Planning, Legal

Contact person:
Yorik Stevens-Wajda

Phone number:
(425) 257-8725

Email:
ystevens@everettwa.gov

Initialed by:

Department head

Administration

Council President

Project: Riverfront Third Amendment to Amended and Restated Property Disposition Agreement

Partner/Supplier: Shelter Holdings

Location: Riverfront

Preceding action: Prior Amendments in 2021 and 2024

Fund: N/A

Fiscal summary statement: N/A

Project summary statement: The 2019 Amended and Restated Property Disposition Agreement (ARPDA) is one the agreements that governs the Riverfront. It contains deadlines and other real estate matters. On the former Landfill site, the ARPDA currently requires the “First Phase” to be completed by July 1, 2025. The First Phase elements and their current statuses are shown in the table below.

First Phase Element	Status
Two Mixed Use Buildings	Completed
Public Plaza (First Phase Elements)	Completed
First Phase Parking	Completed
First Phase Park Project	Under the amendment approved by City Council in 2024, Shelter’s First Phase Park Project at the Eclipse Mill Park must be completed within 18 months after the City completes its portion of the Eclipse Mill Park. The City Council awarded the City’s park project in May 2025, so the City’s project should be complete by 2026. This means Shelter’s project should be completed in 2026-2027.
Grocery Store	Shelter reports that grocery store operators want to see additional surrounding population density to support a grocery store at the Riverfront. Shelter has proposed to extend the deadline for the grocery store by five years to July 1, 2030.

Shelter has requested the grocery store deadline be extended for five years, to allow more residential buildings to be built and population density to increase. City staff recommends this extension.

The short proposed third amendment updates the ARPDA to include a five-year deadline extension for the grocery store. It also acknowledges the current deadline for the park project and the already completed First Phase elements.

Recommendation (exact action requested of Council): Authorize Mayor to sign the 3rd Amendment to the Amended and Restated Property Disposition Agreement in the form substantially as provided.

THIRD AMENDMENT
TO
AMENDED AND RESTATED PROPERTY DISPOSITION AGREEMENT
EVERETT RIVERFRONT DEVELOPMENT
(LANDFILL)

This Third Amendment to Amended and Restated Property Disposition Agreement (this “***Amendment***”) is dated for reference purposes June 1, 2025, and is made and entered into by and between (i) **RIVERFRONT COMMERCIAL INVESTMENT, L.L.C.** (“***Riverfront***”), a Washington limited liability company, and **RIVERFRONT PHASE 1, LLC**, a Washington limited liability company, with respect to the Phase 1 Lots, **RIVERFRONT PHASE 2, LLC**, a Washington limited liability company, with respect the Phase 2 Lots, **RIVERFRONT PHASE 3, LLC**, a Washington limited liability company, with respect the Phase 3 Lots, **RIVERFRONT PHASE 4, LLC**, a Washington limited liability company, with respect to the Phase 4 Lots, **RIVERFRONT GROCER LLC**, a Washington limited liability company, with respect to the Grocer Lot, **RIVERFRONT THEATER, LLC**, a Washington limited liability company, with respect to the Theater Lot (collectively, “***Developer***”); and (ii) the **CITY OF EVERETT**, a municipal corporation of the State of Washington (the “***City***”).

RECITALS

A. The City and Developer are parties to the Amended and Restated Property Disposition Agreement dated May 10, 2019, as amended by the First Amendment dated May 4, 2021 (the “***First Amendment***”), and by the Second Amendment dated on or about January 30, 2025 (the “***Second Amendment***”) (entire agreement as amended, this “***Agreement***”). All capitalized terms in this Amendment have the meaning set forth in the Agreement. The names of the lots in the paragraph above are as defined in the Assignment and Assumption Agreement by and among the parties dated December 20, 2019, recorded under Snohomish County recording no. 202001090614.

B. The Agreement establishes a deadline of July 1, 2025, for substantial completion of the First Phase. The First Phase of the Project, as defined in the Recital E of the Agreement, includes (1) two mixed use buildings, (2) a grocery store, (3) a public plaza (except those parts of the plaza, if any, to be completed with the AFR Phase), (4) the First Phase Park Project, and (5) associated parking.

C. The Developer has completed the two mixed use buildings, the First Phase portion of the public plaza, and the associated parking. Developer will complete the First Phase Park Project by the First Phase Park Completion Deadline as established by the Second Amendment.

D. Current market conditions indicate that grocery store operators want to see additional surrounding population density to support a grocery store at the Riverfront.

Accordingly, the Developer has proposed to extend the deadline for the grocery store by five years to July 1, 2030.

E. The purpose of this Amendment is to update the First Phase deadline to delete First Phase elements that have been completed, acknowledge that First Phase Park Project will be completed as set forth in the Second Amendment, and extend the grocery store deadline by five years.

AGREEMENTS

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged and in accordance with the terms of the Agreement, Developer and the City hereby amend the Agreement as follows:

1 DEADLINE UPDATE

The parties have agreed to that the phrase in Agreement Section 10.1.1 that states

fails to substantially complete the First Phase by July 1, 2025 subject to extensions for Force Majeure as provided in Section 13.2 other than Force Majeure arising from COVID-19

is hereby replaced by

fails to substantially complete (a) the First Phase Park Project by the First Phase Park Completion Deadline and (b) the grocery store, as described in Recital E(2) above, by July 1, 2030, all subject to extensions for Force Majeure as provided in Section 13.2

2 AGREEMENT IN FULL FORCE AND EFFECT

Except as modified by this Amendment, the Agreement remains in full force and effect. This Agreement may be signed with AdobeSign, which is fully binding.

[SIGNATURE PAGES FOLLOW]

CITY SIGNATURE PAGE

CITY:

CITY OF EVERETT

By: _____
Cassie Franklin, Mayor

ATTEST:

By: _____
Office of the City Clerk

DEVELOPER SIGNATURE PAGES

DEVELOPER:

**RIVERFRONT COMMERCIAL INVESTMENT, L.L.C.,
a Washington limited liability company**

By: _____

Its: _____

**RIVERFRONT PHASE 1 LLC,
a Washington limited liability company**

By: _____

Its: _____

**RIVERFRONT PHASE 2 LLC,
a Washington limited liability company**

By: _____

Its: _____

**RIVERFRONT PHASE 3 LLC,
a Washington limited liability company**

By: _____

Its: _____

RIVERFRONT PHASE 4 LLC,
a Washington limited liability company

By: _____

Its: _____

RIVERFRONT THEATER LLC,
a Washington limited liability company

By: _____

Its: _____

RIVERFRONT GROCER LLC,
a Washington limited liability company

By: _____

Its: _____



City Council Agenda Item Cover Sheet

Project title: Everett 2044 Periodic Update – Comprehensive Plan

Council Bill # *interoffice use*

CB 2505-36

Agenda dates requested:

Briefing 06/04/25

Proposed action and

Public Hearing: 06/11/25

Action: 06/18/25

Ordinance: X

Public Hearing

X Yes No

Budget amendment:

Yes X No

PowerPoint presentation:

X Yes No

Attachments:

1. Proposed Ordinance - Comprehensive Plan

Department(s) involved:

Planning

Contact person:

Yorik Stevens-Wajda

Phone number:

425-257-8725

Email:

ystevens@everettwa.gov

Initialed by:

YSW

Department head

Administration

Council President

Project: Everett 2044 Periodic Update – Comprehensive Plan

Partner/Supplier: NA

Location: Citywide

Preceding action: August 23, 2023 Resolution 7924

Fund: NA

Fiscal summary statement:

None

Project summary statement:

Council consideration and action on the Everett 2044 Comprehensive Plan and Development Regulation Periodic Update. See everettwa.gov/2044 for documents and project information.

The planning commission will provide its recommendation via resolution on June 3, 2025. Final recommendation language will be provided at the June 4 meeting, with action scheduled for June 18.

Recommendation (exact action requested of Council):

Approve an Ordinance adopting the Everett 2044 Periodic Update Comprehensive Plan and Repealing the Central Waterfront Redevelopment Plan and the Southwest Everett/Paine Field Subarea Plan and SEPA Planned Action.



ORDINANCE NO. _____

An ORDINANCE Adopting the Everett 2044 Periodic Update Comprehensive Plan and Repealing the Central Waterfront Redevelopment Plan and the Southwest Everett/Paine Field Subarea Plan and SEPA Planned Action.

WHEREAS,

- A.** The City of Everett maintains a comprehensive plan under the Growth Management Act (GMA) and last conducted a periodic review and update of the plan in 2015 with annual amendments adopted since then; and
- B.** The City of Everett initiated the periodic update process under Revised Code of Washington (RCW) 36.70A.130 and Washington Administrative Code (WAC) 365-196-610 with a project scoping process including a Determination of Significance and Request for Comments on Scope of Environmental Impact Statement issued on February 18, 2022; and
- C.** The City Council adopted Resolution 7924 on June 13, 2023, advancing a set of specific amendment requests to the periodic update process, including three site specific comprehensive plan land use designation map and/or zoning map amendments and six text amendments to the comprehensive plan and/or development regulations; and
- D.** The disposition of the specific amendment requests, which are all implemented, or partially implemented, in the Everett 2044 ordinances, is detailed in a staff memorandum dated May 30, 2025; and
- E.** The Planning Commission led the review and development of the comprehensive plan and development regulations consistent with Chapter 2.20 EMC, including holding forty-two briefings and workshops on various aspects of the plan and regulations before holding a public hearing and deliberating on June 3, 2025; and
- F.** The Planning Commission, after hearing from the public and deliberating, adopted Resolution 25-__ on June 3, 2025, recommending the city council _____ the Comprehensive Plan contained in this ordinance; and
- G.** The city assumed lead agency status for processing the proposed action under the State Environmental Policy Act (Chapter 43.21C RCW and Chapter 197-11 WAC); and
- H.** The city determined that this ordinance is part of an action subject to the requirement for an Environmental Impact Statement (EIS) under the State Environmental Policy Act (SEPA); and

- I. The city's responsible official issued a Determination Significance and Request for Comments on Scope of Environmental Impact Statement on February 18, 2022; and
- J. The environmental review is part of a phased review under WAC 197-11-060(5), adopting by reference and supplementing information in the 2015 Environmental Impact Statement for the Everett Growth Management Comprehensive Plan (as addended in 2020) and Puget Sound Regional Council's VISION 2050 Environmental Impact Statement, and for the unincorporated portions of Everett's municipal urban growth area, the Snohomish County 2024 Comprehensive Plan Update Environmental Impact Statement; and
- K. The city's responsible official issued a Draft Supplemental Environmental Impact Statement on April 25, 2025, describing and evaluating the proposed action and reasonably available alternatives; and
- L. The city's responsible official issued a Final Supplemental Environmental Impact Statement on May 30, 2025; and
- M. Notice of the proposed updated comprehensive plan was sent to the Washington State Department of Commerce on April 7, 2025 and a letter of receipt was received the next day; and
- N. The updated comprehensive plan contained in this ordinance maintain consistency with the GMA and are consistent with the GMA planning goals; and
- O. The updated comprehensive plan contained in this ordinance is consistent with and supportive of the multicounty planning policies in VISION 2050; and
- P. The updated comprehensive plan contained in this ordinance is consistent with and supportive of the countywide planning policies; and
- Q. The comprehensive plan amendments contained in this ordinance were prepared following the procedural requirements in RCW 36.70A and WAC 365-196; and
- R. Early and continuous public participation was encouraged throughout the periodic update process, following the Everett 2044 Public Participation Plan; and
- S. The comprehensive plan amendments contained in this ordinance were prepared following the procedural requirements in EMC 2.20.110, EMC 15.02.095, EMC 15.02.700, and Planning Director Interpretation 2023-01; and
- T. The City Council considered the factors in EMC 15.03.400 in reviewing the updated comprehensive plan in this ordinance and based approval, in part, on the following findings:
 - 1. Circumstances have changed and new information is available in relation to this proposal;
 - 2. In October 2020, the Puget Sound Regional Council adopted VISION 2050, establishing new multicounty planning policies and a regional growth strategy which calls for Everett, a Metropolitan Center regional geography, to plan for and accommodate 20% of the population growth and 39% of the employment growth in Snohomish County through 2050;

3. In September 2021, the Snohomish County Council adopted the 2021 Snohomish County Buildable Lands report, which indicated a shortfall in housing capacity in Everett (“Key results: ... There is a significant 2035 population capacity shortfall within the City of Everett”), which puts Everett into a so-called reasonable measures framework (see RCW 36.70A.215 and appendix D of the Countywide Planning Policies) that requires actions to address the capacity shortfall;
 4. In June 2023, Snohomish County Tomorrow and the Snohomish County Council completed adoption of a new housing growth target (appendix B, Table H2 of the Countywide Planning Policies) for Everett of 38,557 new housing units in Everett by 2044 at a range of affordability levels. This target further exceeds Everett’s buildable housing capacity and requires actions to address the capacity shortfall as part of, or prior to, the comprehensive plan periodic update; and
- U.** The following City of Everett subarea plans have been evaluated and maintained as part of this periodic update:
1. Evergreen Way Revitalization Plan (Ordinance 3268-12);
 2. Downtown Everett Streetscape Plan (Resolution 6106);
 3. Metro Everett Plan (Ordinance No. 3613-18);
 4. Marshland Subarea Plan (Ordinance 3129-09); and
- V.** The following City of Everett subarea plans have been evaluated and are repealed as part of this periodic update:
1. Southwest Everett/Paine Field Subarea Plan and SEPA Planned Action (Ordinance No. 2213-97);
 2. Central Waterfront Redevelopment Plan; and
- W.** The Everett City Council held holding twenty-two briefings and workshops on various aspects of the comprehensive plan from 2022 through 2025; and
- X.** On June 11, 2025, the Everett City Council held a public hearing, after proper notice, and considered public comment and the entire record related to the comprehensive plan contained in this ordinance; and

NOW, THEREFORE, THE CITY OF EVERETT DOES ORDAIN:

Section 1. The City Council hereby adopts the Comprehensive Plan attached hereto as Exhibit A as the City of Everett Comprehensive Plan under the State of Washington Growth Management Act, amending and superseding Ordinance No. 2021-94, as amended.

Section 2. The City Council hereby repeals the Southwest Everett Subarea Plan and State Environmental Policy Act Planned Action contained in Ordinance No. 2212-97 and Ordinance No. 2213-97.

Section 3. The City Council hereby repeals the Central Waterfront Redevelopment Plan contained in Ordinance 3311-13.

Section 4. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance including, but not limited to, the correction of scrivener's/clerical errors, references and ordinance numbering.

Section 5. The City Council hereby declares that should any section, paragraph, sentence, clause or phrase of this ordinance be declared invalid for any reason, it is the intent of the City Council that it would have passed all portions of this Ordinance independent of the elimination of any such portion as may be declared invalid.

Cassie Franklin, Mayor

ATTEST:

City Clerk

Exhibit A: Everett 2044 Comprehensive Plan



Everett 2044 Comprehensive Plan

Final Final Draft

June 17, 2025



everettwa.gov/2044



Land Acknowledgement

Land Acknowledgement

We acknowledge the original inhabitants of this place, the sduhubš people and their successors, the Tulalip Tribes. Since time immemorial, they have hunted, fished, gathered on, and taken care of these lands and waters. We respect their sovereignty connection with the land and water. We will strive to be honest about our past mistakes and bring about a future that includes their people, stories, and voices to form a more just and equitable society.

The City of Everett, Washington is located between the Snohomish River and Possession Sound on land and water bodies that are the traditional settlement of the sduhubš people and their successors the Tulalip Tribes. We are grateful and recognize this fact with the land acknowledgement above.

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Introduction

The Everett 2024 Comprehensive Plan (Plan) is a 20-year vision and roadmap for Everett's future. The Plan guides City decisions on where to direct new jobs and residential units, how to improve the multi-modal transportation network, and where to make capital investments such as sidewalks, parks and other public facilities and services. Everett 2024 is the framework for many of Everett's big-picture decisions on how to grow while improving the city's housing opportunities and quality of life. It shapes how Everett will look, feel, and operate over time, and prepares the city to face challenges and opportunities today and into the future, reflecting the collective values and future vision of the community.

The Plan was first adopted in 1994 consistent with the Washington State Growth Management Act (GMA). The GMA requires each Washington city and county to periodically review and, if needed, revise its comprehensive plan and development regulations as part of a periodic review cycle (RCW 36.70A.130). Less extensive revisions and updates are incorporated into the Plan on an annual basis and major periodic reviews were completed by the City in 2004 and 2015. Several targeted amendments were made in additional years with the last major update to the Land Use Element in 2019.

Development regulations, such as zoning, must be consistent with the local government's comprehensive plan. Counties and cities must be up to date with the requirements of the GMA, including the periodic update requirements, to be eligible for grants and loans from certain state infrastructure programs. The GMA goals and element requirements were amended in recent years to require jurisdictions to plan for and accommodate housing that is affordable to all economic segments of the population (HB 1220), to identify and address racially disparate impacts (HB 1220), to expand housing options by easing barriers for ADUs (HB 1337), and to increase middle housing opportunities (HB 1110). This updated draft Plan is the next major periodic review and fulfills the statutory requirements of the GMA.

Additionally, the Everett 2044 Plan must comply with the goals and policies of Puget Sound Regional Councils Vision 2050 and the Snohomish Countywide Planning Goals. These are the region's and county's plans for growth and serve as a guide for sustaining a healthy environment, thriving communities and a strong economy.

How to Use This Document

The Everett 2044 Comprehensive Plan guides the city's development over about a twenty-year planning period and is a tool to assist City Council, Planning Commission, City staff, and others involved in making land use and public infrastructure decisions. It's a blueprint for the future character of the city. It guides decisions on land use, transportation, housing, capital facilities, parks, and the environment. It also sets standards for roads and other infrastructure, identifies how they'll be paid for, and establishes the basis for zoning and development regulations and how city staff interprets and administers them.

The Plan starts with the Our Community section that describes who lives and works in Everett, where people live and how they get around. The rest of the document is organized into elements or chapters. This Introduction explains the purpose of a comprehensive plan, states the overall vision for each element, and summarizes the planning framework and process. There are twelve elements: Urban Form, Housing, Transportation, Design and Development, Public Facilities and Services, Economic

Development, Marine Port, Climate Change and Resiliency, Parks/Recreation/Open Space, Healthy Community and Engagement/Administration/ Implementation. The Shoreline Master Program is an element of the comprehensive plan under its own cover.

Goals and policies provide the means for Everett to grow and prosper and yet maintain the unique character of the city for current and future generations. Each Plan element contains goals, policies and implementation actions. The goals and policies are numbered and labeled according to their respective elements.

Goals: state desired outcomes or intended achievements. (*“the end toward which effort is directed.” - Merriam-Webster*)

Policies: establish guiding actions and commitment to these actions, provide the framework for future decision making, and authorization for regulations to implement the policies. (*“a definite course or method of action selected from among alternatives and in light of given conditions to guide and determine present and future decisions” or “a high-level overall plan embracing the general goals and acceptable procedures especially of a governmental body.” - Merriam-Webster*)

Actions: are discrete pieces of work that the city will take on to implement the comprehensive plan, usually to be completed within the next five years.

Element summaries

All elements of the City of Everett plan are interrelated. No one element may be reviewed in isolation. As a result, there are goals and policies that overlap between the elements. In the text of elements where this is the case there are references to the specific topic.

Urban Form is a description of overall development pattern and area character to inform and guide future investments and development. The plan provides for a city comprised of a system of compact mixed-use and commercial centers; major corridors as vibrant urban places and key transportation connections; enhanced public realm; integrate nature into the city and link people, places and wildlife.

It also covers trees and forests, open space lands and habitat corridors, and natural resources; air and water quality; habitat functions and values; tree canopy and urban forest, greenhouse gas emissions and anticipated impacts from climate change; preservation and restoration of Everett’s environmental assets.

Design and Development describes the integration of building and site design to promote human and environmental health and safety and to fit into the community. It establishes the strong links between building and site design, streets and the public realm; historic and cultural resources and scenic view preservation; integration of nature into the built environment; energy and resource efficient neighborhoods and buildings.

Housing describes the number and types of dwellings needed to for the city’s increased population. It addresses the types of homes, variety that is accessible to individuals and families, dwellings that are safe and healthy, affordable and resource efficient.

Economic Development explains opportunities to grow and enhance the local business climate; build upon employment options in Metro Everett, manufacturing/industrial centers and mixed-use centers; leverage industrial strengths and assets.

Transportation addresses the regional transportation system. The plan incorporates safe and healthy connections to places where people work, live and play; mobility options, accessibility, and economic vitality; fiscal, environmental and social sustainability; transportation demand management strategies; reinforce the land use vision and implementation actions and a detailed project list.

Parks, Recreation, and Open Space is about how the city plans for, acquires and maintains parks, trails and open spaces and how it works with partners to develop recreational activities and programs. Access to high quality parks, contribute to the health of all, partnerships to enhance the quality of services, long-term maintenance of facilities, facilities consistent with community needs, a complete park system that is consistent with the adopted master plan.

Climate Change and Sustainability sets out how to increase resiliency and sustainability and address the impacts of climate change.

Healthy Communities describes the importance of having a safe and healthy place to enhance the well-being of residents to meet essential human needs.

Public Facilities and Services describes infrastructure needed to support current and future development, annexation areas, essential public facilities, prioritization criteria, economic development, facilities management, inventory of facilities, planned capital projects, financing strategies.

Marine Port describes the Port of Everett's essential capital facilities and the efficient multi-modal movement of goods for its long-term function and viability, including the maritime industrial activities and services, compatible transition between maritime industrial area, surrounding development, and protection from encroachment and incompatible uses.

Engagement, Administration and Implementation details how the City will work with the community to prepare, administer, implement, and update the Comprehensive Plan in accordance with the Growth Management Act

Everett Plans

The following adopted plans provide specific details and actions for many of the policy areas addressed in the Comprehensive Plan. The plans are maintained by the City of Everett and updated regularly.

Each has its own set of goals, policies, and implementation elements. These plans are valued partners in the growth and development of the city and are referenced here to not duplicate the information in each of the applicable elements.

There are additional plans that impact the implementation of the Comprehensive Plan maintained by other agencies including Snohomish County, Everett School District, and Mukilteo School District.

- Bicycle Master Plan
- Climate Action Plan
- Comprehensive Emergency Management Plan
- Comprehensive Sewer Plan
- Comprehensive Water Plan
- Consolidated Plan
- Downtown Plan

- Economic Development Vision
- Freight Mobility Plan
- Hazard Mitigation Plan
- Housing Action Plan
- Parks, Recreation and Open Space Plan
- Police Department Strategic Initiatives
- Shoreline Master Program
- Stormwater Management Action Plan
- Stormwater Management Program Plan
- Surface Water Comprehensive Plan
- Transit Development Plan
- Transit Long Range Plan
- Transportation Improvement Program

Community Engagement

An active community involvement program is an essential part of the development of the comprehensive plan. Community outreach Plan began with the guidance of the Public Participation Plan. The City of Everett staff engaged with the community – both in person and virtually remotely – to talk with residents and hear firsthand the impacts of about life in Everett for them, their families, and their neighbors.

Understanding our community is understanding where they live, where they work, and learning what the public opinions are on current and future city developments. This was accomplished by meeting with a host of people at more than 55 public meetings and events over the past few years. During that time frame the Planning Commission and City Council had presentations, discussions and public comments at an additional 45 meetings.

Everett 2044 Vision

Over the past 10 years the City conferred with the community on a vision for Everett. Additionally previous plans and projects incorporated topic specific visions. In preparing Everett 2044 a review of visions was compiled, presented, and agreed to at community meetings, Planning Commission, and to the City Council. The vision for each topic is stated at the beginning of element.

Our Community

The city, originally called Hibulb, was the principal village of the Snohomish Tribe and has grown and changed from its roots as a fishing and trading post.

The Tulalip Tribes are the successors in interest to the Snohomish, Snoqualmie, Skykomish, and other tribes and bands, and were party to the 1855 Treaty of Point Elliott. The Tulalip Indian Reservation is approximately 22,500 acres (about 36 square miles) and lies on Port Susan, Port Gardner, and Possession Sound in western Snohomish County. The treaty established the Tulalip Indian Reservation and reserved to the Tulalip Tribes rights to fish in all their “usual and accustomed” areas and hunt and gather on all “open and unclaimed” lands.

By the mid nineteenth century, the first European settlers came to the area, they were primarily homesteaders and loggers. Between 1870 and 1880 the white population in Snohomish County grew from 400 to 1,873. By 1890, there were 5,600 residents; and Everett was incorporated as a city in 1892. One third of the population was foreign-born mostly from England and Scandinavia.

At the beginning of the twentieth century, the city began to form as an industrial city along the waterfront. More immigrants arrived from Canada and Germany to work in lumber mills, iron works, shipbuilder, fisheries and canneries.

During World War I and World War II, Everett’s contributions to the war efforts led to further growth in the population, with the establishment of the Port of Everett in 1918 and later Paine Field for the Army Air Corps in 1930. When the base was no longer needed by the Air Force it became the site of Boeing’s expanded operations in the Puget Sound region.

Everett continues to grow with new residents from across the region and across the globe.

Everett’s Population	
Year	Population
1900	7,838
1910	24,814
1920	27,664
1930	30,567
1940	30,244
1950	33,849
1960	40,304
1970	53,622
1980	54,413

1990	69,961
2000	91,488
2010	103,019
2020	110,629

In 2023, the estimated population was 114,200 and it is anticipated to grow to 179,200 by 2044. This is the size of the city that we are required to plan for.

The information in this section of the plan is the foundation for who lives and works in Everett and what the needs of the city will be over the next 20 years. Each element of the Comprehensive Plan will use some or all the information described in the following pages to develop goals, policies and plans for growth of Everett.

All the data included in this section is based on the 2019-2023 American Community Survey 5-Year Estimates and maybe found at the data.census.gov website at the Everett city, Washington profile page.

The Everett Community's Demographics

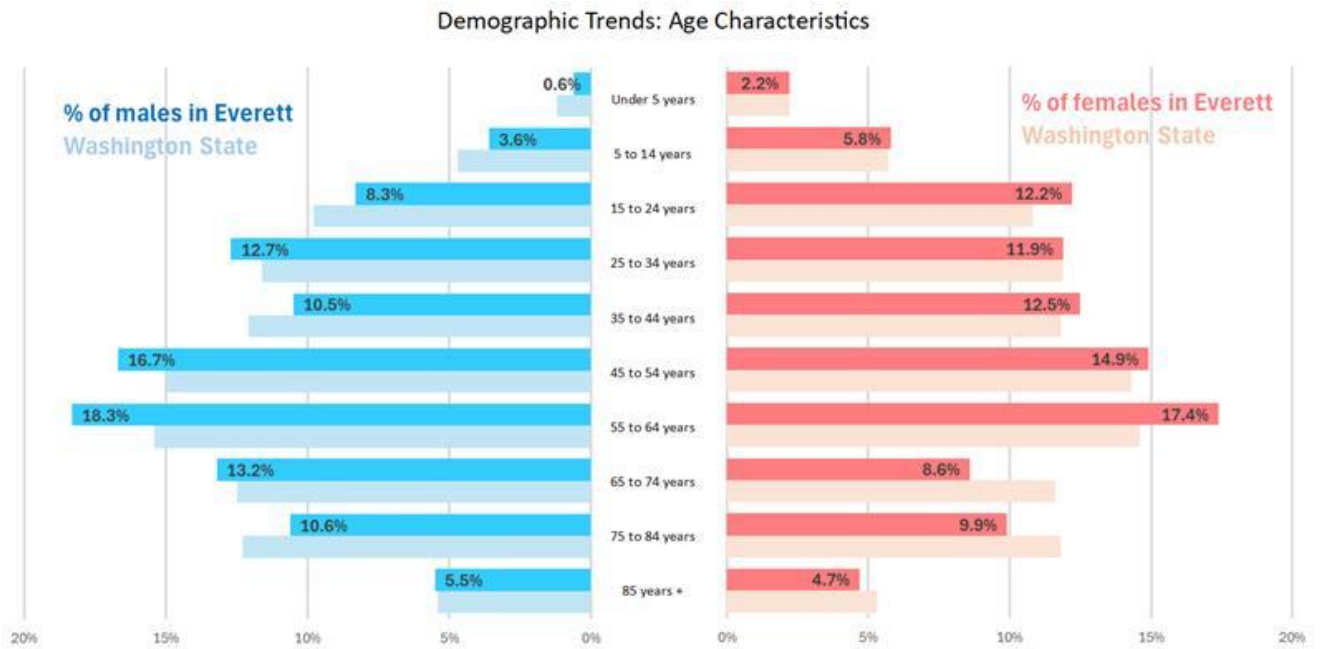
Who lives in Everett

Everett is now the seventh largest city in Washington and the largest in Snohomish County with a growing population.

Exhibit 1. Demographics Profile of City of Everett and Snohomish County, 2023

	CITY OF EVERETT	SNOHOMISH COUNTY
Population	114,200	834,648
Median Age	37.1	38.5
Share of BIPOC Population	42.3%	36.4%
Households	44,255	311,825
Avg. Household Size	2.43	2.64
Share of Owner-Occupied Homes	51%	68%
Share of Renter-Occupied Homes	49%	32%
Median Household Income	\$81,502	\$107,982

1. Source: 2019-2023 American Community Survey 5-Year Estimates



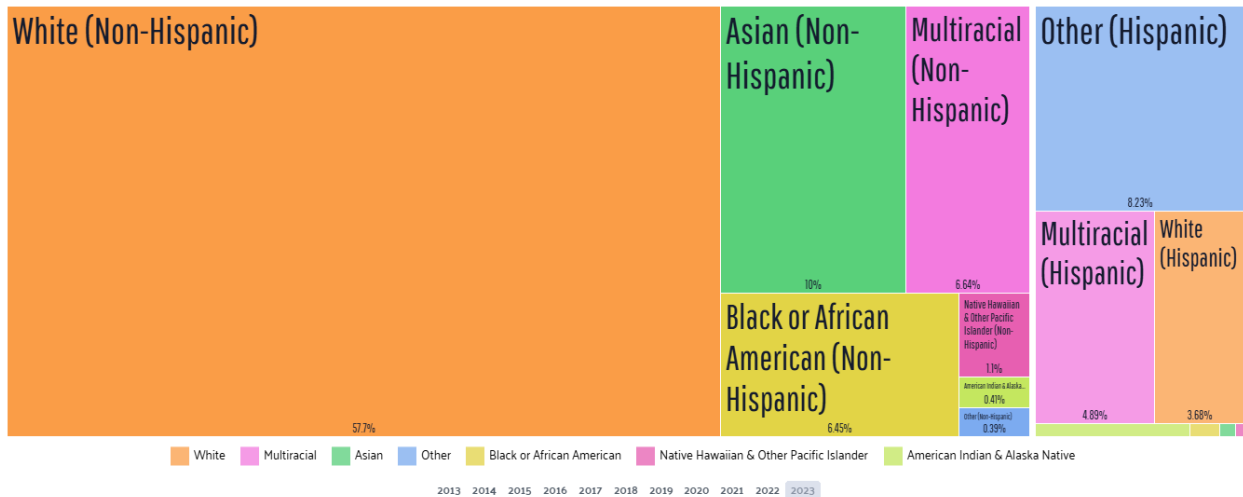
Age and Sex Demographic Trends: Age Characteristics

Overall, the City and State of Washington age profiles are similar, with the majority of residents between the ages of 15 and 64 (69 percent). Seniors aged 65 and over make up 14 percent of the population and youth under the age of 15 make up 16 percent of the population. The proportion of male and female populations by age group are relatively similar for those under 65, with a slightly higher percentage of female seniors (8 percent and 6 percent, respectively, of the citywide population). The median age of Everett residents is about 38 years.

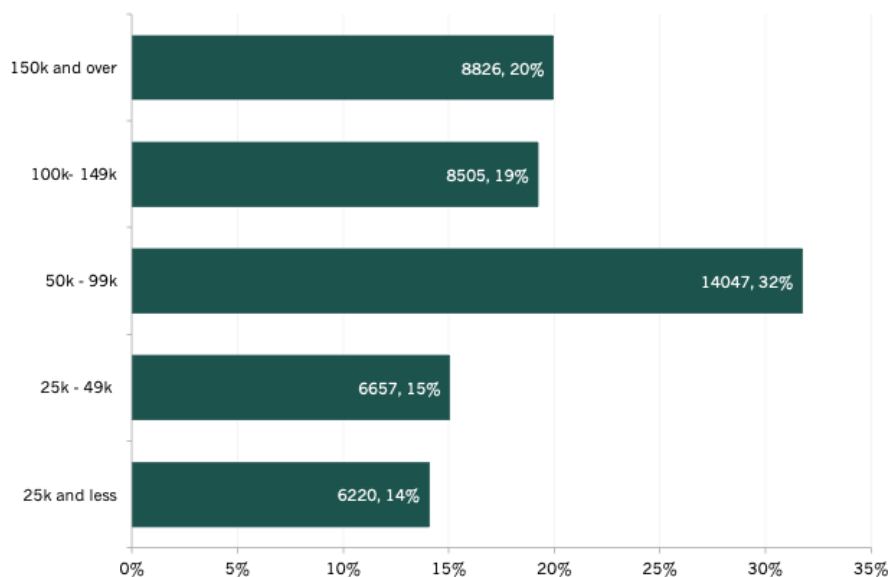
Approximately 21% of the population of Everett is foreign-born. This is reflected in the primary languages of the students in both the school districts serving the city. In the Everett School District¹, there are more than 83 different languages spoken by students as their primary language. For Mukilteo School District², there are 117 languages spoken by students. In both districts, Spanish is the second most common language after English. The chart below depicts the number of nationalities that are integral to the fabric of the Everett community.

¹ [Everett Public Schools data](#), 2018.

² [Mukilteo School District presentation](#) to City of Mukilteo DEI Commission, May 2024.



Everett had 46,726 occupied households with an average size of 2.97. Family households – those with two or more persons residing together and related by birth, marriage, or adoption – comprise 40 percent of households, which is the same as state; and 18 percent of households have school-aged children. Approximately 60 percent are one or two person households. The median household income for Everett residents is \$81,502, more than \$10,000 per year lower than the statewide median income of \$94,605.



Household Income Distribution, US Census, ACS

Who will live in Everett in 2044

It is anticipated that by 2044, there will be 179,200 residents in Everett. That is an increase of 65,000 people. If current trends continue, there will be more people over 65 and fewer children living in the

city. The population will become more diverse, as will the Puget Sound region. This impacts how the City plans for the future needs of the residents.

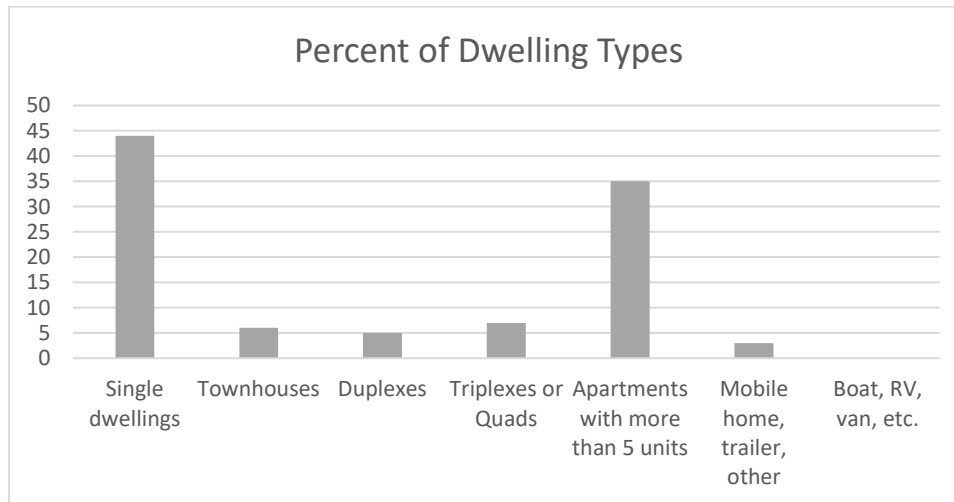
Housing:

Where do we live

In 2023 there are 49,000 dwelling units in the city. Housing ranges from a standalone house to large multi-resident buildings. The table below shows the number of each type of home found in Everett.

Types of housing

Housing in Everett ranges from a standalone single house to larger multi-resident buildings. The table below shows the percent of each type of home that are found in Everett.



Housing Structure Type & Number of Units

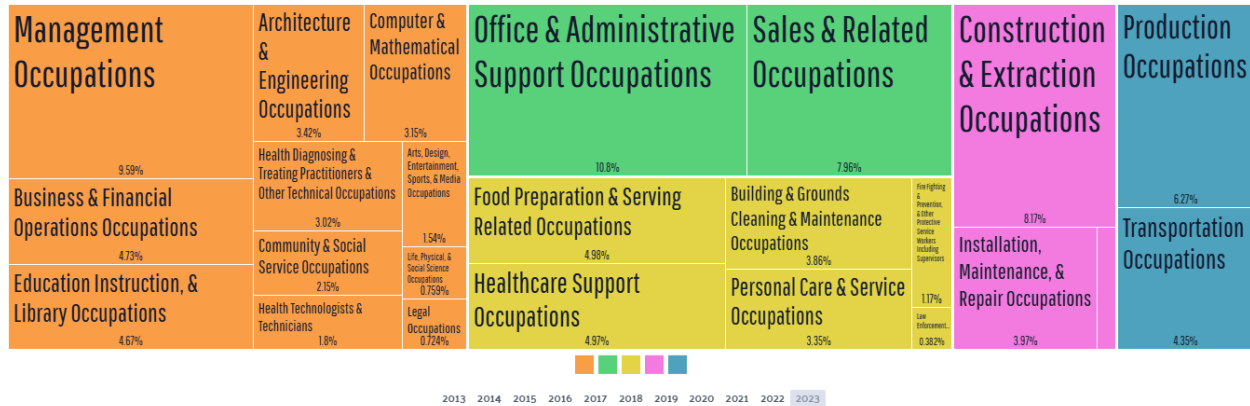
To provide dwellings for the residents will require more homes that do not take up as much area as single standalone dwellings. In the housing section there are goals and policies to meet the needs of the city in 2044.

Economy:

What we do and make

Since its founding Everett has used local resources, such as timber to manufacture shingles and other wood products. This manufacturing heritage continues with the city's largest employer, Boeing, which builds aircraft. It is the center of the aerospace industry and advanced technology manufacturing businesses. The local economy also includes a wide variety of service, education, and healthcare providers, maritime industries and small businesses.

The data in this section describes provides a foundation for the Economic Development element and is a brief synopsis of the information.



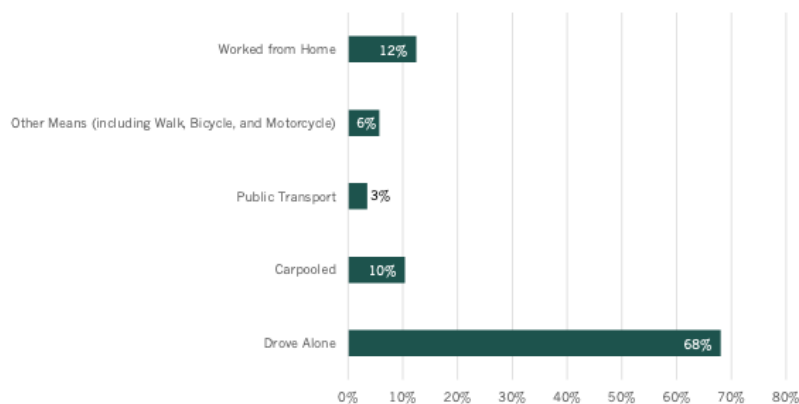
Transportation:

How we get around

In Everett, people get around the city by car, bus, bike, or on other wheels, and walking. Knowing how people get from one place to another, provides valuable information for making streets safe and providing for roads and sidewalks to meet all user needs.

The information in this section provides some background for the Transportation Element.

Exhibit 2. Commuting Modes of Residents in the City of Everett, 2023



Source: 2019-2023 American Community Survey 5-Year Estimates

On weekday mornings and afternoons, Everett's roads are busy with employees going to and from work. How they get to their jobs, has an impact on traffic and provides information on how to best plan for future transportation systems, such as bus routes and light rail.

Table 03. Commute to Work Modes in Everett

	2011	2022	Change (%)
Vehicle	88.6%	79.2%	-9.4
Transit	6.2%	3.9%	-2.3
Walk	3.7%	4.4%	+0.7
Bike	0.5%	0.6%	+0.1
Other	0.9%	0.9%	No change
Work from home		10.9%	+10.9

Most Everett residents live within .5 miles of high-capacity transit service. There are several transit providers who serve the city.

Provider	Service
Everett Transit	Operates local fixed-route and paratransit services seven days a week, including most holidays, within the City of Everett. Connects to a variety of regional transportation options.
Community Transit	Operates local bus, paratransit, and van pool services for Snohomish County communities. In Everett it connects riders with bus rapid transit and routes to adjacent cities.
Sound Transit	Operates the Sounder trains from Everett Station to Seattle and Tacoma on weekdays and daily regional express bus service to Lynnwood and Bellevue.
Skagit Transit	Operates the Skagit Snohomish Connector linking Everett to Mount Vernon and Burlington daily.
Island Transit	Operates a route from Everett to Camano Island on weekdays.

On most days there are 68,500 trips made walking and 8,100 made by bicycle. The walk and bike trips represent any trip with an origin or destination within the City of Everett. (source: PSRC)

This is quite small when compared to the miles traveled by car by Everett households. As of 2018, 1,490,000 miles were traveled in vehicles by all households each day. That averaged to 33.7 miles traveled per household. At the time there were 44,159 households in the city. (source: PSRC)

Urban Form Element

Vision: Everett is walkable, livable, safe and plans for and encourages development downtown and in centers along transportation corridors, while enhancing its natural environment.

Element Scope: Urban form is about how the city decides where to permit different land uses and buildings for those uses, such as housing, businesses, manufacturing, and other industrial activities. It is the description of the overall development pattern and area character to inform future investments and development, while protecting the environment.

The built and natural areas

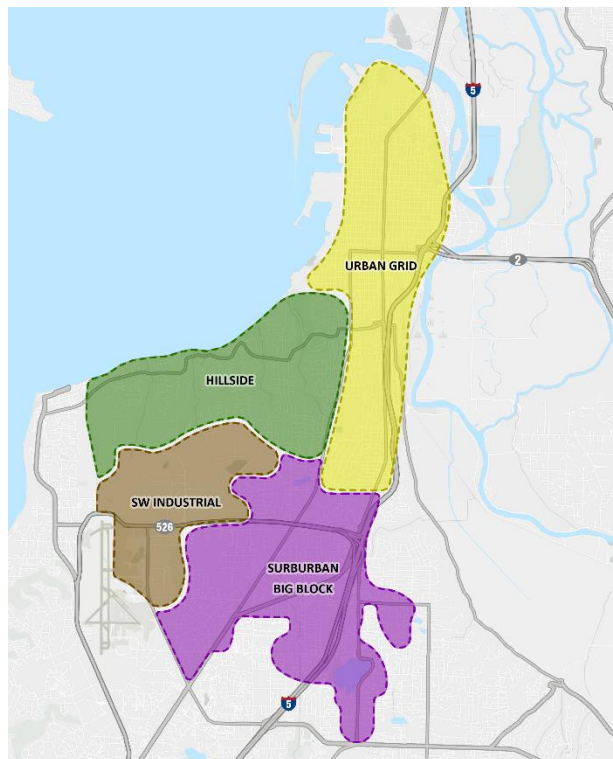
The City of Everett, almost 50 square miles in area, is situated at the mouth of the Snohomish River and Port Gardner Bay in the Puget Sound. The city has varied topography that ranges from saltwater beaches, rolling hills and rich river bottom farmland in the east with views of forest and alpine wilderness in the Cascade mountains farther to the east.

At the intersection of the two water bodies and the peninsula the city developed. There is a long rich history of both human and ecological activity, from a Native American fishing village to a frontier town with a deep-water port supporting regional commerce and a vision of becoming a model industrial city.

For more than 100 years, Everett was planned and developed into a city that is the regional center of Snohomish County. It is bounded by the Tulalip lands and the City of Marysville to the north, unincorporated Snohomish County to the east and south, and the City of Mukilteo and Puget Sound to the west. In 2023, the population was 114,200 and there were 90,117 people employed in the city.

To meet the needs of residents and businesses, land was designated and developed for a multitude of uses.

From its incorporation in 1893, Everett was a planned city with a defined grid development pattern. As the city continued to grow, the grid development pattern was extended along the central spine south to 75th Street. The western hillsides developed with irregular streets shaped by the slopes, ravines, and other natural features. Most of the southern half of the city was developed in the late-20th century suburban style of large arterials and low-density residential



subdivisions with limited connections and spotty pedestrian and bicycle facilities. The southwestern corner of the city is a large industrial manufacturing area centered around the 99-acre Boeing plant and Paine Field Airport.

Everett's location at the mouth of the Snohomish River Valley and along the tidal waters of Port Gardner Bay provides a multitude of ecologically, economically, and aesthetically valuable natural resources and ecosystem services. The river, streams, aquifers, and floodplains convey and store water and provide critical habitat for native fish and aquatic species. Natural areas and vegetation clean and cool Everett's air and water, soak up rainwater and provide wildlife habitat. The deep waters of Port Gardner Bay support trade, commerce, and sea life. Many of these resources also trap carbon and reduce urban heat island effects. These natural resources are key contributors to Everett's identity, economy, reputation, and sense of place.

The City is committed to restoring and maintaining a high-quality environment; however, many of Everett's natural resources have been lost over time or are currently at risk. Development increases stormwater runoff which in turn erodes stream channels and pollutes waterways making them unable to support healthy habitat.

The City's land use plans and investments were, and will continue to be, instrumental in helping to guide and understand effective approaches to preserving natural resources.

Our City

Everett is planning for an increase of 65,000 residents for a total population to 179,200 in 2044. To accommodate the new residents, 36,500 dwellings will be needed. The urban form of the city will require change to meet the future growth. While planning the urban form of the city, the well-being and health of the community must be at the forefront of the planning process.

Everett's urban form policies support a sustainable growth strategy consistent with the city's vision for the future and its role as a Metropolitan City in the regional growth strategy of Vision 2050.

The growth strategy for Everett:

- Directs most of the growth to Downtown, along Broadway and Evergreen Way and Everett Mall Way and at high-capacity transit station areas. These areas are served by a range of transportation options and are ripe for commercial and residential mixed-use development.
- Supports the health and vitality of residential neighborhoods by planning for small local businesses, such as cafés or corner stores.
- Allows a wider range of housing types to support people in many different types of households and at all stages in life.

Everett works to meet the requirements of the Growth Management Act.

Downtown

Downtown Everett, together with adjacent districts also known as Metro Everett, is the historic, commercial, and civic core of Snohomish County. It is a mixed-use center with shops, restaurants, residences, and offices. Many arts, cultural, and sports organizations are located here.

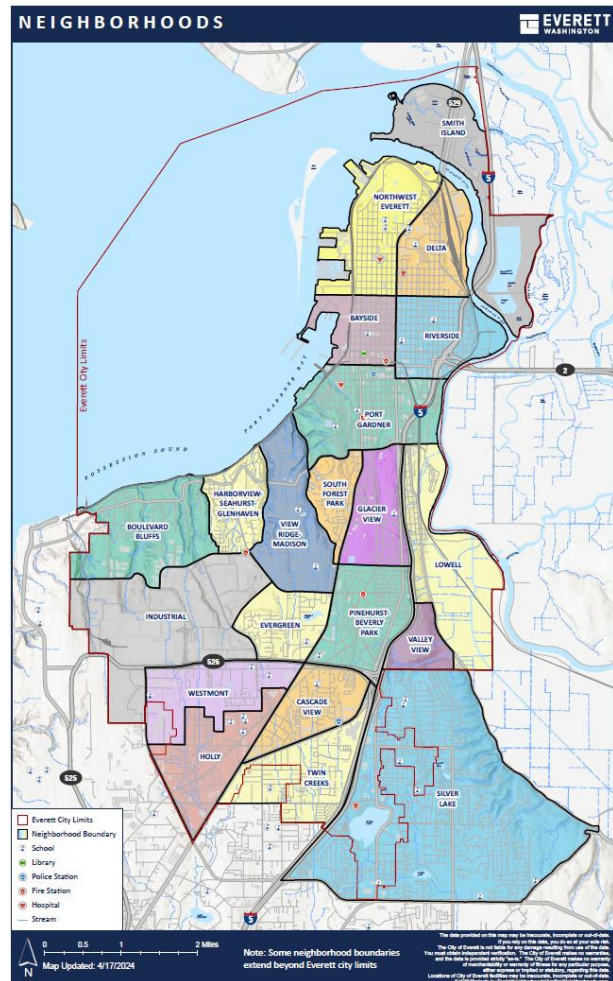
Designated as a Regional Growth Center by Puget Sound Regional Council, downtown is recognized for its existing role and future focal point for significant growth for jobs, housing, and high-quality transit services. The plan for future development is described in the Metro Everett Plan. Everett 2044 expands the opportunities for growth with the opportunity to build taller buildings.

Metro Everett Plan (amended January 2020)

This subarea plan details opportunities for light rail extension to Everett, new housing, and proposed policies and land use regulations.

Neighborhoods

Everett has 19 neighborhoods, each well known for their distinctive character that draws in residents and business owners. The neighborhoods vary from historic and traditional residential communities to mixed use areas to newer suburban subdivisions. This plan seeks to build on the strength and character of the neighborhoods as the city grows in population and density.

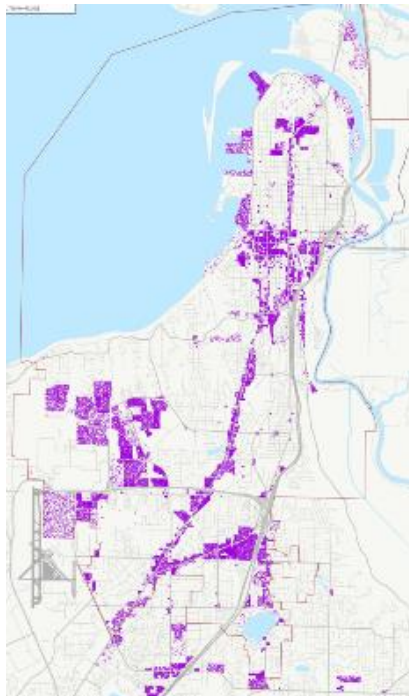


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Employment Areas

Employment is clustered around the city in:

- Downtown,
- Harbor and Snohomish River waterfronts,
- North Everett,
- Everett Mall area,



- SW Everett/Paine Field Manufacturing/Industrial Center, and the
- Major arterial corridors.

Each of these areas contribute to the economic growth and vitality of the city and impact its urban form.

The Southwest Manufacturing Industrial Center (MIC) is a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue for local governments, and offers higher than average wages. It is anticipated that by 2037, there will be a Sound Transit light rail station serving the employees and employers.

Everett's Shoreline

Everett's is located at the mouth of the Snohomish River and Port Gardner Bay in Puget Sound. This intersection of the two water bodies has a long, rich history of both human and ecological activity, from a Native American fishing village to the Port of Everett's deep-water port supporting industrial, commercial, agricultural,

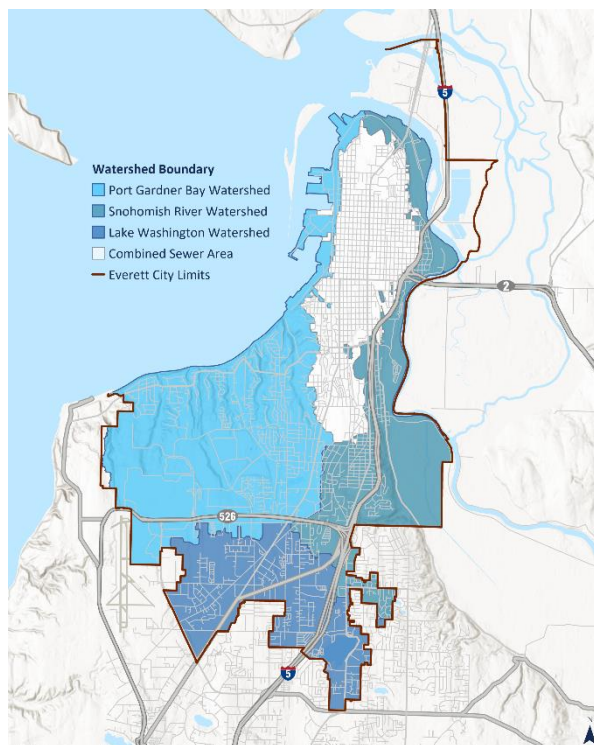
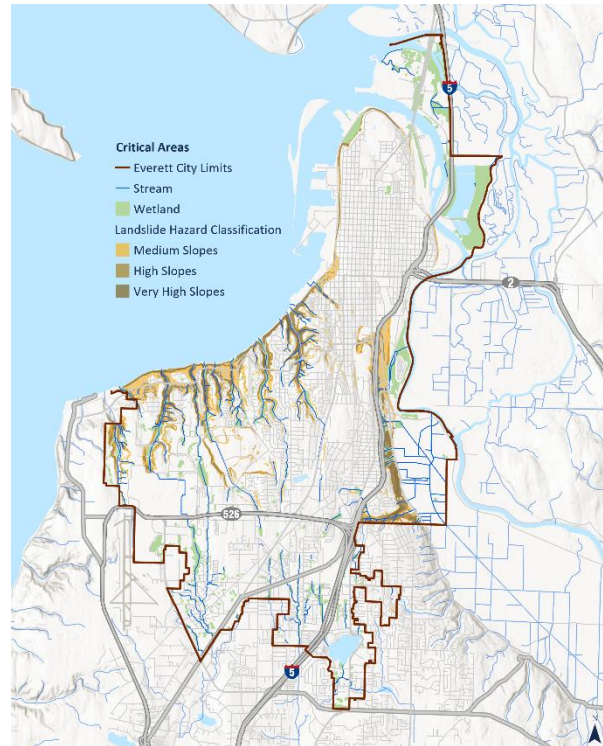
recreational, and military uses, including Naval Station Everett. The shoreline activities continue to change and expand in variety. Waterfront and riverfront redevelopment currently includes mixed use projects that offer a range of commercial services and housing where people can live, work, and enjoy a waterfront setting with outstanding views, access to the water's edge, and opportunities to learn about the cultural heritage of Port Gardner Bay. The land use and activities permitted along Everett's shorelines are controlled by the adopted October 2019, Shoreline Master Program.

Natural environment

The City of Everett's natural topography and water features, along with the majestic mountain views in all directions, contribute to its overall aesthetic quality and desirability as a place to live, visit, conduct business, and recreate. Many of the natural areas are culturally significant to the Tulalip Tribes and are protected by the 1855 Treaty of Point Elliott.

Many components of Everett's natural environment are integral ecosystems that are sensitive to the impacts of urban development or pose hazards to the community if developed. These resources are defined as "critical areas", and are comprised of aquatic features, geologic landforms, plants, and animal life.

Ravines, bluffs, hillsides, and steeply sloping areas are landforms that provide topographic variety and create some spectacular views. These same wooded steep slopes and ravines provide open space and



wildlife habitat. The plants and trees found in these areas contribute to slope and soil stability and filter pollutants from stormwater runoff. Riparian corridors adjacent to streams provide shade, filter sediment and pollutants, and provide nutrients. These areas are habitat for riparian wildlife and connect wildlife travel corridors linking isolated patches of open space.

Everett waterways and stormwater make its way to Lake Washington, Snohomish River, and Port Gardner Bay. Protecting these important waters from pollutants and ensuring that each of the streams and groundwater going into them are protected is important for the restoration of salmon and other aquatic species restoration.

Planning for the future

The city's urban form plan balances growth with protecting natural resources and watershed health.

Everett is a city of neighborhoods connected by transportation networks. The form of these neighborhoods is defined by the land uses, topography, and access to natural areas. The attractiveness of these neighborhoods to existing and new residents is impacted by housing choices and the proximity of convenient services, schools, parks, and other destinations. Having good access and connections are also important, including transit, safe streets, trails, and other public spaces.

The residential areas of the city will welcome new neighbors with options for the development of middle housing in most neighborhoods across the city.

The Comprehensive Plan proposes to use new growth to help expand access to employment and great neighborhoods. The Plan guides growth to centers and corridors. Growing up and not out supports the clustering destinations and makes access by transit, walking, and rolling more practical and desirable. In turn, this helps reduce the amount of driving needed to access work and services.

Middle Housing is a range of housing types that are designed to be compatible with single-family neighborhoods and may include duplexes up to sixplexes, townhouses, courtyard apartments, and cottage houses.

Focusing growth and investments in centers and along corridors also makes good use of existing infrastructure capacity and encourages efficiency in new infrastructure investments such as parks, streets, sidewalks, transit routes, water distribution, sewer collection, and stormwater treatment.

While future growth will be focused in centers and along corridors, it is vital that the natural environment is preserved and enhanced. This can be and should be accomplished by designing buildings and spaces that put people first and limit the impact on the environment are fundamental to creating a sustainable city.

Mixed-Use Centers

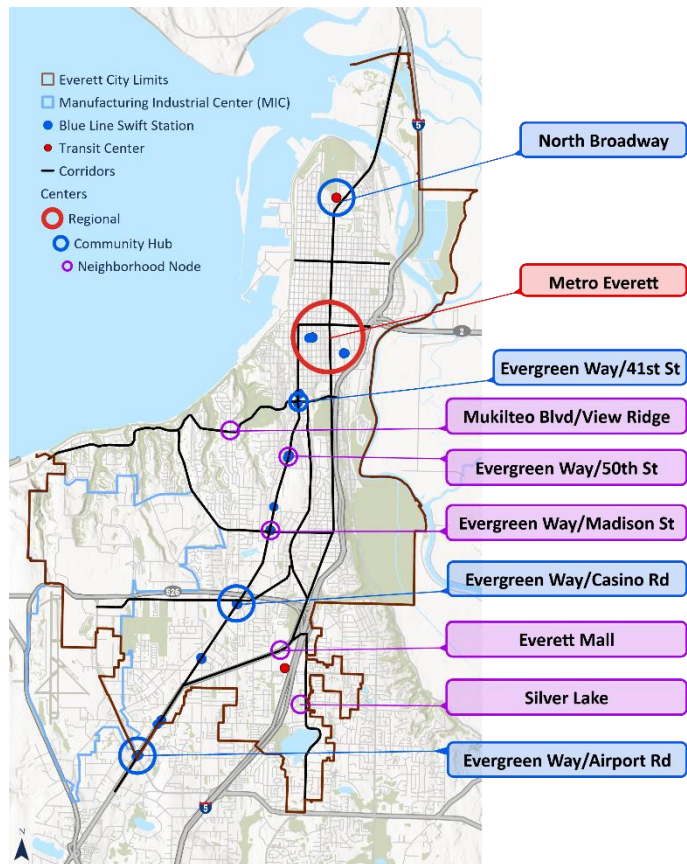
Mixed-Use Centers (Centers) are compact and pedestrian-oriented urban places. They are connected to public transit and active transportation networks. They anchor complete neighborhoods with retail stores and businesses (grocery stores, restaurants, markets, shops, etc.), civic amenities (libraries, schools, community centers, places of worship, etc.), housing options, health clinics, daycare centers, employment centers, parks, or other public gathering places.

Centers will be the primary areas for growth and change in Everett over the next 20 years. Focusing new growth in centers helps achieve goals of having more people live in complete neighborhoods, use public transit and active transportation — walking, biking, and rolling — to commute to work and complete errands, and it will help mitigate and prepare for the effects of climate change. Clustering destinations

and housing within compact, walkable centers makes access by transit, walking, wheelchair, and bicycle more practical and reduces the amount of driving needed to access services, reducing the impact on roadways, reducing congestion, and helps in facilitating freight movement.

Centers range in scale from downtown Metro Everett with tall buildings to small neighborhood centers, providing local access to services and allowing residents across the city to live a healthy, active lifestyle. Neighborhood business districts and the commercial services they provide are the foundation of many centers, but centers, particularly larger centers, will also become a focus for public services, gathering places, and housing growth. In and around all centers, there will be change as areas urbanize and new services, shops and housing are developed.

The Urban Form element identifies three types of centers that vary in size, scale, service area, local versus regional role, and density of residents and businesses. The centers are shown on the urban framework map. The three types of mixed-use centers are in the table below. The community hubs and neighborhood nodes will be reviewed and delineated as part of future planning action.



Metropolitan Center (Regional Growth Center)	Community Hubs (Countywide Growth Centers)	Neighborhood Nodes (local retail centers)
Metro Everett	North Broadway Evergreen Way/Casino Rd Evergreen Way/41 st St Evergreen Way/Airport Rd	Mukilteo Blvd/View Ridge Evergreen Way/50 th St Evergreen Way/Madison Everett Mall Silver Lake



Metro Everett

Metro Everett, the downtown regional growth center, is slated to be the highest concentration of urban growth for the city. It is the focal point for the city, the center of government, cultural, office, transportation, and other activities with a variety of day and night activities that attracts visitors from across the city and region. It has the capacity to accommodate 22,000 people in 13,000 dwelling units, and 25,000 jobs by 2044.

The Interstate-5 and major arterials provide access, and the center has both local and regional transit connections. Larger, often historic, buildings fronting on the sidewalk characterize the area. Pedestrian orientation is high and consideration for pedestrians is paramount. The Downtown zoning districts are the most intensive in the city, allowing development heights from 25 floors in the downtown residential areas to 400 feet in the downtown commercial core. The Metro Everett subarea plan was amended in 2020 in accordance with the Growing Transit Communities Compact and remains in effect.

Community Hubs

Community Hubs are centers that provide the city and region with educational, healthcare, employment, and community services. Community hubs are anchored by transit. Development of high-rise buildings is anticipated within the core of Community Hubs with townhomes and stacked flats at the edges. Overall, residential densities will vary depending on the characteristics of the center, location within the community and other factors. Community Hubs will be served by transit to promote easy and reliable access.

North Everett Community Hub will be centered by Everett Community College, Washington State University Everett, Providence Regional Medical Center. The hub will be served by Community Transit's Swift Gold bus rapid transit line in 2031.

41st Street Community Hub is located around the nexus of Rucker, Colby, and 41st. The area is home to Optum Health Clinic, Safeway grocery store, and a variety of retail and other services.

Casino Road Community Hub will be centered with the proposed Sound Transit light rail station. It is anticipated that the area will be served by light rail in 2037. The development around the hub will be detailed in a transit-oriented development subarea plan, providing a variety of housing, commercial and service uses.

Subarea Plans are detailed plans prepared for a smaller geographic area within a community. The areas can encompass neighborhoods, corridors, downtowns, or other types of special districts that show cohesive characteristics. The timeline for future subarea plans will be listed in the proposed actions for the Urban Form Element.

Neighborhood Nodes

Neighborhood Nodes are smaller, sometimes village-like centers that include a mixture of medium density commercial and residential buildings. Because these centers are smaller than Community Hubs, there are more of them citywide. Development in Neighborhood Nodes is generally intended to be less

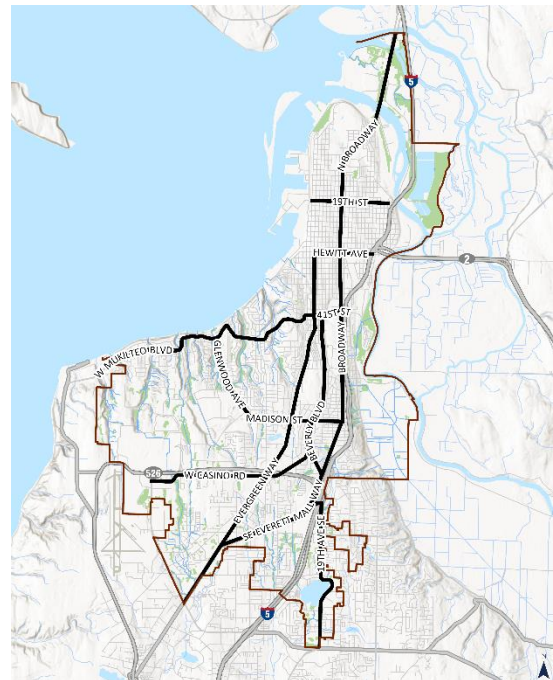
intensive or low-rise in scale, although larger scale can be appropriate in locations close to high-capacity transit stations or near the Central City.

Employment Areas

Everett is providing for employment in Metro Everett, the Community Hubs, Neighborhood Nodes with the designation of these areas as mixed-use zoning. The City will continue to support the growth and development of The Southwest Manufacturing Industrial Center (MIC) and the industrial areas of the Port of Everett, Riverside and Smith Island. The North Everett campuses of Providence Everett Hospital, Everett Community College and Washington State University are valuable employment centers to the city and the region. The land use plan provides for more than 7650 acres for employment, sufficient for 67,340 additional jobs.

Corridors

Corridors, like centers, are areas where Everett will grow and change over the next 20 years. They are busy, active streets with redevelopment potential. They are close to neighborhoods and are places with transit, stores, housing, and employers. They need to be planned, designed, and improved to be places that benefit and become successful additions to surrounding neighborhoods. The largest places of focused activity and density along these corridors are designated as centers. Corridors are not intended to be long commercial strips or a single land use pattern, but to achieve a range of land use types and densities that vary along the corridor.



The Transportation Element and implementing plans establish a transportation hierarchy for the system as well as for individual corridors, the following policies direct the design of corridors to consider the direct integration of land use and transportation and the role of public rights-of-way in creating interesting, vibrant, and unique places. Along the corridors, the designated mixed-use centers should have the highest degree of design quality and amenities for pedestrians, residents, and retail use. As development occurs in centers or on large parcels of land the street pattern needs to connect to corridors and adjacent neighborhoods.

Urban Corridors

Urban Corridors are the city's busiest, widest, and most prominent streets (Evergreen Way, Broadway, Everett Mall Way, 19th Ave SE). They provide vital connections among centers, the rest of the city, and the region. They support the movement of people and goods across the city, with high levels of traffic and pedestrian activity. Major Corridors provide opportunities for growth and transit-supportive densities of housing, commerce, and employment. Development along corridors is intended to be up to

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high-rise in scale, with lower scale generally more appropriate in locations far from the downtown or transit stations. High-rise development typically ranges up to 15 stories.

Trees and high-quality landscaping enhance Urban Corridors and offset the impacts of their large, paved areas. These corridors exemplify the benefits of green infrastructure and low impact development by cleaning and soaking up stormwater runoff and minimizing urban heat island effects, while also being enjoyable places to live, work, and gather. Urban corridors are safe for all types of transportation. Urban Corridors policies apply to the roadway, the public realm of the street, and the buildings that line the street.

Neighborhood Connectors

Neighborhood Connectors are narrower main streets that connect neighborhoods with each other and to other parts of the city. They have transportation, land use, and design functions that are important at a neighborhood or district level. They support neighborhood business districts and provide housing opportunities close to local services, amenities, and transit lines. They are streets that include a mix of commercial and higher-density housing development. This policy is intended to balance the important transportation functions of Neighborhood Connectors with their roles in supporting the viability of business districts and residential livability.

Freight Corridors

Freight Corridors are the primary routes into and through the city that supports Everett as a west coast hub and a gateway for international and domestic trade. While the forms of these streets are not expected to change significantly, they are integral to the growth of traded sector businesses such as manufacturing, warehousing, and distribution industries.

Policies related to freight are provided in the Transportation, Economic Development, Marine Port elements.

Bicycle Routes

Bicycle boulevards/lanes are low speed, lower volume streets with designated bike lanes to allow bicyclists to share the road more comfortably with motor vehicles. Bicycle facilities are indicated on these streets by sign and pavement markings, including sharrows. These facilities are appropriate for users of all ages and abilities. For additional policies on designated Bicycle Boulevards, Lanes, and Trails see the Everett Bicycle Master Plan and the Transportation Element.

Open Space Corridors

Open Space Corridors are natural areas that provide safe, healthy places for resident and migratory fish and wildlife species that live in and move through the city. Maintaining diverse, connected habitat corridors will help fish and wildlife adapt to continued human population growth, development, and climate change. Open Space Corridors also benefit residents by keeping air and water clean and cool, reducing the risks from landslides and flooding, and providing places for people to play, learn and experience nature. Open Space Corridors encompass the city's valuable and distinctive natural

features—ravines, streams and sloughs, wetlands, and large forested areas, such as Pigeon Creek No. 1, Narbeck Wetlands, and the Snohomish River valley. Other undeveloped green spaces along transportation routes often serve as habitat corridors for wildlife.

Design with Nature for Sustainability

Everett's quality of life depends on maintaining clean air, water, soil, and healthy environment overall. Although over time, much of Everett's natural environment was converted to urban use, there are still many critical areas that are only slightly or moderately disturbed. Many of the remaining undeveloped areas of the city are located on hillsides or in ravines where steep slopes and unstable soils have discouraged development.

The City strives to provide a sustainable urban environment while protecting the natural environment, to maintain clean air, water, and habitat for fish and wildlife. Limiting development near or prohibiting development in critical areas enhances natural ecosystems, protects water quality, provides plant and animal habitat, and contributes to community health and property values. The location of critical areas within the broader landscape is an important characteristic which determines its function and value.

Maintaining green spaces with healthy trees and other vegetation increases community resilience to some adverse impacts of climate change by slowing, filtering, and storing rainfall, thereby delaying stormwater runoff, and reducing erosion and flooding. Vegetated areas provide shade and reduce temperatures from summer solar heat and ultraviolet (UV) exposure. Increasing tree canopy cover is important throughout the city with a specific priority for deficient areas.

Hazard resilient design

Many of the landforms in Everett pose risks to public safety, life, and property, if developed or allowed to be improperly developed. Lands susceptible to erosion hazard, landslide hazard, and seismic hazard are designated geologically hazardous areas. The primary geological elements and hazards of concern in Everett are landslide hazards, erosion hazards, and soil liquefaction. Development in areas potentially hazardous to life and property, such as floodplains and landslide hazard areas can create liability upon the taxpayers, public services, and financial resources of the City.

Development adjacent to heavily wooded areas are wildland urban interface zones and may be at risk for wildfires with the drier, warmer, and longer summers. The streets and developments with only a single access are designated neighborhood residential constrained to limit the number of homes being exposed to potential risk, until a second access can be provided.

Caring for the natural environment

One of the significant impacts of urbanization is habitat fragmentation, which results in decreasing biodiversity. Innovative land use development tools which concentrate and cluster development on the areas of a site away from critical areas and their buffers can help maintain existing critical areas and connections between these areas and reduce continued fragmentation of natural systems. Low impact

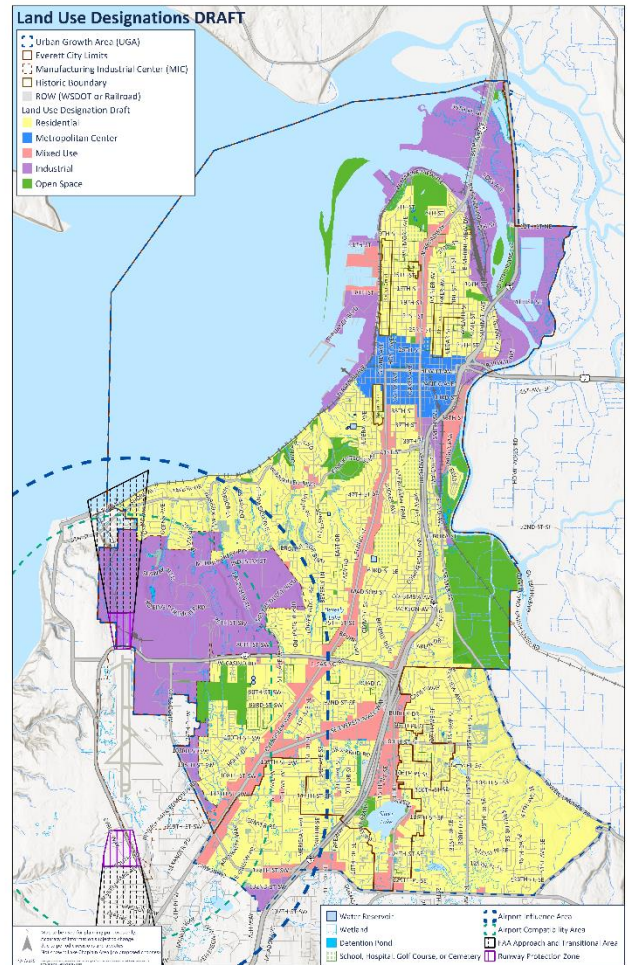
development methodologies such as use of pervious surface, clustering, etc. can also reduce the impacts of necessary urban development.

Land Use Designations

The Future Land Use Map illustrates the City's intended future land use pattern through the geographic distribution of residential and commercial areas, the designation of mixed-use and manufacturing/industrial centers, as well as shoreline and residential designations. This land use distribution was a result of analysis of the urban form policies, existing land use and zoning, development trends, anticipated land use needs and desirable growth and development goals. Various types of zoning and land use may be permitted within each of the designations. The map is to be used in conjunction with the adopted policies of the Comprehensive Plan for any land use decision.

The land use designations are established by adoption of the Comprehensive Plan and amendments thereof. The Future Land Use Map is the official land use map of the city and is maintained by the Planning Department in an electronic format to facilitate its accurate use and implementation.

The Future Land Use Map and the designations in the table below provide a basis for applying zoning districts and for making land use decisions. Policies should be considered and interpreted in accordance with the geographic characteristics of the mapped areas. It depicts the relationship between the land use designations and zoning classifications, as well as sample illustrations.



Comprehensive Plan Future Land Use Designations and Proposed Zoning			
Residential	Neighborhood Residential – Constrained	The purpose is to provide for housing and complementary uses at a lower urban residential scale in areas that have limited access and adjacent to wooded areas.	Corresponding Zoning: NR-C

Comprehensive Plan Future Land Use Designations and Proposed Zoning			
	Neighborhood Residential	The purpose is to provide for housing and complementary uses at a lower urban residential scale and density, permitting middle housing.	Corresponding Zoning: NR
	Urban Residential – 4	The purpose is to provide for housing up to 4 stories in height and complementary uses at a mid-rise urban residential scale and density, permitting middle housing.	Corresponding Zoning: UR4
	Urban Residential – 7	The purpose is to provide for housing up to 7 stories in height and complementary uses at a mid-rise urban residential scale and density, permitting middle housing.	Corresponding Zoning: UR7
	Urban Residential – 15	The purpose is to provide for housing up to 15 stories in height and complementary uses at a mid-rise urban residential scale and density, permitting middle housing.	Corresponding Zoning: UR15
Mixed Use	Lowrise Residential Mixed Use	The purpose is to provide primarily housing with a mix of retail, service, office and uses that complement housing at a low scale up to 4-floors and density.	Corresponding Zoning: MU4
	Midrise Residential Mixed Use	The purpose is to provide primarily housing with a mix of retail, service, office and uses that compliment with	Corresponding Zoning: MU7

Comprehensive Plan Future Land Use Designations and Proposed Zoning			
		a focus on housing at middle scale up to 7 floors and density.	
	Highrise Residential Mixed Use	The purpose is to provide an area for a mix of housing, retail, service, office, and complementary uses at the highest scale up to 25 floors and density.	Corresponding Zoning: MU15
Industrial	Light Industrial-Mixed Use	The purpose is to provide for primarily light industry with a mix of retail and office uses. Residential uses are permitted in Metro Everett only.	Corresponding Zoning: LI-MU
	Light Industry	The purpose is to provide for light industry.	Corresponding Zoning: LI
	Heavy Industry	The purpose is to provide for heavy industry.	Corresponding Zoning: HI
Parks & Open Space	Parks and Open Space	The purpose is to provide for the conservation and enhancement of open, natural, and improved areas valuable for their environmental, recreational, green infrastructure and scenic character and the benefits they provide.	Corresponding Zoning: P-OS, All zones
Resource Lands	Agriculture	The purpose is to provide for agriculture.	Corresponding Zoning: AG

Comprehensive Plan Future Land Use Designations and Proposed Zoning			
	Watershed Resource Management	The purpose is to manage the uses on land dedicated to providing a safe and adequate water supply.	Corresponding Zoning: WRM

Goals

Goal UF-1: Everett is designed for people: Everett’s built environment is designed to serve the needs and aspirations of all, promoting prosperity, health, equity, and resiliency.

Goal UF-2: Everett is an integrated city of residential, mixed use, commercial, industrial, public facilities, open space, and natural habitats.

Goal UF-3: Metro Everett is a carefully designed, attractive, bustling, and diverse metropolitan center that attracts a wide variety of businesses, services, housing, civic and cultural institutions, and people.

Goal UF-4: Everett is a city of neighborhoods that are healthy, equitable, and sustainable concentrations of commercial and public services, housing, employment, gathering places, and green spaces.

Goal UF-5: Ensure the continued growth and vitality of Everett’s employment areas.

Goal UF-6: Natural areas and wildlife habitats are protected and restored, supporting salmon recovery, protecting people and property, and providing opportunities for people to experience nature in the city.

Goal UF-7: Critical areas are preserved to promote and protect public health, safety, welfare, and environment.

Goal UF-8: The land, waters, and shorelines significant to the Tulalip tribal culture are protected in support of enduring their traditions and in accordance with the 1855 Treaty of Point Elliott.

Policies

Land Use Strategy and Management

- UF-1 Guide development and infrastructure investment to accommodate growth and promote an equitable, welcoming, connected, and sustainable city.
- UF-2 Determine, implement, and maintain Comprehensive Plan land use designations through zoning designations and target densities shown in *Table X, Comprehensive Plan Land Use Designations and Corresponding Zoning* to accommodate planned population and employment growth.
- UF-3 Maintain land capacity for various housing types, including government-assisted housing, moderate to extremely low-income housing, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing and shelters, permanent supportive housing, and duplexes, triplexes, and townhomes within the urban growth area.
- UF-4 Implement compact urban form development, sustainable building development practices, green infrastructure, low impact development, and active transportation systems to reduce greenhouse gas emissions, reduce natural hazard risks and impacts, and improve resilience to the effects of climate change.

- UF-5 Direct most of Everett’s growth and change to designated centers (Metro Everett Regional Growth Center, SW Everett Manufacturing/Industrial Center, Community Hubs, Neighborhood Nodes), transportation corridors, and transit station areas, allowing the continuation of the scale and characteristics of the city’s residential neighborhoods.
- UF-6 Avoid negative impacts on the neighborhoods and current residents, particularly under-served communities and other vulnerable populations and make appropriate investments in areas with deficient infrastructure and services.
- UF-7 Provide strategic investments and incentives to promote infill, redevelopment, and intensification of scarce urban land while protecting the natural environment.

Residential Neighborhoods

- UF-8 Create walkable, livable neighborhoods with access to essential services and amenities.
- UF-9 Provide opportunities for small-scale commercial, and community uses within residential neighborhoods on corner lots or in existing commercial buildings; regulate such neighborhood commercial uses with development standards to ensure compatibility with neighbors.
- UF-10 Ensure that neighborhoods include green and open spaces.
- UF-11 Provide and improve connections between residential areas and neighboring centers to integrate communities with commercial areas and amenities.

Centers

- UF-12 Prioritize public investments to support mixed use and manufacturing/industrial centers.
- UF-13 Plan for and support development of mixed-use centers across the city, including the Metro Everett Regional Growth Center, Community Hubs, and Neighborhood Nodes.

Metropolitan Center (Regional Growth Center)	Community Hubs (Countywide Growth Centers)	Neighborhood Nodes (local centers)
Metro Everett	North Broadway Evergreen Way/Casino Evergreen Way/41 st	View Ridge Center Everett Mall Evergreen Way/50 th Evergreen Way/Madison Silver Lake

- UF-14 Support strong, vibrant, and complete community hubs and neighborhood nodes through land use, community economic development, and housing, infrastructure, and technology investments.
- UF-15 Prioritize the placement of community services in mixed use centers—such as health clinics, day care centers, senior centers, libraries, and educational facilities.

- UF-16 Expand access to healthy, affordable food by supporting the viability of grocery stores, local markets, eating establishments, and community gardens in community hubs and neighborhood nodes.
- UF-17 Provide for concentrations of development, employment, commercial and community services, and a wide range of housing options within mixed use centers.
- UF-18 Design centers to be compact, safe, attractive, and accessible places, where the street environment makes access by transit, walking, rolling, and mobility devices, safe and inviting for people of all ages and abilities.
- UF-19 Improve centers as multi-modal transportation hubs that optimize access from the broad area of the city they serve and are linked to the region's high-capacity transit system.
- UF-20 Provide small parks or plazas within or near centers to support their roles as places of local activity and gathering spaces.
- UF-21 Connect centers to each other and to other key local regional destinations, such as schools, parks, and employment areas by pedestrian trails and sidewalks, bicycle routes, and frequent and convenient transit.
- UF-22 Prepare and adopt future street plans for centers and adjacent areas that currently have poor street connectivity, especially large parcels identified for redevelopment.
- UF-23 Catalyze growth and investment in Metro Everett and recognize its role as the area's premier center for jobs, services, and civic and cultural institutions that support the entire city and the region.
- UF-24 Encourage the development of a diversity of housing options and services in Metro Everett.
- UF-25 Enhance Metro Everett as the region's multi-modal transportation hub and optimize regional access moving people and goods among key destinations.

Commercial / Campus Institutions / Industrial / Essential Public Facilities

- UF-26 Protect the viability of the airport as an essential public facility and a significant economic resource by prohibiting incompatible land uses.
- UF-27 Protect Naval Station Everett from the development of incompatible land uses on adjacent properties and in the vicinity of this military installation.
- UF-28 Protect the Port of Everett as an essential public facility and a significant economic resource by prohibiting incompatible land uses.
- UF-29 Agricultural land shall be used for farming, farm-related uses, and habitat restoration. None of Everett's agricultural lands are designated agricultural resource lands of long-term commercial significance under the Growth Management Act.
- UF-30 Maintain supplies of employment land that are sufficient to meet the long- and short-term employment growth forecasts, adequate in terms of sizes and types of sites, available and practical for development and intended uses.

- UF-30 Designate mixed use and industrial zones near transit and other public services and amenities to support and concentrate employment and maintain a diverse economy.
- UF-32 Evaluate the land development and transportation needs of Everett’s employment districts when creating and amending land use plans and making infrastructure investments.
- UF-33 Plan for medical, educational, commercial, or industrial campus development that limits impacts on adjacent land uses.
- UF-34 Allow light industrial, and manufacturing uses to be located in mixed use zones and near residential and other sensitive uses when adverse impacts can be mitigated through separation, screening, or other techniques.
- UF-35 Reserve industrial land for industrial uses and those that are highly complementary; prohibit incompatible uses on industrially designated land.
- UF-36 Connect industrial areas to each other, to the Everett Marine Port, and to regional destinations by designated priority freight corridors.
- UF-37 When siting essential public facilities, the city shall consider the project’s needs and goals, along with its compatibility with surrounding land uses and other relevant criteria.

Corridors

- UF-38 Make Everett’s corridors and connectors thriving places for people that support and link Everett’s centers.
- UF-39 Plan streets and adjacent land uses to frame, shape, and activate public spaces of streets.
- UF-40 Establish land use and zoning supporting context-sensitive, well-designed, pedestrian-oriented mid-scale residential development within walking distance of centers, corridors, and transit.
- UF-41 Protect and connect the area’s network of habitat areas and wildlife corridors, streams, parks, and tree canopy.

Street Patterns

- UF-42 Preserve the city’s urban fabric of compact blocks and highly interconnected grid of streets in the urban grid area.
- UF-43 Guide the evolving street and block system in the suburban big block area in ways that build on positive aspects of the area’s large blocks, such as opportunities to establish mid-block open space patterns and create new connections through blocks that make it easier to access community destinations with pedestrian, bicycle, or multi-modal routes.
- UF-44 Plan large site redevelopments into blocks up to 300’ by 600’.

Preserving natural areas and habitats

- UF-45 Collaborate with the Tulalip Tribes to protect significant shorelines and waters integral to tribal cultural practices and treaty resources.

- UF-46 Designate, classify, and regulate protection of the following types of critical areas, consistent with state law and state agency rules: fish and wildlife habitat conservation areas, wetlands, frequently flooded areas, and geologically hazardous areas.
- UF-47 Incorporate Everett’s environmental assets as important resources and components of the City’s infrastructure systems. Utilize the multiple benefits of the City’s ecosystem services, including economic impacts, pollutant reduction potential, carbon sequestration and the reduction of stormwater runoff.
- UF-48 Ensure that the city achieves no-net-loss of ecological functions over time and strive for net ecological gain.
- UF-49 Preserve, enhance, and connect a network of habitat areas and corridors, creeks, shorelines, parks, and tree canopies. Where possible, provide for public access in critical areas and their buffers when these activities provide valuable educational or recreational opportunity and can be designed in a manner that results in no net loss of functions and values.
- UF-50 Use the best available science for managing critical areas and natural resources and allow for updates to code as new information becomes available.
- UF-51 Evaluate a program to retrofit existing roads with water quality and quantity stormwater system improvements to minimize pollution from roadway runoff to natural drainage systems and the waters of Puget Sound.
- UF-52 Maintain, and regularly update when new information becomes available, critical area maps providing general information regarding the location and classification of critical areas in the city.
- UF-53 Development proposals that may impact critical areas or their buffers must include a critical area analysis, report, and impact mitigation plan, prepared by a qualified professional.
- UF-54 Adopt building codes, construction standards, zoning requirements, inspection, monitoring, and enforcement procedures to protect life, property and critical areas functions and values.
- UF-55 Maintain a policy and regulatory approach that encourages net ecological gain and mandates an overall no net loss in functions, values, or area for aquatic resource critical areas.
- UF-56 Prohibit alteration of Category I wetlands; discourage alteration of Category II wetlands; and where wetland impacts are unavoidable, require that impacted functions and values be replaced and compensated for, ideally within the same watershed or sub-drainage basin by using a watershed approach.
- UF-57 Remove non-native invasive plants and noxious weeds from critical areas and associated buffers on City owned and maintained property and encourage removal on private property; revegetate with native species.
- UF-58 Require preparation of biological assessments to assess potential impacts of development on species listed as endangered or threatened and require preparation and implementation of a

habitat management plan when development proposals would result in adverse impacts to fish, and wildlife habitat conservation areas.

- UF-59 Strictly limit the crossing of streams with streets or utilities.
- UF-60 Prohibit creating new fish passage barriers and provide incentives to remove existing artificial barriers. Removal of barriers should consider multi-benefit redesigns, such as facilitating pedestrian and wildlife passage.
- UF-60 Encourage removal of fish barriers to fisheries habitat of watercourses when abutting properties are developed.
- UF-61 Consider correcting the highest priority fish passage barriers to improve the conservation of Endangered Species Act-listed and non-listed salmonid and residential fish populations.
- UF-62 Protect riparian areas and ecosystems to reduce water temperatures and contribute to salmon recovery goals by protecting riparian areas, increasing shading, improving soil stability, adding large wood and nutrients to increase food for fish.
- UF-63 Restore riparian areas that lack vegetation or are dominated by invasive species to increase the diversity and complexity of native vegetative cover (a mix of native evergreen and deciduous trees, understory shrubs, groundcover).
- UF-64 Require appropriate replacement and/or snag retention when trees in critical areas and buffers are permitted for removal. Keep wood debris in critical areas and buffers.
- UF-65 Maximize retention of healthy tree cover and native vegetation. Encourage restoration, replacement, and enhancement of unhealthy trees and disturbed vegetation.
- UF-66 Piped stream segments should be daylighted during redevelopment where scientific analysis demonstrates that substantial habitat function can be restored.
- UF-67 Use the most current FEMA flood hazard modeling and maps as a basis for the city's flood control regulations and coordinate with the Tulalip Tribes as needed.

Developing with Nature

- UF-68 Require that development avoid and minimize adverse impacts to existing natural resources, critical areas, and shorelines by following codes and requirements prior to considering mitigation to compensate for project impacts.
- UF-69 Maintain effective construction management standards to be applied both during and after development that will prevent erosion, sedimentation, siltation, and damage to downhill and downstream properties.
- UF-70 Coordinate transportation and stormwater system planning in areas with unimproved or substandard rights of way to improve water quality, prevent localized flooding, enhance pedestrian safety and enhance neighborhood livability.

- UF-71 Track and evaluate trends in watershed and environmental health using current and historical data and information to guide improvements in the effectiveness of City plans, regulations, and infrastructure investments.
- UF-72 Constrain development in areas with limited access to reduce risk from hazards.
- UF-73 Require geotechnical analysis for land use activities proposed within or adjacent to landslide, seismic and erosion hazards to determine the extent of hazard, potential impacts, and necessary mitigation measures to eliminate significant hazards. Prohibit or strictly limit development in areas where significant hazard cannot be avoided.
- UF-74 Develop hazard mitigation plans that reduce exposure of Everett’s citizens to future disasters or hazards (e.g., flooding, earthquakes, winds).

5-YEAR URBAN FORM ACTIONS

Action UF-1: Prepare SW Everett Manufacturing/Industrial Center subarea plan.

Action UF-2: Update critical area regulations

Action UF-3: Prepare subarea plans for Community Hubs and define Neighborhood Nodes

Design And Development Element

Vision: *Everett's neighborhoods and commercial districts are inviting, attractive, and functional for all people.*

Element Scope / Description: *The Design and Development element guides the design of the city's-built environment and preserves its historic identity.*

Design and development shapes how Everett looks and functions. Past development, in combination with the natural landscape, has shaped how the city is experienced. Future development, and the treatment of built and natural heritage, has the potential to create a better, healthier, more efficient, and more pleasant Everett. New development and redevelopment can promote vibrant, accessible urban places for people of all ages, abilities, and backgrounds, while also enhancing natural resources, providing aesthetically pleasing experiences, protecting health and safety, and promoting resilience.

As a metropolitan city that is expected to accommodate a significant share of regional growth forecasts, Everett faces design and development challenges, as well as opportunities. The policies in this chapter encourage development that respects context, preserves historic and cultural resources, engages innovation and creativity, reduces carbon emissions, improves resource efficiency, minimizes risk from natural hazards, limits impacts to wildlife and natural systems, and integrates nature into the urban environment.

The design of buildings and other development can affect the safety, health, and quality of life of building users, neighbors, and the environment. The goals and policies at the end of this element direct the future design and development of Everett.

Everett's Neighborhoods

The City of Everett has identified nineteen neighborhoods, some containing smaller communities. Neighborhoods vary in density, with many multi-family housing units, commercial and office space to neighborhoods that are primarily residential with a small amount of commercial space serving the local community. They offer a diverse range of living environments, from historic districts with distinct architecture to more modern apartment and condominium developments. A variety of retail shops and restaurants, schools, and parks are accessible across the city.

Each neighborhood has a distinct identity that has evolved over time and continues change as the people living and working in the area change and their needs shift.

The neighborhood associations provide a dynamic and engaging system for working collaboratively with the City of Everett to address community concerns and enhance local events.

Bayside

Established in 1892, Bayside encompasses much of the downtown core of Everett, offering residents a mix of boutiques, restaurants, and coffee shops. With a mix of apartments, condos, and single-family houses, interspersed with the downtown buildings, the architectural diversity of Bayside adds to Everett's cityscape. It has a diverse population with a wide variety of cultures, people, and history.

Boulevard Bluffs

Boulevard Bluffs located in southwest Everett; it sits on the ridge with views of Possession Sound views of the Olympic Mountains to the west. Ravines and hillsides separate large lot subdivisions. Mostly residential, Boulevard Bluffs is home to single-family homes built between 1940 and 1980, with large commercial businesses and apartments to the south.

Cascade View

Cascade View is an urban neighborhood nestled between Evergreen Way, Everett Mall Way, and the Boeing Freeway (SR 526). There is a mix of single-family and townhouses, and multifamily homes. It is surrounded by small and large shopping centers, including the Everett Mall and local restaurants.

Delta

The Delta neighborhood is on the northeast slope of the peninsula overlooking the Snohomish River channel. The single-family homes were built in a variety of styles between 1920 and 1970, the townhomes were added in the early 2000s. The Park District redevelopment will add 1,500 dwelling units and mix of commercial and office space. East of the railyards is an industrial district on the banks of the river.

Evergreen

The Evergreen neighborhood is characterized by towering pine trees that dominate the community's landscape. Situated in south Everett, the area features roads bisecting the commercial zones of retail outlets and restaurants on the eastern edge. Residential neighborhoods extend into cul-de-sacs branching off from the main thoroughfares.

Harborview-Seahurst-Glenhaven

The Harborview-Seahurst-Glenhaven neighborhood is located just a few miles from downtown Everett, with views of Possession Sound. The neighborhood is an area of mostly single-family houses. Many homes were built later in the 20th century in a variety of styles. Harborview Park with trails and water views is on the northwestern edge of the neighborhood.

Holly

Located near Boeing, the Holly neighborhood features access to Loganberry Lane Park, ACES High School, Challenger Elementary and Explorer Middle School. The Holly neighborhood is conveniently located near restaurants and shops. Holly offers a variety of residential types, apartments, manufactured and single-family houses. Most residents rent their homes.

Lowell

Lowell was annexed by the city in 1962. From the industry to the freight trains, the historic buildings and homes and the views of farmland and the river, the Lowell neighborhood offers a glimpse into what Everett was like when the city was growing into the City of Smokestacks. The melding of the weathered old manufacturing plants and pristine housing developments leaves Lowell in sort of the same place it was in back in the 60's.

Northwest

Northwest neighborhood located between the waters of Port Gardner Bay and the Snohomish River. It offers tree-lined streets, historic homes, and two waterfront view parks, with sweeping views of Possession Sound and the Port of Everett. The Northwest Neighborhood is adjacent to the Port of Everett and the Waterfront development.

Pinehurst-Beverly Park

The Pinehurst-Beverly Park neighborhood in south Everett consists of single-family residences, apartments, and commercial properties. It is home to Cascade High School and Lions Park with convenient access to retail shops and restaurants. The neighborhood originally developed around the Interurban Railway line, a trolley system that operated between Everett and Seattle from 1910 to 1939 providing travel between the cities. The trolley line is now the Interurban Trail providing easy commuting access by bicycle.

Port Gardner

The Port Gardner neighborhood encompasses the southside of downtown Everett and stretches between Possession Sound and the Snohomish River. It has restaurants and retail shops and a mix of historic homes and newer single-family homes, apartments, and condominiums. The Port Gardner neighborhood is home to Jackson Elementary School, Sequoia High School, Funko Field, City of Everett and Snohomish County offices and Angel of the Winds Arena.

View Ridge-Madison

View Ridge-Madison consists of mostly single-family homes on winding hillside roads. It is close to parks with views of Port Gardner Bay and is home to Madison and View Ridge Elementary schools and several small green spaces. It includes local businesses along Evergreen Way and borders nearby Forest Park.

Westmont

The Westmont neighborhood offers a variety of multi-family apartment complexes and single-family homes. Retail, restaurants, grocery, and specialty food stores are located along Casino Road and Evergreen Way. Kasch and Walter E. Hall Parks are on the western edge of the neighborhood. Adjacent to the Westmont neighborhood is Snohomish County's largest employer, The Boeing Company. Everett Paine Field is the newest commercial airport in our state. The neighborhood is the most culturally diverse in the city.

Riverside

Riverside is one of the oldest neighborhood in Everett. It is northeast of downtown and has Cascade Mountain and Snohomish River views. Small apartment buildings and single-family homes are located near Garfield Elementary and North Middle Schools and Garfield Park. Riverside residents can walk to local restaurants and grocery stores.

Silver Lake

Silverlake neighborhood is the southernmost neighborhood in Everett. This suburban community has three parks abutting Silver Lake: Green Lantern Park, Hauge Homestead Park, and Thornton A. Sullivan Park for hiking, swimming, and picnicking. A wide range of residential homes from single to multi-family homes surround shopping centers with a range of retail and dining choices. The neighborhood includes Monroe Elementary and Eisenhower Schools.

South Forest Park

South Forest Park is a mixture of single and multi-family homes along the hillside roads. South Forest Park is one of the most heavily forested neighborhoods in Everett and features Forest Park, Woodlawn

6/17/2025

Gardens and Pigeon Creek. The neighborhood has restaurants and small businesses along Evergreen Way.

Twin Creeks

Twin Creeks is a neighborhood of single-family homes and several styles of apartment living. It is home to the Everett Mall and has easy access to Interstate 5. The Interurban Trail bisects the neighborhood and offers recreation for walking, skateboarding, and bicycling. Olivia Park elementary school is also within the neighborhood.

Valley View-Sylvan Crest-Larimer Ridge

Valley View-Sylvan Crest-Larimer Ridge neighborhood borders Wood Creek, forest and wildlife habitat and it has views of the Cascade mountains and Snohomish Valley. The neighborhood is comprised of mostly single-family homes with some multi-family apartments and duplexes. At the neighborhood entrance is the Valley View Commons a shared open space with native trees and plants.

Everett's Communities

Clear policy guidance and direction on Everett's desired design and development character will help preserve and enhance the character of city's neighborhoods and promote the Everett as an inviting and inspiring place. It is the goal of the policies to guide building and site design to promote accessible and attractive public environments. They also encourage site and building designs that contribute to a welcoming and attractive public realm and respond to current and historical contexts.

Community Gathering Places

Community cohesiveness develops in many ways. It can come from a shared vision for the community. It can be developed using public places for interaction. These can be a plaza, library, community center, place of worship, café, park, or shopping area.

Successful public places have the following qualities: accessibility, comfort or image, activity, a welcoming feeling, and sociability. Accessibility means having good links from surrounding areas, by foot, bike, transit, or other means. It also means visual accessibility. The comfort and image come from several characteristics, including a perception of safety, cleanliness and availability of seating, both formal and informal. Identifying features, such as a fountain, artwork, or a unique building, may also enhance image. Activity may be a natural outcome from a collection of uses or may be programmed through music presentations or performing arts. People typically feel welcome at public places that provide basic features, such as lighting, shelter, and play areas for children, along with spaces for meetings or other gatherings. Sociability is when a space becomes a place for people to go or to meet, usually because it has elements of the first four qualities.

The City can facilitate the success of public places by promoting activities that enliven a space and by ensuring well-designed spaces.

Community Hubs

Community Hubs are places where large numbers of people live, work, and visit. Careful attention to the design of centers and corridors is necessary to ensure that they become places where people want to live and gather, and get around by walking, biking, or wheelchair. This plan provides for the



development of centers as places that reflect the character and cultures of the surrounding neighborhoods.

Neighborhood Nodes

Development within Everett's Neighborhood Nodes can assist existing smaller scale shopping and office centers succeed as mixed-use neighborhood places with smaller locally owned enterprises. Its businesses and gathering spaces are easy to walk to by area residents. They are also areas that can provide additional housing. Design for these areas is envisioned to have distinct neighborhood scale and provide for pedestrian access and walkability in the node.

Streetscapes / sidewalks /parking

Streets and corridors have significant visual impacts for all users in connecting different parts of the city. Trees, landscaping, paving, lighting, and public art are all streetscape elements that contribute to an area's design identity. Streets and corridors that incorporate these features enhance Everett's image and provide connections to adjacent neighborhoods.

Pedestrian pathways, sidewalks, plazas, parks and open areas all work to make Everett active and connected and need to be integrated into plans and projects. The pedestrian experience can be enhanced by integrating amenities such as weather protection, landscaping, public art, seating and other features, into both private development and public places, to create a distinct sense of community and place. Well-designed public spaces throughout the city will offer people the opportunity to engage with their surroundings and gather with their community.

Creating vibrant livable communities, requires that a careful balance of the supply and demand for parking. Too much parking can lead to inefficient land use patterns and sprawl. Insufficient parking can negatively affect neighborhood livability and economic vitality. Finding the balance to meet the public objectives, including achieving compact walkable communities, reducing overall vehicle use, enhancing livability, reducing pollution, and expanding economic opportunity is the aim for this plan.

Residential areas

There will be development and change, across the city as it grows. Encouraging growth that is designed and developed to continue existing development patterns and to encourage community connections. It is important that lower density residential areas outside of centers and corridors include new residential infill that is designed and located to support the overall health and vitality of the City's neighborhoods.

Style / character / scale

The style, character, and scale of Everett's residential areas are influenced by the natural landscape and how and when each section of the city was developed. The physical, social, cultural, and environmental qualities that differentiate each of the areas create their sense of place. It is desired to maintain and enhance the positive qualities and sense of place in each pattern area.

Pre-1940

This is Everett's oldest section of residential development, and some of the densest neighborhoods, containing homes ranging from pre-1900 to the current era. The street grid is well connected, and blocks are short, supporting a highly walkable environment. This area has a variety of pre-zoning non-conforming lot sizes, prevalent alleyways, many large historic homes, and a mix of residential types and non-residential uses blended within the historic fabric.

Mid-century Expansion

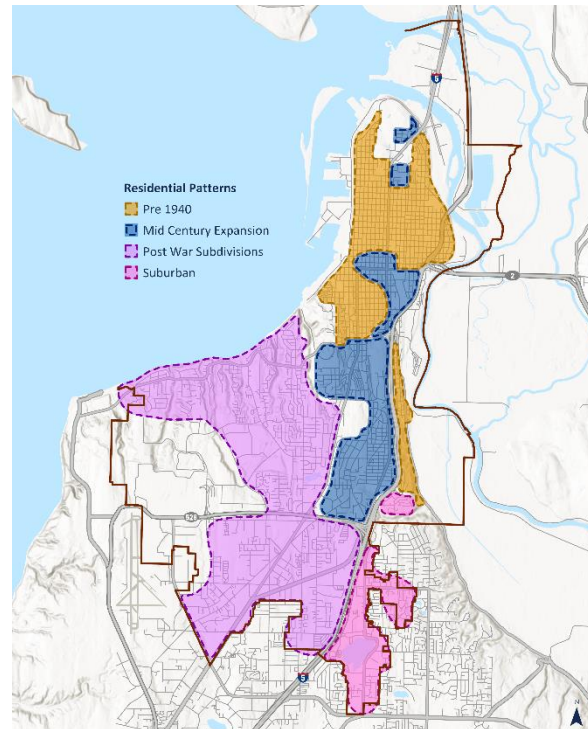
This area contains a general mix of residential styles, though mid-century homes are common. These post-war homes frequently emphasize garages, and though alleyways exist throughout, though to a lesser extent, they are used less than in other areas. The street grid begins to shift in this area, and blocks become longer, limiting more direct walkable routes.

Post War Subdivisions

These areas were primarily developed during the post-war period and are characterized by the prevalence of garages, curvilinear streets, and cul-de-sac development. The street pattern limits direct routes but lends itself to a sense of privacy and security within neighborhoods. Houses tend to be ranch, colonial revival, midcentury modern, or more contemporary building styles, often with garages more prominently situated at the front of the structure and facing the street, as alleys are rare. Homes are typically 1–1.5 stories in height.

Suburban

This area is comprised of big blocks with cul-de-sacs, long curvilinear streets in subdivisions that have limited entrances. In some cases, blocks are 3-4 times the size of blocks in compact, historic areas. While there are some historic homes interspersed in this area, much of the development is post-war. Some residents benefit from large, nearly rural lots. Some blocks have been developed as Planned Residential Developments, with new, similar-styled, closely developed homes. This area has some flag lot and pipe stem development to make use of space within extremely deep blocks. This area tends to be auto-oriented due to its less-connected streets.



Middle housing, apartments, and condominiums

The layout and density of Everett's neighborhoods will change as the city's population increases and new housing is developed to meet the needs of new and existing residents.

The development of middle housing as required by Washington State law, with the enactment of House Bill 1110, allows for additional middle-scale housing types and units on most residential lots. A diversity of housing options, including accessory dwelling units, cottage housing, townhomes and multiunit buildings, allow individuals and families to choose the housing that best suits their needs. Housing diversity also allows for various housing arrangements to meet social and cultural needs, such as multi-generational households, as well as aging-in-place as individuals' needs change over time. The policies contained in this element work to integrate a diverse housing stock, especially encouraging middle-scale housing styles into Everett's neighborhoods.

Many of Everett's new residential dwellings will be constructed as apartments and condominiums. It is planned that apartment and condominium buildings will enhance neighborhoods through design that is in compliance with development policies that promotes attractive, engaging, and distinct architecture. It is also important that new developments are designed with context-appropriate landscaping, building design, and public art, along with quality pedestrian facilities to improve the appearance and functionality of these developments and nearby areas, support and reinforce positive neighborhood qualities, and improve livability.

Landscaping

Growth brings with it the challenge of ensuring that new development contributes positively to the city through design that is attractive, engaging, and distinct. Protecting existing landscape features, such as mature trees, and designing new developments with context-appropriate landscaping, supports and reinforces positive neighborhood qualities and improve livability.

Plantings and landscape design that limit and/or mitigate negative air quality and noise impacts to building users and residents, particularly in areas near freeways, high traffic streets, and other sources of air pollution, are important for the health of the neighborhood.

As the city changes, there are opportunities to enhance and expand the tree canopy, support landscape health and promote natural drainage as part of new development. Low-impact and sustainable development techniques can help protect and support natural features, reduce long-term environmental impacts, and foster climate resilient communities.

Historic Preservation

Everett's three local historic districts, and more than 40 other structures and sites of historic, cultural, architectural, and social importance are valuable community assets. Historic preservation in Everett begins with community. Through the process of designating and protecting new and existing districts and landmarks, the city works with the community to promote the aesthetic, cultural, and economic strength of Everett.

Everett's history began long before the arrival of settlers into the area, it was home to sduhubš people and their successors the Tulalip Tribes. The Salish tribes have valuable knowledge regarding culturally significant sites and resources of their ancestral lands. Additionally, the Japanese American community contributed to Everett's economic, social, and cultural development – much of it was lost during the World War II relocation and internment.

Historic resources provide tangible connections to the people and events that shaped the Everett community and its collective history. Preserving designated landmarks and historic districts creates a sense of place, acknowledges historic events and eras of development, elevates and affirms the presence of historically marginalized and underrepresented communities, and highlights diverse and unique heritages.

Creative, cultural place making and public art

Arts and cultural activities are essential to making meaningful places and can help transform shared spaces into vibrant and nurturing communities. The arts are an important expression of how people think of and experience the city and each other, especially as the city continues to grow more culturally diverse. Physical places that are well designed are successful because artists and public art are included early in the process which results in aesthetically pleasing and context relevant spaces where people want to convene and linger. Remembering and celebrating the role that people play in place-making is essential.

The City's built environment should be infused with creative expression and designed to allow for expressions of creativity. Public art and cultural amenities enrich people's lives. They offer educational experiences, enliven public spaces, and foster creativity. This helps build a sense of community and identity for an area.

These goals and policies apply to the continued development of the arts and the built environment in Everett, including buildings, streets, sidewalks, parks, neighborhoods, and plazas.

Rucker-Grand Avenues Historic District:

Located on the bluff above Port Gardner, features architectural styles popular at the end of the 19th and beginning of the 20th centuries. The residences were owned by mill owners, businessmen, lumbermen, and saloonkeepers.

Norton-Grand Avenues Historic District: The neighborhood has many of Everett's earliest mill houses and bungalows built of local lumber. As the area developed, wealthier residents constructed larger craftsmen bungalows and American foursquares.

Riverside Historic District: Overlooks the Snohomish River and was a neighborhood of factory and other laborers. Built in late 19th and early 20th century, the houses are primarily craftsman bungalows and American foursquare in style.



Goals

Overall Design and Development Goal: Design the City of Everett’s built environment in harmony with the natural environment and its identity as the governmental center of Snohomish County and a major employment location.

Goal DD 1: Design new development to enhance the distinctive physical, aesthetic, cultural and historic features of its location, while accommodating growth and change.

Goal DD 2: Building and site designs are based on clear and predictable development regulations via a menu of options.

Goal DD 3: Everett has a variety of welcoming and inclusive public and private spaces promoting people’s health, happiness, social connection, and well-being.

Goal DD 4: Everett is a city of well-designed, safe, and walkable neighborhoods and districts.

Goal DD 5: Neighborhoods are designed and developed to enhance human and environmental health and equity, protect safety and livability, support local access to healthy food, limit negative impacts on water and air quality, reduce greenhouse gas emissions, encourage active and sustainable design, and integrate nature and the built environment.

Goal DD 6: Everett’s built environment is designed for safety, equity, inclusion, and social connection, including diversities of ages and active mobility.

Goal DD 7: Buildings, streets, and open spaces are designed for long-term resilience, including the ability to adjust to changing demographics, climate, and economy, and to withstand and recover from natural disasters.

Goal DD 8: Everett’s buildings incorporate a diversity of architectural styles and use innovative technologies and construction techniques.

Goal DD 9: The city’s buildings are enduring and resilient, designed with sensitivity to people and place, and infused with creative architectural designs and innovations.

Goal DD 10: New development is compatible with and uses graceful transitions between differing land use densities, intensities, and uses.

Goal DD 11: Everett’s historic and cultural resources and neighborhoods are protected and preserved.

Policies

Overall City Image

- DD-1 Maintain a continuous, consistent, walkable, and human-scaled pedestrian environment at the interface of buildings and the public realm. Promote interaction between indoor and outdoor activities to create an inclusive and vibrant public realm.
- DD-2 Support flexibility for podium tenants, provide a 15-foot ground floor height to accommodate retail, commercial, maker space, as well as residential or residential-based businesses.

- DD-3 Encourage opportunities to make indoor/outdoor connections and support retail or active ground floor uses in frontage zones. Encourage a high level of ground floor transparency along primary pedestrian circulation paths. Encourage ground floor recesses or canopies to create weather protected space for retail and service spill-out activities.
- DD-4 Create horizontal and vertical human-scale. Incorporate articulation and modulation of ground floor façades to create a sense of rhythm and visual interest. Use awnings, overhangs, and building entrances to provide shelter and create human-dimension spaces.
- DD-5 Recognize the ways diversity in the ages and sizes of buildings contribute to economic and social vitality.
- DD-6 Encourage and strengthen small-scale commercial and residential development.
- DD-7 Encourage building and street designs that respect the unique built natural, historic, and cultural characteristics of Everett’s centers, corridors, historic residential pattern areas and open space corridors, as described in the Urban Form element.
- DD-8 Strive to achieve a “greener” character over time, reflecting the spectacular natural landscape within and surrounding the City of Everett.
- DD-9 Preserve major stands of trees, riparian corridors, and vegetated ravines both because they are a significant part of Everett’s image, and for the community’s social and mental well-being.
- DD-10 Manage all trees in public rights-of-way, parks, and other public properties, and expand the city’s overall tree canopy, replacing trees which must be removed.
- DD-11 Leverage the creative talent of artists and designers to shape the identity of place, enliven a sense of belonging, and drive a compelling vision for the built environment.
- DD-12 Foster an urban environment and cultural activities that are true to the values and needs of our citizens to encourage and sustain authentic experiences.
- DD-13 Develop and implement arts experiences that shape the identity of place.
- DD-14 Recognize the city’s diversity and foster inclusion when naming public places, natural features, and streets.

Districts and Neighborhoods

- DD-15 Distinctions and differences between districts are beneficial. Allow, facilitate, and encourage neighborhoods to become more distinct over time. Recognizing that such distinctiveness arises most of all from the people themselves in a place, the city will ensure robust, ongoing community engagement and participation over time in the ongoing development of Everett’s neighborhoods and districts.
- DD-16 Foster the development of complete, compact, and connected communities with a diverse mix of housing types to accommodate various income levels and family sizes.
- DD-17 Encourage the diversity of design in multi-unit residential developments, including provisions for diverse and innovative façade treatments and architectural styles.

- DD-18 Provide for development, building, and site design that promotes physical activity.
- DD-19 Promote small scale neighborhood commercial and mixed-use buildings consistent with the scale and urban form of the surrounding neighborhood to support complete communities and reduce vehicle miles traveled (VMT).
- DD-20 Be attentive to ways code or policies may inadvertently disadvantage small-scale developments and developers, and where possible take steps to rectify imbalances.
- DD-21 Strengthen the sense of civic pride by providing attractive public spaces, trees and flowers along streets, public artwork, and distinctive architecture.
- DD-22 Ground level building frontage designs should provide a sense of privacy for any ground floor residential uses in a building while creating a lively, safe, and welcoming public streetscape environment for pedestrians.

Mixed Use Centers

- DD-23 Enhance the design of Community Hubs and Neighborhood Nodes to provide for neighborhood needs, act as community gathering places and to support the area's identity.
- DD-24 Allow the creation of policies and regulations that apply to specific sites.
- DD-24 Design mixed use centers to achieve compatibility among the uses and with adjacent uses.
- DD-25 Require development in mixed-use centers to provide active uses, human-scaled frontages, front doors, visual interest, transparency, and amenities along the street; locate parking lots and structured parking behind or to the side of buildings.
- DD-26 Establish standards for Downtown streetscape treatments to reinforce the identity of the Community Hub and promote the area's aesthetic appeal. Consider use of treatments, such as paving materials for sidewalks, street furniture, landscaping, and lighting. Ensure that the treatments are implemented as part of public and private development.
- DD-27 Encourage compact commercial development and walking between businesses.
- DD-28 Position plazas in visible locations on major internal circulation routes, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.
- DD-29 For large sites, development should be configured to create a focal plaza that is visible, accessible, socially engaging, and experienced as human-scaled.
- DD-30 Consider solar orientation, glare, and wind patterns in the design of a public plaza or open space and choose landscaping to maximize outdoor comfort and usability.
- DD-31 Integrate public art into public spaces, streetscapes, and buildings.
- DD-32 Use landscape to visually screen unwanted features in the pedestrian environment, soften blank walls, visually reduce large and continuous building mass, and add visual interest to building rooflines when used on terraces and upper levels.

- DD-33 Block lengths will be limited by regular public streets and/or pedestrian/active mobility pathways.
- DD-34 Create a safe and comfortable environment by using design cues to differentiate/demarcate public, semi-private, and private spaces, incorporate clear sightlines and eyes on the street, and other Crime Prevention Through Environmental Design (CPTED) features.
- DD-35 Develop new bicycle parking facilities, including dedicated bike parking in the public right-of-way, especially within Community Hubs.
- DD-36 Place utility areas away from active pedestrian spaces where they can disrupt access. When larger utility areas such as dumpsters or electrical boxes must be sited in the public realm, group them together, place them outside of the pedestrian clear zones, and screen using landscape, art, or other enclosures.

Corridors and Connections

- DD-37 Use landscaping elements to delineate spaces and frame views. In pedestrian areas, provide a clear zone from 2' to 7' above the ground to support clear lines of sight and safety, particularly near to intersections or potential points of conflict.
- DD-38 Require development to contribute to a more pedestrian-friendly character for the community, by minimizing impacts of vehicle access, adverse impacts on the environment, and enhancing pedestrian safety.
- DD-39 Enhance and expand pathways, trails, and sidewalks, and augment with wayfinding signage along major roadways.
- DD-40 Limit block lengths by requiring regular public streets and/or pedestrian/active mobility pathways.
- DD-41 Use alleys for parking and driveway access and expand their use as the location of accessory dwelling units and as multi-purpose community space.
- DD-42 Street segments that are not critical for transportation connectivity should be repurposed into other community uses, such as parklets.
- DD-43 Streets shall be designed for a range of users, for different ages and abilities, as well as for different modes of travel.

Metro Everett and Mixed Use Centers

- DD-44 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.
- DD-45 Design the lower floors of buildings with pedestrians and street life in mind. Adopt design standards that enhance Metro Everett with context-sensitive forms and designs, site plans that enhance the pedestrian environment with windows at the ground floor and quality public open spaces, and social infrastructure.

- DD-46 Provide weather protection for pedestrians, such as awnings and canopies, into buildings to facilitate walking year-round. These components may project into the public right-of-way.
- DD-47 Buildings should be designed so that shadows and glare on public spaces and adjacent residential properties is minimized.
- DD-48 New open spaces should be designed for sociability, with multiple reasons for people to be present. Such spaces should be located adjacent to sidewalks and alleys in larger redevelopments to help soften the built environment, and to encourage public interest, connection, and activity.
- DD-49 Street type designations will be used to identify sidewalk widths, landscape treatments, and other improvements to encourage public usage and interactions between the building and the street.
- DD-50 Street furniture, fixtures, and landscaping should be integrated with the adjacent land uses and not obstruct pedestrian pathways and flow. Placement of these amenities should reflect both their social value and their ability to buffer pedestrians from automobiles, parking areas, and adverse weather.
- DD-51 Adopt residential development design standards which include clear connections to the public realm and sociability for residents via pedestrian access, windows, other relevant architectural details, and well-designed landscaping.
- DD-52 Encourage designs 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.
- DD-53 Support active neighborhood small businesses, not only retail or office but also light industry. Design and building orientation of the industrial-use portions of Metro Everett should be compatible with the neighboring buildings, uses, and street type designations.
- DD-54 Building design at the edges of institutional and civic property should be complementary to neighboring properties yet recognize that greater height and mass is preferable to horizontal expansion of campus boundaries.
- DD-55 Design lighting that contributes to the character of the area, enhances safety, and does not disturb adjacent developments and residences.
- DD-56 Design buildings and sites to provide safe, accessible, convenient, and lighted way-finding to nearby transit stops and transit stations.
- DD-57 Avoid locating structured parking along sidewalk frontages; incorporate active uses or amenities between structured parking and the sidewalk.
- DD-58 Encourage public art in public spaces within Metro Everett, such as sculptures, murals on blank walls, or art integrated into buildings themselves. Prioritize public art that people can interact with.

- DD-59 Design Hewitt Avenue to serve a strong visual and functional connection between the river and the harbor, and contain interpretive signage about important people, buildings, and events in Everett's history.

Green Building / Sustainability

- DD-60 Promote the installation of solar panels, other alternative energy sources, and passive heating and cooling in new construction.
- DD-61 Use incentives to encourage increased energy efficiency and the use of sustainable building methods and materials, by offering priority permit review, partial building permit fee rebates, press releases and awards.
- DD-62 Support the State's goal of building zero fossil-fuel greenhouse gas emission homes and buildings by 2031.
- DD-63 Promote the adaptive reuse of existing buildings recognizing the emission-reduction benefits of retaining existing buildings instead of building new ones. When buildings are demolished, encourage the deconstruction of buildings and reuse of salvageable material.
- DD-64 Reduce urban heat island effects through development, building, and infrastructure design. Permit the development of green roofs, green walls, cool roofs, cool pavement, and landscaping tolerant to a range of climate conditions in new developments.
- DD-65 Encourage site and building designs that make efficient use of water and manage stormwater as a resource.
- DD-66 Reduce the negative impacts of light pollution by encouraging lighting design and practices that reduce the negative impacts of light pollution, including sky glow, glare, energy waste, impacts to public safety, disruption of ecosystems, and hazards to wildlife.
- DD-67 Encourage development approaches that will enhance the ability of people, wildlife, natural systems, and property to withstand and recover from a natural disaster or other major disturbance.
- DD- 68 Limit the health impacts of pollution through site design.

Historic Preservation

- DD-69 Maintain Everett's Certified Local Government status and consult the Everett Historical Commission in matters relating to the preservation of the city's diverse heritage.
- DD-70 Encourage the preservation, rehabilitation, and adaptive reuse of historic buildings, districts, and sites that contribute to the distinctive character and history of Everett's evolving urban environment, with the implementation of and updates to the historic resources code, project incentives, and educational actions.
- DD-71 Collaborate with community partners and organizations to promote historic preservation, provide informational resources to property owners, and encourage the use of state and Federal tax incentives.

- DD-72 Survey and inventory historic resources as part of future sub-area or neighborhood planning projects, with a focus on areas of anticipated growth and change.
- DD-73 Expand historic preservation inventories, regulations, and programs to encourage historic preservation in areas that are underrepresented by current historic preservation efforts.
- DD-74 Work with Everett’s diverse communities and partner agencies to identify, raise awareness and protect places of historic and cultural significance to these communities.
- DD-75 Partner with the Tulalip Tribes to recognize sites of significance.

Signs

- DD-76 Ensure that signs are compatible with their surroundings. Signs should provide information and make a positive contribution to the character of the community.
- DD-77 Signs should effectively contribute to the aesthetics of the development and minimize negative impacts on adjacent uses and all modes of transportation.
- DD-78 Promote compatibility of signs with pedestrian-oriented development in all areas, and particularly in designated mixed-use centers and residential areas.
- DD-79 Do not permit new billboards in the city and encourage removal of existing billboards.

Off-Site Impacts

- DD-80 Minimize the impacts of auto-oriented uses, vehicle areas, drive-through areas, signage, and exterior display and storage areas on adjacent residential areas.
- DD-81 Protect non-industrial zoned parcels from the adverse impacts of activities on industrial zoned parcels.
- DD-82 Buffer between designated Manufacturing/Industrial Centers and adjacent residential or mixed-use areas to protect both the viability of long-term industrial operations and the livability of adjacent areas.
- DD-83 Encourage building and landscape design and land use patterns that limit and/or mitigate negative air quality and noise impacts to building users and residents, particularly in areas near freeways, high traffic streets, and other sources of air pollution.

5-YEAR DESIGN AND DEVELOPMENT ACTIONS

Action DD-1: Seek Certified Local Government Grants for historic preservation projects

Housing Element

VISION: *Everett meets the housing needs for its growing diverse community.*

ELEMENT SCOPE: Everett’s Housing Element sets out our shared vision for ensuring that everyone in our community has a safe, affordable, and suitable place to live. This plan explains how we will address the housing needs of our diverse community—from young families to seniors—and outlines practical steps to expand and improve housing options throughout the city.

Key points include:

- **Affordable Housing for All:** We are committed to creating housing opportunities that meet the needs of every income level, ensuring that no one is left behind.
- **Diverse Housing Options:** The plan supports a mix of housing types—such as single-family homes, townhouses, multi-family units, and mixed-use developments—that reflect our community’s changing needs.
- **Innovative and Inclusive Development:** By adopting modern building methods and streamlined processes, we aim to foster vibrant neighborhoods that are accessible, safe, and welcoming for everyone.

This Housing Element is designed not only to guide city planning but also to help residents understand the actions we are taking to build a stronger, more inclusive Everett.

Living in Everett

Everett is a vibrant, evolving community where residents from all walks of life come together. Since 2010, the city has experienced steady growth and increased diversity, both in terms of population and cultural background. This evolving mix has enriched our community with new ideas, traditions, and energy, making Everett a welcoming place for everyone. Our population now includes a balanced mix of young families, working professionals, and seniors, which supports a dynamic urban environment where different generations and cultures contribute to a lively community spirit. The growing diversity is reflected in the cultural events, festivals, and community activities that bring neighbors together and celebrate our differences. Whether enjoying a local park, exploring neighborhood eateries, or participating in community events, the spirit of inclusivity and connection is evident throughout the city. This approach not only enhances daily life but also reinforces our commitment to making Everett a place where everyone can feel at home.

Housing Options

Since 2010, Everett’s housing stock has evolved to better meet the needs of a growing community. Over the past decade, the city has seen an increase in a variety of housing options—not only traditional single-family homes but also a rising number of multi-family units, townhouses, senior apartments, and mixed-use developments. This shift reflects the commitment to creating a flexible housing market that accommodates different household sizes, income levels, and lifestyles. Data from the Housing Element Appendices shows that new developments have expanded the overall housing supply while also diversifying the types of homes available. Despite this progress, challenges remain in ensuring that all residents have access to safe, affordable, and suitable housing. By focusing on community-driven

policies and innovative development practices, Everett is working to build neighborhoods that support a diverse range of living options and contribute to long-term stability and growth.

Housing Affordability

Housing affordability continues to be a significant challenge in Everett. Data from the Housing Element Appendices shows that less than one-third of housing is affordable for households earning under 50% of the Area Median Income. In practical terms, only about 6.4% of homes are affordable for those earning 30% or less of the AMI, while an additional 24.8% are available for households earning between 30% and 50% of the AMI. This limited availability means many lower-income residents end up spending 30% to 50% or more of their income on housing, leaving less money for other essential needs. To tackle this issue, the City is looking at policies such as inclusionary zoning—which would require new developments to include affordable units—and expanding programs that provide tax incentives to developers who build affordable, sustainable housing. These initiatives are part of a broader strategy aimed at making Everett a community where everyone has access to safe and affordable homes.

Housing Availability

Everett’s housing supply has grown and diversified over the past two decades. Data from the 2023 Housing Element Appendices indicates that the city had a total of 47,499 housing units in 2023. This figure reflects the ongoing expansion of the housing stock, which includes thousands of single-family and multi-family units. However, despite this increase, significant challenges remain—particularly in providing affordable options for lower-income households.

Everett Estimated Housing Supply (2020)

Area Median Income (AMI)	Housing Units	Housing Units Pct of Total
Less than 30% Non-Permanent Supportive Housing	2,016	4.3%
Less than 30% PSH	994	2.1%
30-50%	11,689	24.8%
50-80%	15,168	32.1%
80-100%	8,053	17.1%
100-120%	4,616	9.8%
Over 120%	4,656	9.9%
Total Housing Units	47,193	100.0%

Source: [Snohomish County Housing Characteristics and Needs Report \(HO-5 Report\)](#)

Over the past decade, overall vacancy rates have remained relatively stable at around 7%. Notably, the homeowner vacancy rate has fallen dramatically—from 2.1% in 2010 to just 0.3% in 2022—highlighting a tightening market for owner-occupied units. Rental vacancies have experienced some variability, with rates dipping to 5–6% in recent years before reverting to around 7% in 2022. This indicates that, despite new unit construction, the supply of available units—especially affordable rental options—has not kept pace with demand.

With projections calling for an additional 38,600 housing units by 2044, Everett faces a dual challenge: expanding the overall housing supply while ensuring that a robust portion of new development meets

affordability targets. Strategies such as transit-oriented development, mixed-use projects, and streamlined permitting processes for affordable and innovative housing types will be essential in bridging the gap between supply and the diverse needs of the community.

Diverse and Increasing Housing Supply

Everett is committed to building a diverse and increasing housing supply that meets the needs of all residents. The City's approach is to encourage new housing development that includes a broad range of unit types—from affordable apartments and townhomes to options for families, seniors, and working individuals. By strategically planning for additional units in key areas, including downtown and along transit corridors, Everett aims to support long-term growth while preserving neighborhood character. This strategy not only looks to add the necessary number of homes for future demand but also focuses on creating mixed-income, inclusive communities where every resident has access to safe and quality housing.

Housing Needs

To meet the housing needs of our growing community, Everett must plan for significant additional development. According to the Housing Element Appendices, the city is projected to require around 38,600 new housing units by 2044. This target is based on expected population growth and is broken down by different income segments and housing types—from emergency and very low-income housing to market-rate homes. In everyday terms, this means Everett will need to build many more homes to ensure that everyone—from families and seniors to single individuals—has a safe, affordable place to live. This effort will involve a mix of new construction in dense, transit-friendly areas and infill development in existing neighborhoods, ensuring that growth is both sustainable and inclusive for all residents.

Segment	2020	2020-2044	2044
Emergency	500	2,400	2,900
0-30% PSH	1,000	2,700	3,700
0-30% Non-PSH	2,000	5,900	7,900
>30-50%	11,700	100	11,800
>50-80%	15,200	0	15,200
>80-100%	8,100	4,000	12,100
>100-120%	4,600	6,400	11,000
>120%	4,700	19,400	24,100
Total	47,200	38,558	88,700

Source: [HO-5 Report Combined Appendices](#)

Housing Opportunities

The City is actively creating more housing opportunities to ensure that every resident can find a home that fits their needs and budget. The City is working to integrate accessory dwelling units, middle

housing, and affordable homes into new developments by offering incentives like tax relief and streamlined permitting. With new transit options such as Sound Transit light rail stations coming online, transit-oriented developments are set to increase high-density housing in key areas, making it easier for people to live close to jobs and community amenities. These efforts aim not only to add more units but also to foster inclusive, vibrant neighborhoods where residents have access to a full range of housing choices that support a sustainable, thriving community.

As of 2024, housing affordability remains a major challenge in Everett and across the nation. While the City has introduced various measures to make housing more accessible, the supply of affordable homes is still falling short—particularly for low-income households.

To address this issue, Everett is pursuing a range of strategies. These include:

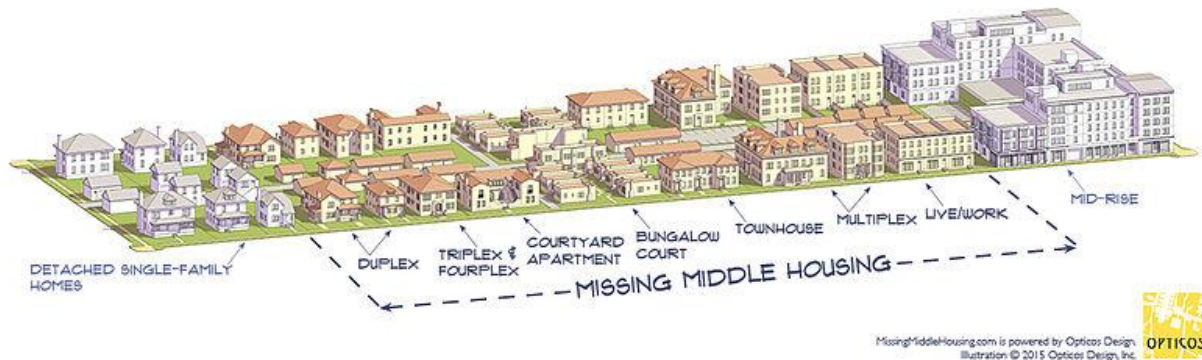
- Inclusionary Zoning: Requiring new developments to include affordable units.
- Multi-Family Tax Exemption Program: Offering tax relief to developers who build affordable, environmentally sustainable housing.
- Housing Finance Methods: Exploring ways to lower construction costs and expand the stock of affordable homes.

The overall goal is to ensure that as Everett grows, it does so in a way that benefits everyone—especially those who need affordable housing the most.

Housing Equity

Everett is committed to ensuring that all residents have equal access to safe, quality housing. Housing equity means that every neighborhood, regardless of its historical or socioeconomic background, benefits from affordable, well-maintained homes and community amenities. The City is taking steps to address long-standing disparities by engaging communities in the planning process, investing in historically underserved areas, and implementing policies that prevent displacement. By actively promoting mixed-income communities and enforcing fair housing practices, Everett aims to create neighborhoods where everyone can thrive without facing discrimination or undue burden. This commitment to housing equity is central to our vision of an inclusive and vibrant community that honors its past while building a better future for all residents.

Middle Housing



Washington State's recent adoption of House Bills 1110 and 1337 allowing for the development of duplexes, triplexes, fourplexes, cottage clusters, town house, and a small home on a single lot. This change is intended to create more diverse and affordable housing choices that meet the needs of various households—such as families, seniors, young adults, and essential workers. By offering multiple housing types, communities can better accommodate different budgets and living arrangements, including multi-generational households or those looking to age in place. These “middle housing” options also encourage more walkable neighborhoods and reduce barriers to finding a home that fits both lifestyle and financial needs.

Housing and Homelessness

Everett is committed to ensuring that every resident, including those experiencing homelessness, has a safe and stable place to call home. The City understands that homelessness is a complex issue that affects individuals and families, and it is taking a comprehensive, community-focused approach to address it. Working closely with local partners, regional agencies, and community organizations, Everett is expanding permanent supportive housing programs that combine long-term, affordable housing with essential services—such as mental health care, substance abuse treatment, and job training—to help people achieve lasting stability. In addition to emergency shelters and transitional housing, these supportive programs are designed to offer a pathway out of homelessness. By integrating housing solutions within our neighborhoods and reducing the stigma often associated with homelessness, Everett is dedicated to building a community where everyone has the opportunity to thrive.

Goals

GOAL 1: Encourage development of 38,558 diverse housing units to meet the needs of Everett’s growing community while ensuring the city’s housing stock remains in excellent condition, with most existing homes preserved and well-maintained over the next 20 years.

GOAL 2: Housing is available to rent at prices affordable to the economic segments of Everett’s population, 3,700 permanent supportive housing apartments, and 19,700 housing units affordable to very low-income households.

GOAL 3: An additional 2,383 shelter beds are developed by 2044, meeting the city’s needs for temporary emergency shelter.

GOAL 4: Ensure equitable access to opportunity and housing choice throughout the city’s neighborhoods so that all residents may choose their neighborhood.

Policies

Housing Types and Opportunities

- HO-1 Ensure a diverse housing stock throughout the city to meet the needs of all individuals and families of differing incomes, sizes, arrangements, and cultural backgrounds.
- HO-2 Adopt flexible development regulations that streamline the local review process with clear objective standards, encouraging innovative and context-sensitive development.
- HO-3 Evaluate the impact on development capacity when amending development regulations.
- HO-4 Require all housing to include open and recreation space onsite, except when accessible to parks and recreation spaces.
- HO-5 Collaborate with educational institutions to provide diverse housing options for students in campus and transit-served mixed-use areas.
- HO-6 Promote accessible housing options and services for seniors.
- HO-7 Require housing developments to incorporate facilities and amenities that prioritize access by walking and rolling.
- HO-8 Allow for innovative housing types and construction methods, including modular construction, and provide for demonstration projects that could serve as a model for new and more affordable housing choices.
- HO-9 Encourage a variety of unit sizes to reflect the diverse housing needs of the community.
- HO-10 Protect manufactured/mobile home communities from redevelopment into other uses.
- HO-11 Ensure regulations sufficiently permit modular construction.

Homeownership

- HO-12 Boost homeownership opportunities through administrative, regulatory, and financial benefits.

HO-13 Provide for land division into small fee simple lots where condominium ownership of a housing unit would not otherwise be allowed.

HO-14 Allow lot splits to encourage homeownership by simplifying regulations and streamlining the approval process.

HO-15 Support shared equity models such as Community Land Trusts (CLTs) to expand opportunities for homeownership.

Code enforcement and Compliance

HO-16 Use the city's code enforcement program to renovate and rehabilitate existing homes.

HO-17 Participate in programs offering relocation assistance to low- and moderate-income households displaced by condemnation or city code enforcement.

Housing Targets

HO-18 Ensure development regulations accommodate the addition of 38,558 dwelling units in Everett by 2044, affordable to various economic segments of the population consistent with the Snohomish County Housing Characteristics and Needs Report.

Affordable Housing

HO-___ [Preserve affordable housing]

HO-19 Offer incentives for developers to build or include housing affordable to lower and moderate-income households.

HO-20 Implement inclusionary zoning requirements in areas of the city subject to high displacement risk.

HO-21 Use streamlined permit procedures to expedite affordable housing construction and reduce costs to develop.

HO-22 Work with partners to defray infrastructure costs for low- to moderate-income housing development.

HO-23 Regularly review city regulations for opportunities to reduce housing production costs.

HO-24 Evaluate the cost and supply implications of proposed regulations, policies, and procedures affecting housing development and ensure that they promote affordability, development, and housing diversity.

HO-25 Offer strategic regulatory and financial incentives for affordable housing construction for low-income households.

HO-26 Partner with public agencies and financial institutions to address barriers to affordable housing development.

HO-27 Minimize off-street parking requirements to reduce housing costs and increase affordability.

- HO-28 Offer grants or low-interest loans for home repairs, energy efficiency, and accessibility improvements.
- HO-29 Support shared equity models such as Community Land Trusts (CLTs) to expand opportunities for both affordable homeownership and rental housing, ensuring long-term affordability and community control.
- HO-30 Implement measures to prevent, reduce, or mitigate inaccurate perceptions and concerns associated with low-income affordable housing.

Vulnerable and Underserved Populations

- HO-31 Collaborate with housing authorities, non-profits, and private entities to increase low-income and special needs housing in Everett.
- HO-32 Coordinate with Snohomish County and its cities to equitably plan for low-income and special needs housing, including identifying and coordinating funding and subsidies.
- HO-33 Work with local governments and housing providers to maintain a 5-year plan for assisting unhoused persons in finding permanent housing.
- HO-34 Partner with jurisdictions and social service organizations to fund and operate emergency shelters and day centers.
- HO-35 Provide for a system of emergency shelters, permanent supportive housing, housing with services, and day centers that meet the needs of the population served and operate under management plans.
- HO-36 Implement policies to integrate special needs housing within the community, ensuring equitable distribution and expanding housing choices.
- HO-37 Encourage owners of low-income housing to offer support services like case management and life skills training.
- HO-38 Raise awareness of and promote the use of universal design to increase housing accessibility.
- HO-39 Ensure land use policies, zoning, and regulatory frameworks support the development, accessibility, and long-term viability of special needs housing types. Regularly update definitions and introduce new housing types as community needs evolve.

Housing Equity

- HO-40 Celebrate and foster diversity and reduce economic segregation by encouraging inclusive mixed-income communities.
- HO-41 Ensure transparency and involve communities disproportionately affected by housing challenges in planning processes, prioritizing their needs and solutions.
- HO-42 Encourage collaboration between jurisdictions, developers, and community organizations to assess the need for and create affordable housing.

- HO-43 Employ effective strategies that support and enforce the Fair Housing Act’s statutory mandate to affirmatively further fair housing.
- HO-44 Institute educational program and protections for tenants on tenant rights, eviction protections, and assistance programs.
- HO-45 Invest in historically underserved areas to enhance housing affordability, stability, and community amenities. This commitment ensures that current residents can thrive in place, benefiting from improved services, infrastructure, and amenities, while also creating opportunities for public-private partnerships to address long-standing investment gaps.
- HO-46 Regulations, policies, and procedures should minimize disproportionate impacts on, or displacement of, marginalized populations.
- HO-47 Acknowledge and work to overcome Everett’s role in historical events and actions that have led to housing disparities and discrimination and ensure equitable outcomes in housing in all city processes, procedures and regulations while working to undo past harms.
- HO-48 Minimize all resident’s exposure to both natural and manmade environmental hazards and ensure that the city’s housing policies and regulations do not perpetuate historical patterns of environmental racism.
- HO-49 Proactively prevent displacement of marginalized populations and communities due to economic factors, major planning projects, or capital improvement projects.
- HO-50 Proactively review city policies, practices, and regulations to prevent housing disparities and discrimination.
- HO-51 Implement community preference strategies to support residents at risk of displacement, promoting neighborhood stability and equitable access to housing for vulnerable populations.

5-YEAR HOUSING ACTIONS

Action HO-1: Develop and implement a comprehensive housing finance strategy that supports and facilitates anti-displacement efforts and development of market rate and low-income affordable housing. Examples include use of housing trust fund, the Multifamily Tax Exemption (MFTE) Program, housing levy, and credit enhancements

Action HO-2: Develop a land banking program to acquire and manage surplus and acquired properties, and to repurpose abandoned or foreclosed properties for housing and community needs.

Action HO-3: Expand the Multifamily Tax Exemption (MFTE) Program to further support development of affordable and environmentally sustainable housing projects.

Action HO-4: Develop a permit ready housing program.

Action HO-5: Support workforce development programs that promote the cost-effective production of housing.

Action HO-6: Implement a mobile home park zoning overlay.

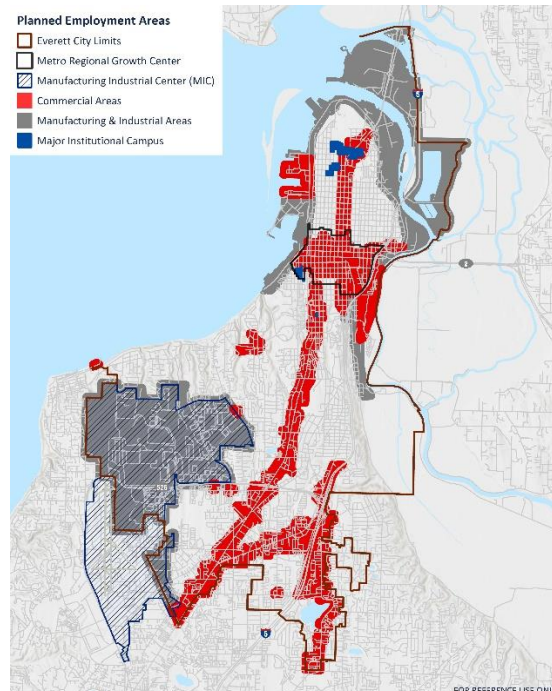
Economic Development Element

Vision: A thriving, connected, and sustainable community that lifts Everett residents and businesses.

Element Scope: The Economic Development element outlines how the city supports new and existing businesses and provides access to employment.

The Economic Development Element guides the effort to market the city, to support businesses of all sizes, and inform citizens and city leaders of all the trends and strengths of the local economy. The element also guides decision making in land use, infrastructure, capital budgeting, regional collaboration, local partnerships, and other areas that impact the success of business, employees, and related services.

As one of five designated Metropolitan Cities in the Puget Sound Regional Council's (PSRC) VISION 2050, Everett is planning to have more than 167,000 jobs by 2044. Based on 2019 data that will be an increase of 68,000 jobs. The city has more than enough physical and land use zoning capacity to accommodate this growth, based on the most recent Buildable Lands report, but to work towards this target, Everett must strategically attract and grow businesses to increase the number of jobs in the city. Not only does the city have to grow its economic base generally, it must also deliberately channel this growth into the areas of Everett best suited to accommodate this increase. In Everett the two primary employment centers of Metro Everett and the Southwest Everett Manufacturing Industrial Center are slated to increase employment to 25,000 and 39,000 jobs respectively. The map below shows the city's, including commercial areas, manufacturing and industrial areas and major campus institutions. While the city intends to channel growth into these areas, they are not exclusively where employment can occur.





The Business Community

Everett is a global center of the aerospace industry. Boeing Commercial Airplanes and its aerospace supply chain built every 747, and it continues to produce the 767, KC-46, 777, and 777x aircrafts. In the near future, it will begin producing the 737-MAX. The city is one of the world's leading hubs of high-tech innovation, the seeds of the next wave of economic growth may be found in Everett's clean energy, biotechnology, composite, and advanced technology manufacturing.

This innovation doesn't stop with high-tech industries, the city is home to institutions of higher education, including Everett Community College and Washington State University, instrumental in research, and workforce training.

Everett serves a range of firms with overseas markets or offshore suppliers and is the place to be for companies with overseas markets or offshore suppliers. Sixty percent of Everett jobs are associated with international trade. The Port of Everett's deep-water seaport facilities has worldwide shipping connections. Container, breakbulk, and barge facilities are available with on-dock rail to expedite multi-modal freight. The Port operates Foreign Trade Zone #85, allowing firms to manage customs fees and duties.

The Arts, Culture, and Film sector engages in diverse and cultural experiences partnering with organizations, corporations, artists, and performers. This sector promotes arts, culture, and the preservation of historic resources for community revitalization.

Tourism is a significant and growing sector of the economy. The area is a destination for people wanting to explore coastlines, mountains, waterfalls, forests, and farmlands. Everett is also home to the minor league baseball team, AquaSox, and hockey team, Silver Tips.

The city is served by more than 4,000 small businesses, with fewer than 50 employees, that bring vitality to shopping centers and neighborhoods with goods and services to meet the needs of the residents. The city recently supported the restarted Everett Chamber of Commerce to grow and assist local businesses.

All these economic sectors add to a diverse community and healthy economy with room for the next generation of ideas and businesses.

Industry sectors

Everett's economy is deeply tied to aerospace, healthcare, and public sector employment, with Boeing as the dominant employer. While this industry provides high-wage opportunities, it also supports several hundred direct and indirect jobs in Snohomish County. The healthcare sector is another economic pillar that is set to grow as Everett's population ages. Other top industry concentrations such as public sector, government, military, and education contribute to economic stability in Everett.

Top six employers in Everett:

- | | |
|----------------------------------|---|
| 1. The Boeing Company – 35,000 | 2. Providence Regional Medical Center – 4,906 |
| 3. Naval Station Everett – 2,900 | 4. The Everett Clinic – 2,871 |
| 5. Snohomish County – 2,759 | 6. Everett School District – 2,443 |

Source: Economic Alliance Snohomish County



Who works in Everett

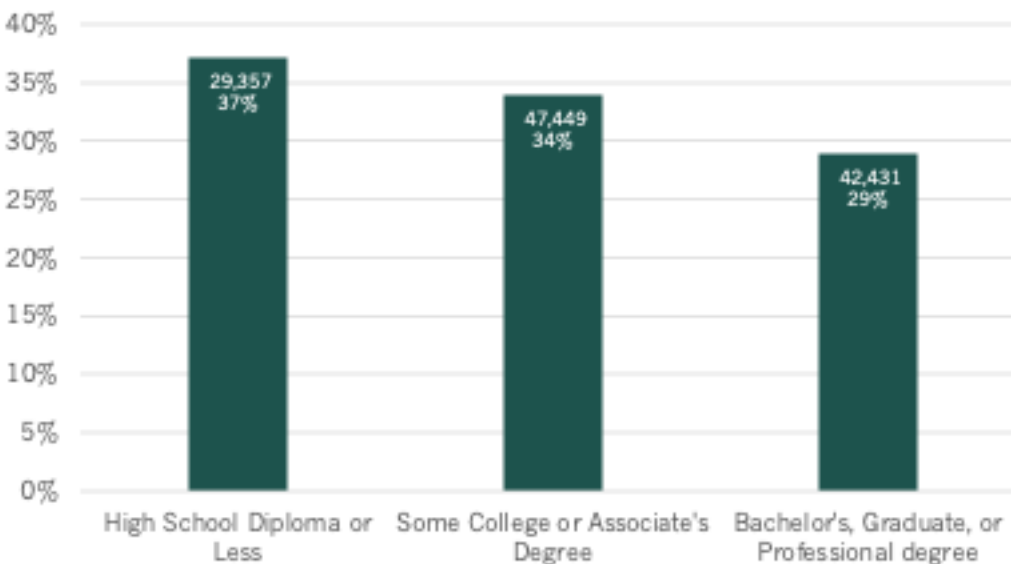
The City of Everett has a young, diverse, and active workforce, which makes it a great place for businesses to grow. Nearly half of the population is in their prime working years (18-49), providing a strong pool of potential employees who are ready to develop their skills. Additionally, with 42.3% of the population identifying as Black, Indigenous, or People of Color (BIPOC), businesses can build diverse teams and connect with a broad customer base, fostering innovation and inclusivity.

With a median household income of \$81,502—which is substantially lower than the county median—there is an opportunity for potential expansion of workforce training and career pathway programs to help residents secure higher-paying jobs.

Education

Everett's workforce includes a significant number of middle-skilled workers (those with some college or associates degree), making it well-suited for technical, trade, and mid-level jobs. However, with 37% of residents having only a high school diploma or less, education and training programs are essential for improving job and career opportunities for this population. Investing in skills development and aligning workforce training with employer needs will strengthen Everett's economy and create economic mobility for all residents.

Population Age 25+ and their Education Attainment in the City of Everett



Source: 2019-2023 American Community Survey 5-Year Estimates

Employment by sector

Everett is home to a diverse job market, with 94,770 jobs in 2022. The manufacturing industry still dominates, but between 2012 to 2022, this industry shed nearly 7,000 jobs. Meanwhile, the health care and social assistance industry has grown more than 47% to become the city's second largest employment sector, reflecting growing demand for medical services. While retail trade has seen slight

declines, public administration and government jobs have remained stable over the past decade, contributing to economic resilience. To foster long-term stability, Everett should focus on industry diversification by attracting emerging sectors such as technology, green energy, and advanced manufacturing.

Top sectors by wage in Snohomish County:

1. Professional, scientific, and technical services – \$163,400
2. Information – \$122,700
3. Manufacturing – \$122,700
4. Utilities – \$107,000
5. Finance and Insurance – \$105,800

Source: Washington State Employment Security Department, 2023

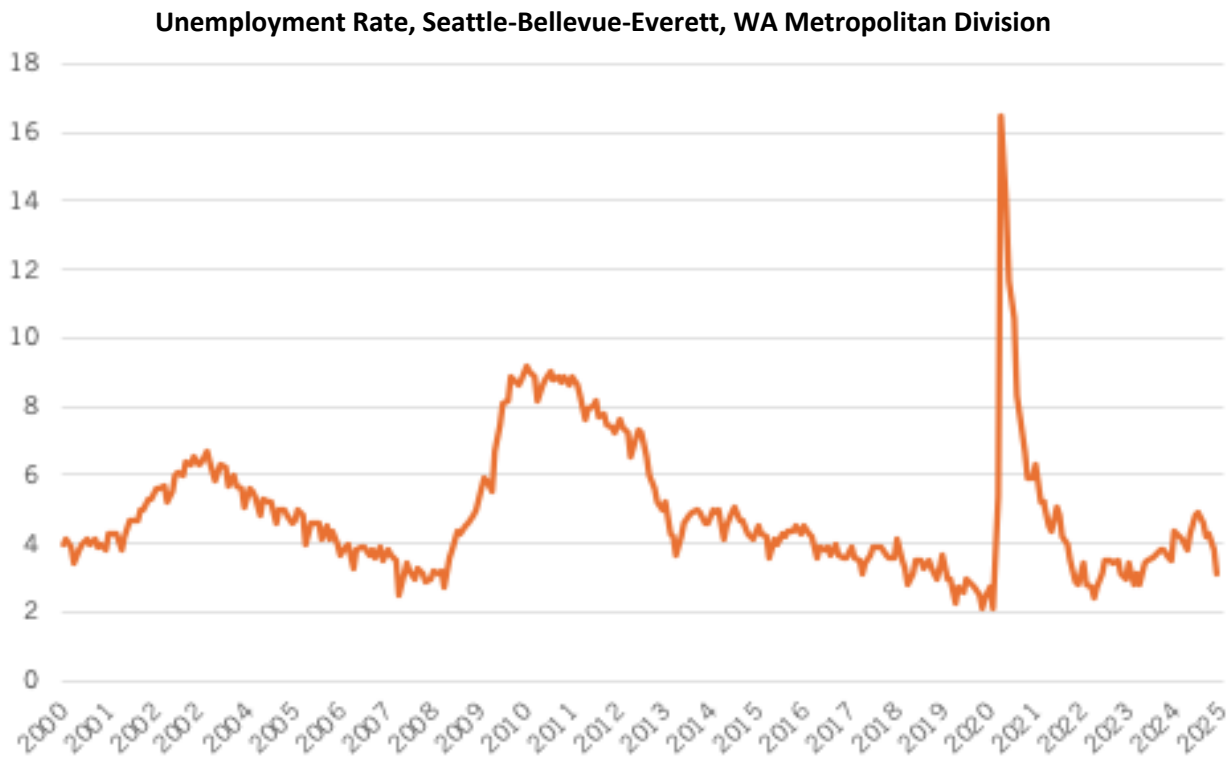
Employment by Industry, City of Everett, 2012-2022

Industry	2022		2012	
	Count	Share	Count	Share
Agriculture, Forestry, Fishing and Hunting	25	0.0%	21	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	47	0.1%
Utilities	1,249	1.3%	969	1.1%
Construction	3,426	3.6%	2,120	2.3%
Manufacturing	31,613	33.4%	38,278	41.9%
Wholesale Trade	2,786	2.9%	2,158	2.4%
Retail Trade	6,906	7.3%	7,147	7.8%
Transportation and Warehousing	3,311	3.5%	2,054	2.2%
Information	905	1.0%	1,742	1.9%
Finance and Insurance	1,641	1.7%	1,557	1.7%
Real Estate and Rental and Leasing	914	1.0%	924	1.0%
Professional, Scientific, and Technical Services	3,335	3.5%	2,239	2.5%
Management of Companies and Enterprises	569	0.6%	599	0.7%
Administration & Support, Waste Management and Remediation	4,202	4.4%	3,350	3.7%
Educational Services	5,104	5.4%	4,210	4.6%
Health Care and Social Assistance	17,506	18.5%	11,892	13.0%
Arts, Entertainment, and Recreation	671	0.7%	832	0.9%

Accommodation and Food Services	3,580	3.8%	3,869	4.2%
Other Services (excluding Public Administration)	1,414	1.5%	2,638	2.9%
Public Administration	5,613	5.9%	4,728	5.2%
Total All Jobs	94,770	100.0%	91,374	100.0%

Source: Census OnTheMap Jobs by NAICS Industry Sector, 2022. Accessed at: <https://onthemap.ces.census.gov/>.

Analyzing unemployment trends in Everett using data from the Bureau of Labor Statistics for the Seattle-Bellevue-Everett Metropolitan Division reveals the city's resilience during economic downturns. The 2008-2009 recession drove unemployment to approximately 9%, with a gradual recovery over several years. In contrast, the COVID-19 recession caused unemployment to spike above 16% in 2020 but saw a faster rebound compared to the 2008 financial crisis. As of December 2024, the Seattle-Bellevue-Everett unemployment rate stands at 3.1%, indicating a strong yet tight labor market.



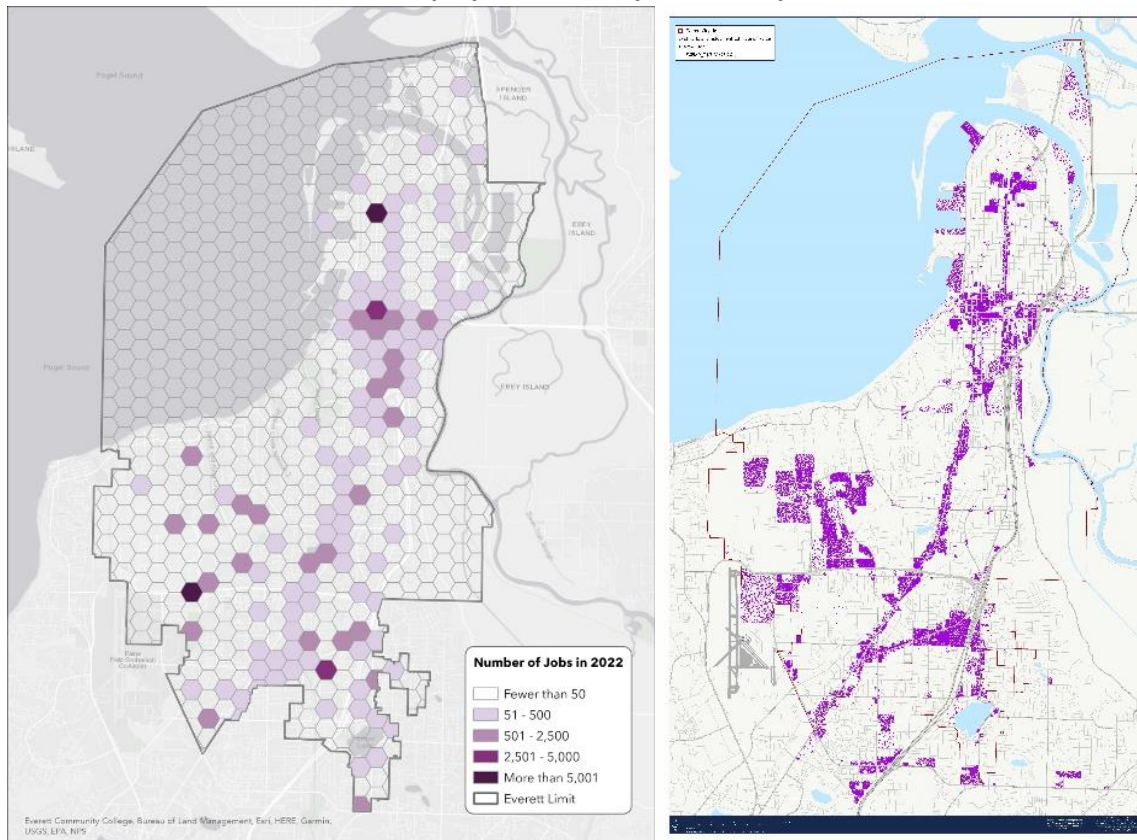
Source: Bureau of Labor Statistics (BLS). Accessed at: <https://bls.gov>.

Employment in Everett is mainly centered around three key areas: Metro Everett/Port of Everett, Southwest Everett Manufacturing Industrial Center, and Evergreen & Everett Mall Way. These areas

serve as major employment hubs, hosting a variety of businesses and industries that contribute to the city's economic vitality and provide job opportunities for its residents.

As shown in Exhibit 3, employment concentrated along Evergreen & Everett Mall Way includes several retail and professional services industries, while employment in Downtown/Port of Everett includes several health care and professional services as well as government jobs. Meanwhile the SW Everett MIC/PAE area near the Paine Field Airport has a concentration of aerospace and manufacturing jobs.

Exhibit 3. Employment Density for the City of Everett, 2022



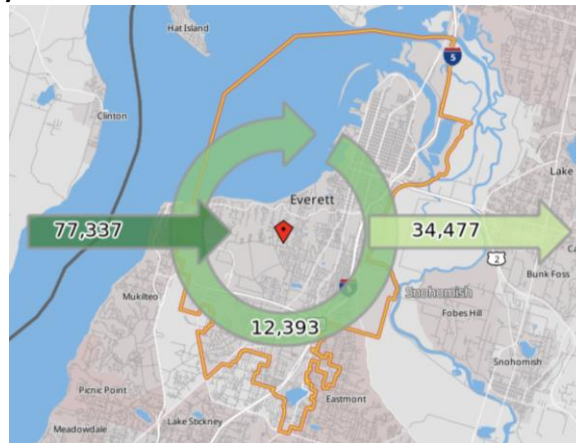
- Source: Census OnTheMap Labor Market Segment, 2022. Accessed at: <https://onthemap.ces.census.gov/>.

Regional Employment Center – Who works here

Everett serves as a regional employment center, drawing in more than 77,000 workers from outside the city, while a significant of Everett residents (34,000) commute elsewhere for work. This large inflow of workers reflects strong job opportunities particularly in aerospace, healthcare, and government sectors. Additionally, heavy inbound commuting increases traffic congestion and infrastructure needs, requiring efficient regional transportation options not only for passenger rail but also a good freight network to support Everett's manufacturing industry and other businesses that rely on freight transportation.

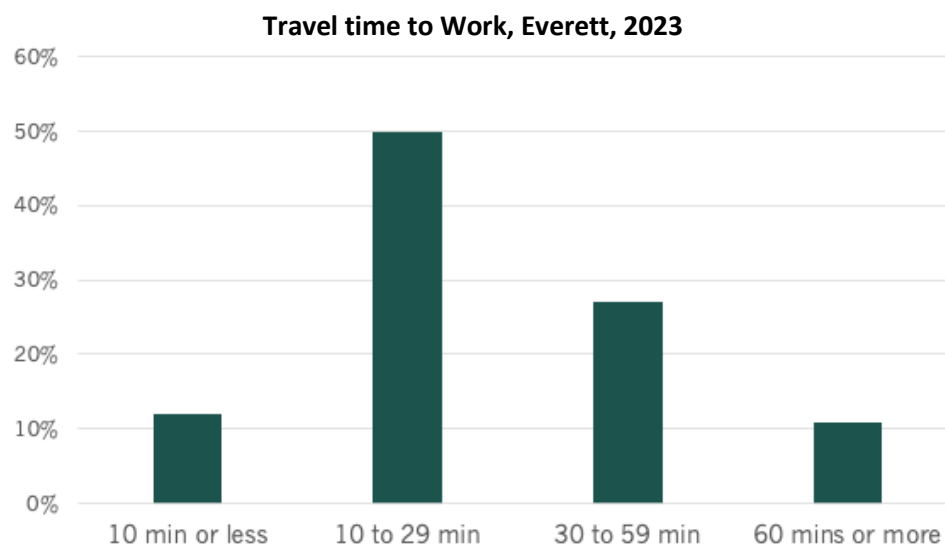
The anticipated Sound Transit Everett Link Extension promises to enhance connectivity, offering sustainable alternatives for residents and supporting the area's growing workforce.

Exhibit 8. Inflow/Outflow of Commuters into and out of the City of Everett, 2022



Source: Census OnTheMap Inflow/Outflow, 2022. Accessed at: <https://onthemap.ces.census.gov/>.

Everett's workforce remains highly car-dependent, with 68% of residents driving alone to work and only 3% use public transit. While, public transit ridership is low, carpooling seems to be a more popular option of getting to work for Everett residents. While most workers have commutes of under 30 minutes, continued growth in Everett and across the region could increase congestion. Remote work has increased but remains limited. Improving public transit and expanding bike and pedestrian infrastructure could help with reducing commute burdens while encouraging alternative modes of transportation that are not reliant on an automobile.

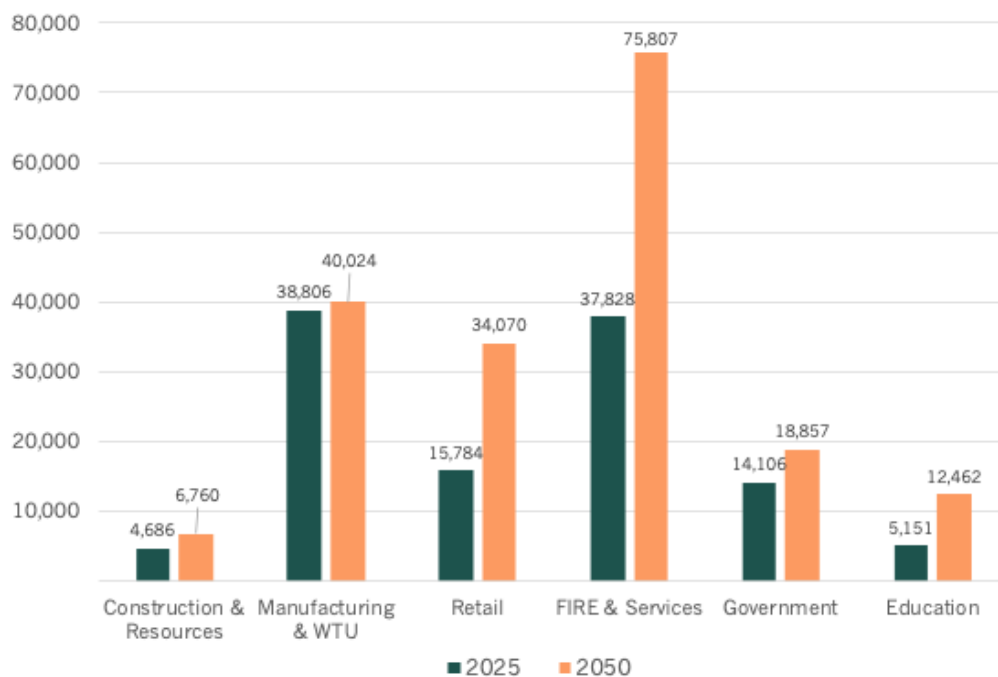


Diversify and Expand the Economy

Cities with employment across a wide range of industries are typically better positioned to weather inevitable fluctuations in the global, regional, and local economy. Though all communities suffer job losses and subsequent decreases in tax revenue during economic downturns, more robust, diversified economies can rebound relatively quickly, creating new job opportunities to replace those lost. Expanding and diversifying Everett's economic base will make it more stable and provide more opportunities for people to live and work in their community. An economy with a wide range of employment options in different sectors offers residents with varying level of skills and education greater opportunities to attain living wage jobs. This goal and its associated policies seek to diversify and grow Everett's economy in a way that will benefit all its residents.

Based on PSRC's employment projections, by 2050, Everett's economy will undergo a major transformation, with the FIRE (Finance, Insurance, and Real Estate) & Services sector driving employment growth. The FIRE & Services sector is expected to double, reflecting a shift toward a knowledge-based economy. Retail and education will also see substantial expansion, reinforcing the city's growing population and workforce development needs. While manufacturing will remain an important industry, its growth will be minimal, highlighting the need for industry diversification.

Everett Employment Growth Projection by Sector, LUV-it Model



Source: PSRC LUV-it 2023. Accessed at: [https://psrc-psregcncl.hub.arcgis.com/Note\(s\)](https://psrc-psregcncl.hub.arcgis.com/Note(s)):

1. FIRE sector includes industries in finance, insurance, and real estate
2. Services sector includes professional and business services, health and social services, and hospitality and leisure.

Expand Target Industries

Exhibit 8 below shows the star and emerging industries in Everett. Star industry clusters are highly concentrated and still experiencing growth in Everett. For example, chemical manufacturing has a location quotient of 1.97, indicating that the cluster is 1.9 times more concentrated in Everett compared to Washington State.

The Emerging clusters are underrepresented in the region (not concentrated) but are growing quickly. If growth trends continue, these clusters will eventually become more concentrated in Everett's economy.

Manufacturing is still a dominant industry in Everett with the chemical manufacturing sub-industry growing as a specialty among manufacturing. The rapid growth of textile product mills suggests opportunities for advanced materials and specialty industries, while warehouse and e-commerce driven logistics is surging, reinforcing Everett's role as a distribution hub.

Additionally, due to Everett's high concentration of manufacturing industries, along with the presence of Boeing and Paine Field Airport, several complementary industries have emerged. With support from the city, these industries—sustainable aviation, carbon-free energy, and life science manufacturing—have the potential to grow and become integral to Everett's economy.

Star and Emerging Cluster Industries in Everett, 2021

3 NAICS Code	Industry	2017-2021 % Change	LQ 2021
Star Industries			
339	Miscellaneous manufacturing	17%	1.95
325	Chemical manufacturing	99%	1.87
443	Electronics and appliance stores	17%	1.21
Emerging Industries			
492	Couriers and messengers	115%	0.99
314	Textile product mills	92%	0.77
48-49	Transportation and warehousing	30%	0.63
312	Beverage and tobacco product mfg.	22%	0.52

Source: Washington Security Department

Workforce Development / Education

Everett is home to a robust network of organizations committed to equipping residents with the skills necessary to excel in the regional economy. The groups identified below play a crucial role in connecting individuals with thriving industries such as aerospace, healthcare, and construction. Below is an in-depth look at the key organizations driving workforce success.

- **Economic Alliance Snohomish County:** This organization goes beyond training by aligning workforce development with broader economic initiatives, acting as a convener and advocate for both businesses and workers.
- **Everett Community College:** A hub for higher learning and career preparation, Everett College excels at providing advanced manufacturing and aerospace training, equipping students with cutting-edge skills that align with the needs of local employers.
- **Evergreen Goodwill:** Known for its holistic approach, Evergreen Goodwill integrates job readiness programs with essential support services like transportation and childcare, ensuring that opportunities are accessible to all.
- **Latino Educational Training Institute (LETI):** LETI breaks down barriers with culturally tailored programs, addressing the specific needs of BIPOC residents while opening doors to education, entrepreneurship, and career advancement.
- **Maritime Institute:** Provides U.S. Coast Guard approved courses for all vessel operations, including deck, engineering and life-safety to guide mariners toward professions on the water.
- **Sno-Isle Tech Skills Center:** Bridging the gap between high school education and the workforce, Sno-Isle Tech offers career-focused training in fields like auto maintenance, healthcare, and construction, creating direct pipelines into local jobs.
- **Washington Aerospace Training and Research Center (WATR):** Positioned at Paine Field, WATR delivers intensive, industry-specific programs that prepare workers for the aerospace sector, making it a cornerstone for one of Everett's largest industries. **Washington State University Everett:** With a focus on applied learning and real-world solutions, WSU Everett supports workforce readiness through its innovative programs in engineering, data analytics, and business management, directly addressing the needs of Everett's evolving industries.
- **Workforce Snohomish:** As a leader in regional workforce planning, Workforce Snohomish connects employers and training programs, fostering collaboration and ensuring that local workers are ready for the jobs of tomorrow.

Increase Access to Employment

The benefits of increased access to jobs should be available to all residents. While creating more high-quality job opportunities is important, it is equally critical to enhance job seeker's skills and education to increase their access to these jobs. The goal and policies in this section outline the City's intent for the city to have more living wage jobs and enhance workforce development and education for residents.

Business Retention, Expansion, and Attraction

Everett's economy is diverse, benefitting from strong manufacturing, defense, medical, education, maritime, finance and insurance, and retail sectors. The increasing growth of technology innovation, such as biomedical, precision measuring software and other technologies, as well as creative and craft industries such as breweries, cideries, distilleries, children's clothing manufacturer, and other artistic endeavors round out an economic sphere in which many types of enterprises and workers can thrive.

As an urban community, Everett has space for new businesses across the city and in the Southwest Manufacturing Industrial Center (MIC) for plants and other business endeavors. It is important that Everett builds on local talent, existing buildings and land to grow and attract enterprises that can afford to pay livable wages and provide the foundation of a healthy economy.

Business Friendly Environment and Reputation

Creating an environment that promotes economic development depends on a multitude of factors, and the City has a key role in spurring private sector investment and the creation of jobs by creating a business friendly climate. From the quality of the City's services and regulations to public investments in infrastructure and organizations, the City has significant influence on how people perceive the ease of doing business in Everett.

Everett is seen as a relatively affordable and growing business hub, but addressing permitting processes, safety concerns, and investment incentives will be key to enhancing its reputation as a business-friendly destination. Downtown Everett is experiencing renewed business interest, with strong potential for economic expansion. However, redeveloping vacant spaces, improving infrastructure, and fostering a vibrant retail and dining scene will be essential to sustaining this momentum.

Advantages of Doing Business in Everett:

- Affordability compared to nearby cities: Everett offers lower commercial lease rates and business costs than Seattle and Bellevue, making it an attractive alternative.
- Growing interest in investment: Many business owners are actively looking to expand or relocate to Everett, indicating positive market potential.
- City investment in downtown improvement: Efforts to revitalize vacant spaces and support small businesses show a commitment to enhancing economic vibrancy.

Business Growth Potential is Strong:

- 106 businesses expressed interest in expansion, relocation, or opening new ventures in Downtown Everett.
- 38 existing businesses are considering expansion, 59 are interested in opening new businesses, and 9 are looking to relocate to downtown.
- This positive sentiment signals confidence in Everett's commercial ecosystem, with opportunities for growth in retail, dining, and professional services.

Land Use

Everett has and needs diverse business districts and building types to retain and attract new development, adjust to market trends and remain attractive to key industry sectors. The Urban Form element, zoning, and development regulations work in concert with the Economic Development element to provide for the land use and building types necessary to achieve the city's economic development strategy, within the context of the city's overall land use vision. Moreover, the city will need to ensure the necessary infrastructure is planned, funded and built to support these commercial centers.



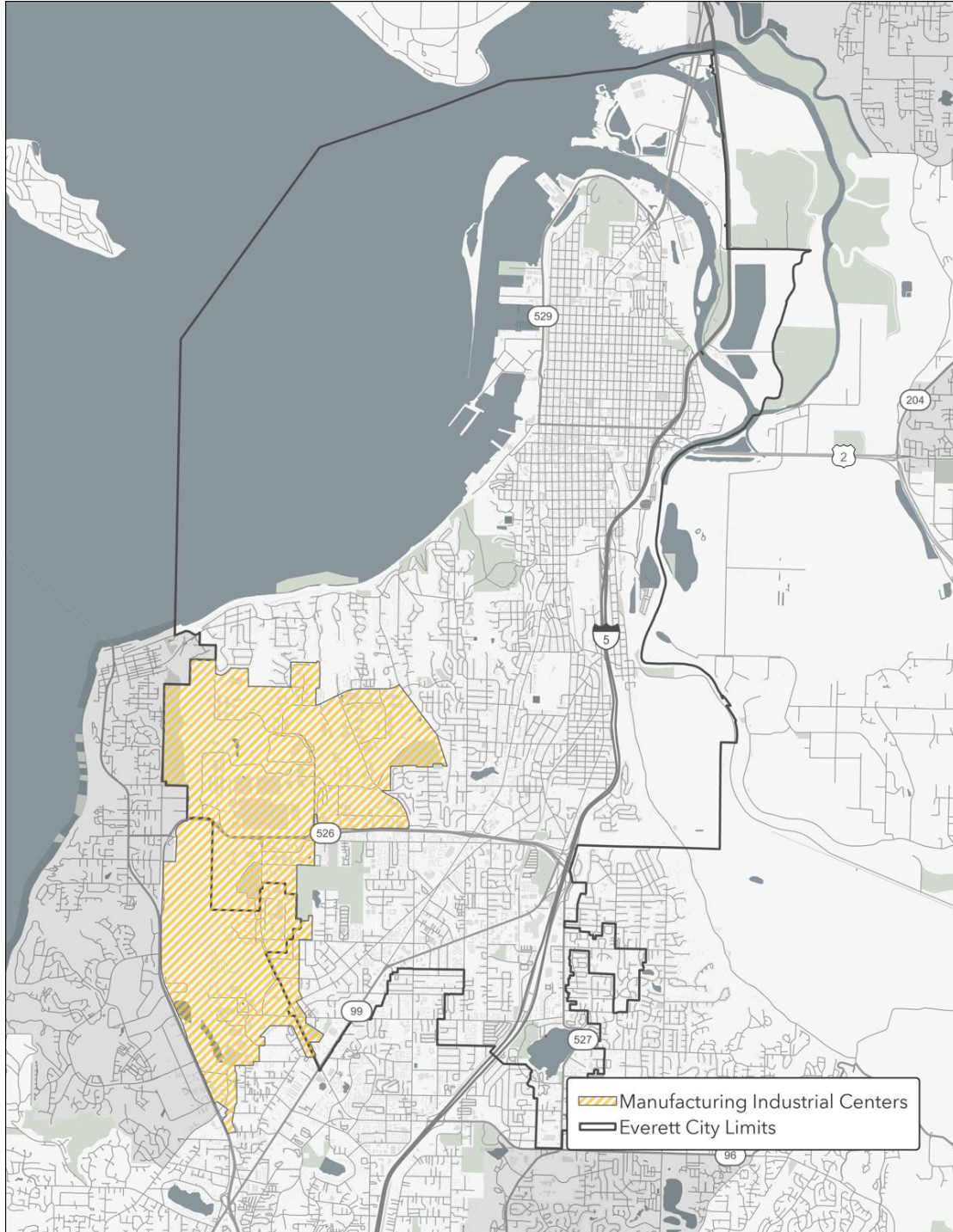
Employment Centers

The ability to strengthen and diversify Everett's employment centers is directly related to the city's land use policy and infrastructure investments. As employment centers continue to evolve, having policy that supports the infrastructure and land use needs of existing and future businesses will be an integral piece of the City's overall economic landscape. Through its economic development efforts, the City will need to work to retain, grow, and attract employers. Strengthening employment centers through sound land use policy will result in a stronger and more diverse economic base for the City. In addition, concentrating employment supports development of mixed-use districts where people can live, work, shop, and play.

The Southwest Manufacturing Industrial Center (MIC) is a critical driver of Everett's economy and an important employment hub, supporting tens of thousands of high-wage jobs in aerospace manufacturing, aviation, and industrial sectors. Its strategic location, strong aviation infrastructure, and industrial workforce position it as a key player in Washington State's manufacturing and export economy. As the aviation industry evolves, continued investment in workforce training, transportation infrastructure, and industry diversification will be important to sustaining long-term economic growth in Everett.

Much of the development and activity that occurs in the center is related to aviation, aircraft production, maintenance, testing, flight training, business and corporate aviation, and military aviation activities. Currently there are 35,255 jobs in the MIC with an additional 3299 jobs targeted.

City of Everett Manufacturing Industrial Centers, PSRC, 2024



Source: Puget Sound Regional Council Data Portal, 2024



Metro Everett is a PSRC designated Growth Center. It is a strategic hub for economic and residential growth, designed to support a concentration of jobs, housing, and key investments in transit infrastructure. These centers play a vital role by serving as economic and employment hubs. In the Urban Form element, there are goals and policies for developing transit-oriented centers adjacent to light rail and high-capacity transit stations.

The Goals and Policies are tailored to support, diversify, and grow Everett's economy and to create an environment that will benefit the city and all its residents.

Goals

Overall Economic Development Goal: A thriving, connected, and sustainable economy that lifts Everett residents and businesses.

Goal ED 1: Everett's economic base is diverse and expanding to support a vibrant economy.

Goal ED 2: Employment opportunities are accessible to Everett's residents and are supported with local educational and job training partnerships for living wage jobs.

Goal ED 3: Everett's business environment promotes the growth and development of local enterprises and draws new firms to the city.

Goal ED 4: Everett effectively plans for and manages land use decisions to protect and provide land for employment uses.

Goal ED 5: Everett's infrastructure meets the needs for current and future businesses, by investing in transportation system and utilities.

Goal ED 6: Everett's employment growth is focused in robust and thriving mixed-use and industrial centers that are easily accessible to transportation networks and provide high-quality services to attract and retain businesses.

Goal ED 7: Everett's innovators and entrepreneurs are supported in building businesses.

Goal ED 8: Everett has a thriving arts and culture community contributing to its economy and quality of life.

Goal ED 9: Tourists come to Everett to enjoy local attractions, arts, cultural, and entertainment events, dining, shopping and the natural environment.

Goal ED 10: Everett has a recognizable brand and image that supports economic growth, leverages existing cultural, community and economic assets.

Policies

Diversifying And Expanding the Economy

ED-1 Work to secure 39% of Snohomish County employment growth by 2044.

ED-2 Ensure that there is sufficient zoned land and development capacity to accommodate the 2044 employment growth allocations.





ED-3 Partner with the state, counties, Port of Everett, other cities, businesses, and organizations engaged in diversifying and expanding the economic base of Everett and Snohomish County.

ED-4 Maintain and implement an economic development strategy / plan that identifies short- and mid-term goals and strategies to diversify and expand the economy, as well as attract emerging industries to Everett.

ED-5 Encourage commercial and industrial development by ensuring the availability of suitable sites for development and providing appropriate zoning and infrastructure.

ED-6 Develop relationships, partnerships, and programs to promote international business and trade opportunities in Everett.

ED-7 Support creation of a public development authority / corporation to promote prosperity, economic and community development in Everett.

ED-8 Encourage the establishment and expansion of commercial businesses that produce goods locally, increase local spending and provide needed goods and services to residents and businesses in Everett.

ED-9 Encourage the development of specialty businesses that reflect the diverse ethnic and cultural groups of the Everett community.

ED-11 Leverage Everett's industry sector strengths and assets to position Everett as an aerospace, manufacturing, climate innovation, health sciences and maritime (Port of Everett and Naval Station Everett) leader and innovator in the local, regional, and state economy.

ED-12 Collaborate with Snohomish County to expand Paine Field employment opportunities and for the area surrounding the airport for freight and travel related businesses.

ED-13 Maintain a database of sites available for development.

ED-14 Building on Everett's brand, promote the city as a livable community and excellent place to do business by showcasing the community's competitive advantages and economic and community assets.

Equitable Opportunities

ED-15 Maintain adequate employment land and public facilities that support living wage jobs that do not require a 4-year college degree and facilitate career advancement for low-income people.

ED-16 Encourage investment in, and alignment of, public efforts to reduce racial, gender, ethnic and disability-related disparities in income and employment opportunity.

ED-17 Improve access to contracting opportunities for minority-owned, woman-owned, and emerging small businesses.

ED-18 Collaborate with local educational institutions and other organizations to enhance the quality and relevance of education at all grade levels and improve access to continuing education.

ED-19 Facilitate efforts of businesses, educational institutions, neighborhood organizations and major civic/government entities in the development of programs that meet the current and future needs of employers and employees, as well as those seeking employment.

ED-20 Promote expansion and addition of higher education, professional, technical, trade, apprenticeship, and internship programs at institutions in industries with growing demand, such as computer science, aerospace, and healthcare, and encourage links between schools and local businesses for training and job skill programs.

ED-21 Connect low-skilled residents from low-income communities to training pathways that lead to family-wage jobs, with a particular focus on connections to key sectors, including aerospace, manufacturing and healthcare.

ED-22 Support efforts by educational institutions and other public and private organizations to develop educational opportunities in entrepreneurship, innovation, and leadership.

ED-23 Encourage educational institutions, government, and local employers to introduce local youth, particularly in underrepresented communities, to a wide variety of employment and business opportunities.

[Business Retention, Expansion and Attraction](#)

ED-24 Support efforts to attract, expand and retain large, medium, and small businesses that offer high quality jobs, generate local tax revenue and/or provide needed goods or services to residents.

ED-25 Facilitate development of programs to support small businesses and entrepreneurs, particularly minority-women-owned businesses, and military personnel.

ED-26 Develop and expand programs to recruit entrepreneurs associated with priority sectors to build an entrepreneurial culture locally and encourage relocation from higher cost locations.

ED-27 Promote key retail, office, and manufacturing opportunity sites, as identified in the City's Economic Development Strategic Plan, Subarea Plans, and other planning documents.

ED-28 Support the vibrancy of locally owned small businesses and their ability to remain in neighborhood and commercial districts where they exemplify and promote their community's identity, cultural richness, and character.

ED-29 Promote the development of affordable commercial spaces that meet the economic and cultural needs of historically underserved communities, with a focus on serving the needs of businesses that are at risk of displacement.

ED-30 Explore and support tools for community ownership of commercial spaces to preserve small businesses that exemplify and promote their community's identity, cultural richness and character.

ED-31 Explore opportunities for retaining anchor institutions that provide vital and unique services for communities.

ED-32 Support establishment of temporary markets (farmers' markets, craft markets, flea markets, etc.) and other temporary or mobile vending structures in the public realm that enable startup business activity and encourage their transformation into more permanent facilities.

Business Friendly Environment

ED-33 Provide a positive, accessible, and customer-oriented atmosphere to those seeking municipal services.

ED-34 Encourage predictability and consistency in the City's land use regulations, while also allowing for flexibility and creativity in the site development process.

ED-35 Review development regulations periodically and proactively to ensure that new business activities that are consistent with the intent of the Comprehensive Plan can locate within the city and provide predictability and timeliness in the permitting process.

ED-36 Encourage active cooperation between the City and local businesses concerning economic development issues, including the support of businesses that have specialized infrastructure, building design and transportation needs.

ED-37 Assess Everett's competitiveness and businesses environment by periodically assessing economic performance and key indicators.

ED-38 Encourage the construction and maintenance of utility, communications, and technology infrastructure that will help attract business and industry to the Everett community.

ED-39 Maintain and improve the transportation network as necessary to facilitate the efficient movement of goods and attract economic activity.

ED-40 Use innovative finance methods and seek regional funding opportunities for Everett's infrastructure to support the city's continued economic vitality.

ED-41 Anticipate infrastructure systems and facilities needs and prioritize public investments necessary to support catalytic economic development and redevelopment projects.

ED-42 Leverage Everett's major institutions to attract businesses that serve their populations as well as businesses seeking a trained and educated workforce.

Employment Centers

Regional Growth Centers

ED-43 Continue to position the Metro Everett Regional Growth Center and Southwest Everett Manufacturing Industrial Centers as the preeminent employment areas for Snohomish County.

ED-44 Continue to carry out and implement the policies of the Metro Everett Plan.

ED-45 Facilitate infrastructure improvements to support mixed use, manufacturing, industry, and job creation projects in priority areas.

ED-46 Encourage the development of hospitality, entertainment, business facilities within Metro Everett and other appropriate locations to improve opportunities for shopping, dining, arts and entertainment, lodging, conventions, sports, and cultural events.



ED-47 Provide industrial land and encourage investment in necessary services that support industrial business retention, growth and traded sector competitiveness as a West Coast trade and freight hub, a regional center of diverse manufacturing and a widely accessible base of living wage jobs, particularly for underserved and underrepresented people.

Mixed Use Centers

ED-48 Provide for the growth, economic equity and vitality of the city's commercial areas.

ED-49 Continue to support efforts of mixed-use centers to improve their physical attributes by encouraging infill, adaptive reuse and other strategies, to create more walkable places with historic character that enhance neighborhood livability.

ED-50 Enhance opportunities for cooperation and partnerships between public and private entities that promote commercial revitalization efforts, sustainability initiatives and transportation demand management for communities most disconnected from the regional economy.

ED-51 Encourage concentrations of commercial services, amenities and employment opportunities in centers and create connections between centers, institutions and major employers to reinforce the centers' roles as vibrant hubs of activity.

ED-52 Promote development or redevelopment of vacant, underutilized or surplus properties, particularly those with potential to serve as a catalyst for economic development, with incentives and other assistance. Collaborate with other entities to identify economic and service needs that could be met through the marketing and development of such sites.

Manufacturing / Industrial Areas

ED-53 Provide industrial land and encourage investment in necessary services that support industrial business retention, growth and traded sector competitiveness as a West Coast trade and freight hub, a regional center of diverse manufacturing and a widely accessible base of living wage jobs, particularly for underserved and underrepresented people.

ED-54 Protect industrial land as identified on the Comprehensive Plan Map for industrial and manufacturing uses and encourage the growth of industrial activities in the city.

ED-55 Protect multi-modal freight-hub industrial areas surrounding the Port of Everett.

ED-56 Provide for small, dispersed employment areas for a flexible and affordable mix of office, creative services, small-scale manufacturing, traded sector and other small-format light industrial and commercial uses with access to the transportation network.

ED-57 Support the role of industrial districts as leading source of middle-wage jobs that do not require a 4-year college degree and as a major source of wage disparity reduction for under-served and under-represented communities.

Campus Institutions

ED-58 Support the stability and growth of Everett's major campus institutions as essential service providers, centers of innovation and community activity, workforce development resources and major employers.



ED-59 Protect the livability of surrounding neighborhoods through adequate infrastructure and campus development standards and provide for context sensitive, transitional uses and development at the edges of campus institutions to enhance their integration into surrounding neighborhoods.

ED-60 Encourage the development of long-range plans (i.e. master plans) for hospitals, universities and other major institutions as part of project review to ensure compatibility with adjacent land uses in the neighborhood area, to provide predictability and reduce piecemeal permits.

Neighborhood Nodes and Neighborhood Businesses

ED-61 Provide for the growth, economic equity, and vitality of neighborhood businesses.

ED-62 Enhance the function of neighborhood nodes as a foundation of neighborhood livability.

ED-63 Enhance the function of neighborhood business districts as a foundation of neighborhood livability.

ED-64 Encourage and expand allowances for small, low-impact home based businesses in residential areas, including office or personal service uses with infrequent or by-appointment customer or client visits to the site. Allow a limited number of employees, within the scale of activity typical in residential areas, including home-based businesses on sites with accessory dwelling units.

ED-65 Provide for neighborhood nodes in areas between centers to expand local access to goods and services. Allow small-scale neighborhood-serving commercial uses in large-planned developments and as a ground floor use in high density residential areas.

ED-66 Encourage collaborative approaches to align land use and neighborhood economic development for residents and business owners to better connect and compete in the regional economy.

Sustainability

ED-67 Everett in collaboration with local and regional agencies promotes the development and growth of clean technology and green jobs linked to the preservation and sustainability of the natural environment, including jobs in environmental justice, energy efficiency, renewable energy industries, natural resource management, and other technologies that address climate change.

ED-68 Enhance Everett's economic resilience to impacts from climate change and natural disasters through a strong local economy and equitable opportunities for prosperity.

ED-69 Research and facilitate incentives, technical assistance to support and enable remediation and redevelopment of brownfield sites for industrial growth.

ED-70 Facilitate concurrent efforts to protect and improve industrial capacity and watershed health in Possession Sound and the Snohomish River.

Vibrant Economy

ED-71 Encourage the establishment and expansion of knowledge and innovation-based industry.

ED-72 Expand the creative industries in Everett.

ED-73 Collaborate with businesses, business organizations, and the community to organize and promote events, festivals, meetings, and conventions that help residents and visitors develop positive associations with the Everett community.

ED-74 Encourage the development of hospitality, entertainment, business facilities within Metro Everett and other appropriate locations to improve opportunities for shopping, dining, arts and entertainment, lodging, business conventions, sports, and cultural events.

ED-75 Maintain, enhance, and promote the social, cultural, and historic amenities of the city (such as attractive public spaces, historic building inventory, restaurants, sidewalk cafes, and art galleries) to help attract creative, artistic, skilled, and innovative people (the creative class) to the Everett community.

ED-76 Collaborate with partner organizations to promote the city's distinctive character, historic inventory, public art, cultural and recreational activities, retail businesses, business districts and attractions to make Everett a destination city.

ED-77 Promote Everett as an international City, highlighting diverse cultural attractions, traditions and communities in the neighborhoods and business districts as well as downtown.

ED-78 Implement, and update as needed, Everett's strategic tourism and marketing plans to strengthen tourism development and programs.

5-YEAR ECONOMIC DEVELOPMENT ACTIONS

Action ED-1: Update Southwest Everett Manufacturing Center Subarea Plan & MIC designation.

Action ED-2: Apply for and receive ArtsWA Creative District certification for Downtown Arts District

Action ED-3: Explore and implement the establishment of a Community Development Corporation and / or Public Development Authority.

Transportation Element

VISION: People and goods move easily, efficiently, and safely within and through Everett.

ELEMENT SCOPE: The Transportation Element addresses how people and goods get around the city by all modes, including walking and rolling, cars, buses, rail and trucks.

The Transportation Element establishes a strategic framework to guide transportation investments in Everett through the next 20 years to the horizon year 2044, based on the community's vision and goals. The element incorporates both immediate and long-term strategies, encompassing programs, policies, and projects to foster the growth of an integrated multimodal transportation system in Everett. The plan aligns with and helps implement the Regional Transportation Plan as well as other elements of the Comprehensive Plan, and guides more detailed plans like the Bicycle Master Plan, ADA Transition Plan, and Everett Transit Long Range Plan. The plan guides the work of city staff and transportation agencies operating in Everett and steers the development of the City's six-year Transportation Improvement Program (TIP), annual city budgets, and capital funding ordinances by outlining the projects the city will pursue to accommodate travel demands during the planning period.

Getting Around Everett

Since the last plan update, the city has revamped its overall planning framework, which sets the tone for the investment priorities that are established in this plan. Key changes include:

- Higher growth targets; A focus on facilitating middle housing to provide reasonable and affordable housing options for people who live in Everett
- Updating Everett's street network to ensure that people have safe travel options beyond driving, including the ability to access future Swift and light rail services on foot or by bicycle/scooter
- Further emphasizing new requirements around climate planning and the environment, including supporting regional goals to dramatically reduce vehicle miles traveled and greenhouse gas emissions, support fish passage, and clean stormwater runoff from our roads
- Enhanced focus on equity and addressing the disproportionate pollution and transportation injury and health burdens that have been placed on historically marginalized communities
- Thinking proactively about how the City's transportation network can be operated and maintained in a good state of repair and coexist within the broader regional system of freeways and transit services

These changes directly affect how this plan has been developed, including the transportation needs identified, the investments considered, and the ultimate set of policies, projects, and programs advanced.

The Urban Form Element of this Comprehensive Plan describes land uses in Everett today, in terms of current densities and form, as well as what is planned for the future. The Our Community section



describes who lives in Everett, including key population demographics that are important to consider in planning and prioritizing transportation infrastructure and services.

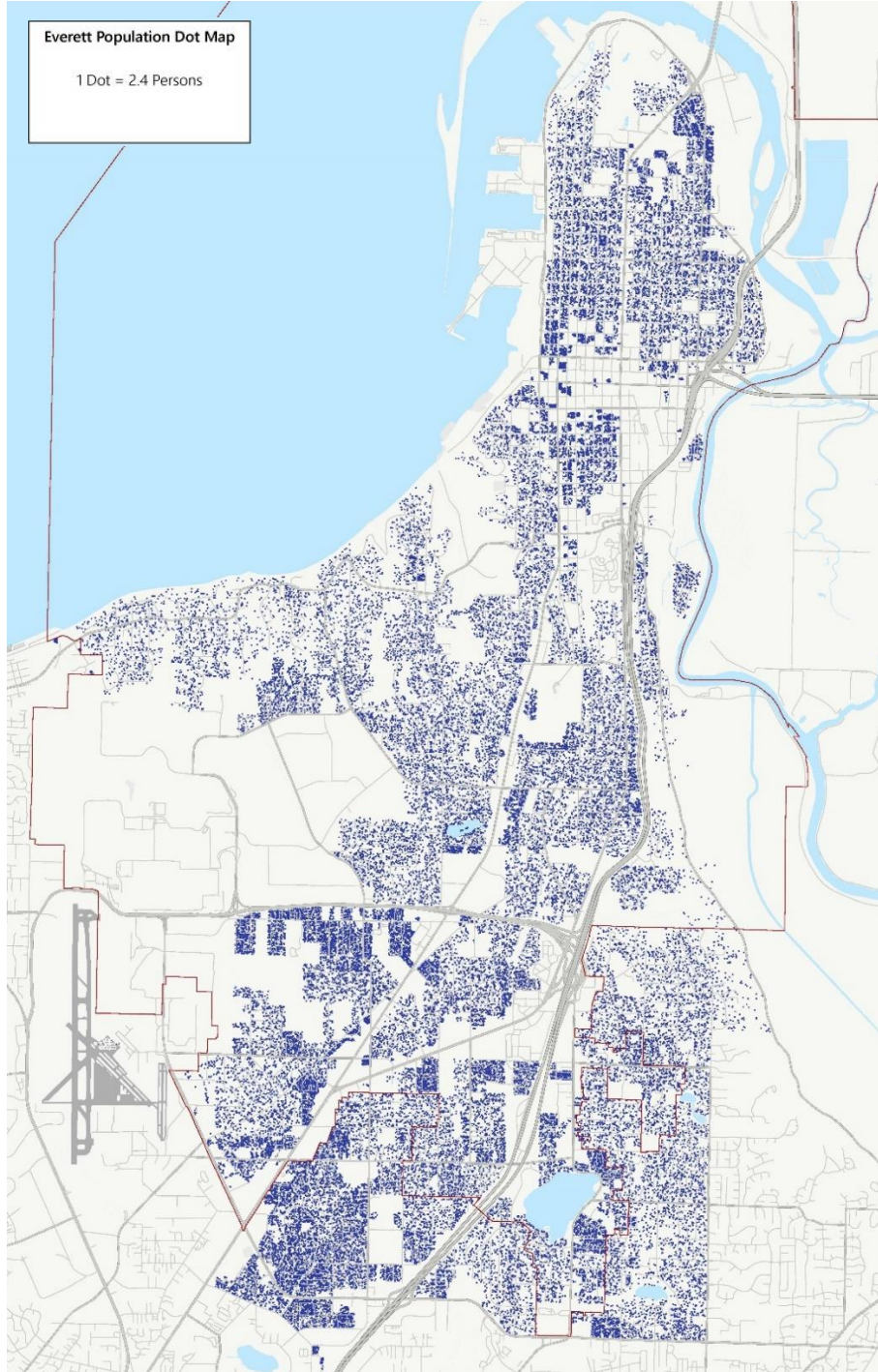
Land use and population dynamics influence who uses the transportation system, how it's used, and how well the transportation system can serve people in accessing their daily needs safely and efficiently. Compared to the Puget Sound region and Snohomish County overall, Everett tends to be overburdened and lower-income community, with more negative health outcomes related to transportation pollution, collisions, and limited access to safe walking paths, parks, and trails.

While housing and residential development is dispersed throughout the city, there are a few notable concentrations in the south and the west, as well as along W Casino Road and in Riverside around W Marine View Drive. Commercial and mixed-use development (employment-oriented uses) are concentrated along the city's major arterials, including Broadway, Evergreen Way, Everett Mall Way, and 19th Avenue SE. In addition, Everett is home to major regional attractions, including Everett Mall, Providence Regional Medical Center, Everett Community College, the Everett Branch of Washington State University, Everett Memorial Stadium, and Funko Field, as well as numerous government services and cultural attractions.

This orientation of development has important implications for assessing the adequacy and completeness of the city's network for people walking and biking, and in identifying transit service needs. Moreover, Everett's strong industrial base, which is concentrated in the Southwest Everett Manufacturing/Industrial Center, along the waterfront around the seaport, and along the Snohomish River including Smith Island, drives the need to ensure that the freight network is efficient, complete, and safely coexists within the broader Everett community.

The map below shows where the population is concentrated in Everett.

Figure 1. Population Distribution in Everett



According to 2023 ACS 5-year data, Everett has higher proportions of people who are non-white, people who are poor or struggling, and people who are foreign-born compared to Snohomish County and the surrounding region. In Everett, non-white and foreign-born populations are less likely to drive alone, are somewhat less likely to take transit, and are much more likely to carpool. Understanding the community's demographics is an important first step towards recognizing potential disparities in the existing transportation system. Overall, these demographics highlight the need for safe and affordable transportation options that are accessible for members of the community without consistent access to a personal vehicle.

Additional details about Everett's population demographics are included in the Our Communities section of this Comprehensive Plan.

Conditions Today

The following sections document transportation networks within the City and discuss identified opportunities for improvement. Everett's transportation network accommodates various modes for getting around, including walking, bicycling, riding public transit, and driving.

Motor Vehicle

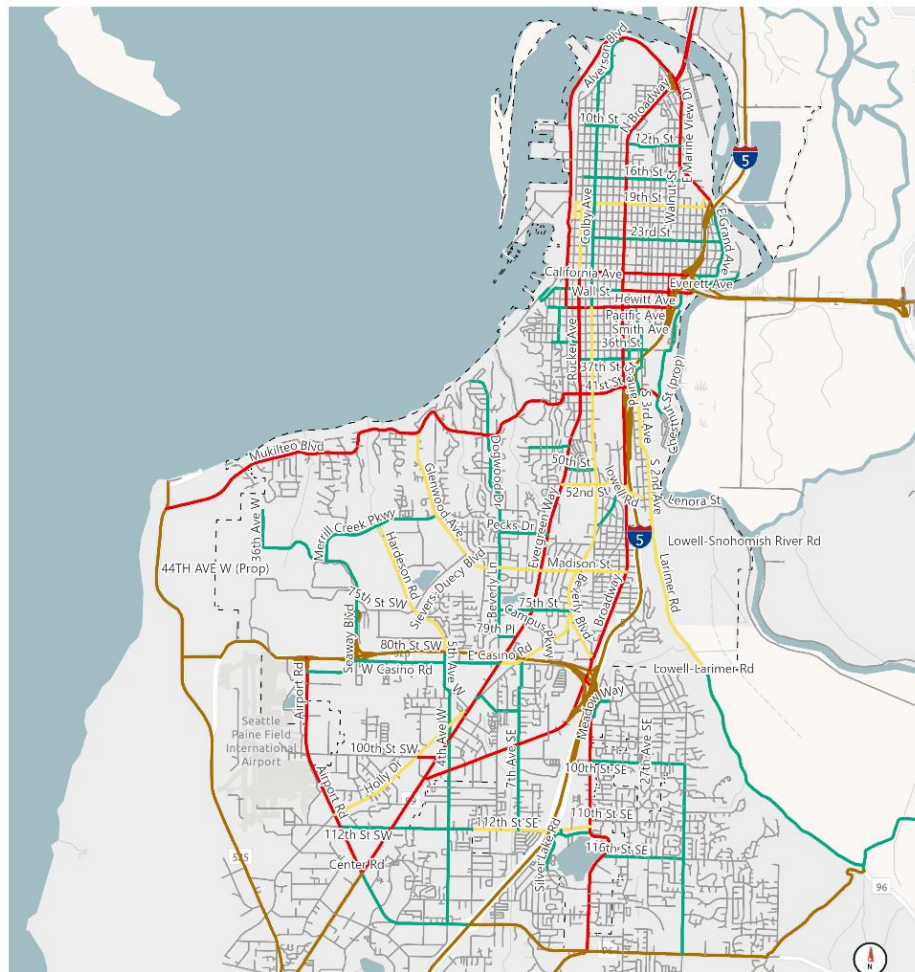
Everett's street network is comprised of roadways with varying accommodations for pedestrians, bikes, transit, freight, and cars. Streets must balance accommodating this variety of users safely, while also supporting local access and connections to regional facilities. The different types of roadways in Everett, by their functional classification are described in the table, and shown on the following map (Figure 2).

Roadway Functional Classifications

TYPE	DESCRIPTION	EXAMPLE
Freeway	Freeways are limited-access highways, meaning that they have limited number of access points to allow for free-flowing traffic and pedestrians and bicycles are generally prohibited. They connect major cities and are only accessible via entrance and exit ramps.	I-5, US 2, SR 526 (Boeing Freeway)
Major Arterial	Major Arterials are roadways that balance high volumes of vehicle throughput, frequent and high-capacity transit service including regional connections, and the highest concentrations of commerce, employment, housing, and other activity. To safely accommodate non-vehicle users, they should have sidewalks on both sides of the roadway, marked and signalized crosswalks, and bicycle facilities mainly on parallel corridors.	Evergreen Way, Broadway, Everett Mall Way
Secondary Arterial	Secondary Arterials are generally designed to provide a high degree of intra-community road and transit connections and are less significant from a perspective of regional mobility. To safely accommodate non-vehicle users, they should have sidewalks on one or both sides of the roadway, marked and/or signalized crosswalks, and bicycle facilities.	Beverly Boulevard, Madison Street/Glenwood Avenue, Holly Drive
Collector Arterials	Collector Arterials assemble traffic from the interior of an area/community and deliver it to the network of Major and Secondary Arterials. Collector Arterials provide for both mobility and access to property and are designed to fulfill both functions. To safely accommodate non-vehicle users, they should have sidewalks on one or	16 th Street, Beverly Lane/ Dogwood Drive, 7th Avenue SE

TYPE	DESCRIPTION	EXAMPLE
	both sides of the roadway, marked and/or signalized crosswalks, and bicycle facilities.	
Local	Local roadways connect traffic to Arterials, accommodate short trips to neighborhood destinations and provide local access. They generally do not have transit service or bicycle facilities. To safely accommodate non-vehicle users, they should have sidewalks on one or both sides of the roadway and marked crosswalks.	Rockefeller Ave, Cady Rd, Dakota Way

Figure 2. Existing Roadway Functional Classes



Existing Functional Class

- Major Arterial
- Secondary Arterial
- Collector Arterial
- Local
- Freeways

State and Federal Highways

Interstate-5, US-2, SR 526 and SR 529 are the major freeways serving Everett. While Everett does not have jurisdiction over these facilities, the City partners with WSDOT to advocate for changes that can more efficiently move vehicles into and out of the city and region. Congestion on these facilities can also cause drivers to detour onto City streets, so prioritizing through-movement can help alleviate local congestion.

Bridges

There are 100 bridges in Everett, of which 34 are owned by the City, three are owned by the railroad, and 63 are owned by WSDOT. Of these bridges, two of the city-owned bridges on W Mukilteo Boulevard and four of the WSDOT-owned bridges on SR 529 are noted to be in poor condition.

Freight, Aviation and Marine Facilities

Freight plays a critical role in the economic vitality of Everett; businesses and residents rely on freight shipped via trucks. Truck sizes range from “single-unit trucks”, such as package delivery, moving, and garbage trucks that navigate through neighborhoods, to large semi-truck trailers delivering vehicles and freight to local businesses. I-5, which is part of the national Interstate Highway system, and Evergreen Way are two examples of roadways that move more than 10 million tons of freight per year.

Everett is home to the Port of Everett, located on Port Gardner Bay east of Possession Sound. Possession Sound is part of the Salish Sea Maritime System, which connects to domestic and worldwide markets. The Port of Everett includes 9 Shipping Berths³, and the three main terminals are connected to the BNSF rail system. The Port of Everett directly serves the Boeing Company assembly plant in Snohomish County. The Port primarily serves as a breakbulk cargo facility, handling aerospace, construction, manufacturing, agriculture, energy, and forest products. It is also Washington’s third-largest container port after Seattle and Tacoma.⁴

Paine Field Airport serves commercial passenger flights and served as a freight hub for Boeing, specializing in jet part manufacturing and distribution. Paine Field serves as the Boeing Everett Factory and Aviation Technical Services, which is one of the largest aviation maintenance facilities in the U.S. While Boeing does not plan to continue its aviation operations from Paine Field indefinitely, an Air Cargo company is expected to begin operations ensuring that Paine Field remains an important component of the region’s air service and freight operations.

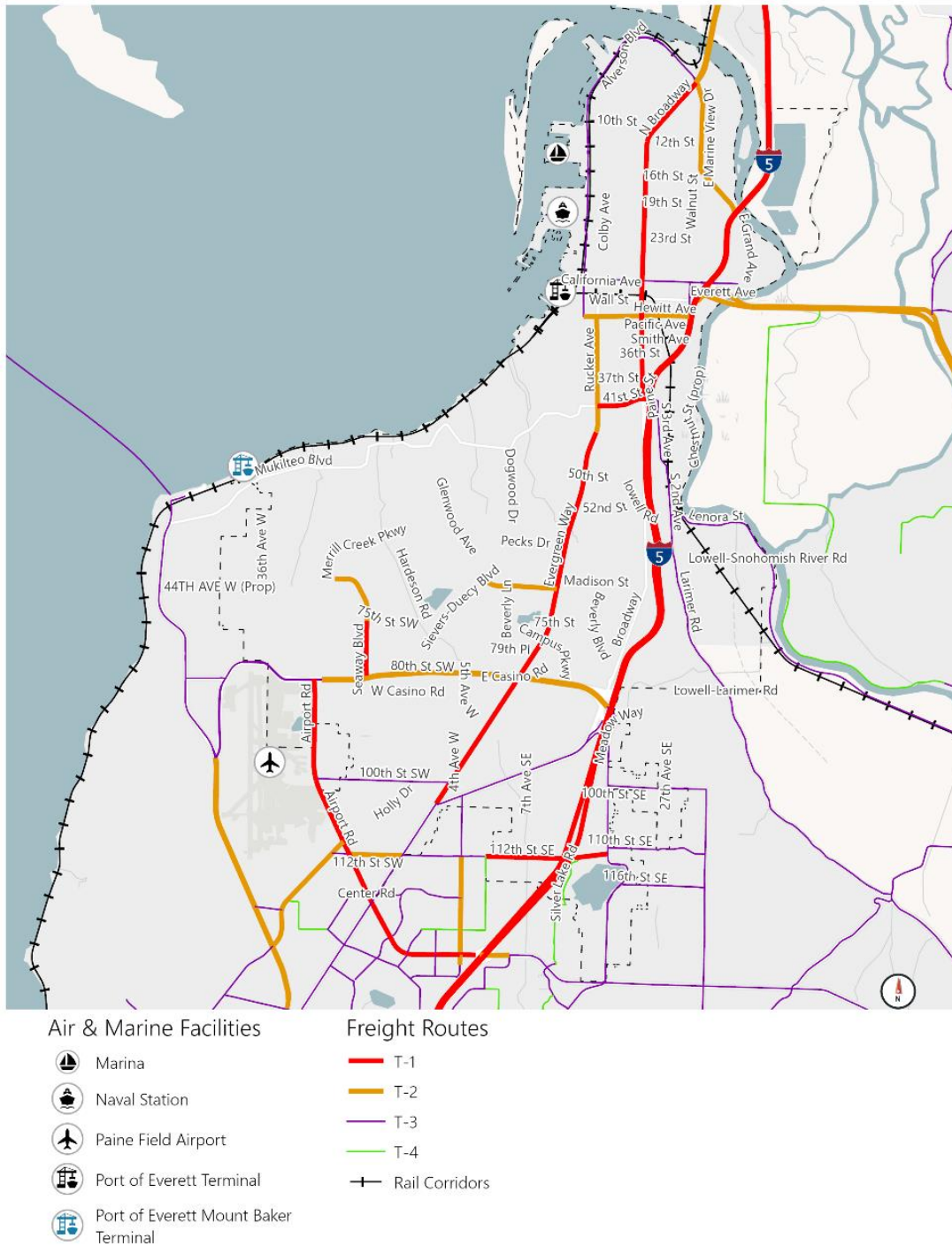
Everett has rail lines running north and south along the western coast of the city and the eastern edge of the city. The Port of Everett Seaport offers direct rail connections and is the first port reached by westbound BNSF Railway trains.

Figure 3 shows the locations of current freight routes, aviation and marine facilities in Everett.

³ https://cms9.revize.com/revize/everett/seaport/seaport_facilities.php

⁴ Appendix D: Washington’s Freight Transportation System

Figure 3: Existing WSDOT Freight Routes, Aviation and Marine Facilities



Bicycles, Scooters, and Skateboards

Bicycling, scooting, and skating facilitate longer trips than walking with similar benefits to the environment, individual health and wellbeing, and community livability. Bicycling infrastructure can enable trips for people on bicycles, but also for people riding scooters, skateboards, or otherwise rolling with varying levels of experience and confidence.

Everett's existing bicycle network is shown in **Figure 4**. Bicycle facilities currently include striped bike lanes, marked shared lanes, paved/striped shoulders, and off-street facilities. These facilities include regional bicycle connections, such as the Interurban Trail, which connects to Lynnwood and trail systems in King County. While there are conventional and buffered bike lanes on some roadways in the city, such as sections of West Mukilteo Boulevard, E Marine View Drive, and Glenwood Avenue, there are many gaps in the bicycle network and many of the facilities are not comfortable for users of all ages and abilities. Moreover, cycletracks and buffered bike lanes provide a more significant buffer from traffic than conventional bike lanes and broaden the population that can cycle to their destination safely and comfortably when facilities and intersection treatments are present for most of the route. Much of the city's bike network provides little to no buffer from vehicle traffic and appeals only to extremely confident cyclists, which constitute a very small share of Everett's overall community. Since the passage of its 2011 Bike Master Plan, the City has focused on building a network that is comfortable to cyclists of all ages and abilities. **Figure 4** shows progress made on that network since 2011.

Figure 4. Existing Bicycle Network (2025)

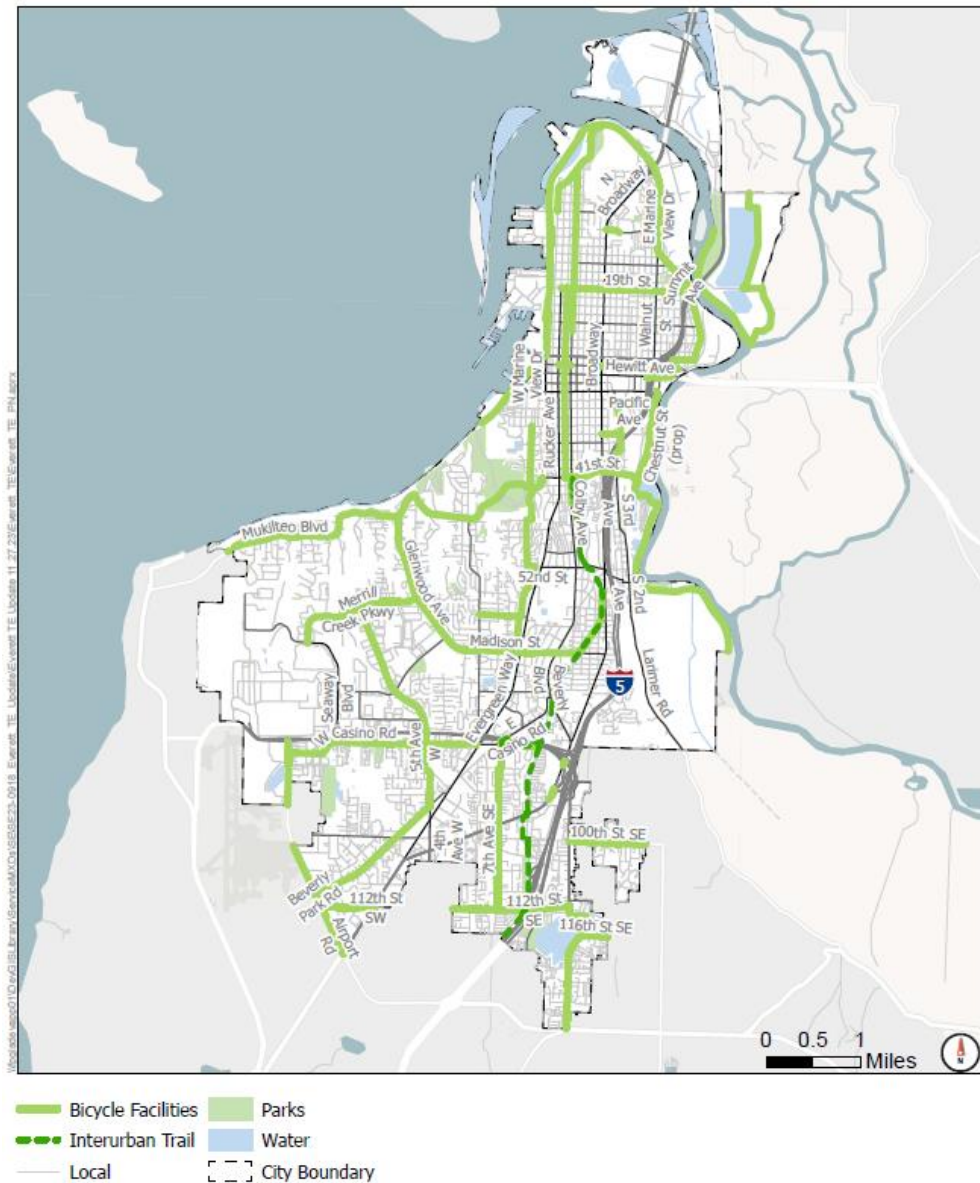
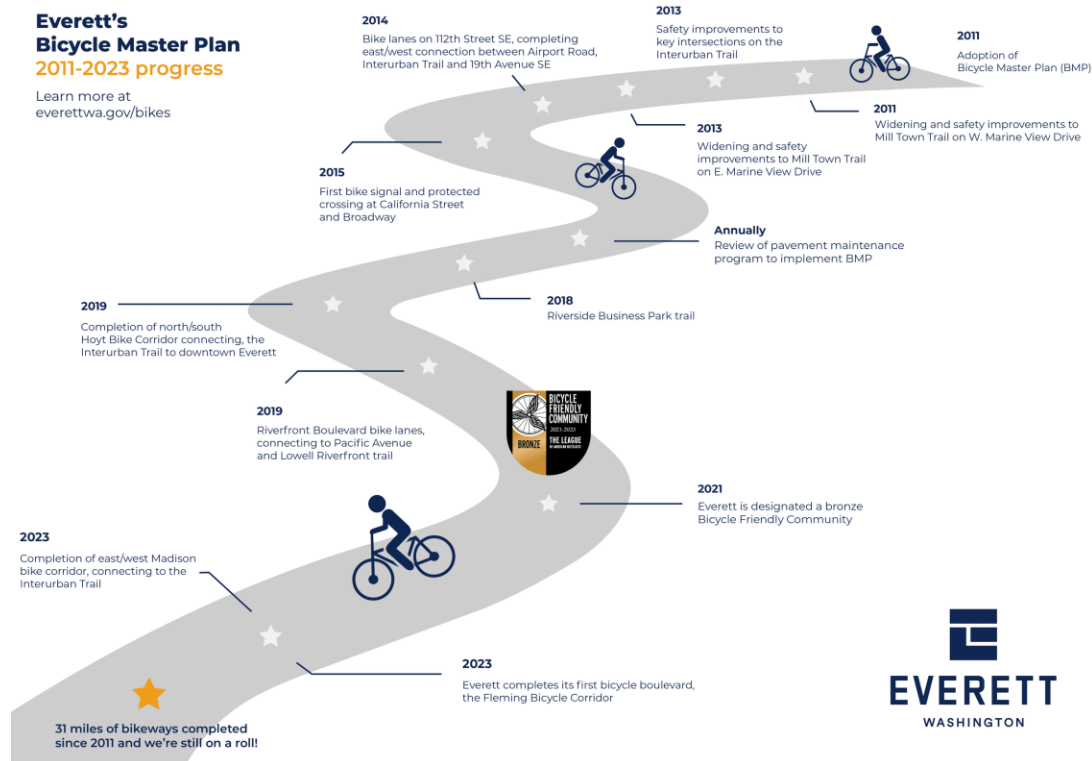


Figure 5. 2011-2023 Bicycle Master Plan Progress



The City is actively seeking opportunities to build more multi-use trails, buffered bike lanes, and cycletracks, which provide the highest level of service for all ages and abilities. While bicycles and electric bicycles are the most common users of these facilities, other wheeled options such as scooters, skateboards, monowheels, and skates can benefit from a robust bicycle network. Statistics about collisions involving people on bicycles can be found through Vision Zero Everett, the City's blueprint for transportation safety.

Walking

Safe and convenient pedestrian infrastructure enables trips made on foot or by using a wheelchair. Pedestrian infrastructure includes a range of treatments from sidewalks and crosswalks to trails and shared-use paths. An inventory of Everett's existing sidewalks and trails is shown in **Figure 6**.

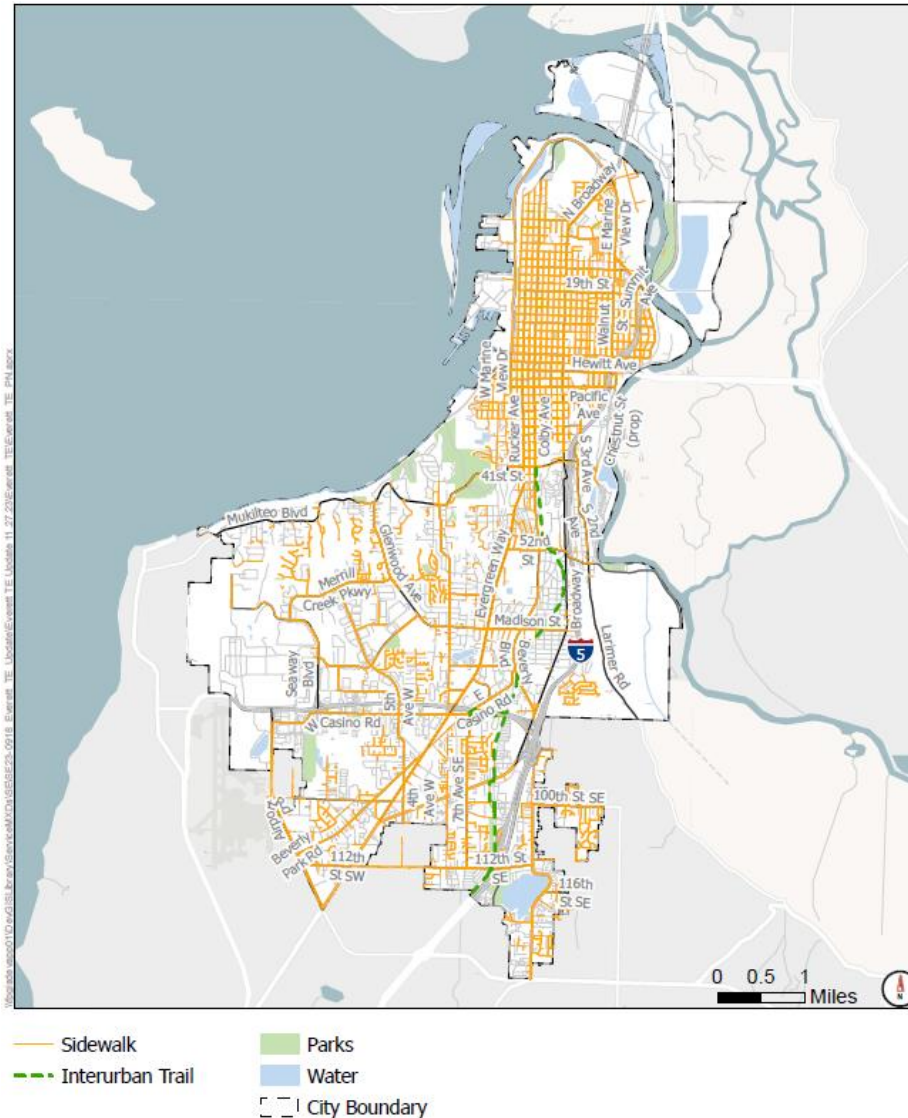
Most major and secondary arterials have sidewalks, although many of Everett's major streets are wide, carry high vehicle speeds, and have long stretches that lack safe crossing opportunities for pedestrians. Sections of some arterials like Seaway Boulevard, Mukilteo Boulevard, and Broadway are missing sidewalks on one or both sides of the roadway. Sidewalks coverage is generally more complete in the north end of the city. South Everett has a sparser sidewalk network, particularly along local streets. Where sidewalks are present, many of Everett's sidewalks are narrow, not always wide enough to

accommodate passing another person comfortably or to provide a buffer from fast-moving traffic. Marked and signalized crosswalks are generally limited to arterial intersections and the downtown core, which makes many pedestrian trips a challenge. Statistics about collisions involving people walking can be found through Vision Zero Everett, the City's blueprint for transportation safety.

Relevant to planning for pedestrian needs, Everett adopted its Public Right of Way ADA Transition Plan in 2021, which identifies physical barriers in pedestrian facilities for people with disabilities and establishes a roadmap for how these barriers will be removed over time. According to the plan, 12.5% of Everett residents under the age of 65 have a disability, making ADA-compliance a critical step in providing a truly inclusive transportation system.

Vision 2050, the Puget Sound Regional Council's plan for regional growth, emphasizes that comprehensive pedestrian infrastructure networks in cities will be crucial to achieve the goal of concentrating population and employment growth within walking distance of high-capacity transit by 2050. Puget Sound Regional Council's Regional Transportation Plan 2022-2050 highlights the importance of a completed bicycle and pedestrian facility network, as they provide key first- and last-mile connections to transit. Around 80% of all walking trips in the region are less than one mile. As of 2018, approximately 85% of all riders in the region walked to transit.

Figure 6. Existing Sidewalks (2025)



Transit

Comprehensive, interconnected, and frequent transit options will be a critical component of Everett's transportation system. Strong transit service supports the diverse mobility needs of the full spectrum of the Everett community, which includes residents, businesses, employees, and visitors. Transit is also a critical tool to help people be less dependent on a car for daily needs, reduce air and water pollution and greenhouse gas emissions, and improve health outcomes.

Everett Transit is a department of the City. It provides a comprehensive transit network with 10 fixed routes and paratransit services, covering a 34-square mile service area. These fixed routes collectively traverse over 1.2 million miles annually, carrying nearly two million passengers. The paratransit services,

6/17/2025



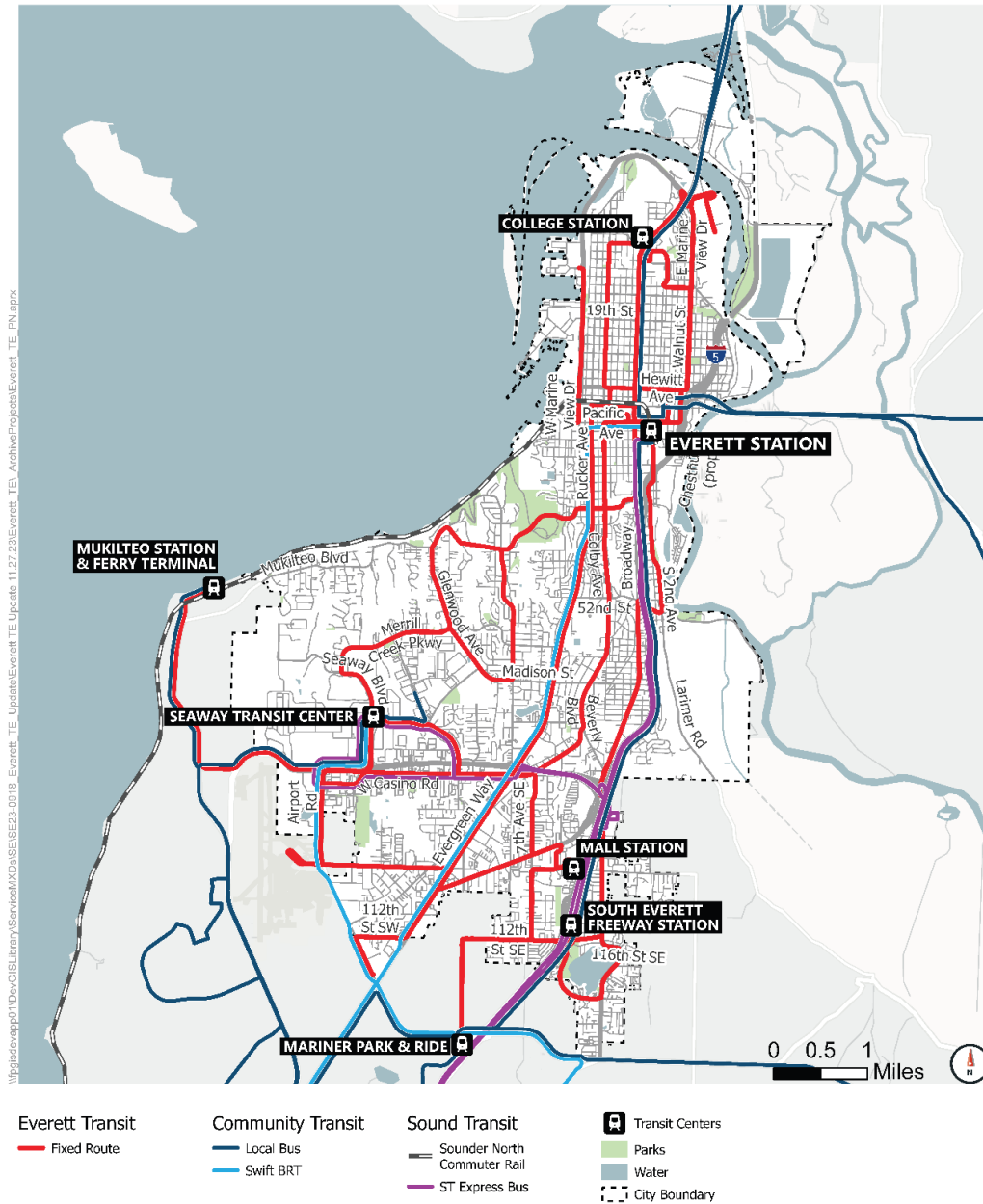
designed to enhance mobility for those with specific needs, cover over 500,000 miles annually, serving 74,491 riders in 2024. Most of the transit usage (87%) is observed on weekdays, indicating alignment with daily work commutes. Infrastructure challenges include the Operations Base's bus holding capacity, which is currently at its limit of 42 buses.

Community Transit, serving Snohomish County's urban area, offers local bus service, commuter routes, and Swift Bus Rapid Transit lines. DART paratransit services extend the transit reach, ensuring those with disabilities have adequate transportation options. Community Transit's Vanpool service further complements the transit system, offering shared commute options for groups with similar destinations.

Sound Transit's ST Express bus service connects major regional destinations throughout the Puget Sound region, such as Lynnwood, Seattle, Bothell, and Bellevue. Sounder North commuter rail offers two trips a day of peak-direction commuter rail service to Mukilteo, Edmonds, and Seattle's King Street Station.

Everett Station is a hub for regional, national, and even international connections by rail (Amtrak) and bus (Amtrak, Greyhound, FlixBus). Skagit Transit operates the Skagit Snohomish Connector, an express route from Burlington to Everett via Mount Vernon. Island Transit in Island County also provides services connecting Whidbey Island and Camano Island with local transit in Snohomish County. **Figure 7** shows the locations of current transit routes in Everett.

Figure 7. Current Transit Routes in Everett (Spring 2025)



Work Trips

Understanding mode split, or the percentage of travelers using a particular type of transportation, is important to identify how people currently travel and to set goals for changing travel behavior in the future.

Mode splits for Everett residents commuting to work are shown in the table below. These data do not represent other trip types, such as recreational trips or shopping, but captures an important segment of travel that strongly influences peak hour congestion levels in Everett. The share of commute trips by vehicle has decreased by almost 10% since 2011, and the most notable change is the number of people now working from home.

Commute to Work Mode Splits in Everett			
	2011	2022	Change (%)
Vehicle	88.6%	79.2%	-9.4
Transit	6.2%	3.9%	-2.3
Walk	3.7%	4.4%	+0.7
Bike	0.5%	0.6%	+0.1
Other	0.9%	0.9%	No change
Work from home		10.9%	+10.9

Note: D Note: Data comes from the 2015 Everett Comprehensive Plan and the US Census American Community Survey, Table B08101, 5-year estimate for 2022 Totals may not add to 100% due to rounding.

Parking

The majority of Metro Everett has on-street parking. There are also several private off-street parking options in this area available for use including the Everpark Garage which is a 495-stall parking garage owned by the City. Additionally, some major arterials and collector arterials in Everett, such as NW Broadway and Colby Avenue, have on-street parking.

In 2015, a parking utilization study was completed for Everett's downtown area and included a survey of both on- and off-street parking. The area is bounded by 25th Street to the north, Broadway to the east, 32nd Street to the south, and the terminus of Hewitt Avenue to the west. The downtown area has a high percentage of 90-minute stalls, with a limited supply of stalls with 30-minute, 1-hour, and 2-hour limits. There are no stalls with 10-minute, 15-minute, or 4-hour limits. The peak hour for the on-street public inventory was 11 AM to 12 PM, and the peak-hour occupancy was 65%.

Safety

A common thread among all transportation modes is the need to get to one's destination safely.

The most recent five years of traffic collision data (2018-2022) in Everett were analyzed to identify safety hotspots and overall collision trends in the City. The information summarized below excludes I-5 and US 2. Between January 2018 and December 2022, there were a total of 10,415 collisions reported in the city. Injuries were reported in 3,086 (30%) collisions, and 48 resulted in fatalities. While collisions involving pedestrians (329) and cyclists (131) were a small portion of the total, these collisions are much more likely to result in injuries and fatalities. Of the total fatalities, 54% were vehicle-vehicle collisions, and 46% involved a pedestrian. An estimated 401 collisions occurred due to the influence of alcohol.

The four most common contributing factors to collisions were:

Factor	Number of Collisions
1. Failing to grant right-of-way	1,801
2. Following too closely	925
3. Improper turning/merging	727
4. Exceeding reasonably safe speeds	647

Regional Partners and Projects

Everett coordinates with regional partners to ensure transportation planning is aligned from the local to the state level. The partner agencies coordinate projects with Everett based on jurisdiction and the geographic level that the project will serve. The Washington State Department of Transportation is a partner on projects that are planned on state-owned routes, such as highways and interstates. The Puget Sound Regional Council sets overall growth targets for the Central Puget Sound Region, and it is a partner agency on transportation projects that will have an impact at a regional level. Snohomish County is a partner agency on projects that connect Everett to communities across the county. Everett Transit must also coordinate with Community Transit and Sound Transit to ensure their services are aligned and can provide useful connections to their ridership. In Everett, large employers and ports are key local and regional partners to understand commute patterns and to coordinate the movement of goods and services. Everett Transit works with those employers and administers the Commute Trip Reduction (CTR) program for the City.

Future Regional Projects

The city's transportation system functions as part of an interconnected regional system that is operated by a constellation of operating agencies including local governments, local and regional transit agencies, the Washington State Department of Transportation, and others. Planning for this regional transportation system is primarily done through the PSRC Regional Transportation Plan, which was last updated in 2022. System operations and project delivery is the responsibility of individual operating agencies. The travel demand forecasting model assumes completion of the regional projects in the Regional Transportation Plan, the key projects are listed in the table below, along with a few key local projects identified in the Technical Appendix.

Planned Regional Improvements

RTP ID	PROJECT NAME	DESCRIPTION	PLANNED TIME PERIOD
2853	Whitehorse Trail	Shared-use bike path, currently gravel to be paved in future. A new steel bridge and some restoration at various bridges. Build two new trailheads with parking. Incorporate fly fishing museum at one trailhead.	2025
3654	North Snohomish Co. Park & Ride	Create a new Park and Ride facility with approximately 350 stalls, bus bays and layover space, DART transfer space, platform with customer shelters, lighting, bike lockers &	2030

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RTP ID	PROJECT NAME	DESCRIPTION	PLANNED TIME PERIOD
		racks, information kiosks, drivers' restroom/utility building, pedestrian walkways, landscaping, safety & security features, and on-site surface water detention & treatment facilities. The location is to be determined.	
4204	I-5: SR 528 to SR 531 (widening)	Add one lane in each direction (from 3-4 lanes)	2030
4415	SR 99/ Evergreen Way: 148th St SW to Airport Rd	Construct business access transit lanes on Evergreen Way / Highway 99 from 148th Street SW to Airport Road.	2025
4467	SR 526 Corridor Improvements	Widening of Seaway Blvd ramp, bridge widening at Henderson Rd, restriping of the eastbound main line of SR 526 to create an additional general-purpose lane and install ramp metering of eastbound SR 526 on-ramp to northbound I-5.	2024
5427	I-5 Managed Lanes: I-405 to US 2	Convert high occupancy vehicle (HOV) lanes to high-occupancy toll lanes.	2030
5649	164th St SE/SW	Widen 164th St SE/SW to increase vehicle capacity along the corridor and across I-5 through the addition of a BAT lane and a dedicated transit, bike and pedestrian crossing of I-5.	2035
5650	128th St SW/Airport Rd	Widen 128th St SW/Airport Road to seven lanes from Evergreen Way to I-5 along with intersection improvements and a new crossing of I-5 at 130 th .	2036
5312	Swift BRT Green Line Extension to UW Bothell Campus	New Core transit service or Swift Bus Rapid Transit that extends the Swift Green Line from Canyon Park to downtown Bothell and to the UW campus. Requires speed & reliability improvements, roadway widening, and accessible transit stops.	2028-2031
5332	Swift BRT Gold Line - Smokey Point Corridor	New Core transit Service or Swift Bus Rapid Transit (BRT) on N Broadway (Smokey Point corridor) from Everett Station up N Broadway, SR 529, State Ave, Smokey Pt to Arlington (SR 531). Requires speed & reliability improvements and accessible transit stops.	2031
5334	Swift BRT Silver Line - Airport Road to Cathcart Way (Everett)	Core Service or Swift Bus Rapid Transit (BRT) on Airport Rd, 128th, 132nd, Cathcart Way from SR 526 to SR 9. Requires speed & reliability improvements and accessible transit stops.	2037

The Future Transportation Network

As the City of Everett plans for increasing population, employment, and overall levels of activity, the transportation network will need to evolve. This section documents these future conditions – placing them in the context of planned transportation improvements – and discusses overall modal network policies to understand modal gaps and needs.

Future Transit Planning

Everett Transit, Community Transit, and Sound Transit operate the bulk of transit service in the city. This section describes how each agency is planning to enhance transit service in Everett.

Everett Transit

The Everett Transit Long Range Plan has listed the following priorities to achieve by 2040:

1. Prioritize transit service into the areas that will likely see the greatest amount of growth.
2. Ensure the level of transit service along a corridor is supported by future household and job density.
3. Restructure routes to integrate with regional transit investments.

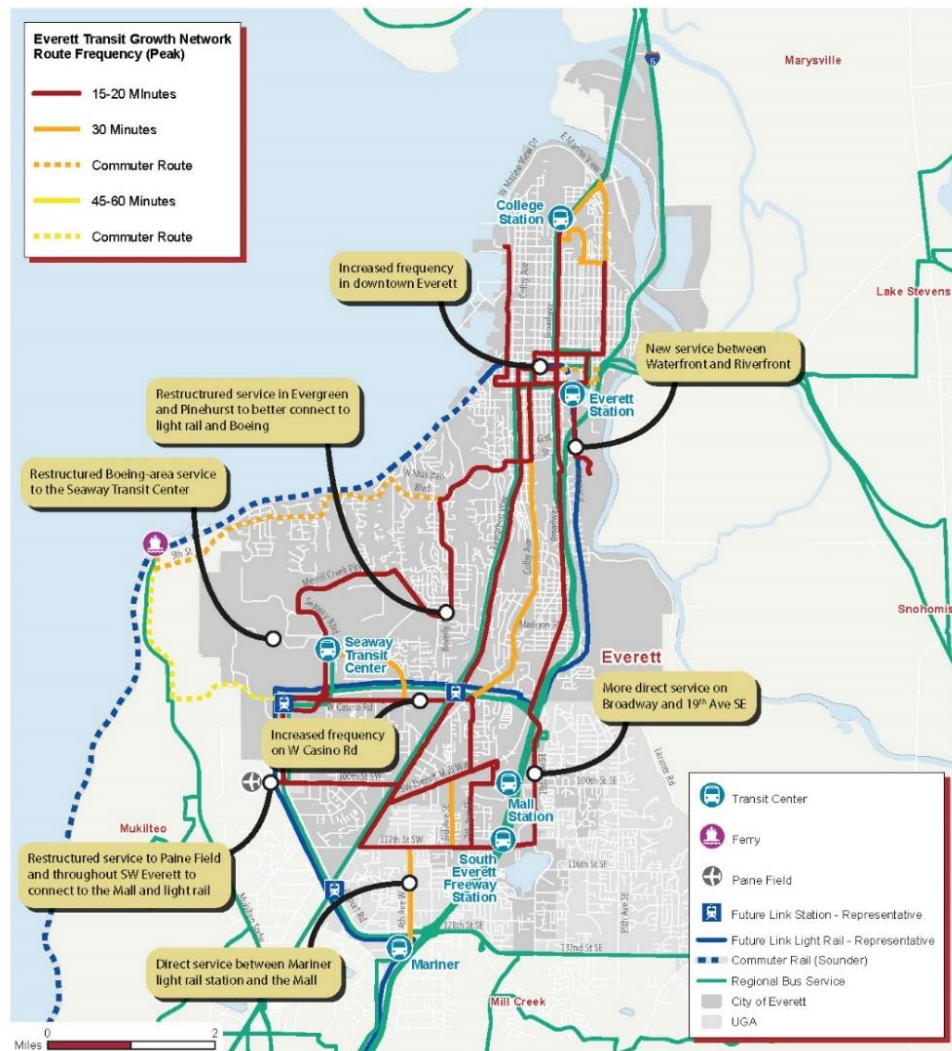
Figure 8 shows the Growth Network Plan that was developed through input from the community and interested stakeholders to envision how Everett Transit should restructure and grow to meet its increasing needs. Public Input was gathered in three phases in 2017 and 2018. The first phase asked the public for their vision for future service and transit values. That feedback generated two network options, which were presented to the public in the second outreach phase. Community feedback guided the selection of one of those options for the Growth Network Plan. In the third phase of public engagement, the community reviewed the draft plan, which included a financial analysis. The public voiced their desire for a locally focused transit network with high frequency and expanded service hours that connects to key destinations and regional transit services.

This Transportation Element update includes projects that will implement that vision. Including, one element of future planning efforts for the North Everett and Evergreen Way Community Hubs. Ongoing coordination with transit agencies will help shape access and infrastructure to and within the hubs.

Figure 8. Growth Network Plan

Growth Network Plan

The Growth Network will require additional operations and maintenance facilities for the expected increase in fleet size. Whether this includes an additional base or expansion of an existing base remains to be determined. Bus storage, layover, comfort stations, and other capital needs will also need to be considered for this network as service is expanded.



Community Transit

In Journey 2050, Community Transit anticipates the following changes to its transit service in Everett over the next twenty years:

- A new Swift Gold Line Bus Rapid Transit line serving Broadway is anticipated to launch by 2031. The project is expected to improve transit reliability and access along the corridor. Specific

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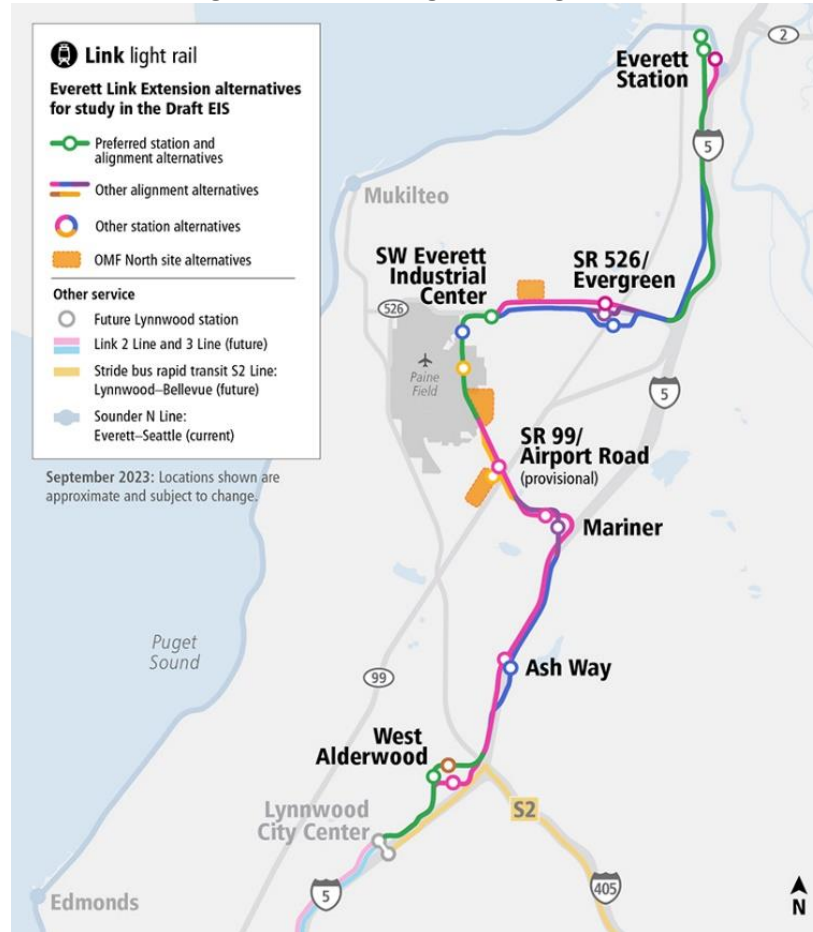
infrastructure elements, such as center-running lanes and downtown service, are under evaluation and will continue to be refined through design and interagency coordination.

- The Swift Silver Line, scheduled to begin service in 2037, will enhance regional connectivity in South Everett. The specific configuration and coordination with other Swift lines, such as the Green Line, will be addressed in future service planning led by Community Transit, in coordination with Everett and regional partners.
- Regular bus service will be expanded where land use supports it; speed and reliability improvements will be implemented along both Regular Bus and Frequent corridors; and the hours regular bus service operates (both on weekdays and weekends) will be increased.
- Fleet type will see a shift towards a more standardized fleet of 40-foot regular buses and 60-foot BRT buses. A small fleet of 30-foot and Double Decker buses may be maintained depending on operational need.
- Community Transit's goal is to transition its fleet to zero emissions by 2044.

Sound Transit

The Everett Link Extension will add 16 miles of light rail and six new stations connecting Everett to the regional light rail network and changing the way people connect to the city. The project is currently in its planning phase, which runs through 2027. A Draft Environmental Impact Statement has been prepared and is under review. The Draft Environmental Impact Statement includes preferred station and alignment alternatives, which currently includes six stations. A provisional seventh station is funded for planning, but not currently for design or construction. The routes and stations that are part of the current Draft Environmental Impact Statement are detailed in **Figure 9** below.

Figure 9. Planned Light Rail alignment



The current planning phase will be completed in 2027. The outcome of the planning process will be a finalized Environmental Impact Statement, a list of projects to be built selected by the Sound Transit Board, and a Federal Record of Decision. Design is expected to take place from 2027 to 2029, with construction between 2030 and 2036. 2037 is the target delivery year, with service to SW Everett Industrial Center opening, and service to Everett Station in 2041.

The City is a partner in addressing first/last mile connections around transit stops to provide accessible routes for riders using public transportation. The City is adopting transit oriented development (TOD) strategies through the model code partnership with Sound Transit to support transit use and access, especially around the planned light rail stations or transit centers, which will involve-collaborative planning.

Safe Streets/Complete Streets

The City's ongoing Safety Action Plan focuses on reducing the number of traffic fatalities and serious injuries to zero. This project identifies feasible roadway safety improvement projects and strategies

within the City, as well as policy changes and other city projects that will become part of the City's six-year transportation improvement plan (TIP).

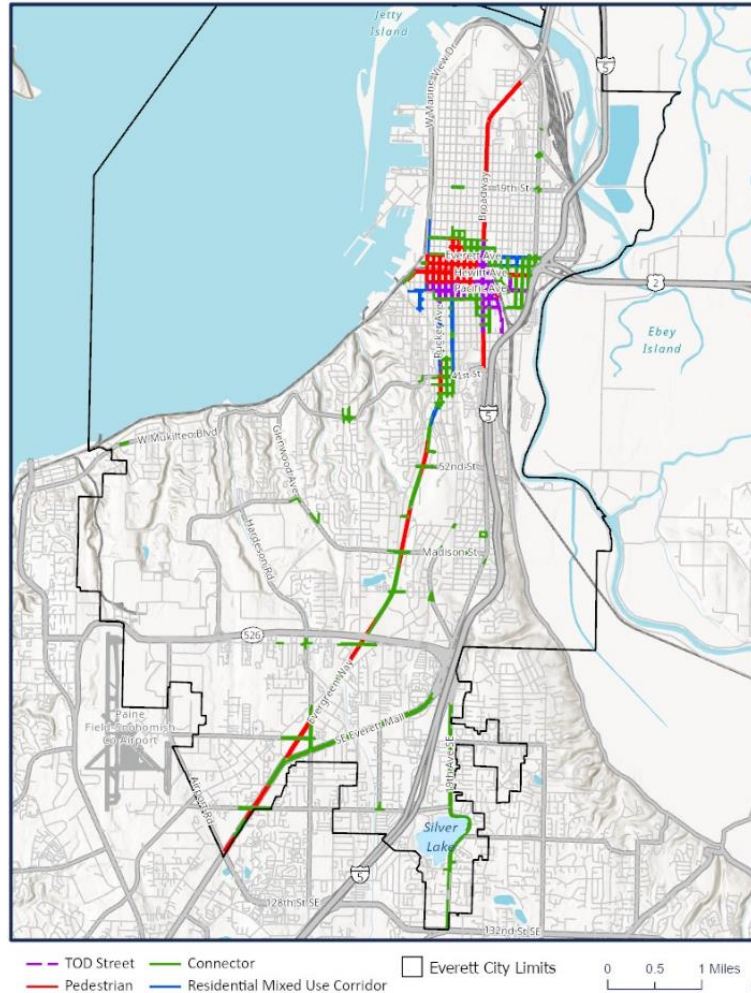
Active Transportation

Pedestrian Network

One of the goals of the Transportation Element is to provide safe routes for pedestrians to connect to community hubs, neighborhood nodes, transit stops, and parks to adjacent neighborhoods. To do this, Everett will strive to build-out a connected network of pedestrian facilities that provides a safe, low stress, direct, and comfortable experience for people of all ages and abilities to access transit and travel without a vehicle.

In Everett, frontage requirements are currently based on different street types. Everett Municipal Code 19.33 shows the current sidewalks widths based on street type and the most updated version of the designations map. Pedestrian network gaps were identified on any of the designated streets in **Figure 10** and used to build the pedestrian projects discussed later in this plan. This process was applied to all roadways equally, including any state facilities.

Figure 10. Street Designations (as of Spring 2025)



Bicycle Network

Completing a network of safe bicycle routes and facilities connecting transit and community hubs, neighborhood nodes, employment centers, recreational amenities, and residential areas is a goal of this plan. To achieve this goal, Everett's plan for the bicycle network aims to establish a comprehensive network of bicycle facilities that offer a safe, low-stress, direct, and comfortable experience for individuals of all ages and abilities. This connected network ensures access to key destinations within the community and includes extensive coverage of safe and comfortable routes, enabling most community members to travel by bicycle. As the City has a Bicycle Master Plan with identified bicycle facility gaps and projects, these were used as the basis of bicycle projects included in the project list later in this chapter. These apply to both local and state facilities within Everett where needs were identified.

Coordination with Land Use

All the proposed changes proposed in the Urban Form element were integral throughout the research, modeling and development of the Transportation element. For details how each area of the city is designated refer to the land use map in the Urban Form element.

Mode Split Goals

The City must set goals for how people get to and around its regional centers (Metro Everett and Southwest Manufacturing Industrial Center). The goals are divided by the different modes of transportation. The mode split goals need to align with policies, programs and projects to make these areas more accessible for walking, biking, and transit. The following table shows the mode split goals for Downtown Everett and for Paine Field.

Everett 2044 Mode Split Goals

MODE	DOWNTOWN EVERETT	PAINE FIELD
Drive Alone	43%	60%
Carpool	22%	20%
Transit	10%	6%
Walk/Bike	15%	4%
Work From Home	10%	10%

These goals are set based on current commute trip patterns, modeled future growth, and expected new projects and land use policies to build out dense centers with non-motorized and transit options for residents. Light rail will be serving both growth centers, and the city wants to increase transit trips and walking or biking trips while decreasing drive alone trips. Transit coordination is essential at multimodal hubs such as Everett Station, where local and regional providers operate.

In the last ten years, employer policies increased the share of trips in the city that are now being replaced by residents working from home. In 2022 roughly 11% of commute trips were replaced by work from home. This is also reflected in the mode split targets and can be supported by Transportation Demand Management strategies, discussed below.

Transportation Demand Management

The demand side of a multimodal transportation network is addressed with Transportation Demand Management (TDM). The concept of Transportation Demand Management has evolved from a focus on commuters and strategies for reducing single occupancy vehicle demand at peak times to a focus on maximizing the modal choices of all travelers and trip types. This new focus includes a broader set of diverse strategies. Puget Sound Regional Council's Regional Transportation Plan Defines TDM as:

"a coordinated set of programs to help people use the transportation system more efficiently through education, incentives, products (like subsidized transit fare cards), and programs that make it easier and more convenient to use non-drive alone modes such as transit, carpool, vanpool, walking, biking, and teleworking. These programs are typically implemented by cities, counties, transit agencies, transportation management associations (TMAs), non-profits, or other entities."

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Thus, the emphasis for demand management is on personal mobility rather than vehicular mobility and treating roadway, transit, bicycle facilities, and sidewalk capacity as valuable, limited assets to be carefully managed. Strategies to manage the demand on the limited multimodal transportation network include encouraging ride sharing (car- and vanpooling); providing active transportation subsidies (e.g., transit passes); providing telecommuting, flex schedules, and compressed work weeks; and enforcing parking fees/restrictions.

Other demand management strategies can range from simple marketing programs to complex land use decisions. City land use policies can reduce dependence on private automobile travel by emphasizing growth within specific locations and changing land use development patterns. Land use densities, mixed-use activity, urban design, transit station areas, and other concentrated points of activity support frequent transit service and pedestrian facilities. The city's TDM program is focused on maximizing multimodal options for all trip types and travelers.

Transportation Demand Management Strategies

There are various ways that commuters can travel to work and individuals can travel for other purposes that reduce the number of single occupancy vehicle trips:

- **Commute Trip Reduction (CTR)** – Programs are designed to reduce the number of single-occupant vehicle trips people make to and from work. They aim to encourage the use of alternative modes of transportation, like ridesharing, public transit, biking, walking, or telecommuting, to mitigate traffic congestion, improve air quality, and reduce fuel consumption. The Everett Municipal Code covers its Commute Trip Reduction (CTR) outlines policies and requirements for larger employers to reduce work trips by employees in single-occupancy vehicles.
- **Vanpool Programs** – Shared vehicle programs can help match drivers with other commuters taking a similar trip. Community Transit has a vanpool program that commuters can join.
- **Alternative Work Schedules** – Alternative work schedule options are beneficial to both employees and employers. Businesses can provide coverage for additional hours, and employees are able to work their schedules around transit and vanpool/ridesharing availability. Alternative schedules include flextime, compressed work weeks, and staggered shifts. Chapter 46.68 of The Everett Municipal Code covers its Commute Trip Reduction (CTR) policies and lays out requirements for larger employers to provide flexible and alternate work schedules.
- **Telecommuting and Remote Working** – In the Puget Sound region, full-time and part-time telecommuting has increased over the last decade. The COVID pandemic forced many businesses, non-profits, and government agencies to quickly implement telework for employees that can work remotely. To facilitate this shift, unique solutions were implemented to address technology and resource barriers. Many businesses, non-profits, and government agencies are likely to have significantly higher levels of teleworking than before the pandemic due to the widespread development of these programs.
- **Parking Management Strategies** – This strategy may include pricing policies, creation of parking districts in commercial and residential areas for permits and pricing, or shared parking

agreements where the City can collaborate with private lot owners to share excess parking spaces during off-peak hours.

Mobility Management

In addition to the regional improvements listed above, Everett maintains a Capital Improvement Plan, which programs funding for capital improvements to its transportation system over time. Specific projects that have been identified include:

- **18th Street Pedestrian Improvements:** This project includes construction of a new sidewalk, ADA ramps and associated improvements between Maple Street and Senator Henry M. Jackson Park in the Delta neighborhood.
- **California Street Active Connection:** This project will create a comfortable corridor for people biking, rolling and walking (also known as “active modes”) on California Street, connecting downtown Everett with the US 2 trail.
- **Wall Street Active Connection:** This project will create and upgrade pedestrian and bicycle connectivity from the Everett Station to the Angel of the Winds Arena.
- **West Marine View Drive/Alverson/41st/Grand Pedestrian Improvements:** This project includes crosswalk improvement projects that enhance safety and connectivity.

Future planning should prioritize safe trail crossings of major streets and consider enhancements to low-traffic-volume streets to create a more comprehensive and user-friendly bicycle network

Future Traffic Operations

With the increased growth and land use changes discussed in the Urban Form element, the City of Everett’s transportation system is expected to function differently in 2044. To evaluate future roadway operations, Fehr & Peers developed a customized travel demand forecasting model for the City based on the Puget Sound Regional Council (PSRC) regional activity-based SoundCast travel demand model.

The model for the City of Everett was customized to include more detailed land use and transportation assumptions within the city. The base year was updated from 2018 to 2023 by incorporating transportation network improvements since 2018. The adopted alternative provides for middle housing while proposing growth concentration patterns near transportation networks and Metro Everett was evaluated by the model. More details on the SoundCast model can be seen in the Transportation Technical Appendix.

The 7th Edition Highway Capacity Manual (HCM) sets standards of service based on average vehicular delay at intersections across all directions of travel, shown in the table below.

Level of Service		
LEVEL OF SERVICE	SIGNALIZED INTERSECTIONS (SECONDS PER VEHICLE)	STOP-CONTROLLED INTERSECTIONS (SECONDS PER VEHICLE)
A	≤ 10	≤ 10
B	10 to 20	10 to 15

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C	20 to 35	15 to 25
D	35 to 55	25 to 35
E	55 to 80	35 to 50
F	> 80	> 50

Source: 7th Edition Highway Capacity Manual

In the 2035 comprehensive plan, the City of Everett adopted a level of service D (LOS D) standard for acceptable PM peak hour vehicle delay at all arterial intersections, except at locations where the City Engineer allows for higher levels of delay in recognition of the need to balance driver experience with other considerations, such as cost, desired road width, and safety and comfort of people walking and rolling.

This plan updates the City's level-of-service standard to LOS E on major arterials and LOS D on all other corridors in the city in the PM peak hour. The City Engineer may allow for higher levels of delay in select locations in recognition of the need to balance driver experience with other considerations, such as cost, right of way, and other modes.

The table below details the existing and predicted Level of Service (LOS) at each study intersection. Results in **bold** do not meet Everett's LOS Standards.

Intersection Analysis Results

INTERSECTION	LOS STANDARD	2023 EXISTING LOS	DELAY (SEC)	2044 ALTERNATIVE 3 LOS	DELAY (SEC)
Broadway and Everett Avenue	<u>E</u>	F	115	<u>D</u>	<u>43¹</u>
Rucker Avenue and Pacific Avenue	<u>E</u>	<u>C</u>	<u>35</u>	<u>D</u>	<u>36</u>
Broadway and Pacific Avenue	<u>E</u>	<u>C</u>	<u>32</u>	<u>D</u>	<u>54</u>
41st Street and Rucker Avenue	<u>E</u>	<u>D</u>	<u>43</u>	<u>D</u>	<u>37</u>
41st Street and Colby Avenue	<u>E</u>	<u>D</u>	<u>48</u>	<u>E</u>	<u>56</u>
Evergreen Way and Madison Street	<u>E</u>	<u>C</u>	<u>28</u>	<u>D</u>	<u>36</u>
Seaway Boulevard and 75 th Street SW	<u>E</u>	<u>C</u>	<u>21</u>	<u>C</u>	<u>22</u>
Evergreen Way and E Casino Road	<u>E</u>	<u>C</u>	<u>28</u>	<u>D</u>	<u>39</u>

19th Avenue SE and 100th St SE	<u>E</u>	<u>F</u>	<u>89</u>	<u>F</u>	<u>84²</u>
Evergreen Way and SE Everett Mall Way	<u>E</u>	<u>B</u>	<u>19</u>	<u>C</u>	<u>23</u>
19th Avenue SE and 110th Street SE	<u>E</u>	<u>D</u>	<u>44</u>	<u>F</u>	<u>232</u>
19th Avenue SE and 112th Street SE	<u>E</u>	<u>C</u>	<u>32</u>	<u>F</u>	<u>96</u>
Evergreen Way and Airport Road	<u>E</u>	<u>F</u>	<u>137</u>	<u>F</u>	<u>82³</u>

1 Assumes updates to signal timing and coordination with nearby intersections to maximize throughput with future traffic growth, especially for the north and southbound directions

2 Assumes updates to signal timing which provided modest decreases in average delay

3 Assumes completion of Business Access & Transit lanes on Evergreen Way and updates to the signal timing

The roadway and multi-modal project list for this Transportation Element includes projects to bring each of failing intersections identified here within the City's standard by 2044.

Regional Transportation Coordination

The City's multimodal connectivity extends regionally to Seattle and other neighboring cities, like Mukilteo, Edmonds, and Lynnwood. One feature of the bicycle and pedestrian network is the regional Interurban Trail that runs south to Seattle. This provides a robust spine for an extensive active transportation network that connects cities in the region. There are also transit lines that spread from Everett to elsewhere in the region, primarily through Sound Transit and Community Transit, which provide great regional connectivity for transit users.

The City cannot plan its connected transportation networks without coordinating with the surrounding jurisdictions. Additionally, many of the major facilities within the City's boundary are owned, maintained, operated, and/or funded by these agencies. By working together there are more opportunities to split funding for major capital projects.

State and Federal Highways and Corridors

Highway transportation projects in the City of Everett fall under the jurisdiction of the Washington State Department of Transportation (WSDOT) and the US Department of Transportation. These projects impact regional mobility, since they aim to help move people and goods more efficiently on freeways, which may help keep congestion from spilling over onto parallel local streets. Some planned freeway projects include:

- I-5 Widening and managed lanes: Upgrades to I-5 at various locations to improve safety and reduce congestion

- SR 526 Improvements: Widening of Seaway Blvd ramp, bridge widening at Henderson Rd, restriping of the eastbound main line of SR526 to create an additional general-purpose lane and installing ramp metering of eastbound SR 526 on-ramp to northbound I-5.
- US-2 Study: Study potential improvements on westbound US 2 structures between I-5 and SR 204

WSDOT sets level of service standards for its highway routes of statewide significance and works with regional transportation planning organizations to jointly establish LOS standards for regionally significant state highways. WSDOT's LOS standards for highway routes segments within Everett are as follows:

- I-5: LOS D
- SR 526: LOS D
- SR 99: LOS D and LOS E Mitigated
- SR 527: LOS E-mitigated
- SR 529: LOS D and LOS E Mitigated
- US-2: LOS D
- SR 96: LOS E Mitigated

Freight Mobility

Everett has preferred freight routes that connect industrial and commercial areas and the Port of Everett to the state and federal highway system. This represents a network of roads that are suitable for freight vehicles moving between cargo and shipping facilities and the key regional highways.

The designation of a network of preferred freight routes serves as primary routes for the movement of goods and services. A preferred truck route is a street classification for an arterial street that accommodates significant freight movement through the city, and to and from major freight traffic generators. Some state routes and highways are also designated as preferred truck routes. Everett uses the designation as an important criterion for street design, traffic management decisions, pavement design and repair.

Everett has two Priority Freight Routes defined: West Marine View Drive, Pacific Avenue, Rucker Avenue and 41st Street connecting the Port facilities with I-5 to the south, and W Marine View Drive connecting to I-5 to the north. These priority maps are shown on Figure 11.

Air & Marine Facilities

- Marina
- Naval Station
- Paine Field Airport
- Port of Everett Terminal
- Port of Everett Mount Baker Terminal

Freight Routes

- T-1
- T-2
- T-3
- T-4
- T-5
- Priority Freight Routes
- Rail Corridors

The map displays the city of Everett, Washington, with its major roads, water bodies, and transportation infrastructure. Key features include the Port of Everett, Paine Field Airport, and the city's rail network. The map is color-coded to show different freight routes and rail corridors, with a legend in the top left corner explaining the symbols and colors used.

Environmental Considerations

To help Everett meet its Climate Goals, the Transportation Element includes projects, plans and policies that utilize a climate-resilient framework to mitigate the negative impacts of transportation on the climate. By setting goals to achieve more trips on transit and active transportation, expanding shared mobility options, continuing to invest in Electric Vehicle infrastructure among other strategies, Everett is committed to a climate-resilient future.

Proposed Projects

Background

As described in the prior sections, this Transportation Element builds on a network of local and regional plans that provide a framework of transportation strategies that add context to Everett's broader objectives.

Many of these plans include transportation project and program recommendations that provided a starting point for the project list in this Transportation Element. Some new projects and programs were identified to align with city goals and respond to identified gaps and deficiencies in the city's transportation networks.

New sidewalk projects were identified to fill in gaps in the streets shown earlier on Figure 10 (Street Designations), bicycle projects mainly came from the Bicycle Master Plan which had already identified an interconnected system of bicycle facilities, and roadway projects included those intersections that do not meet (now or in the future) roadway level of service standards.

New development may adversely impact the transportation network. In that event, the development approval should occur only when the City's multimodal level of service standard is met or can be met within six years through mitigations funded by the development. These mitigations may include strategies, such as active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, and other transportation systems management strategies, based on the judgement of the City Engineer. Development shall be prohibited if these conditions are not met.

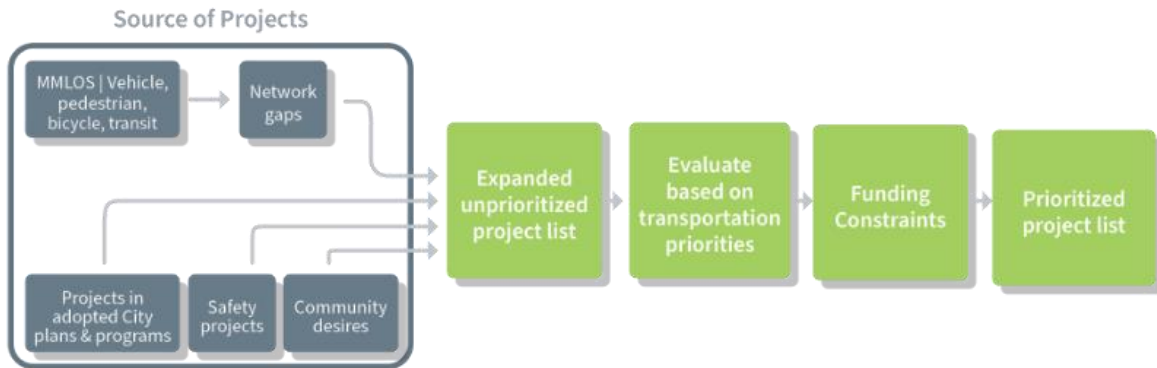
Project List Development

A core aspect of the Transportation Element is its role in guiding local and regional transportation investments by evaluating the city's transportation programs, and projects for the next 20 years against the proposed goals and policies. One way it does this is by establishing a methodology for prioritizing projects to be included within regular six-year Transportation Improvement Plan (TIP) and Capital Improvement Plan (CIP) documents.

A prioritization framework creates an objective way to compare projects on the project list, evaluate how well projects advance city goals, and best allocate predicted revenues to a financially constrained twenty-year project list.

- The overall process for project prioritization is summarized in Figure 12 below and the project evaluation criteria are summarized in the Project Evaluation Criteria table.

Figure 12. Prioritization Framework



PROJECT EVALUATION CRITERIA

CRITERIA	METRICS
Community Connections	Project addresses or enhances an active transportation corridor
	Project addresses barriers and hazards for walking and bicycling to/from school (within 1 mile radius)
	Project adds or enhances connections in planned light rail areas or facilitates intermodal connections
	Project is located within a quarter mile of an existing transit stop or planned light rail station
Safety	Project addresses a location with a history of fatal/severe injury collisions
	Project addresses a location with a history of bike/ped collisions
	Project includes low-cost measurements (paint, signs, education) that can help improve safety
Economy	Project is located within a Local Center, Countywide, or Regional Center
	Project addresses a vehicular bottleneck on an arterial
	Project is located along a local, regional, or state designated freight route and has a freight component; or creates truck parking
Climate and Health	Project can help to reduce air pollution from transportation, including reducing vehicle travel by shortening trips (creating new vehicle connections) or making the vehicle travel that does occur more efficient (such as electric vehicle infrastructure and Intelligent Transportation Systems solutions)
	Include lighting, landscaping, shade structures, and/or stormwater management in project scope

PROJECT EVALUATION CRITERIA

CRITERIA	METRICS
	Project is in a high ranking (8+) Environmental Health Disparities Census Tract as identified by the Department of Health Washington Tracking Network Tool, and addresses environmental concerns
Regional Coordination	Project is in the STIP, RTP, local or County TIP, CSAP, or other planning document.

To evaluate each project on the criteria above, information about the scope of the project is analyzed in conjunction with census data and other geographic data sources. A project that builds a trail, for example, “adds or enhances an active transportation corridor” and therefore scores in that criterion. Prioritizing projects based on how well the project scope fits in the criteria allows for consistency in scoring projects and making it possible to match them to grants that evaluate proposals on similar criteria.

The top-scoring projects in each mode category are weighed within a broader context to ensure a balanced modal and geographic distribution of projects throughout the City. The size and location of each top-scoring project is also considered to take advantage of large and small project opportunities as they arise. The results from this process, along with the summary of future funding for transportation improvements, are used to develop a list of financially constrained projects to be included in the Transportation element.

There are many aspects of transportation funding that are outside of the City’s control. If future project funding is not as much as anticipated in this plan, the project prioritization scores can be used to reevaluate project priorities.

Future Projects and Maps

The following tables and maps show the proposed projects. The project list includes \$67.8 million in active transportation projects for bicycle and pedestrian facilities, \$103.9 million in roadway projects, and \$306.2 million in transit projects and operations. Transit projects are broken out separately as they have their own funding and budgeting process, and this is not accounted for in the financially constrained revenue forecast.

BICYCLE PROJECTS

PROJECT ID	PROJECT NAME	DESCRIPTION	MODE	COST ¹
CEF-H1	Dogwood Dr/Beverly Ln bicycle facility	Connection Between Existing Facilities in BMP - Signed Route	Bicycle	\$4,242,000
T1-C1	California Street bicycle facility	Add a bicycle lane to the existing roadway, Tier 1 project in BMP	Bicycle	\$9,000,000
T1-H6	Oakes Avenue bicycle facility (Pacific - 32nd)	Add a bicycle lane to the existing roadway, Tier 1 project in BMP	Bicycle	\$71,430

BICYCLE PROJECTS

PROJECT ID	PROJECT NAME	DESCRIPTION	MODE	COST ¹
CEF-E	36th Street bicycle facility	Connection to Bike Sidewalk Path in BMP - Signed route	Bicycle	\$17,000
T1-J3	Fulton St bicycle facility (South)	Add a Bike Boulevard to the existing roadway, Tier 1 project in BMP	Bicycle	\$23,000
T1-T	Smith Avenue bicycle facility	Add a bicycle boulevard. to the existing roadway, Tier 1 project in BMP	Bicycle	\$45,000
T1-V	Wall Street bicycle facility	Add a bicycle boulevard. to the existing roadway, Tier 1 project in BMP	Bicycle	\$23,700
T2-E	Poplar Street/Baker Ave bicycle facility	Add a bicycle boulevard to the existing roadway, Tier 2 project in BMP	Bicycle	\$31,000
T2-T	E Casino Road bicycle facility	Add a bicycle lane to the existing roadway, Tier 2 project in BMP	Bicycle	\$38,000
T2-Y	Oakes Avenue bicycle facility (Everett - Pacific)	Add a bike boulevard facility to the existing roadway, Tier 2 project in BMP	Bicycle	\$242,000
CEF-H2	Beverly Lane Bicycle Facility	Add a bicycle facility to the existing roadway.	Bicycle	\$23,000
CEF-K	Madison St Connector bicycle facility	Add a Bicycle Lane to the existing roadway, CEF project in BMP	Bicycle	\$85,000
CEF-L	Mukilteo Blvd Connector bicycle facility	Add a Bicycle Lane to the existing roadway, CEF project in BMP	Bicycle	\$226,000
T1-H3	26th Street bicycle facility	Add a bicycle lane to the existing roadway, Tier 1 project in BMP	Bicycle	\$49,600
T1-H4	Oakes Avenue bicycle facility (26th - Everett)	Add a bicycle boulevard to the existing roadway, Tier 1 project in BMP	Bicycle	\$15,600
T1-H7	32nd Street bicycle facility	Add a bicycle lane to the existing roadway, Tier 1 project in BMP	Bicycle	\$144,000
T1-H8	Lombard Avenue bicycle facility South	Add a bicycle boulevard. to the existing roadway, Tier 1 project in BMP	Bicycle	\$279,900
T1-Q	23rd Street bicycle facility	Add a bicycle boulevard. to the existing roadway, Tier 1 project in BMP	Bicycle	\$41,000

BICYCLE PROJECTS

PROJECT ID	PROJECT NAME	DESCRIPTION	MODE	COST ¹
T2-B	12th Street bicycle facility	Add a bicycle lane to the existing roadway, Tier 2 project in BMP	Bicycle	\$56,000
T2-K	Grand Avenue bicycle facility (Alverson - 35th)	Add a bicycle boulevard. to the existing roadway, Tier 2 project in BMP	Bicycle	\$26,000
T3-A	S 2nd Avenue bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 project in BMP	Bicycle	\$25,000
T3-B	S 3rd Avenue bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 project in BMP	Bicycle	\$25,000
T1-A1	35th Street bicycle facility	New Bike boulevard, Tier 1 project in BMP	Bicycle	42,000
T1-F7	College Ave (North) bicycle facility	Add a Bike Boulevard to the existing roadway, Tier 1 project in BMP	Bicycle	39,000
T1-H2	Lombard Avenue bicycle facility North	Add a bicycle boulevard. to the existing roadway, Tier 1 project in BMP	Bicycle	192,100
T1-J4	Fulton St 2 bicycle facility (North)	Add a Bike Boulevard to the existing roadway, Tier 1 project in BMP	Bicycle	22,000
T2-A	Sievers-Duecy Boulevard bicycle facility	Add a bicycle lane to the existing roadway, Tier 2 project in BMP	Bicycle	132,000
T2-DD	Railway Avenue bicycle facility	Add a bicycle boulevard to the existing roadway, Tier 2 project in BMP	Bicycle	127,000
T2-G	10th Street bicycle facility	Add a bicycle lane to the existing roadway, Tier 2 project in BMP	Bicycle	685,000
T2-J	Larimer Road bicycle facility	Add a bicycle lane to the existing roadway, Tier 2 project in BMP	Bicycle	6,110,000
T2-Q	Norton Ave bicycle facility	Add a Bicycle Lane to the existing roadway, Tier 2 project in BMP	Bicycle	86,000
T2-S	43rd St SE bicycle facility	Add a Bike Boulevard to the existing roadway, Tier 2 project in BMP	Bicycle	86,000
T3-E	Silver Lake Road bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 project in BMP	Bicycle	28,000
T3-I	Olympic Boulevard bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 project in VMP	Bicycle	31,000
T3-J	Beverly Boulevard bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 project in BMP	Bicycle	2,464,000

BICYCLE PROJECTS

PROJECT ID	PROJECT NAME	DESCRIPTION	MODE	COST ¹
T1-F1	Federal Ave (North) bicycle facility	Add a Bike Boulevard to the existing roadway, Tier 1 project in BMP	Bicycle	80,700
T1-F9	52nd St SE bicycle facility	Add a Bike Boulevard to the existing roadway, Tier 1 project in BMP	Bicycle	9,600
T1-S	Harrison Avenue bicycle facility	Add a bicycle facility to the existing roadway, Tier 1 project in BMP	Bicycle	47,000
T1-W	Kasch Park Road bicycle facility	Add a bicycle lane to the existing roadway, Tier 1 project in BMP	Bicycle	35,000
T2-V	SE 75th Street to Hamlet-Gold Trail	Add a bicycle boulevard to the existing roadway, Tier 2 project in BMP	Bicycle	90,800
T3-F	Colby Avenue bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 project in BMP	Bicycle	4,653,000
T3-O	Pecks Drive bicycle facility	Add a Shared Route to the existing roadway, Tier 3 project in BMP	Bicycle	23,000
FPB-01	Chestnut Street bicycle facility	Add a bicycle facility to the existing roadway	Bicycle	532,300
FPB-02	Everett Avenue Bicycle Facility	Add a bicycle facility	Bicycle	75,400
T1-F6	46th St SE bicycle facility	Add a Bike Boulevard to the existing roadway, Tier 1 project in BMP	Bicycle	7,800
T2-F	Brookridge Boulevard bicycle facility	Add a bicycle lane to the existing roadway, Tier 2 project in BMP	Bicycle	27,000
T2-L	Pigeon Creek Road bicycle facility	Add a bicycle boulevard to the existing roadway, Tier 2 project in BMP. Improve safety and connectivity for pedestrians and cyclists	Bicycle	6,275,000
T2-R	Grand Avenue bicycle facility (Norton-43rd)	Add a bicycle boulevard. to the existing roadway, Tier 2 project in BMP	Bicycle	65,490
T3-G	25th Street bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 project in BMP	Bicycle	23,000
T3-N	W 18th Avenue bicycle facility	Add a shared route to the existing roadway, Tier 3 project in BMP	Bicycle	23,000
CEF-P	Summit Avenue connection facility	Add a bicycle lane to the existing roadway, Connection between existing facilities in BMP	Bicycle	30,000

BICYCLE PROJECTS

PROJECT ID	PROJECT NAME	DESCRIPTION	MODE	COST ¹
FPB-09	Hewitt Avenue/Chestnut Street/Riverfront Blvd bicycle connection	Create a bicycle facility along these routes to connect the planned California Street facilities to the Riverfront.	Bicycle	124,000
T1-R	Summit Avenue bicycle facility	Add a signed bicycle route to the existing roadway, Tier 1 project in BMP	Bicycle	47,000
T3-C	Ross Avenue bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 project in BMP	Bicycle	34,000
T3-H	Mukilteo Lane bicycle facility	Add a bicycle lane to the existing roadway along Mukilteo Lane from 1st Street to W Mukilteo boulevard, Tier 3 project in BMP.	Bicycle	26,000
T3-W	Seaway Boulevard bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 in BMP	Bicycle	1,520,420
Bicycle Project Total				\$38,523,000

PEDESTRIAN PROJECTS

PROJECT ID	PROJECT NAME	DESCRIPTION	MODE	COST ¹
FPP-02	Smith Avenue Sidewalk	Add a Sidewalk to the existing roadway, Tier 2 project in BMP	Pedestrian	\$438,000
P07	Casino Road & 5th Avenue W Pedestrian Safety	At the traffic signal, install accessible pedestrian pushbuttons, flashing yellow left turn phasing that operates in red when a pedestrian presses the pushbutton, fiber, and cameras. Install lighting.	Pedestrian	\$1,126,700
P12	N. Broadway Pedestrian Bridge	Pedestrian Bridge	Pedestrian	\$12,400,000
P19	West/East Marine View Drive Pedestrian Improvements	Improve safety and connectivity for pedestrians	Pedestrian	\$500,000
P09	East Grand Walkway Connection	Improve safety and connectivity for pedestrians	Pedestrian	\$850,000
P16	Silver Lake Road-121st St. SE Ped. Improv.	Improve safety and connectivity for pedestrians	Pedestrian	\$1,600,000
P15	Pigeon Creek No. 1/BNSF Crossing	Improve safety and connectivity for pedestrians	Pedestrian	\$925,000

PEDESTRIAN PROJECTS

PROJECT ID	PROJECT NAME	DESCRIPTION	MODE	COST ¹
P04	W. Marine View Dr. & Alverson Blvd. Ped Safety	Fill in sidewalk gaps to improve connectivity and pedestrian safety	Pedestrian	\$1,000,000
FPB-03	Riverside Business Park Ped trail 8th to 16th	Create a new trail along the river through the Riverside Business Park.	Trail	\$700,000
T1-F2	Elk Hill Dr Trail and Overpass	Add a Trail, Tier 1 project in BMP	Trail	\$190,200
T1-Z	Riverside Business Park Trail Pacific to 16th	Add a Trail, Tier 1 project in BMP	Trail	\$125,000
T3-M	Kasch Park Trail	Add a trail to Kasch Park from W 18th Ave	Trail	\$516,000
T2-N	SW 75th Street bicycle facility	Add a trail, Tier 2 project in BMP	Trail	\$17,000
CEF-J	Lowell Riverfront Trail	Add a Trail, CEF project in BMP	Trail	\$200,000
FPB-06	Henry Jackson Park Pedestrian Bridge	Pedestrian Bridge	Trail	\$2,700,000
FPB-07	3rd Avenue SE Street Improvements	Create a new non-motorized connection only	Trail	\$82,000
T3-P	41st St trail (Smith Avenue - Riverfront Trail)	Add a Trail, Tier 3 project in BMP	Trail	\$1,200,000
FPB-04	Smith Island Bike/Ped improvements	Improve safety and connectivity for pedestrians and cyclists	Trail	\$1,000,000
NA	Interurban Trail Bike/Ped Path Improvements	Improve safety and connectivity for pedestrians and cyclists. No specific location has been identified for this area	Trail	\$500,000
T2-W	Japanese Gulch Trail Connector	Add a trail connection to the proposed Japanese Gulch Trail from Seawall	Trail	\$500,000
T2-H	Japanese Gulch Trail	Add a trail, Tier 2 project in BMP	Trail	1,800,000
T2-X	Hamlet-Gold Trail	Add a trail, Tier 2 project in BMP	Trail	900,000
Pedestrian Project Total				\$18,839,700

ROADWAY & MULTIMODAL PROJECTS				
PROJECT ID	PROJECT NAME	DESCRIPTION	MODE	COST ¹
NA	Downtown Access Improvements following the US-2 study	The US-2 study will recommend a number of projects to increase connectivity and access in Downtown Everett. The exact locations and details are currently unknown.	Multimodal	\$10,000,000
FPR-04	Evergreen Corridor Rebuild	Rebuild Evergreen Way to meet city standards, update access control, construct BAT lanes, and build bicycle facilities (T3-K) and sidewalks.	Roadway	\$20,250,000
R03	100th Street SW Improvements	This project will include improved roadway, bike lanes (BMP CEF-A1, CEF-A2), sidewalks and transit stops along both sides of this arterial corridor between the Paine Field MIC and two lines of the Swift Bus Rapid Transit system to enhance transit and non-motorized access.	Roadway	\$5,760,000
R04	Broadway Corridor Improvements	Widen to 3 lanes with bike lanes, sidewalks, new bridge. Transit signal priority.	Roadway	13,250,000
R05	41st Street Rucker Avenue Freight Corridor Phase 2	Arterial and access improvements from Port of Everett to I-5 on West Marine View Drive to Rucker Avenue to 41st Street with improvements to better accommodate over-dimensional freight traffic and increasing general freight traffic.	Roadway	\$0
R13	SE Everett Mall Way Corridor	Upgrades to improve safety and reduce congestion	Roadway	\$1,000,000
R27	41st St at Colby Ave	Intersection upgrades to improve safety and reduce congestion	Roadway	\$3,000,000
R14	Mukilteo Blvd. Safety Improvements	Safety improvements	Roadway	\$3,300,000

R22	37th Street improvements and traffic signal	Channelization and signal improvements	Roadway	\$500,000
R28	Broadway at Marine View Drive Intersection Improvements	Upgrades to improve safety and reduce congestion	Roadway	\$2,000,000
R44	100th Street SE Improvements (7th Ave to Evergreen)	Extend 100th Street to connect the roadway from its current end at 7th Avenue SE west to Evergreen Way where it restarts as 100th Street SW.	Roadway	\$1,000,000
R20	Lenora St./BNSF Rail Line Overcrossing	Upgrades to improve safety and reduce congestion	Roadway	1,800,000
R23	3rd Avenue SE Street Improvements	Create a new roadway connection	Roadway	675,000
R24	Upper & Lower Ridge Road Street Improvements	Upgrades to improve safety and reduce congestion	Roadway	300,000
R30	Chestnut St. /Eclipse Mill Rd. Improvements	Intersection upgrades to improve safety and reduce congestion	Roadway	3,350,000
R33	NB Everett Mall Way to SB I-5 Onramp	Upgrades to improve safety and reduce congestion	Roadway	3,500,000
FPR-05	SR 529 Smith Island Safety: Grade Crossings Elimination and Highway Connections Project	Reconfigure the SR 529 Smith Island Interchange. The project will create a new overpass over the BNSF mainline, close the existing crossings at 36th Place NE and 32nd Ave NE, and build a new integrated roundabout.	Roadway	3,500,000
R21	East Everett Ave./ BNSF Overcrossing	Upgrades to improve safety and reduce congestion	Roadway	7,000,000
FPR-01	19th Avenue/100th Street SE Concurrency Project	This project currently fails LOS standards at 19th Ave and 100th St SE. Optimize the signal timing and add a northbound right turn pocket and westbound left turn pocket to reduce delay.	Roadway - Concurrency	\$4,000,000
FPR-02	19th Avenue/110th Street SE Concurrency Project	This project currently fails LOS standards at 19th Ave and 110th St SE. Optimize the signal timing and add a southbound through lane to reduce delay. Coordinate with changes at 19th Ave/112th Street SE.	Roadway - Concurrency	\$4,000,000

FPR-03	19th Avenue/112th Street SE Concurrency Project	This intersection currently fails LOS standards at 19th Ave and 112th St SE. Optimize the signal timing and add a southbound through lane to reduce delay. Coordinate with changes at 19th Ave/110th Street SE.	Roadway - Concurrency	\$4,000,000
R46	Airport Road at Evergreen Way Concurrency Project	This project currently fails LOS standards. Optimize the signal timing to reduce delay.	Roadway - Concurrency	\$1,000,000
Roadway & Multimodal Project Total				\$103,925,400

1 Cost represents Everett's estimated cost, the total cost of the project may be higher if it is shared with other agencies or awarded grants.

PROJECTS TOTAL		PROJECT TOTAL
Bicycle Project Total		\$38,523,000
Pedestrian Project Total		\$18,839,700
Trail Project Total		\$10,430,200
Roadway & Multimodal Project Total		\$103,925,400
Total of All Projects		\$171,718,300

EVERETT TRANSIT PROJECTS

PROJECT ID	PROJECT NAME	DESCRIPTION	MODE	COST ¹
T1	Swift BRT Gold Line - Smokey Point Corridor	Swift Bus Rapid Transit (BRT) on N Broadway (Smokey Point corridor) from Everett Station up N Broadway, SR 529, State Ave, Smokey Pt to Arlington (SR 531). Requires speed & reliability improvements and accessible transit stops.	Transit	\$0
T3	Swift BRT Silver Line - Airport Road to Cathcart Way (Everett)	Swift Bus Rapid Transit (BRT) on Airport Rd, 128th, 132nd, Cathcart Way from SR 526 to SR 9. Requires speed & reliability improvements and accessible transit stops.	Transit	\$0
NA	Everett Station Repair and Updates	Make updates to Everett Station	Transit	\$5,000,000

EVERETT TRANSIT PROJECTS

PROJECT ID	PROJECT NAME	DESCRIPTION	MODE	COST ¹
NA	Safety and Security Enhancements	System-wide safety and security enhancements	Transit	\$5,000,000
NA	Charging Infrastructure Upgrades	Maintaining and upgrading the charging systems to support the electric fleet.	Transit	\$25,000,000
NA	Technology Life Cycle Maintenance & Upgrades	Ongoing operational costs for technology maintenance and upgrades over time	Transit	\$5,000,000
NA	On-demand/microtransit service (Fleet & Technology)	Capital expenditures for an on-demand service	Transit	\$2,000,000
NA	Operations Base Relocation and Construction	Construction of a new operations base.	Transit	\$100,000,000
NA	Vehicle Maintenance Facility Relocation & Construction	Construction of a new vehicle maintenance facility	Transit	\$75,000,000
NA	Bus Replacements 2025-2044	Capital expenditures for bus replacements over the next twenty years	Transit	\$73,500,000
NA	Bus Stops & Shelters - Replacements & Upgrades	Capital expenditures for bus stop upgrades and shelter replacements.	Transit	\$2,500,000
NA	Paratransit Van Replacements 2025-2044	Capital expenditures for paratransit van replacements over the next twenty years	Transit	\$8,000,000
NA	Support Vehicles & Equipment Replacements 2025-2044	Capital expenditures for support vehicle replacements over the next twenty years	Transit	\$3,000,000
Transit Project Total				\$306,200,000

¹ Cost represents Everett's estimated cost, the total cost of the project may be higher if it is shared with other agencies or awarded grants.

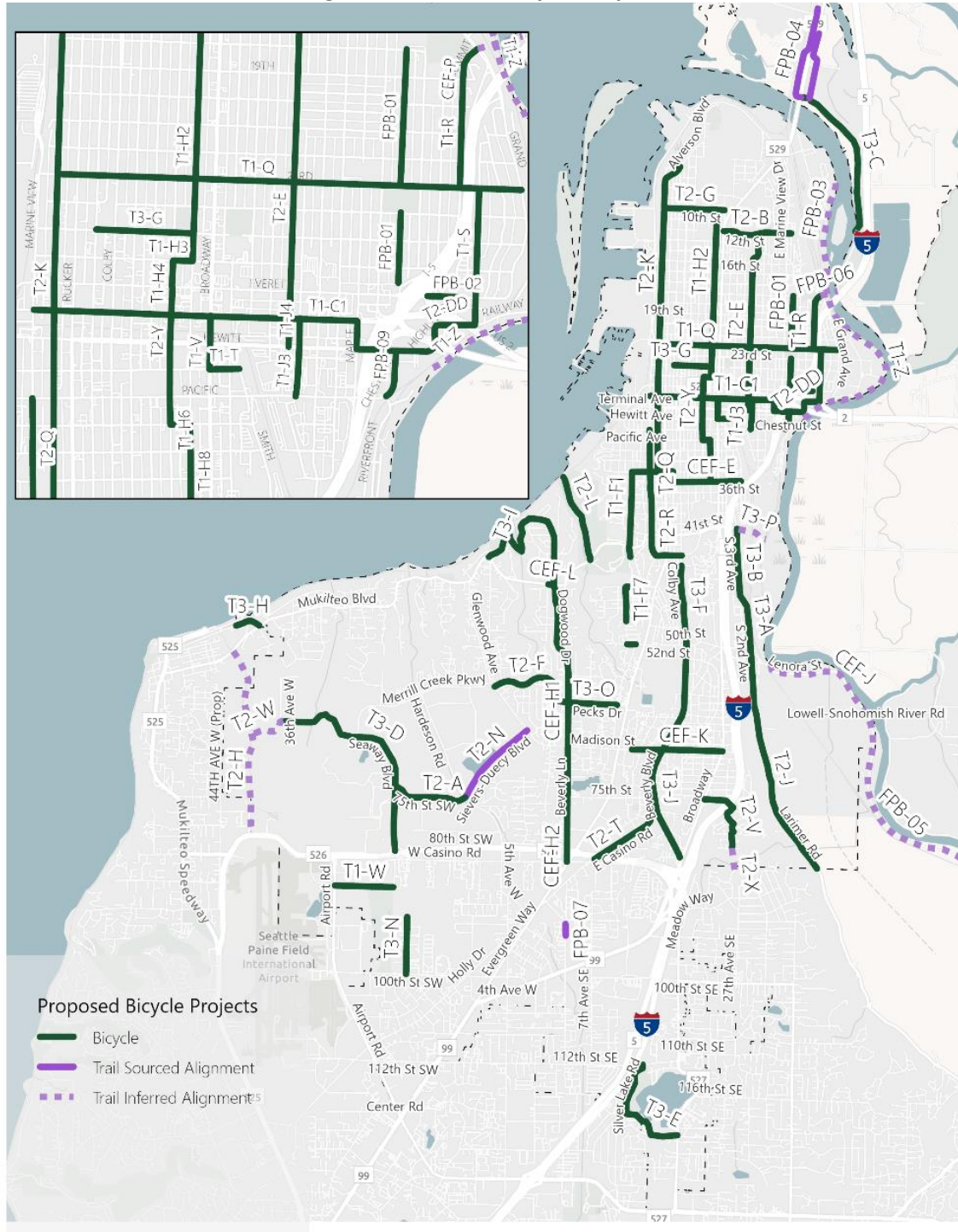


Proposed Pedestrian Projects

— Pedestrian

The map displays the city of Everett, Washington, with various streets and landmarks. Pedestrian projects are marked with green lines and labels: P04, P12, P19, P15, P09, P076, and P16. The map also shows major roads like Mukilteo Blvd, Alaskan Blvd, and I-5. A legend in the bottom left corner identifies the green lines as 'Proposed Pedestrian Projects' and 'Pedestrian'.

Figure 14. Planned Bicycle Projects





Proposed Roadway Projects

- Sourced Alignment
- Inferred Alignment

Programs

Programs are often described as expenditure categories for non-capital investments (including maintenance and repair) or smaller capital projects, such as spot safety improvements, sidewalk and crosswalk projects, intelligent transportation systems, and bicycle spot improvements. Funding levels for programs are identified in the financing plan but specific projects are usually not identified more than a year in advance.

Many projects that were identified in the scoring and prioritization process were found to be well-matched to the scope and goals of existing programs. Other projects did not have a specific geography, but funds still need to be set aside for anticipated future needs. Finally, some transportation investments may rely on Transportation Demand Strategies, or other programs that do not result in an infrastructure project. The following programs play a key role in the Transportation Element.

Sidewalk Completion Program: This program upgrades curb ramps and fills in gaps in the sidewalk network throughout the city as needed and could take advantage of other infrastructure improvements or development frontage improvements to add sidewalk enhancements as part of the larger projects.

Roadway Safety Projects: This program aims to make safety improvements at roadway locations with a history of collisions. The City is currently developing a citywide Safety Action Plan, Vision Zero. When completed, the plan will identify recommended safety projects and actions and will be reflected in a future update is transportation element.

Studies: High-cost projects that include large geographic areas, broad scopes, and long timelines need dedicated studies to better understand their long-term impacts on the transportation network.

Preservation and Maintenance: Regular pavement and facility preservation and maintenance is better achieved through a program that can make short- and long-term work plans and respond to needs as they arise.

Commute Trip Reduction Program: Commute Trip Reduction Programs include solutions to transportation problems that do not rely on building infrastructure but rather focus on incentivizing certain trip types over others with the purpose of reducing congestion, greenhouse gas emissions, and single-occupancy-vehicle use. Commute Trip Reduction Programs generally fall under the Transportation Demand Management umbrella.

On-demand/Microtransit Operations: This program supports flexible, technology-enabled transit services that provide curb-to-curb or stop-to-stop trips within defined service zones. On-demand/microtransit operations aim to improve mobility options in lower-density areas, during off-peak hours, or where fixed-route service is not viable or cost-effective.

The projected annual costs for each of the above programs is broken out in the table below. These amounts may change with the influx of grants or other outside funding and based on more detailed project needs. However, this is the minimum desired amount to fund these expenditures over the next twenty years.

PROJECTED PROGRAM COSTS

Program	Annual Cost Estimate	Estimated Cost over Twenty Years
Sidewalk Completion Program	\$300,000	\$6,000,000
Roadway Safety Projects	\$1,200,000	\$24,000,000
Studies	\$100,000	\$2,000,000
Preservation and Maintenance	\$7,500,000	\$150,000,000
Commute Trip Reduction Program	\$200,000	\$4,000,000
On-demand/microtransit Operations	\$2,000,000	\$40,000,000
Total	\$11,300,000	\$226,000,000

Funding Sources

This section documents funding sources currently used by the City to advance projects as well as additional funding sources and strategies the City could employ to optimize its transportation network. The funding mechanisms Everett uses for transportation projects varies. Below is a description of some of the key sources of revenue for transportation projects. The City's most recent budget has a detailed description of current revenues and expenditures.

Property Tax

A property tax is the primary source of revenue for the general fund. It is the City's main operating fund, and is used for general operating and administrative needs. This fund does not account for business-like activities the city government runs such as utilities, and money can be transferred into or out of the general fund.

State - Shared Revenues

State-shared revenues are funds collected at the state level that are then distributed to local agencies either based on population or other formulas. These motor vehicle fuel and multi-modal transportation tax.

Traffic Impact Fees

Traffic Impact Fees (TIF) are authorized as a revenue source by the Washington State Growth Management Act. These fees are levied on new development as a method to pay for the increased demand that development puts on infrastructure. Accordingly, TIF revenue is dependent on development activity and has broad project eligibility.

Real Estate Excise Tax

Real Estate Excise Tax (REET) is an optional tax collected on the sale of qualifying real estate sales. REET is dependent on the amount of real estate sales and tends to fluctuate from year to year. Senate Bill 5972 enacts up to 0.25% of the annual sales for real estate for capital facilities. The Growth management Act authorizes another 0.25% for capital facilities. Revenues must solely be used for financing new capital facilities, or maintenance and operations at existing facilities, as specified in the capital facilities plan. The Real Estate Excise Tax was specifically enacted as a part of the state's growth

6/17/2025



management statutes, which call for the provision of resources for capital facilities that relate directly to growth. In Everett, a portion of these funds are used for the street overlay program.

Transportation Benefit District

Transportation Benefit Districts (TBDs) revenues are sourced from the motor vehicle licensing fees, assessed when car tabs are renewed. Sales and use taxes generated from TBDs are a funding source that can be applied to improvements from roads to sidewalks to transportation demand management. Construction, maintenance, and operation costs are also eligible.

Fines

Fine revenue can come from sources such as traffic and parking tickets or ordinance violations.

Other sources

Interlocal Agreements (ILAs)

This revenue generally comes from outside agencies that have agreements with the City of Everett to share costs for capital projects. This amount fluctuates based on the type and location of projects in the City, but Everett has historically received an average of \$70,000 a year.

Grants

Grants are usually competitive revenue sources, except for state and federal formula grants. The City competes with other jurisdictions to receive each grant based on need, service population, project potential and deliverability, and expected impact/value. Federal, state, and local agencies release grants each year to help fund transportation projects, and hence this revenue source is highly dependent on the grant opportunities available each year. Historically, there have been significantly more opportunities (and available funding) in even than in odd years. Over the past ten years, approximately 50% of Everett's transportation capital funding has come from grants.

Expenditure Sources

The City has an estimated \$86.2 million over the next twenty years to pay for the transportation project list. Historically, the City has secured an equal amount of money from grants to supplement this total, bringing the total estimated funding to \$172.4 million. Grant amounts can vary over time.

ESTIMATED REVENUE FOR TRANSPORTATION CAPITAL PROJECTS & PRESERVATION (2025 – 2044)

SOURCE	ANNUAL REVENUE ESTIMATE
Revenue for Capital Projects	\$4,310,000
Fund 119: Street Improvement Fund including: Program 524: Arterial Street Program and Program 612: Overlay and Preservation	\$4,890,000
Fund 157: Traffic Mitigation Fund	\$2,300,000
POE Tr Fm Program 57	\$20,000

ESTIMATED REVENUE FOR TRANSPORTATION CAPITAL PROJECTS & PRESERVATION (2025 – 2044)

SOURCE	ANNUAL REVENUE ESTIMATE
Interlocal Agreements	\$70,000
Miscellaneous revenue	\$30,000
Revenue for Preservation	\$3,300,000
Fund 154: Real Estate Excise Tax	\$300,000
<i>Fund 159: Transportation Benefit District</i>	<i>\$1,600,000*</i>
20 Year Total for Capital Projects	\$86,200,000
20 Year Total for Capital and Preservation	\$152,200,000

Note: Fund 159 is a part of Fund 612 and so is not added to the total Revenue for Preservation.

The City establishes accounts or funds to control how and when monies are spent. Each of these accounts/funds has number and name. Within the funds there are subcategories called programs. Below is the list of funds the City uses to pay for transportation improvements.

City Transportation Accounts / Funds

Fund	Program	Name	Allocated for
119		Street Improvement Fund	Asphalt street overlays, street improvement and repair projects, and in the past has brought in roughly \$1.1 million annually
	524	<i>Arterial Street Program</i>	Capital projects on arterial streets in Everett. This fund is often used as a matching contribution to grants for City projects
	612	<i>Overlay and Preservation Program</i>	Overlay and preservation projects throughout the City
154		<i>Real Estate Excise Tax Fund</i>	A portion is allocated to the street overlay program.
157		<i>Traffic Mitigation Fund</i>	Traffic improvements resulting from development
159		<i>Transportation Benefit District</i>	Preservation expenditures
425		<i>Transit Fund</i>	Capital expenditures like purchasing new buses and installing EV infrastructure, and the remaining for other expenditures, such as salaries

Note the Transit Fund is not included in the list of revenue sources as it only applies to transit expenditures and not to other project types.



Options to Increase Revenue

Like all Washington State cities, Everett has limited dedicated transportation funding options, many of which are restricted to maintaining existing facilities. Additional funding options the City may explore are summarized below.

Local Improvement Districts (LIDs)

LIDs are special purpose financing mechanisms that can be created by cities to fund capital improvements in specific areas. LIDs generate funds by implementing proportionate special assessments on property owners that benefit from improvements. LID revenues are limited in their use to specific capital projects that benefit owners in the special purpose area for which they were created. Cities are authorized to form LIDs under RCW 35.43 without voter approval; however, LID formation is a complex process and must first be demonstrated to be financially feasible. Additionally, if the City receives protests from “property owners who would pay at least 60% of the total cost of the improvement⁵ the LID would be dissolved.

Sales Tax Increase

The City of Everett currently levies an additional sales tax of 1.2 - 3.8% sales tax on top of the state sales tax of 6.5%, amounting to a sales tax between 7.7 - 10.3%⁶. Washington State allows cities to charge additional sales tax between 0.1-0.9%, depending on the relevant RCW, with caveats to the flexibility of spending the revenue. Sales tax increases usually need to be approved directly by voters.

Commercial Parking Tax

A Commercial Parking Tax may be levied on commercial parking lots, either collected from businesses or from customers at the time of sale. Currently the City of Everett has no commercial parking tax. Cities are not restricted in the amount that can be levied, but use of revenues is restricted to transportation.⁷

Limited Tax General Obligation (LTGO) Bonds and Unlimited Tax General Obligation (UTGO) Bonds

Bonds are tools cities can levy to borrow funds for large capital projects and pay the bond back over time. Debt bears additional costs through interest, and any use of bonding capacity for transportation projects reduces the remaining bonding capacity available for other city projects. Limited Tax General Obligation bonds are backed by the General Fund, while Unlimited Tax General Obligation bonds are backed by new taxes.

Cities, transportation benefit districts, and local improvement districts can issue general obligation bonds by special election or council decision to finance projects of general benefit to the jurisdiction or district. In addition to the principal and interest costs of issuing debt, there are usually costs associated with issuing bonds, including administrative time, legal and underwriting costs, and insurance costs.

Reassessment Strategy

There are many aspects of transportation funding that are outside of the City’s control. If future project funding is not as much as anticipated in this plan, there are multiple ways the City can revise its approach to match the project list with available funds. The project prioritization scores can be used to

⁵ Municipal Research Services Center, “[Local Improvement Districts](#),” last modified April 2, 2021.

⁶ <https://dor.wa.gov/taxes-rates/retail-sales-tax>

⁷ [RCW 82.80.070](#)(3)(a-d).





reevaluate project priorities and identify the lowest scoring projects to put on hold for future consideration. These projects do not have to disappear but can be moved to the unconstrained list until funding is available or there is a good match with external funds from grants or developers. The previously discussed options to increase local revenue can also be explored to expand capital project funds in the case of a funding shortfall. Grants have been a key part of the City's past transportation funds and finding ways to make project descriptions and elements more competitive for these funds could help to bring in external funding.

Goals

GOAL TR-1: Everett has a safe, resilient, sustainable, equitable, and accessible multimodal transportation system that serves all members of the community.

GOAL TR-2: Everett's transportation system is complete, integrated, and fulfills the daily needs for residents, businesses, major institutions, and industrial centers in an efficient and sustainable manner.

GOAL TR-3: Everett's multimodal transportation network is developed based on adopted land use vision and zoning to accommodate and support the City's targeted population and employment growth.

GOAL TR-4: Everett's transportation system supports a strong and diverse economy, enhances the competitiveness of the city and region, and maintains the city's role as a West Coast trade gateway and freight hub by providing efficient and reliable goods movement, multimodal access to employment

areas and educational institutions, as well as enhanced freight access to industrial areas and intermodal freight facilities.

GOAL TR-5: Everett has a safe, reliable, well-marked and implemented freight routes to meet mobility needs and minimize freight conflicts with pedestrians.

GOAL TR-6: Everett’s public transportation system seamlessly provides convenient, safe, comfortable, and equitable service for residents, visitors, and workers, with daily boardings tripling by 2044.

GOAL TR-7: Everett has safe pedestrian routes connecting community hubs, neighborhood nodes, transit stops, and parks to adjacent neighborhoods.

GOAL TR-8: Everett has a complete network of safe bicycle routes and facilities connecting transit and community hubs, neighborhood nodes, employment centers, recreational amenities, and residential areas.

GOAL TR-9: Everett efficiently uses intelligent transportation systems to optimize the movement of people and vehicles.

GOAL TR-10: Everett prevents traffic related fatalities and serious injuries by employing comprehensive efforts to improve transportation safety through the Safe Systems approach.

GOAL TR-11: Everett’s transportation system supports achieving regional greenhouse gas emissions reduction goals and reducing per capita vehicle miles traveled.

GOAL TR-12: Everett’s proportion of commute trips by single occupant vehicles decreases.

Policies

Engagement

TR-1 When planning transportation systems and designing facilities, consult and actively engage communities, people, businesses, and other stakeholders, including historically underserved or underrepresented groups and communities.

Transportation And Land Use

TR-2 Develop a Citywide Multimodal Grid Network Plan to be used in the planning, design, and construction of new roadway connections. Identify and seek control of land needed in the future for any transportation purpose when the opportunity arises.

TR-3 Require developments to provide right-of-way dedications or access easements in support of the development of a robust grid network for all modes. Require developments to complete those connections as a permit condition or appropriate alternatives.

TR-4 Update City of Everett design and construction standards to complement adjacent zoning/land use with consideration given to minimizing total right-of-way improvement footprint required while meeting emergency responder, transit, and multimodal transportation needs.

TR-5 Design city transportation network and require private development to accommodate all modes consistent with all adopted city transportation and land use plans.

- TR-6 Consider maintenance, life cycle, and operational costs when designing transportation facilities.
- TR-7 Integrate land use and transportation planning and decisions to support the Comprehensive Plan.
- TR-8 Incorporate transit-supportive and pedestrian-oriented design features in new development through development review.
- TR-9 Reassess and revise if necessary, the transportation element and comprehensive plan if an assessment indicates that probable funding will fall short of meeting level-of-service standards for transportation.

Transportation Demand Management

- TR-10 Assist large employers in implementing commute trip reduction programs for employees, as mandated by the state's Commute Trip Reduction law, and evaluate the programs for effectiveness and compliance.
- TR-11 Maintain a comprehensive transportation demand management program for city employees as an example to other local employers.

Transportation and Technology

- TR-12 Employ intelligent transportation system technology and infrastructure to support the efficient movement of people and vehicles throughout the city.
- TR-13 Employ a citywide multimodal level-of-service concurrency standard that provides a network of transportation facilities that meets the demand from new development.

Transit

- TR-14 Everett proactively partners with other jurisdictions, transit agencies, and regional planning agencies in the development of an efficient and effective regional multimodal transportation system.
- TR-15 Maintain transit service as a viable mode-of-travel to and from downtown and other activity centers within the city and region. Prioritize transit and other transportation services to trip generating sites in Everett.
- TR-16 Integrate high-capacity transit systems with transportation modes and facilities serving the city including inter-city and local transit, rideshare, and park & rides, as well as pedestrian and bicycle facilities.
- TR-17 Implement dedicated transit pathways to enable reliable, safe, and affordable connections around and through the city.

Streets

- TR-18 Design and manage arterials to support regional mobility while discouraging regional traffic from using arterials in Everett to avoid freeway congestion or pricing. Support regional

capacity improvements that will benefit Everett by reducing the volume of through traffic using the city road network to bypass highway congestion.

- TR-19 Promote access management to maintain arterial capacity and reduce mid-block conflict points by reducing the number of curb cuts, increasing driveway spacing for new and redeveloped properties, and providing for median treatments where appropriate to provide for local access to the arterials while minimizing conflicts with through traffic.
- TR-20 Roadway cross sections (lane width and number, bicycle lane width, sidewalk width) on arterials are right sized in mixed-use centers, supporting reduced vehicle speeds and priority for comfortable walking and rolling in those areas.
- TR-21 With the exception of peak commute periods and before and after major events or incidents, cross-town driving trips can be completed in 20 minutes or less and driving times within and through Everett average at least 20 miles per hour, retaining private vehicles as a viable mode choice for travelers.

Active Transportation

- TR-22 Promote and facilitate active transportation, ensuring that the right-of-way is planned, designed, constructed, operated and maintained to provide safe and convenient access and travel for all users including pedestrians, bicyclists, transit riders, people of various abilities, as well as freight and motor vehicle drivers.
- TR-23 Seek opportunities to incorporate exercise, recreation facilities, and community gathering spaces into transportation project designs.
- TR-24 Remediate barriers to walking and rolling on or across city streets, arterials and collectors as part of transportation projects.
- TR-25 Construct, maintain, and repair sidewalks, bike lanes and trails for active transportation in accordance with adopted plans and design standards to encourage active transportation and improve health.

Freight Mobility

- TR-26 Develop, manage, and maintain a safe, efficient, and reliable freight street network to provide freight access to and from intermodal freight facilities, industrial and commercial districts, and the regional transportation system.
- TR-27 Invest to accommodate forecasted growth of interregional freight volumes and provide access to truck, marine, rail, and air transportation systems.
- TR-28 Ensure designated routes and facilities are adequate for over-dimensional trucks.
- TR-29 Support the efficient delivery of goods and services to businesses and neighborhoods, while also reducing environmental and neighborhood impacts.
- TR-30 Encourage the use of energy efficient and clean delivery vehicles.

- TR-31 Manage on- and off-street loading spaces to ensure adequate access for deliveries to businesses, while maintaining access to homes and businesses.
- TR-32 Coordinate with stakeholders and regional partners to support continued reinvestment in, and modernization of, the freight rail network and intermodal facilities.

Transportation Finance

- TR-33 Actively seek local, state, and federal funding and other grants for the development, enhancement, and preservation of the transportation infrastructure, including pedestrian, bicycle, and arterial infrastructure, public transit and intelligent traffic control systems (ITS).
- TR-34 Prioritize funding for projects and programs that advance the following: improve mobility, safety, and comfort within mixed-use centers; provide efficient freight movement for industrial centers; reduce greenhouse gas emissions; support compact, pedestrian- and transit-oriented development.
- TR-35 Invest transportation funds to be responsive to the distinct needs of each community, particularly previously underserved areas.
- TR-36 Direct transportation investments and services to support the designated Community Hubs and Neighborhood Nodes identified in the adopted land use map.

Safety

- TR-37 Implement projects, programs, and strategies on local streets to prioritize safe driving, walking, and cycling by calming traffic and limiting vehicle speeds, especially near schools and colleges.
- TR-38 Monitor traffic volume and speed on residential streets and establish appropriate traffic control measures.
- TR-39 Consider the needs of all roadway users when designing and building neighborhood traffic safety projects.
- TR-40 Employ traffic calming measures that adhere to Safe Systems principles and Complete Streets ordinances to slow vehicular travel speed along residential streets and to discourage cut-through traffic.

Environmental Considerations

- TR-41 Decrease vehicle miles traveled by promoting and incentivizing alternate modes of travel, including transit and active transportation.
- TR-42 Create a robust network of electric vehicle (EV) charging facilities.
- TR-43 Continue to expand the electric fleet/hybrid vehicle fleet and other vehicles or equipment that use fuels with reduced greenhouse gas emissions.
- TR-44 Promote street and trail alignments and designs that respond to topography and natural features, and protect streams, wildlife habitat, and native trees.
- TR-45 Incorporate natural drainage practices into transportation infrastructure projects where it will be effective and feasible.

TR-46 Support the development and implementation of car and mobility sharing systems.

Regional, State and Federal Coordination

TR-47 Coordinate planning, design, and financing of transportation systems with local schools and colleges, neighboring jurisdictions, and regional agencies.

TR-47 Support maintenance of existing rail and water corridors and the expansion of the capacity of those corridors consistent with the city's economic development goals.

TR-48 Support expansion of heavy and light rail transportation and facilities for freight and passenger services.

TR-49 Reduce disaster-related impacts to transportation systems by coordinating response planning and developing strategies for prevention, mitigation, and recovery collaboratively with City departments and regional partners.

Parking

TR-50 Develop and implement a comprehensive parking management program for the entire City of Everett, including active management of parking in mixed use centers; development, protection, and regulation of on-street parking throughout the City; and right-sized on-and off-site parking requirements for all private and public developments.

TR-51 Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space.

Level of Service Standards

TR-52 The arterial intersection level-of-service standard for the PM peak hour is LOS E on major arterials and LOS D on all other corridors in the city using the Highway Capacity Manual grading system for average vehicle delay.

TR-53 Except where determined impractical by the City Engineer, construct sidewalks per the LOS standards.

TR-54 Build out the City's adopted Bicycle Master Plan to provide a safe and low-stress network for people of all ages and abilities.

TR-55 Advocate for transit service that is aligned with Everett's land use and demographics as presented in this Comprehensive Plan.

TR-56 Make bus stop facilities more comfortable and secure to encourage ridership.

TR-57 Prioritize capital improvements along City streets to facilitate transit speed and reliability.

5-YEAR TRANSPORTATION ACTIONS

Action TR-1: Develop a Citywide Multimodal Grid Network Plan (TR-2)

Action TR-2: Update City of Everett design and construction standards (TR-4)

Action TR-3: Create an electric vehicle charging station action plan.



Action TR-4: Update the transit long-range plan.

Action TR-5: Create a low/no emissions transit fleet plan

Action TR-6: Adopt a transportation concurrency program that advances construction of multimodal transportation facilities in Everett.

Action TR-7: Coordinate with the County and neighboring jurisdictions to implement concurrency strategies and provide for mitigation of shared traffic impacts through street improvements, signal improvements, intelligent transportation systems improvements, transit system improvements, or transportation demand management strategies.

Parks, Recreation, and Open Space

Vision: Everett has inviting park and facility system that is well-managed and that embraces innovation, partnership, sustainability, adaptability, and equity in meeting the needs of the Everett community.

Element Scope / Description: The Parks, Recreation, and Open Space element describes how the city plans for, acquires, and maintains parks, trails, and open space and how it develops recreational activities and programs.

In 2022, Everett adopted the Parks, Recreation and Open Space (PROS) Plan to guide the City's parks system to:

- Designate the general location and extent of land uses including recreation and open space lands,
- Estimate park and recreation demand for at least a ten-year period,
- Identify lands useful for recreation, including wildlife habitat, trails, and connection of critical areas, and
- Develop a capital facilities plan (CFP) identifying funds necessary to implement the plan for at least a six-year period.

The plan was developed using the following guiding principles:

- Providing a wide variety of quality parks and trails that are attractive, clean, and safe.
- Meeting the needs of the community with quality customer service.
- Creating places for events, programs, art, and culture.
- Helping connect people to nature and shorelines.
- Providing an inclusive parks and trails system for all to enjoy together.
- Being valuable stewards of park lands and protecting natural resources.

The following is a summary of the current Parks, Recreation and Open Space plan, which is adopted as the comprehensive plan's parks element.

Everett's parks, trails, and open space

Everett's natural environment is integral to its quality of life. Within the city are hundreds of acres of urban forests, wetlands, and streams that support wildlife providing opportunities for the community to connect with the natural environment.

The City's parks, recreation and open space system includes land and water access, greenways and trails, and recreation amenities that are treasured community assets. The system provides spaces for the community to gather, play, learn, and connect with nature, while also protecting the city's natural resources and cultural landscapes. It is envisioned that everyone in Everett can enjoy parks and recreation facilities through delivery of accessible, safe and culturally responsive programs and spaces.

Everett Parks and Facilities Department owns over 920 acres of parks and open space and 27 miles of regional trails and park paths as well as a wide range of play, sport, boating, and other facilities. Everett Parks manages about 60 properties. Of these about 40 provide multipurpose active park use at Regional,

Community, Neighborhood, Urban/Downtown, and Linear Parks. Remaining sites are Special Use, Natural Areas/Greenways, and Garden Gateways predominantly for single purpose recreation or passive use.

Regional parks, usually over a hundred acres, provide visitors with access to unique regional features and attractions. Regional parks often accommodate large group activities and have infrastructure to support special events and festivals. Contributing to economic development through tourism, regional parks can enhance the economic vitality and identity of the entire region.

Community parks are usually more than five acres, preferably ten to 15 acres, providing visitors with access to high and low impact recreation opportunities. Community parks should be designed to enhance community identity and preserve community open space.

Neighborhood parks provide daily convenient access to basic recreation opportunities for nearby residents by foot or bicycle. Generally small, neighborhood parks are developed primarily for spontaneous and non-structured recreation activities.

Urban parks offer outdoor space in an otherwise built environment, are a special type of open space serving the unique lifestyles and recreation needs of those who live or work in or close to downtown and designated centers. While urban parks often serve as neighborhood parks for nearby residents, they may also provide opportunities for community events and district-wide gatherings. They contribute to place-making by enhancing the quality of life and the identity of the urban core and the mixed-use districts.

Linear parks or trails serve both a recreation and an active transportation function. Walking and bicycling provide many benefits to individuals as well as to the community. In Everett, trails provide opportunities for walking, bicycling, jogging, in-line skating, dog walking and wildlife watching. An integrated, safety-oriented multi-purpose trail increases mobility choices, reduces reliance on single-occupant vehicles, provides convenient access to schools, centers, transit, parks, and other destinations, and encourages regular physical activity to enhance health and wellness.

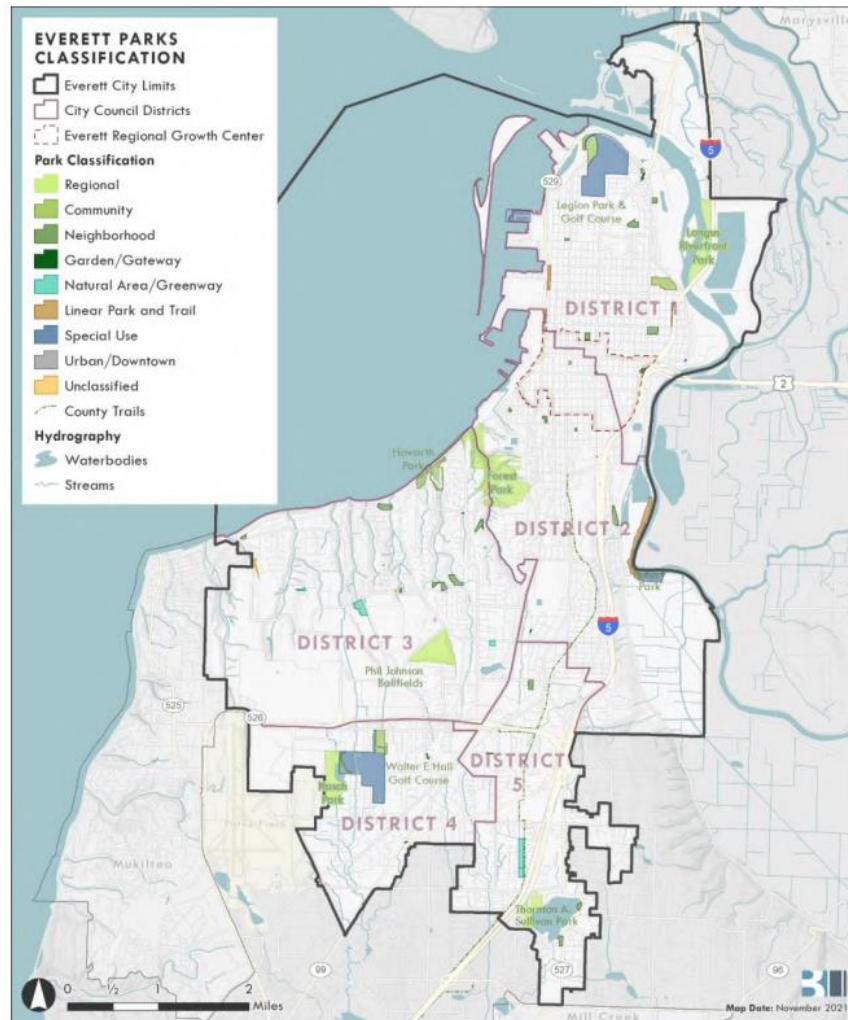
Special Use Parks are focused on a single purpose, such as golf or boat launching.

Natural areas and greenways are areas that support, nurture, and preserve natural and wildlife habitats and native vegetation. These parks usually contain environmental assets, such as wetlands, streams, wildlife, native and forested habitats, that are managed for stewardship and conservation via best management practices. These lands often provide opportunities for environmental research and interpretative programs, in addition to low-impact recreational activities.

Garden-Gateway Parks provide landscape features along roads.

Around 64% of Everett residents live within a 10-minute walk of a park. Most North Everett residents live within one-half mile of a park. South of 41st Street there are areas of the city where the distance to a park exceeds one-half mile.

Park Classification Map



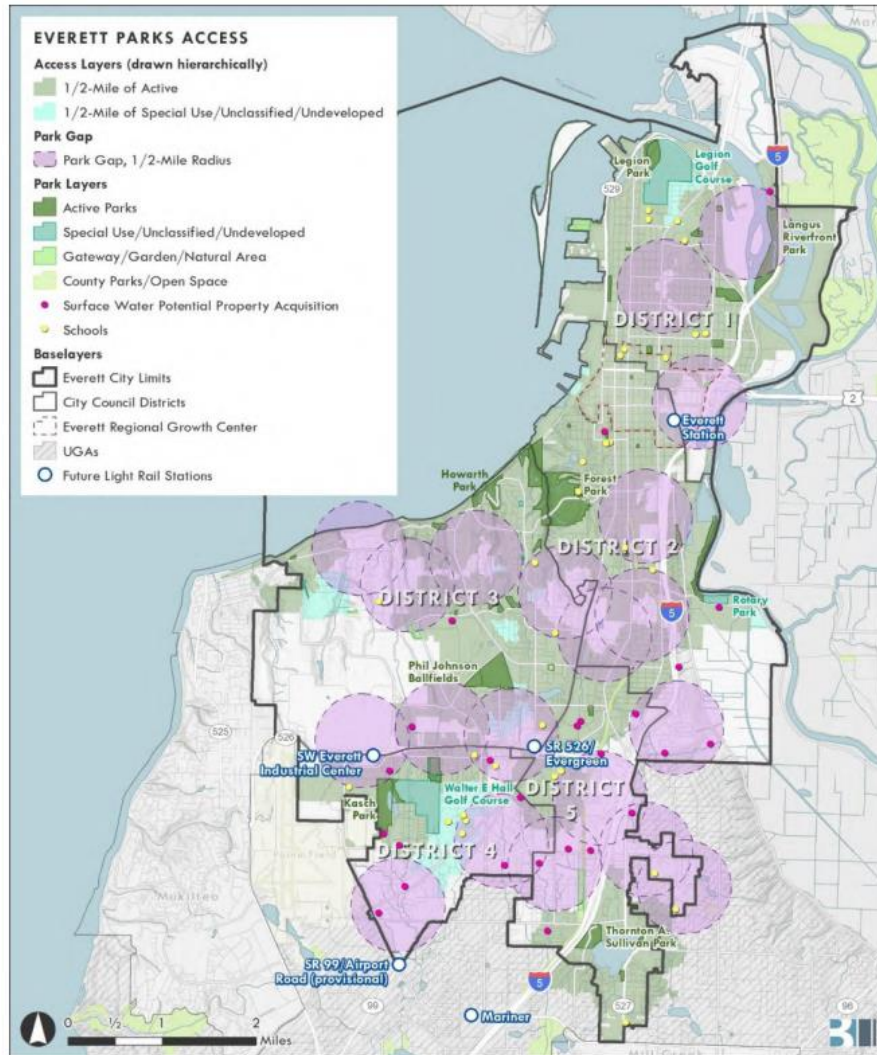
Source: BERK 2021.

Everett strives to provide safe, convenient, and equitable access to high-quality parks, natural areas, trails, and recreational opportunities and contribute to the health and well-being of all. The City values equitable access to the parks system, providing opportunities that serve the diverse needs of the community, while protecting environmentally sensitive areas, and maximizing available resources, such as land, funding, and partnership opportunities.

While Everett's park system is generally well-distributed throughout the community, there remain areas of the city that are less served by parks and trails than other areas. For example, the area south of the Boeing Freeway has grown significantly and the number of parks in this area has not kept pace with population and its needs. The Parks and Open Space Plan identifies underserved areas of the city and includes a plan for increasing access to the parks system.

There are competing demands for the fixed supply of land within the city. As development continues to occur, land for parks and open space becomes scarcer and more expensive. At the same time, Everett's budgets are constrained.

Everett Parks Access



Sources: City of Everett GIS, BERK 2021.

Everett Parks, Recreation, and Open Space Plan, 2021

Partners

To provide a well-maintained and responsive parks, recreation, and open space system, the city embraces partnerships and seeks opportunities to collaborate with all sectors of the community. These collaborations promote effective use of public funds, enhances programming and service delivery, and invites the community to share in the mission.



The City of Everett and Everett Public Schools have a “parity” agreement about public use of schools and parks. Both Everett and Mukilteo School Districts offers public use of schools when not in session for informal drop in use of schools; groups may request facility use through either districts’ procedures.

The Carl Gipson Center under agreement with the City is operated by Volunteers of America. It offers a lunch program and a variety of activities for seniors to gather and socialize.

Planning for the future

The City of Everett will continue to:

- Improve Existing Park Sites.
- Open Undeveloped Parkland.
- Coordinate with Everett and Mukilteo School Districts to provide after-hours access to school site recreation facilities.
- Partner with City of Everett Surface Water Management to create Stormwater Parks.
- Strategically link and coordinate properties.
- Focus investments equitably in gap areas and growing areas. Each existing or new park should be improved over time to achieve minimum standards or offer allowed uses to meet the needs of the community and to provide for consistent and sustainable management and maintenance.

Funding and Capital Planning

The City has primarily funded its parks and recreation services through the General Fund and capital needs from grants and real estate excise tax 2 (REET2) revenue. A minor recent funding source is from street vacations. For at least the next five years, the City anticipates spending to outpace collected revenues, which will increase competition for resources and likely reduce the amount of funding available for parks capital.

To continue investment in parks, the City will need to identify and pursue alternative capital funding sources. In addition to REET2 and grant funding, Washington State authorizes cities to use parks impact fees, newly approved by the Everett City Council in November 2021, as well as a parks district or levy funding mechanisms.

In addition to increasing or raising new revenue, the City is authorized to incur debt through financing to fund capital needs.



Goals

Goal 1: Create a park and trail system that promotes active and healthy lifestyles.

Goal PA-2: Promote inclusion across all public spaces, places, facilities, and programs.

Goal PA-3: Provide parks and recreation facilities within a 10-minute walk of each resident.

Goal PA-4: Invest in the capacity, quality, and sustainability of the parks and trails system as growth occurs.

Goal PA-5: Maintain or improve the quality of the system for current residents as the system expands to meet the needs of growth.

Goal PA-6: Provide a diverse system of parks and trails.

Goal PA-7: Improve access to recreational amenities throughout the community by adding more amenities, and creating better connection through trails, sidewalks, and bike lanes.

Goal PA-8: Conserve open space and protect critical areas in the park system.

Goal PA-9: Establish, replace, and maintain trees in parkland and rights of way recognizing clean air, shade, and habitat benefits.

Goal PA-10: Provide quality and affordable public golf courses for recreation and open space values.

Goal PA-11: Evolve golf courses to appeal to recreation interests of a broader group of users.

Goal PA-12: Provide a sustainable golf course enterprise that meets cost recovery goals.

Goal PA-13: Use best practice industry standards and technology for maintenance of grounds, recreation facilities, greenways, and special use parks that are sustainable, practical, and appealing.

Goal PA-14: Support community events and programs that are inclusive, affordable, and sustainable.

Goal PA-15: Sustainably fund the Parks and Recreation System through effective use of all available revenue resources.

Goal PA-16: Develop strong and equitable partnerships to build parks, facilities, and programs that offer quality services while maximizing the community's resources to the highest level possible

Goal PA-17: Encourage public participation and communication in the development of programs, parks, facilities, and trails.

Goal PA-18: Govern the Parks and Facilities system efficiently based on a business management approach while recognizing parks and recreation as a public good and social service that attracts investment, supports property values, and improves the quality of life of residents.

Policies

Park System

PA-1 Provide a park system that makes it easy for people to be active year-round and improve health outcomes in all communities.



- PA-2 Encourage concessionaires to offer one or more healthy food and snacks choices at events and within park facilities.
- PA- 3 As part of recreation programs or educational offerings, share information about physical activity, nutrition, and substance abuse prevention as appropriate.
- PA-4 Make all parks, including playgrounds and restrooms, ADA accessible and inclusive.
- PA-5 Encourage universal design of parks and trail facilities.
- PA-6 Consider environmental supports and practices that promote inclusion for all community members.
- PA-7 Increase the number of parks and trails for all residents in Everett consistent with level of service standards.
- PA- 8 Seek to fill gaps in parks, trees, and trails in underserved areas.
- PA- 9 Work with School Districts on off-hours “drop in” to facilities in underserved areas.
- PA-10 Remove barriers to parks and improve sidewalks and bike facilities to improve access to parks.

Capacity

- PA-11 Adopt a level of service addressing park and trail quantity, park distribution, and investment levels to meet the needs of Everett’s growing community.
- PA-12 Maintain and develop recreation facilities to meet recreation program needs of the Everett community.
- PA-13 Phase improvements in the park and trail system to remove barriers and increase equity through:
 - a. Improving existing parks.
 - b. Opening undeveloped parkland in the City’s inventory.
 - c. Adding new trails that connect neighborhoods to existing parks.
 - d. Adding new parks.
 - e. Adding or improving tree canopy.
- PA-14: Prioritize capital facility investments based on the following principles:
 - a. Equity: The investment fills gaps in underserved areas, improves access for the young or elderly, or improves access for households in poverty or persons of color.
 - b. Accessible & Active Lifestyle: The investment improves accessibility by foot, bike, or by car; or the investment leverages the existing system (e.g., adds developed acres, extends trails, improves usability in multiple seasons).
 - c. Stewardship: The investment supports Everett’s fiscal policies; is eligible for capital funding, or responds to a unique partnership opportunity, or extends the facility lifecycle; and reduces maintenance needs or sustainable maintenance resources are available.

- d. Engagement: The investment supports the Vision, Mission, and Values; or leverages this plan or other City plans or priorities; or reflects public feedback, needs, or trends; or supports long-term engagement (e.g., volunteerism, learning).
- e. Quality & Capability: The investment provides public, environment, economic, or cost recovery benefits; or the investment improves facility quality; or the City is positioned to provide efficient and quality services.

PA-15: Prioritize the acquisition of new land for parks and recreation using the following criteria:

- a. The proposed acquisition serves an identified gap area.
- b. The proposed acquisition is within ½ mile of high-capacity transit facilities (e.g., light rail, bus rapid transit) or serves a high population density.
- c. The proposed acquisition furthers the goals or policies of the Comprehensive Plan or other adopted City plans or initiatives.
- d. The proposed facility builds multi-use trails that connect parks and recreational facilities.
- e. The proposed acquisition is located where there are limited recreation partner facilities (e.g., schools, non-profit recreation open to the public), and the City is the best provider of service.
- f. The acquisition leverages other partner investments (e.g., schools, non-profits, and Everett departments of public works and utilities) to advance healthy lifestyles in underserved areas.
- g. The acquisition avoids, or is designed to address, potential environmental hazards.

Variety and Quality

- PA-16 Classify parks and trails based on the size, service area, and typical character. Each park should be improved over time to achieve minimum standards to meet the needs of the community and to provide for consistent and sustainable management and maintenance.
- PA-17 Within park sites, provide for active and passive park elements consistent with park classifications, site conditions, master plans, and community engagement results.
- PA-18: Evaluate each park site to continually update long-term maintenance needs and include capital improvements for each site that will enhance the use and value to the community, the neighborhood, and customers of the park.
- PA-19: Develop conceptual plans for new parks that are customized to the needs of intended users, together with funding commitments to implement the plans;
- PA-20: Replace underperforming equipment with amenities that provide high value and interest for park users.
- PA-21 Ensure that quality park amenities, based on neighborhood feedback and need are provided within a 10-minute walk.

Connection and Access

- PA-22: Provide an equitable distribution of recreational facilities and amenities in parks to close the gaps in services across the City.

- PA-23: Phase improvements such as providing small linear parks or pocket parks that offer activities for neighborhoods while larger acquisitions or developments are accomplished.
- PA-24: Develop trails and greenways in the City to connect the community to parks, waterways, and other attractions and that allows residents to move safely in areas with traffic.
- PA-25: Improve the signage to parks and trails in the City to encourage greater use and access to parks, recreation facilities, and attractions.
- PA-26: Seek to provide at least one park facility within each District capable of hosting a community event.

Natural Environment and Shorelines

- PA-27: Create design and maintenance standards that include environmental stewardship and sustainability.
- PA-28: Manage parklands to protect the functions and values of ecosystems, protect wildlife corridor, and to be compatible with adjacent land uses.
- PA-29: Acquire and preserve special or unique lands for future generations.
- PA-30: Acquire and preserve shoreline access consistent with the Shoreline Public Access Plan.
- PA-31: Support water enjoyment opportunities that provide for recreational use or visual access of the shoreline for the public.
- PA-31: Protect historic and cultural resources in accordance with local, state, and federal historic registers and standards when developing or redeveloping park facilities.
- PA-32: Design new parks and adaptively modify existing parks to anticipate effects of climate change such as sea level rise, flooding, drought, and heat. Collaboratively implement the Everett climate action plan.
- PA-33: Conserve energy and reduce greenhouse gas emissions through implementation of alternative technologies to be more efficient, such as reducing power and fuel consumption.

Trees

- PA-34: Develop an Urban Forest Management Plan that sets a vision and strategies for tree canopy management in Everett on public and private lands. Develop an interdepartmental implementation strategy for public lands.
- PA-35: Educate Everett community members on the value and best management practices to maintain trees on their properties.
- PA-36: Review and update Everett's integrated pest management program for parks. Identify areas that are pesticide free for recreation opportunities.
- PA-37: Prioritize maintaining and caring for existing tree canopy managed by the Parks and Facilities Department. Through stewardship or maintenance plans, address tree and forest management.

- PA-38: Maintain or improve tree canopy shares in Everett's parklands and streetscapes. Prioritize canopy enhancement projects in the districts and neighborhoods that have the lowest canopy cover. Strategically and equitably implement tree canopy in areas with higher heat island effects.
- PA-39: On parklands and streetscapes, treat or remove diseased trees, trees posing safety hazards, or trees that are at the end of their lifespan consistent with professional standards and environmental regulations. Provide for tree replacement or establishment in suitable locations.
- PA-40: Allow for view corridors as outlined in the Urban Forest Management Plan.
- PA-41: Continue the Green Everett Partnership and update the twenty-year plan to manage Everett park forested areas in a sustainable manner.
- PA-42: Partner with community organizations to educate residents to establish, replace and maintain trees on their own property.

Golf Courses

- PA-43: Employ innovative, environmentally responsible golf course maintenance best practices. Increase ecological benefits of golf courses.
- PA-44: Adopt comprehensive golf course standards.
- PA-45: Set key performance indicators (KPI) for rounds and revenue, cost of sales, labor, and course maintenance.
- PA-46: Seek consultation from professional organizations such as the United States Golf Association.
- PA-47: Promote better use of practice areas.
- PA-48: Provide programs to encourage greater access to golf by underrepresented populations (e.g., women, people of color, youth and disabled). For example, programs with First Tee, First Green, Audubon, etc.
- PA-49: Operate and maintain facilities using cost-effective public-private partnerships to ensure economic self-sustainability.
- PA-50: Maintain affordable and competitive user fees to make the sport accessible to all.
- PA-51: Consider offering a range of food and beverage choices to appeal to golfers and the community at large as a destination.
- PA-52: Seek more partnerships (e.g., corporations, local businesses, schools, non-profits, utilities).
- PA-53: Develop asset management plans and undertake master planning updates to create an overall vision for long-term capital and equipment needs integrating multi-use concepts and revenue opportunities.
- PA-54: Use alternative techniques to provide irrigation water to golf courses, e.g., groundwater wells and stormwater facilities.

Maintenance and Safety

- PA-55: Develop and apply maintenance management plans and standards for parks, trails, play fields, landscaped areas, forested areas, and recreation amenities consistent with the PROS Plan and Department policies. Budget accordingly to meet the standards and frequencies expected.
- PA-56: Develop a job-costing program for all tasks performed by maintenance staff to improve staff and equipment productivity and management decisions. Use maintenance cost information to help inform park and trail design.
- PA-57: Establish and maintain a preventive maintenance capital improvement program and equipment resource program to increase the efficiency of operations and extend the useful life of park resources.
- PA-58: Measure the operational impact of new capital improvements prior to development to secure maintenance and operating funding commitment to avoid reducing maintenance standards and resources at existing parks.
- PA-59: Create standards for ADA, inclusion, safety, and security in the design and renovation of facilities.
- PA-60: Ensure staff are trained on equipment, techniques, and protocols.
- PA-61: Evaluate park facilities and maintenance practices to improve efficiency and safety.
- PA-62: Encourage the community to give back to Everett parks. Promote Everett's pack it in, pack it out initiative. Use volunteers for work parties such as for larger, infrequent efforts.

Recreation

- PA-63: Recognize Everett as a primary provider of community event spaces and activities. Increase special events in the city and districts to bring the community together and celebrate Everett.
- PA-64: Facilitate recreation programs offered by Everett or partners at city facilities.
- Identify recreation programs that are best offered by Everett by evaluating available department resources, the market and gaps in service, and cost recovery policies.
 - Fill gaps in services particularly for underserved populations and districts.
 - Use a request for proposal process to attract program providers to effectively use Everett facilities.
 - Consider partnering with schools or other organizations to provide transportation to recreation facilities as services are phased in for underserved districts.
 - Connect Everett residents to other recreation providers that have a primary role serving ages, abilities, or interests of the community.
- PA-65: Manage all recreation program businesses to the highest level of productivity and efficiency. Demonstrate quality and professional management so that customers have a positive experience.
- PA-66: Improve coordination of service providers by leading the coordination efforts to not over saturate the market but carve out roles for each agency.

PA-67: Enhance information services for all programs offered to the community.

PA-68: Improve online registration procedures to improve customer convenience and access to services provided.

Financially Sustainable

PA-69 Develop methods for increasing fundraising, estate gifting, contracts, and community sponsors.

PA-70: Create and implement new funding sources needed to meet the community's vision for parks and recreation services, and to maintain a quality park and recreation system in a sustainable manner. Examples include but are not limited to: establishing a park impact fee and a fee-in-lieu of onsite recreation; exploring the formation of a park district; considering a levy; and seeking regional or state funding to support the City's growth allocation in VISION 2050.

PA-71: Develop and maintain a financial plan and fiscal policy for the Parks system. The plan and fiscal policy should consider:

- The Department should regularly update near-term and long-term projected revenues along with the annual budget and capital improvement program.
- The Department should maintain grant eligibility such as with regular updates to the PROS Plan.
- The Department should develop a policy regarding acceptance of donations to ensure they meet system needs and can be sustainably maintained.
- General Fund and REET revenues should not be supplanted by revenues from impact fees or other sources.
- Impact fees should be used for capital improvements that add capacity to the park system.
- REET revenues dedicated to Parks should be used for capital improvements, project management, and preservation.
- Capital improvements should not be constructed unless accompanied by the necessary operation and maintenance funding.

PA-72: Develop a cost-of-service pricing strategy for all programs and services that meet the community's value system.

PA-73: Seek committed partners and volunteers to support the operations of the Parks and Facilities Department.

PA-74: Explore a Levy proposal or other ongoing funding opportunities to support annual maintenance and operations improvements.

PA-75: Establish service standards to share clear expectations regarding maintenance and operation of facilities.

PA-76: Create revenue resources that the Department can depend upon to support ongoing operational and maintenance costs.

- PA-77: Develop an effective messaging strategy to share with users the true cost of the services provided and seek adjustments to prices based on level of benefit the customers receive over and above the general taxpayer.

Partnerships and Integrated Planning

- PA-78: Develop partnerships with not-for-profit and private nonprofit organizations that are equitable to all parties with goals to increase revenues, reducing expenses, improving park assets, and increasing recreation opportunities.
- PA-79: Improve coordination and communications with sports leagues and groups to increase their financial support to support maintenance of facilities they use.
- PA-80: Improve community access to school recreation facilities at Everett and Mukilteo School Districts through enhanced partnership development. Seek agreements for parity in hours of use in City and School District facilities.
- PA-81: Increase coordination and partnerships with the Port of Everett, Snohomish County, PUD, and surrounding municipalities to serve the Everett Community and Urban Growth Area.
- PA-82: Proactively plan the park system in conjunction with the land use strategy and growth targets in the Land Use Element.
- PA-83: Work with other departments to advance trail extensions and park acquisitions including Public Works, Surface Water Management, and Utilities Departments.

Public Participation

- PA-84: Engage the Board of Park Commissioners and Tree Committee to advance Everett programs, facilities, and services by hosting meetings and providing informed input and advice.
- PA-85: Encourage public participation in the planning and design of parks, facilities, and trails.
- PA-86: Inform the community and news media of events, and opportunities to participate meaningfully in planning for parks.
- Share timely information about the Department's operations including policies regarding responding to emergencies.
 - Employ a range of methods to share information through traditional and social media, contact lists, sponsorships, and other marketing and communication campaigns.
 - Improve the Parks and Facilities Department's web presence to be more user friendly and informative about parks, recreation, tree canopy, capital projects, etc.
- PA-87: Look for opportunities to improve public access to the Parks Administration offices and facilities.
- PA-88: Promote volunteerism to enhance community ownership and stewardship of Everett's park system.
- PA-89: Use the Park Ranger program to help welcome park users, provide interpretive information, support maintenance and inspections, protect park assets, and enforce park rules.



PA-90: All are welcome to visit Everett Parks. Ensure Park Rangers work with the Everett Police Department and Community Outreach and Enforcement Team (COET) to identify services for homeless persons and to help clean up unauthorized encampments.

Department Operation

PA-91: Adaptively manage the Department, as needed, to operate in the most efficient manner and solve emerging issues to create the greatest efficiency and value.

PA-92: Use performance measures for all staff that are measurable and use work plans that create the highest level of productivity.

PA-93: Review, update, and implement policy and procedure manuals to provide the highest level of flexibility for the Department to operate in the most effective manner.

PA-94: Address market rate rents in agreements with tenants.

5-YEAR PARKS ACTIONS

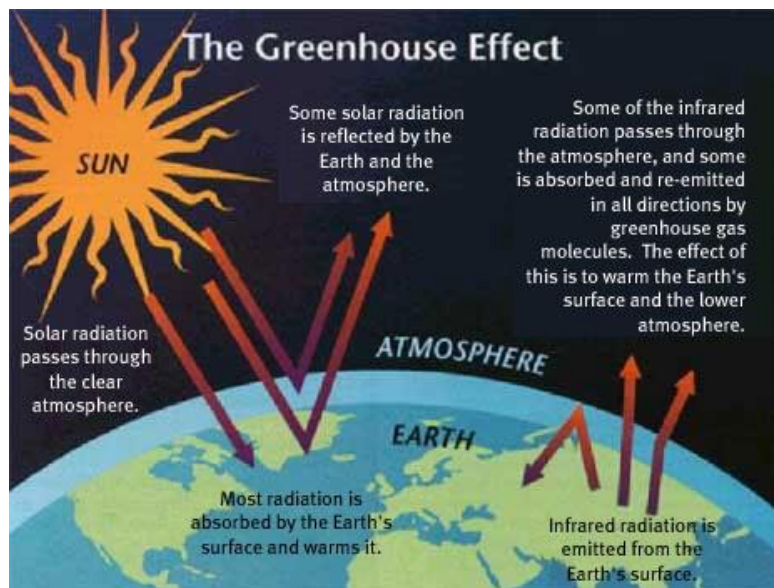
Action PA-1: Prepare the 2027 update to the Parks, Recreation and Open Space Plan

Climate Change and Resiliency

Vision for the Future: The City of Everett is a leader in climate action and the green economy. We partner with communities and businesses to work toward carbon neutrality; sustain healthy, resilient, and livable communities; preserve the natural environment and a robust local economy; and enhance the quality of life for all residents for generations to come.

Element Scope: The Growth Management Act climate change and resiliency planning goal requires that the City of Everett comprehensive plan, and development regulations adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled. The City and partner agencies need to prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

This Climate Change and Resiliency Element addresses actions the City will take to reduce greenhouse gas emissions and promote sustainable development and a resilient community. The city adopted a Climate Action Plan (CAP) in 2020 to identify implementation strategies to reach carbon reduction goals for the community and municipal operations. The CAP implementation strategies are incorporated in this element, as well as the Urban Form, Design and Development, Transportation, Economic Development, and Marine Port elements.



The greatest contributor of greenhouse gas emissions in Everett is the combustion of fossil fuels primarily from gasoline engines. Consequently, creating communities with safe walking and biking, as well as frequent transit options have great potential to reduce greenhouse gas emissions (GHG) by reducing private vehicle use. The Urban Form Element and Transportation Element of the



Comprehensive Plan set the stage for this vision by directing new development to centers and arterial corridors served by transit, promoting a balanced multi-modal transportation system, and reducing the need to travel by gasoline fueled cars. Goals and policies that specifically address climate change and resiliency are located throughout the comprehensive plan.

Many of the actions identified in this element benefit multiple city goals. For example, trees, vegetation, and green roofs can reduce heating and cooling energy use, greenhouse gas emissions and other 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.

[Climate Change Impact](#)

An overburdened community is a geographic area where vulnerable populations face combined, multiple environmental harms and health impacts. Environmental justice addresses disproportionate environmental and health impacts in laws, rules, and policies with environmental impacts by prioritizing vulnerable populations and overburdened communities and the equitable distribution of resources and benefits. Policies and actions that prioritize assisting overburdened communities and vulnerable populations most impacted by climate change are a focus of this element.

The overall intent is to avoid creating or worsening environmental health disparities in any part of the city, but with a particular emphasis on overburdened communities. The focus is on providing public safety and securing property from natural and manmade hazards that are intensified by climate change in is essential. This element references the City's Hazard Mitigation Plan strategies to address disproportionate health impacts from climate change on low-income, elderly, very young, and disabled populations. Actions the city will take in an emergency include identify neighborhood cooling centers for the elderly and those without air conditioning; provide information and services for non-English language groups.



Goals

Goal CC-1: Everett community greenhouse gas (GHG) emissions decrease 50% from 2014 to 2030 and 80% from 2014 to 2050.

Goal CC-2: Municipal greenhouse gas emissions decrease 50% from 2014 to 2030 and to net zero by 2050.

Goal CC-3: Increase renewable energy production and use.

Goal CC-4: Everett is prepared for and resilient to impacts, hazards and emergencies related to climate change.

Goal CC-5: Everett collaborates with the Tulalip tribe to develop and implement programs to that build resiliency to the impacts of climate change and protect cultural resources from the impacts of climate change.

Goal CC-6: Actions taken to reduce greenhouse gas emissions produce co-benefits including improved local air quality, fewer traffic collisions.

Policies

Reducing Greenhouse Gas Emissions

- CC-1 Support measures to reduce greenhouse gas emissions and adapt to the impacts of climate change.
- CC-2 Prioritize greenhouse gas emissions reduction and climate change adaptation actions that benefit vulnerable communities and maximize the benefits of reduced air pollution and environmental justice.
- CC-3 Reduce solid waste sent to the landfill by promoting recycling and reuse.
- CC-4 Reduce use of single occupancy vehicles by increasing convenience and safety of alternative transportation.
- CC-5 Balance the cost of actions and strategies for reducing greenhouse gas emissions with the cost of inaction.
- CC-6 Participate with media and community groups that educate residents and businesses on the science of climate change, the risks associated with it, the benefits of climate action strategies (such as lower energy bills, lower commuting costs, less traffic congestion, cleaner air, etc.), the potential impacts that changes in behavior by individuals and business can have, and the cost of delaying actions.
- CC-7 The city will lead by example and encourage other community stakeholders to commit to actions that optimize reductions in greenhouse gas emissions.
- CC-8 In new and existing buildings owned, leased, or controlled by the city, incorporate strategies to address electricity storage, and focus on highlighting any hurdles or solutions that would be applicable to the broader community.

- CC- Transition the City’s municipal vehicle fleet and equipment to vehicles and equipment that use fuels with reduced greenhouse gas emissions.
- CC-10 Emphasize green stormwater infrastructure and low carbon materials when designing and building city infrastructure.
- CC-11 Support installation of energy production systems including solar, wind, and geothermal.
- CC-12 Develop appropriate regulations that support the installation of distributed systems, such as solar power in appropriate scales and locations and ensure solar systems are not blocked or made less efficient by development on neighboring properties.
- CC-13 Assist homeowners in retrofitting buildings for energy conservation and use of efficient, clean energy technologies such as electric heat pumps and solar collectors.
- CC-14 Pursue the development of energy management technology to make energy systems more efficient.

Creating Resilient Communities

- CC-15 Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery.
- CC-16 Address rising sea levels by siting and planning for the relocation of hazardous industries and essential public services away from the 500-year floodplain.
- CC-17 Promote the retention of significant trees during proposed development review with an emphasis on preserving trees in and near riparian areas.
- CC-18 Protect and expand the city’s tree canopy to reduce energy use, mitigate heat stress, manage stormwater, and sequester carbon and monitor tree retention and canopy on a regular basis.
- CC-19 Identify areas where urban heat island effects will be greatest and target these areas for additional tree planting and other drought tolerant landscaping, green roofs and walls, cool roofs and cool pavement.
- CC-20 Promote actions to help the city become more resilient to drought and reduced water availability, marine and coastal changes, flooding, extreme heat, wildfire and smoke.
- CC-21 Plant tree species or varieties known to have a broad range of environmental tolerances and promote use of native plants to provide habitat for native species.
- CC-22 Encourage landscape design and maintenance and agriculture that reduces water, pesticide, herbicide, and synthetic fertilizer use, including transitioning turf lawn areas to native ground covers, shrubs, and trees.
- CC-23 Strengthen community partnerships and programs that reduce vulnerability, risk, and chronic diseases by supporting healthy places to live, work and play.
- CC-24 Collaborate with the Tulalip tribe on the development and implementation of programs that protect, enhance, and restore ecosystems to support tribal sovereign and treaty rights and

conserve culturally significant consumptive and non-consumptive resources including first foods, medicinal plants, and materials that could be adversely impacted by climate change.

- CC-25 When reviewing proposed developments, consider ecosystem services and climate mitigation functions provided by critical areas.
- CC-26 Support implementation of the Climate Action Plan using a reporting system for key metrics including environmental justice impacts.
- CC-27 Provide on-going public outreach to educate the community and build support for measures to reduce greenhouse gas emissions and adapt to the impacts of climate change.
- CC-28 Promote local purchasing for businesses and residents to support local vendors, services, and stores and to reduce greenhouse gas emissions from commerce-related transportation and food production and distribution.
- CC-29 Encourage the provision of community space, such as commercial kitchens, for use by community members and start-up agricultural businesses.
- CC-30 Support neighborhood events such as garage sales that extend the useful life of items, and clean-ups that result in recycling of appliances, metals, yard waste, etc.
- CC-31 Promote eco-industrial development, in which a waste stream from one firm becomes the raw material for another, to minimize use of new raw materials.

5-YEAR CLIMATE CHANGE AND RESILIENCY ACTIONS

Action CC-1: Update the Climate Change and Resiliency Element consistent with 2023 State legislation and regional data and guidance.

Action CC-2: Work with regional energy partners to prepare and implement an Electrification Action Plan for all City facilities.

Healthy Communities Element

Vision: Everett is a caring community, built on trust, inclusion, and equity.

Element Scope: The Healthy Community element details a range of programs and services to enhance the well-being of residents to meet essential human needs.

A Healthy Community

“The way we design and build our communities can affect our physical and mental health. Healthy community design integrates evidence-based health strategies into community planning, transportation, and land-use decisions.” Centers for Disease Control

The City recognizes that each community member needs to have a sense of belonging, support in their community, and access to opportunities that fulfill the basic needs of life. Being inclusive means demonstrating a recognition that our community is enriched by people from many racial and ethnic groups and faith traditions and from all socioeconomic levels. It is important that people whose ancestors lived on this land for centuries or their families have resided in Everett for generations or are recent arrivals feel welcome and safe. Each of them adds to the cultural tapestry and richness of the community.

A healthy community is characterized by a clean and safe physical environment, access to quality healthcare, sustainable practices, a strong economy with adequate jobs, good education opportunities, a focus on environmental quality, and a sense of safety and well-being for all residents; essentially prioritizing both physical and social health within the community.

The World Health Organization recognizes these key characteristics of a healthy community:

- **Clean and safe environment:** This includes clean air, water, sanitation, proper waste disposal, and protection from environmental hazards like radiation.
- **Sustainable development:** A focus on practices that do not deplete resources for future generations.
- **Access to healthcare:** Availability of quality healthcare services for all residents.
- **Quality education:** Opportunities for education and skill development for all community members.
- **Strong economy:** A diverse and thriving economy with adequate employment opportunities.
- **Social inclusion:** Promoting equity and addressing social disparities within the community.
- **Community engagement:** Encouraging participation and involvement of residents in decision-making processes.
- **Healthy lifestyle promotion:** Encouraging healthy behaviors like physical activity, balanced diet, and stress management.
- **Safe public spaces:** Well-designed and maintained public areas that promote safety and well-being.
- **Environmental awareness:** Understanding and taking steps to protect the natural environment.

The Everett 2044 Comprehensive Plan is the long-range plan for the growth and development of Everett over the next 20 years. Every element of the plan has a role in creating a safe and healthy environment

6/17/2025



for all who call and will call Everett home. As each policy was drafted a holistic view of health was incorporated.

The plan, its goals and policies describes the many actions that the City undertakes to assist in making Everett healthy. There are many actions that the City undertakes to support programs and efforts to make the community healthy by providing:

- sharing in the responsibility of meeting basic needs
- developing successful neighborhoods
- ensuring a safe community
- encouraging sustainable living
- pursuing affordable housing
- providing a coordinated multi-modal transportation system
- preserving natural areas
- providing access to libraries and community spaces libraries for lifelong learning
- providing parks for recreational opportunities
- committing to a level of service responsive to community needs

The City works collaboratively with Snohomish County Health Department and other private organizations to provide and enhance services to underserved communities. It is with Snohomish County Health Department and other community providers that Community Alternative Response Everett (CARE) team works to assist residents with access to behavioral health and other services.

These partnerships are vital for ensuring the continued health of the community and are reflected in the goals and policies listed below.

Goals

Overall Healthy Community Goal: Everett residents are healthy at every stage of life.

Goal HC 1: Everett is a caring community built on trust, inclusion, and equity, where everyone lives in a safe socially, and physically, connected environment that promotes attaining the full potential for health and well-being.

Goal HC 2: Everett is a city that is safe for all residents and visitors.

Goal HC 3: Everett addresses disproportionate environmental health impacts in all laws, rules, and policies with environmental impacts by prioritizing vulnerable populations and overburdened communities, the equitable distribution of resources and benefits, and eliminating harm.

Goal HC 4: Everett treats all members of the community fairly and meaningfully involves them in the development of plans, policies, and programs.

Goal HC 5: Everett households have access to healthy food.

Goal HC 6: Physical activity is safe and accessible to Everett residents.

Goal HC 7: People living and working in Everett have minimal exposure to air, noise, pollution and toxic chemicals.

Goal HC 8: Everett residents have access to physical and behavioral health care.

Policies

- HC-1 Equity and environmental justice are foundational in the development and implementation of plans, policies, regulations, and programs.
- HC-2 The City of Everett and its partners actively work to minimize negative health impacts and improve opportunities for Everett's residents to lead healthy, active lives at all ages and abilities.
- HC-3 Increase access to healthy, culturally responsive, and affordable food for all people.
- HC-4 Assist in the development of community gardens, including on city owned land.
- HC-5 Cultivate state and local leadership coalitions and community engagements to develop community-informed interventions, organizational structures and supports to address health and social service inequities.
- HC-6 Collaborate with the community, nonprofit partners, and public safety officials to promote and provide mental health services and how to work with people in crisis.
- HC-7 Collaborate with community health partners and Snohomish County Health Department to assist residents of all ages to have access to quality healthcare.
- HC-8 Collaborate with nonprofits, community health partners, and Snohomish County Health Department to Increase access to substance use services for all city residents, including walk-in crisis and inpatient treatment programs.

- HC-9 Collaborate with the school districts, college, university, and community partners to provide programs to support and encourage young adults to find acceptance with mentors, apprenticeships, and leadership opportunities.
- HC-10 Collaborate with community partners, nonprofits, and government agencies to assist people who are at risk for violence to find organizations that offer understanding and support with ending the cycle of violence, trauma care and assistance.
- HC-11 Collaborate with community partners, nonprofits, and government agencies to provide human services to support the development and operations of emergency and supportive housing and shelters.
- HC-12 Support efforts to ensure the safety and well-being of vulnerable people.
- HC-13 Collaborate with community partners, nonprofits, and government agencies to support an intentional response in providing the unhoused with housing, shelter, and supportive services.
- HC-14 Collaborate with the Everett and Mukilteo School Districts, other educators, and Everett Public Library to assist in promoting and accessing lifelong learning from early childhood to adulthood.
- HC-15 Prevent dangerous exposure to air pollution and toxic chemicals.
- HC-16 Avoid exposing children to air pollution concentrations when siting childcare, education, and recreation facilities for youth.

Public Facilities and Services

Vision: Everett has sustainable and resilient public facilities and services.

Element Scope: The Public Facilities and Services element describes how the City and its partner agencies provide facilities, services, and utilities to meet the needs of our growing community.

This element provides inventories of existing and proposed capital facilities; forecasts of future needs, and any capital facility deficiencies and the actions necessary to eliminate them. Goals and policies guide development of the capital improvement program; under state law, capital budget decisions must conform to the city's comprehensive plan.

Everett's public facilities and private partners

The city's homes, businesses, and activities are served by public facilities, services, and utilities that keep the city running. Public facilities that are expensive, fixed, and long-lasting buildings, infrastructure, and equipment are known as "capital facilities".

This element addresses public facilities (also known as capital facilities) that serve the City of Everett, whether owned and operated by the City of Everett or by other public agencies.

- **Police and fire protection, library, and local government services** are provided by the City of Everett.
- **Water, sanitary sewer service, and stormwater management** are provided by the city as enterprise utilities (customer rates and system expenses are in a dedicated enterprise fund administered by the Utilities division of Public Works).
- **Public K-12 schools** in Everett are provided by the Everett and Mukilteo School Districts.
- **Parks** are addressed in the Parks, Recreation, and Open Space plan element.
- **Transportation** facilities (streets, sidewalks, bridges, paths, and public transit) are addressed in the Transportation Element.
- **Utilities** include electric utility, gas utility, solid waste, recycling, and compost service, and telecommunications providers.

Why are public facilities included in the plan and how are they planned for

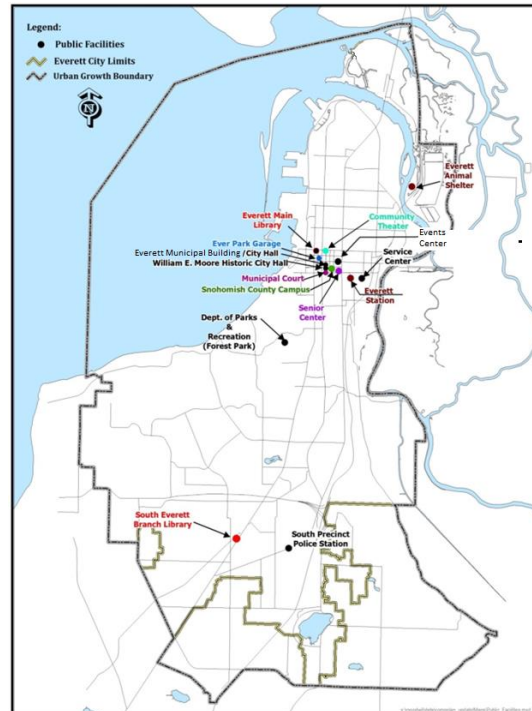
This element helps ensure the practicality of the urban form and other elements of the plan by laying out a framework for implementing the Growth Management Act and delivering capital facilities planned, provided and paid for by the City of Everett, other public entities like special districts and private utilities.

The City Council determines an adequate level of service when they adopt the annual budget and four-year utility rate ordinance. Capital facility inventories, locations and levels of service will be monitored.

Meeting current needs

Local Government Services and Library

The City of Everett is a full-service city, providing a wide variety of general local government services including animal services, code enforcement, economic development and placemaking, human services, library, licenses and permits, municipal court, emergency management, and more.



Police Protection

The Everett Police Department maintains two precincts and a property/evidence room. Jail facilities are provided by the Snohomish County Department of Corrections. Police Department Headquarters and the North Precinct are in the William E. Moore Historic City Hall building at 3002 Wetmore Avenue. The south precinct located on Everett Mall Way and West Mall Drive opened in 2002. Other facilities include a 16,000 square foot leased evidence room at 2722 Colby Avenue, office space at the Everett Municipal Building (2930 Wetmore Ave), a police firing range (800 block of Mukilteo Blvd), a police impound lot on Railway Avenue, fleet parking at Fulton and Pacific, three police substations throughout the City (11221 Silver Lake Rd, 1600 Madison St, and 1130 Rainier Ave), and a police staff parking lot at Wall and Wetmore.

In 2025, the Department is currently authorized to employ 224 sworn full-time employees (FTEs) and 39 non-sworn FTEs, for a total staffing of 263 FTEs.

Fire Protection and Emergency Medical Services

City fire protection and emergency medical services are provided by the Everett Fire Department. Mutual aid agreements also exist with neighboring jurisdictions and special districts. The Department currently maintains six stations throughout the city as well as a Supply Depot building with facility support shop and an emergency vehicle certified maintenance shop.

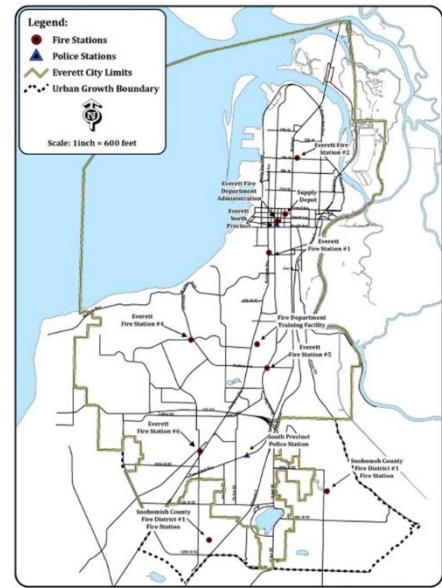
A variety of resources are housed within each of the six stations, depending on demonstrated need. These include six fire engines, two ladder trucks, three medic units, three aid units, one medical services officer unit, one battalion chief command unit, three specialty units for technical rescues, brush fires, and hazardous material responses, and four boats. The staffing ratio in 2024 is 614 residents per firefighter.

Ambulance services are provided by two sources: (1) private companies are contracted to transport victims for non-emergency needs, and (2) the city maintains basic life support and advanced life support ambulances within its own fleet for emergency situations. The city's hazardous materials van and technical rescue apparatus are also under the jurisdiction of the Fire Department.

Snohomish County Airport Fire Units, South Snohomish County Fire & Rescue Regional Fire Authority, Marysville Fire District Regional Fire Authority, Snohomish County Fire District No. 4, and the Washington State Department of Natural Resources provide fire service in the areas around Everett's boundaries.

Schools

Kindergarten through 12th grade schools and education services are provided within Everett by the Everett and Mukilteo School Districts.





Everett School District

The Everett School District stretches approximately fifteen miles from its northernmost boundary at the Union Slough to its southernmost boundary at 194th Street S.E. The average width is a little more than two and a half miles. The district covers an area of approximately 39 square miles. The district includes most of the City of Everett, all but a very small portion of the City of Mill Creek, and portions of unincorporated Snohomish County. The total population within the district in 2023 is estimated at 152,913 (Snohomish County GMA Population Forecast).



The district serves 19,576 students (October 2023 – OSPI Report 1049) in eighteen elementary schools, five middle schools, three comprehensive high schools, one alternative high school, and 140 portable classrooms. The full and part-time district staff is approximately 2,550.

Mukilteo School District

Twenty-six square miles in area, the Mukilteo School District encompasses the City of Mukilteo, portions of the City of Everett, and portions of unincorporated Snohomish County. The District is bordered on the north and east by the Everett School District and by the Edmonds School District to the south.

The District serves a student population of 14,646 (October 2023) with one kindergarten center, twelve elementary schools (grades K-5), four middle schools (grades 6-8), two comprehensive high schools (grades 9-12), and one small choice high school (grades 9-12). For the purposes of facility planning, this CFP considers grades K-5 as elementary, grades 6-8 as middle school, and grades 9-12 as high school. For purposes of this CFP, enrollment in the Sno-Isle Skills Center is not included as the Skills Center is a regional career and technical education partnership serving students from 14 different school districts and does not have space that can be utilized by Mukilteo School District for its traditional K-12 education purposes.

Utilities

In Everett, as in many cities, utilities are provided by a combination of city-managed and non-city managed providers, as shown in Figure PF-1. Depending on the service, these providers are state regulated, federally licensed or municipally franchised providers. The provision of utilities is central to the Growth Management Act. The GMA encourages development in areas served by urban services and infrastructure such as the sewer system and public water and power systems and ensures that planning for future development occurs to maintain the standard of service across the service area.

City-Managed Utilities	Provider	Website
Water	City of Everett	everettwa.gov/325/Public-Works
Sewer	City of Everett	everettwa.gov/325/Public-Works
Storm and surface water	City of Everett	everettwa.gov/325/Public-Works

Non City Managed Utilities	Provider	Website
Solid Waste	Rubatino Refuse Removal	rubatino.com
	Waste Management Northwest	wmnorthwest.com/snohomishcounty
Electricity	Snohomish County Public Utilities District (PUD) No. 1	
Natural Gas	Puget Sound Energy	pse.com
Telephone	Frontier Communications	

Wireless Services	AT&T	att.com
	T-Mobile	t-mobile.com
	Verizon	verizon.com
Coaxial and fiber optic	Xfinity	xfinity.com
	Ziply Fiber	Ziplyfiber.com

Water

Everett's water utility serves the people in City of Everett and over ¾ the total population (over 650,000) of Snohomish County through sales to various wholesale customers including Alderwood Water & Wastewater District, Mukilteo Water and Wastewater district and many others.

The city's water utility is responsible for the protection of the quality and quantity of groundwater in the Watershed Resource Management zone, operation and maintenance of the Water Filtration Plant (WFP) at Lake Chaplain reservoir and manages Sultan River watershed which includes the Spada lake reservoir together with Snohomish County PUD.

Major facilities and characteristics of the Everett water system include the following:

- Source water from the Sultan River
- Spada Reservoir – 50-billion-gallon capacity
- Chaplain Reservoir - 5.2-billion-gallon capacity
- Water Filtration Plant at Chaplain Reservoir - 132 MGD DOH-approved flow rate
- 4 main transmission lines - Ranging from 36- to 52-inch-diameter
- 4 pump stations
- 21 pressure zones
- 12 potable water storage facilities – Ranging from 0.1 to 20 million gallons in capacity.
- 420 miles of distribution pipelines
- 97 direct wholesale customers - 31 Group A and 66 Group B systems
- 11 indirect wholesale customers

Sanitary Sewer

The city owns and operates a sanitary sewer collection system serving the residents and businesses within its approximate 39,300 acres service area, including majority of the city and extending south, into portions of Mukilteo, Mill Creek, and unincorporated Snohomish County. The sewer service area is divided into two sections: the combined system in the north and the separated system in the south. Areas that are within the sewer service area but outside the city limits are located within the city's Urban Growth Area (UGA).

The City owns and operates a collection and conveyance system that consists of a network of gravity mains, force mains, interceptors, regulators, and lift stations that convey wastewater to the Water

Pollution Control Facility (WPCF). More details about the sewer system are included in the Sewer Comprehensive Plan.

Surface Water Management

The City of Everett manages a surface water system, referred to herein as the Surface Water Service Area, to protect and enhance the city's surface waters. The service area includes more than 15,000 acres comprising 23 major drainage basins in three watersheds.

The City of Everett's Surface Water Management program consists of stormwater and surface water quality compliance activities under the federal Clean Water Act, and enforcement of stormwater municipal codes and standards applicable to lands in the city's jurisdiction. The program works with residents, businesses and property owners to reduce stormwater pollution, to promote private stormwater management, and to protect rivers, streams, and lakes.

Everett identifies and prioritizes stormwater and surface water improvements through periodic updates to the Surface Water Comprehensive Plan, which addresses capital improvement projects, ongoing maintenance, and compliance programs that are funded by monthly stormwater utility charges to property owners and stormwater system development charges to developments.

The Surface Water Comprehensive Plan uses a watershed-based approach to characterizing 23 drainage basins. Issues were identified and prioritized with solutions proposed through a 10-year capital improvement program. The city set five goals to guide the development of the Surface Water Comprehensive Plan:

- Maintain regulatory compliance, including state and federal stormwater discharge regulations.
- Improve surface water quality.
- Reduce water flow impacts to, or caused by, City facilities.
- Maintain base flow; and
- Provide improvements to aquatic and riparian habitat within the city.

Everett provides public access to mapped pipes, ditches, catch basins, manholes, culverts, treatment facilities, flow control facilities, and outfalls in an online viewer.

Electricity

The Snohomish County Public Utilities District (PUD) No. 1 provides electrical services to the Everett planning area. This District which serves all of Snohomish County, is the largest public utility district in Washington, and is 12th largest in the nation in terms of customers served. PUD #1 receives 84% of its electrical power from the Bonneville Power Administration (BPA), 12% from green (wind and other renewable sources) sources of energy, including the Jackson Hydroelectric Project, and 4% from wholesale market purchases. The utility maintains over 6,300 miles of transmission and distribution lines to serve its 330,000 customers.

Capacity assessments for the PUD No. 1 focus on analysis of "Normal Winter System Peak Demand" - the largest amount of power the utility is called upon to deliver at any one time. The Normal System Peak Demand is expected to rise from the 2014 level of 1383 megawatts to 1604 megawatts in 2032, an increase of 16%.



The PUD No. 1 uses a combination of energy efficiency and conservation programs, and improvements in system operation to assure adequate service and promote sustainability to growing populations in the Everett area. Future service plans to meet growth throughout Snohomish County are guided by the PUD's Preferred Plan 2014-2028, a part of their Integrated Resource Plan, prepared in 2013; and its 7-Year Electric System Capital Plan 2015-2021.

Gas

Natural gas service is provided to the city through franchise by Puget Sound Energy. PSE is regulated by the Washington State Utilities and Transportation Commission and the Federal Energy Regulatory Commission.

New natural gas customers are served either as new development occurs, or when a fuel conversion is requested. In either case, service is extended upon demand on a case-by-case basis according to approved tariffs. Increased system capacity may be required as demand for natural gas increases and population growth continues. System reinforcements can be accomplished by such methods as up rating the operating pressure of an existing system, extending a new line, or looping an existing system to improve pressure.

Solid Waste/Recycling/Compost Service

The City of Everett and Snohomish County work together to manage solid waste through an Interlocal Agreement (ILA). This agreement was updated in 2023. Waste, recycling, and food/yard waste removal services and processing are provided by contract with Rubatino Refuse Removal to most areas within the Everett city limits, including zip codes: 98201, 98203, and 98204. Waste Management Northwest serves south of 112th Street SE, Eastmont, and Silver Lake.

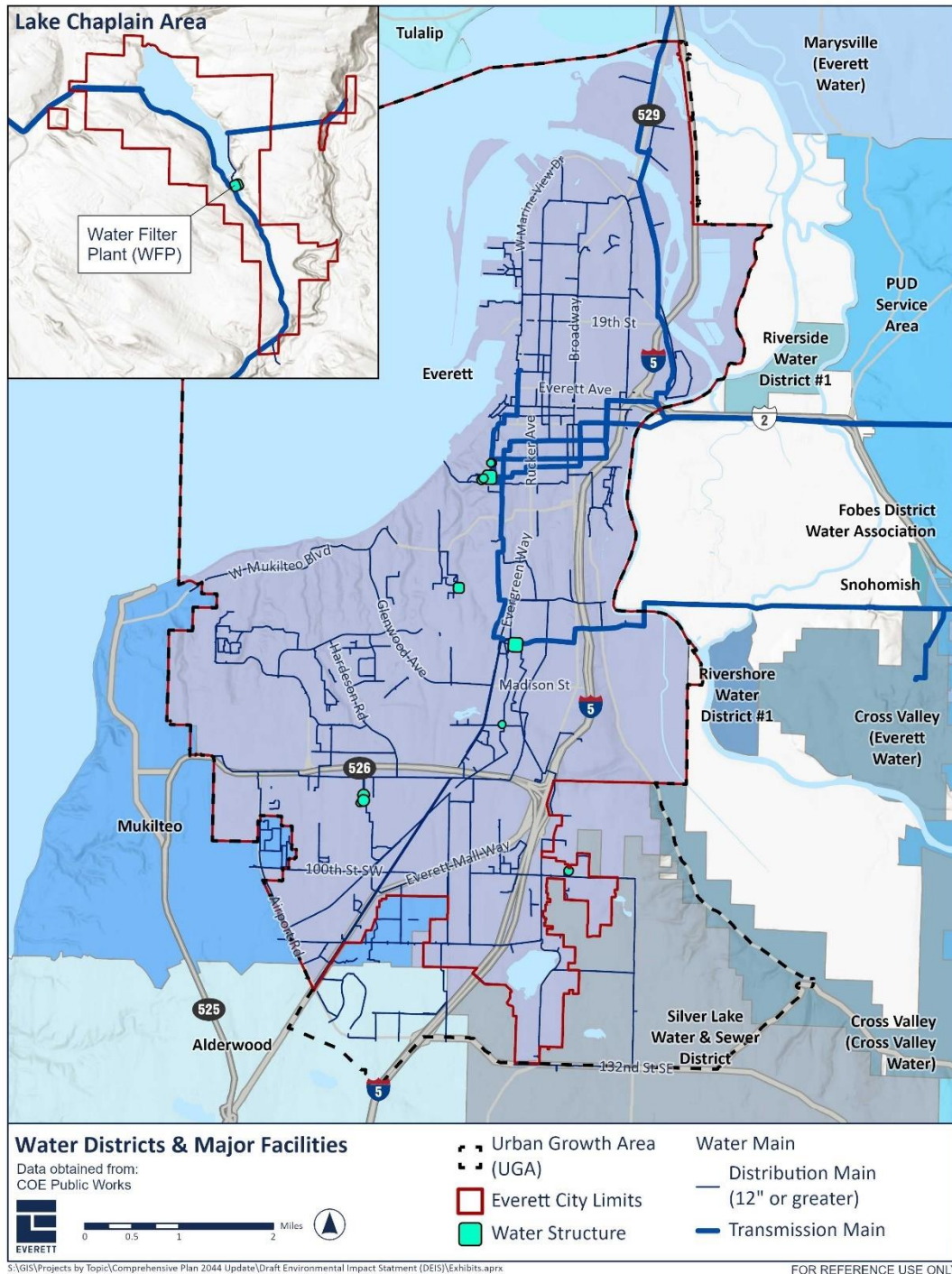
Telecommunications

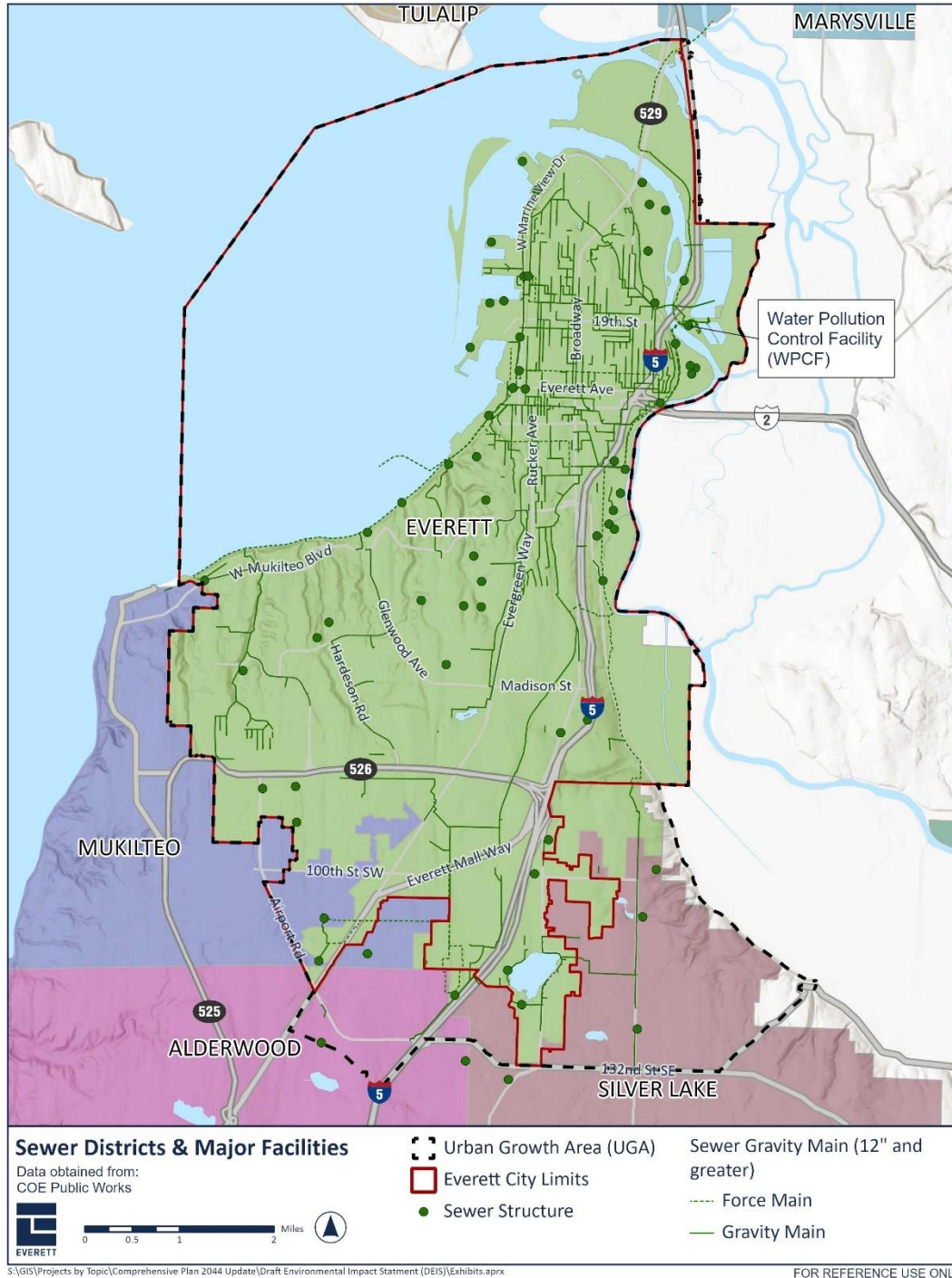
Telephone service is regulated by the Washington Utilities and Transportation Commission and the Federal Communication Commission and provided by Frontier Communications to the Everett planning area and all of Snohomish County. Service is provided through a 100% digital switching network supported with a mix of fiber optic and copper cable.

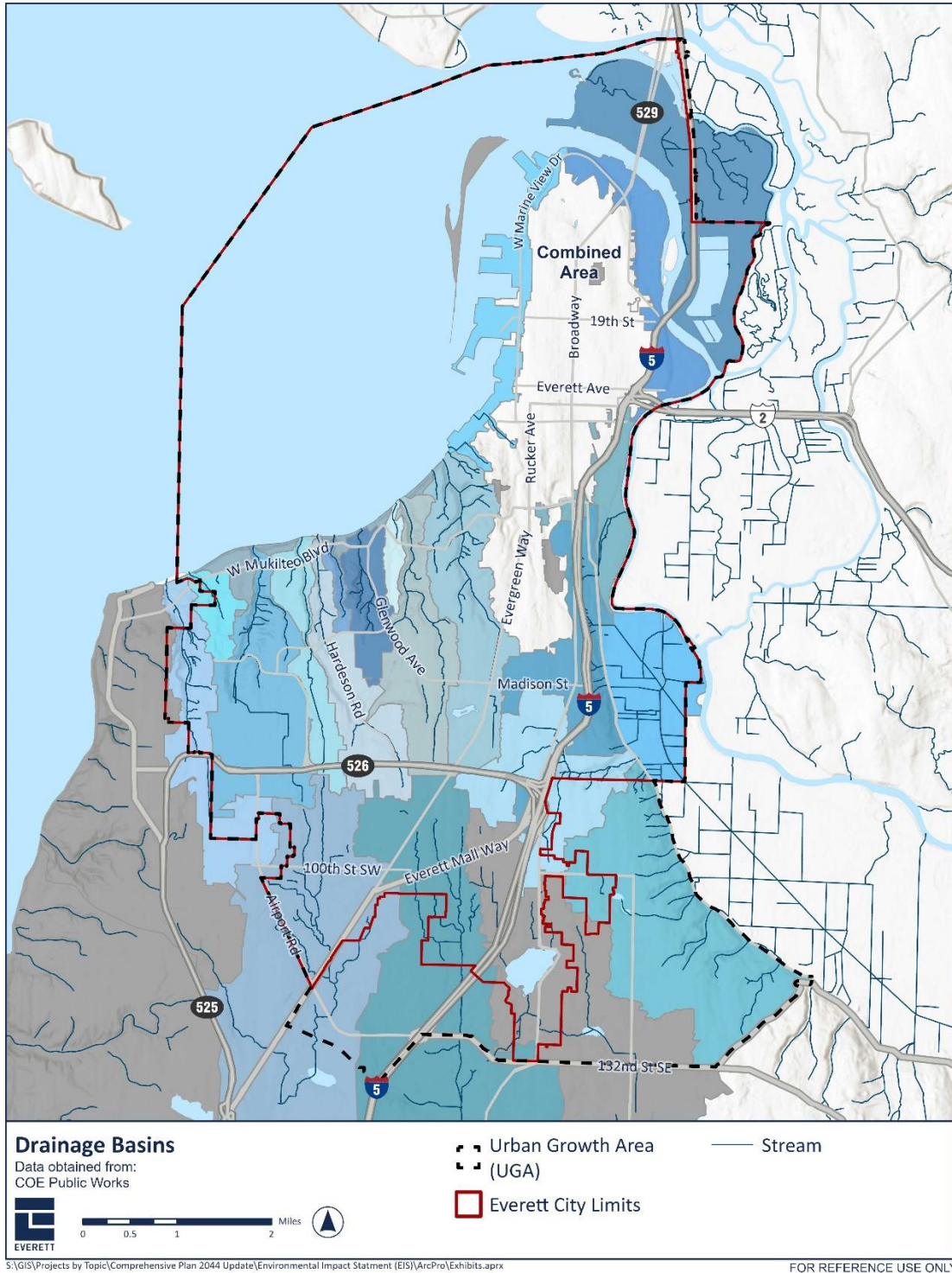
Cellular telephone and wireless internet services are provided within the city by a wide variety of providers, including AT&T, T-Mobile and Verizon.

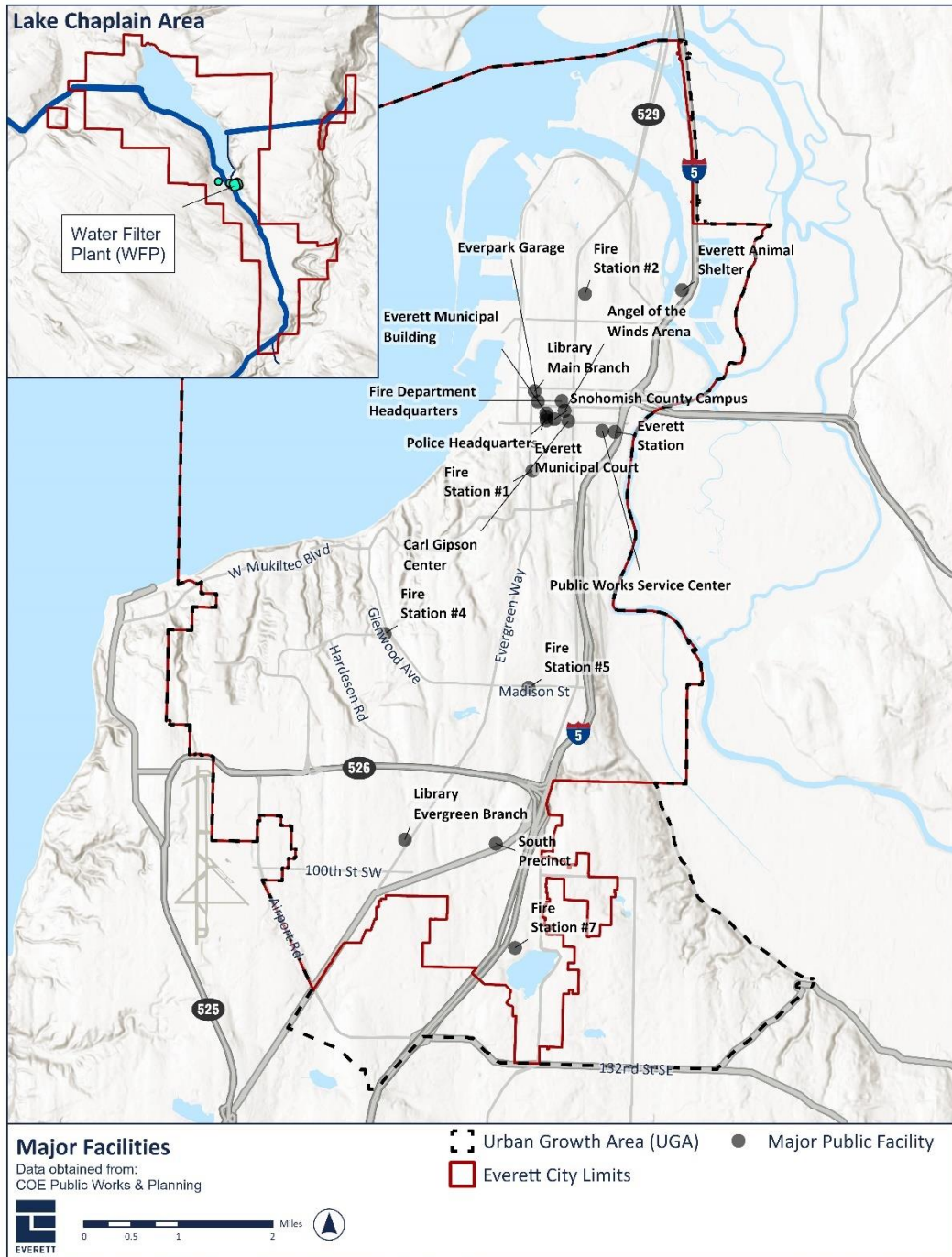
Cable television and digital cable services, including telephone and internet services are provided, through franchise, by Xfinity and Zply Fiber to the Everett area. Cable services are regulated by National Cable Televisions Association guidelines and FCC regulations.

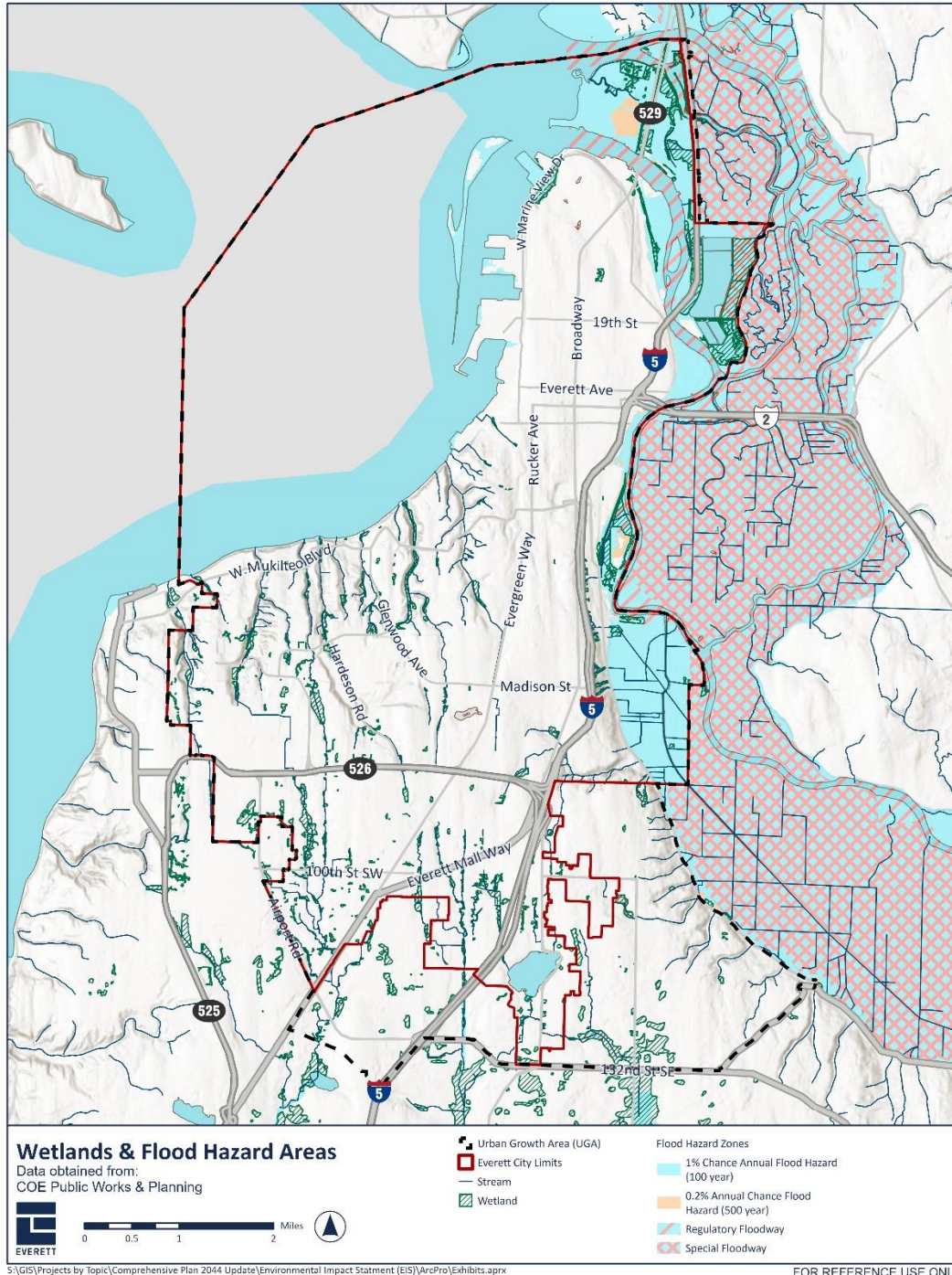
Broadband internet service is provided by cable, fiber-optic cable, satellite, and wireless service providers. Washington State has adopted the following goals for broadband service: by 2024: 25/3 megabits per second (Mbps) scalable to all residences and businesses; by 2026: 1/1 gigabit per second (Gbps) all anchor institutions; by 2028: 150/150 Mbps all residents and businesses.











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As Everett grows how will future needs be met

Concurrency is required of those facilities that are mandated by the Growth Management Act for funding purposes (transportation, water and sewer). The city maintains a six-year capital-funding plan to cover other city facilities that are not subject to concurrency requirements. The city will work with the purveyors of other services to assure the provision of facilities and services in an appropriate and timely manner.

Adequate transportation, water and sewer facilities are considered necessary to all development by the State of Washington; therefore, these facilities must be concurrent with development.

The ability to provide adequate police, fire and emergency medical services, parks, library services and City administration facilities is necessary for orderly development to occur. Facilities in this category are subject to local adequacy standards. The City shall have capital budgets that provide funding for these services.

Other purveyors of public services provide an important component to the desired quality of life in Everett. These facilities and services are categorized as “Facilities and Services Controlled by Others” (e.g., schools, solid waste disposal/recycling services). Since most of these facilities are outside of the City’s direct control, the city will work with those purveyors to provide necessary facilities and services.

What will be needed

Police Protection

The North Precinct has 44,676 square feet of space and the first floor of the South Precinct has 22,168 of space. Police office space at the Everett Municipal Building and both precincts is near capacity. After the remodel is complete on the 7th floor of the Everett Municipal Building, police staff will have about 6,000 square feet of office space.

The evidence room currently has approximately 45,000 items stored. In 2023, a record number of new items were impounded (13,854) and the aging facility is approaching its capacity.

To accommodate a growing city, additional sworn officers and non-sworn staff will be required, necessitating an increase in office space, evidence room space, and parking options. With 263 FTEs, the Police Department utilizes approximately 73,000 square feet of space employee office space, conference rooms, and storage, or about 275 square feet per employee. Increases to the authorized staffing of the Police Department will require additional space allocations.

Snohomish 911 is set to vacate the 2nd floor at the South Precinct. That space may be reallocated to the police department, which would allow for future growth of the department.

Fire Protection and Emergency Medical Services

Housing and employment growth will require increases in fire protection resources, staff, and equipment. The Everett Fire Department undergoes periodic reviews and analyses for evaluation of its current and future operations. Planning is underway for a new Fire Training Center...

Water

A desktop analysis was conducted to determine if Everett has adequate source and storage for the existing, 10-year, and 20-year planning horizons. Source and storage adequacy was evaluated for



Everett's full distribution system, as well as various pressure zone groupings that reflect how zones are interconnected through gravity storage and pumping. The results of the desktop analysis are summarized below.

Source must be adequate to meet the projected maximum day demand (MDD) for each area being evaluated. Three source areas were evaluated:

- From a system-wide perspective, there is a projected capacity deficiency of 13.0 MGD in 2040 based on the Water Filtration Plan (WFP) capacity.
- The Evergreen Pump Station is projected to have a 3.2 MGD deficiency in 2040.
- The Casino Pump Station is projected to have adequate capacity through 2040.

For the storage analysis, the following components were evaluated for each of the reservoirs serving Everett's retail area: operational storage, equalizing storage, standby emergency storage, and fire suppression storage. Results of the storage capacity analysis are:

- From a system-wide perspective, there is adequate storage capacity throughout the planning period.
- When looking only at the pumped portion of the system (areas that have water pass through the Evergreen Pump Station and/or the Casino Pump Station), a 1.7-million-gallon storage deficiency is projected by 2040.

The projects identified to remedy source and storage deficiencies are included and scheduled in the capital improvement plan (CIP) accordingly, to ensure that the projected system demand will be met over the planning period.

A hydraulic analysis was conducted using the model to evaluate the adequacy of existing facilities to provide current and future demand and fire flow under average and peak demand scenarios. The key conclusions of the hydraulic analysis are:

- For peak hour demand conditions, the Everett distribution system was determined to be adequate for the existing, 10-year, and 20-year demand conditions.
- Inadequate available fire flow was evident in certain locations throughout the system. Pipeline improvements were identified for the existing system, 10-year, and 20-year planning horizons, and placed into the CIP schedule.

Sanitary Sewer

The conveyance capacity of the system to convey flows to the WPCF was evaluated using the City H/H model. The model contains the City's combined and separated systems and is set up to capture both systems' response to rainfall. Two model scenarios were created to evaluate deficiencies – existing and future (i.e. 20-year planning horizon). Simulation results for peak flow and peak hydraulic grade line at system components were compared to a defined set of capacity criteria. New capital projects to mitigate the deficiencies were determined for each scenario. A rainfall timeseries, referred to as the 15-storm timeseries, was developed and used for model simulations. A version of the 15-storm timeseries that incorporates climate change was developed for use in the future model scenario.

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The CIP projects were developed to address existing system deficiencies, address regulatory requirements, and provide adequate capacity for projected flows and loads. CIP projects to address immediate needs are presented in a 10-year planning horizon (from 2024 to 2034) and future CIP projects are included in the 20-year planning horizon (from 2034 to 2044). CIP projects for the 10-year and 20-year planning horizons are presented. A planning level cost opinion of CIP project implementation is provided. The financial analysis considers the CIP developed for the 2024 Plan and existing City CIP projects.

Surface Water Management

Continued growth and increased density of development increases pressures on the surface waters and the stormwater infrastructure. These pressures are mitigated by:

1. A rigorous development review process which ensures that new developments mitigate their stormwater impacts. The city maintains codes and standards which ensure that new projects minimize their impacts to surface waters. Ongoing inspection and maintenance programs ensure stormwater facilities are performing as intended. Additional staff will be needed to handle the inspection and maintenance of the increasing number of stormwater facilities.
2. Addressing identified flooding, water quality, and habitat deficiencies through a capital improvement plan as described in the adopted Surface Water Comprehensive Plan. Over the 10-year period, the Plan identified approximately \$124 million of capital improvement needs. Funding is provided through a combination of rates, grants, and bonds. Additional staff will be needed to manage, design, and construct these projects.
3. Leveraging state and federal grants to provide stormwater improvements which address the impacts of historic development in the city, including public roads. NPDES Municipal Stormwater Permit requirements include water quality retrofits of historically developed areas to improve receiving water quality. Planning efforts continue to work through regional stormwater facilities and joint use facilities, such as stormwater parks that make the best shared use of remaining land.
4. Educating the public on their impact to the stormwater system through programs like classroom presentations, pet waste signs at parks, and source control inspections of businesses. Including a robust Surface Water and Stormwater website of resources available to the public.

Multipurpose Outdoor Event Center

The City of Everett is partnering with Snohomish County, State of Washington, Everett AquaSox, United Soccer League to build a new outdoor event center on a downtown Everett site that meets Major League Baseball's (MLB) and soccer facility requirements and allows for a variety of commercial and public uses. The City's portion of the project will be funded through a variety of funding sources including capital improvement program funds, bonds and future revenue.

Schools

School districts within Snohomish County prepare and adopt capital facilities plans under a Snohomish County-led framework for districts that charge housing development impact fees. This framework includes a coordinated facility planning process every two years ending with adoption of the plans by reference into the county Capital Facilities and Utilities element.

Everett School District

RCW 36.70A.020 requires that public facilities and services necessary to support new housing developments shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards. These “minimum levels of service” in the Everett School District are established as an average class size no larger than the following class size goals:

Grade Level		Level of Service
Kindergarten		24
General Education	Grades 1-3	25
	Grades 4	26
	Grades 5	27
	Grades 6-8	29
	Grades 9-12	30

Mukilteo School District

Planning class sizes are used to determine school capacities, they are not a measure of the district’s minimum level of service. The minimum level of service is defined as the maximum level of enrollment the district can accommodate at any given time. The minimum level of service is not the district’s desired level for providing education. At current program offerings and within existing permanent and portable facilities, the district’s minimum level of service is:

Grade Level	# of Scheduled Teaching Stations	Min. Level of Service	2021-22 Level of Service	2022-23 Level of Service
K-5	325	25	20.4	20.6
6-8	166	30	21.3	21.0
9-12	161	33	28.0	27.8

Goals

Goal PF-1: Everett’s public facilities and services are planned and designed to support the Urban Form and other plan elements, coordinated with regional partners, and delivered in time to adequately serve the community and new development.

Goal PF-2: Everett’s public facilities are attractive and compatible with their surroundings and are designed, maintained, and monitored for optimal levels of service, function, safety, health and sanitation, and fiscal and resource sustainability.

Goal PF-3: Everett collaborates with regional partners to site essential public facilities in an equitable and practical manner that minimizes impacts to surrounding land uses.

Goal PF-4: Technology, process improvements, conservation, and demand management extend the life and capacity of public facilities and utilities, reducing the need for new facilities, capacity, and resources.

Policies

PF-1 The following are incorporated by reference into the comprehensive plan:

- City of Everett 2020 Comprehensive Water Plan (adopted May 19, 2024)
- City of Everett 2014 [2024] Comprehensive Sewer Plan (December 17, 2014 [TO BE ADOPTED 2025])
- City of Everett Surface Water Comprehensive Plan (adopted March 3, 2022)
- Everett School District No. 2 Capital Facilities Plan 2024-29 (adopted June 25, 2024)
- Mukilteo School District No. 6 Capital Facilities Plan 2024 – 2029 (board approved: July 16, 2024)

PF-2 Coordinate with the following utility and franchise service providers:

- Snohomish County Public Utilities District No. 1
- Puget Sound Energy
- Rubatino Refuse Removal
- Waste Management, Inc.

Public Facilities and Utilities

PF-3 Design public facilities and utilities to be visually compatible and consistent with the character of the area; when that is not feasible, use landscaping as a visual buffer from surrounding streets, sites, and development.

PF-4 Minimize traffic and adverse environmental impacts related to public facilities and utilities, especially in areas designated residential on the land use map.

PF-5 Consider view, solar access, vegetation removal, and noise impacts when designing new public facilities and utilities and seek to minimize those impacts, especially in areas designated residential on the land use map.

PF-6 Utilities development and improvement shall be compatible with the natural constraints of slope, soil, geology, vegetation, wildlife habitat, and drainage.



- PF-7 Reduce impacts on the environment and reduce greenhouse gas emissions associated with public facility development and utility extensions.

Public Facilities

- PF-8 Finance public facilities and services efficiently and equitably.
- PF-9 Consider maintenance and other life cycle costs when designing and constructing public facilities.
- PF-10 Ensure that the Urban Form element, Public Facilities and Services element, Transportation element, and Parks, Recreation, and Open Space element, and the financing plans within them, are coordinated and consistent.
- PF-11 Reassess, and revise if necessary, the urban form element and comprehensive plan if an assessment indicates that probable funding will fall short of meeting level-of-service standards for public facilities.

Utilities

- PF-12 Co-locate utilities whenever appropriate to reduce unnecessary use of land, construction-related disruption, and environmental disturbance.
- PF-13 Promote coordination of utility trenching activities for new construction, road maintenance, and other purposes.
- PF-14 Encourage provision of efficient, cost effective and reliable utility service by ensuring that land will be made available for the location of utilities, including location within transportation corridors.
- PF-15 Formulate, interpret and apply land development regulations to allow timely development of utility additions and improvements.
- PF-16 Support connections and extensions of utilities between adjoining jurisdictions to establish a complete network of utilities within the urban area.
- PF-17 Promote consistency and cooperation regarding the provision of utilities between the City Comprehensive Plan and the plans of adjacent and affected jurisdictions. This shall take place as other jurisdictions complete their planning processes and periodically as plans are updated.
- PF-18 Minimize adverse impacts from utilities in residential areas.

Specific services

- PF-19 Reduce per capita solid waste production and divert recyclable and compostable materials from landfills.
- PF-20 The City may extend sanitary sewer services in support of the Comprehensive Plan to unincorporated areas within the planning area; require benefiting property owners to agree to city annexation of the property at such time as the city may request.
- PF-21 Where feasible, the City will make low impact development (LID) the preferred and commonly used approach to site development. LID is a stormwater and land use management strategy

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that strives to mimic predisturbance hydrologic processes of infiltration, filtration, storage, evaporation, and transpiration by emphasizing conservation, use of on-site natural features, site planning and distributed stormwater management practices that are integrated into a project design.

- PF-22 Implement a Capital Improvement Program that maintains and improves the municipal separate stormwater system in a manner that enhances and protects the City's natural environment, mitigates flooding problems, improves water quality, promotes a reliable and safe transportation network, and provides the community a safe and healthy place for living, working, and recreation.
- PF-23 Effectively manage the City's municipal stormwater system and private surface water systems in a manner that reduces flooding, maintains water quality, and protects the natural environment.
- PF-24 Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas.
- PF-25 Work cooperatively with school districts to plan for school facilities to meet the existing and future community needs consistent with adopted comprehensive plans and growth forecasts, including siting and designing schools to support safe, walkable access and best serve their communities.

Essential Public Facilities

- PF-26 Maintain a process for siting essential public facilities in Everett when necessary; include provisions for notice and an opportunity to comment to interested counties and cities and the public, authority for reasonable conditions necessary to mitigate the identified adverse impacts of the project while not precluding the siting of a facility, and consideration of design conditions, amenities, or incentives for neighborhoods that could be used to make a facility better fit with its surroundings.
- PF-27 Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, especially on historically marginalized communities, (2) equitably balances the location of new facilities away from disproportionately burdened communities, and (3) addresses regional planning objectives.

Marine Port Element

Vision: The Port of Everett is an economic engine providing a deep-water port for the movement of goods and materials and coastal recreation opportunities, while protecting the coastline and cultural resources.

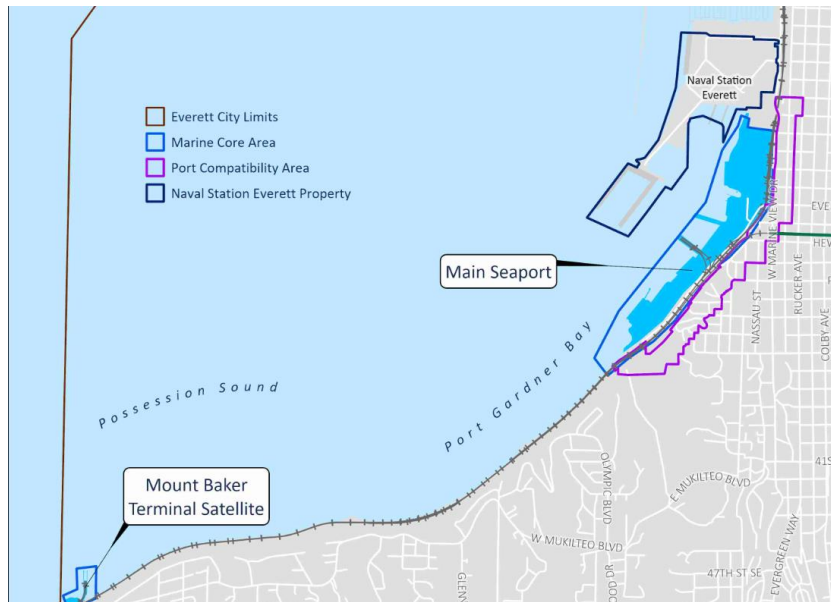
Element Scope: The Marine Port element describes the long-term function and viability of maritime activities and proposed development in areas surrounding the Port of Everett.

Introduction

This Marine Port Element provides policy guidance to protect the long-term function and viability of the Port of Everett's Marine Core Area. The goals and policies are drafted to ensure that local land use decisions are made in consideration of the long-term and widespread economic contribution of the international container ports and related industrial lands and transportation systems and to ensure that it continues to function effectively alongside a vibrant waterfront and adjacent to Metro Everett.

The Marine Core Area is defined as the Port of Everett's heavy industrial zoned area in the East Waterway and along Port Gardner Bay, including Mount Baker Terminal. The intent of the element's goals and policies is to:

- Protect the long-term function and viability of the marine core areas of container port and port-related industrial areas.
- Maintain efficient access to the marine core area through freight corridors.
- Minimize and mitigate, to the extent practicable, potential land use conflicts along the edge of the marine core area and associated heavy haul routes.
- Identify key freight transportation corridor improvements
- Provide consistency between the City's Marine Port Element and the Port of Everett's Comprehensive Scheme of Harbor Improvements.
- Allow for sufficient planning flexibility to secure emerging economic opportunities.
- Consider Port activities when planning for or implementing City projects on heavy haul routes serving the Port.



The Port of Everett

The Port of Everett (the Port) is a critical component of the Everett, the Pacific Northwest, and the west coast economy as a vital link in the transportation network for the export and import of goods and materials. Its deep-water marine terminals on Port Gardner Bay have the capability to play an even greater role. The Port of Everett supports 40,000 jobs in our region and its operations are responsible for more than \$433 million in state and local tax revenue.

This area's history of maritime industrial activity, dates to the late 1800s. Early uses included lumber and shingle mills, as well as shipyards, military installations, and other marine-related businesses. This area is only location in Everett's and Snohomish County with deep-water access, rail service and major highway access to accommodate a container and breakbulk port.

On July 13, 1918, citizens voted to form the Port of Everett. Docks and pulp and paper mills were primary components of early Port facilities. Shipping activities were attracted to the location by the natural deep-water conditions. Over time, industrial and commercial uses associated with maritime industries have become the primary use in this area.

The Port of Everett operates an international seaport with nine shipping berths that support Asia-Pacific trade with ships up to 1,200-feet in length. The facilities are situated on approximately 140 acres of uplands and located on a natural deep-water harbor (- 40 MLLW) with direct access to the Puget Sound, along with the BNSF mainline to the

Marine Port Regulations

The Port of Everett, like other ports in Washington and across the country operate under United States and Washington laws and regulations. These include:

US Federal Navigation Channels

Law – The U.S. Army Corps of Engineers maintains the Everett Harbor and Snohomish River as a Federal Navigation Channel.

US Strategic Seaports Law – The Departments of Defense (DoD) and Transportation ("USDOT") designated the Port of Everett a strategic seaport to handle military deployments.

US Secure Port Facilities Law – The Port of Everett is a federally secured facility requiring security plans and measures for vessels and all facilities (US Code of Federal Regulations 46, part 105).

US Secure Naval Facilities Law – prohibits unauthorized entry onto Naval Station Everett and the East Waterway (US Code 18, Section 1382).

WA Port Districts Law – authorizes the establishment of port districts as legal municipal corporations to own and operate a port (RCW 53.04.010(1)).

WA Transportation Facilities of Statewide Significance Law – The Port of Everett is established as a transportation facility of statewide significance (RCW 47.06.140)

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COMPREHENSIVE PLAN
MARINE PORT ELEMENT

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Midwest, the Everett manufacturing sector, and Paine Field. The Port of Everett is the third largest container port in the state of Washington (by volume), and specializes in high-value, over-dimensional cargoes. The Port of Everett Marine Port is also a vital link for the local aerospace industry transporting oversized parts for Boeing planes.

The Marine Port facilities are adjacent to Naval Station Everett and City of Everett property and located on a federal deep water navigation channel and a federally restricted waterway. The Port of Everett facilities are designated under Foreign Trade Zone #85.

Port Facilities and Land Use

Ensuring the provision, protection and preservation of capital facilities and essential public services within the Port of Everett maritime industrial area is important to both the City and the Port. The Port is an essential public facility for its significant role in the economy and connection to transportation.

It serves as a multi-purpose niche container and breakbulk facility by investing \$150 million in upgraded docks, acquiring property, equipment, expanding rail connections, and installing power infrastructure for future electrification and will continue to invest to maximize its capacity and potential role as a shipping leader. Planning, financing, permitting, and construction of major deep-water marine terminal facilities requires years to complete.

In 2008, the Port of Everett adopted the Marine Terminal Master Plan (MTMP). It was amended in 2020 and 2025. The MTMP is the vision and plan for development of the Port's marine terminals to realize the full potential of its assets. It is according to this plan that the Port implements changes to its facilities to meet the changing needs of the maritime industry.

Having certainty that the surrounding land uses are compatible with a working port and limiting the potential for conflicts is important to both the City and the Port and is reflected in the adoption of a Port Compatibility Overlay, as part of the Everett Municipal Code (19.17.100). In the overlay, when permits are applied for new developments over 10,000 square feet, the Port will be notified of the application. The Port can submit comments regarding potential adverse impacts on port operations for possible changes or mitigation.

The shoreline activities of the Port are addressed in Everett's Shoreline Management Plan (SMP). In the SMP, the deep-water marine terminal area is designated as Urban Deepwater Port, which provides water dependent industries and port facilities for deep-draft ocean-going vessels. The SMP also ensures use of the shorelines that are presently industrial in nature, while protecting and restoring ecological functions.

Port of Everett's Economic Influence

The marine cargo terminals trade plays a vital role in the economy, supporting thousands of jobs and millions of dollars in revenues and state and local taxes. Economic impacts associated with marine port activity can be summarized in terms of employment, income, revenue and taxes. The Port of Everett is estimated each year to generate⁸:

⁸ 2019 Martin Associates Study, Port of Everett Economic Impact.

- Approximately 40,000 jobs in the region from its marine terminal activities.
- More than \$4.7 billion in personal income. This equates to an average annual salary of about \$96,800.
- Nearly \$7.9 billion in direct revenue.
- \$433 million of state and local taxes, of which about \$200 million was collected at the local level.

The significance of the Port is reflected in goals and policies in both the Marine Port and Economic Development Elements.

Connecting the Port of Everett to the Region

The Port uses rail, barge, and trucks for moving freight to and from the facility. The State of Washington established Heavy Haul Network to support commerce associated with the Port of Everett. This network establishes corridors within the City's transportation network where designing roadways to accommodate freight as a priority user will be essential. Design considerations include turn radii, paving and materials, lane widths, as well as maintenance schedules.

Maintaining efficient connections for freight to the transportation networks is addressed in the Transportation, Economic Development, and Marine Port elements.

Goals

Goal MP-1: A strong and vibrant industrial marine port is supported by appropriate levels of service for capital facilities and other infrastructure and an efficient truck and rail transportation network.

Goal MP-2: The long-term viability and functions of the Marine Port Core Area and its maritime and related industrial uses are protected while respecting the rights of all property owners.

Goal MP-2: Transportation infrastructure and services needed for efficient multimodal movement of goods within and between the Marine Port Core Area, Transition Area, and the regional transportation system are identified, protected, and preserved.

Policies

Port Operations and Viability

- MP-1 Uses in the Marine Port Core Area should be prioritized as follows: (1) cargo facilities and activities that support aerospace, military and other manufacturing sectors, (2) water dependent port uses, (3) water-related port uses, and (4) other uses permitted in the city's Heavy Industrial (HI) zoning.
- MP-2 The City and Port of Everett work cooperatively in setting level of service standards for public facilities and transportation.
- MP-3 The City and Port of Everett will work cooperatively to identify key transition planning areas that complement, and do not impede, the operation and development of marine port facilities.
- MP-4 The City and Port will work cooperatively to plan and implement appropriate shoreline public access improvements consistent with the city's Shoreline Public Access Plan.

- MP-5 The City recognizes the important role that the Port of Everett plays in regional employment and economic development; the long-term preservation of the Marine Port Core Area ensures that the Port of Everett facilities and related industrial uses will have room to thrive in the city.
- MP-6 Prioritize, protect and preserve land for Marine Port activity, compatible manufacturing, industrial-related office, cargo yard, rail, warehousing, transportation facilities, ship building, maintenance and repair uses.
- MP-7 Prioritize uses that support substantial growth in the number of family wage jobs over uses that consume large areas of land without a corresponding increase in job growth.
- MP-8 Do not allow unrelated uses to gradually encroach on the Marine Port Core Area through modifications of the Marine Port Core Area boundary. Consider boundary adjustments only in collaboration with the Port of Everett and Naval Station Everett as part of a comprehensive review of long-term port and port-related container and industrial land needs.
- MP-9 Maintain a Port Compatibility Area to provide for uses allowed in the nearby underlying zones while protecting the Port of Everett and reducing the potential for land use conflicts.
- MP-10 Develop and adopt standards to protect the livability of adjacent areas, where natural buffers do not provide an adequate transition.
- MP-11 The Port of Everett should continue to implement the Marine Terminal Master Plan policies to work with the City and area residents to identify and resolve noise issues in accordance with applicable laws and policies.
- MP-12 The City and the Port should work together to identify transition areas near the Port where additional noise attenuation may be required in new building construction to ensure that interior noise levels and noise levels in required outdoor recreation areas are sufficiently low to protect the public health and welfare. The analysis should be based upon the maximum noise levels permitted on Port property by the City's noise regulations.
- MP-13 In an effort to establish a transition area between the Marine Port Core Area and surrounding uses, limitations should be implemented on new residential construction within an area adjacent to the Port to be identified by the City and Port.
- MP-14 In the Marine Port Core Area, allow for localized impacts associated with industrial activities that may include outdoor storage, relatively large building mass and impervious surface area. While localized impacts are permitted, continue to require Marine Core Area industrial uses to be developed in a manner that protects the environment and preserves public health and safety.
- MP-15 Exterior lighting and glare on Port properties should not adversely impact adjacent properties or nearby neighborhoods. Lights must be shielded and directed downward onto the site. Marine Terminal lighting shall implement dark-sky measures to the maximum extent practicable, while ensuring a safe working environment.

- MP-16 Continue to reduce air emissions through actions such as the use of clean energy sources, retrofitting existing equipment and vehicles, purchasing low emission equipment and vehicles, and consider of infrastructure improvements that would support the use of electrical shore power for cargo vessels.
- MP-17 This element recognizes the need for the Port to expand to accommodate market changes and increased cargo volumes. The Port will mitigate the impacts of redevelopment and expansion consistent with the City’s Shoreline Master Program and other local, state, and federal regulations.
- MP-18 The City, Port of Everett, City of Mukilteo, Washington State Ferries and Tulalip Tribes should continue to work in close collaboration to ensure that port and port-related industrial uses remain viable and that land use development along the edges of the Marine Port Core Area is thoughtfully planned to avoid land use conflicts and incompatibility.
- MP-19 The City and the Port will collaborate to develop landscape and street standards that recognize the special working character of the Marine Port Core area.
- MP-20 Ensure that the City and the Port collaborate on efforts to review its long-range maritime development program that assesses future cargo market demand, developing technologies, geographic constraints and other factors affecting future intermodal cargo opportunities for the Marine Port Core area.
- MP-21 Public access is not permitted on federally secured sites. In the Marine Port Core area, an alternate project or payment fee in lieu will be assessed to provide public access in areas that do not conflict with water-dependent uses and are not already required in that location.

Transportation

- MP-22 Regional Freight Truck Corridors. Coordinate with state and local agencies to emphasize the importance of heavy haul corridors to state and local economic health, and support improvements planned on these corridors that enhance freight mobility, including ample heights, turning radius envelope protections, public safety, community aesthetics, and quality of life in abutting neighborhoods.
- MP-23 Heavy Haul Routes. Preserve and enhance the freight truck corridors that are designated as Heavy Haul Routes, as they are critical to efficient movement of goods within and between the Marine Port Core Area and Transition Area. Improvements that are planned in these corridors will receive additional priority scoring under the “Enhance Freight Mobility” project prioritization criterion described in the Transportation element.
- MP-24 Intermodal Connections. Support and encourage intermodal facilities and the transport of cargo via rail, and rail to barge, to reduce the roadway traffic impacts related to growth in truck traffic associated with Port throughput, provided that appropriate shoreline public access is provided or maintained as provided by the City’s Shoreline Public Access Plan.
- MP-25 Mobility on Heavy Haul Routes. Emphasize freight truck mobility on Heavy Haul Routes. Coordinate with the Port to develop strategies to minimize truck queues and other traffic

elements that could interfere with mobility along these routes including restriction of impediments to cargo such as median islands, street trees and on-street parking near intersections, conflicts that may cause safety issues such as bicycle lanes, and consideration of signal heights or swing-arm signals.

- MP-26 **Pavement Maintenance.** Place high priority on preservation of existing roads that serve freight movement within the Marine Port Core Area and Transition Area; and encourage the use of reinforced pavement along Heavy Haul Routes to maintain improved roadway conditions over longer periods of time.
- MP-27 **Freight Transportation System Management.** Identify and prioritize cost effective improvements in efficiency to the roadway system, such as traffic signal timing and phasing improvements, which will improve roadway freight operations.
- MP-28 **Keep Freight in Mind During Transportation and Capital Investments.** Work closely with the Port of Everett to ensure bridge heights, light signal clearances, medians and parking along freight routes do not unreasonably hinder cargo movement. Encourage restricting installation of bicycle lanes and medians with street trees, consider installation of swing arm traffic signals, and limit on-street parking near key cargo intersections.
- MP-29 **Key Freight Transportation Corridor Improvements.** Establish clearly defined freight corridors in the Transportation Element of the Comprehensive Plan.
- MP-30 **Intergovernmental Funding of Transportation Projects.** Coordinate with state, regional and adjacent local jurisdictions to seek joint funding opportunities for projects that enhance freight mobility in the region.

Engagement, Administration, and Implementation

Vision: Everett engages all members of the community in meaningful conversations. Decisions are made in open, transparent meetings.

Element Scope: The Engagement, Administration, and Implementation element details how the City will work with the community to prepare, administer, implement, and update the Comprehensive Plan in accordance with the Growth Management Act.

Why We Engage with Our Community

Decisions are better—more equitable, resilient, and accountable—when all interested parties are involved in considering the issues and weighing in on decisions. Collaborative and inclusive community participation are essential to supporting Everett’s core values of opportunity, equity, partnerships, and accountability, as well to as creating and sustaining a prosperous, healthy, and equitable Everett.

All community members’ needs and concerns are valid, efforts must be made to improve communication with traditionally under-represented and under-served groups, including low-income communities and communities of color. Meaningful engagement is inclusive of voices in our community that may have been historically marginalized and excluded. Consistent with the City’s core values and vision for government performance, deep and inclusive community involvement is essential to transparency and equity in long-range planning decisions. It also makes it possible to create and work towards a shared vision for the future.

Consistent with Everett’s core values, the city is committed to transparency in community involvement processes. When community members have a good understanding of a process, they are better able to participate effectively. Improved transparency and communication allow the city to better understand community opinions and needs.

How We Engage with Our Community

Everett is committed to authentic public engagement and recognizes that the complexity and changing character of planning issues, technology, and the city itself requires thoughtful innovation to ensure inclusive and equitable community engagement. Increasingly diverse demographics, as well as past failures to fully engage all members of the community, point to the need for new approaches to citizen engagement that promote inclusive participation. Changes in communication technology allow, and even require, the city to offer new avenues for engagement, and hopefully, collaboration. Finally, the city’s natural and built character and infrastructure are constantly evolving and continually require citizen input. The following policies challenge City staff to assess current practices and develop new tools through an ongoing evaluation and improvement of public engagement methods.

Inclusive and diverse community engagement

Promoting inclusive engagement in Everett’s diverse community requires a variety of innovative outreach strategies to identify the most impacted communities, develop equity-driven public engagement goals and outcomes, establish meaningful relationships, implement culturally relevant engagement opportunities, and remove barriers to participation. City staff seeks to engage Everett’s entire community in civic life and cannot assume that all people are equally comfortable or familiar with

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activities such as volunteering with city programs or participating in public meetings. Some communities may be cautious of public participation due to negative prior experiences with government, language barriers or cultural differences.

The city can take numerous steps to better engage Everett's many diverse communities and ensure all voices are being heard. Strategies include meeting communities where they are, partnering with and mentoring community leaders to build long-term relationships and community capacity to participate in engagement processes, planning accessible meetings and events that reduce schedule, mobility, and language barriers, translating outreach materials into multiple languages, providing multiple and varied ways to participate, and reporting back to communities following engagement efforts to facilitate ongoing two-way communication.

Partnerships and relationships

By building and maintaining partnerships with individuals and organizations that represent a wide variety of interests, the City gains a better understanding of diverse needs and concerns and the community as a whole benefits from more equitable decision-making. The following goal and policies support building and maintaining strong and supportive relationships with the many individuals and organizations that represent the diverse interests in Everett.

Fostering and enhancing the relationship with the Tulalip peoples and government is paramount to sharing their ancestral lands. This is important for the protection of significant natural, cultural, or archaeological resources. The Tribes has important historic and cultural sites both on and off their reservations. The City of Everett is committed to partnering with the Tribe to protect and preserve Tribal cultural, sovereign, and treaty resources, the natural environment, and sacred cultural areas.

Administering the Comprehensive Plan

City officials, staff and citizens are responsible for implementing the Comprehensive Plan. The Comprehensive Plan is the City of Everett's blueprint for the future. It helps to focus, coordinate and direct City actions by providing a comprehensive and common vision. It guides decisions concerning land use regulations, programs, capital improvements and functional plans.

Land Use Regulations

Land use regulations are laws that establish what can or can't be built in each location. The key regulatory mechanism that implements the Comprehensive Plan is Everett's Land Use Regulatory Code. This code contains the development regulations that govern how land is used, developed, or redeveloped in the City. This code is found in Title 19 of the Everett Municipal Code and includes regulations for platting, zoning, shorelines, and critical areas.

Programs

City programs must be consistent with the Comprehensive Plan. In fact, most City programs are tools for implementing the Plan. Examples include City programs for community services, economic development, health and human services and environmental stewardship.

Capital Improvements

All capital improvements undertaken by the City must be consistent with the Comprehensive Plan, including those for public facilities and services. This ensures that the City provides adequate public

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services and that the City's infrastructure supports the land use pattern envisioned in the Comprehensive Plan.

Functional Plans

Functional plans are detailed plans for facilities and services in the City. Everett's Comprehensive Plan provides overarching guidance for the City's many other plans, including the Economic Development Strategy, Surface Water Comprehensive Plan, and Public Works Design and Construction Standards Manual. These plans must be consistent with the Comprehensive Plan. As such, implementation of functional plans supports implementation of the Comprehensive Plan. Some functional plans, such as the Shoreline Master Program and Capital Facilities Program are also formal elements of the Comprehensive Plan and subject to the rules and procedures governing that Plan. The plans of non-City entities that provide services in the City should also be coordinated with the Comprehensive Plan. Such plans include the Everett and Mukilteo School Districts' Strategic Plan, Snohomish County PUD's Integrated Resource Plan, and Community Transit's Transit Development Plan. See public facilities element for more on capital facility planning.

Subarea Plans

The Comprehensive Plan provides citywide guidance future land use, transportation, and other infrastructure needs. For smaller geographic areas, subarea planning allows for a more detailed consideration of specific goals, needs and interests within a specified area. The adoption and incorporation of subarea plans into the Comprehensive Plan adds greater detail, guidance, and predictability to future development. Recent examples of subarea planning in Everett includes the Metro Everett subarea plan. Future subarea planning in the City's mixed-use centers would help focus priorities and actions needed to achieve the future vision for each of these areas.

City and Partner Relationships

The City Council plays a key role in Plan implementation by adopting the City's budget, levying taxes, and making appropriations for programs and services. The City Council considers amendments to land use regulations and planning policies recommended by the Planning Commission and considers actions to support the Comprehensive Plan that are recommended by other citizen advisory groups and the community at large.

The City's Planning Department is responsible for many actions that help to implement the Comprehensive Plan, such as enforcing land use regulations and developing and maintaining functional plans such as subarea plans and the Shoreline Master Program. Other City Departments that maintain functional plans that support the Comprehensive Plan include Community and Economic Development, Public Works, Office of Neighborhoods, Parks Department, and Finance Department. Effective coordination between departments is needed to ensure that these different functional plans are consistent with each other.

Coordination between the City and partners such as other local governments, regional organizations, the Tulalip Tribe, the business community, and community organizations is also key to successful implementation of the Comprehensive Plan. It is the responsibility of the City and partners to share information and work to ensure that planning efforts are mutually supportive. For example, the City's plans should feed into Sound Transit's plans for expanding light rail in Everett, and vice versa. The same

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is true for the Snohomish County on future annexation and the Health Department's plans for improving health outcomes in the community, and the Everett and Mukilteo School Districts' long-term plans for school service. Citizens can participate in partner planning efforts to help ensure that they are supportive of the City's Comprehensive Plan.

Comprehensive Plan Amendments

The Comprehensive Plan is a dynamic document. It provides predictability for citizens, developers, and policy makers about the City's long-term strategy for the next twenty years. The goals and policies in the Plan provide the direction and foundation for City programs and regulations. Also, the Plan is reviewed and evaluated on a regular basis to ensure that it addresses changing conditions, new information, and updated state and regional policy guidance. The Planning Commission is responsible for reviewing the plan and recommending amendments to the City Council. Locally adopted comprehensive plans must be certified by the regional planning agency with oversight, the Washington State Department of Commerce.

Annual Amendment Cycle

Amendments can include modifications to the future land use map, comprehensive plan text changes and implementing development regulations. They can also involve the addition of new Plan elements. As required by the Washington State Growth Management Act, a municipality's Comprehensive Plan generally can be modified only once annually; however, there are a few exceptions as outlined in Everett Municipal Code 15.03.400. Proposed amendments are reviewed simultaneously so that the cumulative effect of all amendments is considered. Both the Planning Commission and the City Council hold public hearings on proposed amendments to the Comprehensive Plan.

Amendments to the Comprehensive Plan can be initiated by property owners, city council, mayor or designee, or planning commission. Application materials are typically available in May for the annual amendment cycle (aka, docket) and are processed with public hearings in the fall of the same year. Information and application materials can be found on the City's Planning Services webpage and by calling the Planning Services Division and talking with a planner. City initiated amendments usually involve responding to State or federal laws, including changes to these laws, addressing deficiencies and inconsistencies, updating information, responding to a change in existing conditions or community desires, or addressing a combination of these factors.

10-Year Plan Revision Cycle

In addition to yearly amendments, RCW 36.70.A.130 requires that the City revise its Comprehensive Plan and development regulations every ten years. The revision process includes updating the plan to reflect current growth targets, policy requirements, information, and conditions in the community. The revision process provides the opportunity to conduct a more extensive update to the Plan than happens during the yearly amendment process. As with yearly Plan amendments, citizen involvement is an important aspect of the revision process. The next scheduled Comprehensive Plan revision is in 2034.



Goals

Overall Engagement, Administration and Implementation Goal: Everett engages all members of the community in meaningful conversations. Decisions are made in open, transparent meetings.

Goal EAI-1: Everett engages the interests of the entire community in planning work and decisions in a coordinated, inclusive and safe manner.

Goal EAI-2: Everett builds and sustains partnerships with individuals, neighborhoods, businesses, organizations, institutions, and other government agencies.

Goal EAI-3: Everett conducts meaningful consultation with Tulalip tribal officials on plans and projects that may affect tribal rituals and treaty resources.

Goal EAI-4: Everett ensures that city decision-making processes are clear and transparent, with understanding from the community about who is responsible for making decisions and how community input is valued.

Goal EAI-5: Everett implements the Comprehensive Plan in a coordinated and efficient manner in accordance with state law and in the best interests of city residents.

Goal EAI-6: Everett maintains the Comprehensive Plan with regular updates and amendments to ensure that it remains relevant and is consistent with regulatory and policy frameworks and community goals.

Policies

Engagement

- EAI-1 Establish and communicate clear roles, rights, responsibilities and timeframes for participants and decision-makers.
- EAI-2 At each stage of the planning process, identify what topics can be influenced or changed through community input, and what ones are being guided by established regulations or policies.
- EAI-3 Establish and implement processes for meaningful consultation and collaboration with tribal officials in the development of regulations, proposed legislation, and other policy statements or actions that have tribal implications.
- EAI-4 Following decisions, communicate to participants in a timely fashion about the issues raised in the community involvement process, how public input affected outcomes, and the rationale used in making decisions.
- EAI-5 Communicate to participants how decisions can be challenged and, if a decision is outside of city control, explain how citizens can engage with the jurisdiction or agency that makes the final decision.
- EAI-6 Collaborate with local and regional partners to achieve the goals and policies of the Everett 2044 Comprehensive Plan.
- EAI-7 Ensure that community engagement opportunities are broadly accessible to the greater community.



- EAI-8 Provide broad and timely notification of public meetings and events through a variety of methods.
- EAI-9 Develop and implement innovative methods, tools, and technologies for community involvement processes, as well as reaching out to our community partners to learn what has worked for them.
- EAI-10 Where they are effective at enhancing awareness and understanding, use new and emerging technologies, as well as social media, to promote engagement.
- EAI-11 Evaluate community involvement processes on a regular basis, considering available data, feedback and lessons learned to determine whether any changes are needed to enhance future involvement efforts.
- EAI-12 Use community members' knowledge and input on policy priorities to update the Comprehensive Plan and ensure that it remains relevant and consistent with community needs.
- EAI-13 Work with neighborhood associations and business districts to better reflect diverse interests within the areas they represent.

Administration and Implementation

- EAI-14 Prepare, and present to the city council, an annual report on the implementation of the comprehensive plan.
- EAI-15 Plan for future annexation of the city's Potential Annexation Areas in collaboration with area residents, Snohomish County and associated public service providers.
- EAI-16 Develop and document a strategy for implementation of the Comprehensive Plan, including a proposed schedule and priorities on a 6-year basis and in consultation with the public, the planning commission, and the city council.
- EAI-17 Implement the Comprehensive Plan through city development regulations, programs, budgets, and functional plans, ensuring that each are consistent and mutually supportive.
- EAI-18 Maintain the Comprehensive Plan to ensure that current community conditions, information, and regional, state, and federal policies and regulation are reflected in the plan.
- EAI-19 Consider proposed Comprehensive Plan amendment proposals concurrently so that the cumulative effect of the proposals can be determined.



Glossary

Accessibility —Products, services, and facilities are usable by and/or near to people of all abilities, including people with disabilities.

Accessory Dwelling Unit — A subordinate dwelling unit on a residential lot, providing a separate, self-contained living space with a kitchen, bathroom, and sleeping area.

Active (Nonmotorized) Transportation — Personal mobility that includes fully human powered mobility options such as walking, bicycling, rolling including electric bicycles, scooters, and other similarly-powered personal mobility devices.

Adaptive Reuse — Renovating existing building and updating it for a new use, such as remodeling a school or church into residences.

Affordable Housing — Housing that is reserved for a household that earns up to 80 percent of the area median income, adjusted for household size; to be considered “affordable,” the monthly housing costs, including utilities other than telephone, must not exceed thirty percent of the household’s income. See: Extremely Low-Income Housing, Very Low-income Housing, Low-Income Housing and Moderate-Income Housing.

Affordability — Affordability regarding housing, is accessible and can be paid for while still leaving money for other necessities without facing undue financial strain. Specifically, it is measured by the proportion of a household's gross income that is spent on housing-related expenses, including rent or mortgage payments, utilities, property taxes, insurance, and maintenance.

Area Median Income (AMI) — The is the midpoint of all the annual household incomes (half of the incomes are above the amount and half are below it) for Everett as published on an annual basis by the U.S. Department of Housing and Urban Development.

Behavioral Health — Healthcare focusing on the prevention, diagnosis, and treatment of mental health conditions, substance use disorders, and other behaviors that affect an individual's well-being.

Best Available Science — Current scientific information used in the process to designate, protect, or restore critical areas, that is derived from a valid scientific process.

Bicycle Facility — An improvement that accommodates or encourages riding a bicycle. Some examples include bicycle parking and various types of on-street bicycle lanes and off-street multipurpose paths.

Bicycle Route — A specifically designed and designated route for bicycle travel, whether exclusively for bicyclists or to be shared with other transportation modes.

Built Environment — All the human-made physical spaces where we live, recreate and work. These include our buildings, furnishings, open and public spaces, roads, utilities, and other infrastructure.

Capital Facilities. Capital facilities generally have a long useful life and include city and non-city operated infrastructure, buildings, and equipment.



Capital Improvement Program— Everett’s six-year financing and implementation plan for capital projects.

Capital Project/Improvement — Major construction, acquisition or renovation activities that add value to a government’s fixed assets or which significantly increase the useful life of such assets.

Carbon Footprint — The total amount of greenhouse gases (including carbon dioxide and methane) emitted by the consumption of fossil fuels that are generated by an individual’s or a group’s actions.

Climate change — The alteration of the global atmosphere attributed to human activity compared to natural climate variability. Climate change effects are not limited to global warming (increases in surface temperatures), but also include sea-level rise, ocean and ice sheet dynamics, ocean acidification, and extreme weather events.

Climate resilience — The ability to anticipate, prepare for, and respond to hazardous events, trends, or disturbances related to climate such as increased frequency and intensity of storms, flooding, wildfires, and extreme heat events.

Clustering Destinations – Organizing and concentrating diverse land uses and activities (like residential, commercial, and recreational areas) around transit stations to promote public transportation and create vibrant, walkable communities.

Clustering — A development design technique that places buildings on the part of a site that is least sensitive to impacts from development while preserving the natural features and functions on the remainder of the site.

Collector Arterial — A street that is two or three-lanes that collects (or distributes) traffic from (or to) local streets within a neighborhood and provides connections to minor or major arterials. Collector arterials serve neighborhood traffic and provide access to abutting land uses. They do not carry much through traffic and are designated to be compatible with residential neighborhoods and local commercial areas.

Community Engagement – Strategic process involving organizations and individuals working collaboratively with community members to address issues and achieve shared goals, fostering trust, collaboration, and positive social change.

Community Hub – A mixed use center

Commute Trip — Trip taken on any mode of travel by a worker from a worker’s home to a worksite with a regularly scheduled arrival time of 6:00 a.m. to 9:00 a.m. inclusive on weekdays.

Complete Neighborhood — Area with safe and convenient access to the goods and services needed in daily life. This includes a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces and recreational facilities, affordable transportation options and civic amenities. An important element of a complete neighborhood is that it is built at a walkable and bikeable human scale and meets the needs of people of all ages and abilities.



Complete Street — Street that provides context-appropriate facilities for people of all abilities to travel using their choice of mode, including vehicles, active transportation modes and transit, while promoting safe operation for all users.

Comprehensive Plan — The city's long-range plan prepared following the requirements of the Washington Growth Management Act, contains policies to guide local actions regarding land use, transportation, housing, capital facilities and economic development to accommodate at least the adopted 20-year targets for housing and employment growth.

Concurrency. A state planning requirement to ensure that needed services and facilities are in place by the time development is completed and to be occupied, or that funding has been committed to provide such services within 6 years. The GMA gives special attention to concurrency for transportation, requiring transportation improvements or strategies to accommodate development impacts to be made concurrently with land development. Local governments have flexibility regarding how to apply concurrency within their plans, regulations, and permit systems. The GMA mandates also allow local jurisdictions to establish their own concurrency requirements for other necessary public infrastructure (e.g., water, wastewater, and stormwater).

Consolidated Plan — Consolidated Housing and Community Development Plans. A federal plan reviewing current and future needs and programs in the community regarding housing and human services and outlines strategies to address needs.

Countywide Growth Centers — Geographic areas identified by Snohomish County as areas of focus for development opportunities and transportation funds. The Countywide Centers in Everett are in Metro Everett and Paine Field/Boeing Everett

Countywide Planning Policies — The countywide growth management policy plan required by the state Growth Management Act promotes regional cooperation and specifies the roles and responsibilities of cities and the county. The Snohomish County Countywide Planning Policies (CPPs) are developed by the Growth Management Planning Council, a council of representatives of cities and Snohomish County, consistent with the Regional Growth Strategy of the Puget Sound Regional Council.

Critical Areas — Specific locations or zones deemed important for environmental protection public safety. Areas that have a vital impact on the surrounding environment, including wetlands, wildlife habitats, or environmentally hazardous areas, including the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Critical Areas Overlay District — An area that includes designated critical areas together with adjacent land, within which special provisions apply to protect and restore the natural environment. The Critical Area Overlay District is comprised of the critical area and an area adjacent to the critical area that acts as a buffer or setback to protect the critical area.

Daylighting Stream — Excavating and restoring a piped stream channel to an open (non-piped) natural condition.



Disability — A physical or mental impairment that substantially limits one or more major life activity, including but not limited to walking, seeing, hearing, thinking or processing information.

Disparity — A situation in which one group is systematically faring worse than another for reasons that are not due to the group’s needs, eligibility, or preferences.

Diversity — People of all cultures, languages, classes, races, ethnic backgrounds, disabilities, ages, religions, genders, sexual orientations, and other diversity-related factors. At the root of this definition is an acknowledgement that differences exist between any two people.

Downtown — Everett’s primary center of commercial and service activities as well as for high-density, residential development. It is designated a Regional Growth Center in VISION 2050 and an Urban Center in the Countywide Planning Policies.

Dwelling Unit — Single housing unit providing complete and independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking, and sanitation.

Economic Cluster — Clusters are geographic concentrations of interconnected companies and institutions in a particular field. Clusters allow firms to benefit as if they had greater scale or as if they had joined with others without sacrificing flexibility.

Ecosystem — The interacting and dynamic community of living organisms and the physical environment in a defined geographic area.

Ecosystem Services — Ecological functions provided by wetlands, habitats, or environmentally sensitive areas including biochemical, hydrological and food web and habitat processes at a variety of temporal and spatial scales. The economic or social roles provided by these areas are also functions.

Emergency Housing — Indoor accommodation for individuals or families who are unhoused or at imminent risk of becoming unhoused that is intended to address their basic needs.

Environmental Stewardship — The responsible use and protection of the natural environment through conservation and sustainable practices.

Equity — Equity means that a person’s identity does not predict personal and social outcomes like income or health. Equitable outcomes are outcomes that are not related to a person’s identity.

Equity Lens — Looking at positive and negative outcomes from a program, activity or policy and analyzing whether different groups experience outcomes differently regardless of intent.

Essential Public Facility — Specific facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities.

Extremely Low-income Housing — Housing that is affordable to a household that earns less than 30 percent of the area median income, adjusted for household size.

Fair Housing Act — Prohibits discrimination by housing providers based on race or color, religion, sex, national origin, familial status, or disability.

Floodplain — an area of low, flat land near a river that often floods when the level of the river rises and flows over its sides.

Frequent Transit — Bus and/or light rail that serves a stop or station at least every 15 minutes between 6am and 6pm.

Functional Street Classification System. The grouping of highways, streets, and roads into distinct classes. It defines the primary role a route serves within the total existing or future highway network.

Geologically Hazardous Area — Land susceptible to geological events like erosion, landslides, earthquakes, or other similar occurrences posing a potential threat to public health and safety.

Greenhouse Gas — Gases in the atmosphere that trap heat, preventing it from escaping into space and contributing to the greenhouse gas effect, which warms the planet.

Green Infrastructure — Natural systems, including streams, wetlands, trees, soil, and other porous environmental features designed and used to manage stormwater and reduce flows to sewer systems or surface waters, mimicking natural processes.

Greenway — Undeveloped land or open space that connects parks, natural areas, cultural features, or historic sites through neighborhoods and urban areas.

Growth Management Act (GMA) — State legislation (RCW 36.70A) enacted in 1990, and later amended, require cities and counties to cooperatively prepare and implement local and regional strategies, plans and regulations to manage growth, protect critical areas, and ensure sustainable development.

Habitat — Place or environment where a plant or animal naturally or normally lives and grows.

High-capacity Transit — Public transportation systems designed to move large numbers of people efficiently, often on dedicated rights-of-way or lanes, with frequent service, and fewer stops.

Highrise Building — Residential, mixed use or commercial building greater than 7 stories in height.

High-Capacity Transit — public transportation systems designed to move a large volume of passengers efficiently, often on dedicated routes or with priority access. These systems are typically characterized by larger vehicles, frequent service, and faster travel speeds compared to local bus routes. Examples of HCT include bus rapid transit, light rail, commuter rail, and ferry services.

High-Occupancy Vehicle— Motor vehicle with two or more occupants including carpools, vanpools, and transit vehicles.

Historically Marginalized Communities — see Marginalized Communities.

Historically Underserved Communities — see Underserved Communities.

Homeless or Unhoused —Individuals, families, or communities who lack stable, safe, permanent, appropriate housing, or the immediate means and ability of acquiring it.

Housing for Unique Needs — Residences to meet the needs of populations with specialized requirements such as senior housing or housing for people with disabilities.

Impact Fees. A set fee imposed on developers, as a condition of development approval, to help pay for the cost of providing public facilities needed to serve new development. The use of impact fees is authorized by the Growth Management Act



Incentives — Reason or motivation that encourages individuals or parties to engage in certain conduct or to take certain actions. These can take the form of inducements offered to encourage improvements or relief from applicable regulations.

Infill Development— Building on previously unused or underutilized land within an already developed area, often in urban settings, to make the most of existing infrastructure.

Infrastructure. The basic installations and facilities on which the continuance and growth of a community depend, such as roads, public buildings, schools, parks, transportation, water, sewer, surface water and communication systems.

Invasive Plants or Species — Non-native plants or other species that, when introduced to a new environment, can cause harm to the environment, economy, or human health, often by outcompeting native species.

Land Acknowledgement – Formal statement recognizing the Indigenous peoples, namely the Tulalip Tribes, who were the original stewards of the land and honoring their enduring relationship with the territory.

Level of Service — Term used to denote the operating conditions or performance of a mode of travel or how a roadway is functioning

Local Street — Road primarily used for access to properties bordering it and for local traffic movement within a neighborhood or specific area, as opposed to serving as a collector or arterial.

Lot-Splits — Division of a single parcel of land into two or more smaller parcels, each with its own legal description. This process is used to create additional building lots from a larger piece of land, enabling new development, selling off portions of property, or adjusting property boundaries.

Low Impact Development or Site Design — Stormwater management strategy integrating site specific project designs using natural and engineered infiltration and storage techniques to control storm water.

Low-income Housing — Housing that is affordable to a household that earns between 50 and 80 percent of the area median income, adjusted for household size. (see also Extremely Low-income Housing and Very Low-income Housing).

Low-rise Building — Residential, mixed use or commercial building with fewer than 4 stories in height.

Major Arterial — Street that provides a direct route for long-distance vehicles and active transportation travel within the city and often with connections to neighboring jurisdictions, as well as streets connecting freeway interchanges to commercial activities.

Inclusionary Zoning — Policy requiring developers to include a certain percentage of affordable housing units in new multi-family residential developments, aiming to increase the supply of affordable housing.

Marginalized Populations — Groups and communities that have been systemically excluded from local government and community decisions and have faced systemic disadvantages and discrimination due to their identity, including Black, Indigenous and People of Color, LGBTQ+ individuals, immigrants and refugees, individuals with limited English proficiency, households with low incomes and/or people with



disabilities. These communities often experience limited access to resources, opportunities and equitable services, leading to disparities in areas such as housing, education, employment and healthcare.

Middle Housing — Housing such as duplexes, triplexes, fourplexes, townhomes, small apartment buildings, cottage housing and courtyard apartments that fill the gap between single unit detached homes and large apartment buildings.

Midrise Building — Residential, mixed use or commercial building between 4 and 7 stories in height.

Minor Arterial — Street that provides a vehicle and active transportation connection between major arterials and concentrations of residential and commercial activities.

Mitigation — Measures used to avoid, minimize or compensate for adverse environmental impacts resulting from development.

Mixed Use Areas or Centers — Neighborhoods or sections of the city that incorporate residential, commercial, cultural, and institutional uses into one space, often within a building, block, or neighborhood, fostering pedestrian connections and walkability.

Mixed-use Development — Building or buildings constructed as a single project that contains more than one use, typically including housing plus retail and office uses.

Mode — A particular form of travel. For example, walking, bicycling, driving alone, carpool or vanpool, bus, train, ferry, or airplane.

Mode Split — Percentage of travelers using a particular type of transportation, such as people using private automobiles as opposed to the percentage using transit.

Moderate-Income Housing — Housing that is affordable to a household that earns between 80 percent and 100 percent of the area median income, adjusted for household size.

Multicounty Planning Policies — Regional planning framework developed by Puget Sound Regional Council to address regionwide issues and ensure consistency in planning across multiple counties.

Multifamily Dwelling — Housing where multiple separate housing units for residential inhabitants are contained within one building or several buildings within one complex, such as apartments or condominiums.

Multimodal Transportation — People or goods by moving from one place to another by walking, biking, transit, rail, cars and trucks.

Natural Environment — All living and non-living things that occur naturally on Earth, without significant human interaction. It's made up of ecosystems, including land, water, and coastal and marine ecosystems, and the interactions between the animals and plants that live in them.

Neighborhood Node — Small commercial or mixed-use area in a location that is otherwise primarily residential.



Nonmotorized Transportation. Any mode of transportation that utilizes a power source other than a motor. Generally, refers to bicycle, pedestrian, and other modes of transportation not involving a motor vehicle.

Nonprofit Organizations — Entity that is not operated for profit, but rather to serve a public or social benefit, often with tax-exempt status.

Noxious Weed — Plants that were introduced to the area, they grow unchecked by natural predators and generally outcompete indigenous species for moisture and nutrients.

Open Space — Undeveloped or lightly developed land that is set aside for uses such as conservation and parks.

Peak Hour / Period — The hour / period when travel demand is usually highest during commute times for work or school.

Placemaking — Intentional use of public spaces to strengthen community connections among people and a place itself.

Planning Period — The 20-year period following the adoption of a comprehensive plan, or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Potential Annexation Area — Locale within the Urban Growth Area and outside city's existing southern and eastern boundaries to which the city may eventually expand.

Private Partners — Organizations that work with a city to achieve public benefits. These organizations may be for profit, nonprofit organizations or other non-governmental organizations.

Public Facilities and Services — Facilities, infrastructure, and services—including sanitary and storm sewer systems, water supply, energy, public safety, and emergency services, schools, libraries, and other facilities— that provide a specific public benefit. Public facilities and services are provided by government, contracted for or by government, or provided by private entities subject to public service obligation.

Recreation Space — Indoor or outdoor areas, intended for leisure or physical activities, relaxation, enjoyment, and social interaction.

Regional Growth Center — A mixed-use center formally designated by Puget Sound Regional Council that includes housing, employment, retail, and entertainment uses. Regional growth centers are pedestrian-oriented, which allows people to walk to different destinations or attractions and are well-served by transit. Regional growth centers are planned for significant additional growth.

Restore — Purposeful rehabilitation of an area to recreate ecological processes, structures, functions, and biotic and abiotic linkages to a degraded, damaged, or destroyed ecosystem.

Right-of-Way— 1. The legal right to pass over or through another person's property, usually based on an easement. It can be a physical path or route, or the legal permission to use that path. 2. A strip of land legally established for the use of pedestrians, vehicles, or utilities. 3. In traffic law, the right of one vehicle to proceed ahead of others under specific rules.



Scenic Character — Distinctive features in a landscape that contribute to its sense of place and the image people hold of the area.

Shared Mobility Options — Transportation services where vehicles or modes of transport are available for use by multiple users, offering alternatives to private car ownership.

Significant Tree — Tree that holds importance due to its size, species, age, historical significance, ecological value, or location, potentially leading to its protection or recognition.

Single Dwelling — Standalone residence designed for and occupied by one household.

Single Occupancy Vehicle (SOV) — A motor vehicle with one person traveling in it.

Steep Slopes — Hillsides with a 40 percent or more rise of at least 10 feet and exceed 1,000 square feet in area.

Special Needs Housing — Residences designed and equipped to meet the unique requirements of individuals with specific physical, mental, or developmental disabilities or conditions. This type of housing aims to provide a supportive living environment that addresses the individual needs of its residents, facilitating their independence, safety, and overall quality of life.

Stormwater — Precipitation that does not infiltrate into the soil, or evaporate, but flows over the surface into a stormwater drainage system or directly to a surface water body.

Street Classification — Ordering system of city streets according to their function.

Streetscape — Design and visual elements of a street, including the road, buildings, sidewalks, landscaping, trees, street furniture, signs, and lighting that combine to create the street's character and feel.

Subarea — Section of the city with its own characteristics or specific planning needs, used for targeted and/or detailed planning efforts.

Supportive and Transitional Housing — Residential facility intended to house individuals and families experiencing homelessness, or at imminent risk of homelessness and paired with on-site or offsite supportive services designed to maintain long-term or permanent tenancy, or transition the residents to other living arrangements, if appropriate.

Sustainability — Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Community — Meets the needs of its current residents without compromising the ability of future generations to meet their own needs, focusing on environmental, economic, and social well-being through responsible resource management and community participation.

Sustainable Development — Balancing economic and physical growth with the safeguarding of environmental resources for future generations.

Third Places — Places people go to when they are neither home nor at work that are seen as spaces to provide connection and build community.



Traffic Calming Measures – Techniques and strategies aimed at reducing vehicle speeds and unsafe driving behaviors to create safer and more pleasant street environments. These measures can include physical changes to the road layout, like speed bumps or roundabouts, as well as visual cues and environmental improvements.

Transit – Public transportation network(s) designed to move large numbers of people efficiently within and between urban areas or cities.

Transit-Oriented Development (TOD) — Development that is within one-half mile walking distance from and oriented toward a transit station that provides frequent, reliable service. TOD supports transit use through a compact mix of housing, retail and office uses and a walkable, pedestrian-oriented character.

Transportation 2050 — An action plan produced by the Puget Sound Regional Council for transportation in the Central Puget Sound Region.

Transportation Analysis Zone (TAZ) – A geographic unit used in transportation planning models to represent the spatial distribution of trip origins and destinations.

Trip Generation – The process of estimating the number of trips that are produced (originating from) and attracted (destined to) a particular area or land use.

Underserved Communities – Communities that have been systemically underserved due to their identity, including but not limited to Black, Indigenous and People of Color (BIPOC), LGBTQIA2S+ individuals, immigrants and refugees, individuals with limited English proficiency, households with low incomes and people with disabilities. The lack of service has often resulted in limited access to resources, opportunities, and equitable services, leading to disparities in areas such as housing, education, employment, and healthcare.

Universal Design — A system of design that helps ensure that buildings and public spaces are accessible to people with or without disabilities and regardless of age or ability.

Urban Center — Areas designated by the Countywide Planning Policies located on existing or planned transit corridors where there will be higher levels of residential density and employment intensity that support regional land use and transportation goals.

Vanpool — An organized ridesharing arrangement for people, typically 6 to 15, travel together between fixed points on a regular basis in a van. Expenses are shared with a volunteer driver or drivers.

Vehicle Miles Traveled (VMT) — A metric that measures the total miles traveled by all vehicles within a specific area over a defined period. For transit, it is same metric for the number of vehicle miles operated on a given route, line, or network.

Very Low-Income Housing — Housing that is affordable to a household that earns between 30 and 50 percent of the area median income, adjusted for household size.

Vision – Broad, aspirational statement of what an organization or individual wants to achieve in the future.

VISION 2050 — The Puget Sound regional growth strategy for King, Pierce, Snohomish, and Kitsap counties.



Watershed —Region where water drains into a specific, stream, river, lake or sound.

Wetlands — Land that is saturated with water, either seasonally or permanently, and support unique ecosystems characterized by specific hydrology, soils, and vegetation adapted to these conditions.



Everett 2044

Comprehensive Plan

Housing Element Appendix



everettwa.gov/2044

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Introduction and Purpose

The *Housing Element Appendix* is a supporting technical companion to the Housing Element of the Everett 2044 Comprehensive Plan. Their primary purpose is to provide detailed demographic, housing, and policy analysis that substantiates the goals, policies, and strategies presented in the Housing Element. This includes data and methodologies required to meet state and regional planning requirements under the Washington State Growth Management Act (GMA), as amended by House Bill 1220 (2021), and guidance from the Washington State Department of Commerce and the Puget Sound Regional Council (PSRC).

The Housing Element serves as the City's policy framework to guide the development, preservation, and equitable distribution of housing in Everett through the 2044 planning horizon. This appendix provides supporting technical foundation and documentation for that framework, addressing the following:

- Housing needs assessment (HNA), including current and projected housing needs by income level, household type, and tenure
- Detailed demographic and housing market analysis, including conditions facing cost-burdened and special needs populations
- Identification of housing affordability barriers, regulatory and market-based, that constrain housing availability and choice
- Analysis of racially disparate impacts, displacement risk, and exclusionary housing patterns, in alignment with RCW [36.70A.070\(2\)\(e-h\)](#)
- Documentation of methodologies and data sources, ensuring transparency and replicability of analysis

This document also complements the Everett 2044 Supplemental Environmental Impact Statement (SEIS). While the SEIS provides the formal environmental review required under SEPA, findings from its housing and land use analysis are further detailed and contextualized here. Where applicable, sections in this appendix reference SEIS findings and incorporate them by summary or citation.

Together, the Housing Element, this Housing Element Appendix, and the SEIS form an integrated body of work that meets the GMA's intent to "plan for and accommodate housing affordable to all economic segments of the population."

Housing Needs Assessment

The following narrative constitutes the City's Housing Needs Assessment as required by RCW [36.70A.070\(2\)\(a\)](#) and guided by the Washington State Department of Commerce. The assessment identifies current and projected housing needs in Everett across income levels, household types, and special population groups. The analysis draws from recent demographic, housing, and affordability data specific to Everett and the broader Snohomish County region. Summary findings are presented below; detailed data tables supporting this analysis are provided in Section 4 of this appendix.

Population Growth, Aging Residents, and Growing Diversity

Between 1990 and 2010, the city added over 33,000 residents which equates to a 47% increase fueled by regional job growth and housing development and demand. Over the past decade, from 2010 to 2020, Everett's population increased 7.4%. According to [Washington State Office of Financial Management estimates](#), Everett's population reached 114,800 in 2024.

Amid this growth, Everett's age profile is shifting noticeably. The city's median age rose from 33.5 in 2010 to 37.1 in 2023. The number of residents aged 65 and older surged by 57%, from roughly 10,200 in 2010 to nearly 16,000 in 2023. Seniors now account for 14.4% of the population—up from 10% in 2010. Growth among the younger population has been comparatively flat. For example, the number of children under five fell by more than 1,700 during the same period, and the combined share of residents under 20 has decreased from 26.2% in 2010 to 22.3% in 2023.

The city is also growing more racially and culturally diverse. Between 2010 and 2022, Everett's communities of color saw consistent growth while the white-alone population declined by more than 3,500 residents.

- Hispanic or Latino residents increased by more than 3,200—from 15,433 to 18,686.
- The Asian population increased by 40%, from 7,835 to 11,016.
- The Black or African American population nearly doubled—from 3,715 to 7,062.
- Individuals identifying with two or more races rose by over 70%, from 3,892 to 6,719.

These shifts are echoed in linguistic data. As of 2023, 30% of Everett residents over age 5 spoke a language other than English at home, up from 25% in 2010. Spanish remains the most common language after English, with over 13,000 speakers, but notable increases occurred among Asian and Pacific Island language speakers (up nearly 30%) and "other languages," including African and Middle Eastern languages, which more than tripled from 1,302 to 4,160 speakers over the 13-year period.

The city's foreign-born population also climbed steadily, from 17.9% in 2010 to 21.6% in 2023. That's nearly 24,000 residents born outside the U.S. The percentage of native-born residents declined correspondingly—from 82.2% to 78.5%.

What emerges from this data is a portrait of Everett as a dynamic city with shifting demographics, most noticeably older and more multicultural. Implications for housing policy include demand for accessible housing, aging-in-place options, and service-linked housing types for an older population and culturally responsive housing outreach and equitable development practices that meet the needs of multilingual, multigenerational, and immigrant households. As Everett continues to grow and evolve, ensuring that housing reflects the city's residents will be key to meeting the needs of its residents.

Shifting Household Structures and Living Arrangements

Everett's growth over the past decade hasn't just been about numbers—it's also been about how people live together. From aging adults living alone to multigenerational families sharing space, Everett's households are diversifying in both size and form.

Since 2010, the total number of households in Everett has grown from 40,882 to 44,255 in 2023—an 8.3% increase. Single-person households remain the most common household type in the city, with more than 14,500 individuals living alone in 2023. Many of these residents are older adults, a reflection of Everett's aging population and the increasing number of seniors aging in place.

Family households have grown from 22,970 to 24,650—a gain of 7.3%. At the same time, non-family households, such as roommates or unrelated adults living together, grew by 9.5%, rising from 17,912 to 19,605. These non-family households now make up 44% of all housing units in the city. As housing costs continue to rise, more Everett residents are living in shared arrangements out of necessity or practicality, especially young adults and lower-income workers.

The share of households with children under 18 has declined, dropping from 58% in 2010 to just over 50% in 2023. This is not only a function of an aging population but may also reflect economic realities for young families that may struggle to find affordable housing within the city. The overall average household size has remained stable—around 2.43 people per household. Owner-occupied households tend to be slightly larger, averaging 2.55 people, while renter households are smaller at 2.31. The data shows a signal of strain from increasing overcrowding. The number of households with more than 1.5 people per room—an indicator of severe overcrowding—has nearly quadrupled from 245 in 2010 to 928 households in 2023. In total, more than 2,500 households in Everett now live in some degree of crowded conditions, often concentrated among larger families, renters, and low-income communities.

Age distribution within households also highlights growing pressures. Households headed by residents under age 35 declined slightly, falling from 11,610 to 10,688. In contrast, households led by residents aged 65 to 84 increased dramatically, from 5,641 to 8,779—a 55% jump. These trends speak to both affordability and changing life stages: younger adults are forming households more slowly or staying in shared housing longer, while older adults are staying in their homes longer, often living alone or as couples.

Housing Underproduction and Changing Unit Types

For a city that has steadily grown in population and diversity, Everett's housing production over the past two decades has not kept pace. While the number of housing units has increased, the rate of construction slowed compared to previous decades and the mismatch between housing needs and housing types is becoming increasingly clear. Between 2010 and 2023, Everett added approximately 3,565 new housing units, bringing the city's total to 47,499. That translates to an average of just 274 new units per year—below what's needed to meet demand and growth targets.

The city's share of Snohomish County's housing stock has declined amid rapid growth in previously less-developed parts of the county. In 2000, Everett accounted for 16.3% of the county's housing units. By 2023, that share had declined to 14.6%. The type of housing being built has also skewed toward a narrower range of options. In 2023, nearly 45% of Everett's housing units were single-family detached homes. Although there has been some growth in attached units, townhomes, and small apartment buildings, these increases have been incremental. For instance, the number of duplexes and triplexes—two to four unit structures—rose from 4,843 units in 2010 to 5,436 in 2023. Larger apartment buildings with 20 or more units increased modestly, from 7,514 to 8,682 units over the same period.

One sign of growing complexity in Everett’s housing supply is the slow emergence of non-traditional units. Mobile homes, trailers, and other forms of manufactured housing make up a small share of the market—around 1,568 units in 2023. And while still rare, the number of residents living in boats, RVs, or vans has quietly increased, reaching 77 units.

The composition of housing units by size has shifted over the past decade. Two-bedroom units remain the most common type, totaling nearly 16,000 in 2023, followed closely by three-bedroom units, which increased from 12,832 in 2010 to 14,524 in 2023. The number of no-bedroom (studio) units more than doubled during this period, rising from 1,098 to 2,346, likely reflecting demand from smaller households. In contrast, the number of one-bedroom units saw a slight decrease, falling from 7,939 to 7,337. At the larger end, four-bedroom homes experienced notable growth (adding over 1,500 units), while homes with five or more bedrooms saw only modest growth between 2010 and 2023, despite increasing crowding among larger families.

Much of the existing housing stock is aging. As of 2023, about half of all housing units in Everett were built before 1980; over 7,200 units were constructed before 1940. This means that while the total unit count has grown, the pace of new, modern housing construction has been relatively slow. Only 509 units were built after 2020.

Homeownership Rising Slowly, but Deep Inequities Remain

Over the past decade, Everett has seen a slow but steady rise in homeownership—but that growth masks persistent and troubling disparities by race, ethnicity, and income. Between 2010 and 2023, the number of owner-occupied housing units in the city grew from 18,827 to 22,132, a 17.6% increase. This growth outpaced renter households, which declined slightly over the same period—from 22,055 to 22,123—reflecting a modest shift toward ownership in a historically renter-heavy city.

This change may suggest progress toward housing stability for some residents, yet the ownership gains have not been evenly distributed. White households continue to dominate the ownership landscape. In 2023, approximately 16,076 owner-occupied households were headed by white residents, making up 72.6% of all owner households—down slightly from 87.9% in 2010, but still vastly disproportionate to their share of the total population.

In contrast, Black, Latino, Asian, and Pacific Islander residents remain far more likely to rent than own. Black or African American households accounted for just 1,123 owner-occupied homes in 2023—about 5% of all owner households—despite making up roughly 6.4% of the population. While this represents a major increase from just 245 Black owner households in 2010, the absolute number remains low, and the ownership rate continues to lag.

Latino homeownership has also grown modestly, from 866 households in 2010 to 1,808 in 2023. Still, most Latino households—more than 3,200—continue to rent. Asian residents, who make up a larger share of Everett’s population, have seen relatively stronger ownership growth, with owner households increasing from 1,205 to 2,450 between 2010 and 2023. But even here, the gap between income and ownership persists, particularly among new immigrants and working-class households.

These ownership disparities are not just statistical—they reflect structural barriers to equity in Everett’s housing market. Income inequality plays a major role. In 2023, the median household income for the city was \$81,502, but many households of color earn well below that threshold. Rising home prices, limited down payment support, and a competitive market make it difficult for lower-income and historically marginalized households to access ownership, even as total ownership rises.

There’s also evidence of generational displacement in the numbers. While homeownership among older white households remains high, younger and more diverse residents face far greater challenges in

entering the ownership market. Much of the growth in owner households has come in areas with older housing stock, where prices were once more accessible but are now rapidly climbing.

The racial gap is even starker when looking at tenure patterns citywide. In 2023, white residents made up only 59% of Everett's population but represented 72% of owner households. Meanwhile, people of color—especially Black and Latino households—continue to be overrepresented in the rental market and underrepresented in ownership. For example, in 2023, only 13.5% of Black households in Everett were homeowners, compared to over 45% of white households.

These inequities have lasting consequences. Homeownership is the primary way most Americans build wealth, and the inability to buy a home in a growing market like Everett means many families are locked out of the long-term financial security that ownership provides. As Everett's housing market heats up, these barriers may harden unless the city adopts targeted policies to close the racial wealth and ownership gap.

To address this, Everett will need to go beyond supply-side development and begin focusing more intentionally on who gets to buy. That includes expanding down payment assistance, supporting shared equity models like community land trusts, prioritizing homeownership in redevelopment strategies, and ensuring fair access to financing. As ownership rises, equity must follow—or else the divide between renters and owners will only deepen.

Renters Face Greater Instability and Overcrowding

In Everett, renters make up nearly half of all households—and their housing experience is markedly different from that of homeowners. While the number of owner-occupied households has slowly increased over the past decade, the number of renter households has held relatively steady, hovering just above 22,000. But what hasn't remained steady is the level of financial strain and instability renters face. Rents have risen sharply, wages haven't kept pace, and the data show that more renters are living in crowded, cost-burdened, and precarious situations than ever before.

In 2023, renters accounted for roughly 50% of all occupied housing units in Everett, down slightly from a high of 54% in 2012. Still, the total number—22,123 renter households—remains close to its historical peak. These households are more likely to include young adults, people of color, single parents, and immigrants, many of whom have fewer housing options and less financial cushion to absorb rising costs.

Cost burden is perhaps the most telling indicator of the strain renters face. As of 2023, nearly 60% of renter households in Everett spent more than 30% of their income on rent, and almost 30% were considered severely cost-burdened—paying more than half their income just to keep a roof over their heads. These figures represent a steady upward trend. In 2010, the rate of severely cost-burdened renters was 23.8%. By 2023, it had jumped to 29.8%. That means thousands more households are just one unexpected expense—an illness, a car repair, or a job loss—away from housing insecurity.

Rising rents are a major driver. Between 2010 and 2023, median gross rent rose from \$878 to \$1,675—an increase of nearly 91%. Larger units saw the most dramatic increases. A three-bedroom apartment, for example, cost \$1,410 in 2010 and \$1,969 in 2023, while four-bedroom units reached \$2,461. For families, particularly those with lower or moderate incomes, the cost of renting a home that fits their needs has climbed far beyond what many can reasonably afford.

These financial pressures are also showing up in the form of overcrowding. In 2023, more than 1,600 renter households were living in homes with 1.01 to 1.50 occupants per room—an indicator of moderate crowding—while another 928 households were severely overcrowded, with more than 1.5 people per room. In total, over 11% of renter households are now living in crowded or severely crowded conditions, a number that has been growing steadily since 2010. These households are more likely to include

children and larger families, and overcrowding has implications for physical and mental health, academic performance, and long-term housing stability.

The demographic breakdown of renter households further reveals the systemic nature of housing inequities. In 2023, white households accounted for 15,288 of the city's renters—a decline from over 17,000 in 2010—but they are now outnumbered by renters from communities of color when combined. Black, Asian, Latino, Native Hawaiian, and multiracial households together comprise more than 6,800 renter households. Black and Latino renters in particular continue to face the highest rates of rent burden and lowest rates of transition into homeownership.

While homeownership has modestly increased citywide, the renter population remains the most exposed to housing market volatility. Renters are more vulnerable to displacement, eviction, rent increases, and inadequate maintenance. They are also more likely to live in older housing stock, which makes them more susceptible to energy inefficiency, code violations, and environmental health risks.

The growing instability in Everett's rental market demands urgent attention. Ensuring that renters can access affordable, safe, and stable housing must be a core part of the city's housing strategy. That includes preserving existing affordable rentals, enforcing protections against displacement, and expanding affordable housing construction—particularly for families and lower-income households. Without targeted support for renters, Everett risks deepening inequality and losing the very communities that have long shaped its neighborhoods and workforce.

Soaring Housing Costs and a Widening Affordability Gap

Over the past decade, housing in Everett has become dramatically more expensive—both for homeowners and renters—outpacing wages and straining the budgets of residents across income levels. This growing affordability gap is the city's most urgent housing challenge. From 2010 to 2023, the median value of an owner-occupied home in Everett nearly doubled, rising from \$277,100 to \$532,300 according to Census data. By late 2024, Zillow data placed the median home sale price even higher at \$627,339, highlighting the increasing pressure on households trying to enter the ownership market.

At the same time, rents have climbed steadily. Median gross rent rose from \$878 in 2010 to \$1,675 in 2023—an increase of more than 90%. Larger units saw even steeper increases. For example, median rent for a three-bedroom unit jumped from \$1,410 to \$1,969, and for a four-bedroom unit, it climbed to striking \$2,461 per month by 2023. These increases have far outpaced income growth. Over the same period, median household income rose from \$47,552 in 2010 to \$81,502 in 2023, and median earnings for individual workers reached \$49,049. But when compared to housing costs, even these gains have not been enough to keep up.

One of the clearest illustrations of the affordability crisis is the estimated income required to afford a median-priced home. In 2010, a household needed to earn roughly \$58,500 to afford the median home; by 2023, that threshold had ballooned to over \$132,000—more than 60% higher than Everett's median household income. This growing gap between actual income and required income is what defines the affordability crisis. In 2023, the median worker earnings covered only 37% of the income needed to afford a home, while the median household income covered just 62%. In other words, housing is increasingly unaffordable even for middle-income earners.

For renters, the picture is similarly strained. By 2023, the annual cost of median rent—just over \$20,000—amounted to 41% of the median worker's income and nearly 25% of the median household income. These figures represent real-world tradeoffs. When housing consumes that large a portion of a household's budget, it leaves less for transportation, food, child care, and savings. As rent increases show no sign of slowing, more households are finding themselves stretched to the breaking point.

This affordability squeeze is hitting the lowest-income residents hardest. As of 2020, only about 6.4% of Everett's housing stock was affordable to households earning less than 30% of the Area Median Income (AMI), and just 24.8% of housing was affordable to those between 30% and 50% of AMI. Together, that means fewer than one in three housing units in Everett serve households below 50% AMI, even though this income group represents a substantial portion of renters in the city.

The supply shortfall is especially acute for extremely low-income residents. A 2020 analysis showed that Everett needed over 8,600 additional units for households earning below 30% AMI to close the affordability gap. Without major changes, this need will only grow. Between now and 2044, Everett is projected to need 38,558 new housing units overall, including nearly 8,700 units affordable to its lowest-income residents. Yet the current pace of affordable housing production is far below what is required.

This disconnect between rising costs and stagnant affordability is shaping the housing landscape in profound ways. More residents are delaying homeownership, doubling up with family or roommates, or leaving the city altogether in search of more affordable options. For those who stay, the financial strain often means accepting substandard or overcrowded housing conditions—or simply living with the stress of knowing that one rent increase or unexpected expense could lead to instability or displacement.

Addressing this affordability gap will require a coordinated strategy—one that doesn't just increase housing supply, but ensures that new homes are affordable to the people who need them most. That means expanding subsidies, leveraging tax incentives, streamlining permitting for deeply affordable units, and ensuring that future development aligns with the incomes and needs of Everett's residents. Without bold action, the affordability gap will continue to grow, leaving more people priced out of the city they call home.

Income Gains Mask Unequal Access to Housing

On paper, incomes in Everett have risen steadily over the past decade. From 2010 to 2023, the city's median household income climbed from \$47,552 to \$81,502—a nearly 72% increase. Median earnings for individual workers rose even more sharply, from \$29,836 to \$49,049. These figures suggest progress and upward mobility. But when measured against Everett's skyrocketing housing costs, the reality becomes clear: income gains have not translated into broader access to housing. For many residents, especially those working in lower-wage occupations or living in communities of color, the housing ladder remains out of reach.

The affordability gap has widened as the cost of living outpaces earnings. In 2023, the median household income still fell short of the income needed to afford a median-priced home. According to Census data, a household needed to earn over \$132,000 to reasonably afford Everett's 2023 median home value of \$532,300—leaving a shortfall of more than \$50,000 for the typical household. That gap is even starker for individual workers, whose median annual earnings covered just 37% of what's needed to buy a home.

While high-paying industries such as technology, healthcare, and management have seen significant wage growth—some occupations have doubled their median earnings since 2015—many of Everett's workers remain in modestly paid jobs. Occupations in food service, personal care, building maintenance, and retail continue to pay between \$19,000 and \$40,000 annually, even as rent and mortgage costs demand far more. A food service worker earning \$23,000 a year would need to spend nearly 90% of their income to afford a median-priced rental. These workers often form the backbone of Everett's service economy, yet they face the highest barriers to stable housing.

These disparities are also tied to race and ethnicity. Households of color, particularly Black and Latino families, continue to earn less on average than white households, further reducing their ability to

compete in the housing market. Incomes for these communities have grown in absolute terms, but the persistent wage gap limits housing choices and increases risk of displacement. At the same time, the modest gains in homeownership among non-white households have not kept pace with the overall rise in property values, reducing the wealth-building potential of homeownership for these groups.

The data also show a growing divergence between renters and owners in terms of income. In 2023, the average income of owner households was substantially higher than that of renters, reflecting both longstanding patterns of income stratification and the impact of rising housing prices in locking lower-income residents out of ownership opportunities. While homeownership brings financial stability and equity accumulation, most renters—especially those in younger age brackets or from historically marginalized communities—are unable to make that leap. Even modest starter homes are increasingly priced out of reach for middle-income earners, despite overall wage growth.

This disconnect between earnings and housing access underscores the need for housing policy that goes beyond unit counts and square footage. Everett must continue to grow its housing supply, but it must also focus on aligning housing prices with what residents actually earn. This means deepening affordability at the lower end of the market, expanding subsidized housing, and using income-based metrics to guide zoning, financing, and development decisions.

Equity in housing cannot be achieved through market forces alone. Without deliberate policies that bridge the income-housing gap, Everett's gains in income and employment will continue to benefit only a portion of the population—leaving many behind in a market they helped build but can no longer afford to live in.

High and Rising Housing Cost Burdens

Over the last decade, the weight of housing costs in Everett has steadily increased, placing growing pressure on both renters and homeowners. What began as a gradual rise in expenses has now become a structural crisis—one where a significant share of households spend far more than they can afford just to keep a roof over their heads. Cost burden is not just a statistic; it's a daily reality shaping what families can afford to eat, how they care for their children, and whether they can save for the future or remain in their communities at all.

A household is considered cost-burdened if it spends more than 30% of its income on housing, and severely cost-burdened if that share exceeds 50%. In Everett, both categories have grown alarmingly. Among renters, cost burden is now the norm, not the exception. In 2023, 58.4% of all renter households were cost-burdened—up from 48.9% in 2010. Even more striking, nearly 30% of renters in Everett were severely cost-burdened in 2023, a sharp increase from 23.8% just thirteen years earlier. These numbers reflect the city's surging rents and the increasingly limited supply of affordable housing, particularly for those earning below the median income.

Homeowners, while somewhat more stable, are far from immune. In 2023, 33.1% of mortgage-holding homeowners were cost-burdened, and 11.5% were severely burdened. Although these percentages have declined slightly from their post-recession peaks in the early 2010s, they have ticked back up in recent years as housing prices and interest rates have both climbed. From 2021 to 2023 alone, the number of mortgage households spending more than half their income on housing rose from 1,452 to 1,814. Even as some homeowners benefit from rising equity, many newer buyers face monthly costs that stretch their budgets thin.

What's particularly concerning is the breadth of households affected. Cost burden is not confined to a single demographic group—it cuts across age, race, and household type. Young adults, seniors on fixed incomes, families with children, and single working adults are all represented among the city's cost-

burdened households. Renters of color, in particular, face higher rates of burden than white renters, reflecting the intersection of income inequality and systemic housing barriers.

Overcrowding and housing instability often go hand in hand with cost burden. As rents increase, more households resort to doubling up or renting smaller units than they need. The number of severely overcrowded units—those with more than 1.5 occupants per room—rose from 245 in 2010 to 928 in 2023, with much of this increase concentrated among renters. These conditions are not just uncomfortable—they're linked to negative health outcomes, higher stress, and reduced educational performance for children.

At its core, the rise in cost burden is a reflection of a housing market that is increasingly misaligned with residents' incomes. Despite increases in median earnings and household income, these gains have not kept pace with escalating home prices, rising rents, and utility and maintenance costs. This disconnect has left thousands of Everett residents facing difficult trade-offs and increasing vulnerability to displacement.

Addressing cost burden will require more than simply adding housing units. It demands targeted interventions—such as expanding rental assistance, increasing the production of deeply affordable housing, and preserving naturally occurring affordable units. Strategies like inclusionary zoning, tax abatements for income-restricted housing, and strengthened tenant protections must all be part of a broader toolkit aimed at easing the strain on households teetering on the edge.

Everett's housing market cannot be called healthy if the majority of renters and a growing share of homeowners are struggling to afford the very homes they live in. Tackling the city's cost burden crisis is essential not only for housing stability, but for the overall wellbeing and economic resilience of its residents.

Homelessness and Housing Instability Are Growing Concerns

Despite efforts at the local and regional level, continuing homelessness remains a key indicator of a troubled housing sector. In 2023 1,285 individuals lacked housing. These numbers appear to have declined slightly compared to 2012, but collecting data on homelessness is challenging and less reliable than other housing indicators. The population of individuals without children remains consistently high, and the number of families with children experiencing homelessness has remained troublingly stable, hovering around 100 households in recent years.

Chronic homelessness and visible encampments across the city is linked not only to poverty and behavioral health challenges, but to a housing system that fails to meet the needs of the lowest-income residents. As of 2020, only 6.4% of Everett's total housing stock was affordable to households earning under 30% of the Area Median Income (AMI)—far short of what is needed to provide stable options for those most at risk. This shortage leaves many residents one crisis away from losing their housing, particularly those on fixed incomes, working minimum-wage jobs, or experiencing disabilities.

Everett has made strides in expanding its inventory of permanent supportive housing (PSH), which combines affordable units with wraparound services. Between 2012 and 2024, the number of PSH beds more than tripled—from 934 to 2,925. This growth reflects both increased investment and growing recognition that supportive housing is essential for ending chronic homelessness. However, even with these gains, demand continues to outstrip supply. The city's projected housing need includes more than 2,700 additional PSH units by 2044, alongside nearly 6,000 non-PSH units affordable to extremely low-income households.

Emergency and transitional shelter capacity, on the other hand, has declined. In 2012, Everett and the broader Snohomish County region had 1,541 year-round shelter beds. By 2024, that number had

dropped to 546. This decline reflects both shifts in funding and a push toward housing-first models, but the result is a shortage of immediate options for those in crisis.

These gaps in shelter and services translate into housing instability beyond the homeless population. Families experiencing rent hikes, medical bills, or job loss increasingly find themselves in vulnerable positions—couch-surfing, living in overcrowded units, or relying on short-term assistance programs to stay housed. Many are one eviction or lease termination away from becoming homeless, especially as vacancy rates remain low and affordable rental options continue to disappear.

The data show that housing instability is not an isolated issue but a systemic one, exacerbated by housing unaffordability, income inequality, and insufficient access to support services. Everett's challenge is not only to provide more affordable housing but to build a coordinated response that recognizes housing instability as part of a broader housing continuum—from cost-burdened renters to those on the brink of eviction to individuals living in encampments or shelters.

To meaningfully reduce homelessness and improve housing stability, Everett will need to strengthen its partnerships with service providers, increase investment in permanent supportive housing, expand shelter and transitional options, and focus on eviction prevention and housing retention. These efforts must be guided by data, centered on dignity, and aligned with the lived realities of the city's most vulnerable residents.

Housing Need at the Lowest Income Levels Is Vastly Underserved

Among all the challenges Everett faces in its housing landscape, one stands out with striking clarity: the city simply does not have enough housing for its lowest-income residents. Those earning less than 50% of the Area Median Income (AMI)—and especially those earning less than 30%—face a severe shortage of affordable options. For these households, the housing market is not just tight—it is inaccessible. And the gap between what exists and what is needed continues to widen.

As of 2020, Everett had approximately 47,193 total housing units. Of those, only 2,016 were affordable to households earning less than 30% of AMI and not receiving supportive services. An additional 994 units were classified as permanent supportive housing (PSH) targeted to this same income group. Combined, these two categories accounted for just 6.4% of the city's entire housing stock. Yet this group represents a significant share of Everett's renters, including seniors on fixed incomes, people with disabilities, low-wage workers, and residents experiencing or at risk of homelessness.

The situation becomes even more stark when placed in the context of future need. According to the Snohomish County Housing Characteristics and Needs Report (HO-5), Everett will need a total of 11,685 additional units affordable to households earning under 30% of AMI by 2044—5,944 non-PSH units and 2,731 PSH units. That figure represents more than 30% of the city's total housing need, yet progress toward meeting it has been modest at best. Without significant changes, the lowest-income households will continue to be the most vulnerable to displacement, overcrowding, and homelessness.

While the shortage is most acute at the bottom of the income spectrum, households earning between 30% and 50% of AMI are also underserved. In 2020, Everett had just 11,689 housing units in this range, and only 100 additional units are projected to be needed by 2044—according to the HO-5 targets. However, this relatively flat projection may understate real-world demand, especially if current trends in housing cost burden continue. These households, often composed of service workers, early-career professionals, or families transitioning out of poverty, are extremely sensitive to even small rent increases and often rely on aging or informal housing arrangements to stay housed.

The consequences of this affordability gap ripple across the city. Households who cannot find affordable homes often resort to doubling up, accepting substandard living conditions, or spending well above

recommended income thresholds on rent. As noted earlier, nearly 60% of renters in Everett are cost-burdened, and over a quarter spend more than half their income on housing. These outcomes are not the result of individual choices—they are the result of structural shortages.

The shortage of deeply affordable housing also affects Everett's progress on addressing homelessness. While the city has expanded permanent supportive housing over the past decade—from 934 units in 2012 to 2,925 in 2024—these gains still fall short of the projected need for nearly 3,700 PSH units by 2044. Moreover, without more non-supportive housing affordable to extremely low-income residents, many people exiting crisis housing or transitional shelters have nowhere stable to go.

What's clear is that market-rate construction alone will not solve this problem. The private sector is not incentivized to build units affordable to those making less than 30% of AMI without public subsidy, and the cost of land, labor, and materials continues to rise. To address the shortfall, Everett must aggressively pursue strategies to preserve existing affordable housing, acquire or land-bank properties for affordable development, and invest in financing tools such as housing trust funds, tax exemptions, and state or federal grant programs.

In addition to funding, zoning and permitting practices must evolve. Increasing density alone won't solve the shortage at this income level if affordability is not baked into the design. Affordable housing developers face unique challenges that can be mitigated by reducing regulatory barriers, expediting review processes, and reserving city-owned land for projects that serve low-income populations.

Obstacles to Affordability and Housing Production

This section identifies and summarizes 15 obstacles to housing affordability and production in Everett, drawing on findings from the Everett 2044 Draft Supplemental Environmental Impact Statement (SEIS), staff analysis, and stakeholder engagement. These obstacles impact delivery of market-rate and income-restricted housing, particularly for homes affordable to low- and moderate-income households.

Regulatory and zoning constraints

Restrictive Zoning and Use Limitations

Current zoning maps continue to reserve large areas for low-density single-family use, constraining opportunities for middle housing and multifamily development. These restrictions reduce the effective capacity of urbanized land and limit income-diverse housing supply.

Design Review and Subjective Discretion

Recent state legislation (2023's [HB 1293](#)) requires jurisdictions to replace discretionary design review processes with clear and objective design standards for housing development, a reform that will provide predictability for applicants. Many cities, including Everett, will need to update regulations and design guidelines, transition review processes, and allocate staff capacity to align with statutory requirements.

Infrastructure and capital planning

Infrastructure Connection Needs for Site-Specific Development

While the areas surrounding future light rail stations are served by existing water, sewer, and stormwater infrastructure, site-specific development projects must ensure adequate service connections. As with most infill and redevelopment activity, utility extensions or upgrades may be necessary depending on the location, scale, and timing of individual projects. Coordinated infrastructure planning and clear expectations for connection responsibilities are important to avoid cost or timeline uncertainties that could affect development feasibility.

Interjurisdictional Coordination

Disjointed planning efforts across neighboring jurisdictions can inhibit regional solutions to housing needs. Lack of coordinated infrastructure investments, inconsistent regulatory frameworks, and fragmented housing strategies can drive up land and development costs.

Financial and market barriers

High Development Fees and Impact Costs

Cumulative permitting fees, system development charges, and utility connection fees present significant upfront costs. These costs can disproportionately affect affordable housing projects, especially those operating on tight subsidy schedules or limited margins.

Insufficient Access to Development Capital

Affordable housing developers, particularly nonprofit and mission-driven entities, face persistent difficulty securing competitive financing packages. Limited access to gap financing and low-cost capital impedes project feasibility and deters innovation.

Production Shortfalls for Extremely Low-Income (0–30% AMI) Households

Market-driven development does not adequately serve extremely low-income households due to high subsidy requirements, regulatory complexity, and long timelines associated with permanent supportive housing (PSH) and non-PSH units. This results in a chronic shortfall of deeply affordable housing.

Land Cost Escalation and Limited Site Availability

High land prices in central and transit-adjacent areas—especially near Metro Everett and future light rail stations—significantly impact project feasibility. Infill parcels that are zoned appropriately are often either too small, irregularly shaped, or encumbered by existing structures or ownership complications.

Lack of Affordable Acquisition Tools (e.g., Land Banking)

While land availability is a barrier, so too is the absence of mechanisms for acquiring and holding land for affordable housing. Without a proactive acquisition strategy or dedicated funding, affordable housing providers are often outcompeted by private investors and speculators.

Unpredictable State and Federal Funding Cycles

Affordable housing developers often rely on the Low-Income Housing Tax Credit (LIHTC), HOME, or state Housing Trust Fund resources. The availability of these funds is highly competitive and subject to unpredictable biennial budgets, limiting the ability to assemble financing in a timely manner.

Organizational and institutional challenges

Capacity Constraints in the Local Development Ecosystem

The local supply of developers, architects, and builders with experience in delivering affordable, multifamily, or supportive housing is limited. This capacity shortfall delays projects and reduces competition, especially in the nonprofit and culturally competent development sector.

Historic and Environmental Constraints on Redevelopment Sites

Brownfields, steep slopes, wetlands, and historic preservation overlays can reduce the usable development envelope or trigger additional environmental review. These constraints disproportionately affect older commercial corridors and industrial transition zones targeted for redevelopment.

Political and social context

Community Resistance and Political Risk

Opposition from homeowners and neighborhood groups to increased density, subsidized housing, or permanent supportive housing contributes to entitlement delays, project redesign, or abandonment. These dynamics create unpredictability for applicants and disincentivize affordable housing proposals.

Technical and procedural barriers

Permitting Delays and Procedural Complexity

Lengthy and complex permitting processes, including redundant reviews and inconsistent timelines, increase carrying costs and introduce uncertainty for developers—particularly those pursuing affordable or smaller-scale projects.

Cost-Intensive Building Code Requirements

Energy efficiency, accessibility, and fire safety codes—while critical to occupant safety and environmental performance—may increase per-unit construction costs, particularly in smaller-scale projects that cannot spread fixed costs across many units.

Racially Disparate Impacts and Displacement Risks

In 2023, the City's Racially Disparate Impact analysis drew on HUD's 2015–2019 CHAS data to document disparities in housing cost burden. This section reprises the original narrative—preserving its discussion of context, definitions, and key findings—while replacing all applicable CHAS figures with the most recent 2017–2021 five-year averages.

Introduction

A principle of equitable policymaking is committing to reviewing the outcomes of adopted policies. For housing, this includes assessing the community for evidence of disparate impacts, exclusion and displacement. Examining disparities in outcomes such as rates of homeownership, cost burden, commute time or access to community amenities can reveal if the existing policies have a discriminatory effect regardless of the policy intent. Measures can also include standards related to levels of service such as parks, education or healthcare, among others.

Everett's vision and priorities guide the city to examine unfair outcomes, along with new state regulations that require the same. This analysis identifies unfair and disparate impacts, which are compounded by an unequal ability to participate in all parts of zoning and planning processes. As zoning is used to selectively exclude unwanted types of buildings and land uses from some neighborhoods (or to allow them in some neighborhoods while excluding them from others), some areas become more attractive to investors than others, and the same is true for residents and business owners. Those with more time to participate in the system have more ability to influence the rules, and those with more money have more ability to buy property, operate businesses, and live in the neighborhoods that best meet their needs.

Local Historical Patterns, Events or Actions

Financing barriers and covenants restricting ownership by race were common decades ago, and while they are no longer legal, many of these impacts are still felt in our neighborhoods. The variations in housing and investment in neighborhoods that have been a consequence of these policies resulted in different outcomes for different people over time, with many groups facing challenges with accessing safe and healthy housing options and opportunities for homeownership.

During Everett's early years as a city, the private use of racially restrictive covenants on property titles was common. The popular use of racial restrictive covenants emerged in 1917 when the U.S. Supreme Court deemed city segregation ordinances illegal. In the aftermath of this ruling, segregationists turned to restrictive neighborhood covenants and a decade later, the Supreme Court affirmed their legality in *Corrigan v. Buckley* (1926). That court decision meant that the restrictions would be binding on future owners of a property. A future sale that violated the racial rules could be reversed, at which point the new owner would be evicted and the seller could be held liable for substantial damages. In other words, the restrictions had the force of law.

The use of racially restrictive covenants was promoted at first by real estate professionals, led by the American Board of Realtors (ABR). The ABR and its local affiliates conducted education campaigns starting in the 1920s and continuing into the 1950s to persuade land developers, neighborhood associations, and individual property owners to "protect" property with racial restrictive covenants. Snohomish County recorded new restrictions as late as 1959.

Research of private titles in Everett revealed many properties in the Northwest, Cascade View and Twin Creeks neighborhoods carried racially restrictive covenants from the 1940's through the 1990's. The

language of restriction in these deeds reflects the language of the times. Some specify that neighborhoods are reserved for "Whites," while others enumerate the prohibited racial groups. And the wording is curious. In the terminology of the 1920s-1940s "Hebrews" meant Jews; "Ethiopians" meant African ancestry; "Malays" meant Filipinos; "Mongolians" meant all east Asians; "Hindus" meant all south Asians.

One example is the Legion Park plat development, established in 1949. All properties in this neighborhood carried the covenant that:

"No lot shall be sold, conveyed rented or leased in whole or in part to any person not of the white race; nor shall any person not of the white race be permitted to occupy any portion of any lot, nor any building thereon, excepting as non-paying guest of, or as a domestic servant actually employed by a white occupant or owner of the lot of dwelling."

The Airport Acres plat, organized in 1941, included the same restrictive covenant on these properties located in today's Evergreen neighborhood.

The nearby Peck's View tracts included this covenant in 1950:

"It is agreed that neither the grantees, their heirs or assigns will sell, lease or otherwise dispose of the above described property to any person or persons except to a member or members of the Caucasian race."

A covenant from a property on Mukilteo Boulevard from 1944 stated:

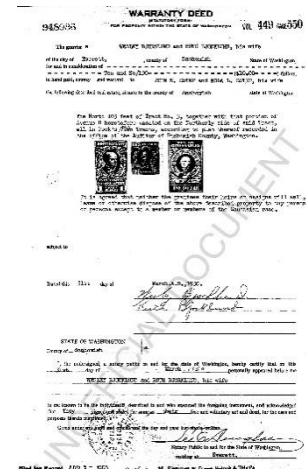
"No race or nationality other than the White or Caucasian race shall use or occupy any building on any lot, except that this covenant shall not prevent occupancy by domestic servants of a different race of nationality employed by an owner or tenant."

Even Everett's cemeteries carried land restrictions. Cypress Lawn near today's Everett Mall restricted graves with this covenant in 1947, the same language as that used by the View Crest Abbey Mausoleum:

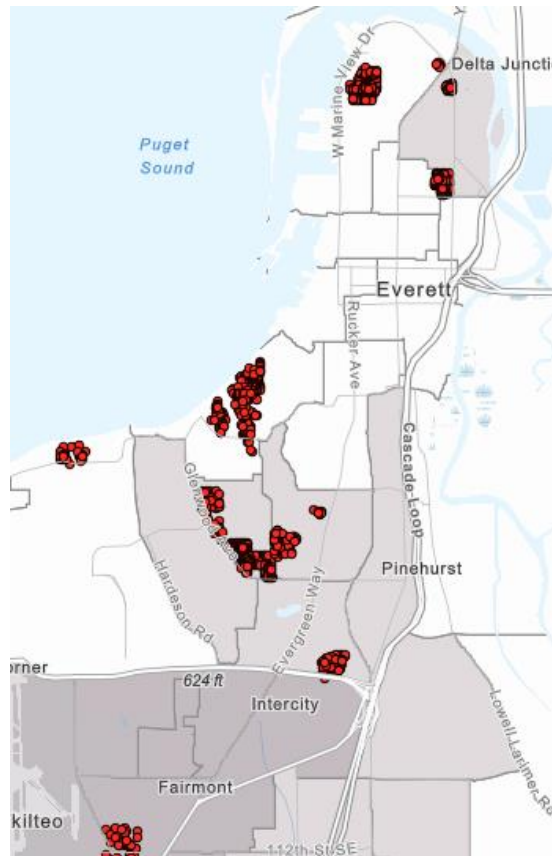
"That the land shall be held of cemetery purposes only and shall be used for underground burial of human dead of the white race..."

That restriction does not appear on Cypress Lawn covenants after 1965.

In addition to this information, the University of Washington has conducted an extensive review of title covenants in the Puget Sound region. The below map shows some of the neighborhoods where racial restrictive covenants were added to property records in the first half of the 20th century. The gray scale coloring reflects the current racial demography of census tracts and block areas as reported in the 2020 census. The color white means the population is more than 65% non-Hispanic White.



Map 1: Historically Racially Restricted Properties, University of Washington



Source: University of Washington, Racial Restrictive Covenants Project: [Snohomish County Restricted Parcel Map \(arcgis.com\)](https://arcgis.com), 2023

These covenants had real impacts, including one anecdote in the City's 2020 [Analysis of Impediments to Fair Housing Choice](#):

After serving in the Navy during WWII, Carl C. Gipson decided to settle in Everett, since "a black person couldn't get a place in Anacortes, or Mount Vernon, or on the [Whidbey] island" (Gipson interview). At the time, there were only five or six black families in Everett. Initially, Mr. Gipson and his wife, Jodie, lived in "the projects" in Everett. When the Gipsons decided to buy a home in 1954, most realtors would only sell African Americans homes east of the railroad tracks that paralleled Smith Avenue. However, one realtor showed the Gipsons, at night, a home near 19th and Hoyt Avenue, then an all-white neighborhood. After purchase funds were arranged to be deposited into the sellers' account, the seller called Mr. Gipson and told him that neighbors were threatening to burn down the house and she couldn't go through with the sale. Mr. Gipson told the seller, "Well, you can do one thing. There can be two families in that house, because we're going to move in" (Gipson interview). The Gipsons moved into the house with their two sons. Carl C. Gipson was the first African American elected to the Everett City Council in 1971 and served on the Council for 24 years.

Without the tenacity of Mr. Gipson, his home would have been much like the other homes in the neighborhood at the time- off-limits to families of color.

Since 1968, housing discrimination like Mr. Gipson's story has been illegal. It has also been much too common. The Fair Housing Act and other civil rights laws against discrimination on the basis of race, sex, age, and disability are notoriously hard to enforce. In Washington cities and suburbs, it was decades before patterns of racial segregation began to ease and the most recent (2020) census shows that not

even the passage of half a century has erased the effects of racial restrictive covenants and other instruments of exclusion and segregation.

Racial restrictive covenants maintained much of their threat even after they became void. Many neighborhoods that had been restricted as a matter of law have kept that reputation decades and generations later. Biased "steering" by realtors, discriminatory behavior by parties selling or renting properties, stares and snubs by neighbors have continued to block open access through the years.

HUD Affirmatively Furthering Fair Housing Tool (AFFH-T) Tables summarize the results by race of seven opportunity indexes: Low Poverty, School Proficiency, Labor Market, Transit, Low Transportation Cost, Jobs Proximity, and Environmental Health. For each category, a higher index rate correlates to higher opportunity. Hispanic and Native American people generally scored lower in low poverty, school proficiency, and labor market indices than white non-Hispanic people, and to a lesser extent Asian, Pacific Islanders and black people. People of color generally have higher transit, low transportation cost, and job proximity indices compared to white households, perhaps reflecting the need to live near public transportation routes and closer to labor opportunities due lower median income constraints. In contrast, white households with higher median incomes may be able to live further from labor opportunity sites and may be less reliant upon public transportation, thereby decreasing their transit, transportation cost, and job proximity indices. Having a higher job proximity however does not correlate with a higher labor market engagement index.

Where one resides also makes a difference for longevity of life. Everett's census tract 40900, with the lowest diversity index, has a life expectancy more than 10 years greater than five other tracts in Everett. The overall Snohomish County life expectancy is 80 years, the same as Washington State.

Disinvestment and Infrastructure Availability

Transportation

Everett was first incorporated in 1893. Planned and developed by wealthy East Coast and regional investors, Everett was expected to be the location where the Great Northern Railway would first reach western tidewaters, opening the way for international trade. The lumber and shingle trade were the primary industries as the Everett Land Company and the new city invested in the original boundary area, generally from 52nd Street northward. Annexations began in 1946 and continued into the mid-2010's adding to the growing city. These annexations also brought areas with differing levels of investment as well as different zoning and development practice. Although the City has not identified deliberate disinvestment in specific communities, these historic development patterns do reflect higher levels of amenities such as robust road, pedestrian and bike networks in some neighborhoods, aging infrastructure in others, and gaps in these amenities in other areas.

Parks

As part of the 2022 Everett Parks, Recreation and Open Space Plan, the City applied a social equity lens to review the Everett park system and demographic patterns. A few areas were highlighted as a priority for focus for Parks services:

- *The central corridor of District 4 along Evergreen Way.* This part of the city has a high population density and a high density of People of Color. These neighborhoods also have low median household incomes, and many neighborhoods are not within a 10-minute walk to a park or trail.

- *The Regional Growth Center in District 2.* This area is anticipated to absorb much of the future population growth for Everett. It also has lower median household incomes and gaps in park access.
- *The central corridor of District 5 near the Everett Mall.* This area extends from the central corridor of District 4 and is also highlighted as a priority area for equity improvements. There are concentrations of residents who identify as People of Color, many households have lower incomes, and there are gaps in park access. District 5 has had the least capital investment in the 2018-2021 period, calculated both by number of projects and total dollars invested.

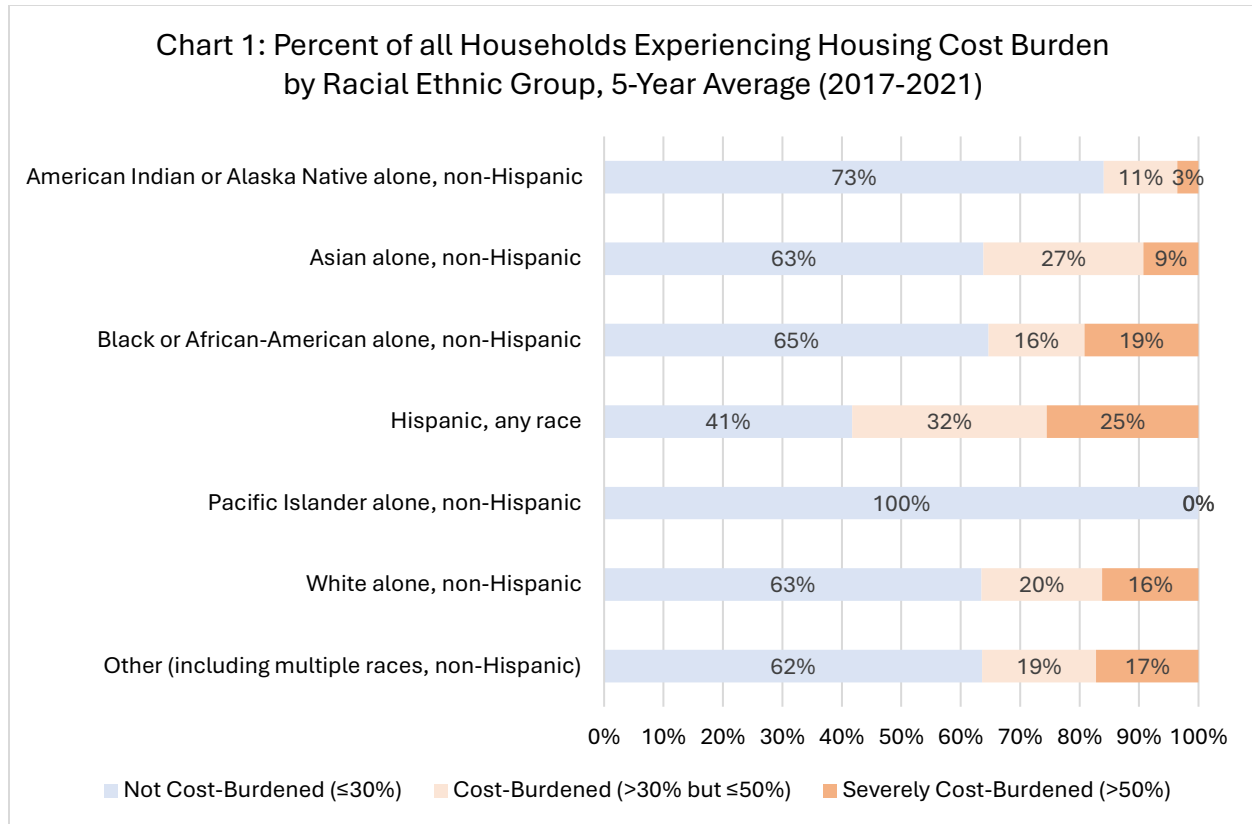
Who is Impacted by Disparate Outcomes?

Understanding which communities bear the greatest housing cost burdens is essential to crafting policies that promote equity and stability. Housing cost burden occurs when a household spends more than 30 percent of its gross income on housing. When this rises above 50 percent, it is considered severe, leaving families with little left over for other necessities.

The U.S. Department of Housing and Urban Development's Comprehensive Housing Affordability Strategy (CHAS) provides detailed, five-year average estimates of cost burdens by race and ethnicity. By comparing each group's share of moderately burdened (30–50 percent) and severely burdened (over 50 percent) households, we can pinpoint disparities that have persisted or emerged since the previous 2015–2019 analysis.

This section presents updated findings for the 2017–2021 period, highlighting differences across seven categories: White alone (non-Hispanic); Black or African-American alone (non-Hispanic); Asian alone (non-Hispanic); American Indian or Alaska Native alone (non-Hispanic); Pacific Islander alone (non-Hispanic); Hispanic or Latino of any race; and households identifying with two or more races (non-Hispanic). For each, we report the percentage of total households experiencing moderate and severe cost burdens, first for all households, then separately for homeowners and renters.

By examining these patterns, the City can focus resources and interventions where they are most needed—whether through preserving and expanding affordable homeownership opportunities, strengthening tenant protections, or directing rental assistance to communities disproportionately affected by rising costs.



Source: US Housing and Urban Development, 2017-2021 Comprehensive Housing Affordability Strategy (CHAS) (Table 9)

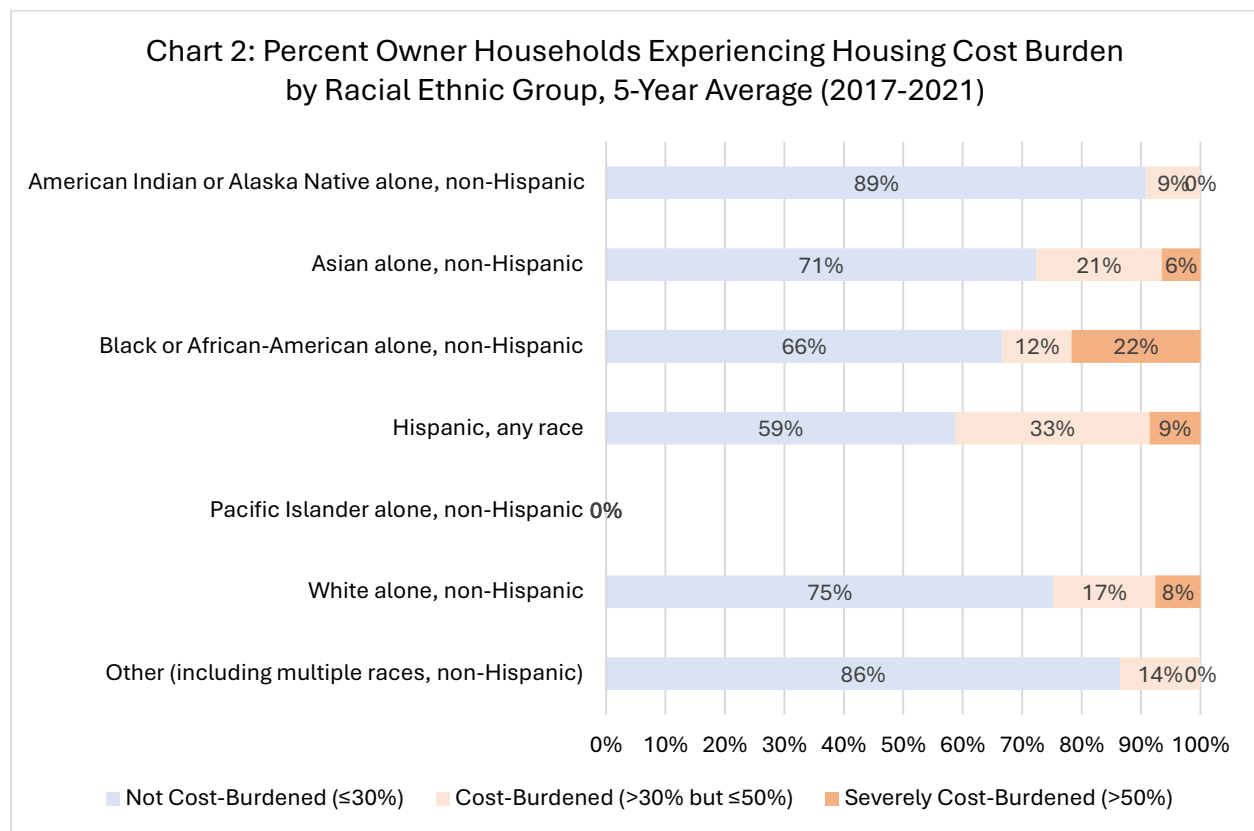
Assessing disparate impacts requires looking beyond city-wide averages to understand how different racial and ethnic groups experience housing cost burden. Under HUD’s Consolidated Planning regulations (24 CFR 91.205(b)(2)), a group is considered to have a “disproportionately greater need” if its combined moderate and severe cost-burden rate exceeds the jurisdiction’s overall rate by at least ten percentage points. In Everett, the overall cost-burden rate for all households in 2017–2021 was 38 percent (Table 9, CHAS 2017–2021).

As shown in Chart 1 below, cost-burden rates vary markedly across racial and ethnic groups:

- Asian alone, non-Hispanic households had the lowest cost-burden rate at 36 percent, just below the city average.
- White alone, non-Hispanic households experienced a 34 percent cost-burden rate, four points below the city-wide rate.
- Black or African American alone, non-Hispanic households faced a 47 percent rate, nine points above the average but just shy of the ten-point “disproportionate need” threshold.
- Hispanic or Latino (of any race) households had a 59 percent cost-burden rate—21 points above the overall rate—clearly qualifying as a group with disproportionately greater need.
- American Indian or Alaska Native alone, non-Hispanic households showed a 52 percent rate, 14 points above the average, also indicating a disproportionately greater need.
- All persons of color combined experienced a 46 percent cost-burden rate, eight points above the city-wide figure.

Hispanic or Latino and American Indian/Alaska Native households stand out most sharply: their combined moderate and severe cost-burden rates are more than ten percentage points above the city-wide rate of 38 percent, meeting HUD’s definition of disproportionately greater need. Black households, at nine points above average, also face markedly higher burden. In contrast, Asian households remain closest to the city average, suggesting comparatively fewer housing cost challenges.

Overall cost-burden certainly affects all Everett households, but it is instructive to look at owner-occupants on their own. Owner-occupied households tend to have more stable tenure and access to equity, and on average only about one in four owners spends more than 30 percent of their income on housing. Yet that average masks significant variation: Black owner households and Hispanic or Latino owner households both exceed the owner-average burden rate by more than ten points, while Asian and White owners fall below it. Chart 2 breaks out these differences, showing the percent of owner-occupied households in each racial or ethnic group that are cost-burdened.



Source: US Housing and Urban Development, 2017-2021 Comprehensive Housing Affordability Strategy (CHAS) (Table 9)

Increasing homeownership continues to be a priority for the Everett community. The historic impacts of racial discrimination disproportionately impact minority communities who were blocked from developing the intergenerational wealth of property and home ownership in the past. The long-term impacts of these mid-century policies echo through today’s data.

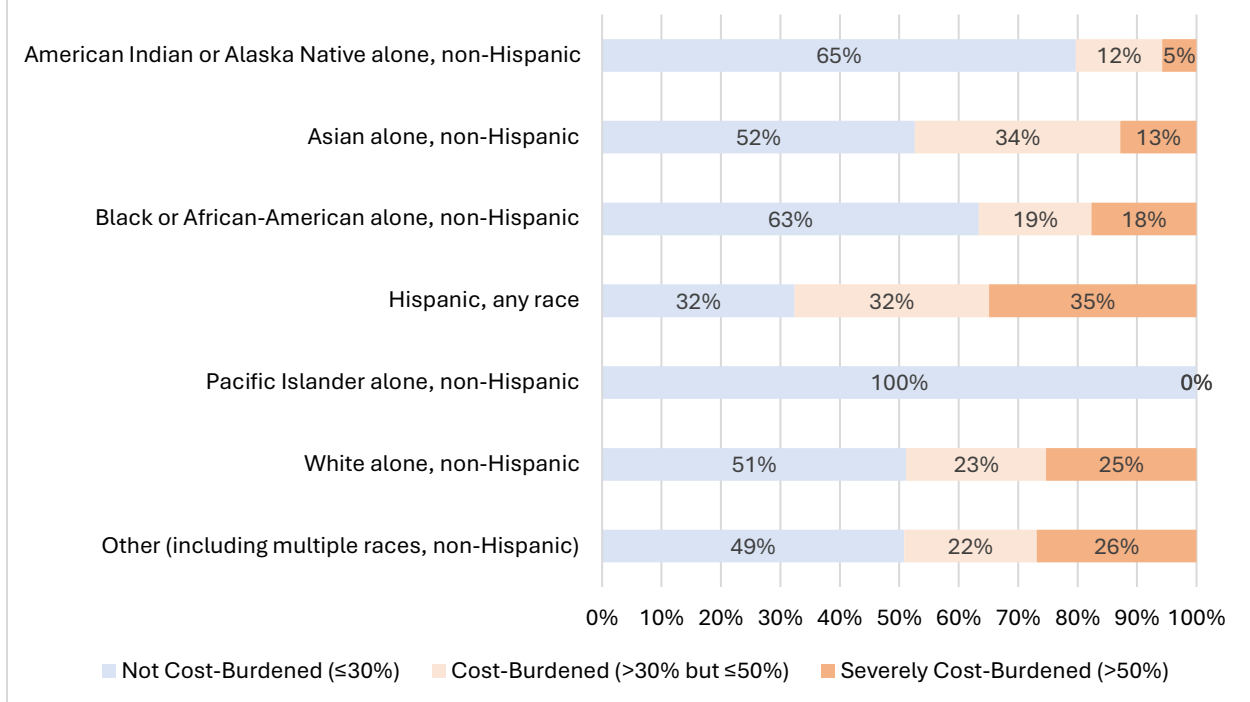
Chart 2 examines cost burden among owner-occupied households alone, using the same HUD CHAS data for 2017–2021 (Table 9). Owner households overall have a 25 percent cost-burden rate (5,524 of 22,096). However, this average conceals wide variation:

- American Indian or Alaska Native alone, non-Hispanic owners experience the highest burden rate at 42 percent, well above the 25 percent owner-average.
- Hispanic or Latino owners follow at 36 percent, also more than ten points above the owner-average, indicating a disproportionately greater need under HUD's definition.
- Black or African American alone, non-Hispanic owners face a 34 percent rate, nine points above the average—again a substantially higher burden.
- Owners of Other Race alone, non-Hispanic report a 40 percent burden rate, similarly elevated.
- By contrast, Asian alone, non-Hispanic owners have a 22 percent burden rate—below the owner average—while White alone, non-Hispanic owners are at 23 percent, also below average.

These Owner-only figures show that, while one in four owner households across the city is cost-burdened, the risk is concentrated among specific groups—especially American Indian/Alaska Native, Hispanic or Latino, and Black owners. In the next chart, we turn to renter-occupied households, where overall burden is much higher and the disparities remain pronounced.

Moving from owners to renters, the story changes dramatically. Renter households in Everett face far greater cost pressure, with 11,209 of the city's 21,559 renter-occupied units—about 52 percent—spending over 30 percent of income on housing. Chart 3 breaks down these renter burdens by race and ethnicity, revealing both the overall intensity of housing cost strain among renters and the pronounced disparities that mirror, and in some cases exceed, those seen among owners.

Chart 3: Percent Renter Households Experiencing Housing Cost Burden by Racial Ethnic Group, 5-Year Average (2017-2021)



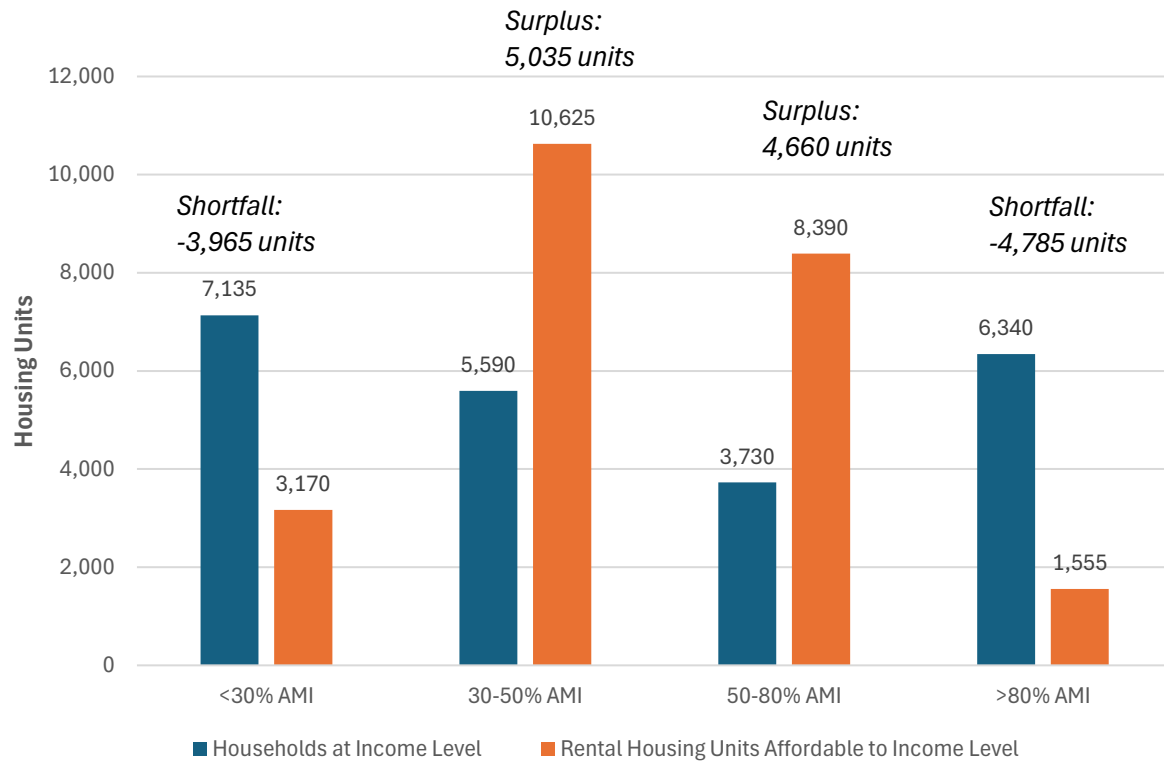
Source: US Housing and Urban Development, 2017-2021 Comprehensive Housing Affordability Strategy (CHAS) (Table 9)

Chart 3 isolates renter-occupied households, where overall cost-burden rates are substantially higher than among owners. In 2017–2021, 11,209 of 21,559 renter households (52 percent) spent more than 30 percent of their income on housing. Disaggregating by race and ethnicity highlights even starker disparities:

- Hispanic or Latino (any race): 62 percent of renter households are cost-burdened, ten points above the citywide renter average.
- American Indian or Alaska Native alone, non-Hispanic: 58 percent cost-burdened, six points above the average.
- Other Race alone, non-Hispanic: 58 percent cost-burdened, again well above the average.
- Black or African American alone, non-Hispanic: 55 percent face cost burden, three points above the average.
- Asian alone, non-Hispanic: 46 percent cost-burdened, slightly below the overall renter rate.
- White alone, non-Hispanic: 44 percent cost-burdened, eight points below the overall rate.

These data show that renter households of color, particularly Hispanic or Latino, American Indian or Alaska Native, and Other Race, are much more likely to spend over 30 percent of their income on rent. In comparison, Asian and White renter households fall below the citywide renter average, though rates in the mid-40s still represent a substantial share facing cost burden. The next section examines severe renter cost burden, defined as spending more than 50 percent of income on housing.

Chart 4A: Renter households by income compared to rental units by affordability, 5-Year Average (2015-2019)



Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 14B)

Chart 4A (2015-2019) shows a mismatch between who lives—and who needs homes—in Everett and the supply of rental units priced to match those household incomes. By income band it shows:

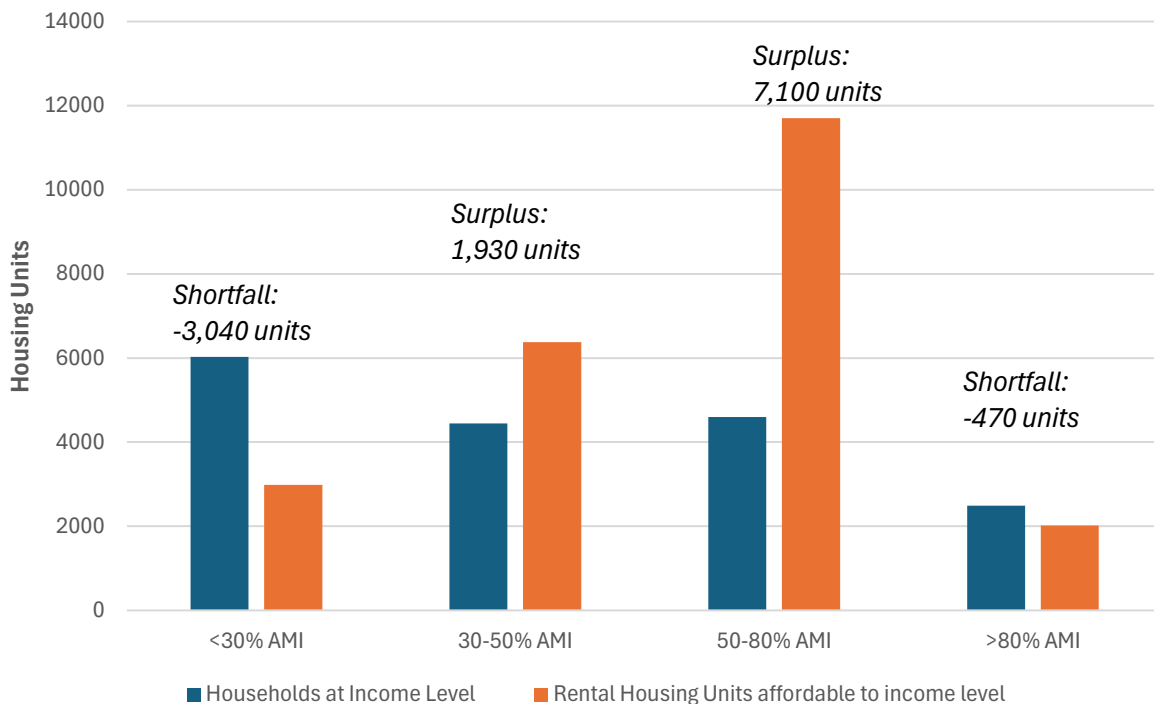
- Lowest-income renters (<30 % AMI) face the worst squeeze. There are roughly 7,135 renter households earning under 30 % of Area Median Income, but only 3,170 rental units affordable at that level. That’s a shortfall of 3,965 homes, meaning many of those lowest-income families must pay far more than they can afford or live out of reach of the city.
- Moderate-income renters (30–50 % AMI) actually enjoy a small surplus: about 5,590 households versus 10,625 units priced for that bracket, leaving 4,660 extra homes. This suggests that moderate-income supply outpaces local demand, possibly because some of those units are newly built workforce apartments or smaller market-rate complexes.
- Middle-income renters (50–80 % AMI) also see a surplus—3,730 households against 8,390 affordable units, a 4,660-unit cushion—indicating strong development at this price point.
- Higher-income renters (>80 % AMI) swing back into shortage territory: 6,340 renter households versus only 1,555 lower-burden units, a 4,785-unit deficit. In other words, there simply aren’t enough “market-rate” rentals under 80 % of income for tenants who earn the most.

Overall, Chart 4 underscores a classic “hourglass” affordability profile where the lowest-income households and the relatively affluent both struggle to find units at their price point, while the mid-

income bands (30–80 % AMI) are over-served by the existing rental stock. This pattern points city policy toward two clear priorities: preserving and creating deeply subsidized units for households below 30 % AMI, and encouraging development or preservation of upper-bracket (market-rate) rentals to meet the needs of higher-earning tenants.

Chart 4B was further updated with the 2017-2021 CHAS data.

Chart 4B: Renter households by income compared to rental units by affordability, 5-Year Average (2017-2021)



Sources: US HUD, 2017-2021 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 14B)

Between the two CHAS data sets, the overall “hourglass” pattern remains—but the magnitude of imbalances has shifted in important ways:

- **Lowest-income renters (<30 % AMI)**
 - *Households* fell from about 7,135 (2015–19) to 6,000 (2017–21), a drop of roughly 1,135 households.
 - *Affordable units* dipped slightly from 3,170 to 2,960, a loss of about 210 units.
 - The *shortfall* thus shrank from –3,965 units to –3,040 units, an improvement of about 925 units—meaning although the deep-income gap remains severe, it has eased somewhat.
- **Moderate-income renters (30–50 % AMI)**
 - *Households* declined from 5,590 to 4,400, a loss of about 1,190.
 - *Affordable units* also fell from 10,625 to 6,330, a much larger drop of 4,295 units.
 - As a result, the *surplus* contracted from +5,035 down to +1,930 units, signaling that the market’s oversupply at this bracket has tightened substantially.

- Middle-income renters (50–80 % AMI)
 - *Households* ticked up slightly, from 3,730 to 4,600, an increase of around 870 households.
 - *Affordable units* jumped from 8,390 to 11,700, adding roughly 3,310 units.
 - The *surplus* therefore grew from +4,660 to +7,100 units, indicating continued—and even accelerated—production of mid-market rentals.
- Higher-income renters (>80 % AMI)
 - *Households* dropped from 6,340 to 2,450, a steep decline of about 3,890 households.
 - *Affordable units* edged up slightly from 1,555 to 1,980, a gain of about 425 units.
 - The *shortfall* narrowed dramatically from –4,785 to –470 units, meaning the deficit of higher-AMI rentals has all but vanished in this latest period.

In sum, since 2015–19, supply and demand have both shifted downward at the lower- and moderate-income levels—but the drop in households has outpaced the loss of units on the very low end (reducing that shortfall) while the reverse holds at 30–50 % AMI (shrinking the surplus). Meanwhile, middle-market production has accelerated, and the “market-rate” segment (>80 % AMI) has rebalanced almost entirely. Those dynamics suggest recent development has disproportionately served the 50–80 % segment, while both the deepest affordability gap and the moderate-income “oversupply” corridor have begun to compress.

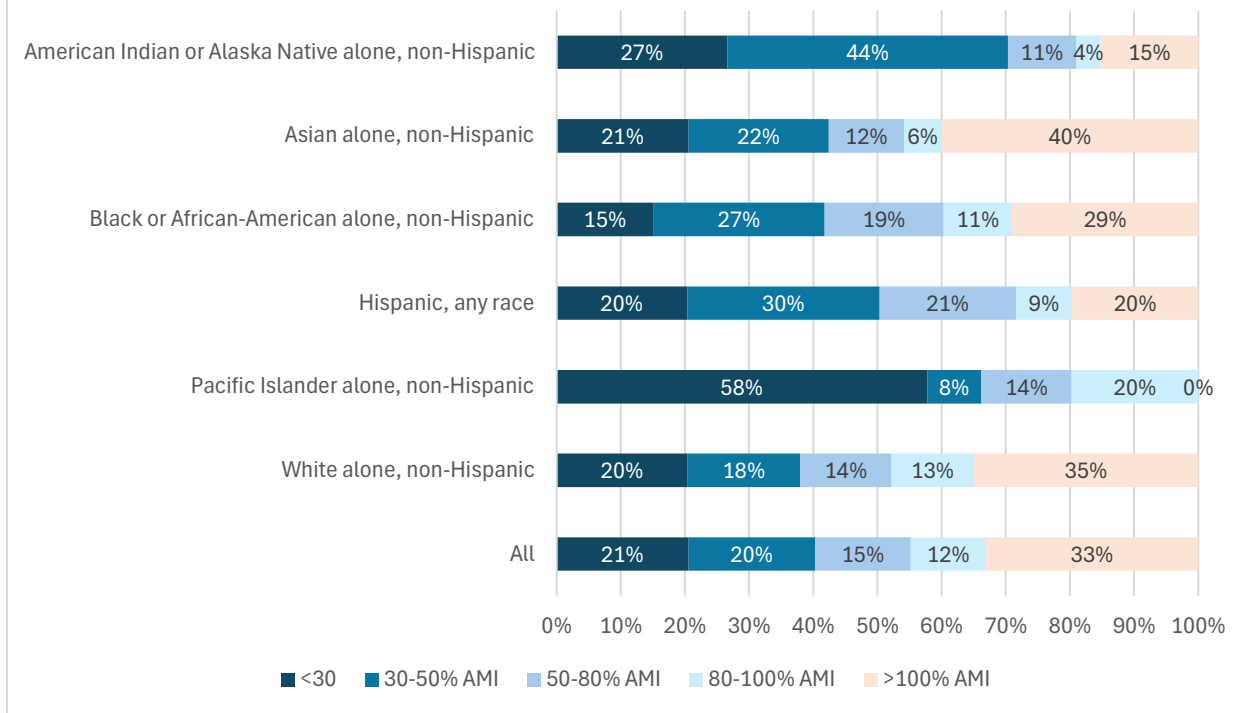
To analyze who is impacted the most by the shortfall in units for those earning less than 30% AMI, income data by race is shown below. Chart 5 shows that, across all Everett households from 2015–2019, income is fairly evenly spread below and above area median income: about one-fifth (21 %) earn under 30 % of AMI, another 20 % fall in the 30–50 % band, 15 % in the 50–80 % band, 12 % in the 80–100 % band, and the largest single share (33 %) live above 100 % of AMI.

White, non-Hispanic households mirror this overall pattern almost exactly, with 20 % extremely low-income, 18 % very low, 14 % low, 13 % moderate, and 35 % above median income. Asian, non-Hispanic households skew more heavily toward higher incomes: only about one-fifth fall below 30 % of AMI, another fifth in the 30–50 % range, and a full 40 % sit above median income, reflecting a strong presence in the city’s most affluent tier.

By contrast, Hispanic households (of any race) concentrate in the lower-middle bands: 20 % under 30 % AMI, 30 % between 30–50 % AMI, and 21 % in the 50–80 % bracket, with just 9 % earning 80–100 % of AMI and 20 % above it. Black or African-American, non-Hispanic households likewise bear a heavier income burden below AMI: 15 % in the lowest bracket and 27 % in the next, though 29 % still earn above median.

The most acute economic vulnerability appears among Pacific Islander and American Indian/Alaska Native households. More than half of Pacific Islander households (58 %) earn under 30 % of AMI, and none exceed 100 % of AMI. Similarly, American Indian/Alaska Native households see 27 % under 30 % AMI and 44 % in the 30–50 % band, with just 15 % above median income.

Chart 5A: Distribution of Households by Income and Race or Ethnicity, 5-Year Average (2015-2019)

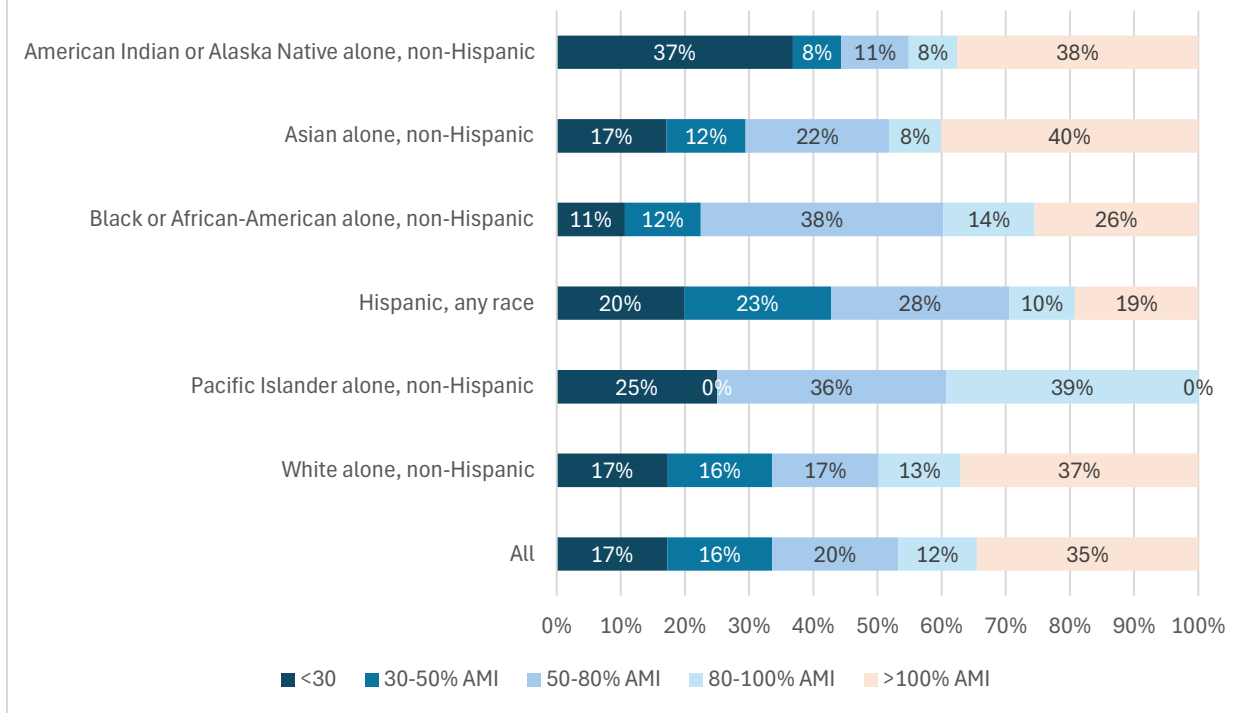


Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1)

Together, these figures underscore pronounced racial and ethnic disparities: Native and Pacific Islander communities face the most significant income shortfalls, Hispanic and Black households are disproportionately represented in the very low to low-income bands, and Asian households are more likely to occupy higher-income tiers. White households, while varied, most closely reflect the citywide distribution.

Despite persistent disparities, the 2017–2021 data show some modest shifts in the income distribution across almost every group. Overall, the share of households earning below 30 percent of AMI fell from 21 percent to 17 percent, while the 50–80 percent band grew from 15 percent to 20 percent. White, non-Hispanic households saw their lowest-income share tick down to 17 percent and their top-income share inch up to 37 percent. Pacific Islander households experienced a pronounced turnaround: the proportion under 30 percent AMI dropped to 25 percent (from 58 percent), and 39 percent now reside in the 80–100 percent bracket. Hispanic and Black households both shifted toward the middle tiers—Hispanic households grew from 21 percent to 28 percent in the 50–80 percent band, and Black households from 19 percent to 38 percent in that same range—while Asian households held steady at 40 percent above median income. American Indian/Alaska Native households moved slightly upward as well, with those above 100 percent AMI increasing to 38 percent from 15 percent. These changes suggest a modest easing of extreme low-income concentrations and a general drift into middle-income categories across most racial and ethnic groups.

Chart 5B: Distribution of Households by Income and Race or Ethnicity, 5-Year Average (2017-2021)

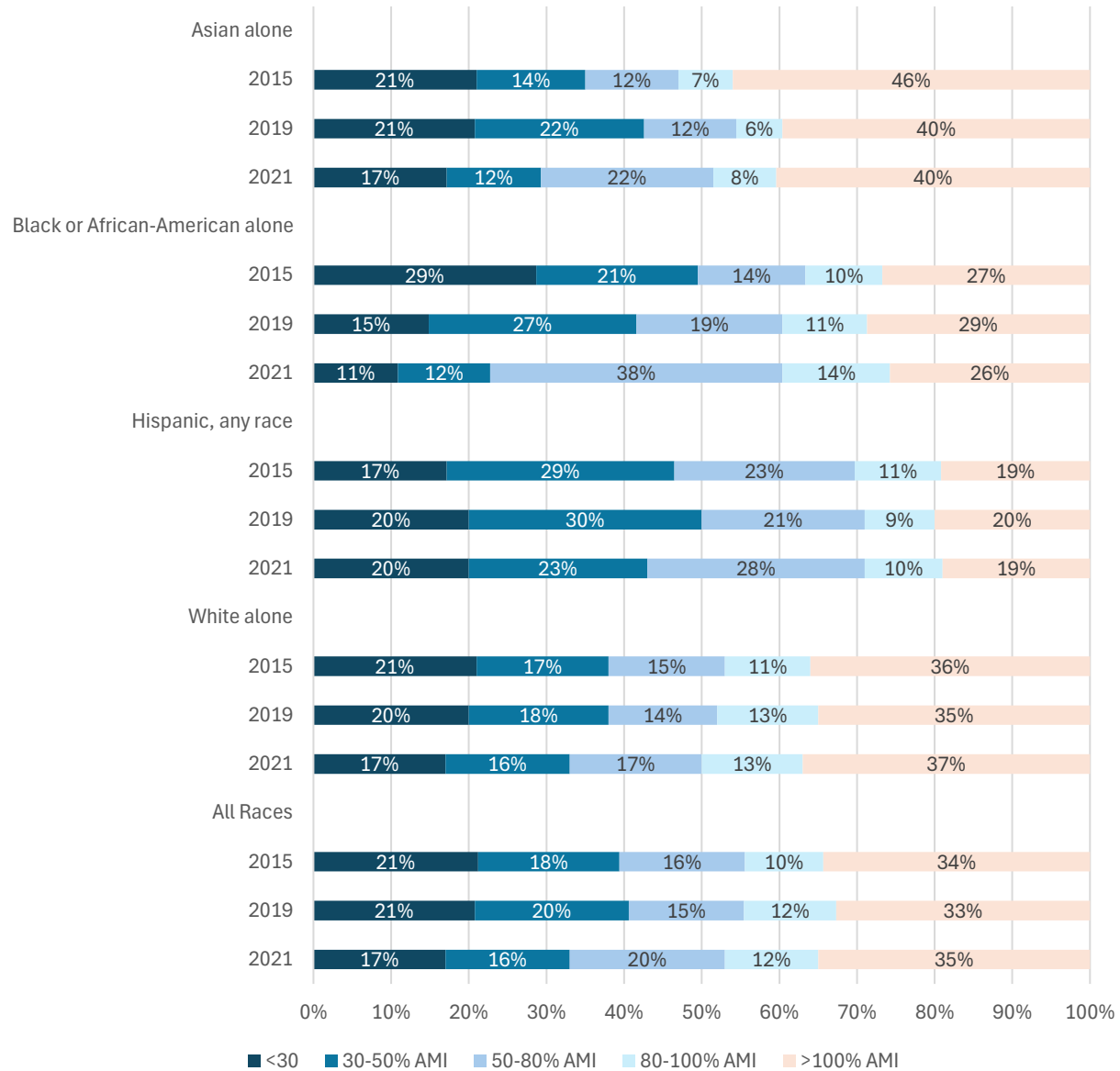


Sources: US HUD, 2017-2021 Comprehensive Housing Affordability Strategy (CHAS) (Table 1)

Chart 6 traces how the racial composition of household incomes has shifted over three successive five-year windows in Everett, highlighting both broad and group-specific trends.

Between 2010–2014 and 2015–2019, the overall fraction of households earning under 30 percent of area median income (AMI) held steady at about one-fifth, while those in the very low-income band (30–50 percent AMI) ticked up modestly (from 18 percent to 20 percent) and the share above median income slipped slightly (34 → 33 percent). By 2017–2021, however, we see a meaningful contraction at the bottom end—only 17 percent of all households now fall below 30 percent AMI—and a rebound in middle-income brackets, with the 50–80 percent AMI share climbing from 15 percent to 20 percent and the top bracket recovering to 35 percent.

Chart 6: Percentage of all Households by Income Category and Race, 5-Year Averages (2010-2014 vs. 2015-2019 vs. 2017-2021)



Sources: US HUD, 2010-2021 Comprehensive Housing Affordability Strategy (CHAS) (Table 1)

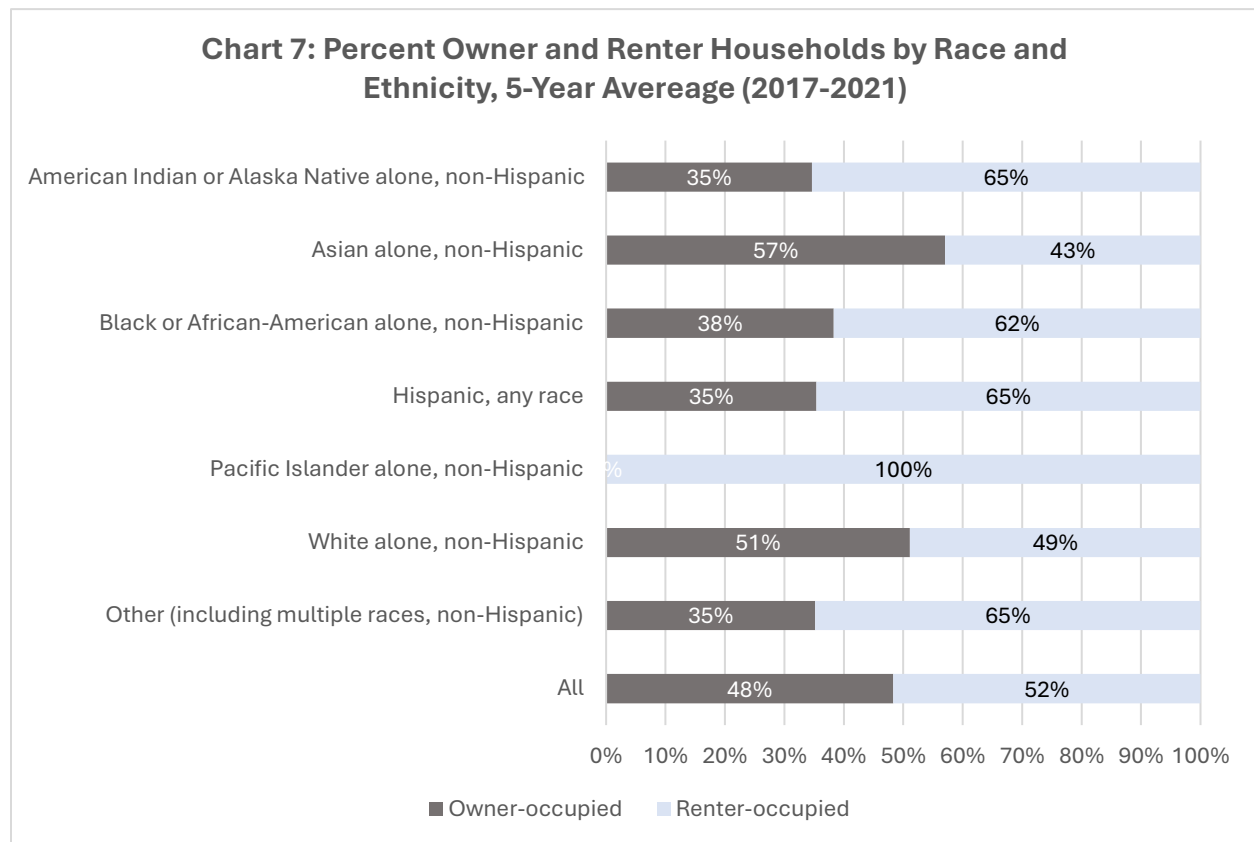
Looking at racial groups, White households largely mirror this citywide pattern: their extremely low-income share dipped from 21 percent in 2010–14 to 20 percent in 2015–19 and again to 17 percent in 2017–21, while their above-median cohort briefly declined to 35 percent before rising to 37 percent in the latest period. Asian households saw their very low-income slice grow between the first two periods (14% to 22%) before stabilizing, and their share above median income fell from a high of 46 percent in 2010–14 to 40 percent in both later windows.

Black or African-American households exhibit the most pronounced middle-income shift: the 50–80 percent AMI share rose steadily from 14 percent in 2010–14 to 19 percent in 2015–19 and then to 38

percent in 2017–21, even as their extremely low-income share plunged (29 → 15 → 11 percent). Their above-median proportion has inched up from 27 percent to 29 percent over the two latter periods. Similarly, Hispanic households edged upward in every band from mid-range to top over these three snapshots: the low-income segment (50–80 percent) increased from 23 percent in 2010–14 to 28 percent in 2017–21, while their above-median share crept from 19 percent to 20 percent.

In sum, Chart 6 reveals that, since the early 2010s, Everett’s households have gradually moved out of the deepest poverty categories and into middle-income brackets—most dramatically among Black and Hispanic residents—while the city’s highest earners have seen only modest gains. This three-period comparison underscores a slow but notable shift toward greater income stabilization for many groups, even as disparities persist.

Building on these income trends, Chart 7 then examines how households across different racial and ethnic groups are split between owning and renting. By comparing tenure patterns alongside income distributions, we can see not only who is earning what, but also how that translates into housing stability and wealth-building opportunities for each community.



Sources: US HUD, 2017-2021 Comprehensive Housing Affordability Strategy (CHAS) (Table 9)

Between the two five-year periods, the overall split between owner- and renter-occupied households barely shifted—moving from roughly 49/51 to 48/52 in favor of renters. However, some groups saw more notable changes:

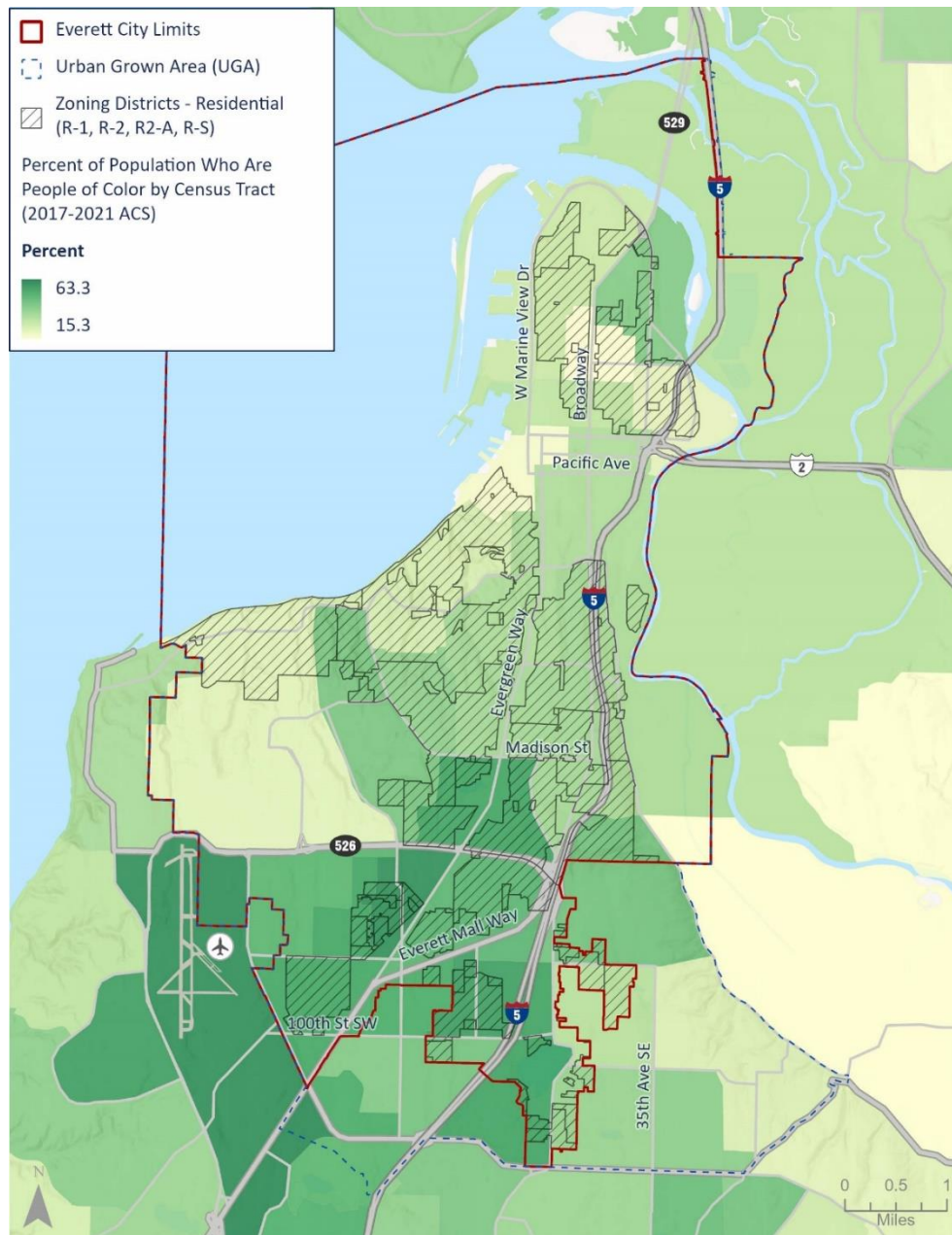
- Black or African-American households experienced the largest gain in ownership, rising from about 26 percent owner-occupied (74 percent renter) in 2015–19 to 38 percent owner-occupied (62 percent renter) in 2017–21.

- Asian households continued to lead in homeownership at 57 percent (vs. 43 percent renters), up modestly from 52/48.
- White households remained essentially unchanged at about a 51/49 split.
- Hispanic, Other, and American Indian or Alaska Native households all cluster at roughly one-third owner to two-thirds renter (35 / 65), very similar to the earlier period.
- Pacific Islander households remain fully renter-occupied (100 percent), unchanged from the prior five-year average.

Overall, the most significant move toward ownership occurred among Black households, suggesting some progress in access to homeownership over the last half-decade, while other groups held fairly steady.

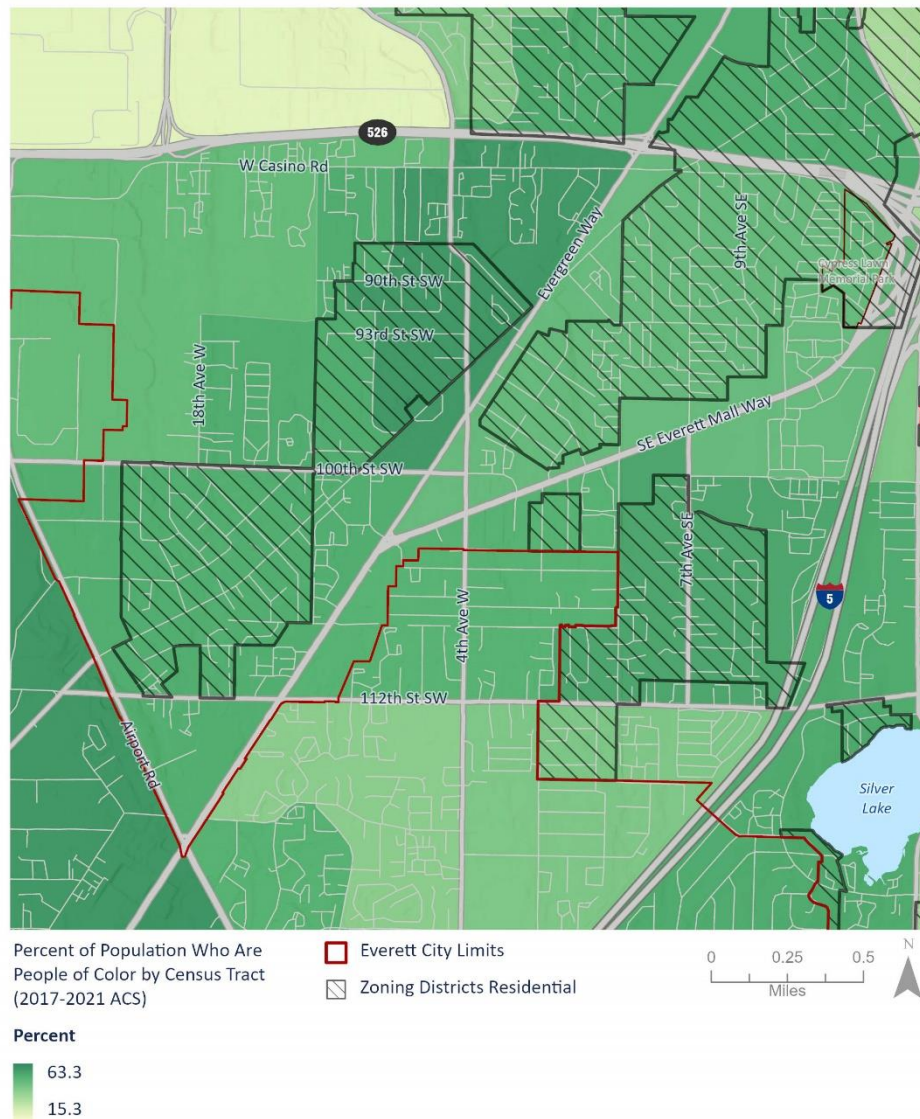
Mapping data demonstrates where these households are housed, which is generally concentrated in a few neighborhoods. Today people of color in Everett are concentrated in tracts 41809, 41806, 40200, 41904, 41805, 41901, 41701 (all which have over 30% non-white populations). The following map shows concentrations of people of color throughout the City.

Map 2: Concentration of People of Color in Single Family Residential Zoning Districts



Disproportionate minority concentration can be defined as all-non-white races with Hispanic ethnicity at greater than 10% of the jurisdiction's overall percentage. With that definition, any Everett block group with greater than 44.8% ($34.8\% + 10\%$) minority population is considered to have a disproportionate minority concentration. Everett has 6 block groups with non-white populations exceeding 44.8%, all around Holly, Cascade View, and Westmont neighborhoods, shown below.

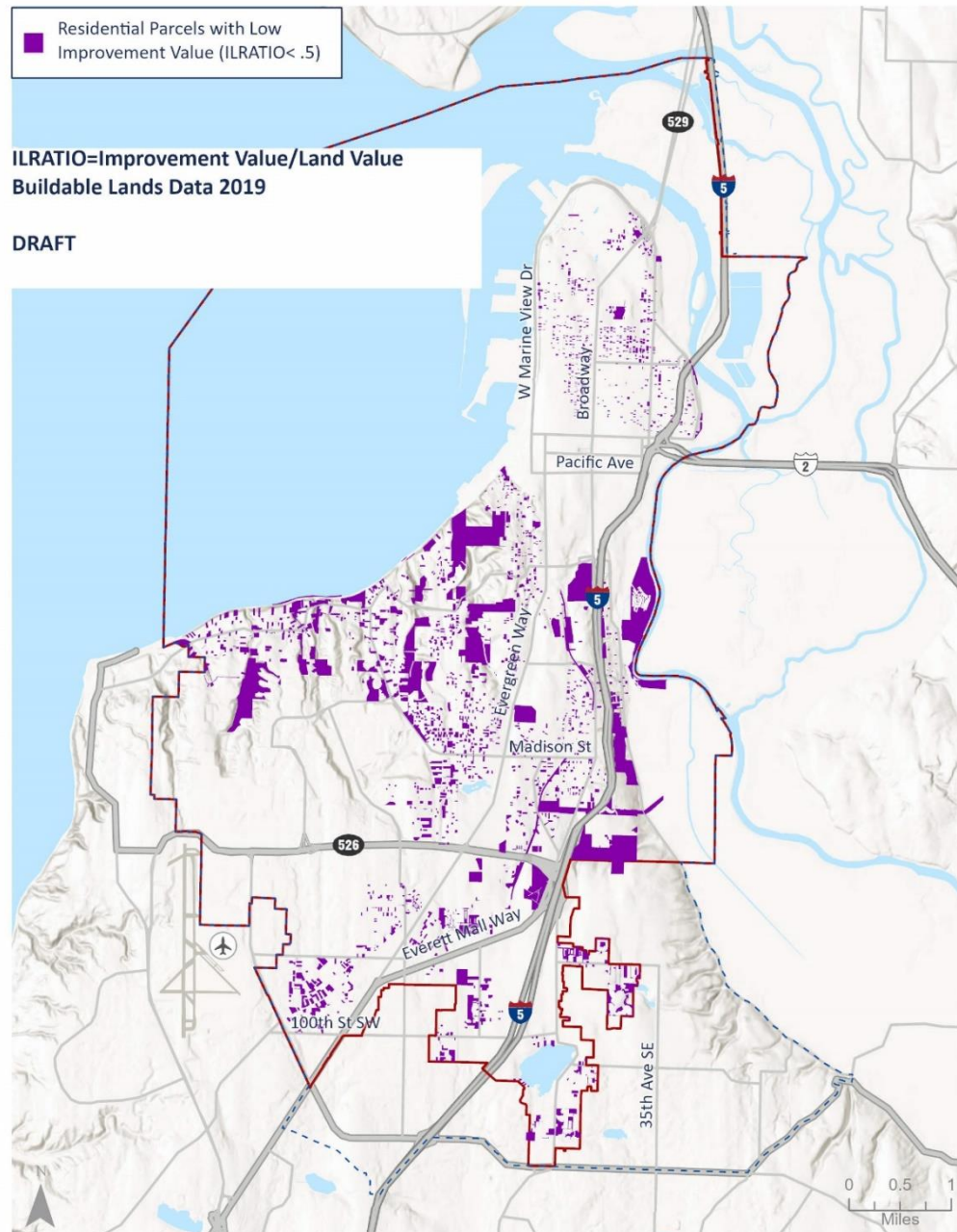
Map 3: Concentration of People of Color in Holly, Cascade, Westmont Neighborhoods



Persons of color are also concentrated within several publicly assisted housing developments. As of 2016, black people made up 12% of one project-based section 8 complex; and Asian residents comprised 46% and 21% of two project-based section 8 properties. Asian residents were also overrepresented in other HUD multi-family assisted properties, with ranges of 29 -76%.

Besides these racially disparate impacts that exist today, there is a risk of creating new impacts with increased density and risks of gentrification and redevelopment. The map below highlights parcels zoned low density residential today (R-1, R-2, R2-A and R-S zones) where land value is 50% greater than the improvement or home value based on 2019 Snohomish County Assessor data. These parcels are more likely to redevelop after a zoning change that would allow increased density.

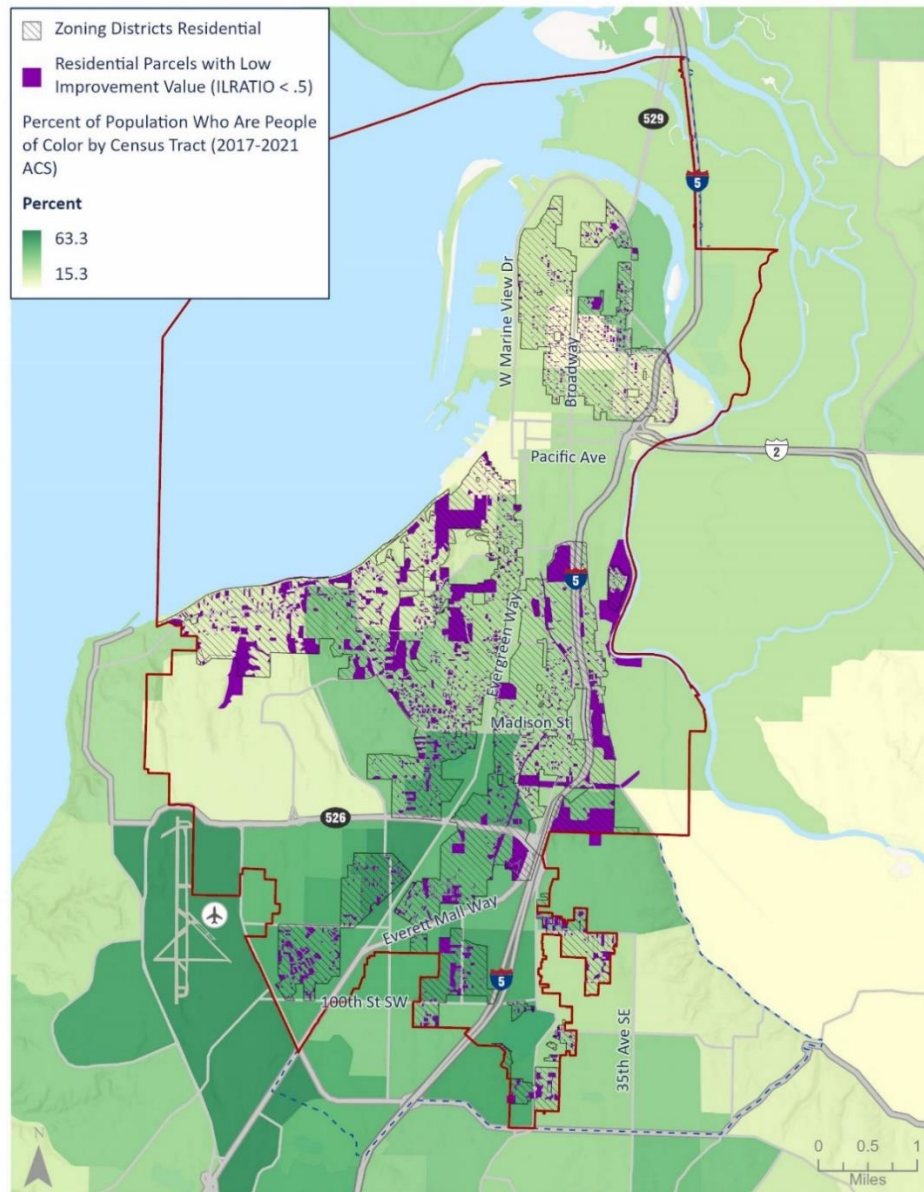
Map 4: Residential Parcels with Low Improvement Value



These parcels with low improvement values can be overlaid with areas where people of color are more concentrated. The Westmont, Holly and Cascade neighborhoods include a number of parcels with

potential for redevelopment and displacement of renters in single family homes. Some areas of the Delta neighborhood to the northeast of the City are also notable.

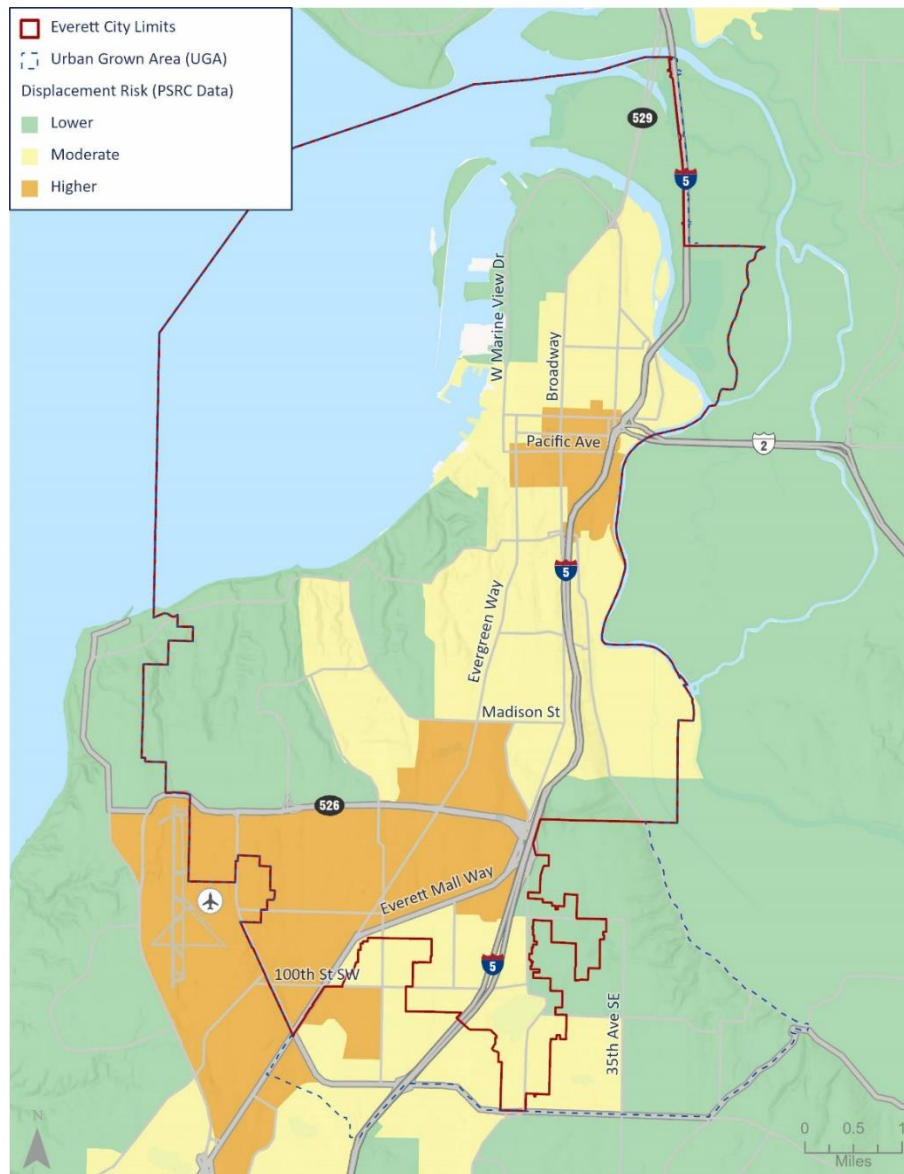
Map 5: Residential Parcels with Low Improvement Values and Concentrations of People of Color



These areas might include renters of color who could find themselves displaced as property owners take advantage of new regulations. Policies to mitigate this impact would include support of community land trusts and right to return if single family homes are redeveloped into rental opportunities in the future.

For homeowners in these areas, programs that provide redevelopment assistance to homeowners at 80% AMI or below and require affordable units could also mitigate potential future disparate impacts. The following map highlights areas identified at risk of displacement. These include many of the same neighborhoods, in the Westmont, Holly and Cascade neighborhoods.

Map 6: Areas with Displacement Risk (Low, Moderate and Higher)



Community Feedback on Racially Disparate Impacts

The 2021 Housing Action Plan: Rethink Housing included a public process that offers some insights on disparate impacts and needs.

At the time, the City's Diversity Board shared concerns about the wealth disparities in the community and the importance of supporting homeownership in a diverse community. Using community owned properties to provide good affordable housing and to promote community connections could be a way to accomplish these goals.

Staff conducted outreach with service providers and families in the light rail station areas near Casino Road. These marginalized communities have experienced an ample increase in rent hikes brought by various factors, which have both effected living conditions, and efforts to own homes. Many of these families are made up of two adults, and anywhere between one to five kids. Some families would occasionally be joined by an older adult, making these households comprised of three to eight individuals.

These residents experienced disparate impacts from conditions out of their control, with the initial rent struggles caused by the COVID19 pandemic. Most of these residents work jobs in retail, food industry, construction, and general service jobs. These occupations were among the hardest hit by the pandemic restrictions, which limited household income and the ability to afford rents. The result of these limited income opportunities and recent layoffs has brought a high stress living situation, with at least one of the parents' losing income, forcing their partner to take on additional jobs or request other members of their families to work to make rent payments. In the Casino Road community, the upcoming construction of the Sound Transit Light Rail has brought additional rent increases, with renters reporting a \$200-300 increase in rents as 'adjustments' due to the expected construction. An 850 SF, two-bedroom, one bath apartment can have a starting cost of \$1,500 in this area, affordable to residents earning 20% more than the average income in these census tracts.

The recent inflation and impacts on the cost of resources have also made it difficult for these communities to adjust to rent increases. Families have leaned on food bank services and public community health events to reserve their income solely for rents. These struggles have made it very difficult for families to afford their current rents or set money into a savings account to afford a down payment on a home in a region where homes cost between \$425K up to a million.

Through outreach and discussions with other service providers, including the Everett Housing Authority, Housing Hope, Domestic Violence Services and the Housing Consortium of Everett and Snohomish County, the limitations on housing choice was noted as a challenge. Traditional residential neighborhoods generally have opportunities such as built out transportation networks, parks and access to schools. When these neighborhoods have limited housing choice and options, disparately impacted

One of our community service providers shared a story about a family who had recently immigrated and faced a multitude of challenges. This mother has seven kids, with the oldest approximately 12. The family struggles to put food on the table. The husband works, but the mother cannot because of a lack of childcare availability outside of school hours. She walks everywhere, pushing her stroller with her three younger kids. She gets an Orca card when available from Connect Casino Road. Another struggle this mom faces is a very difficult language barrier. This individual is from a small town in Oaxaca, where her dialect is more common than Spanish. She understands Spanish, but it's not her native language. She is working hard to learn English, but it has created a new barrier for her to communicate simple messages. In particular, she had recently received a letter from her kids' school, and she had no idea what it said, so she went to the Village to get assistance with this. The lack of income has created stress in her life, but she gets food assistance, transportation assistance (when available), and when possible, education assistance to learn English, on top of becoming more familiar with Spanish. She has gotten some financial assistance from the Village, and they do what they can, but they are seeing a huge increase of these type of situations.

and lower income families miss the chance to benefit from the advantages of these neighborhoods. Domestic Violence Services staff noted that working with landlords to place unhoused victims into buildings with 2-6 units is often easier, with a greater willingness by these landlords to be flexible. Other housing providers noted that greater supply of all types of housing benefits the entire housing market, including subsidized housing needs.

Recommended Comprehensive Plan Policy Changes

In recognition of the very real risk that rapid growth and new development can displace long-time residents—particularly in lower-income and BIPOC neighborhoods—the City of Everett has built a dedicated Equity Section into its Housing Element (see Goal 4 on page 63) to ensure that fairness and inclusion are at the heart of its housing strategy. Under Goal 4, the City commits to “celebrat[e] and foster diversity and reduce economic segregation by encouraging inclusive mixed-income communities,” to “involve communities disproportionately affected by housing challenges in planning processes,” and to “minimize disproportionate impacts on, or displacement of, marginalized populations.”

One of the cornerstone policies flowing from this commitment is the adoption of inclusionary zoning around the future light-rail station in South Everett’s Casino Road area. By requiring that a percentage of all new for-sale and rental units in that rapidly redeveloping station-area be permanently affordable to moderate- and lower-income households, the City is both creating new homes and locking in affordability in the very neighborhoods most at risk of being pushed out. This targeted inclusionary approach not only helps maintain economic diversity but also directs public-private partnership incentives—such as fee waivers and density bonuses—to projects that deliver long-term, stable housing for current residents even as the Casino Road corridor grows into a vibrant, transit-oriented neighborhood.



Data Tables and Charts

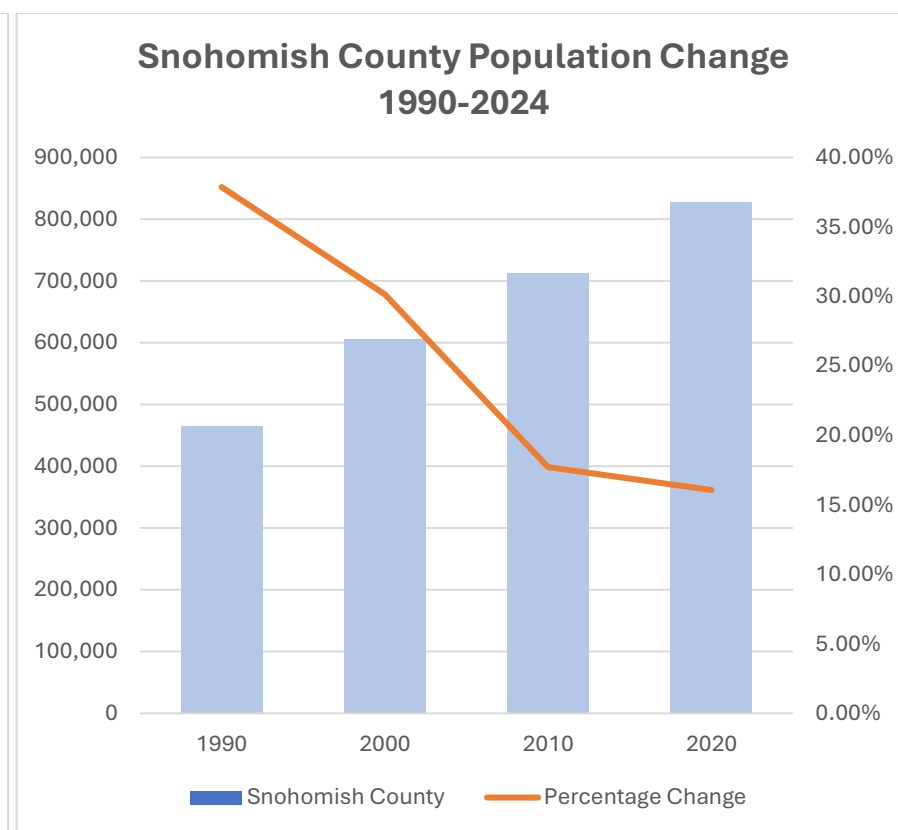
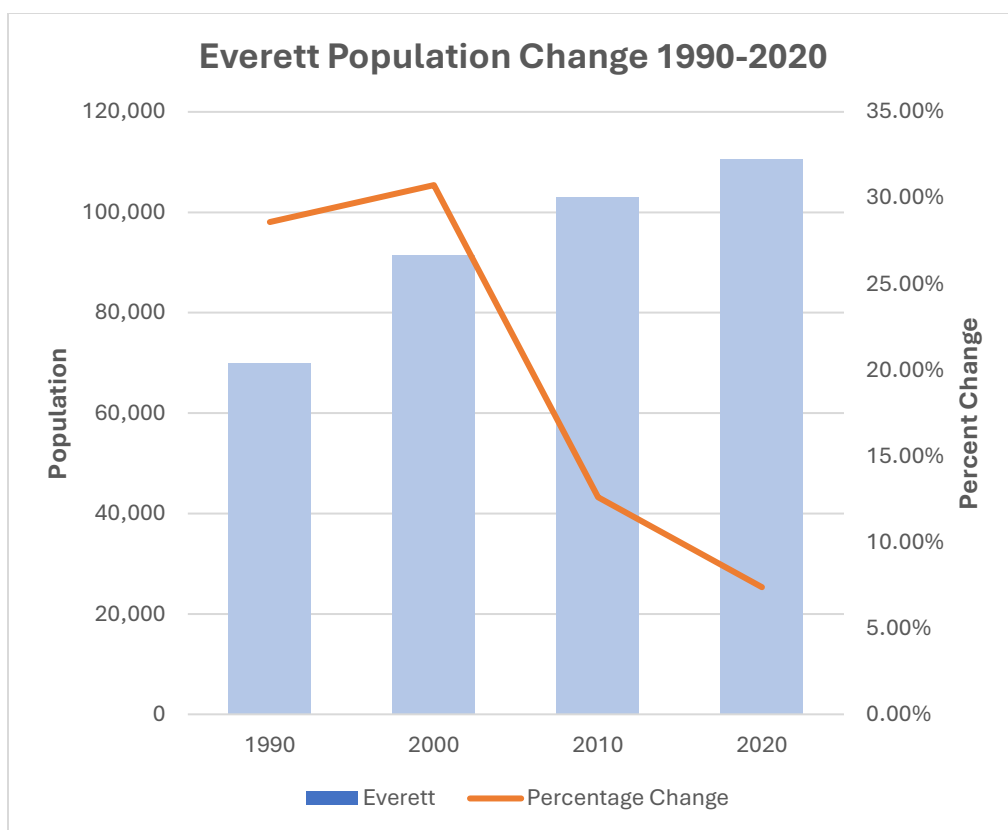
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1. Everett and Snohomish County Total Population (1990-2020) – OFM Data

Year	Everett	Percentage Change	Year	Snohomish County	Percentage Change
1990	69,974	28.60%	1990	465,628	37.87%
2000	91,488	30.75%	2000	606,024	30.15%
2010	103,019	12.60%	2010	713,335	17.71%
2020	110,629	7.39%	2020	827,957	16.07%

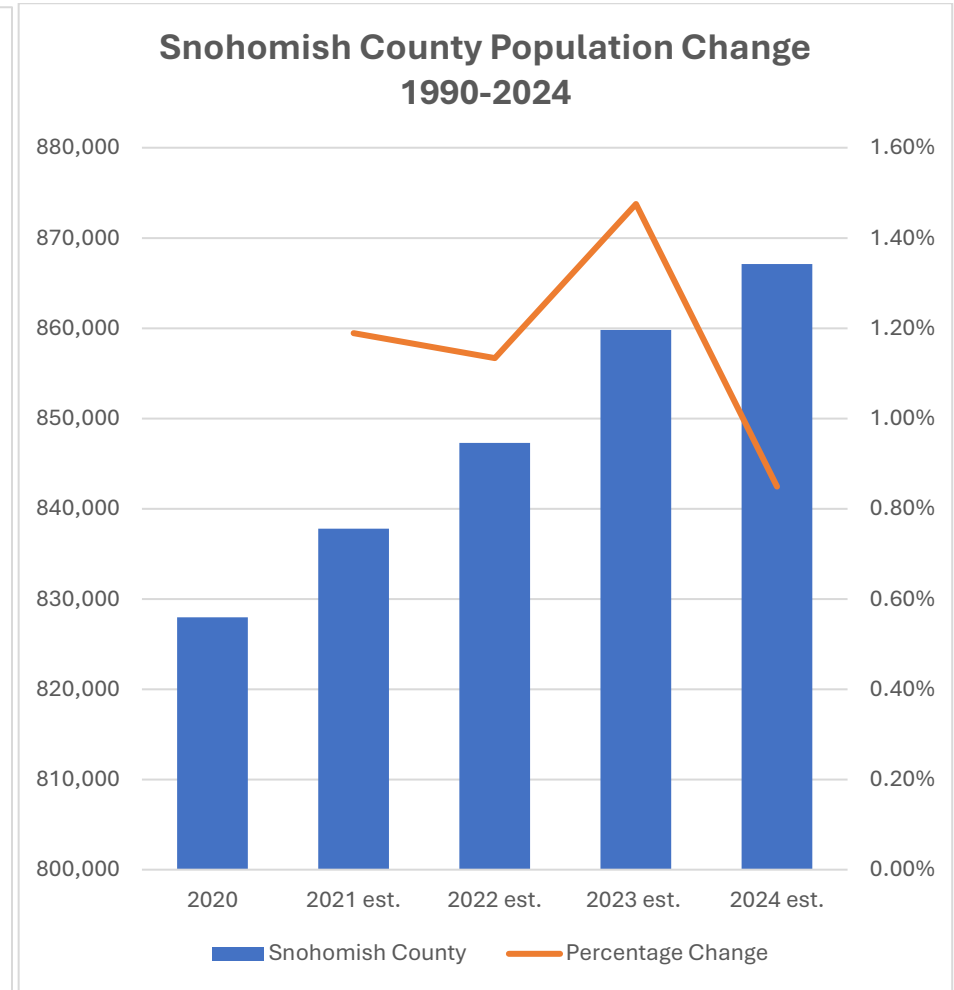
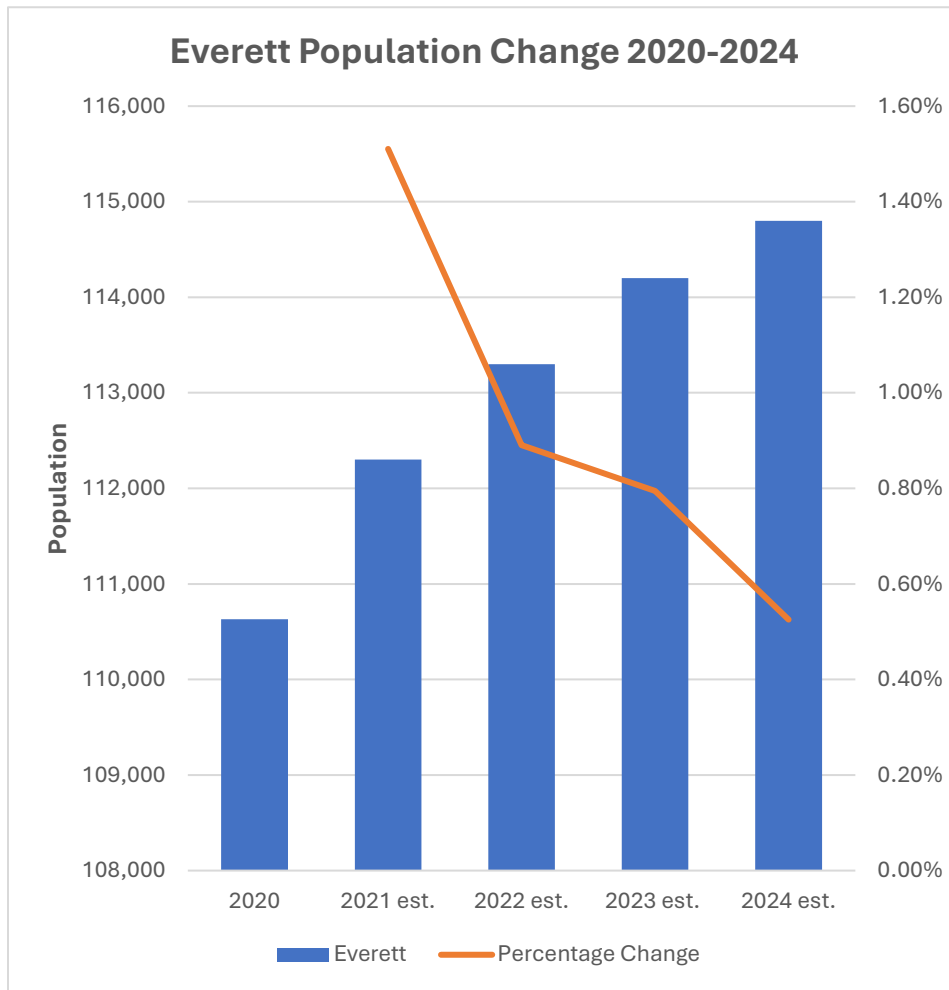
Source: Washington State Office of Financial Management



2. Everett and Snohomish County Total Population (2020-2024) – OFM Data

Year	Everett	Percentage Change	Year	Snohomish County	Percentage Change
2020	110,629		2020	827,957	
2021 est.	112,300	1.51%	2021 est.	837,800	1.19%
2022 est.	113,300	0.89%	2022 est.	847,300	1.13%
2023 est.	114,200	0.79%	2023 est.	859,800	1.48%
2024 est.	114,800	0.53%	2024 est.	867,100	0.85%

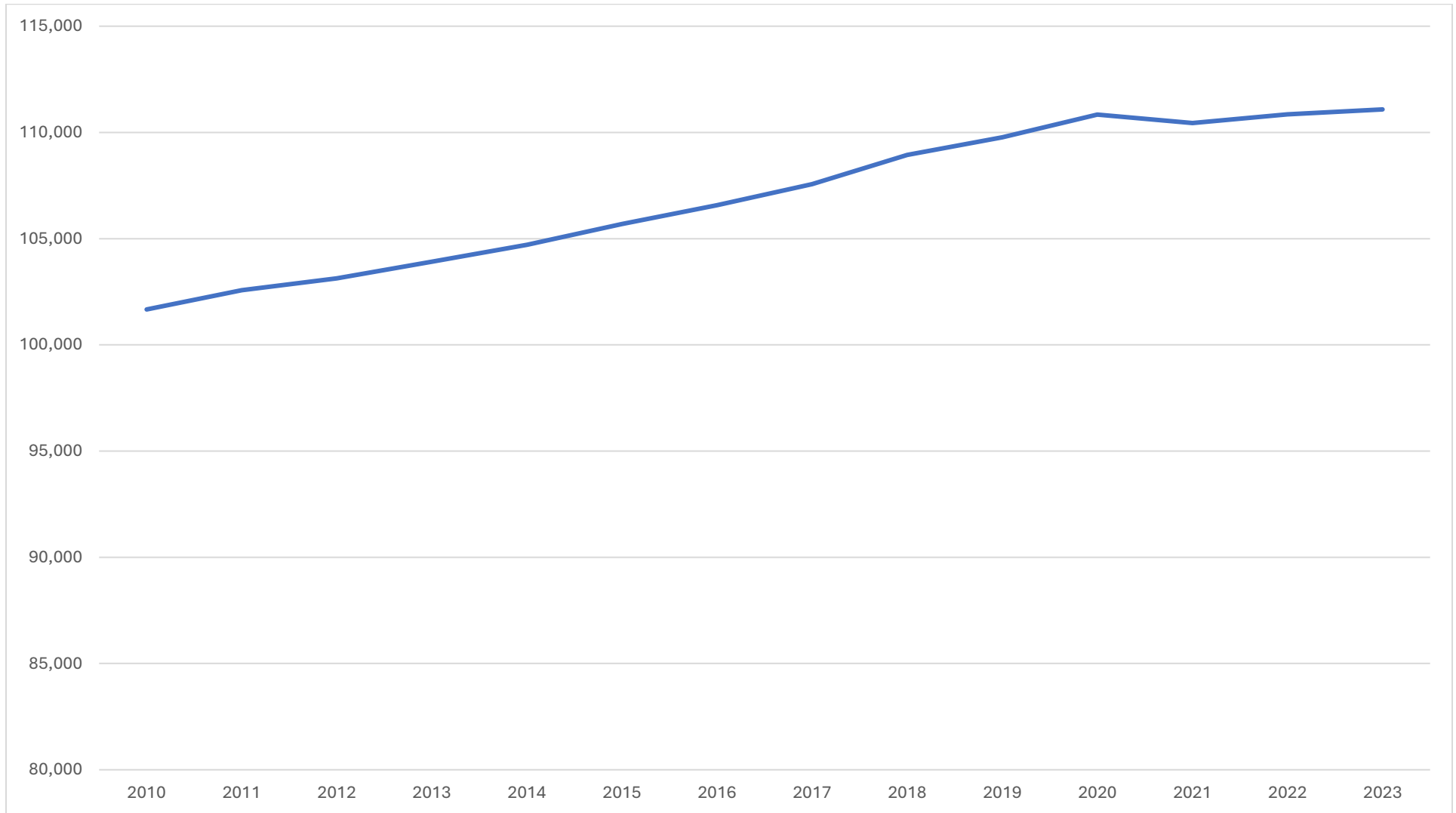
Source: Washington State Office of Financial Management



3. Everett Total Population (2010-2023) – Census Data

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Total Population	101,667	102,569	103,135	103,918	104,708	105,685	106,580	107,560	108,941	109,766	110,840	110,438	110,847	111,083

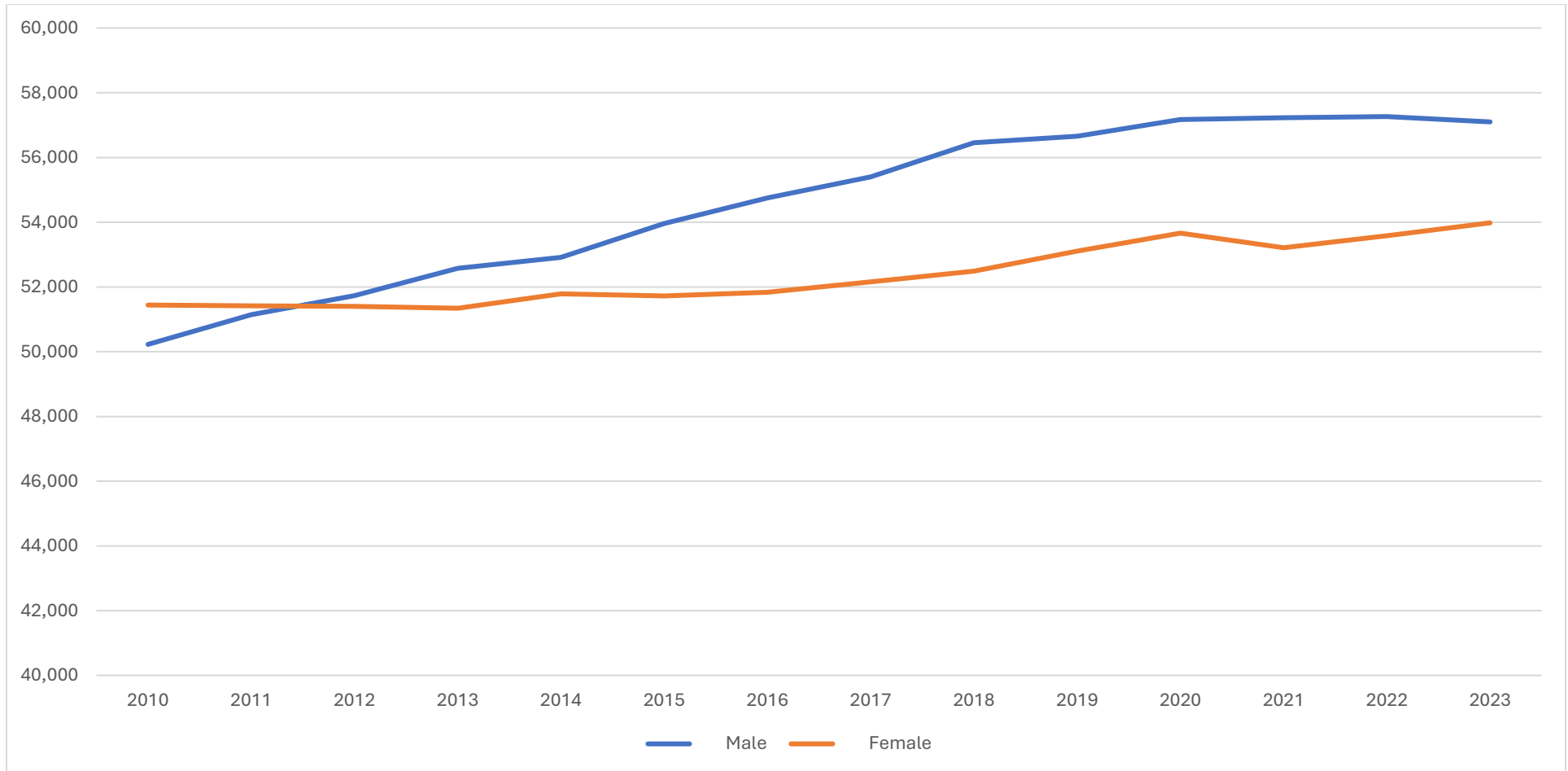
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP05



4. Population by Gender (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Male	50,227	51,148	51,732	52,575	52,918	53,963	54,747	55,404	56,453	56,661	57,173	57,228	57,265	57,101
Female	51,440	51,421	51,403	51,343	51,790	51,722	51,833	52,156	52,488	53,105	53,667	53,210	53,582	53,982
Gender ratio (males per 100 females)	97.6	99.5	100.6	102.4	102.2	104.3	105.6	106.2	107.6	106.7	106.5	107.6	106.9	105.8

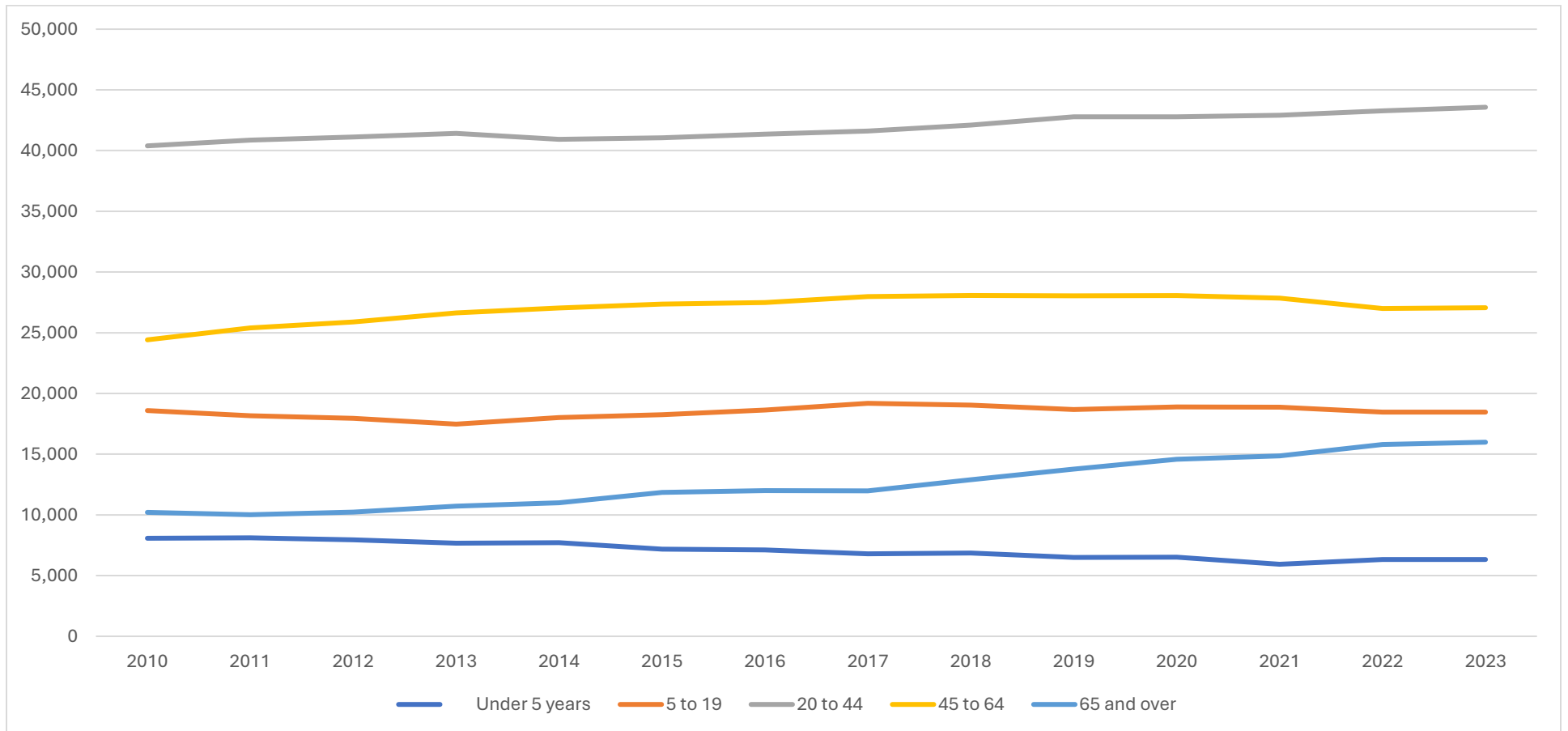
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP05



5. Population by Age (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Under 5 years	8,074	8,113	7,947	7,676	7,722	7,188	7,114	6,789	6,849	6,499	6,508	5,934	6,326	6,326
5 to 19	18,587	18,171	17,944	17,474	18,021	18,251	18,625	19,188	19,036	18,677	18,899	18,880	18,464	18,464
20 to 44	40,390	40,867	41,118	41,418	40,930	41,050	41,357	41,615	42,094	42,793	42,790	42,906	43,268	43,571
45 to 64	24,416	25,403	25,887	26,626	27,042	27,353	27,486	27,979	28,071	28,034	28,070	27,856	26,989	27,054
65 and over	10,200	10,015	10,239	10,724	10,993	11,843	11,998	11,989	12,891	13,763	14,573	14,862	15,800	15,986

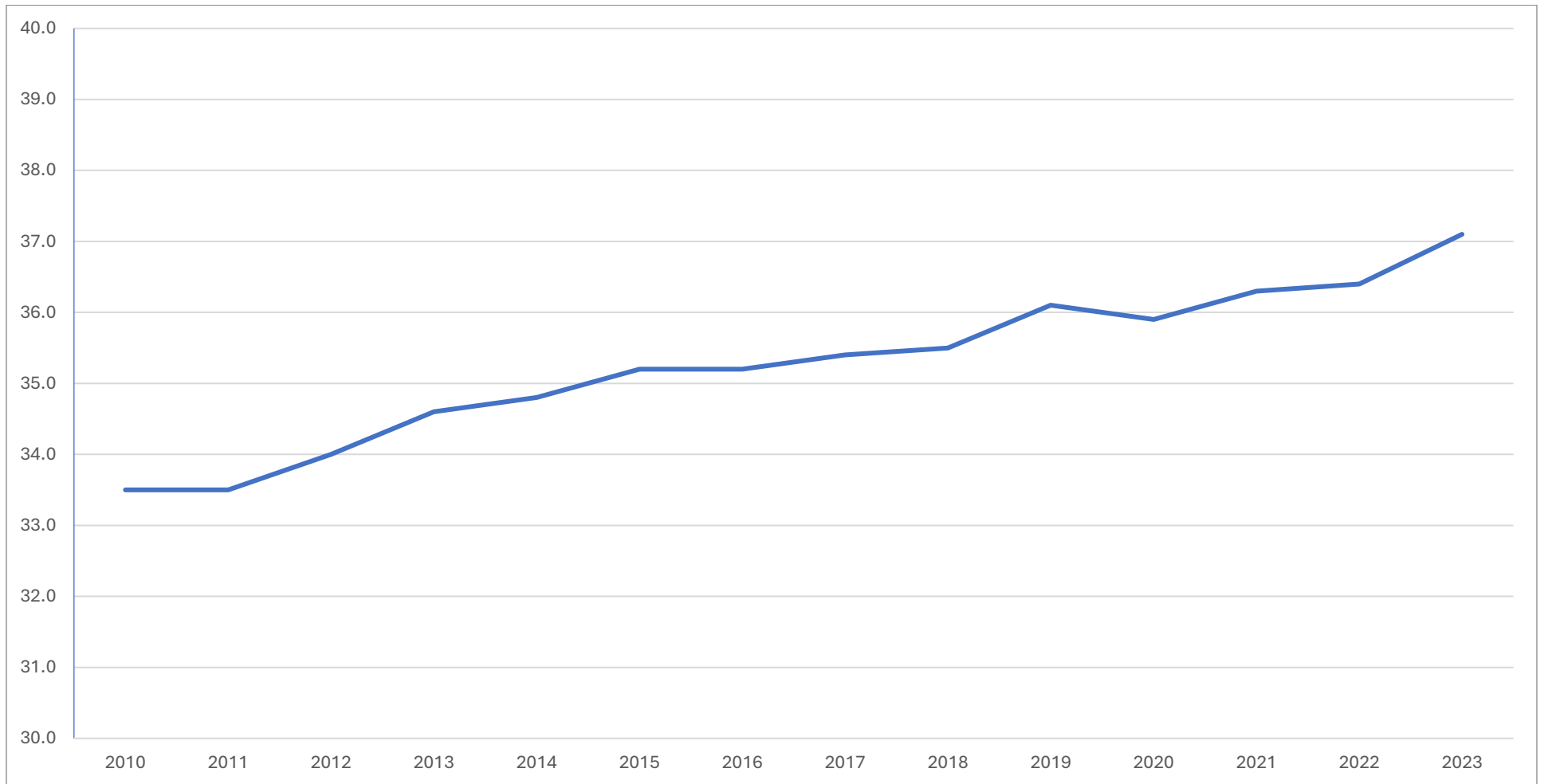
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP05



6. Population by Median Age (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Median age (years)	33.5	33.5	34.0	34.6	34.8	35.2	35.2	35.4	35.5	36.1	35.9	36.3	36.4	37.1

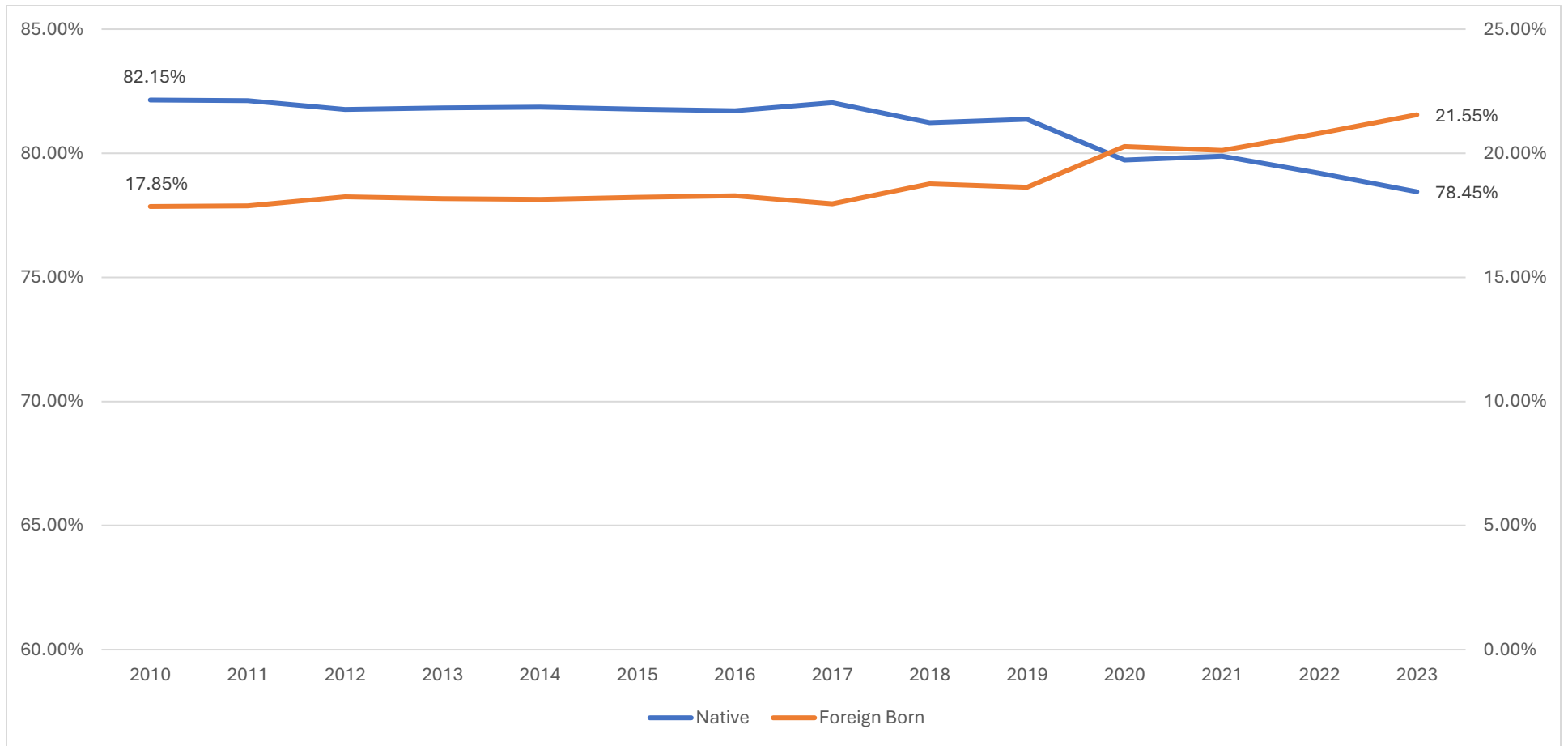
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP05



7. Population: Native and Foreign Born (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Native	83,515	84,226	84,323	85,037	85,712	86,425	87,093	88,243	88,496	89,309	88,372	88,225	87,785	87,142
Native %	82.15%	82.12%	81.76%	81.83%	81.86%	81.78%	81.72%	82.04%	81.23%	81.36%	79.73%	79.89%	79.19%	78.45%
Foreign Born	18,152	18,343	18,812	18,881	18,996	19,260	19,487	19,317	20,445	20,457	22,468	22,213	23,062	23,941
Foreign Born %	17.85%	17.88%	18.24%	18.17%	18.14%	18.22%	18.28%	17.96%	18.77%	18.64%	20.27%	20.11%	20.81%	21.55%
Total Population	101,667	102,569	103,135	103,918	104,708	105,685	106,580	107,560	108,941	109,766	110,840	110,438	110,847	111,083

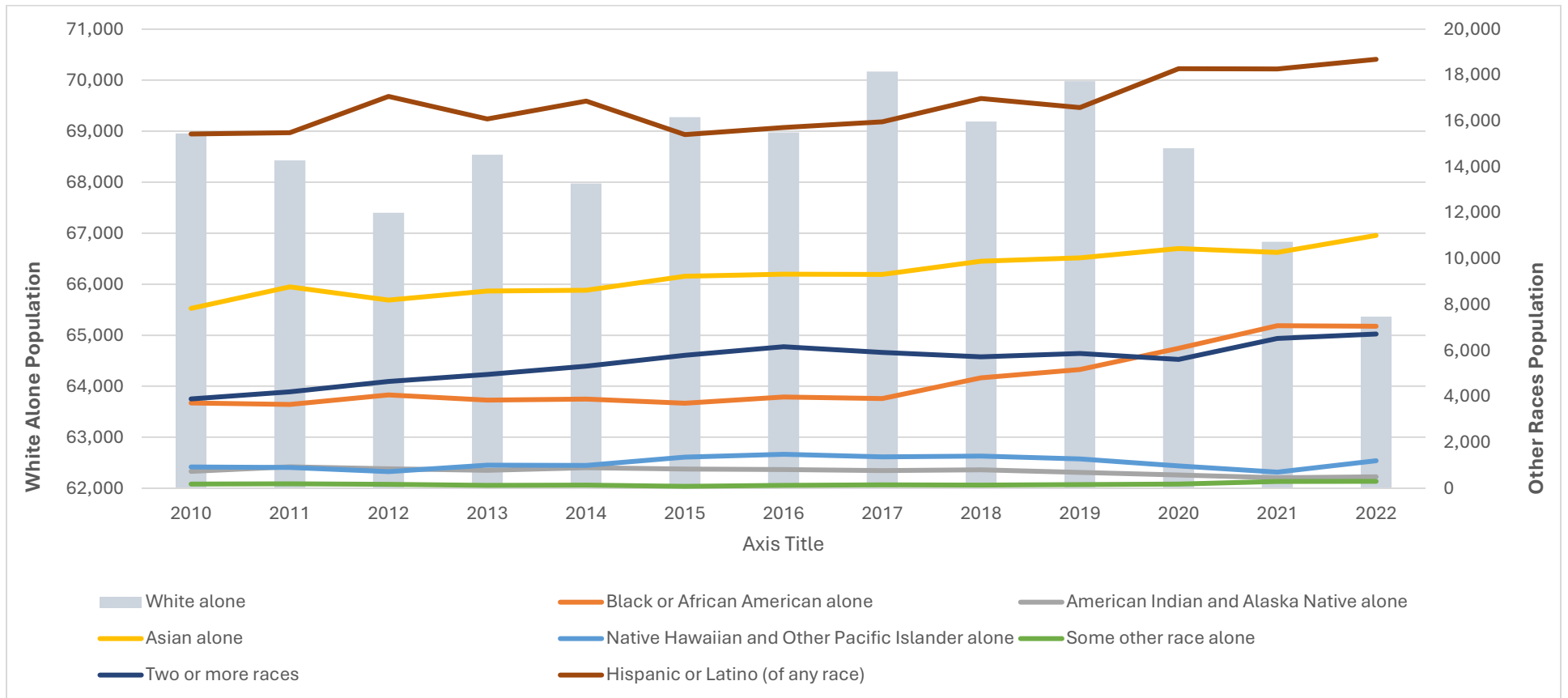
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP02



8. Population by Race (2010-2022)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
White alone	68,953	68,428	67,401	68,540	67,977	69,275	68,978	70,167	69,188	69,982	68,668	66,832	65,366
Black or African American alone	3,715	3,651	4,068	3,839	3,890	3,700	3,973	3,912	4,806	5,168	6,101	7,082	7,062
American Indian and Alaska Native alone	734	934	851	775	897	841	820	765	802	687	578	458	500
Asian alone	7,835	8,776	8,194	8,587	8,623	9,237	9,323	9,317	9,891	10,039	10,445	10,275	11,016
Native Hawaiian and Other Pacific Islander alone	924	904	727	1,001	999	1,351	1,480	1,366	1,402	1,273	973	703	1,197
Some other race alone	181	188	176	124	134	84	121	154	140	162	184	291	301
Two or more races	3,892	4,203	4,650	4,963	5,322	5,790	6,170	5,914	5,728	5,874	5,609	6,525	6,719
Hispanic or Latino (of any race)	15,433	15,485	17,068	16,089	16,866	15,407	15,715	15,965	16,984	16,581	18,282	18,272	18,686

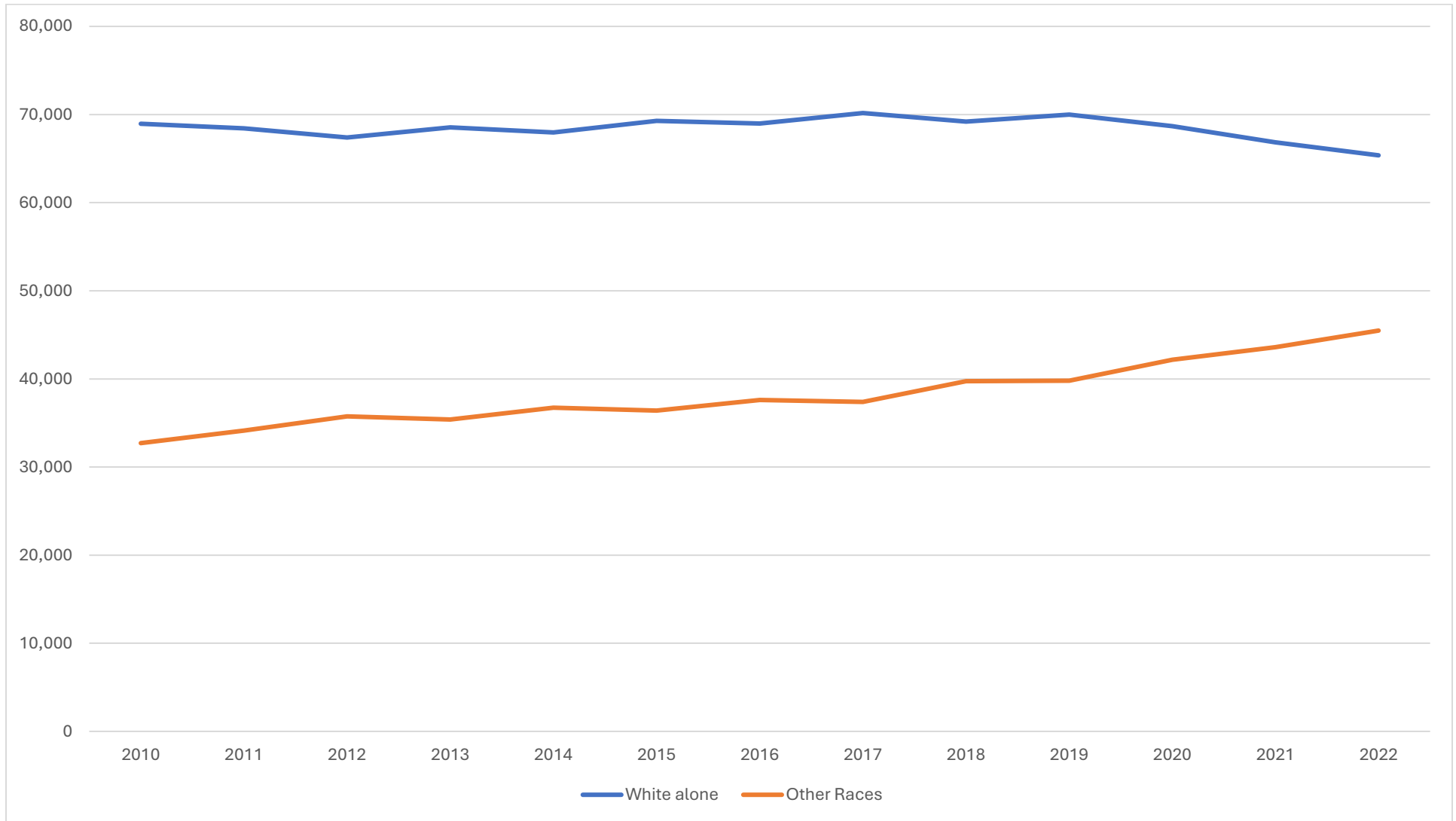
Source: 2010-2022 US Census ACS 5-Year Estimates, Table DP02



9. Population by Race: White Alone vs. Other Races (2010-2022)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
White alone	68,953	68,428	67,401	68,540	67,977	69,275	68,978	70,167	69,188	69,982	68,668	66,832	65,366
Other Races	32,714	34,141	35,734	35,378	36,731	36,410	37,602	37,393	39,753	39,784	42,172	43,606	45,481

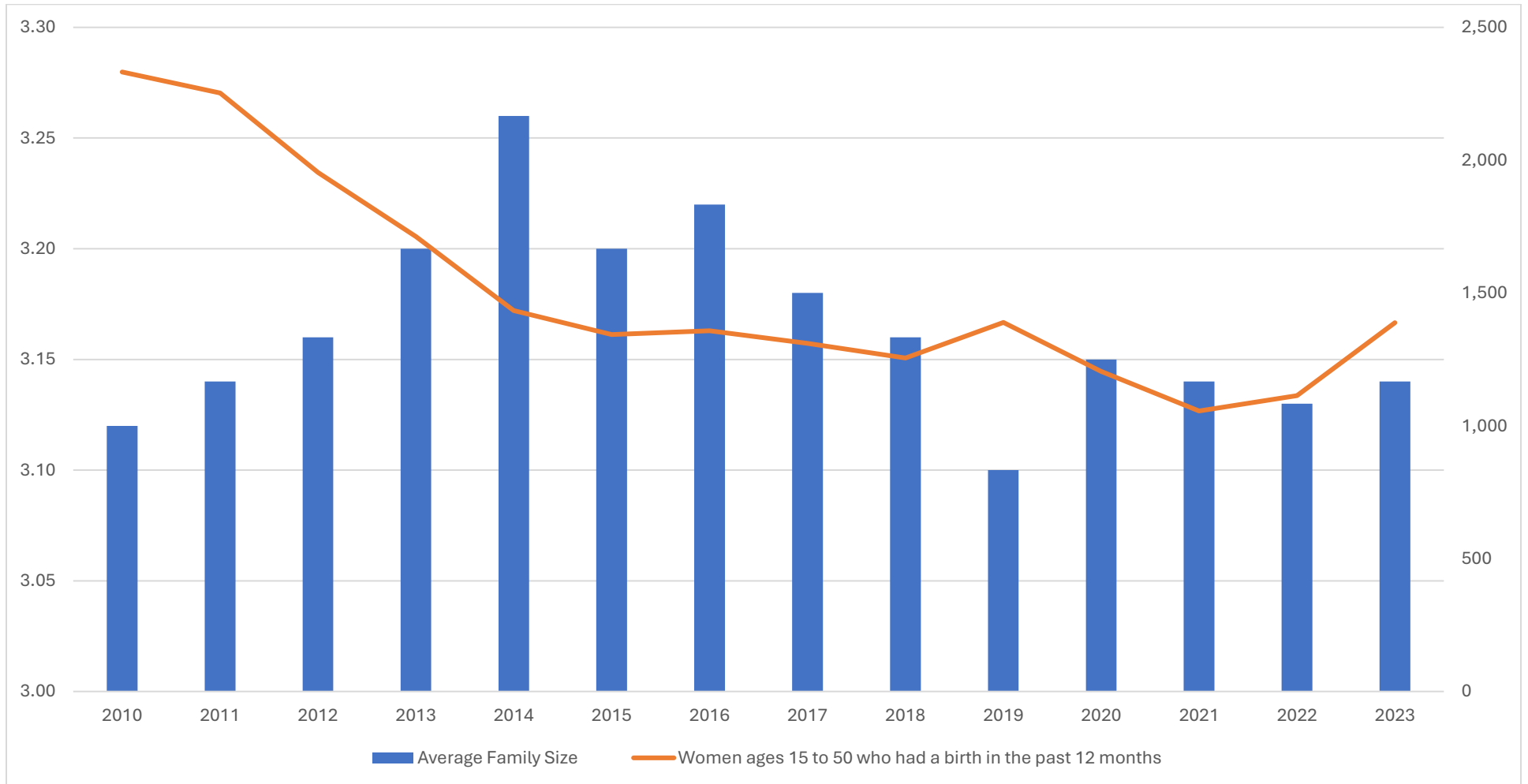
Source: 2010-2022 US Census ACS 5-Year Estimates, Table DP02



10. Population: Fertility and Average Family Size (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Average Family Size	3.12	3.14	3.16	3.20	3.26	3.20	3.22	3.18	3.16	3.10	3.15	3.14	3.13	3.14
Women ages 15 to 50 who had a birth in the past 12 months	2,332	2,253	1,954	1,712	1,434	1,344	1,358	1,310	1,255	1,389	1,205	1,056	1,114	1,388

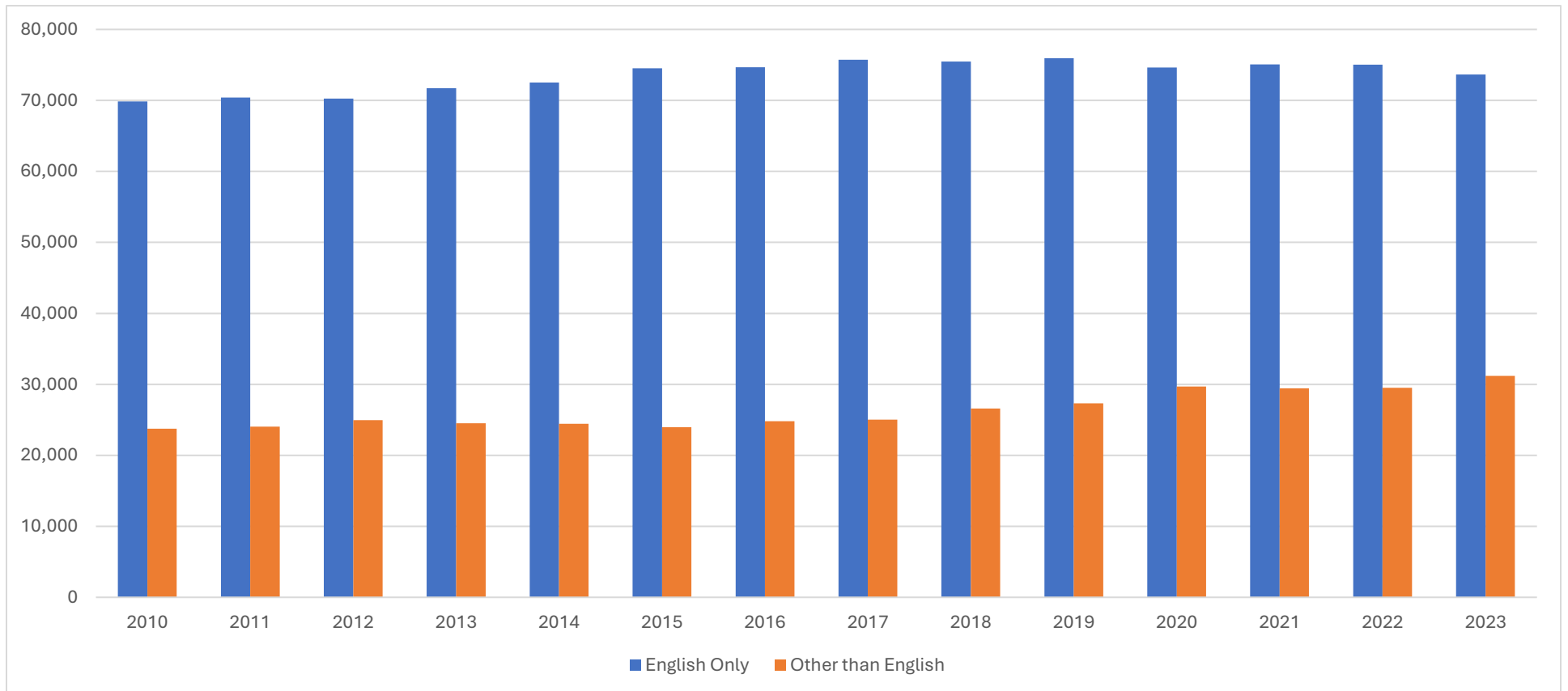
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP02



11. Population: Languages Spoken at Home for Population 5 Years and Over (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
English Only	69,856	70,414	70,246	71,733	72,533	74,532	74,663	75,727	75,479	75,932	74,624	75,078	75,021	73,640
English Only (%)	74.6%	74.5%	73.8%	74.5%	74.8%	75.7%	75.1%	75.1%	73.9%	73.5%	71.5%	71.8%	71.8%	70.2%
Other than English	23,737	24,042	24,942	24,509	24,453	23,965	24,803	25,044	26,613	27,335	29,708	29,426	29,500	31,204
Other than English (%)	25.4%	25.5%	26.2%	25.5%	25.2%	24.3%	24.9%	24.9%	26.1%	26.5%	28.5%	28.2%	28.2%	29.8%
Total	93,593	94,456	95,188	96,242	96,986	98,497	99,466	100,771	102,092	103,267	104,332	104,504	104,521	104,844

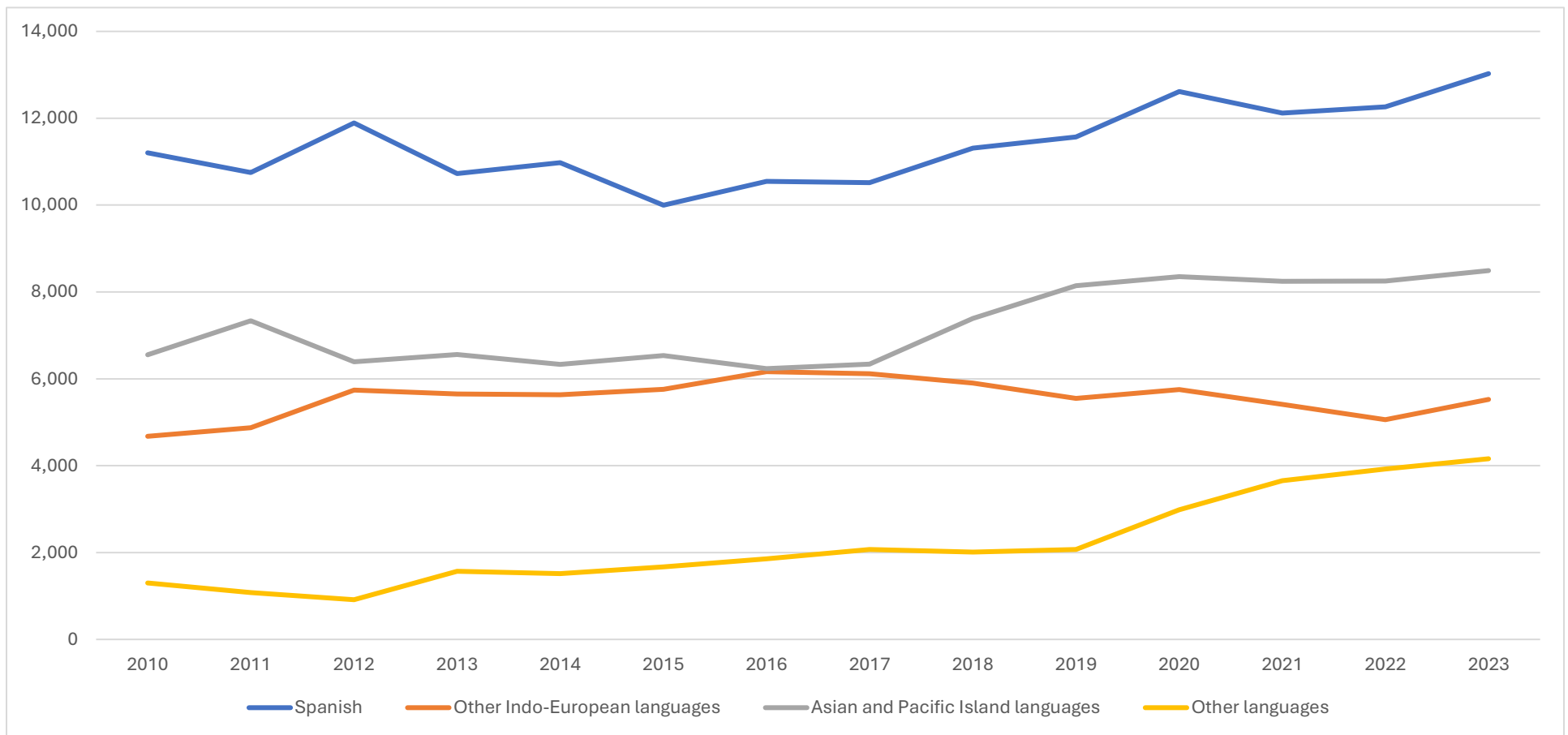
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP02



12. Population: Languages Spoken at Home Other than English (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Spanish	11,204	10,749	11,893	10,727	10,975	9,998	10,547	10,519	11,310	11,567	12,617	12,121	12,265	13,027
Other Indo-European	4,677	4,877	5,742	5,653	5,632	5,759	6,165	6,115	5,900	5,552	5,754	5,410	5,058	5,525
Asian and Pacific Island	6,554	7,336	6,393	6,562	6,331	6,538	6,235	6,337	7,392	8,143	8,352	8,243	8,251	8,492
Other languages	1,302	1,080	914	1,567	1,515	1,670	1,856	2,073	2,011	2,073	2,985	3,652	3,926	4,160
Total Other than English	23,737	24,042	24,942	24,509	24,453	23,965	24,803	25,044	26,613	27,335	29,708	29,426	29,500	31,204
Population 5 years and over	93,593	94,456	95,188	96,242	96,986	98,497	99,466	100,771	102,092	103,267	104,332	104,504	104,521	104,844

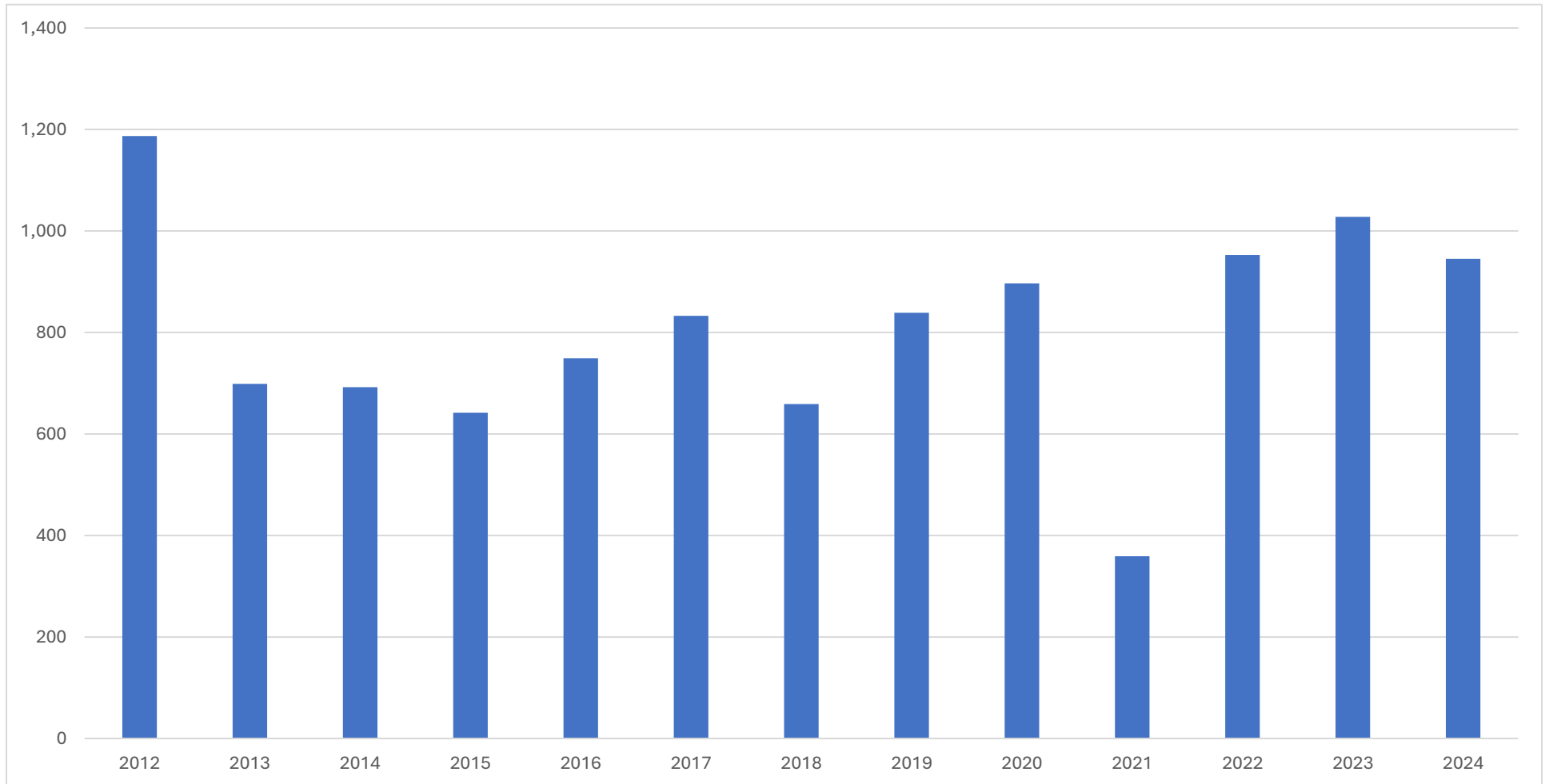
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP02



13. Everett and Snohomish County Total Homeless Households (2012-2024)

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Household without children	795	569	548	534	638	715	561	701	776	-	846	908	-
Households with at least 1 adult and 1 child	389	110	105	80	88	90	74	105	92	-	92	105	-
Households with only children	3	20	39	28	23	28	24	33	29	-	15	15	-
Total homeless households	1,187	699	692	642	749	833	659	839	897	359	953	1,028	945

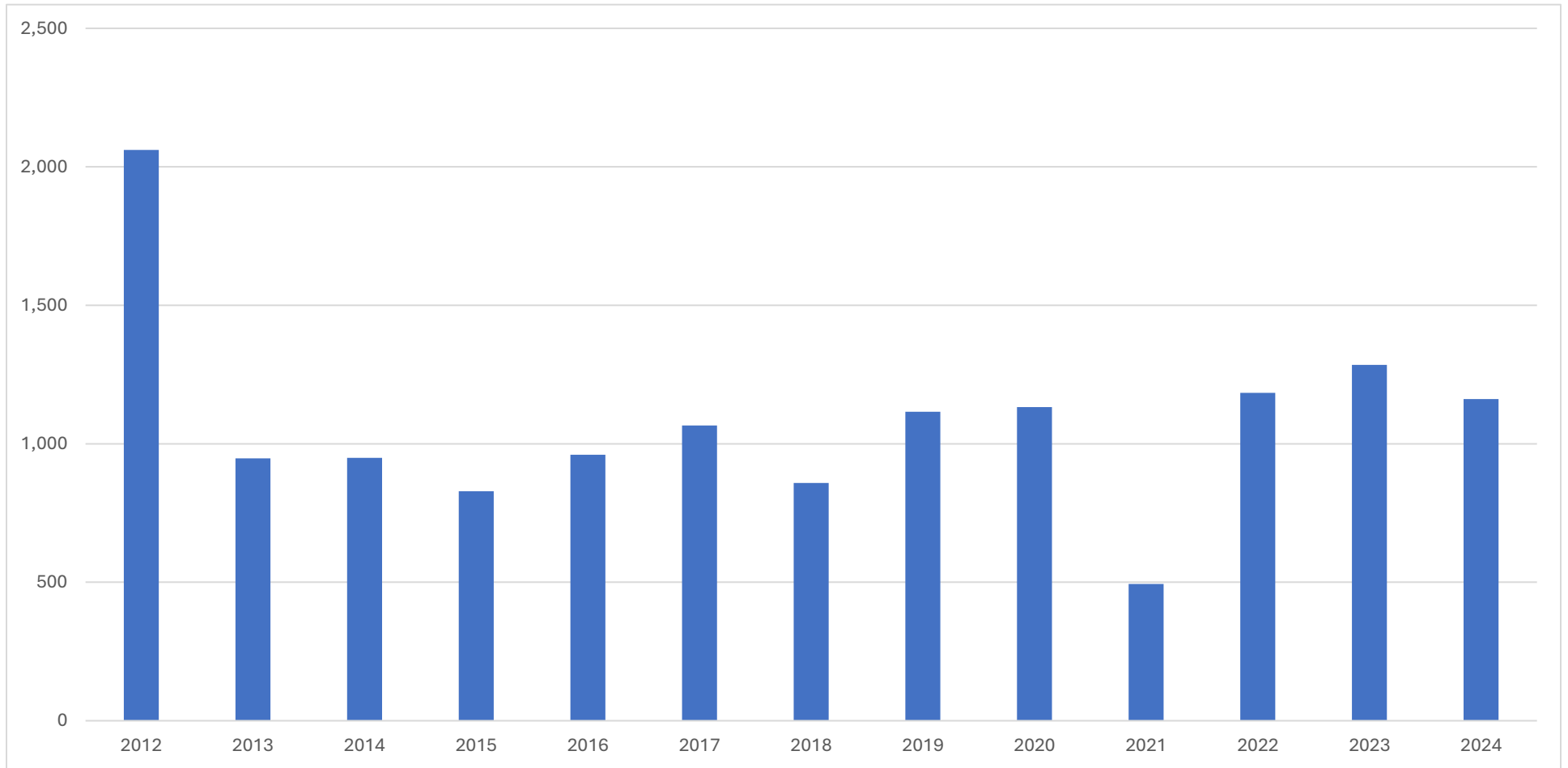
Source: 2012-2024 US HUD Continuum of Care Homeless Assistance Program Homeless Population and Subpopulations



14. Everett & Snohomish County Total Homeless Persons (2012-2024)

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Persons in household without children	868	600	574	567	677	754	582	744	818	-	882	945	-
Persons in household with at least 1 adult and 1 child	1,159	327	335	231	258	281	246	337	284	-	287	325	-
Persons in Households with only children	34	20	40	31	25	31	30	35	30	-	15	15	-
Total homeless persons	2,061	947	949	829	960	1,066	858	1,116	1,132	494	1,184	1,285	1,161

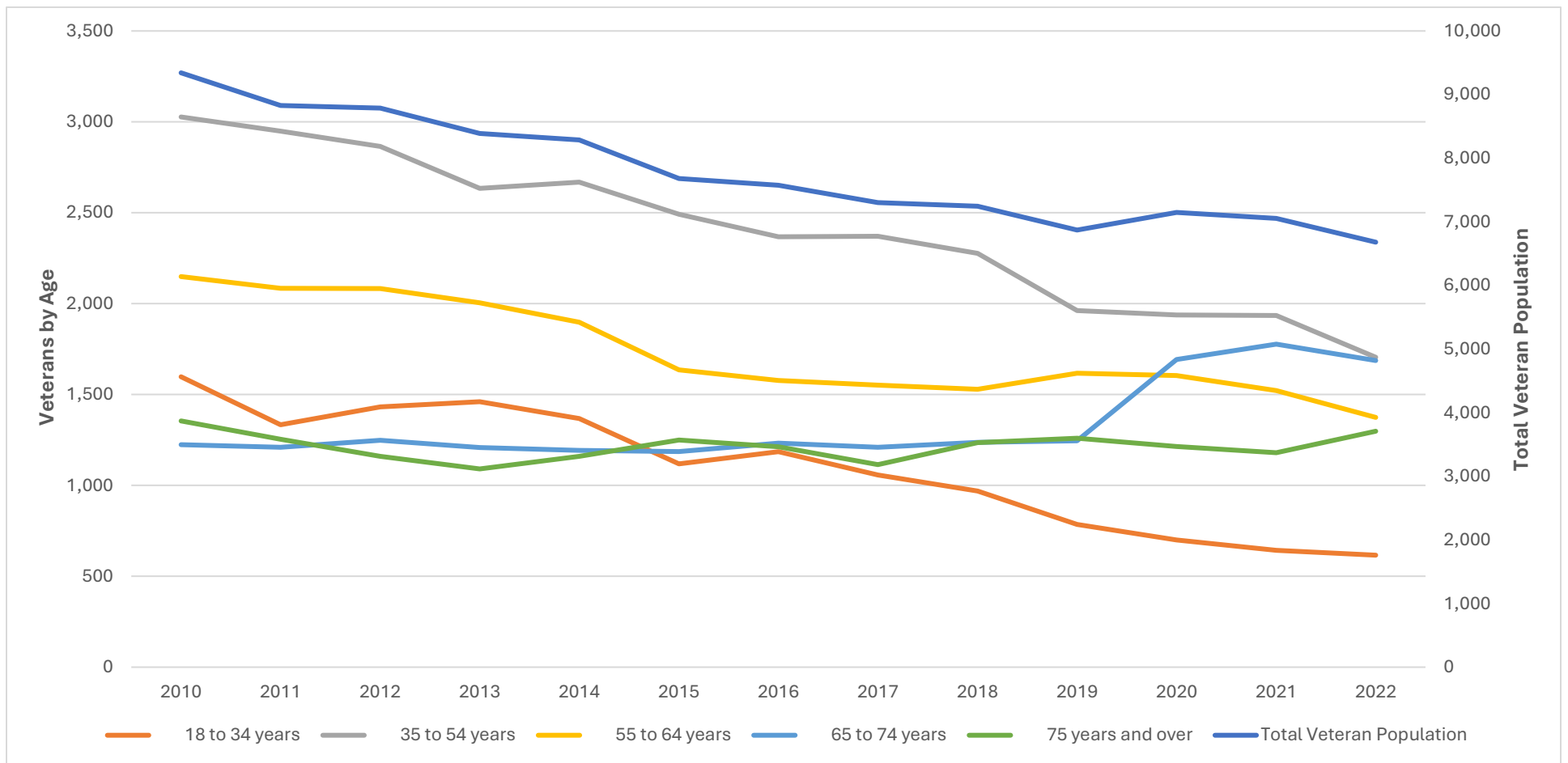
Source: 2012-2024 US HUD Continuum of Care Homeless Assistance Program Homeless Population and Subpopulations



15. Population: Veterans (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Total Veteran Population	9,342	8,830	8,788	8,389	8,285	7,681	7,576	7,302	7,246	6,869	7,146	7,055	6,680	6,403
18 to 34 years	1,597	1,333	1,432	1,460	1,367	1,118	1,186	1,057	969	785	699	642	616	567
35 to 54 years	3,027	2,949	2,865	2,634	2,668	2,492	2,368	2,370	2,277	1,962	1,937	1,935	1,705	1,733
55 to 64 years	2,149	2,084	2,083	2,005	1,897	1,635	1,577	1,551	1,529	1,617	1,604	1,521	1,374	1,440
65 to 74 years	1,224	1,210	1,248	1,208	1,193	1,186	1,233	1,210	1,236	1,245	1,692	1,777	1,687	1,604
75 years and over	1,355	1,254	1,160	1,091	1,160	1,250	1,212	1,114	1,235	1,260	1,214	1,180	1,298	1,059

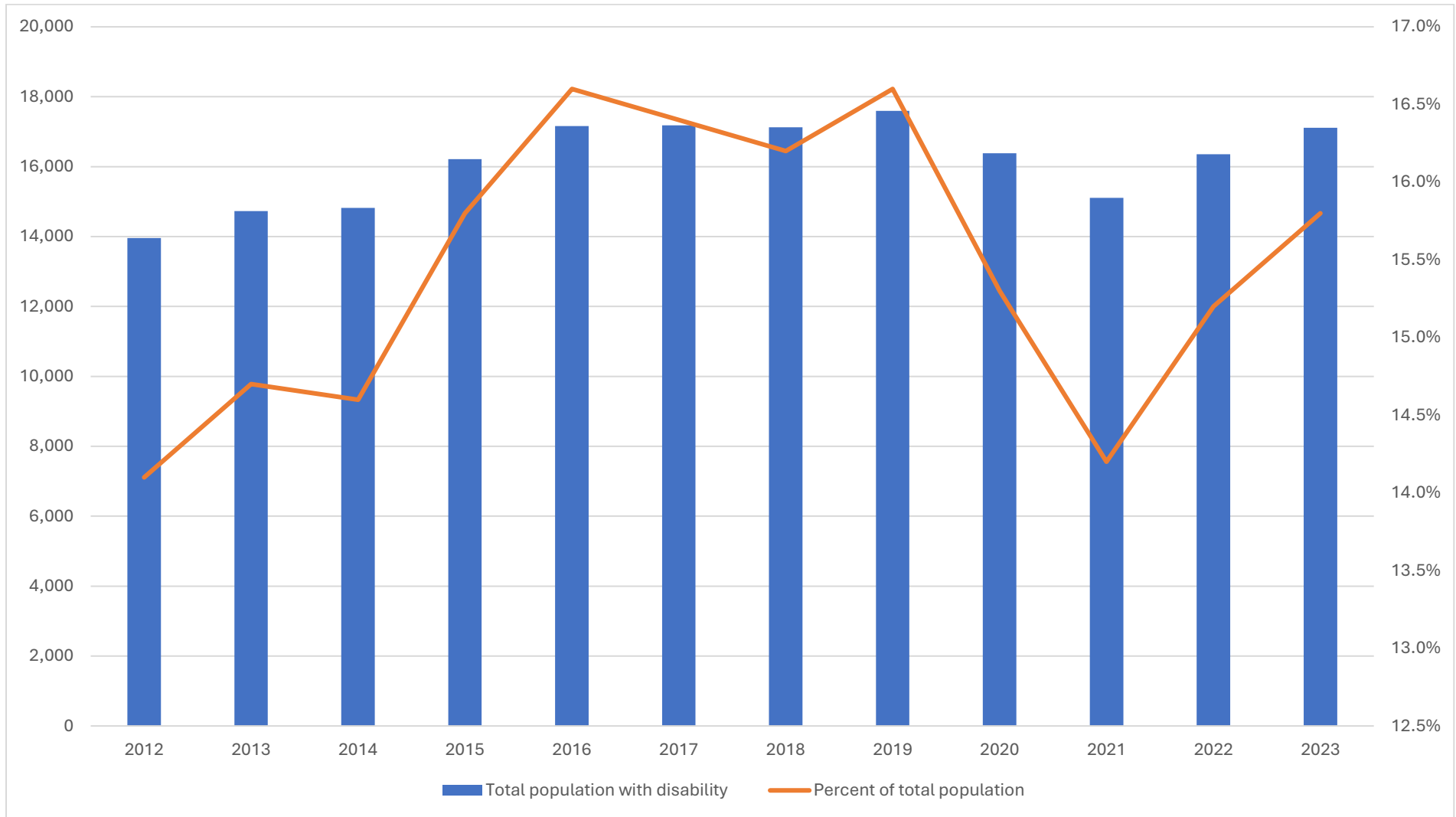
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S2101



16. Population With a Disability (2012-2023)

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Total population with disability	13,961	14,732	14,823	16,213	17,164	17,182	17,123	17,599	16,381	15,110	16,358	17,113
Percent of total population	14.1%	14.7%	14.6%	15.8%	16.6%	16.4%	16.2%	16.6%	15.3%	14.2%	15.2%	15.8%

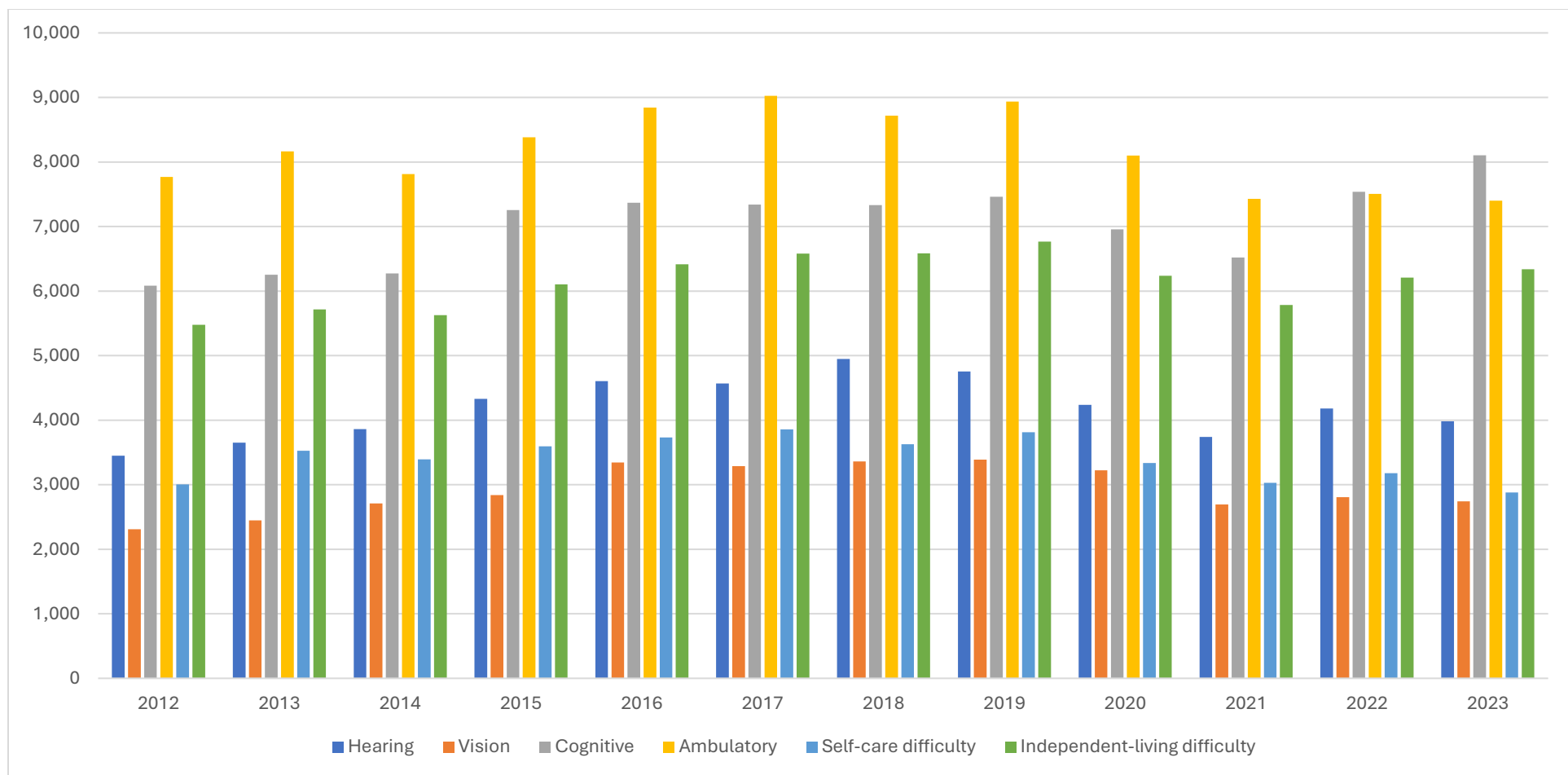
Source: 2012-2023 US Census ACS 5-Year Estimates, Table S1810



17. Population with a Disability by Type (2010-2023)

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Hearing	3,451	3,652	3,860	4,332	4,606	4,568	4,949	4,756	4,236	3,739	4,181	3,982
Vision	2,311	2,449	2,710	2,841	3,344	3,286	3,360	3,390	3,222	2,695	2,805	2,742
Cognitive	6,083	6,252	6,275	7,254	7,369	7,338	7,330	7,461	6,956	6,518	7,538	8,103
Ambulatory	7,769	8,164	7,811	8,383	8,845	9,024	8,718	8,935	8,101	7,427	7,506	7,399
Self-care difficulty	3,006	3,526	3,393	3,596	3,730	3,858	3,626	3,812	3,335	3,031	3,177	2,878
Independent-living difficulty	5,477	5,717	5,625	6,103	6,416	6,580	6,584	6,765	6,235	5,784	6,210	6,338

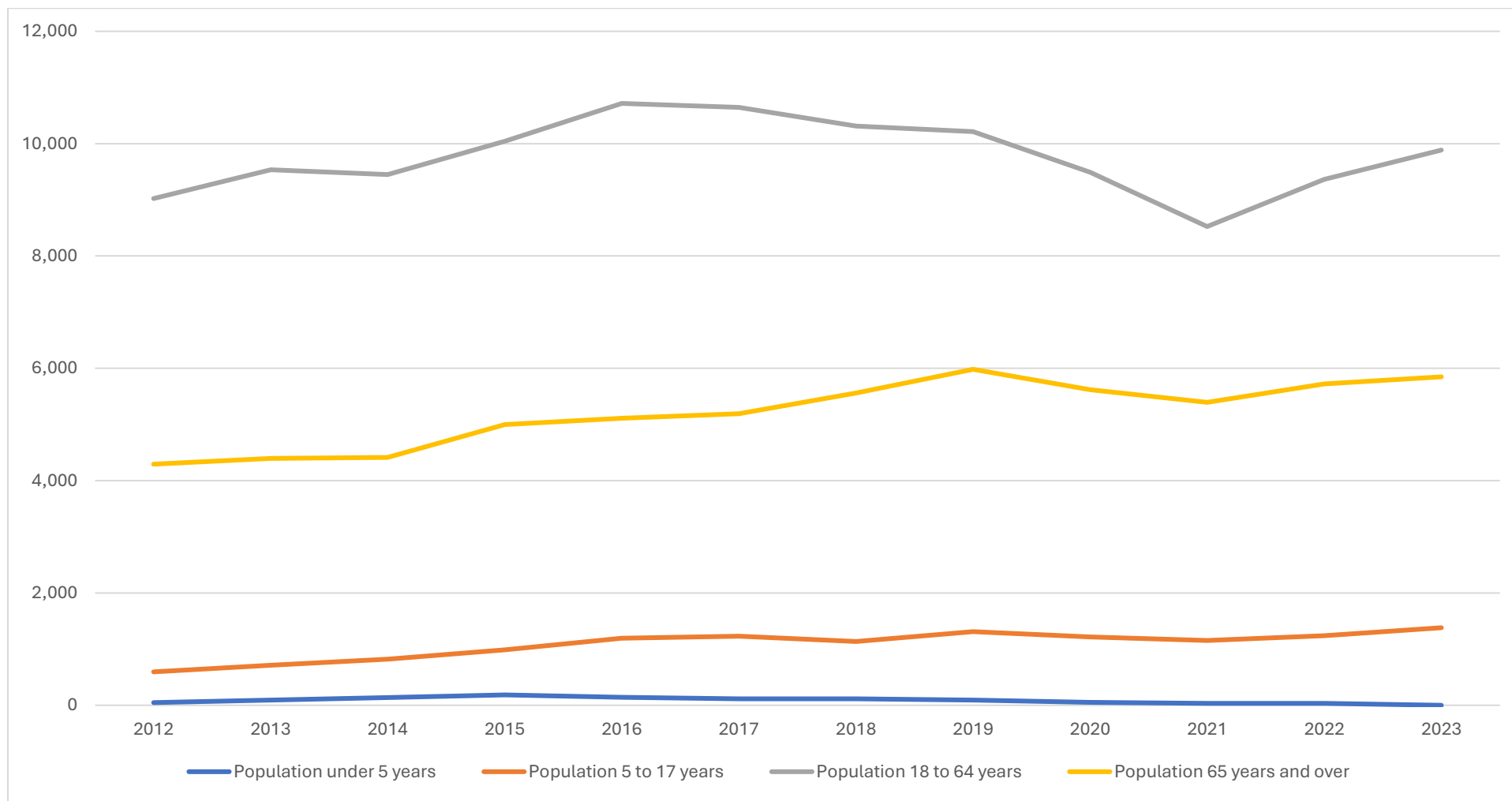
Source: 2012-2023 US Census ACS 5-Year Estimates, Table S1810



18. Population with a Disability by Age (2010-2023)

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Population under 5 years	49	92	137	185	144	114	115	92	54	35	33	0
Population 5 to 17 years	595	711	820	987	1,193	1,231	1,135	1,312	1,219	1,156	1,239	1,381
Population 18 to 64 years	9,024	9,534	9,451	10,042	10,716	10,647	10,311	10,213	9,491	8,524	9,364	9,886
Population 65 years and over	4,293	4,395	4,415	4,999	5,111	5,190	5,562	5,982	5,617	5,395	5,722	5,846

Source: 2012-2023 US Census ACS 5-Year Estimates, Table S1810

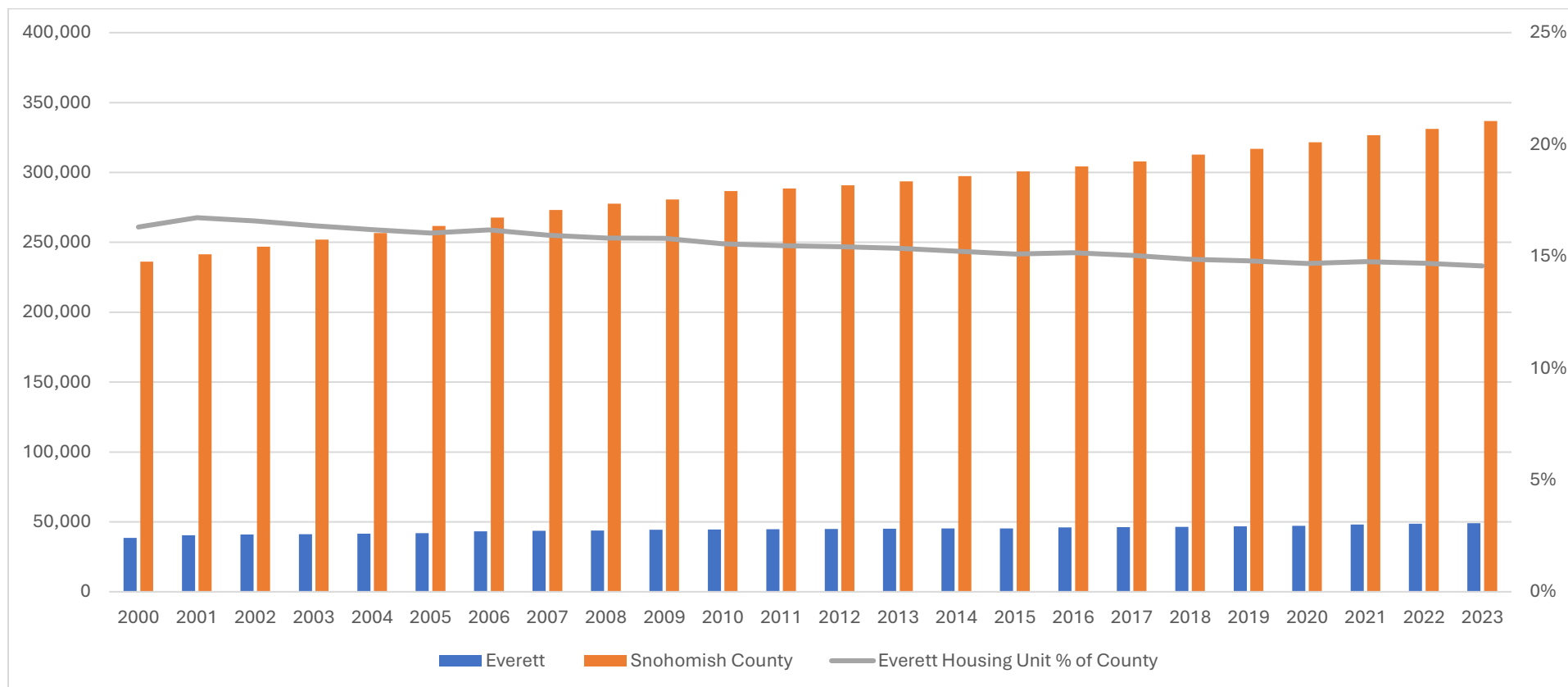


19. Everett and Snohomish County Total Housing Units and Proportion (2000-2023)

Description	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Everett	38,512	40,391	40,923	41,228	41,560	41,981	43,304	43,580	43,895	44,384	44,609	44,656
Snohomish County	236,205	241,467	246,812	251,964	256,654	261,762	267,697	273,241	277,565	280,718	286,659	288,520
Everett Housing Unit % of County	16.30%	16.73%	16.58%	16.36%	16.19%	16.04%	16.18%	15.95%	15.81%	15.81%	15.56%	15.48%

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Everett	44,873	45,089	45,284	45,394	46,141	46,311	46,497	46,884	47,193	48,219	48,649	49,053
Snohomish County	290,714	293,600	297,426	300,707	304,394	307,950	312,718	316,948	321,523	326,723	331,191	336,690
Everett Housing Unit % of County	15.44%	15.36%	15.23%	15.10%	15.16%	15.04%	14.87%	14.79%	14.68%	14.76%	14.69%	14.57%

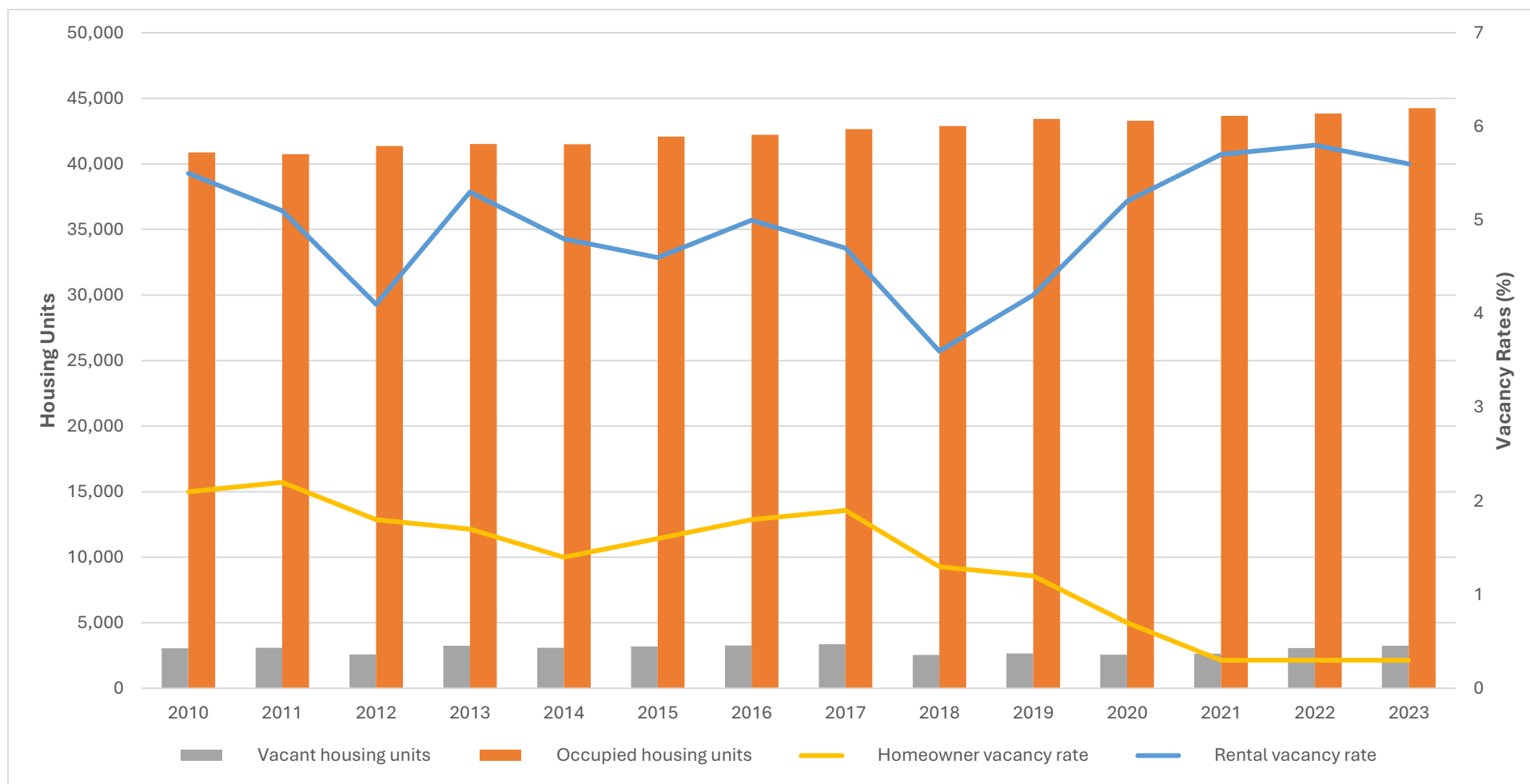
Source: Washington State Office of Financial Management



20. Everett Total Housing Units and Occupancy (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Total housing units	43,934	43,830	43,957	44,770	44,601	45,267	45,489	46,028	45,425	46,092	45,853	46,310	46,913	47,499
Occupied housing units	40,882	40,743	41,366	41,520	41,500	42,079	42,221	42,652	42,883	43,428	43,293	43,656	43,840	44,255
Vacant housing units	3,052	3,087	2,591	3,250	3,101	3,188	3,268	3,376	2,542	2,664	2,560	2,654	3,073	3,244
Homeowner vacancy rate	2.1	2.2	1.8	1.7	1.4	1.6	1.8	1.9	1.3	1.2	0.7	0.3	0.3	0.3
Rental vacancy rate	5.5	5.1	4.1	5.3	4.8	4.6	5	4.7	3.6	4.2	5.2	5.7	5.8	5.6

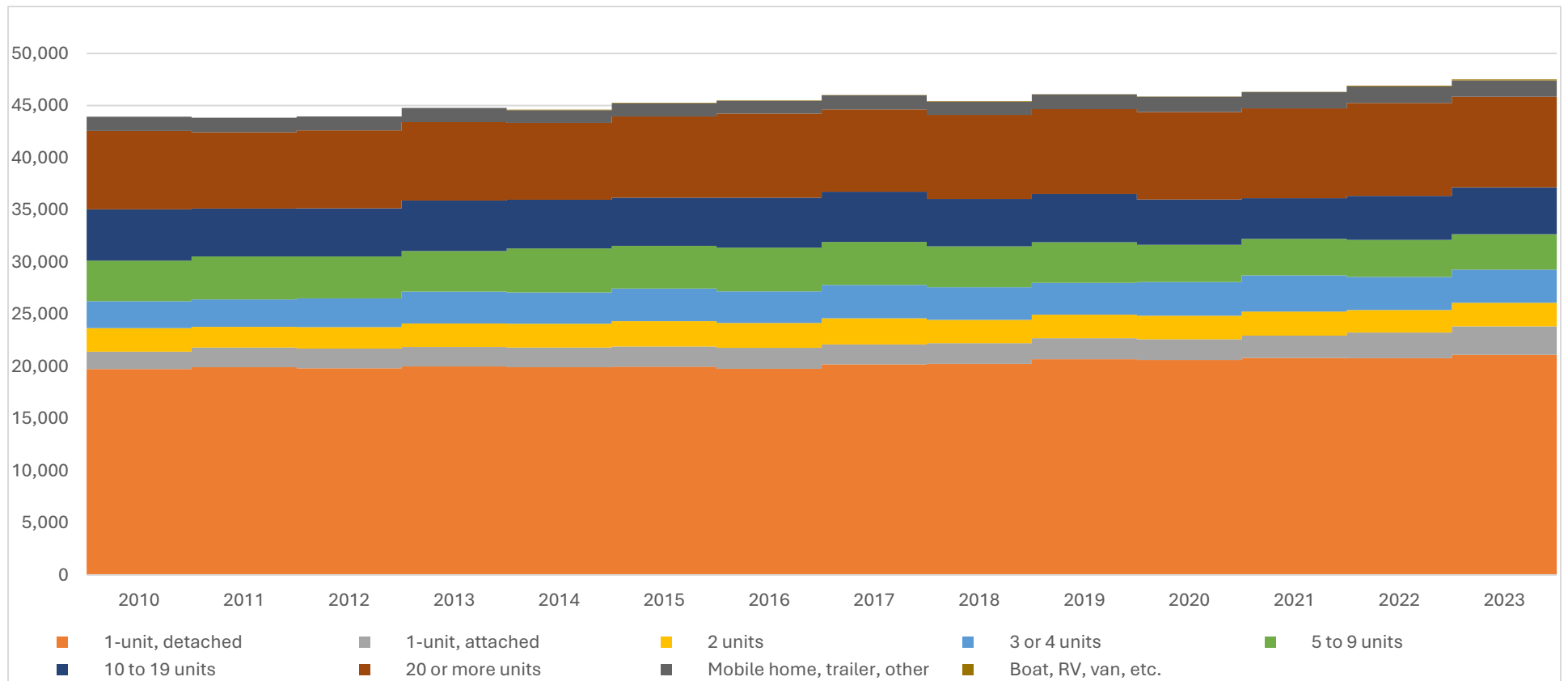
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



21. Housing Units in Structure (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
1-unit, detached	19,754	19,928	19,826	19,997	19,929	19,957	19,777	20,185	20,251	20,694	20,606	20,804	20,776	21,110
1-unit, attached	1,653	1,884	1,890	1,851	1,873	1,944	1,999	1,928	1,977	2,007	1,994	2,146	2,477	2,735
2 units	2,263	1,973	2,045	2,261	2,278	2,421	2,385	2,489	2,237	2,256	2,262	2,302	2,139	2,261
3 or 4 units	2,580	2,622	2,755	3,064	3,005	3,151	3,019	3,201	3,114	3,038	3,220	3,463	3,177	3,175
5 to 9 units	3,898	4,120	4,010	3,880	4,214	4,079	4,196	4,127	3,936	3,899	3,571	3,499	3,554	3,384
10 to 19 units	4,913	4,593	4,619	4,845	4,666	4,610	4,799	4,817	4,537	4,632	4,339	3,896	4,233	4,507
20 or more units	7,514	7,322	7,471	7,522	7,375	7,798	8,059	7,882	8,070	8,125	8,392	8,622	8,900	8,682
Mobile home, trailer, other	1,359	1,388	1,341	1,350	1,223	1,269	1,223	1,365	1,267	1,432	1,461	1,551	1,581	1,568
Boat, RV, van, etc.	0	0	0	0	38	38	32	34	36	9	8	27	76	77

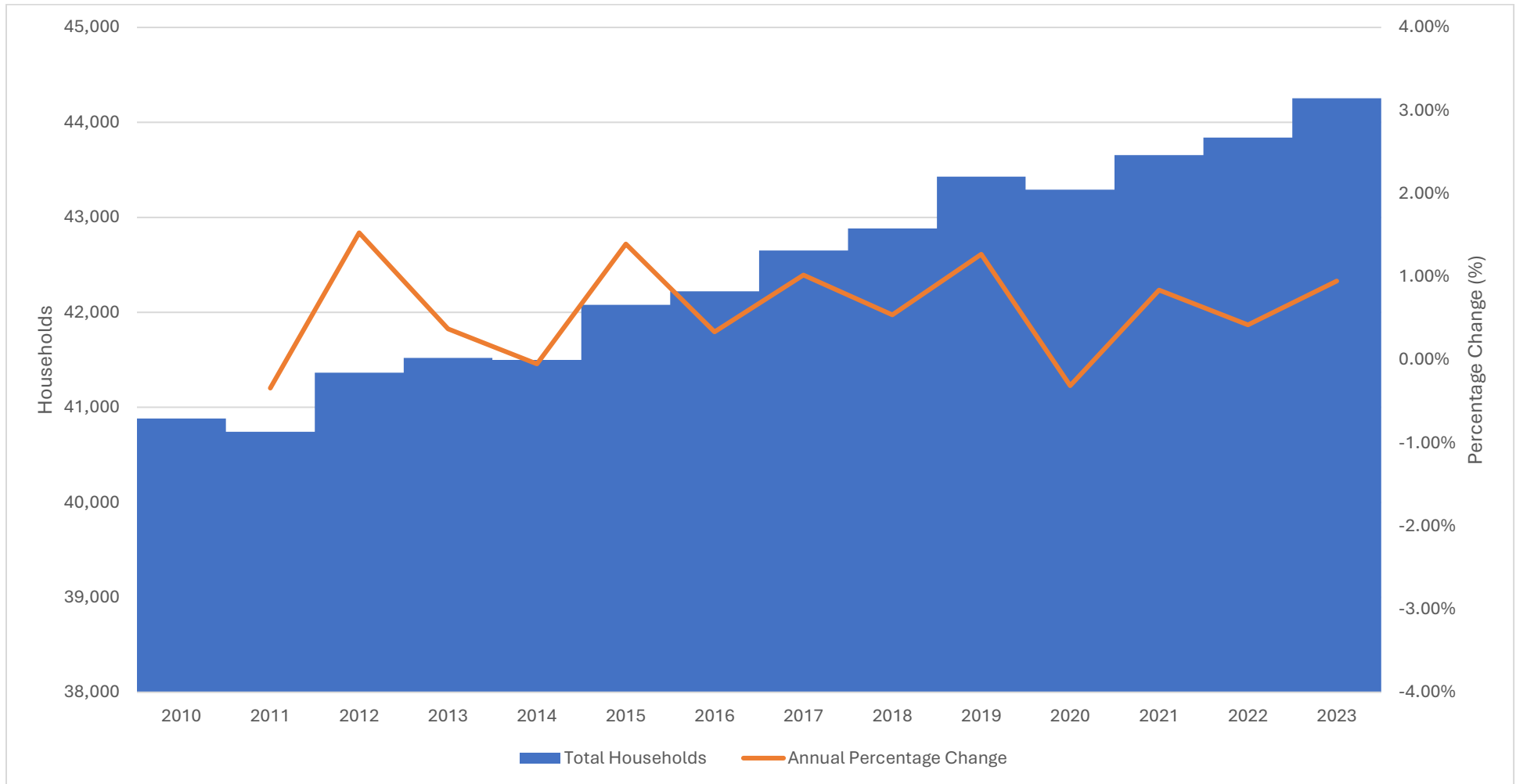
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



22. Total Households and Annual Percentage Change (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Total Households	40,882	40,743	41,366	41,520	41,500	42,079	42,221	42,652	42,883	43,428	43,293	43,656	43,840	44,255
Annual Percentage Change		-0.34%	1.53%	0.37%	-0.05%	1.40%	0.34%	1.02%	0.54%	1.27%	-0.31%	0.84%	0.42%	0.95%

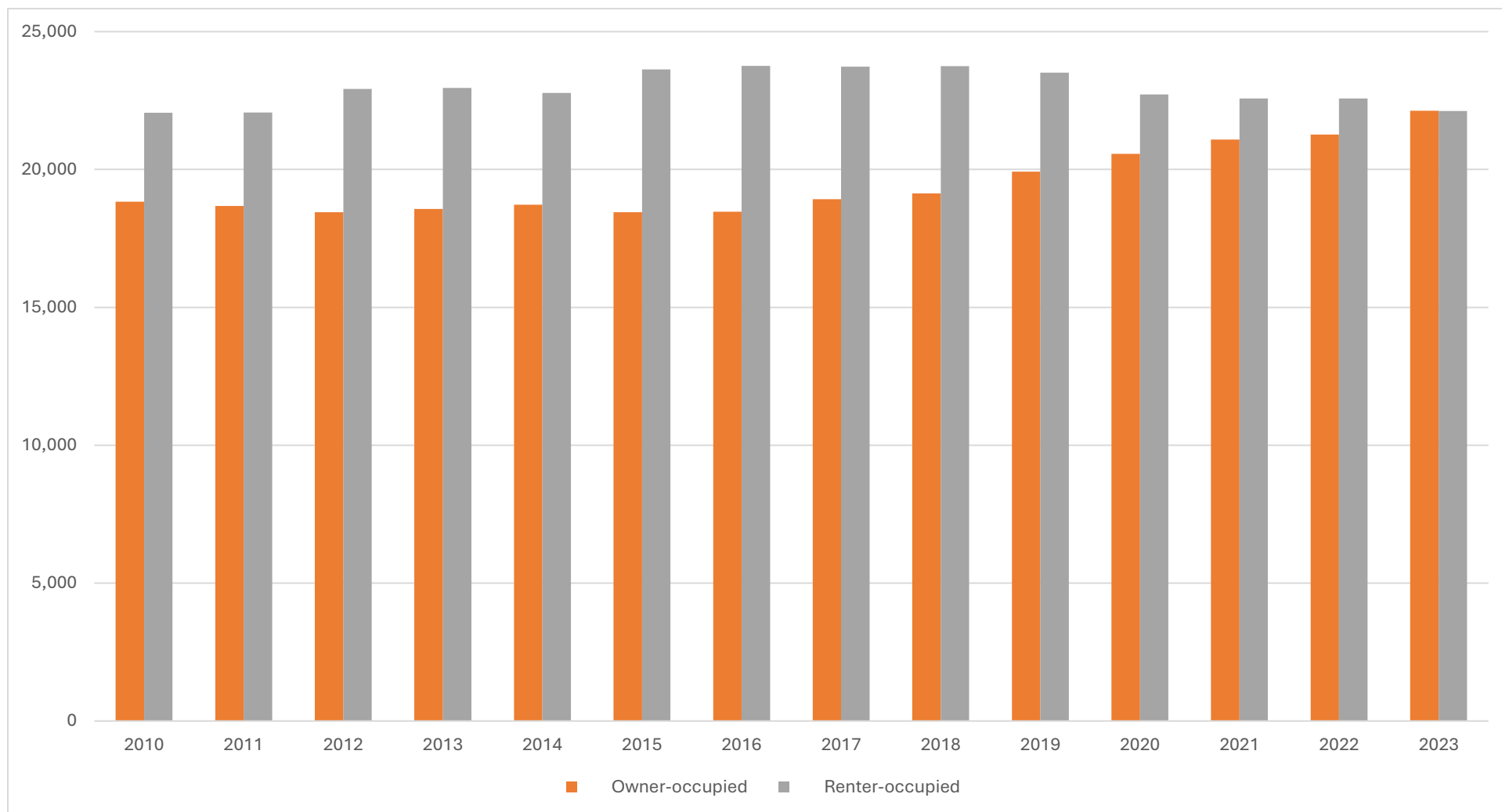
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



23. Occupied Housing Units: Owner-Occupied vs Renter-Occupied (2010-2023)

Housing Tenure	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Occupied housing units	40,882	40,743	41,366	41,520	41,500	42,079	42,221	42,652	42,883	43,428	43,293	43,656	43,840	44,255
Owner-occupied	18,827	18,674	18,450	18,564	18,726	18,452	18,464	18,926	19,135	19,920	20,570	21,083	21,267	22,132
Renter-occupied	22,055	22,069	22,916	22,956	22,774	23,627	23,757	23,726	23,748	23,508	22,723	22,573	22,573	22,123

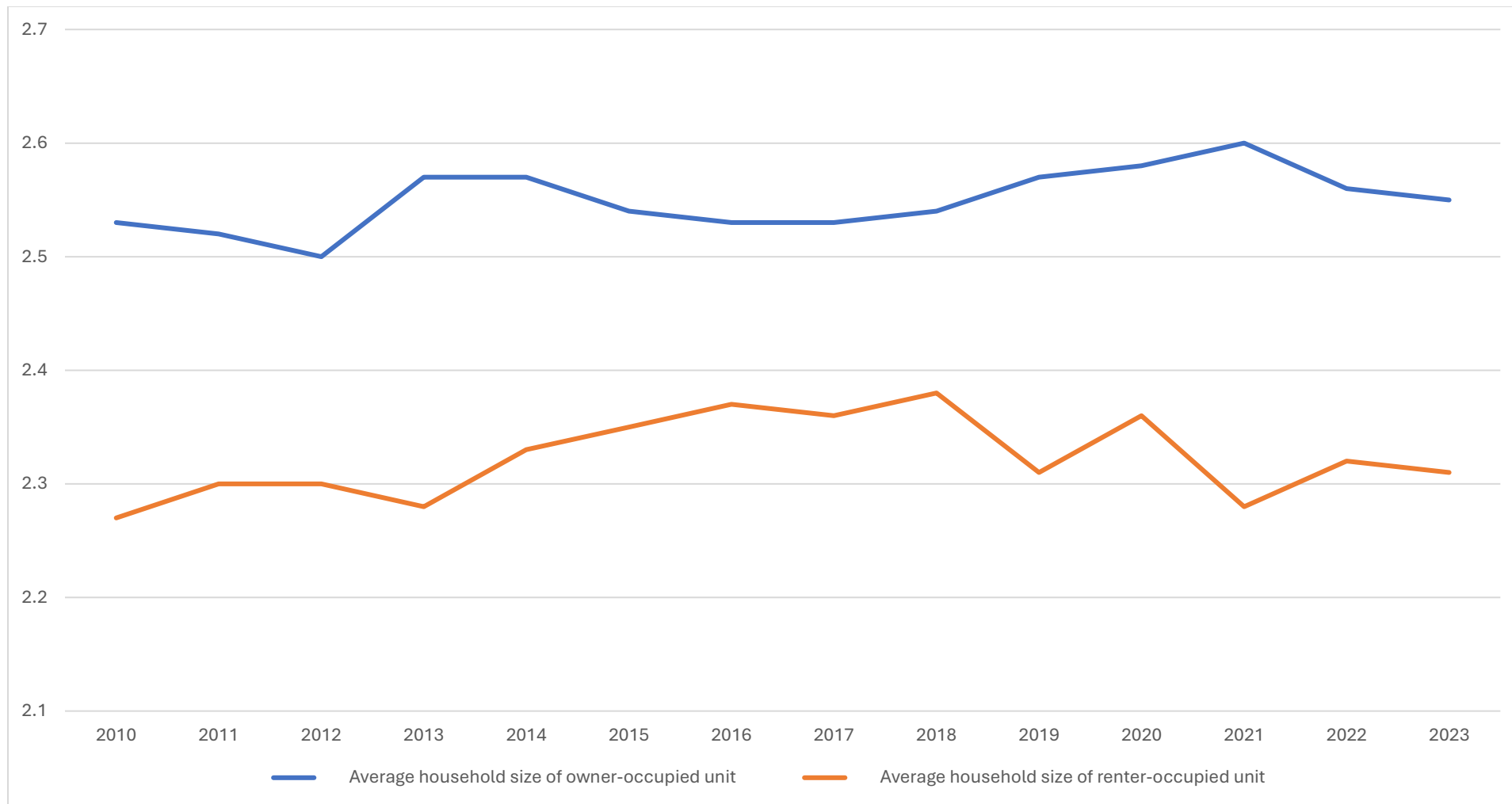
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



24. Occupied Housing Units: Average Household Size (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Average household size of owner-occupied unit	2.53	2.52	2.5	2.57	2.57	2.54	2.53	2.53	2.54	2.57	2.58	2.6	2.56	2.55
Average household size of renter-occupied unit	2.27	2.3	2.3	2.28	2.33	2.35	2.37	2.36	2.38	2.31	2.36	2.28	2.32	2.31

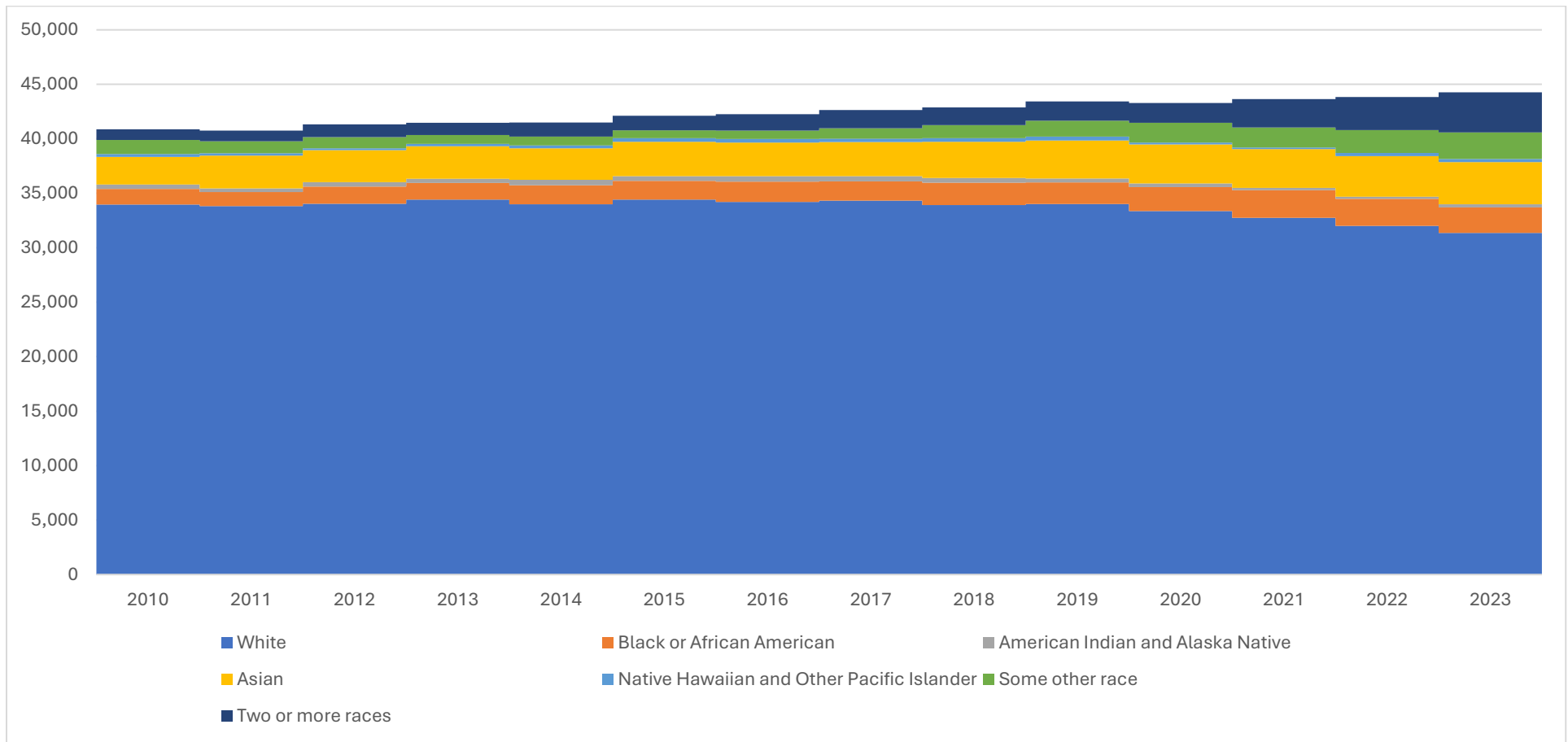
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



25. Occupied Housing Units by Race (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
White	33,973	33,817	34,044	34,420	33,989	34,421	34,199	34,318	33,928	34,011	33,374	32,747	32,001	16,076
Black or African American	1,431	1,304	1,572	1,536	1,743	1,725	1,858	1,782	2,038	1,979	2,193	2,529	2,481	1,123
American Indian & Alaska Native	409	326	414	374	498	421	507	459	446	359	329	208	205	67
Asian	2,535	3,015	2,937	2,989	2,905	3,156	3,082	3,136	3,304	3,499	3,595	3,568	3,718	2,450
Native Hawaiian & Other Pacific Islander	245	204	165	208	249	337	338	309	344	354	153	139	294	18
Some other race	1,308	1,100	1,034	830	830	715	760	952	1,204	1,452	1,834	1,844	2,110	780
Two or more races	981	978	1,158	1,121	1,287	1,347	1,520	1,696	1,619	1,774	1,815	2,621	3,031	1,618

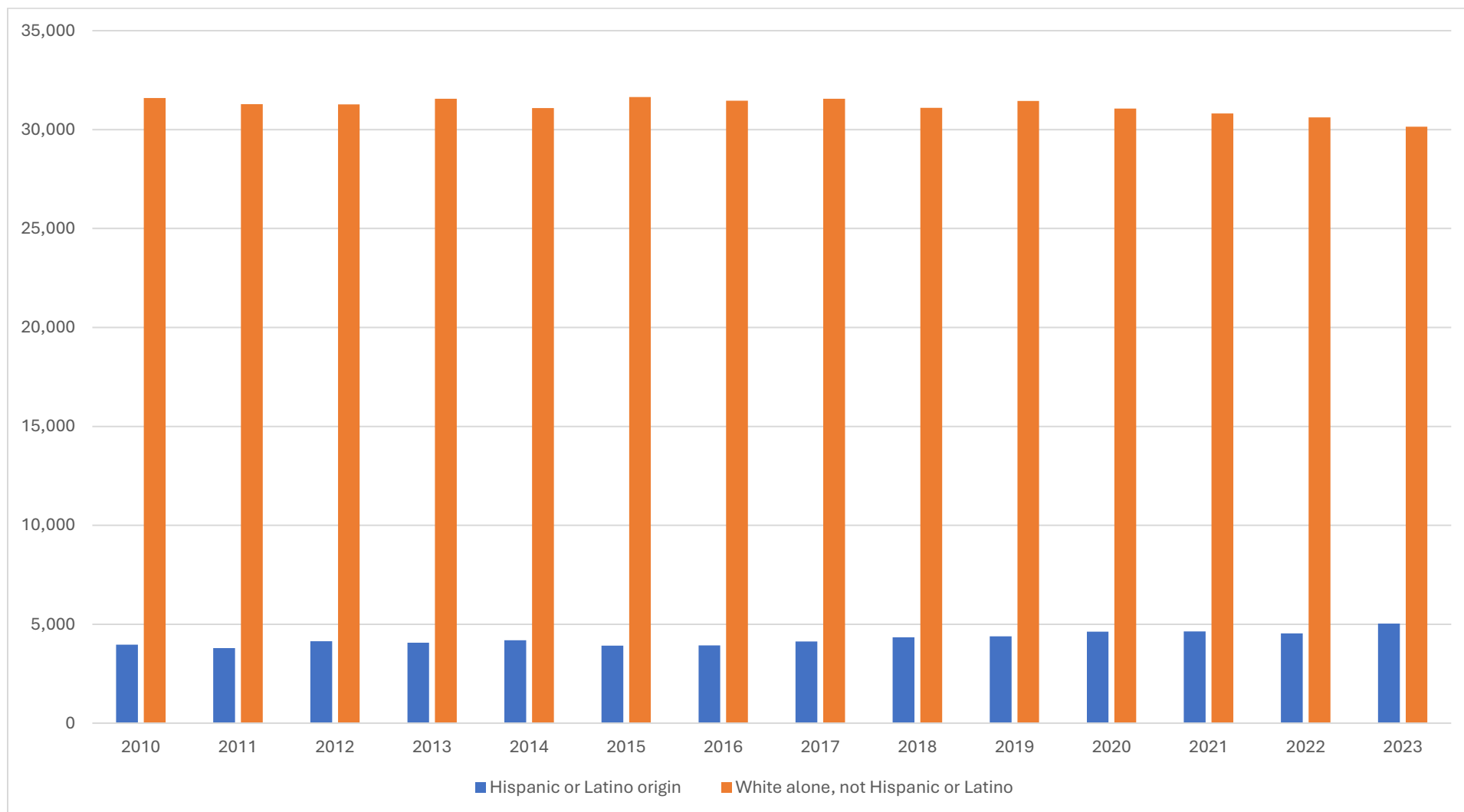
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



26. Occupied Housing Units: Hispanic or Latino vs. White Alone (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Hispanic or Latino origin	3,966	3,789	4,137	4,069	4,192	3,913	3,927	4,125	4,342	4,394	4,624	4,635	4,538	5,035
White alone, not Hispanic or Latino	31,602	31,291	31,273	31,555	31,084	31,643	31,455	31,562	31,100	31,441	31,065	30,818	30,615	30,141

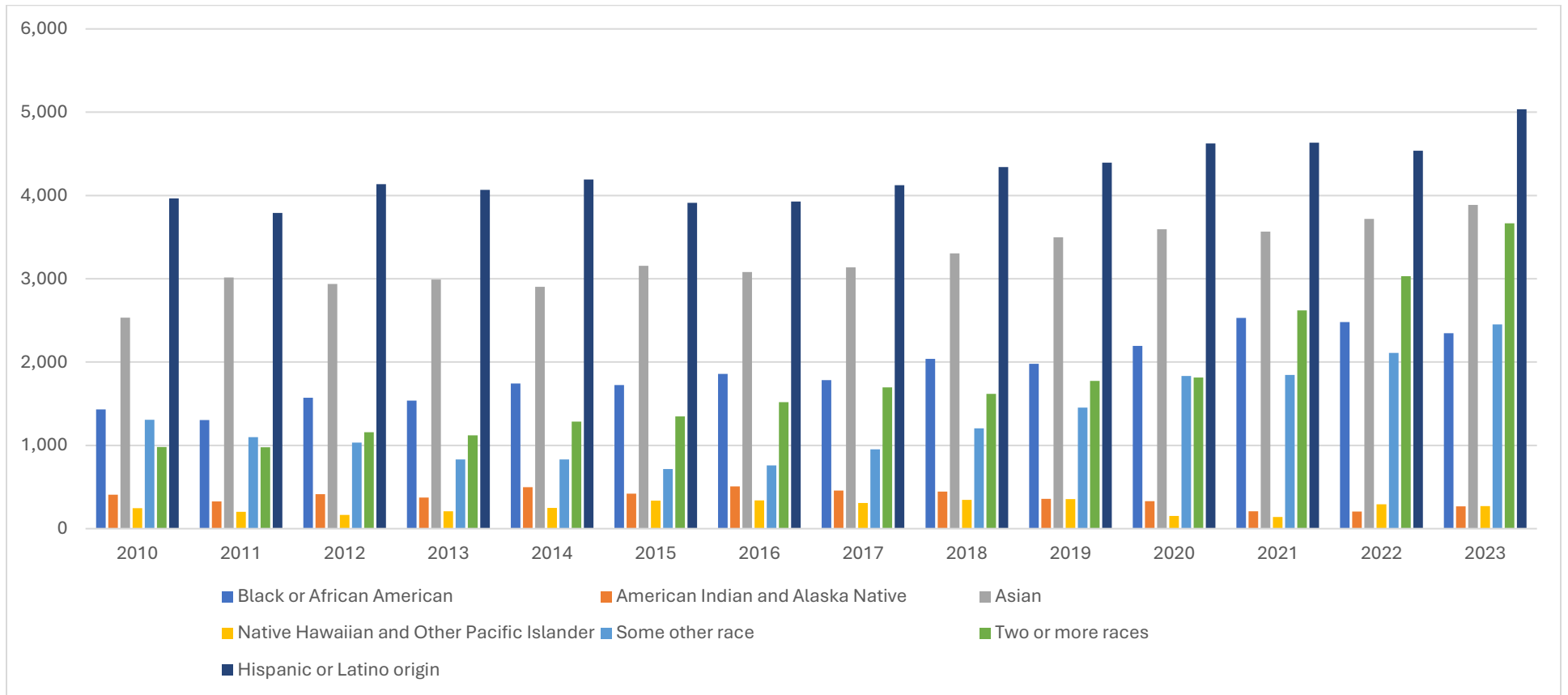
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



27. Occupied Housing Units: Races Excluding White (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Black or African American	1,431	1,304	1,572	1,536	1,743	1,725	1,858	1,782	2,038	1,979	2,193	2,529	2,481	2,347
American Indian and Alaska Native	409	326	414	374	498	421	507	459	446	359	329	208	205	268
Asian	2,535	3,015	2,937	2,989	2,905	3,156	3,082	3,136	3,304	3,499	3,595	3,568	3,718	3,888
Native Hawaiian and Other Pacific Islander	245	204	165	208	249	337	338	309	344	354	153	139	294	270
Some other race	1,308	1,100	1,034	830	830	715	760	952	1,204	1,452	1,834	1,844	2,110	2,451
Two or more races	981	978	1,158	1,121	1,287	1,347	1,520	1,696	1,619	1,774	1,815	2,621	3,031	3,667
Hispanic or Latino origin	3,966	3,789	4,137	4,069	4,192	3,913	3,927	4,125	4,342	4,394	4,624	4,635	4,538	5,035

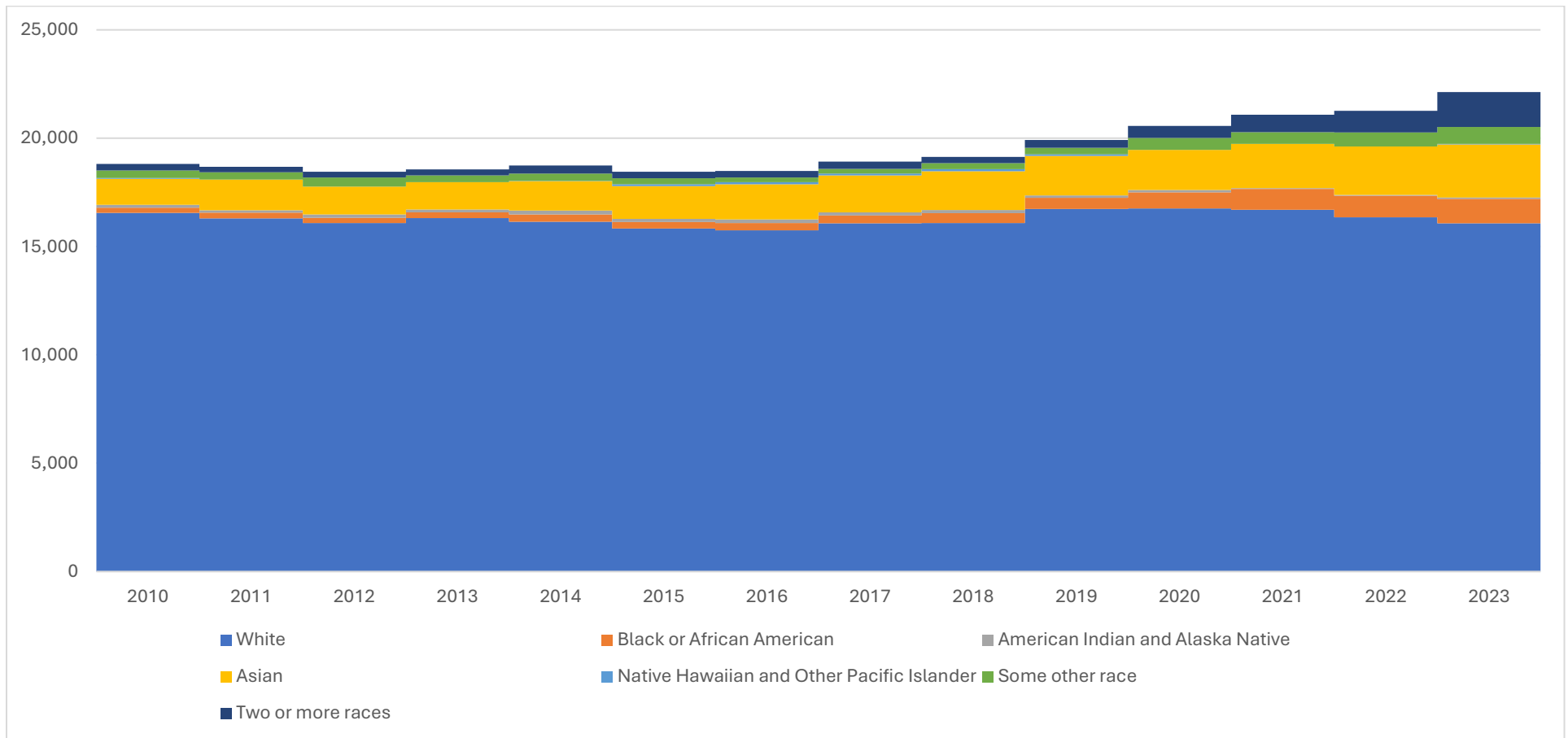
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



28. Owner-Occupied Housing Units by Race (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
White	16,549	16,302	16,088	16,318	16,142	15,832	15,750	16,069	16,080	16,733	16,761	16,703	16,349	16,076
Black or African American	245	261	240	260	337	295	332	368	461	512	747	950	993	1,123
American Indian & Alaska Native	132	112	148	130	187	148	166	142	139	109	98	45	42	67
Asian	1,205	1,419	1,292	1,262	1,348	1,513	1,625	1,700	1,793	1,836	1,855	2,036	2,234	2,450
Native Hawaiian & Other Pacific Islander	38	0	0	0	19	92	92	86	102	72	0	0	0	18
Some other race	339	336	424	316	337	277	222	216	269	290	547	550	654	780
Two or more races	301	243	258	278	375	295	295	345	291	368	562	799	995	1,618

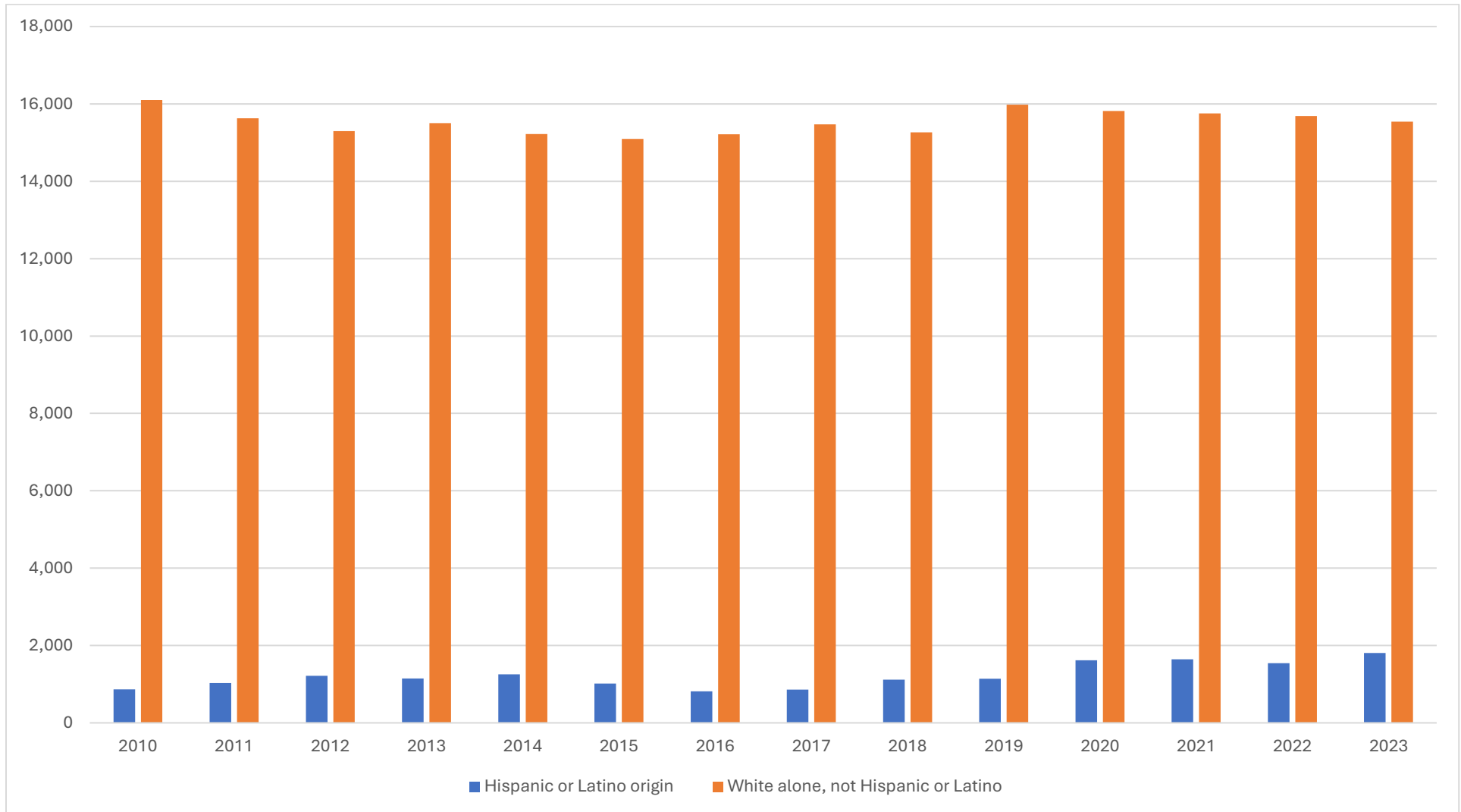
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



29. Owner-Occupied Housing Units: Hispanic or Latino vs. White Alone (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Hispanic or Latino origin	866	1,027	1,218	1,151	1,255	1,015	812	857	1,118	1,141	1,620	1,642	1,543	1,808
White alone, not Hispanic or Latino	16,097	15,630	15,295	15,501	15,224	15,094	15,214	15,474	15,265	15,980	15,820	15,752	15,686	15,543

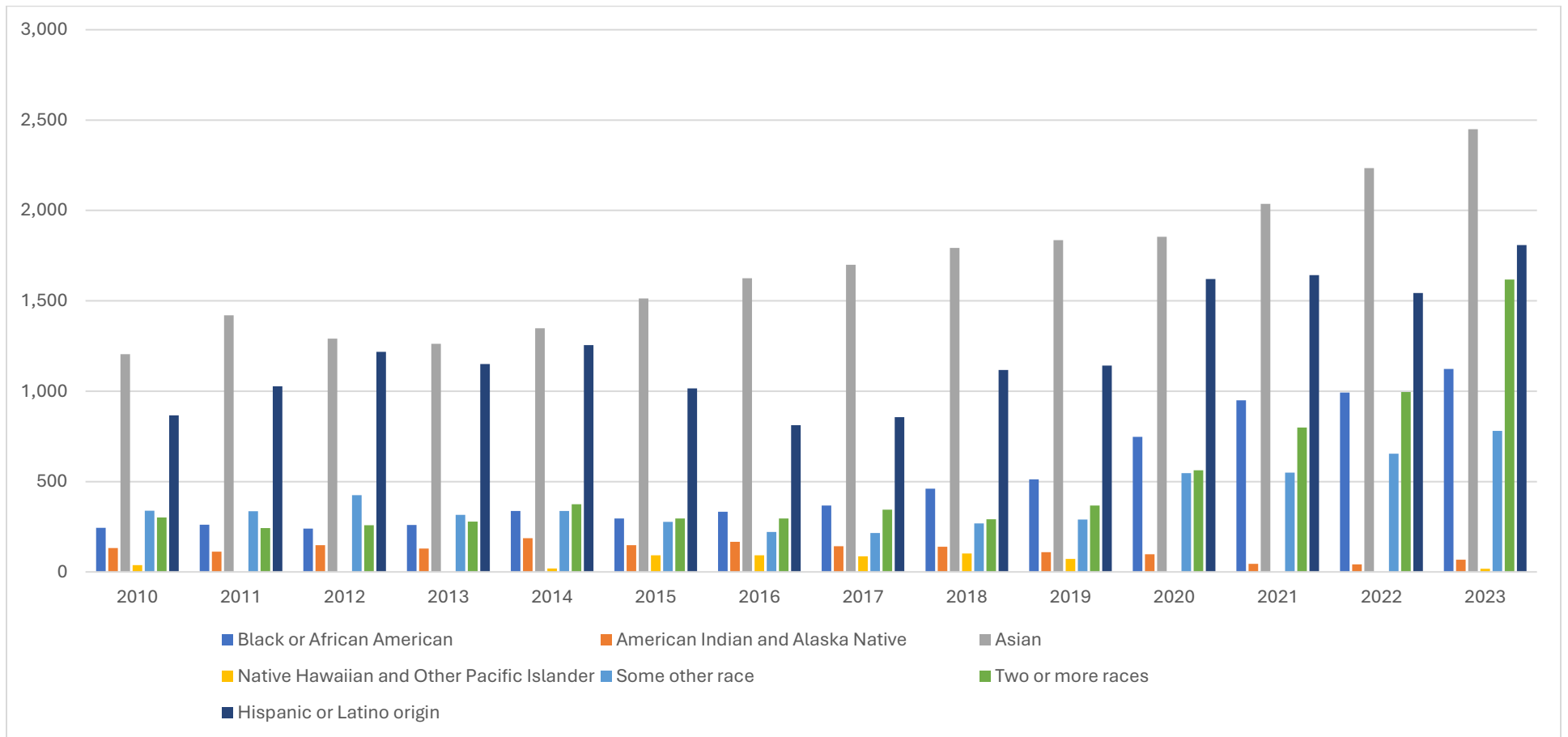
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



30. Owner-Occupied Housing Units: Races Excluding White (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Black or African American	245	261	240	260	337	295	332	368	461	512	747	950	993	1,123
American Indian % Alaska Native	132	112	148	130	187	148	166	142	139	109	98	45	42	67
Asian	1,205	1,419	1,292	1,262	1,348	1,513	1,625	1,700	1,793	1,836	1,855	2,036	2,234	2,450
Native Hawaiian & Other Pacific Islander	38	0	0	0	19	92	92	86	102	72	0	0	0	18
Some other race	339	336	424	316	337	277	222	216	269	290	547	550	654	780
Two or more races	301	243	258	278	375	295	295	345	291	368	562	799	995	1,618
Hispanic or Latino origin	866	1,027	1,218	1,151	1,255	1,015	812	857	1,118	1,141	1,620	1,642	1,543	1,808

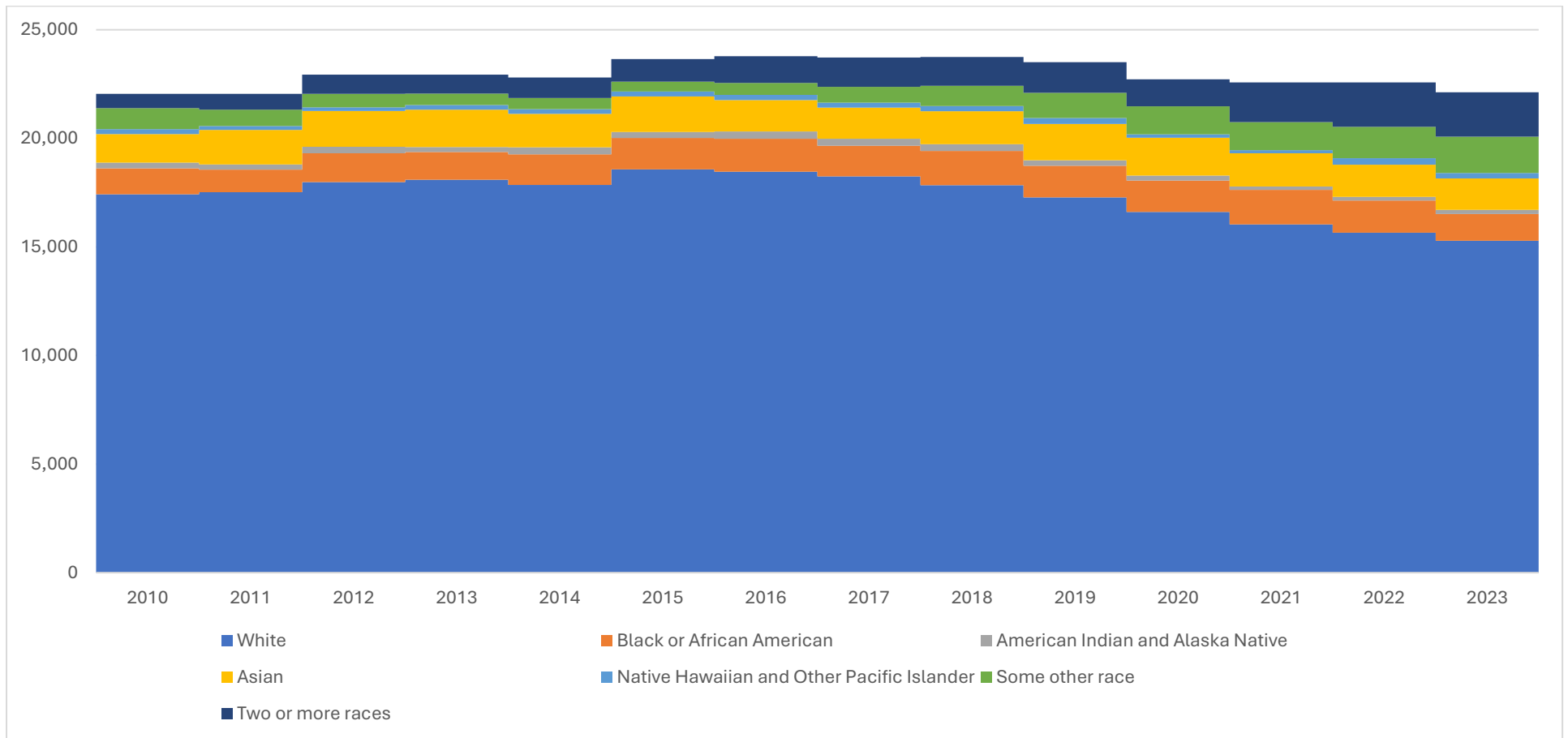
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



31. Renter-Occupied Housing Units by Race (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
White	17,423	17,523	17,989	18,089	17,855	18,571	18,459	18,249	17,848	17,278	16,613	16,044	15,652	15,288
Black or African American	1,191	1,037	1,329	1,286	1,412	1,441	1,520	1,414	1,577	1,467	1,446	1,579	1,488	1,224
American Indian & Alaska Native	265	243	298	230	319	284	333	317	307	250	231	163	163	201
Asian	1,323	1,589	1,650	1,722	1,549	1,630	1,449	1,436	1,511	1,663	1,740	1,532	1,484	1,438
Native Hawaiian & Other Pacific Islander	221	177	160	207	205	236	238	223	242	282	153	139	294	252
Some other race	970	750	619	528	524	449	546	736	935	1,162	1,287	1,294	1,456	1,671
Two or more races	662	728	894	872	934	1,040	1,235	1,351	1,328	1,406	1,253	1,822	2,036	2,049

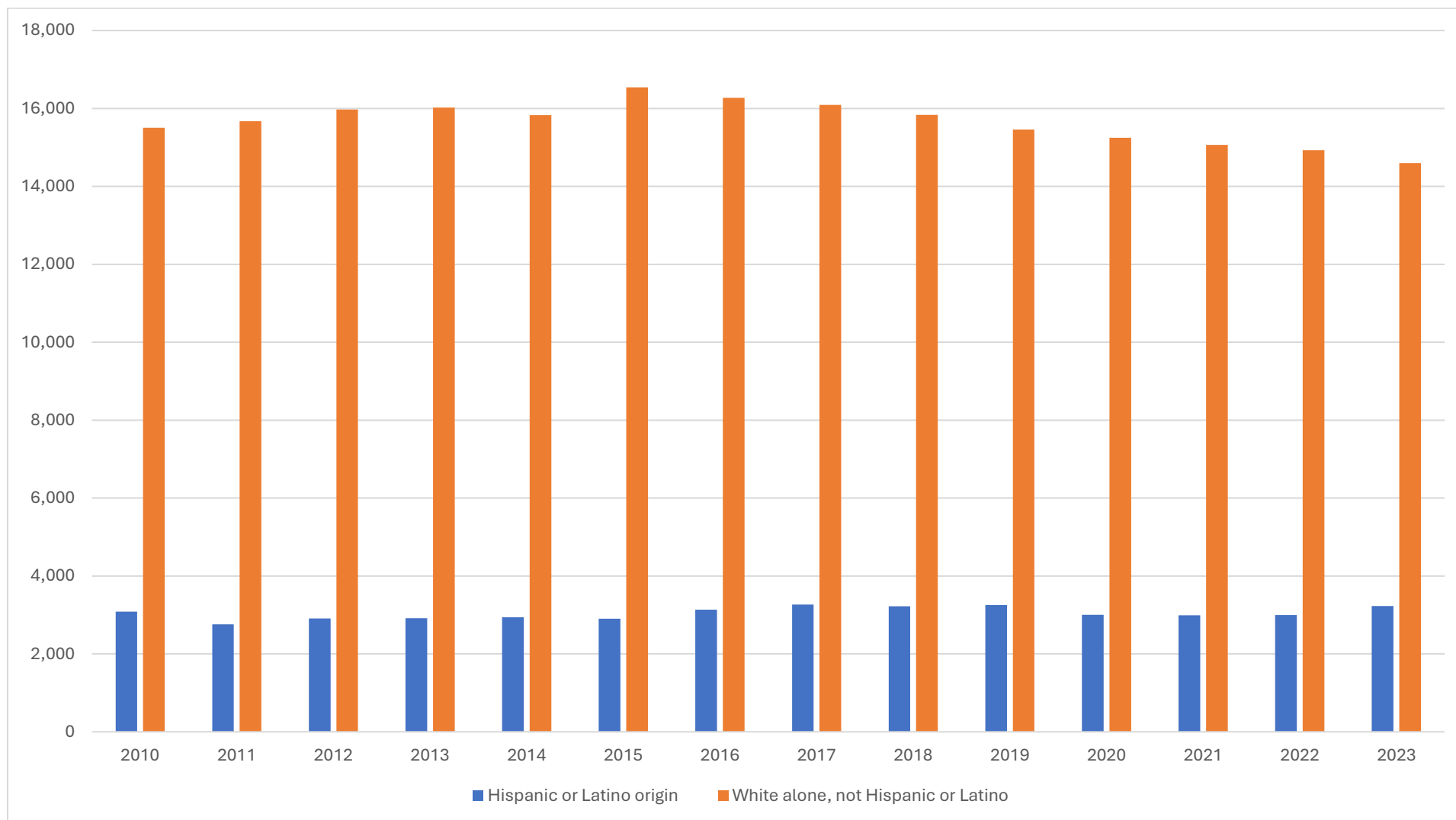
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



32. Renter-Occupied Housing Units: Hispanic or Latino vs. White Alone (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Hispanic or Latino origin	3,088	2,759	2,910	2,915	2,938	2,906	3,136	3,268	3,224	3,253	3,004	2,993	2,995	3,227
White alone, not Hispanic or Latino	15,505	15,669	15,972	16,023	15,828	16,539	16,274	16,088	15,835	15,461	15,245	15,066	14,929	14,598

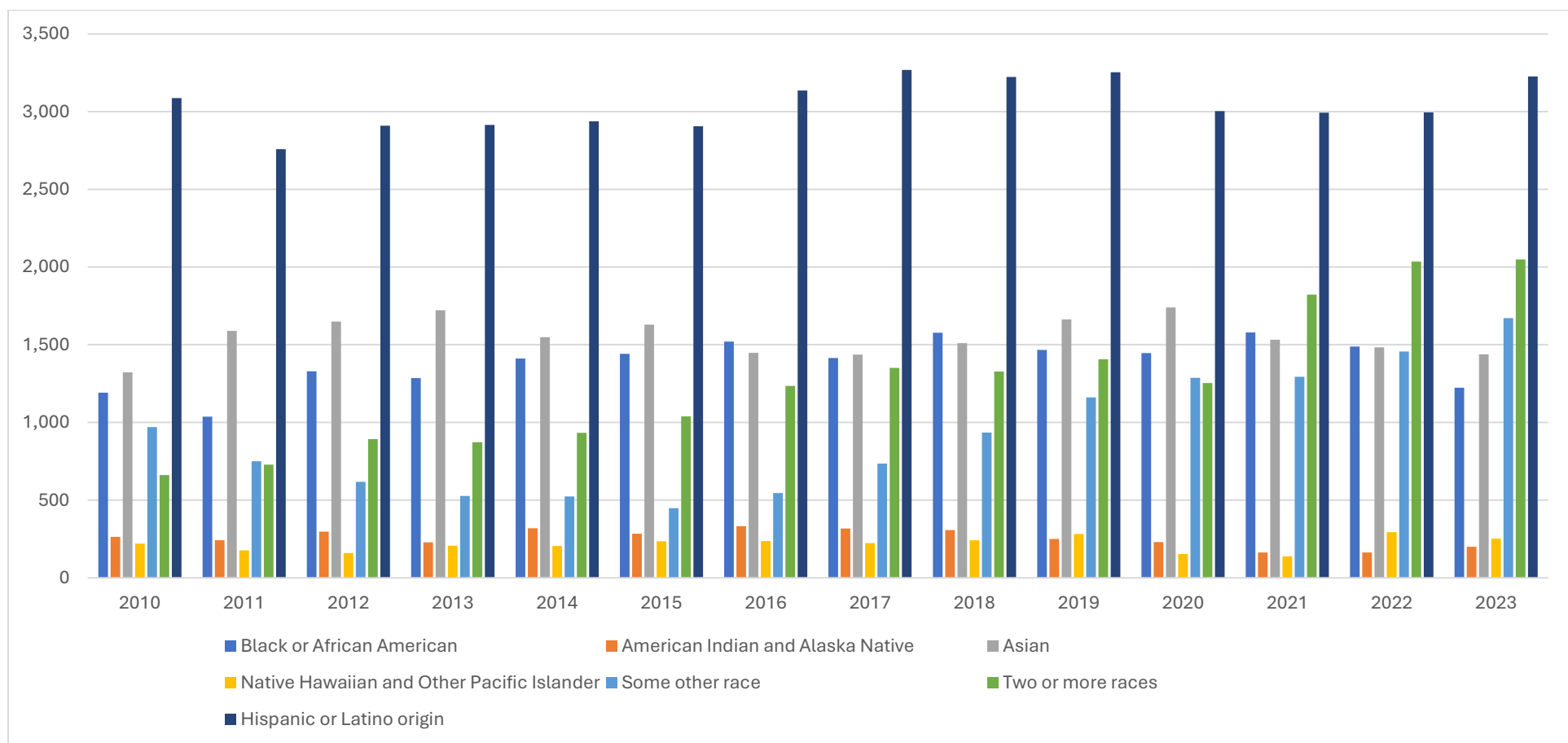
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



33. Renter-Occupied Housing Units: Races Excluding White (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Black or African American	1,191	1,037	1,329	1,286	1,412	1,441	1,520	1,414	1,577	1,467	1,446	1,579	1,488	1,224
American Indian & Alaska Native	265	243	298	230	319	284	333	317	307	250	231	163	163	201
Asian	1,323	1,589	1,650	1,722	1,549	1,630	1,449	1,436	1,511	1,663	1,740	1,532	1,484	1,438
Native Hawaiian & Other Pacific Islander	221	177	160	207	205	236	238	223	242	282	153	139	294	252
Some other race	970	750	619	528	524	449	546	736	935	1,162	1,287	1,294	1,456	1,671
Two or more races	662	728	894	872	934	1,040	1,235	1,351	1,328	1,406	1,253	1,822	2,036	2,049
Hispanic or Latino origin	3,088	2,759	2,910	2,915	2,938	2,906	3,136	3,268	3,224	3,253	3,004	2,993	2,995	3,227

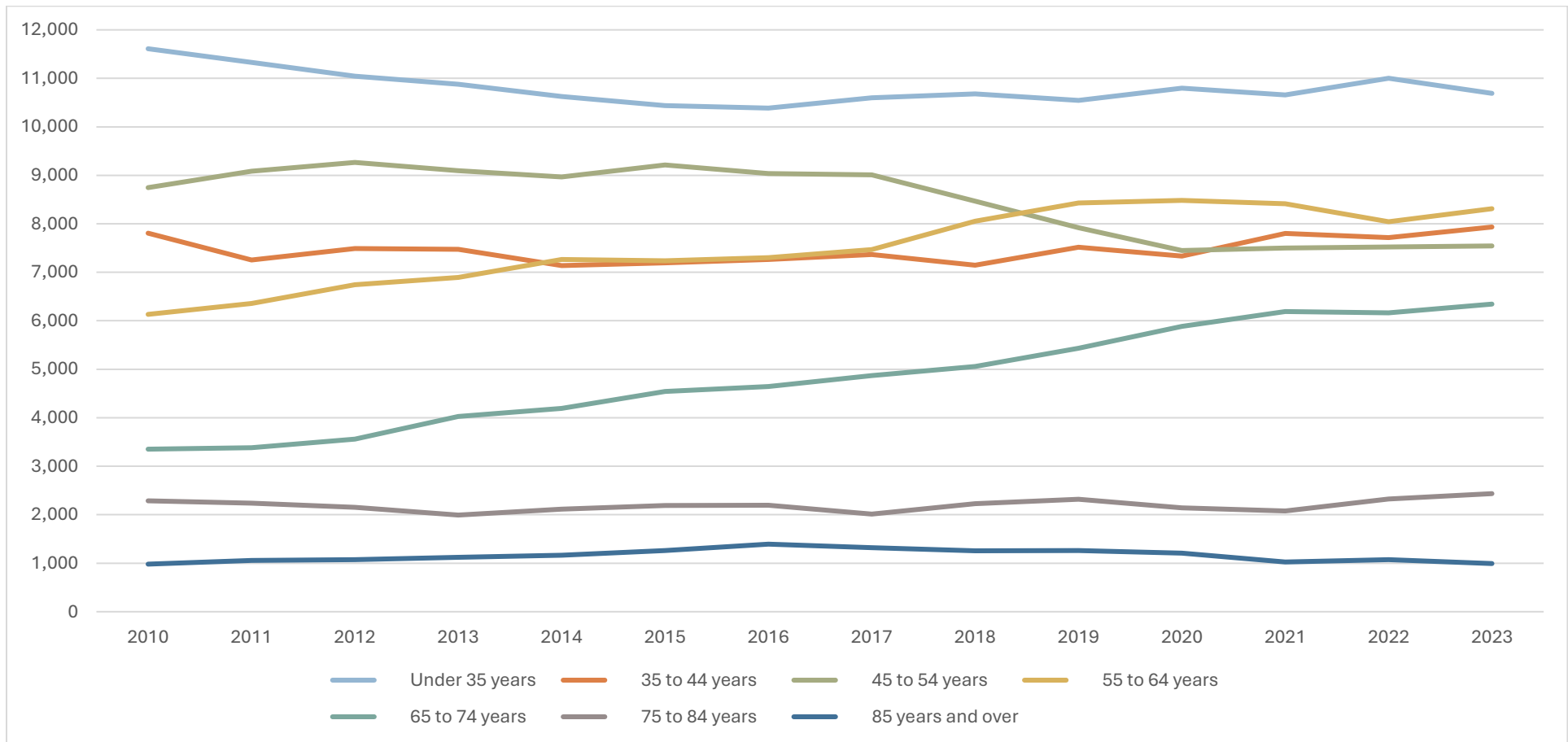
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



34. Occupied Housing Units by Age (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Under 35 years	11,610	11,327	11,045	10,878	10,624	10,436	10,386	10,601	10,678	10,546	10,796	10,656	11,000	10,688
35 to 44 years	7,808	7,252	7,487	7,474	7,138	7,196	7,262	7,366	7,147	7,516	7,334	7,799	7,716	7,934
45 to 54 years	8,749	9,086	9,266	9,093	8,964	9,215	9,035	9,011	8,465	7,922	7,449	7,499	7,520	7,546
55 to 64 years	6,132	6,356	6,743	6,892	7,263	7,238	7,304	7,470	8,053	8,432	8,483	8,415	8,042	8,314
65 to 74 years	3,352	3,382	3,557	4,027	4,192	4,545	4,644	4,871	5,056	5,431	5,883	6,189	6,164	6,344
75 to 84 years	2,289	2,241	2,151	1,993	2,117	2,188	2,195	2,012	2,230	2,321	2,141	2,075	2,325	2,435
85 years and over	981	1,059	1,076	1,121	1,162	1,262	1,393	1,321	1,254	1,260	1,207	1,023	1,073	994

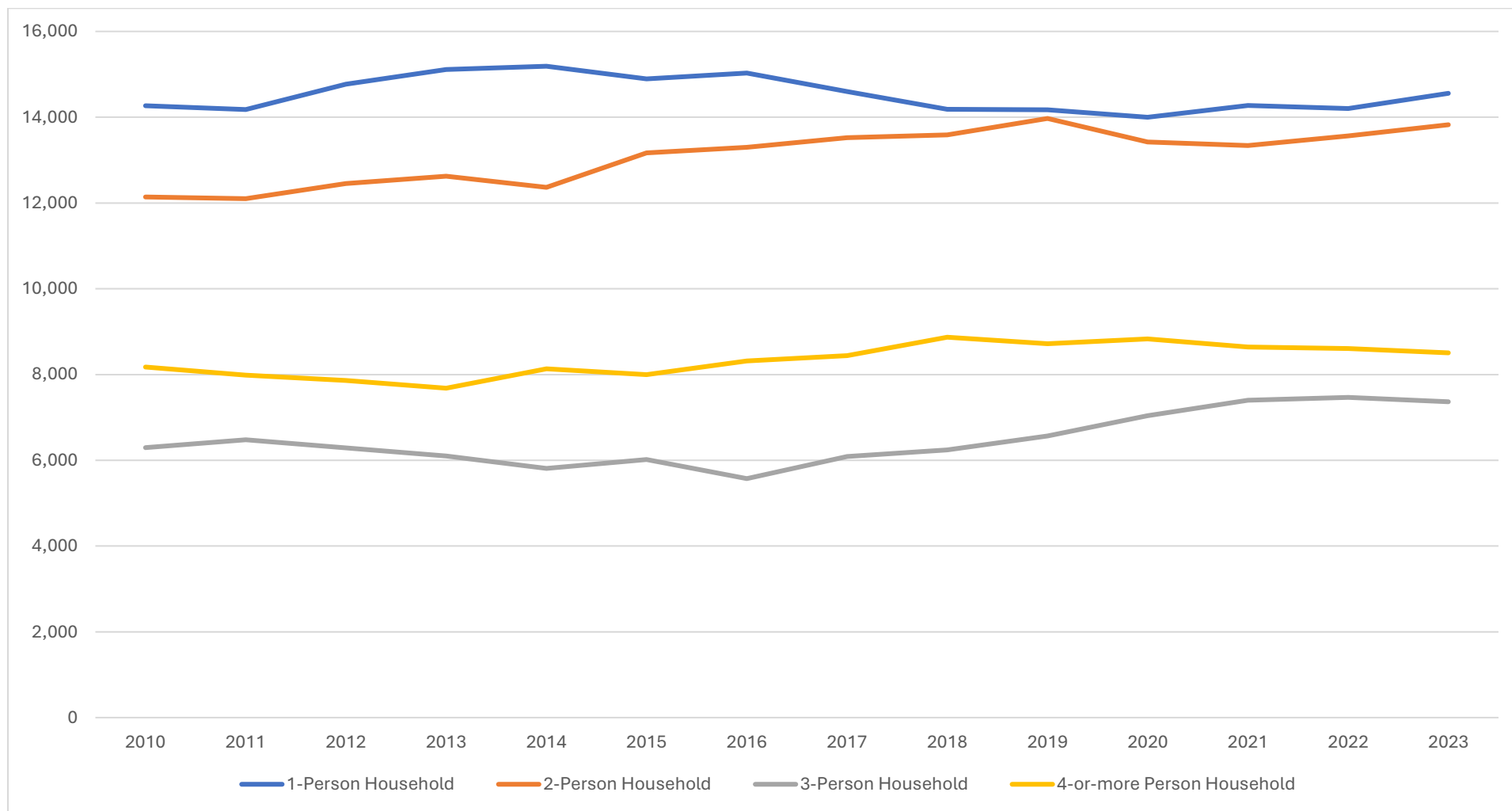
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S2502



35. Occupied Housing Units by Household Size (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
1-Person Household	14,268	14,179	14,768	15,113	15,189	14,896	15,031	14,598	14,185	14,173	13,999	14,272	14,204	14,558
2-Person Household	12,142	12,101	12,451	12,622	12,367	13,171	13,300	13,522	13,585	13,971	13,423	13,339	13,562	13,827
3-Person Household	6,296	6,478	6,288	6,103	5,810	6,017	5,573	6,090	6,243	6,565	7,040	7,402	7,467	7,367
4-or-more Person Household	8,176	7,986	7,860	7,681	8,134	7,995	8,318	8,442	8,870	8,719	8,831	8,643	8,607	8,503

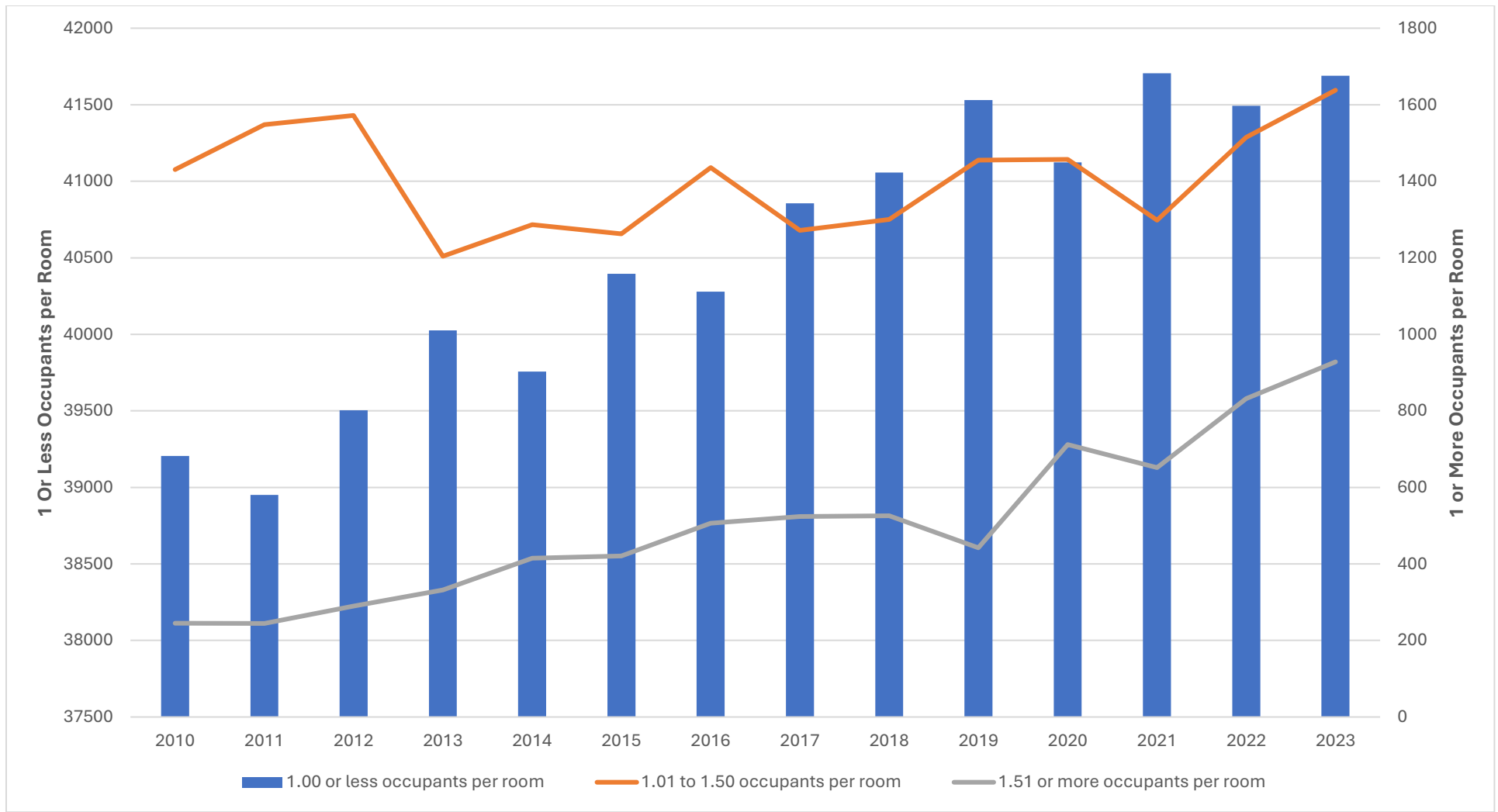
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S2502



36. Occupied Housing Units: Occupants Per Room (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
1.00 or less occupants per room	39,206	38,950	39,505	40,025	39,757	40,396	40,279	40,856	41,057	41,531	41,124	41,706	41,493	41,689
1.01 to 1.50 occupants per room	1,431	1,548	1,572	1,204	1,287	1,262	1,436	1,272	1,300	1,455	1,457	1,298	1,515	1,638
1.51 or more occupants per room	245	244	290	332	415	421	507	524	526	442	712	652	832	928

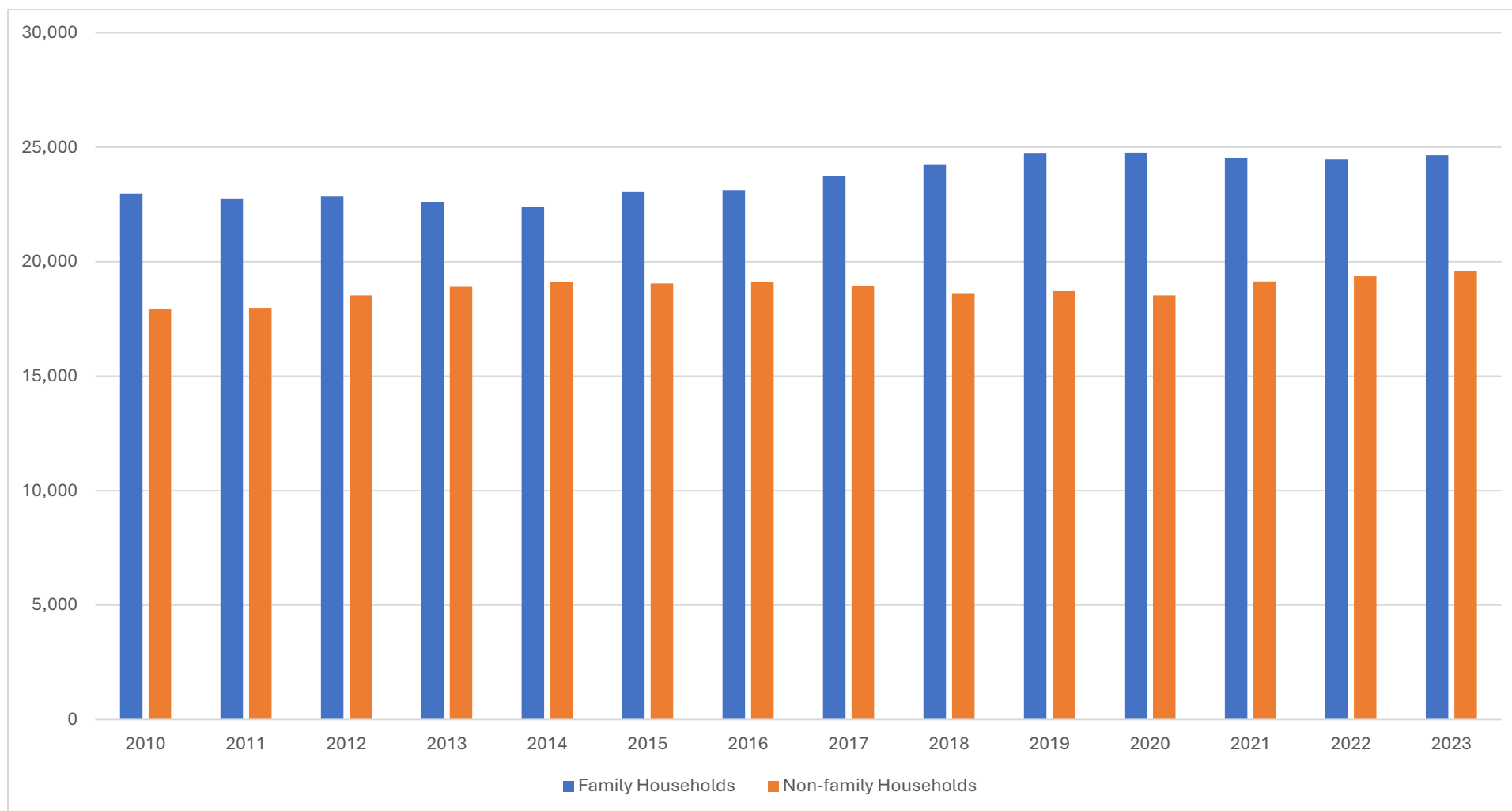
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S2501



37. Households by Family and Non-Family Types (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Total Households	40,882	40,743	41,366	41,520	41,500	42,079	42,221	42,652	42,883	43,428	43,293	43,656	43,840	44,255
Family Households	22,970	22,765	22,845	22,616	22,389	23,035	23,120	23,723	24,254	24,720	24,766	24,520	24,476	24,650
Non-Family Households	17,912	17,978	18,521	18,904	19,111	19,044	19,101	18,929	18,629	18,708	18,527	19,136	19,364	19,605

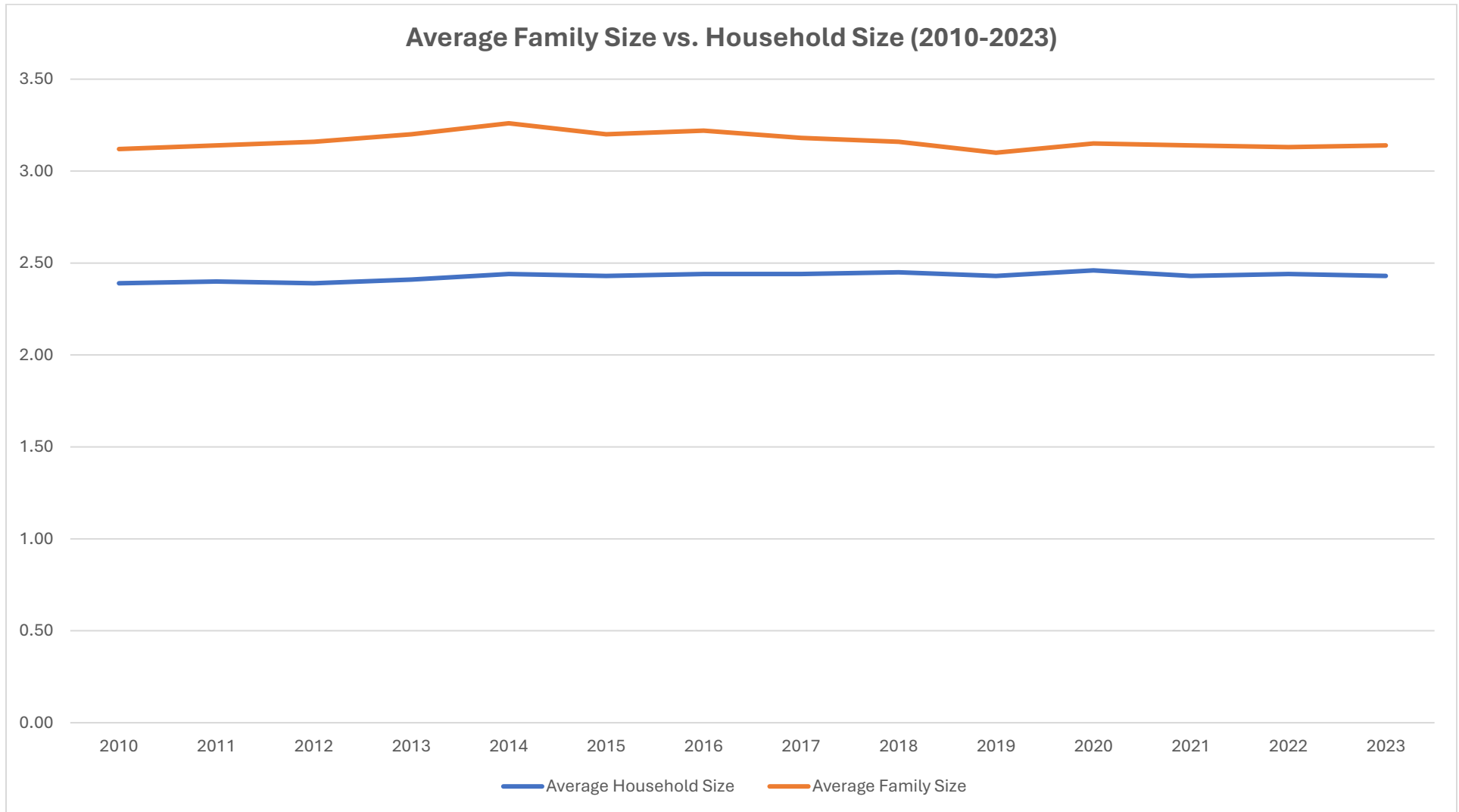
Source: 2010-2023 US Census ACS 5-Year Estimates, Tables DP02 and B25011



38. Average Household Size vs. Average Family Size (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Average Household Size	2.39	2.40	2.39	2.41	2.44	2.43	2.44	2.44	2.45	2.43	2.46	2.43	2.44	2.43
Average Family Size	3.12	3.14	3.16	3.20	3.26	3.20	3.22	3.18	3.16	3.10	3.15	3.14	3.13	3.14

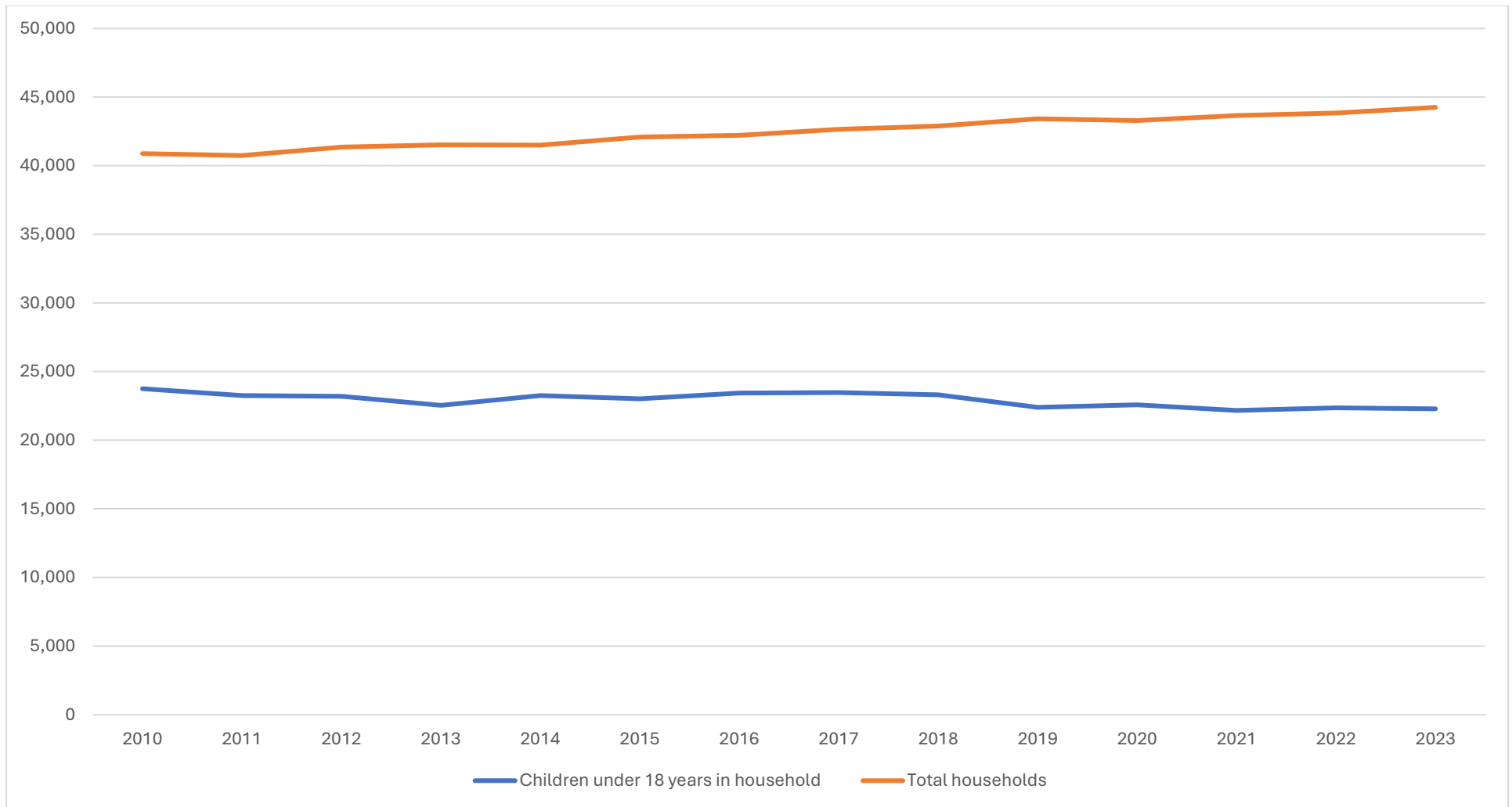
Source: 2010-2023 US Census ACS 5-Year Estimates, Tables DP02 and B25011



39. Children Under 18 Years in Households (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Children under 18 years in household	23,756	23,248	23,195	22,536	23,264	23,023	23,438	23,468	23,304	22,407	22,582	22,172	22,358	22,280
Total households	40,882	40,743	41,366	41,520	41,500	42,079	42,221	42,652	42,883	43,428	43,293	43,656	43,840	44,255
Children under 18 years in household (%)	58.11	57.06	56.07	54.28	56.06	54.71	55.51	55.02	54.34	51.60	52.16	50.79	51.00	50.34

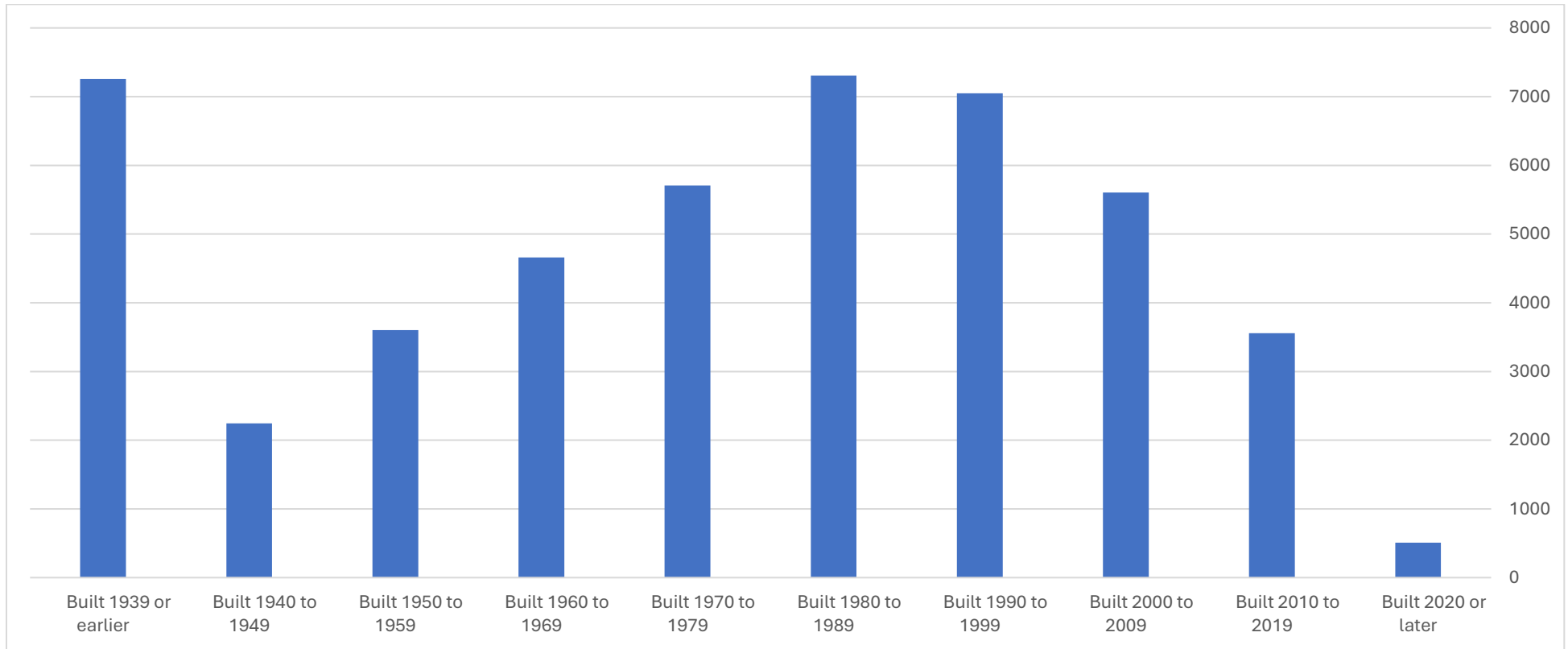
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S0901



40. Housing Structures Built by Year (2023)

Description	2023
Built 2020 or later	509
Built 2010 to 2019	3,557
Built 2000 to 2009	5,604
Built 1990 to 1999	7,050
Built 1980 to 1989	7,307
Built 1970 to 1979	5,707
Built 1960 to 1969	4,660
Built 1950 to 1959	3,602
Built 1940 to 1949	2,245
Built 1939 or earlier	7,258

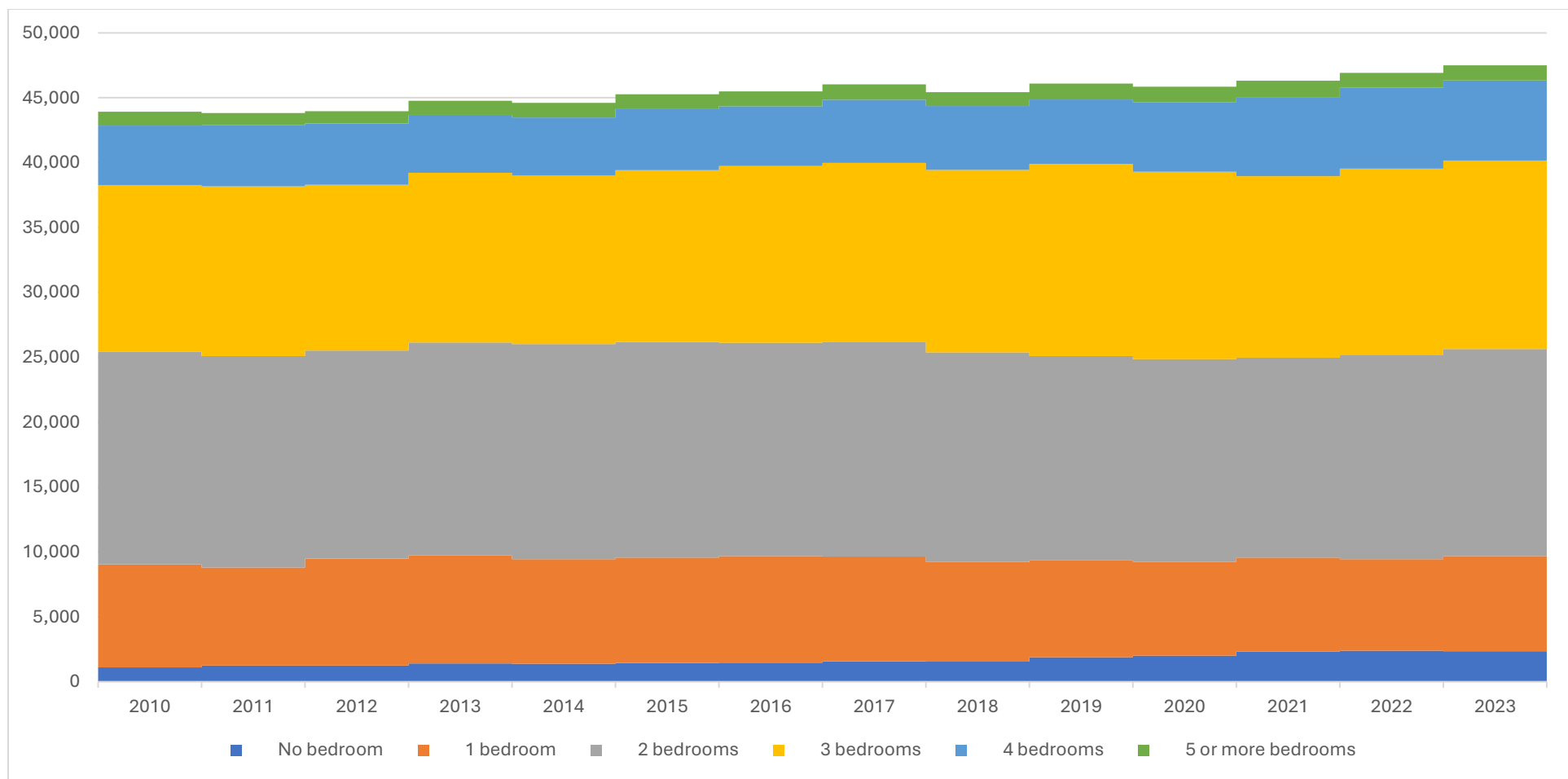
Source: 2023 US Census ACS 5-Year Estimates, Table DP04



41. Housing Units by Bedrooms (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
No bedroom	1,098	1,255	1,251	1,407	1,384	1,455	1,468	1,574	1,541	1,886	2,000	2,338	2,391	2,346
1 bedroom	7,939	7,555	8,224	8,328	8,067	8,106	8,215	8,062	7,683	7,460	7,236	7,235	7,059	7,337
2 bedrooms	16,389	16,294	16,038	16,401	16,570	16,623	16,429	16,567	16,148	15,753	15,611	15,401	15,708	15,966
3 bedrooms	12,832	13,080	12,777	13,083	12,987	13,248	13,637	13,775	14,063	14,804	14,456	13,994	14,388	14,524
4 bedrooms	4,596	4,687	4,737	4,457	4,470	4,702	4,591	4,870	4,935	4,960	5,373	6,078	6,228	6,166
5 or more bedrooms	1,080	959	930	1,094	1,123	1,133	1,149	1,180	1,055	1,229	1,177	1,264	1,139	1,160

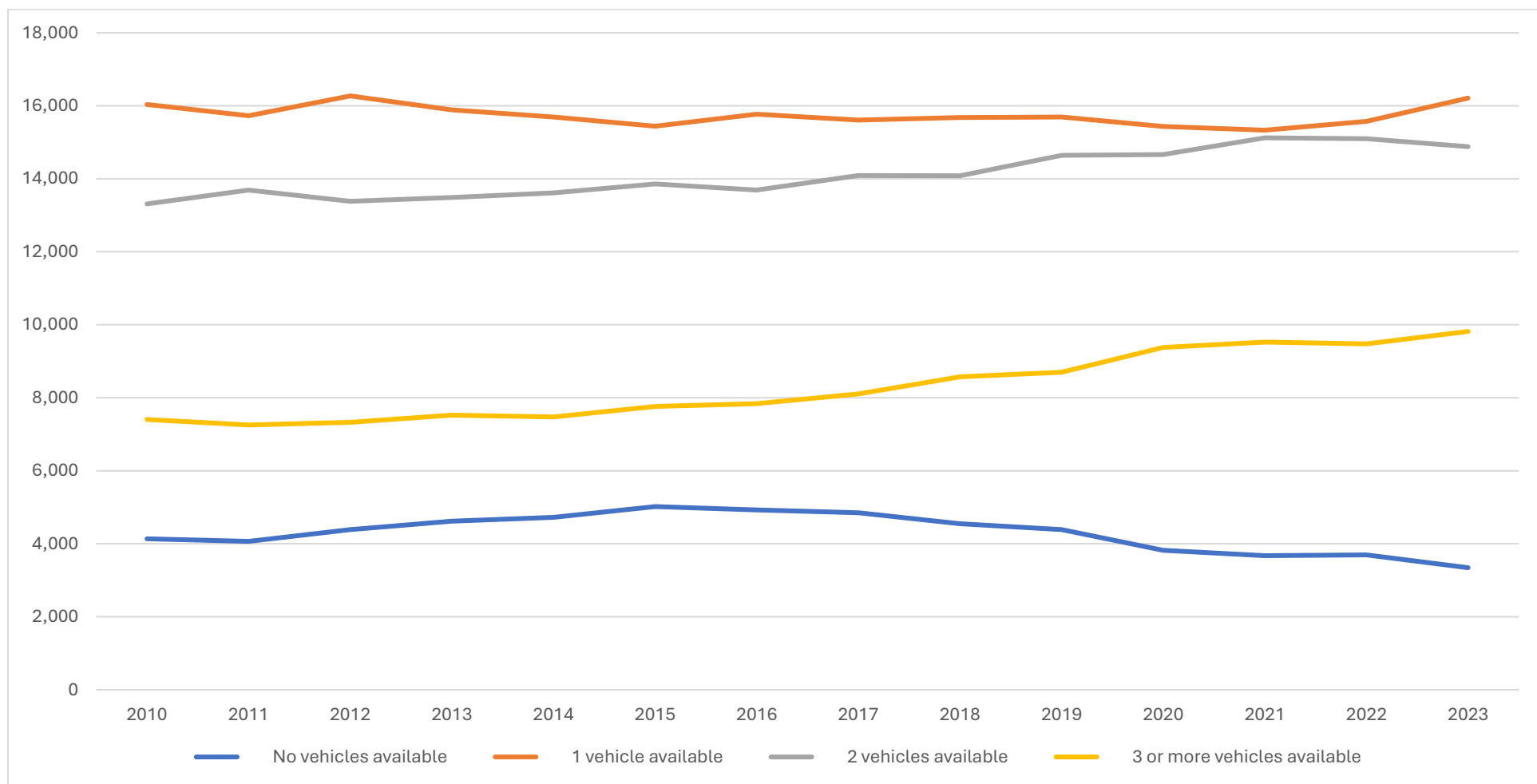
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



42. Occupied Housing Units: Vehicles Available (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Occupied housing units	40,882	40,743	41,366	41,520	41,500	42,079	42,221	42,652	42,883	43,428	43,293	43,656	43,840	44,255
No vehicles available	4,136	4,068	4,388	4,619	4,723	5,019	4,924	4,849	4,549	4,389	3,820	3,676	3,695	3,344
1 vehicle available	16,032	15,728	16,270	15,890	15,689	15,440	15,769	15,609	15,679	15,695	15,435	15,331	15,576	16,213
2 vehicles available	13,312	13,692	13,379	13,487	13,616	13,861	13,688	14,091	14,081	14,641	14,662	15,122	15,094	14,881
3 or more vehicles available	7,402	7,255	7,329	7,524	7,472	7,759	7,840	8,103	8,574	8,703	9,376	9,527	9,475	9,817

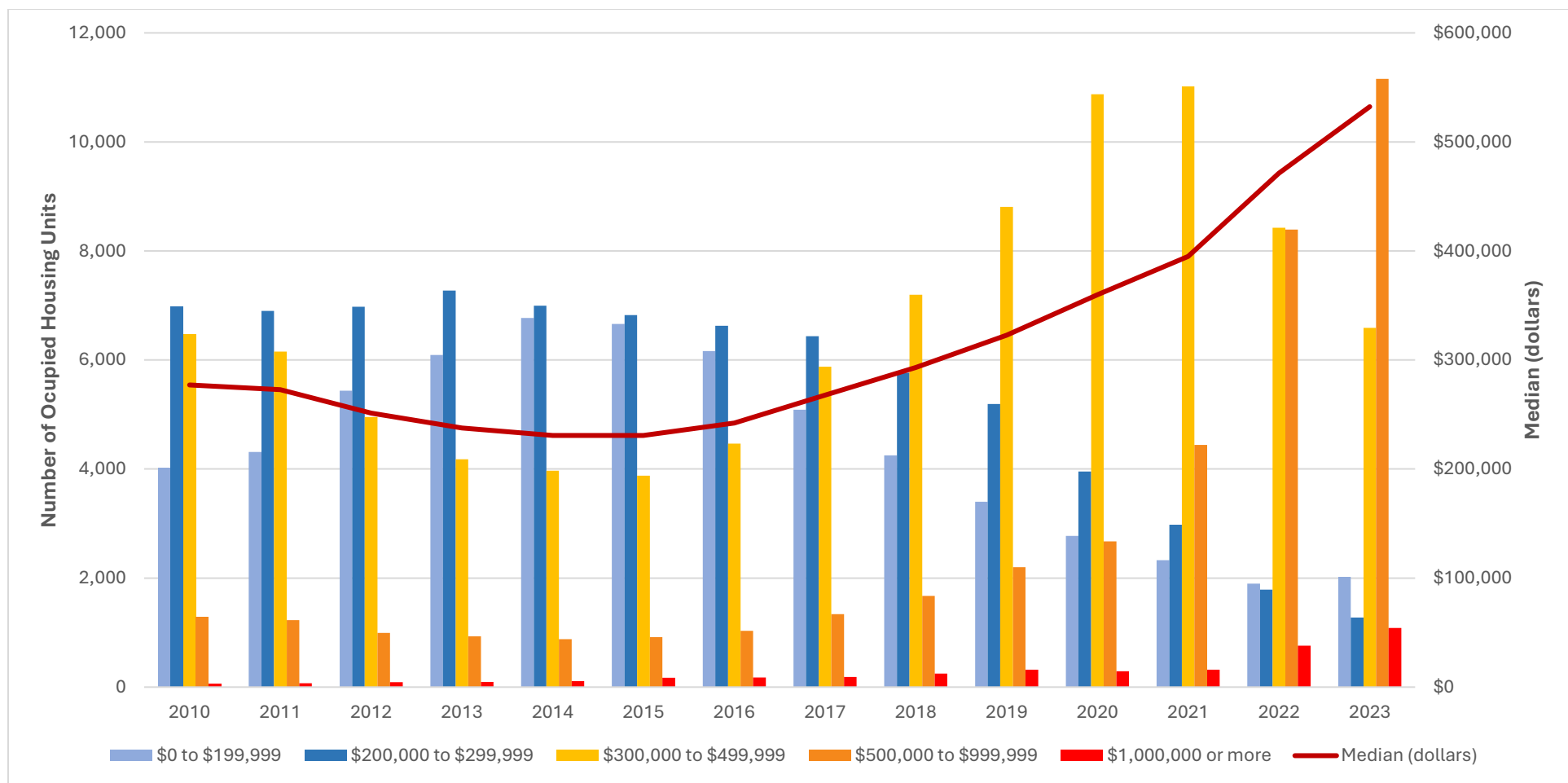
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



43. Owner Occupied Housing Prices (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
\$0 to \$199,999	4,028	4,315	5,435	6,090	6,770	6,660	6,164	5,089	4,249	3,399	2,772	2,327	1,896	2,024
\$200,000 to \$299,999	6,985	6,901	6,979	7,271	6,998	6,825	6,626	6,435	5,768	5,191	3,956	2,981	1,787	1,276
\$300,000 to \$499,999	6,471	6,155	4,954	4,177	3,970	3,876	4,465	5,875	7,195	8,810	10,875	11,016	8,428	6,588
\$500,000 to \$999,999	1,281	1,230	994	930	878	918	1,034	1,340	1,675	2,200	2,675	4,440	8,394	11,157
\$1,000,000 or more	62	73	88	96	110	173	175	187	248	320	292	319	762	1,087
Median (dollars)	277,100	272,700	251,200	237,600	230,800	230,800	242,200	267,800	293,200	322,700	359,900	394,900	471,200	532,300

Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04

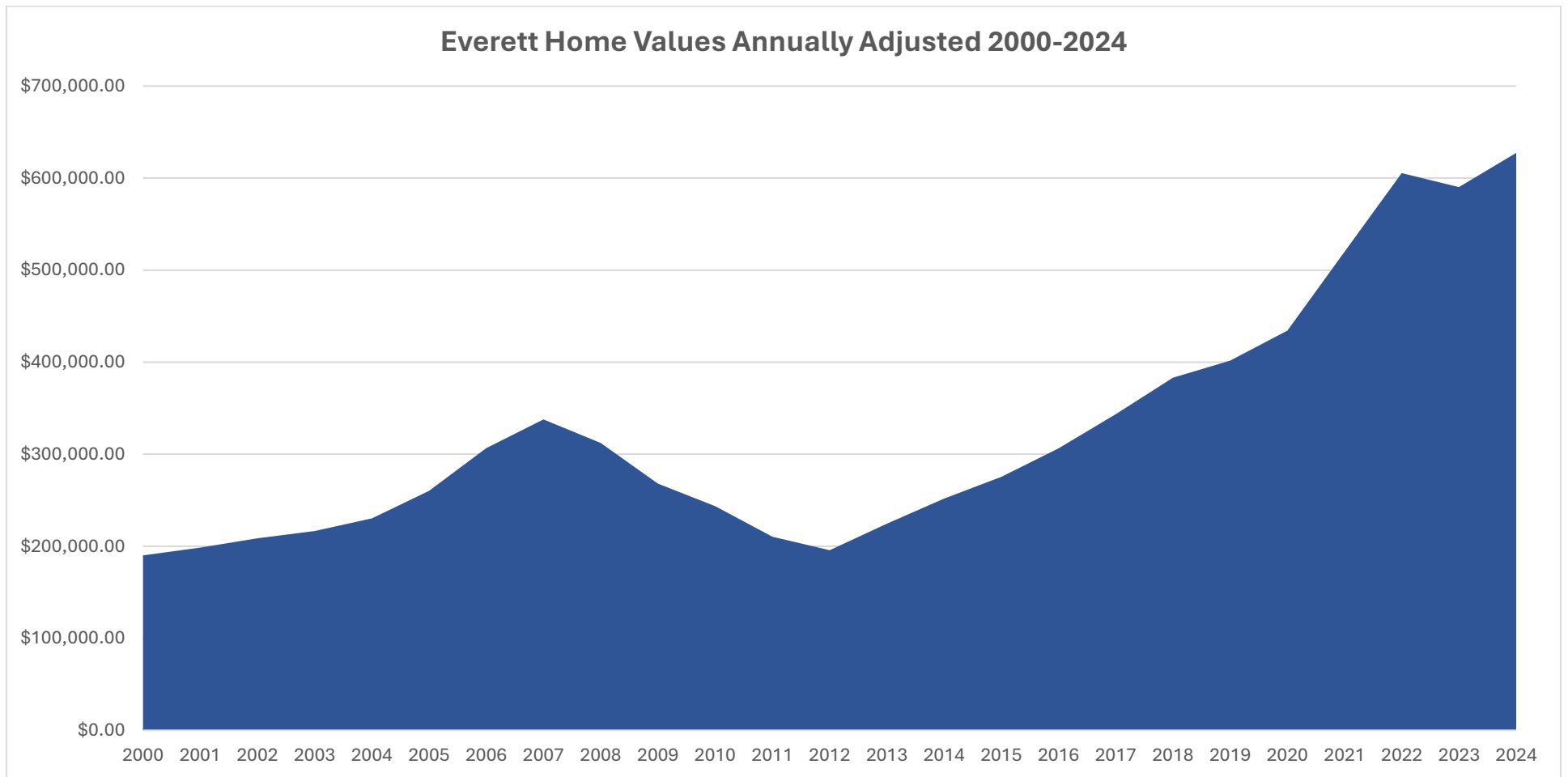


44. Everett Home Values (Zillow ZHVI) Annually Adjusted (January 2000 to December 2024)

Description	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Annually Adjusted	\$189,960	\$198,521	\$208,666	\$216,358	\$230,202	\$260,155	\$306,455	\$337,896	\$312,116	\$268,056	\$243,450	\$210,423	\$195,658

Description	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Annually Adjusted	\$224,272	\$251,554	\$275,219	\$306,295	\$343,536	\$383,140	\$401,546	\$434,430	\$520,147	\$605,291	\$590,282	\$627,339

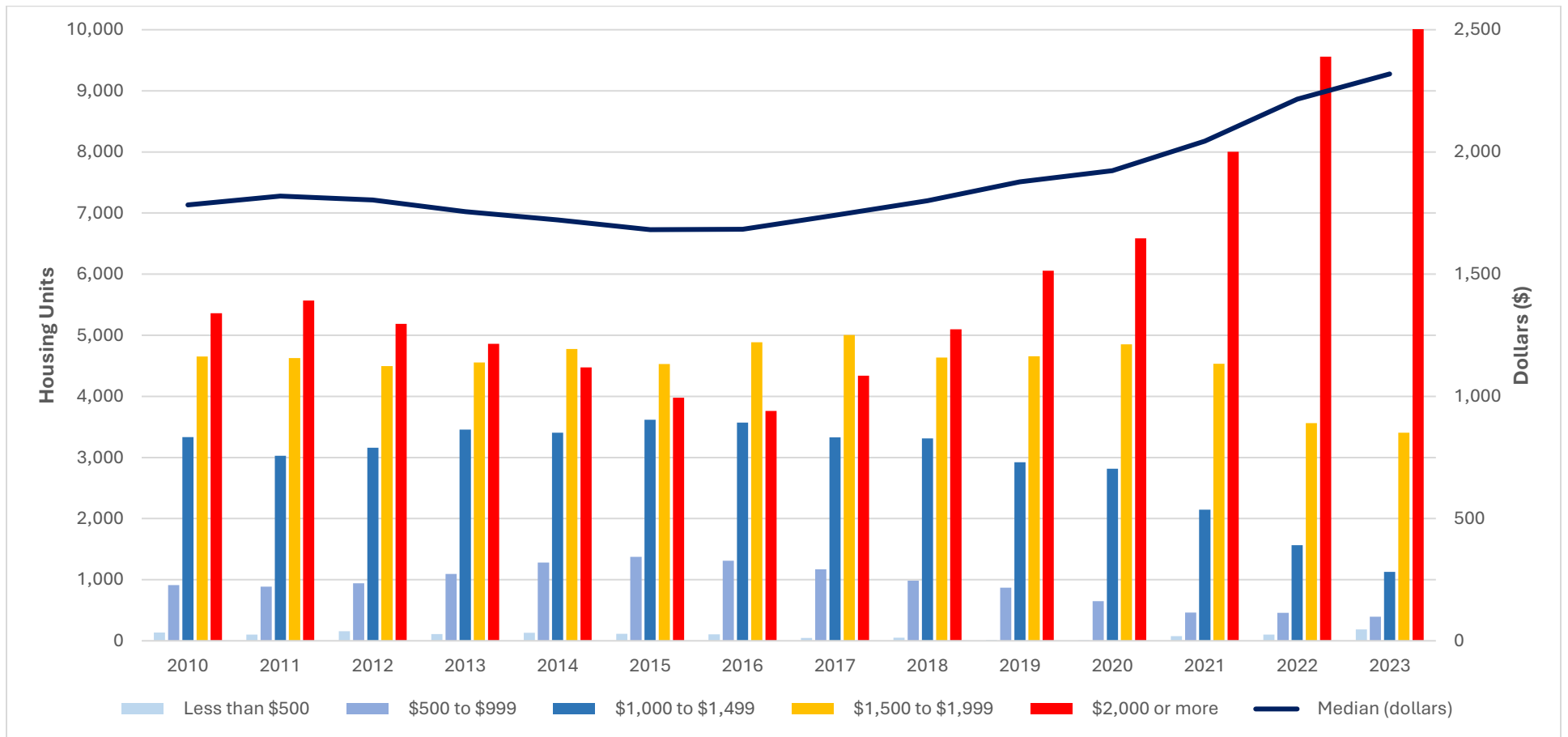
Source: Zillow Research Sales Median Sale Price: <https://www.zillow.com/research/data/>



45. Housing Units with a Mortgage (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Less than \$500	135	102	156	111	130	115	108	47	50	11	10	78	101	187
\$500 to \$999	912	887	941	1,096	1,280	1,373	1,309	1,170	982	869	648	462	459	394
\$1,000 to \$1,499	3,332	3,029	3,159	3,456	3,405	3,617	3,573	3,331	3,313	2,922	2,814	2,144	1,567	1,129
\$1,500 to \$1,999	4,653	4,628	4,495	4,557	4,774	4,531	4,886	5,006	4,637	4,655	4,851	4,535	3,562	3,406
\$2,000 or more	5,359	5,568	5,185	4,861	4,476	3,976	3,760	4,337	5,097	6,056	6,586	8,004	9,559	10,634
Median (dollars)	1,783	1,819	1,804	1,756	1,722	1,682	1,684	1,741	1,800	1,878	1,923	2,044	2,216	2,319
Housing units with a mortgage	14,391	14,214	13,936	14,081	14,065	13,612	13,636	13,891	14,079	14,513	14,909	15,223	15,248	15,750

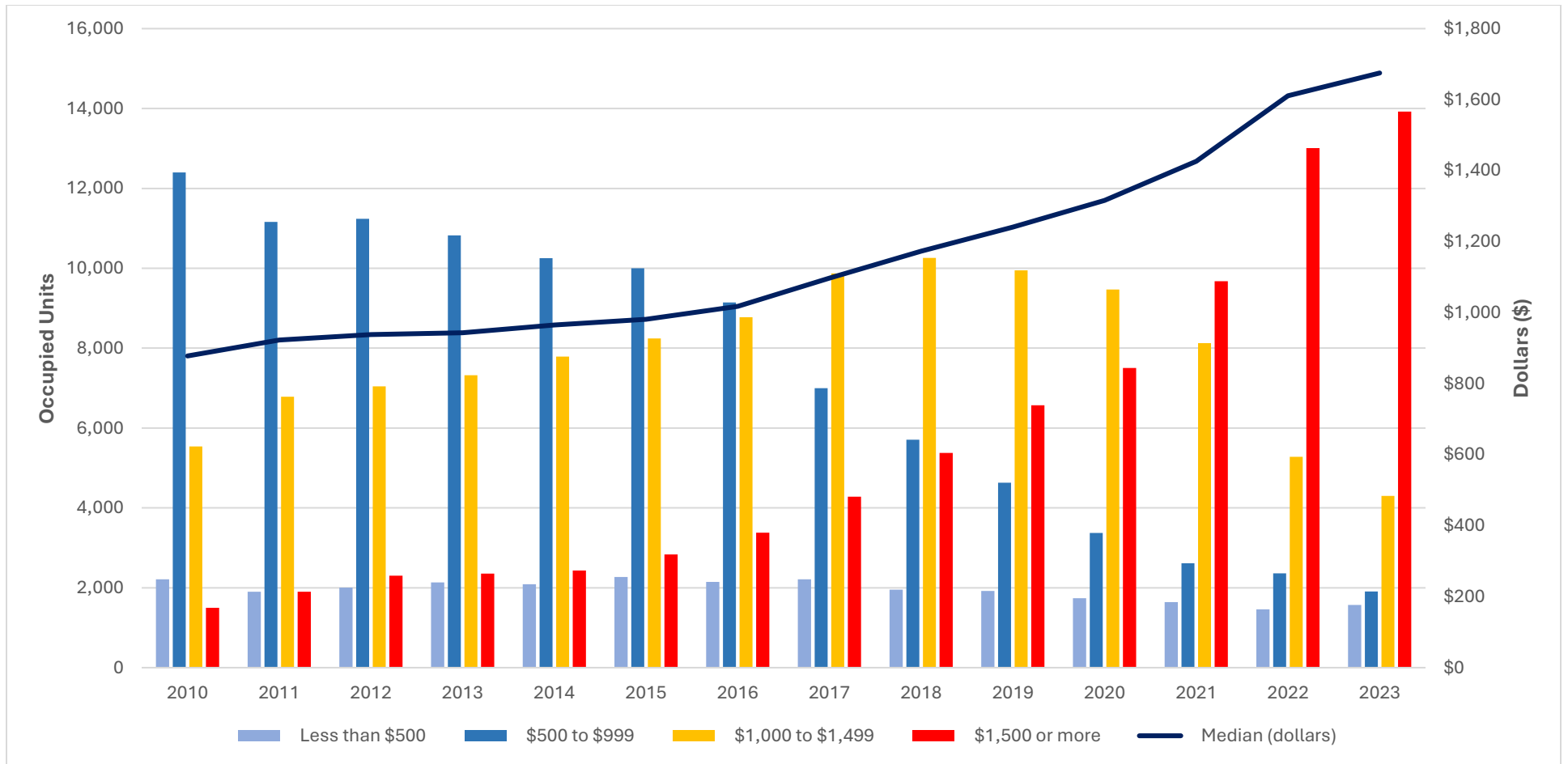
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



46. Occupied Housing Units Paying Rent (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Less than \$500	2,215	1,901	2,002	2,132	2,089	2,269	2,149	2,211	1,952	1,923	1,737	1,643	1,462	1,573
\$500 to \$999	12,396	11,158	11,240	10,823	10,253	9,999	9,147	6,998	5,709	4,634	3,373	2,617	2,364	1,909
\$1,000 to \$1,499	5,540	6,783	7,040	7,324	7,787	8,244	8,773	9,871	10,257	9,949	9,470	8,124	5,282	4,301
\$1,500 or more	1,497	1,898	2,304	2,357	2,435	2,835	3,382	4,283	5,378	6,569	7,503	9,678	13,009	13,922
Median (dollars)	\$878	\$923	\$938	\$943	\$965	\$981	\$1,018	\$1,097	\$1,173	\$1,241	\$1,316	\$1,426	\$1,611	\$1,675
Housing units with a mortgage	21,648	21,740	22,586	22,636	22,564	23,347	23,451	23,363	23,296	23,075	22,083	22,062	22,117	21,705

Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



47. Owner-Occupied Housing Value and Affordability (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Median owner-occupied housing value (\$)	277,100	272,700	251,200	237,600	230,800	230,800	242,200	267,800	293,200	322,700	359,900	394,900	471,200	532,300
Median earnings for workers 16 years and over (\$)	29,836	30,884	30,586	31,165	31,155	31,208	31,923	33,771	34,078	35,970	37,385	39,898	45,113	49,049
Median household income (\$)	47,552	48,410	47,491	47,482	48,562	49,578	50,933	54,562	57,205	60,759	66,023	71,357	77,806	81,502
Mortgage rates (%)	4.69%	4.45%	3.66%	3.98%	4.17%	3.85%	3.65%	3.99%	4.54%	3.94%	3.10%	2.96%	5.34%	6.81%
Required income to afford home (\$)	58,505	56,380	48,524	47,465	47,014	45,651	46,862	53,123	60,869	63,033	64,509	69,502	103,146	132,236

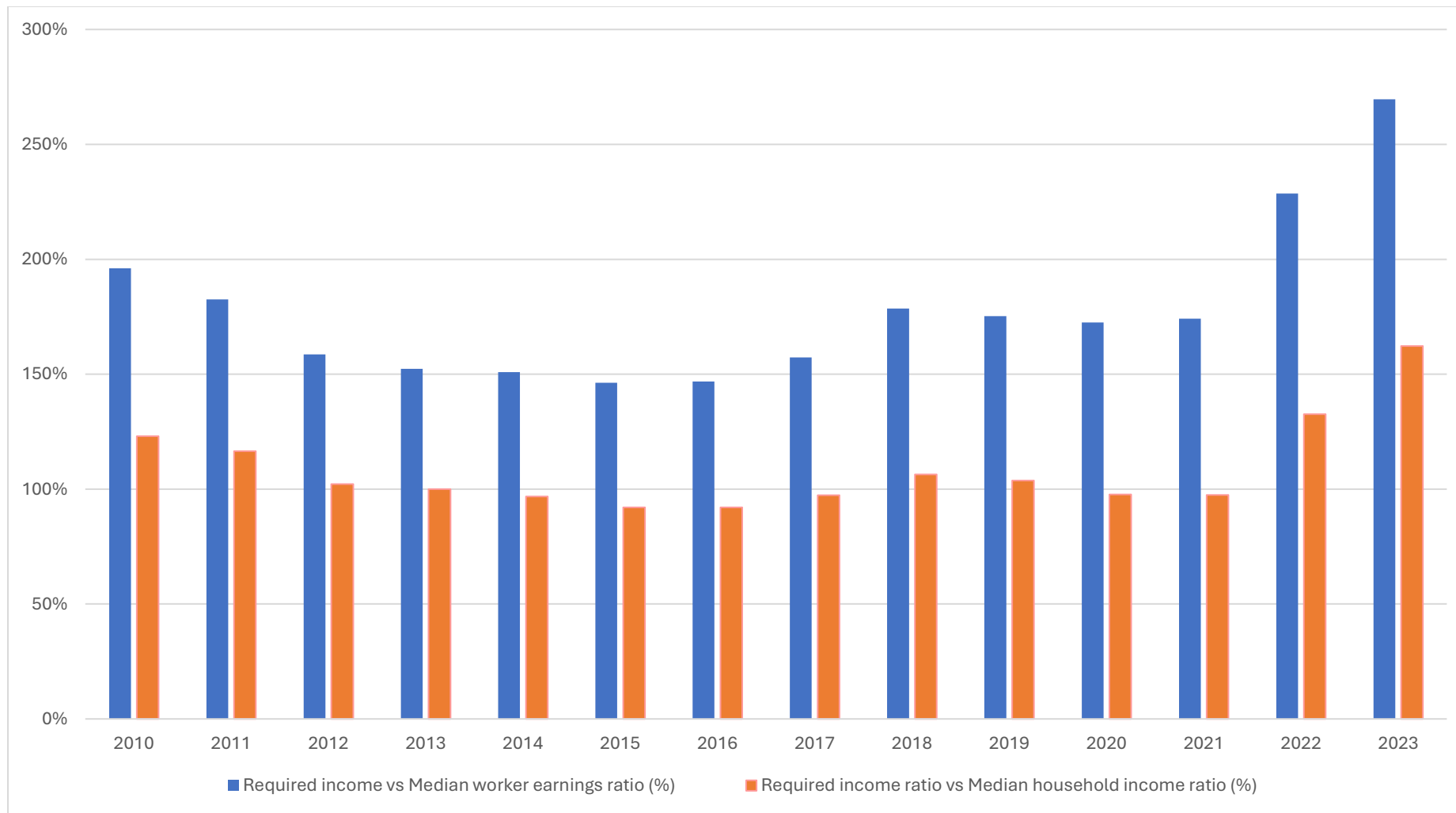
Sources: 1) 2010-2023 US Census ACS 5-Year Estimates, Tables DP03 and DP04. 2) Freddie Mac's Primary Mortgage Market Survey (PMMS).



48. Housing Affordability Gap: Ratio of Earnings to Required Income to Afford a Home (2010-2023)

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Required income vs Median worker earnings ratio (%)	196.09	182.55	158.65	152.30	150.90	146.28	146.80	157.30	178.62	175.24	172.55	174.20	228.64	269.60
Required income ratio vs Median household income ratio (%)	123.03	116.46	102.18	99.96%	96.81%	92.08%	92.01%	97.36%	106.41	103.74	97.71	97.40	132.57	162.25

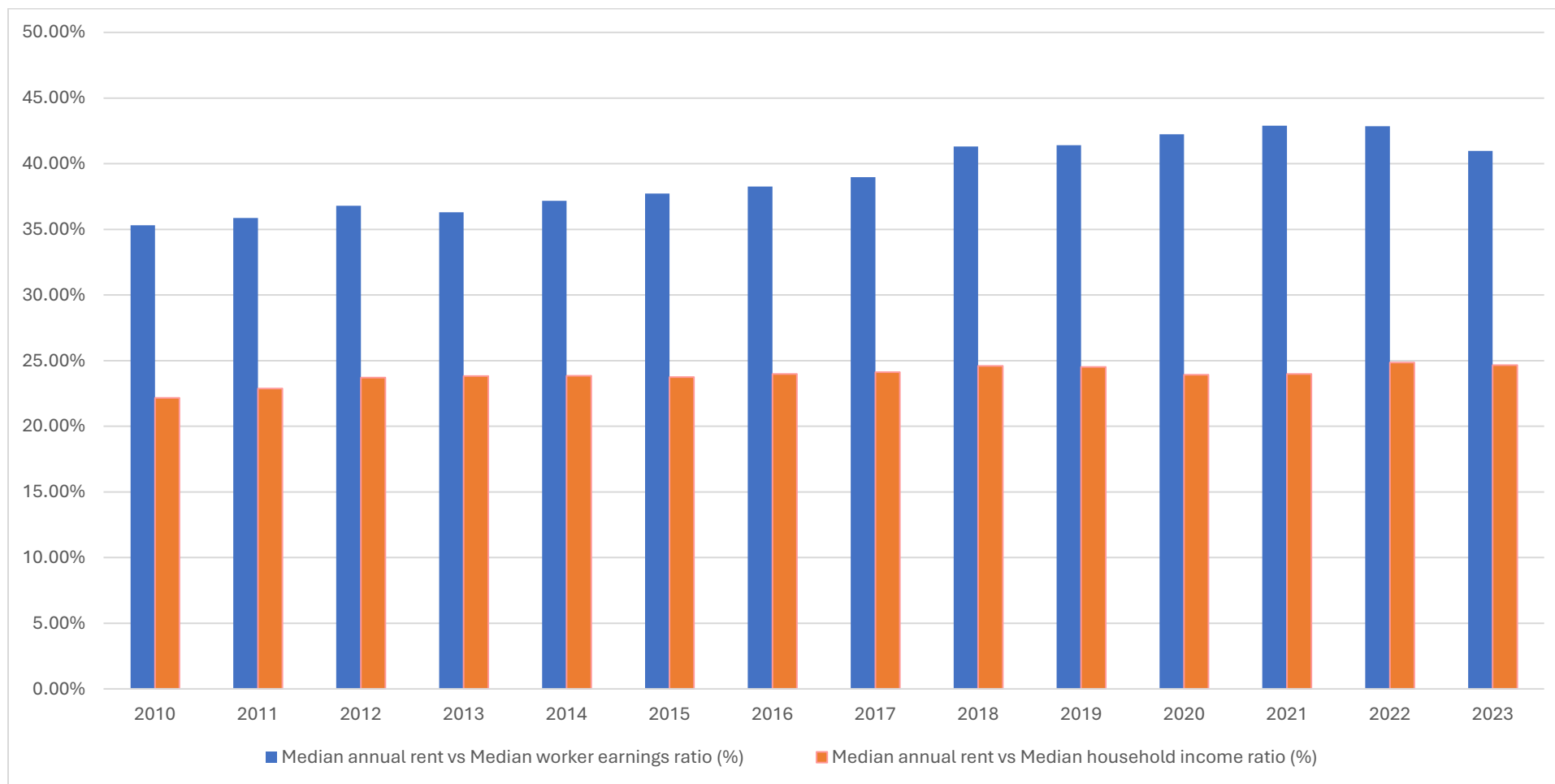
Sources: 2010-2023 US Census ACS 5-Year Estimates, Tables DP03 and DP04



49. Rent Affordability Gap: Ratio of Earnings to Median Annual Rent (2010-2023)

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Median annual rent vs Median worker earnings ratio (%)	35.31%	35.86%	36.80%	36.31%	37.17%	37.72%	38.27%	38.98%	41.31%	41.40%	42.24%	42.89%	42.85%	40.98%
Median annual rent vs Median household income ratio (%)	22.16%	22.88%	23.70%	23.83%	23.85%	23.74%	23.98%	24.13%	24.61%	24.51%	23.92%	23.98%	24.85%	24.66%
Annual rent median (\$)	10,536	11,076	11,256	11,316	11,580	11,772	12,216	13,164	14,076	14,892	15,792	17,112	19,332	20,100
Monthly rent median (\$)	878	923	938	943	965	981	1,018	1,097	1,173	1,241	1,316	1,426	1,611	1,675

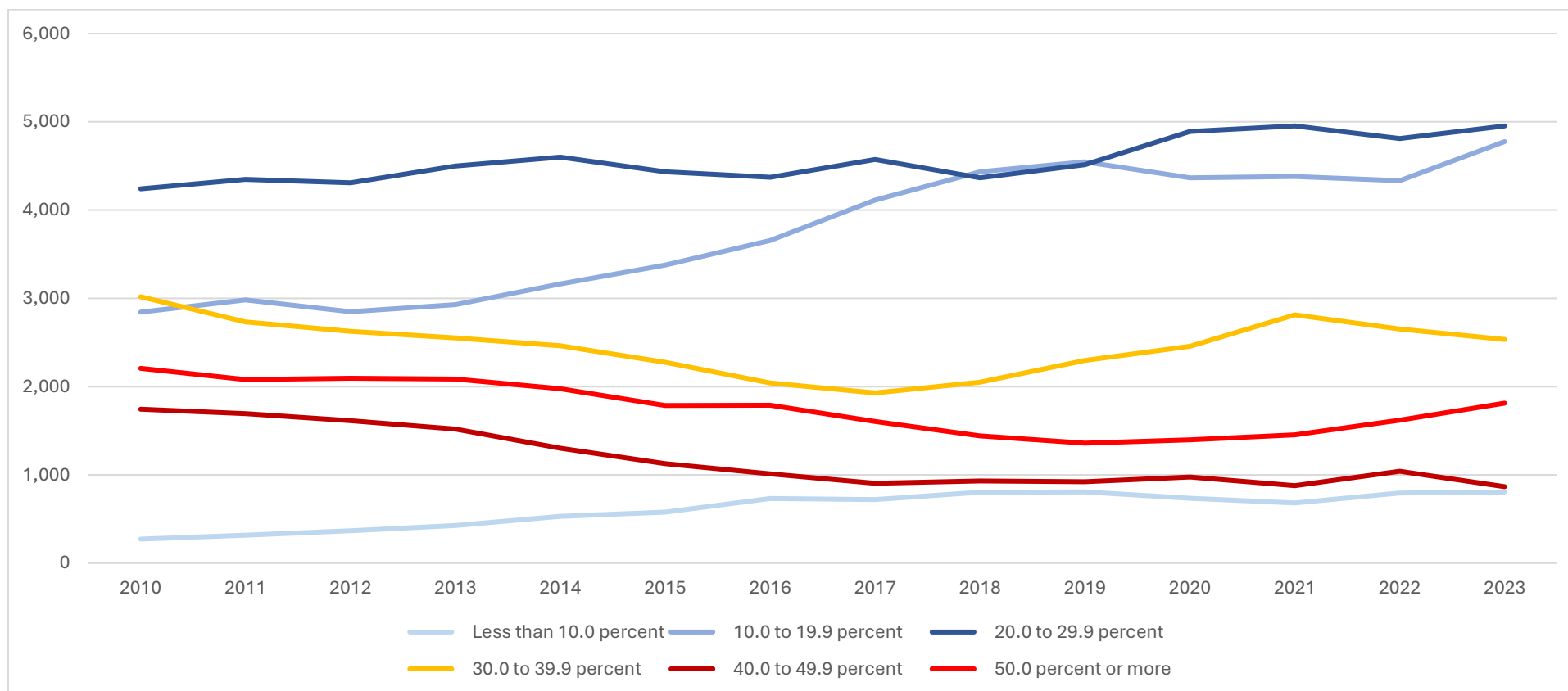
Sources: 2010-2023 US Census ACS 5-Year Estimates, Tables DP03 and DP04



50. Cost-Burdened and Severely Cost-Burdened: Mortgage Households (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Less than 10.0 percent	272	316	368	427	530	577	732	719	803	807	734	683	793	806
10.0 to 19.9 percent	2,844	2,983	2,849	2,930	3,163	3,378	3,655	4,114	4,433	4,546	4,366	4,381	4,332	4,776
20.0 to 29.9 percent	4,241	4,348	4,309	4,500	4,601	4,435	4,371	4,574	4,366	4,515	4,890	4,954	4,810	4,953
30.0 to 39.9 percent	3,018	2,733	2,627	2,552	2,462	2,277	2,041	1,928	2,051	2,296	2,458	2,812	2,654	2,535
40.0 to 49.9 percent	1,744	1,694	1,615	1,519	1,301	1,127	1,011	905	932	921	976	877	1,040	866
50.0 percent or more	2,207	2,079	2,096	2,085	1,976	1,787	1,790	1,605	1,441	1,359	1,396	1,452	1,619	1,814
Not computed	65	61	72	68	32	31	36	46	53	69	89	64	0	0
Total:	14,391	14,214	13,936	14,081	14,065	13,612	13,636	13,891	14,079	14,513	14,909	15,223	15,248	15,750

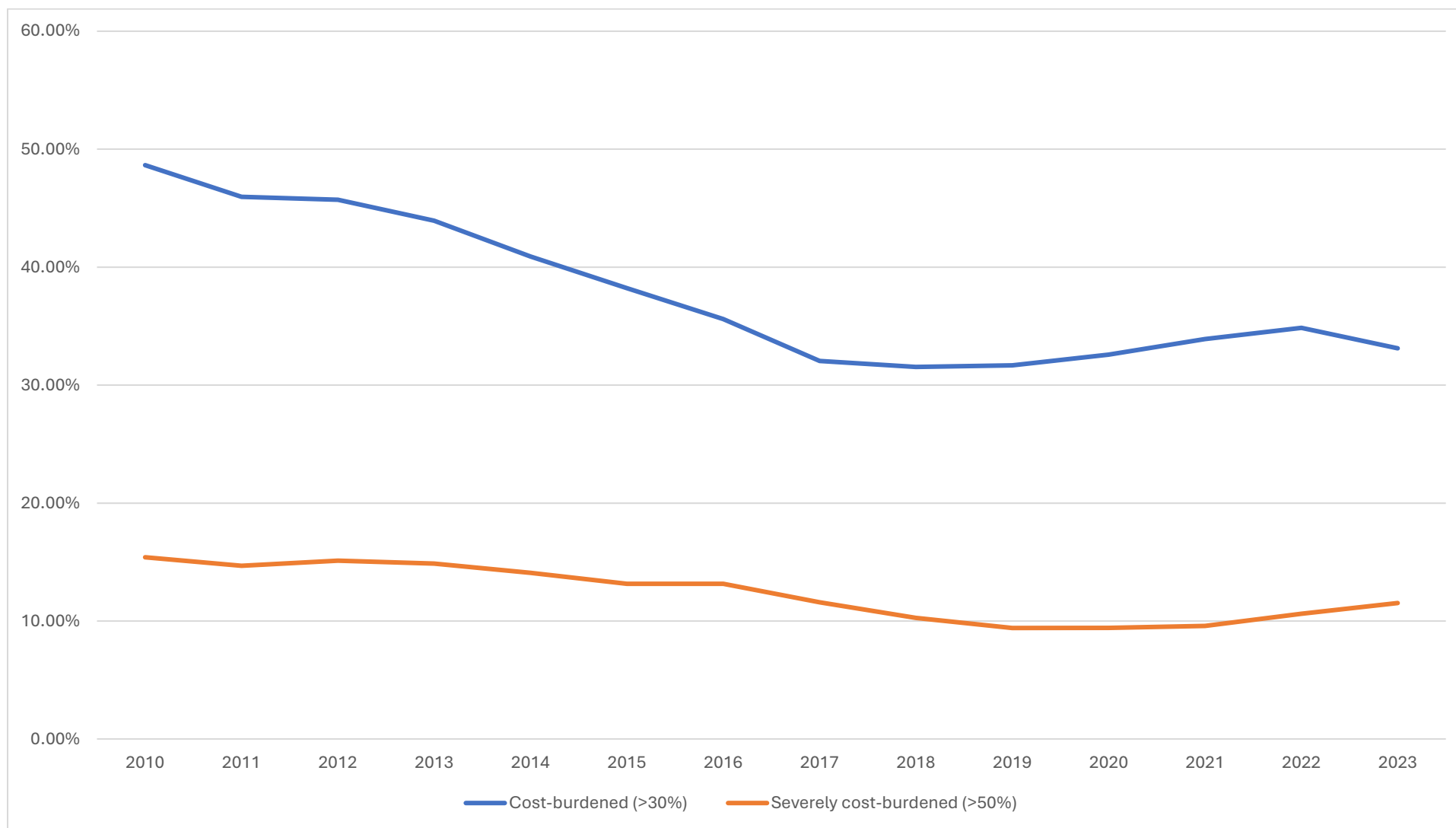
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S25091



51. Cost-Burdened and Severely Cost-Burdened: Percentage of Mortgage Households (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Cost-burdened (>30%)	48.65%	45.97%	45.72%	43.93%	40.90%	38.22%	35.60%	32.05%	31.54%	31.68%	32.59%	33.91%	34.84%	33.11%
Severely cost-burdened (>50%)	15.41%	14.69%	15.12%	14.88%	14.08%	13.16%	13.16%	11.59%	10.27%	9.41%	9.42%	9.58%	10.62%	11.52%

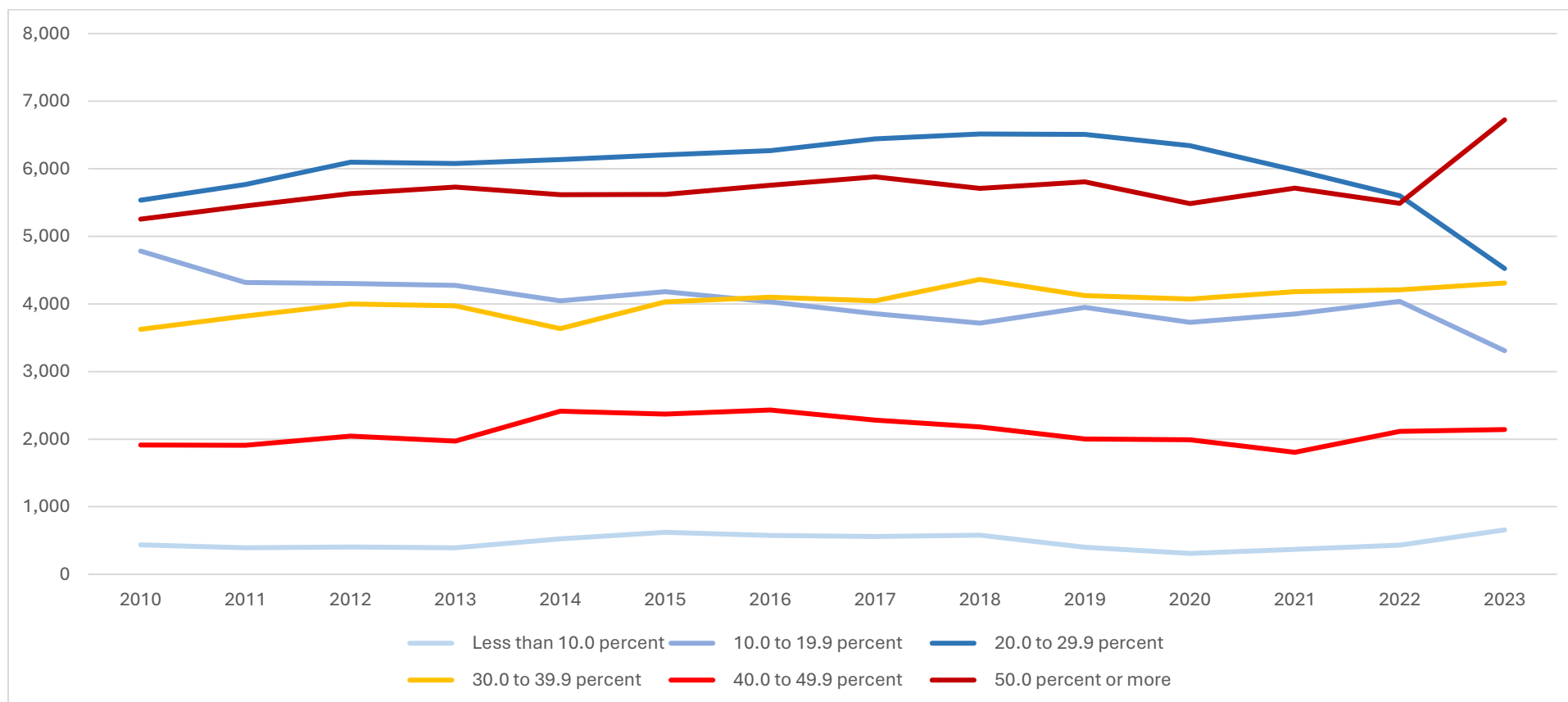
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S25091



52. Cost-Burdened and Severely Cost-Burdened: Renter Households (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Less than 10.0 percent	435	394	405	394	524	621	575	561	579	399	309	370	432	657
10.0 to 19.9 percent	4,783	4,319	4,303	4,273	4,045	4,182	4,032	3,855	3,716	3,949	3,728	3,851	4,039	3,308
20.0 to 29.9 percent	5,537	5,769	6,096	6,080	6,136	6,206	6,268	6,441	6,515	6,508	6,340	5,983	5,602	4,524
30.0 to 39.9 percent	3,625	3,821	3,999	3,972	3,634	4,032	4,101	4,046	4,363	4,122	4,074	4,180	4,209	4,308
40.0 to 49.9 percent	1,911	1,910	2,046	1,970	2,414	2,369	2,431	2,283	2,182	2,002	1,991	1,805	2,116	2,142
50.0 percent or more	5,255	5,449	5,631	5,730	5,615	5,621	5,758	5,882	5,709	5,807	5,484	5,715	5,487	6,724
Not computed	509	407	436	537	406	596	592	658	684	721	797	669	688	886
Total:	22,055	22,069	22,916	22,956	22,774	23,627	23,757	23,726	23,748	23,508	22,723	22,573	22,573	22,549

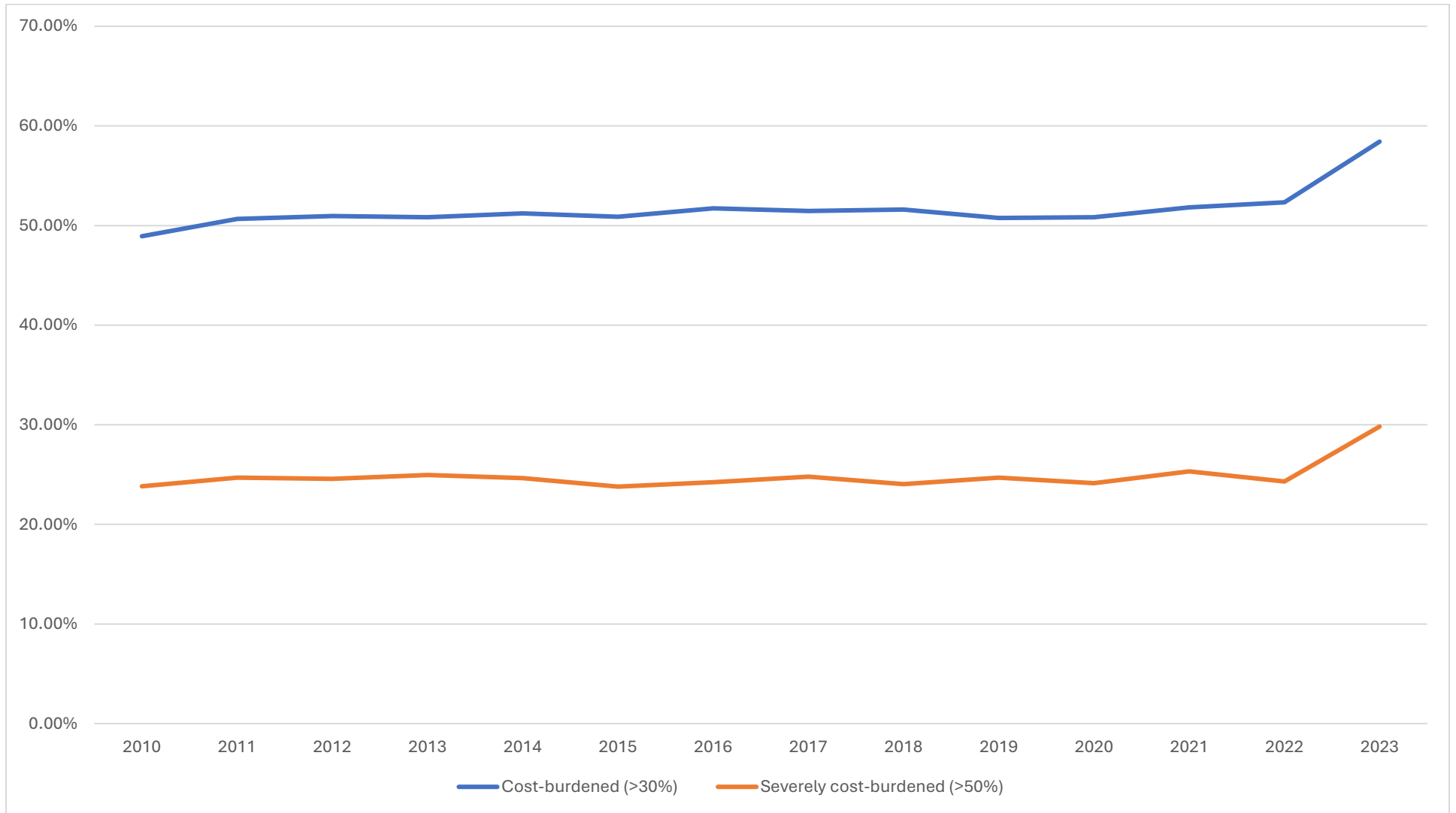
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S25090



53. Cost-Burdened and Severely Cost-Burdened: Percentage of Renter Households (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Cost-burdened (>30%)	48.93%	50.66%	50.95%	50.85%	51.21%	50.88%	51.73%	51.47%	51.60%	50.75%	50.83%	51.83%	52.33%	58.42%
Severely cost-burdened (>50%)	23.83%	24.69%	24.57%	24.96%	24.66%	23.79%	24.24%	24.79%	24.04%	24.70%	24.13%	25.32%	24.31%	29.82%

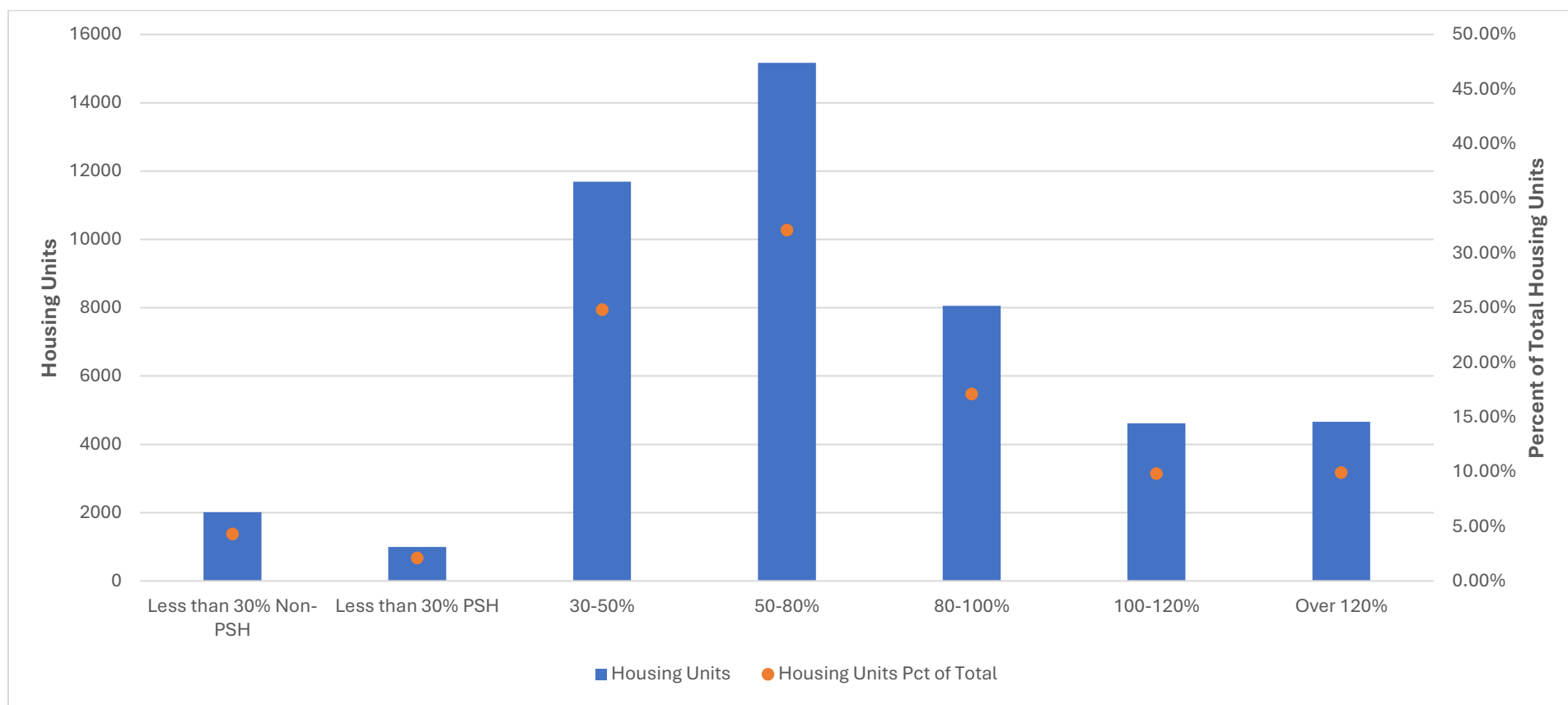
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S25090



54. Housing Units Stock by Area Median Income (AMI) (2020)

Description	Housing Units	Housing Units Percentage of Total
Less than 30% Non-PSH	2,016	4.3%
Less than 30% PSH	994	2.1%
30-50%	11,689	24.8%
50-80%	15,168	32.1%
80-100%	8,053	17.1%
100-120%	4,616	9.8%
Over 120%	4,656	9.9%
Total Housing Units	47,193	100.0%

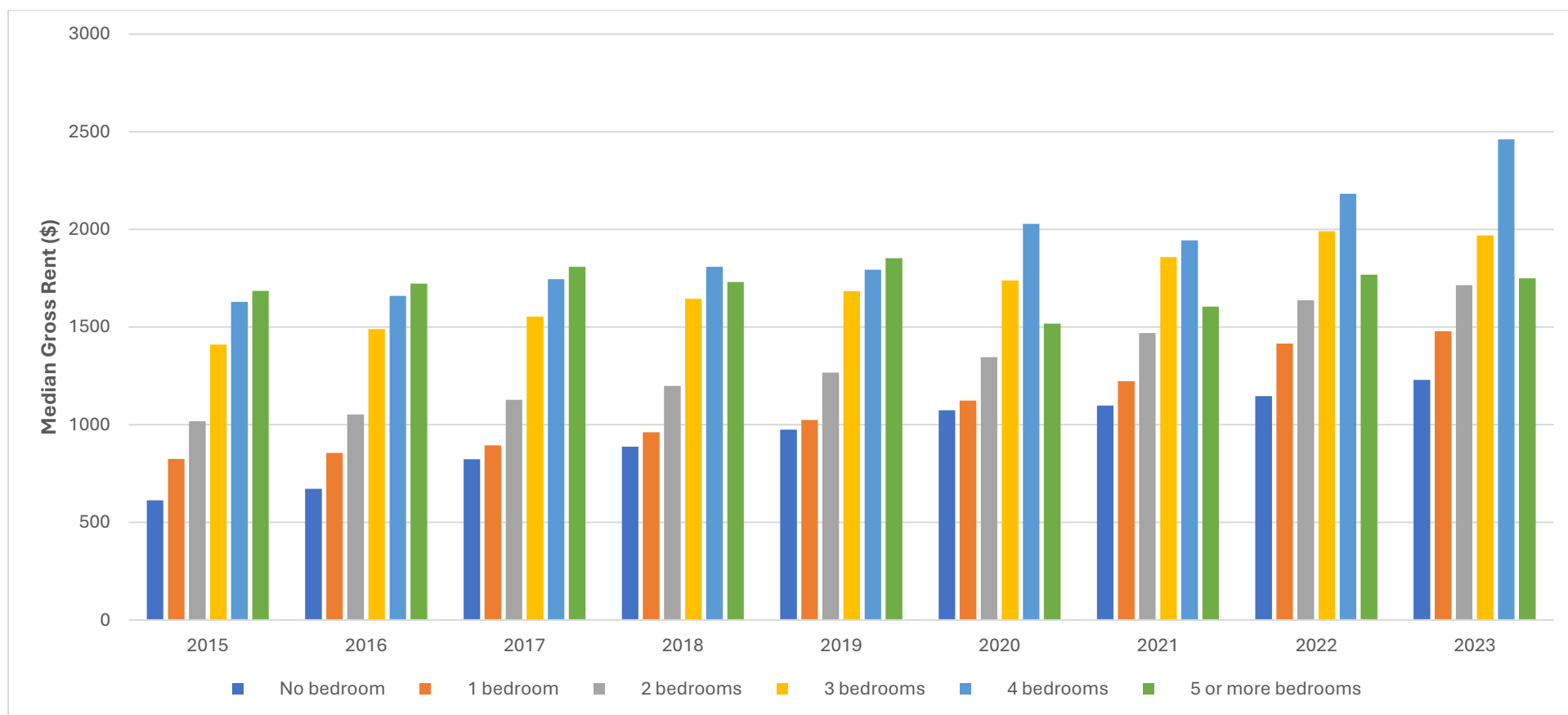
Source: Snohomish County Housing Characteristics and Needs Report HO-5



55. Median Gross Rent by Bedrooms (2015-2023)

Description	2015	2016	2017	2018	2019	2020	2021	2022	2023
No bedroom	612	671	823	888	974	1,074	1,098	1,146	1,229
1 bedroom	825	855	894	961	1,024	1,123	1,222	1,416	1,478
2 bedrooms	1,017	1,052	1,127	1,199	1,267	1,346	1,469	1,637	1,715
3 bedrooms	1,410	1,490	1,554	1,645	1,684	1,738	1,858	1,991	1,969
4 bedrooms	1,629	1,660	1,745	1,808	1,793	2,028	1,944	2,182	2,461
5 or more bedrooms	1,685	1,722	1,808	1,730	1,853	1,517	1,604	1,768	1,750
Total	981	1,018	1,097	1,173	1,241	1,316	1,426	1,611	1,675

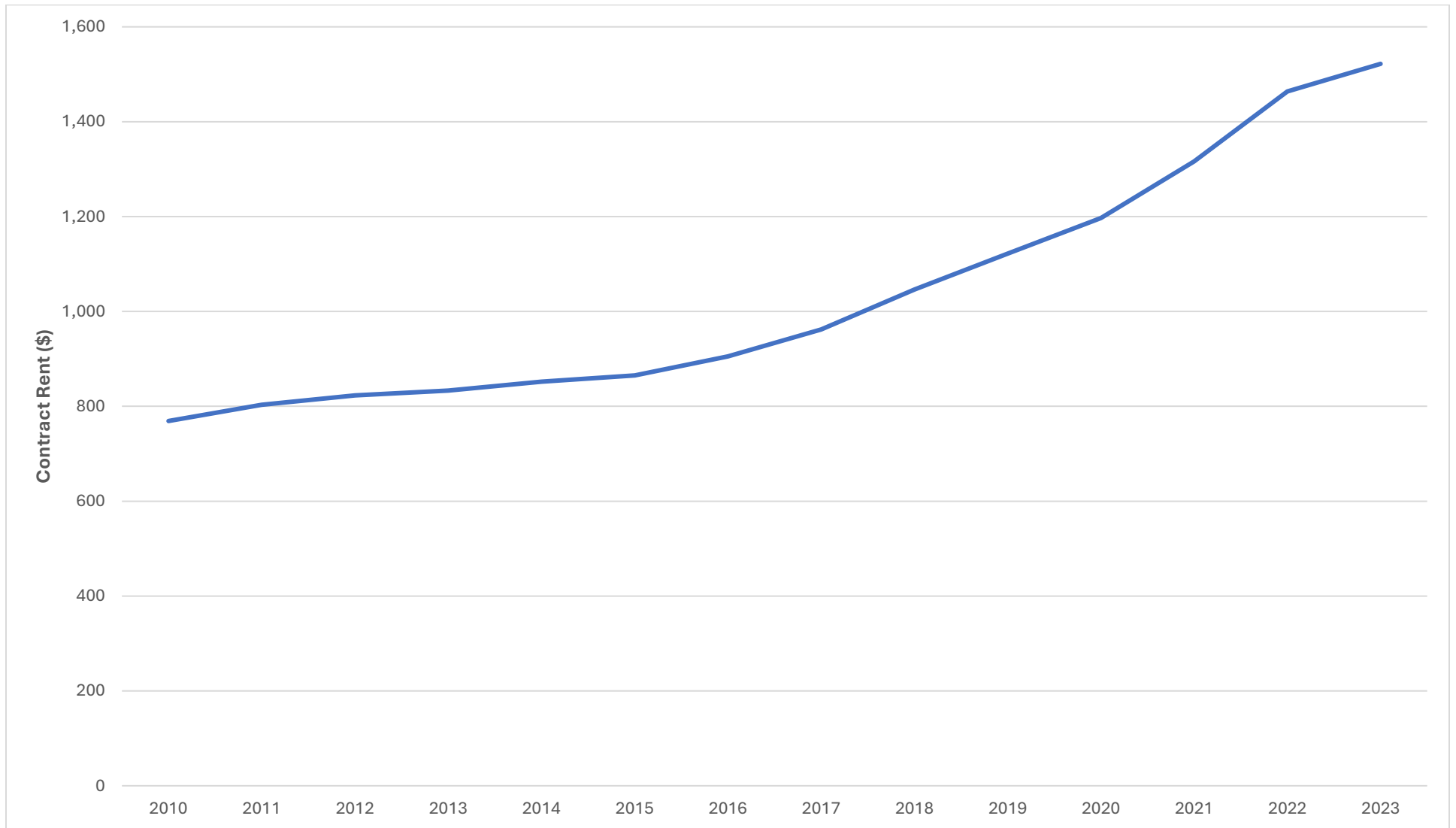
Source: 2015-2023 US Census ACS 5-Year Estimates, Table S25031



56. Median Contract Rent (2010-2023)

Median Contract Rent	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Median contract rent	769	803	823	833	852	865	905	962	1,046	1,122	1,197	1,316	1,464	1,522

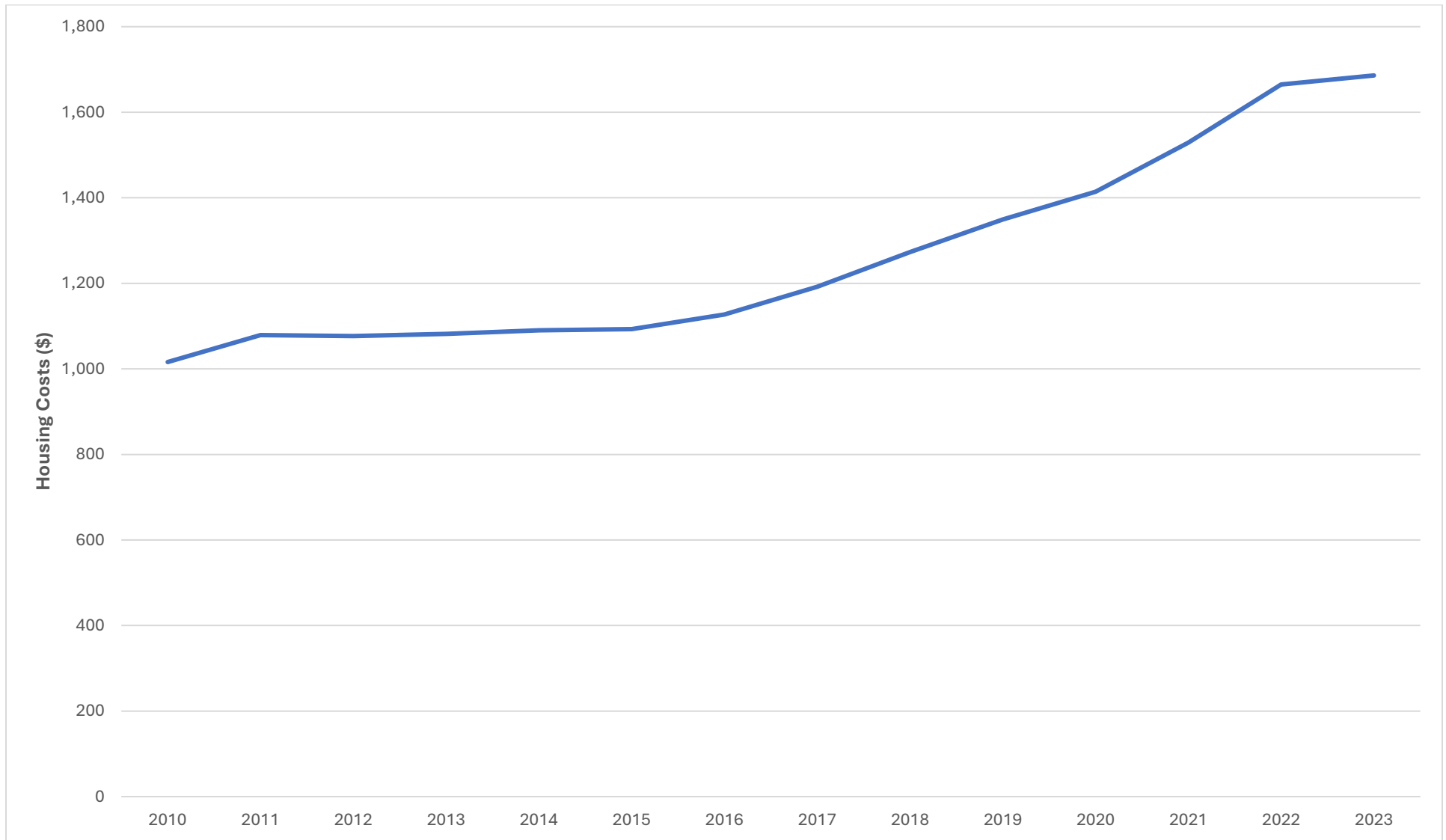
Source: 2015-2023 US Census ACS 5-Year Estimates, Table S25058



57. Median Monthly Housing Costs (2010-2023)

Median Monthly Housing Costs	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Median monthly housing costs	1,016	1,079	1,077	1,082	1,090	1,093	1,127	1,192	1,273	1,349	1,414	1,529	1,665	1,686

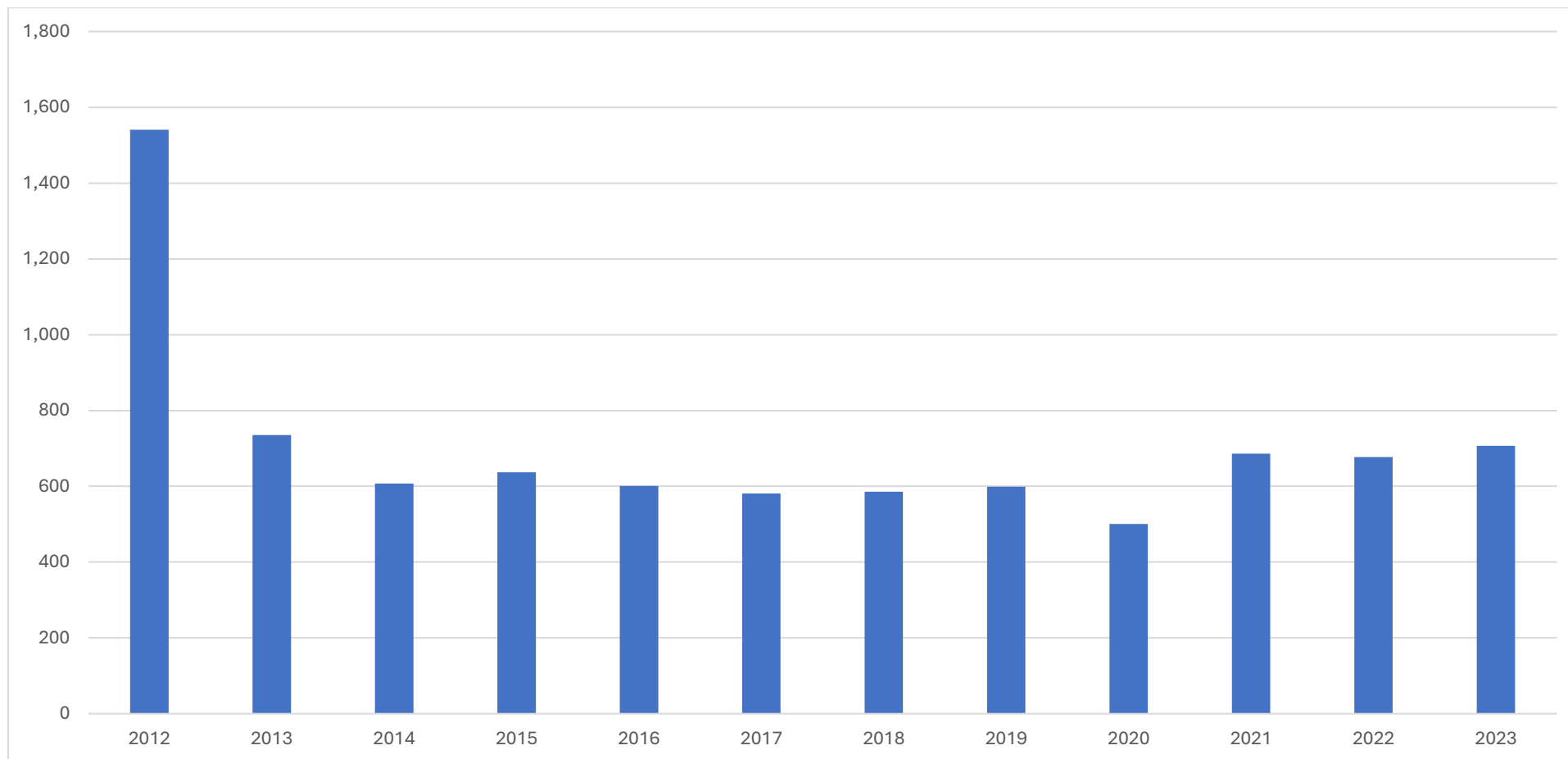
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S25105



58. Emergency, Save Haven, and Transitional Housing in Everett and Snohomish County (2012-2024)

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Family beds	1,192	377	286	289	283	256	252	267	220	300	324	294	210
Adult-only beds	319	337	284	312	286	289	295	289	242	355	333	399	314
Child-only beds	30	21	37	36	32	36	39	43	39	31	20	14	22
Total year-round	1,541	735	607	637	601	581	586	599	501	686	677	707	546

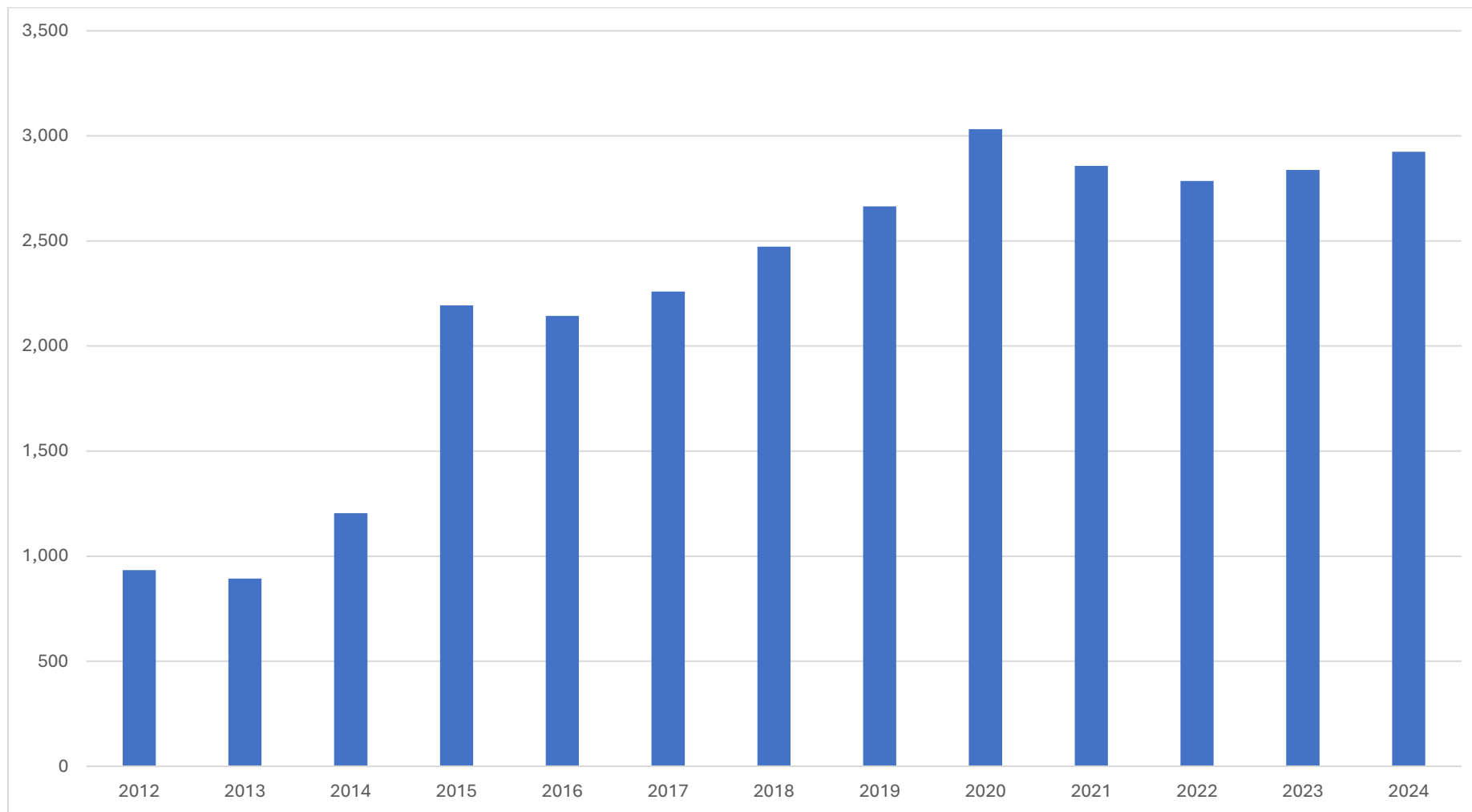
Source: CoC Housing Inventory Count Reports 2012-2024



59. Permanent Supportive Housing (2012-2024)

Description	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Family beds	526	364	523	1,626	1,486	1,565	1,689	1,713	1,943	1,633	1,567	1,631	1,664
Adult-only beds	408	529	682	567	657	694	784	951	1,089	1,224	1,219	1,207	1,261
Child-only beds	0	0	0	0	0	0	0	0	0	0	0	0	0
Total year-round	934	893	1,205	2,193	2,143	2,259	2,473	2,664	3,032	2,857	2,786	2,838	2,925

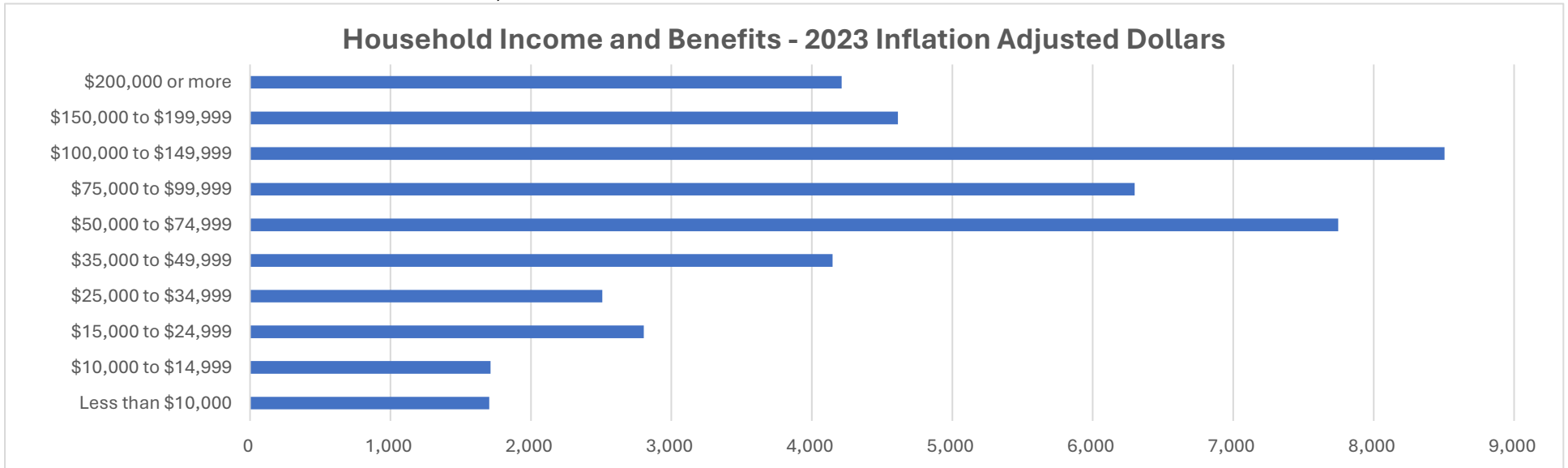
Source: CoC Housing Inventory Count Reports 2012-2024



60. Households: Income (Inflation Adjusted Dollars) and Benefits (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Less than \$10,000	3,303	2,945	3,075	3,387	3,290	3,420	3,473	3,491	2,872	2,591	2,092	1,924	1,532	1,704
\$10,000 to \$14,999	2,405	2,336	2,429	2,322	2,319	1,986	2,064	1,784	1,528	1,467	1,957	1,817	1,912	1,713
\$15,000 to \$24,999	4,315	4,110	4,462	4,759	4,728	5,129	4,621	4,137	3,775	3,801	3,329	2,689	2,583	2,803
\$25,000 to \$34,999	4,787	4,699	4,545	4,631	4,619	4,426	4,408	4,311	4,193	3,888	3,265	3,409	2,560	2,509
\$35,000 to \$49,999	6,706	6,976	7,270	6,372	6,264	6,220	6,149	5,793	6,325	5,776	5,295	4,605	4,834	4,148
\$50,000 to \$74,999	8,735	8,199	8,239	8,252	7,748	7,836	7,907	8,251	8,046	8,590	8,907	8,487	7,925	7,748
\$75,000 to \$99,999	5,000	4,971	4,771	5,266	5,394	5,622	5,532	5,879	6,028	6,088	6,718	7,074	6,885	6,299
\$100,000 to \$149,999	3,941	4,447	4,554	4,456	4,954	4,932	5,277	5,624	6,146	6,621	6,857	7,751	8,317	8,505
\$150,000 to \$199,999	1,136	1,265	1,183	1,332	1,337	1,565	1,675	2,110	2,345	2,657	2,906	3,561	4,022	4,613
\$200,000 or more	554	795	838	743	847	943	1,115	1,272	1,625	1,949	1,967	2,339	3,270	4,213
Total households	40,882	40,743	41,366	41,520	41,500	42,079	42,221	42,652	42,883	43,428	43,293	43,656	43,840	44,255
Median household income (dollars)	47,552	48,410	47,491	47,482	48,562	49,578	50,933	54,562	57,205	60,759	66,023	71,357	77,806	81,502
Mean household income (dollars)	57,945	61,277	59,779	60,377	62,170	64,141	65,875	70,353	74,525	78,435	80,555	86,168	97,271	106,165

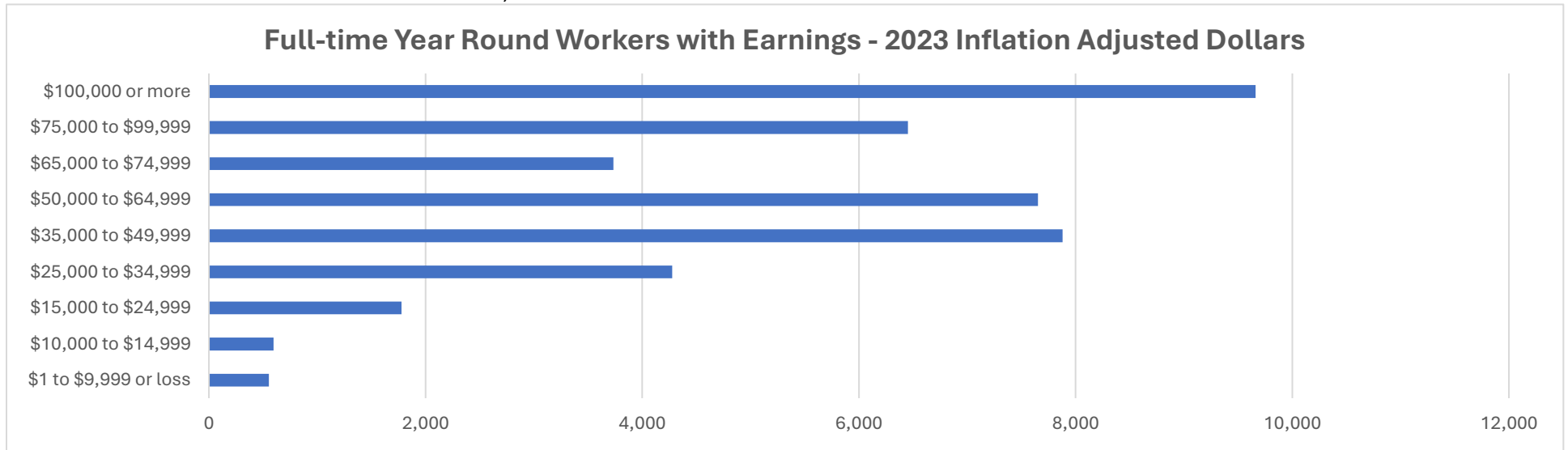
Source: 2010-2023 US Census ACS 5-Year Estimates, Tables DP03



61. Population 16 Years and Over with Earnings in the Past 12 Months (2010-2023)

Label	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Population 16 years and over with earnings	57,530	57,452	57,380	56,780	57,174	58,089	58,308	59,093	61,337	62,491	63,161	64,087	63,315	63,223
Median earnings (dollars)	29,836	30,884	30,586	31,165	31,155	31,208	31,923	33,771	34,078	35,970	37,385	39,898	45,113	49,049
Full-time, year-round workers with earnings	33,520	34,461	33,990	34,088	34,242	35,545	36,595	37,848	39,283	41,001	41,804	41,992	42,053	42,587
\$1 to \$9,999 or loss	920	804	860	908	800	639	700	492	491	524	495	485	347	554
\$10,000 to \$14,999	1,726	1,551	1,720	1,249	1,315	1,452	1,516	769	978	926	934	724	711	596
\$15,000 to \$24,999	9,090	8,790	8,885	8,574	8,633	8,888	7,405	4,124	3,992	3,660	3,074	2,503	2,242	1,779
\$25,000 to \$34,999	11,909	11,375	10,547	10,448	10,005	10,282	11,020	7,133	7,170	7,386	7,503	6,549	4,836	4,276
\$35,000 to \$49,999	13,922	13,157	13,070	12,832	12,464	12,489	12,886	8,446	8,989	9,475	9,363	9,191	8,306	7,881
\$50,000 to \$64,999	8,284	8,273	8,255	8,290	9,033	9,294	8,630	5,591	5,889	6,148	6,941	7,696	8,004	7,654
\$65,000 to \$74,999	4,085	4,079	4,299	4,259	4,517	4,415	4,548	3,041	2,743	2,859	2,707	2,652	3,143	3,733
\$75,000 to \$99,999	4,315	5,228	5,331	5,962	5,889	5,983	6,414	4,409	4,725	5,107	5,649	6,196	6,663	6,452
\$100,000 or more	3,279	4,194	4,414	4,259	4,517	4,647	5,189	3,843	4,306	4,916	5,138	5,996	7,801	9,662
Median earnings (dollars)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	45,122	44,950	46,861	49,030	52,808	57,599	61,899
Mean earnings (dollars)	46,966	49,669	50,722	51,787	52,798	53,413	54,664	56,959	58,144	59,562	59,833	63,830	73,225	80,361

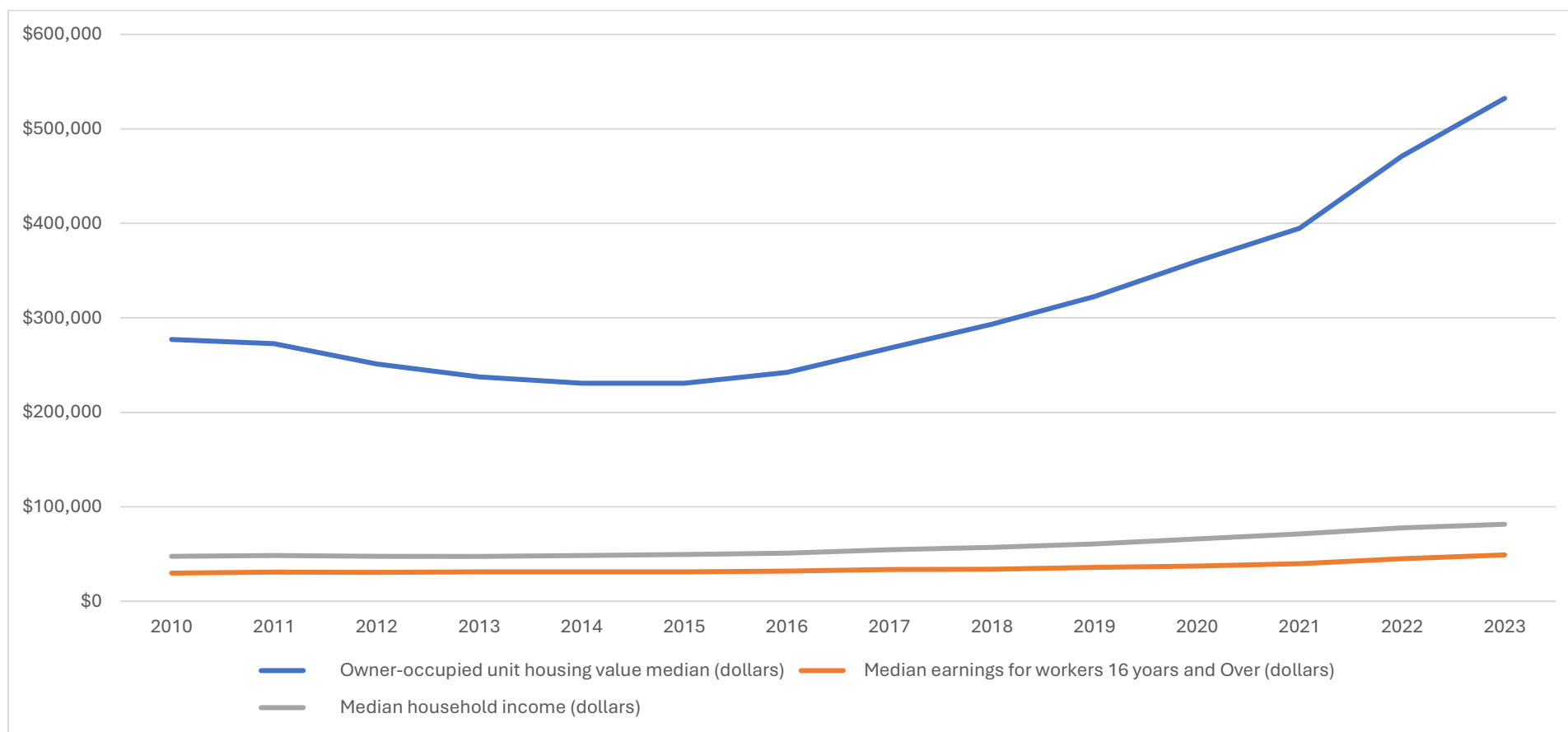
Source: 2010-2023 US Census ACS 5-Year Estimates, Tables S2001



62. Owner-Occupied Housing Units: Housing Value, Median Earnings, Median Household Income (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Owner-occupied unit housing value median (dollars)	277,100	272,700	251,200	237,600	230,800	230,800	242,200	267,800	293,200	322,700	359,900	394,900	471,200	532,300
Median earnings for Workers 16-yrs and over (dollars)	29,836	30,884	30,586	31,165	31,155	31,208	31,923	33,771	34,078	35,970	37,385	39,898	45,113	49,049
Median household income (dollars)	47,552	48,410	47,491	47,482	48,562	49,578	50,933	54,562	57,205	60,759	66,023	71,357	77,806	81,502

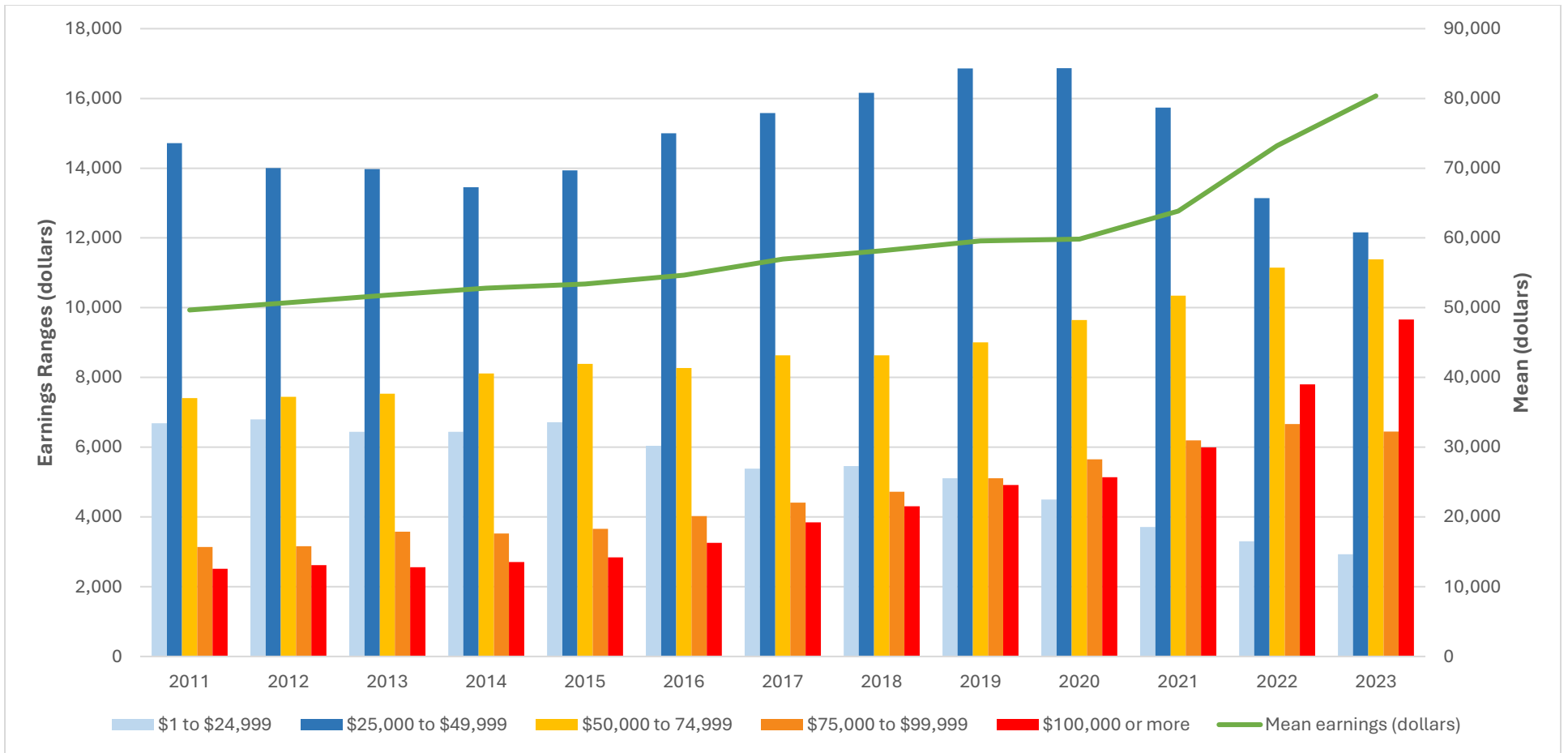
Source: 2010-2023 US Census ACS 5-Year Estimates, Tables DP03, DP04, S2001



63. Population 16 Years and Over Full-Time Year-Round Workers with Earnings (2010-2023)

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
\$1 to \$24,999	6,838	6,685	6,798	6,443	6,437	6,718	6,038	5,385	5,461	5,110	4,503	3,712	3,300	2,929
\$25,000 to \$49,999	15,050	14,715	14,004	13,976	13,457	13,934	15,004	15,579	16,159	16,861	16,866	15,740	13,142	12,157
\$50,000 to \$74,999	7,207	7,409	7,444	7,533	8,115	8,389	8,270	8,632	8,632	9,007	9,648	10,348	11,147	11,387
\$75,000 to \$99,999	2,514	3,136	3,161	3,579	3,527	3,661	4,025	4,409	4,725	5,107	5,649	6,196	6,663	6,452
\$100,000 or more	1,911	2,516	2,617	2,557	2,705	2,844	3,257	3,843	4,306	4,916	5,138	5,996	7,801	9,662
Mean earnings (dollars)	46,966	49,669	50,722	51,787	52,798	53,413	54,664	56,959	58,144	59,562	59,833	63,830	73,225	80,361

Source: 2010-2023 US Census ACS 5-Year Estimates, Table S2001

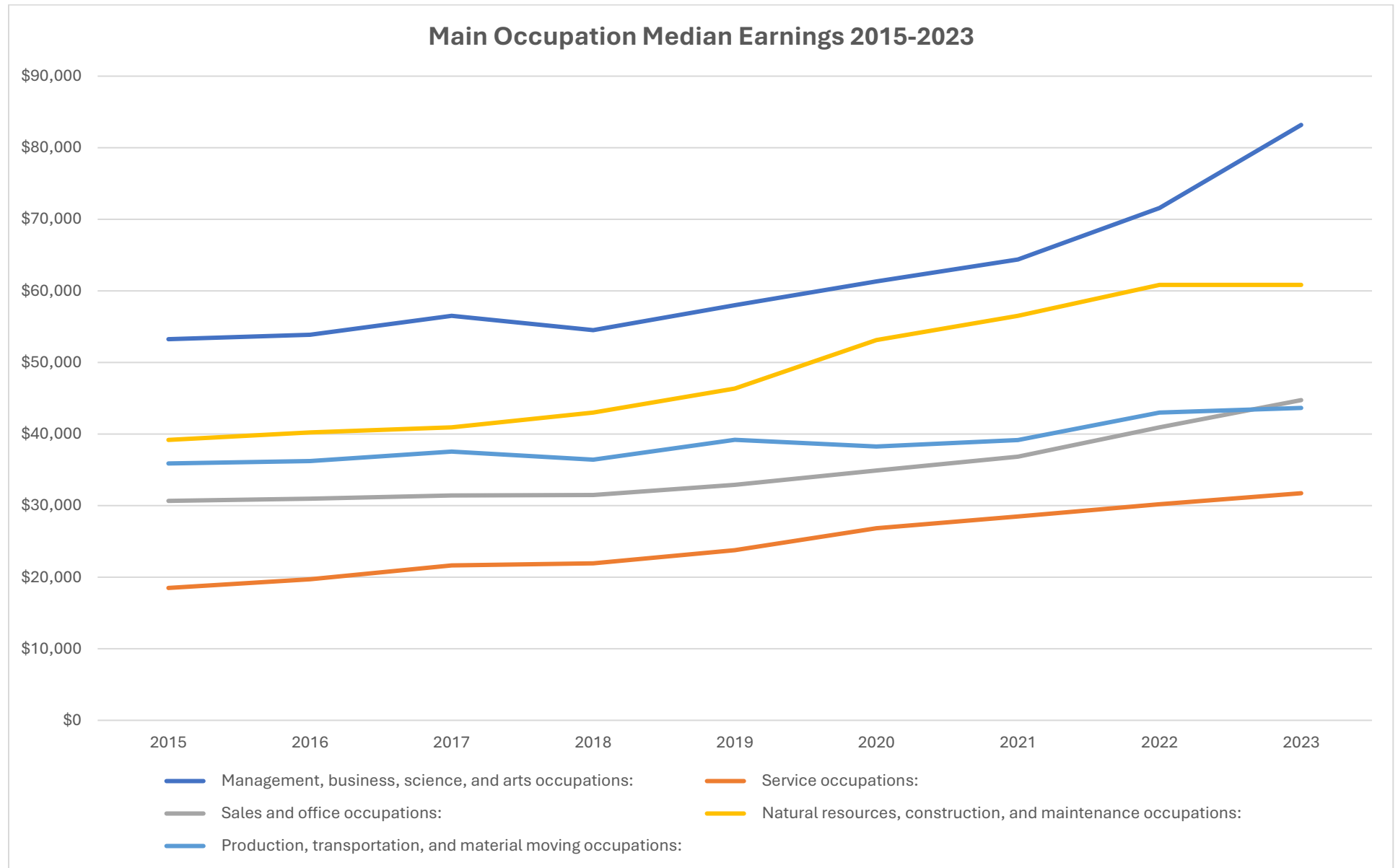


64. Occupation Median Earnings Complete List (2015-2023)

Description	2015	2016	2017	2018	2019	2020	2021	2022	2023
Management, business, science, and arts:	53,250	53,857	56,526	54,528	58,008	61,309	64,369	71,564	83,184
Management, business, and financial:	50,402	50,249	51,929	51,998	58,092	60,066	64,209	75,333	87,727
Management	52,201	50,798	54,503	50,865	59,890	61,518	64,812	85,050	93,766
Business and financial operations	47,540	49,710	50,265	54,077	54,795	54,195	62,869	68,462	76,417
Computer, engineering, and science:	73,198	75,162	79,154	79,206	81,832	82,487	86,485	94,379	100,089
Computer and mathematical	72,284	71,396	74,316	76,250	78,180	80,482	84,705	92,975	99,035
Architecture and engineering	74,943	84,800	88,946	88,199	96,094	96,768	99,675	107,304	107,519
Life, physical, and social science	62,054	69,250	72,798	58,523	52,188	51,462	61,136	70,690	82,904
Education, legal, community service, arts, and media:	36,691	35,869	36,706	36,449	37,165	44,875	44,822	46,407	53,050
Community and social service	37,216	37,359	35,846	37,754	36,495	40,979	42,093	44,310	47,473
Legal	51,165	49,728	54,522	63,750	105,357	66,563	58,106	60,813	60,701
Educational instruction, and library	25,183	24,699	25,691	25,412	30,941	48,929	44,615	50,291	65,458
Arts, design, entertainment, sports, and media	41,619	41,011	42,083	45,179	40,671	43,750	44,728	29,855	30,577
Healthcare practitioners and technical:	55,153	56,610	58,750	58,913	61,558	56,071	61,080	71,406	70,893
Health diagnosing and treating practitioners and other technical	63,673	67,188	67,670	68,922	70,268	72,634	76,337	88,571	92,739
Health technologists and technicians	40,598	41,744	45,800	45,875	46,364	38,875	42,181	46,688	47,917
Service:	18,498	19,697	21,655	21,945	23,765	26,837	28,492	30,182	31,730
Healthcare support	25,805	24,523	27,018	22,458	23,392	26,956	30,927	32,830	37,321
Protective service:	47,629	43,889	40,583	47,731	50,463	55,553	57,878	62,762	61,520
Firefighting and prevention, and other protective service workers	34,010	34,074	31,735	32,109	32,639	42,567	45,241	48,594	51,411
Law enforcement workers including supervisors	64,491	58,800	58,203	60,417	61,515	57,177	64,211	64,391	66,497
Food preparation and serving related	16,014	16,146	19,444	20,334	21,606	23,842	24,872	23,245	23,862
Building and grounds cleaning and maintenance	21,373	22,158	22,544	22,970	25,276	28,330	30,093	36,768	40,581
Personal care and service	14,913	15,783	17,135	21,449	22,732	20,827	16,361	14,577	19,315
Sales and office:	30,659	30,952	31,406	31,469	32,913	34,901	36,826	40,922	44,737
Sales and related	23,507	25,559	26,671	25,788	29,375	31,192	31,931	36,313	39,407
Office and administrative support	32,323	32,312	33,546	34,431	36,217	39,697	40,861	44,080	49,598
Natural resources, construction, and maintenance:	39,179	40,223	40,944	43,001	46,362	53,115	56,517	60,835	60,833
Farming, fishing, and forestry	17,955	22,804	24,141	35,870	44,432	44,427	42,431	32,389	23,819
Construction and extraction	33,955	36,037	36,605	39,157	44,140	51,273	55,958	61,230	60,399
Installation, maintenance, and repair	48,925	48,791	50,607	52,875	52,853	61,298	59,896	61,493	66,420
Production, transportation, and material moving:	35,888	36,230	37,561	36,417	39,202	38,244	39,171	42,992	43,646
Production	40,296	40,680	40,910	40,572	42,305	41,150	42,189	49,064	49,297
Transportation	35,625	35,861	36,810	36,500	41,250	38,616	40,882	43,092	48,260
Material moving	24,472	25,279	27,297	30,048	30,396	30,147	30,753	32,944	32,606



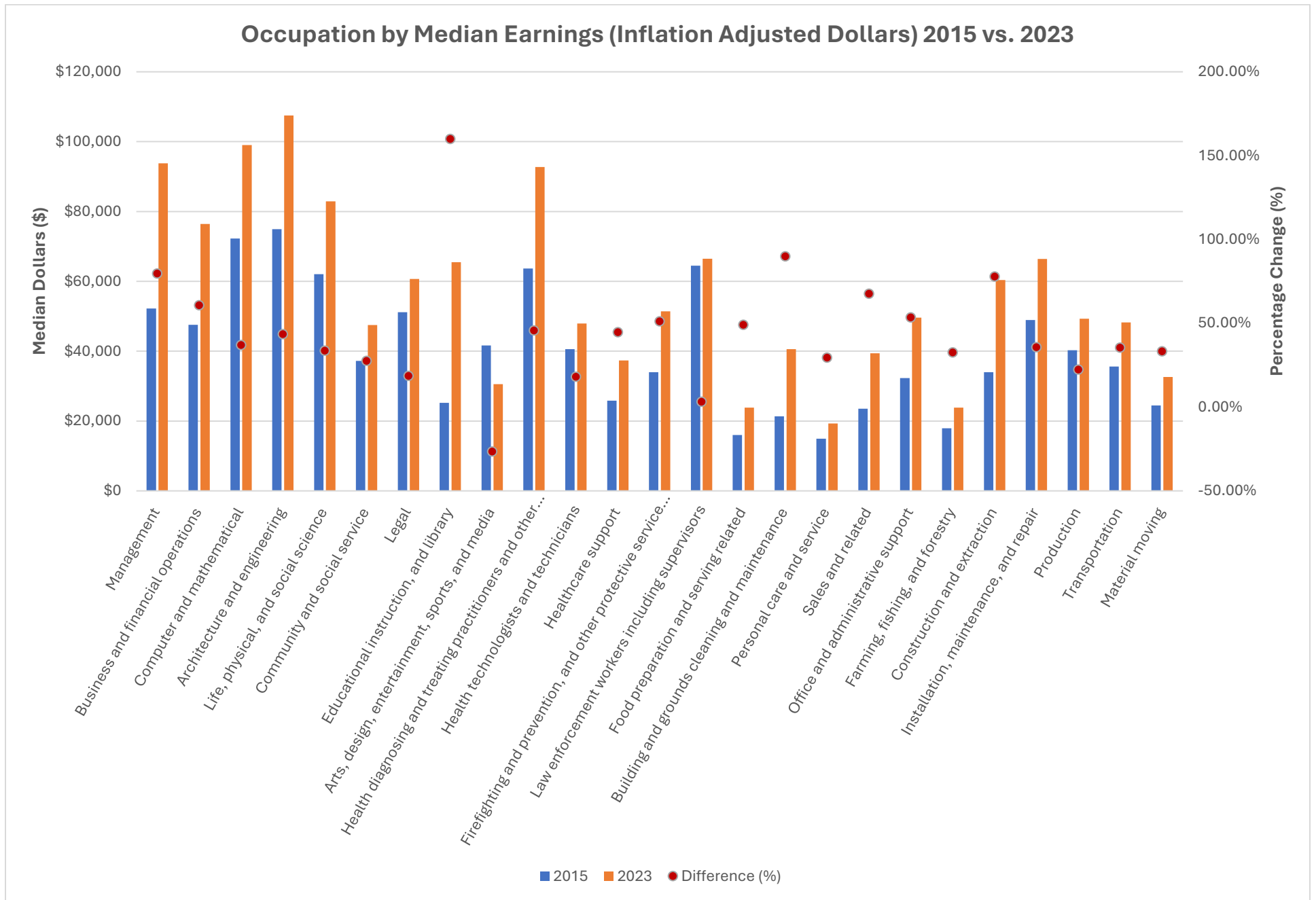
Source: 2015-2023 US Census ACS 5-Year Estimates, Table S2411



65. Occupation Median Earnings Condensed List (2015 vs. 2023)

Description	2015	2023	Difference (%)
Management	\$52,201	\$93,766	79.62%
Business and financial operations	\$47,540	\$76,417	60.74%
Computer and mathematical	\$72,284	\$99,035	37.01%
Architecture and engineering	\$74,943	\$107,519	43.47%
Life, physical, and social science	\$62,054	\$82,904	33.60%
Community and social service	\$37,216	\$47,473	27.56%
Legal	\$51,165	\$60,701	18.64%
Educational instruction, and library	\$25,183	\$65,458	159.93%
Arts, design, entertainment, sports, and media	\$41,619	\$30,577	-26.53%
Health diagnosing and treating practitioners and other technical	\$63,673	\$92,739	45.65%
Health technologists and technicians	\$40,598	\$47,917	18.03%
Healthcare support	\$25,805	\$37,321	44.63%
Firefighting and prevention, and other protective service workers including supervisors	\$34,010	\$51,411	51.16%
Law enforcement workers including supervisors	\$64,491	\$66,497	3.11%
Food preparation and serving related	\$16,014	\$23,862	49.01%
Building and grounds cleaning and maintenance	\$21,373	\$40,581	89.87%
Personal care and service	\$14,913	\$19,315	29.52%
Sales and related	\$23,507	\$39,407	67.64%
Office and administrative support	\$32,323	\$49,598	53.44%
Farming, fishing, and forestry	\$17,955	\$23,819	32.66%
Construction and extraction	\$33,955	\$60,399	77.88%
Installation, maintenance, and repair	\$48,925	\$66,420	35.76%
Production	\$40,296	\$49,297	22.34%
Transportation	\$35,625	\$48,260	35.47%
Material moving	\$24,472	\$32,606	33.24%

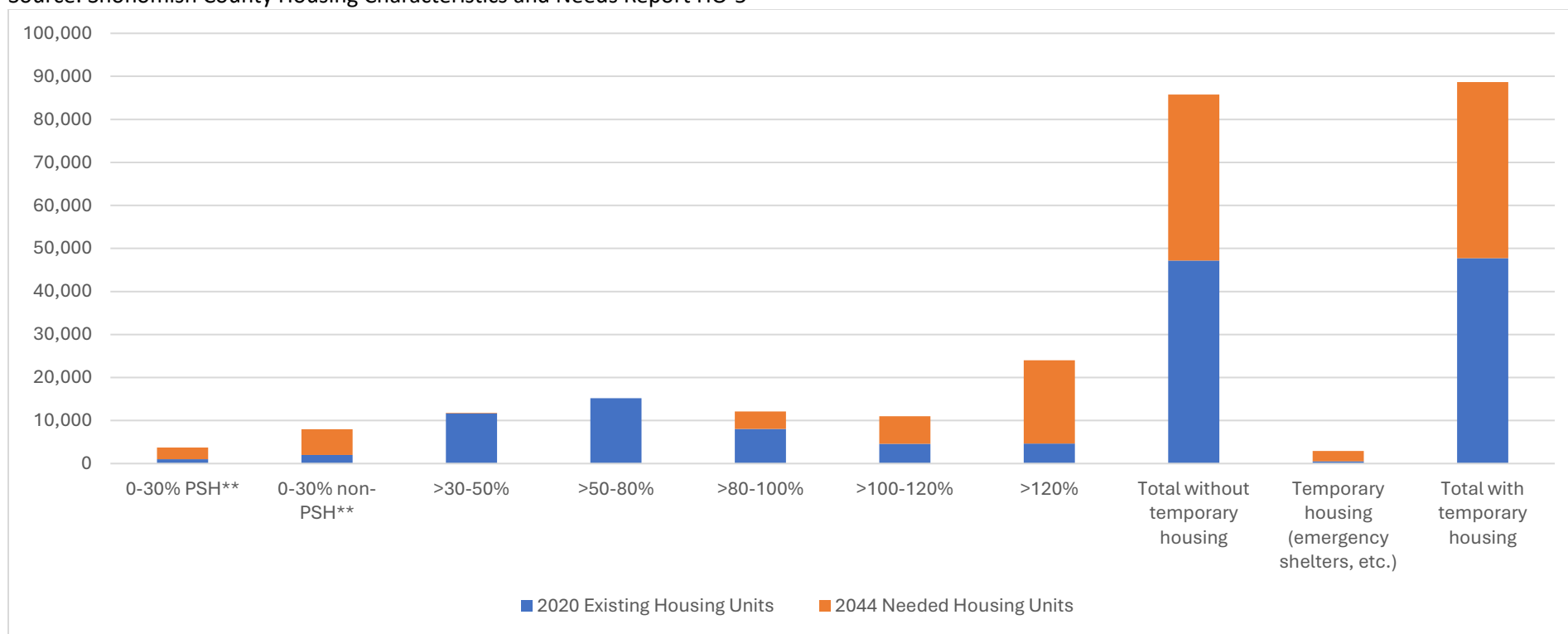
Source: 2015-2023 US Census ACS 5-Year Estimates, Table S2411



66. Housing Demand and Future Growth Projections (2020-2044)

Area Median Income (AMI) Segment	2020 Existing Housing Units	2044 Needed Housing Units	2044 Total Housing Units
0-30% PSH**	994	2,731	3,725
0-30% non-PSH**	2,016	5,944	7,960
>30-50%	11,689	100	11,789
>50-80%	15,168	0	15,168
>80-100%	8,053	4,045	12,098
>100-120%	4,616	6,374	10,990
>120%	4,656	19,364	24,020
Total without temporary housing	47,193	38,558	85,751
Temporary housing (emergency shelters, etc.)	528	2,383	2,911
Total with temporary housing	47,721	40,941	88,662

Source: Snohomish County Housing Characteristics and Needs Report HO-5



Land Capacity Analysis

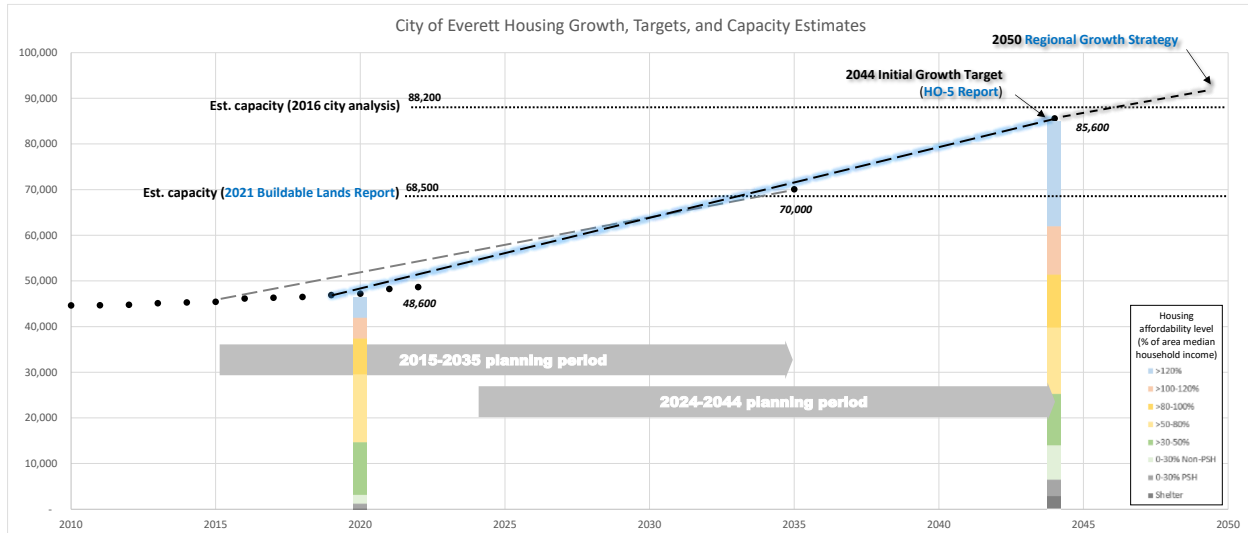
Under the state and regional planning framework, Everett must plan for and accommodate population, housing, and employment growth targets in its comprehensive planning.

Background

Growth Targets

New population and housing unit targets for 2044 were established during the update of the [Countywide Planning Policies](#) work conducted in 2020 and 2021. The city's growth target represents 22% of the county's population growth, slightly more for housing.

Growth Targets	Population Targets	Population Capacity	Housing Unit Targets	Housing Unit Capacity
2024-2044 planning period growth: +69,000 people, +38,000 housing units				
2020	110,000			
2035	165,000	151,000	70,000	68,500
2044	179,000	From 151,000+ (existing plans) to 179,000+ (new action)	88,500	From 73,500+ (existing plans) to 98,400+ (new action)



With the new requirements of [HB 1220](#), [Snohomish County Tomorrow](#) completed a Housing Needs Assessment with [guidance from Washington State Department of Commerce](#). The housing need by income analysis for the County and Snohomish County cities was completed by updating the [Housing Characteristics and Needs \(HO-5\) Report](#).

Land Capacity Analysis

Under state and regional planning and growth management framework (see e.g. RCW [36.70A.115](#)), Everett must plan for, and provide sufficient capacity to accommodate, housing, population, and employment growth targets adopted through [Snohomish County Tomorrow](#) and the [Snohomish County Council](#).

RCW 36.70A.115 requires counties and cities to ensure that, taken collectively, comprehensive plans and development regulations provide sufficient capacity of land suitable for development

within their jurisdictions to accommodate their allocated housing and employment growth, including the accommodation of, as appropriate, the medical, governmental, educational, institutional, commercial, and industrial facilities related to such growth, as adopted in the applicable countywide planning policies and consistent with the 20-year population forecast from the office of financial management. To demonstrate this requirement is met, counties and cities must conduct an evaluation of land capacity sufficiency that is commonly referred to as a "land capacity analysis." ([WAC 365-196-325](#)).

These targets are in Appendix B of the [Countywide Planning Policies for Snohomish County](#).

2044 Initial Population, Housing, and Employment Growth Targets for Everett

Planning Period	Growth Targets
Population	2024-2044 planning period growth: +69,000 people
2020	110,000
2035	165,000
2044	179,000
Housing Units	2024-2044 planning period growth: + 37,000 housing units
2020	48,600
2035	70,000
2044	85,600
Employment	2024-2044 planning period growth: +67,000 jobs
2020	99,600
2035	140,000
2044	167,000

Housing Needs by Economic Segment

The state's [housing planning framework](#) has been revised by the legislature in recent years, most notably with 2021's [HB 1220](#). This framework requires that comprehensive plans address housing needs by economic segments (relative to area median income¹) and special needs categories.

¹ Area median income is defined as the midpoint of a specific area's income distribution and is calculated on an annual basis by the Department of Housing and Urban Development. [What Is Area Median Income \(AMI\)?](#)

Planning for housing in Snohomish County has been addressed through a collaborative process under countywide planning policy HO-5:

“The cities and the county shall collaborate to report housing characteristics and needs in a timely manner for jurisdictions to conduct major comprehensive plan updates and to assess progress toward achieving CPPs on housing. The report shall be sufficiently easy to understand and use for planning and evaluation. To the extent made possible by the availability of valid data, this report shall, for the entire county and each jurisdiction:

a. Describe the measures that jurisdictions have taken (individually or collectively) to implement or support CPPs on housing, especially measures taken to support housing affordability.

b. Quantify and map existing characteristics that are relevant to the results prescribed in the CPPs on housing, including (but not limited to):

- i. The supply of housing units, including subsidized housing, by type, tenure, affordability, and special needs populations served.*
- ii. The availability and general location of existing affordable housing units and the distribution and location of vouchers and similar assistance methods.*
- iii. The supply of land that is undeveloped, partially used/or has the potential to be developed or redeveloped for residential purposes.*

c. Identify the number of housing units necessary to meet the various housing needs for the projected population of households of all incomes and special needs populations. The number of units identified for each jurisdiction will be utilized for planning purposes and to acknowledge the responsibility of all jurisdictions to plan for affordable housing within the regional context.

d. Evaluate the risk of physical and economic displacement of residents, especially low-income households and marginalized populations.”

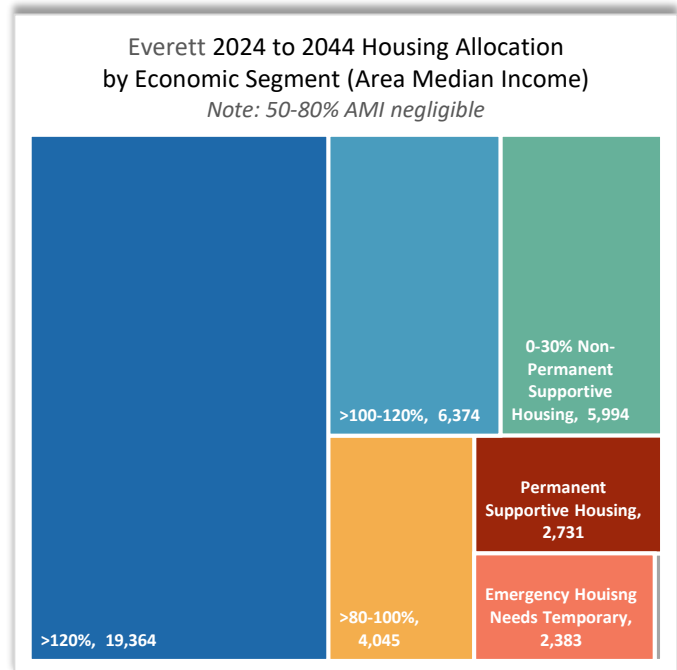
[Buildable Lands Analysis and Report](#)

Under [Countywide Planning Policy DP-4](#), the county and cities must use “consistent land capacity analysis methods as established in the Procedures Report called for in Appendix E”. This requires an understanding of [Snohomish County’s Buildable Lands Procedures](#), summarized below.

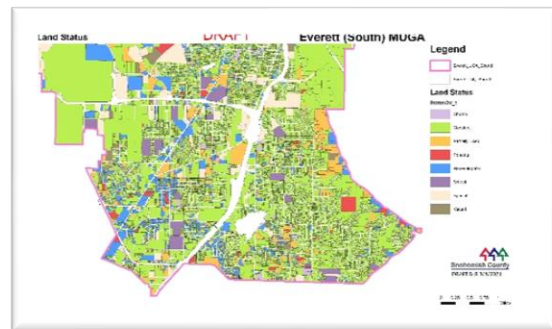
Under RCW [36.70A.215](#), certain parts of the state, including Snohomish County, must regularly look back at actual development to determine if cities and counties have designated adequate amounts of residential, commercial, and industrial lands to meet the growth needs incorporated in their comprehensive plans.

The [2021 Snohomish County Buildable Land Report](#) identifies parcels throughout the county’s urban growth area into the following categories:

- *Constant* (no redevelopment or development within the planning period based on certain factors)
- *Partially-Used* (potential for additional development)



- *Redevelopable* (more likely to redevelop based on 2019 improvement to land value ratio²)
- *Pending* (development in progress but not completed)
- *Church* (no development expected)
- *Schools* (no development expected)
- *Special* (mostly undevelopable for a variety of reasons)
- *Vacant* (developable)



The number of acres, less critical areas, were then determined for lands designated as developable or redevelopable and identified as gross buildable acres per zone. This total was reduced by a market factor and a deduction for land needed for public purposes such as roads, parks, stormwater facilities, etc., to determine net buildable acres per zone.

Net buildable acres were combined with assumed development or redevelopment density by zone, which were drawn from observed developments. For example: 74 dwelling units per acre for the MU zone, 94 dwelling units per acre for the UR4 zone, and 22 dwelling units per acre for the UR3 zone.

See pages 13-33 of the [2021 Snohomish County Buildable Land Report](#) for more on methodology, and see exhibit 3 for buildable lands maps for Everett including land status and 2015-2035 housing capacity.

Reasonable Measures

The 2021 Snohomish County Buildable Lands analysis determined that Everett's plans fall short of the housing unit capacity needed to meet the existing plan 2035 targets by approximately 1,500 units. The shortfall triggers the reasonable measures process in [RCW 36.70A.215](#) to reconcile current planning targets. At least three measures are identified that are expected to increase capacity accounting for the shortfall. The measures included in the Everett 2044 periodic update are:

a. Housing Development Incentives Program update.

In July 2022, the city received a Housing Action Plan Implementation Grant from the Washington State Department that enabled implementation of a [Housing Development Incentives Program report](#) and expansion of the Multifamily Tax Exemption ([Ord. 3954-23](#)) to incentivize housing production that more fully uses available development capacity.

b. Accessory Dwelling Units

The city council adopted Ordinance [3963-23](#) in 2023, significantly expanding capacity for development of [accessory dwelling units](#) in the city.

c. Park District Planned Development Overlay.

The city council adopted Ordinance [4034-24](#) in 2024, establishing a planned development overlay and development agreement for the 1,500 housing unit [Park District](#) development.

These three measures provide more than enough new housing capacity to cover the 2035 shortfall identified under the 2021 Snohomish County Buildable Lands analysis.

Everett 2044 Approach to Growth Alternatives

Beginning with the Everett 2044 scoping process through summer 2023, staff, the planning commission, and city council worked to identify a set of growth alternatives to study in the Everett 2044

² The [2021 Snohomish County Buildable Lands Report](#) uses an improvement to land ratio threshold for single-family housing at .75 and a value of less than 1.00 for multifamily units. (pp. 16-17)

environmental impact review process (Phase III of the update). The structure of the alternatives was guided by three overarching principles:

- **The alternatives should maximize differences between them** to be able to discuss comparisons and tradeoffs – a challenge because even with substantial growth to plan for, all of the existing development in the city, and most of the growth, is common to all alternatives. Of the 85,600 homes in Everett is planning for in 2044, about 70,000 (81%) of the growth will be the same under all alternatives.
- **The alternatives must be reasonable.** While none of the three alternatives are likely to be adopted as the final plan (likely a blend), each should individually be reasonably achievable.
- **The alternatives will focus on housing growth** because employment growth is much less sensitive to local government regulation. Manufacturing facilities, restaurants, and offices, just to name a few, frequently scale employment up or down without any city permits at all, whereas every new housing unit must be permitted by the city.

On August 23, 2023, the City Council approved [Resolution 7924](#) advancing the three growth alternatives into the environmental review phase of the 2044 Periodic Update as recommended by the [Planning Commission](#) on [June 20, 2023](#).

The three alternatives are defined by assigning **building typologies** to different **growth geographies**.

Building Typologies

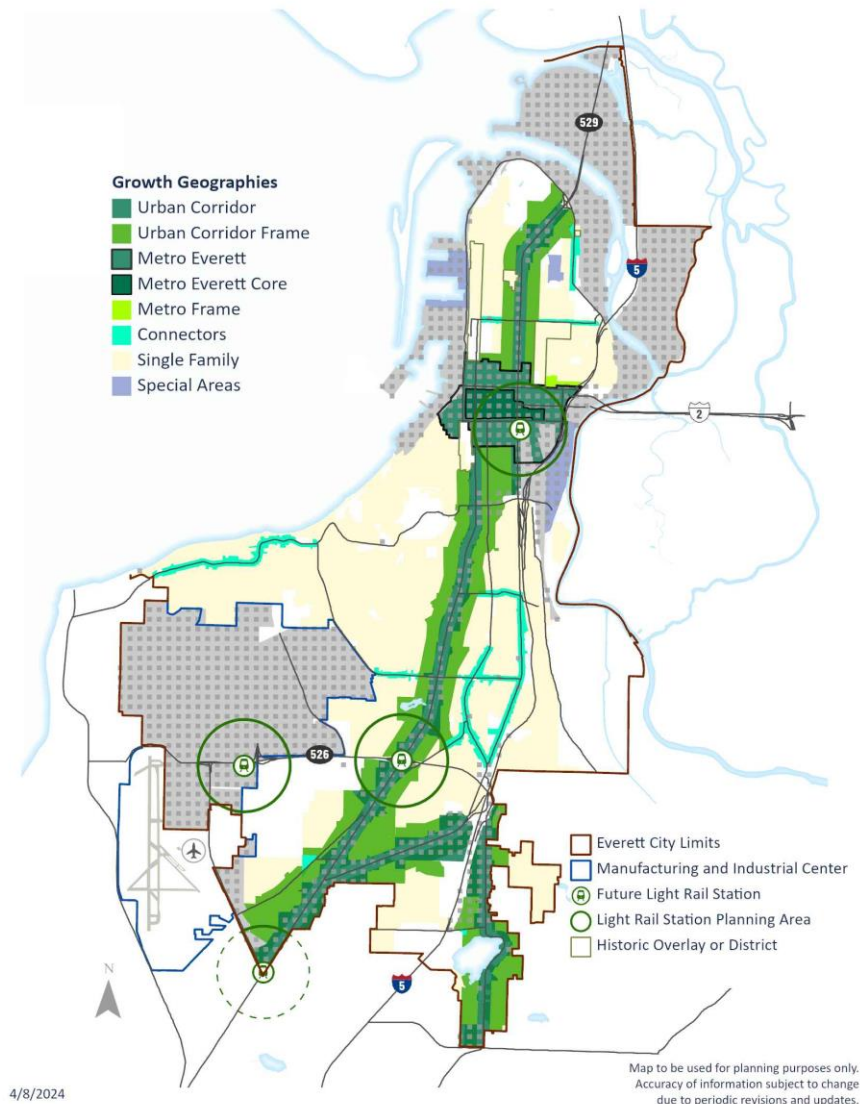
Building typologies identify general types and scales of buildings that would be allowed in a given geography and alternative. Typologies are generally equivalent to zones with respect to maximum height and other major bulk regulations, such as setbacks and maximum lot coverage by building.

Higher-scale typologies also permit lower-scale development and will be mostly characterized by existing lower-scale development for a long time. For example, an area may be designated mid-rise, but would still allow duplexes to be built if the property owner prefers and would still be mostly characterized by preexisting detached houses, accessory dwelling units, and middle housing, especially early in the planning period. To make efficient use of land, the city currently applies a minimum density for new development in higher-scale zones. This concept is proposed to continue in the updated comprehensive plan, although with some refinements.


Growth Geographies

Growth geographies were developed to identify and evaluate areas for additional housing and/or employment capacity. The geographies were developed using the land use element and other elements of the existing comprehensive plan, Growth Management Act goals and other state laws and agency rules and recommendations, planning and urban form principles and best practices, and consideration of efficient access to transportation, jobs, daily needs, education, and amenities.

Building Typologies	
Single-Family Residential	Detached houses, some duplexes, and accessory dwelling units
Neighborhood Residential*	Middle Housing (townhouses, quadplexes, fiveplexes, sixplexes, stacked flats, cottages and courtyard apartments) with limited lot coverage by building
Low-Rise	Residential or mixed-use buildings up to four floors allowing high lot coverage by building
Mid-Rise	Residential or mixed-use buildings up to seven floors allowing high lot coverage by building
High-Rise	Mixed-use buildings up to twenty-five floors allowing unlimited lot coverage by building
High-Rise/Tower	Mixed-use buildings up to forty floors allowing unlimited lot coverage by building



4/8/2024

Metro Everett Core	The core of downtown Everett where buildings up to 25 floors are currently allowed
Metro Everett	Areas within Metro Everett but outside of the core
Metro Everett Frame	Small areas adjacent to Metro Everett
Urban Corridors	Major arterials currently lined with MU and B zones
Urban Corridor Frame	Areas within about two blocks of Urban Corridors
Connectors	Certain smaller arterials that connect to activity centers and with some attributes of Urban Corridors but at a much smaller scale
Neighborhood Residential/ Single Family Residential	Residential neighborhoods not in any of the above categories
Light Rail Station Areas 	½ mile radius around the four light rail stations currently in planning phase
Special Areas	Master planned developments with phased development plans in place
Employment Areas	Areas designated for industry, commerce, services, and employment. Employment areas overlap residential areas along major arterial corridors, in Metro Everett, and in a few other areas

Alternatives

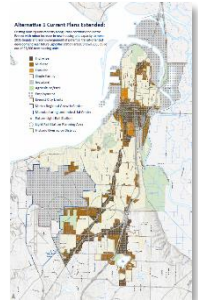
Under *Alt 1: Current Plans Extended*, the city would continue to advance the growth strategy set forth in the 2015-2035 Comprehensive Plan including focused growth in Metro Everett and along the city's urban corridors and existing employment centers. This alternative would not provide sufficient capacity to meet the city's 2044 growth targets but does establish a baseline for comparing the impacts of the other alternatives.

Under *Alt 2: Concentrated Growth*, the city would add additional capacity to meet the city's 2044 growth targets, primarily in tall buildings in Metro Everett and along the city's urban corridors. More of the city would avoid growth and change than the dispersed alternative.

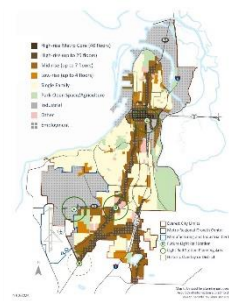
Under *Alt 3: Dispersed Growth*, the city would add additional capacity to meet the city's 2044 growth targets in more areas but at a lower scale than the concentrated growth alternative. More of the city would experience development and redevelopment than the concentrated alternative.

The growth alternatives were developed by applying generalized building typologies to a set of growth geographies. See the table on the next page for details. Some specific adjustments were then applied to implement policies in the urban form element and other elements of the draft comprehensive plan, reflect changed conditions since the last periodic update, or respond to public comments.

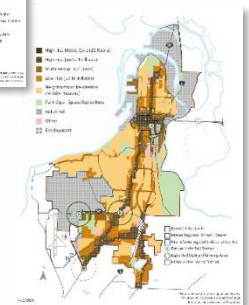
Alternative 1



Alternative 2



Alternative 3



Building Typology	Alt 2: Concentrated Growth	Alt 3: Dispersed Growth
High-Rise Tower	Tall residential and/or commercial buildings with up to 40 floors	Tall residential and/or commercial buildings with up to 25 floors
	Metro Core (current 12-25 floor limit) 81 acres (79 buildable)	
High-Rise	Residential and/or commercial buildings with up to 25 floors	Residential and/or commercial buildings with up to 15 floors
	Metro Everett outside core, urban corridors 1,246 acres (1,028 buildable)	
Mid-Rise	Apartments/condominiums in buildings up to 7 floors	
	Metro Everett frame Urban corridor frame Existing mid-rise zones 1,771 acres (1,415 buildable)	Existing mid-rise zones 684 acres (572 buildable)
Low-Rise Residential	Apartments/condominiums in buildings up to 4 floors	
	Existing low-rise zones 581 acres (423 buildable)	Urban corridor frame & connectors Existing low-rise zones 1,887 acres (1,454 buildable)
Neighborhood Residential/ Single Family Residential	Detached houses and accessory dwelling units with limited lot coverage by building	Townhouses, plexes, cottages, and courtyard apartments with limited lot coverage by building
	3,816 acres (2,712 buildable)	
Employment Areas	Commercial and industrial buildings at a variety of types and scales	
	Existing mixed use and industrial zones (MU, B, HI, LI1, LI2) 6,665 acres (4,101 buildable) <i>Note: Mixed use employment areas overlap some categories above</i>	
Special areas	Master planned developments	
	Riverfront, Waterfront Place	

Growth Assumption/Land Capacity Analysis Methodology

Parcel Dataset and Parcels in the Model

To translate the growth geographies and building typologies into growth assumptions for environmental review and the land capacity analysis, staff developed a parcel-based development model using the following steps.

Step 0: Build dataset for the 24,736 parcels (economic units)³ in Everett with assessor data, buildable lands information, city GIS attributes, and other information.

Step 1a: Remove unbuildable parcels (assessor land use codes).

Code	DESCRIPTION
451	Freeways
452	Expressways
453	Parkways
454	Arterial Streets
455	Collector / Distributor Streets
456	Local Access Streets (Including Private Roads 09/13/00)
479	Other Communications (NEC)
481	Electric Utility
482	Gas Utility
483	Water Utilities & Irrigation & Storage
484	Sewage Disposal
485	Solid Waste Disposal
489	Other Utilities, NEC
915	Common Areas (SnoCo Defined)
916	Water Retention Area (SnoCo Defined)
931	Rivers, Streams Or Creeks
932	Lakes
933	Bays Or Lagoons
934	Oceans & Seas
935	Saltwater Tidelands (Added 01.08.2009 SKL)
991	Unbuildable Vacant Land

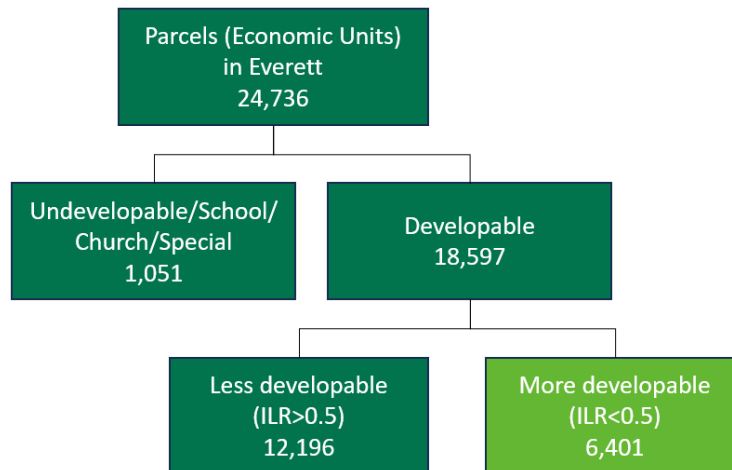
Step 1b: Remove unbuildable parcels (staff review).

Step 1c: Remove schools, churches, specials, pending (county [buildable lands](#) dataset).

Step 2: Remove less-developable parcels (parcels where the assessed improvement value is more than 50% of the assessed land value). See Exhibit 2 (Growth Assumption Model Parcels) for a map of the 6,401 parcels in the model.

Step 3: Identify gross buildable acres (parcel size minus critical areas and their buffers)

³ Economic units are groups of parcels that are in common ownership or are otherwise expected to be part of a single development site. In most cases parcels and economic units are synonymous.



The Model

Staff created a development model using up to three representative building types for each building typology, plus a constant factor representing parcels not expected to redevelop in the 20-year planning period (the 12,196 less-developable parcels would also not be expected to redevelop in the planning period).

Data points identified for the building types include:

- Number of floors
- Residential floor to area ratio
- Non-residential floor to area ratio
- Dwelling unit gross area
- Dwelling unit density (per acre)
- People per household

Each building type was then assigned a rate of occurrence for each building typology (e.g. 5% of the more-developable parcels in the high rise typology develop into a 25 story building with 20 floors of residential, adding 319 dwelling units per acre on those parcels). See Model Input table below.

A few other factors were also entered into the model to either increase or decrease development potential on a given parcel:

Factor	Purpose	Numerical -/+
High-rise parcels over 2 acres	Would not likely develop at full scale from property line to property line like smaller parcels	Limit building types to max 40 du/ac.
Mid rise parcels under 0.25 acres	Would not likely develop taller buildings on small properties	Limit building types to max 90 du/ac.
Major Transit Stop Quarter Mile	Reduced parking	10% density bonus
Septic/Sewer Improvements	Increase surface water management	-10% density bonus
Neighborhood residential parcels adjacent to an alley	Reduced driveway requirements	10% density bonus

Model Input

Housing Typology	Alternative	Floors	Constant	Type	Rate	Building type	Descriptions/notes	Floor/Area Ratio (FAR)	% Residential	Gross Floor Area/ DU	DU density	Person Per Household	FAR (Commercial/Industrial)
High-core	2	40	0.25	1	0.15	40 floor max 50/50	815 Pine St	29.3	50%	1,500	425	1.50	14.7
				2	0.15	40 floor max res	815 Pine St	29.3	100%	1,500	851	1.50	0.0
				3	0.45	7 story 5 over 2	Nimbus (underground parking)	5.5	75%		300	2.00	1.4
	3	25	0.25	1	0.33	25 floor max 50/50	815 Pine St	18.3	50%	2,000	199	1.50	9.2
				2	0.42	25 floor max res	815 Pine St	18.3	100%	2,000	399	1.50	0.0
				3	0.00	N/A							
High	2	25	0.40	1	0.05	25 story max 80% res		18.3	80%	2,000	319	1.50	3.7
				2	0.20	12 story 50/50		6.9	50%	2,000	75	1.50	3.5
				3	0.35	7 story surface parking	4 corners	4.0	100%	2,000	87	2.00	0.0
	2lg	25	0.35	1	0.00	25 story max 80% res							
				2	0.00	12 story 50/50							
				3	0.65	7 story surface parking (lg)	4 corners	1.6	100%	1,700	40	3.00	0.0
	3	15	0.45	1	0.05	12 story max 100% res	701 Valley St.	6.9	80%	1,000	240	1.50	1.4
				2	0.20	12 story 50/50	701 Valley St.	6.9	50%	1,000	150	1.50	3.5
				3	0.30	7 story surface parking	4 corners	1.6	100%	1,700	40	3.00	0.0
	3lg	15	0.35	1	0.00	12 story max 100% res	701 Valley St.						
				2	0.00	12 story 50/50	701 Valley St.						
				3	0.65	7 story surface parking	4 corners	1.6	100%	1,700	40	3.00	0.0

Geography	Alternative	Floors	Constant	Type	Rate	Building type	Descriptions/notes	Floor/Area Ratio	% Residential	Gross Floor Area/ DU	DU density	Person Per Household	FAR (CI)
Mid	2	7	0.30	1	0.35	7 story max	Nimbus (underground parking)	5.1	100%		300	2.00	0.0
				2	0.35	4 story surface parking	Woody walk up	3.0	100%		90	2.80	0.0
				3	0.00				100%				0.0
	2sm	7	0.50	1	0.00								
				2	0.50	4 story surface parking	Woody walk up	3.0	100%		90	2.80	0.0
				3	0.00								
	3	7	0.30	1	0.35	7 story max	Nimbus (underground parking)	5.1	100%		300	2.00	0.0
				2	0.35	4 story surface parking	Woody walk up	3.0	100%		90	2.80	0.0
				3	0.00								
	3sm	7	0.50	1	0.00								
				2	0.50	4 story surface parking	Woody walk up	3.0	100%		90	2.80	0.0
				3	0.00								
Low	2	2	0.50	1	0.10	3 story apt			100%		66	2.00	
				2	0.40	Townhouse			100%		44	3.00	
				3	0.00								
	3	3	0.50	1	0.10	3 story apt			100%		66	2.00	
				2	0.40	Townhouse			100%		44	3.00	
				3	0.00				100%				
SF	2	2	1.00	1									
				2									
				3									
NR	3	3	0.70	1	0.05	Plex (4 per 5ksf lot)			100%		35	3.00	
				2	0.05	Townhouse (3 per 5ksf lot)			100%		26	3.00	
				3	0.20	15 du/ac			100%		15	2.50	



Results

In the buildable lands analysis that represents Alternative 1-Current Plans Extended, the total assumed housing at the end of the planning period is 68,500 housing units. Reasonable measures taken since the analysis provide capacity for an additional 5,000 housing units for an updated baseline capacity of 73,500 housing units.

In the development model, 1,594 parcels and 445 acres developed in the planning period under Alternative 2-Concentrated, developing 50,643 dwelling units. In Alternative 2, 2,508 detached infill and accessory dwelling units were assumed in the remaining single-family zones along with 2,500 dwelling units produced in the city's three major master planned developments (Riverfront, Waterfront Place, and Park District). **The total assumed housing at the end of the planning period under Alternative 2-Concentrated is 98,406 housing units.**

In the development model under Alternative 3-Dispersed, 2,268 parcels and 580 acres developed in the planning period, developing 33,608 housing units along with 2,500 in the city's three major master planned developments. **The total assumed housing at the end of the planning period under Alternative 3-Dispersed is 78,863 housing units.**

Development Model	Alt 1	Alt 2	Alt 3
Not assumed redevelopable (units to remain)	28,671	42,755	42,755
Assumed redevelopable (units developed)	39,829	50,643	33,608
<i>Detached infill, ADU</i>	<i>2,508</i>	<i>2,508</i>	<i>0</i>
<i>Specials (Riverfront/Waterfront Pl.)</i>	<i>2,500</i>	<i>2,500</i>	<i>2,500</i>
Total Modeled Housing Units in 2044	73,500	98,406	78,863

Much of the difference in modeled housing production is in the Urban Corridor Frame geography, which was assigned mid-rise in Alternative 2-Concentrated and low-rise in Alternative 3-Dispersed. See the maps in Exhibit 1 for an illustration of how the patterns differ between alternatives.

The development model provides a likely scenario for where and how many dwelling units will be developed during the planning period, which is necessary for environmental review. *Theoretical development capacity*, which is how many homes could be built if every property redeveloped to a maximum building footprint, is much higher: about 850,000 housing units in Alternative 2-Concentrated and about 645,000 housing units in Alternative 3-Dispersed.

Preferred alternative

Alternative 3-Dispersed was advanced and modified to become the preferred alternative. Changes to the zoning map, generally reductions in capacity, were applied to the capacity analysis for Alternative 3-Dispersed.

	Reduction in modeled development (Alt 3-Dispersed to May 30 Preferred Alternative)
High-rise	-23
Mid-rise	-64
Low-rise	-732
Neighborhood Residential	-42
Total	-861

Housing for Economic Segments

Housing supply, choice, and affordability were core organizing principles for the periodic update from the scoping phase onward. Accordingly, the development capacity under the growth alternatives and the preferred alternative have the necessary flexibility to allow for all economic segments, from emergency housing to homes affordable only to the highest-income households.

The Washington Department of Commerce [Guidance for Updating Your Housing Element](#) lays out assumed affordability levels for the land capacity analysis. Everett is a moderate-cost community that is anticipating higher-cost high-rise building types to become more feasible in the planning period.




























The following table connects the assumed affordability level for capacity analysis to both modeled housing development and theoretical housing capacity from this land capacity analysis. The assumed affordability levels from Exhibit 12 of the Commerce guidance are used for all except high-rise, which is drawn from Exhibit 13.

	Modeled Housing Units Developed		Theoretical Housing Unit Capacity		Assumed Affordability Level for Capacity Analysis	Allows Shelter?
High-rise Metro Core (up to 25 floors)	2,805	10%	31,656	5%	Moderate	Yes
High-rise (up to 15 floors)	11,647	43%	250,414	39%	Moderate	Yes
Mid-rise (up to 7 floors)	3,434	13%	171,714	27%	Low and PSH	Yes
Low-rise (up to 4 floors)	5,777	21%	95,983	15%	Low and PSH	Yes
Neighborhood Residential	2,377	9%	94,503	15%	Moderate	No*
	26,901		644,270			

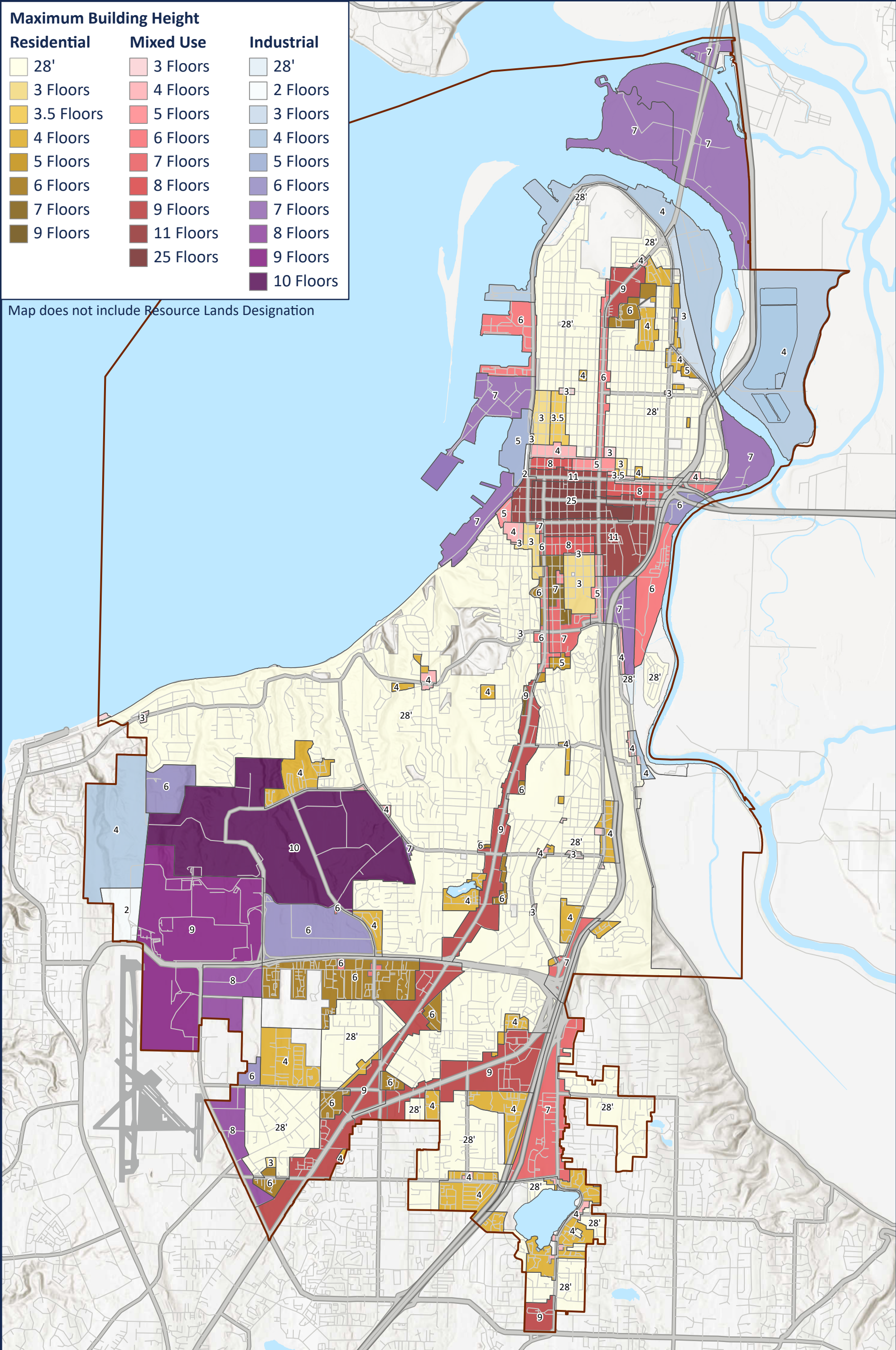
**Except on property owned or controlled by a religious organization*

The following table summarizes the modeled and theoretical housing unit capacity for economic segments of concern for housing affordability. Between 58% and 63% of the city's capacity can be assumed to be available for development of housing units affordable to moderate income households, compared to the city's target of 27% of its new housing affordable to that segment. Between 34% and 42% of the city's capacity can be assumed to be available for development of housing units affordable to low-income households, compared to the city's target of 16% of its new housing affordable to that segment. Shelters are allowed in all zones categorized as low-rise or higher, providing many opportunities to add shelter beds as funding is identified.

Economic Segment	Growth Target		Modeled Housing Units Developed		Theoretical Housing Unit Capacity	
Moderate-Income (>80-120% AMI)	10,419	27%	16,829	63%	376,572	58%
Low-Income (0-80% AMI) and PSH	8,775	16%	9,211	34%	267,697	42%
Shelter	2,383		23,663	88%	549,767	85%

Maximum Building Height		
Residential	Mixed Use	Industrial
 28'	 3 Floors	 28'
 3 Floors	 4 Floors	 2 Floors
 3.5 Floors	 5 Floors	 3 Floors
 4 Floors	 6 Floors	 4 Floors
 5 Floors	 7 Floors	 5 Floors
 6 Floors	 8 Floors	 6 Floors
 7 Floors	 9 Floors	 7 Floors
 9 Floors	 11 Floors	 8 Floors
	 25 Floors	 9 Floors
		 10 Floors

Map does not include Resource Lands Designation

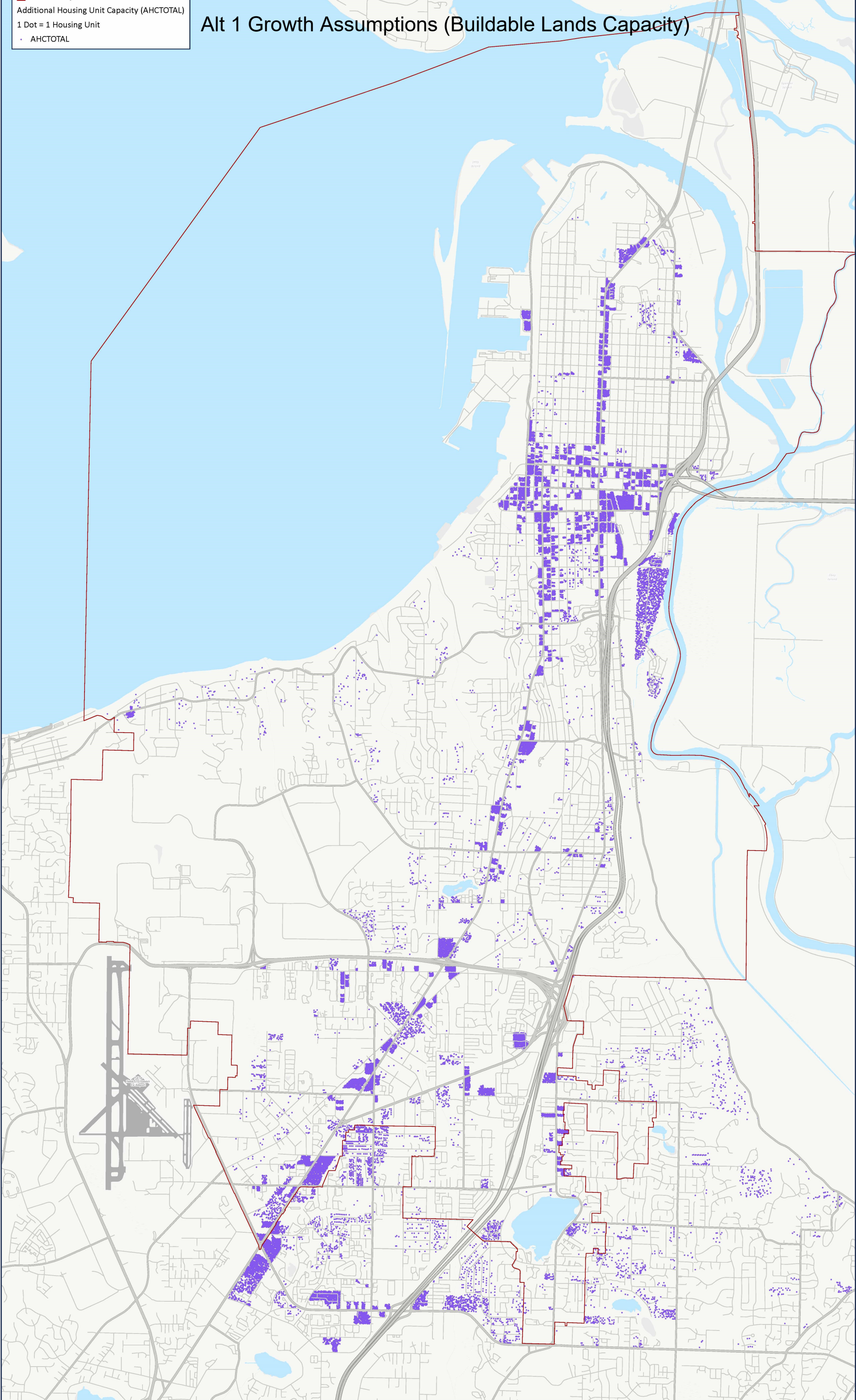


Additional Housing Unit Capacity (AHCTOTAL)

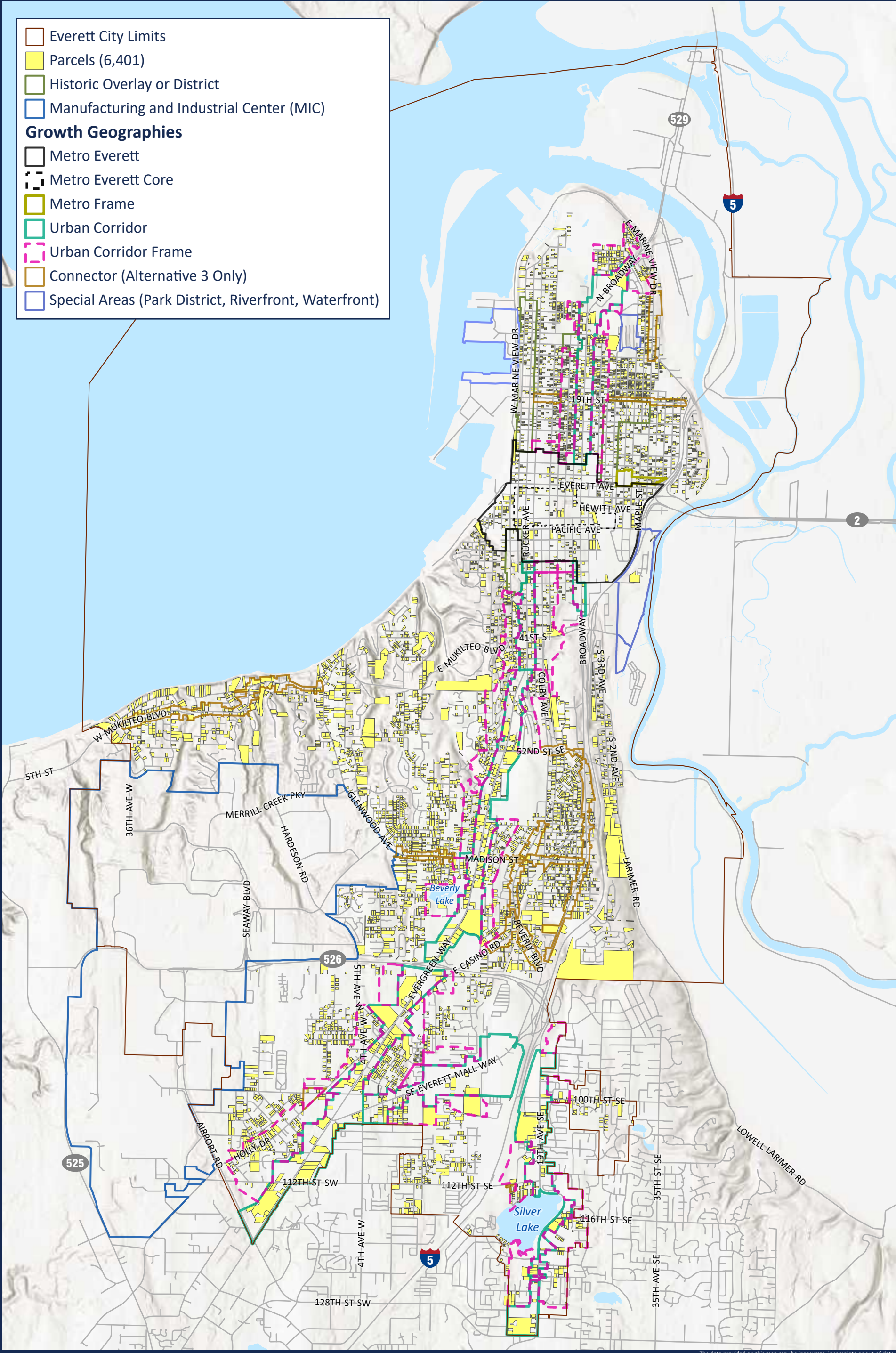
1 Dot = 1 Housing Unit

• AHCTOTAL

Alt 1 Growth Assumptions (Buildable Lands Capacity)



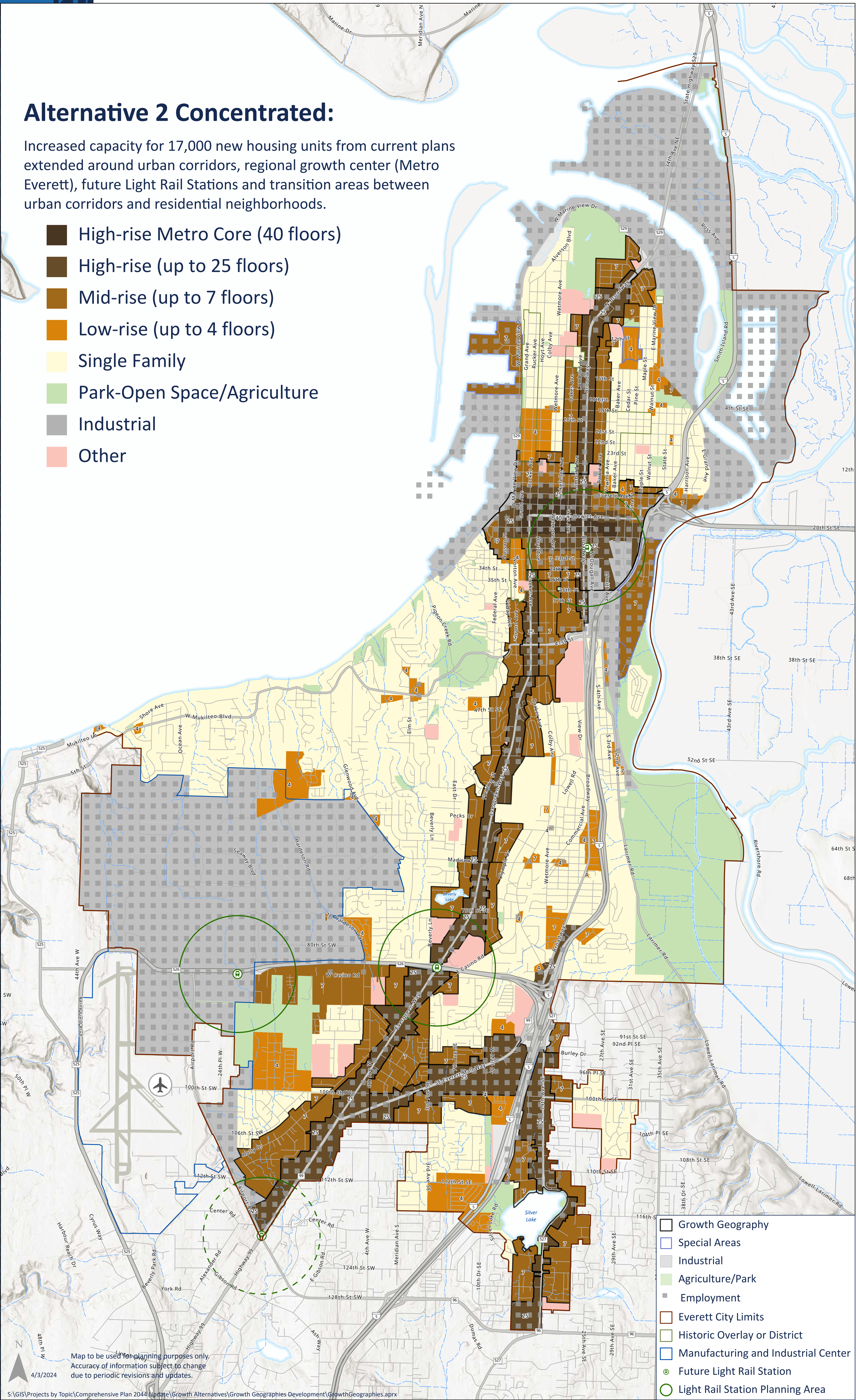
- Everett City Limits
- Parcels (6,401)
- Historic Overlay or District
- Manufacturing and Industrial Center (MIC)
- Growth Geographies**
- Metro Everett
- Metro Everett Core
- Metro Frame
- Urban Corridor
- Urban Corridor Frame
- Connector (Alternative 3 Only)
- Special Areas (Park District, Riverfront, Waterfront)



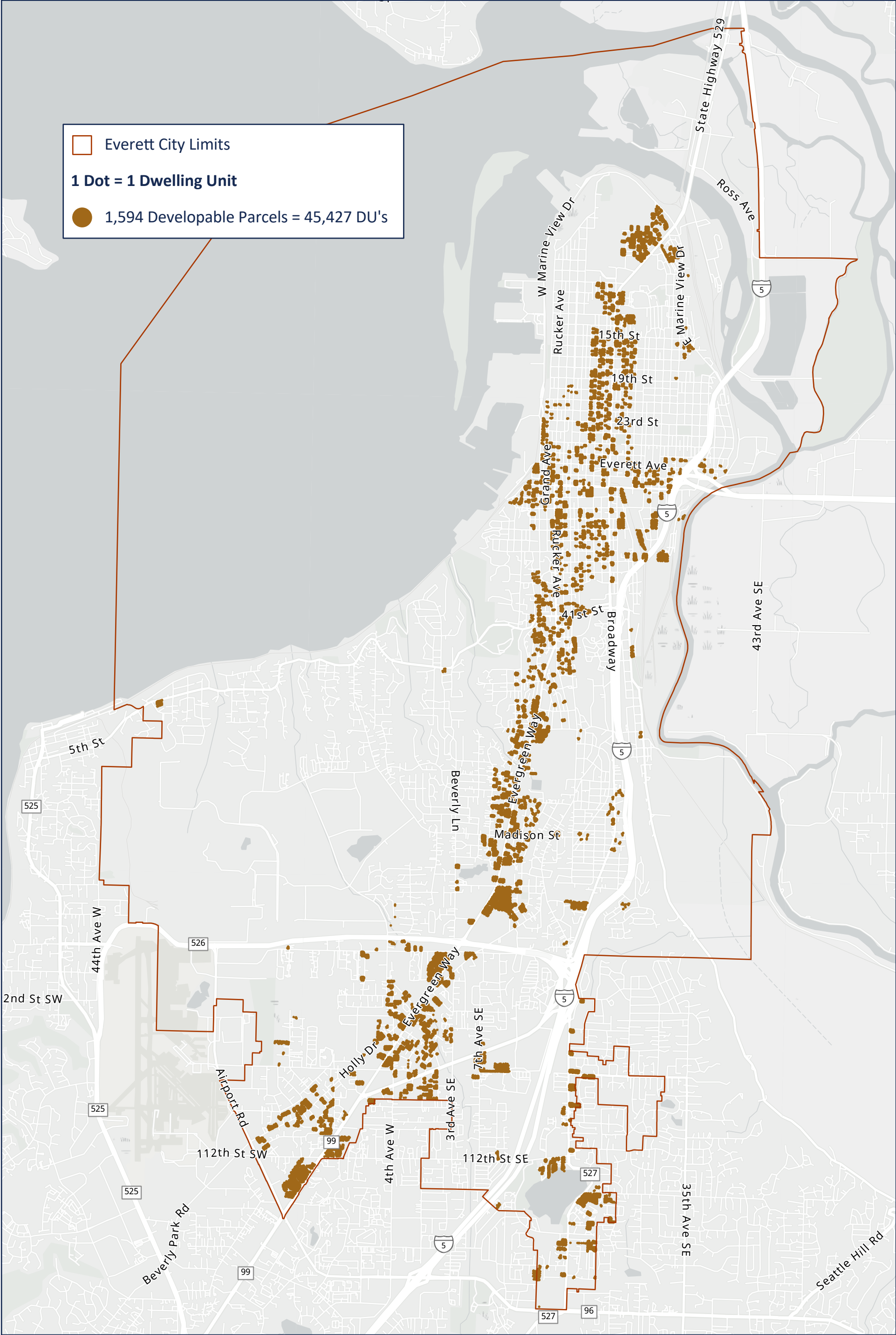
Alternative 2 Concentrated:

Increased capacity for 17,000 new housing units from current plans extended around urban corridors, regional growth center (Metro Everett), future Light Rail Stations and transition areas between urban corridors and residential neighborhoods.

- High-rise Metro Core (40 floors)
- High-rise (up to 25 floors)
- Mid-rise (up to 7 floors)
- Low-rise (up to 4 floors)
- Single Family
- Park-Open Space/Agriculture
- Industrial
- Other



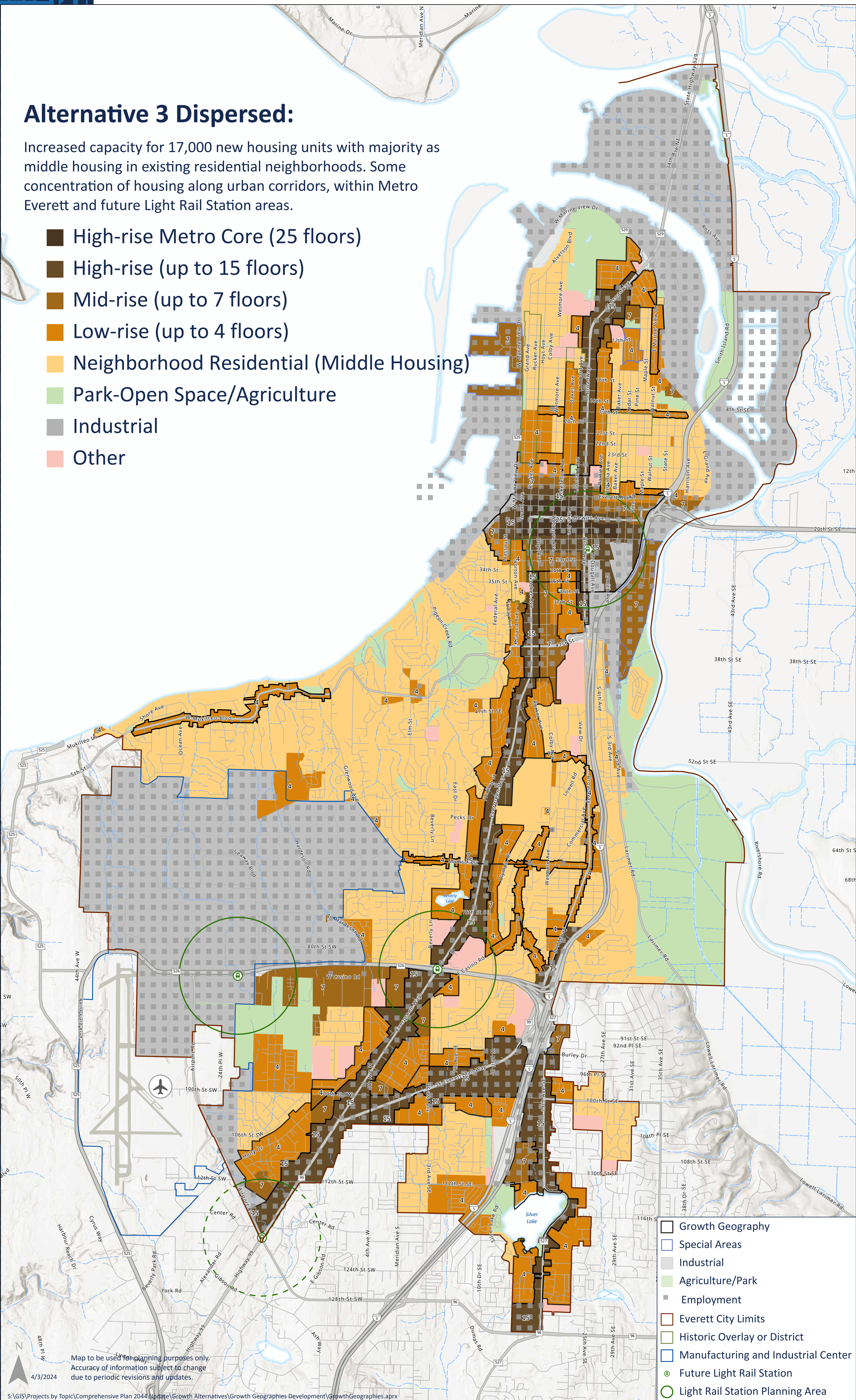
Alternative 2 Growth Assumptions



Alternative 3 Dispersed:

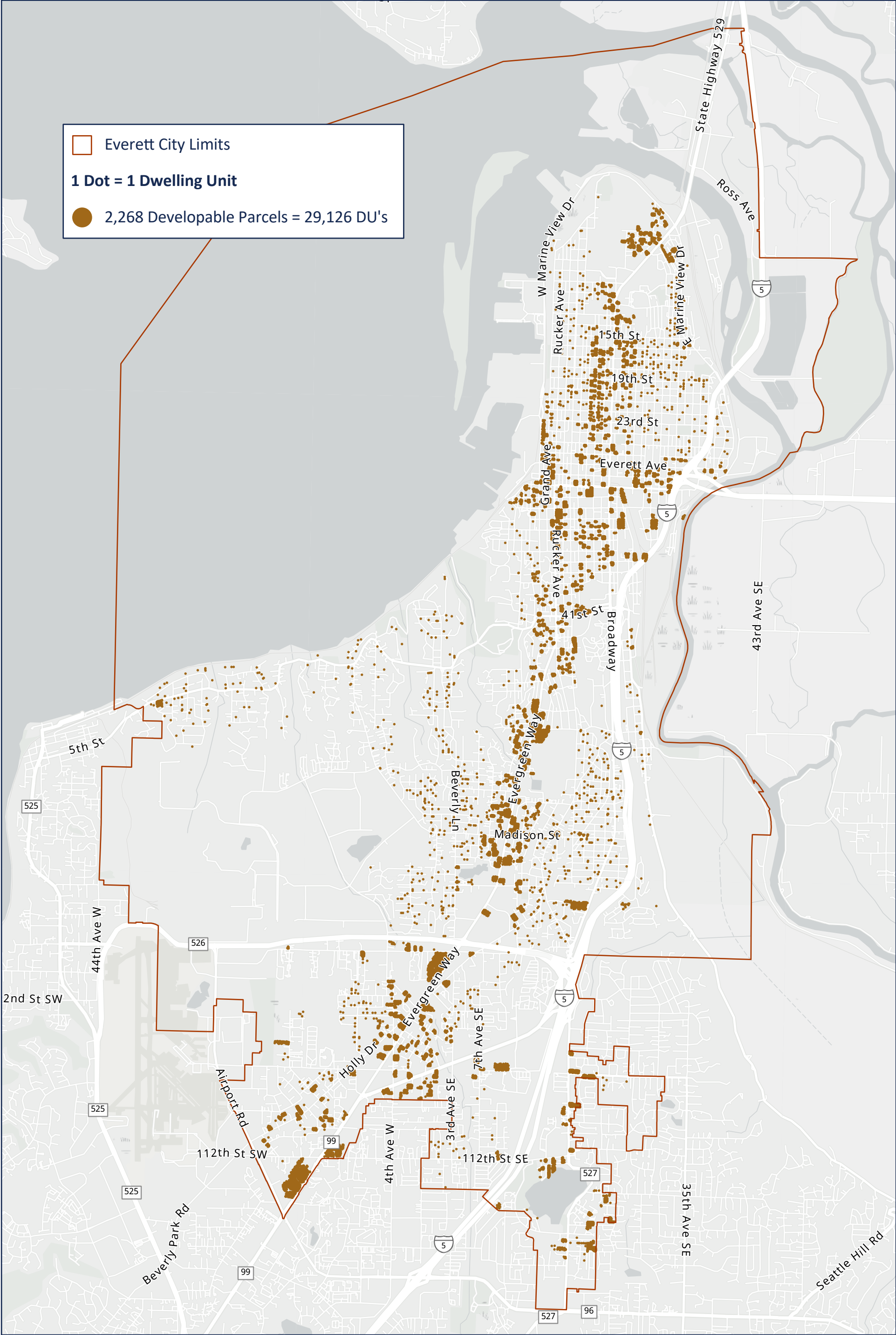
Increased capacity for 17,000 new housing units with majority as middle housing in existing residential neighborhoods. Some concentration of housing along urban corridors, within Metro Everett and future Light Rail Station areas.

- High-rise Metro Core (25 floors)
- High-rise (up to 15 floors)
- Mid-rise (up to 7 floors)
- Low-rise (up to 4 floors)
- Neighborhood Residential (Middle Housing)
- Park-Open Space/Agriculture
- Industrial
- Other




Map to be used for planning purposes only. Accuracy of information subject to change due to periodic revisions and updates.


Alternative 3 Growth Assumptions

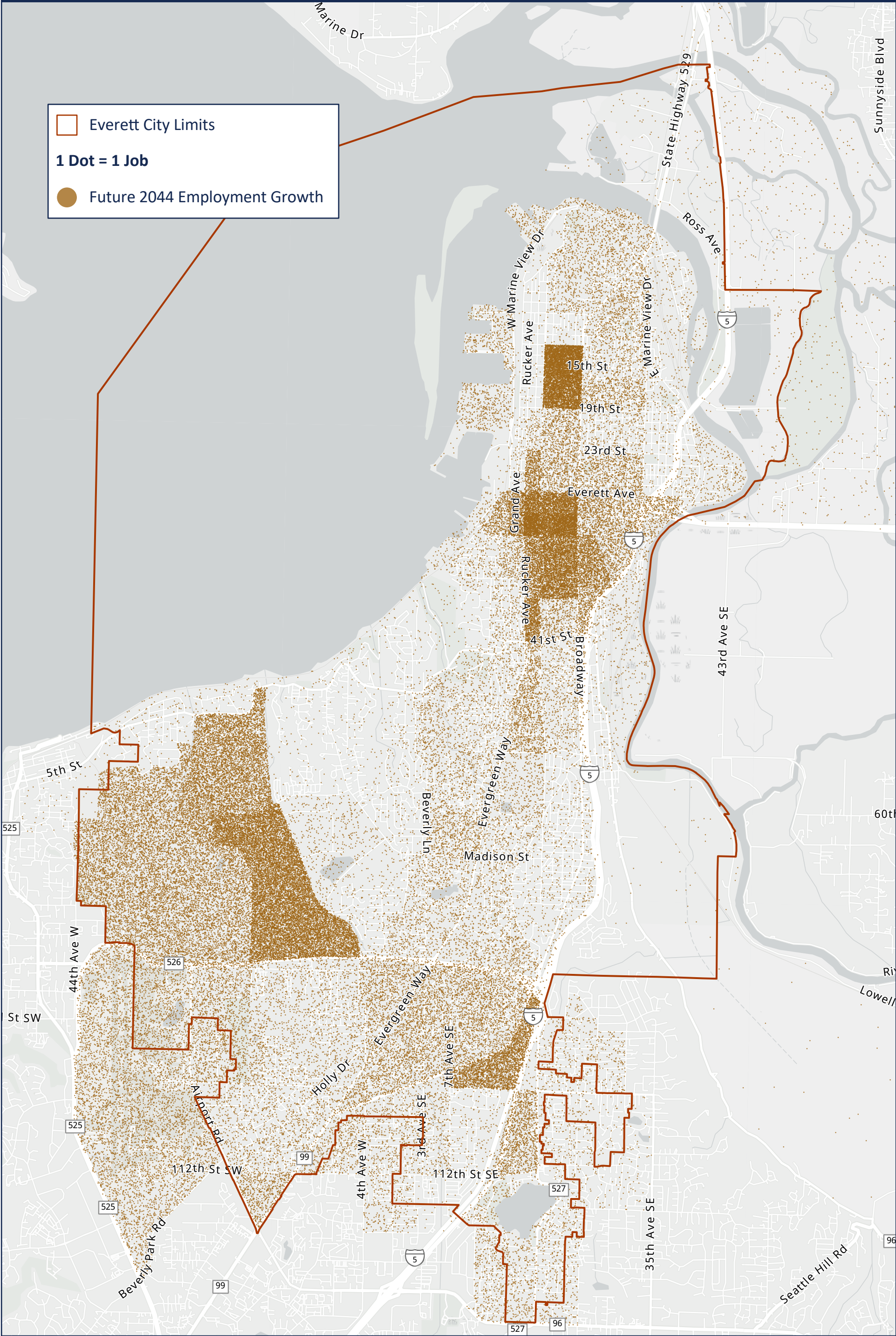


Created: 5/8/2024

 Everett City Limits

1 Dot = 1 Job

 Future 2044 Employment Growth



TRANSPORTATION ELEMENT APPENDIX

City of Everett

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Existing Conditions

Memorandum

Date: July 2024 (Updated)

To: City of Everett Project Management Team

From: Jai Daniels, Briana Calhoun, and Kendra Breiland, Fehr & Peers

Subject: Transportation Element: Existing Conditions and Planning Context Report

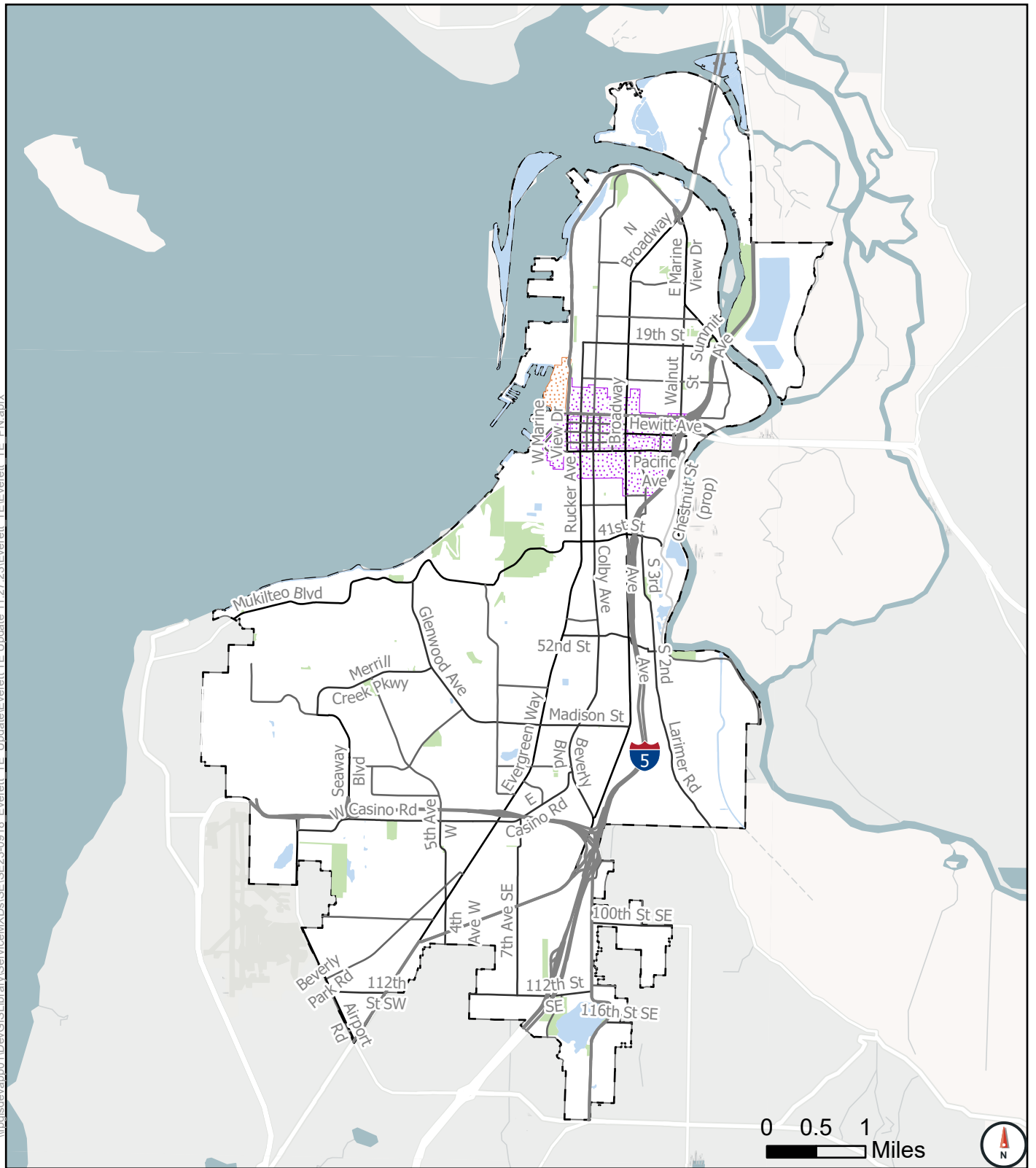
SE23-0918

Introduction

The City of Everett's Transportation Element (TE) will establish a strategic framework to guide transportation investments through the next 20 years, aligning with the community's vision and goals. The TE will incorporate both immediate and long-term strategies, encompassing programs, policies, and project recommendations, to foster the growth of an integrated, multimodal transportation system in Everett. Since the last TE update, significant changes in population, urban development, and transportation needs have emerged. Updating the TE is essential to stay in step with the City Comprehensive Plan, adhere to the State's Growth Management Act, and to maintain eligibility for future grant funding opportunities. This needs assessment presents a comprehensive view of Everett's current and planned transportation system, framing the critical opportunities and challenges for this TE in guiding the city's transportation landscape.

Everett Profile

Founded in 1893, Everett was designed as the western endpoint for the Great Northern Railway. Everett is located thirty miles north of Seattle in Snohomish County. As shown in **Figure 1**, Everett is bordered on the west by Possession Sound, on the north by Marysville, and on the east by Lake Stevens. A large city in Washington State, Everett covers approximately 48 square miles and has a population of more than 111,000 residents.








-  Metro Everett
-  Waterfront Planning Area
-  Parks
-  Water
-  City Boundary

Figure 1. City of Everett

Source: WSDOT & City of Everett



Existing Land Use

Everett is comprised of distinct areas with varying land uses, as shown in **Figure 2**. Much of Everett's land area is characterized by residential zoning, with more than 68% of the households being single-family residences. However, its residential areas vary from suburban neighborhoods with single-family homes to apartment complexes and condominiums. Everett is made up of 21 well-defined neighborhoods, each with its own character. Some of the neighborhoods in Everett are not well serviced by sidewalks, with sidewalks largely missing in the southwest part of the city where many residences surround industrial areas.

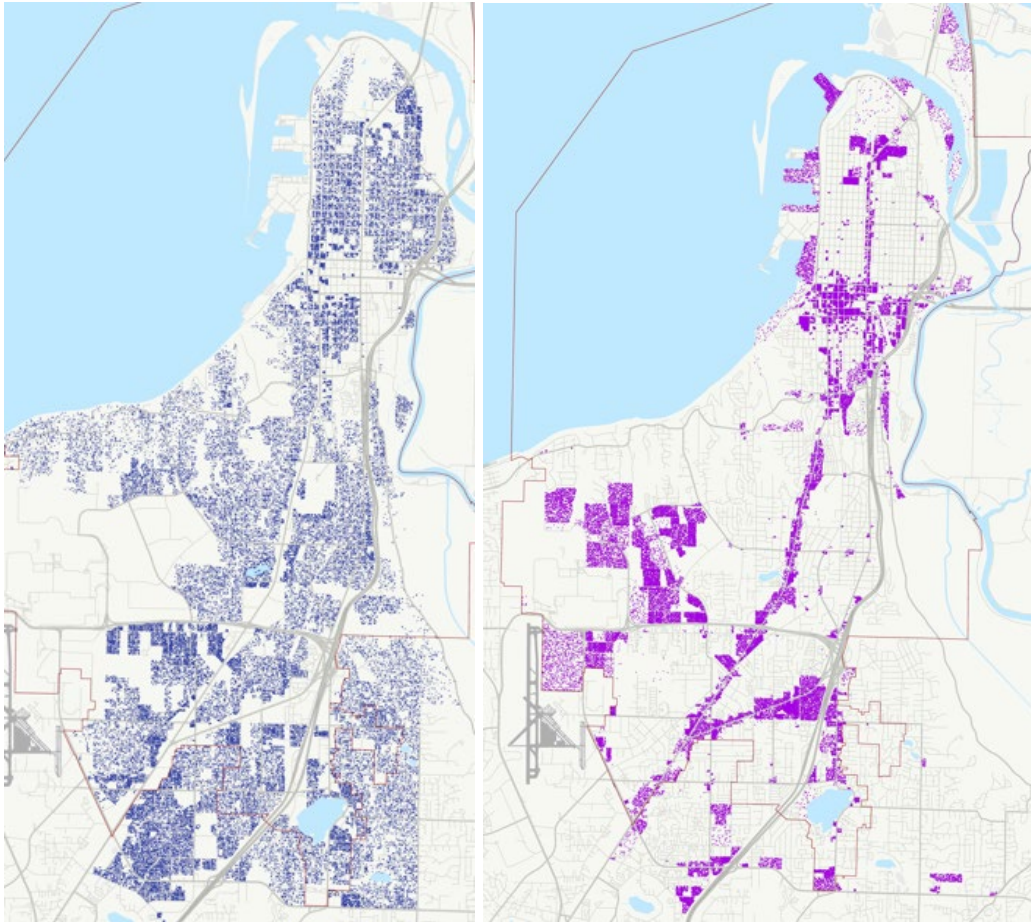
Commercial development and mixed-use development stretch through Metro Everett and along Broadway, Evergreen Way, and Everett Mall Way as well as the Port of Everett. These areas are walkable and well-served by transit. Metro Everett surrounds Everett's historic district and is generally bounded by 26th Street, 34th Street, W Marine View Drive, and I-5. Port of Everett's Waterfront Place is a new 1.5 million square foot mixed-use development located on 65 acres at the waterfront in Everett, Washington.

Industrial areas in the city are concentrated to the southwest, northeast, and along part of the waterfront (areas by the water along the edge of the city). Boeing production facilities and other similar facilities are located in the southwest corner of the city. These areas are more isolated than the commercial areas.

Everett has 526 acres of parkland, which consists of 56 park areas and facilities.

Figure 3 shows the land in Everett that is available to be built upon (in blue) as well as where employees are distributed across the city (in purple).

Figure 3. Buildable Lands Population and Employment Distribution (2019)



Regional Growth Centers

Regional growth centers are locations of the region's most significant business, governmental, and cultural facilities, making them focal points for planned growth, economic development, and transportation infrastructure investments.

The Everett regional growth center, Metro Everett, has "several individual activity centers, with a variety of government, office, retail, professional services, and residential uses. Primary attractions in the center include the Angel of the Winds

Arena, federal, county, and city offices, a hospital, library, performing arts theater, art galleries, specialty retail stores, bars and restaurants.”¹

Manufacturing/Industrial Centers

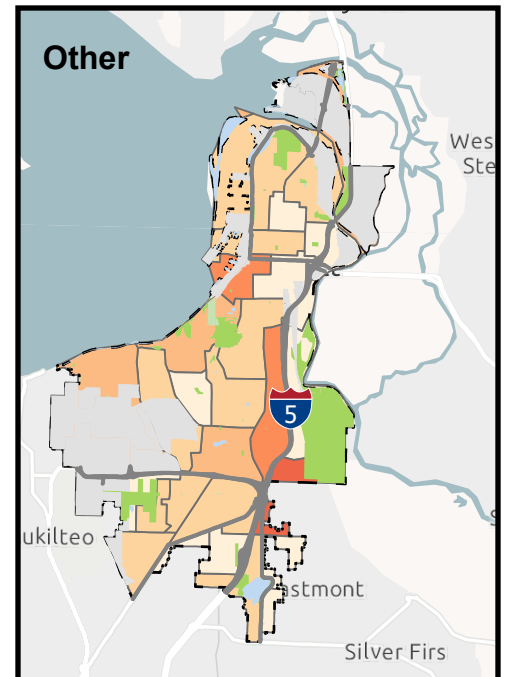
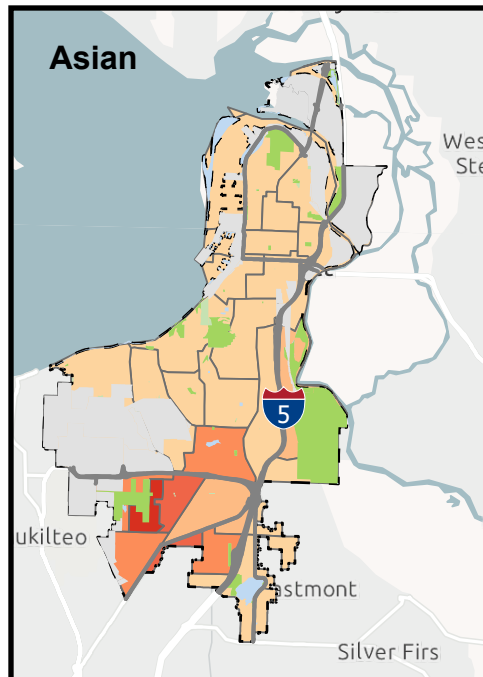
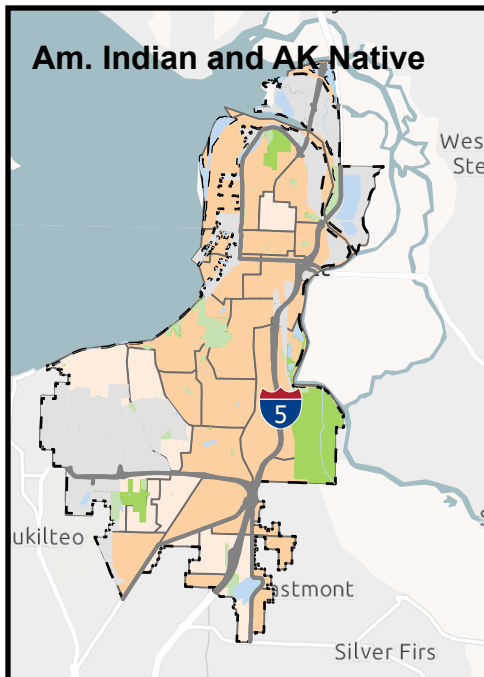
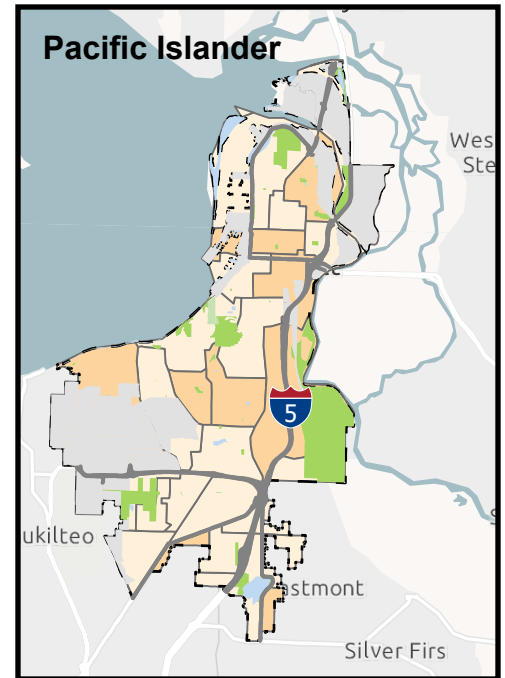
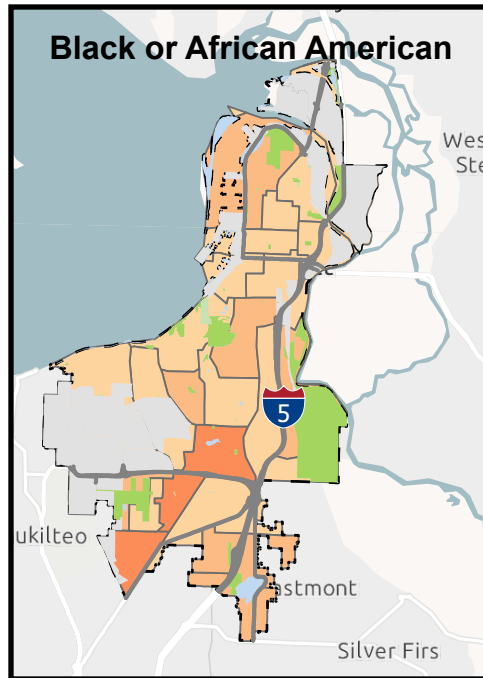
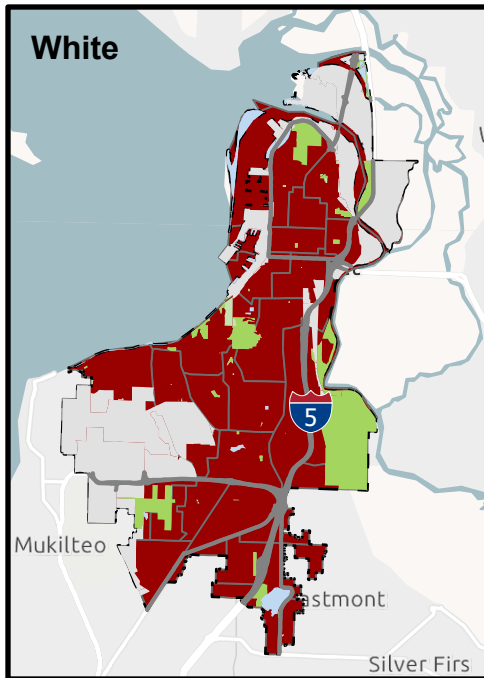
Manufacturing/industrial centers (MIC) are locations for more intensive industrial activity, according to the Puget Sound Regional Council (PSRC). The Paine Field/Boeing Everett MIC is “a powerful economic engine for the central Puget Sound region and is split between Snohomish County and the city of Everett. Much of the development and activity that occurs in the center is related to aviation: aircraft production, maintenance, testing, flight training, business and corporate aviation, and military aviation activities. The center is generally bounded by Mukilteo Speedway (SR-525) on the west and Beverly Park Road on the south, and takes in the properties of Paine Field, the Boeing Company, and the SW Everett Industrial Area.”²

Demographics

A Transportation Element needs to serve the entire community, so it is critical to understand who lives in Everett and what their needs are. A person’s mobility needs vary greatly depending on their individual circumstance: a low-income resident may not own a car and rely on public transit, creating different needs than someone with regular access to an automobile. Someone who doesn’t speak English may require different accommodations than native English speakers. Someone who uses a wheelchair may require more accessible accommodations than someone who doesn’t use mobility devices. As Everett’s population becomes increasingly diverse, understanding and responding to these distinctions will become increasingly important. **Figure 4** through **Figure 9** describe the demographic profile of the Everett community by census tract.

¹ <https://psrcwa.shinyapps.io/centers-monitoring/>

² <https://psrcwa.shinyapps.io/centers-monitoring/>

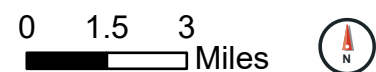


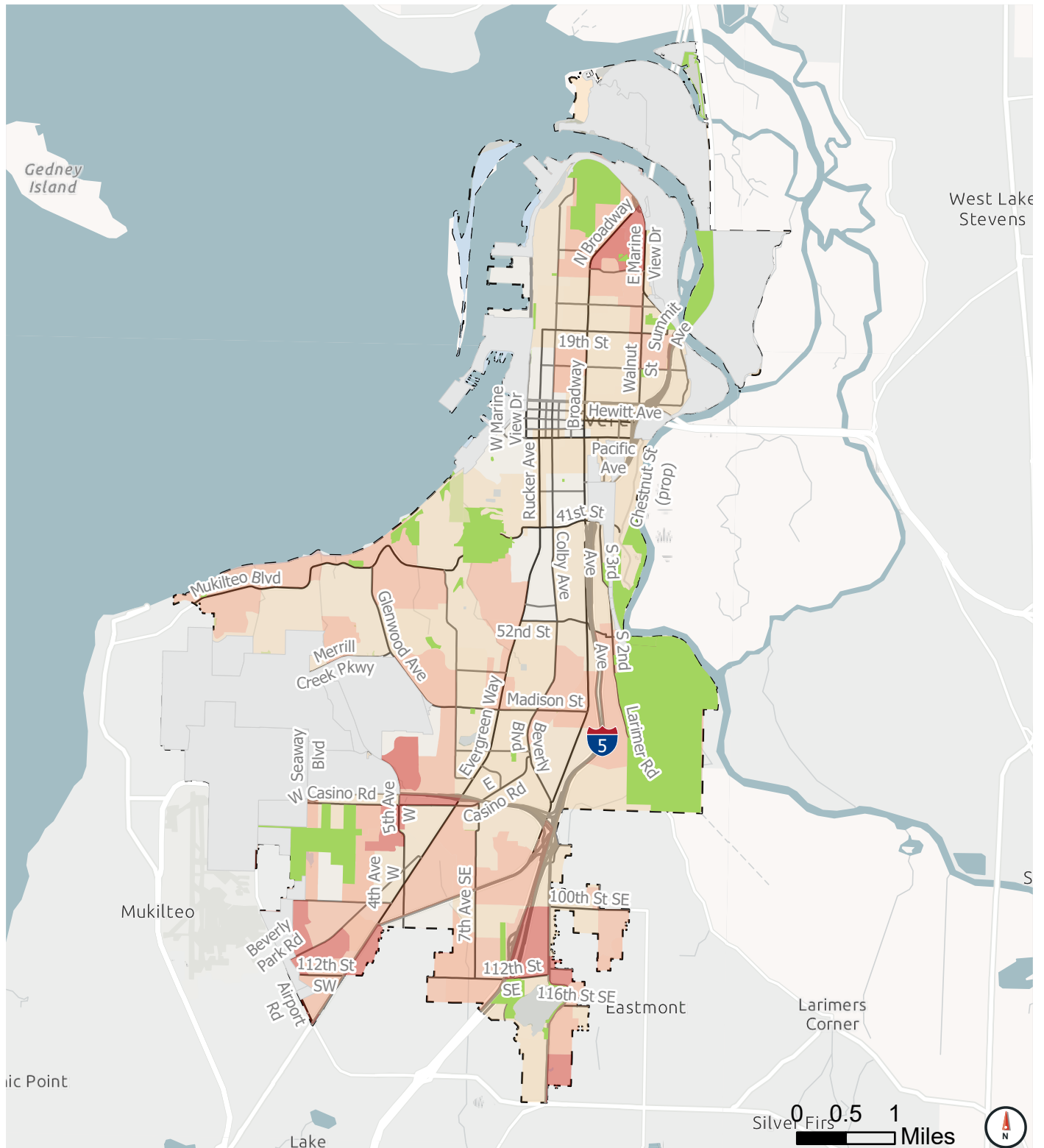
Percent of Total Population

- City Boundary
- Parks
- Water
- Industrial
- Open Space

- 0%
- 1% - 5%
- 6% - 10%
- 11% - 15%
- 16% - 20%
- 21% - 25%
- 26% - 100%

Figure 4. Race and Ethnicity





Percent Under 18

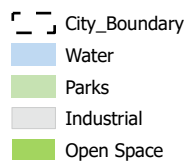
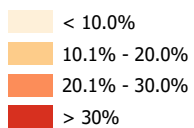
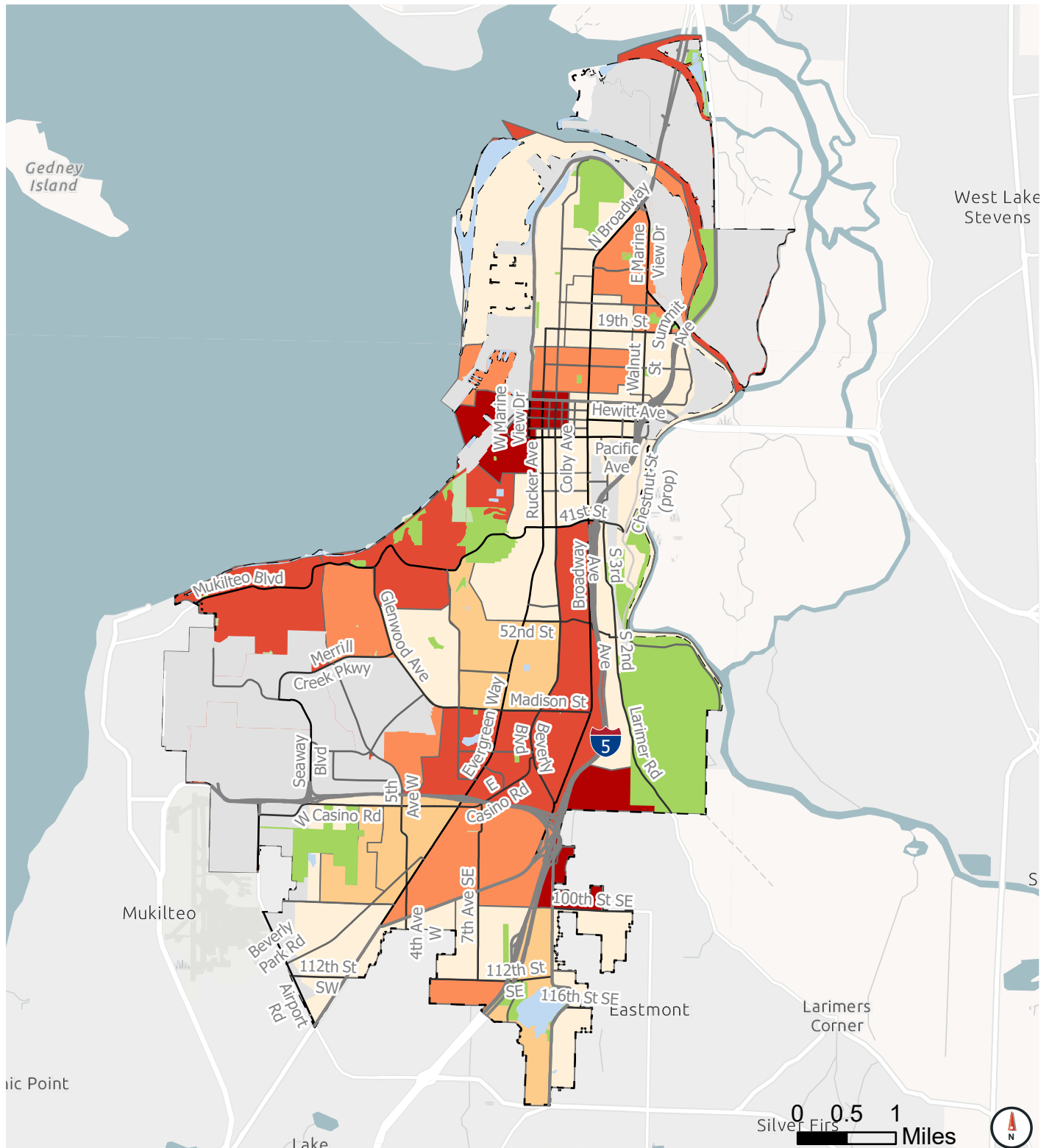


Figure 5. Population Under 18 Years Old

Source: City of Everett, 2023; ACS 2021



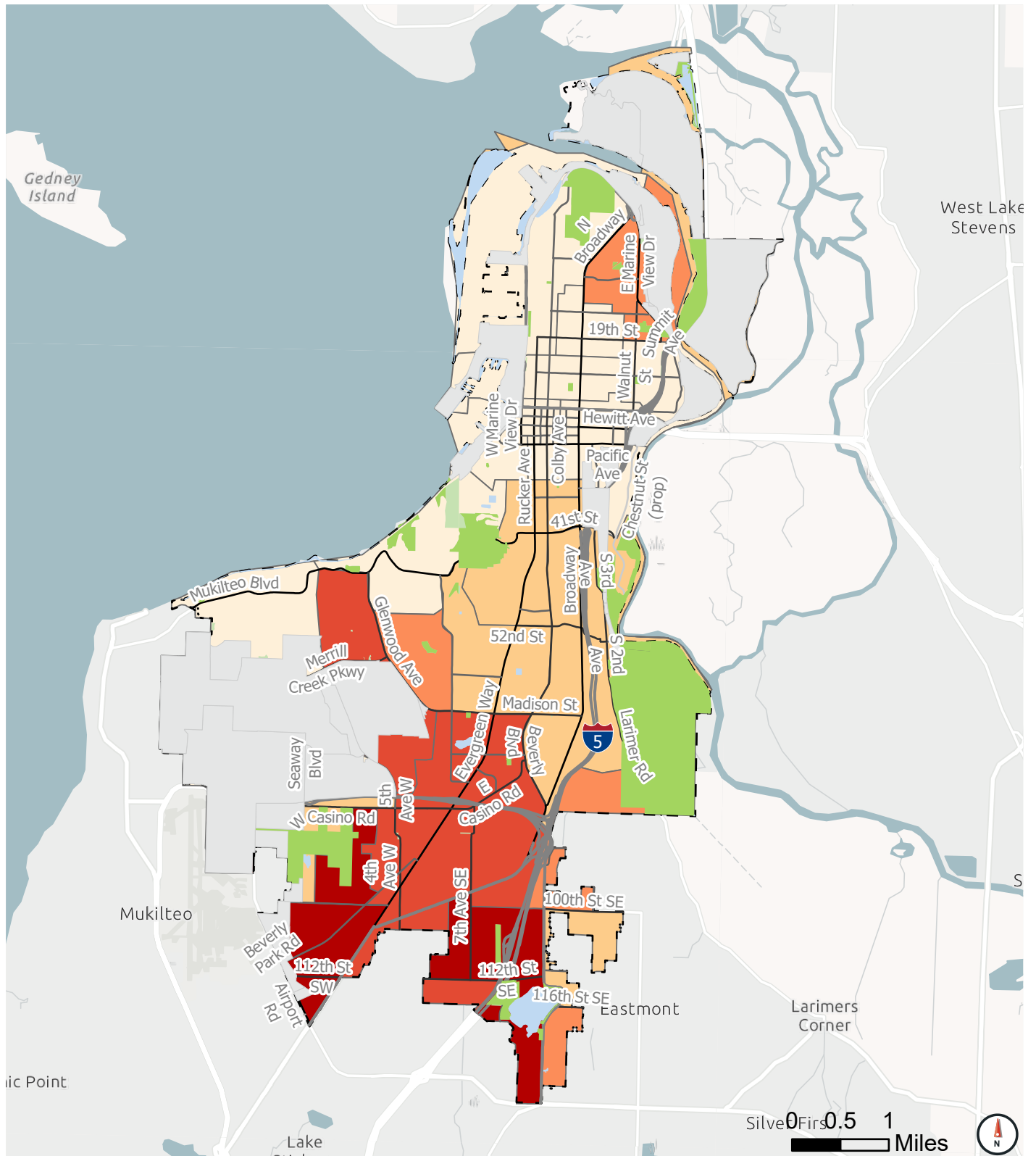
- City_Boundary
- Parks
- Water
- Industrial
- Open Space

**Percent Over 65
Years Old**

- 0% - 0%
- 1% - 2%
- 3% - 5%
- 6% - 10%
- 11% - 15%

Figure 6. Population Over 65 Years Old

Source: City of Everett, 2023; ACS 2021



City_Boundary

Parks

Water

Industrial

Open Space

Percent of Limited English Speaking Population

0% - 4%

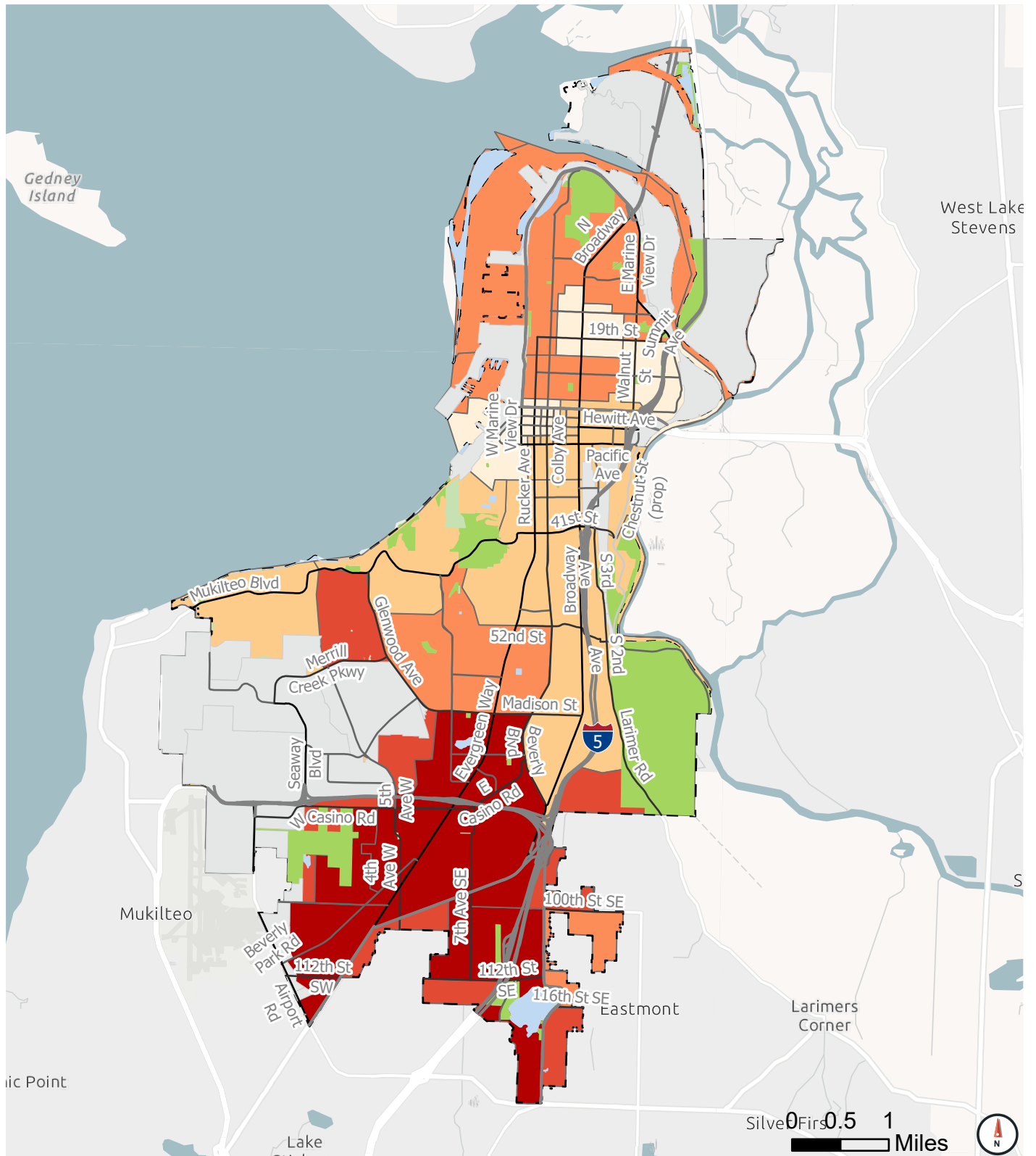
5% - 7%

8% - 12%

13% - 19%

20% - 25%

Figure 7. Population Who Speak English Less than Very Well



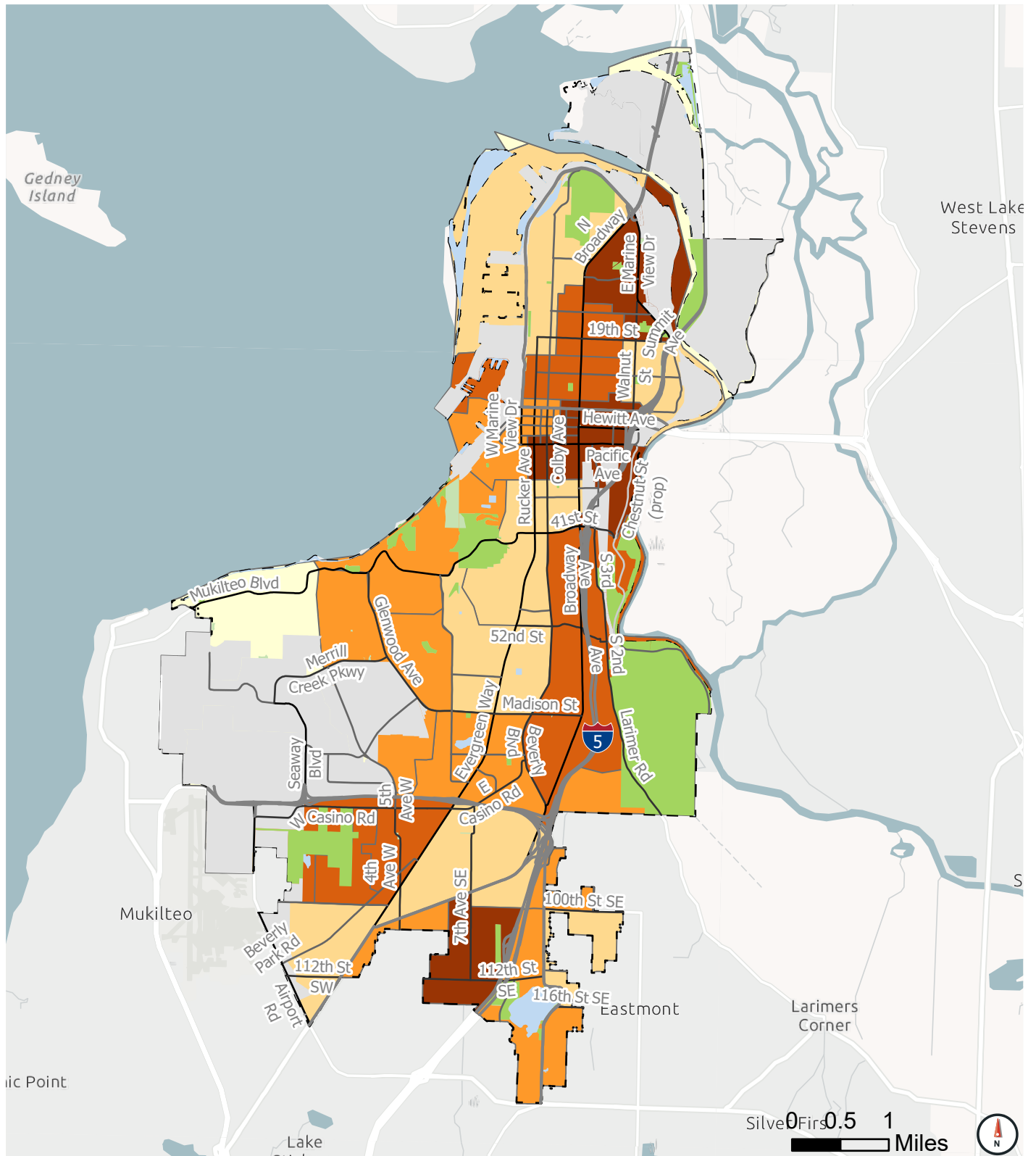
- City_Boundary
- Parks
- Water
- Industrial
- Open Space

Percent of Foreign Born Population

- 1% - 7%
- 8% - 12%
- 13% - 18%
- 19% - 27%
- 28% - 40%

Figure 8. Foreign Born Population

Source: City of Everett, 2023; ACS 2021



- City_Boundary
- Parks
- Water
- Industrial
- Open Space

Percent of Low Income

- 1% - 4%
- 5% - 7%
- 8% - 11%
- 12% - 15%
- 16% - 22%

Figure 9. Population Living in Poverty

Source: City of Everett, 2023; ACS 2021

Race and Ethnicity

Approximately 63% of Everett's population identifies as White. Asian residents form a smaller portion of the population, followed by Black or African American residents (**Figure 4**). American Indian and Alaska Native as well as Native Hawaiian and Other Pacific Islander groups constitute a smaller proportion of the population. Additionally, there is a portion of residents who identify as Two or More Races.

Age

As shown in **Figure 5**, residents under the age of 18 have the highest concentrations in the city's southern areas and one area in the northern part of the city. Around 20% of Everett's population is under 18 years old. The population over 65 years old tend to live near the Waterfront and south Everett (**Figure 6**). Almost 14% of the population is older than 65.

Language & Foreign-Born Population

Figure 7 highlights the proportion of Everett residents who report speaking English "less than very well." There is a concentration of residents with limited English proficiency in south Everett where many census block groups have between 20% to 25% of the population with limited English proficiency. Of residents who speak English less than very well, 13% speak Spanish and 6.2% speak Asian and Pacific Islander languages.

Approximately 22,000 Everett residents were born outside of the United States, making up nearly 20% of the total population, as shown in **Figure 8**.

Income and Poverty

In Everett, the highest concentration of people who meet the federal poverty threshold are within central Everett along major roads like Broadway and Evergreen Way (**Figure 9**). An estimated 14% of Everett's population lives in poverty.

Planning Context (Local and Regional Plans)

This section outlines local and regional transportation plans that Everett's TE should align with. The plans collectively form a framework to guide the development of transportation strategies within the context of Everett's broader objectives. This

ensures an integrated approach, fostering cohesion between the city's transportation initiatives and the overarching local and regional plans.

Everett Comprehensive Plan (updated 2021, 2015–2035)

The 2015 Comprehensive Plan serves as a strategic guide for a twenty-year planning horizon, shaping the trajectory of growth. It articulates the envisioned spatial distribution of population, housing, and job expansion. Additionally, it delineates the necessary transportation, utilities, and public facilities to accommodate projected population and employment growth through 2035. The plan addresses housing requirements, outlines funding methods for essential infrastructure, and articulates the desired physical character of the city's growth. Comprising a Land Use Map that designates land use for various activities, along with policies guiding governmental and private decision-makers, the plan steers how Everett will evolve, appear, and function in the future. Over time, the City Zoning Map, Zoning Code, and other development regulations are periodically revised to effectively implement the Comprehensive Plan.

Puget Sound Regional Council Regional Transportation Plan (adopted 2022, 2022–2050)

The Regional Transportation Plan 2022-2050 presents a comprehensive transportation blueprint for the central Puget Sound region, covering King, Pierce, Snohomish, and Kitsap counties. It integrates various transportation modes and emphasizes operations, safety, and maintenance. The plan also details financial strategies and introduces innovative "Big Ideas" like inter-regional high-speed rail and passenger-only ferries. This plan offers a cohesive blueprint for the region's transportation future, aligning with growth and economic strategies. Specific to Everett, the plan discusses transportation options in the city. In regard to Snohomish County, the plan documents existing conditions, such as daily trips by mode.

Community Transit Development Plan (adopted 2023, 2023–2028)

Community Transit's 2023-2028 Transit Development Plan (TDP) outlines the agency's strategic direction for the next six years. The TDP emphasizes delivering excellent service and building for the future. The plan is structured around strategic

priorities that focus on attracting and retaining customers, enhancing the employee experience, and emphasizing sustainability. The agency's services are designed to connect the majority of communities in Snohomish County and include peak period commuter services to major regional destinations. The TDP details plans for core bus services, including the Swift Bus Rapid Transit (BRT) lines and other high-performing local bus routes. The plan also encompasses community-based bus services that feed into the core network and connect outlying communities.

Snohomish County Transportation Element (adopted 2018, 2015-2035)

The Snohomish County Transportation Element (TE) outlines the design, construction, and operation of transportation facilities and services up to 2035. Its primary goal is to support the county's future land use from 2015-2035, focusing on arterial roadway projects in unincorporated areas for improved safety and capacity. The TE also encompasses a broad range of implementation strategies for regional transportation planning, covering aspects like land use-transportation concurrency, levels of service in arterial, highway, and transit systems, transit emphasis corridors, access and demand management, high-capacity transit, nonmotorized transportation, air quality, and freight mobility. Additionally, it provides financial estimates for proposed improvements and suggests strategies for funding these enhancements. The TE is adaptable, allowing amendments through special studies for more detailed policy directions and refined project recommendations, while ensuring consistency with the countywide transportation framework.

Everett Bicycle Master Plan (adopted 2011)

The City of Everett developed a Bicycle System Master Plan in 2006. The plan evaluates and inventories Everett's existing bikeway network (as of 2006) and outlines extensive strategies for system-wide enhancements. The plan identifies the necessary steps to realize the City's vision of becoming an exemplary bicycling community. The primary aim of the plan is to boost bicycle mode share, achieved by creating facilities that attract recreational riders and convert many of these recreational riders into regular bicycle commuters. Going beyond typical master plans, the Everett Bicycle System Master Plan offers detailed designs, serving as a robust foundation for preliminary designs of recommended solutions. Cost estimates, encompassing elements like striping, signage, and pavement

modifications, have been calculated for each project, enhancing the potential to secure grant funding for the plan's bicycle improvement projects.

Everett Transit Development Plan (adopted 2023, 2023 – 2028)

Everett Transit's 2023-2028 Development Plan includes strategies that emphasize a proactive approach to enhancing the city's transportation system in the post-pandemic era. The plan prioritizes restoring and adapting transit services based on evolving commuter needs, rebuilding rider trust through targeted marketing campaigns addressing safety and health concerns and leveraging digital platforms for effective communication. Additionally, a strong focus on maintaining and upgrading transit infrastructure ensures consistent, safe, and efficient services. Collectively, the following strategies highlight Everett Transit's dedication to sustainability, user experience, and the long-term resilience of the transportation network, crucial for the community's connectivity and growth:

- Preserve and improve existing public transportation service levels.
- Preserve existing public transportation facilities and equipment.
- Integrate public transportation services into a coordinated system linked by inter-modal facilities.
- Continue to meet Americans with Disabilities Act (ADA) and other design regulations that improve mobility for all individuals.
- Improve and develop urban public transportation services, facilities, and programs, including as options high-capacity transit, high occupancy vehicle lanes, and transportation demand management (TDM), to respond to growth and to meet local and regional economic development, congestion, energy, and clean air objectives.

Everett Climate Action Plan (adopted 2019)

Everett's Climate Action Plan seeks to reduce the carbon footprint of a city where most residents travel by gasoline-powered vehicles. The proposed strategies in Everett's Climate Action Plan aim to encourage alternative transportation methods and the adoption of energy-efficient vehicles like electric and hybrid cars. The plan also emphasizes compact, mixed-use development that can support more travel via biking, walking, and transit, reducing commute trips, and transitioning to electric vehicles.

Public Right of Way Americans with Disabilities Act (ADA) Transition Plan (adopted 2022)

The City of Everett's Public Right of Way ADA Transition Plan is a strategic blueprint ensuring that public rights-of-way (ROW) are universally accessible, particularly for those with disabilities, in compliance with the ADA. The plan encompasses a thorough assessment of Everett's pedestrian facilities, a self-evaluation inventory of ROW facilities, and a detailed methodology for addressing identified deficiencies. It goes beyond legal compliance, emphasizing the creation of an inclusive urban landscape. By enhancing accessibility and removing barriers, the City not only adheres to legal standards but also champions social inclusion and elevates the quality of life for all residents.

Everett's Capital Improvement Plan (adopted 2023)

The City of Everett's 2023 Capital Improvement Program (CIP) is a strategic blueprint for enhancing the city's infrastructure, cultural spaces, and recreational areas, playing a pivotal role in delivering core city services. The CIP identifies infrastructure investments that span roads, bridges, signals, and pedestrian pathways (excluding state or federal highways) with priorities set by the six-year Transportation Improvement Plan (TIP). This plan is funded through various sources, including state-shared gas tax, state grants, and federal grants.

Everett's Freight Access & Mobility Study (adopted 2009)

This Everett Freight Access & Mobility Study identifies the future transportation needs for rail and road freight, evaluates the benefits of specific freight mobility improvement projects, and prioritizes proposed projects for short- and long-term funding and construction. The key goals of the study are to move freight more efficiently, to support and improve the economic health of business and industry, to improve safety, and protect the environment.

Transportation Inventory and Needs Assessment





The following sections document transportation networks within the City and discuss identified opportunities for improvement. Everett's transportation network


accommodates various modes for getting around, including walking, bicycling, public transit, freight transport, and driving.

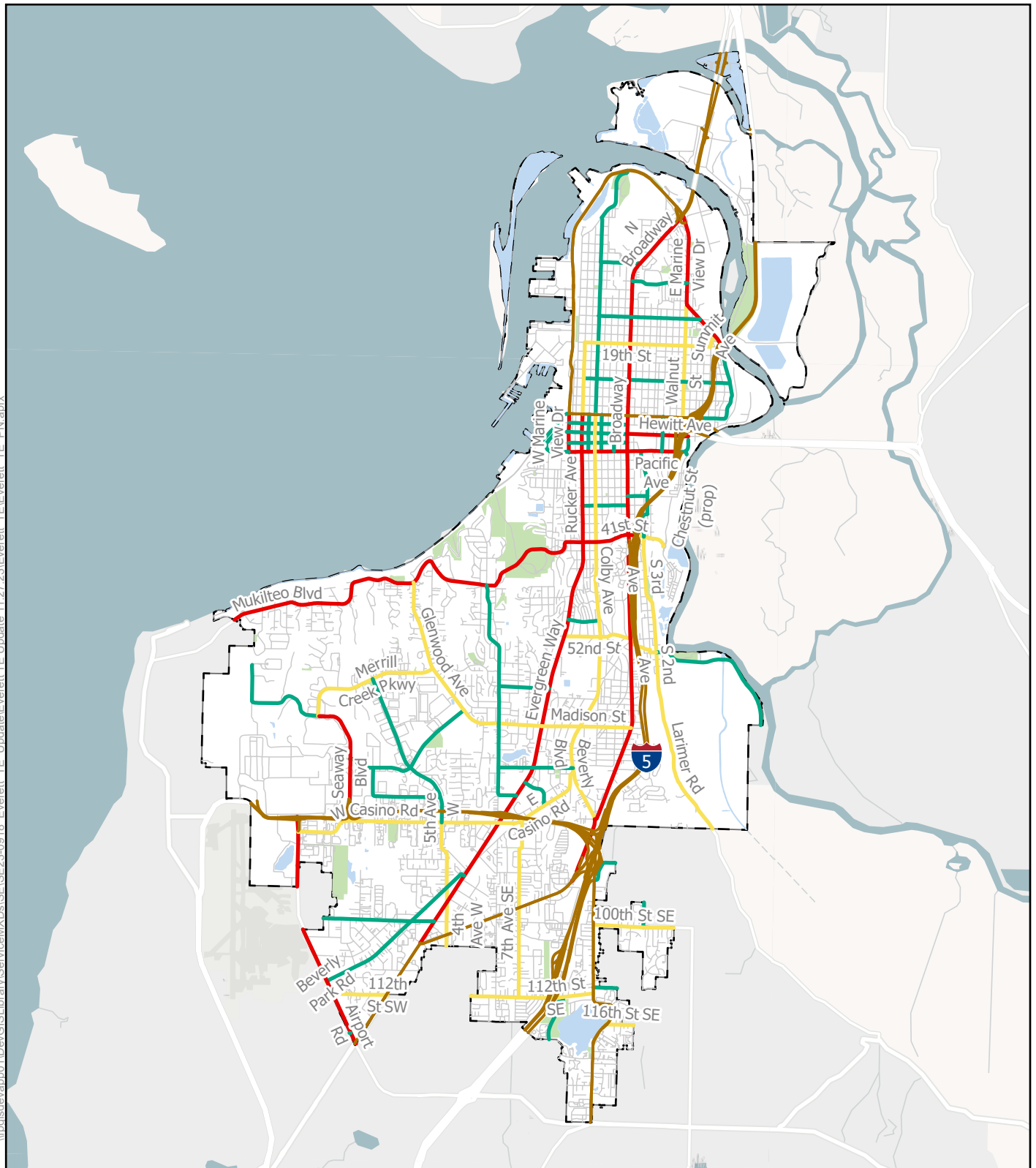
Street Network

Everett's street network is comprised of roadways with varying accommodations for pedestrians, bikes, transit, freight, and cars. Streets must balance accommodating this variety of users safely, while also supporting local access and connections to regional facilities. **Table 1** describes the different types of roadways in Everett, by their functional classification, and **Figure 10** maps their locations.

Table 1. City of Everett Functional Classification

Type	Description	Example	Photo
Freeway	Freeways are limited-access highways, meaning that they have limited number of access points to allow for free-flowing traffic. They connect major cities and are only accessible via entrance and exit ramps.	I-5, US 2, SR 526 (Boeing Freeway)	
Major Arterial	Major Arterials are roadways that provide a high degree of vehicular mobility with limited driveway access and have regional significance as major vehicular and transit travel routes that connect between cities within a metropolitan area. They generally have sidewalks on both sides of the roadway, and some have bicycle facilities.	Evergreen Way, Broadway, Mukilteo Boulevard	
Secondary Arterial	Secondary Arterials are generally designed to provide a high degree of intra-community connections and are less significant from a perspective of regional mobility, but many also provide transit service. They generally have sidewalks on at least one side of the roadway, and some have bicycle facilities.	Beverly Boulevard, Madison Street/Glenwood Avenue, Colby Avenue	
Collector Arterials	Collector Arterials assemble traffic from the interior of an area/community and deliver it to the network of Major and Secondary Arterials. Collector Arterials provide for both mobility and access to property and are designed to fulfill both functions. Some Collector Arterials provide transit service, sidewalks, and bicycle facilities, but there are gaps.	16 th Street, Beverly Lane/ Dogwood Drive	

Local	Local roadways connect traffic to Arterials, accommodate short trips to neighborhood destinations and provide local access. They generally do not have transit service or bicycle facilities. Local roadway pedestrian facilities are highly variable, with some areas (particularly north Everett) having substantially completed pedestrian networks and others (including southern and western portions of Everett) largely lacking connected sidewalks.	Rockefeller Ave, Cady Rd, Dakota Way	
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- Existing Functional Class**
- Principal Arterial
 - Minor Arterial
 - Collector
 - Freeway
 - Local
- City Boundary
- Water
- Parks



Figure 10. Functional Classification

Source: WSDOT & City of Everett

Parking

The majority of Metro Everett has on-street parking. There are also several private off-street parking options in this area available for use including the Everpark Garage which is a 495-stall parking garage owned by the City. Additionally, some major arterials and collector arterials in Everett, such as NW Broadway and Colby Avenue, have on-street parking.

In 2015, a parking utilization study was completed for Everett's downtown area. The area is bounded by 25th Street to the north, Broadway to the east, 32nd Street to the south, and the terminus of Hewitt Avenue to the west. The downtown area has a high percentage of 90-minute stalls. There are no 10-minute, 15-minute, or 4-hour stalls, and few 30-minute, 1-hour, and 2-hour stalls. The peak hour for the on-street public inventory was 11 AM to 12 PM, and the peak-hour occupancy was 65%.

Table 2 shows the number of households in Everett that have no vehicles or one or more vehicles.

Table 2. Vehicle Ownership Data

	Owner Occupied		Renter Occupied		Total	
Total	20,504		24,642		45,146	
No vehicle available	354	2%	3,388	14%	3,742	8%
1 vehicle available	6,379	31%	12,196	49%	18,575	41%
2 vehicles available	8,570	42%	5,697	23%	14,267	32%
3 vehicles available	3,516	17%	2,019	8%	5,535	12%
4 vehicles available	1,385	7%	1,108	4%	2,493	6%
5 or more vehicles available	300	1%	234	1%	534	1%

Source: American Community Survey

Existing and Future Transit Needs

While not operated exclusively by the City, comprehensive, interconnected, and frequent transit options are a critical component of Everett's transportation system.

Strong transit service supports the development of a vibrant community by meeting the diverse mobility needs of the full spectrum of the Everett community, which includes residents, businesses, employees, and visitors. Transit is also a critical tool to reduce reliance on driving and provide important mobility options.

Existing Transit Services

Everett is home to transit lines overseen by three different agencies: Everett Transit, Sound Transit, and Community Transit (as shown in **Figure 11**). Together, these three agencies provide connections throughout the city and to regional centers.

Table 3. Transit Routes in Everett

Transit Agency	Routes
Everett Transit	2, 3, 4, 6, 7, 8 12, 18, 19, 29
Community Transit	Local Routes: 201, 202, 271, 280 Swift BRT: Swift Blue, Swift Green, Swift Orange
Sound Transit	N Line Express Routes: 510, 512, 532

Everett Transit

Everett Transit operates under the City's Transportation Services Department. It provides a comprehensive transit network with 10 fixed routes and paratransit services, covering a 34-square mile service area. These fixed routes collectively traverse over 1.2 million miles annually, carrying nearly two million passengers. The paratransit services, designed to enhance mobility for those with specific needs, cover over 500,000 miles annually and serve approximately 120,000 passengers. The majority of transit usage (87%) is observed on weekdays, indicating alignment with daily work commutes. Infrastructure challenges include the Operations Base's bus holding capacity, which is currently at its limit with 42 buses. The transition to electric vehicles is anticipated to further strain this capacity.

In 2022, Everett Transit provided an average of 84,000 rides per month, totaling 1,007,952 rides over the course of the entire year. The majority of ridership (73%) was accounted for by Route 7 and Route 29 combined.

Community Transit

Community Transit, serving the broader urbanized region of Snohomish County, offers frequent bus services, including the Swift BRT lines. These lines, namely Swift Blue and Swift Green, connect key urban centers, facilitating seamless movement across the county. As of 2024, the Swift Blue Line, which connects to Everett Station, is extended in Shoreline to connect to the Sound Transit 2 Link Light Rail. Also, as of 2024, the Orange line is now the third BRT line servicing Snohomish County. Additionally, the DART paratransit services extend the transit reach, ensuring those with disabilities have adequate transportation options. Community Transit's Vanpool service further complements the transit system, offering shared commute options for groups with similar destinations.

Sound Transit

Sound Transit's ST Express bus service connects major regional destinations throughout the Puget Sound region, such as Lynnwood, Seattle, Bothell, and Bellevue, adapting to evolving ridership patterns. Additionally, the Sounder commuter rail, with its South (S) and North (N) lines, offers strategic connections between major cities, enhancing the region's transit connectivity. All Sounder stations are integrated with bus transportation connections, promoting multi-modal transit options, and enhancing the overall transportation network's efficiency.

Amtrak and Other Regional and Long-Distance

Everett Station also serves Sounder commuter rail, Amtrak Cascades, Amtrak Thruway bus service, Amtrak long-distance trains, and private regional and long-distance bus service.

Daily service destinations include Seattle (6 round trips per day on Sounder/Amtrak), Bellingham (4 round trips per day on Amtrak), Vancouver B.C. (2 round trips per day on Amtrak) Wenatchee (1 round trip per day on Amtrak), and beyond.

Private Transit

Amazon and Boeing offer private transportation options for their employees. At the DWS4 Amazon Delivery Station at 315 Shuksan Way, the facility offers a professional

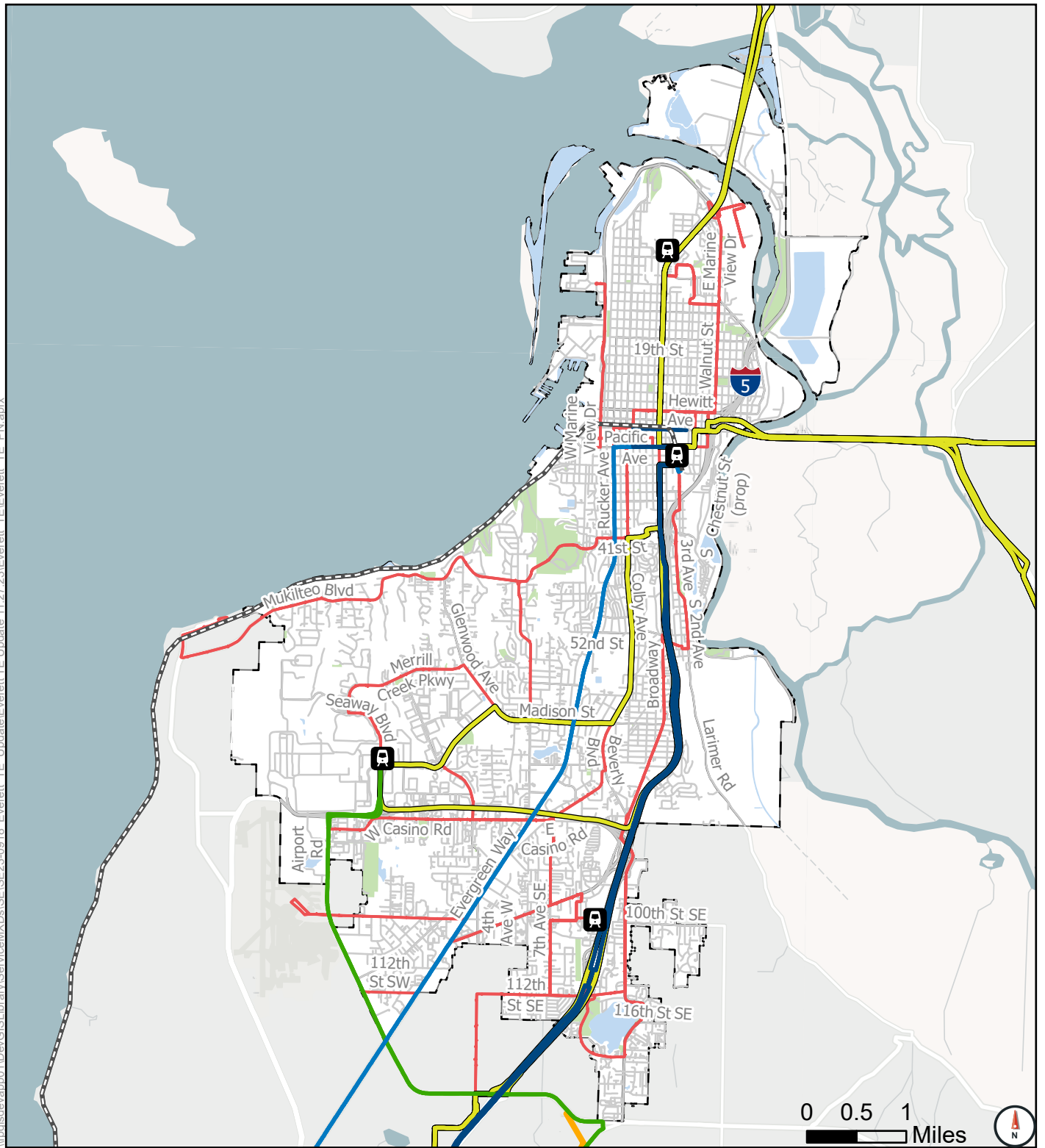
driving service with designated stops and scheduled pick-ups. It includes coach buses, shuttle vehicles, or sprinter vans.

At Boeing, the Boeing Shuttle provides several routes that carry employees around the main campus. Transit service from Everett Transit (Routes 3, 8, and 12) and from Community Transit (Routes 270, 271, and 280) connects to the Boeing plant in Everett.

Transit Centers and Park & Rides

There are five transit centers in Everett: College Station, Everett Station, Seaway Transit Center, Mall Station, and South Everett Freeway Station. Parking is available at Everett Station and South Everett Freeway Station.

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- | | | |
|--|--|---|
|  Transit Centers | Community Transit Routes |  Parks |
|  Everett Transit Routes |  Standard Service |  Water |
| Sound Transit Routes |  Swift Blue |  City Boundary |
|  Sounder |  Swift Green | |
|  Express Routes |  Swift Orange | |

Figure 11. Transit Routes in Everett

Source: General Transit Feed Specification (GTFS)



Future Transit

Everett Transit

Everett Transit has listed the following priorities to achieve by 2040:

1. Prioritize transit service into the areas that will likely see the greatest amount of growth
2. Ensure the level of transit service along a corridor is supported by future household and job density
3. Restructure routes to integrate with regional transit investments

The Growth Network Plan was developed through input from the community and interested stakeholders to envision how Everett Transit should grow to meet its increasing needs. It is a locally-focused restructured network that includes the following:

- Increased frequency in downtown Everett
- New service between the Waterfront and Riverfront areas
- Restructured service in Evergreen and Pinehurst to better connect to light rail and Boeing
- Restructured Boeing-area service to the Seaway Transit Center
- Increased frequency on W Casino Road
- More direct service on Broadway and 19th Avenue SE
- Restructured service to Paine Field and throughout SW Everett to connect to the Mall and light rail
- Direct service between Mariner light rail station and the Mall

Figure 12 shows the future changes envisioned by Everett Transit's Long-Range Plan.

Community Transit

Community Transit anticipates the following changes to its transit service in Everett:

- The Swift Gold Line will start at Everett Station and move north towards the Smokey Point Transit Center in Arlington. This is planned for 2027-2029.
- Regular bus service will be expanded where land use supports it; speed and reliability improvements will be implemented along both Regular Bus and

Frequent corridors; and the hours regular bus service operates (both on weekdays and weekends) will be increased.

- Fleet type will see a shift towards a more standardized fleet of 40-foot regular buses and 60-foot BRT buses. A small fleet of 30-foot and Double Decker buses may be maintained depending on operational need.
- Community Transit's goal is to transition its fleet to zero emissions by 2044.

Figure 13 from the Journey 2050 Community Transit Long Range Plan shows the planned Swift network.

Sound Transit

The Everett Link Extension will add 16 miles of light rail and seven new stations (one is provisional) connecting Snohomish County residents to the regional light rail network. This project will also include Operations and Maintenance Facility (OMF) North, a facility to support Link light rail operations. The project will provide a new fast and frequent connection between downtown Everett and south Everett and will connect the city to Lynnwood, Shoreline, Seattle, and the region. **Figure 14** shows the proposed system expansion map.

Figure 12. Everett Transit Future Route Frequency

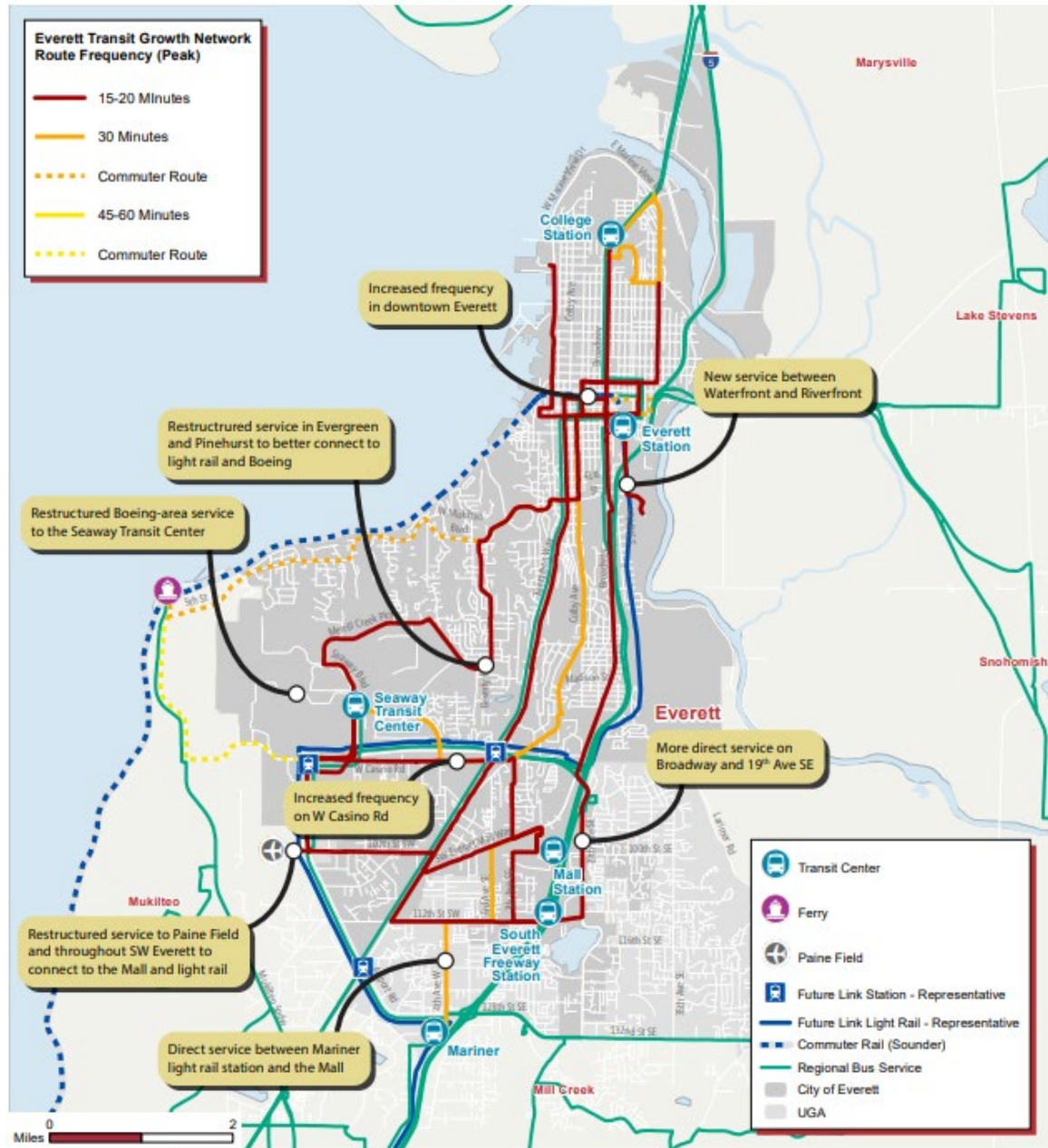


Figure 13. Community Transit Planned Swift Network

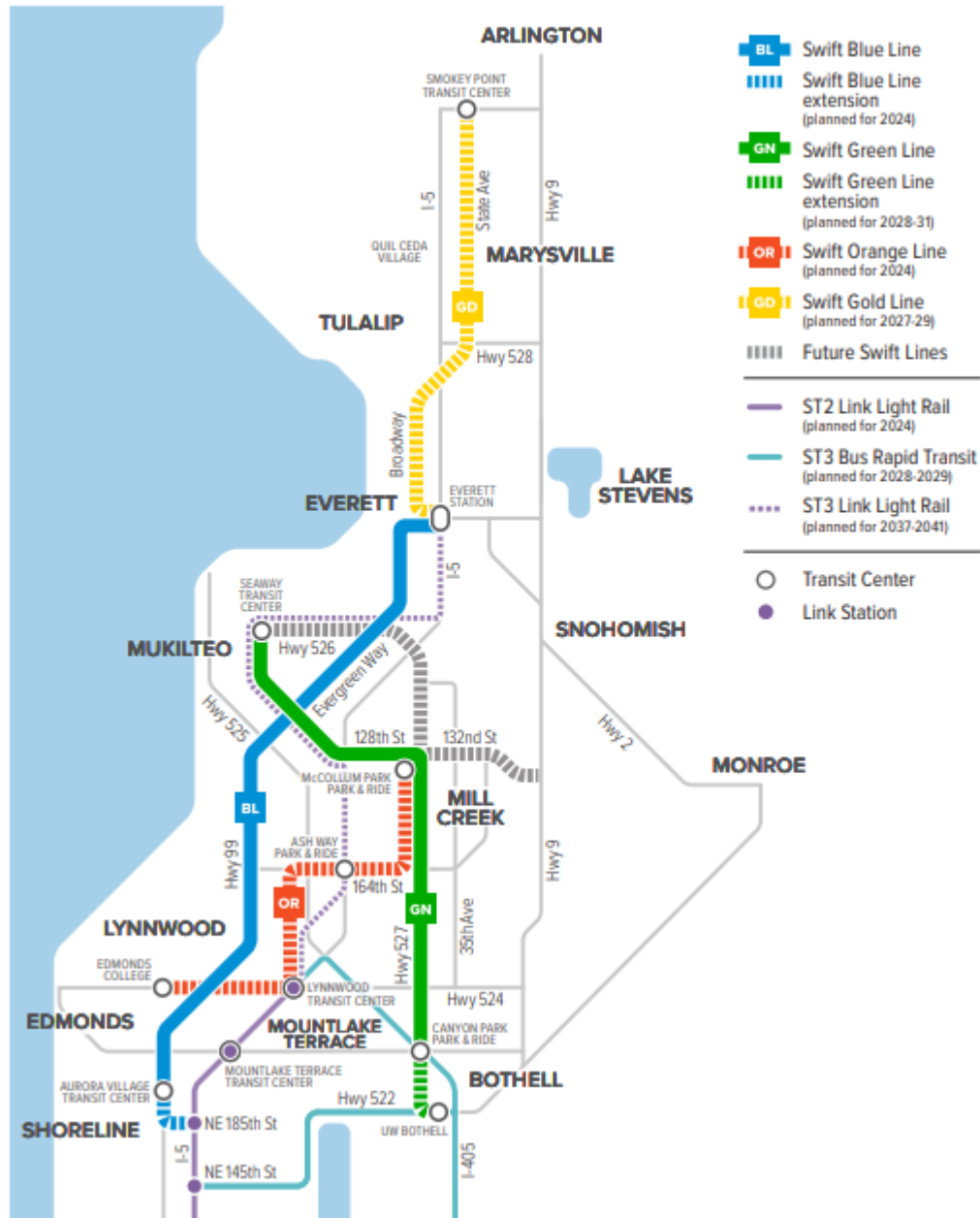
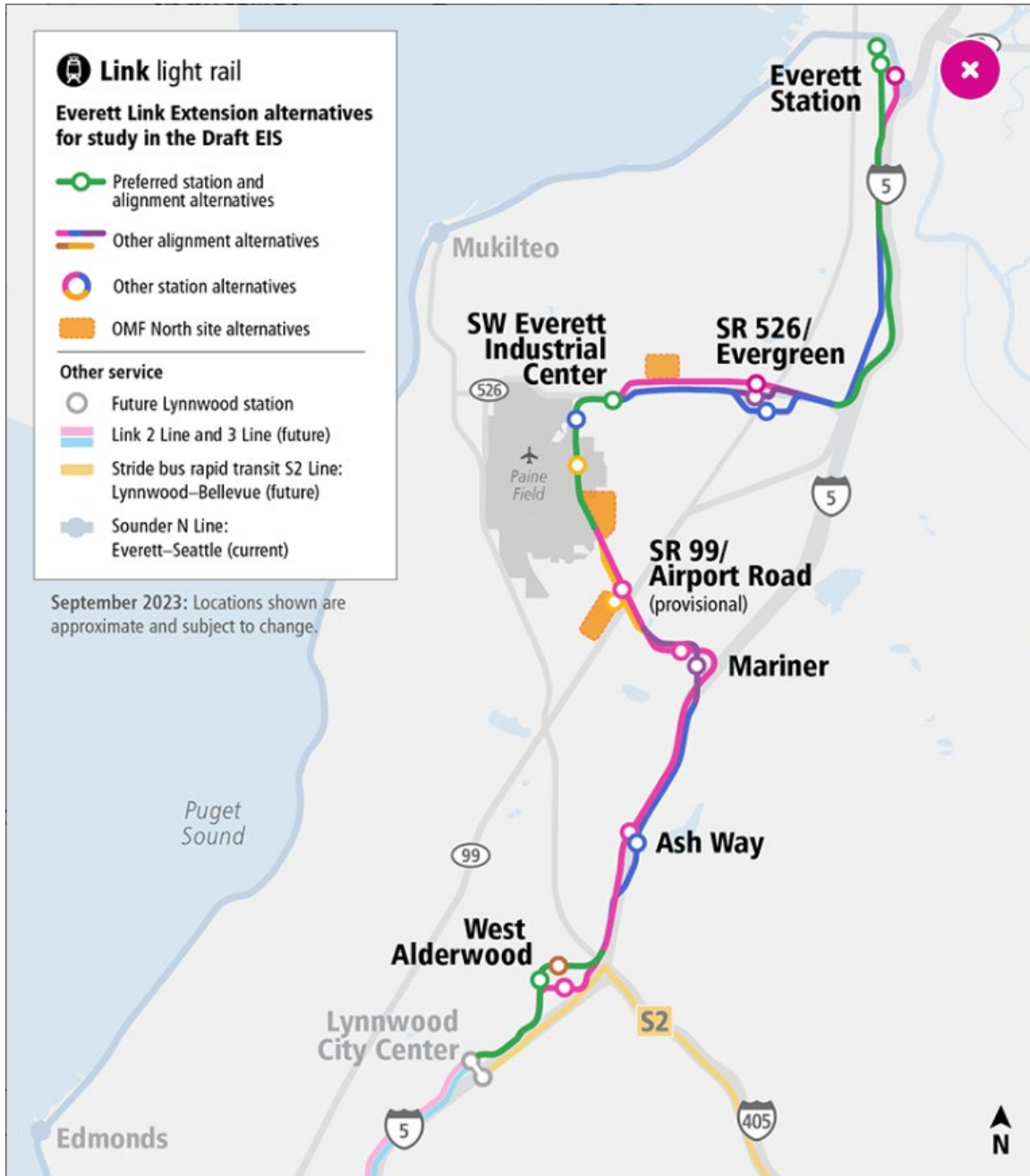


Figure 14. Sound Transit Everett Link Extension Alternatives



Active Transportation Conditions

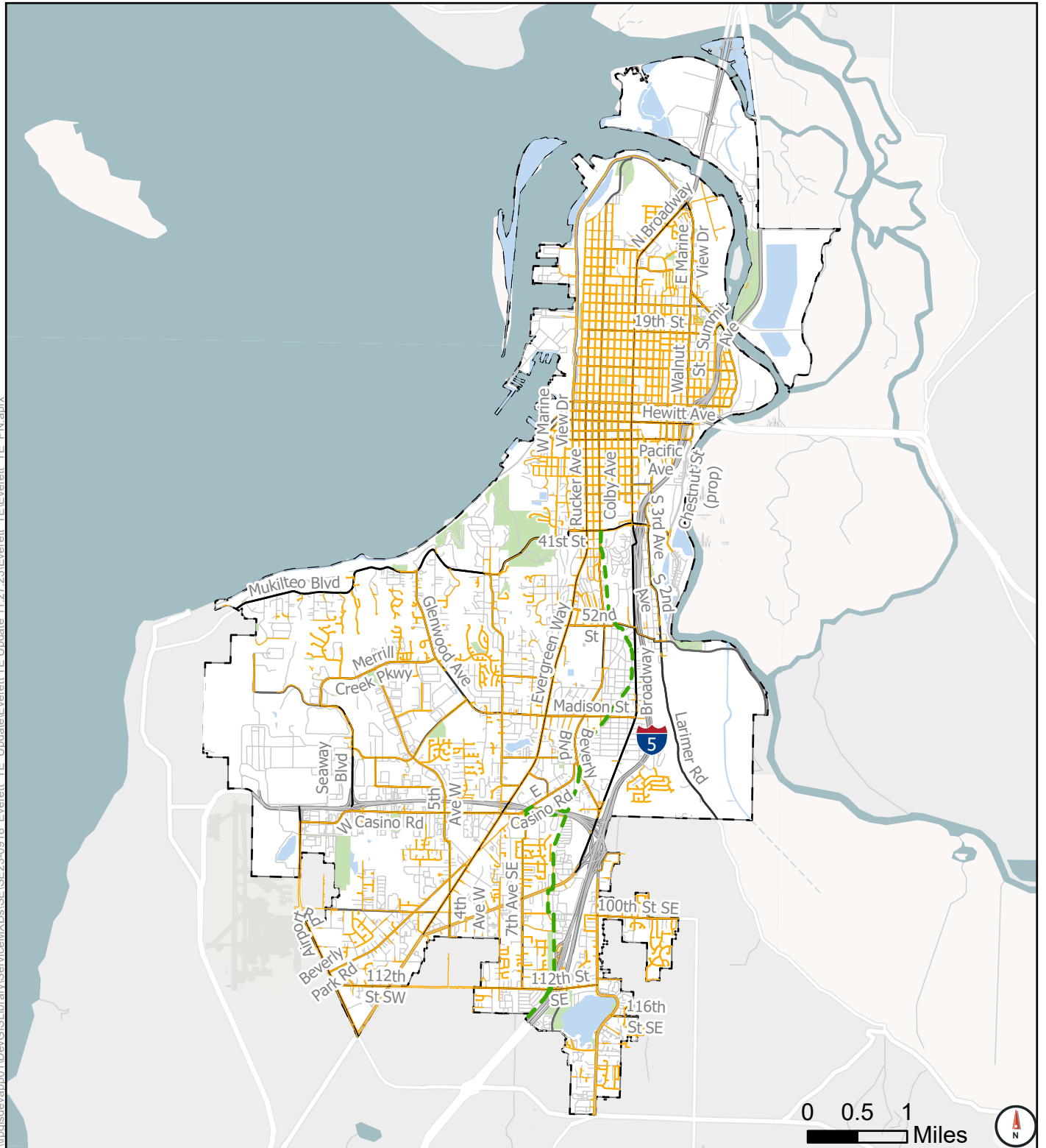
Walking and bicycling facilities are essential components of the City's multimodal transportation system. Safe and convenient pedestrian infrastructure makes it easier and more convenient to take short trips by foot or wheelchair. Pedestrian infrastructure includes a range of treatments spanning from sidewalks and crosswalks, to trails and shared-use paths.

Bicycling facilitates longer trips than walking with similar benefits to the environment, individuals, and the community. There are a variety of different bicycling infrastructure types that can appeal to cyclists with varying levels of experience and confidence, such as off-street trails, on-street bike lanes, and other types of parallel facilities. In addition to bicycles, other wheeled options include scooters, skateboards, and inline skates, and these users use both sidewalks, trails, and roadway infrastructure geared towards cyclists.

In the city, most major arterials and secondary arterials have sidewalks. However, sections of some arterials like Seaway Boulevard, Mukilteo Boulevard, and Broadway are missing sidewalks on one or both sides of the roadway. Some lower classified roadways (including local streets) also have sections of sidewalk. Sidewalks are generally present on both sides of the street in commercial and residential areas in the north end of the city. The south end of the city has a sparser sidewalk network, particularly along residential local access roads. Even where sidewalks are present, they are not always wide enough to accommodate passing another person comfortably or provide a buffer from fast-moving traffic.

An inventory of all existing sidewalks is shown in **Figure 15**.

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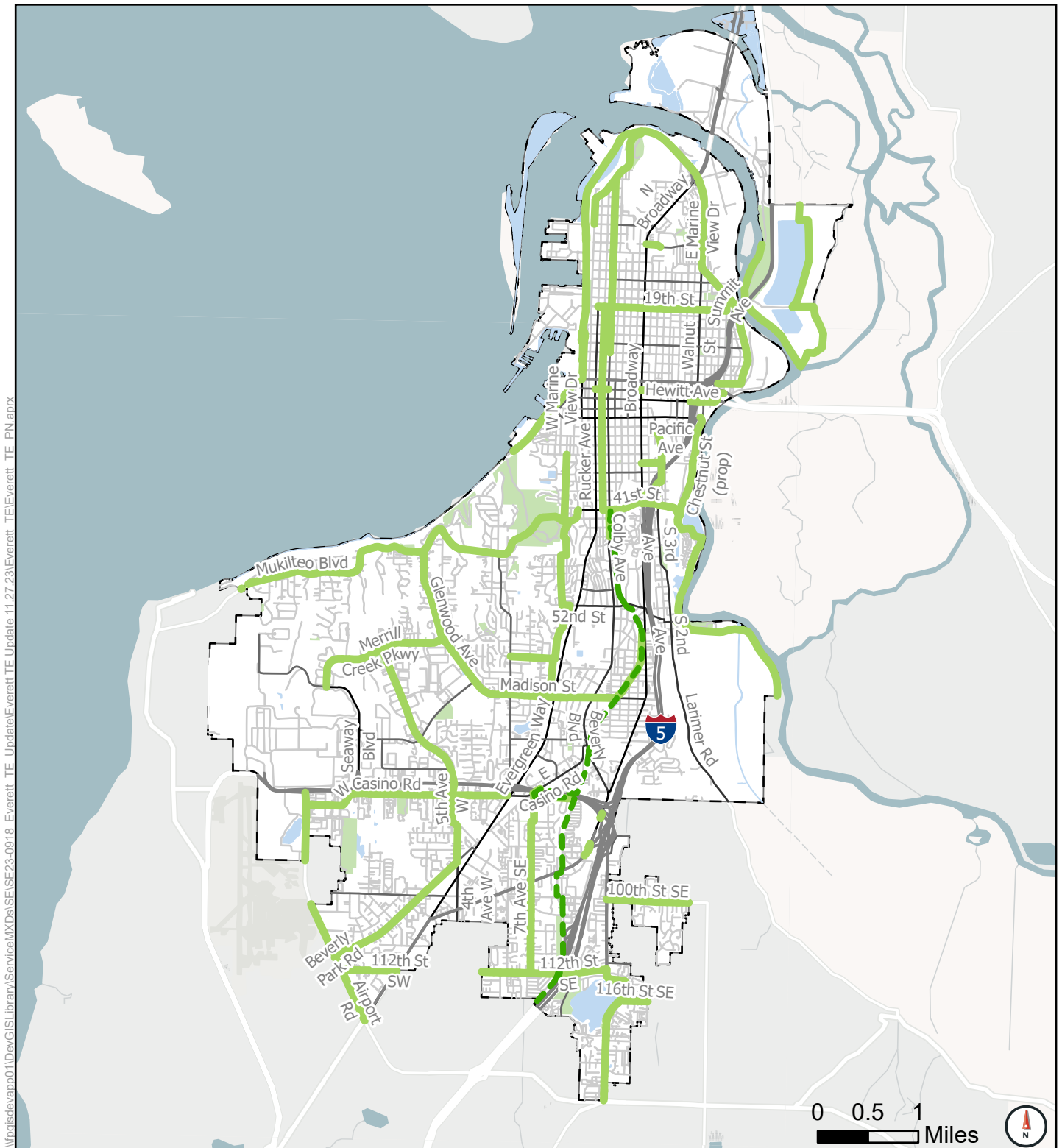
- Sidewalk
- Interurban Trail
- Parks
- Water
- City Boundary



Figure 15. Everett's Existing Pedestrian Network

Source: Puget Sound Regional Council

Bicycle facilities currently found in Everett include striped bike lanes, marked shared lanes, paved/striped shoulders, and off-street facilities. These facilities include regional bicycle connections, such as the Interurban Trail, which connects to trail systems in Seattle. While there are bike lanes on some roadways in the city, such as sections of West Mukilteo Boulevard, E Marine View Drive, and Glenwood Avenue, there are many gaps in the bicycle network and many of the facilities are not comfortable for users of all ages and abilities. Everett's existing bicycle network is shown in **Figure 16**.



- Bicycle Facilities
- - - Interurban Trail
- Local
- Parks
- Water
- City Boundary



Figure 16. Everett's Existing Bicycle Network

Source: Puget Sound Regional Council & City of Everett

Pedestrian and Bicycle Network Connectivity

To facilitate walking and bicycling in Everett, it is important to have connected and safe networks of sidewalks and bicycle facilities. Therefore, it is critical to identify and analyze where there are gaps in infrastructure and barriers to connectivity. For example, major roadways like Evergreen Way and grade separated facilities like I-5 act as obstacles to connectivity for walking and biking because these facilities are difficult or impossible to cross.

The City maintains a list of current and planned active modes projects on its website that are intended to fill gaps in the active transportation network. As of February 2024, projects include:

- **18th Street Pedestrian Improvements:** This project includes construction of a new sidewalk, ADA ramps and associated improvements between Maple Street and Senator Henry M. Jackson Park in the Delta neighborhood.
- **California Street:** This project will create a comfortable corridor for people biking, rolling and walking on California Street, connecting downtown Everett with the US 2 trail.
- **Citywide Bicycle Wayfinding:** This project will construct 28 lane-miles of bike wayfinding on existing bike routes to help bicyclists navigate to different parts of the City.
- **Fulton Street Bicycle and Pedestrian Corridor:** This project will build bicycle facilities and fill in missing sidewalk on Fulton Street between Pacific Avenue and California Street.
- **Wall Street Connector:** This project will create and upgrade pedestrian and bicycle connectivity from the Everett Station to the Angel of the Winds Arena.

Freight and Truck Mobility

Freight plays a critical role in the economic vitality of Everett; businesses and residents rely on freight shipped via trucks. Truck sizes range from “single-unit trucks”, such as package delivery, moving, and garbage trucks that navigate through neighborhoods, to large semi-truck trailers delivering vehicles and freight to local businesses.

The City partners with regional agencies and the State to designate and maintain Freight and Goods Transportation System (FGTS) routes. Designated FGTS routes aim

to meet requirements identified in state law, provide a comprehensive set of freight data sources to support various planning processes, and to inform freight investment decisions. The Washington State Department of Transportation (WSDOT) classifies roadways using five freight tonnage classifications, which are described in **Table 4**.

Table 4: WSDOT Freight Classification

Freight Corridor	Description
T-1	More than 10 million tons of freight per year
T-2	Between 4 million and 10 million tons of freight per year
T-3	Between 300,000 and 4 million tons of freight per year
T-4	Between 100,000 and 300,000 tons of freight per year
T-5	At least 20,000 tons of freight in 60 days and less than 100,000 tons per year

As shown in **Figure 17**, I-5, which is part of the national Interstate Highway system, is a T-1 corridor that runs north/south through Everett and moves more than 10 million tons of freight per year. Other T-1 corridors include US 2, Evergreen Way, 41st Street, Broadway, and Airport Road.

The T-2 corridors, which move between 4 million and 10 million tons of freight per year, are SR 526, SR 529, Beverly Park Road, 112th Street SW, Seaway Boulevard, Rucker Avenue, Pacific Avenue, and E Marine View Drive.

Several roadways in Everett are classified as T-3 corridors, as they facilitate the movement of between 300,000 and 4 million tons of freight per year. The north-south roadways under this FGTS classification include SR 527, SR 99, Larimer Road, S 2nd Avenue, and W Marine View Drive.

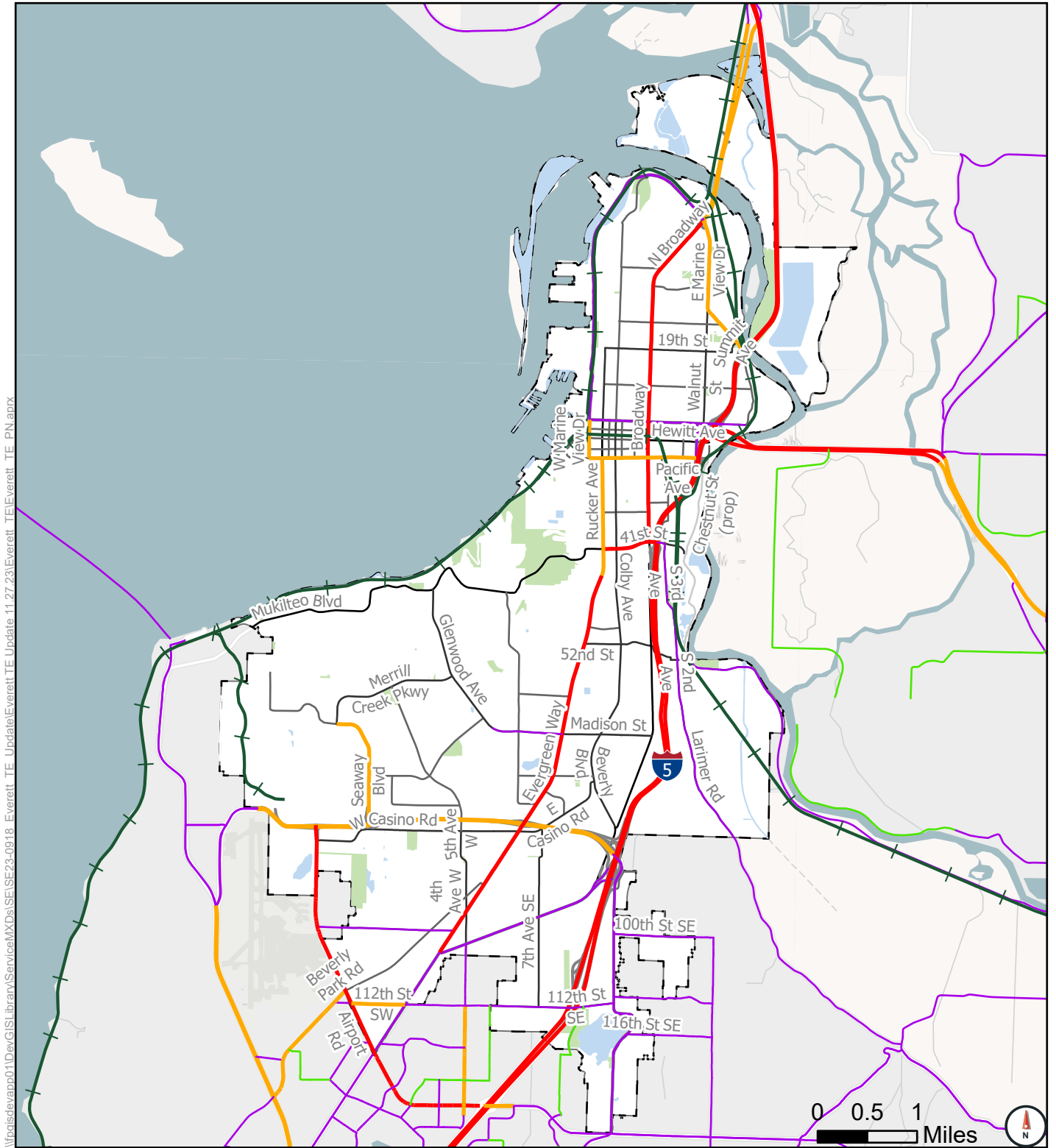
Two roadways in Everett are classified as T-4 corridors, as they move between 100,000 and 300,000 tons of freight per year. The T-4 corridors include Silver Lake Road and 14th Avenue SE.

Everett is home to the Port of Everett, located on Port Gardner Bay east of Possession Sound. The Port of Everett directly serves the Boeing Company assembly plant in Snohomish County. The Port primarily serves as a breakbulk cargo facility, handling aerospace, construction, manufacturing, agriculture, energy, and forest

products. It is also Washington's third-largest container port after Seattle and Tacoma.³

Everett has BNSF Railway rail lines running north and south along the western coast of the city and the eastern edge of the city. The Port of Everett Seaport offers direct rail connections and is the first port reached by westbound BNSF Railway trains.

³ Appendix D: Washington's Freight Transportation System



FGTS Class

- T-1
- T-2
- T-3
- T-4
- Rail

- Parks
- Water
- City Boundary

Figure 17. Freight Routes

Source: WSDOT, Freight and Goods Transportation System (FGTS)

Safety Performance and Crash Data Analysis

A common thread among all transportation modes is the need to get to one's destination safely. The City of Everett was awarded federal funding to conduct a Safe Streets for All (SS4A) study, which will focus on reducing the number of traffic fatalities and serious injuries. This project will help identify feasible roadway safety improvement projects and strategies within the study area.

The most recent five years of collision data were analyzed to identify safety hotspots and overall collision trends in Everett. All of the information summarized below excludes I-5 and US 2. Between January 2018 and December 2022, there were a total of 10,415 collisions reported in the city. Of note, 329 (3%) of the total collisions involved pedestrians, 131 (1%) involved cyclists, 3,086 (30%) resulted in injuries, and 48 resulted in fatalities. Of the total fatalities, 54% were vehicle-vehicle collisions, and 46% involved a pedestrian. An estimate of 401 collisions occurred due to the influence of alcohol.

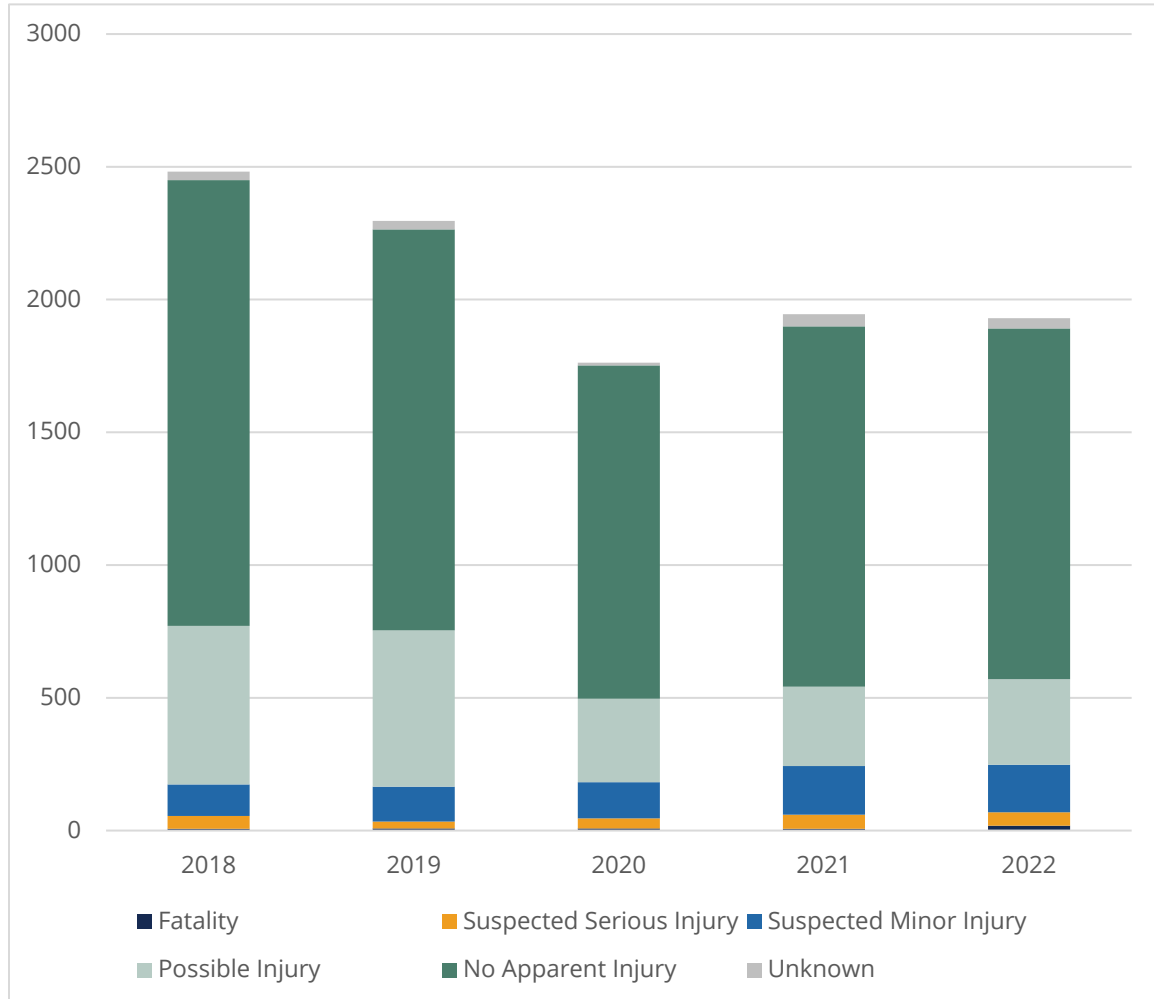
Collisions occurred due to a number of reasons. The four most common reasons were:

- (1) not granting right-of-way to a vehicle (1,801 collisions),
- (2) following too closely (925 collisions),
- (3) improper turning/merging (727 collisions), and
- (4) exceeding reasonably safe speeds (647 collisions).

Vehicle – Vehicle Involved Collisions

While vehicle-vehicle collisions have generally remained steady over time, Everett experienced a decline in collisions in 2020 likely due to the COVID-19 pandemic, as shown in **Figure 18**. The number of fatalities remained relatively constant at 7 to 8 deadly collisions per year, with the exception of a spike in 2022 with 18 fatalities. The serious injuries range from 1 to 3 % of the yearly collisions between 2018 and 2022. A heat map of vehicle-vehicle collisions from 2018 to 2022 is provided in **Figure 19**.

Figure 18. Vehicle-Vehicle Involved Collisions in Everett



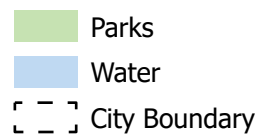
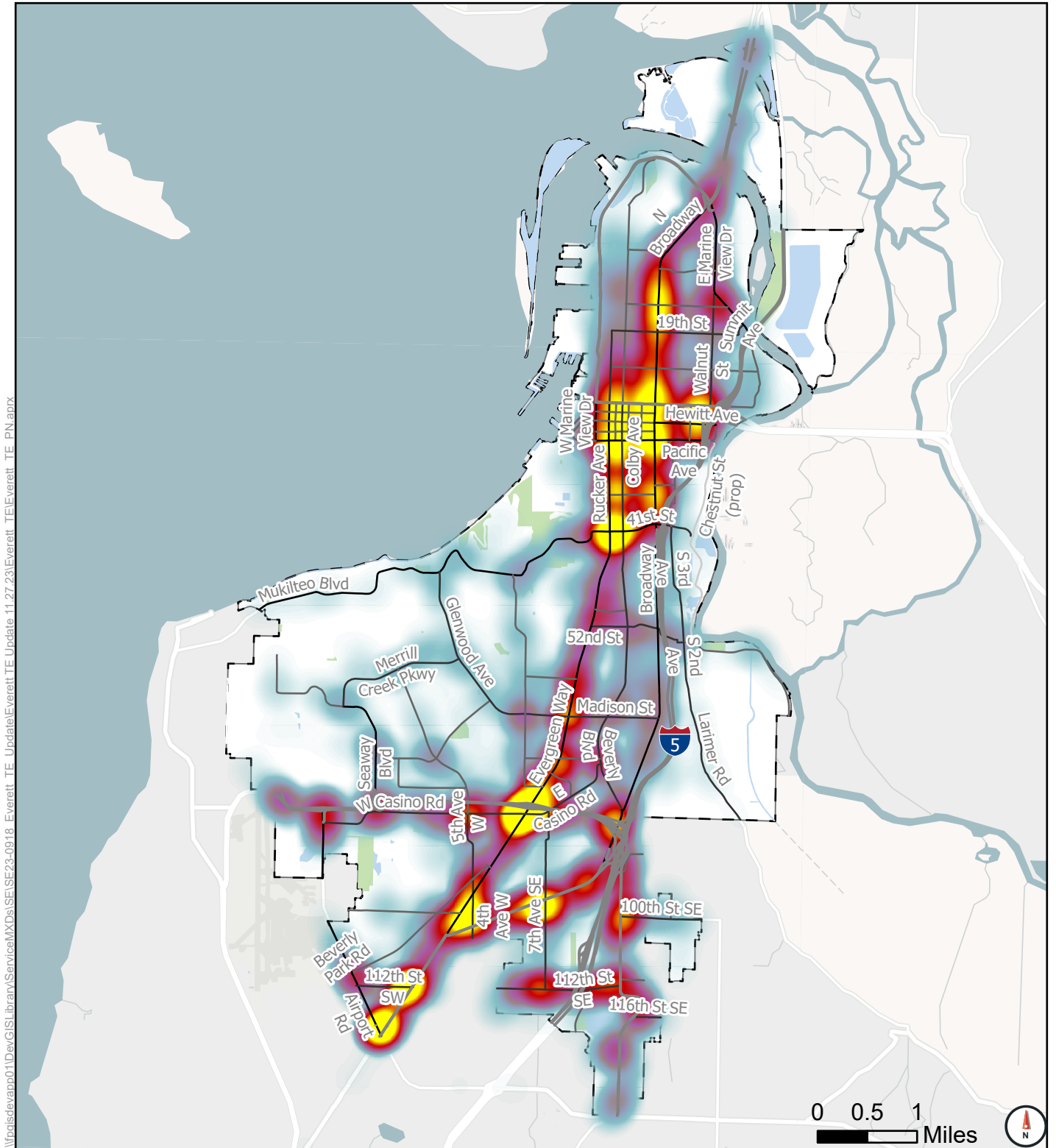


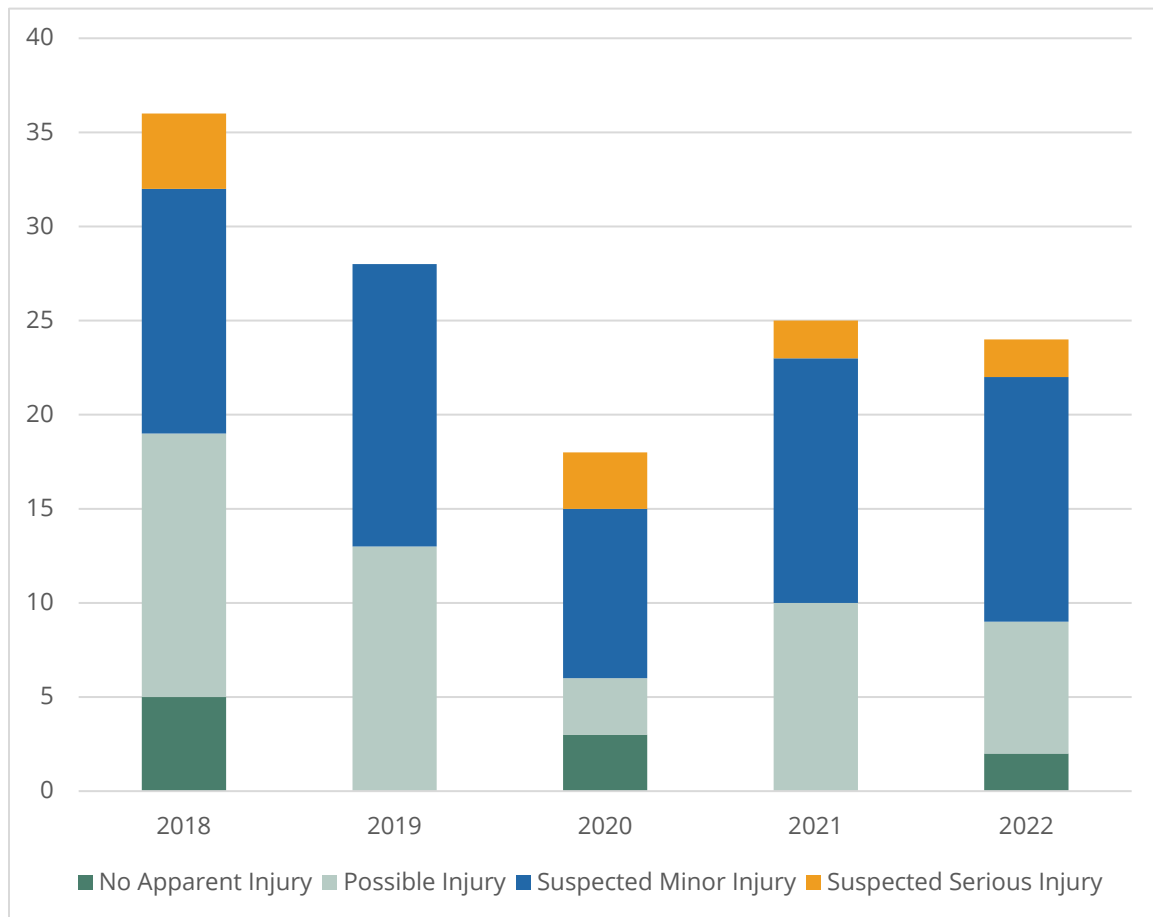
Figure 19. Vehicle-Vehicle Involved Collisions
Heat Map (excluding I-5 and US 2)

Source: WSDOT (2018-2022)

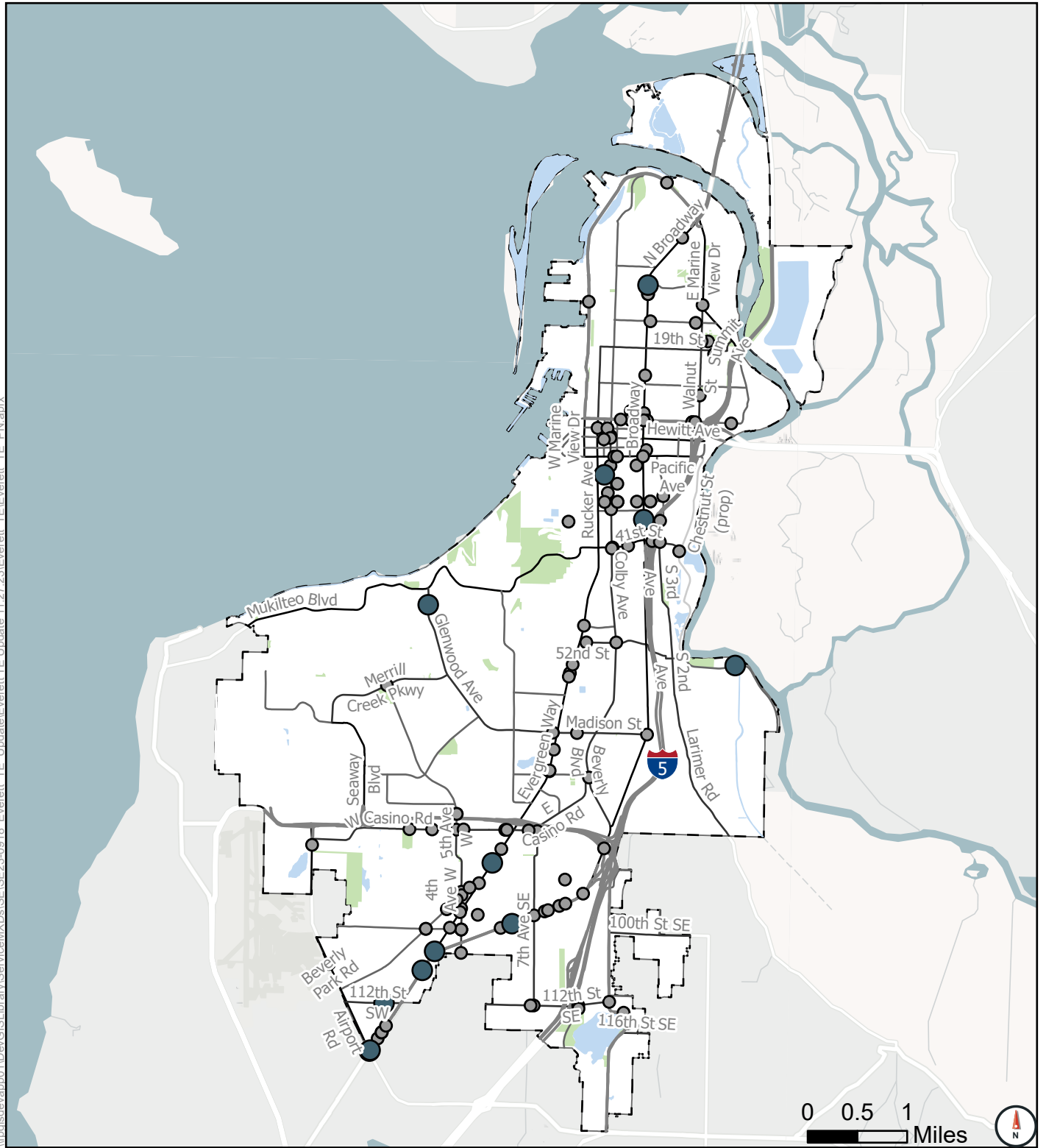
Vehicle – Bicycle Involved Collisions

The number of collisions involving both motor vehicles and bicycles remained relatively consistent from 2018 to 2022. There were no bicyclist fatalities reported in this time period, as shown in **Figure 20**. In 2020, collisions involving cyclists decreased, likely due to decreased traffic during the pandemic. However, collisions involving cyclists almost returned to pre-pandemic levels in 2021. The following locations reported three or more bicycle collisions from 2018 to 2022: 112th Street SE, 4th Avenue W, Airport Road, Broadway, Colby Avenue, E Casino Road, Evergreen Way, Holly Drive, W Casino Road, Wetmore Avenue, SR 99, SR 527, and SR 529. A map of vehicle-bicycle collisions from 2018 to 2022 is provided in **Figure 21**. The top causes for bicycle collisions were motorists not granting right of way to non-motorists and inattention.

Figure 20. Vehicle-Bicycle Involved Collisions in Everett



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● Serious Bicycle Injury Collision

● Bicycle Collisions

■ Parks

■ Water

□ City Boundary

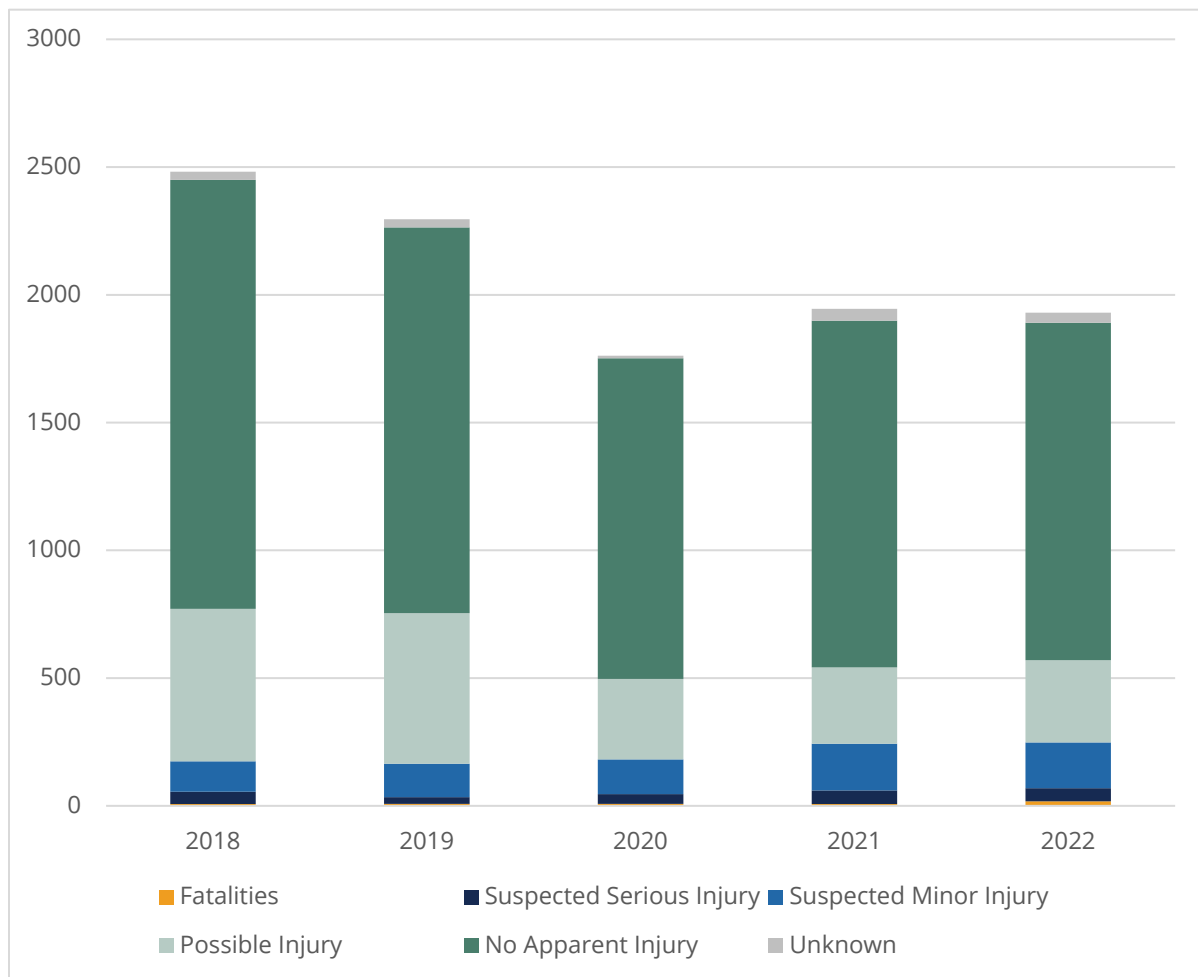
Figure 21. Vehicle-Bicycle Involved Collisions

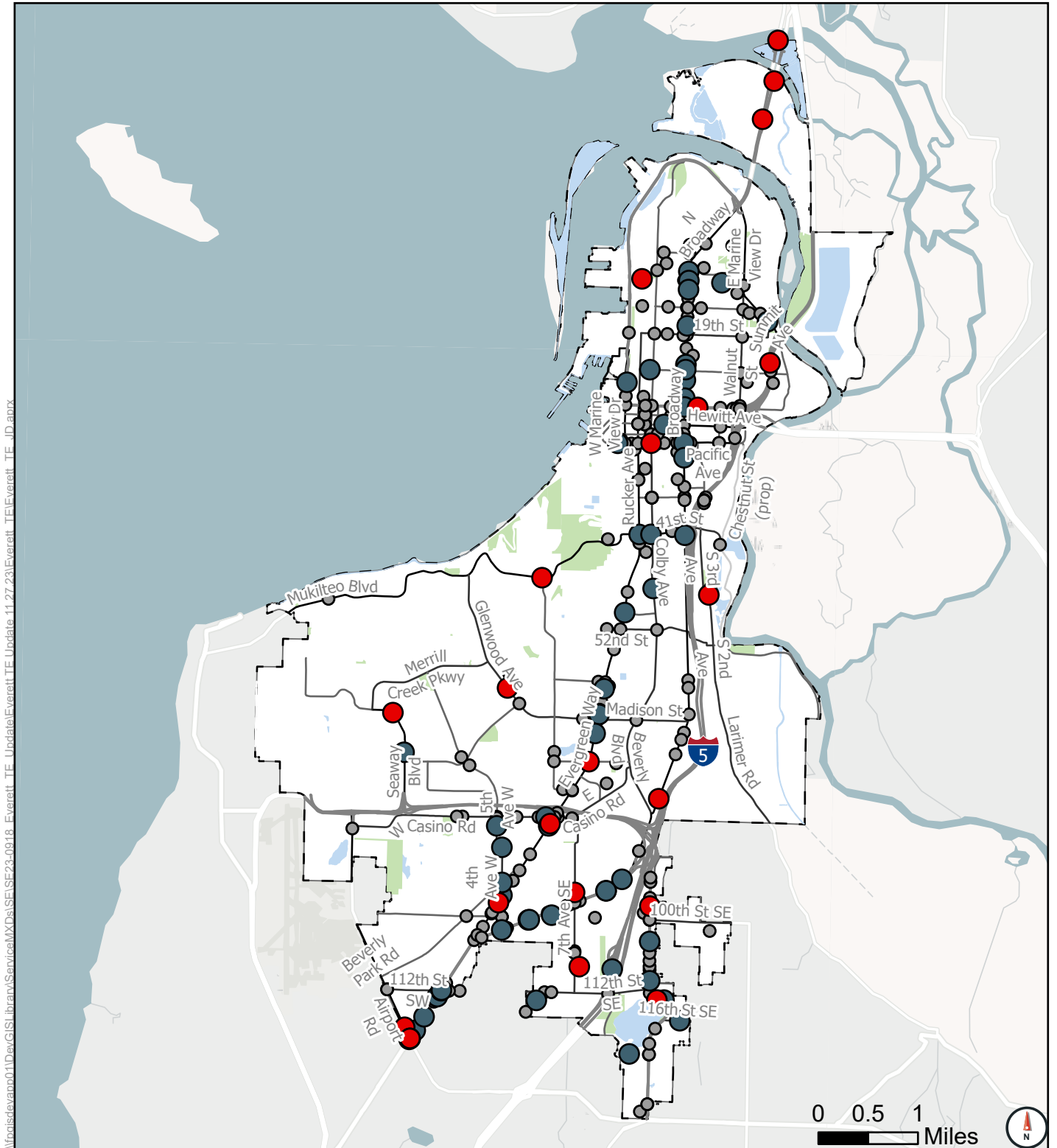
Source: WSDOT

Vehicle – Pedestrian Involved Collisions

Collisions involving both motor vehicles and pedestrians from 2018 to 2022 generally show a downward trend, with a drop in collisions in 2020, as shown in **Figure 22**. From 2021 to 2022 these collisions increased, but not quite to pre-pandemic levels. Most pedestrian-involved collisions resulted in injuries, with 48 fatalities reported throughout the 5-year period. The following five locations, excluding I-5 and US 2, reported the highest numbers of pedestrian collisions from 2018 to 2022: SR 99, SR 527, SR 529, Broadway, and Evergreen Way. A map of vehicle-pedestrian collisions from 2018 to 2022 is provided in **Figure 23**. The top causes for pedestrian collisions were motorists not granting right of way to non-motorists and inattention.

Figure 22. Vehicle-Pedestrian Involved Collisions in Everett





- Fatal Pedestrian Collision
- Serious Injury Pedestrian Collision
- Pedestrian Collisions
- Parks
- Water
- City Boundary

Figure 23. Vehicle-Pedestrian Involved Collisions

Source: WSDOT

Modal Split Conditions

Modal split, or the percentage of travelers using a particular type of transportation, is important to identify to understand how people currently travel and to set goals for changing travel behavior in the future.

Modal splits in the city for residents commuting to work are shown in **Table 5**. This data does not represent other trip types, such as recreational trips or shopping, but captures an important segment of travel that strongly influences peak hour congestion levels in Everett. All modes, except for transit, have moved in the direction of the City's goals, as seen in **Table 6**. The most notable change is the number of people now working from home.

Table 5. Commute to Work Mode Splits in Everett

	2011	2022	Change (%)
Vehicle	88.6%	79.2%	-9.4
Transit	6.2%	3.9%	-2.3
Walk	3.7%	4.4%	+0.7
Bike	0.5%	0.6%	+0.1
Other	0.9%	0.9%	No change
Work from home		10.9%	+10.9

Note: Data comes from the ACS 5-year Means of Transportation to Work estimates

The mode split targets that the City set in the last TE for regional centers in Everett for 2035 are shown in **Table 6**.

Table 6. Mode Split Targets for Regional Centers in Everett (2035)

Mode	Downtown	Paine Field
Drive alone	54%	81%
Carpool	10%	8%
Transit	20%	8%
Walk/Bike	16%	3%

To encourage the use of alternative modes, the City has a Transportation Demand Management (TDM) program. TDM is a set of strategies designed to reduce the number of single-occupancy vehicle trips and encourage people to use transit, rideshare, walk, bike, and telework. The City requires a TDM plan for new construction of a principal building in excess of fifty thousand square feet of gross floor area. This plan must outline the strategies that the development will employ, like parking cash-out programs and carpooling programs, to reduce single-occupancy vehicle trips.

The City also has a Commute Trip Reduction (CTR) program per Washington law (RCW 70.94.521). The goal of Washington's CTR program is to reduce traffic congestion, improve air quality and minimize energy consumption. Employers with 100 or more employees arriving at a worksite between 6 a.m. and 9 a.m. year-round are seen as affected employers under the CTR law; these worksites would therefore be required to participate in the CTR program. The program operates similarly to the TDM program, with different strategies to reduce vehicle trips.

Opportunities and Challenges

This TE is an opportunity to step back and develop a holistic vision for transportation in Everett. Some of the key challenges and opportunities are listed below.

Multimodal Connectivity

Everett has made great strides in bicycle connectivity since 2011. The City has completed 31 miles of bikeways since then and been named a bronze level Bicycle Friendly Community by the League of American Bicyclists in 2021. This award recognizes the work the City has done to develop its bicycle network, making Everett a safer, more accessible community for cyclists of all abilities. However, there are still many gaps and barriers in the bicycle network.

Major arterials, minor arterials, and major collectors all provide sidewalks aside from a few corridors that lack sidewalks on one or both sides of the road. The northern part of the city is mostly covered in sidewalks on both sides of the road. In the south end, sidewalks, though present, become less common on local roads.

Everett is fortunate to be served by four public transit operators: Everett Transit, Sound Transit, Community Transit, and Island Transit. Sound Transit plans to add 16 miles of light rail and six new stations that pass through Everett in the future to better connect Snohomish County residents to the regional light rail network. This will likely precipitate urban development and provide opportunities for some drivers to become transit riders.

Regional Connectivity

The City's multimodal connectivity extends regionally, to Seattle and other neighboring cities, like Mukilteo, Edmonds, and Lynnwood. One feature of the bicycle and pedestrian network is the regional Interurban Trail that runs south to Seattle. This provides a robust spine for an extensive active transportation network that connects cities in the region. There are also transit lines that spread from Everett to elsewhere in the region, primarily through Sound Transit and Community Transit, that provide great regional connectivity for transit users.

Safety

Safety is a key issue for Everett's transportation system. A significant challenge for Everett is the high levels of serious and fatal collisions. Between 2018 and 2022, over 300 collisions involved pedestrians and over 100 involved cyclists. The following roadways were collision hotspots for both bicycle and pedestrian-related collisions: 112th Street SE, Airport Road, Broadway, Colby Avenue, E Casino Road, Evergreen Way, W Casino Road, SR 99, SR 527, and SR 529.

Future Network Analysis

Memorandum

Date: June 2024
To: City of Everett
From: Jai Daniels, Briana Calhoun, Fehr & Peers
Subject: Future Network Analysis

SE23-0918

Introduction

This memorandum describes modal strategies that are proposed to guide the development of Everett's multimodal transportation system and presents the key transportation investments that will serve as a central element of this TE update.

This memorandum also describes future conditions, such as land use, population, and employment growth as well as planned transportation improvements.

Modal network policies are described for roadway, transit, bicycle, and pedestrian networks to provide the foundation for how Everett's multimodal transportation system should be improved over time to realize the goals of this TE. The modal network policies include level of service (LOS) improvements for each mode.

This memorandum also outlines modal gaps and needs. It also establishes strategies and policies intended to guide project development and address the gaps and needs already outlined.

Future Conditions

The City of Everett is anticipating population growth that will require increased housing capacity in key areas. The City is considering different ways to accommodate this growth by 2044. The City can continue to proactively plan the transportation system to accommodate the growth and land use changes it anticipates over the next twenty years.

Land Use, Population, and Employment Growth

Everett is planning for significant growth in households and employment over the next twenty years. This growth includes new businesses, increased density in the city center and along key corridors, and development around the planned light rail stations. The City is also exploring how it can accommodate the need for middle housing in single-family neighborhoods to more closely align with the requirements of the 2023 legislation HB 1110. To continue providing an effective, multimodal transportation system, the City must account for this growth when planning future investments in multimodal infrastructure and programs. As shown in **Table 1**, the population is expected to grow to 179,000 people in 2044, and jobs are expected to reach 167,000.

Table 1. Projected Change in Households and Employment in Everett

Planning Period	Growth Targets	Capacity
Population		
	2024-2044 planning period growth: +69,000 people	
2020	110,000	
2035	165,000	151,000
2044	179,000	From 151,000+ (existing plans) to 179,000+ (new action)
Employment		
	2024-2044 planning period growth: +76,000 jobs	
2020	91,200	
2035	140,000	141,000
2044	167,000	From 141,000+ (existing plans) to 167,000+ (new action)

Job growth will occur in the employment areas and overlaps with the Metro Everett and urban corridor geographies housing capacity in a mixed-use pattern.

Countywide Centers

The City is currently exploring designating Countywide Centers as part of the comprehensive plan periodic update. Countywide Centers represent a “middle tier” in the centers hierarchy, above Local Centers. There are two types of countywide center, growth centers and industrial centers. Countywide Growth Centers are areas that “serve important roles as places for concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal

points for local and county investment.”¹ Countywide Industrial Centers are areas that “serve as important local industrial areas. These areas support living wage jobs and serve a key role in the county’s manufacturing/industrial economy.”²

Planned Transportation Improvements

Hand in glove with land use growth are the transportation infrastructure investments planned to serve this growth. The PSRC SoundCast activity-based model includes the planned projects in Everett and throughout the region that are expected to be in place by 2050.

Key projects within Everett and major capacity projects within the region that could affect travel in Everett are listed in **Table 2** below. The full PSRC project list is available [here](#).

Table 2. Regional Improvements

RTP ID	Project Name	Description	Time Period
621	SR 99/ Evergreen Way Transit HOV Treatments	Construct BAT lanes on Evergreen Way / Highway 99 from 115th Street SW to 46th Street.	2030
2679	Snohomish River Trail	Shared use trail. From Centennial Trail to Everett City Limits.	2030
2822	CT - Snoqualmie Valley Trail	Shared use trail	2027
2842	Centennial Trail South	Shared use path	2027
2853	Whitehorse Trail	Shared use bike path, currently gravel to be paved in future. A new steel bridge and some restoration at various bridges. Build two new trailheads with parking. Incorporate fly fishing museum at one trailhead.	2025
3654	North Snohomish Co. Park & Ride	Create a new Park and Ride facility with approximately 350 stalls, bus bays and layover space, DART transfer space, platform with customer shelters, lighting, bike lockers & racks, information kiosks, drivers restroom/utility building, pedestrian walkways, landscaping, safety & security features, and on-site surface water detention & treatment facilities. The exact location is to be determined.	2030
4204	I-5: SR 528 to SR 531 (widening)	Add one lane in each direction (from 3-4 lanes)	2030

¹ Regional Centers Framework, page 11. Available at https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf

² Regional Centers Framework, page 11. Available at https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf

Category 2: Sensitive information

4415	SR 99/ Evergreen Way: 148th St SW to Airport Rd	Construct BAT lanes on Evergreen Way / Highway 99 from 148th Street SW to Airport Road.	2025
4467	SR 526 Corridor Improvements	Widening of Seaway Blvd ramp, bridge widening at Henderson Rd, restriping of the eastbound main line of SR526 to create an additional general purpose lane, and installing ramp metering of eastbound SR 526 on-ramp to northbound I-5.	2024
5427	I-5 Managed Lanes: I-405 to US 2	Convert HOV lanes to HOT lanes.	2030
5594	41st Street Rucker Avenue Freight Corridor Phase 2	Arterial and access improvements from Port of Everett to I-5 on West Marine View Drive to Rucker Avenue to 41st Street with improvements to better accommodate over-dimensional freight traffic and increasing general freight traffic.	2027
5649	164th St SE/SW	Widen 164th St SE/SW to increase vehicle capacity along the corridor and across I-5 through the addition of a BAT lane and a dedicated transit, bike and pedestrian crossing of I-5.	2035
5650	128th St SW/Airport Rd	Widen 128th St SW/Airport Road to increase vehicle capacity along the corridor and across I-5 through the addition of a BAT lane and a dedicated transit, bike and pedestrian crossing of I-5.	2036
5312	Swift BRT Green Line Extension to UW Bothell Campus	Core service or Swift Bus Rapid Transit that extends the Swift Green Line from Canyon Park to downtown Bothell and to the UW campus. Requires speed & reliability improvements, roadway widening and accessible transit stops.	2028-2031
5332	Swift BRT Gold Line - Smokey Point Corridor	Core Service or Swift Bus Rapid Transit (BRT) on N Broadway (Smokey Point corridor) from Everett Station up N Broadway, SR 529, State Ave, Smokey Pt to Arlington (SR 531). Requires speed & reliability improvements and accessible transit stops.	2029
5334	Swift BRT Silver Line - Airport Road to Cathcart Way (Everett)	Core Service or Swift Bus Rapid Transit (BRT) on Airport Rd, 128th, 132nd, Cathcart Way from SR 526 to SR 9. Requires speed & reliability improvements and accessible transit stops.	2035
5705	Swift BRT Blue Line Extension to N. 185th Street (Shoreline)	When Sound Transit's Lynnwood Link Extension opens for service in 2024, there will be a planned connection between Link and the first Swift Blue line at the N 185th Street/I-5 Link station. This connection will require extension of Swift south along Highway 99/Aurora Avenue to N 185th Street and then east along N 185th Street to Interstate 5.	2024/2025

Forecast Traffic Operations

To evaluate future roadway operations, Fehr & Peers developed a customized travel demand forecasting (TDF) model for the City. The model was developed from the regional activity-based SoundCast travel demand model developed and maintained by the Puget Sound Regional Council (PSRC). The City of Everett model was customized to include more detail within the City.

The base year of the model was updated from 2018 to 2023 by incorporating transportation network improvements that have occurred within and around the City since 2018. The model volumes were then compared to current traffic counts around the City to ensure that traffic flows were calibrated to accurately reflect current conditions in Everett and on the major regional facilities.

The future SoundCast model was evaluated to ensure that planned future capacity projects and new high capacity transit lines were incorporated into the roadway and transit networks. Then the land use information for the future analysis was updated with the City's 2044 forecast of households and employment for three different growth alternatives:

- **Alternative 1:** Assumes no significant changes to the land use designations except those actions required or anticipated in the existing comprehensive plan and other mandated or policy guidance and can be best described as a limited action alternative.
- **Alternative 2:** Illustrates concentrated pattern of growth distribution similar to the growth pattern of Alternative 1 with more intensity along Urban Corridors, in Metro Everett and in areas adjacent to Urban Corridors.
- **Alternative 3:** Designed to address middle housing and more closely aligns with the requirements of the 2023 legislation HB 1110 while acknowledging existing growth concentration patterns near transportation networks and Metro Everett.

These growth alternatives were used to forecast traffic at thirteen study intersections across the city, discussed further in the traffic operations section.

Modal Network Policies

In the following subsections, we describe modal strategies that provide the foundation for the solutions that will be developed as the next steps in this planning process. These will also serve as guidance for how Everett's multimodal transportation system should transform over time to realize the goals of this TE.

Roadway Network Policies

The inventory of the existing transportation network and analysis of operations and safety provided in the Existing Conditions Analysis provided a comprehensive review of the transportation system including relevant policies, system inventory, safety, and operations.

The City of Everett currently has an LOS D standard for allowable PM peak hour delay on corridors except at locations where the City Engineer allows for higher levels of delay in recognition of the need to balance driver experience with other considerations, such as cost, right of way, and other modes.

With this TE the roadway LOS policy will be updated to maintain LOS E on major arterials and LOS D on all other corridors in the city in the PM peak hour.

Transit Network Policies

The City of Everett does operate the fixed route transit system and thus can directly control the fixed route bus and rail operations. The City also has the ability to support transit service on its street and advocate for community transit needs with Community Transit and Sound Transit.

Improvements to transit can be categorized as:

- Increasing the frequency or the coverage of existing service,
- Improving the reliability of service,
- Maximizing rider comfort while waiting at a transit stop,
- Increasing access to transit stops and first/last mile considerations, and
- Implementing land use strategies to support Transit-Oriented Development (TOD)

Key elements of Everett's transit network include:

- **Frequent Transit Corridors and Light Rail Station Areas** : These are routes that will accommodate high frequency transit, including both bus and rail, and the planning areas around the new light rail stations.
- **Continuous Transit Service Corridors**: These are streets where the City would like to see Everett Transit, Community Transit, and Sound Transit provide continuous transit service (whether or not they do today).
- **On-Demand Service Areas**: These are areas of the City that do not have the land use to support traditional fixed route service, but where provision of on-demand

services such as neighborhood shuttles would help community needs, particularly those with fewer mobility options.

Strategies for Everett to improve service, reliability, amenities, and access for each of these components of the transit network are summarized in **Table 3**. Specific thresholds for transit service or coverage are set by Everett Transit in their Long Range Transit Plan.



Table 3. Proposed Transit Network

Policy	Performance Measure	Potential Projects/Actions
Tier 1: Frequent Transit Corridors and Light Rail Station Areas		
Support frequent and reliable service.	Strive for average travel speed along key transit routes.	Speed and reliability treatments, such as transit signal priority and queue jumps Advocate for increased service/reduced headways
Maximize rider comfort.	Stop amenities.	City investments in comfort/amenities at major stops; e.g., lighting; seating; comfortable shelters; real time transit information
Maximize rider access.	Number of people that can access stops on a low stress network.	Sidewalks/trails connecting to stops. Enhanced street crossings. Bike parking. Curb space management considerations.
Tier 2: Areas Where Regular Transit Service is Desired		
Support continuous service.	Strive for continuous service, based on hours/day and days/week; minimum headways	Advocate for continuous service
Maximize rider comfort.	Stop amenities.	City investments in comfort/amenities at major stops; e.g., lighting; seating; comfortable shelters
Maximize rider access.	Number of people that can access stops on a low stress network.	Sidewalks/trails connecting to stops. Enhanced street crossings.
Tier 3: On-Demand Service Needs		
Support flexible or on-demand service.	Percent of the city with access to flexible, on-demand, or shuttle service.	Advocate for on-demand service that meets community needs. Support on-demand service that is equitable (well publicized, accessible to people of all ages/all abilities) Partner to support affordable service.

Bicycle Network Policies

Everett's plan for the bicycle network aims to establish a comprehensive network of bicycle facilities that offer a safe, low-stress, direct, and comfortable experience for individuals of all ages and abilities. This connected network ensures access to key destinations within the community and includes extensive coverage of safe and comfortable routes, enabling most community members to travel by bicycle.

Level of Traffic Stress (LTS) is a rating given to a road segment or crossing indicating the traffic stress it imposes on bicyclists. LTS 1 is a lower stress environment suitable for cyclists of all ages and abilities while LTS 4 is high stress suitable for a very small percentage of braver cyclists.

The City's goal is to provide bicycle facilities as detailed in their Bicycle Master Plan. below. Planning and design for bicycle facilities will consider the context of adjacent motor vehicle facilities and land uses. To determine what facility type may be best suited to the context when building out the bicycle network, the city can utilize WSDOT's LTS guidance from their [WSDOT Design Manual \(October 2023\)](#). The tables in the design manual show the LTS of different bicycle treatments on roadways depending on the number of lanes, annual average daily traffic (AADT), and target speeds. The higher the number of lanes, the AADT, and the speeds, the more separated the treatment needs to be to achieve LTS 1 or LTS 2. **Table 4** is one example of these tables.

Table 4. WSDOT BLTS for Conventional Bike Lanes

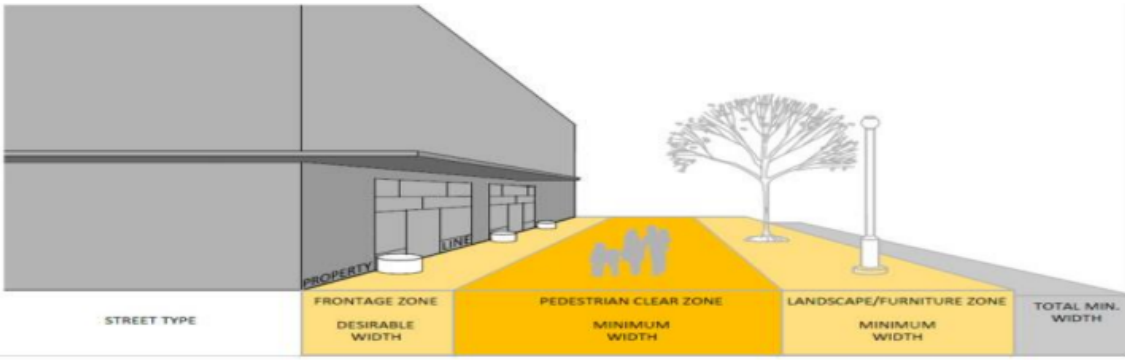
Conventional Bike Lanes (5' or greater)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	2	2	4	4	4	4
	751-1500	1	2	2	4	4	4	4
	1501-3000	1	2	2	4	4	4	4
	3000+	2	2	2	4	4	4	4
2 thru lanes per direction	0-6000	2	2	3	4	4	4	4
	>6000	3	3	3	4	4	4	4
3+ thru lanes per direction	Any ADT	3	3	4	4	4	4	4

Pedestrian Network Policies

The goal of Everett's pedestrian network is for the build-out of a connected network of pedestrian facilities that provides a safe, low stress, direct, and comfortable experience for people of all ages and abilities to access transit and travel without a vehicle.

In Everett, frontage requirements are currently based on different street types. . shows the different sidewalks widths based on street type.

Figure 1. Public Sidewalk Widths by Street Designation

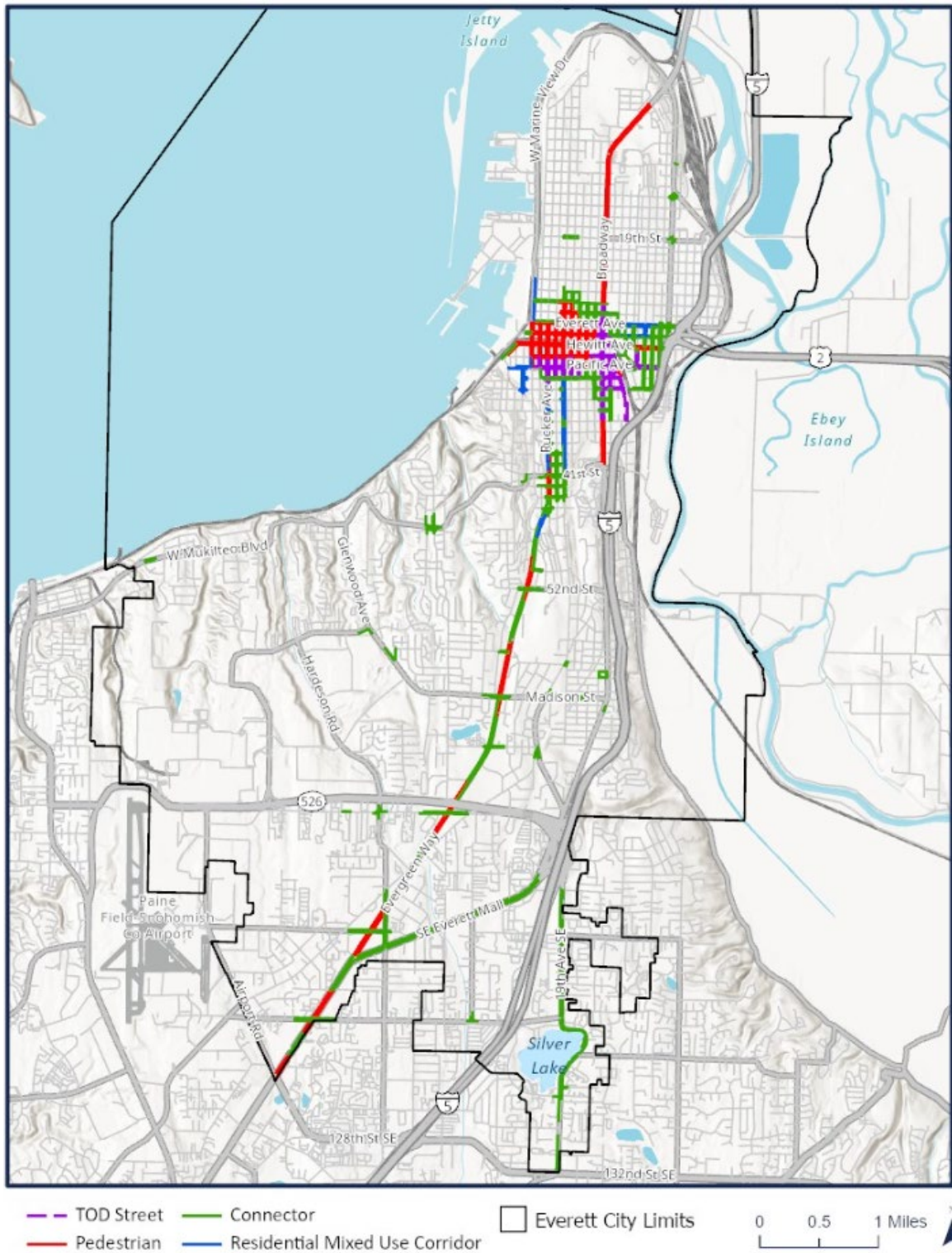


STREET TYPE	FRONTAGE ZONE DESIRABLE WIDTH	PEDESTRIAN CLEAR ZONE MINIMUM WIDTH	LANDSCAPE/FURNITURE ZONE MINIMUM WIDTH	TOTAL MIN. WIDTH
TOD	2' – 6'	8' – 10'	6' – 8' 8' desirable	16' min
Pedestrian	2' – 6'	8' minimum	6' minimum	16' min
Connector	None	6' minimum	6' minimum	12' min
Residential Mixed-Use	None	Per city engineer	4' minimum	10' min
Undesignated	None	Per city engineer	Per city engineer	6' min

See public sidewalk treatment requirements below for specific street designations

These street types are depicted in **Figure .**

Figure 2. Street Designations



The City of Everett will continue to use these requirements for their planning efforts when identifying new or enhanced pedestrian facilities.

Future Network Gaps and Needs

As the City of Everett pursues its goals as the city continues to grow, there will be various opportunities for improvements and changes to the City's existing modal networks. The following sections document transportation networks within the city, including the vehicular, transit, bicycle, and pedestrian network, and discusses ways to accommodate those networks for future growth, land-use changes, and goals of the City.

Vehicle Network

Everett's street network is comprised of a variety of roadway types, which aim to balance the needs of vehicles, pedestrians, bikes, and freight. As the City grows, these needs will continue to shift for new population changes, employment growth, and upcoming multimodal projects. To evaluate these future roadway operations, Fehr & Peers used a customized travel demand forecasting (TDF) model for the City based on the regional SoundCast travel demand mode. This model considers a more detailed look at the City of Everett, such as regional transportation investments (such as the light rail extension from Lynnwood to Everett), demographic shifts, and land use changes.

The forecasting network was set to assume an alternative future scenario in which growth was dispersed, emphasizing middle housing throughout a majority of currently zoned single family residential areas. By 2044, this scenario seeks to accommodate an increase in growth from 2020 of 69,000 people and 76,000 jobs respectively, resulting in a total of 179,000 residents and 167,000 employees within city limits. This projected growth in certain areas affects patterns of travel within the city, which may affect congestion, delay, and overall LOS.

Traffic Operations Analysis

Intersection-level delay (measured in seconds per vehicle) and level of service (LOS) are the primary measures of intersection traffic operations analysis used in this evaluation. Intersection LOS is the represents the degree of congestion at an intersection based on a calculation of average control delay per vehicle. Individual

LOS grades are assigned on a letter scale, A-F, with LOS A representing free-flow conditions with no delay and LOS F representing highly congested conditions with long delays. Like existing conditions, traffic operations analysis of 13 study intersections was completed using Synchro 12 software and the latest 6th 7th Edition Highway Capacity Manual (HCM) methodology.

The results of the study intersection operations analysis is shown in **Table 5**. Out of 13 intersections, four do not meet the City's LOS standard for average vehicle delay. As two of those locations already exceeded the standard under existing conditions and the delay did not worsen under the Alternative, only two are considered to have an impact.

Three of the failing locations are along 19th Avenue SE, while the intersection of Evergreen Way and Airport Road is the crossroads of two major arterials at the south end of the City.

Table 5. Intersection Analysis Results

Intersection	LOS Standard	2023 Existing		2044 Alternative 3	
		LOS	Delay (sec)	LOS	Delay (sec)
Broadway and Everett Avenue	E	F	115	D	43
Rucker Avenue and Pacific Avenue	E	C	35	D	36
Broadway and Pacific Avenue	E	C	32	D	54
41st Street and Rucker Avenue	E	D	43	D	37
41st Street and Colby Avenue	E	D	48	E	56
Evergreen Way and Madison Street	E	C	28	D	36
Seaway Boulevard and 75 th Street SW	E	C	21	C	22
Evergreen Way and E Casino Road	E	C	28	D	39
19th Avenue SE and 100th St SE	D	F	209	F	84
Evergreen Way and SE Everett Mall Way	E	B	19	C	23
19 th Avenue SE and 110 th Street SE	D	D	44	F	232
19 th Avenue SE and 112 th Street SE	D	C	32	F	96
Evergreen Way and Airport Road	E	F	137	F	82

Note: **Bold** values indicate locations that exceed the facility level of service standard.

Recommended Intersection Mitigations

The following are the recommended mitigations at the four locations that do not meet their respective LOS standards under the proposed land use alternative described above.

- 19th Avenue SE and 100th Street SE – optimize the signal timing, add a northbound right turn pocket, and add a westbound left turn pocket which will bring the intersection to LOS D with an average delay of 51 seconds, which is less than Alternative 1.
- 19th Avenue SE and 110th Street SE – optimize the signal timing and add a southbound through lane which will bring the intersection to LOS D with an average delay of 45 seconds, which is less than the Alternative 1.
- 19th Avenue SE and 112th Street SE – optimize the signal timing and add a southbound through lane which would bring this location to LOS C with an average delay of 33 seconds, which is less than Alternative 1.
- Evergreen Way and Airport Road – optimize the signal timing which would bring this location to LOS D with an average delay of 43 seconds, which is less than Alternative 1.

Freight Network

Everett's freight network is intended to guide roadway planning and direct heavy vehicles to specific roadways in the City. While WSDOT maintains the FGTS network designations, the City should work with WSDOT staff to update the following:

- Seaway Blvd between 75th St SE and SR 526 is listed as T-2 but should be T-1 (per 2023 class count collected by Everett)
- Madison St between Glenwood Ave and Evergreen Way is listed as T-3 but should be T-2 (per 2023 class count collected by Everett)
- 112th St SE between Median (west City Limit) and 19th Ave SE is listed as T-3 but should be T-1 (per 2023 class count collected by Everett)

Transit Network

As noted earlier, the City of Everett does currently operate the local transit system and thus can directly control the fixed route bus and rail operations. This Everett Transit Long Range Plan should be referenced for transit service and coverage

standards and planned improvements. The City can also support transit service on its streets and advocate for community transit needs with Community Transit and Sound Transit.

Transit Bottleneck Improvements

The corridors with the highest current transit ridership are among the highest volume roadways. These include Evergreen Way and Airport Road that serve the Swift Blue and Green lines.

While roadway congestion is typically an issue for all modes, the increased travel time for transit riders can pose a barrier to attracting new riders; this reinforces the congestion issues that are associated with an overdependence on private automobile travel. In some cases, operational improvements can be made to reduce transit delay, such as traffic signals with queue bypass functions, or dedicated lanes for buses such as the BAT lanes on Evergreen Way.

Alternative Transit Services

There are large areas of Everett that are not served by Everett Transit or Community Transit's fixed route service. These tend to be lower density residential neighborhoods where that may not have the density or potential ridership needed to support a fixed route bus service. In these areas alternative transit services such as on-demand service organized through an app or small circulator shuttles that pick up and drop off at key destinations can help to fill the gap in transit service. Metro Flex is an on-demand service currently operating in King County that could be a model for this type of service in Everett.

Transit Amenities

Many of the transit stops in the city could benefit from new or improved amenities such as benches, shelters, and lighting. Improving these amenities can increase rider comfort while waiting for the bus, potentially increasing ridership. Updating amenities is also an opportunity for Everett to partner with Community Transit and Sound Transit, as they are usually located in the City's right-of-way and funding could be split between the agencies if appropriate.

Access to Transit and First/Last Mile Connections

Increasing access to transit involves building out the bicycle and pedestrian networks, including sidewalks, bike facilities, and crossings, to provide complete and safe infrastructure for all residents, regardless of age or ability, to get to transit stops. Often these access improvements are focused on the areas directly around transit stops to provide safe and comfortable connections from a traveler's starting point to their boarding transit stop, and from their alighting transit stop to their destination. This is also a key consideration in the planning efforts around the new light rail stations. These first/last mile connection improvements remove barriers that could prevent travelers from taking transit.

Transit Oriented Development

Transit Oriented Development (TOD) is a set of land use strategies to support transit use and access, especially around major stations or transit centers. These strategies support planning and design decisions by Everett Transit, private development, and the City to create the conditions around each station that will allow TOD to thrive and enable the city to achieve its land use vision. Some example of TOD strategies include encouraging more dense retail and residential development around a transit station, smaller block sizes, provisions for affordable housing, and building infrastructure to encourage non-auto travel modes.

Bicycle Network

Gaps and Needs

Everett's bicycle network is connected, but primarily comprised of striped bike lanes on arterial and collector roads. Everett has been expanding its bicycle facilities, although gaps remain. Some key facilities that have been identified for bicycle connections include Lombard Avenue, Hoyt Avenue, Grand Avenue, Colby Avenue, and Larimer Road.

As the city plans for additional bikeways that are accessible for riders of all ages and abilities, it will be important to plan for future trail crossings of major streets. It will also be important to consider how low-traffic-volume streets could be enhanced for bicyclists.

Pedestrian Network

Gaps and Needs

In the city, most major arterials and secondary arterials have sidewalks. However, sections of some arterials like Seaway Boulevard, Mukilteo Boulevard, and Broadway are missing sidewalks on one or both sides of the roadway. Sidewalks are generally present on both sides of the street in commercial and residential areas in the north end of the city, but the south end of the city has a sparser sidewalk network, particularly along residential local access roads. Even where sidewalks are present, they are not always wide enough to accommodate passing another person comfortably or provide a buffer from fast-moving traffic.

Understanding where sidewalk conditions are insufficient and where safe crossings are located is critical for creating a more accessible transportation system for vulnerable communities. As the project moves forward, we will be considering places where access to walking opportunities is hindered by difficulty crossing major roadways.

Concurrency Code Edits

Memo

Date: February 5, 2025
To: City of Everett
From: Kendra Breiland & Udit Khandelwal, Fehr & Peers
Subject: Summary of edits to Chapter 19.51 of the Everett Municipal Code

Chapter 19.51 of the City of Everett's Municipal Code (EMC), Transportation Mitigation, enables the city to study the transportation impacts of proposed projects and identify mitigation measures or alternatives to avoid significant impacts to the environment and/or the transportation system.

In 2023, the Washington State legislature passed House Bill (HB) 1181, subtitled "*Improving the state's response to climate change by updating the state's planning framework*". A part of this sweeping bill is focused on requiring local jurisdictions to update their transportation mitigation policies away from an auto-focused approach towards improving the capacity and/or the level of service (LOS) of non-motorized and transit options too. Two other bills, HB 1337 and HB 1331, made changes to the calculation of impact fees for certain developments.

The following additions are proposed to Chapter 19.51 to maintain compliance with the laws mentioned above, along with a few clarifications to improve the specificity of the instructions **(refer to the attached, marked-up version of the Chapter with this memo)**:

1. Section 19.51.020: Clarified that Table 1 refers to vehicle trips. Also, we added a comment confirming that the City wishes to exempt projects generating fewer than 10 daily trips from impact fees. Since this would potentially result in a substantial loss in impact fee revenue, this is not recommended.
2. Section 19.51.040: Clarification that this refers to vehicle trips; also added language to allow for alternative professional organizations to be considered.
3. Section 19.51.050: Inserted a comment asking whether the City would like to add any sort of sunset clause for transportation analysis related to entitlements.
4. Section 19.51.070: Clarification that this refers to vehicle trips.



5. Section 19.51.070.B: An updated definition for the Horizon Year is proposed that replaces the calculus for determining the year in lieu of a case-by-case approach by the city traffic engineer.
6. Section 19.51.070.C: We added a comment that a background growth factor of 1-2% may be more realistic than the existing 4%.
7. Section 19.51.070: Point D is split into two, with a dedicated new point that accounts for "non-automobile impacts" in cases where the predominant traffic is not automobile.
8. Section 19.51.070.D: The minimum threshold of fifty new generated peak-hour trips is removed to avoid underestimation of the impact of projects not meeting the threshold.
9. Section 19.51.080.B: Walk, bike, and transit options are included as part of transportation demand management (TDM) suggestions, here and in subsequent locations in the document.
10. Section 19.51.080.B: Inserted a comment asking about the basis for bringing vehicle trips below 75% of the ITE rate.
11. Section 19.51.090.C: Clarification that it be established that improvements are not feasible if impact mitigation cannot be achieved by the horizon year.
12. Section 19.51.090.G: clarified that Table 2 refers to vehicle trips.
13. Section 19.51.090.G: Inserted a comment asking about the determination of a "fair share" in Table 2.
14. Section 19.51.100.B: Subtraction of existing peak hour traffic volume is moved from current LOS D or better to current LOS E or F.
15. Section 19.51.100.D: Update the traffic mitigation fee (TIF) program to align with the new Transportation Element and corresponding project list. Furthermore, per HB 1337, TIF rates need to vary by housing type.
16. Section 19.51.140: Suggestion to update the nonrefundable administration fee, and also to update the start year of annual fee adjustment.
17. Section 19.51.145: Inserted a comment to note that the difference in 100% and 80% exemption in points A and B is not clear.
18. Section 19.51.145.B: A fee exemption is added for early learning centers.
19. Section 19.51.180: Inserted a comment to confirm whether the definition of "core areas" is up to date.

Project Prioritization Score Table

Draft Project List											
Project Title	Project Description	Mode	Location / Termini	Estimated Cost	Project ID	Total Score	STBG Score	SS4A Score	SRTS Score	HSIP Score	CMAQ Score
36th Street bicycle facility	Connection to Bike Sidewalk Path in BMP - Signed route	Bicycle	Hoyt Avenue to Smith Avenue	17,000	CEF-E	12	9	6	7	4	8
Dogwood Dr/Beverly Ln bicycle facility	Connection Between Existing Facilities in BMP - Signed Route	Bicycle		4,242,000	CEF-H1	13	10	7	8	5	8
Beverly Lane Bicycle Facility	Add a bicycle facility to the existing roadway.	Bicycle		23,000	CEF-H2	11	8	5	7	4	7
	Add a Trail, CEF project in BMP										
Lowell Riverfront Trail		Trail		200,000	CEF-J	7	6	5	4	3	5
Madison St Connector bicycle facility	Add a Bicycle Lane to the existing roadway, CEF project in BMP	Bicycle	Berkshire to Broadway	85,000	CEF-K	11	8	7	8	5	6
Mukilteo Blvd Connector bicycle facility	Add a Bicycle Lane to the existing roadway, CEF project in BMP	Bicycle	Dogwood to Elm St	226,000	CEF-L	11	8	7	8	5	6
Summit Avenue connection facility	Add a bicycle lane to the existing roadway, Connection between existing facilities in BMP	Bicycle		30,000	CEF-P	7	5	5	6	3	4
	Add a bicycle facility to the existing roadway										
Chestnut Street bicycle facility		Bicycle	18th to 26th	532,347	FPB-01	8	7	5	6	4	4
Everett Avenue Bicycle Facility	Add a bicycle facility	Bicycle	I-5 off ramp to E Grand Ave	75,424	FPB-02	8	7	4	5	3	5
	Create a new trail along the river through the Riverside Business Park.										
Riverside Business Park Ped trail 8th to 16th		Trail	8th to 16th	700,000	FPB-03	10	8	5	6	3	6
Smith Island Bike/Ped improvements	Improve safety and connectivity for pedestrians and cyclists	Trail	34th and 35th from Ross along 529	1,000,000	FPB-04	6	5	5	4	3	5
Henry Jackson Park Pedestrian Bridge	Pedestrian Bridge	Trail		2,700,000	FPB-06	7	5	4	5	2	4
3rd Avenue SE Street Improvements	Create a new non-motorized connection only	Trail	92nd Street SE to 95th Street SE	82,000	FPB-07	7	6	9	4	2	4
Hewitt Avenue/Chestnut Street/Riverfront Blvd bicycle connection	Create a bicycle facility along these routes to connect the planned California Street facilities to the Riverfront.	Bicycle	Hewitt to Riverfront Blvd	124,000	FPB-09	7	6	10	5	3	4
Smith AvenueSidewalk	Add a Sidewalk to the existing roadway, Tier 2 project in BMP	Pedestrian		438,000	FPP-02	10	7	5	6	3	7

19th Avenue/100th Street SE Concurrency Project	This project currently fails LOS standards at 19th Ave and 100th St SE. Optimize the signal timing and add a northbound right turn pocket and westbound left turn pocket to reduce delay.	Roadway - Concurrency	19th and 100th Intersection	4,000,000	FPR-01	5	4	3	2	2	2
19th Avenue/110th Street SE Concurrency Project	This project currently fails LOS standards at 19th Ave and 110th St SE. Optimize the signal timing and add a southbound through lane to reduce delay. Coordinate with changes at 19th Ave/112th Street SE.	Roadway - Concurrency	19th and 110th Intersection	4,000,000	FPR-02	5	4	3	2	2	2
19th Avenue/112th Street SE Concurrency Project	This intersection currently fails LOS standards at 19th Ave and 112th St SE. Optimize the signal timing and add a southbound through lane to reduce delay. Coordinate with changes at 19th Ave/110th Street SE.	Roadway - Concurrency	19th and 112th Intersection	4,000,000	FPR-03	4	3	2	1	1	2
Evergreen Corridor Rebuild	Rebuild Evergreen Way to meet city standards, update access control, construct BAT lanes, and build bicycle facilities (T3-K) and sidewalks	Roadway	Airport Rd to 41st Ave	20,250,000	FPR-04	13	10	15	6	5	7
SR 529 Smith Island Safety: Grade Crossings Elimination and Highway Connections Project	Reconfigure the SR 529 Smith Island Interchange. The project will create a new overpass over the BNSF mainline, close the existing crossings at 36th Place NE and 32nd Ave NE, and build a new integrated roundabout.	Roadway	SR 529 Smith Island Interchange	3,500,000	FPR-05	4	3	6	0	0	2
Interurban Trail Bike/Ped Path Improvements	Improve safety and connectivity for pedestrians and cyclists. No specific location has been identified for this area.	Trail	Unspecified	500,000	NA	5	4	5	4	3	4
W. Marine View Dr. & Alverson Blvd. Ped Safety	Fill in sidewalk gaps to improve connectivity and pedestrian safety	Pedestrian		1,000,000	P04	4	3	2	4	2	2
Casino Road & 5th Avenue W Pedestrian Safety	At the traffic signal, install accessible pedestrian pushbuttons, flashing yellow left turn phasing that operates in red when a pedestrian presses the pushbutton, fiber, and cameras. Install lighting.	Pedestrian	Evergreen Way to 5th Ave	1,126,700	P07	11	8	6	7	4	7
East Grand Walkway Connection	Improve safety and connectivity for pedestrians	Pedestrian	Everett Ave to I-5 Ramp	850,000	P09	7	5	5	6	3	4
N. Broadway Pedestrian Bridge	Pedestrian Bridge	Pedestrian		12,400,000	P12	11	8	5	6	3	7
Pigeon Creek No. 1/BNSF Crossing	Improve safety and connectivity for pedestrians	Pedestrian		925,000	P15	6	4	4	4	2	5

Silver Lake Road-121st St. SE Ped. Improv.	Improve safety and connectivity for pedestrians	Pedestrian		1,600,000	P16	7	5	5	5	3	5
West/East Marine View Drive Pedestrian Improvements	Improve safety and connectivity for pedestrians	Pedestrian		500,000	P19	11	9	7	8	5	6
100th Street SW Improvements	This project will include improved roadway, bike lanes (BMP CEF-A1, CEF-A2), sidewalks and transit stops along both sides of this arterial corridor between the Paine Field MIC and two lines of the Swift Bus Rapid Transit system to enhance transit and non-motorized access.	Roadway	4th Ave. W. to Airport Way	5,760,000	R03	10	8	18	6	5	6
Broadway Corridor Improvements	Widen to 3 lanes with bike lanes, sidewalks, new bridge. Transit signal priority.	Roadway	SR 526 to 37th St (website)	13,250,000	R04	11	9	8	6	5	7
41st Street Rucker Avenue Freight Corridor Phase 2	Arterial and access improvements from Port of Everett to I-5 on West Marine View Drive to Rucker Avenue to 41st Street with improvements to better accommodate over-dimensional freight traffic and increasing general freight traffic.	Roadway	W Marine View Dr to 41st St / Rucker Ave	0	R05	8	5	4	3	2	5
I-5 @ 100th and Everett Mall: South Everett Interchange Improvements	Construct a new crossing under I-5 at 100th St SE and provide NB and SB HOV access to South Everett Freeway Station. This involves an arterial under I-5 then surface on W side of I-5. The improvements extend up to 7th Ave SE	Roadway	SR 527 to 7th Ave along 100th	10,740,400	R06	6	4	8	3	2	3
SE Everett Mall Way Corridor	Upgrades to improve safety and reduce congestion	Roadway	SR 99 to SR 526 (pg 22)	1,000,000	R13	7	5	5	4	3	3
Mukilteo Blvd. Safety Improvements	Safety improvements	Roadway	Friday Avenue to city limits (pg 24)	3,300,000	R14	6	4	4	4	3	3
Lenora St./BNSF Rail Line Overcrossing	Upgrades to improve safety and reduce congestion	Roadway	Lenora St. & Lowell Sno. River Rd (pg 35)	1,800,000	R20	4	2	3	2	1	2
East Everett Ave./ BNSF Overcrossing	Upgrades to improve safety and reduce congestion	Roadway	East Grand Ave. to Railway Ave. (pg 36)	7,000,000	R21	3	1	3	2	1	1
37th Street improvements and traffic signal	Channelization and signal improvements	Roadway	Rucker Avenue to Wetmore Ave. (pg 39)	500,000	R22	6	4	4	2	1	4

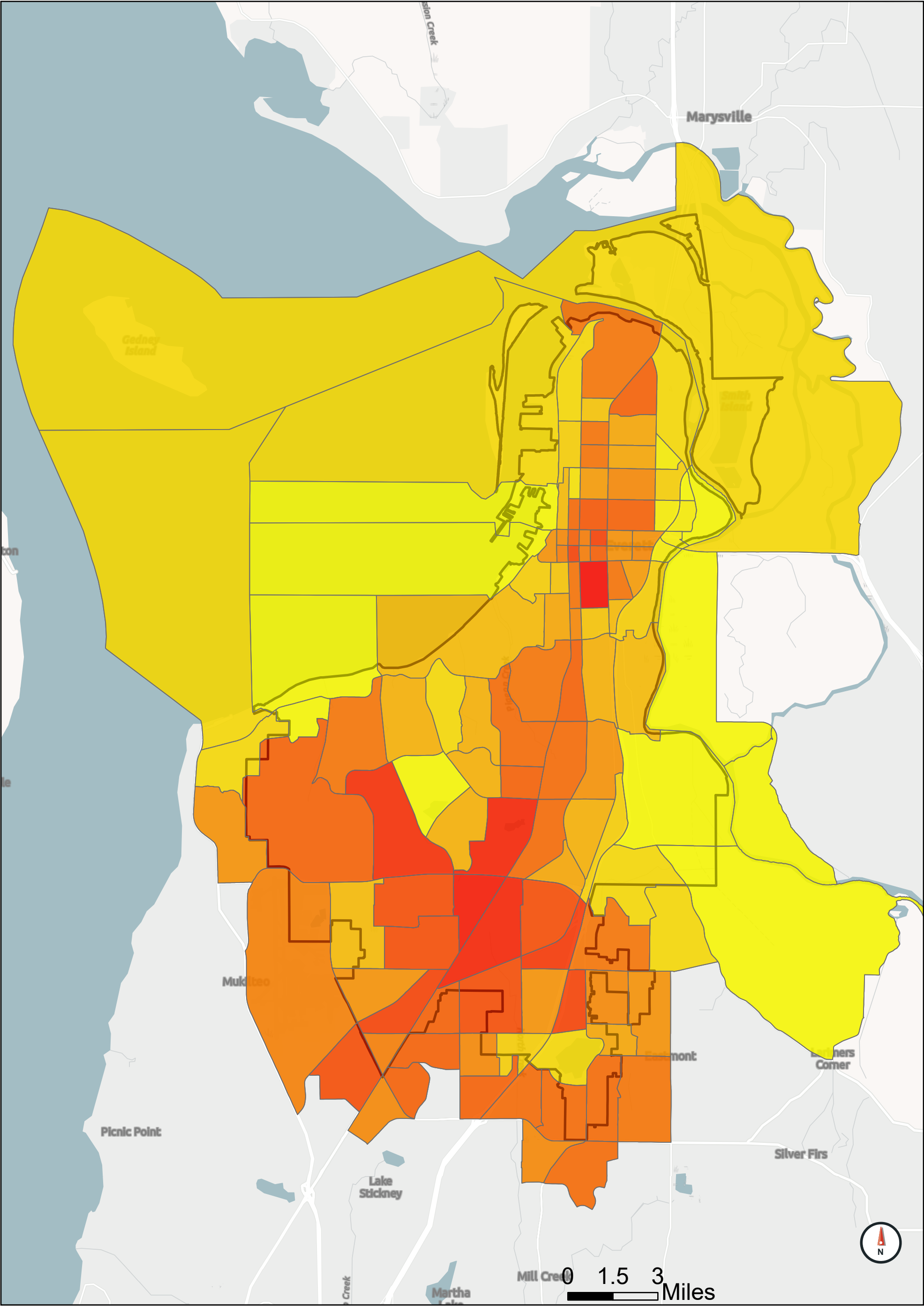
3rd Avenue SE Street Improvements	Create a new roadway connection	Roadway	92nd Street SE to 95th Street SE (pg 41)	675,000	R23	4	2	3	2	1	2
Upper & Lower Ridge Road Street Improvements	Upgrades to improve safety and reduce congestion	Roadway	74th Street to 78th Street (pg 42)	300,000	R24	4	2	3	2	1	2
41st St at Colby Ave	Intersection upgrades to improve safety and reduce congestion	Roadway	41st St at Colby Ave	3,000,000	R27	7	4	5	4	3	3
Broadway at Marine View Drive Intersection Improvements	Upgrades to improve safety and reduce congestion	Roadway		2,000,000	R28	5	3	3	2	1	3
Chestnut St. /Eclipse Mill Rd. Improvements	Intersection upgrades to improve safety and reduce congestion	Roadway		3,350,000	R30	4	2	3	2	1	2
NB Everett Mall Way to SB I-5 Onramp	Upgrades to improve safety and reduce congestion	Roadway	Everett Mall Way to southbound I-5 (TIP pg 7)	3,500,000	R33	4	2	3	2	1	2
100th Street SE Improvements (7th Ave to Evergreen)	Extend 100th Street to connect the roadway from it's current end at 7th Avenue SE west to Evergreen Way where it restarts as 100th Street SW	Roadway	7th Avenue SE to Evergreen Way (pg 33)	1,000,000	R44	5	3	3	2	1	3
Airport Road at Evergreen Way Concurrency Project	This project currently fails LOS standards. Optimize the signal timing to reduce delay.	Roadway - Concurrency		1,000,000	R46	9	6	5	4	3	5
Swift BRT Gold Line - Smokey Point Corridor	Core Service or Swift Bus Rapid Transit (BRT) on N Broadway (Smokey Point corridor) from Everett Station up N Broadway, SR 529, State Ave, Smokey Pt to Arlington (SR 531). Requires speed & reliability improvements and accessible transit stops.	Transit	Citywide alignment	65,689,325	T1	9	6	5	4	2	5
35th Street bicycle facility	New Bike boulevard, Tier 1 project in BMP	Bicycle		42,000	T1-A1	10	8	6	7	4	6
California Street bicycle facility	Add a bicycle lane to the existing roadway, Tier 1 project in BMP	Bicycle		9,000,000	T1-C1	13	10	7	8	5	8
Federal Ave (North) bicycle facility	Add a Bike Boulevard to the existing roadway, Tier 1 project in BMP	Bicycle		80,707	T1-F1	9	7	6	7	4	5
Elk Hill Dr Trail and Overpass	Add a Trail, Tier 1 project in BMP	Trail		190,200	T1-F2	9	7	5	6	3	5
46th St SE bicycle facility	Add a Bike Boulevard to the existing roadway, Tier 1 project in BMP	Bicycle		7,849	T1-F6	8	6	5	6	3	5
College Ave (North) bicycle facility	Add a Bike Boulevard to the existing roadway, Tier 1 project in BMP	Bicycle		39,026	T1-F7	10	8	5	6	3	6
52nd St SE bicycle facility	Add a Bike Boulevard to the existing roadway, Tier 1 project in BMP	Bicycle		9,648	T1-F9	9	7	6	7	4	5

Lombard Avenue bicycle facility North	Add a bicycle boulevard. to the existing roadway. Tier 1 project in BMP	Bicycle	10th to 26th	192,102	T1-H2	10	7	6	7	4	6
26th Street bicycle facility	Add a bicycle lane to the existing roadway, Tier 1 project in BMP	Bicycle		49,595	T1-H3	11	8	7	8	5	6
Oakes Avenue bicycle facility (26th - Everett)	Add a bicycle boulevard to the existing roadway. Tier 1 project in BMP	Bicycle	26th to Everett	15,600	T1-H4	11	8	6	7	4	7
Oakes Avenue bicycle facility (Pacific - 32nd)	Add a bicycle lane to the existing roadway, Tier 1 project in BMP	Bicycle	Pacific Ave to 32nd	71,430	T1-H6	13	10	7	8	5	8
32nd Street bicycle facility	Add a bicycle lane to the existing roadway, Tier 1 project in BMP	Bicycle		144,000	T1-H7	11	8	6	7	4	7
Lombard Avenue bicycle facility South	Add a bicycle boulevard. to the existing roadway. Tier 1 project in BMP	Bicycle	32nd to 36th	279,861	T1-H8	11	8	6	7	4	7
Fulton St bicycle facility (South)	Add a Bike Boulevard to the existing roadway, Tier 1 project in BMP	Bicycle		23,000	T1-J3	12	9	6	7	4	8
Fulton St 2 bicycle facility (North)	Add a Bike Boulevard to the existing roadway, Tier 1 project in BMP	Bicycle		22,000	T1-J4	10	7	5	6	3	7
23rd Street bicycle facility	Add a bicycle boulevard. to the existing roadway. Tier 1 project in BMP	Bicycle		41,000	T1-Q	11	9	7	8	5	6
Summit Avenue bicycle facility	Add a signed bicycle route to the existing roadway, Tier 1 project in BMP	Bicycle		47,000	T1-R	7	5	5	6	3	4
Harrison Avenue bicycle facility	Add a bicycle facility to the existing roadway, Tier 1 project in BMP	Bicycle		47,000	T1-S	9	7	6	7	4	5
Smith Avenue bicycle facility	Add a bicycle boulevard. to the existing roadway. Tier 1 project in BMP	Bicycle		45,000	T1-T	12	9	6	7	4	8
Wall Street bicycle facility	Add a bicycle boulevard. to the existing roadway. Tier 1 project in BMP	Bicycle		23,715	T1-V	12	9	6	7	4	8
Kasch Park Road bicycle facility	Add a bicycle lane to the existing roadway, Tier 1 project in BMP	Bicycle	Airport Rd to end	35,000	T1-W	9	7	5	6	3	6
Riverside Business Park Trail Pacific to 16th	Add a Trail, Tier 1 project in BMP	Trail	Pacific Ave to 16th	125,000	T1-Z	9	7	5	6	3	5
Sievers-ducy Boulevard bicycle facility	Add a bicycle lane to the existing roadway, Tier 2 project in BMP	Bicycle		132,000	T2-A	10	8	7	7	5	6
12th Street bicycle facility	Add a bicycle lane to the existing roadway, Tier 2 project in BMP	Bicycle		56,000	T2-B	11	9	7	8	5	6
Railway Avenue bicycle facility	Add a bicycle boulevard to the existing roadway. Tier 2 project in BMP	Bicycle		127,000	T2-DD	10	8	6	7	4	6
Poplar Street/Baker Ave bicycle facility	Add a bicycle boulevard to the existing roadway. Tier 2 project in BMP	Bicycle		31,000	T2-E	12	9	6	7	4	8
Brookridge Boulevard bicycle facility	Add a bicycle lane to the existing roadway, Tier 2 project in BMP	Bicycle		27,000	T2-F	8	6	5	6	3	5
10th Street bicycle facility	Add a bicycle lane to the existing roadway, Tier 2 project in BMP	Bicycle		685,000	T2-G	10	7	6	7	4	6
Japanese Gulch Trail	Add a trail, Tier 2 project in BMP	Trail	W Mukilteo Blvd to 526	1,800,000	T2-H	4	3	3	3	2	3

Larimer Road bicycle facility	Add a bicycle lane to the existing roadway, Tier 2 project in BMP	Bicycle		6,110,000	T2-J	10	8	6	7	4	6
Grand Avenue bicycle facility (Alverson - 35th)	Add a bicycle boulevard. to the existing roadway, Tier 2 project in BMP	Bicycle	Alverson to 35th	26,000	T2-K	11	8	6	7	4	7
Pigeon Creek Road bicycle facility	Add a bicycle boulevard to the existing roadway, Tier 2 project in BMP. Improve safety and connectivity for pedestrians and cyclists	Bicycle		6,275,000	T2-L	8	6	5	6	3	5
SW 75th Street bicycle facility	Add a trail, Tier 2 project in BMP	Trail		17,000	T2-N	8	6	5	6	4	4
Norton Ave bicycle facility	Add a Bicycle Lane to the existing roadway, Tier 2 project in BMP	Bicycle		86,000	T2-Q	10	8	7	8	5	5
Grand Avenue bicycle facility (Norton-43rd)	Add a bicycle boulevard. to the existing roadway, Tier 2 project in BMP	Bicycle	Norton to 43rd	65,490	T2-R	8	6	5	6	3	5
43rd St SE bicycle facility	Add a Bike Boulevard to the existing roadway, Tier 2 project in BMP	Bicycle		86,000	T2-S	10	8	6	7	4	6
E Casino Road bicycle facility	Add a bicycle lane to the existing roadway, Tier 2 project in BMP	Bicycle		38,000	T2-T	12	10	7	8	5	7
SE 75th Street to Hamlet-Gold Trail	Add a bicycle boulevard to the existing roadway, Tier 2 project in BMP	Bicycle	Broadway to Hamlet-Gold Trail	90,799	T2-V	9	8	6	6	4	6
Japanese Gulch Trail Connector	Add a trail connection to the proposed Japanese Gulch Trail from Seawall	Trail	Seawall to Japanese Gulch Trail	500,000	T2-W	5	4	5	4	3	4
Hamlet-Gold Trail	Add a trail, Tier 2 project in BMP	Trail	Hamlet and 81st to Gold	900,000	T2-X	4	3	3	3	2	3
Oakes Avenue bicycle facility (Everett - Pacific)	Add a bike boulevard facility to the existing roadway, Tier 2 project in BMP	Bicycle	Everett to Pacific	242,000	T2-Y	12	9	7	8	5	7
Swift BRT Silver Line - Airport Road to Cathcart Way (Everett)	Core Service or Swift Bus Rapid Transit (BRT) on Airport Rd, 128th, 132nd, Cathcart Way from SR 526 to SR 9. Requires speed & reliability improvements and accessible transit stops.	Transit	Citywide alignment	46,255,119	T3	10	7	5	4	2	5
S 2nd Avenue bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 project in BMP	Bicycle		25,000	T3-A	11	9	7	8	5	6
S 3rd Avenue bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 project in BMP	Bicycle		25,000	T3-B	11	9	7	8	5	6
Ross Avenue bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 project in BMP	Bicycle		34,000	T3-C	6	4	5	5	3	4
Silver Lake Road bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 project in BMP	Bicycle		28,000	T3-E	10	8	7	7	5	6
Colby Avenue bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 project in BMP	Bicycle		4,653,000	T3-F	9	7	5	6	3	6

25th Street bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 project in BMP	Bicycle		23,000	T3-G	8	6	5	6	3	5
Mukilteo Lane bicycle facility	Add a bicycle lane to the existing roadway along Mukilteo Lane from 1st Street to W Mukilteo boulevard, Tier 3 project in BMP.	Bicycle	Mukilteo Blvd to City limits	26,000	T3-H	5	4	5	4	3	4
Olympic Boulevard bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 project in VMP	Bicycle		31,000	T3-I	10	7	7	7	5	6
Beverly Boulevard bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 project in BMP	Bicycle		2,464,000	T3-J	10	8	7	8	5	5
Kasch Park Trail	Add a trail to Kasch Park from W 18th Ave	Trail		516,000	T3-M	9	7	5	6	3	5
W 18th Avenue bicycle facility	Add a shared route to the existing roadway, Tier 3 project in BMP	Bicycle		23,000	T3-N	8	6	5	6	3	5
Pecks Drive bicycle facility	Add a Shared Route to the existing roadway, Tier 3 project in BMP	Bicycle		23,000	T3-O	9	7	6	7	4	5
41st St trail (Smith Avenue - Riverfront Trail)	Add a Trail, Tier 3 project in BMP	Trail	West of Smith Avenue to Riverfront Trail	1,200,000	T3-P	7	6	5	4	3	5
Seaway Boulevard bicycle facility	Add a bicycle lane to the existing roadway, Tier 3 in BMP	Bicycle		1,520,420	T3-D	5	4	5	4	3	4

Modeling Outputs Maps



Legend

Everett_TAZs

Origin

55.00 - 1593

1594 - 3465

3466 - 5443

5444 - 8586

8587 - 12170

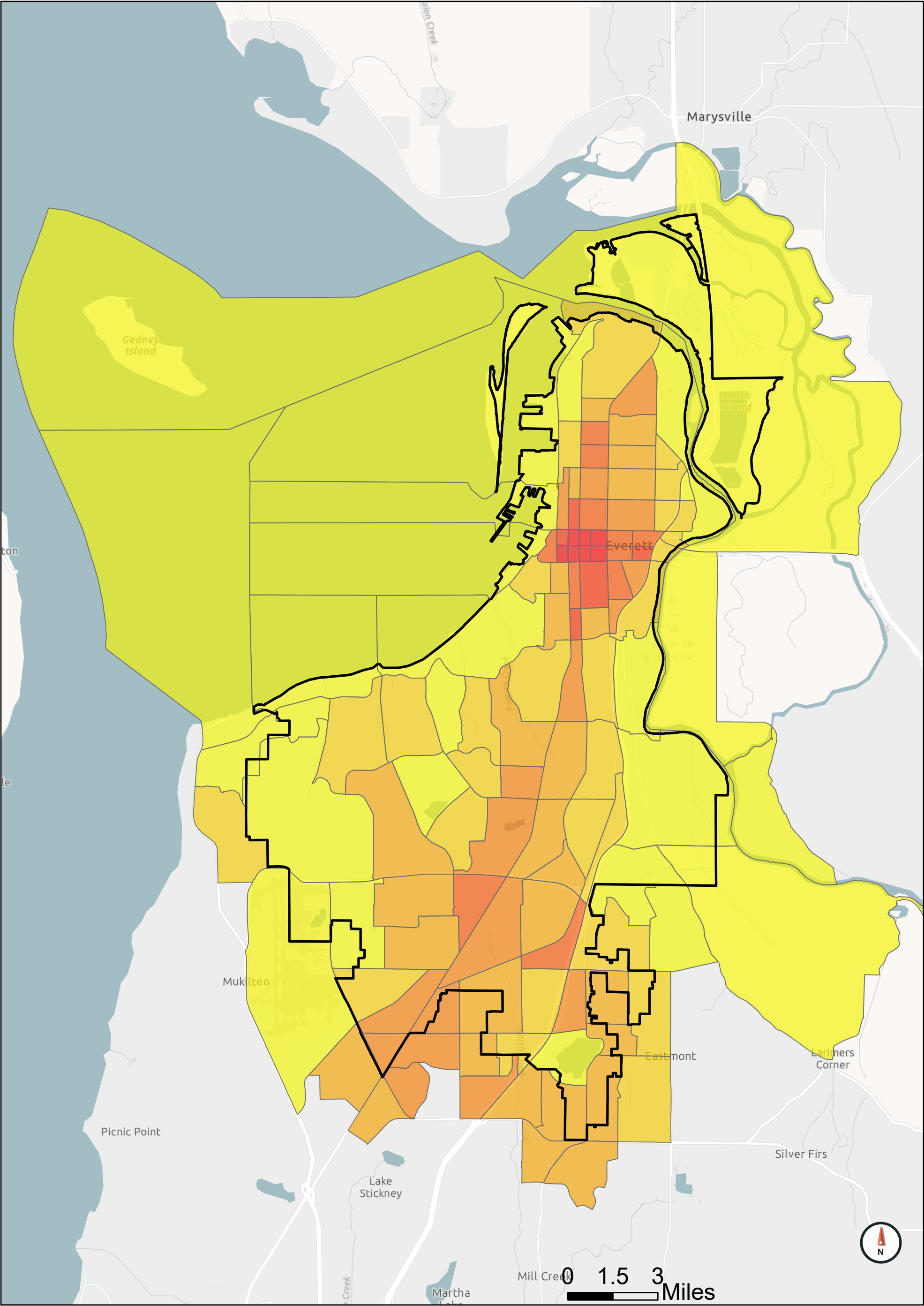
12180 - 16290

16300 - 31920

City_Boundary

Everett TE Forecast Model Origin Trips

12/27/2024 Draft for Review



Legend

City_Boundary

Origin Trips / Square Mile

49.94 - 8881

8882 - 18720

18730 - 34700

34710 - 61640

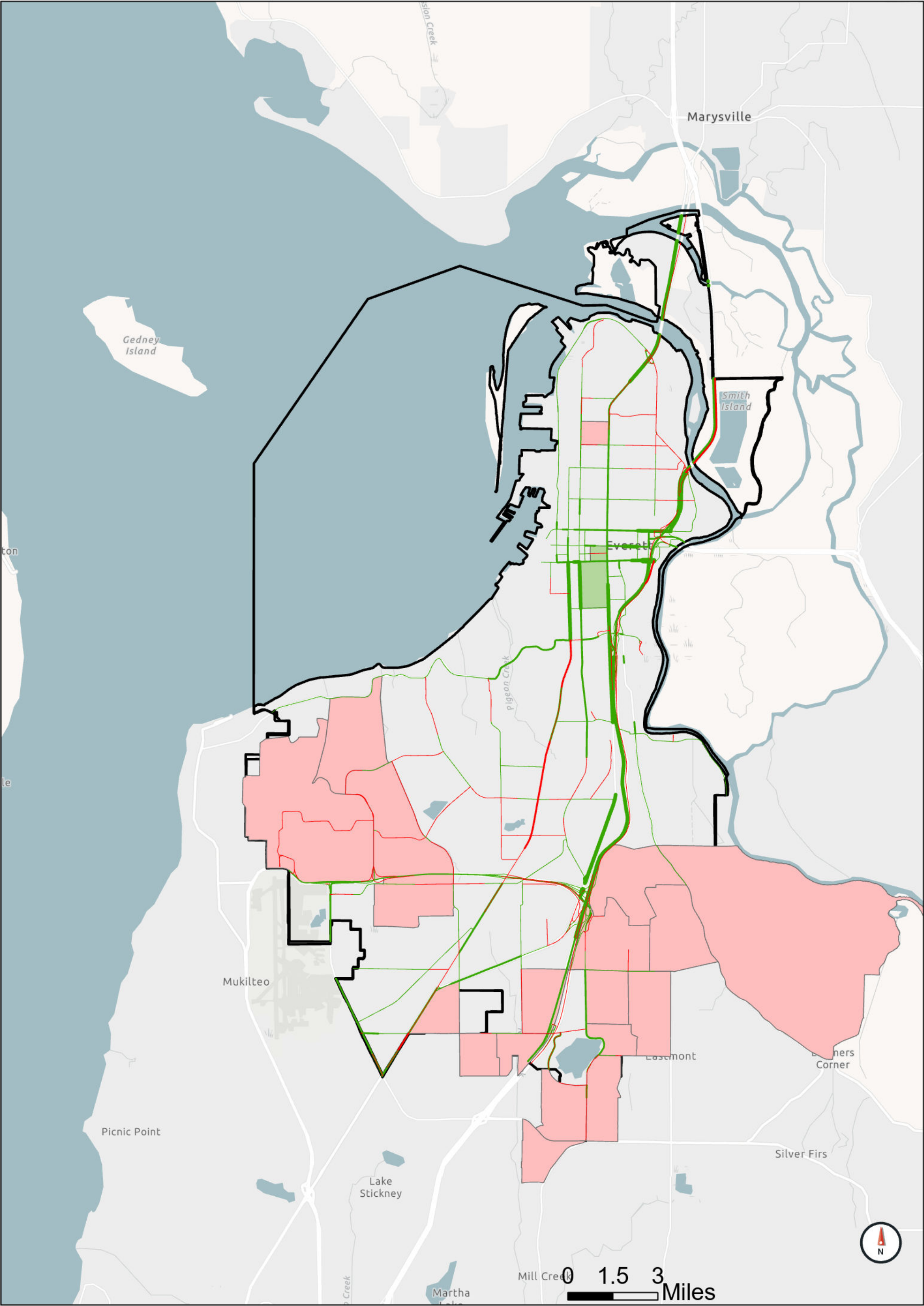
61650 - 96370

96380 - 148700

148800 - 348400

Everett TE Forecast Model Origin Trips

12/27/2024 Draft for Review



Everett TE Forecast Model Change in Trips from 2050 to 2022 in Nodes and TAZs



City Council Agenda Item Cover Sheet

Project title: Everett 2044 Periodic Update – Development Regulations

Council Bill # *interoffice use*

CB 2505-37

Agenda dates requested:

Briefing 06/04/25

Proposed action and

Public Hearing: 06/11/25

Action: 06/18/25

Ordinance: X

Public Hearing

X Yes No

Budget amendment:

Yes X No

PowerPoint presentation:

X Yes No

Attachments:

1. Proposed Ordinance -
Development
Regulations

Department(s) involved:

Planning

Contact person:

Yorik Stevens-Wajda

Phone number:

425-257-8725

Email:

ystevens@everettwa.gov

Initialed by:

YSW

Department head

Administration

Council President

Project: Everett 2044 Periodic Update – Development Regulations

Partner/Supplier: NA

Location: Citywide

Preceding action: August 23, 2023 Resolution 7924

Fund: NA

Fiscal summary statement:

None

Project summary statement:

Council consideration and action on the Everett 2044 Comprehensive Plan and Development Regulation Periodic Update. See everettwa.gov/2044 for documents and project information.

The planning commission will provide its recommendation via resolution on June 3, 2025. Final recommendation language will be provided at the June 4 meeting, with action scheduled for June 18.

Recommendation (exact action requested of Council):

Approve an Ordinance adopting the Everett 2044 Periodic Update Development Regulations and Amending Chapters 3.78, 8.60, 13.68, 14.16, 16.20, 19.01, 19.03, 19.04, 19.05, 19.06, 19.08, 19.09, 19.13, 19.17, 19.22, 19.25, 19.26, 19.29, 19.33, 19.34, 19.35, 19.37, 19.38, 19.40, 19.43, 19.45, 19.51, and 20.08.



ORDINANCE NO. _____

An ORDINANCE Adopting the Everett 2044 Periodic Update Development Regulations and Amending Chapters 3.78, 8.60, 13.68, 14.16, 16.20, 19.01, 19.03, 19.04, 19.05, 19.06, 19.08, 19.09, 19.13, 19.17, 19.22, 19.25, 19.26, 19.29, 19.33, 19.34, 19.35, 19.37, 19.38, 19.40, 19.43, 19.45, 19.51, and 20.08.

WHEREAS,

- A.** The City of Everett maintains development regulations under the Growth Management Act (GMA) and last conducted a periodic review and update of the plan in 2015 with annual amendments adopted since then; and
- B.** The City of Everett initiated the periodic update process under Revised Code of Washington (RCW) 36.70A.130 and Washington Administrative Code (WAC) 365-196-610 with a project scoping process including a Determination of Significance and Request for Comments on Scope of Environmental Impact Statement issued on February 18, 2022; and
- C.** The City Council adopted Resolution 7924 on June 13, 2023, advancing a set of specific amendment requests to the periodic update process, including three site specific comprehensive plan land use designation map and/or zoning map amendments and six text amendments to the comprehensive plan and/or development regulations; and
- D.** The disposition of the specific amendment requests, which are all implemented, or partially implemented, in the Everett 2044 ordinances, is detailed in a staff memorandum dated May 30, 2025; and
- E.** The Planning Commission led the review and development of the comprehensive plan and development regulations consistent with Chapter 2.20 EMC, including holding forty-two briefings and workshops on various aspects of the plan and regulations before holding a public hearing and deliberating on June 3, 2025; and
- F.** The Planning Commission, after hearing from the public and deliberating, adopted Resolution 25-__ on June 3, 2025, recommending the city council _____ the Comprehensive Plan contained in this ordinance; and
- G.** The city assumed lead agency status for processing the proposed action under the State Environmental Policy Act (Chapter 43.21C RCW and Chapter 197-11 WAC); and
- H.** The city determined that this ordinance is part of an action subject to the requirement for an Environmental Impact Statement (EIS) under the State Environmental Policy Act (SEPA); and

- I. The city's responsible official issued a Determination Significance and Request for Comments on Scope of Environmental Impact Statement on February 18, 2022; and
- J. The environmental review is part of a phased review under WAC 197-11-060(5), adopting by reference and supplementing information in the 2015 Environmental Impact Statement for the Everett Growth Management Comprehensive Plan (as addended in 2020) and Puget Sound Regional Council's VISION 2050 Environmental Impact Statement, and for the unincorporated portions of Everett's municipal urban growth area, the Snohomish County 2024 Comprehensive Plan Update Environmental Impact Statement; and
- K. The city's responsible official issued a Draft Supplemental Environmental Impact Statement on April 25, 2025, describing and evaluating the proposed action and reasonably available alternatives; and
- L. The city's responsible official issued a Final Supplemental Environmental Impact Statement on May 30, 2025; and
- M. Notice of the proposed updated comprehensive plan was sent to the Washington State Department of Commerce on April 7, 2025 and a letter of receipt was received the next day; and
- N. The updated development regulations contained in this ordinance maintain consistency with the GMA and are consistent with the GMA planning goals; and
- O. The updated development regulations contained in this ordinance are consistent with and supportive of the Everett Comprehensive Plan; and
- P. The development regulations amendments contained in this ordinance were prepared following the procedural requirements in RCW 36.70A and WAC 365-196; and
- Q. Early and continuous public participation was encouraged throughout the periodic update process, following the Everett 2044 Public Participation Plan; and
- R. The development regulations amendments contained in this ordinance were prepared following the procedural requirements in EMC 15.02.095 and Planning Director Interpretation 2023-01; and
- S. The City Council considered the factors in EMC 15.03.300 in reviewing the proposed development regulations amendment in this ordinance and based approval, in part, on the following findings:
 - 1. The proposed development regulation and map amendments are consistent with the Everett comprehensive plan;
 - 2. The proposed development regulation and map amendments bear a substantial relation to public health, safety or welfare;
 - 3. The proposed development regulation and map amendments promote the best long-term interests of the Everett community
 - 4. In October 2020, the Puget Sound Regional Council adopted VISION 2050, establishing new multicounty planning policies and a regional growth strategy which calls for Everett,

a Metropolitan Center regional geography, to plan for and accommodate 20% of the population growth and 39% of the employment growth in Snohomish County through 2050.

5. In September 2021, the Snohomish County Council adopted the 2021 Snohomish County Buildable Lands report, which indicated a shortfall in housing capacity in Everett ("Key results: ... There is a significant 2035 population capacity shortfall within the City of Everett"), which puts Everett into a so-called reasonable measures framework (see RCW 36.70A.215 and appendix D of the Countywide Planning Policies) that requires actions to address the capacity shortfall.
6. In June 2023, Snohomish County Tomorrow and the Snohomish County Council completed adoption of a new housing growth target (appendix B, Table H2 of the Countywide Planning Policies) for Everett of 38,557 new housing units in Everett by 2044 at a range of affordability levels. This target further exceeds Everett's buildable housing capacity and requires actions to address the capacity shortfall as part of, or prior to, the comprehensive plan periodic update.

T. The Everett City Council held holding twenty-two briefings and workshops on various aspects of the amended development regulations from 2022 through 2025; and

U. On June 11, 2025, the Everett City Council held a public hearing, after proper notice, and considered public comment and the entire record related to the amendments contained in this ordinance.

NOW, THEREFORE, THE CITY OF EVERETT DOES ORDAIN:

Section 1. Multiple sections of Everett Municipal Code are hereby amended as indicated in Exhibit 1, with strikeout text deleted and underlined text added.

Section 2. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance including, but not limited to, the correction of scrivener's/clerical errors, references and ordinance numbering.

Section 3. The City Council hereby declares that should any section, paragraph, sentence, clause or phrase of this ordinance be declared invalid for any reason, it is the intent of the City Council that it would have passed all portions of this Ordinance independent of the elimination of any such portion as may be declared invalid.

Cassie Franklin, Mayor

ATTEST:

City Clerk

Exhibit 1: Development Regulations Amendments

MEMORANDUM

FROM: Yorik Stevens-Wajda, Planning Director
DATE: June 17, 2025
SUBJECT: Everett 2044 development regulations change report

The following is a summary of substantial changes made to the Everett 2044 development regulations. Changes are identified from the **April 7/May 10 Complete Review Draft** to the **May 30 Final Draft**, and from the **May 30 Final Draft** to **June 16 Final Final Draft**.

19.04 – DEFINITIONS

Changes from May 30 Final Draft to June 16 Final Final Draft

- No changes.

Changes from April 7/May 10 Complete Review Draft to May 30 Final Draft

- Added definitions of “dooryard”, “shared yard”.
- Removed definition for “dwelling” from 19.04.030 and added “unit” to the term in 19.04.050 without changing that definition.
- Removed definition for “porch”; which could conflict with some of the front porch and entry types in EMC 19.08.
- Clarified that the definition of “tower” does not include public utility poles.
- Revised definition of “townhouse” to match the definition in the international building code; added definition of “townhouse unit”, also from the international building code.
- Deleted the definition of “dwelling unit, accessory” from 19.04.050; added a new definition for “accessory dwelling unit” to 19.04.020.
- Added definitions for “transit stop, major”, “transit stop, frequent”, and “bus rapid transit”.
- Revised the definition of “place of worship”.

19.05 - USES

Changes from May 30 Final Draft to June 16 Final Final Draft

- Updated Neighborhood Commercial framework (EMC 19.05.045).

Changes from April 7/May 10 Complete Review Draft to May 30 Final Draft

- Lots abutting W Mukilteo Blvd between Sound Ave and Upland Ave added to where neighborhood commercial uses are allowed.
- Added “or similar” to the list of subcategories of retail sales and service allowed as neighborhood commercial uses.
- Added “Other uses not listed above if compatible with surrounding properties and the immediate vicinity” as allowable neighborhood commercial uses.



- Removed “dwelling unit, accessory” from the residential use table (19.05.080). Accessory dwelling units are instead defined as a type of “dwelling unit”.

19.06 - LOTS, SETBACKS AND RESIDENTIAL DENSITIES

Changes from May 30 Final Draft to June 16 Final Final Draft

- No changes

Changes from April 7/May 10 Complete Review Draft to May 30 Final Draft

- Reduced rear building setbacks in the NR and UR4 zones from 10’ to 5’.
- Added minimum residential development as a modifiable standard
- Clarified that each lot in the NR-C zone is permitted up to two accessory dwelling units and that such accessory dwelling units are exempt from the maximum density in EMC 19.06.110(B)

19.08 - NEIGHBORHOOD RESIDENTIAL DEVELOPMENT STANDARDS

Changes from May 30 Final Draft to June 16 Final Final Draft

- Reduced minimum dimensions for porches (EMC 19.08.050):
 - From minimum 8’ deep to 6’
 - From minimum 15’ wide to 8’

Changes from April 7/May 10 Complete Review Draft to May 30 Final Draft

- Major revision to 19.08.030 – Neighborhood Residential Site Design
 - Removed requirement for dwellings to face either the street or a shared yard. Instead, only dwellings within 30’ of a public street must face the street.
 - Removed requirement for at least one dwelling on a lot to face the street.
 - Revised, simplified, and increased flexibility for private and shared yard requirements
- Reduced minimum ground floor habitable space depth from 20’ to 12’.
- Added requirement for exterior metals to be protected from leaching.
- Exempted rooftop decks or flat roofs from roof design requirements.
- Removed 15’ min distance between building façade and lot line for the Porch Projecting residential front porch/entrance type.
- Clarified that garage regulations in EMC 19.08.060 apply to facades facing public streets, not private streets or driveways.

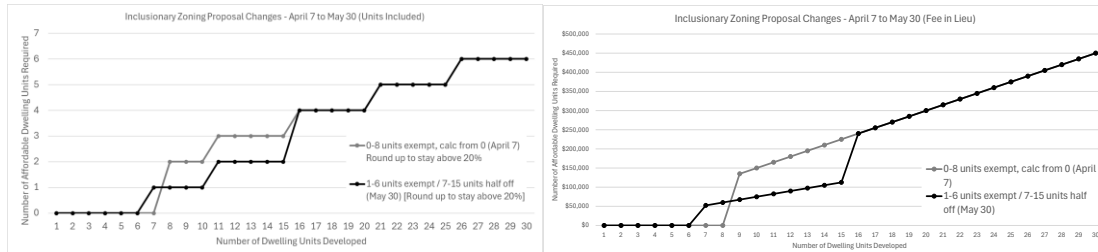
19.09 - URBAN DEVELOPMENT STANDARDS

Changes from May 30 Final Draft to June 16 Final Final Draft

- No changes.

Changes from April 7/May 10 Complete Review Draft to May 30 Final Draft

- Revised inclusionary zoning requirement to exempt projects resulting in fewer than six, instead of eight, dwelling units and to reduce inclusionary zoning requirements by half for projects resulting in seven to fifteen dwelling units (note: projects are eligible for multifamily tax exemption in EMC 3.78 beginning at 16 dwelling units).



- Added an option to defer payment of the inclusionary zoning alternative compliance in lieu fee to six months after certificate of occupancy.
- Removed remaining building modulation and limited upper floorplate regulations from the April 7 proposed 19.09.200(B) (currently found in 19.12.030(B)):

~~Buildings five floors or higher must incorporate a balcony or outdoor amenity area at least 8' deep along at least 50% of the horizontal distance of the front façade and at least 50% of the horizontal distance of the side street façade on either floor 2, floor 3, or floor 4, subject to the following ---~~
- Added a requirement that exterior metal surfaces be protected from corrosion and leaching.
- Revised the height of the façade required to be transparent on certain designated streets from 2'-10' to 2'-8'.
- Ground-level surface parking between buildings and streets:
 - Moved prohibition on ground-level surface parking in mixed-use zones from EMC 19.09.230(B) (which addresses structured parking) to EMC 19.34.100(E), including a new Figure 34-2.

19.17 - AIRPORT/PORT/NAVY COMPATIBILITY

Changes from May 30 Final Draft to June 16 Final Final Draft

- No changes.

Changes from April 7/May 10 Complete Review Draft to May 30 Final Draft

- Revised Port Compatibility Overlay section 19.17.110.

19.22 - BUILDING AND STRUCTURE HEIGHTS

Changes from May 30 Final Draft to June 16 Final Final Draft

- Revised Industrial Waterfront Height Area maximum building height to flat 55' from base elevation instead of the new slope methodology that had been proposed (EMC 19.22.070).

Changes from April 7/May 10 Complete Review Draft to May 30 Final Draft

- Added bonus of 10' of extra building height for development of affordable housing for low-income households on property owned or controlled by a religious organization.
- Added back the two-floor bonus height for the Industrial Waterfront Height Area after a review III process and a viewshed analysis.

19.34 – PARKING

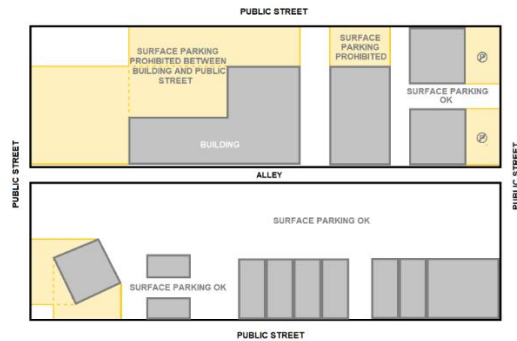
Changes from May 30 Final Draft to June 16 Final Final Draft

- Removed requirement for transportation demand management plans for buildings under 50,000 square feet that do not use a parking study to reduce parking requirements. (EMC 19.34.080)

- Reduced baseline minimum bicycle parking space requirement to 2 long term/2 short term. (EMC 19.34.170)

Changes from April 7/May 10 Complete Review Draft to May 30 Final Draft

- Ground-level surface parking between buildings and streets:
 - Moved prohibition on ground-level surface parking in mixed-use zones from EMC 19.09.230(B) (which addresses structured parking) to EMC 19.34.100(E), including a new Figure 34-2.



- Prohibition on surface parking between multifamily buildings and public streets in 19.34.100(A)(4) becomes moot, so deleted.
- Prohibition on surface parking between non-residential buildings and Broadway or Evergreen Way in 19.34.100(B)(3) becomes moot, so deleted.

19.53 – PARKS IMPACT FEES

Changes from May 30 Final Draft to June 16 Final Final Draft

- Added 50% impact fee reduction for accessory dwelling units per HB 1337. (EMC 19.53.060)

Changes from April 7/May 10 Complete Review Draft to May 30 Final Draft

- None

ZONING MAP

Changes from May 30 Final Draft to June 16 Final Final Draft

- No changes.

Changes from April 7/May 10 Complete Review Draft to May 30 Final Draft

- Parcels accessed from Madrona Ave, both sides, from NR to NR-C.



- “Cemex transfer lots” from LI to Park-Open Space.
- Revise zoning map for lots abutting the Donovan Historic Register District from MU15 to MU7/UR7.



-

COMPREHENSIVE PLAN MAP

- “Cemex transfer lots” from Industrial to Parks and Open Space.

Everett 2044 Development Regulations Amendments

Final Final Draft

June 17, 2025



everettwa.gov/2044

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CHAPTER 3.78 – MULTIFAMILY HOUSING PROPERTY TAX EXEMPTION

3.78.060 DESIGNATED RESIDENTIAL TARGETED AREAS.

The boundaries of the designated residential target areas are located within the urban centers listed below and are as follows:

All parcels within the ~~Mixed Urban (MU), Business (B), and Urban Residential 4 (UR4)~~ UR7, MU4, MU7, MU15, and MU25 zoning districts as defined in Chapter 19.03 EMC and mapped on the city's official zoning map, EMC 19.03.040 Map 3-1, and as amended in the future, are designated as residential targeted areas for purposes of this chapter.

CHAPTER 13.68 – STREET CONSTRUCTION AND PRIVATE CONSTRUCTION

13.68.010 DEFINITIONS.

For the purpose of this chapter the following definitions shall apply:

A. "Alley" means the minor portion of the public road network not designed for general travel and used primarily as means of access to the rear of residences and business establishments.

B. "Alley improvement" means the drainage, grading and pavement facilities required to improve the alley to city design standards.

C. "City engineer" means the person appointed by the mayor to position of engineering department head, or city engineer's designee.

D. "Right-of-way" means the public property used or reserved for municipal purposes including all public utilities and street usages.

E. "Street" means all or any portion of the city public road network open to the public for travel with exception of alleys and limited access highways designated as state highways.

F. "Street improvements", also referred to as "frontage improvements", means the installation of all public facilities required to improve the street or alley to city design standards including grading, drainage, pavement, curb/gutter, sidewalk, streetlights, traffic signals and other necessary appurtenances. Such street improvements shall not be limited to the half street abutting the property; for example, where no permanent street improvement existed, the street improvement shall be extended beyond the centerline a sufficient distance (ten feet minimum) to permit safe movement of traffic.

G. "Interim street improvements" means the installation of improvements to bring the public facility up to the existing character of the surrounding streets and pedestrian facilities and may include widening of or installation of the asphalt street surface, gravel or paved shoulder, temporary drainage facilities and in case of alleys, an all-weather gravel driving surface.

13.68.020 PURPOSE AND APPLICABILITY.

The purpose of this chapter is to establish standards for improvements to public streets, sidewalks and alleys that would be required with development.

A. Frontage Improvements Required—~~Business, Commercial and Industrial Non-Residential Development.~~ No building permit shall be issued by the city for construction of any new building or facility of any kind or description, or in connection with any additions, alterations, or repairs within any twelve-month period which exceeds fifty percent of the current market value of an existing building or facility on the property, unless or until the public streets and alleys rights-of-way upon which the same abuts shall be improved to current city standards including roadway, sidewalk, drainage, and landscaping. The applicant shall be required to construct street improvements together with all necessary appurtenances.

B. Frontage Improvements Required—Residential Uses. Public streets and alleys rights-of-way upon which the residential use abuts shall be improved to current city standards for any residential development except the following:

1. The addition of one or two accessory dwelling units to a lot with one or more principal dwelling units to remain, up to a total of two accessory dwelling units per lot.

~~that results in a total of three or more dwellings, excluding accessory dwelling units. This requirement for street improvements applies to single-family residences, duplex, triplex, multiple family or any combination thereof resulting in three or more dwelling units in total.~~

~~C. Sidewalk Improvement Required for all Residential Development Within Sidewalk Priority Areas. This requirement supersedes the development threshold in subsection B of this section. All development resulting in the construction of one or more new residential dwelling units, excluding accessory dwellings, shall provide a sidewalk or safe walking path meeting city standards along the property's full frontage when located in the "sidewalk priority" area shown on Map 13.68-1. The sidewalk priority area includes the following locations:~~

~~1. Metro Everett, as defined in EMC Title 19;~~

~~2. Areas within one-quarter mile of a high frequency transit corridor;~~

~~3. Areas within one-quarter mile of major arterials; and~~

~~4. Areas within one-quarter mile of a public school or public park.~~

D. Exceptions. The city engineer may allow the property owner to provide interim street improvements, as defined in Section 13.68.010(G) and the administrative guidelines, or to deviate from the requirements of this chapter in the following circumstances:

1. Where a proposed development is subject to a land use permit under EMC Title 19, and conditions have been imposed through the land use review process which are intended to alter, supplement or replace the requirements of this chapter;

2. Where ultimate improvements are not desirable to the city engineer at the present time due to existing severe horizontal or severe vertical grade alignment problems;

3. Where the city engineer is satisfied that adequate street improvements exist except for nominal lacking of street width;

4. Where plans for more comprehensive improvements exist which would alter the ultimate improvements required to be constructed on the public right-of-way abutting the proposed development site;

5. Where the existing street and alley improvements can adequately serve the property in the short-term future, in accordance with the published administrative guidelines;

6. When existing street and/or alley improvements are inadequate or no public street and/or alley improvements exist:

a. Where ultimate improvements are, in the opinion of the city engineer, using reasonable engineering judgment, not desirable, or, in the case of known plans for more comprehensive improvements, encompassing the public right-of-way abutting the site, the city engineer may allow an interim street improvement;

b. In all other cases of inadequate improvements or no public street or alley improvements, street and/or alley improvements shall be required;

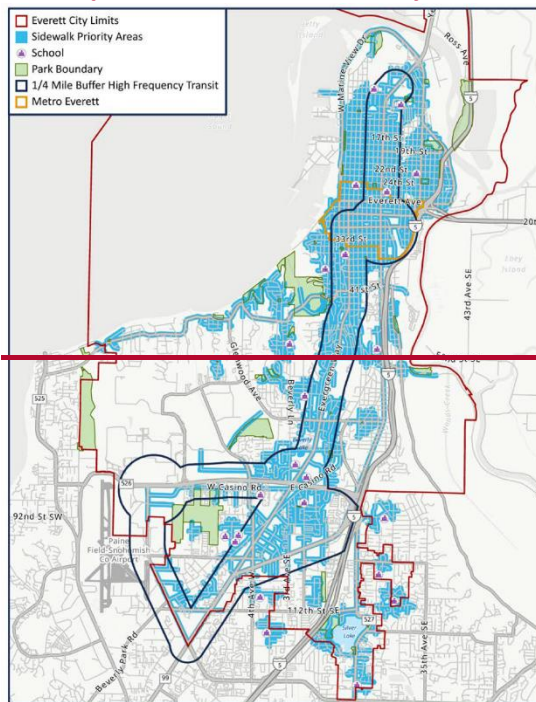
7. The addition of a residential garage or carport shall be exempt from requirements of this chapter when such construction is an addition to an existing residential use.

E. All owners of properties shall dedicate additional rights-of-way as necessary to complete the required street improvements in accordance with city standards; provided, however, that the developer shall still be required to meet the appropriate setback requirements as well as all other applicable development standards.

F. All improvements required by this chapter shall be extended as necessary to provide a smooth transition with existing improvements, both laterally across the street and longitudinally up and down the street, for drainage, vehicular and pedestrian traffic. Interim street improvements are defined in the administrative guidelines.

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Map 13.68-1: Sidewalk Priority Areas



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CHAPTER 14.16 – WATER RATES AND REGULATIONS

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14.16.030 DEFINITIONS.

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A. “Utilities division” means that operational subdivision within the department of public works of the city. Use of this term may refer to the organization in general or apply to a particular functional unit or division thereof.

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B. “Water system” means the entire physical plant and facilities operated or controlled by the utilities division, both within and outside the city limits, which shall include but not be limited to all lands, rights, easements, permits, impoundments, reservoirs, tunnels, treatment facilities, pipelines, trestles, bridges, roads, buildings, structures, machines, equipment, records, pumps, valves, hydrants, meters, services and all related facilities and appurtenances for the collection, treatment and delivery of water. The use of this term may refer to the entire water system or an appropriate functional division or part thereof.

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C. “Water service” means the entire process of supply development, impoundment, treatment, transmission, storage and distribution of water, together with the associated administrative, construction, operation and maintenance functions involved in delivering the commodity to various points of use or consumption throughout the water system.

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D. “Customer” or “person” means and includes persons of either sex, associations, cooperatives, partnerships, and corporations whether acting by themselves or by a servant, agent, or employee; the singular number shall be held and construed to include the plural and the masculine pronoun to include the feminine.

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E. "Premises" means a continuous lot or tract of land including the building or group of adjacent buildings under a single control ~~with respect to the use of water thereon and the responsibility for payment thereof.~~

F. "Water service connection" (also referred to as a service connection) means the physical installation of the tap, fittings, pipe and other necessary appurtenances required to deliver water from the main to the premises up to and including the service cock or meter.

G. "Utilities superintendent" means the chief administrative officer of the utilities division; and any act in this chapter required or authorized to be done by the utilities superintendent may be done on behalf of the utilities superintendent by an authorized employee of the utilities division.

H. "Public Works" means the department of public works of the city. Use of this term may refer to the organization in general or apply to a particular functional unit or division thereof.

14.16.430 SINGLE AND MULTIPLE METERED SERVICES—REGULATIONS AND CHARGES.

~~Only one metered service connection shall normally be installed to a premises under single ownership. If, however, a consumer shall request that more than one metered service be connected to a premises under single ownership and the superintendent shall agree that the particular individual circumstances warrant such additional connection(s), the party requesting same shall make application and payment in the regular manner and such additional connection(s) shall be considered to be solely for the benefit and convenience of the applicant. The premises shall thereafter be charged for water service through each service connection independently as though service were being provided to two or more premises, and the minimum charge and the charge for water consumed shall be computed separately for each metered service; provided that the premises shall remain liable for a lien for water charges as provided in Section 14.16.850.~~

A. Residential dwelling units – Separate meters required. Each residential dwelling unit (as defined by the current edition of the International Residential Code for one- and two- unit dwellings) shall require a separate metered service. The required permit(s) shall be obtained, and a separate metered service shall be installed to each dwelling unit. Each meter shall be charged for water service independently and shall remain liable for a lien for water charges as provided in Section 14.16.850.

1. Where multiple existing dwelling units share a single metered service, separation of the service and installation of a separate metered service to each dwelling unit may be required at the discretion of Public Works.

B. Commercial structures – Single metered service. Commercial structures (as defined by the current edition of the International Building Code, including multi-family structures with three or more dwelling units) shall provide a single metered service per structure, sized per the current edition of the Uniform Plumbing code.

1. Multiple metered services may be permitted for separate non-residential tenant spaces within a commercial structure at the discretion of Public Works.

CHAPTER 16.20 – BILLBOARDS

16.20.040 LOCATION RESTRICTIONS.

Billboard structures and billboards shall only be allowed in the following situations:

A. Billboards and billboard structures which are nonconforming per the requirements of this chapter shall be allowed per the requirements of this chapter;

~~B. Billboards and billboard structures which comply with the requirements of this chapter and are located on properties which have the following zoning designations in accordance with the city's zoning code: B-2, C-1, C-2, M-M and M-1;~~

~~C. Billboards and billboard structures which comply with the requirements of this chapter and are not located on or visible from the main traveled way of the scenic view corridors. In order to be "located on or visible from" a scenic view corridor, the billboard must be located within two hundred feet of the nearest edge of the right-of-way along Hewitt Avenue or within one hundred twenty feet of the nearest edge of the right-of-way along either Colby Avenue or Marine View Drive; and~~

~~D. Billboards and billboard structures which are not located within five hundred feet of any structures, sites or districts which have been identified as having historical or landmark significance and which are listed in the National Historical Register, State Historical Register, or other official city inventory of historic and landmark places.~~

CHAPTER 8.60 PARKING ON RESIDENTIAL PROPERTY

8.60.020 DEFINITIONS.

For the purpose of this chapter, the following terms shall be defined as follows:

A. "Licensed driver" means a person who has obtained a valid Washington State driver's license. The only exceptions are those expressly allowed by RCW 46.20.025, as now or hereinafter enacted, or a new resident to Washington as defined by RCW 46.20.021, as now or hereinafter enacted.

B. "Operable vehicle" is a motor vehicle which is capable of being operated legally on a public highway and has, in fact, been operated on a public highway in the previous thirty days.

~~C. "Residential" means those areas identified in Chapter 19.03 EMC as Residential Zones of Everett that are zoned R-S, R-S-1, R-1, R-1(A), R-2, R-2(A), R-3, R-4 and R-5, as defined by Title 19, Chapter 1.~~

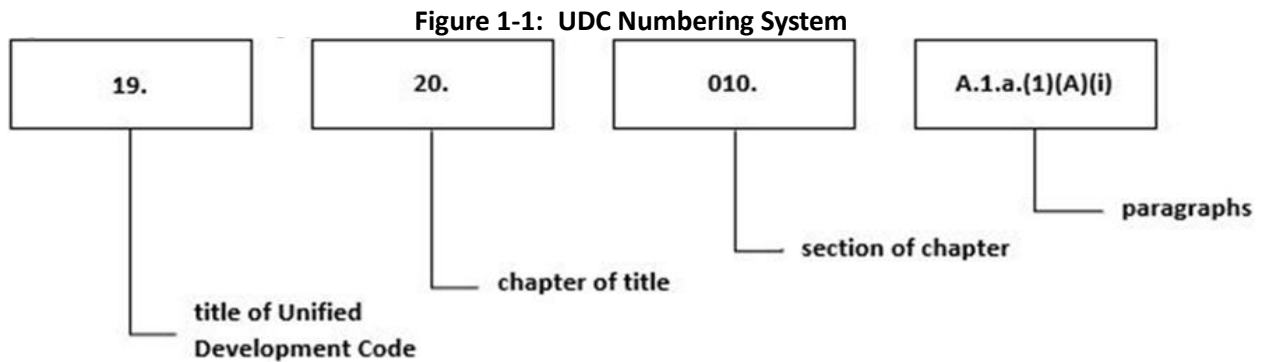
D. "Residential address" means any residential parcel or parcels of land that are identified by a single address. In instances where this chapter applies to an address with a duplex or other multiple-family dwelling on the property, the address will be considered a single residential address and not multiple residential addresses, unless the residential address has an approved building and parking plan pursuant to Section 8.60.040(B)(3).

E. "Motor vehicle" has the meaning defined by state law.

CHAPTER 19.01 INTRODUCTION TO UNIFIED DEVELOPMENT CODE

19.01.020 HOW TO USE THE UNIFIED DEVELOPMENT CODE

A. *Numbering System.* The numbering scheme used in the Unified Development Code operates in the following manner:



B. *Zone Designations.* The zoning map establishes zone designations for all property in the city. An individual wanting to develop property in Everett should start by looking up the zone designation on the zoning map.

C. *Use Tables.* The use tables in Chapter 19.05 EMC list the permitted uses for each zone designation, as well as special regulations that apply to specific uses and specific locations. Use these tables to determine whether a use is allowed in a particular zone, and what type of review process is required.

D. *Development Standards.* After the zoning and allowable uses have been determined, the user should refer to the additional chapters of this title for development standards that apply to building placement, building design, and site development standards (parking, landscaping, streets/sidewalks, fences, screening, and exterior lighting). Table 1-1 below provides a quick reference guide to standards for basic types of development (residential, commercial, industrial, etc.).

Table 1-1: Applicable Regulations by Development Type

Type of Development	Regulations	See Chapter #:
Residential-Dwelling— Single-Family (new or addition) Neighborhood Residential and Neighborhood Residential- Constrained Zones	• Building setbacks; lot coverage; densities	• 19.06— Lot and Building Placement Lots, Setbacks, and Residential Densities
	• <u>Development standards</u>	• <u>19.08—Neighborhood Residential Development Standards</u>
	• Building height	• 19.22—Building Heights

Type of Development	Regulations	See Chapter #:
<u>Residential—Detached Dwellings and Townhouses in All Zones</u>	• <u>Building setbacks; lot coverage</u>	• <u>19.06— Lots, Setbacks, and Residential Densities</u>
	• <u>Development standards</u>	• <u>19.08—Neighborhood Residential Development Standards</u>
	• <u>Building height</u>	• <u>19.22—Building Heights</u>
<u>Residential—Zones Other than Neighborhood Residential and Neighborhood Residential-Constrained, but not including Detached Dwellings and Townhouses</u>	• <u>Building setbacks; lot coverage</u>	• <u>19.06— Lots, Setbacks, and Residential Densities</u>
	• <u>Development standards</u>	• <u>19.09—Urban Development Standards</u>
	• <u>Building height</u>	• <u>19.22—Building Heights</u>
Residential Accessory Building (garage, shed, etc.)	• Accessory building regulations	• 19.08.110—Residential Accessory Buildings
	• Building setbacks; Lot coverage	• 19.06— Lot and Building Placement <u>Lots, Setbacks, and Residential Densities</u>
	• Building height	• 19.22—Building Heights
Duplex and Townhouse	• Density, FAR, open space	• 19.08.030—Townhouse and Duplexes
	• Facades, roofs, transparency	• 19.08.040—Design Standards for Townhouses and Duplexes
Multifamily Dwellings	• Entrances; porches; common areas	• 19.09—Multifamily Development Standards
	• Modulation; facades; weather protection; transparency	• 19.12—Building Form and Design Standards

Type of Development	Regulations	See Chapter #:
Commercial Building	<ul style="list-style-type: none"> Building form, modulation; facades, weather protection; transparency; other design standards 	<ul style="list-style-type: none"> 19.12—Building Form and Design Standards19.09—Urban Development Standards
Industrial Building	<ul style="list-style-type: none"> Building materials; articulation; entrances; windows 	<ul style="list-style-type: none"> 19.12.20009.30019.09.31012-210—Building Design Standards Applicable to the LI2 and HI Zones.
	<ul style="list-style-type: none"> Open space, site design 	<ul style="list-style-type: none"> 19.09.31012-21019.09.31012-210—Additional Standards Applicable to LI2 and HI Zones
Specific Uses	<ul style="list-style-type: none"> Unique uses not addressed in above development types 	<ul style="list-style-type: none"> 19.13—Specific Use Standards
Division of Land	<ul style="list-style-type: none"> Residential subdivisions Short subdivisions Binding site plans Boundary adjustment 	Land Divisions: <ul style="list-style-type: none"> 19.24—Administration 19.25—Land Division General Evaluation Criteria 19.26—Land Division Development Standards 19.27—Unit Lot Land Divisions

- 1 E. *Other Development Regulations*. In addition to the standards in the Unified Development Code, the
- 2 following additional standards apply to new development:

Code Requirement	Administered By:
Design and Construction Standards and Specifications	Public Works Department
EMC Title 13, Streets and Sidewalks	Public Works Department
EMC Title 14, Water and Sewers	Utilities/Public Works Department
International Fire Code	Fire Department

Code Requirement	Administered By:
International Building Code	Building Official
Shoreline Master Program (2019, or as updated)	Planning Department

CHAPTER 19.03 – ZONING DISTRICTS AND MAPS

19.03.010, ESTABLISHMENT OF ZONE DISTRICTS

A. In order to classify, regulate, restrict and segregate the uses of land, water and buildings; to regulate and restrict the location, height and bulk of buildings and other structures; to regulate the area of yards and other open spaces around buildings; and to regulate the intensity of land use and the density of population; the following zones, or zoning districts, are established:

Abbreviation	Name
AG	Agriculture
R-S	Suburban Residential
R-1	Single-Family Detached Low Density
NR-C	Neighborhood Residential-Constrained
R-2	Single-Family Detached Medium Density
NR	Neighborhood Residential
R-2(A)	Single-Family Attached Medium Density Residential
UR3	Urban Residential 3(4 Floors)
UR4	Urban Residential 4(7 Floors)
UR4	Urban Residential 4(7 Floors)
UR7	Urban Residential 7(15 Floors)
NB	Neighborhood Business
MU4	Mixed-Use (4 Floors)
B	Business
MU7	Mixed-Use (7 Floors)
MU15	Mixed-Use (15 Floors)
MU25	Mixed-Use (25 Floors)
LI-MU	Light Industrial - Mixed Use
LI2	Light Industrial-2
LI	Light Industrial
HI	Heavy Industrial
P-OS	Park and Open Space
WRM	Watershed Resource Management

B. *Unzoned Areas*. If areas are not within a zoning district, they shall be: (1) reviewed under the Everett shoreline master program, if applicable; or (2) as an unlisted use in the adjacent zone, subject to the process set forth in EMC 19.05.070.

19.03.020 ESTABLISHMENT OF OVERLAY ZONES

In certain instances, special circumstances warrant the application of special regulations or administrative processes to specific areas. In order to apply these special regulations or administrative processes, the following overlay zones are established:

Abbreviation	Name
H	Historic
I	Institutional
PD	Planned Development
APN	Airport/Port/Navy Compatibility

19.03.030, PURPOSE AND APPLICATION OF ZONE DISTRICTS

A. *Agriculture Zone (AG)*. The purpose of the agricultural use zone is to provide and protect areas for certain agricultural uses on lands which are not appropriate for residential, commercial or industrial development at urban intensities.

B. *Residential Zones*.

~~1. *Suburban Residential Zone (R-S)*. The purpose of the suburban residential zone is to provide for and protect certain areas of the city for single-family detached residential uses where topography or other environmental constraints require larger minimum lot sizes. The secondary purpose of the R-S zone is to provide an interim "holding zone" in annexed areas for which other zoning is not established at the time of annexation.~~

~~2. *Single-Family Detached Low Density Residential Zone (R-1)*. The purpose of the single-family detached low density residential zone is to provide for and protect certain areas of the city for detached single-family residential uses.~~

~~3. *Single-Family Medium Density Residential Zone (R-2)*. The purpose of the single-family medium density residential zone is to provide for and protect areas of the city for single-family detached and a limited amount of duplex residential use.~~

~~4. *Single-Family Attached Medium Density Zone (R-2(A))*. The purpose of the single-family attached medium density zone is to provide for a variety of single-family living opportunities at densities which are compatible with adjoining single-family detached neighborhoods and which can be used as a transition between single-family neighborhoods and land uses of higher intensity.~~

~~5. *Urban Residential 3 (UR3)*. The primary purpose of the urban residential 3 zone is to provide for multiple family residential use at medium densities. In this zone, commercial uses are generally prohibited.~~

~~6. *Urban Residential 4 (UR4)*. The primary purpose of the urban residential 4 zone is to provide for multiple family residential use at high densities. Additional neighborhood-oriented commercial uses may be allowed within certain locations when developed in a mixed-use context.~~

1. *Neighborhood Residential-Constrained*. The purpose of the Neighborhood Residential-Constrained zone is to reduce risk from hazards in areas with limited access by providing for a continuation of established development patterns and limiting growth potential.

2. *Neighborhood Residential*. The purpose of the Neighborhood Residential is to provide for a variety of housing opportunities while limiting the scale of buildings to three floors or less to be complimentary to existing neighborhood scale and bulk.

3. *Urban Residential (4 Floors)*. The purpose of the Urban Residential (4 Floors) zone is to permit moderate-scale residential development in buildings up to up to four floors along with limited opportunities for neighborhood commercial development.

4. *Urban Residential (7 Floors)*. The primary purpose of the Urban Residential (7 Floors) zone is to permit moderate-scale residential development in buildings up to seven floors along with limited opportunities for neighborhood commercial development.

C. ~~*Business and Commercial Mixed Use Zones*~~.

~~1. *Neighborhood Business (NB)*. The purpose of the neighborhood business zone is to:~~

~~a. Provide for the limited scale retail, personal service and convenience consumer needs of the immediately adjacent residential neighborhoods, rather than the larger community;~~

~~b. Establish building and development standards which assure that uses, buildings and structures are appropriately sited, scaled and designed so as to be compatible with surrounding residential neighborhoods; and~~

~~c. Ensure that businesses can be accessed by nonmotorized means of transportation.~~

~~2. *Business (B)*. The purpose of the business zone is to provide a wide variety of business and commercial uses; to allow higher density residential uses; to provide effective building and streetscape standards intended to promote quality development and pedestrian accessibility.~~

~~3. *Mixed Urban (MU)*. The purpose and function of the mixed urban zone are:~~

~~a. To reinforce and enhance the downtown city core that provides local and regional service, retail, entertainment, civic and public uses, as well as a variety of urban housing choices;~~

~~b. To provide for intensive, mixed use development in areas around high capacity transit stops, including bus rapid transit and future light rail stations; and~~

c. ~~To promote high quality, pedestrian friendly developments with attractive streetscapes and public amenities.~~

1. ~~Mixed Urban Use (4 Floors)~~. The purpose of the Mixed Urban Use (4 Floors) zone is to provide for low-scale residential and commercial development in buildings up to four floors.

2. ~~Mixed Use Urban (7 Floors)~~. The purpose of the Mixed Use Urban (7 Floors) zone is to provide for medium-scale residential and commercial development in buildings up to seven floors.

3. ~~Mixed Use Urban (15 Floors)~~. The purpose of the Mixed Use Urban (15 Floors) zone is to provide for intensive mixed-use development along transit corridors and around high-capacity transit stations in buildings up to fifteen floors.

4. ~~Mixed Use Urban (25 Floors-Center City)~~. The purpose of the Mixed Use Urban (25 Floors-Center City) zone is to reinforce and enhance the downtown center city that provides local and regional service, retail, entertainment, civic and public uses as well as a variety of urban housing choices in buildings up to twenty-five floors.

D. Industrial Zones.

1. ~~Zone-Light Industrial-Mixed Use 1 (LI1-MU)~~. The purpose of the ~~light industrial 1-Light Industrial-Mixed Use (LI-MU1)~~ zone is to ~~accommodate a diverse range of uses, including support existing light industrial and manufacturing uses while providing opportunities for the addition of commercial, with additional opportunities for and~~ residential uses.

2. ~~Zone-Light Industrial-2 (LI2)~~. The purpose of the light industrial (LI2) zone is to support industrial development and uses and those that are highly complementary, prohibit incompatible uses, concentrate employment, and mitigate adverse impacts on adjacent residential zones.;

a. ~~Provide for and protect areas for high quality campus style office and industrial park development on large parcels of land;~~

b. ~~Establish standards which promote a high level of aesthetic amenities such as view, open space, native vegetation, landscaping, unusual natural site features and quality architectural design;~~

c. ~~Protect and buffer adjacent residential uses from the incompatible aspects of office and industrial park development;~~

d. ~~Allow for only those uses which are able to comply with the development requirements and performance criteria which assure compatibility with surrounding uses; and~~

e. ~~To provide areas for development of high quality single or multiple tenant business parks which offer opportunities for a wide variety of nonretail business to locate in small to medium office and warehouse spaces.~~

3. ~~Heavy Industrial (HI)~~. The purpose of the heavy ~~manufacturing industrial~~ zone is to provide for and protect certain areas of the city for heavy manufacturing uses. This zone is also intended to:

- a. Provide and protect areas of the city for marine-related commerce, while striking a balance with the need for limited commercial uses;
- b. Preserve Everett's "working waterfront" character; and
- c. Further the goals of the Everett comprehensive plan and shoreline master program relating to public access to and enjoyment of the shoreline.

E. *Park and Open Space Zone (P-OS)*. The purpose of the park and open space zone is to provide a zoning classification for recreational and open space uses and other compatible public uses on current and future city-owned land, or for public properties characterized by environmental sensitivity and value to be preserved, for the most part, in their undisturbed state, and to provide and protect open space and other natural assets of the community.

F. *Watershed Resource Management (WRM)*. The purpose of the watershed resource management zone is to provide a land use classification which allows for the continuation of existing uses and anticipated future uses for land in the city-owned Chaplain Tract within the corporate limits of Everett. These are lands that are not intended for urban development and are located outside the urban growth boundary. These properties are intended to be used only for municipal service purposes that do not conflict with the maintenance of a safe and adequate water supply for the Everett water system, and which are in accordance with applicable license requirements.

G. *Overlay Zones*.

1. *Historic Overlay Zone (H)*. The purpose of the historic overlay zone is to:

- a. Establish a regulatory mechanism for the designation and protection of historic sites, buildings, districts and landmarks;
- b. Provide for methods of modifying the development standards of the underlying zone in the interest of preserving or enhancing the historic features or significance of a particular site; and
- c. Recognize the depth of historical resources in Everett and their significance to the heritage of the community.

2. *Institutional Overlay Zone (I)*. The purpose of the institutional overlay zone is to allow for various institutional land uses with special needs and impacts to be located in the Everett community in a manner which is compatible with surrounding land uses through a master plan review process which requires public involvement and provides predictability to the institution and the public.

3. *Planned Development Overlay Zone (PD)*. The purpose of the planned development (PD) overlay zone is to allow for commercial, industrial and mixed-use developments which are of a unique character and desirable quality, and which are beneficial to the area in which the property is located and to the community in general. ~~The planned development overlay zone may only be applied to commercial or industrial zones.~~ It is the intent of this chapter to provide a public review process through which a planned development may be proposed with alternative standards to those contained in this title, and that the primary basis for city approval of

alternative development standards is that the proposal will result in a development which, as a whole, provides public benefits and high quality development that otherwise cannot be realized through conformance to the requirements of this title.

4. *Airport/Port/Navy Compatibility Overlay Zone (APN)*. The purpose of the APN compatibility zone is to protect Paine Field Airport, Port of Everett, and Naval Station Everett from nearby incompatible land uses and development by implementing special development standards and project permit notice procedures.

5. *Mixed-Use Centers*. The purpose of Mixed-Use Centers is to support significant housing and employment growth in compact and pedestrian-oriented urban places that are connected to public transit and active transportation networks. Mixed-Use Centers include Metro Everett.

19.03.040, MAPS INCORPORATED

The map or set of maps entitled “city of Everett zoning map” is adopted as part of this title. Printed copies of all maps are available at the planning department. The online versions may be found at the official city website.

A. *Zoning*. See Map 3-1 below. The official zoning map of the city is on file with the office of the city clerk.

B. *Critical Areas*. These maps support the critical area regulations in Chapter 19.37 EMC.

C. *Street Designations*. See Chapter 19.33 EMC.

D. *Gateway Corridor Streets*. See Chapter ~~19.12~~ 19.09 EMC.

~~E. *Drive-Through Facility Permitted Locations*. See Chapter 19.13 EMC.~~

F. *Overlay Zones*.

1. *Airport Compatibility*. See Chapter 19.17 EMC.

2. ~~Port~~ *Navy Compatibility*. See Chapter 19.17 EMC.

3. *Historic Resources*. See Chapter 19.28 EMC.

~~G. *Building Heights*. See Chapter 19.22 EMC.~~

H. *Building Heights—Industrial Waterfront*. See Chapter 19.22 EMC.

I. *Adult Retail/Mini-Casinos*. See Chapter 19.13 EMC.

J. *Off-Street Parking Areas in Metro Everett*. See Chapter 19.34 EMC.

K. *Special Building Setbacks for West Marine View Dr.—23rd St./24th St.* See Chapter 19.06 EMC.

L. *Shoreline Designations*. See shoreline master program.

- 1 D. *Other Cases*. Where a zone boundary is not indicated to follow a property line or public right-of-way,
2 the boundary line is as drawn, based upon the scale shown on the zoning map.
- 3 E. *Classification of Vacated Rights-of-Way*. Where a right-of-way is vacated, the area comprising the
4 vacated right-of-way shall acquire the classification of the property to which it reverts unless otherwise
5 provided by city council action.

6 **CHAPTER 19.04 – DEFINITIONS**

7 **19.04.010, OVERVIEW**

8 Except where specifically defined in this chapter or other sections of this title, all words used in this title
9 shall have the meaning commonly or logically associated therewith. When not inconsistent with the
10 context, words used in the present tense include the future, words in the singular include the plural, and
11 words in the plural include the singular. The word “person” may be taken for persons, association, firm,
12 partnership or corporation as well as the individual. The masculine includes the feminine. The word
13 “occupied” includes premises designed or intended to be occupied; the word “used” includes designed
14 or intended to be used. The word “shall” is always mandatory; the word “may” denotes a use of
15 discretion in making a decision.

16 **19.04.020, GENERAL DEFINITIONS**

17 “Accessory building” means a building which is subordinate and incidental to the permitted principal
18 building, located on the same lot with such principal building, and erected or established only after or in
19 conjunction with the establishment of the principal building. An accessory building includes, but is not
20 limited to, garages, carports, storage buildings, and other similar buildings. An accessory building does
21 not include accessory dwelling units.

22 “Accessory use, activity or structure” means a use, activity, structure or part of a structure which is
23 customarily subordinate and incidental to the permitted principal use or building, located on the same
24 lot with such principal use or building, and erected or established only after or in conjunction with the
25 establishment of the principal use or building. A caretaker’s or watchman’s quarters are considered to be
26 an accessory use in industrial zoning districts.

27 “Airport approach area” is the area of land under an imaginary approach surface of an airport as
28 described in 14 CFR Part 77.19(d).

29 “Airport compatibility area” or “ACA” means an area adjacent to a public use airport where land uses
30 that are incompatible with airport operations are discouraged. The airport compatibility area is the area
31 within a specified distance of each runway, to be measured as a distance extending outward from the
32 portion of the runway centerline between runway thresholds.

33 “Airport hazard” means any structure or tree or use of land which obstructs the air space required for
34 the flight of aircraft in landing or taking off at an airport or is otherwise hazardous to such landing or
35 taking off of aircraft.

36 “Airport influence area” or “AIA” means an area within a specified distance of a public use airport that
37 may experience impacts from airport operations. The airport influence area is the area within a specified



distance of each runway, to be measured as a distance extending outward from the portion of the runway centerline between runway thresholds.

“Airport runway protection zone” means a trapezoidal area at ground level off the end of an airport runway, the dimensions of which are defined by the Federal Aviation Administration to enhance the safety and protection of people and property on the ground.

“Airport transitional area” is the area of land under an imaginary transitional surface of an airport as described in 14 CFR Part 77.19(e).

“Alley” means a public or private way permanently reserved as a means of access to abutting property.

“Antique” means a product that is sold or exchanged because of the value derived by the age of the product being greater than fifty years.

“Applicant” means a person who applies for any permit or approval to do anything governed by this chapter and who has legal standing to apply for a permit or approval on the specific property.

~~“Architectural barrier” means a fence, berm, wall or combination of earth, plant and structural materials designed and constructed to reduce visual or noise impacts between properties or uses.~~

“Assurance device” means a financial mechanism by which the city assures compliance with the requirements of this chapter or other development or use entitlement.

“Brownfield” is real property, the expansion, redevelopment or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

“Building official” means the building official for the city or his/her designee.

“Business license” means a license issued by the city for the purpose of collecting business tax revenues.

“Cease(d)” means, for purposes of Chapter 19.38 EMC, to come to an end; to not use; to vacate. For purposes of Chapter 19.38 EMC, no showing of intent to cease is required.

“Certificate of occupancy” means a permit to occupy a building.

“City attorney” means the city attorney for the city or his/her designee.

“City council” means the city council of the city.

“City engineer” means the public works director for the city or his/her designee.

“Clearing” means the act of removing or destroying vegetation or other organic plant materials by physical, mechanical, or chemical means.

“Code compliance officer” means the code compliance officer for the city.

“Comprehensive plan” means the city of Everett comprehensive plan, including any subarea plans, adopted pursuant to Chapter 36.70A RCW.

“Conditional use” means a use which, because of its unusual size, infrequent occurrence, special requirements, possible safety hazards, or other possible detrimental effects on surrounding properties, may be approved only after a public hearing.



1 “Day, working” means any day on which the city administrative offices are open for normal business.

2 “Development” means all structures, uses or other alterations or modifications of the natural landscape
3 occurring above or below ground or water on a particular lot. Within the riparian habitat zone or the
4 special flood hazard area, the definition of “development” shall also include removal of substantial
5 native vegetation, or alteration of natural site characteristics.

6 “Development permit” means any permit issued by the city to use or develop property that must be
7 issued before initiating the use or development.

8 “Disabled person” means a person who is defined as handicapped under the provisions of the federal
9 Fair Housing Act Amendments of 1988.

10 “Drainage facility” means the system of collecting, conveying and storing surface and stormwater runoff.
11 Drainage facilities shall include but not be limited to all surface and stormwater runoff conveyance and
12 containment facilities, including streams, pipelines, channels, ditches, wetlands, infiltration facilities,
13 retention/detention facilities, erosion/sedimentation control facilities, and other drainage structures and
14 appurtenances, both natural and manmade.

15 “Drive-through, drive-up or drive-in service” means a type of service provided by a business that allows
16 customers to purchase products, food, beverages or services without leaving their cars.

17 ~~“Drive- in window or station-up service window”~~ means a window or station used for providing service
18 to customers who remain seated in their vehicles to conduct a business transaction, such as are
19 commonly found at restaurants, financial institutions, or other similar businesses.

20 “Electric vehicle” means any vehicle that operates, either partially or exclusively, on electrical energy
21 from the grid, or an off-board source, that is stored on board for motive purpose. “Electric vehicle”
22 includes: (1) a battery electric vehicle; (2) a plug-in hybrid electric vehicle; (3) a neighborhood electric
23 vehicle; and (4) a medium-speed electric vehicle.

24 “Electric vehicle charging station” means a public or private parking space that is served by battery
25 charging station equipment that has as its primary purpose the transfer of electric energy (by conductive
26 or inductive means) to a battery or other energy storage device in an electric vehicle.

27 “Electric vehicle charging station—restricted” means an electric vehicle charging station that is (1)
28 privately owned and restricted access (e.g., single-family home, executive parking, designated employee
29 parking) or (2) publicly owned and restricted (e.g., fleet parking with no access to the general public).

30 “Erosion” means the process whereby the landform is worn away by the action of water, wind, rain, or
31 ice activity.

32 ~~“Geologist” means a person who is licensed in the state of Washington under the provisions of Chapter~~
33 ~~18.220 RCW and Chapter 308-15 WAC, and who has at least one year of practical experience in the~~
34 ~~Pacific Northwest.~~

35 “Grading” means any excavating, filling, or clearing of land or any combination thereof.

36 “Hearing examiner” means the land use hearing examiner for the city.

37 “Historical commission” means the historical commission for the city.





1 “Homeless” means a person who lacks a fixed, regular, and adequate nighttime residence, and who has a
2 primary nighttime residence that is:

- 3 1. A supervised publicly or privately operated shelter designed to provide temporary living
4 accommodations; or
- 5 2. An institution that provides a temporary residence for mentally ill individuals intended to be
6 institutionalized; or
- 7 3. A public or private place not designed for, or ordinarily used as, a regular sleeping
8 accommodation for human beings.

9 “Landscaping” means the planting, removal and maintenance of vegetation along with the movement
10 and displacement of earth, topsoil, rock, bark and similar substances done in conjunction with the
11 planting, removal and maintenance of vegetation.

12 “Low impact development (LID)” means a stormwater management strategy that emphasizes
13 conservation and the use of existing natural site features integrated with distributed, small-scale
14 stormwater controls to more closely mimic natural hydrologic patterns in developed settings.

15 “Metro Everett” means the ~~regionally-designated Mixed-Use Center growth-center identified on the~~
16 ~~zoning map for Snohomish County identified in Chapter 19.02 of the Everett comprehensive plan.~~

17 “Minor exterior alteration” means development that alters the exterior envelope to a building whose
18 value over a three-year period does not exceed fifty percent of the building’s valuation based on the city
19 of Everett’s valuation methods.

20 “Municipal Code” means the various laws of the city contained within the Everett Municipal Code.

21 “Native vegetation” means vegetation on a site or plant species which are indigenous to the area in
22 question; or if the site has been cleared, species of a size and type that were on the site on the effective
23 date of this title or reasonably could have been expected to have been found on the site at the time it
24 was cleared.

25 “Natural topography” means the elevation of a parcel of land prior to any human modification of the
26 topography.

27 “Nonconforming building” means a legally established structure or building, the size, dimensions, or
28 setbacks of which met the applicable Unified Development Code requirements in effect at the time the
29 building was constructed, but which fails by reason of adoption, revision or amendment of the Unified
30 Development Code to conform to the present requirements of the zone in which it is located.

31 ~~“Nonconforming landscaping” means on-site landscaping, the dimensions, area or location of which met~~
32 ~~the applicable Unified Development Code requirements in effect at the time the use or building was~~
33 ~~established, but which fails by reason of adoption, revision or amendment of the Unified Development~~
34 ~~Code to conform to the present requirements of the zone in which it is located.~~

35 “Nonconforming lot” means a legally established lot, the area, dimensions or location of which met the
36 applicable Unified Development Code requirements in effect at the time the lot was created, but which



1 fails by reason of such adoption, revision or amendment of the Unified Development Code to conform to
2 the present requirements of the zone in which it is located.

3 “Nonconforming parking” means legally established off-street parking for a particular use, the quantity,
4 design, location or construction of which met the applicable Unified Development Code requirements in
5 effect at the time the use was established, but which fails by reason of adoption, revision or amendment
6 of the Unified Development Code to conform to the present requirements of the zone in which it is
7 located.

8 “Nonconforming use” means a legally established use which met the applicable Unified Development
9 Code requirements at the time it was established but which fails by reason of adoption, revision or
10 amendment of the Unified Development Code to conform to the present requirements of the zone in
11 which it is located.

12 “Off-street parking area” means an area designed and/or used for parking vehicles which is not located
13 in a street or alley right-of-way.

14 “Outdoor storage of bulk materials” means the holding or stockpiling on land of material and/or
15 products in a bulk form or in bulk containers, including but not limited to aggregate, topsoil, powder,
16 grain, stone, bricks, wood chips, metal, building materials, parts, pallets, utility piping, used materials,
17 and metal. Bulk materials may include products for sale, materials used in manufacturing activities,
18 inoperable equipment or vehicles, and recycled materials.

19 “Owner” means the holder of fee title, a mortgagee, or contract purchaser.

20 “Park” means any property designated, dedicated, or developed by or on behalf of a government entity
21 for park or open space use, including passive and active forms of recreation.

22 “Parking space” means a portion of an off-street parking area, meeting the city’s design and construction
23 standards, having access to a public street or alley.

24 “Planning commission” means the planning commission for the city.

25 “Planning department” means the planning department for the city.

26 “Planning director” means the planning director for the city or his/her authorized representative.

27 “Practicable” means possible or capable of being done.

28 “Principal building” means the primary or predominant building on a lot.

29 “Principal use” means the primary or predominant use of any lot or building.

30 “Public agency” means any agency, political subdivision, or unit of local government of this state
31 including but not limited to municipal corporations, special purpose districts, and local service districts;
32 any agency of the state, the United States, or any Indian tribe recognized as such by the federal
33 government.

34 “Public works director” means the public works department director for the city or his/her authorized
35 representative.



1 “Reasonable alternative” means an alternative that is available and capable of being carried out after
2 taking into consideration cost, existing technology, and logistics in light of overall project purposes, and
3 having less impacts to regulated critical areas. It may include an area not owned by the applicant which
4 could reasonably have been or be obtained, utilized, expanded, or managed in order to fulfill the basic
5 purpose of the proposed activity.

6 “Recreational vehicle” means a vehicle which is (1) built on a single chassis; (2) four hundred square feet
7 or less when measured at the largest horizontal projection; (3) designed to be self-propelled or
8 permanently towable by a light duty truck; and (4) designed primarily not for use as a permanent
9 dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

10 “Redevelopment” means the process to rebuild, restore or develop an area or property that has
11 previously been developed for a specific use or purpose.

12 “Repair or maintenance” means an activity that restores the character, scope, size, and design of a
13 serviceable area, structure, or land use to its previously authorized undamaged condition. Activities that
14 change the character, size, or scope of a project beyond the original design and alter a regulated critical
15 area are not included in this definition.

16 “Retention/detention facility” means a type of drainage facility designed either to hold water for a
17 considerable length of time and then release it by evaporation, plant transpiration, and/or infiltration
18 into the ground; or to hold runoff for a short period of time and then release it to the surface and
19 stormwater management system.

20 “Review authority” means the individual or the board, council or commission with authority to review,
21 make recommendations concerning, or approve development permits.

22 “Review process” means the procedure listed in EMC Title 15, Local Project Review Procedures, by which
23 a specific use shall be evaluated before a determination is made concerning the issuance of an approval,
24 a license or permit.

25 “Right-of-way” means the actual property which is publicly dedicated or reserved for street and alley
26 access and for other public purposes such as public utilities, bicycle paths, and pedestrian walkways.

27 “Sensitive land uses” means those land uses which are particularly sensitive to the secondary effects of
28 adult use businesses. Sensitive land uses include the following:

- 29 1. Single-family and multiple-family residential zones;
- 30 2. Churches, or other religious facilities or institutions;
- 31 3. Public and private schools, training facilities and technical schools which have twenty-five
32 percent or more of their students under the age of eighteen;
- 33 4. Public parks and playgrounds;
- 34 5. Community development block grant designated neighborhoods.

35 “SEPA” means the current edition of the State Environmental Policy Act and the city ordinance
36 implementing the state Act.



1 “Street” means a public or private thoroughfare which provides the principal means of access to abutting
2 properties.

3 “Traffic engineer” means the traffic engineer for the city.

4 “Transfer of development rights” means, in general, the process for transferring development rights
5 from a sending site to a receiving site.

6 “Use” means the activity or function carried out on an area of land, or in a building located thereon.

7 “Vacate” means to move out; to make vacant or empty; to leave.

8 “Water-dependent” has the same meaning as set forth in Chapter 19.08 of the Everett shoreline master
9 program.

10 “Water-dependent use” has the same meaning as set forth in Chapter 19.08 of the Everett shoreline
11 master program.

12 “Water-related uses” has the same meaning as set forth in Chapter 19.08 of the Everett shoreline master
13 program.

14 “Zone” means a specifically delineated area within the city, which is indicated on the zoning map, within
15 which regulations and requirements uniformly govern the use, location and size of buildings and land.

16 “Zoning map” means the map adopted by the city showing the geographic location of zones within the
17 municipal boundaries.

18 **19.04.030, LOT, BUILDING, AND STRUCTURE DEFINITIONS**

19 “Accessory Dwelling Unit” or “ADU,” means a dwelling unit with an interior habitable area, including
20 basements and attics but not including a garage or accessory structure, that is under 1,000 square feet
21 and which is subordinate to a permitted principal dwelling unit located on the same lot.

22 “Antenna” means any exterior apparatus or apparatuses designed for telephonic, radio, data, internet, or
23 other communications through the sending and/or receiving of electromagnetic waves or radio
24 frequency signals, including without limitation equipment attached to a tower or building for the
25 purpose of providing personal wireless services.

26 “Awning—canopy” means a fixed-roofed structure, with open sides, which provides shade or protection
27 and is in whole or in part self-supporting.

28 “Binding site plan” means a drawing to a scale specified by local ordinance which: (1) identifies and
29 shows the areas and locations of all streets, roads, improvements, utilities, open spaces, and any other
30 matters specified by local regulations; (2) contains inscriptions or attachments setting forth such
31 appropriate limitations and conditions for the use of the land as are established by the local government
32 body having authority to approve the site plan; and (3) contains provisions making any development be
33 in conformity with the site plan.

34 “Blank wall” means exterior ground floor walls of buildings visible from a street or publicly accessible
35 open space that are over four feet in height with a horizontal length greater than fifteen feet, and do not

include a window, door, building modulation or other architectural detailing. Building walls adjacent to an alley and exterior fire walls built along interior property lines are not considered blank walls.

“Building” means any structure built for the support, shelter or enclosure of persons, animals, vehicles, mechanical devices or property of any kind. When separated by common walls located on property lines, each portion of such structure shall be deemed a separate building. A building is constructed to include exterior walls of the structure, usually solid from the ground to the roof line except for window and door openings.

“Building appurtenance” means chimneys, steeples, television and radio antennas, ham radio antennas, television dish antennas, flagpoles, and vent pipes in any zone, and mechanical systems in zones other than single-family zones, and other similar features, excluding signs, which are customarily located on or above the roof of a building.

“Carport” means a covered shelter for an automobile, open on two or more sides.

“Courtyard” means any portion of the interior of a lot which is fully or partially enclosed by the walls of a building or buildings on the same development site, which is not within a required setback area and is unobstructed from the ground upward.

“Dish antenna” means a parabolic-shaped antenna which is designed to receive television broadcasts or other electronic communication signals. The antenna is considered as an accessory structure unless it is attached to the principal building, in which case it is considered a building appurtenance.

“Dooryard” means the main façade of a building set back from the front lot line and defined by a low wall or hedge, creating a small private area between the sidewalk and the façade. Each Dooryard is separated from adjacent Dooryards. The Dooryard is raised or at grade.

“Driveway” means an area of property designed to provide access between a street and a building or parking area.

~~“Duplex” contains two dwelling units (see Chapter 19.05 EMC, “Dwelling, 2-unit”), but unlike a townhouse, a duplex could be two units on separate floors (upper unit and lower unit) or two units joined at the side.~~

~~“Dwelling” means one or more habitable rooms designed to be occupied by one or more persons with shared facilities for living, sleeping, cooking, eating, and sanitation which meet the minimum requirements of EMC Title 16, Building and Construction, and in which all habitable rooms are internally accessible from within the dwelling.~~

“Facade” means the entire building exterior wall face, including grade to the top of the parapet or eaves, and the entire width of the building elevation. For buildings with more than one occupant, the facade for each occupant shall be that portion of the exterior wall face between the points where interior walls between tenants intersect with the exterior wall.

“Facilities for Cooking” (“Kitchen”) means any room(s) used, or designed to be used, for cooking or the preparation of food, and having provisions available for any of the following: an installed gas or electric oven, stove, or range (microwave is not considered a range or oven); a kitchen sink (hand sinks or utility sinks are not to be considered kitchen sinks); a dishwasher; or plumbing or standpipes for equipment

and facilities normally found in a kitchen. Home occupation food processing plants licensed under RCW 69.07 and cottage food operations licensed under RCW 69.22 are not considered “facilities for cooking” for the purpose of defining a dwelling.

“Fence” means a manmade barrier erected to enclose, screen or separate areas of land.

“Frontage” means the area between (and/or on) a building facade and the public right-of-way or the pavement of a public sidewalk.

“Garage” means an accessory building constructed of at least three walls, designed or used for the shelter or storage of vehicles owned or operated by the occupants of the principal building.

“Garage, private attached” means a portion of the principal building which is attached by a common wall or substantial roof structure to the principal dwelling designed or used for the storage or shelter of vehicles owned or operated by the occupants of the principal building.

“Green roof” means an engineered roofing system that allows for the propagation of rooftop vegetation while maintaining the integrity of the underlying roof structure and membrane.

“Lot” means an area of land established by plat, subdivision or as otherwise permitted by law to be used, developed or built upon in accordance with the provisions of the Unified Development Code.

“Lot, corner” means a lot located at the junction of and fronting on two or more intersecting streets.

“Lot, interior” means any lot which is not a corner lot.

“Lot line” means a line of record that divides one lot from another lot or from a public or private street or alley.

“Lot line, front” means the lot line dividing a lot from the street. On a corner lot, only the shorter lot frontage shall be considered as the front lot line. On a panhandle or through (double-fronting) lot, the front lot line and setbacks shall be determined during the subdivision approval process, or, if not determined during subdivision review, shall be determined by the planning director.

“Lot line, rear” means the lot line opposite and most distant from the front lot line. In the case of triangular or other irregularly shaped lots, an imaginary line ten feet in length located entirely within the lot, parallel to and at a maximum distance from the front lot line.

“Lot line, side” means any lot line which is not a front or rear lot line.

“Lot, panhandle” means a lot with access provided to the bulk of the lot by means of a narrow strip of land which does not meet the full frontage or width requirements of this title.

“Lot, substandard” means a lot that does not meet minimum lot area and/or dimensional (lot width, lot depth and/or lot frontage) requirements of this title.

“Manufactured home,” “mobile home,” “mobile home park subdivision,” “manufactured housing subdivision,” “mobile home park,” “manufactured housing community” or “manufactured/mobile home community” has the same meaning as set forth in RCW 59.20.030. “Designated manufactured home” or “new manufactured home” has the same meaning as set forth in RCW 35.63.160.



1 “Marquee” means a permanent roof-like structure or canopy of rigid material supported by and
2 extending from the facade of a building.

3 “Open space” means land area not covered by buildings, roads, driveway and parking areas, or outdoor
4 storage areas, including, but not limited to, landscape areas, gardens, woodlands, walkways, courtyards
5 or lawns, and outdoor recreation areas. Except as otherwise provided by this title, open space includes
6 setback areas that meet the requirements defined in this title.

7 “Open space, common” means private open space provided within a development which is provided for,
8 and which is permanently accessible to, all residents/tenants of the development.

9 “Open space, private” means a small parcel of land or outside area (deck, lanai, patio) immediately
10 adjacent to an individual dwelling unit maintained by and for its residents and reserved exclusively for
11 their use.

12 “Open space, public” means an area that is visible and accessible to the public, but may be designed for
13 the use and enjoyment of the development.

14 “Plat” is a map or representation of a subdivision, showing thereon the division of a tract or parcel of
15 land into lots, blocks, streets and alleys, or other divisions and dedications.

16 “Plat, final” is the final drawing of the subdivision and dedication prepared for filing for record with the
17 county auditor and containing all elements and requirements set forth in this chapter and in local
18 regulations adopted under this chapter.

19 “Plat, preliminary” is a neat and approximate drawing of a proposed subdivision showing the general
20 layout of streets and alleys, lots, blocks, and other elements of a subdivision consistent with the
21 requirements of this chapter. The preliminary plat shall be the basis for the approval or disapproval of
22 the general layout of a subdivision.

23 ~~“Porch” means a roofed shelter, usually open at the sides, which shall be open on three sides, projecting~~
24 ~~from the face of a building and used to protect the entrance to a building; a carport is not considered a~~
25 ~~porch.~~

26 “Shared yard” means a portion of a development held in common and/or single ownership, not reserved
27 for the exclusive use or benefit of an individual tenant or owner, and is available for use by all persons
28 who reside or work in the building or on the lot. Excludes the following:

29 1. Required front setbacks;

30 2. Areas devoted to parking, driveways, and maneuvering areas;

31 3. Open space at grade less than 10 feet in its minimum dimension;

32 “Short plat” is the map or representation of a short subdivision.

33 “Short subdivision” means the division or redivision of land into nine or fewer lots, tracts, parcels, sites
34 or divisions for the purpose of sale, lease, or transfer of ownership.

35 “Stoop” means a small stair, landing or ramp connecting a building entrance to a walkway or sidewalk.

“Street-facing dwelling unit facade” means a ground or first floor of a dwelling unit facade facing, and within thirty feet of, a front or side-street lot line on a public street.

“Structure” means a combination of materials constructed or erected on or under the ground, or attached to something having a permanent location on or under the ground.

“Structured parking” means a structure in which vehicle parking is accommodated on multiple stories or floors.

“Subdivision” means the division or redivision of land into ten or more lots, tracts, parcels, sites or divisions for the purpose of sale, lease, or transfer of ownership.

“Swale” means a shallow drainage conveyance with relatively gentle side slopes, generally with flow depths less than one foot.

“Tiny home,” “tiny house” or “tiny house with wheels” has the same meaning as set forth in RCW 35.21.686, which is a dwelling to be used as permanent housing with permanent provisions for living, sleeping, eating, cooking, and sanitation built in accordance with the state building code.

“Tiny house communities” has the same meaning as set forth in RCW 35.21.686, which is real property rented or held out for rent to others for the placement of tiny houses with wheels or tiny houses utilizing the binding site plan process in RCW 58.17.035.

“Tower” means any structure that is designed and constructed primarily for the purpose of supporting one or more antennas, including self-supporting lattice towers, guy towers or monopole towers. The term encompasses personal wireless service facilities towers, microwave towers, common-carrier towers, cellular telephone towers, personal communications services towers, alternative tower structures, and other similar structures, and its attendant base station. The term does not include public utility poles.

~~“Townhouses” means buildings that contain three or more attached single-family dwelling units that extend from foundation to roof and that have a yard or public way on not less than two sides. also called “single-family, attached,” are buildings joined at the side by a common wall. Each dwelling has up to two or three stories and no dwellings are placed over another. Each dwelling has individual and direct pedestrian access to the street and typically contains some private open space in the front and back. A development of townhouses could include two units attached (see Chapter 19.05 EMC, “Dwelling, 2-unit”) or multiple units attached.~~

“Townhouse unit” means a single-family dwelling unit in a townhouse that extends from foundation to roof and that has a yard or public way on not less than two sides that extends at least 50 percent of the length of each of these two sides.

19.04.040, MEASUREMENT DEFINITIONS

“Base elevation” means the average elevation of the approved topography of a parcel at the midpoint on each of the four sides of the smallest rectangle which will enclose the proposed structure, excluding all eaves and decks. The approved topography of a parcel is the natural topography of a parcel or the topographic conditions approved by the city prior to January 1, 1988, or as approved by a subdivision, short subdivision, binding site plan, shoreline substantial development permit, or SEPA environmental



1 review issued after January 1, 1988. On any lot exhibiting evidence of an unapproved fill, a soils analysis
2 may be required to determine the approved topography. An approved bench mark will establish the
3 relative elevation of the four points used to establish the base elevation.

4 “Benchmark” means a fixed reference point or object, more or less permanent in character, the
5 elevation of which is known, or to which a nominal elevation can be assigned.

6 “Buildable area” means the lot area minus undevelopable areas.

7 “Building footprint” means the perimeter of a building at the outer edge of the outside walls of the
8 building, including cantilevered portions of a building.

9 “Caliper” means diameter of a tree trunk measured six inches above the ground.

10 “Density” means a ratio of dwelling units to lot area, usually expressed in terms of dwellings per acre or
11 square feet of land area per dwelling unit.

12 “Finished ground floor levels” is measured as the elevation from ground level to the floor level of the
13 first story of the building at the main entrance.

14 “Floor” is the habitable level within a building that is above grade. Exposed basements less than four
15 feet from grade or attics not exceeding four feet at the knee-wall shall not constitute a floor.

16 “Floor area ratio” means a measure of development intensity which is the gross building area (square
17 footage of the total floor area except parking areas) divided by the lot area.

18 “Floor height” is measured from the surface of any floor to the surface of the floor above it or, if there is
19 no floor above, from the surface of the floor to the top of the wall plate.

20 “Floorplate” is the total gross floor area of any given floor of a building, measured to the exterior of the
21 wall or balcony.

22 “Grade” means the elevation of a lot prior to development.

23 “Grade, finished” means the elevation of a lot after completion of development.

24 “Gross floor area” means the sum of the gross horizontal areas of the floors of a building or buildings,
25 measured from exterior faces of exterior walls, and from the centerline of common walls.

26 1. Gross floor area includes: basement space, elevator shafts and stairwell at each floor,
27 mechanical equipment rooms with headroom of seven feet, six inches or more, ~~or~~ attic spaces
28 with headroom of seven feet, six inches or more, penthouse floors, interior balconies and
29 mezzanines, and enclosed porches.

30 2. Gross floor area shall not include: accessory water tanks and cooling towers, mechanical
31 equipment rooms with headroom of less than seven feet, six inches, ~~or~~ attic spaces with
32 headroom of less than seven feet, six inches, exterior steps or stairs, terraces, breezeways, and
33 open spaces.

34 “Ground floor” means the floor of a building closest to the height of the adjacent front street sidewalk
35 or, where no sidewalk exists, closest to the height of the grade at the front lot line.

Height, Building. See Chapter 19.22 EMC for how heights are measured.

“Line of sight” with respect to the siting of secure community transition facilities means the maximum unobstructed distance at which it is possible to reasonably visually distinguish and recognize individuals. For the siting of secure community transition facilities, this distance is six hundred feet. However, a distance less than six hundred feet may be considered if the applicant demonstrates that visual barriers exist or can be created that would reduce the line of sight to a distance less than six hundred feet.

“Lot area” means the total area within the lot lines of a lot, excluding any primary access easements or panhandles, and excluding any area dedicated for public right-of-way purposes.

“Lot coverage by building” means the amount or percent of the ground area of a lot on which buildings are located. This amount/percent includes all areas which are partially or totally enclosed and covered by a weathertight roof, including any garages, carports, and cantilevered portions of a building which are not above the ground floor of a building, and storage areas covered by a watertight roof even if not fully enclosed. Building coverage does not include eaves, decks, and uncovered porches. Minor portions of panhandle lots and primary access easements shall not be included in the lot area for purposes of calculating building coverage.

“Lot depth” means the mean distance between the front lot line and rear lot line.

“Lot frontage” means the length of the front lot line measured at the street right-of-way.

“Lot width” means the horizontal distance between side lot lines measured at right angles to the lot depth at a point midway between the front and rear lot lines.

“Setback” means the required minimum distance between any lot line and any structure, building or use.

“Setback, average” means calculating the average front setback of two adjacent properties. If the property is on the corner, the average setback is the front setback of the adjacent properties. If there are no adjacent properties, then there is no average setback unless otherwise allowed in this code.

Setback, Front. “Front setback” means the required minimum distance between the front lot line and any structure, building or use.

Setback, Rear. “Rear setback” means the required minimum distance between the rear lot line and any structure, building or use.

Setback, Side (Interior). “Side (interior) setback” means the required minimum distance between the side lot line which does not abut a street and any structure, building or use.

Setback, Side (Street). “Side (street) setback” means the required minimum distance between the side lot line abutting the street on a corner lot and any structure, building or use.

19.04.050, USE DEFINITIONS, RESIDENTIAL

This section defines uses set forth in Table 5-1 in EMC 19.05.080.

“Adult family home” has the same meaning as RCW 70.128.010, which means a residential home in which a person or persons provide personal care, special care, room, and board to more than one but not more than six adults who are not related by blood or marriage to the person or persons providing



the services. An adult family home may provide services to up to eight adults upon approval from the department under RCW 70.128.066.

“Assisted living facility” means a residential facility for elderly persons (age fifty-five or older) who require moderate to extensive assistance with daily tasks such as cooking, eating, bathing, housekeeping, dispensing of medicines, shopping, appointments and other tasks.

“Congregate care facility” means a residential facility for the elderly. The minimum age limit for the elderly is fifty-five years for the residents, with younger spouses permitted. The facility typically has a central lobby, common dining area, hobby and/or recreational rooms. The fee structure shall include at least one meal per day in the common dining area. Accessory support uses for the tenants, such as pharmacies, banking service, etc., may be included.

“Day care, family home” means day care provided in the home as an incidental use to the principal residential use of the property, for up to twelve children full time, or six adults full time, or as otherwise provided by the state of Washington.

“Dormitory” means a building with sleeping accommodations, without in-room cooking facilities, for residents affiliated with an educational, religious, or other institution.

~~“Dwelling” means any building that contains one or two dwelling units used, intended, or designed to be built, used, rented, leased, let or hired out to be occupied, or that are occupied for living purposes.~~

~~“Dwelling unit” means one or more habitable rooms designed to be occupied by one or more persons with shared facilities for living, sleeping, cooking, eating, and sanitation which meet the minimum requirements of EMC Title 16, Building and Construction, and in which all habitable rooms are internally accessible from within the dwelling.~~

~~“Dwelling, cottage housing” means small, detached dwelling units clustered around a central common open space.~~

~~“Dwelling, multiple-family” means a building(s) or portion of a building arranged or designed to be occupied by five or more families living independently of each other.~~

~~“Dwelling, one-unit” means a detached building designed for and occupied by only one household, sharing no common walls with other dwelling units, except an accessory dwelling unit (“ADU”).~~

~~“Dwelling, three- to four-unit” means a building designed for and occupied by three or four households, living independently of each other in separate dwelling units. A three- to four-unit dwelling may be attached by a common wall or walls or stacked in a manner that individual dwelling units are located above or below other dwelling units.~~

~~“Dwelling, two-unit” means a building designed for and occupied by two households, living independently of each other in separate dwelling units. A two-unit dwelling may be attached by a common wall or walls or stacked in a manner that individual dwelling units are located above or below other dwelling units. A two-unit dwelling does not include an accessory dwelling unit (“ADU”) which may be permitted on a lot with a one-unit dwelling.~~

~~“Dwelling unit, accessory,” or “ADU,” means a dwelling unit which is subordinate to a permitted principal dwelling unit located on the same lot.~~

1 “Dwelling, Co-Living Housing”, means a residential development with sleeping units that are
2 independently rented and lockable and provide living and sleeping space, and residents share kitchen
3 facilities with other sleeping units in the building, as in 36.70A RCW. A sleeping unit in co-living housing
4 shall be treated as one-quarter of a dwelling unit for purposes of calculating density and vehicle parking
5 requirements.

6 ~~“Dwelling unit, micro-housing” or “small-efficiency dwelling unit” means a single, independent,~~
7 ~~residential dwelling unit within a multifamily building of no less than 24 units and consisting of one~~
8 ~~habitable room (excluding kitchen, bath, closets, storage areas, and built-ins). These units have a living~~
9 ~~room floor area two hundred twenty square feet or less, or a total gross unit size three hundred twenty~~
10 ~~square feet or less.~~

11 “Emergency housing” has the same meaning as RCW 36.70A.030(9):

12 “Emergency housing” means any facility that is constructed for the primary purpose of providing
13 temporary indoor accommodations for individuals or families who are homeless, or at imminent risk of
14 becoming homeless, that is intended to address the basic health, food, clothing, and personal hygiene
15 needs of individuals or families consistent with RCW 36.70A.030(9). Emergency housing may or may not
16 require occupants to enter into a lease or an occupancy agreement.

17 “Emergency shelter, indoor” means any facility that is constructed for the primary purpose of providing
18 shelter for people experiencing homelessness in general or for specific populations of people
19 experiencing homelessness consistent with RCW 36.70A.030(10). People may be granted admittance on
20 a nightly or extended-stay basis. Emergency shelters may include day centers that do not provide
21 overnight accommodations. Supportive services may or may not be provided in addition to the provision
22 of shelter.

23 “Emergency shelter, outdoor” means a facility that provides shelter in temporary structures for people
24 experiencing homelessness in general or for specific populations of people experiencing homelessness.
25 “Temporary structure” means not affixed to land permanently including tents, vehicles, or other
26 structures not regulated under the building code. People may be granted admittance on a nightly or
27 extended-stay basis.

28 “Extreme weather shelter, temporary” means a facility intended to house people experiencing
29 homelessness for specific situations such as cold or hot weather or poor air quality conditions. The
30 shelter operations are limited to the duration of the period that the extreme conditions persist. People
31 may be granted admittance either for an overnight stay, during the day, or both.

32 Family Home (Day Care and Adult). Please see definitions of “adult family home” and “day care, family
33 home.”

34 “Group housing, extended care facility” means a state-licensed extended care facility, including an
35 assisted living facility, congregate care facility, nursing or convalescing home, and any other group
36 housing serving more than sixteen individuals.

37 “Group housing, residential care facility” means a state-licensed residential care facility designed to
38 serve as the primary residence for individuals and two resident staff, which has shared living quarters
39 without separate bathroom and/or kitchen facilities for each unit.

“Live/work” units mean built spaces that function ~~predominantly as~~ both work spaces and ~~secondarily as~~ residences.

“Transit Stop, Major” means:

(a) A stop on a high capacity transportation system funded or expanded under the provisions of chapter 81.104 RCW;

(b) Commuter rail stops;

(c) Stops on rail or fixed guideway systems; or

(d) Stops on bus rapid transit routes, including those stops that are under construction.

“Transit Stop, Frequent” means stops for a bus or other transit mode providing actual fixed route service at intervals no longer than 15 minutes per hour for at least five full hours during the peak hours of operation on weekdays

“Managing agency” means an organization that has the capacity to organize and manage a homeless encampment. A “managing agency” may be the same entity as the sponsor.

“Mobile home park,” “manufactured housing community,” or “manufactured/mobile home community” has the same meaning as in RCW 59.20.030: any real property which is rented or held out for rent to others for the placement of two or more mobile homes, manufactured homes, or park models for the primary purpose of production of income, except where such real property is rented or held out for rent for seasonal recreational purpose only and is not intended for year-round occupancy.

“Nursing or convalescent home” means a facility or institution for the care of the aged or infirm, or a place of rest for those suffering bodily disorders. This term does not include hospitals or facilities for the primary treatment of sickness or injuries, or for surgical care, or congregate care facilities.

“Permanent supportive housing,” also referred to as supportive housing, has the same meaning as RCW 36.70A.030(16):

“Permanent supportive housing” is subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident’s health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Permanent supportive housing is subject to all of the rights and responsibilities defined in chapter 59.18 RCW.

“Recreational vehicle (RV) park” means real property rented or held out for rent to others for the placement of recreational vehicles.

“Secure community transition facility” means a facility, as defined in RCW 71.09.020, for the housing of sexually violent predators.

“Short-term rental” means the use of an entire dwelling unit or portion thereof by any person or group of persons to occupy for rent for a period of less than thirty consecutive days. Short-term rentals do not include hotels or motels.

“Sleeping Unit” is an independently rented and lockable room for sleeping and living; sleeping units are not required to have private bathrooms or private kitchens because residents typically share bathrooms and/or kitchen facilities with other sleeping units in the building. Per the IBC sleeping units must be at least 70 square feet; rooms larger than 240 square feet otherwise meeting the definition here of sleeping unit will be considered dwelling units for other EMC 19 purposes such as parking calculations. Rooms for sleeping, regardless of size, when designed as an integral part of a single larger permitted dwelling unit, will not be counted as ‘sleeping units’.

“Sponsor” means a local faith-based or other local community-based organization that has an agreement with the managing agency to provide basic services and support for the residents of a homeless encampment, such as shelter, food and sanitation, and liaison with the surrounding community and joins with the managing agency in an application for a temporary use permit. A “sponsor” may be the same entity as the managing agency.

Supportive housing. See “Permanent supportive housing.”

“Tiny house” and “tiny house with wheels” mean a dwelling to be used as permanent housing with permanent provisions for living, sleeping, eating, cooking, and sanitation built in accordance with the state building code.

“Tiny house communities” means real property rented or held out for rent to others for the placement of tiny houses with wheels or tiny houses utilizing the binding site plan process in RCW 58.17.035.

“Transitional housing” has the same meaning as RCW 84.36.043(2)(c):

“Transitional housing” means a project that provides housing and supportive services to homeless persons or families for up to two years and that has as its purpose facilitating the movement of homeless persons and families into independent living.

19.04.060, USE DEFINITIONS, COMMERCIAL

This section defines uses set forth in Table 5-2 in EMC 19.05.090.

“Animal day care” means short-term daytime (not overnight) care for dogs, cats and other small animals.

“Auto fuel sales” means a business selling gasoline, diesel and other fuel products such as propane. This includes convenience stores selling food and related items.

“Automobile and truck service, heavy” means a business where vehicle repair and maintenance of heavy trucks over eighteen thousand pounds and other large equipment is performed.



1 “Automobile and truck service, light” means a business where vehicle repair and maintenance, cleaning
2 and alterations are performed. Cleaning includes automatic and self-service washing, vacuuming and
3 detailing.

4 “Automobile dismantling/recycling” means the disassembly of vehicles, together with sorting, cleaning
5 and storage of spare parts and recyclable materials, such as scrap metals.

6 “Automobile drive-through facility” means all equipment and improvements used to allow customers to
7 be served from within their vehicles. This includes order placing stations, speakers, service windows,
8 signs, driveways and holding lanes.

9 “Automobile, light truck or RV sales or rental” means a business where new or used cars, light trucks and
10 recreational vehicles are displayed for sale, rent or lease, typically outdoors on a paved parking lot. This
11 use may include a showroom and/or service facility.

12 “Birthing center” or “childbirth center” means any health facility, not part of a hospital or in a hospital,
13 that provides facilities and staff to support a birth service to low-risk maternity clients.

14 “Body repair and painting” means a business that includes repair of damaged vehicles and painting or
15 repainting.

16 “Casino, mini” means a business which provides gambling and gaming as a primary source of its revenue,
17 which may include food and beverage sales for consumption on the premises as a secondary part of its
18 business activity.

19 “Clinic” means a building or portion of a building designed and used for the medical, dental or surgical
20 diagnosis or treatment of patients under the care of doctors.

21 “Commercial parking” means a parking lot or parking garage that is designed, used or intended to be
22 used for the parking of motor vehicles outside the street right-of-way. Commercial parking areas are
23 used, rented or leased to the general public, ~~customers or residents of development, or are provided as~~
24 ~~public parking for persons commuting to another location, such as a park-and-ride lot.~~ This use does not
25 include park and rides or parking lots or garages which are constructed as required for, or accessory to,
26 another permitted use.

27 “Convention center” means a large civic building or group of buildings designed for conventions,
28 industrial shows, and the like, having large exhibit areas and often including conference rooms, hotel
29 accommodations, restaurants, and other facilities.

30 “Day care center, commercial” means a day care facility for more than twelve children or adults.

31 “Entertainment and recreation, enclosed” means an entertainment or recreation facility under private
32 ownership and operated by a for-profit or nonprofit organization, and providing one or more of the
33 following types of entertainment activities: cinemas, billiard parlors, nightclubs, coin-operated arcades,
34 bowling alleys, ice skating and roller skating; one or more of the following types of recreation facilities:
35 fitness center, indoor gymnasium, spa or health club, including tennis, handball, golf, squash, volleyball,
36 racquetball, badminton, skate park and swimming. The use does not include adult use business, adult
37 retail or adult entertainment as defined in this title.



1 “Entertainment and recreation, not enclosed” means an entertainment or recreation facility under
2 private ownership and operated by a for-profit or nonprofit organization and providing one or more of
3 the following types of entertainment activities: ice skating; skate park and swimming; or commercial
4 outdoor recreation, including golf courses, archery range, or similar use.

5 “Equipment sales and rental” means service industry providing machinery, equipment and tools of all
6 kinds and sizes (from earthmoving to powered access, from power generation to hand-held tools, etc.)
7 for a limited period of time to final users, mainly to construction contractors but also to industry and
8 individual consumers.

9 “Food or beverage establishment” means restaurants, cafes, and similar types of land uses that prepare
10 and serve edible goods for consumption by the customer including beverage service. This use includes
11 coffee roasting and production of wine, beer, or other alcoholic or nonalcoholic beverages in conjunction
12 with the use of food or beverage establishment.

13 “Heavy truck and equipment sales” means a business where new or used trucks over eighteen thousand
14 pounds are displayed for sale, typically outdoors on a paved parking lot. This use may include a
15 showroom and/or service facility.

16 “Hotel” or “motel” means a transient accommodation offering three or more lodging units to guests for
17 periods of less than thirty days, and may also provide incidental services such as restaurants, meeting
18 rooms or recreational facilities.

19 “Impound, storage, tow yard” means a lot used for the temporary storage of vehicles which have been
20 towed by a towing company or for impounded vehicles, but which does not include permanent vehicle
21 storage or dismantling of vehicles.

22 “Kennel, commercial” means an establishment that houses, cares for, breeds, or raises dogs, cats or
23 other small domestic animals for profit.

24 ~~“Microbrewery, microdistillery, or microwinery” means a small-scale business located in a building where~~
25 ~~the primary use is for restaurant, retail, or tasting room, and which specializes in producing limited~~
26 ~~quantities of wine, beer, or other alcoholic beverage.~~

27 “Office” means a building or portion thereof which is used for general business, and nonprofit
28 administrative purposes not involving manufacturing, sale of inventory or provision of services involving
29 manual skills or mechanical processes. Remote provision of services including healthcare, social services,
30 and counseling are included in the category of office. Not included in the category of office are those
31 businesses and occupations defined by this title as clinics, government administrative offices or uses
32 such as private clubs.

33 “Retail sales and service” means a business providing products for retail sale or service to the ~~general~~
34 public or to group members, excluding marijuana retail.

35 “Social services” means a use operated by a public agency, nonprofit, or other organizations of a
36 charitable nature generally providing a service to people of the community. Staff may be located
37 primarily on site or may be based off site and provide regular hours or visits on site. Generally, they
38 provide the service on the site or have employees at the site on a regular basis. The service is ongoing,

not just for special events. Examples include services for behavioral health, counseling, therapy, drug and alcohol rehabilitation, and prepared meal distribution. This definition does not include schools, hospitals, clinics, day cares, food banks, or residential uses.

“Storage, commercial” means a building or buildings containing separate storage spaces of a limited size leased or rented on an individual basis, which do not include warehouses or loading docks. Where allowed, commercial storage may also include separate storage space located outside of buildings, or under a roof only, such as boat or RV storage, and is of a limited size leased or rented on an individual basis.

“Veterinary clinic” means a facility rendering surgical and medical treatment to animals, which may include overnight accommodations for purposes of recovery. For ~~the purpose of~~ these regulations, small animals shall be deemed to be ordinary household pets, excluding horses, donkeys, or other such animals not normally housed or cared for entirely within the confines of a residence.

19.04.070, USE DEFINITIONS, INDUSTRIAL

This section defines uses set forth in Table 5-3 in EMC 19.05.100.

“Aggregates extraction and related manufacturing” means the mining and processing of sand and gravel resources and closely related manufacturing such as concrete or asphalt batch plants, manufacturing of products using concrete or aggregate materials, storage and transport of mined or excavated materials, and other closely related uses accessory to aggregate extraction activities.

“Aircraft assembly” means the assembly of aircraft components into finished aircraft or the repair, service or maintenance of aircraft, including engine testing, test flights, and major overhaul or rebuilding.

“Distribution center” means a building designed to store products for retailers and wholesalers, to be redistributed to another location or to customers.

“Freight terminal” means a transportation facility furnishing services incidental to air, motor freight, and rail transportation. Examples of these facilities include: freight forwarding services; freight terminal facilities; joint terminal and service facilities; overnight mail processing facilities; packing, crating, inspection and weighing services; postal service bulk mailing distribution centers; transportation arrangement services; trucking facilities, including transfer and storage.

“Heavy industrial, manufacturing, processing, fabrication or assembly” means uses that generate potentially noxious or objectionable impacts such as noise, smoke, dust, vibration, odor, or concussion, the use or outdoor storage of heavy equipment, or outdoor storage of large quantities of bulk materials.

“Heliport” means an area of land, water, or structural surface designed, used, or intended to be used for landing or takeoff of passengers or cargo from or by helicopters, plus accessory buildings and uses.

“Light industrial, manufacturing, or assembly” means uses which are capable of being constructed, maintained and operated in a manner designed to be compatible with adjoining residential, commercial or other less intensive land uses. These uses do not generate noxious or objectionable impacts such as noise, smoke, dust, vibration, odor, or concussion; do not require the use of heavy equipment; and do not involve outdoor storage of large quantities of bulk materials or heavy equipment.



1 “Marine terminal” means a water-dependent transportation facility furnishing services incidental to
2 barge, marine shipping and other marine vessels.

3 “Railyard” means a complex series of railroad tracks for the assembly, storing, sorting, maintenance, or
4 loading and unloading, of railroad cars and locomotives. Railyards have many tracks in parallel for
5 keeping rolling stock stored off the mainline, so that they do not obstruct the flow of traffic.

6 “Storage yard” means the use of land to store material, equipment, or vehicles, and any structures
7 associated with the outdoor storage. This use includes bulk fuel, vehicle impound lot, bulk materials,
8 large equipment and cargo shipping containers.

9 “Warehouse” means a building used to store merchandise, materials or commodities.

10 **19.04.080, USE DEFINITIONS, PUBLIC, INSTITUTIONAL, QUASI-PUBLIC**

11 This section defines uses set forth in Table 5-4 in EMC 19.05.110.

12 “Aboveground utility and communications facility, major” means a structure or improvement built or
13 installed aboveground for the purpose of providing utility services or communications services to more
14 than one lot. Included in this definition for purposes of this title are electrical substations; water storage
15 reservoirs or tanks or pumping stations; telephone exchanges; manmade regional drainage detention or
16 retention facilities; natural gas regulating facilities greater than four feet in height; sewer lift stations;
17 wireless communications facilities including personal wireless service facilities; television or radio
18 transmission or reception towers, antennas; and other ancillary or similar facilities or structures housing
19 utility or communications equipment or improvements as determined by the planning director. This term
20 shall not apply to equipment and vehicle storage yards, offices and buildings used to support the
21 operations of utility or communication service providers.

22 “Aboveground utility and communications facility, minor” means fire hydrants; amateur radio antennas
23 or towers and television reception dishes or antennas for private residential use regulated by EMC
24 19.22.090; utility poles carrying electrical transmission lines with fifty-five thousand volts or less of
25 electrical power; pad-mounted switches and transformers; telephone or television cables; utility
26 structures less than four feet in height above grade, minor aboveground equipment associated with
27 underground utility facilities, or other such similar facilities as determined by the planning director. This
28 term shall not apply to equipment and vehicle storage yards, offices and buildings used to support the
29 operations of utility or communication service providers.

30 “Bicycle facilities” means improvements and provisions made to accommodate or encourage bicycling,
31 including bike racks or lockers, other bicycle parking facilities, ~~(bike racks)~~ and bikeways.

32 “Cemetery” means land or structures dedicated for the interment of human or animal remains.

33 “Community garden” means a site where food, ornamental crops, or trees are grown for small-scale
34 cultivation, generally to residents of apartments and other dwelling types without private gardens.

35 “Correctional facilities” means public or private facilities providing for the confinement of juvenile
36 offenders, for the incarceration, confinement or detention of individuals arrested for or convicted of a
37 crime, or for the punishment, correction and/or rehabilitation of individuals convicted of crimes whose
38 freedom is restricted. The term “jails and correctional facilities” includes those group-care homes, Class



II (as defined in this section, including subclassifications II-A, II-B, and II-C) which are exempt from the provisions of the Federal Fair Housing Act Amendments of 1988 and the Washington Housing Policy Act (RCW 35.63.220).

“Food bank” is a place where stocks of food, typically basic provisions, are supplied free of charge to people in need, by a nonprofit or charitable organization.

“Government administrative offices” means offices for federal, state, county, city or other governmental, public utility, school district, or quasi-public agencies where staff of such agencies are employed in the administration of government or public services. This term does not include correctional facilities, utility facilities, equipment storage or parking, schools, fire stations, community centers, parks, or other public or quasi-public service uses specifically listed in this title.

“Government use” means offices or facilities for federal, state, county, city or other governmental, public utility, school district, or quasi-public agencies where staff of such agencies are employed in the administration of government or public services. This term does not include correctional facilities, utility facilities, schools, parks, or other public or quasi-public service uses specifically listed in this title.

“Hazardous waste” means all dangerous and extremely hazardous waste as defined in RCW 70.105.010(15), except for moderate risk waste as set forth in RCW 70.105.010(17).

“Hazardous waste storage” means the holding of hazardous waste for a temporary period, as regulated by the state dangerous waste regulations, Chapter 173-303 WAC.

“Hazardous waste treatment” means the physical, chemical or biological processing of hazardous waste for the purpose of rendering these wastes for material resource recovery, amenable for storage, or reduced in volume, as regulated by the state dangerous waste regulations, Chapter 173-303 WAC.

“Hazardous waste treatment and storage facility, off-site” means treatment and storage facilities which treat and store hazardous wastes generated on properties other than those on which the off-site facilities are located.

“Hazardous waste treatment and storage facility, on-site” means treatment and storage facilities which treat and store hazardous wastes generated on the same property.

“Hospital” means an institution that provides twenty-four-hour-per-day care for the diagnosis, treatment, care and curing of individuals suffering from illness, injury or any condition requiring medical, obstetric, surgical, or psychiatric care; and other related uses customarily incidental thereto.

“Light rail station” means a dedicated public facility providing access to light rail trains and typically consisting of an elevated platform with waiting areas, ticket vending machines, bicycle facilities, and other pedestrian/active mobility facilities providing connections to bus and other transit and the local community.

“Park and ride” means a structure or area used, rented, or leased to the general public for connecting to transit, owned by or in partnership with a public agency. This use does not include parking lots or garages which are constructed as required for, or accessory to, another permitted use.

“Park” means any property designated, dedicated, or developed by or on behalf of a government entity for park or open space use, including passive and active forms of recreation.



“Place of worship” or “religious facility” means a place for people to gather for religious practice.

Examples include churches, synagogues, and mosques and accessory uses including bible study such as religious schools and day care.

“Schools (public and private)—elementary, middle and high schools” means a public or private facility that provides teaching or learning. Typical uses include elementary, junior and senior high schools and related uses, except as otherwise specifically defined in this code.

“Schools (public and private)—institutions of higher education” means public or private vocational and trade schools, academies, colleges, and universities, ~~including~~including classrooms, administrative offices, cafeteria, athletic facilities, dormitories, and off-street parking areas.

“Solid waste transfer station” means a solid waste handling facility where nonhazardous solid waste is delivered by public agencies, businesses or individuals and transferred and/or sorted into other containers to be transported to another location for ultimate disposal. A solid waste transfer station may include provisions for extraction of recyclable or reusable materials, as well as collection facilities for recyclable materials.

“Transit facilities” means public or private improvements at selected points along existing or future transit routes for passenger pick-up, drop-off, and waiting. Improvements may include pullouts, shelters, waiting areas, benches, information and directional signs or structures, and lighting.

“Transit station-off-street facility” means a dedicated transit facility outside of the public right-of-way where several transit routes converge, designed to accommodate several buses at once to permit transfer between transit routes. A transit center may provide transit passenger shelters and waiting areas but does not include off-street parking for transit passenger vehicles.

“Transportation facilities of statewide significance” means the interstate highway system; interregional state principal arterials including ferry connections that serve statewide travel; regional transit systems as defined in RCW 81.104.015; high capacity transportation systems serving regions as defined in RCW 81.104.015; intercity passenger rail services; intercity high-speed ground transportation; rail fixed guideway system, as defined in RCW 81.104.015, excluding yards and service and maintenance facilities; the freight and passenger railroad system as regulated by the Federal Railroad Administration, excluding yards and service and maintenance facilities; and in shoreline zones, and in adjacent zones where all or any portion of a development is within a shoreline designated area or zone, marine port and barge facilities and services that are related to marine activities affecting international and interstate trade, excluding centralized, high density concentrations of port, deep water port, and marine shipping facilities and services.

19.04.100, USE DEFINITIONS, OTHER

“Aircraft landing facilities” means airports, landing fields, helipads, or seaplane landing facilities and terminals for the accommodation of passengers and/or cargo carried by means of air transport.

“Bus Rapid Transit” means a public transit route that includes a combination of station facilities and improvements to the right-of-way that provide for enhanced frequently, reliability, and speed, including off-board fare payment and all-door boarding and dedicated transit or high-occupancy vehicle lanes along all or part of the route.

“Home occupation” means an occupation which is incidental and subordinate to a residential use, which is carried on by a member of the family residing in the dwelling.

“Junk store” means a retail store that sells previously used merchandise or goods the majority of which:

1. Have not been maintained, repaired, restored or reconditioned to a functional condition; or
2. Consist of salvaged or disassembled parts of merchandise, equipment or objects no longer in their original assembled configuration.

This definition excludes secondhand stores, pawnshops, thrift stores and artwork made from recycled or previously used materials incorporated into artwork. The planning director is authorized to maintain a list of stores that qualify as junk stores.

“Pawnshop” means an establishment that engages, in whole or in part, in the business of loaning money on the security of pledges of personal property, or deposits or conditional sales of personal property, or the purchase or sale of personal property.

“Secondhand store” means retail sales of previously used merchandise, the majority of which is not donated, such as clothing, furniture, appliances, household goods, sporting goods, recreational equipment or other merchandise not considered to be antique, that is in good repair or has been restored or reconditioned to a clean and usable condition. This definition excludes “pawn shop,” “thrift store,” and “junk store.” The planning director is authorized to maintain a list of stores that qualify as secondhand stores.

“Specified anatomical areas” means:

1. Less than completely and opaquely covered human genitals, pubic region, buttock and female breast below a point immediately above the top of the areola; and
2. Human male genitals in a discernible turgid state, even if completely and opaquely covered.

“Specified sexual activities” means:

1. Human genitals in a state of sexual stimulation or arousal;
2. Acts of human masturbation, sexual intercourse or sodomy;
3. Fondling or other erotic touching of human genitals, pubic region, buttock or female breast.

“Thrift store” means a store that derives the majority of its sales from donated previously used merchandise such as clothing, furniture, appliances, household goods, sporting goods, recreational equipment or other merchandise not considered to be antique. The planning director is authorized to maintain a list of stores that qualify as thrift stores.

CHAPTER 19.05 – USES

19.05.010 PURPOSE AND APPLICABILITY.

The purpose of this chapter is to establish the uses generally permitted in each zone which are compatible with the purpose of the zone and other uses allowed within the zone. All uses and structures



proposed on properties within Everett shall be subject to the permitted uses and other requirements of this chapter.

19.05.020 GENERAL PROVISIONS.

A. Land uses which are listed in Tables 5-1 through 5-5 of this chapter shall be permitted subject to the review process listed in the table for a specific use in a particular zone. If a use is not listed, please refer to EMC 19.05.070(B) regarding unlisted uses.

B. Any one or more land uses identified as being allowed within a particular zone may be established on any parcel within that zone, subject to the planning permit required for the use, and compliance with all other applicable requirements of the city of Everett.

C. Where a project is proposed for development with two or more of the land uses listed in the use table, the overall project shall be subject to the highest review process (e.g., III is higher than II) for any of the proposed uses.

D. Land uses may be subject to specific use standards set forth in Chapter 19.13 EMC.

E. Land uses are subject to height (Chapter 19.22 EMC), setback (Chapter 19.06 EMC) and/or other requirements in this title.

F. Accessory Uses. See EMC 19.05.065 for accessory use standards.

19.05.030 USES ALLOWED BY ZONE, OVERLAY, STREET TYPE OR SHORELINES.

A. Overview. Except for lands covered by water and subject to the Everett shoreline master program, all property within the city is located within a zoning district set forth in Map 3-1 (Chapter 19.03 EMC) and shown in Tables 5-1 through 5-5. In addition to being located within a zoning district, a property may also be located within a zoning overlay. A use that is allowed in Tables 5-1 through 5-5 may be further restricted based on whether the property fronts on a designated street type.

B. Zoning Districts.

1. The land uses listed in Tables 5-1 through 5-5 determine whether a use is allowed in a zoning district. See Chapter 19.03 EMC for the city's zoning districts map. The zoning districts are located along the horizontal header row, and the uses allowed in the zoning districts are located on the vertical column of Tables 5-1 through 5-5.

2. The watershed resource management zone (not shown in Tables 5-1 through 5-5) applies to city-owned lands located in the city's Chaplain watershed property. See EMC 19.05.200 for the requirements which apply to properties in the watershed resource management zone.

3. The park and open space zone (not shown in Tables 5-1 through 5-5) applies to city-owned public parks and open space property, in addition to additional public property developed as public parks or managed as open space. See EMC 19.05.210 for the requirements which apply to properties in the park and open space zone.

C. Zoning Overlays.



1. If a property is located within an overlay zone, it may provide for additional restrictions or exceptions that might apply to the property. Overlay standards may be found in Tables 5-1 through 5-5 or within specific sections as further outlined below.

2. For historic overlay zones, see Chapter 19.28 EMC.

3. For airport, port and navy compatibility area, see Chapter 19.17 EMC.

4. For planned development overlays, see Chapter 19.29 EMC.

5. For institutional overlays, see Chapter 19.31 EMC.

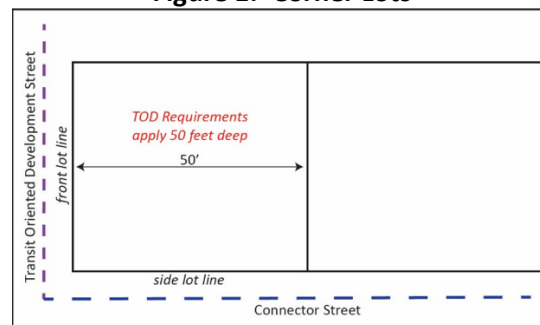
D. Street Type Designations.

1. Certain streets within Everett have one of four street types designated: transit-oriented development ("TOD") street, pedestrian street, connector street and residential mixed-use corridor. See Chapter 19.33 EMC for Street Type Map.

2. A use that is allowed in Tables 5-1 through 5-5 may be further restricted based on whether the property fronts on a designated street type. The restriction based on street type designation could apply to the entire property or to ground floor uses.

3. Corner Lots. For corner lots with more than one street type designation, the most restrictive street type designation applies to that portion of the lot measured fifty feet in depth from the lot line adjoining the designation. See Figure 1 for how to apply this requirement.

Figure 1: Corner Lots



E. Shorelines of the State.

1. All uses, developments and activities proposed on properties under the jurisdiction of the Everett shoreline master program, in addition to being subject to the requirements of this title, shall be subject to the procedures and review criteria for shoreline substantial development permits, variances, and conditional use permits in Chapter 15.03 EMC.

2. All uses, developments and activities in shoreline jurisdiction shall be subject to the development standards and special regulations of this title and the requirements of the shoreline master program, except as follows:

- a. When a conflict exists between the shoreline master program and this title, the shoreline master program shall take precedence over this title.

b. Zoning districts shown on Map 3-1 do not include areas waterward of the ordinary high water mark (OHWM). These areas will be subject to the Everett shoreline master program restrictions on uses, developments and activities.

19.05.035 ADAPTIVE REUSE OF NONRESIDENTIAL BUILDINGS

A. Purpose. The purpose of this section is to allow for adaptive reuse of nonresidential buildings in residential zones that are functionally obsolete in order to improve the economic feasibility of a property by considering uses that are not otherwise permitted, but which, if properly designed and managed, would not create unacceptable impacts on surrounding properties or the immediate vicinity in general. This process differs from the unlisted use process listed in EMC 19.05.070(B) in that uses that are not specifically authorized in the underlying residential zone may be considered using the process described herein.

B. Procedures. Any request for adaptive reuse of nonresidential buildings shall be reviewed as an administrative use in the Neighborhood Residential or Neighborhood Residential-Constrained zones; otherwise as a permitted use subject to the standards of this section. If the property is outside a historic overlay zone but listed on a historic register or as a contributing structure in a historic register district, the historical commission shall review the proposal and make a recommendation to the review authority.

C. Circumstances. The city may allow a use in a residential zone that is not specifically allowed in that zone if it is necessary to encourage adaptive reuse of a building under the following circumstances:

1. It is unlikely that the primary building on the subject property could be preserved if only uses permitted in the underlying zone were allowed.
2. Allowing a different use would enhance the character of the building and immediate vicinity.
3. The use would not have a detrimental effect upon surrounding properties or the immediate vicinity.

D. Uses. The following uses may be considered for adaptive reuse of an existing building in a residential zone:

1. Dwelling units. Density based on underlying zoning plus one additional dwelling unit;
2. Assisted living facilities;
3. Libraries;
4. Museums and art galleries;
5. Social services;
6. Public services;
7. Business incubators;
8. Artist studios;
9. Music venues;

10. Cafes and bistros;

11. Live/work units;

12. Bed and breakfasts;

13. Other uses not listed above if determined through the review process to be compatible with surrounding properties and the immediate vicinity.

E. Review Criteria. The following criteria shall be used as the basis for determining compatibility with surrounding uses and approving, denying, or conditionally approving a request to allow the adaptive reuse of a nonresidential building in a residential zone:

1. Evaluation criteria set forth in EMC 15.03.100.

2. The adaptive reuse would promote or aid in the preservation or rehabilitation of the primary building.

3. No significant adverse impacts to public safety.

4. Compliance with building and fire codes.

5. Hours of the day of proposed use or activity.

6. Proposed management and operational procedures to minimize and mitigate potential impacts.

7. Expansions to the primary building shall not exceed ten percent of the existing footprint or five hundred square feet, whichever is greater, and will not detrimentally affect the outside character of the building.

8. Other factors not specified herein that would create adverse impacts to the immediate vicinity.

9. Any proposal that would adversely affect properties in the immediate vicinity shall be denied. The city shall retain the right to revoke a permit issued under this section that fails to comply with any conditions of approval of said permit, or which operates in a manner inconsistent with representations made in the application, pursuant to Chapter 1.20 EMC.

19.05.040, USE OF ~~BASEMENT OR OTHER~~-BUILDING SPACES IN THE MIXED URBAN-USE ZONES.

A. *Purpose.* The purpose of this section is to allow ~~basements or other spaces in~~ buildings existing in one of the the mixed use urban-(MU) zones, as of the effective date of the ordinance codified in this title, to be considered for uses that are not ~~otherwise~~ permitted on a larger scale, but which, if properly designed and managed, would not create ~~unacceptable-significant adverse~~ impacts on surrounding properties or the area in general. Other spaces, in addition to basements in existing buildings that, due to their location or configuration are not readily usable for permitted uses, as determined by the planning director, may be considered using the process described herein. This process differs from the unlisted use process listed in EMC 19.05.070(B) in that uses that are not specifically authorized in the MU zones s may be considered using the process described herein.

B. *Review Process.*

1. Any request to allow a use that is not otherwise permitted in the MU zones^s, as provided by this section, shall be reviewed using Review Process II.

2. *Review Criteria.* The following criteria shall be used as the basis for approving, denying, or conditionally approving a request to allow the use of a basement space, or other space as provided herein, for a use not otherwise permitted in the MU zones^s.

- a. Traffic generated by the proposed use.
- b. Noise generated by the proposed use.
- c. Impacts from odor, vibration, dust or other nuisances.
- d. Aesthetic character and quality of the proposed use.
- e. Public safety impacts.
- f. Compliance with building and fire codes.
- g. Hours of the day of proposed use or activity.
- h. Proposed management and operational procedures to minimize and mitigate potential impacts
- i. Other factors not specified herein that would create a conflict with the uses that are permitted in the MU zones^s.

3. *Action.* Any proposal ~~that gives the outward appearance of a~~where the use or activity ~~that~~ is incompatible with the intent and purpose of the MU zones^s shall be denied. The city shall retain the right to revoke a permit issued under this section for a use that fails to comply with any conditions of approval of said permit, or which operates in a manner inconsistent with representations made in the application, pursuant to Chapter 1.20 EMC.

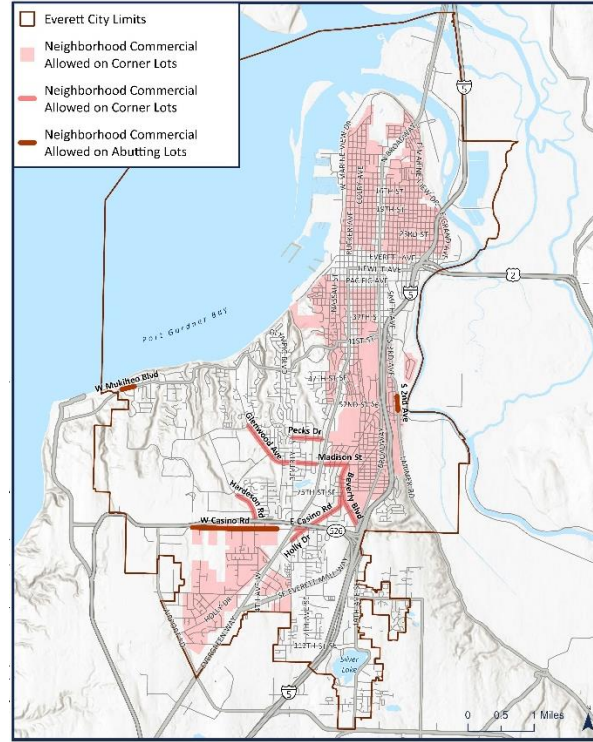
19.05.045, NEIGHBORHOOD COMMERCIAL

A. The purpose of this section is to allow small-scale neighborhood commercial uses in residential areas subject to specific development standards to ensure compatibility. Uses identified in section C are permitted where meeting the criteria in subsection B, subject to the standards in section C.

B. Neighborhood Commercial uses are permitted in residential zones in the following areas:

1

Map 5-1 Areas Eligible for Neighborhood Commercial



2

3 1. Corner lots, meaning lots that abut two different and intersecting public streets, within the
4 areas identified in Map 5-1; and

5 2. In buildings historically used for and built for commercial/residential mixed use, including
6 buildings for which a legal nonconforming use has discontinued or ceased; and

7 3. Lots abutting the following streets:

8 a. W Casino Rd; and

9 b. S 2nd Ave between Zillah St and Eugene St.

10 c. W Mukilteo Blvd between Sound Ave and Upland Ave

11 C. Allowed Neighborhood Commercial uses:

12 1. Food or beverage establishment;

13 2. The following subcategories of Retail Sales and Service: grocery, specialty food stores (bakery,
14 convenience store, ice cream, candy, deli, butcher/meat market, vegetable, beer/wine/liquor),
15 cobbler/shoe repair, tailor, laundromat, barber, hair salon, bookstore, florist, pet store,
16 pharmacy, or similar;

17 3. Clinic;

18 4. Lodging-Hotels, Motels (limited to five rooms);

5. Veterinary Clinic or Animal Day Care — Limited to Small Animal;
6. Day Care Center, Commercial (limited to 20 children or adults);
7. Entertainment and Recreation — Enclosed in Building (e.g., theater, fitness facility);
8. Offices; and
9. Other uses not listed above if determined through the review process described in Title 15 to be compatible with surrounding properties and the immediate vicinity.

D. Standards for Neighborhood Commercial uses:

1. Up to 3,000 square feet gross floor area or 50% of the gross floor area of the ground floor, whichever is larger;
2. Outdoor use areas are subject to administrative use permit and EMC 19.39.050;
3. See EMC 19.06.020 for reduced setbacks for Neighborhood Commercial uses;
4. No minimum off-street parking required;
5. Off-street parking prohibited between the building and the street;
6. No drive through facilities allowed;
7. Hours of operation: limited to 6 am to 11 pm;
8. See Chapter 20.08 for maximum permissible noise levels; and
9. The primary street-facing façade shall have a main entrance door and at least 60 percent of the area transparent windows or doors and the secondary street-facing facade must be 25 percent windows or entrance doors. Windows used to meet this standard must allow views from the building to the street and may not be glass block.

19.05.050, PROHIBITED USES

If Tables 5-1 through 5-5 do not indicate a specific review process for a specific use and zone, the use shall not be permitted in that zone. The following uses are prohibited anywhere within the city of Everett:

- A. Aggregates extraction.
- B. The disassembly, dismantling, or storage of more than five wrecked vehicles as defined in RCW 46.80.010(6) at any one time unless completely contained within an enclosed building.
- C. Manufacture of explosives.
- D. Stockyards, slaughterhouses, or rendering plants.
- E. Petroleum refineries.
- F. Sanitary landfills.

19.95.060, MODIFICATION OF USE REGULATIONS

A. Use Regulations That May Be Modified. An applicant may propose, and the planning director may allow, deny or condition using Review Process II, a modification of the special regulations and notes in Tables 5-1 through 5-5 in this chapter.

B. Evaluation Criteria.

1. Any proposal to modify use regulations shall not undermine the intent of the standards. The planning director shall not approve a request for modification unless the proposal provides architectural and urban design elements equivalent or superior to what would likely result from compliance with the use regulations which are proposed to be modified.

2. The planning director shall consider the criteria set forth in EMC 15.03.060 in making a decision.

19.05.065, ACCESSORY USES, FACILITIES AND ACTIVITIES

A. General. Accessory uses, facilities and activities normally associated with a use listed as a permitted use in a zone are permitted as part of that permitted use on the same lot as the principal structure. The accessory use, facility or activity must be clearly secondary to the permitted use. The primary use or activity shall be established before or concurrent with the accessory use or activity. For home occupations as an accessory to a residential use, see EMC 19.08.120.

B. Authority of the Planning Director. The planning director is specifically authorized to determine if a particular accessory use, facility or activity is normally associated with a particular permitted use and if a particular accessory use, facility or activity is clearly secondary to the permitted use.

C. Exceptions and Limitations. This title establishes specific limitations and regulations for some accessory uses and facilities for some uses in some zones. Where applicable, those specific regulations supersede the general statement of subsection (A) of this section.

19.05.067, HOME OCCUPATIONS

Home occupations are permitted in any ~~residential-zoned~~dwelling unit provided the home occupations comply with EMC ~~19.08.120~~19.13.200

19.05.068, TEMPORARY USES

A. User Guide. This section establishes a mechanism whereby the city may, on a short-term basis, permit a use to be conducted that would not otherwise be allowed in the zone in which it is located. This section is intended to permit certain inherently temporary uses, such as community festivals and fresh vegetable stands, that would not be allowed in the zone in which they are proposed, but which, if limited in time and strictly controlled, may be in the best interest of the Everett community.

B. Process for Deciding Upon a Proposed Temporary Use. The city will use the review process as described in Chapter 15.02 EMC, Local Project Review Procedures, to review and decide upon an application for a temporary use permit.

C. Application Information. The applicant shall provide the following information to the planning department:

1. A completed application on the form provided by the planning department, along with all information requested in that form;
2. An irrevocable, signed and notarized statement granting the city permission to summarily abate the temporary use and all physical evidence of that use if it is not removed by the applicant within the period specified as part of the permit, and agreeing to reimburse the city for any expenses incurred by the city in abating the temporary use; and
3. Written permission from the owner of the property upon which the temporary use is proposed to be located authorizing the proponent to use the subject property for the stated purposes and time period.

D. Criteria for Granting a Temporary Use Permit. The city may grant a temporary use permit only if it finds that:

1. The proposed temporary use will not be materially detrimental to the public welfare, or injurious to the property or improvements in the immediate vicinity; and
2. The proposed temporary use is compatible in terms of location, access, traffic, noise, nuisance, dust control and hours of operation with existing land uses in the immediate vicinity; and
3. The proposed temporary use is not otherwise allowable in the zone in which it is proposed.

E. Dimensional Requirements and Development and Performance Standards. The city shall establish dimensional requirements and development and performance standards as part of the approval of each temporary use permit. The city will use the nature of the proposed use and character of the surrounding area as guides in establishing these requirements and standards.

F. Frequency and Duration of Temporary Use. The city may not grant a temporary use permit to the same user for the same use more frequently than once in every three-hundred-sixty-five-day period. The city may only grant a temporary use permit for a specified period of time, not to exceed sixty days except as otherwise provided in this section. The temporary use permit shall specify a date by which the use shall be terminated.

G. Removal of a Temporary Use. The city shall designate, as part of the temporary use permit, a period following the expiration of the permit within which the temporary use must be terminated and all physical evidence of the use must be removed by the applicant. If the temporary use and all physical evidence of the use are not removed within the time specified, it will constitute a violation of this title. Further, the city is authorized to abate the temporary use in accordance with subsection (C)(2) of this section.

H. Exception to Permit Requirement.

1. Garage Sales. Garage sales shall be limited to two events per year with a maximum duration not to exceed four days per event.

2. Commercial and Industrial Zones. The following temporary uses, when located in commercial and industrial zones for not longer than the time periods specified below, are exempt from the permit requirements of this section:

a. Not to exceed forty-five days:

(1) Christmas tree lots;

b. Not to exceed ten consecutive days:

(1) Amusement rides;

(2) Carnivals and circuses;

(3) Parking lot sales which are ancillary to the indoor sale of the same goods and services.

I. Prohibited on Public Right-of-Way. See EMC 13.30.010 for permit requirements to use public right-of-way.

19.05.070, USE TABLE OVERVIEW

A. *General.* Land uses which are listed in Tables 5-1 through 5-5 of this chapter shall be permitted subject to the review process listed in the table for a specific use in a particular zone. If Tables 5-1 through 5-5 do not indicate a specific review process for a specific use and zone, the use shall not be permitted in that zone. If a use is not listed, please refer to subsection (B) of this section regarding unlisted uses. See Chapter 19.33 EMC for street type designations.

B. *Unlisted Uses.*

1. *Similar in Nature and Impact.* If a use is not listed but is similar in nature and impact to a use that is listed in Tables 5-1 through 5-5, the planning director may interpret and classify the use (see subsection (E) of this section) and proceed with review in accordance with the criteria outlined in EMC 15.03.030.

2. *Not Similar in Nature or Impact.* If a use is not listed and cannot be interpreted as similar in nature or similar in impact to a use that is listed in Tables 5-1 through 5-5, the use is deemed prohibited.

C. *Special Use Restrictions or Exceptions.* In some of the cells contained in Tables 5-1 through 5-5 are special regulations and endnotes. These special regulations and endnotes indicate that there are additional requirements or exceptions that apply to the specific use and/or zone corresponding with that particular cell in Tables 5-1 through 5-5. The special regulations are, in most cases, listed on the page(s) following Tables 5-1 through 5-5 in which the number is listed or provide reference to special regulations contained within the applicable other chapters of this code.

D. *Administrative Use and Conditional Use Permit Criteria.* Criteria for the evaluation of administrative use and conditional use permits assigned in Tables 5-1 through 5-5 are set forth in Chapter 15.03 EMC.

E. *Classification of Uses.* Land uses in Tables 5-1 through 5-5 are classified in one of four categories:



Key	Review Process
P = Permitted	Review Process I (REV I)
A = Administrative Use— subject to public notice and discretionary approval	Review Process II (REV II)
C = Conditional Use Permit— subject to hearing and discretionary approval	Review Process III (REV III)
Cell empty = Prohibited Use	Prohibited

19.05.080, TABLE 5-1 (RESIDENTIAL USE TABLE)

USE	R-S	R-1	R-2	R-2(A)	NR-C	NR	UR4 UR7	UR3	UR4	NB	B	MU4 MU7 MU15 MU25	L1 L2 L-MU	LI	HI	AG	SPECIAL REGULATIONS
RESIDENTIAL USES																	
Dormitory								A	P		P ¹	P ¹					¹ TOD streets: Residential use on the ground floor cannot exceed twenty-five percent of the street frontage of the block.
Dwelling unit, accessory	P	P	P	P				P	P	P						P	See EMC 19.08.100, Accessory dwelling units.
Dwelling unit, 1-unit	P	P	P	P	P	P	P	P ² ₅	P ² ₅	P ⁵	P ⁵	P ⁵	P ⁶			P	² Allowed on property within a historic overlay zone. ⁵ Allowed if meeting the minimum density requirements set forth in EMC 19.06.100 . ⁶ Allowed only within Metro Everett.
Dwelling, 2-unit	C ⁴	P ³	P ³	P				P	P ² ₅	P ⁵	P ⁵	P ⁵				P	See EMC 19.08.030 and 19.08.040 , townhouse and duplex standards in single-family zones, and Chapter 19.09 EMC for all other zones. ² Allowed on property within a historic overlay zone. ³ See Chapter 19.08 EMC for limitations on two-unit dwellings in the R-1 and R-2 zones. ⁴ Allowed only through the unit lot process for subdividing, as provided by Chapter 19.27 EMC. ⁵ Allowed if meeting the minimum density requirements set forth in EMC 19.06.100 .
Dwelling, 3- to 4-unit				P				P	P	P ¹	P ¹	P ¹	A ⁶				See EMC 19.08.030 and 19.08.040 , townhouse and duplex standards in single-family zones, and Chapter 19.09 EMC for all other zones. ¹ TOD streets: Residential use on the ground floor cannot exceed twenty-five percent of the street frontage of the block. ⁶ Prohibited in the LI2 zone and allowed in the LI1 zone only within Metro Everett. If on a TOD street, residential use on the ground floor cannot exceed twenty-five percent of the street frontage of the block.
Dwelling, multiple family								P	P	P ¹	P ¹	P ¹	P ⁶				See Chapter 19.09 EMC for multifamily development standards. ¹ TOD streets: Residential use on the ground floor cannot exceed twenty-five percent of the street frontage of the block. ⁶ Prohibited in the LI2 zone and allowed in the LI1 zone only within Metro Everett. If on a TOD street, residential use on the ground floor cannot exceed twenty-five percent of the street frontage of the block.
Dwelling, micro-housing					P ⁶				P	A ¹	P ¹	P ¹	P ⁶				¹ TOD streets: Residential use on the ground floor cannot exceed twenty-five percent of the street frontage of the block. ⁶ Prohibited in the LI2 zone and allowed in the LI1 zone only within Metro Everett. If on a TOD street, residential use on the ground floor cannot exceed twenty-five percent of the street frontage of the block.
Dwelling, cottage housing								P		P							See EMC 19.08.070 , Cottage housing.

USE	R-S	R-1	R-2	R-2(A)	NR-C	NR	UR4 UR7	UR3	UR4	NB	B	MU4 MU7 MU15 MU25	H1 H2 L-MU	LI	HI	AG	SPECIAL REGULATIONS
RESIDENTIAL USES																	
Emergency housing ¹⁰	A ⁹	A ⁹	A ⁹	A ⁹	A ⁹	A ⁹	A	A	A	A	A	A	A	A	A ⁹	A ⁹	See EMC 19.08.200 <u>19.13.260</u> . ⁹ Use prohibited, except that pursuant to RCW 35.21.915, a religious organization may host the homeless on property owned or controlled by the religious organization whether within buildings located on the property or elsewhere on the property outside of buildings, subject to the conditions set forth in EMC 19.08.200 <u>19.13.260</u> and an administrative use permit. ¹⁰ Buildings which provide shelter for survivors of domestic violence are allowed as a permitted use in all zones.
Emergency shelter, indoor ¹⁰	A ⁹	A ⁹	A ⁹	A ⁹	A ⁹	A ⁹	A	A	A	A	A	A	A	A	A ⁹	A ⁹	See EMC 19.08.200 <u>19.13.260</u> . ⁹ Use prohibited, except that pursuant to RCW 35.21.915, a religious organization may host the homeless on property owned or controlled by the religious organization whether within buildings located on the property or elsewhere on the property outside of buildings, subject to the conditions set forth in EMC <u>19.08.200</u> and an administrative use permit. ¹⁰ Buildings which provide shelter for survivors of domestic violence are allowed as a permitted use in all zones.
Emergency shelter, outdoor ¹⁰	A ⁹	A ⁹	A ⁹	A ⁹	A ⁹	A ⁹	A	A ⁹	A	A	A	A	A	A	A ⁹	A ⁹	See EMC 19.08.200 <u>19.13.260</u> . ⁹ Use prohibited, except that pursuant to RCW 35.21.915, a religious organization may host the homeless on property owned or controlled by the religious organization whether within buildings located on the property or elsewhere on the property outside of buildings, subject to the conditions set forth in EMC <u>19.08.200</u> and an administrative use permit. ¹⁰ Buildings which provide shelter for survivors of domestic violence are allowed as a permitted use in all zones.
Temporary extreme weather shelter	A ⁹	A ⁹	A ⁹	A ⁹	A ⁹	A ⁹	A	A	A	P	P	P	P	P	A ⁹	A ⁹	See EMC <u>19.13.190</u> . ⁹ Use prohibited, except that pursuant to RCW 35.21.915, a religious organization may host the homeless on property owned or controlled by the religious organization whether within buildings located on the property or elsewhere on the property outside of buildings, subject to the conditions set forth in EMC <u>19.08.200</u> and an administrative use permit.
Family home (day care or adult)	P	P	P	P	P	P	P	P	P	P ⁺	P ⁺	P ⁺	P ⁷			P	⁴TOD streets: Residential use on the ground floor cannot exceed twenty-five percent of the street frontage of the block. ⁷ Permitted only within an existing dwelling unit.

USE	R-S	R-1	R-2	R-2(A)	NR-C	NR	UR4 UR7	UR3	UR4	NB	B	MU4 MU7 MU15 MU25	L1 L2 L-MU	LI	HI	AG	SPECIAL REGULATIONS
RESIDENTIAL USES																	
Group housing, residential care facility	P¹¹	P¹¹	P¹¹	P¹¹		P¹¹	P	P	P	P¹	P¹	P⁷	P⁷				⁴ TOD streets: Residential use on the ground floor cannot exceed twenty-five percent of the street frontage of the block. ⁷ Permitted only within an existing dwelling unit. ¹¹ A conditional use permit is required for group housing residential care facilities serving more than six individuals.
Group housing, extended care facility							A⁸	A	P	A⁸	P⁸	P⁸	A⁸				⁸ TOD or pedestrian streets: prohibited use on the ground floor.
Live/work unit							P¹²			P	P	P	P	P	A		See EMC 19.08.125-19.13.225 for live/work unit requirements. See “Uses, accessory to permitted principal uses including home occupations” for residential zones. ¹² Permitted when meeting the requirements of EMC 19.05.045
Manufactured/mobile/RV park or tiny home community																	The entry of manufactured homes, park models, recreational vehicles or tiny homes in an approved manufactured housing community is allowed. See EMC 19.08.210-19.13.270 .
Secure community transition facility													C	C	C		
Short-term rentals	P	P	P	P	P	P	P	P	P	P	P	P				P	See EMC 19.08.150-19.13.250 for short-term rental requirements.

¹ ~~TOD streets: Residential use on the ground floor cannot exceed twenty-five percent of the street frontage of the block.~~ RESERVED

² ~~Allowed on property within a historic overlay zone.~~ RESERVED

³ ~~See Chapter 19.08 EMC for limitations on two-unit dwellings in the R-1 and R-2 zones.~~

⁴ ~~Allowed only through the unit lot process for subdividing, as provided by Chapter 19.27 EMC.~~ RESERVED

⁵ ~~Allowed if meeting the minimum density requirements set forth in EMC 19.06.100.~~

⁶ ~~Prohibited in the LI2 zone and allowed in the LI1 zone.~~ Allowed only within Metro Everett. ~~If on a TOD street, residential use on the ground floor cannot exceed twenty-five percent of the street frontage of the block.~~

⁷ ~~Permitted only within an existing dwelling unit.~~

⁸ ~~TOD or pedestrian streets: prohibited use on the ground floor.~~

⁹ ~~Use prohibited, except that pursuant to RCW 35.21.915, a religious organization may host the homeless on property owned or controlled by the religious organization whether within buildings located on the property or elsewhere on the property outside of buildings, subject to the conditions set forth in EMC 19.08.200-19.13.260 and an administrative use permit.~~

¹⁰ ~~Buildings which provide shelter for survivors of domestic violence are allowed as a permitted use in all zones.~~

¹¹ ~~A conditional use permit is required for group housing residential care facilities serving more than six individuals.~~

¹² ~~Permitted when meeting the requirements of EMC 19.05.045~~

19.05.090 TABLE 5-2 (COMMERCIAL USE TABLE)

USE	<u>R-S</u>	<u>R-1</u>	<u>R-2</u>	<u>R-2(A)</u>	<u>NR-C</u>	<u>NR</u>	<u>UR4</u> <u>UR7</u>	<u>UR3</u>	<u>UR4</u>	<u>NB</u>	<u>B</u>	<u>MU4</u> <u>MU7</u> <u>MU15</u> <u>MU25</u>	<u>L1</u> <u>L2</u> <u>L-MU</u>	<u>LI</u>	<u>HI</u>	<u>AG</u>	SPECIAL REGULATIONS
COMMERCIAL USES																	(See EMC 19.39.060, Performance regulations—General, regarding requirements to prevent nuisance impacts.)
Alcohol production, micro—e.g., microbrewery, microdistillery, microwinery									A ¹	A	P	P	P ²		P ²	P	See EMC 19.13.070 . ¹ Permitted only on designated residential mixed-use corridor or TOD streets. The use must be located on the ground floor of a residential mixed-use development with no less than fifty percent of the gross floor area used for single-family or multifamily residential uses. ² See Industrial Uses. Alcohol production is allowed as a primary use without the requirement to include a restaurant, retail, or tasting room.
Automobile drive-through facility											P ²	P ³	P ²				See EMC 19.13.095 for regulations concerning drive-through facilities. ³ In Metro Everett, permitted only in the areas indicated on Map 13-2 Drive through facilities restricted in mixed-use centers. See EMC 19.13.095 for automobile drive through facility requirements.
Auto fuel sales											P ⁴	A ⁴	P ⁴	<u>P</u>	P		⁴ TOD or pedestrian streets: prohibited use Prohibited in mixed-use centers.
Automobile, light truck or RV sales or rental											P ⁵	<u>P⁴</u>	P ⁷				⁴ Prohibited in mixed-use centers. ⁵ In the B zone, permitted only on Broadway, Evergreen Way, Rucker Avenue, and on Everett Mall Way with the following condition: On Everett Mall Way, minimum lot area for vehicle sales and related/supportive uses is two and one-half acres. ⁷ Not permitted in the LI1 zone, and in the LI2 zone, only automobile rental is permitted on Airport Road where the minimum lot area for vehicle rental and related/supportive uses is one and one-half acres.
Equipment sales and rental											<u>P</u>	A	P	<u>P</u>	P		
Heavy truck and equipment sales													P	<u>P</u>	P		
Automobile and truck service, light; body repair and painting											P ⁴	P ⁴	P ⁴		P ⁸		See EMC 19.13.140 for light automobile and truck service, body repair and painting. ⁴ TOD or pedestrian streets: prohibited use. ⁸ In HI zone, light vehicle servicing is permitted only in multiple-tenant building or development.
Automobile and truck service, heavy															P		

USE	R-S	R-1	R-2	R-2(A)	NR-C	NR	UR4 UR7	UR3	UR4	NB	B	MU4 MU7 MU15 MU25	L1 L2 L-MU	LI	HI	AG	SPECIAL REGULATIONS
Automobile dismantling/recycling													p ⁹	<u>P</u>	p ⁹		⁹ Permitted only in the LI1 and HI zones when completely contained within an enclosed building.
Impound, storage yard, tow yard													p ¹⁰	<u>p¹⁰</u>	p ¹⁰		¹⁰ Impound, storage and tow yards shall comply with landscaping and screening requirements of Chapter 19.39 EMC.
Casino, mini											p¹¹	<u>p¹¹</u>	p ¹¹				See EMC 19.13.170. ¹¹ Mini-casinos are also not permitted within the area defined in Map 13-1. See EMC 19.13.170 for Mini-casino regulations, including Map 13-1 indicating where Mini-Casinos are prohibited.
Convention center											P	P	P				
Clinics						<u>p¹</u>	<u>p¹</u>		A¹	p¹⁶	P	p ¹⁷	A ¹⁷				¹ Permitted only on designated residential mixed-use corridor or TOD streets. The use must be located on the ground floor of a residential mixed-use development with no less than fifty percent of the gross floor area used for single-family or multifamily residential uses. Permitted only when meeting the requirements of EMC 19.05.045. ¹⁶ NB zone: permitted to occupy a maximum of fifty percent of the gross floor area. ¹⁷ In Metro Everett on TOD or pedestrian streets: Clinics are a prohibited use on the ground floor; provided, however, that the following are not considered clinics for the purpose of this restriction: dentists, psychiatrists, chiropractors, physical therapists, optometrists or ophthalmologists. ^(a) Government public health agency uses providing clinical services shall be deemed to be a permitted use on the ground floor within the MU or LI1/LI2 zone. ^(b) Health events on a property within the MU or LI1/LI2 zone providing clinical health services to the general public, not exceeding three days in duration and occurring not more than once every ninety days, shall be exempt from the prohibition of clinics on the ground floor.
Day care center, commercial	E	E	E	E		<u>p¹</u>	<u>p¹</u>	A	P	P	P	P	P	<u>P</u>	P		
Entertainment and recreation— enclosed in building (e.g., theater, fitness facility)						<u>p¹</u>	<u>p¹</u>		A¹	P	P	p ¹²	p ¹²	<u>p¹²</u>			¹ Permitted only on designated residential mixed-use corridor or TOD streets. The use must be located on the ground floor of a residential mixed-use development with no less than fifty percent of the gross floor area used for single-family or multifamily residential uses. Permitted when meeting the requirements of EMC 19.05.045. ¹² In Metro Everett on TOD or pedestrian streets: Private clubs are a prohibited use on the ground floor.
Entertainment and recreation— not enclosed (e.g., amusement, outdoor arena)											P	C	A	<u>A</u>	P	C	

USE	R-S	R-1	R-2	R-2(A)	NR-C	NR	UR4 UR7	UR3	UR4	NB	B	MU4 MU7 MU15 MU25	H1 H2 LH-MU	LI	HI	AG	SPECIAL REGULATIONS
Food or beverage establishment						<u>p^{1, 13}</u>	<u>p^{1, 13}</u>		<u>A¹</u> <u>12</u>	<u>p¹⁴</u>	<u>p¹⁴</u>	<u>p¹⁴</u>	<u>p^{14, 15}</u>	<u>p^{14, 15}</u>			¹ Permitted only on designated residential mixed-use corridor or TOD streets. The use must be located on the ground floor of a residential mixed-use development with no less than fifty percent of the gross floor area used for single-family or multifamily residential uses. Permitted only when meeting the requirements of EMC 19.05.045. ¹³ Taverns, nightclubs and restaurants with live entertainment prohibited. ¹⁴ Taverns, nightclubs and restaurants with live, amplified entertainment shall be set back a minimum of one hundred feet from any residential zone. ¹⁵ Allowed as an accessory use only.
Lodging—hotels, motels											<u>P</u>	<u>P</u>	<u>P</u>				
Offices						<u>p¹</u>	<u>p¹</u>		<u>A¹</u>	<u>p</u>	<u>p</u>	<u>p</u>	<u>p¹⁵</u>	<u>p¹⁵</u>	<u>p¹⁵</u>		¹ Permitted only on designated residential mixed-use corridor or TOD streets. The use must be located on the ground floor of a residential mixed-use development with no less than fifty percent of the gross floor area used for single-family or multifamily residential uses. Permitted only when meeting the requirements of EMC 19.05.045. ¹⁵ Allowed as an accessory use only.
Parking, commercial—applicable if principal use											<u>p</u>	<u>p¹⁸</u>	<u>p¹⁸</u>		<u>p</u>		¹⁸ In Metro Everett, surface parking lots prohibited as a principal use.
Retail sales and service						<u>p¹</u>	<u>p¹</u>		<u>A¹</u> <u>19</u>	<u>p¹⁹</u>	<u>p¹⁹</u>	<u>p¹⁹</u>	<u>p¹⁹</u>	<u>p²⁰</u>	<u>p²⁰</u>		¹ Permitted only on designated residential mixed-use corridor or TOD streets. The use must be located on the ground floor of a residential mixed-use development with no less than fifty percent of the gross floor area used for single-family or multifamily residential uses. Permitted only when meeting the requirements of EMC 19.05.045.. ¹⁹ On TOD or pedestrian streets: Pawnshops, secondhand stores, thrift stores, and junk stores are a prohibited use on the ground floor. ²⁰ Permitted as an accessory use for those products produced on premises and related products; up to but no more than seventy-five percent of goods sold may be produced off site and by other producers.
Storage, commercial—enclosed in building (e.g., mini-storage)											<u>p</u>	<u>A^{21, 24}</u>	<u>p^{21, 24}</u>	<u>p²⁴</u>	<u>p</u>		²¹ TOD or pedestrian streets: prohibited use on the ground floor. ²⁴ Minimum floor area ratio: 2.0
Storage, commercial—not enclosed in building (e.g., boat or RV storage)											<u>p⁴</u>		<u>p⁴</u>		<u>p</u>		⁴ TOD or pedestrian streets: prohibited use
Veterinary clinic or animal day care—limited to small animal						<u>p¹</u>	<u>p¹</u>			<u>p²³</u>	<u>p</u>	<u>p²²</u>	<u>p²²</u>				Outside runs or other outside facilities for animals are not permitted. Buildings shall be constructed so noise from this use is not audible on residentially zoned lots. ²² In Metro Everett only on TOD or pedestrian streets: prohibited use on the ground floor. ²³ Limited to not more than 20 animals in the neighborhood business zone.

USE	R-S	R-1	R-2	R-2(A)	NR-C	NR	UR4 UR7	UR3	UR4	NB	B	MU4 MU7 MU15 MU25	L1 L2 L-MU	LI	HI	AG	SPECIAL REGULATIONS
Veterinary clinic or commercial kennels—large animal or commercial kennels											A		A²² P⁴	P		A	Buildings and outside runs shall be placed and constructed so noise from this use is not audible on residentially zoned lots. ⁴ Prohibited in mixed-use centers. ²² In Metro Everett only on TOD or pedestrian streets: prohibited use on the ground floor.

¹ ~~Permitted only on designated residential mixed-use corridor or TOD streets. The use must be located on the ground floor of a residential mixed-use development with no less than fifty percent of the gross floor area used for single-family or multifamily residential uses. Permitted only when meeting the requirements of EMC 19.05.045.~~

² See Industrial Uses. Alcohol production is allowed as a primary use without the requirement to include a restaurant, retail, or tasting room.

³ ~~In Metro Everett, permitted only in the areas indicated on Map 13-2. Drive through facilities restricted in mixed-use centers. See EMC 19.13.095 for automobile drive through facility requirements.~~

⁴ ~~TOD or pedestrian streets: prohibited use. Prohibited in mixed-use centers.~~

⁵ ~~In the B zone, permitted only on Broadway, Evergreen Way, Rucker Avenue, and on Everett Mall Way with the following condition: On Everett Mall Way, minimum lot area for vehicle sales and related/supportive uses is two and one-half acres. Reserved.~~

⁶ Reserved.

⁷ ~~Not permitted in the LI1 zone, and in the LI2 zone, only automobile rental is permitted on Airport Road where the minimum lot area for vehicle rental and related/supportive uses is one and one-half acres. Reserved.~~

⁸ In the HI zone, light vehicle servicing is permitted only in multiple-tenant building or development.

⁹ Permitted only ~~in the LI1 and HI zones~~ when completely contained within an enclosed building.

¹⁰ Impound, storage and tow yards shall comply with landscaping and screening requirements of Chapter 19.39 EMC.

¹¹ ~~Mini-casinos are also not permitted within the area defined in Map 13-1. See EMC 19.13.170 for Mini-casino regulations, including Map 13-1 indicating where Mini-Casinos are prohibited.~~

¹² In Metro Everett on TOD or pedestrian streets: Private clubs are a prohibited use on the ground floor.

¹³ Taverns, nightclubs and restaurants with live entertainment prohibited.

¹⁴ Taverns, nightclubs and restaurants with live, amplified entertainment shall be set back a minimum of one hundred feet from any residential zone.

¹⁵ Allowed as an accessory use only.

¹⁶ ~~NB zone: permitted to occupy a maximum of fifty percent of the gross floor area. Reserved.~~

¹⁷ In Metro Everett on TOD or pedestrian streets: Clinics, social or human service facilities, or community services are a prohibited use on the ground floor; provided, however, that the following are not considered clinics for the purpose of this restriction: birthing centers, dentists, psychiatrists, chiropractors, physical therapists, optometrists or ophthalmologists.

(a) Government public health agency uses providing clinical services shall be deemed to be a permitted use on the ground floor within the MU or LI1/LI2 zone.

(b) Health events on a property within the MU or LI1/LI2 zone providing clinical health services to the general public, not exceeding three days in duration and occurring not more than once every ninety days, shall be exempt from the prohibition of clinics on the ground floor.

¹⁸ ~~In Metro Everett, surface parking lots prohibited as a principal use. Reserved.~~

¹⁹ ~~On TOD or pedestrian streets: Pawnshops, secondhand stores, thrift stores, and junk stores are a prohibited use on the ground floor. Reserved.~~

²⁰ Permitted as an accessory use for those products produced on premises and related products; ~~up to but no more than seventy-five percent of goods sold may be produced off-site and by other producers.~~

²¹ TOD or pedestrian streets: prohibited use on the ground floor.

²² ~~In Metro Everett only on TOD or pedestrian streets: prohibited use on the ground floor. Reserved.~~

²³ ~~Limited to not more than twenty animals in the neighborhood business zone. Reserved.~~

²⁴ Minimum floor area ratio: 2.0.

19.05.100 TABLE 5-3 (INDUSTRIAL USE TABLE)

USE	R-S	R-1	R-2	R-2(A)	NR-C	NR	UR4 UR7	UR3	UR4	NB	B	MU4 MU7 MU15 MU25	L1 L2 LMU	LI	HI	AG	SPECIAL REGULATIONS
INDUSTRIAL USEs																	(See EMC 19.39.060, Performance regulations—General, regarding requirements to prevent nuisance impacts. See EMC 19.12.200 19.09.300 and 19.12.210 19.09.310 for building and additional standards applicable to the LI2 and HI zones.)
<u>Composting and recycling facilities</u>															<u>P</u> ⁴		⁴ <u>Any composting and recycling facilities over one acre in size is subject to a conditional use permit.</u>
Freight terminal													P ¹	<u>P</u>	P		
Heavy industrial, manufacturing, processing, fabrication or assembly															P ²		² The following facilities are subject to a conditional use permit: (a) batch plant; (b) blast furnace; (c) drop forge; and (d) power generation plant.
Heliport												C	C	<u>C</u>	A		
Light industrial, manufacturing, or assembly												C ³ <u>A</u> ³	P ³	<u>P</u>	P		Alcohol production and coffee roasters: see EMC 19.13.070. ³ TOD or pedestrian streets: prohibited use on the ground floor <u>In mixed-use centers: limited to five thousand square feet gross floor area.</u>
Marine terminal															P		
Railyard													C	<u>C</u>	A		
Storage yard													A ¹ ₄	<u>P</u>	P ⁴		¹ TOD or pedestrian streets: prohibited use. ⁴Any composting and recycling facilities over one acre in size is subject to a conditional use permit.
Warehouse or distribution centers												A ³	P ³	<u>P</u>	P		³ TOD or pedestrian streets: prohibited use on the ground floor <u>In mixed-use centers: limited to five thousand square feet gross floor area.</u>

¹ TOD or pedestrian streets: prohibited use.

² The following facilities are subject to a conditional use permit: a) batch plant; b) blast furnace; c) drop forge; and d) power generation plant.

³ ~~TOD or pedestrian streets: prohibited use on the ground floor~~ In mixed-use centers: limited to five thousand square feet gross floor area.

⁴ Any composting and recycling facilities over one acre in size is subject to a conditional use permit.

19.05.110 TABLE 5-4 (PUBLIC, INSTITUTIONAL, QUASI-PUBLIC USE TABLE)

USE	R-S	R-1	R-2	R-2(A)	NR-C	NR	UR4 UR7	UR3	UR4	NB	B	MU4 MU7 MU15 MU25	L1 L2 U-MU	LI	HI	AG	SPECIAL REGULATIONS
PUBLIC, INSTITUTIONAL AND QUASI-PUBLIC USES																	
Cemetery	€	€	€	€	C	C	C	€			A	C				C	
Community garden	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Food bank							<u>p¹¹</u>			A	P	A ¹	p ¹		P		¹ In Metro Everett on TOD or pedestrian streets: prohibited use on the ground floor. ¹¹ Permitted only when meeting the requirements of EMC 19.05.045.
Government—limited public service (e.g., public works yards, vehicle storage, etc.)							<u>C²</u>	€ ²	€ ²		P ²	C ²	P	<u>P</u>	P		² TOD or pedestrian streets: public works yards or vehicle storage prohibited use.
Government, administrative and service							<u>p¹¹</u>	€	€	P	P	P	A	<u>P</u>	A		
Government, correctional facility												C					See EMC 19.13.130 for jails and correctional facilities.
Hospitals	€	€	€	€		C	C	€	€	€	P	A	€A				See EMC 19.13.120 for hospitals.
Light rail station											P ³	p ³	p ³	<u>P³</u>	P ³		³ Permitted only by development agreement with approval by city council.
<u>Park and ride</u>						<u>p¹¹</u>	<u>p¹¹</u>					<u>p¹¹</u>	<u>p¹¹</u>	<u>p¹¹</u>			¹¹ Prohibited in mixed-use centers, except as an accessory use or by development agreement with approval by city council.
Parks, fire stations	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	Permitted use if park master plan or capital facility plan approved by Everett city council, otherwise an administrative use.
Religious facility and places of worship	€	€	€	€	C	C	C	€	€ ⁴	A ⁴	P ⁴	p ¹	C ¹				See EMC 19.13.080 for churches, religious facilities and places of worship. ¹ In Metro Everett on TOD or pedestrian streets: prohibited use on the ground floor. ⁴ TOD or pedestrian streets: prohibited use on the ground floor.
Schools (public and private)—elementary, middle and high schools	€	€	A	A	C	A	A	A	A	P	P	P	A				See EMC 19.13.180, Schools
Schools (public and private)—institutions of higher education			€	€		C	C	€	€	P	P	P	A				See EMC 19.13.180, Schools
Social services	P ⁸	P ⁸	P ⁸	P ⁸	<u>P⁸</u>	<u>P⁸</u>	<u>P⁸</u>	P ⁸	A ⁷	P ⁹	P	p ¹⁰	A ¹⁰	<u>A</u>			⁷ Permitted only on designated residential mixed-use corridor or TOD streets. The use must be located on the ground floor of a residential mixed-use development with no less than fifty percent of the gross floor area used for single-family or multifamily residential uses.

USE	R-S	R-1	R-2	R-2(A)	NR-C	NR	UR4 UR7	UR3	UR4	NB	B	MU4 MU7 MU15 MU25	H1 H2 U-MU	LI	HI	AG	SPECIAL REGULATIONS
																	⁸ Permitted only as an accessory use in permanent supportive housing facilities, transitional housing facilities, and shelters hosted by a religious organization pursuant to RCW 35.21.915. Services provided on site shall be limited to residents of the shelter or housing. ⁹ May occupy a maximum of fifty percent of the gross floor area. ¹⁰ In Metro Everett on TOD or pedestrian streets: prohibited on the ground floor except as an accessory use to emergency housing, indoor emergency shelters, and outdoor emergency shelters.
Solid waste transfer station													C ⁵	<u>C</u>	C		⁵ TOD or pedestrian streets: prohibited use.
Solid waste—hazardous waste treatment and storage													A ⁵ ₆	<u>A⁶</u>	A ⁶		⁵ TOD or pedestrian streets: prohibited use. ⁶ Any hazardous waste treatment and storage facility over one acre in size is subject to a conditional use permit.
Transit and bicycle facilities—single bus stop with or without shelter —bike rack/repair station	P	P	P	P				P	P	P	P	P	P		P	P	
Transit station— <u>off-street facility</u> where routes converge for transfers with more than one shelter								<u>C</u>	<u>A</u>	<u>A</u>	<u>P</u>	A	A	<u>A</u>	A		
Transportation facilities of statewide significance	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>A</u>	<u>A</u>	A	A	<u>A</u>	A	A	
Utilities—minor aboveground facilities	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	P	P	<u>P</u>	P	P	See EMC 19.13.020, Aboveground utility and communications facilities.
Utilities—major aboveground facilities	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>P</u>	P	P	<u>P</u>	P	P	See EMC 19.13.020, Aboveground utility and communications facilities.

1 In Metro Everett only on TOD or pedestrian streets: prohibited use on the ground floor.

2 TOD or pedestrian streets: Public works yards or vehicle storage prohibited use.

3 Permitted by development agreement with approval by city council.

4 TOD or pedestrian streets: prohibited use on the ground floor.

5 TOD or pedestrian streets: prohibited use.

6 Any hazardous waste treatment and storage facility over one acre in size is subject to a conditional use permit.

7 Permitted only on designated residential mixed-use corridor or TOD streets. The use must be located on the ground floor of a residential mixed-use development with no less than fifty percent of the gross floor area used for single-family or multifamily residential uses.

8 Social services permitted as an accessory use in permanent supportive housing facilities, transitional housing facilities, and shelters hosted by a religious organization pursuant to RCW 35.21.915. Services provided on site shall be limited to residents of the shelter or housing.

9 May occupy a maximum of fifty percent of the gross floor area.

10 In Metro Everett on TOD or pedestrian streets: prohibited on the ground floor except as an accessory use to emergency housing, indoor emergency shelters, and outdoor emergency shelters.

11 Prohibited in mixed-use centers, except as an accessory use or by development agreement with approval by city council.

19.05.120, TABLE 5-5 (MISCELLANEOUS USE TABLE).

USE	R-S	R-1	R-2	R-2(A)	NR-C	NR	UR4 UR7	UR3	UR4	NB	B	MU4³ MU7³ MU15³ MU25³	L1 L2 L-MU	LI	HI	AG	SPECIAL REGULATIONS
MISCELLANEOUS USEs																	
Adaptive reuse of nonresidential buildings	A	A	A	A				P	P	P	P	P	P		P		See EMC 19.13.030.
Adult retail											P	P²	P	P	P		See EMC 19.13.040, Adult retail business. ² Prohibited in mixed-use centers.
Adult use business											P	P²	P	P	P		See EMC 19.13.050, Adult use business. ² Prohibited in mixed-use centers.
Agriculture, industrial													A¹		A	A	¹TOD streets: prohibited use on the ground floor.
Agriculture, farming or farm use																P	
Agriculture, greenhouse or nursery										A	P	P²	P²		P	P	²TOD or pedestrian streets: prohibited use Prohibited in mixed-use centers.
Assembly, community center	A	A	A	A	A	A	A	P	P	P	P	P	P		A	P	
Clubs or lodges (private), or similar uses				C				C	A	P	P	P	A			P	³ TOD or pedestrian streets: Private clubs are a prohibited use on the ground floor.
Marijuana—producer or processor													A	A	A		See 19.13.160, Marijuana.
Marijuana—retail											P	P	P	P			See 19.13.160, Marijuana.
Marina											P	P	P	P	P		

¹ TOD streets: prohibited use on the ground floor.

² ~~TOD or pedestrian streets: prohibited use Prohibited in mixed-use centers.~~

³ TOD or pedestrian streets: Private clubs are a prohibited use on the ground floor.

19.05.200, WATERSHED RESOURCE MANAGEMENT ZONE.

A. *Permitted Uses.* The following land uses and uses customarily incidental thereto are permitted within the WRM zone:

1. Public water supply management and conservation, including storage, treatment, pumping, and residual solids management;
2. Hydroelectric power generation;
3. Forestry management;
4. Biosolids application;
5. Public recreation, where allowed;
6. Wildlife habitat management;
7. Uses incidental to the above listed uses.

B. *Review Process.* All permitted uses are allowed as permitted use subject to Review Process I as set forth in Chapter 15.02 EMC.

C. *Development Standards.* All uses within the WRM zone shall be subject to the policies and requirements of applicable management plans adopted by the Everett city council, the policies and regulations of the shoreline master program, if applicable, and the Everett comprehensive plan. The standards applicable to any structures or improvements to be built or installed on the property shall be as needed to accomplish the purpose of such structures or improvements; provided, that said improvements are compatible with city council adopted land use and management plans for the property, and with other adjoining properties. All uses shall comply with requirements for protection of critical areas set forth in Chapter 19.37 EMC, where applicable.

19.05.210, PARK AND OPEN SPACE ZONE.

A. *Permitted Uses.*

1. Public park development uses include any park and recreational activity, including active and passive outdoor recreational activities, trails, open space, cultural activities, park buildings and structures, concessionaires, general park operations and maintenance activities, ranger's or caretaker's quarters, other compatible public uses and structures, and uses customarily incidental thereto, and are permitted in accordance with the provisions of EMC Title 15, Local Project Review Procedures.
2. Transportation facilities of statewide significance through a Review Process II land use decision, except that a Review Process I land use decision is required for projects that are categorically exempt under SEPA and a Review Process III land use decision is required for projects in shoreline jurisdiction with a project area greater than one acre.

B. *Development Standards.*

1. Park and open space development shall comply with the standards of Chapter 19.37 EMC and the Everett shoreline master program, where applicable.

2. Development standards for city-owned park uses shall be determined on a case-by-case basis by the parks department and approved by the park commission through the review processes described herein.

3. Development standards for non-city-owned park and open space is subject to Review Process II set forth in EMC Title 15, Local Project Review Procedures. A master site plan can be approved pursuant to this process.

C. Other Review Processes. Park development on property not zoned “park and open space” is subject to the review process and development standards in Tables 5-1 through 5-5 of this chapter.

CHAPTER 19.06 – LOTS, SETBACKS AND RESIDENTIAL DENSITIES

19.06.010, MINIMUM LOT AREA, WIDTH, DEPTH, FRONTAGE.

Minimum requirements for lot area, width, depth, frontage and maximum lot coverage by building standards are shown in Table 6-1 below. Note there may be additional requirements for individual zones based on specific land use types. Exceptions to these standards may be granted for lots created through a binding site plan or unit lot land division as allowed in EMC 19.06.080.

Table 6-1: Minimum Lot Area, Width, Depth, Frontage, Lot Coverage by Building

ZONE	R-S <u>NR-C</u>	R-1 <u>NR</u>	R-2 <u>UR4</u>	R-2(A) <u>UR7</u>	UR3 <u>MU4</u>	UR4 <u>MU7</u>	NB <u>MU15</u>	B <u>MU25</u>	MU	L1 <u>LI-MU</u>	L2 <u>LI</u>	HI <u>HI</u>	AG
STANDARDS ⁽¹⁾ :													
Min. Lot Area	9,000 sf ⁽²⁾	6,000 <u>5,000</u> sf ⁽²⁾	5,000 sf ⁽²⁾⁽³⁾	5,000 sf ⁽²⁾	5,000 sf	5,000 sf	5,000 sf	5,000 sf	5,000 sf	5,000 sf	2.5 acres	1 acre	5 acres
Lot Width, Min.	60' <u>50'</u>	50'	50'	50'	50'	50'	50'	50'	50'	50'	150'	100'	N/A
Lot Depth, Min.	80'	80'	80'	80'	80'	80'	80'	80'	80'	80'	150'	100'	N/A
Lot Frontage Min.	40'	40'	40'	40'	40'	40'	40'	40'	40'	40'	40'	40'	40'
Maximum Lot Coverage by Building	35%	35% <u>50%</u> ⁽²⁾	40% <u>N/A</u>	40% <u>N/A</u>	N/A	N/A	N/A	N/A	N/A	N/A	50% <u>N/A</u>	N/A	N/A

Footnotes for Table 6-1:

(1) See EMC 19.06.070 and 19.06.080 for exceptions to minimum lot requirements.

(2) Lots with two dwelling units allow additional 5% lot coverage by building; lots with three or more dwelling units allow additional 10% lot coverage by building.

This standard applies to lots used for single-family detached dwellings. See EMC 19.08.030 for additional lot requirements applicable to other housing types. Not more than one single-family detached dwelling may be permitted unless meeting the minimum lot area required in the R-S, R-1 and R-2 zones unless otherwise allowed by this title.

~~(3) In the R-2 zone, minimum lot area for single-family dwellings with alley access shall be four thousand five hundred square feet. Any lot under five thousand square feet in area shall be subject to the small lot single-family provisions in EMC 19.08.020.~~

19.06.020, BUILDING SETBACKS/BUILDING PLACEMENT STANDARDS.

A. Minimum Building Setbacks for Principal Structures. The standards set forth in Table 6-2 below apply to all new development. Also refer to Chapter 19.22 EMC, Building and Structure Heights.

Table 6-2: Minimum Building Setbacks for Principal Structures

ZONE	R-S <u>NR-C</u>	R-1 <u>NR</u>	R-2 <u>UR4</u>	R-2(A) <u>UR7</u>	UR3 <u>MU4</u>	UR4 <u>MU7</u>	NB <u>MU15</u>	B <u>MU25</u>	MU	LI1 <u>LI-MU</u>	LI2 <u>LI</u>	HI	AG
Minimum Setback:													
Front	20'	20' <u>10'</u>	20' <u>None</u>	20' <u>None</u>	20' <u>None</u>	10' <u>None</u>	None	None	None	None	20'	None	25'
Rear (with alley)	20' ⁽⁵⁾	20' <u>None</u>	20' <u>None</u>	20' <u>None</u>	20' <u>None</u>	None	None	None	None	None	None ⁽¹⁾	10' ⁽¹⁾	25'
Rear (no alley)	20'	20' <u>10' 5'</u>	20' <u>10' 5'</u>	20' <u>None⁽²⁾</u>	20' <u>None⁽²⁾</u>	10'⁽⁴⁾ <u>None⁽²⁾</u>	10' <u>None⁽²⁾</u>	None⁽²⁾	None⁽²⁾	None⁽²⁾	15' ⁽¹⁾	10' ⁽¹⁾	<u>25'</u>
Side, Street	10'	10' <u>5'</u>	10' <u>5'</u>	10' <u>None</u>	10' <u>None</u>	10' <u>None</u>	10' <u>None</u>	<u>None</u>	None	None	20'	None	10'
Side, Interior	5' ⁽⁵⁾	5'⁽⁵⁾	5' <u>5'⁽³⁾</u>	5' <u>None⁽³⁾</u>	5' <u>None⁽²⁾</u>	5'⁽⁴⁾ <u>None⁽²⁾</u>	5' <u>None⁽²⁾</u>	None⁽²⁾	<u>None</u>	None⁽²⁾	15' ⁽¹⁾	None ⁽¹⁾	10'

Footnotes:

(1) Twenty-five feet when abutting lots located in residential zones.

(2) Ten feet when abutting lots located in residential zones, except within Centers.

~~(3) Ten feet when abutting lots located in the NR zone. Twenty feet when abutting lots located in the R-S, R-1 and R-2 zones.~~

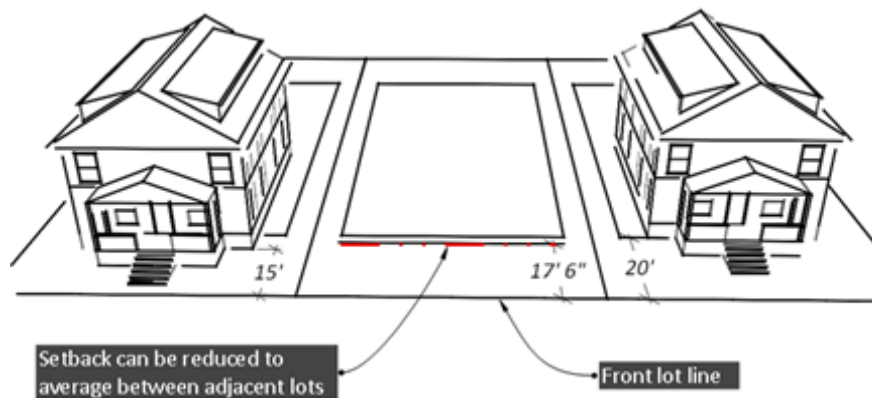
(4) No side, interior setback is required within ~~Metro Everett Centers~~

(5) No side, interior setback required when the side lot line abuts an alley

B. Average Front Setback—Residential Structures in Residential Zones. In certain instances, existing residential dwellings do not meet the current front setback standard for the applicable zone district. In

such cases, the applicant may use the average of the existing front facade setback of the two nearest and adjacent existing residential buildings on the same side of the street as the minimum required front setback for the lot. For corner lots, the applicant may use the same setback as the adjacent building on the same side of the street. This provision shall apply to principal dwellings only. The resulting setback shall not be less than fifty percent of the required setback standard.

Figure 6-1: Building Placement



C. Additional Building Placement Requirements (Applicable Within Metro Everett Only). Front or side street (corner) setbacks ten feet or more. Any principal building set back ten feet or more from the minimum front or side street (corner) setback line shall include design features, such as a plaza or forecourt (see EMC [19.12.140](#)[19.09.260](#)(C)), along the front or side street (corner) lot line in order to provide an impression of a continuous facade line at the front setback.

D. [Reduced setback for Neighborhood Commercial uses under EMC 19.05.045.](#)

[a. Minimum front and side street setback: 2'](#)

[b. Maximum front setback 20', upper stories may be set back for residential uses.](#)

~~Building Setbacks for Lots Fronting on and Taking Access from a Private Access Drive. For lots that are accessed from a private access drive, the minimum setback shall be five feet from the edge of the easement. Where vehicle parking is provided between the access drive and the dwelling or garage, the minimum setback shall be twenty feet from the edge of pavement or curb face.~~

E. Building Setbacks for Residential Accessory [Buildings and Accessory Structures](#) in Residential Zones. The following setback requirements apply to all buildings [and structures](#) which are accessory to residential uses in all residential zones:

Table 6-3: Setbacks for Accessory Buildings [and Accessory Structures](#) (Attached and Detached) in Residential Zones

MINIMUM SETBACK:	STANDARD:
Front and side, street	a) Accessory buildings and accessory structures shall not be located in front setback areas or street side setback areas for corner lots, except as provided by b) below.

MINIMUM SETBACK:	STANDARD:
	b) Accessory buildings <u>and accessory structures</u> on a corner lot with doors or openings for vehicles facing and accessing the side street shall be set back a minimum of 10 feet from the side street lot line or a minimum of 20 feet from the public sidewalk, whichever is greater. If there is no public sidewalk, the planning director, with input from the city engineer shall determine if there shall be a setback greater than 10 feet from the side street lot line. This determination shall be based on future planned improvements within the right-of-way.
Side, interior	a) See Table 6-2. b) Accessory buildings <u>and accessory structures</u> shall not be located within the interior side setback area, unless the side lot line abuts an alley, in which case there shall be no required side setback from the alley.
Rear	a) Alley Lots. No minimum rear setback. b) Nonalley lots: 5 feet. c) The city engineer and planning director shall determine the rear setback for accessory buildings <u>and accessory structures</u> on double fronting lots (lots with street frontages along the front and rear property lines).

F. Building Setbacks for Accessory Dwelling Units (ADU) are the same as for principal buildings. -The following table is a summary of the standards required for ADUs:

Table 6-4: Minimum ADU Building Setbacks

Subject	Standard
Front and Side Setbacks	See Table 6-2: Minimum Building and Side Setbacks for Principal Structures
Rear Setbacks:	a) Alley Lots. No minimum rear setback. b) Nonalley Lots. 5-foot rear setback.

19.06.030, EXCEPTIONS TO BUILDING OR STRUCTURE PLACEMENT REQUIREMENTS.

A. Lot Setback Exceptions. The exceptions to building or structure placement apply as outlined in Table 6-5 below, or as otherwise authorized by this title.

Table 6-5: Exception to Setback Standards

Exception	Front	Rear	Side	Side (Street)	Standard
1) Chimneys with or without foundations, ; bay windows,	p	p	p	p	• Chimneys may encroach up to 18 inches; <u>other listed elements may encroach up to 24 inches.</u> The

Exception	Front	Rear	Side	Side (Street)	Standard
eaves, greenhouse windows and other elements of a structure that customarily extend beyond the exterior walls of a structure and do not require a foundation; dish antennas under 36-inch diameter					total horizontal dimension of the elements that extend into a required setback, excluding eaves, may not exceed 25 percent of the length of the facade upon which the architectural element is located. <ul style="list-style-type: none">Setback standards for cell towers and other antennas: see Chapter 19.13 EMC.
2) Fences	P	P	P	P	Subject to the fence regulations contained within Chapter 19.40 EMC.
3) Flagpoles	P	P	P	P	Must not exceed 35 feet in height.
4) Garages/carports on slopes	P				<ul style="list-style-type: none">If the topography of a lot is such that the front building setback line is 8 feet or more above or below street grade, and there is no reasonable way to construct a driveway up to the dwelling level, a garage/carport is allowed within the front setback, provided it is set back at least 5 feet from the front lot line and complies with the street intersection sight-obstruction requirements of the city engineer.
5) Heat pumps, air conditioning, swimming pool pumps, and other similar mechanical equipment, and propane tanks	P	P	P	P	<ul style="list-style-type: none">May be located in any required setback provided that any such equipment shall not be located within 3 feet of any side lot line or rear lot line where there is no alley; provided, further that any location in a front or side street (corner) setback may be allowed through a modification of development standards process.Any such equipment shall be visually screened from surrounding properties and streets.Any such equipment may not exceed the maximum permissible noise levels set forth in Chapter 20.08 EMC, Noise Control.
6) Rockeries and retaining walls	P	P	P	P	<ul style="list-style-type: none">Any structure retaining fill material, which is less than 4 feet in height above finished grade, may be located in any required setback.Any structure retaining fill material, which is 4 feet or greater, but less than 6 feet in height above

Exception	Front	Rear	Side	Side (Street)	Standard
					finished grade, may be located in any required setback but, if visible from a public right-of-way or residentially zoned property, shall be constructed of or faced with brick, stone, split-face or fluted concrete block, textured poured-in-place concrete, or other materials with texture to reduce the apparent mass of the wall. • Any structure retaining fill material that is greater than 6 feet in height above finished grade shall comply with accessory building setback requirements, unless otherwise approved by the planning director as a REV II process.
7) Shoreline use and access areas, associated improvements	P	P	P	P	May be located in any required setback area. The landward end of a pier may be located in the required setback area.
8) Signs, marquees and awning signs	P	P	P	P	Subject to the requirements of Chapter 19.36 EMC or other specific regulations of this title.
9) Transit shelters	P	P	P	P	Transit stops, transit shelters and bicycle facilities serving the public may be placed within required setbacks
10) Setback reductions (including zero lot lines) approved as part of a formal unit lot land division application	P	P	P	P	Buildings may encroach into what would otherwise be considered a required setback area for internal lot lines.
<u>11) Required pathways</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>Must meet minimum dimension of four feet for emergency response.</u>
<u>12) Subterranean Garages</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>Fully-subterranean garages are exempt from the required parking setbacks.</u>

1 Legend: "P" means permitted

2 B. ~~Porches~~, Decks and Steps.

3 1. Rear or Side Setback.

4 a. No setback from rear or side lot lines if no higher than forty-two inches above the
5 existing grade.

~~b. Setback in rear may be reduced fifty percent, or six feet, whichever is more permissive, if no higher than ten feet above existing grade and if uncovered (i.e., no roof).~~

2. Front and Side Street Setback.

a. Setback in front or side (street) may be reduced ~~fifty percent, or by~~ six feet, ~~whichever is more permissive,~~ if the finished floor is no higher than forty ~~two eight~~ inches above existing grade.

b. Steps and accessibility ramps may encroach into setback if no higher than forty-~~two eight~~ inches above existing grade in the area of encroachment.

c. See Chapter 19.08 EMC for front porch design standards.

C. Front Porch and Entrances as indicated in EMC 19.08.050

D. Encroachment into Public Right-of-Way. The following may be authorized by the city engineer within the public right-of-way:

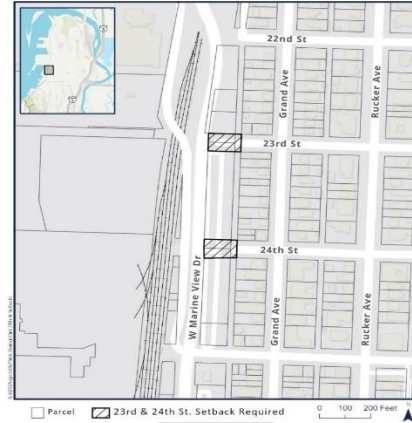
1. Signs, marquees and awning signs may project into (over) the public right-of-way.
2. Street furniture and landscaping may be placed in the public right-of-way when consistent with the sidewalk standards set forth in EMC 19.33.030.
3. Transit stops, transit shelters and bicycle facilities may be placed in the public right-of-way when consistent with the sidewalk standards set forth in EMC 19.33.030.
4. Any other encroachment.

~~D.E.~~ West Marine View Drive at 23rd and 24th. No buildings shall be constructed on property located within the westerly extension of the right-of-way lines for 23rd Street and 24th Street in Blocks 483, 486 and 556, immediately east of West Marine View Drive (see Map 6-1). All buildings to be constructed north or south of these extended right-of-way lines shall meet the setbacks that would be required if the property lines coincided with the extension of the right-of-way lines.

~~E.F.~~ See EMC 19.06.090(A) for building setback modifications for single-family and two-family (duplex) uses on lots without frontage on a public street.

1

Map 6-1: 23rd and 24th Street Setback Required



2

3 **19.06.040, CALCULATION OF LOT AREA.**

4 All of the following are deleted from the net square footage of a lot for the purpose of determining
5 minimum lot area:

- 6 A. The driving surface, including curbs and gutters, of all private roads serving more than one principal
7 dwelling unit and private primary access easement drives. The area of any other type of easement is not
8 subtracted from the net square footage of a lot;
- 9 B. The panhandle portion of panhandle lots;
- 10 C. Drainage tracts;
- 11 D. Common recreation facilities;
- 12 E. Public right-of-way, except dedications of additional right-of-way required as part of a land division
13 approval for street improvements or widening;
- 14 F. Critical areas and their buffers, except geologically hazardous slopes not associated with another
15 critical area.

16 **19.06.050, ~~FRONT LOT LINE ON CORNER SITES.~~ Lot Type and lot line identification**

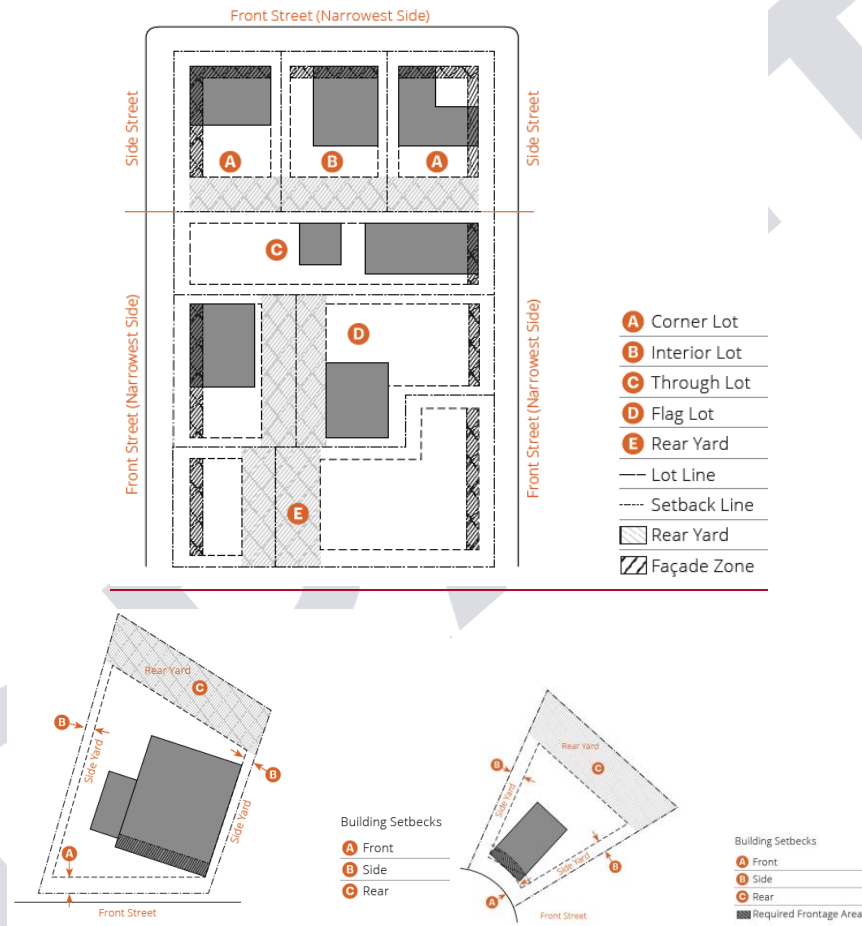
17 ~~A. When a development site is comprised of more than one platted lot or parcel of land, the planning~~
18 ~~director shall determine which lot line is to be the front lot line.~~

19 ~~B. In making the determination of front lot line the planning director shall use the following criteria:~~

- 20 ~~1. The orientation of the originally created lot or parcel lines;~~
- 21 ~~2. The relationship of the proposed development to existing topography, buildings, alleys and~~
22 ~~development patterns in the immediate vicinity;~~
- 23 ~~3. The classification of the affected streets (arterial, collector, local, etc.) and how the~~
24 ~~application of "front lot line" would affect vehicular traffic flow and pedestrian safety;~~
- 25 ~~4. Comprehensive plan policy language which may designate a particular street as a "gateway" street.~~

Using the definitions in this Title, lot types and lot lines are to be identified as depicted in Figure 6-2 (Lot Type and Lot Line Identification).

Figure 6-2 (Lot Type and Lot Line Identification)



19.06.060, LOT REQUIREMENTS FOR LOTS CREATED OR MODIFIED THROUGH LAND DIVISION, ASSEMBLAGE, OR OTHER DEVELOPMENT PROCESSES.

A. Minimum Lot Dimensions. Except as provided in this title, every lot shall be of a shape such that two lines, one equal to the required width and one equal to the required depth for the land use district, may be placed at right angles to each other entirely within the lot boundaries. The panhandle portion of a panhandle lot may not be used for purposes of meeting this requirement. For lots with vehicular access from a private access drive, the access drive and associated easement are excluded from the calculation of lot width.

B. Lot Shape. Irregularly shaped lots shall be prohibited unless approved by the director or through a unit lot land division. In general, all lots shall be composed of straight lines which provide adequate building site and private rear-yard area, except as permitted in unit lot land divisions and binding site plans through review and approval of a site plan.

C. Other Lot Requirements.

1. Lot arrangement and design shall take into consideration, to the maximum extent possible, the natural features of the site such as critical areas, parks, open space, and views. Each lot shall provide a suitable building site and driveway access from existing or proposed streets.

2. Double frontage lots shall be avoided whenever possible.

3. Lots shall not, in general, access from arterial streets. Where driveway access from a street may be necessary for several adjoining lots, the city may require that such lots be served by combined access points and driveways designed or arranged so as to avoid requiring vehicles to back into traffic.

4. Through the unit lot land division or binding site plan process, the director may modify the Everett Unified Development Code requirements for individual lots for width, depth, area, frontage, setbacks and minimum building site; provided, that Everett Unified Development Code density standards are met for the total site.

5. Individual lots that take access from a cul-de-sac may be allowed a reduced frontage, but not less than a minimum of twenty feet if the front setback is increased to thirty feet.

6. Minimum Building Site Requirements. All new lots shall contain suitable area for a building footprint, setbacks, access and off-street parking in accordance with the standards in this section. Additional open space and design requirements may apply under Chapter 19.08 EMC depending on housing type.

a. Minimum Building Footprint Area. One thousand two hundred square feet, with a minimum dimension of twenty-five feet.

b. Setbacks. Per underlying zone and Table 6-2.

c. Access and Parking. Driveways and off-street parking shall be provided in accordance with Chapter 19.34 EMC.

D. Block Length. Blocks within a land division greater than four hundred feet shall be avoided wherever possible, nor shall lots be combined, assembled, or developed to create functional block lengths greater than four hundred fifty feet. Pedestrian and/or other active mobility pathways shall be provided through developments; such pathways connecting public or semi-public rights-of-way shall be provided no farther than 250 feet from the nearest alternative route of travel.

E. Panhandle Lots. The planning director and city engineer shall have the authority to allow panhandle lots and may require an easement rather than a panhandle configuration based on the maximum development potential of a site. In subdivisions, panhandle shaped lots are restricted to sites that contain natural constraints such as topography greater than fifteen percent or critical areas. In short subdivisions, panhandle shaped lots are permitted without the above restrictions, provided all panhandle lots meet the following standards:

1. No panhandle shaped lot shall be permitted in short subdivisions where the ownership is common with a contiguous property;

2. Side-by-side panhandle access drives in subdivisions or short subdivisions are not permitted;
3. Panhandle lot access drives are required to comply with the same standards applied to easement access short subdivisions, including, but not limited to, road width and landscaping standards.

19.06.070, MINIMUM LOT AREA—AVERAGING IN LAND DIVISIONS.

In any formal subdivision within the ~~R-S, R1 and R-2~~ NR and NR-C zones and in short subdivisions the individual lots shall be considered legal lots if the average of the areas of all lots meets the minimum requirement for the district in which the land division is located, and further provided:

- A. That no lot shall be less than four thousand square feet with a minimum of fifty feet of width and eighty feet of depth unless in ~~a R-2~~ the NR zone where the lot abuts and takes vehicular access from a public alley;
- B. On lots with alley access, no individual lot therein shall have an area less than three thousand square feet, be less than thirty feet in width, or less than eighty feet in lot depth. On such lots, the minimum lot frontage requirement shall be not less than thirty feet, and the lot frontage requirements listed elsewhere in this chapter shall not apply;
- C. That lot area averaging may not be used to create lots for duplexes or multiple-family dwellings with less lot area than otherwise required by this title for the zone in which the property is located;
- D. Not more than a thirty-five percent increase over the required minimum lot area for any single lot shall be credited in computing average lot area;
- E. The small lot single-family development standards of EMC 19.08.020 shall apply to single-family dwellings on lots with less than five thousand square feet created using the lot area averaging process;
- F. Critical areas and buffers may not be used as credit for lots utilizing lot size averaging.

19.06.080, LAND DIVISIONS—EXCEPTIONS TO MINIMUM LOT AREA, WIDTH, DEPTH, FRONTAGE AND LOT COVERAGE.

Using the land division process in this title (Chapters 19.24 through 19.27 EMC), certain types of applications may be granted an exception to the lot standards in this chapter. The criteria for an exception depend on the type of land division proposed, as follows:

- A. Binding Site Plans Involving Nonresidential Uses (or in Commercial or Industrial Zones). Lots created through a binding site plan are not required to comply with minimum requirements for lot area, width, depth or frontage. Other zoning standards for open space and building perimeter landscaping, when required, shall not be reduced under this exception and shall be based on the size of the originating parcel.
- B. Unit Lot Developments Involving a Division of Land—~~Applicable to Single Family Detached Uses.~~
 1. Lots created through a unit lot land division process, including short subdivision, subdivision, or cottage housing, may be granted an exception from the following requirements of this chapter:

- 1 a. Lot area; provided the overall density of the project complies with the underlying
2 zoning requirements (this chapter) and Chapter 19.08 EMC.
- 3 b. Lot width;
- 4 c. Lot depth;
- 5 d. Interior side building setbacks, including zero lot line; provided, that building
6 construction shall comply with all building and fire code requirements. Setback
7 reductions along the exterior boundary of the parent lot may not be granted;
- 8 e. Lot frontage;
- 9 f. Lot coverage; and
- 10 g. Minimum building site standards in this chapter.
- 11 2. Evaluation Criteria for Modification of Development Standards.
 - 12 a. The director determines through review of a site plan the proposed project design
13 will provide adequate building sites, open space, parking and building setbacks;
 - 14 b. The proposed unit design complies with the requirements of EMC 19.08.020, small
15 lot single-family development.
- 16 C. Subdivisions and Short Subdivisions—Lot Depth. Subdivisions and short subdivisions may request
17 (REV II) a reduction in lot depth. Such a reduction shall be limited to the following:
 - 18 1. When the originating parcel meets the lot frontage and lot width standards of this chapter;
 - 19 2. Exceptions that would allow any lot to be less than seventy feet shall not be granted;
 - 20 3. The lot or lots shall meet all other requirements of this chapter and shall provide a suitable
21 building site, setbacks and off-street parking.
- 22 D. Division of Land with More Than One Existing Single-Family Dwelling on One Lot. An exception to the
23 lot area, lot width, lot depth and setback standards may be granted (REV II) subject to the following
24 minimum standards:
 - 25 1. The existing structures shall be single-family dwellings in a single-family zone;
 - 26 2. All lots and existing structures shall meet minimum fire safety and public utility standards,
27 and minimum maintenance standards as defined by the city;
 - 28 3. All lots and existing structures shall provide for adequate off-street parking. When existing
29 parking is nonconforming, the division of land shall not result in off-street parking becoming
30 more nonconforming; and
 - 31 4. All lots must have full frontage on a public street. The use of easement access, panhandle lot
32 or alley frontage is not permitted.
- 33 E. Dedication of Public Right-of-Way. If a proposed land division requires a dedication of right-of-way for
34 an existing public street, one hundred percent of the dedicated area may be credited toward meeting
35 the minimum lot area of the proposed project. The applicant may be required to distribute the credit

evenly among all of the lots, rather than to apply all credit toward one lot. The planning director shall have the authority to modify lot area, dimensional requirements and setbacks in applying this requirement through the land division process. For single-family lots, no individual lot shall contain less than four thousand five hundred square feet after the dedication, excluding access easements.

F. Transfer of Development Rights (TDR). Reductions in minimum lot size, lot width and lot depth may be granted as part of a TDR in accordance with Chapter 19.37 EMC.

19.06.090, OTHER ADMINISTRATIVE MODIFICATIONS OF DEVELOPMENT STANDARDS.

A. Building Setback Modifications ~~for Single-Family and Two-Family (Duplex) Uses~~ on Lots Without Frontage on a Public Street.

1. An applicant may propose and the planning director, using the Review Process II described in EMC Title 15, may allow an applicant to deviate from the building setback standards in Table 6-2 in EMC 19.06.020, provided the proposal satisfies the evaluation criteria in Chapter ~~15.03~~ 15.02 EMC.

2. In evaluating such a proposal, the planning director, using the criteria, shall determine if the alternative design or plan provides equivalent or superior results to that which would be required by compliance with the development building setback requirements of this chapter.

B. Front and street (side) setback reduction on lots with excess right of way.

1. An applicant may propose and the planning director may allow, using the review process in Title 15 EMC, a reduced front or street (side) setback on lots determined by the city engineer to have excess right of way.

C. Minimum residential development

~~BD.~~ Development Standards That Cannot Be Modified. Any standard that is not specifically listed in this section for modification requests, or in EMC 19.06.080, cannot be modified except as permitted in EMC 19.41.010 for variances.

19.06.100, RESIDENTIAL DENSITIES—~~MULTIPLE FAMILY USES.~~

~~A.—Overview. “Density” means a ratio of dwelling units to lot area. Some residential developments are subject to minimum or maximum density requirements, depending on location or housing type. Other development requirements, such as maximum floor-to-area requirements, height and building coverage limits, building setbacks, and off-street parking requirements, may affect density that can be achieved as well.~~

~~B.—Minimum Density. In order to ensure efficient use of land within areas designated for multifamily residential development, a minimum number of residential units is required as set forth in Table 6-6 below. These minimum residential development requirements do not apply to lots within Everett’s historic overlay zones.~~

Minimum Residential Development. Except within historic overlay zones, residential development in the UR7, MU7, MU15, or LI-MU zones must result in at least three attached dwelling units.

~~C. Maximum Density. The maximum density for multifamily residential development is set forth in Table 6-6 below.~~

Table 6-6: Residential Density

Standard	UR3	UR4	NB	B	MU	L1-L12	HI	AG
Minimum Number of Residential Units	2	3	None	3 (applicable only where residential occupies more than 50% of gross floor area)			n/a	None
Maximum Residential Density	None (see exception in subsection (D) of this section)	None	1 unit per 500 s.f. of lot area	None			n/a	

~~D. Density Limits in an Historic Overlay Zone. Residential development within a UR3-UR4 zone with an historic overlay (see Chapter 19.28 EMC) shall not exceed one dwelling unit per one thousand five hundred square feet of lot area (up to twenty-nine dwelling units per acre).~~

19.06.110, DENSITY AND LOT SIZE—~~ATTACHED HOUSING IN SINGLE-FAMILY ZONES~~ NEIGHBORHOOD RESIDENTIAL-CONSTRAINED ZONE.

~~A. Overview and Applicability. Single-family, attached (townhouse) and duplex housing Attached dwellings may be allowed in the NR-C zones single-family (R-S, R-1, R-2 and R-2(A)) zones, subject to specific review processes set forth in Chapter 19.05 EMC, review criteria in Chapter 15.03 EMC, specific performance and design development standards found in Chapter 19.08 EMC, and this section.~~

~~B. The maximum density for dwellings in the NR-C zone is 1 dwelling unit per 6,000 9,000 sq. ft. of lot area, except as provided in EMC 19.06.110(C). No lot shall have an area less than 4,000 square feet except that lots with alley access may have 3,000-square-foot lots.~~

~~C. Each lot in the NR-C zone is permitted up to two accessory dwelling units; such accessory dwelling units are exempt from the maximum density in EMC 19.06.110(B).~~

~~Density and Lot Size Requirements for Attached Housing in Single-Family Zones.~~

~~1. Except for an attached accessory dwelling unit, which is subject to the requirements of EMC 19.08.100, any attached housing is subject to the lot and density limits of this section.~~

~~2. See Table 6-7 below for maximum density and minimum lot size requirements in single-family zones. See Chapter 19.05 EMC for permitted housing types, Chapter 19.08 EMC for design and other standards for attached housing.~~

Table 6-7: Maximum Density and Minimum Lot Size for Attached Housing in Single-Family Zones

Zone	Maximum Density	Minimum Lot Size
R-S	1 unit per 9,000 sq. ft. of lot area	No lot shall have an area less than 4,000 square feet except that lots with alley access can have 3,000-square-foot lots.

Zone	Maximum Density	Minimum Lot Size
R-1	1 unit per 6,000 sq. ft. of lot area	Each lot may be less than 6,000 square feet; provided, that 12,000 square feet is provided for both dwelling units.
R-2	1 unit per 3,750 sq. ft. of lot area	The minimum lot area for a two-unit dwelling is 7,500 square feet; there is no minimum lot area for individual lots within the development.
R-2(A)	1 unit per 2,900 sq. ft. of lot area	The minimum lot area for the development is 9,000 square feet; there is no minimum lot area for individual lots within the development.

CHAPTER 19.08 – NEIGHBORHOOD RESIDENTIAL USES AND DEVELOPMENT STANDARDS

19.08.010 INTENT, APPLICABILITY, AND GENERAL OVERVIEW.

This chapter addresses:

A. Development standards for:

1. Development in the Neighborhood Residential or Neighborhood Residential-Constrained zones, and

2. In other zones, development of detached one- and two-family-unit dwellings and any number of townhouses up to three stories in height, along with their accessory structures.

small lot development;

B. Development standards for multi-unit residential uses within the R-S, R-1, R-2 and R-2(A) zones;

C. Front porch and entrance requirements for: (1) residential dwellings provided front or side street setback exceptions; (2) small lot single-family development; (3) two- to four-unit dwellings in the R-S, R-1, R-2 and R-2(A) zones; (4) cottage housing; or (5) any dwelling within an historic overlay zone; and

D. Development standards for cottage housing, accessory dwelling units, residential accessory buildings, home occupations, boarding and rooming, bed and breakfast houses, short term rentals, group housing and temporary shelters, secure community transition facilities, manufactured home and RV parks, and reasonable accommodation.

E. For residential development standards in the UR3 or UR4 zone, or multifamily in commercial or industrial zoning districts, please see Chapter 19.09 EMC.

B. This Chapter provides standards to ensure that new development accomplishes the following:

1. Makes a positive contribution to the development pattern of the area;

2. New or altered structures are compatible with the design and use of existing structures on neighboring properties;

3. Does not impact in a substantial negative manner the habitability of neighboring properties;

4. Design sites to have both an external orientation to the streetscape and an internal orientation to the residential environment with unifying open space and pedestrian pathways; and

5. Design emphasis should be given to the pedestrian, rather than the auto environment, through placement of parking in a less prominent location.

19.08.015 DEFINITIONS

The following definitions are used within this chapter. For additional definitions, please refer to Chapter 19.04 EMC.

“Duplex” contains two dwelling units (see Chapter 19.05 EMC, “Dwelling, 2-unit”), but unlike a townhouse, a duplex could be two units on separate floors (upper unit and lower unit) or two units joined at the side.

“Floor area ratio,” or “FAR,” means a measure of development intensity which is the gross floor area (square footage of the total floor area except parking areas) divided by the lot area. For purposes of this chapter, gross floor area excludes (1) any basement that is more than seventy-five percent below natural grade and (2) up to two hundred forty square feet of unenclosed porches.

“Street-facing dwelling unit facade” means a ground or first floor of a dwelling unit facade facing, and within thirty feet of, a front or side-street lot line on a public street.

“Townhouses,” also called “single-family, attached,” are buildings joined at the side by a common wall. Each dwelling has up to two or three stories and no dwellings are placed over another. Each dwelling has individual and direct pedestrian access to the street and typically contains some private open space in the front and back. A development of townhouses could include two units attached (see Chapter 19.05 EMC, “Dwelling, 2-unit”) or multiple units attached. This chapter places limits on how many may be attached in the R-S, R-1, R-2 and R-2(A) zones.

19.08.020 ~~SMALL LOT SINGLE-FAMILY~~ NEIGHBORHOOD RESIDENTIAL GENERAL STANDARDS.

Single-family dwellings to be built on lots having less than five thousand square feet in any zone shall meet the development standards contained herein. It is the intent of these development standards that single-family dwellings on small lots be compatible with neighboring properties, friendly to the streetscape, and in scale with the lots upon which they are to be constructed. The planning director is authorized to promulgate guidelines, graphic representations, and examples of housing designs and methods of construction that do or do not satisfy the intent of these standards.

A. ~~Floor to Area Ratio (FAR).~~ Gross floor area of the dwelling, excluding the garage, shall not exceed fifty percent (0.50 FAR) of the lot area. An additional 0.15 FAR is allowed for detached accessory structures on lots.

B. ~~A dwelling shall meet the front porch and entrance requirements set forth in EMC 19.08.050.~~

C. ~~Any garage shall meet the garage requirements set forth in EMC 19.08.060.~~

A. Standards shall be applied to irregularly-shaped lots in compliance with EMC 19.06.050

B. Front porch or entrance types are provided in EMC 19.08.050. These are not included in the calculation of maximum lot coverage by building, and are allowed to encroach into required front and side street setbacks by up to five feet, provided minimum clearance is maintained. For other encroachments, see EMC 19.06.030.

C. Where flat roofs are provided, a decorative parapet is required to conceal all roof areas/equipment from view of a public street or space. The parapet shall match the materials and finishes used on the building walls.

19.08.030 ~~TOWNHOUSE AND DUPLEXES~~ NEIGHBORHOOD RESIDENTIAL SITE DESIGN

~~A. Intent, Applicability and Authority.~~

~~1. Intent. The intent of the standards in this section is to ensure compatibility of townhouse or duplex units into neighborhoods with predominantly detached single-family homes.~~

~~2. Applicability. The standards in this section address townhouse or duplex units when proposed in single-family zones (R-S, R-1, R-2 and R-2(A)). For this housing type in other zones, please refer to the multifamily development standards in Chapter 19.09 EMC.~~

~~3. Authority. The planning director or review authority is authorized to condition projects to ensure compatibility.~~

Figure 8-1: Example of Single-Family, Attached



~~B. Where Allowed, Density, FAR and Open Space Standards.~~

~~1. Townhouses and duplexes are allowed within the R-S, R-1, R-2 and R-2(A) zones as set forth in Table 8-1 below. Standards for ownership, density, floor area ratio (FAR), open space and heights are also included within the table. See subsection (C) of this section or design standards in EMC 19.08.040 for additional requirements.~~

Table 8-1: Townhouse or Duplex, Review Process in Single-Family Zones

Zone	2-Unit Townhouse or Duplex	3- to 4-Unit Townhouse
R-S	a) Review Process III.	Not permitted.

Zone	2-Unit Townhouse or Duplex	3- to 4-Unit Townhouse
	b) Ownership opportunity must be created (e.g., condominium or unit lot subdivision). c) Maximum density and minimum lot area: see Chapter 19.06 EMC. d) FAR: maximum 0.5. e) Open space: 250 sq. ft. per unit. f) Height: see Chapter 19.22 EMC.	
R-1	a) Review Process I. b) Allowed only when each dwelling unit may be owner-occupied, as provided through zero lot line subdivision, condominium, or residential binding site plan. c) Maximum density and minimum lot area: see Chapter 19.06 EMC.	Not permitted.
R-2	a) Review Process I. b) Maximum density and minimum lot area: see Chapter 19.06 EMC.	Not permitted.
R-2(A)	a) Review Process I. b) Maximum density and minimum lot area: see Chapter 19.06 EMC.	a) Review Process I. b) Ownership opportunity must be created (e.g., condominium or unit lot subdivision). c) Density: 1 unit per 2,900 sq. ft. of lot area. d) FAR: maximum 0.5. e) Open space: 250 sq. ft. per unit. f) Height: see Chapter 19.22 EMC.

1 2. This housing type is not allowed on easement or panhandle lots unless the city's fire marshal,
2 city engineer and planning director approve access, off street parking and fire protection
3 requirements.

4 C. General Standards. Townhouses and duplexes within the R-S, R-1, R-2 and R-2(A) zones are required
5 to meet the following standards:

6 1. Alley access is required if available.

~~2. See EMC 19.08.040 for design standards and guidelines.~~

~~3. Front Porch and Main Entrance. Dwellings must meet the front porch and entrance requirements set forth in EMC 19.08.050.~~

~~4. See EMC 19.08.060 for garage requirements.~~

~~5. See Chapter 19.22 EMC for maximum height requirements.~~

~~6. See Chapter 19.06 EMC for building placement and setback requirements.~~

~~7. See Chapter 19.35 EMC for landscape requirements.~~

A. New dwelling units that include any façade within thirty feet of a public street must face the street, which means including a street-facing dwelling unit façade that includes one of the front porch or entrance types in EMC 19.08.050 facing the public street for each individual dwelling or shared building entry.

B. Building separation (clear space between buildings): per building code or as necessary for path.

C. Shared yards and private yards. New dwelling units permitted under this Chapter must have direct access to either a private yard or a shared yard. Direct access means available at all times for use by a resident of the associated dwelling unit and accessible by continuous pedestrian path without crossing a public right-of-way. Direct access may include passing a gate.

1. Private yard. A private yard is required for dwelling units without direct access to a shared yard.

a. Required private yards must have direct access from the associated dwelling unit.

b. A private yard shall be a minimum of eight feet in any direction, no less than eighty square feet in area.

c. Required private yards may be located in a required setback area or on top of a roof.

d. Private yards shall not include driveways, pathways, parking areas, buildings, or critical areas or their buffers.

2. Shared yard. A shared yard is required for dwelling units without direct access to a private yard.

a. Required shared yards must have direct access from the associated dwelling unit.

b. For shared yards with up to five associated dwelling units, the required shared yard must be a minimum of fifteen feet in any direction, no less than 300 square feet in area.

c. For shared yards with six or more associated dwelling units, the required shared yard(s) must be a minimum of twenty feet in any direction, no less than 10% of the lot in area.

c. Required shared yards may be located in a required setback area.

d. Shared yards shall not include driveways, pathways, parking areas, buildings, or critical areas or their buffers.

19.08.040 NEIGHBORHOOD RESIDENTIAL BUILDING DESIGN STANDARDS ~~FOR TOWNHOUSES AND DUPLEXES.~~

A. Applicability. The design standards in this section apply to ~~the two- to four-unit townhouse or duplex housing types in the R-S, R-1, R-2 and R-2(A) zones. front façades, side street façades, side interior façades, and rear façades. Fire walls, visible party walls, and side interior façades less than 5 feet from a shared lot line are exempt.~~

~~B. Site Design.~~

~~1. Design sites to have both an external orientation to the streetscape and an internal orientation to the residential environment with unifying open space and pedestrian pathways.~~

~~2. Design emphasis should be given to the pedestrian, rather than the auto environment, through placement of parking in a less prominent location.~~

~~3. Vehicular access and parking must be from an alley if one is available.~~

~~4. No more than one street access point for every two units is allowed, unless on a corner lot.~~

~~C. B.~~ ~~Facades, Ground Floor, Separation, Roofs, Exterior Stairs,~~ and Transparency.

~~1. Facades.~~

~~a. New dwelling units permitted under this chapter must include a front porch or entrance pursuant to EMC 19.08.050; different dwelling units on a lot may have different front porch or entrances.~~

~~Facades of attached residences within the same project should be distinct and even different, but also should maintain unifying compositional elements such as a common window header or sill line, and/or aligned vertical centerlines of windows and doors between upper and lower floors. See Figure 8-2.~~

~~b. Facades for each dwelling unit must include at least two of the following architectural elements: (1) horizontal modulation (upper level step-backs of at least two feet), (2) bay, bow, or garden windows, (3) building ornamentation such as a frieze, or (4) other architectural element the planning director determines accomplishes the intent. See Figure 8-3.~~

~~c. Attached dwelling units need to employ one of the following methods of vertical modulation:~~

~~(1) Setback variation between dwelling units, with no more than two adjacent dwelling units having the same setback. The setback between units needs to be at least one foot. (See Figure 8-4.)~~

~~(2) Vertical modulation within each dwelling unit. (See Figure 8-5.)~~

**Figure 8-2: Facades of Units
Distinct**

**Figure 8-3: Facade Architectural
Elements**

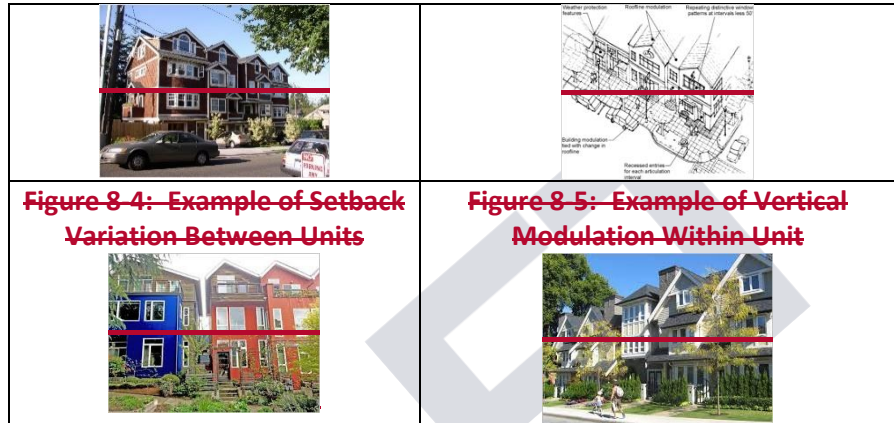
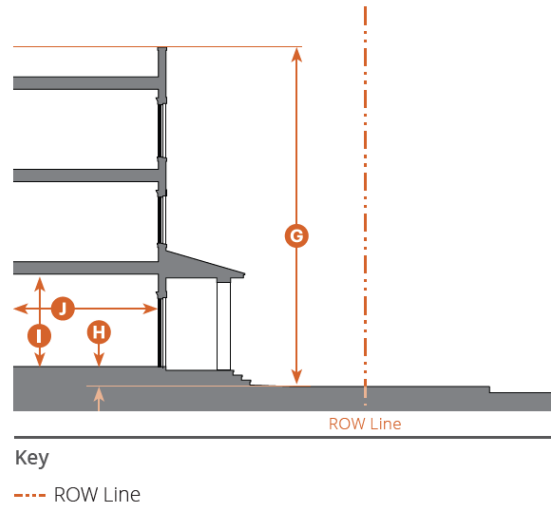


Figure 8-4: Example of Setback Variation Between Units

Figure 8-5: Example of Vertical Modulation Within Unit

Figure 8-1: Building Form



a. Ground floor finish level {H}: 6" minimum, except shared entries may be set at grade in compliance with local and federal accessibility standards.

b. Ground floor ceiling height {I}: 9' minimum.

c. Ground floor depth {J}: 12' minimum distance from the street-facing façade to the rear interior wall of the ground-floor habitable space in compliance with this Chapter.

2. Roofs.

a. Roof forms should complement neighboring properties. For example, if gables with pitches greater than 3:12 are the most prominent local roof form, then the proposed building should include a gable roof form with similar slope, unless there is a compelling reason (e.g., a green roof) to the contrary.

b. Roofs, excepting rooftop decks or flat roofs, must incorporate at least one of the following architectural elements in roof forms; such as vertical or horizontal changes in

rooflines; varied roof forms; dormers; deep roof overhangs (more than twenty-four inches); rafter tails, brackets, corbels, or other decorative supports; and/or prominent cornice, soffit, or fascia details.

~~c. For two-unit buildings, the predominant roof pitch must be the same, with roof eaves projecting the same distance from the building wall for each dwelling unit.~~

~~3. Building Separation. Where the density of the zone allows more than one building to be developed on a lot, a minimum separation of ten feet, not including eaves or other building appurtenances, is required between buildings.~~

~~4.3. Exterior Stairs. Fire escapes and exterior stairs providing access to an upper floor are not allowed on any facade that faces a street unless another building is between the façade and the public street.~~

~~5.4. Transparency. At least fifteen percent of the area of each street-facing facade must be windows or main entrance doors. Windows used to meet this standard must allow views from the building to the street. Glass block does not meet this standard. Windows in garage doors do not count toward meeting this standard.~~

C. Exterior Materials

1. Durability

a. Exterior timber shall be protected from decay by at least one of the following:

(1) Staining and sealing;

(2) Painting; and/or

(3) Material properties. Pressure treated lumber is not allowed as a façade finish material. The following types of unpainted wood are allowed:

(A) Teak or Iroko

(B) Cedar

(C) Redwood

(D) White Oak{ or Garry Oak}

(E) Ipe/Brazilian Walnut

(F) Bald Cypress

(G) Black Locust

b. Exterior ferrous metals shall be protected from corrosion and leaching by at least one of the following:

(1) Painting or other impermeable coating; and/or

(2) Metallurgical properties. The following types of metal are allowed:

(A) Galvanized steel

(B) Stainless steel

(C) Weathering steel (e.g., COR-TEN)

2. Materials Defining Building Elements

a. Bays. Changes in wall finish material shall occur at the boundaries between bays rather than within a bay.

b. Parapet.

(1) Parapets shall terminate in a parapet cap of stone, brick, concrete, tile, metal, or molded stucco.

c. Materials Allowed for Building Details/Ornament

(1) Wood

(2) Metal (steel, copper, aluminum, tin)

(3) Glass fiber reinforced concrete (GFRC)/fiberglass

(4) Terra-cotta

(5) Tile

(6) Plaster

D. On-Site Open Space.

1. General Requirements.

a. The amount of open space required per unit is shown in Table 8-1 in EMC 19.08.030(B).

b. On-site open space may be private or common open space.

c. Required front and side street (corner) setbacks and driveways shall not be included in the open space calculation.

d. Common open space may include:

(1) Interior side setback areas which are contiguous with other on-site common open space areas;

(2) Rear setback areas which are contiguous with other on-site common open space areas and which are not part of a street side setback area on corner lots.

e. Required landscaping or critical area buffers without common access links such as pedestrian trails, do not count toward required open space.

f. Open space areas shall not be used for or occupied by driveways, parking, service areas, or any other vehicular use.

g. Plans for open space shall be approved by the city.

2. ~~Minimum Size Standards.~~

~~a. Private open space shall be a minimum of ten feet in any direction, no less than one hundred square feet in area. A rear or side yard, which is part of a required setback area, may be counted toward this requirement if it meets the minimum dimensions.~~

~~b. Common open space shall be a minimum of twenty feet in any direction, no less than four hundred square feet in area.~~

3. ~~Where Located.~~

~~a. Private open space on the ground shall be located to the rear of the unit.~~

~~b. Each unit should have direct access to on-site open space without travel through parking areas or other open space areas of other units.~~

~~c. A private deck, porch, balcony, patio, or roof garden may be counted towards the open space requirement provided it has a minimum dimension of six feet in any direction.~~

4. ~~Design Standards.~~

~~a. Open space areas shall be developed with lawn, landscaping, usable active or passive recreation areas, courtyards, seating and walkways.~~

~~b. Bark or gravel covering of required common open space areas shall not exceed ten percent.~~

~~c. Pavement covering of open space areas shall be limited to active recreation surfaces, walkways, and courtyard areas.~~

E.D. Landscaping/Screening.

1. See Chapter 19.35 EMC for landscaping and street tree requirements.

2. Screening of waste containers from view of neighboring properties is required.

19.08.050 FRONT PORCH AND ENTRANCE REQUIREMENTS.

~~A. Where Applicable. The standards in this section apply to any dwelling within thirty feet of a front or side street lot line along a public street and as required in Table 8-2 below:~~

~~Table 8-2: Front Facade and Entrance Applicability~~

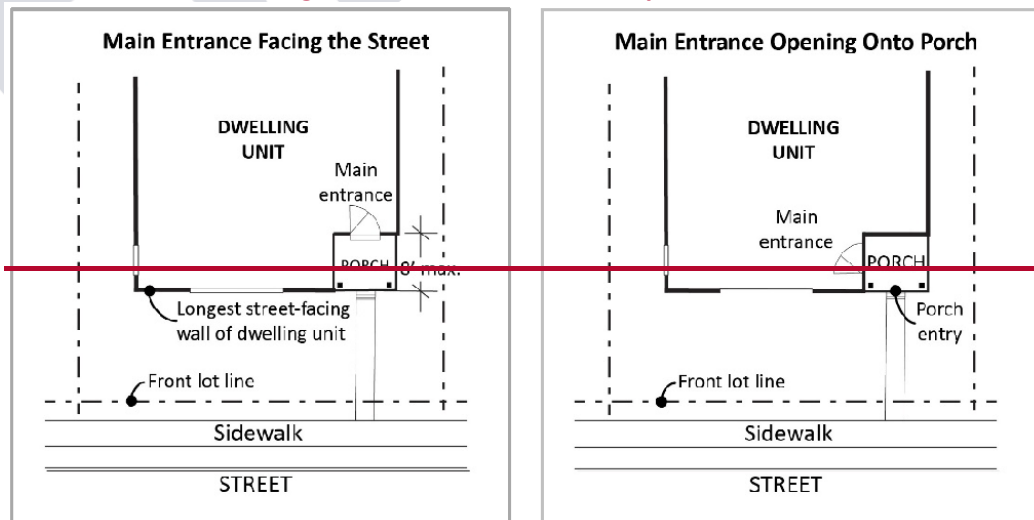
Use	Single-Family Zones (R-S, R-1, R-2, R-2(A))	UR3	UR4
Any residential dwelling provided a front or side-street setback exception (see EMC 19.06.030)	X	X	X
Small lot (4,500 sq. ft. or less) single-family dwelling	X	n/a	n/a

Use	Single-Family Zones (R-S, R-1, R-2, R-2(A))	UR3	UR4
Two-family dwelling unit	X	n/a	n/a
Three- or four-family dwelling	X	n/a	n/a
Cottage housing	n/a	X	n/a
Any dwelling within an historic overlay zone	X	X	X

B. Main Entrance.

1. At least one main entrance must be located within eight feet of the street-facing facade. (See Figure 8-6.)
2. The entrance must open onto an unenclosed porch that is at least thirty-six square feet in area.
3. The main entrance to each dwelling unit shall be on the ground floor.
4. For two-family units allowed on corner lots in the R-S, R-1 or R-2 zones, each entrance must be oriented towards a separate street frontage and have its own address.
5. For two- to four-family units, one main entrance with internal access to units is allowed.
6. Fire escapes and exterior stairs providing access to an upper level are not allowed on any street-facing facade.

Figure 8-6: Main Entrance Requirements



C. Porch Requirements. Porches, where required by this chapter or title, shall meet the following requirements:

1. A weather-protective roof is required above the main entrance and required porch.

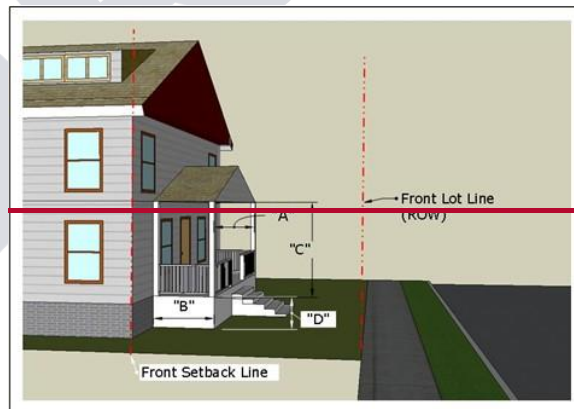
2. Porches must meet the setback requirements unless otherwise excepted pursuant to EMC 19.06.030.

3. Porches shall meet the standards set forth in Table 8-3 below and illustrated in Figure 8-7.

Table 8-3: Front Porch Requirements

Standard	Figure	Porch
Width, minimum	A	6 feet
Width, maximum		None
Depth, minimum	B	6 feet
Depth, maximum	B	None
Height, minimum	C	8 feet
Height, maximum		1 floor
Finish level above average grade	D	18 inches, minimum 42 inches, maximum

Figure 8-7: Front Porch Requirements



A. Purpose. This section provides the standards for residential front porches and entrances. Residential front porches and entrances are the components of a building that provide the transition and interface between the building and the sidewalk or path leading to the sidewalk.

B. General Standards.

1. The names of the front porches and entrances indicate their particular configuration or function and are not intended to limit uses within the associated building.

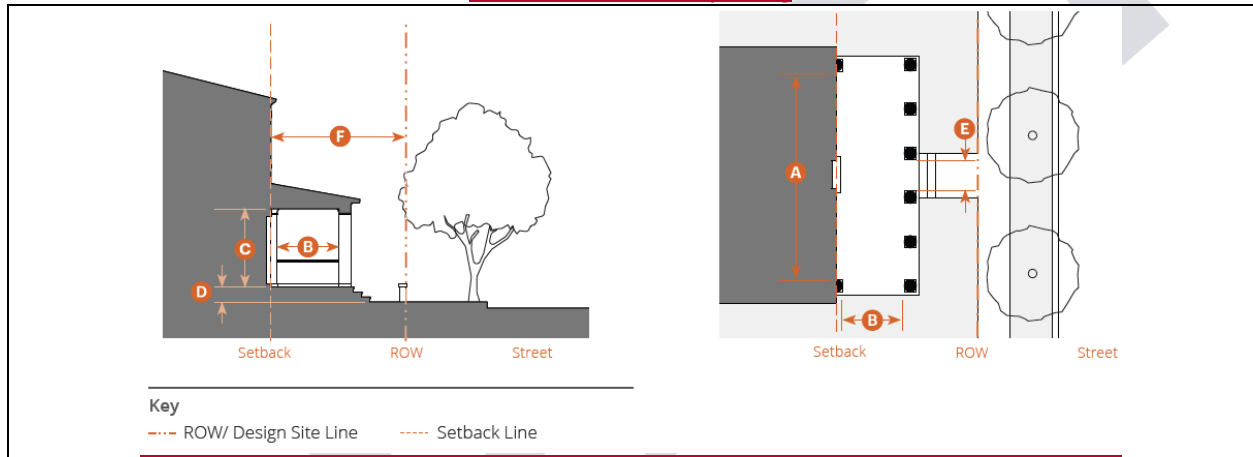
- 1
 - 2
 - 3
2. The ground floor, for a minimum depth as identified in 19.08.040(B)(1), is required to be habitable/occupiable space in compliance with this Chapter. Accessibility is provided through the front porch or entrances.

DRAFT

C. Porch Projecting.

1. Description. The main façade of the building is set back from the front or side street lot line with a covered structure (the porch) encroaching into the front setback. The resulting setback area may be defined by a fence or hedge to spatially maintain the edge of the street. The Porch may be one or two stories, is open on three sides, with all habitable space located behind the building setback line.

Table 8-1: Porch Projecting



Size

<u>Width, Clear</u>	<u>15' 8" min.[±] {A}</u>
<u>Depth, Clear</u>	<u>8' 6" min. {B}</u>
<u>Height, Clear</u>	<u>8' min. {C}</u>
<u>Stories</u>	<u>2 stories max.</u>
<u>Finish Level above grade</u>	<u>12" min.²¹ {D}</u>
<u>Pedestrian Access</u>	<u>3' wide min. {E}</u>

Notes:

~~± Reduce to 8' min. and maximum 1 story when applied to Cottage Housing building type.~~

²¹ Shared entries may be set at grade per local and federal accessibility standards.

Porch shall be open on three sides. Clear glass may be installed between the porch columns.

The porch is not required to be covered.


The Porch is allowed to encroach into the front and side street setbacks in compliance with this Chapter.

Ramps are required to be integrated along the side of the building to connect with the Projecting Porch.

D. Porch, Engaged

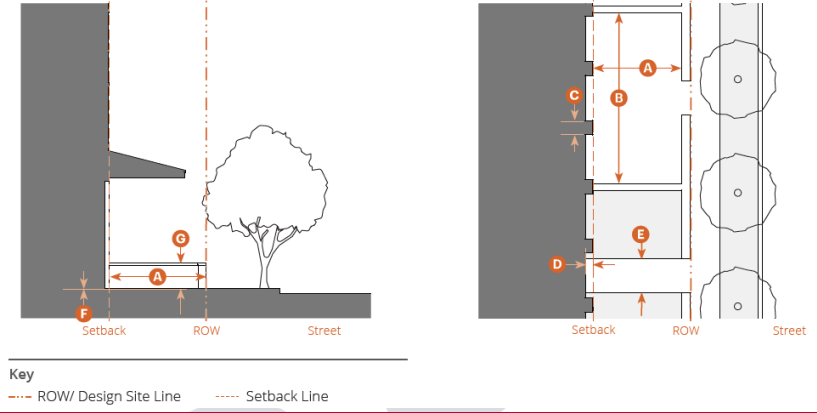
Engaged Porch may project into the front or street side setback. The resulting setback may be defined by a fence or hedge to spatially maintain the edge of the street. The Engaged Porch may be one or two stories and has two adjacent sides that are engaged to the building, while the other two sides are open.

Table 8-2: Porch Engaged

 <p>Key --- ROW/ Design Site Line --- Setback Line</p>	
<u>Size</u>	
<u>Width, Clear</u>	<u>8' min. {A}</u>
<u>Depth, Clear</u>	<u>6' min. {B}</u>
<u>Height, Clear</u>	<u>8' min. {C}</u>
<u>Stories</u>	<u>2 stories max.</u>
<u>Finish Level above Grade</u>	<u>12" min.¹ {D}</u>
<u>Pedestrian Access</u>	<u>3' wide min. {E}</u>
<u>Encroachment Area of Building Facade</u>	
<u>Depth</u>	<u>6' max. {F}</u>
<u>Width</u>	<u>1/3 min. of overall building façade {G}</u>
<u>Notes:</u> <u>¹ Shared entries may be set at grade per local and federal accessibility standards.</u> <u>Porch shall be open on two sides. Clear glass may be installed between the porch columns.</u> <u>The Porch is allowed to encroach into the front and side street setbacks</u> <u>Ramps are required to be integrated along the side of the building to connect with the Engaged Porch.</u>	


C. Dooryard. The main façade of the building is set back from the front or side street lot line, which is defined by a low wall or hedge, creating a small private area between the sidewalk and the façade. Each Dooryard is separated from adjacent Dooryards. The Dooryard may be raised or at grade.

Table 8-3: Dooryard

 <p>Key --- ROW/ Design Site Line --- Setback Line</p>	
<u>Size</u>	
<u>Depth, Clear</u>	6' min. {A}
<u>Length</u>	8' min. {B}
<u>Distance between Glazing</u>	4' max. {C}
<u>Pedestrian Access</u>	3' wide min. {E}
<u>Finish Level above grade</u>	24" max. ¹ {F}
<u>Height of Dooryard Fence/Wall above Finish Level</u>	36" max. {G}
<u>Notes:</u> ¹ Shared entries may be set at grade per local and federal accessibility standards. Each Dooryard shall provide access to only one ground floor entry. The Dooryard is allowed to encroach into the front and side street setbacks Ramps are required to be integrated along the side of the building to connect with the Dooryard.	

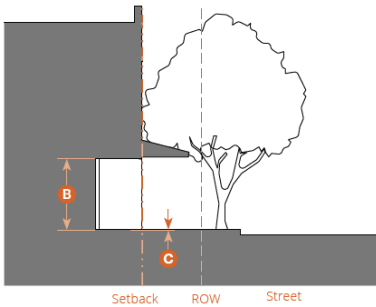
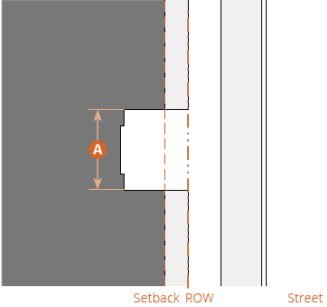
D. Stoop. The main façade of the building is near the front or side street lot line with steps to an elevated entry. The Stoop is elevated above the sidewalk to provide privacy along the sidewalk-facing rooms. Stairs or ramps from the Stoop may lead directly to the sidewalk or may be parallel to the sidewalk.

Table 8-4: Stoop

	
<u>Size</u>	
<u>Width, Clear</u>	<u>4' min. {A}</u>
<u>Depth, Clear</u>	<u>3' min. {B}</u>
<u>Height, Clear</u>	<u>8' min. {C}</u>
<u>Stories</u>	<u>1 story max. {C}</u>
<u>Finish Level above grade or sidewalk</u>	<u>12" min. {D}</u>
<u>Distance between façade and Lot Line</u>	<u>Required setback {E}</u>
<u>Notes:</u> <u>Stairs may be perpendicular or parallel to the building façade.</u> <u>Entry doors shall be covered or recessed to provide shelter from the elements.</u> <u>Doors shall face the street.</u> <u>The Stoop is allowed to encroach into the front and side street setbacks.</u> <u>Ramps are required to be integrated along the side of the building to connect with the Stoop.</u>	

E. Common Entry. The main façade of the building is near or set back from the front or side street lot line, with a covered entry within the main façade, providing a transition between the sidewalk and the interior. The entryway leads to a lobby or foyer that provides interior access to units.

Table 8-5: Common Entry

  <p>Setback ROW Street</p> <p>Setback ROW Street</p> <p>Key --- ROW/ Design Site Line --- Setback Line</p>	
<u>Size</u>	
<u>Width, Clear</u>	6' min. {A}
<u>Height to Canopy/Ceiling, Clear</u>	2.5 x Clear Width max.; min 9' {B}
<u>Finish Level above grade</u>	0" min.; 36" max. {C}
<u>Notes:</u> <u>Entry doors shall be covered and/or recessed to provide shelter from the elements.</u> <u>Gates are not allowed.</u> <u>Entry doors shall face the street.</u> <u>Canopy, where provided, shall be at least as wide as the opening.</u>	

19.08.060 GARAGE REQUIREMENTS

A. ~~Where Applicable.~~ The standards in this section apply as set forth in Table 8-4 below:

Table 8-4: ~~Garage Requirements, Where Applicable~~

Use	Single-Family Zones (R-S, R-1, R-2, R-2(A))	Multifamily Zones (UR3 and UR4)
Any residential dwelling provided a front or side-street setback exception (see EMC 19.06.030)	X	X
Small lot (4,500 sq. ft. or less) single-family dwelling	X	n/a

Use	Single-Family Zones (R-S, R-1, R-2, R-2(A))	Multifamily Zones (UR3 and UR4)
Two-family dwelling unit	X	n/a
Three- or four-family dwelling	X	n/a
Any dwelling within an historic overlay zone	X	X

BA. Garage Setbacks and Lengths. The purpose of these standards is to encourage residential character and lessen the visual prominence of garages along public street frontages where applicable.

1. See Chapter 19.34 EMC for access and driveway requirements, including the requirement to obtain access from an alley if available.

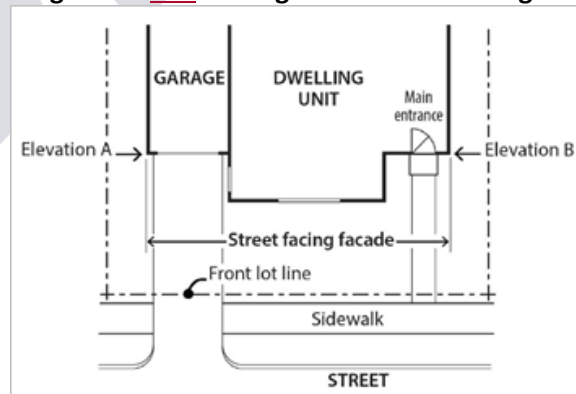
2. Except along alleys, all garage wall facades facing the street shall be set back a minimum of five feet behind the front wall of the primary building mass.

3. The length of the garage wall facade facing ~~the a public~~ street may be up to fifty percent of the length of the street-facing dwelling unit facade, except that a garage wall facade set back a minimum of twenty feet behind the front facade of the dwelling unit is allowed a two-car-wide garage facade of up to twenty feet. (See Figure ~~8-8 8-2~~ below.)

4. Where the public street-facing facade of the dwelling unit is less than twenty-two feet in length, an attached garage is prohibited as part of that facade.

5. Semi-subterranean garages are allowed to project above the adjacent finished grade by up to 4 feet.

Figure ~~8-8 8-2~~: Garage Setbacks and Lengths



~~19.08.070 COTTAGE HOUSING.~~

~~Cottage housing is a cluster of small detached dwelling units around a common open space.~~

~~A. Intent.~~

~~1. To provide an opportunity for small detached housing types clustered around an open space.~~

2. To provide centrally located and functional common open space that fosters a sense of community.
3. To provide semi-private areas around the individual dwellings to enable diversity in landscape design and foster a sense of ownership.
4. To ensure minimal visual impact from vehicular use and storage areas for residents of the cottage housing development as well as adjacent properties, and to maintain a single-family character along public streets.

Figure 8-9: Example Cottage Housing with Parking Off the Alley



B. Standards and Guidelines.

1. The standards for cottage housing are pursuant to Table 8-5 below:

Table 8-5: Cottage Housing Standards

Standard	Requirement
1) Density:	1 unit per 1,500 square feet
2) Maximum Gross Floor Area (dwelling):	1,500 square feet per dwelling
3) Maximum Gross Floor Area for Ground or Main Floor:	800 square feet per dwelling
4) Minimum Common Open Space:	250 square feet per dwelling (see subsection (B)(2) of this section)
5) Minimum Private Open Space:	200 square feet per dwelling (see subsection (B)(3) of this section)
6) Maximum Height:	25 feet subject to all parts of the roof above 18 feet shall be pitched
7) Setbacks (to exterior property lines):	Same as other residential uses in the respective zoning district
8) Minimum Distance Separating Structures (including accessory structures):	10 feet
9) Minimum Off-Street Parking Spaces:	See Chapter 19.34 EMC

Standard	Requirement
10) Clustering Groups:	Developments shall contain a minimum of 4 and a maximum of 12 dwellings located in a cluster group to encourage a sense of community among the residents. A development site may contain more than one cluster.

~~2. Common Open Space Requirements.~~

- ~~a. Shall abut at least fifty percent of the cottages in a cottage housing development.~~
- ~~b. Shall have cottages abutting on at least two sides of the common open space.~~
- ~~c. Cottages shall be oriented around and have an entry facing the common open space.~~
- ~~d. Cottages shall be within sixty feet walking distance of the common open space.~~

~~3. Required private open space shall be adjacent to each dwelling unit and for the exclusive use of the cottage resident(s). The private space shall be:~~

- ~~a. Usable (not on a steep slope).~~
- ~~b. Oriented toward the common open space as much as possible.~~
- ~~c. No dimension less than ten feet.~~

~~4. Cottage facades facing the common open space or common pathway shall feature a roofed porch at least eighty square feet in size with a minimum dimension of six feet on any side.~~

~~5. Parking shall be:~~

- ~~a. Located on the same property as the cottage development.~~
- ~~b. Screened from public streets and adjacent residential uses by landscaping or architectural screening.~~
- ~~c. Located in clusters of not more than five adjoining spaces (except where parking areas are adjacent to an alley).~~
- ~~d. Prohibited in front and interior yard setback areas.~~

~~6. A cottage housing development shall be designed to be visually and aesthetically compatible with the neighborhood. Consideration shall be given to review of proposed building materials, roof pitches, building forms, landscaping and open space in the approval process. The city may condition the project to address compatibility with adjoining neighborhood.~~

~~19.08.100 ACCESSORY DWELLING UNITS~~

~~A. The following table provides standards required for accessory dwelling units (ADUs). 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:~~

1

Table 8-6: ADU Standards

Subject	Standard
1) Lot Requirements:	No minimum lot size required.
2) Number of Units	Up to two ADUs per one principal dwelling unit. Lot
3) ADU Size:	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.
4) Lot Coverage:	a) See applicable zone (Chapter 19.06 EMC). b) An additional 5% of the lot's ground area may be used for up to two accessory dwelling unit(s).
5) Maximum Height:	See Chapter 19.22 EMC.
6) Setbacks:	See Chapter 19.06 EMC.
7) Parking and Vehicle Access:	See city standards in EMC Title 13 and Chapter 19.34 EMC.
8) Historic Overlay:	Any ADU located within an historic overlay zone, and not located entirely within an existing principal dwelling unit, 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.

2 **19.08.110 RESIDENTIAL ACCESSORY BUILDINGS.**

3 The following requirements apply to all buildings which are accessory to residential uses in the ~~R-S, R-1,~~
4 ~~R-2, or R-2(A) NR or NR-C~~ zones:

5 A. Accessory buildings or uses may not be established until the principal dwelling or dwellings are
6 constructed on the lot.

7 B. Use of Accessory Buildings.

8 1. Detached accessory buildings are limited to accessory uses.

9 2. The following spaces are allowed within a detached accessory building: bathrooms, hobby
10 rooms, home occupations, home offices, recreation rooms, or laundry rooms. The following
11 rooms are not allowed in accessory buildings: bedrooms, ~~dining rooms,~~ or kitchens. ~~(See EMC~~
12 ~~19.08.100 regarding accessory dwelling units.)~~

13 C. General Standards. The following table is a summary of the standards required for residential
14 accessory buildings:

Table 8-76: Residential Accessory Building Standards

Subject	Standard
1) Maximum Size:	a) The footprint shall not exceed the lesser of 1) 15% of the total lot area; 2) 3,000 square feet; or 3) the dwelling's building footprint. I. Exceptions for Attached Garage. An attached garage constructed as an integral part of the dwelling is not included in this limitation. "Integral" means

Subject	Standard
	<p>that at least two sides, or a side and ceiling, of the garage abuts habitable space of the dwelling.</p> <p>II. Porches. Any porch, including any covered decks or patios which are an integral part of the porch are not considered an accessory building and subject to these provisions. See Chapter 19.06 EMC for lot coverage requirements.</p> <p>III. Exceptions for Other Structures. Up to 200 square feet of the following accessory buildings or structures are not included in the size calculations above: child's playhouse or treehouse, play structure, gazebo, doghouses, patio or garden trellis. This exception does not include sheds or other storage buildings.</p> <p>b) A detached accessory building(s) shall be compatible with the dwelling including roof pitch and building materials.</p> <p>c) If the city finds that the impacts of accessory buildings which are larger than 1,000 square feet will create noise, vibrations or impact privacy to adjoining properties in excess of what a smaller accessory building would create, the city shall have the authority to impose greater setback requirements, landscape buffers, or other requirements as necessary to mitigate the impacts.</p> <p>d) If the principal use is a housing type with maximum floor-to-area ratios (FAR), please see FAR limits that may affect the size of residential accessory buildings.</p>
2) Setbacks, Front and Side Street:	<p>a) Any accessory residential structure located within the rear setback area required for a principal dwelling shall have a minimum separation from the principal dwelling of 10 feet, not including eaves or other building appurtenances.</p> <p>b) See Chapter 19.06 EMC.</p>
3) Maximum Height:	See Chapter 19.22 EMC.
4) Design Standards:	<p>a) Metal siding or corrugated metal roofing material shall be prohibited on all accessory buildings with a gross floor area larger than two hundred square feet, unless materials similar in appearance are used in the majority of the principal building or if approved by the planning director.</p> <p>b) The planning director, using the review process described in EMC Title 15, Local Project Review Procedures, may allow accessory buildings with metal siding or corrugated metal roofing.</p>
5) Temporary Covers:	<p>Structures that are covered or partially covered with tarps, fabric, metal, plastic or any other similar type of materials shall:</p> <p>a) Be prohibited between any portion of the principal building and abutting streets. This prohibition shall apply to any area of the lot that is located between the street and a line that is parallel to the street and extended from any facade of the principal building that faces the street to the side lot line(s), or to the rear lot line on the street side of a corner lot; and</p> <p>b) Be immediately removed or repaired in the event of disrepair or in the event of damage caused by weather, fire, collision, accident or other forms of damage.</p>

Subject	Standard
6) Shipping Containers	Shipping containers or other similar storage units do not qualify as accessory buildings under this section and shall be prohibited in residential zones.

19.08.120 HOME OCCUPATIONS

~~A. Home occupations may be permitted in any residential zone provided such home occupations comply with the requirements of the zone in which the property is located and the following requirements:~~

~~1. Home occupations shall not occupy more than twenty-five percent of the total floor area of the residence, or six hundred square feet, whichever is less. Home occupations carried on within a dwelling shall be provided access to the work space through the dwelling only, with no direct access to the outside;~~

~~2. The occupation shall be carried on entirely within a residence or accessory building by the occupant thereof;~~

~~3. The home occupation may be located in the principal dwelling or in the accessory structure. If located in an accessory structure, the following regulations shall apply:~~

~~a. The area devoted to the occupation, as described in subsection (A)(1) of this section, shall be based upon the floor area of the dwelling only; and~~

~~b. Access to the work space may be directly from the outside;~~

~~4. No noise, dust, smoke, light, glare or odor shall be emitted other than is commonly associated with a residential use;~~

~~5. The occupation shall be conducted in such a manner as to give no outward appearance of a business nor manifest any characteristics of a business;~~

~~6. Occupations which shall be prohibited as home occupations include, but are not limited to:~~

~~a. Veterinarians;~~

~~b. Clinics;~~

~~c. Auto repair;~~

~~d. Auto sale;~~

~~e. Barber/beauty shops;~~

~~f. Real estate offices;~~

~~g. Offices with client visits;~~

~~h. Retail sales, on premises;~~

~~i. Any use of a nature which is similar to those listed in this chapter or which creates impacts on surrounding properties which are similar to those created by the uses listed herein;~~

~~7. There shall be no person other than a resident of the dwelling employed on the premises;~~

~~8. If the occupation is the type in which classes are held or instruction is given, there shall be not more than five students allowed in any one class or instruction period. Classes shall not exceed a total of twenty hours in any week;~~

~~9. No stock in trade shall be sold or displayed on the premises, and no equipment or materials shall be stored on any outdoor portion of the premises;~~

~~10. Parking of student, client or employee vehicles shall not create any hazard or congestion;~~

~~11. No receipt or delivery of products shall be permitted except as is commonly anticipated in residential areas. Commercial vehicle deliveries shall not exceed two per week. The gross vehicle weight of delivery vehicles shall not exceed eighteen thousand pounds;~~

~~12. No signs shall be allowed for home occupations; and~~

~~13. Home occupations shall comply with all other local, state and federal regulations pertinent to the activity pursued, and the requirements of or permission granted by this section shall not be construed as an exemption from such regulations.~~

~~B. Any person engaging in a home occupation shall register as a business with the city treasurer's office and shall be subject to the city business and occupations tax.~~

~~C. Garage sales shall not be considered to be a home occupation.~~

~~19.08.125 LIVE/WORK UNITS~~

~~A. Live/work units are built spaces that function as both work spaces and residences.~~

~~B. The multiple-family design guidelines do not apply to live/work units.~~

~~C. No portion of a live/work unit may be rented or sold as a commercial space for a person or persons not living on the premises, or as a residential space for a person or persons not working on the premises.~~

~~D. At least one resident in each live/work unit shall maintain at all times a valid city business license for a business on the premises.~~

~~19.08.130 BOARDING AND ROOMING~~

~~Repealed by Ord. 3896-22.~~

~~19.08.135 REASONABLE ACCOMMODATION.~~

~~A. Overview. This section establishes the application and review procedures by which the city will fulfill its obligations under the federal Fair Housing Act (FHA) and other federal or state laws.~~

~~1. The federal Fair Housing Act (FHA) requires local governments to make reasonable accommodations in the application of zoning regulations when such accommodations are necessary to afford a disabled individual an equal opportunity to use and enjoy a dwelling. The city is required to consider requests for reasonable accommodation. In addition, other state and federal laws prohibiting housing discrimination may apply under certain circumstances.~~

~~2.— In the event that a waiver or modification of zoning regulations in a given situation is required by a law other than the FHA, such waiver or modification shall be requested and reviewed using the procedures established in this section.~~

~~B.— Application Requirements.~~

~~1.— Requests for reasonable accommodation shall be submitted to the planning director, along with any applications fees required pursuant to Chapter 16.72 EMC, if any.~~

~~2.— The request shall include information as determined necessary by planning director to make a determination whether reasonable accommodation should be approved. Unless waived by the planning director, the applicant shall submit the following information:~~

~~a.— Name of property owner(s).~~

~~b.— The specific modification(s) of the Unified Development Code requirements requested in order to allow the reasonable accommodation.~~

~~c.— The nature of the disability or disabilities of the individual(s) for whom the accommodation is requested, and an explanation why the specific accommodation is necessary based on the disability.~~

~~d.— Such other information as may be determined by the planning director following either a preapplication meeting or review of a request for reasonable accommodation.~~

~~C.— Planning Director Approval.~~

~~1.— The following shall be taken into consideration in whether to approve a request for reasonable accommodation:~~

~~a.— Whether any adverse impacts would happen if the request for reasonable accommodation is approved based on the size of the dwelling and lot, traffic and parking conditions on the lot and in the surrounding area including streets, anticipated vehicle usage by residents and visitors, and any other circumstances the planning director determines relevant to determine adverse impacts.~~

~~b.— The applicant's need for accommodation in light of the anticipated land use impacts.~~

~~2.— If handicap eligibility and need for accommodation are demonstrated, the planning director shall approve an accommodation, unless the requested accommodation would make a dwelling available to an individual whose tenancy would constitute a direct threat to the health or safety of other individuals or whose tenancy would result in substantial physical damage to the property of others.~~

~~3.— Any decision to grant reasonable accommodation applies specifically to the property identified in the decision, and may not be transferred to any other property.~~

~~D.— Other Provisions.~~

~~1.— Approval of reasonable accommodation permits a dwelling to be inhabited only according to the terms and conditions of the applicant's proposal and the director's decision.~~

2. If the planning director determines that the accommodation has become unreasonable because circumstances have changed or adverse land use impacts have occurred that were not anticipated, the planning director shall rescind or modify the decision to grant reasonable accommodation.

3. Eligibility for a reasonable accommodation under the Fair Housing Act does not relieve the owner, applicant and residents from the obligation to comply with all building, fire, land use and all other standards and regulations applicable under local, state and federal laws.

4. Any decision on a request for accommodation is unique to the specific circumstances related to the individual request and location. A decision issued for a specific property shall not establish a precedent that would be applicable to any other request for accommodation.

~~19.08.140 BED AND BREAKFAST HOUSE.~~

~~Repealed by Ord. 3896-22.~~

~~19.08.150 SHORT TERM RENTALS.~~

Short-term rentals shall comply with the following provisions:

A. License Required. A city business license is required to operate a short-term rental. No more than two short-term rental sites may be operated by any individual, marital group, a group of people, or a corporate entity such as an LLC, within the city.

B. Location. A short-term rental use may be located in a dwelling unit or an accessory dwelling unit. See EMC 19.08.100 for applicable accessory dwelling unit requirements, including owner occupancy if applicable.

C. Number of Guests. The total number of guests occupying a dwelling unit may not exceed eight on a site, including any site with an accessory dwelling unit.

D. Signs. No signs identifying the use as a short-term rental are permitted.

~~19.08.200 HOMELESS SHELTER AND HOUSING~~

A. Applicability.

1. This section applies to the following uses:

a. Emergency housing.

b. Indoor emergency shelter.

c. Outdoor emergency shelter.

2. This section shall not apply to:

a. Emergency or disaster situations as defined by RCW 38.52.010(9); provided, however, that the inability of a sponsor or managing agency to locate a site shall not be deemed to constitute an emergency or disaster.

~~b.—Placement of a tiny house or a tiny house with wheels used as a primary residence in a manufactured/mobile home community; provided, that each tiny house contains at least one internal toilet and at least one internal shower or the manufactured/mobile home community provides for the toilets and showers.~~

~~B.—General Provisions.~~

~~1.—Applications for facilities which provide shelter for survivors of domestic violence do not require notice to adjacent property owners.~~

~~2.—A religious organization may host individuals or families experiencing homelessness pursuant to RCW 35.21.915, including extreme weather shelters, on property owned or controlled by the religious organization whether within buildings located on the property or elsewhere on the property outside of buildings, subject to the conditions set forth in this section.~~

~~3.—The city may require an organization to enter into a memorandum of understanding for fire safety that includes inspections, an outline for appropriate emergency procedures, a determination of the most viable means to evacuate occupants from inside a site with appropriate illuminated exit signage, panic bar exit doors, and a completed fire water agreement indicating: (a) posted safe means of egress; (b) operable smoke detectors, carbon monoxide detectors as necessary, and fire extinguishers; and (c) a plan for monitors who spend the night awake and are familiar with emergency protocols, who have suitable communication devices, and who know how to contact the fire department.~~

~~4.—Management Responsibility Plan. Prior to or upon filing a land use application, the managing agency and sponsor shall prepare an emergency shelter management responsibility plan, which shall be included with their permit application. The management responsibility plan shall, at a minimum, address the details of the facility operations and responsibilities identified in subsections (B)(5) through (7) of this section. If children under eighteen are allowed in the facility, such as for family shelters, specific provisions must be identified in the management responsibility plan to ensure safety, security, and well-being of minors.~~

~~5.—Managing Agency Responsibilities.~~

~~a.—The managing agency and residents of the facility shall ensure compliance with state law and the Everett Municipal Code concerning, but not limited to, drinking water connections, solid waste disposal, human waste, electrical systems, and fire-resistant materials.~~

~~b.—The managing agency shall identify a person or persons as a point of contact for the Everett police department that is available at all times.~~

~~c.—The managing agency shall maintain an admission process that adequately provides for the safety and welfare of residents of the facility and the community, with particular attention to the safety of children and other vulnerable residents, and may include consideration of the applicant's sex offender status; the number and nature of the applicant's criminal convictions; the number and nature of the applicant's pending criminal cases; or active warrants issued for the applicant's arrest.~~

d. ~~The managing agency shall immediately contact the Everett police department if, in the opinion of staff or security, a person is a potential threat to the safety of residents of the facility or the community.~~

e. ~~The managing agency shall permit inspections of the facility by the city's code compliance officers, building inspector, permit services manager, fire marshal or their designee without prior notice. The managing agency shall implement all directives resulting from such inspections within the given compliance schedule.~~

f. ~~The managing agency shall submit an updated management plan to the appropriate city department within thirty days of any changes in operations that are covered in the plan.~~

~~6. Transportation Plan.~~

a. ~~A transportation plan is required.~~

b. ~~The facility shall be located within one-half mile of transit service.~~

~~7. Code of Conduct. The managing agency shall develop a shelter resident code of conduct agreement that addresses expected acceptable conduct during the resident's stay and shall submit the code in the management plan. The code of conduct shall, at a minimum, contain rules that limit adverse impacts within the shelter and the surrounding neighborhood. All residents of an emergency shelter are required to sign the code of conduct agreement, which shall be enforced by the managing agency.~~

~~8. Additional Requirements for Applications Requesting Modification of Standards. The applicant may request in their application for standards that differ from those in this section only where the applicant submits a description of the standard to be modified and demonstrates how the modification would result in a safe facility under the specific circumstances of the application in accordance with EMC 15.02.140(D).~~

~~9. Social services provided as part of an indoor emergency shelter, outdoor emergency shelter, or emergency housing facility are assumed to be provided only for residents of the facility. If social services will be provided on-site to nonresidents, the use must be reviewed and separately permitted under the appropriate approval process defined in Chapter 19.05 EMC.~~

~~C. Standards for Outdoor Emergency Shelters.~~

~~1. Duration. Outdoor emergency shelters may be approved for a period not to exceed one year. The permit shall specify a date by which the use shall be terminated, and the site returned to pre-shelter conditions. The planning director may grant extensions for up to one year each; provided, that all conditions have been complied with and circumstances associated with the use have not changed. A request for an extension should be submitted in writing no less than sixty days prior to the end of the expiration date of the permit to ensure continued operations.~~

~~2. Maximum Size.~~

a. ~~Outdoor emergency shelters are limited to forty units per site.~~

~~b. The maximum number of residents within an outdoor emergency shelter is one hundred.~~

~~3. Setbacks.~~

~~a. Outdoor emergency shelters shall be located a minimum of forty feet from the property line of abutting properties. A lesser setback may be approved if the planning director determines there is sufficient vegetation, topographic variation, or other site conditions that obscure the site from abutting properties.~~

~~b. Outdoor emergency shelter units shall meet all setbacks required by the International Fire Code.~~

~~4. Fencing. Sight-obscuring fencing is required around the perimeter of the outdoor emergency shelter unless the planning director determines that there is sufficient vegetation, topographic variation, or other site conditions such that fencing would not be effective.~~

~~5. Lighting. Exterior lighting must be directed downward and contained within the outdoor emergency shelter.~~

~~6. Inspections.~~

~~a. The managing agency shall permit inspections of the outdoor emergency shelter by the Snohomish health district without prior notice and implement all directives of the health district within the time period specified by the health district.~~

~~b. The managing agency shall permit access by the Everett police department and Snohomish County sheriff, without prior notice, to the outdoor emergency shelter site at all times.~~

~~7. Other.~~

~~a. Units are limited to one hundred twenty square feet and must be spaced at least six feet apart;~~

~~b. Electricity and heat, if provided, must be inspected and approved by the city's building official;~~

~~c. Space heaters, if provided, must be approved by the city fire marshal;~~

~~d. Each unit must have a fire extinguisher;~~

~~e. Adequate restrooms must be provided, including restrooms solely for families if present, along with hand washing and potable running water to be available if not provided within the individual units, including accommodating black water.~~

~~**19.08.210 MANUFACTURED HOMES, MOBILE HOMES, TINY HOMES AND RECREATIONAL VEHICLES.**~~

~~A. Definitions.~~

~~1. The definition of “manufactured home,” “mobile home,” “mobile home park subdivision,” “manufactured housing subdivision,” “mobile home park,” “manufactured housing community” or “manufactured/mobile home community” shall have the same meaning as set forth in RCW 59.20.030.~~

~~2. The definition of “designated manufactured home” or “new manufactured home” has the same meaning as set forth in RCW 35.63.160.~~

~~3. “Recreational vehicle” means a vehicle which is (a) built on a single chassis; (b) four hundred square feet or less when measured at the largest horizontal projection; (c) designed to be self-propelled or permanently towable by a light duty truck; and (d) designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.~~

~~4. “Tiny home,” “tiny house” or “tiny house with wheels” has the same meaning as set forth in RCW 35.21.686, which is a dwelling to be used as permanent housing with permanent provisions for living, sleeping, eating, cooking, and sanitation built in accordance with the state building code.~~

~~5. “Tiny house communities” has the same meaning as set forth in RCW 35.21.686, which is real property rented or held out for rent to others for the placement of tiny houses with wheels or tiny houses utilizing the binding site plan process in RCW 58.17.035.~~

~~B. Where Allowed:~~

~~1. Manufactured Homes, New or Designated. A new or designated manufactured home may be placed on any lot within the city in the same manner and meeting the same design and development standards as site built homes, factory built homes, or homes built to any other state construction or local design standards, subject to the following:~~

~~a. The manufactured home must be set upon a permanent foundation, as specified by the manufacturer, and the space from the bottom of the home to the ground must be enclosed by concrete or a concrete product approved by the planning director which can be either load bearing or decorative;~~

~~b. The manufactured home is thermally equivalent to the state energy code; and~~

~~c. The manufactured home meets all other requirements for a designated manufactured home as defined in RCW 35.63.160.~~

~~2. Manufactured Homes or Mobile Homes. A manufactured home or mobile home may be placed in a mobile home park subdivision, manufactured housing subdivision, mobile home park, manufactured housing community or manufactured/mobile home community that was legally in existence before June 12, 2008, as set forth in RCW 35.21.684.~~

~~3. Recreational Vehicles or Tiny Houses:~~

~~a. A recreational vehicle or tiny house may be used as a primary residence in a manufactured/mobile home community which was legally in existence before June 12,~~

2008, as set forth in RCW 35.21.684 if the recreational vehicle or the tiny house meets the following requirements:

(1) The recreational vehicle or tiny house meets fire, safety and other requirements of the city building official and fire marshal;

(2) The recreational vehicle or tiny house contains at least one internal toilet and at least one internal shower, or the manufactured/mobile home community provides toilets and showers for use of the recreational vehicle or tiny house's occupants.

b. A recreational vehicle or tiny house may be used as temporary where allowed pursuant to Chapter 19.05 EMC.

c. A recreational vehicle or tiny house may not be used as a primary residence within the city except as otherwise allowed above.

4. Tiny House Communities. See Chapter 19.05 EMC to see where tiny house communities are permitted.

19.08.220 SECURE COMMUNITY TREATMENT FACILITIES.

A. Essential Public Facilities. A secure community transition facility ("SCTF") is an essential public facility. In addition to complying with the city's requirements for a conditional use permit, the applicant for a SCTF shall comply with the city's siting process for essential public facilities.

B. Maximum Number of Residents. No SCTF shall house more than twelve persons, excluding resident staff.

C. Siting Criteria.

1. No SCTFs shall be allowed in or within the line of sight of the following specified uses, whether such uses are located within or outside the city limits. In or within the line of sight of any "risk potential activity" as defined in RCW 71.09.020, as amended, include, but are not limited to:

a. Public and private schools;

b. School bus stops;

c. Licensed day care and licensed preschool facilities;

d. Public parks, publicly dedicated trails, sports fields and playgrounds;

e. Recreational and community centers;

f. Churches, synagogues, temples and mosques;

g. Public libraries; and

h. Other risk potential activities identified by the Department of Social and Health Services.

~~2. The distance provided for line of sight shall be measured by following a straight line from the nearest point of the property parcel upon which the secure community transition facility is to be located, to the nearest point of the parcel of property or land use district boundary line from which the proposed land use is to be separated.~~

~~3. In order to assist in providing equitable distribution, there shall be a separation of one mile between an SCTF and any existing SCTF, jail, correctional facility, mental health facility, work release, pre-release or similar facility. (A "similar facility" includes, but is not limited to, Madison House, Everett Gospel Mission Men Shelter, Everett Gospel Mission Women and Children Shelter, Green House, Evergreen Manor and establishments providing similar services.)~~

~~D. Review Process III (Special Property Use/Conditional Use Permit). A conditional use permit Review Process III application for SCTF shall comply with all the permitting and procedural requirements pertaining to a conditional use permit Review Process III including those found under EMC Title 15.~~

~~E. Existing SCTFs. In the event a SCTF is legally sited in accordance with the provisions of this title, this does not preclude any subsequent siting of any risk potential activity described in subsection (C)(1) of this section within the line of sight.~~

~~F. When evaluating an application for a SCTF consideration shall also be given to those siting provisions provided in RCW 71.09.250(8).~~

19.08.300 ADMINISTRATIVE MODIFICATION OF DEVELOPMENT STANDARDS.

A. General. An applicant may propose and the planning director, using the review process described in EMC Title 15, Local Project Review Procedures, may allow an applicant to deviate from the development standards, provided the proposal satisfies the evaluation criteria of this subsection. In evaluating such a proposal, the planning director, using the criteria in subsection (C) of this section, shall determine if the alternative design or plan provides superior results to that which would be required by compliance with the development standards of this chapter.

B. Development Standards That Can Be Modified.

1. The following development standards in this chapter can be modified:

a. Any design or development standard regarding facade, window, door, roof, entrance or siding requirements.

~~b. Lot width requirements (REV II).~~

~~c. Landscape requirements.~~

~~d. Minimum size, location and design standards for on-site open space shared or private yards (REV II).~~

~~2. The following development standards cannot be modified:~~

~~a. Minimum lot size requirements.~~

~~b. Maximum density requirements.~~

~~c. Lot coverage requirements.~~

d. ~~Floor area ratio (FAR) requirements.~~

e. ~~Setback requirements.~~

f. ~~Land division or owner occupancy requirements.~~

g. ~~Home occupations prohibited.~~

C. Evaluation Criteria for Modification. See Chapter 15.03 EMC.

CHAPTER 19.09 – ~~MULTIFAMILY~~ URBAN DEVELOPMENT STANDARDS

19.09.010 PURPOSE AND APPLICABILITY.

A. Purpose. The purpose of the requirements contained in this chapter is to:

~~1. promote~~ Promote a broad range of housing and commercial opportunities in the city ~~improve the livability of multiple family housing, encourage development of single family attached and multiple family housing in Everett that enhances safety and creates an attractive environment for residents and which reinforces and enhances the desirable qualities of the city's neighborhoods.~~

2. Encourage building design that combines appropriate, compatible architectural scale with streetscape design and pedestrian amenities;

~~3. To protect~~ Protect less intensive zones and uses from impacts that could result from excessive mass and vertical scale of larger buildings. This objective can be accomplished by applying the standards in this chapter in conjunction with the building placement and height regulations in Chapters 19.06 and 19.22 EMC; and

4. Recognize that a flexible design approach providing a menu of options will result in buildings that are attractive, durable, and contribute to Everett's vitality as a community image.

B. Applicability.

1. The standards in this chapter apply to residential development within the UR4, UR7, MU4, MU7, MU15, MU25, and LI-MU zones ~~multifamily zones (UR3 or UR4), commercial zones (NB, B, MU) and where allowed in industrial zones (LI1).~~

2. Exceptions. The following are excepted from the requirements of this chapter:

a. For development standards for detached one- and two-unit dwellings and any number of townhouses up to three stories in height, along with their accessory structures, refer instead to Chapter 19.08 EMC.

b. Minor exterior alterations, provided, however, the alteration shall meet the following:

i. The alterations to the exterior shall meet the applicable standards of this chapter;

ii. The alterations do not create a greater nonconformance unless otherwise allowed through modification of standards; and

iii. The alterations are not as a result in a change of use or occupancy (see subsection (B)(2)(c) of this section).

c. Interior alterations which do not change the exterior appearance of the building and/or site.

d. Change of use or occupancy which is either a minor exterior alteration or interior alterations; provided, however, that if the change in use or occupancy creates additional off-street parking or uses outdoor areas to conduct business or store materials, the development shall provide the following:

i. The development shall meet the parking requirements of this title, Chapter 19.34 EMC (Parking, Loading and Access Requirements) and, as required, Chapter 19.35 EMC (Landscaping) and Chapter 19.33 EMC (Streets, Sidewalks and Pedestrian Circulation); and

ii. Any building alteration includes weather protection as required by this chapter.

2. Conflicts. In the event of a conflict between these requirements and the standards of other sections of the Unified Development Code, these requirements shall control; provided, however, the requirements established as part of the creation of any historic overlay zone shall take precedence over any conflicting requirements in this chapter.

3. ~~Mixed Use~~ Developments. When multifamily development is to be part of a mixed-use commercial development, the requirements contained herein shall apply to the multifamily development but may be modified by the planning director as needed to provide for the For mixed developments refer to the following sections as applicable, provided that the Planning Director is authorized to interpret applicability to provide for reasonable accommodation of mixed-use and commercial development encouraged by the comprehensive plan-:

a. For development standards for detached one- and two-unit dwellings and any number of townhouses up to three stories in height, along with their accessory structures, refer to Chapter 19.08 EMC; and

b. For development standards for residential development other than detached one- and two-family dwellings and townhouses up to three stories in height, along with their accessory structures, refer to this Chapter 19.09 EMC; and

c. For development standards for nonresidential development, refer to EMC 19.09.200 through EMC 19.09.260

4. Future Phases. When ~~multifamily residential~~ development is proposed to be added as a later phase to an existing ~~multifamily~~ development which does not meet the requirements contained herein, the requirements contained herein shall apply, but may be modified by the planning

director as needed to provide for continuity between the existing and proposed phases of development.

5. UR4, UR7, MU4, MU7, MU15, MU25, and LI1 Zones. See EMC 19.09.200 through 19.09.260 for applicable development standards.

C. LI2 and HI Zones. See EMC 19.09.300 and 19.09.310 for applicable development standards.

D. The standards in this chapter apply primarily to building design. Refer to the following chapters in this title for additional regulations applicable to new development:

1. Chapter 19.06 EMC, Lots, Setbacks and Residential Densities.

2. Chapter 19.22 EMC, Building and Structure Heights.

3. Chapter 19.33 EMC, Streets, Sidewalks and Pedestrian Circulation.

4. Chapter 19.34 EMC, Parking, Loading and Access Requirements.

5. Chapter 19.35 EMC, Landscaping.

6. Chapter 19.36 EMC, Signs.

19.09.020 BUILDING FORM AND DESIGN STANDARDS.

~~A. Building Modulation.~~

~~1. See EMC 19.12.030 for standards that address finish floor levels and building modulation.~~

~~2. In addition to the requirements set forth in EMC 19.12.030, multifamily development outside of Metro Everett is required to have an additional five foot interior side setback for each ten feet or fraction thereof by which the building exceeds thirty five feet in height for only those portions of the building which exceed thirty five feet in height.~~

Figure 9-1: Multifamily Upper Floor Modulation Outside Metro Everett



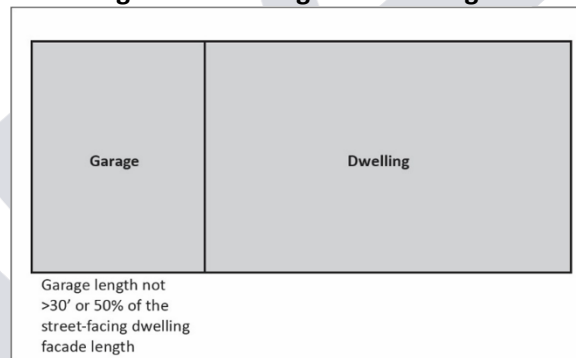
B. Facades.

1. See EMC ~~19.12.040~~ 19.09.210 for standards that address facade design, including vertical and horizontal articulation, facades longer than one hundred feet, blank walls, exposed fire walls, exterior building materials and street corner buildings.

2. ~~In addition to the requirements set forth in EMC 19.12.03040, residential development is required to have street-facing facades of residential buildings designed to look as a series of buildings no wider than fifty feet each.~~

3. ~~Garage Facades. The length of the garage wall facade facing the street may be up to fifty percent of the length of the street-facing dwelling unit facade, except the maximum length allowed is thirty feet if the garage wall facade is within twenty feet of the front or side street lot line. Garage doors in facades facing streets may be up to 30' wide if garage door is within 20' of the lot line, otherwise 50% of facade width.~~ These standards do not apply to structured parking (see EMC ~~19.12.110~~ 19.09.230).

Figure 9-2: Garage Facade Length



4. ~~Side Facades Abutting Residential Zones. Balustrades of balconies and decks, not on the ground level, that are parallel to and within fifteen feet of an interior side setback shall be at least seventy-five percent opaque for properties in or abutting any residential zone.~~

C. Weather Protection. See EMC ~~19.09.240~~ 12.120 and ~~Table 12-4~~ for weather protection requirements.

D. Transparency. See EMC ~~19.09.250~~ 12.130 and ~~Table 12-4~~ for transparency requirements.

E. Structured Parking. If the residential development includes structured parking, see EMC ~~19.12.110~~ 19.09.230 for structured parking requirements.

19.09.030 BUILDING ENTRANCE REQUIREMENTS.

A. Pedestrian Access to Building Entrances.

1. Developments with exterior pedestrian circulation systems shall connect building entrances to the public sidewalk, off-street parking areas, common open space areas and other amenities, and alley where applicable.

2. The exterior pedestrian circulation system shall be a minimum of three feet wide for residential development with twenty or fewer units and five feet wide for more than twenty

units. The pedestrian system shall be designed to meet federal, state and local accessibility standards, and where adjacent to driveways and parking areas they shall be separated by landscaping, raised curbs at least six inches high, bollards, or other treatments as approved.

3. For multifamily developments with sixteen or fewer parking spaces, the pedestrian circulation system may be located within an auto travel lane.

4. Lighting and Landscaping Entrances. Entrances shall include walkways with lighting ~~and~~ landscaping, and wayfinding so that occupants and guests do not need to search for a location. Lighting shall be sufficient to identify faces from a reasonable distance and allow the pedestrians the opportunity to choose another route. See Chapter 19.35 EMC for landscaping requirements.

5. Ground level entrances within twenty feet of a public sidewalk shall provide landscaping or other measures (e.g., courtyard, patio or grade change) to create a transition between the living areas of the dwelling and the street.

B. Location.

1. All nonservice, exterior entrances must be visible from windows on other residential buildings within the development and/or public areas, such as common courtyards, parking areas, or public sidewalks.

Figure 9-3: Example of Building Without Main Entrance on Street-Facing Wall

Figure 9-3: Example of building without main entrance on street-facing wall

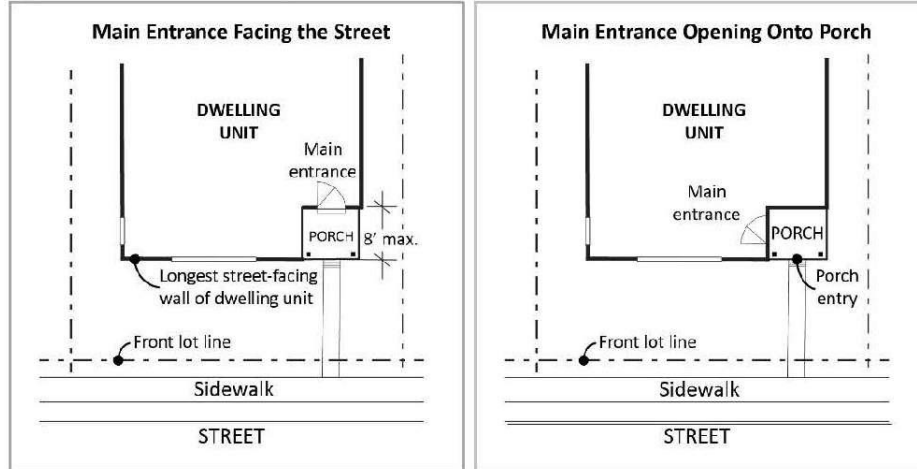


2. For buildings over five stories, a prominent entryway and lobby shall be provided.

3. At least one main entrance for each structure must:

- a. Be within eight feet of the longest street-facing wall of the structure; and
- b. Either: (1) face the street; (2) be at an angle of up to forty-five degrees from the street; or (3) open onto a porch that is at least sixty-four square feet in area, has at least one porch entrance facing the street, and has a roof that is no more than twelve feet above the floor of the porch.

Figure 9-4: Main Entrance Requirements



4. As an alternative to subsection (B)(3) of this section, an entrance to a multi-dwelling structure may face a courtyard if the courtyard-facing entrance is located within sixty feet of a street and the courtyard is at least fifteen feet in width, abuts a street and is landscaped or hard-surfaced for use by pedestrians.

C. Distance from Grade. The main entrance required by subsection (B)(3) of this section must be within four feet of average grade, measured at the outermost corners of the street-facing facade.

Figure 9-5: The Main Entrance Is More Than Four Feet Above Average Grade



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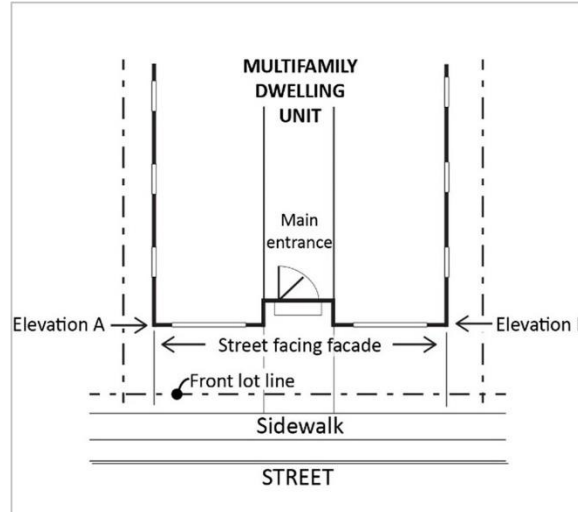
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Figure 9-6: How to Measure Average Grade for Entrance Elevation



D. Exterior Stairs. Fire escapes and exterior stairs providing access to an upper level are not allowed on any facade that faces a street.

19.09.040 FRONT PORCHES.

~~Required Front porches, which are either required or allowed as an exception to setback requirements (see EMC 19.06.030)~~ are subject to the design standards outlined in EMC 19.08.050.

19.09.050 REQUIRED AMENITY SPACE, INCLUDING OUTDOOR AND COMMON AREAS.

A. Purpose and Intent. The required outdoor and common area standards for residential development ensure opportunities for healthy outdoor relaxation, recreation, ~~or~~ community gathering, and social interaction places. The standards ensure that some of the land not covered by buildings is of adequate size, shape, and location to be usable for outdoor recreation or relaxation. ~~Required Both indoor and outdoor areas are an important aspect in addressing for~~ the livability of a residential property. ~~The standards also allow for common area requirements to be met by indoor community facilities because they also provide opportunities for recreation and gathering.~~

B. Outdoor and Common Area Requirements.

1. Definitions or terms used in this section:

a. "Outdoor area" may be provided as private open space, such as a patio or balcony, or may be provided as common open space, such as outdoor courtyards and outdoor play area.

b. "Common area" may include outdoor common open space, or indoor common open space such as recreational facilities, indoor community rooms, or other community gathering places.

c. "Common open space" has the same meaning as set forth in EMC 19.04.030: "private open space provided within a development which is provided for, and which is permanently accessible to, all residents/tenants of the development."

d. "Open space" has the same meaning as set forth in EMC 19.04.030: "land area not covered by buildings, roads, driveway and parking areas, or outdoor storage areas, including, but not limited to, landscape areas, gardens, woodlands, walkways, courtyards or lawns, and outdoor recreation areas. Except as otherwise provided by this title, open space includes setback areas that meet the requirements defined in this title."

e. "Private open space" has the same meaning as set forth in EMC 19.04.030: "a small parcel of land or outside area (deck, lanai, patio) immediately adjacent to an individual dwelling unit maintained by and for its residents and reserved exclusively for their use."

f. "Amenity space" includes private open space, in addition to outdoor open space or indoor common area.

2. ~~Outdoor and common area~~Amenity Space is required in the amounts stated below.~~Outdoor and common area requirements, as set forth below, are~~ based on unit size:

Table 9-1: ~~Outdoor and Common~~Amenity Space Area Requirements

Unit Size	Area Required:
Studio, or 1-bedroom, or sleeping unit	75 square feet per unit
2+ bedrooms	100 square feet per unit

3. Required Common Area.

For ~~multifamily~~ residential development with fifty or more units, at least twenty-five percent of the required amenity space area in subsection (B)(2) of this section shall be common area as further set forth below:

a. At least fifty percent of the required common area must be outdoor open space. Outdoor ~~areas~~open space may be passive or active, such as:

(1) Passive areas, such as outdoor courtyards, seating areas, tree groves, trails, or family picnic area with amenities such as landscaping, lighting, weather protection and other features that encourage use year-round;

(2) Active areas, such as tot-children's play area, hard surface game court, or outdoor swimming pool.

b. Up to fifty percent of the required common area may be indoor common area, such as indoor recreation facilities or indoor community rooms.

c. Common areas shall be centrally located so as to be near a majority of the dwelling units and constructed so as to be accessible to residents and visible from dwellings on the site. Active areas shall be separated from Evergreen Way or any freeway, including interchanges, by building mass and distance.

4. Minimum Size Standards.

a. Private open space shall be a minimum of ~~six~~four feet in any direction, no less than thirty~~six~~two square feet in area.

b. Common open space shall ~~be include area~~ a minimum of twenty feet in any direction, and total no less than four hundred square feet in area. ~~The c~~Common open space must be located to provide convenient and accessible access from the residential units.

5. Top floors and/or roof top decks may be used for up to one hundred percent of required outdoor area provided:

a. Amenities such as seating areas, landscaping, lighting, weather protection and other features that encourage use year-round, as approved by the planning director, are incorporated.

b. The space must have hard durable surfacing for all trafficked areas.

6. Off-street parking and loading areas shall not be considered as outdoor or common areas, nor as other amenity space as required by this section.

7. Expansion of Residential Development. Where an increase in the number of dwelling units for a residential development is proposed, common area shall be provided in accordance with the requirements of this chapter, minus the amount of common area by which the previous residential development was deficient.

8. When setback areas can be included in calculations:

a. Private open space located at ground level may extend into the required setback areas, subject to minimum size standards in subsection (B)(4) of this section, but when located within a required street setback, the outdoor area must either be at least two feet above the grade of the closest adjoining sidewalk or separated from the street lot line by a minimum three-foot setback landscaped to create privacy.

Figure 9-7: Example of Private Open Space in Front Setback



b. Common open space may include:

- (1) Interior side setback areas which are contiguous with other on-site common open space areas;

(2) Rear setback areas which are contiguous with other on-site common open space areas and which are not part of a street side setback area on corner lots.

9. Plans for amenity space, including outdoor and common areas, shall be submitted for review and approval of the planning director prior to issuance of building permits.

10. A payment in lieu of providing the common or private open space may be approved by the planning director.

a. The fee may be in lieu of up to fifty percent of the required on-site common or private open space; provided, that the fee may be in lieu of up to one hundred percent of the required on-site common or private open space where the subject property is within a half mile of an existing or planned public park or trail consistent with the Everett parks, recreation, and open space plan in effect at the time of application.

b. The fee per square foot of common or private open space not provided shall be equal to the average capital cost per square foot of neighborhood parks as identified in the capital facilities element of the comprehensive plan.

c. The payment shall be held in a reserve account by the city and may only be expended to fund a capital improvement for parks and recreation facility identified in the Everett parks, recreation, and open space plan in effect at the time of application.

d. The payment shall be expended in all cases within five years of collection; provided, that any payment not so expended shall be refunded with interest to be calculated from the original date the deposit was received by the city and at the same rate applied to tax refunds pursuant to RCW 84.69.100; however, if the payment is not expended within five years due to delay attributable to the developer, the payment shall be refunded without interest.

Table 9-2: Multifamily Open-Amenity Space Calculation (Example)

Large Project (50+ Units)			
Unit Size	# of Units	Area per Unit (sq. ft.)	Area Required (sq. ft.)
Studio	15	75	1,125
1-bed	15	75	1,125
2-bed	10	100	1,000
3+ beds	10	100	1,000
TOTALS	50		4,250
Common Area Required (25% <u>of total</u>)			1,063
Outdoor Area (<u>at least</u> 50%)			531
Indoor Area (<u>up to</u> 50%)			531
<u>Remaining amenity space to provide</u> (Private or Common Open Space)			3,188

Small Project (<50 Units)			
Unit Size	# of Units	Area per Unit (sq. ft.)	Area Required (sq. ft.)
Studio	10	75	750
1-bed	15	75	1,125
2-bed	10	100	1,000
3+ beds	10	100	1,000
TOTALS	45		3,875
<u>Common Area Required (25% of total)</u>			0
<u>Outdoor Area (at least 50%)</u>			0
<u>Indoor Area (up to 50%)</u>			0
<u>Remaining Amenity Space to Provide (Private or Common Open Space)</u>			3,875

19.09.060 OTHER REQUIREMENTS

The following requirements of this title also pertain to multifamily residential development:

A. Density. See Chapter 19.06 EMC for minimum and maximum density requirements for residential development.

B. Lot and Building Placement Requirements. See Chapter 19.06 EMC for building setbacks and exceptions, and minimum lot requirements if applicable.

C. Building Height. See Chapter 19.22 EMC for minimum and maximum building heights.

D. Landscaping and Trees. See Chapter 19.35 EMC for landscaping and tree requirements.

E. Off-Street Parking. See Chapter 19.34 EMC for off-street parking requirements.

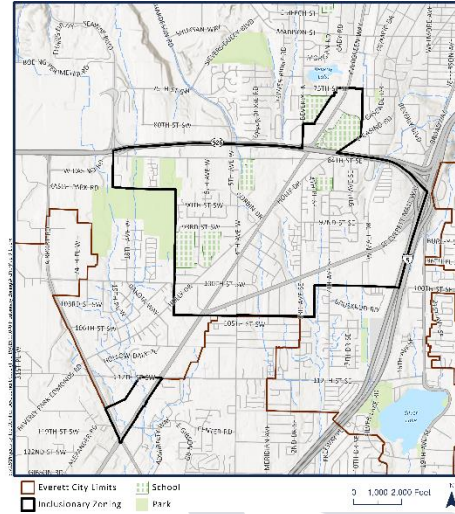
F. Streets, Sidewalks and Pedestrian Access Circulation. See Chapter 19.33 EMC for street, sidewalk and additional pedestrian access requirements.

19.09.070 Inclusionary zoning

A. Purpose. The purpose of this section is to address the need for affordable housing and to provide opportunities for low-income households to live near transit and employment.

B. Applicability. Inclusionary housing requirements shall apply to new residential development under this chapter within the area indicated in Map 9-1.

Map 9-1



C. Exemptions and reductions.

1. Inclusionary zoning requirements under this section are waived for:

- a. Projects resulting in fewer than six dwelling units.**
- b. Projects subject to a development agreement.**

2. Inclusionary zoning requirements under this section, including the alternative compliance fee in lieu, shall be reduced by half for projects resulting in at least six but no more than fifteen dwelling units.

D. Requirements.

1. At least twenty percent of the dwelling units must affordable to households whose income is at or below eighty percent of the median household income for Snohomish County, adjusted for household size;

2. Of the affordable dwelling units required under subsection (D)(1), at least one half must be affordable to households whose income is at or below sixty percent of the median household income for Snohomish County, adjusted for household size;

3. Dwelling units intended exclusively for owner occupancy: twenty percent of the units affordable to households whose income is at or below eighty percent of the median household income for Snohomish County, adjusted for household size;

4. Affordable housing units that are provided under this section shall remain as affordable housing for a minimum of 50 years, as provided in a recorded covenant running with the land. The covenant shall be approved by the Planning Director and filed for recording with the county auditor prior to the issuance of a certificate of occupancy for any applicable structure.

E. Review process. Prior to the issuance of any permit(s), the department shall review and approve the location and unit mix of the affordable housing units consistent with the following standards:

1 1. The location of the affordable housing units shall be intermingled with all other dwelling units
2 within the development, with no more than three affordable units next to each other.

3 2. The tenure (ownership or rental) of the affordable housing units shall be the same as the
4 tenure for the rest of the housing units in the development.

5 3. The bedroom mix of affordable housing units in any project shall be in the same ratio as the
6 bedroom mix of the market rate units of the project;

7 4. The floor area of the affordable housing units shall not be less than 90 percent of the average
8 gross floor area of the market rate units within the project with the same number of bedrooms;
9 and

10 5. The exterior materials, interior materials, and design of the affordable housing units must be
11 comparable with the other dwelling units in the development, with similarity in building finishes,
12 rooflines, and landscaping.

13 6. Construction of the affordable housing units shall be concurrent with the construction of
14 market-rate dwelling units

15 F. Alternative compliance. The Planning Director may approve a request for satisfying all or part of the
16 affordable housing requirements with a fee in lieu equal to fifteen dollars per square foot of gross floor
17 area subject to this section. A fee in lieu under this subsection may be deferred under subsection EMC
18 19.09.070(G).

19 G. Deferred fee in lieu. A fee in lieu under subsection EMC 19.09.070(F) may be deferred until six months
20 after a certificate of occupancy is issued for a dwelling unit subject to this section.

21 1. An applicant seeking a deferral under this subsection (G) may be required to grant and record
22 a deferred fee lien against the property in favor of the city in the amount of the deferred fee.
23 The deferred fee lien, which must include the legal description, tax account number, and address
24 of the property, must also be:

25 a. In a form approved by the city;

26 b. Signed by all owners of the property, with all signatures acknowledged as required for
27 a deed, and recorded in Snohomish County;

28 c. Binding on all successors in title after the recordation; and

29 d. Junior and subordinate to one mortgage for the purpose of construction upon the
30 same real property granted by the person who applied for the deferral of impact fees.

31 2. Upon receipt of final payment of all deferred fees for a property, the county, city, or town
32 must execute a release of deferred impact fee lien for the property. The property owner at the
33 time of the release, at the property owner's expense, is responsible for recording the lien
34 release.

35 3. The extinguishment of a deferred impact fee lien by the foreclosure of a lien having priority
36 does not affect the obligation to pay the impact fees as a condition of final inspection, certificate
37 of occupancy, or equivalent certification, or at the time of closing of the first sale.

H. Eligibility for multifamily tax exemption. Dwelling units satisfying the affordability requirements of this section may also satisfy the affordable housing requirements of Chapter 3.78 EMC.

19.09.100, MODIFICATION OF DEVELOPMENT STANDARDS.

~~An applicant may propose and the planning director, using the review process described in EMC Title 15, Local Project Review Procedures, may allow an applicant to deviate from certain development standards of this chapter, as provided herein, provided the proposal satisfies the evaluation criteria of this section. In evaluating such a proposal, the planning director shall determine if the alternative design provides equivalent or superior results to that which would be required by compliance with the development standards of this chapter.~~

~~A.—What Can Be Modified. The following standards can be modified:~~

- ~~1.—Building modulation.~~
- ~~2.—Facades (dwelling and garage).~~
- ~~3.—Building entrance requirements.~~
- ~~4.—Required outdoor and common area.~~

~~B.—Evaluation Criteria for Modification. See Chapter 15.03 EMC.~~

~~C.—Appeal of Planning Director's Decision. An appeal of the planning director's decision using this process shall be reviewed by the hearing examiner in accordance with EMC Title 15, Local Project Review Procedures. Substantial weight shall be given to the decision of the planning director in considering any appeal.~~

19.09.120, DESIGN REVIEW.

~~The planning director may engage the services of a licensed architect, or other licensed design professional when the director deems it appropriate and in the public interest, to provide recommendations in connection with the review of any project that:~~

- ~~A.—Is subject to any design standard or guideline established in this chapter; or~~
- ~~B.—Involves discretionary design-related decisions, such as a modification of design standards, authorized in this chapter; or~~
- ~~C.—Involves design-related decisions to implement building form and design standards set forth in EMC 19.09.020.~~

~~Recommendations of the architect or design professional shall be advisory only and shall not otherwise limit the director's authority to require changes in any project design to meet the design requirements of this title or the director's discretion to approve or deny requested modifications or apply discretionary design criteria.~~

19.09.140, AUTHORITY OF PLANNING DIRECTOR.

The planning director shall have the authority to disapprove, approve with conditions, or require the applicant to make design changes if he/she determines the design does not meet the design standards, guidelines or evaluation criteria of this title.

CHAPTER 19.12 – BUILDING FORM AND DESIGN STANDARDS

19.12.010, PURPOSE

The purpose of this chapter is to:

A. Encourage building design that combines appropriate, compatible architectural scale with streetscape design and pedestrian amenities;

B. To protect less intensive zones and uses from impacts that could result from excessive mass and vertical scale of larger buildings. This objective can be accomplished by applying the standards in this chapter in conjunction with the building placement and height regulations in Chapters 19.06 and 19.22 EMC; and

C. Recognize that a flexible design approach providing a menu of options will result in buildings that are attractive, durable and contribute to Everett's image.

19.12.020, APPLICABILITY AND USER GUIDE

A. General.

1. Unless otherwise indicated below, the development standards of this chapter apply to nonresidential development on properties in the following zones: UR3, UR4, NB, B, MU, LI1, LI2, HI.

2. For all mixed-use and multiple-family residential development in the above zones, the reader should first review Chapter 19.09 EMC, which will direct the reader back to this chapter for some development standards.

B. UR3, UR4, NB, B, MU and LI1 Zones. See EMC 19.12.030 through 19.12.140 for applicable development standards.

C. LI2 and HI Zones. See EMC 19.12.200 through 19.12.210 for applicable development standards.

D. The standards in this chapter apply primarily to building design. Refer to the following chapters in this title for additional regulations applicable to new development:

1. Chapter 19.06 EMC, Lots, Setbacks and Residential Densities.

2. Chapter 19.22 EMC, Building and Structure Heights.

3. Chapter 19.33 EMC, Streets, Sidewalks and Pedestrian Circulation.

4. Chapter 19.34 EMC, Parking, Loading and Access Requirements.

5. Chapter 19.35 EMC, Landscaping.

~~6. Chapter 19.36 EMC, Signs.~~

~~E. This chapter does not apply to properties with a zone designation of R-S, R-1, R-2, R-2(A), WRM or AG.~~

~~F. Exceptions. The following are excepted from the requirements of this chapter:~~

~~1. Minor exterior alterations, provided, however, the alteration shall meet the following:~~

~~a. The alterations to the exterior shall meet the applicable standards of this chapter;~~

~~b. The alterations do not create a greater nonconformance unless otherwise allowed through modification of standards; and~~

~~c. The alterations are not as a result in a change of use or occupancy (see subsection (F)(3) of this section).~~

~~2. Interior alterations which do not change the exterior appearance of the building and/or site.~~

~~3. Change of use or occupancy which is either a minor exterior alteration or interior alterations; provided, however, that if the change in use or occupancy creates additional off-street parking or uses outdoor areas to conduct business or store materials, the development shall provide the following:~~

~~a. The development shall meet the parking requirements of this title, Chapter 19.34 EMC (Parking, Loading and Access Requirements) and, as required, Chapter 19.35 EMC (Landscaping) and Chapter 19.33 EMC (Streets, Sidewalks and Pedestrian Access/Circulation); and~~

~~b. Any building alteration includes weather protection as required by this chapter.~~

~~G. Conflict with Other Provisions. In the event of a conflict between these standards and other sections of the Unified Development Code, these requirements shall control; provided:~~

~~1. The requirements for mixed-use and multifamily development established in Chapter 19.09 EMC shall control; and~~

~~2. The requirements established as part of any historic or design overlay zone shall take precedence over any conflicting requirements in this chapter.~~

19.09.20012.030 BUILDING FORM STANDARDS

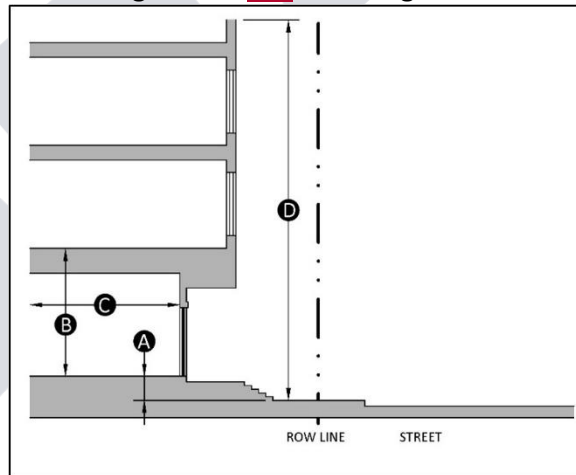
A. Finish Floor Levels and Building Depth. The requirements set forth in Table ~~12-1~~ 9-3 apply to the form of buildings in the city. These requirements include the ground floor finish level above sidewalk, height of ground floor ceilings, and depth of ground floor space.

Table ~~12-1~~ 9-3: Building Form Standards

Building Form	Illustration	UR3 <u>UR-4</u>	NB	B <u>UR-7</u>	MU Zones	LI-MU1
Finish Floor Level (ground floor)	A					
Residential					None <u>n/a</u>	

Building Form	Illustration	UR3 UR-4	NB	B UR-7	MU Zones	LI-MU1
Nonresidential		None n/a			6 inches maximum in Metro Everett only	
Ground Floor <u>Minimum</u> Ceiling Height (finish floor to finish floor)	B					
Residential		n/a	n/a	n/a <u>12 feet</u>	12 feet <u>minimum</u>	12 feet <u>minimum</u>
Nonresidential		n/a	n/a	n/a <u>15 feet</u>	15 feet <u>minimum</u>	12 feet <u>minimum</u>
<u>Minimum</u> Building Depth (ground floor)	C					
Depth		n/a <u>20 feet</u>	n/a	n/a <u>40 feet</u>	<u>50 feet</u> <u>40 feet</u> <u>minimum</u>	30 feet <u>minimum</u>
Height	D					
See Chapter 19.22 EMC						

Figure 12-1 9-8: Building Form



B. Building Modulation and Upper Floorplate Limits. The requirements set forth in Table 12-2 apply to upper floor modulation and upper floorplate area for buildings. Upper floor modulation is measured from the ground floor facade as placed on the property. The upper floorplate is the top floor of the building.

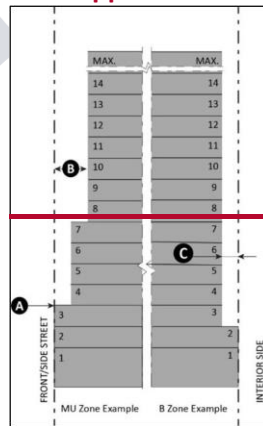
Table 12-2: Building Modulation and Upper Floorplate Limits

Modulation, Floorplate	Illustration	UR3 UR4	NB	B	MU	LI1
Upper Floor Modulation	12-2					
Front and Side Street						

Modulation, Floorplate	Illustration	UR3 UR4	NB	B	MU	LI1
Floors 4—5	A	n/a	10 feet minimum	10 feet minimum	10 feet minimum	10 feet minimum
Floors 6—7	A	10 feet minimum	n/a	n/a	n/a	n/a
Floors 8—11	B	n/a			10 feet from floors 4—5	n/a
Floors 12+	n/a				n/a	
Interior Side						
Floors 3—7	D	5 feet minimum	5 feet minimum	10 feet minimum	No minimum	n/a
Floors 8—11	n/a	n/a	n/a	n/a	No minimum(1)	
Floors 12+	n/a	n/a	n/a	n/a	No minimum(1)	
Upper Floorplate Area						
Floors 12+		n/a	n/a	n/a	12,000 sq. ft. maximum	n/a

(1) No minimum modulation requirement, but subject to Review Process II and compliance with vertical and horizontal modulation/articulation requirements.

Figure 12-2: Upper Floor Modulation



19.09.210 12.040 FACADE DESIGN (ARTICULATION, BLANK AND EXPOSED FIRE WALLS, EXTERIOR BUILDING AND FENCING MATERIALS).

Applicability of standards in this section is shown in Table 12-3 9-4. The standards in this section do not apply to the LI2 and HI zones.

Table 12-3 9-4: Facades—Development Standards Applicability

Standard	UR3 UR4	NB	B	MU UR	LI-MU1
Facades:					
A. Vertical articulation	X	X		X	
B. Horizontal articulation	X	X		X	
C. Facades longer than 100'	X	X	X	X	X
D. Blank wall standards	X	X		X	X
E. Exposed fire wall standard	X	X		X	X
F. Exterior building materials	X	X		X	X
G. Street corner buildings		X		X	

"X" indicates which standards are applicable in the respective zone

A. Vertical Articulation. Vertical articulation is required to distinguish the building's top, middle, and ground story of front and side street (corner) facades. Examples of vertical articulation include stone or masonry bases, belt courses, cornice lines, parapets, lintel beams, entablatures, friezes, awnings or canopies, changes in materials or window patterns, recessed entries, or other architectural treatments.

1. Buildings that are between three and eight stories shall meet the following design requirements:

a. Have a form that includes a ground floor/podium, and middle/upper stories. The architectural forms and finishes should reflect the different sections of the building.

Figure 9-9: Form for buildings between three and eight floors



2. Buildings that are nine floors or more shall have a form that includes a ground floor/podium stories, middle stories, and upper stories. Stories can be distinguished through different architectural materials and cladding, façade articulations and modulations, and window sizes and types.

Figure 12-3 9-10: Example of Vertical Articulation Form for buildings nine stories and higher



3. Buildings that are nine floors or more shall include at least three distinctive forms including horizontal and vertically articulated components that shall be provided on all sides of the building such as:

- a. layered building forms;
- b. wall plane offsets;
- c. facade articulations;
- d. material changes; and
- e. window fenestration pattern changes.

B. Horizontal Articulation. Horizontal articulation is required to visually break up the massing of the ground floor of the front and side street (corner) facades into segments no greater than twenty-five feet in width. Examples of horizontal articulation include bays, mullions, columns, piers, pilasters, recessed entries, awnings, or other architectural treatments.

C. Facades Longer Than One Hundred Feet. Building facades longer than one hundred feet in width must utilize a combination of vertical and horizontal articulation with a change in building materials, finishes, and/or fenestration technique. See Chapter 19.09 EMC for additional standards applicable to **multifamily** residential buildings.

D. Blank Walls. Blank walls at the ground floor are prohibited and shall be designed with windows, doors, architectural elements, murals, landscaping or other treatments as approved by the planning director.

E. Exposed Fire Walls. Exposed fire walls visible from a street or open space shall have material, color, and/or textural changes, as approved by the department, which adds visual interest to the wall.

F. Exterior Building Materials.

1. Exterior insulating finishing systems (EIFS) are prohibited on the ground floor of front and side street (corner) facades.

2. EIFS, where employed, shall be trimmed in wood, masonry, or other approved materials, and shall be sheltered from weather by roof overhangs or other methods.

3. Exposed standard and/or fluted concrete masonry units (CMUs) are prohibited above the basement level on front and side street (corner) facades.

4. Exposed CMUs employed at the ground level or higher on front and corner side facades shall be split, rock- or ground-faced.

5. Metal siding shall have visible corner moldings and trim, and shall incorporate masonry or other similar durable materials at the ground level.

6. Prohibited Materials. The following materials may not be used on any exterior surface which is visible from any area beyond the subject property:

a. Mirrored glass and other highly reflective materials.

b. Corrugated fiberglass.

c. Chain link fencing, except for temporary purposes, such as during construction.

d. Textured or scored plywood, including T-111 or similar plywood, and sheet pressboard.

7. Exterior metal surfaces shall be protected from corrosion and leaching by at least one of the following:

(1) Painting or other impermeable coating; and/or

(2) Metallurgical properties.

G. Street Corner Buildings. ~~Corner sites, in addition to other design elements required by this code, shall employ corner building articulations such as rounded or chamfered corners, prominent corner facing building entrances, public plazas, or other distinctive corner treatments as approved by the planning director. Buildings on corner lots with at least two elevations facing public rights-of-way a should emphasize their facades through the inclusion of prominent and visually engaging design features.~~

1. Buildings located on corner lots shall incorporate two or more of the following features:

a. Cropped building corner with a special entry feature such as a covered porch or overhang; entrances should be oriented at a 45 degree angle to encourage pedestrian access from both the principal street and secondary street.

b. Distinctive facade articulations such as cantilevers, overhangs, and turrets;

- c. Window features such as bay windows or bow windows;
- d. Decorative use of building materials such as stone, tile, or stucco at the corner;
- e. Features such as murals, and public art;
- f. Decorative building-mounted lighting features;
- g. Corner plazas, patios, outdoor seating areas, and landscape features; and
- h. Other decorative elements at the discretion of the Planning Director.

19.09.220 ~~12.100~~ DESIGN STANDARDS AND STREET DESIGNATIONS

Some building and site design standards are based on the designation of adjacent streets. Table ~~12-4~~ 9-5 lists the design standards that are different based on the applicable street designation. To determine the street designation for an individual property, see Map 33-1 in Chapter 19.33 EMC. The table applies in conjunction with the detailed standards in the following sections, in addition to other standards in this title as follows:

19.12.110 19.09.230 —	Structured Parking Frontage and Setback Standards
19.12.120 19.09.240 —	Weather Protection
19.12.130 19.09.250 —	Transparency
19.22.020 —	Minimum Building Heights
19.33.030 —	Public Sidewalk Standards
19.33.040 —	Public Sidewalk Treatments

Table ~~12-4~~ 9-5: Structured Parking, Weather Protection, Transparency, Sidewalk Requirements and Building Height by Street Designation

Standard:	STREET TYPE DESIGNATION (see Map 33-1)				
	TOD	PEDESTRIAN	CONNECTOR	RESIDENTIAL MIXED USE	UNDESIGNATED
Structured Parking Frontage Standards	See EMC 19.12.110 19.09.230 . Standards below are maximum distance a parking structure at the ground floor may occupy on various street designations.				
Structured parking integrated with other building (accessory use)	10% of front <u>street-facing</u> building facade	25% of front <u>street-facing</u> building facade	50% of front <u>street-facing</u> building facade	50% of front <u>street-facing</u> building facade	50% of front <u>street-facing</u> building facade ⁽³⁾
Standalone parking structure (principal use)	25'	25'	50'	75'	100' ⁽³⁾
Structured Parking Setback Standards	See EMC 19.12.110 19.09.230 .				

Standard:	STREET TYPE DESIGNATION (see Map 33-1)				
	TOD	PEDESTRIAN	CONNECTOR	RESIDENTIAL MIXED USE	UNDESIGNATED
Front, side and rear(1)	See underlying zone setback requirements and limits on frontage set forth above				
Below grade	0'				
Weather Protection	See EMC 19.12.120 19.09.240				
Length, minimum	90% of front building facade	75% of front building facade	45% of front building facade		Same width as entrance
Depth, minimum	8' from front building facade	6' from front building facade			3' from front building facade
Height above sidewalk	8' minimum 15' maximum				
Transparency	See EMC 19.12.130 19.09.240				
Percent comprised of windows and/or doors with clear glass (2'— 10' 8')	90%	60%	45%	45%	See blank walls (EMC 19.12.040 19.09.210)
Sidewalk Standards	See EMC 19.33.030				
Frontage zone width	2' minimum 6' desirable	2' minimum 6' desirable	None	None	None
Ped clear zone width	8' minimum 10' desirable	8' minimum	6' minimum	per city engineer	per city engineer
Landscape/furniture zone width	6' minimum 8' desirable	6' minimum	6' minimum	4' minimum	per city engineer
Total minimum width	16' minimum	16' minimum	12' minimum	10' minimum	per city engineer
Sidewalk Treatments	See EMC 19.33.040				
At least 2 treatments:	Required	Required	Required	N/A	N/A
Minimum Building Height	See EMC 19.22.020(B)(2)				
Principal building	2—4 floors	N/A	N/A	N/A	N/A
Accessory building	No minimum	N/A	N/A	N/A	N/A

- 1 (1) Structured parking garages accessed from the rear with no internal turnaround shall be set back at
- 2 least twenty-five feet from the far side of the alley, except as otherwise approved by city engineer.
- 3 (2) Refer to Chapter 19.22 EMC for additional building height standards.
- 4 (3) Applicable only within ~~Metro Everett~~ Mixed-Use Centers.

19.09.230 ~~12.110~~ STRUCTURED PARKING

The following requirements apply to any structure that includes parking of vehicles. For access and surface parking requirements, please see Chapter 19.34 EMC. Modification of these standards is subject to Review Process II outlined in Chapter 15.02 EMC, and evaluation criteria in Chapter 15.03 EMC.

A. Setback and Street Frontage Standards. The setback and street frontage standards set forth in Table ~~12-4~~ 9-5 apply to all structured parking. The frontage standards apply to the ground floor of that portion of a structured parking facility twenty feet in depth measured perpendicular to ~~the front~~ and side (street) lot lines. The frontage standards include any access driveways, if allowed.

Figure ~~12-4~~ 9-11: Structured Parking Standards



B. Structured Parking Design.

~~1. Structured parking must be designed to obscure the view of parked cars. Where structured parking is provided on the ground level adjacent to the sidewalk to accomplish this, features such as planters, decorative grilles, or works of art shall be provided as approved by the city.~~

~~2. Where the structured parking wall is built to the sidewalk edge, the facade shall use a combination of artwork, grillwork, special building material treatment/design, and/or other treatments as approved by the city that enhance the pedestrian environment. In order to meet transparency requirements, structured parking can incorporate openings with grillwork or other treatments to resemble windows.~~

~~3. Structured parking levels above the ground floor shall use articulation treatments that break up the massing of the garage and add visual interest.~~

Structured parking is prohibited between buildings and streets. Parking shall be situated behind, beneath, above, or beside buildings.

a. Above ground parking structures shall have an exterior facade that complements the primary structure. This can be done through facade articulation, architectural elements, color, and elements that break up the massing of the parking structure.

b. At least two of the following features shall be used to screen above grade parking structures from the street or adjacent properties:

(i) Louvers.

(ii) Expanded metal panels.

(iii) Decorative metal grills.

(iv) Spandrel (opaque) glass.

(v) Significant landscaping which uses a combination of trees and evergreen shrubs.

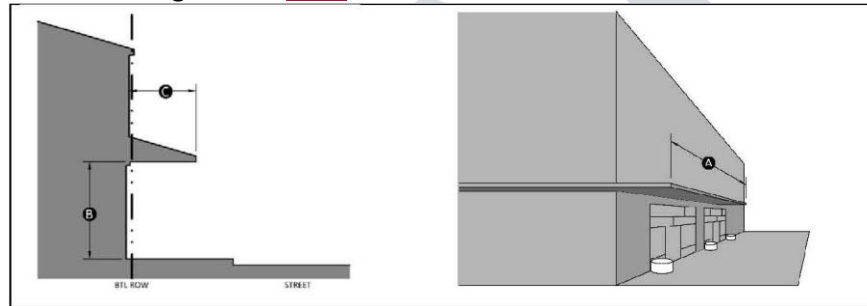
(vi) Public art or decorative installations.

(vii) Other methods may be proposed that meet the intent of this guideline.

19.09.240 ~~12.120~~ WEATHER PROTECTION

A. General Requirements. Weather protection, such as an awning, shall be required on any building facade fronting a public street as set forth in Table ~~12-4~~ 9-5.

Figure ~~12-5~~ 9-12: Weather Protection Standards



B. Design Requirements.

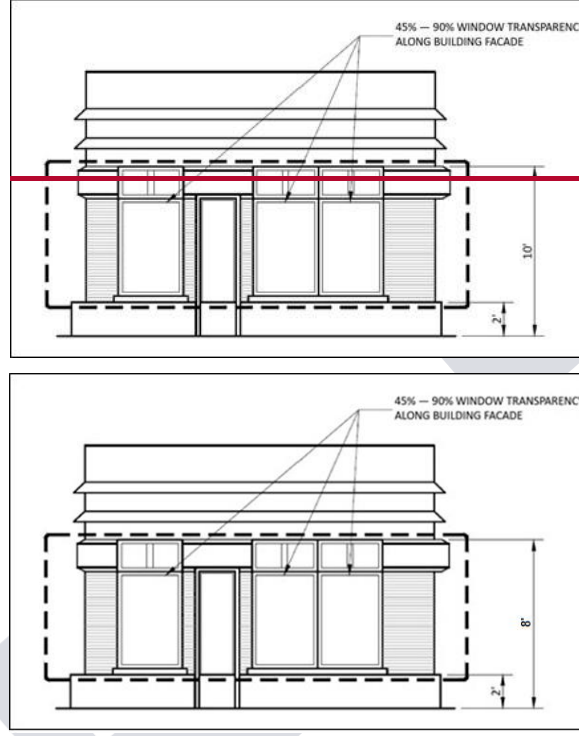
1. Weather protection shall be supported by the building if projected over public sidewalks.
2. All frames and supports must be made of metal or similar rigid material. Frames and supports made of wood are allowed within the ~~UR3 and UR4~~ zones. Other materials are prohibited unless approved by the planning director.
3. The entire width of the main entrance to a building shall incorporate weather protection.

C. Recessed entries with weather protection may count towards meeting the standards in Table ~~12-4~~ 9-5 above.

19.09.250 ~~12.130~~ BUILDING TRANSPARENCY

Transparent windows or doors, on the ground floor and facing the street, are required as set forth in Table ~~12-4~~ 9-5 below; provided, however, that these standards do not apply to structured parking. Transparency measurements are done on the ground floor of the street facade, between two and ten feet above grade. See Figure ~~12-6~~ 9-13 for how this is measured.

Figure 12-6 9-13: Transparency Requirements



19.09.260 12-140 SPECIAL DESIGN STANDARDS

The following site and design requirements apply to development that includes one or more of the design features in subsection (A), (B) or (C) of this section, or where development abuts a residential zone along a rear property line, as required under subsection (D) of this section.

A. Building Entrances. Applies to Metro Everett ~~and NB zones~~ only. The main entrance to each structure must face the street, courtyard, or plaza. The entire width of main entrances shall incorporate weather protection as outlined in Table 12-4 9-5 and EMC 19.12.120 19.09.240.

B. Recessed Entries. Applies to Metro Everett ~~and NB zones~~ only.

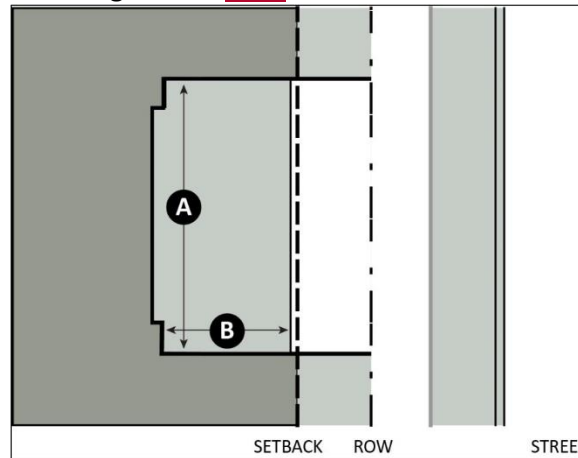
1. Any entrance that is set back more than three feet from the front building facade shall comply with the standards set forth in Table 12-5 9-6 below.

Table 12-5 9-6: Recessed Entries

Standard	Illustration	Measurement
Width of Recessed Entry	A	3 feet minimum. Where depth exceeds 4 feet, width shall be 2x depth.
Depth of Recessed Entry	B	3 feet minimum

Standard	Illustration	Measurement
Height Clearance		8 feet minimum

Figure 12-7 9-14: Recessed Entries



2. Metro Everett. For buildings within Metro Everett that are constructed to the edge of a public sidewalk, the entry shall be recessed in accordance with the requirements of this section.

C. Plazas and Forecourts. The standards in this subsection apply only to the MU zone within Metro Everett.

Description: A forecourt or plaza is where all or a portion of the front facade of a building is set back ten feet or more from the front setback line, creating a space without buildings of at least one hundred forty-four square feet along the lot frontage. For the purpose of these design standards, plaza and forecourt are further defined below.

1. Plaza. A plaza is a public space that is designed for intensive public use. A plaza is more than nine hundred square feet in area.

2. Forecourt. A forecourt is a small court space which could be used as an entry court or shared garden space for apartment buildings, or as an additional shopping or restaurant seating area within commercial zones. A forecourt is less than nine hundred square feet in area but more than one hundred forty-four square feet.

3. Any plaza or forecourt meeting the description in subsection (C)(1) of this section shall meet the standards in Table 12-6 9-7 and subsection (C)(4) of this section.

Table 12-6 9-7: Plaza and Forecourt Standards

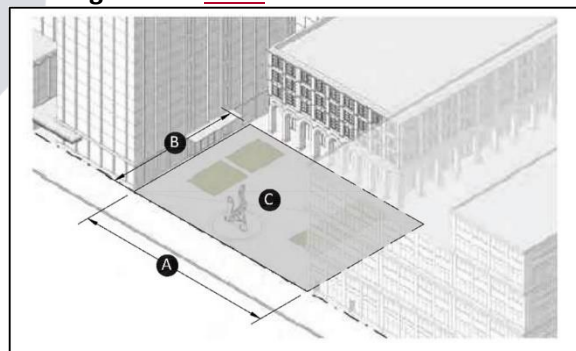
Standard	Illustration	Forecourt	Plaza
Width, minimum	A	12 feet	30 feet
Depth, minimum	B	12 feet	30 feet
Size, area (minimum)	C	144 square feet	900 square feet

Standard	Illustration	Forecourt	Plaza
Size, area (maximum)	C	900 square feet	25% of lot area

4. Plaza and Forecourt Design Standards.

- a. A plaza or forecourt shall include architectural or other site design features along the front setback line. Examples include landscape planters, distinctive change in pavement color or type, sitting walls, etc. These features shall generally be no higher than thirty-six inches above the adjacent sidewalk.
- b. A plaza or forecourt shall be surfaced with high quality, durable impervious or semi-pervious materials, such as concrete, brick, or stone pavers, covering no less than seventy-five percent of the surface area. Any nonpaved area of the plaza must be landscaped.
- c. A plaza or forecourt shall feature paths, landscaping, seating, lighting, public art and/or other pedestrian amenities to make the area more functional and enjoyable.
- d. A plaza of two thousand square feet or more in area must be designed to include one or more central markers, such as a fountain or sculpture.
- e. Circulation within the plaza or forecourt shall connect pedestrians to public streets on which the plaza abuts and major design features of the plaza, such as seating areas or open air cafes.
- f. A plaza or forecourt may not contain driveways, parking spaces, passenger drop-offs, garage entrances, loading berths, exhaust vents, mechanical equipment, or refuse and recycling storage.

Figure 12-8 9-15: Plaza and Forecourt



D. Design Standards for Development Abutting Residential Zone Along Rear Property Line. Any new development exceeding fifteen thousand square feet of gross floor area in the ~~NB, B, MU zones~~ or the LI-MU zone which abuts a residential zone shall provide plans to demonstrate visual compatibility with the adjacent residential zone. Development subject to this requirement shall provide plans and demonstrate the following:

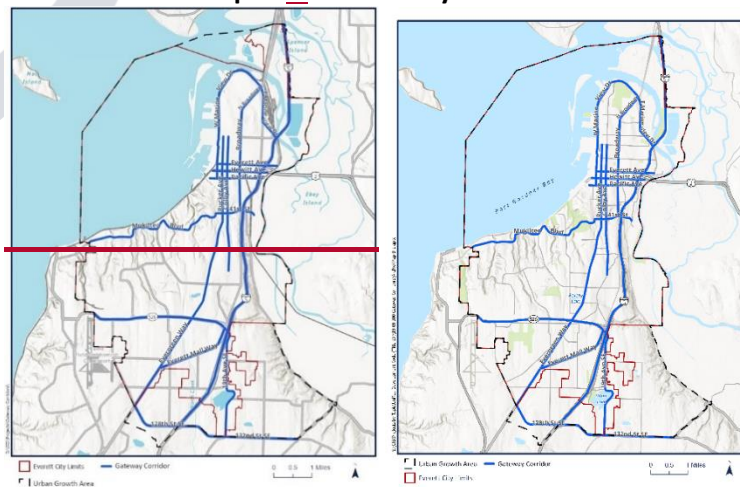
1. The rear side of the building visible from the adjacent residentially zoned property shall be given architectural treatment using two or more of the following:
 - a. Visible rooflines;
 - b. Windows;
 - c. Secondary entrances;
 - d. Balconies;
 - e. Use of brick and/or stone on at least ten percent of the building facade that faces the alley; or
 - f. Awnings.

19.09.300 ~~12.200~~ BUILDING DESIGN STANDARDS APPLICABLE TO THE LI~~2~~ AND HI ZONES.

A. Applicability. The following standards apply to development of properties located within the LI~~2~~ and HI zones. For properties located within the airport/port/navy compatibility overlay zone, see Chapter 19.17 EMC for additional use and development standards. For properties located within shoreline jurisdiction, see the city's shoreline master program for additional permitting requirements. The design standards in this section apply when any of the following criteria are met. These standards are applicable only to the facade or portion(s) of the building meeting any of the following criteria:

1. The proposed building(s) faces, abuts and is visible from a designated gateway corridor street and is located within four hundred feet of a gateway corridor street. See Map ~~12~~ 9-1;
2. The proposed building(s) faces, or abuts and is visible from a residentially zoned property; or
3. The proposed building(s) abuts a shoreline public access trail, or is visible from publicly accessible navigable waters (e.g., Port Gardner Bay, Snohomish River).

Map ~~12~~ 9-1: Gateway Corridors



B. Building Design.

1 1. Building Materials. Prefabricated metal buildings and buildings with corrugated metal siding
2 shall be prohibited. Exterior building materials shall be selected so as not to project or reflect
3 natural or artificial lighting or glare into residential areas. Building exterior materials shall be
4 factory finished, stained, integrally colored, or otherwise suitably treated. Materials may include:

- 5 a. Split face or fluted concrete masonry units (CMU).
- 6 b. Factory glazed concrete masonry units (CMU).
- 7 c. Face brick.
- 8 d. Stone veneer.
- 9 e. Insulated glazing and framing systems.
- 10 f. Architectural pre-cast concrete.
- 11 g. Painted or stained site-cast concrete.
- 12 h. Architectural concrete.
- 13 i. Factory finished, standing seam metal roofing (for application to pitched roof systems
14 only).
- 15 j. EIFS.
- 16 k. Architectural metal. Do not use glossy metal.

17 2. Building Articulation Standards. Buildings with exterior walls greater than sixty feet in length
18 in the LI2 zone and one hundred feet in length in the HI zone shall be required to provide
19 architectural modulation, in accordance with the following standards:

- 20 a. Vertical Articulation. Vertical articulation is required to distinguish the building's
21 upper and lower levels of front and side street (corner) facades. Examples of vertical
22 articulation include cornice lines, awnings or canopies, changes in materials or window
23 patterns, recessed entries, reveals, or other architectural treatments.
- 24 b. Horizontal Articulation. Horizontal articulation is required to visually break up the
25 massing of the ground floor of the front and side street (corner) facades into segments
26 no greater than sixty feet in width for the LI2 zone and one hundred feet in width for the
27 HI zone. Examples of horizontal articulation include bays, mullions, columns, piers,
28 pilasters, recessed entries, awnings, or other architectural treatments.
- 29 c. The planning director may allow use of other methods to achieve the intent of the
30 vertical/horizontal articulation standards. This includes use of landscaping which breaks
31 up flat expanses of building walls, or a combination of techniques providing the desired
32 effect.

33 3. Building Entrance and Window Design.

- 34 a. Building Entrances. Primary building entrances should be easily identifiable and
35 relate to human scale.

(1) Locate main entrances to be clearly identifiable from primary driveways and drop-offs. For example:

(A) Design building entrances to contrast with the surrounding wall plane.

(B) Consider tinted glass, painted doors, or recessed features that will create a shaded effect.

(C) Create a frame around doorways by changing materials from the primary facade material.

(2) All building entrances shall be well lit. Consider using building entranceways as a transition from the building to the ground. Incorporate walls, terraces, grading and plant materials to accomplish this transition.

b. Ground Floor Windows. A minimum of thirty percent of the portion of the facade abutting office and commercial uses that are contained within the industrial use shall be comprised of windows with clear, "vision" glass.

19.09.310 ~~12.210~~ ADDITIONAL STANDARDS APPLICABLE TO THE LI2 AND HI ZONES.

~~A. On-Site Open Space. On-site open space is required for all developments within the LI2 zone on lots five acres or greater in area. On-site open space is not required in the HI zone. For lots less than five acres that were created through a binding site plan, the open space requirement applies if the originating or parent parcel was at least five acres in area prior to the binding site plan. On-site open space shall be provided in accordance with the following standards:~~

~~1. There shall be provided on each lot a minimum open space area or areas, containing at least twenty percent of the lot area, in accordance with the following:~~

~~a. All of the required open space shall be landscaped, as required by this chapter, provided in natural open areas, or improved with passive or active recreational facilities.~~

~~b. The required building setback areas and the building landscaping required by Chapter 19.35 EMC may be included in the calculation of required open space.~~

~~c. Driveways, loading areas, outdoor storage, parking lots and the interior landscaping required in parking lots shall not be considered as satisfying the open space requirements.~~

~~d. Exception: Critical areas and their buffers may be used to satisfy up to fifty percent of the required open space.~~

~~B.~~ Site Design.

1. Buildings, walls, and landscaping should be arranged to screen less visually aesthetic components necessary for industrial development, including loading and service bays, outdoor bulk storage areas, trash enclosures, mechanical equipment, and noise and odor producing facilities. Service areas and bulk storage should be screened from view of public right-of-way and screened with compatible architectural features and walls, and/or dense landscaping.

2. Trash enclosures should not be visually prominent from the public view of the site.

C. Performance Standards. All permitted uses must address the generation of nuisance irritants such as noise, smoke, dust, odor, glare, visual blight or other undesirable impacts during the review process for establishing, expanding or modifying the use. The city shall have the authority to impose conditions necessary to ensure mitigation of potential nuisance impacts, including redesign of the project, when located in proximity to residential uses.

D. Lighting and Glare in Central Waterfront Planning Area. Development within the Central Waterfront Planning Area (see Map ~~12~~ 9-2) is required to meet the site lighting standards in this subsection.

1. Intent. The intent of this provision is to encourage the use of lighting as an integral design component to enhance buildings, landscaping, or other site features; increase night sky visibility and to reduce the general illumination of the sky; reduce horizontal light glare and vertical light trespass from a development onto adjacent parcels and natural features; and use lighting in conjunction with other security methods to increase site safety.

2. Standards.

a. All site lighting shall meet dark-sky standards.

b. Site Lighting Levels. All publicly accessible areas shall be lighted with average minimum and maximum levels as follows:

(1) Minimum of one-half foot-candle;

(2) Maximum (for high volume pedestrian areas and building entries) of four foot-candles.

c. Lighting shall be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas. Highly contrasting pools of light and dark areas shall be avoided.

d. Parking area lighting fixtures shall be full cut-off (zero percent candlepower at ninety degrees horizontal and ten percent maximum candlepower at eighty degrees from vertical), dark-sky rated, and mounted no more than thirty feet above the ground, with lower fixtures preferable so as to maintain a human scale.

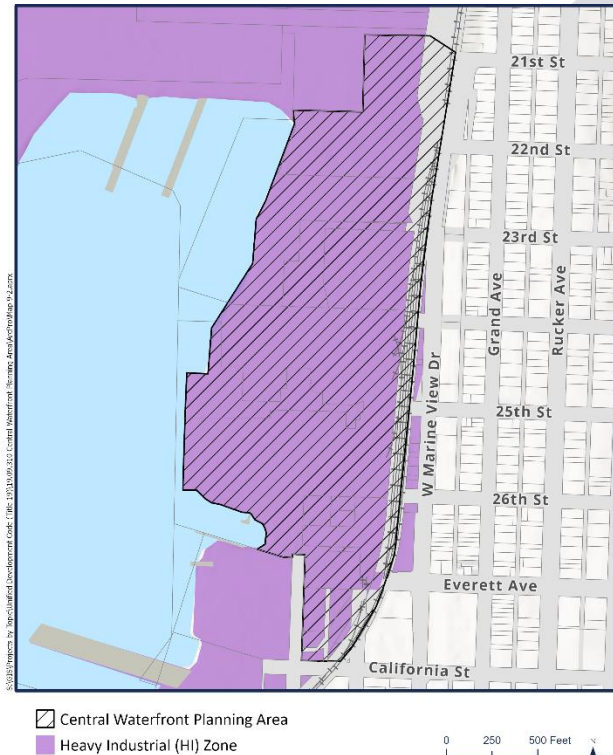
e. Lighting for parking areas within three hundred feet of areas designated for residential uses shall be on light standards not exceeding twenty feet or the height of any building situated between the parking area and the area designated for residential use, whichever is taller.

f. Pedestrian-scaled lighting (light fixtures no taller than fifteen feet) is encouraged in areas of pedestrian activity.

g. Lighting must not trespass onto adjacent private parcels, nor shall a light source (luminaire) be visible at the property line. All building lights shall be directed onto the building itself and/or the ground immediately adjacent to it. The light emissions shall not be visible above the roofline of the building.

- h. Building wall mounted parking lot lighting is prohibited.
3. A lighting plan demonstrating compliance with these standards shall be submitted for review and approval at time of submittal for any permit that includes site lighting.

Map ~~12~~ 9-2: Central Waterfront Planning Area



19.09.400 ~~12.300~~ MODIFICATION OF DEVELOPMENT STANDARDS.

A. General. An applicant may propose and the planning director, using the review process described in Chapter 15.02 EMC, may allow an applicant to deviate from the development standards of this chapter, provided the proposal satisfies the general evaluation criteria in Chapter 15.03 EMC.

B. Standards That May Be Modified. The following standards in this chapter may be modified:

1. Building form standards;
 2. Structured parking;
 3. Weather protection;
 4. Building transparency; and
 5. Special design standards.
6. Building modulation.
7. Facades (dwelling and garage).

8. Building entrance requirements.

9. Required outdoor and common area.

19.09.410 ~~12.310~~ DESIGN REVIEW

A. The planning director may engage the services of a licensed architect, or other licensed design professional when the director deems it appropriate and in the public interest, to provide recommendations in connection with the review of any project that:

1. Is subject to any design standard or guideline established in this chapter; or
2. Involves discretionary design-related decisions, such as a modification of design standards, authorized in this chapter; or
3. Involves design-related decisions to implement building facade requirements set forth in EMC 19.09.020 or 19.09.210 ~~19.12.040~~.

B. Recommendations of the architect or design professional shall be advisory only, and shall not otherwise limit the director's authority to require changes in any project design to meet the design requirements of this title or the director's discretion to approve or deny requested modifications or apply discretionary design criteria.

19.09.420 ~~12.320~~ AUTHORITY OF PLANNING DIRECTOR

The planning director shall have the authority to disapprove, approve with conditions, or require the applicant to make design changes if he/she determines the design does not meet the design standards, guidelines or evaluation criteria of this title.

CHAPTER 19.13 – SPECIFIC USE STANDARDS

19.13.005, PURPOSE

This chapter addresses specific ~~nonresidential~~ uses which are included in the use tables of Chapter 19.05 EMC. For the specific uses identified in this chapter, there are additional or specific regulations for the specific use.

19.13.010, MODIFICATION OF USE STANDARDS.

An applicant may propose, and the review authority may approve, an applicant to deviate from the specific use standards in this chapter. The modification request will use Review Process II described in Chapter 15.02 EMC, Local Project Review Procedures, unless the specific land use requires a higher-level review (e.g., Review Process III), in which case, the modification request will be considered concurrent with the underlying land use decision.

19.13.020, ABOVEGROUND UTILITY AND COMMUNICATION FACILITIES

A. Major utility and communications facilities shall be designed, landscaped or otherwise screened to ensure compatibility with surrounding properties. Aboveground utility and communications structures and antennas shall be designed, constructed, painted and screened so as to blend with surrounding uses

1 and buildings. The review authority may impose additional restrictions on the location, setbacks, height,
2 design, landscaping and screening of aboveground utility and communications facilities if necessary to
3 minimize visual impacts and promote greater compatibility with existing or planned uses on surrounding
4 properties. Amateur radio tower antennas shall be regulated by EMC 19.22.090 and are not subject to
5 review under this section.

6 B. Antennas associated with aboveground utility or communications facilities shall be located on
7 existing or replacement towers or structures to the maximum extent technically feasible to discourage
8 the proliferation of tower structures. Installation or collocation of antennas on existing or replacement
9 towers or structures shall be preferred unless the proponent can demonstrate that a new structure is
10 necessary to adequately serve the needs of the public. When proposed to be installed on an existing or
11 replacement tower or structure located in a nonresidential zone located at least three hundred feet from
12 residential zones, facilities which are subject to Review Process II shall be reviewed using Review Process
13 I, subject to meeting all requirements of this section. When proposed to be located on an existing or
14 replacement utility or communications structure or other nonresidential structure in a residential zone,
15 Review Process II shall be required.

16 C. Tower structures for aboveground utility and/or communications facilities shall not be located in or
17 within three hundred feet of residentially zoned areas, in or within two hundred feet of gateway
18 corridors (see Map ~~12 9~~-1 in Chapter ~~19-12~~ 19.09 EMC) as designated by the Everett comprehensive
19 plan, or in or within two hundred feet of areas under the jurisdiction of the shoreline master program,
20 unless the applicant provides an analysis of alternative sites and existing facilities which are technically
21 feasible where the structure could be located or collocated, which demonstrates that the proposed
22 facility cannot adequately serve the needs of the public for the proposed utility or communications
23 service in an alternative location. When location in or within two hundred feet of a gateway corridor, or
24 in or within two hundred feet of areas under the jurisdiction of the shoreline master program, is
25 necessary to serve the public need for utility or communications services, use of existing or replacement
26 utility and communications facilities is encouraged. When existing facilities are used or replaced,
27 addition to or replacement of existing structures may exceed the height of the existing facility by not
28 more than twenty feet.

29 D. When tower structures for aboveground utility and/or communications facilities are proposed to be
30 located within three hundred feet of residentially zoned areas, in or within two hundred feet of gateway
31 corridors as designated by the Everett comprehensive plan, or in or within two hundred feet of areas
32 under the jurisdiction of the shoreline master program, zones which otherwise require Review Process II
33 shall use Review Process III.

34 E. All utility and communication facilities shall be installed underground or within structures to the
35 greatest extent practical in order to maximize safety and minimize visual and noise impacts upon
36 surrounding properties. When it is not practical to install underground or within structures, all utility and
37 communications facilities shall be architecturally designed and screened so as to minimize visual impacts
38 on and promote compatibility with surrounding properties.

39 F. Aboveground utility and communications facilities shall be designed so as to be the lowest height
40 possible to adequately serve the needs of the public for the proposed utility or communications service.
41 The review authority, in considering the proposed utility or communications facility, may allow antenna

or tower height to exceed the height permitted in the underlying zone without having to satisfy the variance approval criteria of Chapter 15.03 EMC. Approval may only be granted if it can be demonstrated that such height is necessary to adequately serve the needs of the public for the proposed utility or communications service. The applicant shall provide an evaluation of alternative designs and locations which could result in a lower tower or antenna height.

G. Towers associated with aboveground utility and communication facilities and all ancillary structures shall comply with the setback standards of the zone in which the property is located; provided, that when allowed to be located in or within two hundred feet of residential zones, the height of any tower shall not exceed the horizontal distance between the base of the tower and the nearest residential property line. The review authority, in considering the proposed utility or communications facility, may allow a lesser setback without having to satisfy the variance approval criteria of EMC 15.03.140, if it can be demonstrated that a lesser setback is necessary to adequately serve the needs of the public for the proposed utility or communications service, or that a lesser setback will result in better screening than in a location which meets the setbacks required herein.

H. The aboveground utility or communications facility shall be removed from the site should the use for such purposes be discontinued for one hundred twenty days or more. The planning director shall have the discretion, upon the request of the owner of the facility, to allow an extension of this time period to allow for the use of the site by another utility or communications service provider.

I. Maintenance, repair, or replacement of existing utility or communications facilities or appurtenant structures and the installation of minor aboveground utility and communications facilities are exempt from this section. This exemption includes replacement or increased heights of not more than twenty feet to accommodate wireless telecommunications antennas. Utility and communications service providers are encouraged to locate such facilities of a minor nature and small scale on existing or replacement structures, where technically feasible, in preference to erecting new towers or structures for such purposes.

J. To the extent provided by law, the city may require utility or communications service provider to allow up to two additional service providers to be located on shared facilities to discourage the proliferation of tower structures, consistent with technological feasibility. The review authority may allow an additional twenty feet in tower height per additional provider to accommodate collocation.

K. Utility or communications facilities which require towers for which safety lights are required by the FAA shall not be permitted unless the applicant demonstrates that such a facility in the proposed location and at such a height is necessary to adequately serve the needs of the public for the proposed utility or communications service.

L. The planning director may require review by an expert third party who is approved by the city and the applicant, to be paid for by the applicant, when needed for review of site-specific data submitted by the applicant concerning technical aspects related to specific facilities and locations.

~~19.13.030, ADAPTIVE REUSE OF NONRESIDENTIAL BUILDINGS~~

~~A. Purpose. The purpose of this section is to allow for adaptive reuse of nonresidential buildings in residential zones that are functionally obsolete in order to improve the economic feasibility of a property~~

1 ~~by considering uses that are not otherwise permitted, but which, if properly designed and managed,~~
2 ~~would not create unacceptable impacts on surrounding properties or the immediate vicinity in general.~~
3 ~~This process differs from the unlisted use process listed in EMC 19.05.070(B) in that uses that are not~~
4 ~~specifically authorized in the underlying residential zone may be considered using the process described~~
5 ~~herein.~~

6 ~~B. Procedures. Any request for adaptive reuse of nonresidential buildings shall be reviewed as~~
7 ~~set forth in Table 5-5 in EMC 19.05.120. If the property is outside a historic overlay zone but~~
8 ~~listed on a historic register or as a contributing structure in a historic register district, the~~
9 ~~historical commission shall review the proposal and make a recommendation to the review~~
10 ~~authority.~~

11 ~~C. Circumstances. The city may allow a use in a residential zone that is not specifically allowed~~
12 ~~in that zone if it is necessary to encourage adaptive reuse of a building under the following~~
13 ~~circumstances:~~

14 ~~1. It is unlikely that the primary building on the subject property could be preserved if~~
15 ~~only uses permitted in the underlying zone were allowed.~~

16 ~~2. Allowing a different use would enhance the character of the building and immediate~~
17 ~~vicinity.~~

18 ~~3. The use would not have a detrimental effect upon surrounding properties or the~~
19 ~~immediate vicinity.~~

20 ~~D. Uses. The following uses may be considered for adaptive reuse of an existing building in a~~
21 ~~residential zone:~~

22 ~~1. Dwelling units. Density based on underlying zoning plus one additional dwelling unit;~~

23 ~~2. Assisted living facilities;~~

24 ~~3. Libraries;~~

25 ~~4. Museums and art galleries;~~

26 ~~5. Social services;~~

27 ~~6. Public services;~~

28 ~~7. Business incubators;~~

29 ~~8. Artist studios;~~

30 ~~9. Music venues;~~

31 ~~10. Cafes and bistros;~~

32 ~~11. Live/work units;~~

33 ~~12. Bed and breakfasts;~~

~~13.— Other uses not listed above if determined through the review process to be compatible with surrounding properties and the immediate vicinity.~~

~~E.— *Review Criteria.* The following criteria shall be used as the basis for determining compatibility with surrounding uses and approving, denying, or conditionally approving a request to allow the adaptive reuse of a nonresidential building in a residential zone:~~

~~1.— Evaluation criteria set forth in EMC 15.03.100.~~

~~2.— The adaptive reuse would promote or aid in the preservation or rehabilitation of the primary building.~~

~~3.— No significant adverse impacts to public safety.~~

~~4.— Compliance with building and fire codes.~~

~~5.— Hours of the day of proposed use or activity.~~

~~6.— Proposed management and operational procedures to minimize and mitigate potential impacts.~~

~~7.— Expansions to the primary building shall not exceed ten percent of the existing footprint or five hundred square feet, whichever is greater, and will not detrimentally affect the outside character of the building.~~

~~8.— Other factors not specified herein that would create adverse impacts to the immediate vicinity.~~

~~9.— Any proposal that would adversely affect properties in the immediate vicinity shall be denied. The city shall retain the right to revoke a permit issued under this section that fails to comply with any conditions of approval of said permit, or which operates in a manner inconsistent with representations made in the application, pursuant to Chapter 1.20 EMC.~~

~~Reserved. [moved to EMC 19.05.035]~~

19.13.040, ADULT RETAIL BUSINESS REQUIREMENTS

A. An adult retail business shall not be located or maintained within two hundred fifty feet, measured from the nearest property line of the adult retail use establishment to the nearest property line of any of the following uses or zones located inside or outside of the city of Everett:

1. Public library;

2. Public playground or park;

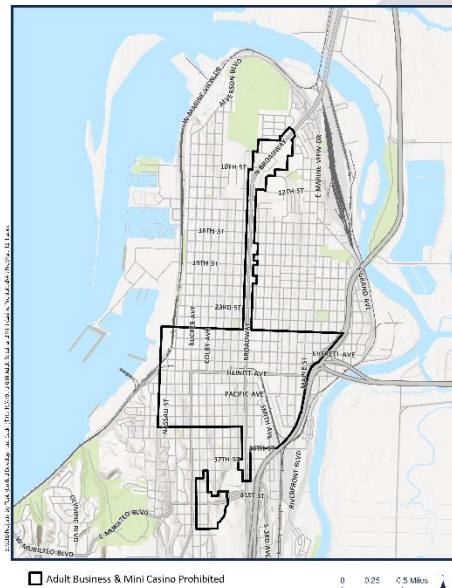
3. Public or private school and its grounds, from kindergarten to twelfth grade;

4. Nursery school or day care center;

5. Church, temple, mosque, synagogue, or other place of religious worship;

- 1 6. Lots located in residential zones.
- 2 B. An adult retail business shall not be located or maintained within the area designated by the
- 3 map set forth in Map 13-1.
- 4 C. An adult retail business shall not be located within one thousand feet of any other adult
- 5 retail use establishment or any adult use business.

Map 13-1: Adult Retail Stores Prohibited



19.13.050, ADULT USE BUSINESS REQUIREMENTS

An “adult use business” as defined by this title shall be permitted within the city limits only if it meets all of the locational requirements set forth in this section.

- A. Adult use businesses shall be prohibited within one thousand feet of:
 1. Any area of the city zoned for residential purposes; residential zones shall include the ~~R-S, R-1, R-2, R-2(A), UR3 and UR4 zones~~ NR-C, NR, UR4, UR7, and any other residential zone hereafter adopted by the city.
 2. Any religious facility or place of worship. For purposes of this section, land uses for which the principal use is not a religious facility or place of worship but which include such a use as an accessory or incidental use to the principal use, such as a chapel within a hospital, a social service use which provides religious services such as the Everett Gospel Mission, or other similar arrangement, shall not be deemed to be a religious facility or place of worship.
 3. Any public or private school offering general education for students between the years kindergarten through twelfth grade. For purposes of this section, athletic training

facilities such as gymnastics, judo, karate, and dance and similar uses shall not be deemed to be a school.

4. Any public park or playground operated by the city; for purposes of this section, bike paths, trails, waterways and boat launches shall not be deemed to be a public park.

5. Any designated community development block grant neighborhood.

B. Adult use businesses shall be prohibited from locating within five hundred feet of:

1. Any other adult use business.

2. Any existing establishment selling alcoholic beverages for consumption on premises.

C. Distances provided for herein shall be measured by following a straight line, without regard to intervening buildings, from the nearest point of the property parcel upon which the proposed adult use business is or is to be located, to the nearest point of the parcel of property or the zoning district boundary line from which the proposed adult use business is or is to be separated.

D. Nothing within locational requirements set forth in this chapter shall preclude an adult use business from conducting more than one adult use activity within a single structure; provided, the adult use business shall comply with provisions of this title and all other city ordinances.

E. In the event an adult use business is legally established in accordance with the requirements of this title and does not constitute a nonconforming use as defined in subsection (B) of this section, and a sensitive land use described in subsections (A)(2) through (A)(3) of this section locates within the required separation distance, the zoning conformity of the legally established adult use shall not be affected.

F. Adult use businesses, panoram premises and public places of adult entertainment shall not be permitted within the area defined in Map 13-1.

19.13.060, AIRFIELDS, FLOAT PLANE FACILITIES, LANDING FACILITIES AND SPECIAL AVIATION USES

A. *General Provisions.*

1. All such facilities which are proposed shall be reviewed using Review Process IIIA.

2. Public or private airfields, airports and float plane facilities shall be developed in accordance with Federal Aviation Administration requirements.

3. Public or private airfields, airports and seaplane facilities shall be designed and constructed in a manner which has the least noise impact on surrounding properties, especially areas developed with or designated for residential use.

4. Public or private airfields, airports and float plane facilities shall be located so as to avoid safety hazards and minimize noise impacts, particularly on residential land uses.

B. *Special Aviation Uses.* Special aviation uses shall consist of helipads, including the establishment or modification of the use and any supporting landing or communications facilities. Modification of a special aviation use shall include more flights or increased environmental impact than was identified in the city's decision (or, if not specified in the decision, then the SEPA environmental document that served as a basis for the city's decision).

1. Special aviation uses shall be reviewed under Review Process V, except for emergency airlift landing facilities for existing hospitals which are subject to Review Process IIIA.

2. Facilities shall be located so as to avoid safety hazards and minimize noise impacts, particularly on residential land uses.

3. Facilities shall be designed, constructed and operated in a manner that has the least noise impact on surrounding properties, especially areas developed with or designated for residential use.

4. Facilities shall be developed in accordance with Federal Aviation Administration requirements.

19.13.070, ALCOHOL PRODUCTION AND COFFEE ROASTERS

Where permitted, the production of alcohol or roasting of coffee shall be designed and operated so as not to create odor impacts to surrounding uses and shall comply with the odor regulations of the Puget Sound Clean Air Agency and EMC 14.28 Surface and Storm Drainage.

19.13.080, CHURCHES, RELIGIOUS FACILITIES OR PLACES OF WORSHIP

A. New church structures, religious facilities or places of worship shall be located a minimum of fifteen feet from adjacent residentially zoned properties.

B. Church buildings, religious facilities or places of worship shall comply with the height requirements of the zone in which it is located.

C. Where churches, religious facilities or places of worship are located adjacent to local residential streets, the parking lot entrances/exits shall be oriented toward the nearest collector or arterial street.

19.13.090, COMMUNITY CENTER

A. A community center shall be located adjacent to or within four hundred feet of collector or arterial streets.

B. A community center shall be located within one-quarter mile of transit routes.

C. Where a community center is located adjacent to local residential streets, the parking lot entrances/exits shall be oriented toward the nearest collector or arterial street. The review

1 authority may allow other means of access through the review process to provide for safe
2 circulation and emergency vehicle access.

3 D. Structures shall be located a minimum of twenty-five feet from adjacent residentially zoned
4 properties.

5 E. Community center buildings shall comply with the height requirements of the zone in which
6 it is located; however, the review authority may consider allowing a greater height, provided the
7 additional height is necessary to accommodate the functional needs of the facility and that the
8 facility is designed to be the lowest height that will accommodate the functional needs.

9 F. All freestanding signs shall be monument signs with a maximum height of eight feet and
10 shall include low plantings around the base of the sign to make it a part of the landscape.

11 **19.13.095, DRIVE-THROUGH FACILITIES**

12 A. *Standards for Service Windows, Order Placing Stations and Holding Lanes.* All businesses with
13 drive-up service windows shall meet the following standards:

14 1. Drive-through facilities, where permitted, including vehicle holding lanes, shall not be
15 located closer to the public street than the building located closest to the street, unless
16 located one hundred fifty feet or more from the street right-of-way (see Figure 1.)

17 2. Holding lanes shall be designed and located so as to not obstruct off-street parking
18 areas, loading areas or pedestrian movement on the lot or adjoining lots.

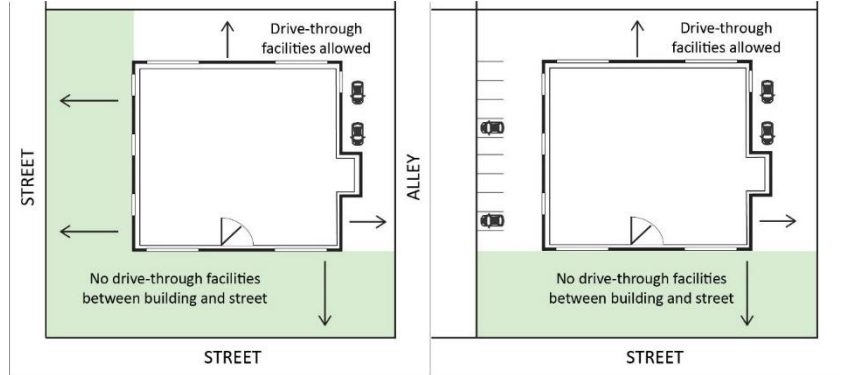
19 3. Drive aisles, holding lanes, order stations and drive-up windows shall not be located
20 within a required setback or landscape area.

21 4. Drive-up service windows shall be located fifty feet or more from lots located in
22 residential zones.

23 5. Drive-up order placing stations shall be located one hundred feet or more from lots
24 located in residential zones.

25 ~~6. For restaurants, there shall be one outdoor waste receptacle provided for each eight~~
26 ~~parking spaces. When drive-through service is proposed for new construction or~~
27 ~~proposed via change of use of an existing building, provisions for walk-up service shall~~
28 ~~be included and available for the same hours as the drive-through facilities.~~

Figure 13-2 1: Drive-Up Facilities



B. *Vehicle Holding and Stacking.* Vehicle holding and stacking for all drive-up service lanes shall be provided in accordance with the city design standards.

C. Prohibited in mixed-use centers provided that an existing legally-established drive-through may be removed and replaced as part of a new development on the site that meets the minimum height standard of EMC 19.22.020.

~~*Restricted Locations for Drive-Through Facilities—Metro Everett.*~~

~~1. Drive-through facilities are not allowed in the following areas of Metro Everett:~~

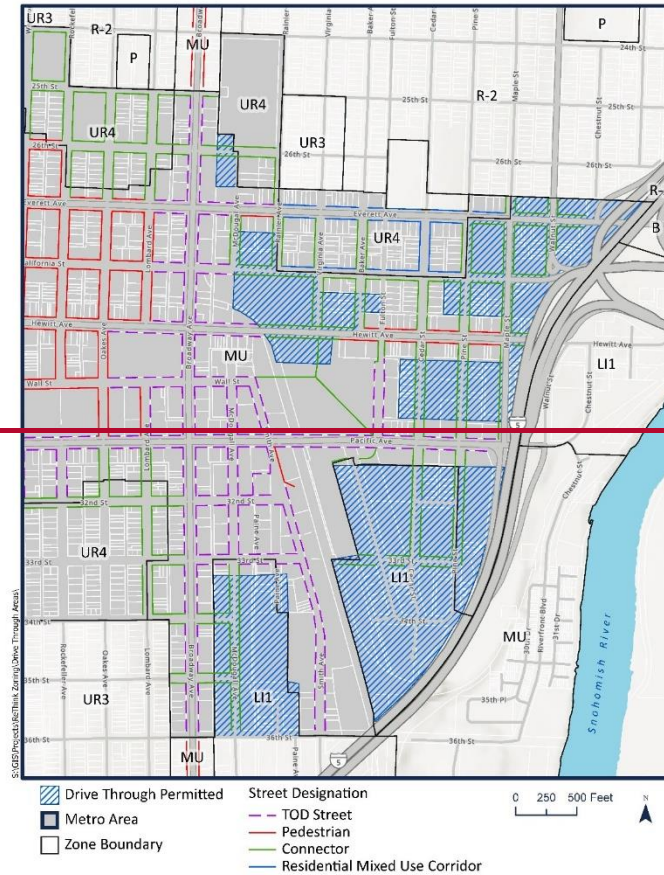
~~a. Streets designated as transit-oriented development (TOD) or pedestrian; or~~

~~b. Residential zones (UR3 and UR4).~~

~~2. Where drive-through facilities are permitted in Metro Everett is shown in Map 13-2.~~

1

Map 13-2: Permitted Drive-Through Areas



2

19.13.110, HAZARDOUS WASTE TREATMENT AND STORAGE FACILITIES

Hazardous waste treatment and storage facilities shall be permitted in accordance with the following requirements:

A. *Commercial Zones, Institutional Uses in Residential Zones.* In the ~~NB, B,~~ MU zones, and for institutional uses in residential zones, on-site hazardous waste treatment and storage facilities shall be permitted as an accessory use to any activity generating hazardous waste which is lawfully permitted within such zones; provided, that such facilities meet the state siting criteria adopted pursuant to the requirements of RCW 70.105.210.

B. *Industrial Zones.* In the LI-~~MU4,~~ LI2, and HI ~~use-~~ zones, on-site and off-site hazardous waste treatment and storage facilities shall be permitted; provided, that such facilities meet the state siting criteria adopted pursuant to the requirements of RCW 70.105.210.

19.13.120, HOSPITALS

- A. Vehicle, pedestrian and ambulance traffic shall be directed toward the nearest collector or arterial street and away from local residential streets.
- B. Hospitals and hospital-related structures shall be set back a minimum of fifty feet from adjacent residentially zoned lots.
- C. Hospitals and hospital-related uses shall be screened from adjacent residentially zoned lots by the landscaping requirements of landscape category B.

19.13.130, JAILS AND CORRECTIONAL FACILITIES

A. Permitted Use—Proportionality to Everett's Population.

1. In order for jails and correctional facilities to be classified as a permitted use, the applicant must demonstrate the existence of proportionality of their distribution throughout the county and its cities. The applicant must make application to the city demonstrating that in relation to Everett, Snohomish County and cities within Snohomish County have accepted their proportional share of jails and correctional facilities. This shall be determined using the following formula:

A = "Everett's current population"
divided by "Snohomish County's
current population"

B = "Current number of jails and
correctional facilities' beds in
Everett" divided by "Current
number of jails and correctional
facilities' beds in Snohomish
County"

2. Jails and correctional facilities shall be a permitted use subject to the location criteria set forth herein unless A is less than B, in which case they are not a permitted use.

3. The population figures used shall be the current population figures issued by the state of Washington Office of Financial Management. The city shall supply the figures for the current number of beds for jails and correctional facilities both within the city and countywide. If the applicant disagrees with the figures supplied by the city to make the calculation, the applicant can supply his/her own figures along with supporting documentation. This will be considered by the planning department in rendering its written decision.

4. If it is determined that Snohomish County and cities within Snohomish County have accepted their proportional share of jails and correctional facilities in relation to Everett, then the proposed use will be considered a permitted use within those locations defined in subsection (B) of this section and subject to the appropriate review process. Within twenty-one days of receipt of a completed application, the planning department, using the review process described in Chapter 15.02 EMC, Land Use and Project Review Procedures, shall render a written decision on whether the applicant has demonstrated that in relation to Everett the county and other cities within the county have accepted their proportional share of jails and correctional facilities.

B. Locational Criteria. Subject to the provisions of this chapter, jails and correctional facilities shall be a permitted use in the MU zone within the four-block area bounded by Wall on the north, Pacific on the south, Colby on the west and Lombard on the east subject to the review process described in Chapter 15.02 EMC, Land Use and Project Review Procedures. Jails and correctional facilities are not permitted uses in any other portion of the MU zone, nor in any other zone.

C. Expansions. Notwithstanding any provisions to the contrary, the proportionality requirement set forth in subsection (A) of this section does not apply to the expansion of existing governmental facilities within the four-block area described in subsection (B) of this section for the purpose of adding jails and correctional facilities.

19.13.140, LIGHT AUTOMOBILE AND TRUCK SERVICE, BODY REPAIR AND PAINTING

Vehicle service and repair businesses shall comply with the following requirements:

A. All vehicle maintenance work shall be performed in an enclosed building when located within one hundred fifty feet of lots located in residential zones. The garage doors of the building may not face toward the residentially zoned properties.

B. Vehicle washing facilities are not permitted within fifty feet of residentially zoned lots.

C. Vehicles being serviced shall not be parked on public right-of-way.

D. Inoperable vehicles, used or discarded tires and vehicle parts shall be screened from view by a solid sight-obscuring fence and landscaping as required by Chapter 19.35 EMC.

E. All vehicle maintenance shall comply with EMC 14.28 Surface and Storm Drainage.

19.13.160, MARIJUANA

A. *Definitions.* The terms “marijuana,” “marijuana processor,” “marijuana producer,” and “marijuana retailer” shall have the meanings set forth in RCW 69.50.101. “City” means the city of Everett.

B. *Producers and Processors.* Marijuana producers and marijuana processors may operate in the city of Everett, provided there is full compliance with all of the following provisions:

1. Marijuana producers and marijuana processors must comply with all requirements of state law, the Washington State Liquor and Cannabis Board, and the city;

2. Marijuana producers and marijuana processors may locate only within the ~~L1~~LI-MU, ~~LI2~~, and HI zones;

3. Marijuana producers and marijuana processors may not locate within one thousand feet of any parcel zoned as residential (~~R-S, R-1, R-2, R-2(A), UR3 or NR-C, NR,~~ UR4, UR7 zones);

4. Marijuana producers and marijuana processors may not locate within one thousand feet of any parcel containing an elementary or secondary school, playground, recreation center or facility, child care center, public park, public transit center, or library, or any game arcade to which admission is not restricted to persons aged twenty-one years or older;

5. Tier 2 and Tier 3 marijuana producers and/or processors may not operate or locate in the city; and

6. There shall be a minimum separation of one thousand feet between production and/or processing uses, measured as the shortest distance between the boundaries of the lot upon which each use is located.

C. *Retailers.* Marijuana retailers may operate in the city pursuant to the following restrictions:

1. Marijuana retailers must comply with all requirements of state law, Washington State Liquor and Cannabis Board and the city;

2. Marijuana retailers may locate only within the ~~B,~~ MU, ~~L1~~LI-MU, ~~LI2~~ and HI zones;

~~3. Marijuana retailers may not locate in neighborhood business (NB) zones;~~

4. Marijuana retailers may not locate in a building in which nonconforming retail uses have been established in residential zones (~~R-S, R-1, R-2, R-2(A), UR3 or NR-C, NR,~~ UR4, or UR7 zones);

5. Marijuana retailers may not locate within one thousand feet of any parcel containing an elementary or secondary school, playground, recreation center or facility, child care center, public park, public transit center, or library, or any game arcade admission to which is not restricted to persons aged twenty-one years or older;

6. Marijuana retailers may not locate within two thousand five hundred feet of any other legally established marijuana retailer;

7. Customer parking for marijuana retailers must be on the public street side of the structure in which the marijuana retailer is located and may not be off of or adjacent to an alley. However, staff parking and business deliveries may occur on the alley side of the structure;

8. Vehicular access to the parking lot for a marijuana retailer shall be from the public street frontage and may not be from an alley. Any property located on a street from which vehicular access to the site from the street is prohibited by the city engineer shall not be allowed for use as a marijuana retailer;

9. Marijuana retailers shall not be allowed on any parcel containing a residential use;

10. Marijuana retailers shall not be allowed on any parcel that is contiguous to a parcel containing residential use, unless the planning director, using Review Process II as described in Chapter 15.02 EMC, finds the following:

- a. There is a physical separation between the two uses, such as another commercial building, or a substantial change in topography;
- b. The retail use is located in a shopping center as one of multiple tenants with adequate parking for all uses and access as stated above;
- c. The building in which the retail use is located faces the commercial street and the residential use faces a residential street in the opposite direction, without a shared alley between the two;
- d. The residential use is located at least one hundred feet from the common lot line between the two uses;

11. In reviewing a proposed marijuana retailer under this section, the planning director shall have the authority to require improvements including, but not limited to, fencing or landscaping to screen the retail use from the residential use;

12. The front facade of retail stores shall consist of storefront window(s), doors, and durable, quality building materials consistent with the design standards of the zone in which the property is located. Transparency requirements for windows shall apply unless in conflict with Washington State Liquor and Cannabis Board regulations. If located in a zone without design standards, at least three of the following shall be provided:

- a. Special treatment of windows and doors, other than standard metal molding/framing details, around all ground floor windows and doors, decorative glazing, or door designs.
- b. Decorative light fixtures with a diffuse visible light source or unusual fixture.
- c. Decorative building materials, such as decorative masonry, shingle, brick, or stone.
- d. Individualized patterns or continuous wood details, decorative moldings, brackets, trim or lattice work, ceramic tile, stone, glass block, or similar materials.

e. Use of a landscaping treatment as part of the building's design, such as planters or wall trellises.

f. Decorative or special railings, grill work, or landscape guards.

g. Landscaped trellises, canopies, or weather protection.

h. Sculptural or hand-crafted signs.

i. Special building elements, such as pilasters, entablatures, wainscots, canopies, or marquees that exhibit nonstandard designs.

13. The maximum number of retail marijuana stores allowed in the city of Everett shall not exceed eight. Any retail marijuana store hereafter established shall be certified as a medical marijuana provider by the Washington State Liquor and Cannabis Board.

D. *Measurements.* Distances provided under this section shall be measured as the shortest distance between the perimeters of the parcels at issue.

E. *Compliance.* Marijuana producers, marijuana processors, and marijuana retailers are required to acquire all necessary business licenses and are required to comply with municipal tax regulations and all other applicable city ordinances and regulations.

F. *Establishment.* For purposes of the two-thousand-five-hundred-foot setback between marijuana retailers, marijuana retailers shall be considered to be legally established in the order in which they are issued a city of Everett business license. The city will not accept a business license application for a recreational marijuana business prior to the applicant providing the city a copy of a letter from the Washington State Liquor and Cannabis Board indicating that the applicant has been approved for a recreational marijuana license. The city will process business license applications for recreational marijuana businesses in the order in which they are accepted.

G. *Enforcement.* Any violation of this section is subject to enforcement under the provisions of Chapter 1.20 EMC or through action of the city attorney seeking injunctive or other civil relief in any court of competent jurisdiction. The violator will be responsible for costs, including reasonable attorney fees.

19.13.170, MINI-CASINOS

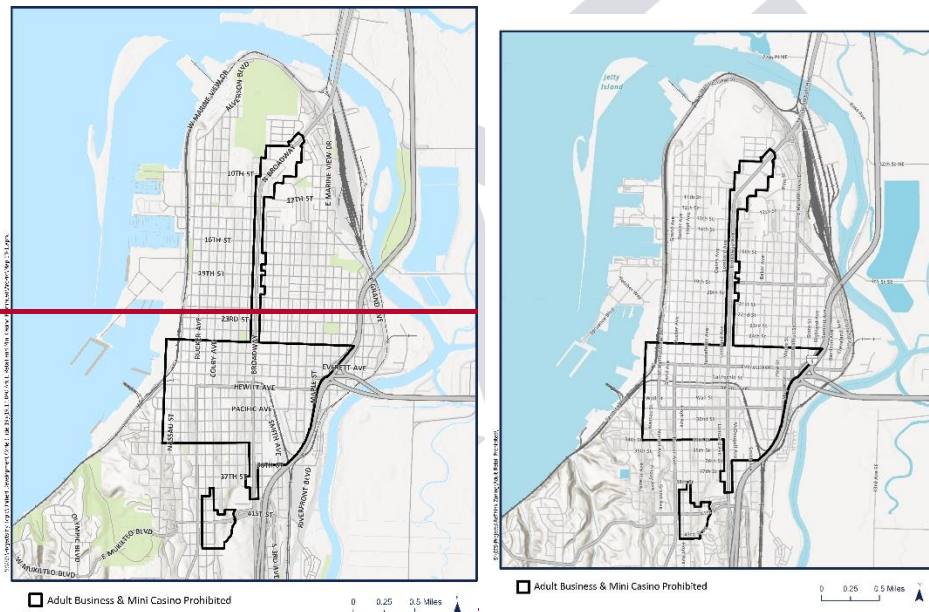
The following regulations shall apply to mini-casinos:

A. The space devoted to gambling and gaming activity and support services (i.e., security) shall not be more than eight thousand square feet. Other incidental uses such as restaurant or nightclub uses shall not be restricted by the eight thousand square feet limitation if no gambling or gaming activity occurs within such space.

B. Mini-casinos shall be located in:

1. A freestanding building; or
 2. A unit in a larger development; provided, that the mini-casino is separated from all other uses by a lobby or similar open space or common area from adjacent units in the development, and that there are no other mini-casinos located within six hundred feet of the exterior walls of the building in which the mini-casino is located.
- C. Mini-casinos shall not be permitted in the area shown on Map 13-43.

Map 13-3: Mini-Casinos Prohibited



19.13.180, SCHOOLS

This section applies to public and private elementary and secondary schools, colleges, universities and public vocational education centers; it does not apply to private training schools such as beauty schools, business colleges or technical training facilities, which shall be treated as commercial uses by this title.

- A. Elementary and middle schools may be located on local or arterial streets. High schools shall be located adjacent to or within four hundred feet of collector or arterial streets.
- B. Structures shall be located a minimum of twenty-five feet from residentially zoned properties.
- C. Schools may exceed the maximum building height in Chapter 19.22 EMC when considered under an administrative use permit or conditional use permit.
- D. Temporary classrooms of any size and accessory structures smaller than one thousand square feet shall be reviewed using Review Process I.

19.13.190, TEMPORARY EXTREME WEATHER SHELTERS

Temporary extreme weather shelters are limited to temporary use for the duration of a dangerous weather or environmental event, such as extreme cold, heat, or smoke. The shelter provider shall notify the city forty-eight hours prior to beginning shelter operations. Shelter registration may be required to facilitate communication to the community and ensure fire safety conditions are provided in the facility.

19.13.220 HOME OCCUPATIONS

A. Home occupations may be permitted in any residential zone provided such home occupations comply with the requirements of the zone in which the property is located and the following requirements:

1. Home occupations shall not occupy more than twenty-five percent of the total floor area of the residence, or six hundred square feet, whichever is less. Home occupations carried on within a dwelling shall be provided access to the work space through the dwelling only, with no direct access to the outside;

2. The occupation shall be carried on entirely within a residence or accessory building by the occupant thereof;

3. The home occupation may be located in the principal dwelling or in the accessory structure. If located in an accessory structure, the following regulations shall apply:

a. The area devoted to the occupation, as described in subsection (A)(1) of this section, shall be based upon the floor area of the dwelling only; and

b. Access to the work space may be directly from the outside;

4. No noise, dust, smoke, light, glare or odor shall be emitted other than is commonly associated with a residential use;

5. The occupation shall be conducted in such a manner as to give no outward appearance of a business nor manifest any characteristics of a business;

6. Occupations which shall be prohibited as home occupations include, but are not limited to:

a. Veterinarians;

b. Clinics;

c. Auto repair;

d. Auto sale;

e. Barber/beauty shops;

f. Real estate offices;

g. Offices with client visits;

h. Retail sales, on premises;

i. Any use of a nature which is similar to those listed in this chapter or which creates impacts on surrounding properties which are similar to those created by the uses listed herein;

7. There shall be no person other than a resident of the dwelling employed on the premises;

8. If the occupation is the type in which classes are held or instruction is given, there shall be not more than five students allowed in any one class or instruction period. Classes shall not exceed a total of twenty hours in any week;

9. No stock in trade shall be sold or displayed on the premises, and no equipment or materials shall be stored on any outdoor portion of the premises;

10. Parking of student, client or employee vehicles shall not create any hazard or congestion;

11. No receipt or delivery of products shall be permitted except as is commonly anticipated in residential areas. Commercial vehicle deliveries shall not exceed two per week. The gross vehicle weight of delivery vehicles shall not exceed eighteen thousand pounds;

12. No signs shall be allowed for home occupations; and

13. Home occupations shall comply with all other local, state and federal regulations pertinent to the activity pursued, and the requirements of or permission granted by this section shall not be construed as an exemption from such regulations.

B. Any person engaging in a home occupation shall register as a business with the city treasurer's office and shall be subject to the city business and occupations tax.

C. Garage sales shall not be considered to be a home occupation.

19.13.225 LIVE/WORK UNITS

A. Live/work units are built spaces that function as both work spaces and residences.

B. The multiple-family design guidelines do not apply to live/work units.

C. No portion of a live/work unit may be rented or sold as a commercial space for a person or persons not living on the premises, or as a residential space for a person or persons not working on the premises.

D. At least one resident in each live/work unit shall maintain at all times a valid city business license for a business on the premises.

19.13.235 REASONABLE ACCOMMODATION.

A. Overview. This section establishes the application and review procedures by which the city will fulfill its obligations under the federal Fair Housing Act (FHA) and other federal or state laws.

1. The federal Fair Housing Act (FHA) requires local governments to make reasonable accommodations in the application of zoning regulations when such accommodations are necessary to afford a disabled individual an equal opportunity to use and enjoy a dwelling. The city is required to consider requests for reasonable accommodation. In addition, other state and federal laws prohibiting housing discrimination may apply under certain circumstances.

2. In the event that a waiver or modification of zoning regulations in a given situation is required by a law other than the FHA, such waiver or modification shall be requested and reviewed using the procedures established in this section.

B. Application Requirements.

1. Requests for reasonable accommodation shall be submitted to the planning director, along with any applications fees required pursuant to Chapter 16.72 EMC, if any.

2. The request shall include information as determined necessary by planning director to make a determination whether reasonable accommodation should be approved. Unless waived by the planning director, the applicant shall submit the following information:

a. Name of property owner(s).

b. The specific modification(s) of the Unified Development Code requirements requested in order to allow the reasonable accommodation.

c. The nature of the disability or disabilities of the individual(s) for whom the accommodation is requested, and an explanation why the specific accommodation is necessary based on the disability.

d. Such other information as may be determined by the planning director following either a preapplication meeting or review of a request for reasonable accommodation.

C. Planning Director Approval.

1. The following shall be taken into consideration in whether to approve a request for reasonable accommodation:

a. Whether any adverse impacts would happen if the request for reasonable accommodation is approved based on the size of the dwelling and lot, traffic and parking conditions on the lot and in the surrounding area including streets, anticipated vehicle usage by residents and visitors, and any other circumstances the planning director determines relevant to determine adverse impacts.

b. The applicant's need for accommodation in light of the anticipated land use impacts.

2. If handicap eligibility and need for accommodation are demonstrated, the planning director shall approve an accommodation, unless the requested accommodation would make a dwelling available to an individual whose tenancy would constitute a direct threat to the health or safety of other individuals or whose tenancy would result in substantial physical damage to the property of others.

3. Any decision to grant reasonable accommodation applies specifically to the property identified in the decision, and may not be transferred to any other property.

D. Other Provisions.

1. Approval of reasonable accommodation permits a dwelling to be inhabited only according to the terms and conditions of the applicant's proposal and the director's decision.

2. If the planning director determines that the accommodation has become unreasonable because circumstances have changed or adverse land use impacts have occurred that were not anticipated, the planning director shall rescind or modify the decision to grant reasonable accommodation.

3. Eligibility for a reasonable accommodation under the Fair Housing Act does not relieve the owner, applicant and residents from the obligation to comply with all building, fire, land use and all other standards and regulations applicable under local, state and federal laws.

4. Any decision on a request for accommodation is unique to the specific circumstances related to the individual request and location. A decision issued for a specific property shall not establish a precedent that would be applicable to any other request for accommodation.

19.08.140 BED AND BREAKFAST HOUSE.

Repealed by Ord. 3896-22.

19.13.250 SHORT TERM RENTALS.

Short-term rentals shall comply with the following provisions:

A. License Required. A city business license is required to operate a short-term rental. No more than two short-term rental sites may be operated by any individual, marital group, a group of people, or a corporate entity such as an LLC, within the city.

B. Location. A short-term rental use may be located in a dwelling unit or an accessory dwelling unit. See EMC 19.08.100 for applicable accessory dwelling unit requirements, including owner occupancy if applicable.

C. Number of Guests. The total number of guests occupying a dwelling unit may not exceed eight on a site, including any site with an accessory dwelling unit.

D. Signs. No signs identifying the use as a short-term rental are permitted.

19.13.260 HOMELESS SHELTER AND HOUSING

A. Applicability.

1. This section applies to the following uses:

a. Emergency housing.

b. Indoor emergency shelter.

c. Outdoor emergency shelter.

2. This section shall not apply to:

a. Emergency or disaster situations as defined by RCW 38.52.010(9); provided, however, that the inability of a sponsor or managing agency to locate a site shall not be deemed to constitute an emergency or disaster.

b. Placement of a tiny house or a tiny house with wheels used as a primary residence in a manufactured/mobile home community; provided, that each tiny house contains at least one internal toilet and at least one internal shower or the manufactured/mobile home community provides for the toilets and showers.

B. General Provisions.

1. Applications for facilities which provide shelter for survivors of domestic violence do not require notice to adjacent property owners.

2. A religious organization may host individuals or families experiencing homelessness pursuant to RCW 35.21.915, including extreme weather shelters, on property owned or controlled by the religious organization whether within buildings located on the property or elsewhere on the property outside of buildings, subject to the conditions set forth in this section.

3. The city may require an organization to enter into a memorandum of understanding for fire safety that includes inspections, an outline for appropriate emergency procedures, a determination of the most viable means to evacuate occupants from inside a site with appropriate illuminated exit signage, panic bar exit doors, and a completed fire water agreement indicating: (a) posted safe means of egress; (b) operable smoke detectors, carbon monoxide detectors as necessary, and fire extinguishers; and (c) a plan for monitors who spend the night awake and are familiar with emergency protocols, who have suitable communication devices, and who know how to contact the fire department.

4. Management Responsibility Plan. Prior to or upon filing a land use application, the managing agency and sponsor shall prepare an emergency shelter management responsibility plan, which shall be included with their permit application. The management responsibility plan shall, at a minimum, address the details of the facility operations and responsibilities identified in subsections (B)(5) through (7) of this section. If children under eighteen are allowed in the facility, such as for family shelters, specific provisions must be identified in the management responsibility plan to ensure safety, security, and well-being of minors.

5. Managing Agency Responsibilities.

a. The managing agency and residents of the facility shall ensure compliance with state law and the Everett Municipal Code concerning, but not limited to, drinking water connections, solid waste disposal, human waste, electrical systems, and fire-resistant materials.

b. The managing agency shall identify a person or persons as a point of contact for the Everett police department that is available at all times.

c. The managing agency shall maintain an admission process that adequately provides for the safety and welfare of residents of the facility and the community, with particular attention to the safety of children and other vulnerable residents, and may include consideration of the applicant's sex offender status; the number and nature of the applicant's criminal convictions; the number and nature of the applicant's pending criminal cases; or active warrants issued for the applicant's arrest.

d. The managing agency shall immediately contact the Everett police department if, in the opinion of staff or security, a person is a potential threat to the safety of residents of the facility or the community.

e. The managing agency shall permit inspections of the facility by the city's code compliance officers, building inspector, permit services manager, fire marshal or their designee without prior notice. The managing agency shall implement all directives resulting from such inspections within the given compliance schedule.

f. The managing agency shall submit an updated management plan to the appropriate city department within thirty days of any changes in operations that are covered in the plan.

6. Transportation Plan.

a. A transportation plan is required.

b. The facility shall be located within one-half mile of transit service.

7. Code of Conduct. The managing agency shall develop a shelter resident code of conduct agreement that addresses expected acceptable conduct during the resident's stay and shall submit the code in the management plan. The code of conduct shall, at a minimum, contain rules that limit adverse impacts within the shelter and the surrounding neighborhood. All residents of an emergency shelter are required to sign the code of conduct agreement, which shall be enforced by the managing agency.

8. Additional Requirements for Applications Requesting Modification of Standards. The applicant may request in their application for standards that differ from those in this section only where the applicant submits a description of the standard to be modified and demonstrates how the modification would result in a safe facility under the specific circumstances of the application in accordance with EMC 15.02.140(D).

9. Social services provided as part of an indoor emergency shelter, outdoor emergency shelter, or emergency housing facility are assumed to be provided only for residents of the facility. If social services will be provided on site to nonresidents, the use must be reviewed and separately permitted under the appropriate approval process defined in Chapter 19.05 EMC.

C. Standards for Outdoor Emergency Shelters.

1. Duration. Outdoor emergency shelters may be approved for a period not to exceed one year. The permit shall specify a date by which the use shall be terminated, and the site returned to pre-shelter conditions. The planning director may grant extensions for up to one year each; provided, that all conditions have been complied with and circumstances associated with the use have not changed. A request for an extension should be submitted in writing no less than sixty days prior to the end of the expiration date of the permit to ensure continued operations.

2. Maximum Size.

a. Outdoor emergency shelters are limited to forty units per site.

b. The maximum number of residents within an outdoor emergency shelter is one hundred.

3. Setbacks.

a. Outdoor emergency shelters shall be located a minimum of forty feet from the property line of abutting properties. A lesser setback may be approved if the planning director determines there is sufficient vegetation, topographic variation, or other site conditions that obscure the site from abutting properties.

b. Outdoor emergency shelter units shall meet all setbacks required by the International Fire Code.

4. Fencing. Sight-obscuring fencing is required around the perimeter of the outdoor emergency shelter unless the planning director determines that there is sufficient vegetation, topographic variation, or other site conditions such that fencing would not be effective.

5. Lighting. Exterior lighting must be directed downward and contained within the outdoor emergency shelter.

6. Inspections.

a. The managing agency shall permit inspections of the outdoor emergency shelter by the Snohomish health district without prior notice and implement all directives of the health district within the time period specified by the health district.

b. The managing agency shall permit access by the Everett police department and Snohomish County sheriff, without prior notice, to the outdoor emergency shelter site at all times.

7. Other.

a. Units are limited to one hundred twenty square feet and must be spaced at least six feet apart;

b. Electricity and heat, if provided, must be inspected and approved by the city's building official;

c. Space heaters, if provided, must be approved by the city fire marshal;

d. Each unit must have a fire extinguisher;

e. Adequate restrooms must be provided, including restrooms solely for families if present, along with hand-washing and potable running water to be available if not provided within the individual units, including accommodating black water.

19.13.270 MANUFACTURED HOMES, MOBILE HOMES, TINY HOMES AND RECREATIONAL VEHICLES.

Establishment of new manufactured home, mobile home, RV park, or tiny home communities is prohibited. The placement of manufactured homes, park models, recreational vehicles or tiny homes in an approved manufactured housing community is allowed.

A. Definitions.

1. The definition of “manufactured home,” “mobile home,” “mobile home park subdivision,” “manufactured housing subdivision,” “mobile home park,” “manufactured housing community” or “manufactured/mobile home community” shall have the same meaning as set forth in RCW 59.20.030.

2. The definition of “designated manufactured home” or “new manufactured home” has the same meaning as set forth in RCW 35.63.160.

3. “Recreational vehicle” means a vehicle which is (a) built on a single chassis; (b) four hundred square feet or less when measured at the largest horizontal projection; (c) designed to be self-propelled or permanently towable by a light duty truck; and (d) designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

4. “Tiny home,” “tiny house” or “tiny house with wheels” has the same meaning as set forth in RCW 35.21.686, which is a dwelling to be used as permanent housing with permanent provisions for living, sleeping, eating, cooking, and sanitation built in accordance with the state building code.

5. “Tiny house communities” has the same meaning as set forth in RCW 35.21.686, which is real property rented or held out for rent to others for the placement of tiny houses with wheels or tiny houses utilizing the binding site plan process in RCW 58.17.035.

B. Where Allowed.

1. Manufactured Homes, New or Designated. A new or designated manufactured home may be placed on any lot within the city in the same manner and meeting the same design and development standards as site built homes, factory built homes, or homes built to any other state construction or local design standards, subject to the following:

a. The manufactured home must be set upon a permanent foundation, as specified by the manufacturer, and the space from the bottom of the home to the ground must be enclosed by concrete or a concrete product approved by the planning director which can be either load bearing or decorative;

b. The manufactured home is thermally equivalent to the state energy code; and

c. The manufactured home meets all other requirements for a designated manufactured home as defined in RCW 35.63.160.

2. Manufactured Homes or Mobile Homes. A manufactured home or mobile home may be placed in a mobile home park subdivision, manufactured housing subdivision, mobile home park, manufactured housing community or manufactured/mobile home community that was legally in existence before June 12, 2008, as set forth in RCW 35.21.684.

3. Recreational Vehicles or Tiny Houses.

a. A recreational vehicle or tiny house may be used as a primary residence in a manufactured/mobile home community which was legally in existence before June 12, 2008, as set forth in RCW 35.21.684 if the recreational vehicle or the tiny house meets the following requirements:

(1) The recreational vehicle or tiny house meets fire, safety and other requirements of the city building official and fire marshal;

(2) The recreational vehicle or tiny house contains at least one internal toilet and at least one internal shower, or the manufactured/mobile home community provides toilets and showers for use of the recreational vehicle or tiny house's occupants.

b. A recreational vehicle or tiny house may be used as temporary where allowed pursuant to Chapter 19.05 EMC.

c. A recreational vehicle or tiny house may not be used as a primary residence within the city except as otherwise allowed above.

4. Tiny House Communities. See Chapter 19.05 EMC to see where tiny house communities are permitted.

19.13.280 SECURE COMMUNITY TREATMENT FACILITIES.

A. Essential Public Facilities. A secure community transition facility ("SCTF") is an essential public facility. In addition to complying with the city's requirements for a conditional use permit, the applicant for a SCTF shall comply with the city's siting process for essential public facilities.

B. Maximum Number of Residents. No SCTF shall house more than twelve persons, excluding resident staff.

C. Siting Criteria.

1. No SCTFs shall be allowed in or within the line of sight of the following specified uses, whether such uses are located within or outside the city limits. In or within the line of sight of any "risk potential activity" as defined in RCW 71.09.020, as amended, include, but are not limited to:

a. Public and private schools;

b. School bus stops;

c. Licensed day care and licensed preschool facilities;

d. Public parks, publicly dedicated trails, sports fields and playgrounds;

e. Recreational and community centers;

f. Churches, synagogues, temples and mosques;

g. Public libraries; and

h. Other risk potential activities identified by the Department of Social and Health Services.

2. The distance provided for line of sight shall be measured by following a straight line from the nearest point of the property parcel upon which the secure community transition facility is to be located, to the nearest point of the parcel of property or land use district boundary line from which the proposed land use is to be separated.

3. In order to assist in providing equitable distribution, there shall be a separation of one mile between an SCTF and any existing SCTF, jail, correctional facility, mental health facility, work release, pre-release or similar facility. (A "similar facility" includes, but is not limited to, Madison House, Everett Gospel Mission Men Shelter, Everett Gospel Mission Women and Children Shelter, Green House, Evergreen Manor and establishments providing similar services.)

D. Review Process III (Special Property Use/Conditional Use Permit). A conditional use permit Review Process III application for SCTF shall comply with all the permitting and procedural requirements pertaining to a conditional use permit Review Process III including those found under EMC Title 15.

E. Existing SCTFs. In the event a SCTF is legally sited in accordance with the provisions of this title, this does not preclude any subsequent siting of any risk potential activity described in subsection (C)(1) of this section within the line of sight.

F. When evaluating an application for a SCTF consideration shall also be given to those siting provisions provided in RCW 71.09.250(8).

CHAPTER 19.17 – AIRPORT/PORT/NAVY COMPATIBILITY

19.17.005 USER GUIDE.

This chapter establishes a mechanism for review of certain project proposals and permits within areas close in proximity to Paine Field, the Port of Everett, and/or Naval Station Everett. These areas are-may be characterized by heavy industrial use and higher levels of noise, light, and glare than otherwise found in other areas of the city.

19.17.010 PURPOSE.

The purpose of this chapter is to provide for uses allowed in the underlying zones while protecting Paine Field, the Port of Everett, and/or Naval Station Everett from nearby incompatible land uses and development by:

A. Identifying areas where incompatible uses should be discouraged;

B. Notifying property owners if their property is of property located adjacent to Paine Field, the Port of Everett marine terminal, or Naval Station Everett, within the Paine Field airport influence area overlay that they may experience impacts from operations and may be subject to certain limitations;

C. Notifying applicants for certain development activities or uses within the port compatibility area that they may experience impacts from operations and may be subject to certain limitations.

D. Notifying applicants for certain development activities or uses within the Navy compatibility area that they may experience impacts from operations and may be subject to certain limitations.

~~C E~~. Recognizing and supporting Paine Field, Port of Everett and Naval Station Everett as essential public and military facilities and significant economic resource; and

~~D F~~. Promoting land use compatibility between properties located near Paine Field, the Port of Everett marine terminal, and Naval Station Everett and operations at each of these major facilities.

19.17.020 APPLICABILITY—AIRPORT COMPATIBILITY.

A. Airport compatibility requirements of this chapter applies to:

1. Development activities and uses within the airport influence area (AIA), as defined in subsection (B) of this section and the table below.

2. Development activities and uses within the airport compatibility area (ACA), as defined in subsection (B) of this section and the table below.

B. Airport Name: Snohomish County Airport/Paine Field.

FAA Identifier: KPAE.

Airport Elevation: 609 feet.

Table 17-1: Paine Field AIA-ACA

Runways	Runway Alignment	Runway Length	ACA Distance	AIA Distance
16R/34L	N/S, West	9,010 feet	10,200 feet	14,000 feet
16L/34R	N/S, East	3,004 feet	7,200 feet	9,000 feet
12/30	NW/SE	2,000 feet	5,700 feet	9,000 feet

19.17.030 EXEMPTIONS.

A. Airport Compatibility. The following development activities and uses are exempt from the airport compatibility requirements of this chapter, provided the development activity or use will not interfere with airport operations:

1. Any air navigation use or facility, airport visual approach or airport arresting device, meteorological device, or a type of approach device approved by the Federal Aviation Administration, the location and height of which is fixed by its functional purpose.

2. Aeronautical activity, including but not limited to:

a. Aerospace industry and aerospace manufacturing;

b. Fixed base operations, and other necessary airport support facilities, as approved by the airport, if located outside of airport property;

c. Aerospace and aviation educational facilities, including technical schools and flight training schools.

3. Development activities regulated by the city's construction codes, EMC Title 16, which are determined by the planning director to be minor or incidental in nature and consistent with the purpose of this chapter.

B. Personal wireless telecommunications services facilities that are subject to the requirements of EMC 19.13.020 shall comply with the requirements of EMC 19.17.080 and 19.17.090 but are exempt from other provisions of this chapter.

C. Minor exterior alterations which are incidental in nature and consistent with the purpose of this chapter.

19.17.040 PREEXISTING USES.

A. Uses and structures lawfully established as of effective date of the ordinance codified in this chapter are exempt from the requirements of EMC 19.17.070.

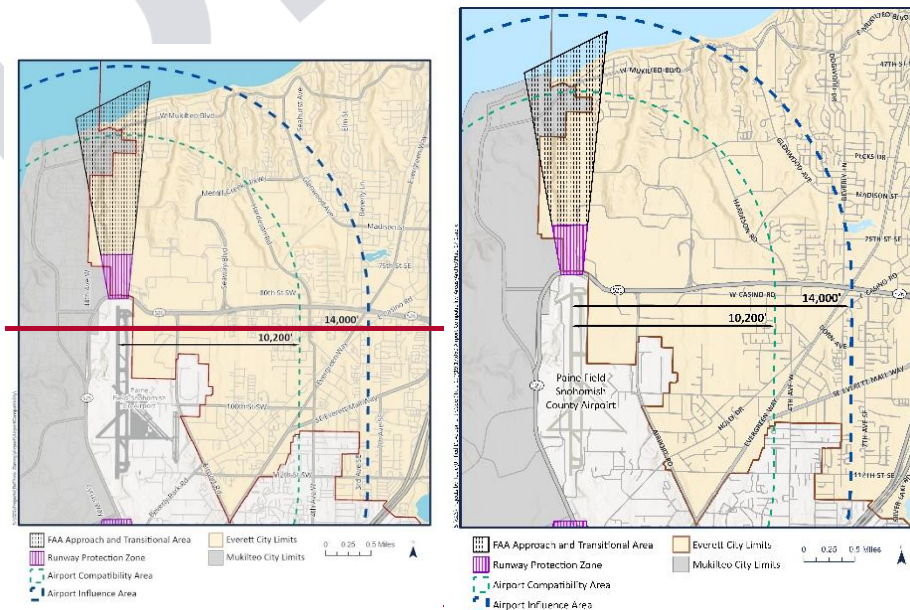
B. Expansion of any use or structure identified in EMC 19.17.070(A) shall be exempt from the provisions of EMC 19.17.070 when the use of the structure lawfully existed at the effective date of the ordinance codified in this chapter.

C. A preexisting use may be changed to any use allowed by the underlying use zone.

19.17.050 AIRPORT COMPATIBILITY AREA MAP.

The boundaries of the airport influence area, runway protection zone, and airport compatibility area from Table 17-1 above, are illustrated in the airport compatibility overlay map shown in Map 17-1.

Map 17-1: Airport Compatibility Area



19.17.060 FEDERAL AVIATION ADMINISTRATION REVIEW.

Repealed by Ord. 3774-20.

19.17.070 USES AND DEVELOPMENT APPROVALS WITHIN THE AIRPORT COMPATIBILITY AREA.

A. Permitted Uses and Development Activities. All properties located within the airport compatibility area (ACA) shall be permitted to have the same uses as permitted in the underlying zoning district subject to the requirements of the underlying use zone and the requirements of this chapter.

B. Approvals of all uses and development activities within an ACA shall be subject to the following requirements:

1. Runway Protection Zone. The proposal will not locate the storage of explosives, hazardous waste, fuel, gas or petroleum, or other hazardous materials within the runway protection zone set forth in Map 17-1 and the Paine Field Airport Master Plan.

2. Structure Height Limitations.

a. No structure, including any rooftop appurtenance and construction-related equipment (e.g., cranes), shall be erected, altered, or maintained that will penetrate or interfere in any way with the airport's airspace plan as set forth in the Paine Field Airport Master Plan or that allowed in accordance with the adopted 14 CFR Part 77, Federal Aviation Administration (FAA) Regulations. Penetration of any airport surface as defined in 14 CFR Part 77 may only be allowed if explicitly authorized by the FAA.

b. An applicant for a permit or approval is responsible for researching 14 CFR Part 77 to determine whether notification is required, regardless of whether the property that is the subject of the application is within or outside of the airport compatibility area (ACA). Nothing in this chapter shall diminish the responsibility of the project proponents to submit FAA Form 7460-1, "Notice of Proposed Construction or Alteration" to the FAA if required by 14 CFR Part 77.

3. Permit applications for uses proposed within an ACA shall provide information showing proximity to airport runways, approach areas, and transitional areas. Application materials should be of sufficient detail to determine that the proposal is compatible with airport operations and consistent with all requirements of this chapter.

4. In addition to any notice requirements for the proposed use or underlying use zone, the city shall provide notice of new development activities with ten thousand square feet of gross floor area or greater, or any development with a building or structure that is taller than thirty feet within the airport compatibility area, to the Paine Field airport manager and shall allow the airport manager to submit comments to the department regarding the proposal, including those related to potential adverse impacts on airport operations and FAA standards.

C. The city may deny, approve, or approve with conditions an application for a development permit or approval within an ACA. The application shall be approved only if the proposal will not require a change in airport operations or flight patterns, including but not limited to adverse impacts due to

concentrations of people, height hazards, noise abatement procedures, visual hazards such as lighting and reflective building materials, emissions such as smoke, steam, dust, gas or thermal plumes, transmissions that may cause electrical interference, or wildlife attractants.

19.17.080 NOTICE AND DISCLOSURE REQUIRED WITHIN AN AIRPORT INFLUENCE AREA.

A. When notice of application is required in EMC Title 15, the city shall provide notice of applications for development activities or uses within an ACA to the airport manager of Paine Field.

B. Applicants for development within an ACA are encouraged to work cooperatively with the airport manager and refer to FAA and Washington State Department of Transportation guidance related to airport and land use compatibility.

C. Development approvals and building permits for development activity and uses subject to EMC 19.17.070(B)(4) shall not be issued until the owner of the property with the proposed development activity or use signs and records with the county auditor a disclosure notice that:

1. Is in a form provided by the department;
2. Contains a legal description of the property;
3. Bears a notarized signature of the owner; and
4. Contains the disclosure text set forth in EMC 19.17.090.

This subsection does not apply when the disclosure text already has been recorded against the property.

D. In no case shall liability attach to the city for any actions, error, or omissions of any person subject to the requirements of this section.

19.17.090 DISCLOSURE TEXT FOR AIRPORT INFLUENCE AREA.

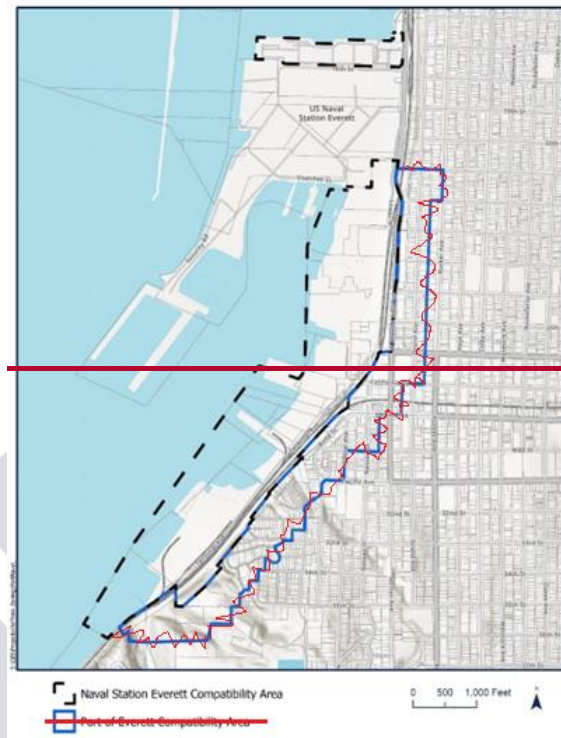
The following shall constitute the airport influence area disclosure required by EMC 19.17.080:

Your real property is located within the Airport Influence Area of Paine Field. Occupants of properties within the Airport Influence Area may be subject to inconveniences or discomforts arising from aviation activities, including but not limited to noise, odors, fumes, dust, smoke, hours of operation, low overhead flights and other aeronautical activities. Everett Municipal Code (EMC) 19.17.080 requires that you receive this disclosure notice in connection with permits you are or may be seeking. A provision of EMC 20.08.100 provides that "Noise originating from aircraft in flight and sounds which originate at airports and are directly related to flight operations" is exempt from noise control regulations. The City of Everett has adopted airport compatibility regulations in Chapter 19.17 EMC which may affect you and your land. You may obtain a copy of Chapter 19.17 EMC from the City of Everett. In addition, current and future property owners are notified that the Federal Aviation Administration establishes standards and notification requirements for potential height hazards that may be caused by structures, buildings, trees and other objects affecting navigable air space through 14 Code of Federal Regulations Federal Aviation Regulations Part 77. This disclosure may no longer be applicable if the subject property is removed from the Airport Influence Area.

~~19.17.100 PORT AND NAVAL COMPATIBILITY AREA DESIGNATED.~~

~~A port and naval compatibility area ("PCA" or "NCA"), as set forth in Map 17-2, is established. Development within these areas is subject to the requirements set forth in EMC 19.17.110 and 19.17.120.~~

Map 17-2: Port and Naval Compatibility Area Map



19.17.110 PORT COMPATIBILITY AREA.

A port compatibility area overlay is established and defined as follows:

- A. All parcels within 800' of a Port of Everett marine terminal property except those parcels that are federally owned or controlled.
- B. All parcels adjacent to:
 - a. W Marine View Drive (WA 529) from Terminal Ave to N Broadway (WA 529), including on- and off-ramps; and
 - b. W Marine View Drive from Terminal Ave to Pacific Ave; and
 - c. Pacific Ave from W Marine View Drive to Rucker Ave; and
 - d. Rucker Ave from Pacific Ave to 41st Street; and
 - e. 41st Street from Rucker Ave to Interstate 5 (I-5), including on- and off-ramps.

The following applies to development activities and uses within the PCA as established herein.

1 ~~This section applies to development activities and uses within the port compatibility area (“PCA”), as set~~
2 ~~forth in Map 17-2.~~

3 A. Uses and Development Approvals Within the Port Compatibility Area ~~(PCA)~~. All properties located
4 within the ~~PCA Port Compatibility Area~~ shall be permitted to have the same uses as permitted in the
5 underlying zoning district subject to the requirements of the underlying use zone and the requirements
6 of this section.

7 1. The city shall provide a written notice ~~of permit applications~~ to the managers of the port for
8 ~~new developmental activities with more than development applications for new construction or~~
9 ~~building expansion resulting in of~~ ten thousand square feet of building gross floor area within
10 the PCA, and shall allow the manager(s) to submit comments to the department regarding the
11 proposal, including those related to potential adverse impacts on port operations, in addition to
12 any notice requirements for the proposed use or underlying use zone for Review Process II, III, or
13 V application. A preapplication meeting under EMC Title 15 may be required unless waived by
14 the city.

15 2. The city shall consider comments provided by the Port of Everett, ~~and where necessary,~~
16 ~~apply such conditions of approval to mitigate potential impacts to port operations or to identify~~
17 ~~measures the applicant may employ to mitigate potential or perceived impacts to their proposed~~
18 ~~project related to existing or future port operations.~~

19 B. Notice and Disclosure Within Port Compatibility Area. This subsection establishes notification and
20 disclosure requirements for ~~any development applications development activities or uses within a port~~
21 ~~compatibility area (PCA) subject to the requirements of identified in subsection EMC 19.17.110(A)(1) this~~
22 ~~section application for more than ten thousand square feet of building gross floor area within the PCA.~~

23 1. The city shall provide written notice to applicants that their project is within the PCA and
24 written disclosure of potential impacts to the property related to port operations. The text of the
25 written notice and disclosure shall be maintained by the Planning Director with input from the
26 managers of the port.

27 ~~That notice shall include the following language:~~

28 ~~Your real property is located within the Port Compatibility Area (PCA). Occupants of~~
29 ~~properties within the PCA may be subject to inconveniences or discomforts arising from~~
30 ~~maritime activities, including but not limited to noise, odors, glare, fumes, dust,~~
31 ~~construction activity, smoke, traffic, hours of operation, low overhead flights and other~~
32 ~~maritime activities. Everett Municipal Code (EMC) 19.17. requires that you receive this~~
33 ~~disclosure notice in connection with permits you are or may be seeking. Provisions of~~
34 ~~EMC 20.08 provide that noise exemptions apply to “created by watercraft ... in~~
35 ~~operation”, and “operation of equipment or facilities of surface carriers engaged in~~
36 ~~commerce by railroad”. The City of Everett has adopted PCA regulations in Chapter 19.17~~
37 ~~EMC which may affect you and your land.~~

38 2. Applicants for development identified in subsection EMC 19.17.110(A)(1) within the PCA are
39 encouraged, but not required, to work cooperatively with the Port of Everett in the design of

proposed buildings or land development proposals in order to address design elements that will promote compatibility with port operations and to mutually benefit both parties.

19.17.120 COMPATIBILITY WITH NAVAL STATION EVERETT.

A. Applicability. This section applies to development activities and uses within the Navy compatibility area (“NCA”), as set forth in Map 17-2.

Map 17-2: Naval Compatibility Area Map



B. Uses and Development Approvals Within the Navy Compatibility Area (NCA).

1. All properties located within the NCA shall be permitted to have the same uses as permitted in the underlying zoning district subject to the requirements of the underlying use zone and the requirements of this section.

2. The city shall provide notice of permit applications to Naval Station Everett for new development activities within the NCA, and shall allow Naval Station Everett to submit comments to the department regarding the proposal, including those related to potential adverse impacts on Navy operations,

3. The city shall consider comments provided by Naval Station Everett, and where necessary, apply such conditions of approval to mitigate potential impacts to Navy operations or to provide measures to mitigate impacts created by port operations and other activities within the NCA.

4. Applicants for development within the NCA are encouraged to work cooperatively with Naval Station Everett in the design of proposed buildings or land development proposals in order to

address design elements that will promote compatibility with Navy operations and to mutually benefit both parties.

C. Additional Standards for Development in the Navy Compatibility Area.

1. **Security Setbacks.** New facilities, including buildings, parking, storage areas and public access trails, are not permitted within fifty feet of Naval Station Everett. Roads and driving aisles are permitted within this fifty-foot setback.

2. **Outdoor Storage of Bulk Materials.** Bulk materials cannot be located in required security setbacks from Naval Station Everett set forth in subsection (C)(1) of this section.

3. **Landscaping.** Landscaping on property adjacent to Naval Station Everett shall be maintained between eighteen inches and six feet above grade to allow visibility of the required security setback areas set forth in subsection (C)(1) of this section.

4. **Required Coordination.** Any development that is on a lot within two hundred feet of Naval Station Everett or has frontage on the shoreline shall coordinate with Naval Station Everett on security and public safety issues. A comprehensive security and public safety plan must be submitted to the city at time of land use permit review. Naval Station Everett shall be provided at least fifteen days to review and comment on the plan. The planning director is authorized to establish conditions that address potential security impacts upon Naval Station Everett.

5. **Electromagnetic Radiation.** Any business within one-fourth mile (one thousand three hundred twenty feet) of Naval Station Everett that generates electromagnetic radiation (EMR) shall coordinate with Naval Station Everett. An EMR frequency spectrum plan must be submitted to the city at time of land use permit review. Naval Station Everett shall be provided at least fifteen days to review and comment on the plan. The planning director is authorized to establish conditions that address potential EMR impacts to Naval Station Everett.

6. **Marine Traffic.** Any development that generates marine traffic in the Everett Harbor must coordinate with Naval Station Everett. A port operations plan must be submitted to the city at time of land use permit review. Naval Station Everett shall be provided at least fifteen days to review and comment on the plan. The planning director is authorized to establish conditions that address potential impacts from marine traffic on Naval Station Everett.

7. **Windows.** All windows on north facing facades within one hundred feet of Naval Station Everett shall be translucent (does not allow views to Naval Station Everett).

CHAPTER 19.22 – BUILDING AND STRUCTURE HEIGHTS

19.22.010, Overview

The standards in this chapter establish the maximum, and if applicable, minimum building and structure heights for development within the city. The purpose of these standards includes:

A. To promote a reasonable building scale and relationship between buildings within an area or zoning district;

B. To promote compatibility between areas with different height limits;

- 1 C. To promote greater separation between uses that might not be compatible;
- 2 D. To promote options for privacy for neighboring properties; and
- 3 E. To promote additional heights in exchange for public benefits.

4 **19.22.020, HEIGHTS FOR PRINCIPAL AND ACCESSORY BUILDINGS**

5 A. *Maximum Building Heights.*

- 6 1. *Principal Buildings.* Maximum building heights for principal buildings are set forth in ~~Map 22-~~
7 ~~1 and~~ in Table 22-1 below. Maximum building heights may be modified in certain areas using
8 overlays on the zoning map. A building must meet ~~both the~~ standards in Table 22-1 (~~maximum~~
9 ~~floors and~~ maximum feet) and any zoning overlay standard.

10 **Table 22-1: Maximum Building Heights**

Height Standard	Zone									
	Single-Family Zones (R-S, R-1, R-2, R-2(A))	UR3 ¹	UR4	NB	B	MU	LI1	LI2	HI	AG
Maximum Floors	n/a	4	See map	See map	See map	See map	See map	See map	See map	3
Maximum Feet	28'	50'	See map	See map	See map	See map	See map	See map	See map	35'

11

<u>Height standard</u>	<u>Zone</u>											
	<u>NR-C</u>	<u>NR</u>	<u>UR-4¹</u>	<u>UR-7</u>	<u>MU-4</u>	<u>MU-7</u>	<u>MU-15</u>	<u>MU-25</u>	<u>LI-MU</u>	<u>LI</u>	<u>HI</u>	<u>AG</u>
<u>Intended Number of Floors</u>	<u>3</u>	<u>3</u>	<u>4</u>	<u>7</u>	<u>4</u>	<u>7</u>	<u>15</u>	<u>25</u>	<u>7</u>	<u>10</u>	<u>10</u>	<u>3</u>
<u>Maximum Feet</u>	<u>35'</u>	<u>35'</u>	<u>45'</u>	<u>75'</u>	<u>50'</u>	<u>80'</u>	<u>160'</u>	<u>260'</u>	<u>80'</u>	<u>100'</u>	<u>100' ⁽²⁾</u>	<u>35'</u>

¹ If located within an historic overlay, the maximum height is limited to three floors or thirty-eight feet in maximum height, with the maximum height to the eaves at the side lot line twenty-four feet. (see Figure 22-1).

² See EMC 19.22.070

Figure 22-1: Where to Measure Eave Height



2. *Detached Accessory Residential Buildings.* Maximum building heights for detached accessory residential buildings are set forth in Table 22-2 below.

Table 22-2: Maximum Detached Accessory Residential Building Heights

Development Site	<u>Zone</u>		
	<u>Single Family Zones (R-S, R-1, R-2, R-2(A))</u> <u>Neighborhood Residential</u>	<u>UR3</u> <u>UR-4</u>	<u>UR4</u> <u>UR-7</u>
Alley lots	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
Nonalley lots	1 1/2 floors up to 18' maximum	2 floors up to 24' maximum	2 floors up to 24' maximum

3. *Accessory Dwelling Units.* The maximum building height for accessory dwelling units is twenty-eight feet for alley lots and twenty-four feet for non-alley lots, except that accessory dwelling units located within a principal dwelling unit may meet the height of the zone.

4.—See EMC 19.22.090 for height limits on other accessory uses and structures.

B. *Minimum Building Heights.* In order to encourage efficient use of property within ~~Metrol~~ Everett mixed-use centers, and along streets designated as transit-oriented development (see Map 33-1

in Chapter 19.33 EMC), minimum building heights are required for principal buildings as set forth below.
There is no minimum height requirement for accessory buildings.

Table 22-3: Minimum Building Heights

Building Type	Zone or Street Designation			
	UR3	UR4	MU	MU on TOD Street
Principal Building	2 floors	2 floors	2 floors	4 floors
Accessory Building	No minimum	No minimum	No minimum	No minimum

	<u>Neighborhood Nodes</u>	<u>Community Hubs</u>	<u>Metro Everett</u>	<u>TOD Streets</u>
<u>Minimum Building Height</u>	<u>2 floors</u>	<u>3 floors</u>	<u>3 floors</u>	<u>4 floors ⁽¹⁾</u>

⁽¹⁾ Except in a historic overlay

C. Development of affordable housing for low-income households on real property owned or controlled by a religious organization may exceed the underlying building height limit by 10'.

Incentive Height Maximums. Where Map 22-1 includes a range of maximum building heights (e.g., five to eight floors), the lower number is referred to as the “base height maximum” and the higher number is referred to as the “incentive height maximum.” A building may be built to the base height maximum without application of the development heights incentive program. See development height incentives program (EMC 19.22.080).

19.22.030, WHERE HEIGHT REDUCTIONS ARE REQUIRED.

A. ~~Intent.~~ The following requirements are intended to promote compatibility between areas with different permitted heights and different permitted uses. The following instances might require reduction in allowed building heights:

- ~~1. Where multifamily zones abut single family zones;~~
- ~~2. Where commercial zones abut single family zones;~~
- ~~3. Where industrial uses abut single or multifamily zones;~~
- ~~4. Where development is within the airport compatibility area.~~

B. ~~Height Reductions—Adjacency, Table.~~

~~1. Table 22-4 requires height reductions where a development site is in a zone identified in Column A and which abuts an adjacent zone shown in Column B. In these circumstances, the development must adhere to the height limits in the adjacent zone (from Column B) for the distance specified in Column C. If the proposed development abuts a residential zone that is not within the city limits, the height limits assumed will be twenty-eight feet.~~

~~2. The measurement of distance from the building to adjacent zone is from adjacent zone boundary, except where the adjacent zone boundary is along the centerline of a street or alley,~~

the measurement shall be made from the property line across an alley or street in the adjacent residential zone.

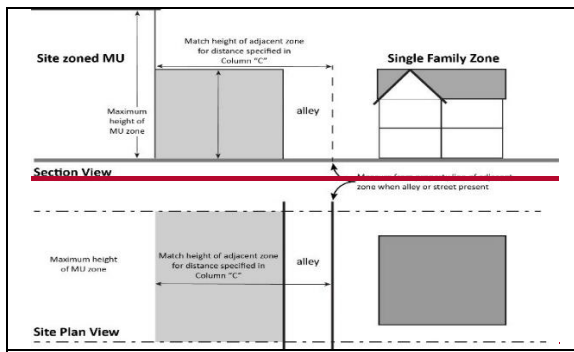
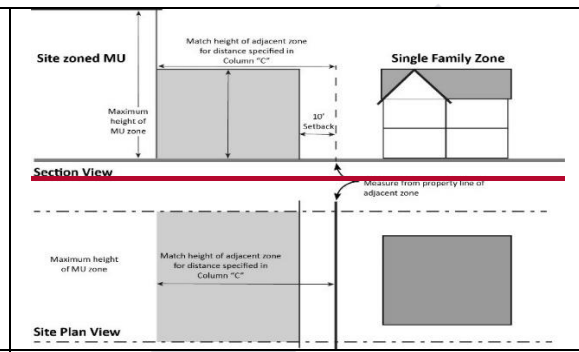
3. See Figure 22-2 for illustration of how these reductions are applied.

Table 22-4: Height Reductions

Column A	Column B	Column C*	Column E
Zone(s) (Development Site)	Adjacent Zone	Distance to Match Height to Adjacent Zone	Height Reduction
R-S, R-1, R-2 or R-2(A)	n/a	n/a	n/a
UR3 and UR4	RS, R-1, R-2 or R-2(A)	35'	Height limited to height allowed in adjacent zone within 35' (Column C), then height can meet height of the development zone (Column A).
NB	RS, R-1, R-2 or R-2(A)	35'	Height limited to height allowed in adjacent zone within 35' (Column C), then height can meet height of the development zone (Column A).
B and MU	RS, R-1, R-2, R-2(A), UR3, or UR4	50'	Height limited to height allowed in adjacent zone within 50' (Column C), then height can meet height of the development zone (Column A).
L1	RS, R-1, R-2, R-2(A), UR3, or UR4	75'	Height limited to height allowed in adjacent zone within 75' (Column C), then height can meet height of the development zone (Column A).
L2	RS, R-1, R-2, R-2(A), UR3, or UR4	100'	Height limited to height allowed in adjacent zone within 100' (Column C), then height can meet height of the development zone (Column A).
H1	RS, R-1, R-2, R-2(A), UR3, or UR4	150'	Height limited to height allowed in adjacent zone within 150' (Column C), then height can meet height of the development zone (Column A).

* See EMC 19.22.060 for how this measurement is determined.

Table 22-2: Building Height Reduction Illustration

 <p>Site zoned MU</p> <p>Match height of adjacent zone for distance specified in Column "C"</p> <p>Maximum height of MU zone</p> <p>alley</p> <p>Single Family Zone</p> <p>Section View</p> <p>zone when alley or street present</p> <p>Site Plan View</p> <p>Match height of adjacent zone for distance specified in Column "C"</p> <p>alley</p>	 <p>Site zoned MU</p> <p>Match height of adjacent zone for distance specified in Column "C"</p> <p>Maximum height of MU zone</p> <p>30' Setbacks</p> <p>Single Family Zone</p> <p>Section View</p> <p>Measure from property line of adjacent zone</p> <p>Site Plan View</p> <p>Match height of adjacent zone for distance specified in Column "C"</p>
<p>This illustration shows the point of measurement with an alley.</p>	<p>This illustration shows the point of measurement when the building abuts a single-family zone without an alley. EMC 19.06.020 requires the building to be set back ten feet from the single-family zone, as well.</p>

19.22.030, WHERE HEIGHT REDUCTIONS ARE REQUIRED.

A. Intent. The following requirements are intended to promote compatibility between areas with different permitted heights and different permitted uses. The following instances might require reduction in allowed building heights:

1. Where a zone that allows buildings over seventy feet tall abuts a neighborhood residential zone
2. Where industrial uses abut residential zones;
3. Where development is within the airport compatibility area.

B. Height Reductions—Adjacency, Table.

1. Table 22-4 requires height reductions where a development site is in a zone identified in Column A and which abuts an adjacent zone shown in Column B. In these circumstances, the development must adhere to the height limits in the adjacent zone (from Column B) for the distance specified in Column C. If the proposed development abuts a residential zone that is not within the city limits, the height limits assumed will be twenty-eight feet.

2. The measurement of distance from the building to adjacent zone is from adjacent zone boundary, except where the adjacent zone boundary is along the centerline of a street or alley, the measurement shall be made from the property line across an alley or street in the adjacent residential zone.

3. See Table 22-5 for illustration of how these reductions are applied.

1

Table 22-4: Height Reductions

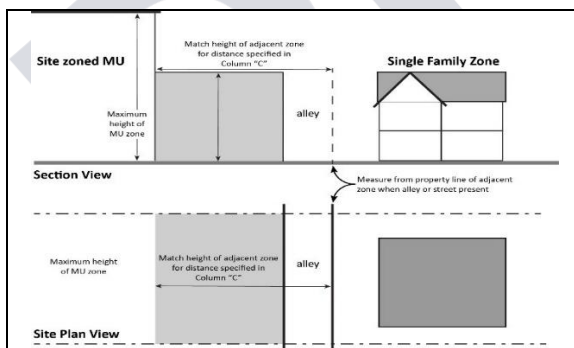
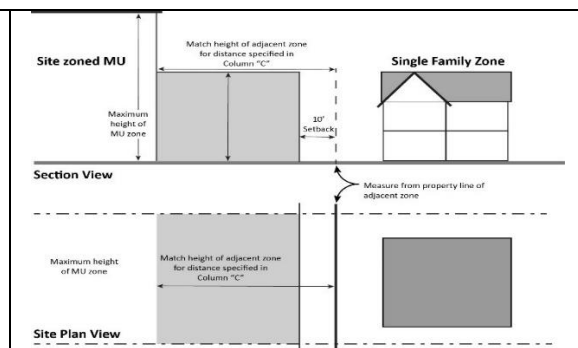
<u>Column A</u>	<u>Column B</u>	<u>Column C*</u>	<u>Column E</u>
<u>Zone(s)</u> <u>(Development Site)</u>	<u>Adjacent Zone</u>	<u>Distance to</u> <u>Match Height to</u> <u>Adjacent Zone</u>	<u>Height Reduction</u>
<u>UR-7, MU-7, MU-15, LI-MU, LI</u>	<u>NR</u>	<u>50'</u>	Height limited to height allowed in adjacent zone within 50' (Column C), then height can meet height of the development zone (Column A).
<u>LI-MU</u>	<u>NR or UR4</u>	<u>75'</u>	Height limited to height allowed in adjacent zone within 75' (Column C), then height can meet height of the development zone (Column A).
<u>LI</u>	<u>NR or UR4</u>	<u>100'</u>	Height limited to height allowed in adjacent zone within 100' (Column C), then height can meet height of the development zone (Column A).
<u>HI</u>	<u>NR or NR-C</u>	<u>150'</u>	Height limited to height allowed in adjacent zone within 150' (Column C), then height can meet height of the development zone (Column A).

2

* See EMC 19.22.060 for how this measurement is determined.

3

Table 22- 5: Building Height Reduction Illustration

	
<p><u>This illustration shows the point of measurement with an alley.</u></p>	<p><u>This illustration shows the point of measurement when the building abuts a neighborhood residential zone without an alley. See EMC 19.06 for building setback requirements.</u></p>

19.22.040, AIRPORT COMPATIBILITY AREA.

In order to protect the health, welfare, safety and quality of life of the general public, property owners and aircraft operators and to protect the long-term viability of Paine Field, new development within the airport compatibility area may be subject to height reductions. See Chapter 19.17 EMC.

19.22.060, HOW HEIGHTS ARE MEASURED.

A. *Overview.* Building heights may be measured by ~~the number of stories (floors) and/or by~~ total feet permitted. Where the height limits show both floors and feet, both standards must be met. Where maximum building heights are shown in floors only, how the height of floors is calculated is explained in subsection (D) of this section.

B. *Where Heights Are Measured From.* The base elevation of a building. ~~Where heights are measured from depends on the zone or location, and whether the site has alley access or is sloped and subject to subsection (B)(4) of this section.~~

~~1.—Commercial Zones.~~ The height of buildings shall be measured from the average sidewalk elevation at the front lot line or, where no sidewalk exists, the average of the record profile grade elevation of the street abutting the principal frontage of the building, as determined by the public works department.

~~2.—Industrial Zones.~~ The height of buildings shall be the number of floors from the base elevation of a building to the highest point of the roof, exclusive of building appurtenances.

~~3.—Residential Zones.~~ Building height measurements in residential zones depend on the zone and/or the overlay that might be applied.

~~a.—UR4 Zone.~~ The height of buildings shall be measured from the average sidewalk elevation at the front lot line or, where no sidewalk exists, the average of the record profile grade elevation of the street abutting the principal frontage of the building, as determined by the public works department.

~~b.—Historic Overlay Zones.~~ Where a residential zone includes an historic overlay, the height of buildings shall be measured from the average sidewalk elevation at the front lot line or, where no sidewalk exists, the average of the record profile grade elevation of the street abutting the principal frontage of the building, as determined by the public works department.

~~c.—Other Residential Zones.~~ The height of buildings shall be the number of floors and vertical distance from the base elevation of a building to the highest point of the roof, exclusive of building appurtenances.

4.1. Exceptions for Height Measurements. The following are exceptions to how heights are measured ~~outlined in subsections (B)(1) through (B)(3) of this section.~~

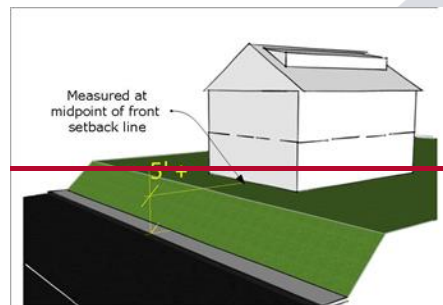
a. Historic Overlay Zones. Where a parcel is within an historic overlay, the height of buildings shall be measured from the average sidewalk elevation at the front lot line or, where no sidewalk exists, the average of the record profile grade elevation of the street

abutting the principal frontage of the building, as determined by the public works department.

~~a. *Alley Access Accessory Buildings.* Accessory residential buildings or detached accessory dwelling units which are accessed from an alley shall measure building heights from the average alley elevation at the rear lot line.~~

~~b. *Steeper Sites.* Any zone in which building heights are determined based on the sidewalk elevation at the front lot line and where a site for development has a difference in existing grade between the sidewalk and midpoint of the front setback line of five feet or more, the height shall be determined as the number of floors and vertical distance from the base elevation of a building to the highest point of the roof, exclusive of building appurtenances.~~

Figure 22-3: Height Measurement for Steeper Sites



5. *Where to Measure Height Reductions From.* Where height reductions are required for buildings due to being adjacent to residential zones (see EMC 19.22.030), the measurement of distance from the building to adjacent zone is from adjacent zone boundary, except where the adjacent zone boundary is along the centerline of a street or alley, the measurement shall be made from the property line across an alley or street in the adjacent residential zone. See **Figure Table 22-2 5**.

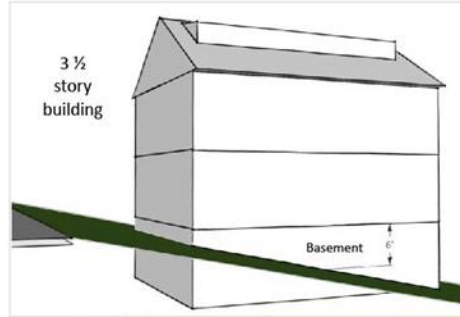
C. *Where Building Heights Are Measured To.* Building heights are the vertical distance from the point identified in subsection (B) of this section of a building to the highest point of the roof, exclusive of building appurtenances. "Building appurtenance" means elevator overtravel/mechanical equipment, deck railings, chimneys, steeples, television and radio antennas, ham radio antennas, television dish antennas, flagpoles, and vent pipes in any zone, and mechanical systems in zones other than ~~single-family zones~~ the neighborhood residential zone, and other similar features, excluding signs, which are customarily located on or above the roof of a building.

~~D. *What Floors Are Included in Height.*~~

~~1. *The number of floors or stories shall include all floors located above where heights are measured from (sidewalk or base elevation).*~~

~~2. **Basement.** A story located below a story which has its finished floor surface more than six feet above the point of height measurement (sidewalk or base elevation) for fifty percent or more of the total building perimeter, shall be considered a story.~~

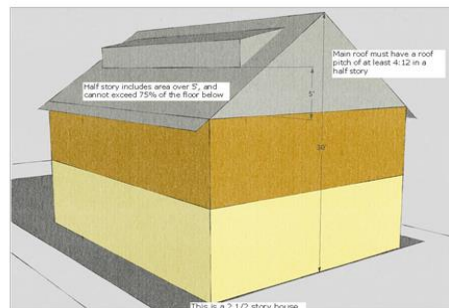
Figure 22-4 2: When Basements Are Included in Height



~~3. **Underground.** Any floors underground which are not counted as a story in subsection (D)(2) of this section are not included in the overall floor or story limits for building heights.~~

~~4. **Half Story.** A half story is a usable living space within a sloping roof (minimum pitch of 4:12), usually having dormer windows for lighting and where the calculated total gross floor area, not counting floor area with a net floor-to-ceiling distance less than five feet, is no greater than seventy-five percent of the floor below.~~

Figure 22-5 3: Half Story Illustration



~~**E. How High Is a Floor or Story.**~~

~~1. **Total Floor or Story Calculation.** The number of floors shall be calculated as follows:~~

~~a. **Commercial and Industrial Zones.**~~

~~(1) **First floor:** fifteen feet.~~

~~(2) **Upper floors:** ten feet.~~

~~b. **Residential Zones.** All floors calculated at ten feet.~~

~~2. **How to Calculate Floors with Different Heights.**~~

a. Any habitable floor with a height less than the numbers shown above shall be considered a floor. For example, a building in a commercial zone with a first floor height of twelve feet and four upper floors of nine feet is considered five floors.

b. Any floor with a height greater than shown above is allowed but shall be calculated as a fraction of the floor limits. For example, a building with five upper floors each measuring twelve feet would count as six floors ($5 \times 1.2 = 6$) for determining maximum floor height limits.

3. *Fractions.* Any fractions shall be rounded down to the next whole number, except that when this computation results in a fraction which equals 0.5 or larger, the number is rounded up to the next whole number. For example, a calculation of 6.4 floors is rounded down to six floors, while a calculation of 6.5 floors is rounded up to seven floors. A residential building with two floors at fourteen feet would be considered a three-floor building ($2 \times 1.4 = 2.8$, or three floors).

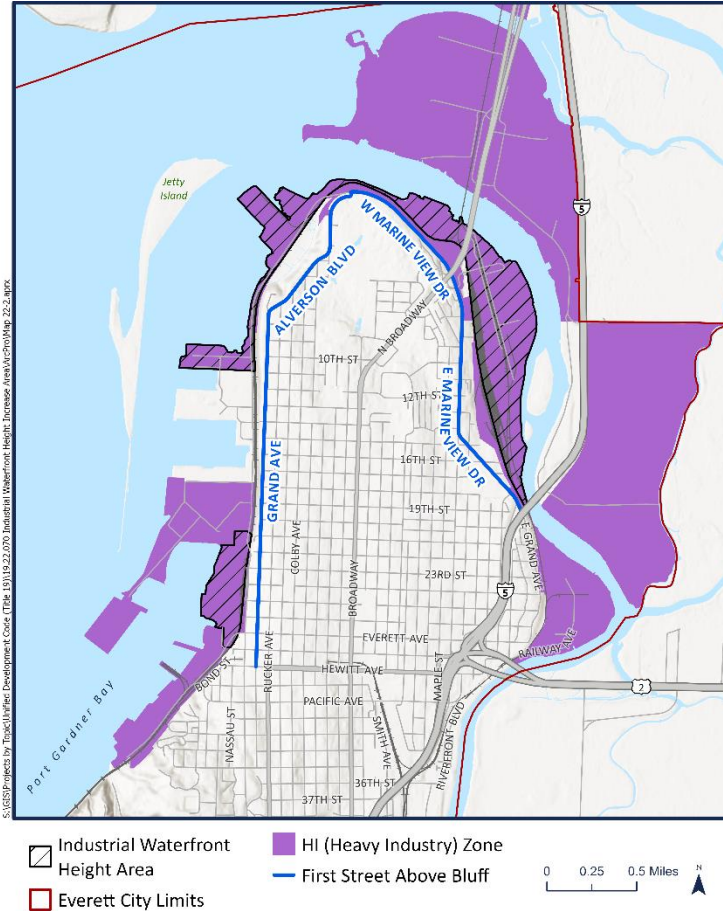
19.22.070, EXCEPTION FOR HEIGHTS IN INDUSTRIAL ZONES.

In those areas zoned for industrial use, ~~additional heights~~ different height limits are sometimes necessary to ~~accommodate~~ balance industrial activities with water views. ~~The following provisions allow for additional heights above what is shown in Map 22-2.~~

A. ~~Industrial Zones Along Waterfront~~ Height Area. For those areas zoned industrial and waterward of the BNSF rail tracks, with access to the marine shorelines or the Snohomish River shown as "Industrial Waterfront Height Area" in Map 22-2 below, the maximum building height shall be 55 feet.

1

Map 22-2: Industrial Waterfront Height Area



2

1. ~~a.~~ Within the Industrial Waterfront Height Area, an additional two floors may be approved with Review Process III after review of a viewshed analysis that demonstrates the following:

~~1.a.~~ The increased height is necessary to support water dependent industrial activities on the property;

~~2.b.~~ The increased height will not obstruct the view of a substantial number of residences for those areas adjoining the shoreline; and

~~3.c.~~ The increased height will not cause adverse impact on views from adjoining public parks or public open spaces.

B. Industrial Zones Near Paine Field. Aircraft manufacturing plants are permitted to have a building height of one hundred sixty feet within the Paine Field airport compatibility area.

19.22.080, DEVELOPMENT HEIGHT INCENTIVES PROGRAM.

A. Purpose. The intent of the development height incentives program established in this section is to allow additional building height in exchange for the developer's contribution to programs set forth in this section.

B. Overview. Maximum building heights for principal buildings are set forth in Map 22-1. Where Map 22-1 includes a range of maximum building heights (e.g., five to eight floors), the lower number is referred to as the "base height maximum" and the higher number is referred to as the "incentive height maximum." A building may build to the base height maximum without application of the development height incentives program. In order to achieve the incentive height maximum, a development must comply with this section.

C. How to Receive Additional Heights. The maximum building height of a principal building may be increased to the incentive height maximum indicated in Map 22-1 when development meets one or more of the program options and requirements set forth in Table 22-5. These options permit an increase in floor heights as indicated and may be combined with more than one public benefit for additional floor heights, not to exceed the incentive height maximum indicated in Map 22-1.

Table 22-5: Development Height Incentive Standards

Benefit Provided	Height Incentive Offered
Housing	
Affordable housing provided on or off site	5:1 Five square feet additional floor area for each one square foot of affordable housing
Fee in lieu of (affordable housing)	2:1 Two square feet additional floor area for each one square foot of affordable housing
Historic Building Preservation	
Transfer of development rights from place on city register of historic places	5:1 Five square feet for each one square foot of development rights transferred from historic place
Green Building	
Buildings certified by Green Building Council or equivalent	Gold — 50% of the incentive height maximum Platinum — 100% of the incentive height maximum
Public Parking	
Dedicated public parking (above ground floor in structured parking) (This incentive is only offered in Metro Everett)	4:1 Four square feet for each one square foot of public parking dedicated for public use (deed restricted)
Dedicated public parking (below ground) (This incentive is only offered in Metro Everett)	6:1 Six square feet for each one square foot of public parking dedicated for public use (deed restricted)
Public Art	

Benefit Provided	Height Incentive Offered
Contribution to city's public art fund or art provided and located as approved by Everett cultural arts commission	1:1 One square foot of additional floor area for each square foot of fees provided based on subsection (D)(9) of this section
Agricultural Land Preservation	
Transfer of development rights from agricultural resource lands	5,000 square feet of additional floor area for each certified development right transferred
Parks, Outdoor and Common Areas	
Public parks	1:2 One square foot for each two square feet of public park dedicated or improved
Additional outdoor and common areas	1:1 One square foot for each one square foot of public open space

D. Requirements for Height Incentive Program.

1. **General.** In order to receive the additional heights shown in Table 22-5 above, development must meet the following requirements for the applicable incentive.

2. **Affordable Housing.**

a. "Affordable housing" means residential housing for low- and moderate-income households as defined in Chapter 3.78 EMC regarding multifamily housing property tax exemption.

b. Affordable housing can be provided on site or off site, or a payment in lieu of providing affordable housing can meet this requirement.

c. **Rent/Sale and Income Restricted.** Any development which receives a height bonus by providing affordable housing shall be required to record a deed restriction which will restrict the rent or sale of the housing units to those households whose income qualifies for this program. The length of the deed restriction shall be no less than fifty years.

d. **Fee-in-Lieu-of Program.** A fee in lieu of, at a reduced ratio of two to one, may be approved by the planning director. See subsection (D)(9) of this section.

3. **Historic Building Preservation.**

a. A development project may provide for the preservation of historic resources through the city's transfer of development rights program.

b. The development rights must be obtained from a building on the city of Everett's register of historic places.

c. Any improvements to buildings from which development rights are transferred will be required to meet city requirements for historic buildings as set forth in a development agreement approved by the planning director.

4. **Green Building.**

a. ~~Additional building height is allowed for buildings certified by the U.S. Green Building Council, or equivalent standards.~~

b. ~~Any use of equivalent green building standards must be approved by the planning director.~~

c. ~~If certification has not been achieved at the time the first certificate of occupancy is issued for the building, the developer shall post a performance bond in a form acceptable to the city. The performance bond shall be based on the value of land per square foot of building in the area of the city in which the proposed development is located. The developer will forfeit the performance bond if green building certification is not achieved within one year of the city's issuance of the certificate of occupancy. The city reserves the right to use the funds for any purpose, including but not limited to green building improvements to publicly owned buildings.~~

~~5. Public Parking.~~

a. ~~Where Available.~~ This height incentive is only available in Metro Everett.

b. ~~Building Use and Public Parking.~~

~~(1) Residential Parking Spaces.~~ Parking spaces that serve residences during the evening must be made available to the public between seven-thirty a.m. and five-thirty p.m.

~~(2) Nonresidential Parking Spaces.~~ Parking spaces that are dedicated to nonresidential use during the day shall be made available to the public between the hours of five-thirty p.m. and one a.m.

c. ~~Fees.~~ Reasonable, market-rate fees may be charged for public parking. A fee schedule shall be submitted to the planning director annually for review and approval.

d. ~~Term.~~ The property owner will be required to record deed restrictions that show that the city will retain a permanent interest in the public parking as long as the building is occupied. The form and conditions of the deed restrictions must be approved by the city and will be required before a final certificate of occupancy.

~~6. Public Art.~~

a. ~~To receive an incentive height bonus for public art, a developer must contribute fees set forth in subsection (D)(9) of this section to the city of Everett municipal arts fund. In lieu of providing the financial contribution to the fund, the city's cultural arts commission may approve public art to be completed by the developer; provided, that the value of that art equals the fees set forth in subsection (D)(9) of this section.~~

b. ~~All public art shall include a maintenance plan to ensure the public art is properly funded and maintained.~~

~~7. Agricultural Land Preservation.~~

~~a. A development height incentive may be provided where a development severs the development rights from the fee interest of property that is designated as "agricultural lands of long-term commercial significance" by Snohomish County.~~

~~b. The development rights being acquired must be certified by Snohomish County.~~

~~c. Each agricultural development right which is acquired shall entitle the developer to five thousand square feet of additional floor area.~~

~~d. In order to implement this program cooperatively with Snohomish County, the city of Everett adopts Chapter 365-198 WAC, as now or hereafter amended, by reference.~~

~~8. Parks, Outdoor and Common Areas.~~

~~a. To receive an incentive height bonus for public parks, a developer must either:~~

~~(1) Dedicate land to the city as approved by the parks director, mayor and city council; or~~

~~(2) Improve an existing public park or open space, or provide funds in lieu of improvement, in an amount that is equivalent in value of a land dedication, and as approved by the parks director.~~

~~b. To receive an incentive height bonus for outdoor and common areas, the developer shall provide outdoor and common areas in addition to the minimum requirements set forth in EMC 19.09.050.~~

~~9. Fee in Lieu Of.~~

~~a. When Allowed. Where a fee in lieu of is allowed, the determination of the fee must follow the requirements set forth in subsection (D)(9)(b) of this section.~~

~~b. Fee Calculation.~~

~~(1) The in-lieu-of fee is based on the bonus provided. For example, if a developer wishes to pay an in-lieu-of fee to support two floors of affordable housing in return for four bonus floors, the fee is based on the two floors of affordable housing.~~

~~(2) The in-lieu-of fee, as of July 1, 2020, is based on the zoning designation and values set forth below. The fee will be adjusted annually based on the adjustment process set forth in EMC 16.72.020.~~

~~(A) Mixed urban zone: seven dollars and fifty cents per square foot.~~

~~(B) Light industrial zone(s): six dollars per square foot.~~

~~(C) Multifamily (UR3 and UR4) zones: five dollars per square foot.~~

~~Fee Calculation Example No. 1: A developer wishes to provide a fee in lieu of providing affordable housing in the urban mixed zone. The developer wishes to support two floors of affordable housing, which would provide a height bonus of four additional floors. The floorplates of the upper floors are seven thousand~~

five hundred square feet. The in-lieu-of fee would be one hundred twelve thousand five hundred dollars based on 2020 rates. ($2 \times 7,500 \times \$7.50 = \$112,500$.) In this example, the developer would have four additional floors, or thirty thousand square feet of gross floor area, in exchange for an affordable housing fee of one hundred twelve thousand five hundred dollars.

Fee Calculation Example No. 2: A developer wishes to build one additional floor and provide to the city's public art fund. The gross floor area of that incentive floor is seven thousand five hundred square feet. The in-lieu-of fee would be fifty-six thousand two hundred fifty dollars based on 2020 rates. ($7,500 \times \$7.50 = \$56,250$.)

~~c. **City Funds.** Any fees accepted by the city shall be deposited into city funds to be used for the purpose for which they were deposited. The city will annually account for the deposit and expenditure of the funds provided in lieu of the developer providing the required benefit.~~

19.22.090, OTHER ACCESSORY STRUCTURES AND APPURTENANCE HEIGHT LIMITS.

A. Antennas.

1. Except for amateur radio towers and antennas as set forth in subsection (A)(2) of this section, the height of any antenna shall not exceed five feet above the maximum permitted building height above the base elevation of the principal building and shall not exceed the horizontal distance between the base of the antenna and the nearest property line.

2. Amateur radio towers and antennas for use by a noncommercial, licensed amateur operator shall be allowed if they:

- a. Do not exceed the height of sixty-five feet above the base elevation of the principal building;
- b. Are located and constructed in a manner that will prevent it from falling onto adjoining properties;
- c. Do not interfere with nearby utility lines, etc.;
- d. Are not located within any required setback area.

3. An amateur radio tower or antenna may exceed sixty-five feet above the base elevation of the principal building if approved by the planning director using Review Process II described in EMC Title [15](#), Local Project Review Procedures. In order to approve an antenna or tower height which exceeds sixty-five feet above the base elevation of the principal building, the planning director shall approve the minimum height necessary to reasonably allow for transmission and reception of radio signals, and the antenna or tower shall:

- a. Be located and constructed in a manner that will prevent it from falling onto adjacent properties;
- b. Not interfere with nearby utility lines;
- c. Not be located within any required setback area.

B. Other Building Appurtenances.

1. Except as provided in subsection (A) or (B)(2) of this section, no building appurtenance shall exceed a height of five feet above the maximum height allowed in the zone for the principal building, unless the planning director determines that the appurtenance must be above such height for proper operation.

2. The planning director, using the review process described in EMC Title 15, Local Project Review Procedures, may allow an atrium appurtenance which does not increase the floor area of the building but which allows for passive solar energy usage to exceed the maximum building height allowed by the zone in which the subject property is located by not more than twenty percent of the maximum permitted building height. In reviewing such a proposal, the planning director shall not approve the proposed building appurtenance if it would significantly obstruct views from and solar access for surrounding properties.

C. Places of Worship and Steeples. Places of worship shall comply with the height requirements of this chapter. Steeples may exceed the maximum building height.

D. Flags. The maximum height of flagpoles shall be in accordance with the height standard on that property. (See EMC 19.36.030 for additional standards for size of flags.)

E. Signs. See EMC 19.36.040 for height of freestanding signs.

F. Towers for Aboveground Utility and Communication Facilities. Towers associated with aboveground utility and communication facilities and all ancillary structures, that when allowed to be located in or within two hundred feet of residential zones, the height of any tower shall not exceed the horizontal distance between the base of the tower and the nearest residential property line.

19.22.100, MODIFICATION OF BUILDING HEIGHTS.

A. General. An applicant may propose and the planning director, using the Review Process II described in EMC Title 15, Local Project Review Procedures, may allow an applicant to deviate from the building height standards, provided the proposal satisfies the evaluation criteria of this section. In evaluating such a proposal, the planning director, using the criteria in subsection (C) of this section, shall determine if the alternative design or plan provides superior results to that which would be required by compliance with the development standards of this chapter.

B. Building Height Standards That Can Be Modified.

1. The following development standards in this chapter can be modified:

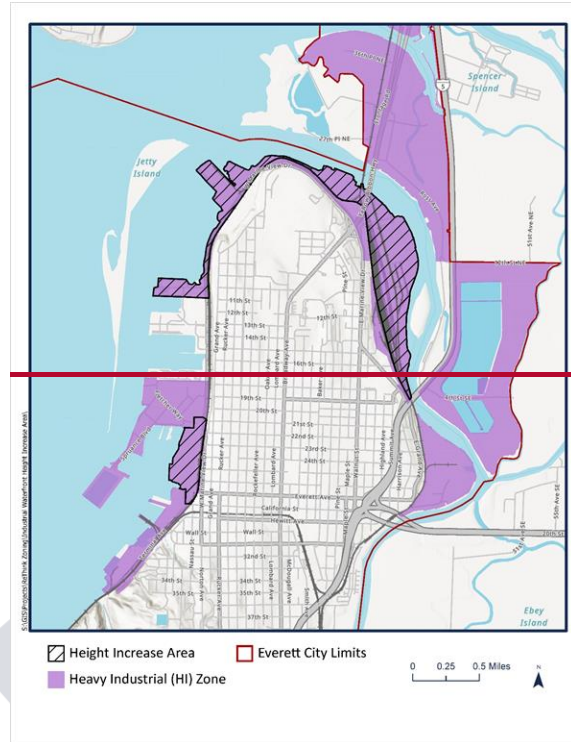
- a. Minimum building heights;
- b. How heights are measured; provided, however, that a view analysis is required if visible from adjoining properties;

2. The following development standards cannot be modified:

- a. Maximum building heights (Table 22-1);

1

Map 22-2: Industrial Waterfront Height Increase Area



2
3

4

CHAPTER 19.25 LAND DIVISION GENERAL EVALUATION CRITERIA

19.25.040 Evaluation criteria—Subdivision, short subdivision, unit lot land division, alteration or vacation.

An application that complies with all of the following general evaluation criteria listed below, the requirements of Chapters 19.24 through 19.27 EMC and this title, and applicable city standards shall be approved. In any such approval, the city shall make written findings that the application has made appropriate provisions in accordance with the requirements of this section. An application that does not comply with these criteria shall be denied by the city.

A. *Public Use and Interest.* The proposed project and design shall promote the public use and interest in accordance with the standards established by the state, city, and Chapters 19.24 through 19.27 EMC and this title;

B. *Public Health, Safety, and General Welfare.* The proposed project and design shall promote the public health, safety and general welfare in accordance with the standards established by the state, city, and Chapters 19.24 through 19.27 EMC and this title;

C. *Comprehensive Plan.* The proposed project and design shall conform to the general purposes of the comprehensive plan;

D. *Unified Development Code.* The proposed project and design shall meet the requirements of this title, including but not limited to the following:

1. Chapter 19.06 EMC, Lots, Setbacks and Residential Densities;
2. Chapter 19.26 EMC, Land Division Development Standards or Chapter 19.27 EMC, Unit Lot Land Divisions;
3. Chapter 19.30 EMC, Flood Damage Prevention;
4. Chapter 19.33 EMC, Streets, Sidewalks and Pedestrian Circulation;
5. Chapter 19.34 EMC, Parking, Loading and Access Requirements;
6. Chapter 19.35 EMC, Landscaping;

E. *Natural Environment.* The proposed project and design shall meet the requirements of environmentally sensitive area regulations of this title and Chapter 19.43 EMC, Environmental Policy, and the State Environmental Policy Act, Chapter 197-11 WAC, if applicable;

F. *Drainage.* The proposed project and design shall meet the requirements of the city's drainage regulations in EMC 14.28 the stormwater management program (SWMP) and design and construction standards and specifications;

G. *Open Space and On-Site Recreation.* The proposed project and design shall meet the requirements for open space and on-site recreation as defined in Chapter 19.09 EMC ~~and EMC 19.12.210~~. These requirements are based on the type of use proposed and zoning designation of the property;

H. *Public Facilities*. The proposed project shall be consistent with all regulations and requirements in EMC Titles 14 and 16, the design and construction standards and specifications, and other adopted plans and policies, including the following:

1. Adequate water supply to city standards;
2. Adequate sewage disposal to city standards;
3. Appropriate surface water management to city standards;
4. Adequate fire protection and hydrants to city standards;
5. Appropriate vehicular and nonmotorized access designed to meet city standards for anticipated uses within the project;
6. Provisions for all appropriate deeds, dedications, and all other easements;
7. Provisions made for access to and maintenance of all common facilities; and
8. Transportation systems for both motorized and nonmotorized travel modes, including: streets, alleys, sidewalks, transit stops, bike lanes, and safe pedestrian routes to schools and schoolgrounds. This includes connections to existing and planned facilities;

I. *Existing Public Services*. The proposed project shall be designed to not adversely impact the following public services:

1. Police;
2. Fire;
3. Parks; and
4. Schools;

J. *Floodplain*. The proposed project and design shall meet the requirements of this title and flood damage prevention requirements in Chapter 19.30 EMC;

K. *Landscaping Standards*. The proposed project and design shall meet the landscaping standards as established in Chapter 19.35 EMC.

CHAPTER 19.26 LAND DIVISION DEVELOPMENT STANDARDS

19.26.010 APPLICABILITY.

Unless otherwise indicated in each section below, these standards apply to all divisions of land in the city, including subdivision, short subdivision, unit lot subdivision and alteration or vacation. Also refer to Chapter 19.06 EMC, Lots, Setbacks and Residential Densities, and Chapter 19.08 EMC, Neighborhood Residential ~~Uses and~~ Development Standards.

CHAPTER 19.29 PLANNED DEVELOPMENT OVERLAY

19.29.030 MINIMUM LOT AREA.

The minimum lot area required for property proposed for a PDO shall be:

- A. MU zones—one acre;
- B. LI~~2~~ zone—twenty acres;
- C. HI zone—five acres;
- D. Residential zones—one acre;
- E. All other ~~commercial or industrial~~ zones—two acres.

CHAPTER 19.33 – STREETS, SIDEWALKS AND PEDESTRIAN CIRCULATION

19.33.010, APPLICABILITY AND USER GUIDE

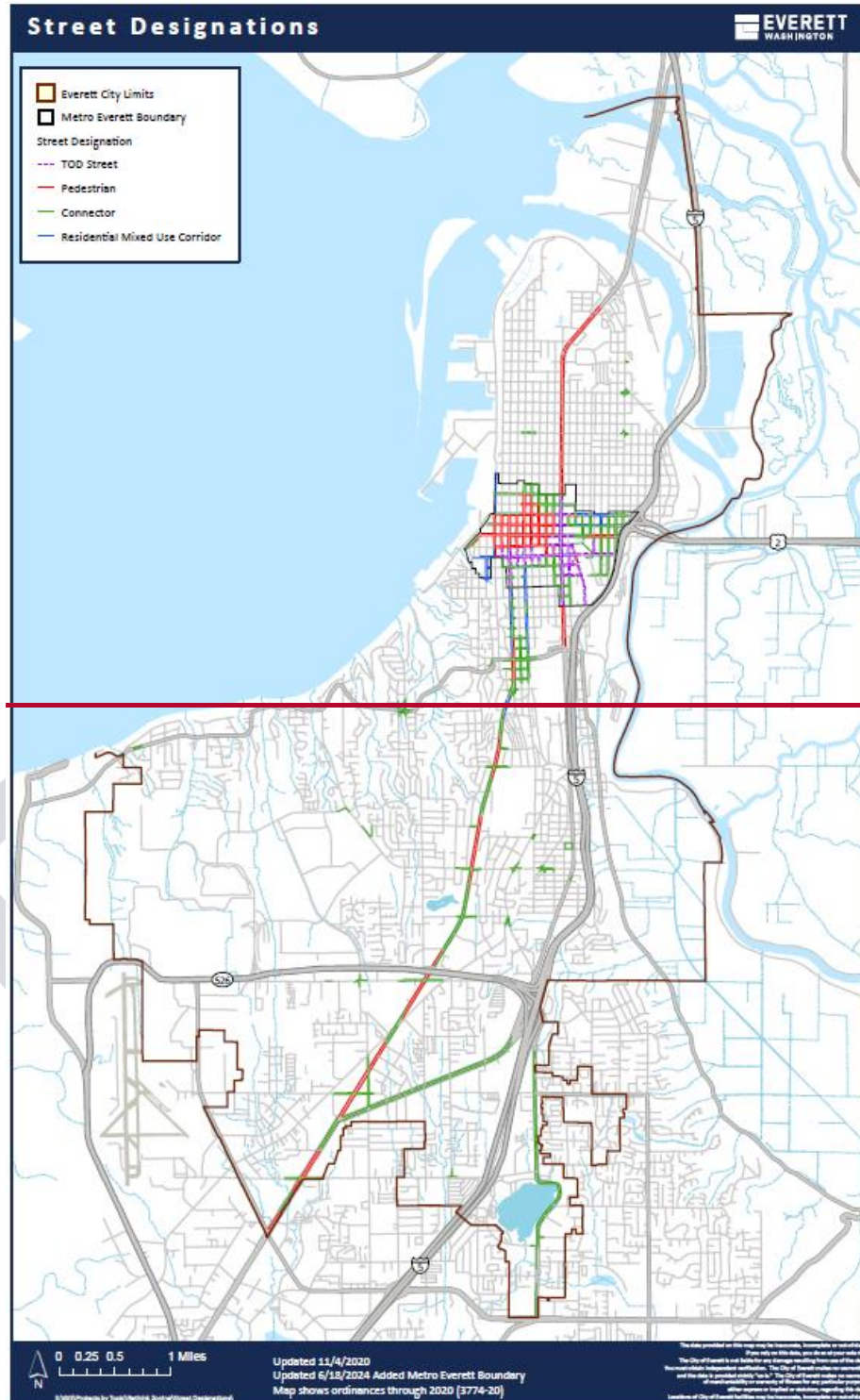
This chapter contains regulations concerning public sidewalks, pedestrian connections to public sidewalks, and internal pedestrian circulation within private property. It is intended to supplement the standards in EMC Title 13, Streets and Sidewalks, and the city's design and construction standards and specifications (DCSS). Detailed specifications and standard drawings for public streets and private access drives may be found in the DCSS. Where there is a conflict, the most restrictive regulations shall prevail.

19.33.020, STREET DESIGNATIONS

The designations established herein serve as a basis for application of development standards in the land use code. They are not to be confused with the functional street classification system used by the city, state and federal government for transportation planning.

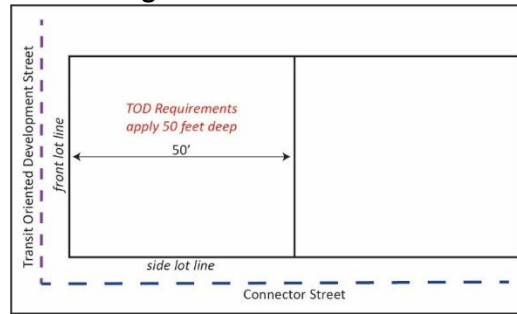
- A. Street Type Designations Map. Streets within Everett may have one of four street types designated: transit oriented development street (TOD), pedestrian street, connector street and residential mixed-use corridor. All other streets are considered undesignated. These street types function as a design and use overlay. For example, some uses may be prohibited outright along TOD or pedestrian streets, or the use may be prohibited on the ground floor of a building. Sidewalk, window transparency and other design standards may also be different based on the street designation. Use restrictions by street type are included in Chapter 19.05 EMC. Please refer to Chapter ~~19.12~~19.09 EMC for additional development standards for these street types.





B. Corner Lots. For corner lots with more than one street type designation, the most restrictive street type designation applies to that portion of the lot measured fifty feet in depth from the lot line adjoining the designation. See Figure 33-1 for how to apply this requirement.

Figure 33-1: Corner Lots



C. How development standards are applied to specific properties based on street designations. When a lot or lots have frontage on a public street with one of the street designations shown on Map 33-1, certain development standards will be different than if the property fronted on a street without a street designation. The following standards are affected by street designations, as shown in Table 33-1:

1. Uses (Chapter 19.05 EMC, Tables 5-1 through 5-5);
2. Structured parking (EMC [19.12.110](#)[19.09.230](#));
3. Weather protection (EMC [19.12.120](#)[19.09.240](#));
4. Building transparency (EMC [19.12.130](#)[19.09.250](#));
5. Public sidewalk requirements (EMC 19.33.030);
6. Heights for principal and accessory buildings (EMC 19.22.020).

Table 33-1: Structured Parking, Weather Protection, Transparency, Sidewalk Requirements and Building Height by Street Type

Standard:	STREET TYPE DESIGNATION (see Map 33-1)				
	TOD	PEDESTRIAN	CONNECTOR	RESIDENTIAL MIXED-USE	UNDESIGNATED
Structured Parking Frontage Standards	See 19.12.110. Standards below are maximum distance a parking structure at the ground floor may occupy on various street designations.				
Structured parking integrated with other building (accessory use)	10% of front building facade	25% of front building facade	50% of front building facade	50% of front building facade	50% of front building facade(3)
Stand-alone parking structure (principal use)	25 feet	25 feet	50 feet	75 feet	100 feet(3)
Structured Parking Setback Standards	See EMC 19.12.110.				
Front, side and rear(1)	See underlying zone setback requirements and limits on frontage set forth above.				

Standard:	STREET TYPE DESIGNATION (see Map 33-1)				
	TOD	PEDESTRIAN	CONNECTOR	RESIDENTIAL MIXED-USE	UNDESIGNATED
Below grade	0 feet				
Weather Protection	See EMC 19.12.120.				
Length, minimum	90% of front building facade	75% of front building facade	45% of front building facade		Same width as entrance
Depth, minimum	8 feet from front building facade	6 feet from front building facade			3 feet from front building facade
Height above sidewalk	8 feet, minimum 15 feet, maximum				
Transparency	See EMC 19.12.130.				
Percent comprised of windows and/or doors with clear glass (2'-10')	90%	60%	45%	45%	See blank walls (Chapter 21.040 EMC)
Sidewalk Standards	See EMC 19.33.030.				
Frontage Zone Width	2' min 6' desirable	2' minimum 6' desirable	None	None	None
Ped Clear Zone Width	8' minimum 10' desirable	8' minimum	6' min.	per city engineer	per city engineer
Landscape/Furniture Zone Width	6' minimum 8' desirable	6' minimum	6' min.	4' min.	per city engineer
Total Min. Width	16' min.	16' min.	12' min.	10' min.	6' min.
Sidewalk Treatments	See EMC 19.33.040.				
At least 2 treatments:	Required	Required	Required	N/A	N/A
Minimum Building Height	See EMC 19.22.020(B)(2).				
Principal Building	2-4 floors	N/A	N/A	N/A	N/A
Accessory Building	No minimum	N/A	N/A	N/A	N/A

1 **Table 33-1 Footnotes:**

2 (1) Structured parking garages accessed from the rear with no internal turnaround shall be set back at
3 least twenty five feet from the far side of the alley, except as otherwise approved by city engineer.

4 (2) Refer to Chapter 19.22 EMC for additional building height standards.

5 (3) Applicable only within Metro Everett.

6 **19.33.030, PUBLIC SIDEWALK REQUIREMENTS**

7 A. These standards apply to properties that front on a public street with a designation of TOD,
8 pedestrian, connector or residential mixed-use as shown in Map 33-1. The standards apply when a
9 development is required to install street and alley improvements in accordance with EMC 13.68.020, or
10 as amended. This includes both new development and expansions or alterations of an existing use.

1. Public Sidewalk Standards for Designated Streets.

a. Sidewalks shall be installed on all frontage on public right-of-way, except when authorized within an easement by the city engineer.


b. Sidewalk Width. Sidewalks shall provide frontage zone, pedestrian clear zone, landscape/furniture zone, and total minimum width consistent with Table 33-2.

c. Sidewalk pattern shall carry across the driveway.

2. Undesignated Streets. The standards in this subsection do not apply to streets shown as “undesignated.” Sidewalk improvement standards for undesignated streets are based on the requirements in EMC Title 13 and the city’s design and construction standards and specifications.

B. Historic Overlay Districts. Sidewalks in historic overlay districts shall include color and patterns similar to other sidewalks in the historic overlay as directed by the city’s public works standards.

Table 33-2: Public Sidewalk Widths by Street Designation



STREET TYPE	FRONTAGE ZONE MINIMUM WIDTH	PEDESTRIAN CLEAR ZONE MINIMUM WIDTH	LANDSCAPE/FURNITURE ZONE MINIMUM WIDTH	TOTAL MIN. WIDTH
TOD	2'–6'	8'–10'	6'–8' 8' desirable	16' min
Pedestrian	2'–6'	8' minimum	6' minimum	16' min
Connector	None	6' minimum	6' minimum	12' min
Residential Mixed-Use	None	Per city engineer	4' minimum	10' min
Undesignated	None	Per city engineer	Per city engineer	6' min Per city engineer

See public sidewalk treatment requirements below for specific street designations.

19.33.040, PUBLIC SIDEWALK TREATMENTS

On streets designated in Map 33-1 as TOD, ~~or~~ Pedestrian, or Connector, at least two sidewalk treatments are required from the following list:

A. Special surfacing treatment, such as unit pavers, special materials, and inlays, as approved by the city;

- 1 B. Artwork incorporated into or along the sidewalk which is approved by the city's cultural arts
- 2 commission;
- 3 C. Decorative tree grates;
- 4 D. Decorative clocks;
- 5 E. Informational kiosks;
- 6 F. Landscaping elements, not otherwise required by this title, incorporated into curb bulbs and/or
- 7 sidewalks; or
- 8 G. Other treatments as approved by planning director and city engineer.

9 **19.33.050, EXCEPTIONS TO PUBLIC SIDEWALK STANDARDS**

10 The following exceptions to public sidewalk standards are allowed:

- 11 A. Point Obstructions. Point obstructions, such as power poles, light poles and fire hydrants, may
- 12 encroach into the pedestrian clear zone, but the sidewalk must have clear width remaining to meet
- 13 accessibility requirements.
- 14 B. Steep Topography at Right-of-Way Line. Sidewalks may be located adjacent to the curb when there is
- 15 inadequate right-of-way or in steep topography areas where grading to a full street width would cause
- 16 too great of an impact.
- 17 C. Frontage and Landscape/Furniture Zone Shift. In areas where ground-level active uses are
- 18 anticipated within the building frontage zone, such as sidewalk cafes or merchandise display, frontage
- 19 zones should be designed to be wide enough to accommodate those uses. In no case can an active use
- 20 encroach on the pedestrian clear zone. In rare cases, the furniture zone may be reduced in width when
- 21 approved by the city engineer and planning director in order to maintain the minimum pedestrian clear
- 22 zone and allow for activation of uses in the frontage zone.
- 23 D. Other Considerations at the Direction of the City Engineer. The city engineer may allow a
- 24 modification or reduction of the public sidewalk standards in this chapter in the following circumstances:
- 25 1. The required sidewalk improvements would conflict with existing underground or
- 26 aboveground utilities, including sewer, water, stormwater, or power poles;
- 27 2. A modification of the required sidewalk improvement is necessary to provide a smooth
- 28 transition to an existing sidewalk on the adjacent property, or to an alley where the sidewalk
- 29 intersects the alley; or
- 30 3. The required sidewalk improvement would create a traffic or pedestrian safety hazard, such
- 31 as sight distance problems or conflicts with other ingress/egress locations.

32 **19.33.060, PEDESTRIAN ACCESS TO PUBLIC STREETS – INTERNAL PEDESTRIAN CONNECTIONS.**

- 33 A. This purpose of this section is to provide safe and efficient pedestrian access and emergency services
- 34 access from building entrances to the following: public sidewalks; transit stops; other buildings on the
- 35 same site; parking lots; and common open space areas.

B. Where Required. An exterior pedestrian circulation system shall be required if there are no internal building pedestrian access routes that connect buildings to a public street, parking areas, or other buildings on the site. All dwellings must have exterior pedestrian access routes connecting an entrance to a public street, parking lot, or driveway.

C. Design Requirements.

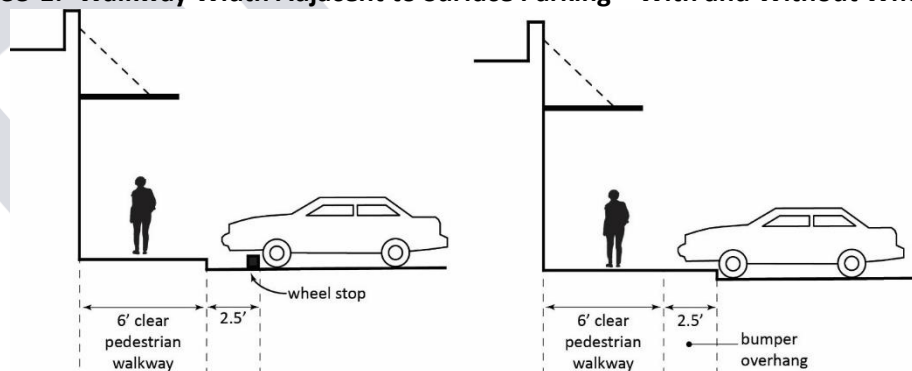
1. All developments with exterior pedestrian circulation systems shall provide connections between building entrances and the public sidewalk, transit stops, off-street parking areas, common open space areas and alleys where applicable. For developments with multiple buildings, provide for pedestrian circulation between all buildings.

2. The exterior pedestrian circulation system shall be a minimum of ~~four~~ three feet wide without obstructions, designed to meet federal, state and local accessibility standards, and where adjacent to driveways and parking areas they shall be separated by landscaping, raised curbs at least six inches high, bollards, or other treatments as approved. The walkway must be a hard surface acceptable per the city engineer.

3. For safety and access, landscaping shall not block visibility to and from a path, especially where it approaches a roadway or driveway.

4. In commercial settings where buildings face onto a parking area rather than the street, provide six-foot-wide walkways adjacent to the facades of retail and mixed-use buildings. This requirement applies where the adjacent parking stalls have wheel stops. When wheel stops are not incorporated, the walkway width shall be increased to a minimum of eight feet six inches.

Figure 33-1: Walkway Width Adjacent to Surface Parking—With and Without Wheel Stops



5. Nonresidential and Multifamily Development. For nonresidential and multifamily developments with ~~sixteen~~ eight or fewer parking spaces, the pedestrian circulation system may be located within an auto travel lane.

~~6. Single-Family Residential Detached, ADUs, and Duplexes. A driveway may be used to meet the pedestrian connection requirement between the building dwelling entrances and the public sidewalk street.~~

19.33.070, LAND DIVISION FOR RESIDENTIAL DEVELOPMENT – PEDESTRIAN ACCESS TO SCHOOLS

A. In all land divisions for residential development, the city may require pedestrian improvements to ensure safe walking conditions are provided between the development and existing schools or schoolgrounds.

B. Pedestrian improvements may be required off-site in order to mitigate a safety hazard created by the development as determined by the city engineer.

C. When a proposed division or redivision of land is on an established school bus route, the applicant may be required to provide a school bus shelter. The city engineer shall make this decision as it relates to the potential needs of the development.

19.33.080, EASEMENTS AND DEDICATIONS.

A. In order to facilitate pedestrian access from a project to proposed and existing streets and to provide access to schools, parks, playgrounds, trails, transit stops or other pedestrian facilities, the city may require perpetual unobstructed pedestrian access easements of at least ten feet in width to these facilities. For land divisions, pedestrian easements shall be shown on the face of the final division map.

B. Where insufficient right-of-way exists to accommodate the full width of the required sidewalk, the city engineer may require either of the following:

1. A public easement for the portion of the sidewalk located on private property; or
2. A dedication of land sufficient to allow the sidewalk to be located entirely within the public right-of-way.

CHAPTER 19.34 – PARKING

19.34.010, PURPOSE AND APPLICABILITY

This chapter establishes the standards for the amount, location, and development of off-street vehicle parking, standards for bicycle parking, standards for on-site loading areas and standards for access to parking from city streets and/or alleys.

A. Purpose. The purpose of this chapter is to ensure parking and loading facilities contribute to a quality and healthy urban environment, encourage the use of shared parking to maximize the efficient use of limited urban space, ~~to~~ reduce the number of vehicle miles traveled, ~~to~~ reduce hazards to public safety, and ~~to reduce impacts to manage~~ on-street parking to benefit of all users.

B. Where Off-Street Parking Requirements Apply. The standards of this chapter apply to all development within the city of Everett including any off-street parking required by the city or put in for the convenience of property owners or users.

C. City of Everett Design and Construction Standards and Specifications for Development. The City of Everett Design and Construction Standards and Specifications for Development, hereinafter referred to as “city design standards,” contain detailed standards for parking lot design, surfacing, and driveways. These standards are administered by the public works director, who has authority to develop,

disseminate, revise, and update design and construction standards and specifications for all work performed pursuant to construction-related permits issued by the city of Everett.

19.34.020, REQUIRED OFF-STREET VEHICLE PARKING SPACES.

The minimum number of required off-street vehicle parking spaces shall be determined in accordance with Table 34-1, unless otherwise set forth in this chapter.

Table 34-1: Off-Street Vehicle Parking Spaces Required

Land Use	Minimum <u>Vehicle</u> Parking Spaces Required*
RESIDENTIAL	Spaces per dwelling unit unless otherwise indicated
<u>Accessory dwelling unit</u>	<u>1, plus required space(s) for principal dwelling; see EMC 19.34.050(C) for exceptions</u>
<u>Dormitories</u>	<u>1 per 3 bedrooms</u>
Day care, family home or adult family home	<u>2</u> 1 per dwelling unit, plus 1 for each staff person on shift not living on premises
<u>Dwelling unit</u>	<u>1 per dwelling unit</u>
Dwelling, <u>micro-housing co-living housing and dormitories</u>	1 per <u>2 dwelling units</u> <u>4 sleeping units</u>
<u>Dwelling, multifamily</u>	See multifamily (EMC 19.34.025)
<u>Dwelling, single-family (1-unit) detached</u>	<u>2 per dwelling unit; where access is from a private drive: 3 per dwelling unit, except 2 per dwelling on a full-frontage lot that has on-street parking</u>
<u>Dwelling, 2- to 4-unit attached; cottage housing</u>	
<u>Group housing, residential care facility</u>	<u>1 per 4 bedrooms, plus 1 per every 2 employees on shift (2 spaces minimum)</u>
<u>Group housing, residential care facility, senior housing, or, extended care facility, including independent living units in congregate care facility, convalescent or nursing homes</u>	Independent Living Units: 0.75 per dwelling unit or see exception in EMC 19.34.050(D) Congregate care, nursing home, etc. where people are assisted with daily activities: 1 for each 4 beds
Permanent supportive housing	As determined by planning director and city engineer, with no less than a minimum of <u>1 per 4 bedrooms, plus</u> 1 per every 2 employees on shift (2 spaces minimum). When allowed to be less than required for <u>multiple-family housing dwellings</u> , must be located within 1,320 feet walking distance of public transit stop, with pedestrian access on sidewalk or safe walking path.
Live/work unit	1 per unit, plus 1 additional space for any unit with 1,500+ square feet of gross floor area
Senior housing	<u>0.75 per dwelling unit</u> <u>Staff and visitor parking as determined by the city engineer and planning director based on a parking analysis</u>

Short-term rentals	For rental of an entire dwelling unit: three off-street parking spaces for any site with on-street parking in front of the site, and no less than four off-street parking spaces for any site without on-street parking in front of the site. For rental of rooms within a dwelling unit: one off-street parking space per guest room.
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Spaces per square feet of gross floor area of building unless otherwise indicated

COMMERCIAL USES

Auto, small truck, boat, motorcycle, RV maintenance	1 per 750 square feet
Commercial storage (e.g., ministorage, self-storage)	1 per 6,000 square feet (not including office) - loading lanes may be included as required parking spaces if not left unattended
<u>Day care center, commercial adult care</u>	<u>2 for each 3 employees on shift</u>
<u>Day care center, commercial childcare</u>	<u>Whichever is greater:</u> <u>1 for each 10 children or</u> <u>2 for each 3 employees on shift;</u> <u>in addition,</u> <u>1 vehicle loading space for each 20 children in location as determined by planning director and city engineer</u>
Entertainment (e.g., theaters, clubs, and other completely enclosed amusement uses)	1 per 5 seats or 1 per 400 square feet, whichever is greater
Food or beverage establishment	1 per 200 square feet
Health club or athletic facility	1 per 300 square feet
Lodging (hotels/motels)	1 per guest room
Medical office and clinics, including: - medical and dental offices, clinics, alternative health care	1 per 300 square feet
Office use, including: - general office; laboratories; financial institutions	1 per 400 square feet
Outdoor recreation, commercial	As determined by planning director and city engineer based on parking analysis
Retail trade and services, bulky merchandise (appliance, furniture)	1 per 1,000 square feet
Retail trade and services, general trade	1 per 400 square feet

Retail trade and services, outdoor including: - auto, boat or trailer sales, retail nurseries, lumberyards, and similar bulk retail uses	1 per 1,000 square feet
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**PUBLIC AND INSTITUTIONAL
USES**

Clubs, lodges, similar uses	1 per 3 persons allowed by building and/or fire codes in the main assembly room or auditorium, plus any parking necessary for eating, drinking establishment on premises
Community and regional parks and recreational facilities	As determined by planning director and city engineer based on parking analysis
Government - limited point of service (e.g., public works yards, fire station, vehicle storage, etc.)	As determined by planning director and city engineer based on parking analysis
Government - administrative and service	As determined by planning director and city engineer based on parking analysis
Hospitals	As determined by planning director and city engineer based on parking analysis
Neighborhood parks and recreational facilities	As determined by planning director and city engineer based on parking analysis
Places of worship or religious facility	1 per 5 seats in the main worship area
Schools (public and private) - elementary and middle, high schools, and institutions of higher education	As determined by planning director and city engineer based on parking and traffic analysis

INDUSTRIAL

Heavy industrial, manufacturing, or assembly	1 per 1,000 square feet, plus parking for office as required
Light industrial, manufacturing, or assembly	1 per 750 square feet, plus parking for office as required
Warehousing and distribution	1 per 2,000 square feet, plus parking for office as required

1 * See exceptions and reductions in EMC 19.34.050 or 19.34.060.

2 **~~19.34.025, MULTIFAMILY OFF-STREET PARKING REQUIREMENTS AND REDUCTIONS.~~**

3 ~~A. Multifamily Off-Street Parking Requirements. The following off-street parking requirements apply to~~
4 ~~multifamily residential development. See Map 34-1 for Metro Everett parking area designations.~~

1

Table 34-2: Multifamily Off-Street Parking Requirements

Off-street Parking by Unit (Bedroom) Size:	Metro Everett Parking Areas (See Map 34-1) Spaces per Dwelling Unit		Outside Metro Everett Spaces per Dwelling Unit
	Area A	Area B	
Studio	0.85	1.00	1.00
1-bedroom	1.00	1.00	1.00
2-bedroom	1.20	1.40	1.50
3-or more bedrooms	1.60	1.90	2.00

2

B. Multifamily Off-Street Parking Reduction Options. Multifamily residential development may reduce required off-street auto parking based on one of three options shown below. These options cannot be used in combination; only one option can be used. A transportation demand management (TDM) plan (EMC 19.34.080) is required for use of any option. For the purpose of this section, “additional reduction factor” is the total number of parking stalls required after a reduction credit is applied. For example, one hundred stalls required with a reduction factor of 0.75 means that seventy-five stalls would be required with the reduction factor applied. The credit in this case would be twenty-five parking stalls.

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Table 34-3: Multifamily Auto Parking Reduction, Option A (Resident Characteristics)

Resident Characteristic:	Additional Reduction Factor
Extremely low-income (30% AMI or below)	0.50
Low-income (60% AMI* or below)	0.65

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* AMI means “area median income” for Snohomish County. Use of this option requires the developer to record a covenant that prohibits use of the property for any purpose other than what was approved unless additional parking is provided.

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Table 34-4: Multifamily Auto Parking Reduction, Option B (Transportation Characteristics)

Transportation Alternatives:	Additional Reduction Factor
Access to frequent transit service* (3-4 trips per hour**)	0.75

Transportation Alternatives:	Additional Reduction Factor
Transportation demand management plan approved by city	0.90

* “Access to frequent transit service” means the building entrance is within one-quarter mile walking distance of a transit stop, except senior housing which must be within five hundred feet walking distance of a transit stop, with the level of frequency noted.

** Frequency of service per hour is calculated between six a.m. and seven p.m. during the work week (Monday through Friday) and is based on scheduled service, not actual performance. Trip counts are one direction.

Table 34-5: Multifamily Parking Auto Reduction, Option C (Development Characteristics)

Transportation Alternatives:	Additional Reduction Factor
Shared parking in a mixed-use building where at least 50% of the gross floor area is nonresidential	0.50*

* This option may only be used where the nonresidential development provides off-street parking consistent with Table 34-1.

How to calculate multifamily off-street parking reductions:
Example 1:
A 20-unit apartment, all with 1 bedroom, in Metro Everett would require 20 auto parking spaces. If these spaces are restricted to very low income residents, then only 10 auto parking spaces would be required if Option A were chosen.
20 units @ 1 space per unit x 0.50 reduction factor = 10 spaces
Example 2:
The same 20-unit apartment is proposed, but without any income restrictions. However, the apartment is located on a Swift route with frequent transit service. In this scenario, 15 auto parking spaces would be required.

20 units @ 1 space per unit x 0.75 reduction factor = 15 spaces

~~19.34.030 BICYCLE ACCESS AND PARKING.~~

~~A. When Bicycle Parking Is Required.~~

~~1. Nonresidential Developments. Bicycle parking shall be provided in any development required to provide six or more off-street parking spaces. Determining if bicycle parking will be required based on off-street parking requirements shall be calculated prior to consideration of the exceptions or reductions to off-street parking allowed in EMC 19.34.050 or 19.34.060.~~

~~2. Multifamily Developments. Bicycle parking shall be provided in any multifamily development with four dwelling units or more.~~

~~B. Number of Bicycle Parking Spaces Required.~~

~~1. Nonresidential Developments. At least one bicycle parking space shall be provided for every twelve off-street parking spaces, up to a maximum of twenty bicycle spaces.~~

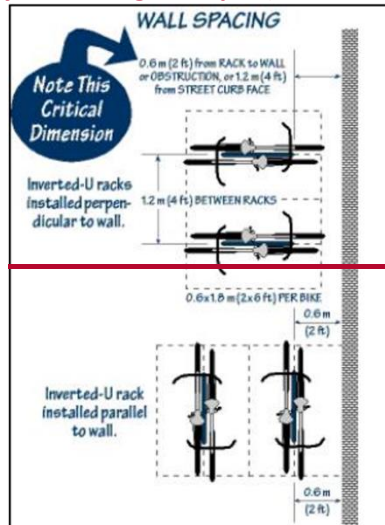
How to calculate bicycle parking requirements:

A 40,000 square foot office building in downtown would not be required to provide off-street parking. However, prior to the exception for off-street parking in Parking Area A of Metro Everett (see Map 34-1), the development would have required 100 off-street parking spaces. This project would require eight bicycle parking spaces.

40,000 square feet / 400 sq. ft. per parking space
= 100 off-street parking spaces
100 off-street parking spaces / 12 = 8.33 bicycle parking spaces (round down to 8)

~~2. Multifamily Developments. Four covered bicycle parking spaces shall be provided for every ten multifamily units, with the exception of senior housing, which shall be provided at the rate of one space for every four units. If individual garages are provided, the number of units requiring bicycle parking may be reduced correspondingly.~~

Figure 1: Bicycle Parking Example (Source: Bend, OR Code)



C. Bicycle Parking Space Location and Design.

1. Nonresidential Development. Bicycle facilities for nonresidential development shall include both short term and long term facilities.

a. Short-term facilities are intended for patrons parked less than four hours. Weather protection is not required for short-term facilities.

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

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

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

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

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

19.34.040, OFF-STREET VEHICLE PARKING REQUIREMENTS, GENERAL PROVISIONS.

A. Off-Street Parking Calculations Where Uses Not Specified. If the proposed use is not shown in Table 34-1, the planning director, in consultation with the city engineer, may use one of the following options to determine requirements for off-street parking:

1. Where a use is similar in nature and off-street parking demand to the proposed use, the minimum parking spaces for that similar use may be used.
2. Where there is not any use that is similar in nature, the following minimum off-street parking requirements will be used:

a. Nonresidential uses: one parking space per five hundred square feet of gross floor area.

b. Residential uses: one parking space per one thousand square feet of gross floor area.

B. Off-Street Parking Calculations on Sites with Combination of Uses. The requirement for different uses on the same site, or a combination of uses within one building or tenant space, shall be the sum of all requirements for the individual uses reduced by any applicable joint or shared parking provisions. See EMC 19.34.060(B)070 for reductions for mixed-use projects.

~~C. What Can Be Considered as Off-Street Parking. Off-street parking spaces may include spaces in garages, carports, parking lots, and/or driveways if vehicles are not parked in a vehicle travel lane or a required front setback; provided, that for single-family detached dwellings, duplexes and accessory dwelling units (ADUs), off-street parking is allowed in the front setback on a driveway that meets the standards of this title. Off-street parking for electric vehicles may be included in parking required by this chapter. Refer to the International Building Code for requirements on electric vehicle charging infrastructure.~~

~~D. Off-Street Parking Must Be Maintained. Off-street parking spaces must be retained in the amount required at the time of development approval, except that existing off-street parking, which exceeds current requirements, may be removed. if the quantity of parking is not reduced below the current requirements for use on the site, or through shared parking agreements, if any.~~

~~E. How Fractions Are Addressed for Vehicle parking. If the formula for determining the number of off-street parking spaces results in a fraction, the number of off-street parking spaces shall be rounded to the nearest whole number with fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.~~

~~F. Use of Common Parking Areas. Required off-street parking spaces may be provided in an area owned and maintained in common by a homeowners' association or other entity. Parking spaces located in a common area shall be available to customers, guests, and invitees of residents, and shall not be reserved for any specific tenant or dwelling unit.~~

19.34.050, EXCEPTIONS TO OFF-STREET VEHICLE PARKING SPACE REQUIREMENTS.

To prioritize land for buildings and people and reduce dependence on single-occupant vehicles, the following are not required to provide off-street parking, provided that bicycle facilities shall be provided as set forth in EMC 19.34.160 and 19.34.170.

A. Development in Mixed-Use Centers.

B. Development under EMC 19.08 within one-half mile of a public transit stop served by bus rapid transit or rail.

C. Dwelling units with less than 1,200 square feet gross floor area.

D. Affordable housing as defined in RCW 36.70A.030.

E. Uses in structures and on sites that are individually listed on the Everett register of historic places.

F. Dwelling units that are specifically for seniors or people with disabilities; provided, however, off-street parking for staff and visitors may be required as determined by the city engineer and planning director based on a parking analysis.

G. Emergency Shelters. Emergency Shelters are not required to provide off-street parking; provided, however, that off-street parking for staff and visitors will be required as determined by city engineer and planning director based on a parking analysis. See EMC 19.34.050(B) for off-street parking calculations on sites with combination of uses.

~~A. Nonresidential Parking in Metro Everett. To reduce reliance on single-occupant vehicles in Metro Everett, two off-street auto parking areas are set forth in Map 34-1. Nonresidential developments within these areas have reduced off street requirements as follows (see EMC 19.34.025 for multifamily parking reductions):~~

~~1. Parking Area A.~~

~~a. Nonresidential uses are not required to provide off-street auto parking, with the exception of government offices, which shall either meet the requirement for off-street auto parking for government, or provide a parking management study and plan for approval of the planning director, and city engineer.~~

~~b. Any development not required to provide off-street auto parking may will be required to install bicycle facilities as set forth in EMC ~~19.34.030~~19.34.160.~~

~~c. Any nonresidential development with five thousand square feet of gross floor area or more, and which does not provide off-street auto parking based on the standards in Table 34-1, will be required to submit a transportation demand management plan for approval of the city engineer as set forth in EMC 19.34.080.~~

~~2. Parking Area B. At the discretion of the city engineer, required off-street auto parking for nonresidential uses may be reduced up to twenty-five percent from the requirements set forth in Table 34-1. The reduction may be granted upon approval of a transportation demand management plan (see EMC 19.34.080), together with a finding that the off-street auto parking~~

~~reduction will not cause a significant adverse impact on adjoining neighbors, residents, or businesses.~~

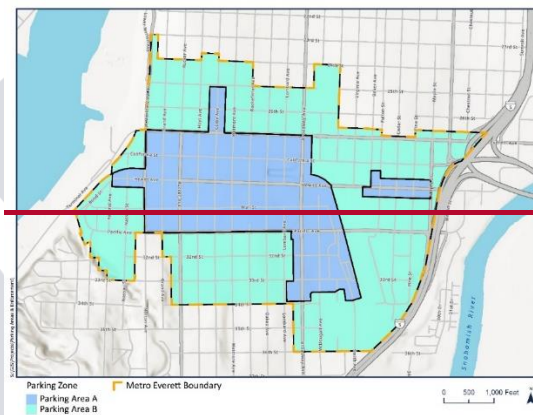
~~B. Historic Buildings and Sites. Structures and sites that are individually listed on the Everett register of historic places shall be exempt from all parking quantity requirements.~~

~~C. Accessory Dwelling Units. The minimum off-street parking requirement for an accessory dwelling is waived for lots within one-half mile walking distance of a transit stop or station with all day service (at least one trip per hour seven a.m. through eight p.m. weekdays).~~

~~D. Housing for Seniors or People with Disabilities. Any housing units that are specifically for seniors or people with disabilities, that are located within one-fourth mile of a transit stop that receives transit service at least four times per hour for twelve or more hours per day, are not required to provide off-street parking for the units; provided, however, that off-street parking for staff and visitors will be required as determined by city engineer and planning director based on a parking analysis.~~

~~E. Metro Everett Off-Street Parking Areas (Map).~~

Map 34-1: Metro Everett Off-Street Parking Area



19.34.060, REDUCTIONS TO OFF-STREET VEHICLE AUTO PARKING SPACE REQUIREMENTS.

A. Parking Study as Alternative to Reduce Parking. The planning director, in consultation with the city engineer, may approve a modification to the off-street parking set forth in Table 34-1 ~~or 34-2 using the review process described in EMC Title 15. A modification greater than twenty-five percent requires a Review Process II described in EMC Title 15, Local Project Review Procedures. Any reduction in off-street parking could impact future development if a change in use requires additional off-street parking.~~

1. A parking study for the proposed use(s) must be prepared by a professional with expertise in preparing traffic and parking analysis and -

2. ~~The parking study~~ must demonstrate to the satisfaction of the planning director that a lesser standard is adequate.

3. A transportation demand management (~~TDM~~) plan (see EMC 19.34.080) ~~may~~ shall be required as a condition of any approved modification.

B. Access to frequent transit service. Off-street parking requirements are reduced by 25% within any of the following areas:

1. Parcels within one-quarter mile walking distance of a public transit stop with that receives transit service at least four times per hour for twelve or more hours per day

2. Parcels within one-half mile walking distance of a public transit stop with service by rail or bus rapid transit.

~~B. Reduction of Off-Street Parking for Transportation Alternatives and Mixed-Use Projects. Off-street parking may be reduced for the following transportation alternatives and mixed-use projects. A parking study is not required for use of these alternatives.~~

~~1. Car Share Stalls. Car sharing is where cars are made available for rent to other individuals, thus encouraging less car ownership and reducing parking demand. A substitution in off-street car share parking spaces for other required off-street parking is allowed as follows:~~

~~a. For every one car sharing space that is provided, the off-street parking requirement is reduced by four spaces.~~

~~b. The car sharing parking spaces must be shown on development plans.~~

~~c. A copy of the car sharing agreement between the property owner and the car share company must be submitted with development permits.~~

~~d. This reduction may not be used in addition to other exceptions or reductions in auto parking requirements otherwise provided in this chapter.~~

~~e. This credit is limited to a maximum of ten percent of the required off-street parking spaces.~~

~~2. Motorcycle/Moped Parking.~~

~~a. For every four motorcycle/moped scooter parking spaces provided, the off-street parking requirement is reduced by one space.~~

~~b. This credit is limited to a maximum of five off-street auto parking spaces, or five percent of the standard off-street auto parking requirement for the development, whichever is less.~~

~~3. Bicycle and Micromobility Parking Facilities.~~

~~a. For every five nonrequired short term or four nonrequired long term bicycle parking spaces provided, the off-street parking requirement is reduced by one space.~~

~~b. For every development which provides shower facilities and clothing storage areas for bicycle and micromobility commuters per section 19.34.160, the off-street auto parking requirement is reduced by four spaces. The facilities shall be for the use of the employees and occupants of the building, and shall be located where they are easily accessible to bicycle parking facilities.~~

c. ~~Each bicycle parking space must meet the location and design requirements of EMC 19.34.030. [19.34.160]~~

d. ~~This credit is limited to a maximum of five off-street parking spaces, or five percent of the standard off-street auto parking requirement for the development, whichever is more.~~

BC. Residential Off-Street Parking Reduction Options. Residential development may reduce required off-street parking based on one of three options shown below. These options cannot be used in combination; only one option can be used. A transportation demand management plan (EMC 19.34.080) is required for use of any option. For the purpose of this section, "additional reduction factor" is the total number of parking stalls required after a reduction credit is applied. For example, one hundred stalls required with a reduction factor of 0.75 means that seventy-five stalls would be required with the reduction factor applied. The credit in this case would be twenty-five parking stalls.

Table 34-2: Residential Vehicle Auto Parking Reduction, Option A (Resident Characteristics)

<u>Resident Characteristic:</u>	<u>Additional Reduction Factor</u>
<u>Extremely low-income (30% AMI or below)</u>	<u>0.50</u>
<u>Low-income (60% AMI* or below)</u>	<u>0.65</u>

* AMI means "area median income" for Snohomish County. Use of this option requires the developer to record a covenant that prohibits use of the property for any purpose other than what was approved unless additional parking is provided.

Table 34-3: Residential Vehicle Auto Parking Reduction, Option B (Transportation Characteristics)

<u>Transportation Alternatives:</u>	<u>Additional Reduction Factor</u>
<u>Access to frequent transit service* (4 trips per hour**)</u>	<u>0.75</u>
<u>Transportation demand management plan approved by city</u>	<u>0.90</u>

* "Access to frequent transit service" means the building entrance is within one-quarter mile walking distance of a transit stop, except senior housing which must be within five hundred feet walking distance of a transit stop, with the level of frequency noted.

** Frequency of service per hour is calculated between six a.m. and seven p.m. during the work week (Monday through Friday) and is based on scheduled service, not actual performance. Trip counts are one direction.

Table 34-4: Residential Parking Vehicle Auto Reduction, Option C (Development Characteristics)

<u>Transportation Alternatives:</u>	<u>Additional Reduction Factor</u>
<u>Shared parking in a mixed-use building where at least 50% of the gross floor area is nonresidential</u>	<u>0.50*</u>

* This option may only be used where the nonresidential development provides off-street parking consistent with Table 34-1.

<u>How to calculate residential off-street parking reductions:</u>
<u>Example 1:</u> <u>A 20-unit apartment, all with 1 bedroom, in Metro Everett would require 20 vehicle auto parking spaces. If these spaces are restricted to very low-income residents, then only 10 vehicle auto parking spaces would be required if Option A were chosen.</u> <u>20 units @ 1 space per unit x 0.50 reduction factor = 10 spaces</u>
<u>Example 2:</u> <u>The same 20-unit apartment is proposed, but without any income restrictions. However, the apartment is located on a Swift route with frequent transit service. In this scenario, 15 auto vehicle parking spaces would be required.</u> <u>20 units @ 1 space per unit x 0.75 reduction factor = 15 spaces</u>

4. **Mixed-Use Projects.** Mixed-use buildings or developments, including developments such as a mini-mall, may have complementary parking utilization patterns, in which case sharing of the off-street parking can allow for a reduced number of stalls in a development.

a. **Projects with Residential Units.** For mixed-use buildings with residential units where fifty percent or more of the gross floor area is dedicated to nonresidential uses, it is reasonable to expect that there would be a substantial amount of parking left vacant during the hours when parking is needed by residents. The residential off-street parking requirement may be reduced by up to fifty percent with an approved transportation demand management (TDM) plan.

b. **Mixed-Use Projects, General.** If more than one type of land use (see Table 34-1) occupies a single structure or parcel of land, the total requirements for off-street parking may be reduced by five percent of the sum of the requirements for all uses.

c. **Mixed-Use Projects, Specific.** See EMC 19.34.070 for reduced off-street parking for specific shared parking options.

19.34.070, SHARED VEHICLE PARKING.

A. Purpose and Intent. Shared parking between more than one type of use can reduce the amount of off-street parking by enabling more efficient time utilization of parking resources. Through leveraging complementary peak time demands of different uses, or by leveraging single-trip, multiple-stop demands between multi-tenant sites or nearby properties, shared parking allows a reduction of physical off-street parking spaces without a reduction in effective supply.

B. When Shared Parking Is Allowed. The planning director, in consultation with the city engineer, may allow shared parking for two or more uses, either within the same site or on different sites.

C. How Shared Parking Is Approved. An application for shared parking shall be submitted to the city. Applications for shared parking shall include supporting data and analysis which demonstrate compliance with subsections (D) and (E) of this section:

D. Reducing-Calculating Off-Street Parking with Shared Parking. Each of the following, except subsection (D-)(3), require an approved transportation demand management plan.

1. Residential. Pursuant to EMC 19.34.060(B)(4), for mixed-use buildings with residential dwellings or sleeping units where fifty percent or more of the gross floor area is dedicated to daytime, weekday nonresidential uses, it is reasonable to expect that there would be a substantial amount of vehicle parking left vacant during the hours when parking-it is needed by residents. The residential off-street-vehicle parking requirement may be reduced by up to fifty percent with an approved transportation demand management (TDM) plan.

2. Daytime and Nighttime Commercial Uses. Up to fifty percent of the off-street parking required by this chapter for primarily nighttime uses such as theaters, bowling alleys, bars and restaurants may be supplied by parking serving primarily daytime uses such as banks, offices, retail stores, personal service shops, and manufacturing and wholesale uses; alternatively, up to fifty percent of the off-street parking required by this chapter for primarily daytime uses may be supplied by parking serving primarily nighttime uses.

3.—Daytime Uses. Up to fifty percent of the off-street parking required by this chapter for primarily daytime uses may be supplied by parking serving primarily nighttime uses.

3. Mixed-Use Projects, General. If more than one type of land use (see Table 34-1) occupies a single structure or parcel of land, the total requirements for off-street vehicle parking may be reduced by five percent of the sum of the requirements for all uses. This option can be used in lieu of specifically calculating daytime, nighttime, and/or residential uses per 1 and 2 above, and does not require a TDM transportation demand management plan.

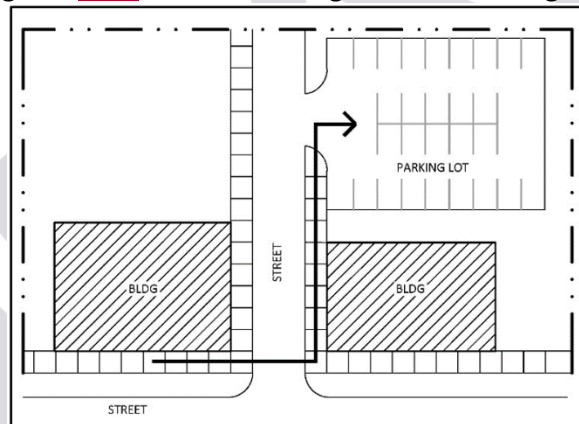
4. Churches and Schools. Up to one hundred percent of the off-street parking required by this chapter for a church or an auditorium incidental to a public or parochial school may be supplied by parking serving primarily nighttime uses, at the discretion of the planning director in consultation with the city engineer.

5. Other. A development may propose other shared vehicle-parking proposals for approval of the planning director and city engineer. These other proposals may include provision for other forms of transport and mobility.

E. Requirements for Shared Off-Street Parking.

1. No Conflict. No substantial conflict between the operating hours of the uses for which joint use of vehicle-parking is proposed is allowed.
2. Assigned Stalls. Parking Vehicle parking stalls that have been assigned full time to individual tenants or occupants shall not be eligible for shared parking.
3. Distance.
 - a. Off-street vehicle parking facilities shall be located within five hundred feet of the use which they are to serve, measured along the access route with a safe walking path.
 - ~~b. Off-street vehicle parking facilities for nonresidential uses within Metro Everett shall be located within one thousand feet, measured along the access route with a safe walking path.~~

Figure 2 34-1: Shared Parking and Safe Walking Path



4. Joint Use Agreement. The planning director may require formal ~~The right of~~ joint use of shared off-street vehicle parking ~~must~~ be demonstrated through a binding agreement that is tied to the land or similar written instrument establishing the joint use. The binding agreement may restrict future changes to use of the property. All agreements are subject to review and approval of the city. ~~in order to have off-street parking reduced pursuant to this section.~~

19.34.080, TRANSPORTATION DEMAND MANAGEMENT.

A. When a Transportation Demand Management (TDM) Plan Is Required.

1. A ~~TDM~~ Transportation Demand Management plan must be prepared for the following development projects:
 - a. ~~A TDM plan is required for~~ new construction of a principal building in excess of fifty thousand square feet of gross floor area.
 - b. ~~A TDM plan is required for~~ substantial renovation of a principal building with a gross floor area of at least fifty thousand square feet and involving a change of use.

c. ~~A TDM plan is required for~~ any development with an ~~exception or~~ reduction of parking allowed pursuant to EMC ~~19.34.050 or~~ 19.34.060(A).

d. ~~A TDM plan is not required for single-, duplex- or triplex-dwelling units.~~

2. A ~~Transportation Demand Management TDM~~ plan must be reviewed and approved, approved with modifications, or disapproved by the city engineer or designee. A preliminary ~~Transportation Demand Management TDM~~ plan shall be submitted before a building permit is approved. ~~TDM~~ Transportation Demand Management Plans may be written in two steps:

a. Preliminary ~~TDM~~ Plan. When a ~~Transportation Demand Management TDM~~ plan is required, a preliminary plan must be submitted along with the development application. The ~~TDM~~ plan should include the requirements outlined in subsections B, C and D of this section. If a preliminary ~~TDM~~ plan is submitted and approved by the city engineer or designee, then a final ~~TDM~~ plan is not required until a certificate of occupancy is requested.

b. Final ~~TDM~~ Plan. A final ~~TDM~~ plan meeting the requirements outlined in subsections (B), (C) and (D) of this section is required before a certificate of occupancy may be granted. The ~~TDM~~ plan must be approved by the city engineer or designee.

3. A building permit or land use approval shall not be granted until a final Transportation Demand Management TDM plan meeting the requirements outlined in sections (B), (C) and (D) of this section is approved by the city engineer or designee, and a covenant approved by the planning director requiring compliance with the approved ~~TDM~~ plan is recorded by the applicant. The covenant shall include enforcement mechanism(s), which may include, but are not limited to, enforcement pursuant to Chapter 1.20 EMC, injunctive relief, monetary penalties, and loss of units available for rental.

B. What Is Required in a Transportation Demand Management TDM Plan.

1. A ~~Transportation Demand Management TDM~~ plan must be consistent with a Transportation Demand Management TDM guide established by the city engineer.

2. A ~~Transportation Demand Management TDM~~ plan must be prepared by a qualified professional with demonstrated experience in transportation planning, traffic engineering, or comparable field, unless otherwise allowed by the city engineer.

3. A Transportation Demand Management TDM plan must determine:

a. The anticipated travel demand for the project.

b. How the anticipated travel demand for the project will be met on site or off site, including:

(1) Number of on-street vehicle parking spaces, off-street vehicle parking spaces, or shared vehicle parking arrangements.

(2) Number of short-term and long-term bicycle ~~parking~~ spaces.

- 1 (3) Accommodations for pedestrians, cyclists, motorists, transit riders, and the
- 2 mobility-impaired.
- 3 c. The strategies that will be employed to reduce single-occupancy vehicle trips, reduce
- 4 vehicle miles traveled by site users, and promote transportation alternatives such as
- 5 walking, cycling, ridesharing, and transit.
- 6 d. The modal share objectives that will be sought from the implementation of TDM
- 7 strategies.
- 8 4. A Transportation Demand Management ~~TDM~~-plan must include ways to ensure ongoing
- 9 compliance and enforcement of approved ~~TDM~~-strategies.
- 10 5. Fees as required to review and approve the ~~TDM~~-plan, and annual fees to monitor the
- 11 implementation of the ~~TDM~~-plan, as required by the city.
- 12 C. Transportation Demand Management ~~TDM~~ Strategies. ~~TDM-s~~ Strategies may include, but are not
- 13 limited to, the following:
- 14 1. Walking, cycling, ridesharing, and transit promotion and education.
- 15 2. Parking cash-out programs or unbundled parking/market rate pricing.
- 16 3. Shared vehicle parking arrangements.
- 17 4. Enhanced bicycle parking facilities and services (above the minimum required).
- 18 5. Support for car share ~~and~~, bike share, and/or micromobility-services and facilities.
- 19 6. Carpooling or vanpooling programs or benefits.
- 20 7. Free or subsidized transit passes, transit-to-work shuttles, or enhanced transit facilities (such
- 21 as bus shelters).
- 22 8. Guaranteed ride home (~~GRH~~) programs.
- 23 9. Provision for alternative work schedules (i.e., flextime, compressed work week, staggered
- 24 shifts, telecommuting).
- 25 10. Promotion of “live near your work” programs.
- 26 11. Roadway improvements adjacent to the site that will help encourage transportation
- 27 alternatives.
- 28 12. Designation of an on-site employee and/or resident transportation coordinator.
- 29 13. Membership in a transportation management association ~~(TMA)~~.
- 30 D. Transportation Demand Management ~~TDM~~ Performance Standards. In making its decision, the city
- 31 engineer must make written findings of fact on the following matters:
- 32 1. The project includes performance objectives to minimize single-occupancy vehicle trips and
- 33 maximize the utilization of transportation alternatives to the extent practicable, taking into
- 34 account the opportunities and constraints of the site and the nature of the development.

- 1 2. The project must meet the anticipated transportation demand without placing an
- 2 unreasonable burden on public infrastructure, such as transit and on-street parking facilities, and
- 3 the surrounding neighborhood.
- 4 3. The Transportation Demand Management ~~TDM~~ plan includes ways to ensure ongoing
- 5 compliance to reduce transportation impacts.

6 **19.34.090, NONCONFORMING VEHICLE PARKING.**

7 If a use which was lawfully established has less parking than required by the zoning code, it need not
8 provide additional parking except under the following circumstances:

9 A. Expansion of Building. Any increase in the floor area of a building shall provide additional parking for
10 the added floor area or other measure of vehicle parking requirement in accordance with the current
11 vehicle parking requirements for such use, unless otherwise provided an exception under EMC
12 19.34.050. ~~or reduction under EMC 19.34.060. Parking quantities after reductions under EMC 19.34.060~~
13 or 19.34.070 must still be provided.

14 B. Change of Use.

15 ~~1. In Metro Everett, n~~No additional parking shall be required for changes in use ~~for buildings in~~
16 ~~existence prior to January 1, 2007.~~

17 ~~2. Outside of Metro Everett, no additional parking shall be required for changes in use for~~
18 ~~buildings in existence prior to December 2, 1956.~~

19 ~~3. Except as otherwise allowed above, any change in use which requires more parking than the~~
20 ~~previous use shall provide parking in accordance with the current parking requirements for the~~
21 ~~changed use minus the number of parking spaces by which the previous use was deficient,~~
22 ~~unless otherwise provided an exception under EMC 19.34.050 or reduction under EMC~~
23 ~~19.34.060.~~

24 C. Surfacing Materials. Where building or parking lot expansion is proposed, existing vehicle-parking
25 that does not meet current city requirements for surfacing shall be paved in accordance with city design
26 standards if the value of the proposed expansion exceeds fifty percent of the value of existing buildings.

27 **19.34.100, LOCATION OF OFF-STREET VEHICLE PARKING.**

28 A. Vehicle Parking Location—General Requirements for Residential Uses.

29 ~~1. Required off-street parking for residential uses shall be provided on the same lot as the~~
30 ~~dwelling it is required to serve. Off-street auto parking spaces may include spaces in garages,~~
31 ~~carports, parking lots, and/or driveways if vehicles are not parked in a vehicle travel lane or a~~
32 ~~required front setback. Off-street parking for electric vehicles may be included in auto parking~~
33 ~~required by this chapter. Refer to the International Building Code for requirements on electric~~
34 ~~vehicle charging infrastructure.~~

35 ~~2. Parking may not be located within required setbacks, except as allowed under EMC~~
36 ~~19.34.110(C) and this section, with the following exceptions:~~

~~a. Single-Family (One-Unit Dwelling) or Two-Unit Parking for Structures with One, Two, Three or Four Dwellings. Auto parking may be located within the front or street side setbacks on a driveway that meets city design standards or within the rear or interior side setbacks. This exception does not apply to:~~

~~(1) Easement access lots;~~

~~(2) Historic overlay zones, if applicable; or~~

~~(3) The front setback for alley access lots, except as allowed under EMC 19.34.110(B).~~

~~b. Multiple-Family. Parking may be located within setbacks in the following circumstances:~~

~~(1) Within the rear setback when access is from an alley;~~

~~(2) Within the rear setback when (A) meeting outdoor and common area requirements (Chapter 19.09 EMC); (B) when meeting landscaping and screening requirements (Chapter 19.35); and (C) when not abutting a single-family (R-S, R-1, R-2, R-2(A)) zone.~~

~~(3) When parking is located below grade, parking may be located within any required setback if situated completely below grade, and the required landscaping can be provided on top of the below-grade parking structure.~~

2. Vehicle parking is only allowed within required setbacks in:

a. Residential zones in driveways meeting the standards of EMC 19.34.110, except easement access lots or in historic overlay zones; or

b. Rear setbacks in residential zones when complying with landscaping standards of EMC 19.35; or

c. When vehicle parking is located completely below grade and required landscaping is provided on top of the parking structure.

3. Private Access Drives. Parking-Vehicle parking on any private access drive shall be prohibited except when authorized through a land division or other land use permit. Off-street vehicle parking may be located adjacent to an approved access drive outside of the minimum required dimensions of the access drive. Where applicable, the homeowners' association shall be responsible for enforcing this requirement.

~~4. Multiple-Family Standards. Off-street parking areas shall not be located closer to the public street than the building located closest to the street~~

5.4. Historic Overlay. Off-street parking in an historic overlay zone shall not be located closer to the public street than the building located closest to the street unless approved by the planning director due to street and site topography which precludes other placement.

~~6. Modification of Standards. Parking location standards may be modified with Review Process II described in EMC Title 15, Local Project Review Procedures.~~

B. Vehicle Parking Location—General Requirements for Nonresidential Uses.

1. Vehicle parking, except as otherwise allowed for automobile, light truck or RV sales or rental, shall not be located within a required building setback, required landscape area, or open space.

2. For nonresidential uses, required off-street vehicle parking shall be located on property within five hundred feet of the building or use which it is required to serve. This distance shall be measured along the access route. The property upon which the off-street parking is provided shall be located in the same zone as, or a zone which allows, the use for which the parking is required.

3. Separation of Surface Vehicle Parking Lots from Public Right-of-Way. ~~a. Surface parking lots shall not be located between buildings and Broadway or Evergreen Way. b. For all other streets, surface parking lots shall be set back either ten feet from the public sidewalk, or five feet from the property line, whichever is greater. The intent of this requirement is to provide a minimum ten-foot landscape separation between surface parking lots and public streets in accordance with Chapter 19.35 EMC. c. There shall be no setback required from a public alley.~~

4. Surface parking lots shall be set back from interior lot lines consistent to meet the landscaping and screening requirements of Chapter 19.35 EMC.

5. Marijuana retailers shall comply with the parking location requirements set forth in EMC 19.13.160.

~~6. Modification of Standards. Parking location standards may be modified with Review Process II described in EMC Title 15, Local Project Review Procedures.~~

C. Vehicle Parking Location Requirements, Metro-Everett Mixed-Use Centers.

1. Separation of Surface Parking from Public Right-of-Way. All surface parking lots within Metro Everett shall have a minimum front setback of forty feet. For corner lots, the minimum setback from a street side lot line shall be five feet. Exception: within the Light Industrial 1 LI-MU zone, the minimum front setback for surface parking shall be fifteen feet. Where surface parking is provided, it shall be separated from any public sidewalk by a minimum of five feet to allow screening/landscaping in accordance with Chapter 19.35 EMC.

2. There shall be no setbacks required for rear and side interior lot lines unless otherwise necessary to accommodate landscaping/screening in accordance with Chapter 19.35 EMC.

~~3. Nonresidential Uses. Auto parking for nonresidential uses in Metro Everett shall be located within one thousand feet of the use for which it is required, measured along the access route.~~

~~4. Modification of Standards. Parking Vehicle parking location standards may be modified with Review Process II described in EMC Title 15, Local Project Review Procedures.~~

equipped with a plate or marker showing the manufacturer's gross vehicle weight rating, the weight of a vehicle shall be determined as follows:

1. Any motor vehicle having less than six wheels is the equivalent of a vehicle having a manufacturer's gross vehicle weight rating of less than sixteen thousand pounds.
2. Any motor vehicle having six wheels or more is the equivalent of a vehicle having a manufacturer's gross vehicle weight rating of sixteen thousand pounds or more.

19.34.110 VEHICULAR ACCESS TO OFF-STREET PARKING – ALLEYS AND DRIVEWAYS.

A. Alleys. Access to off-street parking areas shall be provided from the alley where available. The intent of this requirement is to:

1. Enhance the safety of parking areas;
2. Minimize potential conflicts between vehicles and pedestrians;
3. Efficiently manage traffic in off-street parking areas;
4. Reduce visual impacts on surrounding properties and improve streetscape appearance.

B. Alley Access Exception. Access from the public street where the lot abuts an alley will only be allowed as an exception to the alley access requirement. The city engineer, in consultation with the planning director, may allow access to required off-street parking from the street in lieu of, or in addition to, using the alley in the following circumstances:

1. The topography of the site and/or adjacent alley makes use of the alley infeasible; or
2. The requirement for access from the alley would create a traffic or pedestrian safety hazard, such as sight distance problems or conflicts with other ingress/egress locations; or
3. There is an existing improvement that prevents use of the alley for vehicular access and the improvement cannot reasonably be relocated or removed; or
4. For nonresidential or mixed uses, driveway access from the street is necessary to provide access for commercial customer traffic; this exception may not be used to justify a street access point that primarily provides access to employee or resident parking areas; or
5. Providing access from the street will reduce or minimize adverse impacts on adjacent properties; or
6. Street access for multiple levels of off-street parking within a structure when access from an alley to all parking levels is not feasible due to topography or lot geometry.

C. Driveways. The design of all driveways and internal vehicle circulation shall be in accordance with EMC Title 13 and the city design standards. Maximum driveway width within the public right-of-way shall be as provided in Chapter 13.16 EMC. For residential zones, the following additional requirements shall apply to the portion of the driveway located outside the right-of-way for :

1. For non-alley access lots, the maximum driveway width within the front or street side setback within twenty feet of the right-of-way abutting the front lot line shall not exceed thirty

feet, or fifty percent of the lot frontage width, whichever is less. However, ~~a minimum driveway width of ten feet will be allowed in all cases where a driveway is permitted, a minimum driveway width of ten feet will be allowed;~~

~~2. Sidewalk Design/Driveways. Where new driveways and/or sidewalks are installed within the public right-of-way, the sidewalk pattern shall carry across the driveway.~~

19.34.120, PARKING AREA DESIGN AND CONSTRUCTION.

A. Parking Design Specifications. The minimum requirements for parking stall and aisle dimensions, striping, pavement thickness, and subgrade shall be as set forth in the city design standards.

B. Surfacing.

1. All parking areas shall consist of durable surface materials approved by the planning director and city engineer. Depending upon site and soil conditions, low impact development (LID) stormwater management facilities are encouraged, and may be required by the city's stormwater management manual.

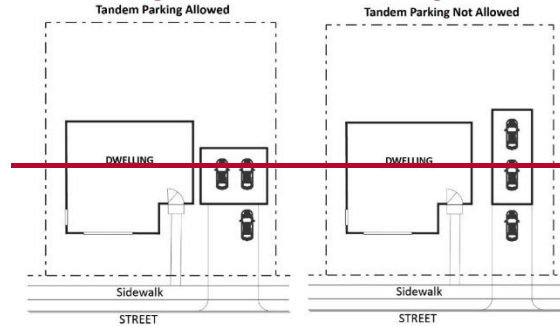
2. Residential Exception. For ~~single-family and duplex uses,~~ residential uses with six or fewer dwellings on a property, nonrequired vehicle parking that is located outside of the front and street side setbacks areas may use surface materials in accordance with city design standards including grass block pavers and reinforced grass paving systems; provided, however, that parking in the area between a street-facing facade and the street must be on a paved surface as allowed by EMC 19.34.110(C).

3. Dimensional exception. Existing, legally established vehicle parking spaces established prior to June 6, 2024 are not required to be resized or modified to meet current parking requirements, except for compliance with the Americans with Disabilities Act, per RCW 36.70A.

C. Landscaping and Screening. Landscaping and screening for parking lots shall be in accordance with the standards of Chapter 19.35. Parking of trucks or fleet vehicles is considered off-street parking for the purposes of calculating the parking lot interior landscaping required by Chapter 19.35 EMC.

D. Tandem and Lift Parking. ~~In residential zones (R-S, R-1, R-2, R-2(A), UR3 and UR4), no more than two required parking spaces serving the same dwelling unit may be parked in tandem. See Figure 3 for illustration. For all uses of parking systems that lift or stack individual vehicles, each vehicle accommodated by the stacker counts as an individual parking space. Tandem parking, which means parking spaces in a series without independent access, may be used for nonrequired parking. For required residential parking, each space must be no less than 20 feet in length and each dwelling unit's assigned vehicle parking space must have independent access. Neither tandem nor lift parking may be used for required ADA parking stalls.~~

Figure 3: Tandem Parking*



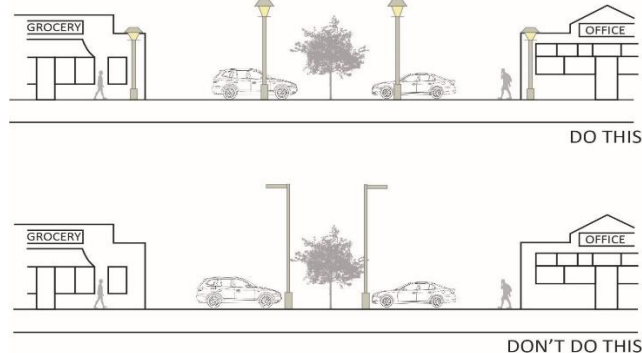
* The figure above illustrates a situation where a dwelling (e.g. dwelling with an ADU) has three off-street parking spaces required, of which only one can be in tandem. If only two off-street parking spaces are required, the figure on the right would be allowed because the third space would not be a required off-street parking space.

E. Accessible Parking. Accessible parking stalls shall meet the requirements of Washington State Regulations for Barrier Free Facilities (Chapter 51-50 WAC).

F. Parking Area Illumination. All surface parking areas for multiple-family residential uses with nine or more parking spaces and/or for any nonresidential uses shall provide illumination to improve site security and minimize light spill and glare impacts on adjacent properties. Parking area illumination shall meet the following standards:

1. Parking area lighting fixtures shall be full cut-off (zero percent candlepower at ninety degrees horizontal and ten percent maximum candlepower at eighty degrees from vertical), dark sky rated, and mounted no more than thirty feet above the ground, with lower fixtures preferable so as to maintain a human scale.
2. All fixtures over fifteen feet in height shall be fitted with a full cut-off luminaire.
3. Figure 4. Acceptable and unacceptable parking area lighting.

Figure 4 34-2: Parking Area Illumination



4. Except within industrial zones, pedestrian-scaled lighting (light fixtures no taller than fifteen feet) is encouraged in areas of pedestrian activity.

5. Lighting must not trespass onto adjacent private parcels. All building-mounted lights shall be directed onto the building itself and/or the ground immediately adjacent to it. The light emissions shall not be visible above the roof line of the building.

G. Maintenance.

1. All off-street parking spaces shall be maintained to the design standard as shown on approved permit documents. Such spaces shall not be used at any time or in any manner that precludes use for off-street parking of operable motor vehicles regularly used by occupants, employees, guests, or customers.

2. Where parking is owned in common (e.g. by a homeowners' association), the covenants shall clearly indicate which parties are responsible for parking facility maintenance.

19.34.130, DRIVE-THROUGH FACILITIES.

See EMC 19.13.095 for standards and restrictions for drive-through service windows, order placing stations and holding lanes.

19.34.140, PEDESTRIAN ACCESS.

Design of pedestrian facilities through parking areas shall be in accordance with Chapter 19.33 EMC and the city design standards.

19.34.150, OFF-STREET LOADING REQUIREMENTS.

A. Nonresidential Truck Loading and Unloading Berths. Every nonresidential building hereafter constructed or altered that is engaged in retail, manufacturing, wholesale, or storage activities, excluding self-service storage facilities, which requires delivery of merchandise or materials by trucks, shall provide truck loading and unloading berths according to city design standards, except in Metro-Everett Mixed-Use Centers. All loading areas shall be separated from required parking areas and shall be designated for truck loading space.

B. Hotel, Office, Restaurant, or Assembly Truck Loading and Unloading Berths. Every hotel, office building, restaurant, or assembly structure or similar use shall provide truck loading and unloading berths according to the following standards, except in Metro-Everett Mixed-Use Centers or when such use is being reviewed using a review process which involves either the hearing examiner or city council as set forth in EMC Title 15, Local Project Review Procedures.

C. Truck Loading and Unloading for Other Uses. The city engineer is authorized to require loading space as necessary to provide for the safe and efficient delivery of merchandise or materials to the following uses:

1. Uses with a smaller floor area than the minimum listed in the city design standards;
2. Uses in Metro-Everett Mixed-Use Centers; or
3. Uses being reviewed using the hearing examiner review process as set forth in EMC Title 15, Local Project Review Procedures.

The city engineer shall have the authority to require measures or improvements that will ensure that the specific uses within the building are protected from unsafe conditions resulting from truck loading and unloading and required off-street parking areas and public right-of-way.

D. Modification of Off-Street Loading Requirements. The requirements of subsections (A) and (B) of this section may be modified by the city engineer. In order to grant a modification to the requirements of subsections (A) or (B) of this section, the city engineer shall require the applicant to provide sufficient information to demonstrate that the method of providing loading/unloading for a particular use, building or site will be sufficient to assure that required off-street parking areas, public right-of-way and surrounding properties are protected from unsafe conditions resulting from truck loading and/or unloading. The city engineer is not authorized to allow the loading and/or unloading of trucks to occur on public streets except on a nonrecurring basis as approved through the temporary street use permit process. The use of alley right-of-way for the loading and/or unloading of trucks is allowed without permit.

E. Truck Loading in Building Setback Areas. Truck loading areas shall not be located within required building setbacks. Where loading berths are located within one hundred feet of areas zoned for residential use, the applicant shall provide measures necessary to reduce noise and visual impacts from the commercial area. Noise mitigation measures may include architectural or structural barriers, berms, walls, or a restriction on the hours of operation, if necessary to meet the requirements of the city's noise ordinance.

F. Truck Loading and Maneuvering in **Manufacturing-Industrial** Zones. Within industrial zones, truck loading and maneuvering areas shall not be located within one hundred thirty feet of areas zoned for residential use. Truck loading/unloading shall not be permitted on streets. Truck loading operations and maneuvering areas shall not be permitted to occupy an area exceeding fifty percent of the total linear dimensions of the building perimeter.

19.34.160 – BICYCLE AND MICROMOBILITY FACILITIES

A. Purpose. Facilitate and encourage the use of bicycles and other micromobility to support affordable transportation options, reduce vehicle miles travelled, and make physical activity safe and accessible to Everett residents.

B. Applicability.

1. New construction. The number of bicycle spaces and other facilities required by Table 34-6 Bicycle Facilities, Required Counts shall be provided.

2. Expansion. Bicycle spaces and facilities shall be provided when increasing floor area or other measure of bicycle facility requirements by addition or alteration; and

3. Change of Use. Any change of use which requires more bicycle facilities than the previous use shall provide such bicycle facilities in accordance with the current requirements minus the bicycle facilities by which the previous use was deficient, taking into account any exception or reduction under this Chapter.

4. How Fractions are Addressed for Bicycle Spaces. If the formula for determining the number of bicycle spaces results in a fraction, the number shall be rounded up to the nearest whole number.

C. Short-Term Spaces. Short-term bicycle spaces allow shoppers, customers, and other visitors to a site to use bicycles by providing a convenient and readily accessible place to securely store bicycles for up to several hours.

1. Bicycle rack dimensions shall be per Table 34-5: Minimum Dimensions for Bicycle Spaces and Figure 34-5: Bicycle Spaces, Dimensions

2. Bicycle racks designed to accommodate two bicycles, such as an inverted-u rack, are considered two bicycle spaces.

3. Short-term bicycle racks and spaces shall be placed on stable, firm, and slip-resistant surfaces consistent with ADA Standards for Accessible Design, and anchored with tamper-resistant hardware.

4. A bicycle rack must allow for the locking of both the bicycle frame and one wheel to the rack and shall support a bicycle in a stable position with a minimum of two points of contact to the bicycle frame and without damage to the wheels, frame, or components (see below for examples in Figure 34-3: Examples of Allowed and Not-Allowed Bike Racks that meet and do not meet this requirement).

5. Oversize bicycles.

a. At least 5% of short-term bicycle spaces must be dimensioned to accommodate oversize bicycles, except that within mixed-use centers 10% of short-term bicycle spaces must be dimensioned to accommodate oversize bicycles including the first short term space provided for each use.

b. Certain designated uses in Table 34-6 require additional oversize short-term bicycle spaces beyond the base rate in EMC 19.34.160(C)(5)(a).

6. Short term bicycle racks notably differing than those shown below as allowed may be proposed. The Planning Director will review using the following specifications:

a. Have a no-maintenance finish that won't rust, chip, or peel

b. Have a minimum height of thirty-two inches so it is not a tripping hazard

c. Allow a U-lock to secure both one of the wheels and the bicycle frame to the rack

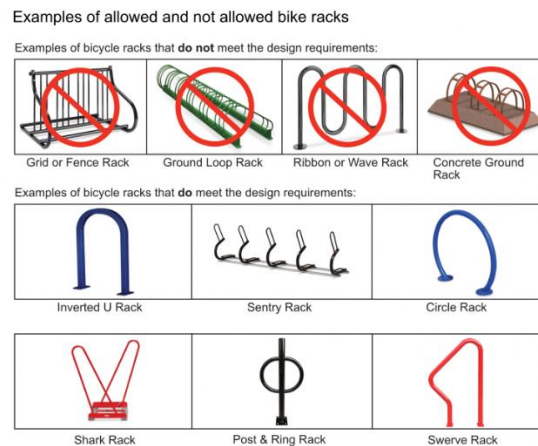
d. Be visually intuitive – recognizable as a bike rack and able to be used correctly without instructions

e. Does not bind a front wheel independently of the rest of the bicycle

f. Be adaptable for cargo, family, and other bicycles of different dimensions

g. Meet ADA Standards for Accessible Design Section 307 (protruding objects) when placed in a pedestrian circulation path

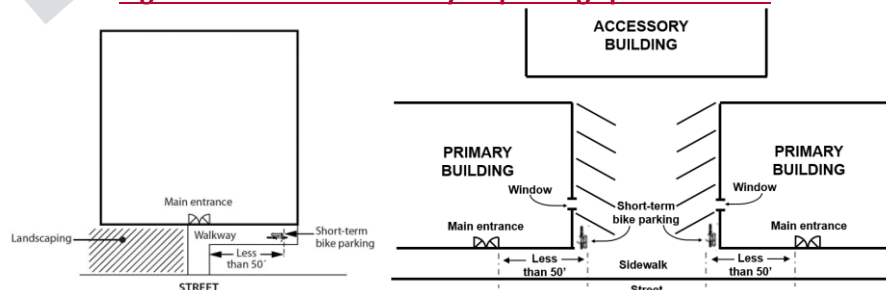
Figure 34-3: Examples of Allowed and Not-Allowed Bike Racks



7. Short-term bicycle spaces must be located:

- a. Within fifty feet of a building or site entrance and visible from within the building or site, provided that for sites or buildings with multiple entrances, spaces shall be distributed approximately in proportion to their anticipated use; and
- b. Along a natural path of travel from the public right-of-way to the building or site entrance(s), either on-site or within the adjacent public right-of-way; and
- i. If within the public right-of-way, bicycle racks must not be within the pedestrian clear zone of a sidewalk and must be at least 36 inches from outside face of street curb.
- c. Outside of a building or enclosure; and
- d. At the same grade as the sidewalk, or at a location that can be reached by an ADA accessible route from the sidewalk; and

Figure 34-4: Short-term bicycle parking-space location



- e. If short-term bicycle spaces are located within or adjacent to a vehicle parking area, short term bicycle racks and bicycle spaces shall be protected by physical barrier(s) or adequate protection from vehicle interference (minimum 36 inches separation from any parking space).

f. Property owners and businesses located on the same side of the street and on the same block may establish a grouped short term bicycle facility area where short-term bicycle facility solutions may be implemented.

i. These areas shall be located no further than 100 feet from the main entrance of each business or property they intend to serve.

ii. The bicycle racks shall be accessible by a route that meets ADA Standards for Accessible Design.

iii. Bicycle spaces shall meet all other relevant standards of this section.

g. An applicant may propose, and the Planning Director may approve, one or more of the following alternatives if compliance with subsections EMC 19.34.160(a) through (f) are not practical or if the alternative would better meet the purpose of this section:

i. Short-term bicycle spaces in the right-of-way adjacent to the use.

ii. On-site short-term bicycle spaces beyond fifty feet from a main entrance and/or at a secondary entrance when clearly visible from inside the building.

iii. Short term bicycle spaces located at the rear of the building when clearly visible from within the building, for example when the rear of the building is on a natural path of travel from off-site.

iv. Short term bicycle spaces located within the building and publicly accessible during operating hours.

v. Other solutions that meet the purpose of this section.

D. Long-term bicycle spaces. Long-term bicycle spaces provide employees, students, residents, commuters, and others who stay at a site for several hours with a secure and weather-protected space to park bicycles.

1. Long-term bicycle spaces must be located on site or, when being provided cooperatively with other development(s), within three hundred feet of the subject site measured by path of travel

2. Long-term bicycle spaces must be within a roofed structure or otherwise covered. The cover must be permanent, impervious, and must project out a minimum of two feet beyond the bicycle spaces, unless those spaces are also protected by an impervious wall. The shelter provided by bike lockers or bike hangers shall be considered sufficient cover.

3. For residential development, long-term bicycle spaces required under Table 34-6 Bicycle Facilities, Required Counts and Figure 34-5 Bicycle Spaces, Dimensions must be in one of the following configurations:

a. A lockable garage or shed dedicated exclusively to one or two residential dwelling units may fulfill the requirements for long-term bicycle space(s) for each of those one or two dwelling units. Plans shall indicate the location for standard and/or oversize bicycle spaces but need not provide a rack or fixture. These need not be oversize spaces (but

must be horizontal) and may take access from an alley if lot configuration makes street access infeasible.

b. For any building with four or fewer dwelling units or sleeping units, required bicycle space(s) may be provided within the dwellings, or in a secure attached storage location. These need not be oversize spaces if provided within the dwellings, and need not provide racks, but must be horizontal.

c. Long term bicycle spaces may be in any of the following: bike cage, bike room, bike locker, or bike hanger.

4. Long-term bicycle spaces for any use must be provided in racks (see EMC 19.34.160(F)) within a bike cage or bike room, or within bike hangers or bike lockers.

a. At least twenty-five percent of the total required long-term spaces, including the first space provided, shall not require lifting a bicycle off the ground or into a vertical position.

b. At least five percent of total required long-term spaces beyond the first two spaces shall be dimensioned to accommodate oversize (cargo, tandem, long-tailed, or similar) bicycles and must not require lifting a bicycle off the ground or into a vertical position.

c. Where 4 or fewer long-term bicycle spaces are required, a secure bike room need not provide racks.

5. Long-term bicycle spaces shall be placed on floor and/or ground surfaces that are stable, firm, and slip resistant consistent with ADA Standards for Accessible Design, and provide tamper-resistant qualities to the racks.

6. Long term bicycle spaces shall prevent unauthorized access in one of the configurations:

a. Within a locked room or secure enclosure with floor-to-ceiling clear height of 8 feet (or higher if needed for the racks installed). Such enclosure may be within structured parking, or in a purpose-built building providing full weather-protection; or

c. In a permanently anchored, enclosed, and secured bike locker or bike hanger. Such lockers or hangers may themselves be within locked rooms or other enclosures.

7. Property owners and businesses located on the same block may establish a grouped long term bicycle facility area where long-term bicycle spaces may be situated, provided that such facility area must be reached by ADA accessible route less than 300 feet long.

8. Residential long-term bicycle spaces located within individual dwelling units, except under EMC 19.34.160(D)(3)(b), do not count towards required long-term bicycle spaces for a site.

E. Bicycle Spaces, Basic Dimensions.

1. The standard bicycle space (horizontal or vertical) is 2 feet wide, 6 feet long, and 3 feet 4 inches tall. See Figure 34-5: Bicycle Spaces, Dimensions and Table 34-5: Minimum Dimensions for Bicycle Spaces. Bicycle spaces may exceed one or more dimensions.

2. The oversized bicycle space (horizontal only) is 3 feet wide, 10 feet long, and 3 feet 4 inches tall. Bicycle spaces may exceed one or more dimensions.

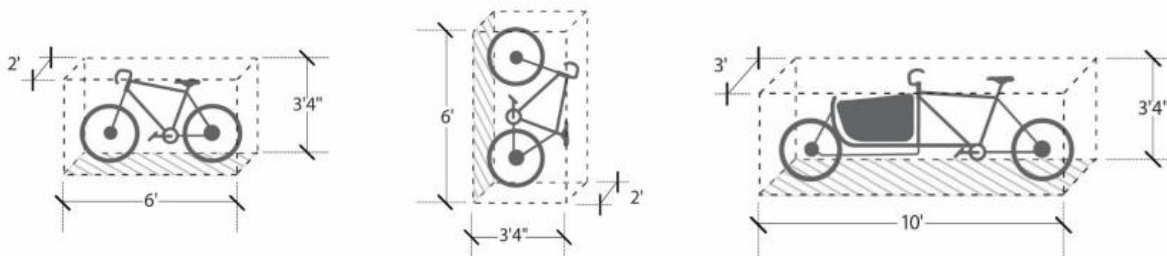
3. If other types of micromobility are proposed different from an oversized bicycle, (e.g. bicycle trailers, pedalcab, etc.), an applicant may propose, and the Planning Director may allow, dimensions other than an oversized bicycle.

4. Oversized spaces may always substitute for standard spaces; standard spaces may not substitute for oversized spaces.

Figure 34-5: Bicycle Spaces, Basic Dimensions

Standard Spacing Requirements

Large Bicycle Space



F. Bike Rack/Bike Room design standards. Where bicycle spaces are provided in racks, short-term or long-term, the racks must meet the following standards:

1. The rack must be designed so that the bicycle frame and one wheel can be locked to a rigid portion of the rack with a U-shaped shackle lock, when both wheels are left on the bicycle.

2. If the rack is a horizontal rack, it must support the bicycle at two points, including the frame; and

3. The rack must be securely anchored with tamper-resistant hardware.

4. Bicycle spaces, maneuvering areas, and clearance dimensions must meet the minimum standards contained in Table 34-6.

a. Where bicycle spaces are adjacent to a sidewalk, the maneuvering depth area may extend into the public right of way.

b. Stacked (2-tier) bicycle racks shall allow bicycles to be nearly horizontal when in the final stored position; stacked racks must include a mechanically-assisted lifting mechanism to mount the bicycle on the top tier.

c. Where stacked (2-tier) racks are used, clear space from floor to ceiling shall be no less than 9 feet.

1

Table 34-5: Minimum Dimensions for Bicycle Spaces, Detailed

		Bicycle Space Depth	Bicycle Space Width	Bicycle Space Height	Maneuvering Depth	Clearance to rack from walls
Standard Spacing						
	Standard Bicycle Spacing	6 ft.	2 ft.	3 ft. 4 in.	5 ft.	2 ft. 6 in.
Alternative Spacing						
	Horizontal: Side by Side	6 ft.	1 ft. 6 in.	3 ft. 4 in.	5 ft.	2 ft. 6 in.
	Horizontal: Wall Attached	6 ft.	2 ft.	3 ft. 4 in.	5 ft.	1 ft.
	Horizontal: Diagonal (45-60 degree)	6 ft.	1 ft. 6 in.	3 ft. 4 in.	5 ft.	3 ft.
	Vertical Spaces [2]	3ft. 4 in.	1 ft. 5 in.	6 ft.	5 ft.	--
	Stacked Spaces [3]	--	1 ft. 5 in.	--	8 ft.	--
	Larger Bicycle Space	10 ft.	3 ft.	3 ft. 4 in.	5 ft.	3 ft.

Notes:

[1] See Figure 34-6: Minimum Dimensions for Bicycle Spaces

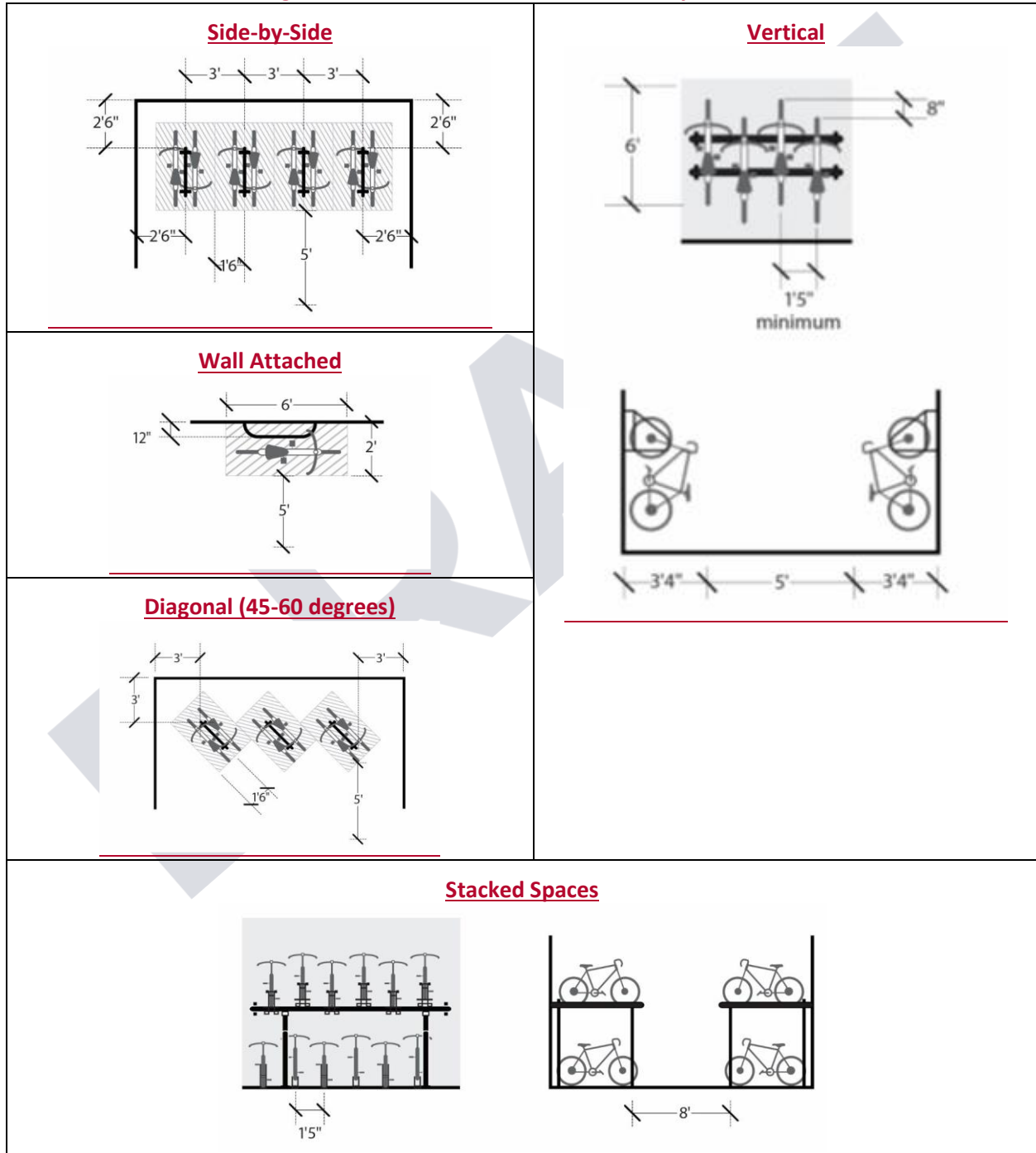
[2] The alternative spacing allowed for vertical bicycle parking spaces requires a minimum vertical stagger of 8 inches between each space.

[3] The alternative spacing allowed for stacked bicycle parking spaces requires a vertical stagger to be included in the manufacturer design.

2

1

Figure 34-6: Minimum Dimensions for Bicycle Racks



2

G. End of Trip Facilities. Showers, restrooms, personal lockers, and grooming facilities may be required

3

under a Transportation Demand Management Plan under EMC 19.34.080.

H. Location, Path of Travel, Signage, and Wayfinding. Long term bicycle spaces in bike rooms and bike cages, or in lockers and/or hangers, when located inside a building:

1. Must have direct access from the public right of way (street or public sidewalk). The beginning of the path of travel from the public right of way should be prominent and obvious. A bicycle access point from an alley to meet this subsection EMC 19.34.160(H)(1) may only be considered when located within 30 feet along a path of travel from a public street.

2. The path of travel from the public right of way to long term bicycle spaces may not extend more than 100 horizontal feet from the exterior of the building to the spaces and shall not require a rider to carry their bicycle.

3. If long term bicycle spaces are not readily visible from main building entrance(s) and/or the public street, signs must be prominently posted along the route (including at building entrances) indicating the location of the bicycle facilities.

4. Long term bicycle spaces may be located within structured parking, provided the following:

a. Spaces shall be located no lower or higher than the first complete parking level below or above the automobile entrance, and must be served by a bicycle path of travel free of obstructions that does not require bicycle users to carry their bicycles at any point; and

b. Any location where security features must be activated must have no more than a 1:20 (vertical:horizontal) slope; and

c. A location more than one level below grade may be permitted where an elevator per EMC 19.34.160(H)(5) be provided, and a path of travel to the elevator meeting the other requirements of this chapter.

5. If a long term bicycle facility is served by an elevator, the elevator shall be designed to accommodate the simultaneous loading and unloading of at least two bicycles.

I. Bike Corrals. At such time as public bicycle corrals may be installed in the public right of way, any site located within 500 feet may count such bicycle spaces towards their required short-term bicycle spaces as approved by the Planning Director.

J. Lighting and Security. Bike rooms, bike cages, and any roofed areas with bike racks, lockers, or hangers installed must be illumined to minimum 150 lux in the presence of people.

K. Plan Requirements. The following bicycle facility information must be included in plans as part of the master use and construction permit applications:

1. Calculation for quantity of bicycle spaces required and proposed

2. Bicycle space location, type, and dimensions

3. Type of rack or fixture (hardware) and mounting proposed

4. Vertical clearance dimensions

5. Dimensions for clearance from wall or other vertical obstruction

6. Dimensions for separation between racks

7. Note or verification of lighting

8. Dimensioned bicycle access route to spaces provided.

9. Manufacturer's installation specifications for mounting, and where applicable, clearance and aisle width (if proposing alternate standards to Director)

10. Where required, sign detail and sign location for wayfinding.

L. Rules. The planning director or city engineer may promulgate further rules for the design and location of bicycle facilities required for development.

M. Bicycle Sharing and other Micromobility Sharing. Bike share spaces cannot be counted towards a site's required amount of short-term or long-term bicycle spaces, but considering and providing publicly available space for shared bikes and other micromobility device is encouraged, and may be considered as part of an overall Transportation Demand Management plan.

19.34.170 – BICYCLE FACILITIES, REQUIRED COUNTS

Bicycle secure storage spaces are required for most uses to provide secure and convenient places to park bicycles and other forms of micromobility devices. These regulations ensure adequate short and long-term bicycle spaces based on the demand generated by different uses. Minimum bicycle facilities acknowledge the usage rates for different uses, and that this will vary by geography, being higher in mixed-use centers than in the rest of the city.

In the following table, the right column names the uses, while the second, third, and fourth columns provide formulas for how many long term (LT) and short term (ST) spaces must be provided in the city generally, or in mixed-use centers.

A. For uses not otherwise listed, required number of long and short term bicycle spaces are to be determined by the planning director and city engineer.

B. For all uses, a minimum of 2 long term and 2 short term bicycle spaces are required.

Table 34-6 Bicycle Facilities, Required Counts

<u>Land Use</u>	<u>Long Term</u>	<u>Short Term</u>	<u>Mixed-Use Centers</u>
<u>Residential</u>			
<u>Day care (family home), childcare</u>	<u>1.0 per dwelling</u>	<u>2.0 per site; both must be oversize spaces</u>	<u>2 LT / dwelling 4 ST (can substitute secure area on plan)</u>
<u>Day or overnight care (family home), caring for adults</u>	<u>1.0 per dwelling unit</u>	<u>1.0 per dwelling unit</u>	<u>2 LT / dwelling 2 ST / dwelling</u>
<u>Dwelling unit, unless otherwise noted here</u>	<u>1.00 per dwelling unit</u>	<u>0.20 per dwelling unit, except none required for five or fewer dwellings on a lot</u>	<u>1.25 LT / dwelling 0.30 ST / dwelling (only required for 3 or more dwellings on a lot)</u>

<u>Dwelling, Co-Living, Dormitory, Emergency Housing, Secure Community Transition</u>	<u>.75 per sleeping unit or bed</u>	<u>.25 per sleeping unit or bed</u>	<u>1.0 LT / sleeping unit or bed</u> <u>0.3 ST / sleeping unit or bed</u>
<u>Live-Work Units</u>	<u>1.00 per dwelling unit</u>	<u>0.50 per dwelling unit</u>	<u>1.50 LT / dwelling</u> <u>0.75 ST / dwelling</u>
<u>Group housing, residential care facility, senior housing, or extended care facility, including independent living units in congregate care facility, convalescent or nursing homes</u>	<u>0.50 per bed</u>	<u>0.20 per bed</u>	<u>0.75 LT / bed</u> <u>0.25 ST / bed</u>
<u>Permanent Supportive Housing</u>	<u>As determined by planning director and city engineer, with no fewer than 0.5 per bedroom and 1 for every 2 employees on shift (2 minimum)</u>	<u>As determined by planning director and city engineer, with no fewer than 0.1 per bedroom (2 minimum)</u>	<u>As determined by planning director and city engineer, with no less than 0.75 LT and 0.2 ST (3 each, minimum)</u>
<u>Short term rentals; hotels, motels</u>	<u>0.05 per rentable room</u> <u>0.05 ST / rentable room,</u> <u>PLUS 0.20 ST / 1,000 sf for conference/meeting rooms</u>	<u>0.05 per rentable room and</u> <u>0.20 per 1,000 square feet of conference/meeting rooms</u>	<u>0.075 LT / rentable room</u> <u>0.10 ST / rentable room,</u> <u>PLUS 0.35 ST / 1,000 sf for conference/meeting rooms</u>
<u>Office, Retail, & Restaurants</u>			
<u>General or professional offices, incl. government uses</u>	<u>0.25 per 1,000 square feet</u>	<u>0.10 per 1,000 square feet</u>	<u>0.50 LT / 1,000 sf</u> <u>0.25 ST / 1,000 sf</u>
<u>Retail stores & service, all forms not otherwise listed</u>	<u>0.25 per 1,000 square feet</u>	<u>0.25 per 1,000 square feet; at least 10% must accommodate oversize bicycles</u>	<u>0.50 LT / 1,000 sf</u> <u>0.50 ST / 1,000 sf; at least 20% must accommodate oversize bicycles</u>
<u>Restaurants, bars</u>	<u>0.25 per 1,000 square feet</u>	<u>0.50 per 1,000 square feet</u>	<u>0.50 LT / 1,000 sf</u> <u>1.0 ST / 1,000 sf</u>
<u>Other Commercial, and Industrial</u>			

<u>Clinics and Veterinary Clinics</u>	<u>0.10 per 1,000 square feet</u>	<u>0.25 per 1,000 square feet</u>	<u>0.25 LT / 1,000 sf</u> <u>0.50 ST / 1,000 sf</u>
<u>Commercial Storage, enclosed</u>	<u>0.02 per 1,000 square feet</u>	<u>0.05 per 1,000 square feet; at least 50% of ST spaces must accommodate oversize bicycles</u>	<u>0.04 LT / 1,000 sf</u> <u>0.10 ST / 1,000 sf (≥50% spaces accommodate oversize bikes)</u>
<u>Daycare, Commercial</u>	<u>0.075 LT per employee</u>	<u>0.05 ST per child peak attendance; at least 25 percent must accommodate oversize bicycles</u>	<u>0.15 LT/employee; 0.1 ST/child (≥30% must accommodate oversize bicycles)</u>
<u>Dismantling & Impound Yard; Outdoor Storage; Heliport; Marine Terminal; Railyard</u>	<u>0.25 per 1,000 square feet of office space</u>	<u>1.0 per site</u>	<u>0.50 LT / 1,000 sf of office space</u> <u>none beyond 3 ST</u>
<u>Entertainment and recreation, indoor – theaters, gathering halls</u>	<u>1 per 1,000 square feet, or 0.02 per seat</u>	<u>1.25 per 1,000 square feet, or 4% of projected max attendance</u>	<u>4 LT / 1,000 sf or 0.04 LT / seat;</u> <u>2.5 per 1000 sf, or 8% of projected max attendance</u>
<u>Entertainment and recreation, indoor – all others</u>	<u>0.5 per 1,000 square feet</u>	<u>0.75 per 1,000 square feet</u>	<u>0.75 LT / 1,000 sf;</u> <u>1.5 ST / 1000sf</u>
<u>Entertainment and recreation, outdoor, and major event venues</u>	<u>Per planning director and city engineer</u>	<u>Per planning director and city engineer</u>	<u>Per planning director and city engineer</u>
<u>Manufacturing & Production, light or heavy</u>	<u>0.067 per 1,000 square feet</u>	<u>0.05 per 1,000 square feet</u>	<u>0.13 LT / 1,000 sf</u> <u>0.1 ST / 1,000 sf</u>
<u>Vehicle & Equipment sales, repair, and rental (light and heavy)</u>	<u>0.25 per 1,000 square feet of office space</u>	<u>0.1 per 1,000 square feet of building area</u>	<u>0.50 LT / 1,000 sf of office space</u> <u>0.2 / 1,000 sf of enclosed space</u>
<u>Warehouse & Freight terminal</u>	<u>0.025 per 1,000 square feet</u>	<u>0.01 per 1,000 square feet</u>	<u>0.05 LT / 1,000 sf</u> <u>0.02 / 1,000 sf</u>
<u>Public and Institutional</u>			

<u>Community Service & Civic Centers not otherwise described</u>	<u>0.05 per employee</u>	<u>0.25 per 1,000 square feet</u>	<u>0.15 LT / employee</u> <u>0.50 ST/1000sf.</u>
<u>Community Club/Center; Private Clubs and Lodges</u>	<u>0.25 LT / 1,000 sf</u>	<u>0.25 per 1,000 square feet</u>	<u>0.50 LT / 1,000 sf</u> <u>0.50 ST/1000sf.</u>
<u>Hospitals</u>	<u>Per planning director and city engineer</u>	<u>Per planning director and city engineer</u>	<u>Per planning director and city engineer</u>
<u>Libraries</u>	<u>0.05 LT / employee</u>	<u>0.25 per 1,000 square feet</u>	<u>0.15 LT / employee</u> <u>0.50 ST/1000sf.</u>
<u>Museums</u>	<u>0.05 LT / employee</u>	<u>0.25 per 1,000 square feet</u>	<u>0.15 LT / employee</u> <u>0.50 ST/1000sf.</u>
<u>Parks</u>	<u>Per planning director and city engineer</u>	<u>Per planning director and city engineer</u>	<u>Per planning director and city engineer</u>
<u>Places of Worship</u>	<u>0.1 LT / 1,000 sf</u>	<u>0.4 per 1,000 square feet</u>	<u>0.2 LT / 1,000 sf</u> <u>0.8 ST/1000sf.</u>
<u>Schools, K-12 and College</u>	<u>Per planning director and city engineer</u>	<u>Per planning director and city engineer</u>	<u>Per planning director and city engineer</u>

1 **19.34.200 – MODIFICATION OF REQUIRED OFF-STREET PARKING SPACES, BIKE AND**
2 **MICROMOBILITY SPACES, INCLUDING LOCATION AND DRIVEWAY WIDTH STANDARDS.**

3 ~~An applicant may propose, and the~~ The planning director, using the review process described in EMC
4 Title 15, Local Project Review Procedures, may allow an applicant to deviate from the following
5 standards of this chapter, provided the applicant's proposal satisfies the evaluation criteria in Chapter
6 15.03 EMC:

7 A. Reduction of off-street vehicle parking required by Table 34-1 ~~or 34-2~~, or of bicycle facilities required
8 in Table 34-6;

9 B. Location of off-street ~~vehicle~~ parking or bicycle facilities;

10 C. ~~Vehicular access~~ Vehicular access to off-street vehicle parking, alleys, and driveways, or access to
11 bicycle facilities;

12 D. Parking area or bicycle facility design and construction;

13 E. Standards for drive-through facilities; or

14 F. Off-street loading requirements.

15 **CHAPTER 19.35 – LANDSCAPING**

16 **19.35.010, USER GUIDE.**

17 Table 35-1, Landscape Categories for Use Zones, contains the landscape category for each zone. This
18 landscape category is either A, B, C, D or E. This chapter establishes the requirements for each landscape

category. It also establishes minimum buffers between certain uses, and provides a method for modification of the requirements of this chapter. Certain zones include special landscaping regulations that are in addition to or exceptions from the standards in this chapter. Table 35-2 identifies when special regulations may apply. See also Chapter 19.41.060 EMC for maintenance requirements.

19.35.020, PURPOSE.

The purpose of this chapter is to

- enhance compatibility between land uses and zones;
- support compact development;
- new development is compatible and graceful transitions between differing land use densities, intensities, and uses.;
- screen undesirable views which have a blighting effect upon adjoining streets and properties;
- provide a visual buffer and physical separation between land uses of varying intensities on abutting properties;
- visually screen unwanted features in the pedestrian environment, soften blank walls, visually reduce large and continuous building mass, and add visual interest to building rooflines when used on terraces and upper levels;
- minimize the impacts of noise, light and glare;
- ~~temper the extremes of microclimates;~~
- reduce urban heat island effects through development, building, and infrastructure design;
- provide privacy;
- reduce dust;
- reduce the visual monotony of large expanses of paved parking lots;
- implement the policies of the Everett general plan;
- reduce stormwater runoff and pollution of surface waters, reduce erosion and sedimentation;
- conserve energy;
- aid in regulating vehicle circulation; and
- retain existing natural vegetation and protect and preserve urban wildlife habitat; ~~to the extent feasible.~~
- support ecological health, enhance habitat connectivity for native plants and wildlife
- maintain a continuous, consistent, walkable, and human-scaled pedestrian environment at the interface of buildings and the public realm. Promote interaction between indoor and outdoor activities to create an inclusive and vibrant public realm.
- strive to achieve a “greener” character over time, reflecting the spectacular natural landscape within and surrounding the City of Everett;
- expand the city’s overall tree canopy;
- create a safe and comfortable environment by using design cues to differentiate/demarcate public, semi-private, and private spaces, incorporate clear sightlines and eyes on the street, and other CPTED features;
- use landscaping elements to delineate spaces and frame views. In pedestrian areas, provide a clear zone from 2’ to 7’ above the ground to support clear lines of sight and safety, particularly near to intersections or potential points of conflict; and

- buffer between designated MICs and adjacent residential or mixed-use areas to protect both the viability of long-term industrial operations and the livability of adjacent areas.

19.35.030, APPLICATION OF LANDSCAPING REQUIREMENTS.

The planning department shall review and may approve, disapprove or approve with modification all site/landscape plans for all uses and developments which are required to provide landscaping in accordance with the requirements of individual zones and the provisions of this chapter. No permit for use which is subject to the requirements of this section shall be issued until the landscape plan for such use has been approved by the planning department. This chapter shall apply under the following circumstances:

A. New Development. All new uses shall provide landscaping in accordance with the requirements of this chapter when the use-standards table indicates a particular landscape category applies to that use, or when a particular landscape category and/or additional specific landscaping requirements are imposed as part of a discretionary permit review process.

B. Expansions of or Alterations to Existing Uses. The requirements of this section shall apply to remodeling or expansion of existing uses when the value of the new construction or alteration occurring within a two-year period is equal to or greater than thirty-five percent of the assessed value of the existing improvements. Where conformance with this section would create a nonconformity of parking standards or would conflict with the location of existing buildings on the lot, the planning director shall determine how the code is to be applied. Where a nonconformity with parking standards will be created, the planning director should consult with the city traffic engineer. In determining how to apply the landscaping requirements in such circumstances, the planning director may allow landscaping to be clustered on portions of the site visible from adjacent streets and shall use the following criteria in deciding which of the landscaping requirements to adjust, listed in the order of highest importance:

1. Compliance with street frontage landscaping standards;
2. Compliance with perimeter landscaping standards;
3. Compliance with internal area of parking lot standards;
4. Compliance with other landscaping standards of this title.

C. Change of Use or Occupancy. When the use of a building or lot changes to another use which does not involve expansion or remodeling as provided in subsection (B) of this section, such use need not provide additional landscaping except under the following circumstances:

1. Additional off-street parking is required, in which case the landscaping required by EMC 19.35.080 shall be required for all new parking spaces or parking facilities provided.
2. The use is subject to a review process in which the review authority has discretionary authority as set forth in EMC Title 15, Local Project Review Procedures, in which case the review authority shall establish the minimum landscape requirements for the specific use.
3. New uses, storage or other activities which take place outdoors are to occur, in which case the requirements of EMC 19.39.050 shall apply.

4. The previous use did not comply with the requirements of the landscaping regulations in effect at the time it was established, in which case the new use shall comply with such requirements in effect at the time of establishment of the previous use. If the location of existing buildings prevents conformance with the requirements of this chapter, the planning director shall determine how the code is to be applied.

D. Difference of Standards. Where there is a difference in the standards listed in this chapter and the specific requirements listed in individual zones, the more substantial requirements shall be required. The planning director may permit alternative landscaping, as provided in EMC 19.35.190, when the overall site development plan proposed provides equivalent or better results than required by this title.

~~19.35.040, LOCATION OF LANDSCAPING.~~

~~Landscaping shall be located where indicated by Table 35-2. Where required landscape width exceeds the required setback, the landscape width may be reduced to the minimum setback width if the landscape type is increased to the next higher standard (e.g., Type III to Type II), except that where Type III landscaping is required along street frontages, it need not be increased to Type II landscape standards.~~

19.35.050, LANDSCAPING TYPE DEFINITIONS AND REQUIREMENTS (TYPES I-IV).

A. Type I: Visual Screen. Type I landscaping is intended to provide a very dense sight barrier to significantly separate uses and zoning districts. It shall generally consist of a mix of predominantly evergreen plantings including living trees, shrubs and ground covers. The choice and spacing of plantings shall be such that they will form a dense hedge sufficient to obscure sight through the screen within three years after planting. Where a sight obscuring fence is required, chain-link fencing with slats shall not be considered to be sight-obscuring. Type I landscaping shall consist of the following:

1. Evergreen trees planted along the entire length of the required buffer at intervals no greater than twenty feet on center. Trees shall be chosen and spaced so as to form an effective visual screen which creates a solid sight-obscuring barrier within three years of planting. Trees shall be a minimum of six feet high at the time of planting.
2. Type I landscaping shall include a solid wood fence or masonry wall, or combination of wood and masonry, six feet in height and located along the property line between the residential and nonresidential use.
3. The entire width of the required buffer shall be landscaped. The remaining area which is not planted with the sight-obscuring barrier shall be planted with shrubs and ground cover. Shrubs shall be at least two-gallon size and a minimum of eighteen inches high at the time of planting. Shrubs and ground cover shall be planted to attain a coverage of ninety percent of the planting area within three years.
4. Lawns and other ground covers may be used to cover up to seventy-five percent of the landscape area which is not used for the sight-obscuring barrier.

B. Type II: See-Through Buffer. Type II landscaping is intended to create a visual separation between uses and zones. Type II landscaping shall consist of:

1. A mix of evergreen and deciduous trees, with no more than thirty percent being deciduous, and planted at intervals no greater than twenty feet on center. Required deciduous trees shall be at least two inches caliper at the time of planting. Evergreen trees shall be at least six feet tall at time of planting.

2. A mix of evergreen and deciduous shrubs, with not more than thirty percent being deciduous, at least two-gallon size and a minimum of eighteen inches high at the time of planting, planted at a density of five per one hundred square feet of planting area, together with other living ground cover planted to attain a coverage of ninety percent within three years of planting.

Trees to be planted under overhead electric power lines shall be species recommended in Snohomish County PUD No. 1's Tree Book, Puget Sound Energy's Energy Landscaping or an alternative approved by the planning director. If the species planted is expected to be less than twenty feet high at maturity, the planning director may require that additional trees be planted.

C. Type III: Ornamental Effects Landscaping. Type III landscaping is intended to provide a visual separation of uses from streets, and visual separation of compatible uses so as to soften the appearance of the development from public streets and soften the appearance of parking areas, buildings, and other improvements. Type III landscaping shall consist of:

1. Canopy-type broadleaf deciduous trees or spreading evergreen trees planted in wells or strips with a mix of living evergreen and deciduous ground covers and ~~low~~ shrubs. Up to one hundred percent of the trees may be deciduous. Deciduous trees shall have a minimum caliper of two inches at the time of planting. Evergreen trees shall have a minimum height of six feet at time of planting.

~~Trees Required trees~~ shall be spaced at intervals no greater than ~~thirty~~twenty-five feet on center.

Trees planted in Type III landscaped areas along street frontages must have a minimum spread of ten feet and a minimum height of twenty feet at maturity, unless a lower height is required under power lines.

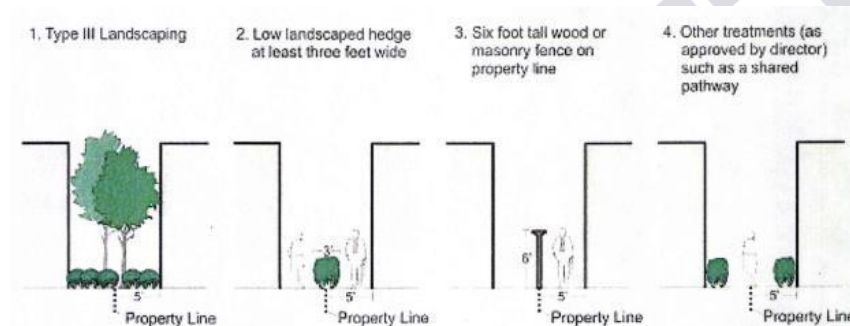
2. Shrubs and living ground cover shall be chosen and planted to attain a coverage of ninety percent within three years of planting. Shrubs shall be a minimum of eighteen inches high at the time of planting and shall be planted at a density of five shrubs per one hundred square feet of that portion of the landscape area which is not planted in ground cover. Ground cover may be used for up to seventy-five percent of the required ninety percent coverage.

3. Along interior lot lines where buildings on both sides of an interior lot line are five feet or less from the property line, one of the following screening methods may be used rather than the standards in subsections (C)(1) and (2) of this section:

a. Provide a low landscaped hedge at least three feet wide between the building and the property line. The hedge shall include at least one three-gallon shrub for every three lineal feet.

- b. Provide a solid wood fence or masonry wall, or combination of wood and masonry, six feet in height and located along the property line.
- c. Other treatments that meet the intent of the standards as approved by the planning director.

Figure 35-1: Side Yard Options



D. Type IV: Soil Stabilizing Vegetation/Landscaping. Type IV landscaping is intended to provide soil stability, prevent erosion and prevent sedimentation to off-site properties and improvements. Type IV landscaping shall consist of lawn, other living ground cover, shrubs and trees with a root structure which stabilizes soil where necessary to prevent erosion and sedimentation. Type IV landscaping may include other organic and/or inorganic soil-stabilizing materials such as rockeries, retaining walls or other similar slope and soil stabilization devices. A minimum of sixty percent of the required front setback fronting a public street and a required street side setback shall be landscaped exclusive of any type of impervious surface or gravel or any other similar material. If a permitted driveway or off-street parking area is within the setback, the required landscaped area can be reduced to forty percent. Landscaping shall consist primarily of grass or other living ground cover, shrubs, and/or trees.

19.35.055, PLANT SPECIFICATION.

Unless otherwise specified, the following standards shall apply to all areas which are required to be landscaped by this chapter:

A. Trees. Trees to be planted under overhead electric power lines shall be species recommended in Snohomish County PUD No. 1's Tree Book, Puget Sound Energy's Energy Landscaping or an alternative approved by the planning director. If the species planted is expected to be less than twenty feet high at maturity, the planning director may require that additional trees be planted. Trees that do not meet these standards, such as palm trees and Thuja occidentalis "emerald green," may only be permitted for a portion of the landscaping through the modification process in EMC 19.35.190 when the proposal includes equal or better design quality, and increases the number of trees provided.

The planning director may modify the size of street trees required by this title when trees must be located in aboveground planters due to the location of underground utilities or other underground features.

1. Required deciduous trees shall be at least two inches caliper at the time of planting. If the species planted ~~is expected to be~~ will likely attain less than twenty feet high at maturity, the planning director may require that additional trees be planted.

2. Required evergreen trees shall be at least six feet high at the time of planting. If the species planted ~~is~~ will likely attain less than twenty feet high at maturity, the planning director may require that additional trees be planted.

B. Shrubs. Required shrubs shall be at least two-gallon size and at least eighteen inches high at the time of planting except if used for Type I landscaping.

C. Ground Covers.

1. Ground cover includes low-growing, living plant materials such as perennials, grass, low-growing shrubs, and similar plants. For purposes of this title, chipped wood, bark, similar mulching materials or nonliving artificial plant materials are not acceptable substitutes for required ground cover, except that in portions of LID stormwater facilities that count toward required landscaping, no more than twenty-five percent of the required ground cover may be in rock and mulch.

2. In order to accomplish ninety percent coverage of bare soil by ground cover within three years, spacing for ground cover shall be as follows:

a. Two-and-one-half-inch pots: twelve inches on center;

b. Four-inch pots: eighteen inches on center;

c. One-gallon pots: twenty-four inches on center;

d. Alternative spacing of particular species may be approved by the city if documentation concerning the effectiveness of the ground cover is submitted with the landscape plan.

D. Plant Materials, Size, Characteristics. All plant materials, sizes and characteristics shall be in accordance with the current American Standards for Nursery Stock.

1. See the city's recommended tree list for recommended species.

2. The use of plant species native to the Pacific Northwest is ~~encouraged~~ required on lots adjacent to critical areas and buffers, exclusive of geologically hazardous areas.

3. Species listed in Snohomish County's noxious weeds lists (Classes A, B and C) are prohibited and shall be eradicated or controlled when present. Invasive species such as English ivy cultivars "Baltica," "California," "Pittsburgh," and Star, Atlantic ivy, and Scotch broom shall not be planted.

4. See the city's stormwater regulations for additional standards for plantings in stormwater facilities.

19.35.060, APPLICATION OF LANDSCAPE CATEGORIES AND TYPE (TABLES 35-1 AND 35-2).

A. General. Table 35-1 specifies landscape categories for all use zones within the city, while Table 35-2 lists the applicable landscape type and width. The specific regulations pertaining to each landscape

category are contained in this section. Where there is a conflict between the general and specific regulations, the more specific regulations shall control.

B. Instructions for Tables 35-1 and 35-2. First, determine the property's zoning from the city's zoning map (see Chapter 19.03 EMC, Map 3-1). Then refer to Table 35-1 to determine which landscape category applies to that zone. Use Table 35-2 to determine which perimeter landscape types apply for that category. Also refer to the applicable footnotes and detailed requirements standards for specific uses in the following sections of this chapter.

Table 35-1: Landscape Categories for Use Zones

Use Zone	Landscape Category
R-2(A); UR3; UR4⁽⁴⁾ <small>⁴Also see EMC 19.35.090(B) for additional requirements applicable to the UR4 zone within Metro Everett.</small> UR4; UR7	A⁽¹⁾ <small>¹Landscape Category E for single-family detached or two-family (duplex) dwellings. Landscape Category B for permitted nonresidential uses. See EMC 19.35.090 for permitted townhouse and duplex developments in these zones.</small>
NB⁽²⁾; B⁽³⁾; MU, LI1 <small>²Landscape Category E for single-family detached or duplex dwellings. ³Landscape Category E for single-family detached or duplex dwellings. Landscape Category A for single-family attached or multiple-family dwellings.</small> MU4; MU7; MU15; LI-MU	B
HI	C
LI2 LI	D
R-S; R-1; R-2; AG NR; NR-C; AG	E⁽⁴⁾ <small>⁴Landscape Category E for single-family detached or two-family (duplex) dwellings. Landscape Category B for permitted nonresidential uses. See EMC 19.35.090 for permitted townhouse and duplex developments in these zones.</small>

Footnotes for Table 35-1:

¹ Landscape Category E for single-family detached or two-family (duplex) dwellings. Landscape Category B for permitted nonresidential uses. See EMC 19.35.090 for permitted townhouse and duplex developments in these zones.

² Landscape Category E for single-family detached or duplex dwellings.

³ Landscape Category E for single-family detached or duplex dwellings. Landscape Category A for single-family attached or multiple-family dwellings.

⁴ Also see EMC 19.35.090(B) for additional requirements applicable to the UR4 zone within Metro Everett.

C. Perimeter Landscaping. Table 35-2 of this section establishes the type and width of landscaping required along property lines for the landscape category required in each individual zone in Table 35-2. This chart establishes the minimum requirements for each landscape category. However, additional standards may be required for uses being reviewed under review processes involving the hearing examiner, planning commission or city council as set forth in EMC Title 15, Local Project Review Procedures, when necessary to enhance compatibility between zones and uses. Where a minimum width of landscaping is specified, the actual width of the planting area shall be measured. Curbs, paving or other protective or boundary marking devices shall not be included in the measurement of landscape width.

- 1 D. Application of Type IV Landscaping. Type IV landscaping shall be used in the following circumstances:
- 2 1. All uses which are indicated as requiring Landscape Category E in the use-standards tables of
- 3 individual zones.
- 4 2. All interior portions of lots which are not developed with buildings, parking area and uses
- 5 and which are not regulated by subsection (A) of this section, or EMC 19.35.080 or 19.35.090, or
- 6 by other more specific landscape regulations contained in this title.

Table 35-2: Perimeter Landscape Standards

Street Frontage ⁽¹⁾			Interior Lot Lines ⁽²⁾		
¹ All public right-of-way behind the sidewalk, <u>walking path, parking strip, or travel lane</u> shall also be landscaped to Type III standards. Additional trees are not required in the portion of the landscaping in the public right-of-way.			² Interior lot lines which do not abut an alley.		
Landscape Category	Type	Width of Landscaping	Abutting Zone	Type	Width of Landscaping
A	III Ornamental	Minimum setback depth <u>10 feet</u> or distance between lot line and building, whichever is less ⁽³⁾	Single-family ⁽⁴⁾ AG, R-S, R-1, R-2, R-2(A) zones, NR and NR-C	II Visual Screen See-Through Buffer	10 feet or distance between building and lot line, whichever is less width of required setback, whichever is less
		³ See EMC 19.35.080 for landscaping requirements for off-street parking and outdoor display areas.	Others	III Ornamental	5 feet or distance between building and lot line, whichever is less
B	III Ornamental	10 feet or distance between lot line and building, whichever is less ⁽³⁾ (11)	Residential zones ⁽⁵⁾	I Visual Screen	10 feet
		³ See EMC 19.35.080 for landscaping requirements for off-street parking and outdoor display areas. ¹¹ [tree standards for streets designated TOD, pedestrian and connector]	AG, R-S, R-1, R-2, R-2(A), UR3, UR4-NR-C, NR, UR4, UR7 zones. Others	III Ornamental	5 feet or distance between building and lot line, whichever is less
C	III Ornamental	15 feet or distance between building and lot line, whichever is less ⁽³⁾ (8) (10)	Residential ⁽⁵⁾	I Visual Screen	25 feet
		³ See EMC 19.35.080 for landscaping requirements for off-street parking and outdoor display areas. ⁸ See EMC 19.35.110 for additional requirements in LI2 zone. ¹⁰ The minimum landscape width for off-street parking areas abutting street right-of-way shall be fifteen feet.	AG, R-S, R-1, R-2, R-2(A), UR3, UR4-NR-C, NR, UR4, UR7 zones. Commercial Mixed-Use ⁽⁶⁾ (11)	III Ornamental	10 feet
			NB, B and MU-MU4, MU7, MU15, MU25 zones. ¹¹ [tree standards for streets designated TOD, pedestrian and connector] Industrial ⁽⁷⁾	III Ornamental	5 feet
D	III Ornamental	20 feet or distance between building and lot line, whichever is less ⁽³⁾ (8) (10)	Residential ⁽⁵⁾	I Visual Screen	25 feet
		³ See EMC 19.35.080 for landscaping requirements for off-street parking and outdoor display areas. ⁸ See EMC 19.35.110 for additional requirements in LI2 zone. ¹⁰ The minimum landscape width for off-street parking areas abutting street right-of-way shall be fifteen feet.	AG, R-S, R-1, R-2, R-2(A), UR3, UR4-NR-C, NR, UR4, UR7 zones. Commercial or industrial Others	II See-Through Buffer	10-15 feet
E	IV	⁽⁹⁾ See subsection (D) of this section for application of Category IV landscaping.	All zones	IV	⁽⁹⁾ See subsection (D) of this section for application of Category IV landscaping.

Street Frontage ⁽¹⁾			Interior Lot Lines ⁽²⁾		
⁽¹⁾ All public right-of-way behind the sidewalk, <u>walking path, parking strip, or travel lane</u> shall also be landscaped to Type III standards. Additional trees are not required in the portion of the landscaping in the public right-of-way.			⁽²⁾ Interior lot lines which do not abut an alley.		
Landscape Category	Type	Width of Landscaping	Abutting Zone	Type	Width of Landscaping
	Lawn/Soil stabilizing			Lawn/Soil stabilizing	

Footnotes for Table 35-2:

¹ All public right-of-way behind the sidewalk, walking path, parking strip, or travel lane shall also be landscaped to Type III standards. Additional trees are not required in the portion of the landscaping in the public right-of-way.

² Interior lot lines which do not abut an alley.

³ See EMC 19.35.080 for landscaping requirements for off-street parking and outdoor display areas.

⁴ ~~AG, R-S, R-1, R-2, R-2(A) zones.~~

⁵ AG, ~~R-S, R-1, R-2, R-2(A),~~ UR3, UR4-NR-C, NR, UR4, UR7 zones.

⁶ ~~NB, B and MU~~ MU4, MU7, MU15, MU25 zones.

⁷ ~~LI1, LI-MU,~~ LI2 and HI zones.

⁸ See EMC 19.35.110 for additional requirements in LI2 zone.

⁹ See subsection (D) of this section for application of Category IV landscaping.

¹⁰ The minimum landscape width for off-street parking areas abutting street right-of-way shall be fifteen feet.

¹¹ For streets designated TOD, pedestrian and connector on Map 33-1, the required street trees shall be provided between the sidewalk and curb edge within the public right-of-way in a minimum four-foot by six-foot vault or other method as approved by the city to prevent root penetration and sidewalk damage. Spacing of trees shall average not more than thirty feet. Spacing is subject to city of Everett public works standard clearances for sight triangles, driveways, street lights, and other street features or safety concerns. Tree spacing may be reduced to increase visibility of signs and buildings if approved by the city. The city shall maintain a recommended tree list that includes species selection and spacing requirements. See Figures 35-2 and 35-3 below.

Figure 35-2: Street Trees on TOD, Pedestrian and Connector Streets

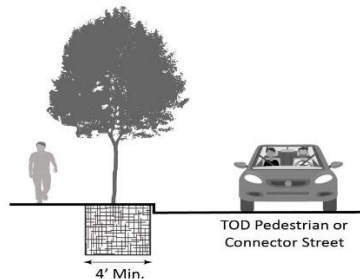
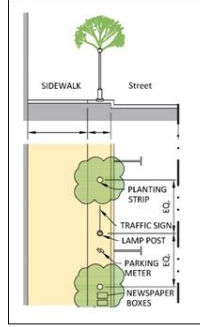


Figure 35-3: Street Trees on TOD, Pedestrian and Connector Street



19.35.080, OUTDOOR DISPLAY AND OFF-STREET PARKING AREA LANDSCAPE REQUIREMENTS.

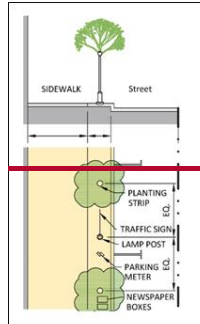
The following requirements shall apply to landscaping of all off-street parking, outdoor automobile sales and outdoor display areas, except as otherwise provided in this title for specific zones. The purpose of this section is to provide visual relief along the street frontage of outdoor display and off-street parking areas, to prevent a monotonous visual experience of large expanses of paving, to create shade and mitigate the heat island effect of paved parking areas, to improve water quality, to improve stormwater management, to help control the flow of traffic, and to soften the appearance of parking structures.

A. Parking and storage areas, automobile sales lots and other outdoor display areas which front on a street right-of-way shall provide the required landscaping in Table 35-2.

B. The following amounts of landscaping shall be provided in the internal area of parking lots exclusive of the landscaping required to be provided along street frontages and along interior lot lines by Table 35-1 of this chapter. Parking of trucks, fleet vehicles, trailers, or other type of vehicles is considered off-street parking for the purposes of calculating the internal area of parking lots in this section.

1. If a lot or development site contains a total of twenty or fewer parking spaces, or not more than six thousand square feet of parking and maneuvering area, whichever is less, no landscaping is required in the internal area of parking lots.

Figure 35-3: Street Trees on TOD, Pedestrian and Connector Street



2. If the parking area contains more than twenty parking spaces or six thousand square feet of maneuvering area, and fewer than one hundred parking spaces, a minimum of twenty square feet of landscaping shall be planted for each parking stall. Plantings must consist of a mix of

1 trees, shrubs and ground cover. At least one tree shall be planted for every eight parking spaces.
2 Calculations resulting in a fraction larger than one-half shall be rounded up to the next whole
3 number.

4 3. If the parking area contains one hundred or more parking spaces, a minimum of thirty square
5 feet of landscaping shall be provided for each parking stall. Plantings must consist of a mix of
6 trees, shrubs and ground cover. At least one tree shall be planted for every six parking spaces.
7 Calculations resulting in a fraction larger than one-half shall be rounded up to the next whole
8 number.

9 4. Outdoor storage areas and vehicle sales do not require interior landscaping; however, such
10 sites shall still provide landscaping along street frontages and other lot lines as required by
11 subsection (A) of this section and Table 35-2.

12 C. Landscaping of the planting areas located in the interior of parking lots as required by subsection
13 ~~(D)~~ of this section shall conform to the following standards:

14 1. Trees shall be canopy-type broadleaf deciduous trees or spreading evergreen trees. Trees
15 must have a minimum spread of ten feet and a minimum height of twenty feet at maturity. Trees
16 that do not meet these standards, such as palm trees and *Thuja occidentalis*, "emerald green,"
17 may only be permitted for a portion of the landscaping through the modification process in EMC
18 19.35.190 when the proposal includes superior design quality, and increases the number of trees
19 provided. Evergreen trees shall be a minimum of six feet high at time of planting. Deciduous
20 trees must be a minimum of two-inch caliper. Up to fifty percent of the required trees within
21 parking areas may be deciduous. Provided, that if the required number of evergreen trees are
22 added to interior lot line landscape areas, up to one hundred percent of the trees interior to the
23 parking areas may be deciduous. Said evergreen trees shall be in addition to those required
24 along interior lot lines and planted within a minimum ten-foot-wide landscaped area.

25 2. A mix of evergreen and deciduous shrubs and ground cover shall be provided in the required
26 landscape areas. Ground cover shall be selected and planted so as to withstand foot traffic and
27 provide ninety percent coverage within three years of planting. Shrubs and ground covers shall
28 meet the specifications in EMC 19.35.055.

29 3. Landscaping shall be dispersed throughout the parking area, rather than being concentrated
30 in a small portion of the lot. No parking space shall be located more than eighty feet from an
31 internal landscape area in the same row. Planting islands with at least one tree shall be provided
32 at the end of each parking row.

33 4. Tree wells/islands should be a minimum of five feet by five feet or four feet by six feet
34 excluding curbing, and the size of the tree wells/islands and curbing shall be shown on the
35 landscape plan. If another size is proposed, the applicant shall provide documentation from a
36 certified landscape architect concerning the viability of the size of the tree well for the growth
37 characteristics of the subject tree. No tree shall be planted in a location where any part of a
38 maneuvering or parked vehicle, including bumper overhang into landscaped areas, may pass
39 within two feet of the tree. Landscape islands not containing trees may be narrower than five
40 feet wide.

5. Trees shall be maintained in accordance with the standards established in EMC 19.35.170.

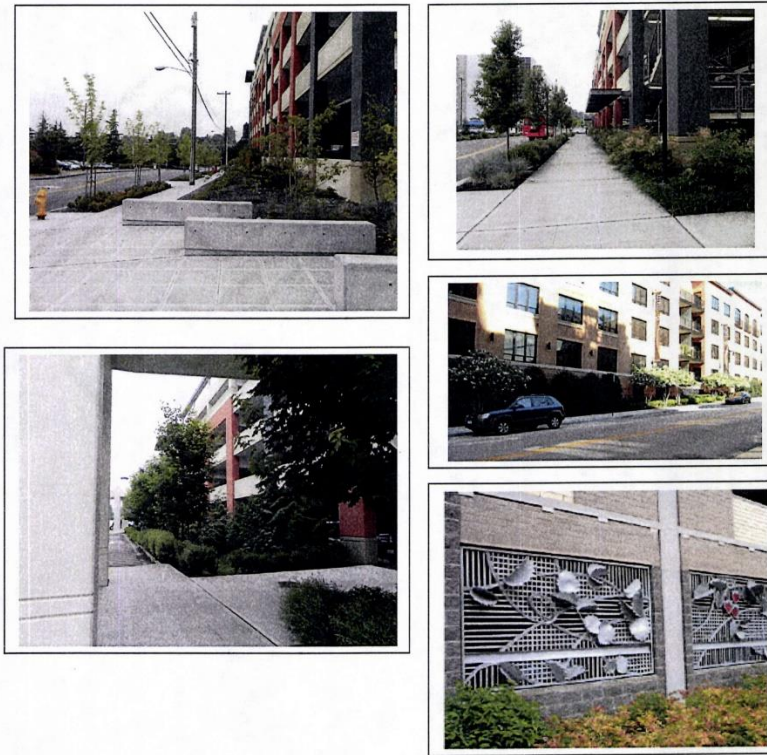
D. Except where a greater landscape width and more substantial landscape type is required by Table 35-2, where outdoor display areas and off-street parking facilities ~~for office, commercial or industrial uses with more than twenty parking spaces~~ about neighborhood residential zones, they shall be separated therefrom by a ~~ten-foot-wide landscape strip planted with Type I landscaping. The landscape requirement may be reduced to five feet in width and planted with Type II landscaping if a six-foot-high screening fence constructed of wood, masonry or a combination of wood and masonry is erected on the property line between the residential zone and the outdoor display area of off-street parking facility.~~

~~E. Where off-street parking facilities for multiple family uses are located adjacent to single family zones (R-S, R-1, R-2, R-2(A) and AG), they shall be separated therefrom by a fifteen-foot-wide strip landscaped to Type I or Type II standards. The landscape strip may be reduced to ten feet if a six-foot-high solid screening fence constructed of wood, masonry or combination of wood and masonry is erected on the property line between the multiple-family use and the single-family zone and Type I landscaping is provided. Separation between parking areas for multiple family uses and adjoining multiple family zoned properties shall be as provided in this chapter.~~

F. All planting areas bordering driveways and parking areas shall be protected therefrom by curbing, wheelstops or other similar protective devices, except as necessary to accommodate low impact development stormwater management facilities. Such protective devices shall be shown on landscape plans.

G. Parking in structures visible from a public street, alley and/or adjacent properties must include evergreen landscaping and/or architectural and artistic treatment to screen the parking, break up the massing of the structure, and add visual interest. Plantings should include planters, planter boxes, and trellis structures. Ground floor parking visible from public right-of-way or properties zoned to allow residential use shall include architectural/artistic screening a minimum of three feet high or evergreen landscape screening a minimum of ~~three-two~~ feet high at maturity. Deciduous trees and shrubs may be mixed with evergreen landscape screening, but at least seventy percent of the landscaping must be evergreen.

Figure 35-4: Landscaping of Parking Structures



H. Low impact development facilities under EMC 19.35.130(E) are allowed and encouraged as part of landscaping under this section.

19.35.090, SPECIAL LANDSCAPE REQUIREMENTS APPLICABLE TO NEIGHBORHOOD RESIDENTIAL ZONES.

~~A. Additional landscaping applicable to townhouse and duplex developments in single family zones [R-S, R-1, R-2 and R-2(A)]. In addition to providing landscaping pursuant to Tables 35-1 and 35-2, street trees between the curb and sidewalk, or within five feet if there is no landscape strip, is are required along the within eight feet of the front and side streets frontage. Street trees Trees shall be two inches in caliper at breast diameter at four 4.5 feet in height, planted every thirty twenty feet on center.~~

~~B. Additional landscaping applicable to multifamily development in the UR4 zone (Metro Everett only). The standards in this section apply to properties in the UR4 zone in Metro Everett and are in addition to the standards in Tables 35-1 and 35-2.~~

C. For developments with residential uses all street-facing elevations must have landscaping along any exposed foundation. The landscaped area may be along the outer edge of a porch instead of the foundation. This landscaping requirement does not apply to portions of the building facade that provide access for pedestrians or vehicles to the building. The foundation landscaping must meet the following standards:

1. The landscaped area must be at least three feet wide.

2. There must be at least one shrub for every three lineal feet of foundation.
3. Ground cover plants must fully cover the remainder of the landscaped area.

19.35.100, LANDSCAPE REQUIREMENTS FOR LAND DIVISIONS.

A. Residential Land Divisions. All land divisions involving residential uses shall provide landscaping per the standards in this section. For any residential land division, a landscape plan must be submitted for review and approval prior to issuance and any construction permits for the site.

Table 35-4: Landscape Requirements for Land Divisions

Location	Type	Width
Public street frontage	III	5'
Private access drive frontage(both sides)	III(1)(2)	5'
Individual lots or unit lots	IV	Varies
Common facilities (recreation or stormwater facilities).	III	5'

Footnote for Table 35-4:

(1) Street trees and groundcover only. Shrubs are not required.

(2) To accommodate a private access drive around an existing dwelling or garage, private access drive landscaping may be reduced with an additional area and planting equal to the area of reduction provided at the street right-of-way entrance or other area as approved by the director.

B. Unit Lot Subdivision. In addition to perimeter and other landscaping required for the parent site per Tables 35-1, 35-2 and 35-4, landscaping shall be provided on each unit lot where yard area abuts an access drive, and between driveways and/or parking areas on abutting lots. A landscape plan shall be submitted with the land use application showing the following:

1. Perimeter landscape standard along rear or interior lot lines of parent site.
2. All required perimeter landscaping shall be placed within a common area.

C. Other Requirements.

1. Binding Site Plans. Landscaping shall be required on all binding site plans in accordance with this chapter. However, landscaping along interior lot lines that are internal to the site may be waived if the city has approved a site plan and master landscaping plan for the total site.
2. This provision shall not apply to landscaping for the perimeter site boundary.

19.35.110, ADDITIONAL LANDSCAPING REQUIREMENTS IN THE LI2 AND HI ZONES.

A. LI2 Zone. In addition to the perimeter landscaping required by Table 35-2, site landscaping shall be provided in accordance with the standards of this section. Where this section specifies a requirement which is different from the standards in Table 35-2, the more substantial requirements shall apply.

1. Each ~~building~~ blank wall that exceeds 100' horizontal shall be surrounded by ~~fifteen~~ ten feet of landscaping, except for loading areas, access to buildings and pedestrian walkways up to five feet in width. Landscaping within this area shall consist of:

a. A mix of evergreen and deciduous trees and shrubs, with lawn or hardy ground cover which will cover seventy-five percent of the landscape area within two years of planting.

b. Trees shall be planted at a density of three per one thousand square feet of landscape area. Evergreen trees shall be a minimum of six feet tall at the time of planting and deciduous trees a minimum diameter of one and one-half inches, measured at six inches above the ground.

~~B. HI Zone—Central Waterfront Planning Area (CWPA). The following standards in Table 35-5 apply to properties within the CWPA and are in addition to the standards in Table 35-2.~~

~~Table 35-5: Central Waterfront Planning Area Landscape Standards~~

Street frontage	15' for parking abutting ROW
Private internal roadways	10' of landscaping with street trees 30' on center
Buildings	200 square feet of entryway landscaping is required for the business and visitor entrances to all principal buildings
Adjacent to Naval Station Everett and Port of Everett	Landscaping shall be maintained to allow visibility of the required setback areas between 18 inches and 6 feet above grade

19.35.120, LANDSCAPING ADJACENT TO FREEWAYS.

Where perimeter landscaping is required by this title for specific uses, and the lot upon which such use is proposed abuts the right-of-way of any limited access state highway, including Interstate 5, SR 526 or SR 2, a landscape strip, a minimum of ten feet in width, shall be planted along the entire length of the lot adjacent to the highway. Said landscape strip shall be planted to Type II standards, unless the use is otherwise required to provide more substantial landscaping by other sections of this title. Low impact development facilities under EMC 19.35.130(E) are allowed and encouraged as part of landscaping under this section.

19.35.130, ADDITIONAL LANDSCAPING REQUIREMENTS AND DESIGN STANDARDS.

A. Landscaping in the Public Right-of-Way. Landscaping located within public rights-of-way shall be approved by the Everett public works department, prior to planting, as part of the review of landscape plans required by EMC 19.35.140. The public works department may require specific types of street trees for planting in public rights-of-way abutting the property for which the landscaping is required. Such street trees shall be selected and planted in accordance with the public works department requirements.

B. Landscaping by Bus Stops. Landscaping shall allow visibility of bus stops and shall not interfere with transit operations. Trees planted within bus zones shall not be located within eighteen inches of the back of curb.

C. Landscape Design for Crime Prevention. The review authority, ~~for Type II or higher permits,~~ may require landscaping to meet these requirements.

1. Landscape designs should ~~discourage concealment issues~~ avoid creating areas of concealment close to buildings, doors, and windows.

2. Landscaping should be installed and maintained to not interfere or obstruct:

a. Exterior surveillance cameras;

b. Views into and out from buildings, including of all doors, and windows, balconies, and the like; and

c. Exterior light fixtures.

3. Landscaping should be designed and maintained to enhance safety by providing visual corridors throughout the interior of parking lots and other portions of the site used by pedestrians, such as by selecting a ~~majority of~~ shrubs that can be maintained below three-two feet high and a ~~majority of~~ trees with the lowest branches above six-seven feet high.

D. Pedestrian walkways shall be permitted to cross required landscape areas and drive aisles.

E. Low Impact Development (LID). Low impact development (LID) stormwater management facilities, such as rain gardens and bioretention areas, are encouraged to be used in conjunction with the landscaping type requirements and parking lot landscaping requirements:

1. Where site and soil conditions make LID a feasible option;

2. Where maintenance of the LID areas will not ~~adversely impact~~ result in an irreconcilable conflict the purpose of the required landscaping;

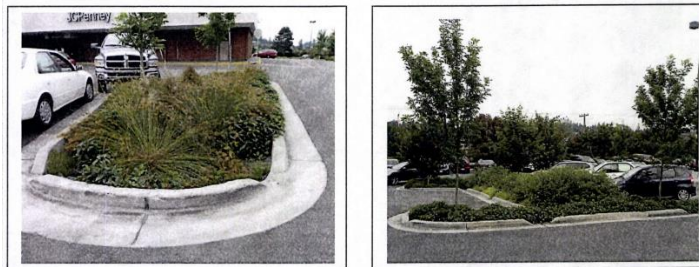
3. Where the plant species provided are suitable to the hydrological conditions resulting from directing stormwater to these areas; and

4. Where sufficient planting areas are provided to accommodate the required number of trees and shrubs, area of ground cover, and minimum planting width. Additional landscape area and width will likely be required to accommodate both the required number of trees and stormwater

facilities. Landscape areas that include both required trees and flowing stormwater conveyance must be a minimum of ten feet wide.

The implementation of LID stormwater management facilities within required landscaping must be approved by the city, and shall comply with the design and construction standards set forth in the city's stormwater management manual.

Figure 35-5: Low Impact Landscape Design in Parking Lot



19.35.140, LANDSCAPE PLAN REQUIREMENTS.

A. The applicant shall submit landscape plans for review by the planning department. Except for plans for residential projects with two or fewer units, landscape plans shall be prepared by professionals licensed or certified in Washington State, such as licensed landscape architects, architects, engineers, or certified professional horticulturists, nurserypersons, or landscape designers. The planning director may grant exemptions from this standard for small projects that result in requirements for installation of five or fewer new trees or one thousand square feet of landscaping. The landscape plan may be incorporated into the site development plan or provided separately.

B. The landscape plan shall be drawn to a scale which is appropriate to accurately depict the following information:

1. The species names of all plants proposed to be used;
2. The number, size and spacing of all proposed plants and the height of trees and shrubs at the time of planting;
3. The lot area and the area of the lot required to be landscaped (separately list the area of parking lot and other required landscaping);
4. The area of the lot proposed to be landscaped (separately list the area of parking lot and other required landscaping);
5. Location and dimensions of planting areas, excluding curbs;
6. Details of any existing, proposed or required berms, retaining walls, and fences;
7. The location of any existing, proposed or required pedestrian walkways;
8. Location and height of existing and proposed overhead electrical power lines on and adjacent to the site;
9. Location of any utility easements on the property;

10. Location of bus stops and paratransit loading/unloading areas on and adjacent to the site;
11. A description of how the plan avoids conflicts with locations of trees and shrubs related to bumper overhangs in parking areas, vehicle sight distance, parking lot lighting, signs, adjacent bus stops, and other site features, such as artwork. This may be included in a separate document;
12. Specifications for planting areas, including soil quality or composition and depth, amendments, and mulch. When applicable, soil specifications must provide soil/growing conditions equal to or better than those required in the city's current stormwater management manual, and must be included on both the civil and landscaping plans. Sufficient soil must be provided to enable growth of trees to maturity. Structural solutions may be required when necessary to support trees in small planting areas;
13. Cross-section drawings for any landscape areas that incorporate low impact development stormwater facilities;
14. Maintenance and plant replacement schedules when required landscaping is provided in containers, such as when the location of underground utilities prevents the installation of required street trees.

19.35.150, IRRIGATION PLAN REQUIREMENTS.

- A. All landscape areas shall be provided with an irrigation system. The planning director may waive the requirement for an irrigation system when existing mature vegetation would be harmed by installation of an irrigation system for that portion of the required landscape area where the mature vegetation is located. The planning director may also waive irrigation requirements for all or portions of a site through the modification process in EMC 19.35.190 when the applicant commits to ensuring the full establishment of plantings that do not need irrigation at maturity, or will otherwise be watered during low rainfall conditions. When approving a modification, the planning director may require a five-year maintenance assurance device.
- B. Except for residential projects with two or fewer units, irrigation plans shall be prepared and approved by either a Washington State licensed landscape architect or an irrigation association certified irrigation designer.
- C. Irrigation plans must include:
 1. Method of irrigation of required landscape areas and schematic of irrigation system;
 2. Backflow prevention device; and
 3. Service location. Irrigation plans and equipment are encouraged to include rain shut off devices and evapotranspiration based schedules.
- D. Irrigation systems shall not be located within public right-of-way unless approved by the public works department.

19.35.160, LANDSCAPING INSTALLATION AND PERFORMANCE ASSURANCE REQUIREMENTS.

A. Landscaping required pursuant to this title shall be installed in accordance with the approved landscape plan prior to the issuance of a certificate of occupancy or final project approval. An applicant may request a temporary certificate of occupancy for an exception to this requirement. If a temporary certificate is issued, all required landscaping shall be installed within six months after issuance of the temporary certificate of occupancy. The planning department shall require a performance assurance device, as described in Chapter 19.41 EMC, prior to issuing a temporary certificate of occupancy.

B. Prior to issuance of a final certificate of occupancy, the planning department shall verify that the landscaping is installed in accordance with the approved landscape plan. The engineer of record shall certify that planting areas were prepared and amended per the landscaping plan requirements, and that all construction debris was removed from the landscape areas prior to soil preparation and installation of plants.

C. If the installation of the required landscaping or screening is not completed within the period specified, the performance assurance device may be used by the city to contract for completion of the installation. Upon completion of the installation, any portion of the remaining security shall be returned.

D. The planning department shall perform the final landscape and screening inspection prior to any performance assurance device being returned. Any portion of the landscaping not installed properly shall cause the certificate of occupancy to be withheld or revoked until the project is completed or cause the assurance device to be used by the city.

19.35.170, LANDSCAPE MAINTENANCE AND MAINTENANCE ASSURANCE REQUIREMENTS.

A. All landscape areas required by this title shall be maintained in accordance with the following standards:

1. All landscaping shall be maintained with respect to pruning, trimming, mowing, watering, insect control, fertilizing, or other requirements to create a healthy growing condition, attractive appearance, and to maintain the purpose of the landscape type.

a. Pruning of trees must be consistent with ANSI A300 (Part 1) American National Standard for Tree Care Operations—Tree, Shrub, and Other Woody Plant Management—Standard Practices (Pruning) and companion publication Best Management Practices Tree Pruning. Required trees shall not be pruned to maintain a height below twenty feet, except as required under power lines or as approved through the landscape modification process in EMC 19.35.190.

b. The topping, shearing or pollarding of required trees is prohibited.

c. Portions of trees that extend over areas used by pedestrians or vehicle maneuvering or parking areas, or that abut driveways, shall be limbed up to a height of seven feet to maintain pedestrian and vehicle clearance and clear lines of sight.

2. Topped, sheared, pollarded, dead, diseased, stolen, vandalized, improperly pruned, missing, or damaged plants shall be replaced within three months, or as required by this chapter.

3. All landscaped areas shall be maintained reasonably free of weeds and trash.

4. All required landscaping which is located within public right-of-way shall be maintained by the abutting property owner.

5. All corner lots shall maintain a vision clearance triangle. See EMC 19.41.060 for additional standards.

6. All LID stormwater management facilities shall also be maintained in accordance with the city of Everett stormwater management manual.

B. A maintenance assurance device, as described in Chapter 19.41 EMC, shall be required by the planning department to ensure that landscaping will be maintained for two years, according to the approved plans and specifications.

19.35.180, LANDSCAPE ENFORCEMENT

When the city takes enforcement action to ensure that dead, diseased, stolen, vandalized, improperly pruned, or damaged plants are replaced, a two-year maintenance assurance device, as described in Chapter 19.41 EMC, shall be required for the replaced landscaping.

19.35.190, ADMINISTRATIVE MODIFICATION OF LANDSCAPING REQUIREMENTS.

A. The planning director may authorize a reduced width of planting or waive some or all of the landscaping requirements in the following instances:

1. When existing conditions on or adjacent to the site, including, but not limited to, differences in elevation, existing vegetation, or location of buildings or utilities would render the requirements of this section ineffective.

2. When Type I visual screening is required, an applicant may request to use plantings that can be expected to form a healthy sight-obscuring evergreen hedge within three years in lieu of two rows of trees. In reviewing such a request for modification, the planning director shall consider the applicant's request in light of the intent of Type I landscaping and the nature of the use or development which is being screened.

3. When the applicant proposes an alternative method of landscaping that would achieve the intent and purpose of the landscaping required in this title and which the director determines to provide equal or better treatment. Some examples include the use of native vegetation existing on site, preservation of groves of trees, preservation of wetlands and/or wildlife habitat, increasing perimeter landscape width in strategic locations, providing unique focal points of interest, and planting trees or shrubs that do not meet the type or size requirements at a higher number and closer spacing.

4. When development will occur in phases and development of subsequent phases will result in removal of landscaping required by this title.

5. When the subject property abuts railroad right-of-way developed with rail facilities, the planning director may modify the landscaping requirements for that portion of the property

abutting the railroad right-of-way, if such modification will not reduce the compatibility between the subject property and other properties in the vicinity.

B. In approving a request for a modification of landscaping requirements, the planning director shall issue findings upon which the approval is based. The director may attach conditions to any such approval of a request for modification of landscaping requirements if necessary to assure that the intent of the landscape type and any modification thereof is maintained.

CHAPTER 19.36 SIGNS

19.36.040 SIGN CATEGORIES—FREESTANDING SIGNS—WALL SIGNS.

A. General. Table 36-1 specifies sign categories for all use zones within the city. The specific regulations pertaining to each sign category are contained in this section. These standards apply to permanent signs. Where there is a conflict between the general and specific regulations, the more specific regulations shall control.

B. Instructions for Tables 36-1 and 36-2. First, determine the property's zoning from the city's zoning map. Then, refer to Table 36-1 to determine which sign category applies to that zone. Use Table 36-2 to determine sign requirements applicable to permanent freestanding and wall signs. Also refer to the applicable footnotes and detailed requirements listed for the MU zone in this section. Where a sign is not regulated by a zone or sign category, see the development standards in EMC 19.36.050 for specific sign types.

Table 36-1: Sign Categories for Use Zones

Use Zone	Sign Category
AG; NR-C, NR R-S; R-1; R-2; R-2(A)	D ⁽¹⁾
UR3; UR4 <u>UR zones</u>	C ⁽²⁾
NB, LI-MU1 ^{(3) (5)} , LI2 , HI, MU zones (within- <u>Mixed-Use Centers Metro Everett</u>) ⁽⁴⁾	B
B, MU zones (outside of- <u>Mixed-Use Centers Metro Everett</u>)	A

Footnotes for Table 36-1:

¹ Sign category C for permitted nonresidential uses in these zones.

² Sign category D for ~~single family detached and two family (duplex) dwellings detached dwellings and townhouses~~ in these zones.

³ Sign category D for residential dwelling unit.

⁴ See subsection (C) of this section for additional sign standards applicable to the MU zones for ~~Metro~~ Everett Mixed-Use Centers.

⁵ Sign category B for nonresidential and mixed-use buildings. Sign category C for residential buildings.

Table 36-2: Freestanding Signs and Wall Signs

	FREESTANDING SIGNS ⁽⁷⁾⁽⁸⁾					WALL SIGNS ⁽⁴⁾⁽¹⁰⁾
SIGN CATEGORY	Maximum Number (1)	Maximum Area in square feet (s.f.)	Min. Setback from Lot Line Abutting the Street ROW	Interior Setback (feet)	Max. Height (feet)	Maximum Size (s.f.) (3)
A ⁽⁹⁾	1 sign for every 300 feet of street frontage or fraction thereof up to a maximum of 4 signs for the entire site	75 s.f. plus an additional 25 s.f. for each additional business on a lot having more than 1 business up to a maximum area of 150 s.f. ⁽²⁾	Monument signs: 3' from back of sidewalk ⁽¹²⁾ ; Freestanding pole signs: 10'	10	25 ⁽⁹⁾	Greater of 48 s.f. or 15% of the area of the building facade up to a maximum of 300 s.f.
B	1 sign for every street frontage ⁽⁶⁾	40 s.f. ⁽²⁾	Monument signs: 5'; Freestanding pole signs: 10'	10	20 ⁽⁹⁾	Greater of 32 s.f. or 15% of the area of the building facade up to a maximum of 100 s.f.
C ^{(4) (11)}	1 sign for every street frontage	All uses other than SFR, duplex <u>detached dwellings or townhouses</u> ; or home occupations or B&B house : 32 s.f. ⁽⁵⁾	1 foot setback for every 1 foot of sign height	10	10	All uses other than <u>detached dwellings or townhouses</u> SFR, duplex ; or home occupation: greater of 24 s.f. or 15% of the area of the building facade up to a maximum of 40 s.f.
		SFR or duplex <u>Detached</u>		None		<u>Detached dwellings or</u>

	FREESTANDING SIGNS ⁽⁷⁾⁽⁸⁾					WALL SIGNS ⁽⁴⁾⁽¹⁰⁾
SIGN CATEGORY	Maximum Number (1)	Maximum Area in square feet (s.f.)	Min. Setback from Lot Line Abutting the Street ROW	Interior Setback (feet)	Max. Height (feet)	Maximum Size (s.f.) (3)
		<u>dwelling or townhouses</u> : 2 s.f.				<u>townhousesSFR or duplex</u> : 2 s.f.
D ^{(4) (11)}	1 sign per unit	2 s.f. ⁽⁵⁾	None	10	4	2 s.f. ⁽⁵⁾

Footnotes for Table 36-2:

¹ Interstate 5, SR 526, alleys, vacant, or unimproved rights-of-way are not considered street frontages for calculating the number of allowable freestanding signs.

² If two or more signs are permitted, the signs may be combined into one sign up to twice the maximum amount allowed for one sign.

³ Awning signs shall be considered to be wall signs for the purpose of determining allowable sign area. Also refer to the requirements in this chapter for projecting signs, canopy signs and window signs.

⁴ Projecting signs are prohibited in sign categories C and D.

⁵ Bed and breakfast house in sign categories C and D: one freestanding sign is permitted. The sign shall be a maximum of twelve square feet and shall have a minimum setback of ten feet from the abutting right-of-way. In sign category D, one wall sign is permitted up to a maximum of twenty-four square feet.

⁶ In the MU zones, freestanding signs shall be prohibited. For additional standards applicable to the MU zones, see subsection C of this section.

⁷ All freestanding signs must provide a landscape/protective island around the base of the sign. Refer to EMC 19.36.050.

⁸ A single commercial use on a corner lot with a street frontage of less than one hundred feet on both streets shall be permitted only one freestanding sign.

⁹ Monument type signs shall be limited to eight feet in height.

¹⁰ Backlit cabinet signs are limited to twenty square feet in sign categories A and B and six square feet in the MU zones. For sign categories C and D, backlit cabinet signs are prohibited.

¹¹ For sign categories C and D, internal illumination is prohibited except for electronic changing message centers. See EMC 19.36.050(C) and (I).

¹² If no sidewalk is present, monument signs shall be set back three feet from the property line.

C. Special Regulations for the MU Zones Within ~~Metro Everett~~ Mixed-Use Centers Only. Signage in the MU zone in ~~Metro Everett~~ Mixed-Use Centers shall conform to sign category requirements in Tables 36-1 and 36-2 unless otherwise stated in this section.

1 1. Illumination Standards.

- 2 a. Backlit signs with letters or graphics on a plastic sheet (cabinet signs) are prohibited
3 unless otherwise noted.
- 4 b. Backlit logos under six square feet or individual backlit letters are permitted.
- 5 c. Externally lit signs are encouraged.

6 2. Wall Signs.

- 7 a. Wall signs shall be designed and located appropriate to the building's architecture.
8 For example, wall signs must not cover windows, building trim or ornamentation.
- 9 b. Wall signs may not extend above the building parapet, soffit, the eave line or the
10 roof of the building, or the windowsill of the second story. Exception: individual letters
11 may extend above the building parapet, soffit or eave line by a maximum of eighteen
12 inches. There shall be no backing material or exposed/visible supports.
- 13 c. Wall signs should be mounted plumb with the building, with a maximum protrusion
14 of one foot, unless the sign incorporates sculptural elements or architectural devices.
15 The sign frame shall be concealed or integrated into the building's architectural
16 character in terms of form, color, and materials.

17 3. Upper Story Wall Signage. In the event of a conflict with other provisions of this chapter, the
18 requirements in this section shall prevail.

- 19 a. One upper story sign may be permitted per building facade for nonresidential and
20 mixed-use buildings. Such signs are in addition to other permanent signs allowed
21 pursuant to sign category B.
- 22 b. Each upper story wall sign shall not exceed one hundred ninety square feet.
- 23 c. Upper story wall signs shall be limited to logo and/or name only.
- 24 d. Upper story wall signs shall be located forty feet or more above the elevation of the
25 sidewalk or alley, but may not extend above the building parapet, soffit, the eave line or
26 the roof of the building. Signs shall be mounted so as to not obstruct any window,
27 building trim, ornamentation or other significant architectural detail.
- 28 e. Upper story wall signs shall be limited to channel lettering and/or logos, with halo
29 lighting effects. Lighting may be used to accent signs. Electronic message center signs
30 and cabinet signs are prohibited.

31 **CHAPTER 19.37 CRITICAL AREAS**

32 **19.37.050 Exemptions—Exceptions—Modifications.**

33 Certain activities are exempt from the requirements of this chapter, while other activities which are
34 regulated by this chapter may be granted specific exceptions or an administrative modification. This
35 section lists the activities which are exempt from the regulations of this chapter, the exceptions which

may be granted to the requirements of this chapter, and the administrative modifications which can be granted to the requirements of this chapter.

All activities or developments which are exempted, excepted, or granted modifications shall use reasonable methods to avoid and minimize potential impacts to critical areas, including use of any applicable best management practices. Such activities or developments which are exempted, excepted, or granted modifications shall not be exempt from other laws or permit requirements which may be applicable.

A. Exemptions. The following are exemptions to the provisions of this chapter; however, the exemptions listed in this section may not be exempted from other state or federal regulations or permit requirements. Any incidental damage to, or alteration of, a critical area that is not a necessary outcome of the exempted activity shall be restored, rehabilitated, or replaced at the expense of the property owner.

1. Exempted Actions.

a. Emergencies that threaten the public health, safety and welfare, as verified by the city. Emergency actions that create an impact to a critical area or its buffer shall use reasonable methods to address the emergency; in addition, they must have the least possible impact to the critical area and/or its buffer.

b. Existing and ongoing agricultural activity occurring prior to and since January 3, 1990; provided, however, at such time as the property ceases to be used for agricultural activities and a development activity is proposed, the property shall be brought into compliance with the provisions of this chapter; and further provided, that existing ditches and drain tiles are not expanded in a manner that will drain wetlands in existence as of the date this chapter becomes effective. This exemption does not apply to filling or alteration of wetlands not in agricultural use as of January 3, 1990. The city encourages the use of best management practices or farm conservation plans to reduce impacts of agricultural practices on critical areas.

c. Normal and routine maintenance of legally constructed irrigation and drainage ditches; provided, that this exemption shall not apply to any ditches used by salmonids.

d. Normal and routine maintenance of agricultural ponds, livestock watering ponds and fish ponds; provided, that such activities shall not involve the conversion of any wetland or stream not used for such purposes prior to and since January 3, 1990.

e. Entirely artificial structures or wetlands intentionally constructed by humans from upland areas for purposes of stormwater drainage or water quality control, or ornamental landscape ponds, which are not part of a mitigation plan required by this chapter.

f. The following water, sewer, storm drainage, electric, natural gas, cable communications, and telephone utility-related activities, and maintenance of public streets and public park facilities when the activity does not expand or encroach further into the critical area, does not significantly impact a fish or wildlife habitat conservation area, and when undertaken pursuant to best management practices to minimize impacts to critical areas and their buffers:

(1) Normal, routine, and emergency maintenance or repair of existing utility structures or rights-of-way, including vegetation management;

(2) Installation, construction, or modification in improved street rights-of-way and replacement, operation or alteration of the following facilities:

(A) Natural gas, cable communications, telephone facilities, water and sewer lines, pipes, mains, equipment or appurtenances;

(B) Electric facilities, lines, equipment or appurtenances, not including substations, with an associated voltage of fifty-five thousand volts or less;

(3) Normal and routine maintenance or repair of public streets, state highways, and public park facilities, including vegetation management. Maintenance and repair does not include any modification that changes the character, scope, or size of the original structure, facility, or improved area, nor does it include construction of a maintenance road or the dumping of maintenance debris.

g. Forest practices on city-owned watershed property located in remote areas not contiguous to the Everett corporate boundaries, undertaken in accordance with the requirements of the State Department of Natural Resources.

h. Minimal soil disturbance for site investigative work necessary for land use application submittals such as surveys, soil logs, percolation tests and other related activities. Disturbed areas shall be immediately restored.

i. Conservation measures intended to preserve soil, water, vegetation, fish and other wildlife and their associated habitat that do not involve adversely impacting functions of the critical area.

j. Routine maintenance of existing landscaping and fencing including removal of invasive vegetation, that does not involve grading, excavation or filling.

k. Modification to existing structures. Legally constructed structures and improvements in existence on January 13, 1990, that do not meet the buffer requirements of this chapter may be remodeled, reconstructed, expanded or replaced; provided, that the new construction or related activity does not further alter or increase the impact to the critical area or buffer as a result of the proposed modification. For structures that are damaged or destroyed as a result of flood, fire or act of nature, restoration work shall be initiated by the applicant within one year of the date of damage or destruction, as evidenced by issuance of a valid building permit. The work authorized by such permit must be completed within the term of the permits issued by the city, which includes any written extensions. Expansions and additions shall not further encroach into a critical area or the portion of the required buffer between the critical area and existing improvements. Expansions within the critical area or buffer shall be limited to a maximum of one thousand square feet of impervious surface. To the extent feasible based on site-specific conditions, expansions shall result in no additional hydrologic impacts from stormwater runoff by using techniques such as low impact development. Remodeling, reconstruction, and expansions shall be subject to all other requirements of the zoning code.

B. *Exceptions.* All exceptions must be approved by the city through the review process listed in EMC Title 15 prior to the exception applying. The following are exceptions to the requirements of this chapter; however, the exceptions listed in this section still require compliance with the other requirements of this chapter, except as allowed by the exception. The exception may not be exempted from other state or federal regulations or permit requirements. Any incidental damage to, or alteration of, a critical area that is not a necessary outcome of the allowed development shall be restored, rehabilitated, or replaced at the expense of the property owner.

1. New accessory structures up to one hundred square feet, including storage buildings and garden sheds. Where structures, lawns and associated improvements have been legally established within a buffer area, new structures may be placed within the outer fifty percent of a legally altered critical area buffer. The one-hundred-square-foot limit shall include all associated improvements such as walkways or other impervious areas. Only one such exception per site or property is allowed.

2. New accessory structures between one hundred one square feet and two hundred square feet. Where structures, lawns and associated improvements have been legally established within a buffer area, new structures and additions to existing structures up to two hundred square feet may be permitted within the improved portion of the buffer as follows:

- a. The two-hundred-square-foot limit shall include all associated improvements such as walkways or other impervious areas;
- b. The new structure or addition shall be placed within the outer fifty percent of a legally altered critical area;
- c. The new structure or addition maintains a minimum setback of ten feet from the critical area;
- d. A minimum of one square foot of legally altered buffer area is restored for every one square foot of new structure;
- e. A critical area covenant is recorded;
- f. A habitat assessment is completed if within an F stream buffer;
- g. A fence and critical area sign are provided to protect the newly established buffer area; and
- h. Only one exception per site or property is allowed.

3. *Wetland Exception.* The following wetlands may be excepted from compliance with the wetland preservation and protection goals in this chapter. Mitigation must be provided for any approved impacts per EMC 19.37.120.

a. All isolated category IV wetlands less than four thousand square feet that meet all of the following criteria:

- (1) Are not associated with riparian areas or their buffers;
- (2) Are not associated with shorelines of the state or their associated buffers;

(3) Are not part of a wetland mosaic;

(4) Do not score five or more points for habitat function based on the 2014 update to the Washington State Wetland Rating System for Western Washington: 2014 Update (Ecology Publication No. 14-06-029, or as revised and approved by Ecology);

(5) Do not contain a priority habitat or a priority area for a priority species identified by the Washington Department of Fish and Wildlife, do not contain federally listed species or their critical habitat.

b. Wetlands less than one thousand square feet that meet the above criteria and do not contain federally listed species or their critical habitat are exempt from the buffer provisions contained in this chapter.

4. The following actions may be required to provide a habitat assessment or biological assessment under EMC 19.37.190, Fish and wildlife habitat conservation areas. If the application of this chapter would prohibit or unreasonably restrict the ability to provide necessary utilities or infrastructure improvements, a development proposal by a public agency or a utility to construct utility facilities for the conveyance of water, sewage, storm drainage, electricity, natural gas, cable or telecommunications, or the construction of streets and highways, the agency or utility may request an exception. Such a request shall be reviewed using the review process described in EMC Title 15, Local Project Review Procedures. The city may approve, or approve with modifications, such a request only when the following findings are made:

a. The application of this chapter would prohibit or unreasonably restrict the ability to provide necessary utilities or infrastructure improvements or maintenance;

b. There is no other reasonable alternative to the proposed development with less impact on the critical area;

c. The proposal mitigates impacts on the critical areas;

d. The proposal does not pose an unreasonable threat to the public health, safety, or welfare on or off the development proposal site; and

e. The proposal is consistent with other applicable regulations and standards.

5. *Docks*. This section does not apply to areas under jurisdiction of the shoreline master program.

a. Repair and maintenance of an existing legally established dock are permitted; provided, that all of the following criteria are met:

(1) There is no expansion in overwater coverage;

(2) There is no increase in the size and number of pilings;

(3) There is no use of toxic materials, such as creosote, CCA and other treated wood products;

(4) There is no new spanning of water between three and thirteen feet deep; and

(5) There is no new increase in the use of materials creating shade.

b. New docks are permitted subject to compliance with any WDFW HPA or U.S. Army Corps of Engineers permit conditions. Piers and docks shall be located, designed and constructed so as to cause minimum interference with public use of the water surface and shoreline; to mitigate the impacts to ecological function and critical areas; to avoid or minimize impacts to views; and to cause no undue harm to adjacent properties.

c. New docks shall be a maximum of four feet in width and a maximum walkway width of four feet. Overwater surfaces shall be constructed of unobstructed grating which provides at least fifty percent of open surface area. Piles, floats or other parts of the structure that come in direct contact with the water shall be approved by applicable federal and state agencies for use in water and shall not be treated or coated with biocides such as paint or pentachlorophenol. Use of arsenate compounds or creosote treated members is prohibited.

d. Only one dock shall be permitted for all lots in any short subdivision or subdivision that occurs after September 1, 2000. Such dock shall be shared between all lots in the short subdivision or subdivision.

e. Covered overwater moorage, either fixed or floating, shall be prohibited.

f. No dock may be located within fifteen feet of an interior lot line, unless shared with the owner of the adjacent lot, in which case no setback is required.

g. No single-family lot shall have more than one dock.

h. No dock shall exceed four feet in width, twenty-five feet in length or five feet in height above the ordinary high water mark on the landward side.

6. *Reasonable Use Exception.* This section does not apply to areas within jurisdiction of the shoreline master program.

a. Nothing in this chapter is intended to preclude reasonable economic use of property as set forth in this title. If the requirements of this chapter as applied to a specific lot would deny all reasonable economic use of the lot, development will be permitted if the applicant demonstrates all of the following to the satisfaction of the planning director:

(1) There is no other reasonable use or feasible alternative to the proposed development with less impact on the critical area; and

(2) The proposed development does not pose a threat to the public health, safety and welfare on or off of the subject lot; and

(3) Any alterations permitted subject to the requirements of this chapter shall be the minimum necessary to allow for reasonable use of the property; and

(4) The inability of the applicant to derive reasonable economic use of the property is not the result of actions by the applicant in subdividing the property or adjusting a boundary line, thereby creating the undevelopable condition after the effective date of the ordinance codified in this chapter; and

(5) The proposal mitigates the impacts on the critical areas and buffers to the maximum extent possible.

b. *Reasonable Use Decision Process.* Whenever an applicant for a development proposal submits a reasonable use proposal to the planning director, the submittal shall include the following information which will be used to evaluate the criteria for reasonable use exception:

(1) The location, size, and description of the areas of the lot which are either critical areas, required buffers, or setbacks required by this chapter;

(2) A description of the location and area of the lot which is within setbacks required by other standards of the zoning code;

(3) An analysis of the minimum development necessary to achieve “reasonable economic use” of the lot, including a narrative which includes a factual basis for this determination;

(4) An analysis of the impact that the development described in this section would have on the critical areas and buffer functions, including an analysis of impacts on fish and wildlife resources;

(5) An analysis of whether any other reasonable use with less impact on the critical areas and buffers is possible. This must also include an analysis of whether there is any practicable on-site alternative to the proposed development with less impact, including reduction in density, phasing of project implementation, change in timing of activities, revision of lot layout, and/or related site planning considerations that would allow a reasonable economic use with less adverse impacts to the critical areas and buffers. The phasing analysis shall address whether pre-project mitigation of impacts to buffers is feasible to reduce impacts on critical areas. The analysis shall also address stormwater impacts and mitigation required by the city’s stormwater management regulations;

(6) A design of the proposal so that the amount of development proposed as “reasonable economic use” will have the least impact practicable on the critical areas;

(7) An analysis of the modifications needed to the standards of this chapter to accommodate the proposed development;

(8) A description of any modifications needed for the required front, side and rear setbacks, building height, and landscape widths to provide for a reasonable use while providing protection to the critical areas;

(9) A description of the proposed enhancement/restoration of the critical area and buffer necessary to result in no net loss of function to the maximum extent feasible;

(10) Such other information as the planning director determines is reasonably necessary to evaluate the issue of reasonable economic use as it relates to the proposed development.

c. *Reasonable Use Administrative Modification.* If, in order to provide reasonable economic use, the standards of this title need to be modified, the planning director is authorized to grant an administrative modification to the standards of this title in accordance with the following:

(1) If a reasonable economic use of a lot cannot exist without modification of the required front, side and/or rear setbacks, building height, and/or landscape widths, the planning director is authorized to administratively modify such standards only to the extent necessary to provide for a reasonable economic use of the lot while providing greater protection to the critical areas than if the standard were met;

(2) If a reasonable economic use of a lot cannot exist without a reduction of the buffers of the critical areas, the planning director is authorized to administratively permit a reduction in the buffers only to the extent necessary to provide for a reasonable use of the lot. Where buffer reduction is permitted, enhancement/restoration of the buffer and/or critical area must be provided so that mitigation results in no net loss of critical area and buffer functions to the maximum extent feasible; or

(3) If a reasonable economic use of a lot cannot exist by means of either subsection (B)(6)(c)(1) or (2) of this section, then the planning director is authorized, using the review process described in EMC Title 15, Local Project Review Procedures, to administratively grant a transfer of development rights in addition to subsection (B)(6)(c)(1) or (2) of this section, or in lieu of them. For purposes of this section, "transfer of development rights (TDR)" means that the city severs the development rights from the fee interest and permits the owner of the restricted property to either transfer an authorized portion of the development rights in that property to another lot owned by the restricted party in accordance with the following provisions, or permits the owner of the restricted property to sell an authorized portion of the rights to owners of land who can use the authorized development rights in accordance with the following:

(A) ~~Single-Family Zones~~Neighborhood Residential zones. The number of dwelling units allowed under a reasonable use determination for any residential development may be transferred to a single-family neighborhood residential or neighborhood residential-constrained zone;

provided, that the number of dwelling units allowed to be transferred to the receiving site shall not exceed the lesser of:

(i) The number of dwelling units which the planning director determines to be the minimum necessary to allow for reasonable economic use of the restricted property; or

(ii) The number of dwelling units that would be allowed on the receiving site with an assumed twenty percent increase in lot size. In approving a transfer of development rights to the receiving site in a single-family zone, the planning director shall have the authority to allow for a reduction of the minimum lot area allowed by the zone in which the receiving site is located by not more than twenty percent. The director shall have the authority to reduce the required lot width and depth by not more than twenty percent. All dwelling units on such lots shall be single-family dwellings.

(B) Multiple-Family Urban Residential Zones. The amount of development transferred to the receiving lot shall be limited only by all other requirements of this title applicable to the use zone in which the receiving lot is located (building height, off-street parking, setbacks, multiple-family development standards, etc.), excluding maximum permitted density.

(C) Commercial-Mixed-Use and Industrial Zones. The amount of development transferred to the receiving lot shall not exceed that which can be accommodated by allowing an increase of permitted height on the receiving lot of not more than fifteen feet. All other requirements of the use zone in which the receiving lot is located shall be applicable to the transferred development.

d. All other requirements of this chapter shall apply to the subject property, including but not limited to submittal of mitigation plans, monitoring reports, and assurance devices, installation of fencing and signs, and recording of protective covenants.

19.37.180 Stream alteration thresholds and compensation.

A. Stream Preservation/Alteration Thresholds.

1. *Type S Streams*. All Type S streams shall be regulated by the city of Everett shoreline master program.

2. *Type F Streams*. All Type F streams shall be preserved. The city may only allow alteration of Type F streams under the following circumstances:

a. Where alteration is allowed pursuant to EMC 19.37.050;

b. *Stream Crossings.* Stream crossings are regulated by the Washington State Department of Fish and Wildlife (WDFW). Stream crossings shall only be permitted as provided by EMC 19.37.050 or to provide access to a lot or a substantial portion of a lot when no other feasible means of access exists. Use of common access points shall be required for abutting lots which have no other feasible means of access. Alteration for the purpose of providing access shall be limited to the minimum number of stream crossings required to permit reasonable access. Bridging may be required when necessary to protect significant stream functions. If a culvert is allowed, the design and installation must be approved by WDFW;

c. When the proposal results in significant restoration of functions to the stream segment and the alteration is approved by the Washington State Department of Fish and Wildlife.

3. *Type Np and Type Ns Streams.*

a. Except as provided in this subsection, no alteration of a Type Np or Ns stream shall be allowed except as otherwise provided by EMC 19.37.050; or

b. The planning director may, using the review process described in EMC Title 15, Local Project Review Procedures, allow alteration or relocation of Type Np and Ns streams under the following conditions:

(1) Stream and buffer functions in the relocated/altered stream section must be equal to or greater than the functions provided by the stream and buffer prior to relocation/alteration;

(2) The equivalent base flood storage volume shall be maintained;

(3) There shall be no impact to local ground water;

(4) There shall be no increase in water velocity;

(5) There is no interbasin transfer of water;

(6) The relocation shall occur on site and shall not result in additional encumbrances on neighboring properties unless necessary easements and waivers are obtained from affected property owners;

(7) The relocation maintains or enhances existing connections to other critical areas and priority habitats.

c. *Stream Crossings.* Stream crossings are regulated by the Washington State Department of Fish and Wildlife (WDFW). Stream crossings shall only be permitted as provided by EMC 19.37.050 or to provide access to a lot or a substantial portion of a lot when no other feasible means of access exists. Use of common access points shall be required for abutting lots which have no other feasible means of access. Alteration for the purpose of providing access shall be limited to the minimum number of stream crossings required to permit reasonable access. Bridging may be required when

necessary to protect significant stream functions. If a culvert is allowed, the design and installation must be approved by WDFW.

4. *Watershed Management Plans.* The city shall not allow relocation or alteration of any Type F stream located within an area where an adopted watershed management plan does not allow for stream alteration or relocation, except when allowed by EMC 19.37.050, or to allow access to a lot or substantial portion of a lot when no other feasible means of access exists.

B. *Compensating for Stream Impacts.* Stream system and buffer alteration, when allowed by this chapter, shall be subject to the following requirements:

1. Each activity/use shall be designed so as to minimize overall stream system or buffer alteration to the greatest extent possible.

2. Construction techniques and field marking of areas to be disturbed shall be approved by the city prior to site disturbance to ensure minimal encroachment.

3. A mitigation plan shall be prepared in accordance with this section.

4. The city may require the applicant to rehabilitate a stream system and its buffer area by removing harmful debris, sediment, nonnative vegetation, or other material detrimental to the area, by replanting disturbed vegetation, by removing tightlined or culverted portions of a stream from pipes/culverts, or by other means deemed appropriate by the city. Rehabilitation or restoration may be required at any time that a condition detrimental to stream functions exists.

5. In approving alteration or relocation of a stream system or its buffer, the city may require that an area larger than the altered portion of the stream and its buffer be provided as compensation for destruction of the functions of the altered stream system and to ensure that such functions are replaced.

6. When stream system relocation or compensation is allowed, the city shall require that the stream relocation be completed prior to allowing the existing stream to be filled or altered.

7. The city may limit certain development activities near a stream to specific months in order to minimize impacts on water quality and wildlife habitat.

8. The city may apply additional conditions or restrictions, or require specific construction techniques, in order to minimize impacts to stream systems and their buffers.

9. Stream compensation shall not occur in areas having high-quality terrestrial habitat.

C. *Voluntary Daylighting of Streams in Pipes and Culverts.*

1. To encourage daylighting of streams in pipes and culverts, the planning director may modify development standards as set out in subsection C.2 of this section when the applicant submits a plan for daylighting that meets the following criteria:

a. The plan is prepared by a qualified professional;

b. The ecological functions of the daylighted waters and adjacent area are improved so the new riparian corridor is compatible with and protects the ecological functions of the

existing riparian corridor upstream and downstream and does not contribute to flooding; ecological functions include preventing erosion, protecting water quality, and providing diverse habitat; and

c. If the plan proposes daylighting the pipe or culvert in a different location on the parcel from its current location or off the parcel, the ecological functions required in subsection C.1.b of this section are provided as effectively as they would be without the relocation.

2. If the director finds the conditions in subsection C.1 of this section are met, the director may modify the following development standards. The modification shall be the minimum to provide sufficient area to meet the standards in subsection C.1 of this section and shall be in the following order of priority:

a. Yard and/or setback requirements on the property may be reduced, unless reducing them is injurious to safety.

b. The stream and adjacent buffer area may count toward required landscaping.

c. The stream and adjacent buffer area may count toward open space requirements ~~for all multiple-family and M-1 zone requirements~~ of EMC 19.09.050.

d. Building heights may be increased.

CHAPTER 19.38 NONCONFORMITIES

19.38.010 PURPOSE AND INTENT.

A. The purpose of this chapter is to regulate nonconforming structures, uses and lots. This chapter includes regulations for determining the legal status of nonconforming uses, structures and other site improvements by creating provisions through which they may be established, maintained, altered, reconstructed, expanded or abated.

B. For additional requirements related to other nonconformities, see the following sections of this title:

1. Open space and common areas—see Chapter 19.09 EMC ~~for multifamily residential and Chapter 19.12 EMC for industrial uses~~;

2. Adult use businesses—see Chapter 19.13 EMC;

3. Parking—see Chapter 19.34 EMC;

4. Landscaping—see Chapter 19.35 EMC;

5. Signs—see Chapter 19.36 EMC;

6. Uses within shoreline jurisdiction—see shoreline master program.

19.38.030 NONCONFORMING STRUCTURES.

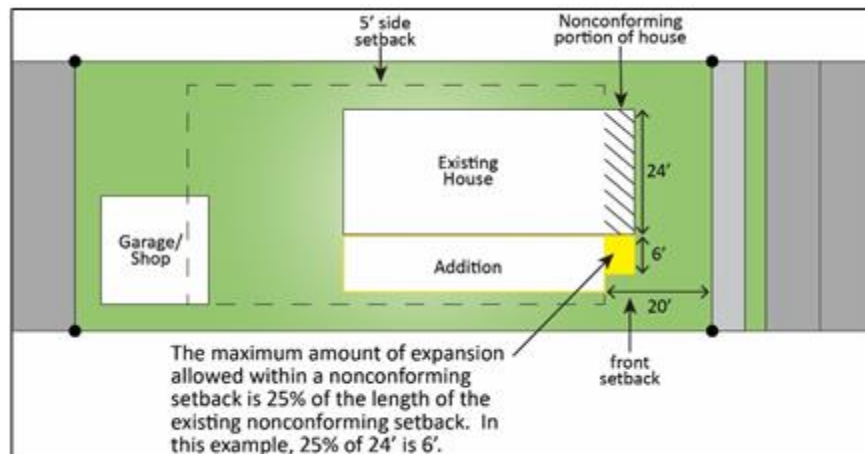
A. Alteration or Expansion.

1. Additions, maintenance or repair to a nonconforming structure which does not increase the nonconformity shall be permitted; provided the addition, maintenance or repair complies with building and Unified Development Code requirements.

2. A nonconforming structure which does not meet required setbacks or height may be expanded along the nonconforming setbacks or to the existing nonconforming height if approved by the planning director; provided the following criteria are met:

- a. The expansion does not make the setback or height more nonconforming;
- b. The expansion shall not exceed twenty-five percent within the nonconforming setback or for the portion of the structure that is nonconforming as to building height; and
- c. The expansion complies with all other requirements of this chapter, and the nonconformity has been certified by the planning department.

Figure 38-1: Expansion of Nonconforming Building



B. Damage or Destruction.

1. If a nonconforming structure is destroyed or damaged to any extent by fire or other casualty not intentionally caused by the owner, the structure may be rebuilt if the following requirements are met:

- a. The nonconformity of the structure is certified;
- b. A complete building permit application is properly filed within one year of such fire or other casualty; and
- c. Construction is commenced and completed in conformance with the provisions of the building code then in effect. This provision shall not reduce any requirements of the building or fire codes in effect when such structure is rebuilt.

2. If a nonconforming structure which has no permanent foundation is destroyed and the foundation's location cannot be verified by the planning department, then any new construction shall comply with the requirements of this title.

C. Demolition of Nonconforming Structures. Following the abatement or voluntary demolition of a nonconforming structure, any new construction shall be in conformance with this title, except in the following circumstances:

1. A ~~single-family dwelling or duplex detached dwelling unit~~ which is nonconforming in setbacks, height or lot coverage may be voluntarily removed or demolished and replaced by a new ~~detached dwelling unit single-family dwelling or duplex~~ which has the same nonconforming setbacks, height or lot coverage as the prior nonconforming dwelling, provided;

a. The nonconformity is not increased;

b. The new dwelling unit meets all current building code requirements; and

c. The nonconformity of the dwelling unit is certified by the planning department.

2. A detached accessory structure which is accessory to a ~~detached dwelling unit single-family dwelling or duplex~~ that has nonconforming setbacks may be demolished and a new accessory structure may be built in the same location; provided:

a. The new accessory structure does not exceed ~~fifteen-eighteen~~ feet in height within the setback, or the height at which the structure was certified above ~~fifteen-eighteen~~ feet within the setback;

b. The new accessory structure meets current building code requirements; and

c. The location of the nonconforming accessory structure is certified by the planning department.

CHAPTER 19.40 FENCES

19.40.010 FENCES HEIGHT AND LOCATION.

A. Residential Zones—Fence Height and Setbacks. Fences shall not exceed a height of:

1. Forty-two inches within ~~the front setback or twenty feet of the abutting~~ right-of-way abutting the front lot line.

2. Six feet within the street side setback or the abutting right-of-way.

3. Seven feet within the interior side or rear setbacks.

4. Exceptions.

a. Fences within ~~the front setback or the abutting right-of-way twenty feet of the right-of-way abutting the front lot line~~ may be up to six feet in height if the fence is at least ten feet from the sidewalk, is at least seventy percent transparent from three feet to six feet, and is not chain link or other type of similar material. If no sidewalk exists, the minimum distance required is determined by the city engineer.

b. For corner lots or double fronting lots, the front and street side or rear fence heights can be switched if the front of the house faces the street side or rear.

c. Arbors. Arbors may exceed the maximum fence height within the front setback for a distance of up to twenty percent of the lot frontage on the street, provided the height of the arbor does not exceed eight feet.

d. Where a structure ~~has a nonconforming front setback~~ is within twenty feet of the right-of-way abutting the front lot line, a fence along the street-facing facade line is not required to comply with the fence height limitation ~~for the front setback of EMC 19.40.010(4)(a).~~

e. Conditional Uses. For development subject to the conditional use process, fences may deviate from the standards in this section as approved by the review authority.

f. Corner Sites and Vision Clearance. See EMC 19.41.060(B).

B. MU ~~and NB~~ Zones.

1. Height and Location. Fences may be up to six feet in height if the fence is at least ten feet from the back of the sidewalk and is at least seventy percent transparent. The transparency requirement shall not apply to any fence thirty-six inches or less in height. If no sidewalk exists, the fence must be set back a minimum of ten feet from where the sidewalk will be placed in the future as determined by the city engineer.

2. Materials. Chain link, wire, corrugated, sheet metal or other similar types of fences are prohibited.

C. Freeways (I-5 and SR-526). Fences abutting freeways shall have no height limit.

D. ~~Commercial Mixed-Use~~ and Industrial Zones. Fences in ~~commercial mixed-use~~ and industrial zones shall not exceed ten feet in height, including barbed wire located on top of the fence except:

1. Any fence taller than forty-two inches must be set back a minimum of ten feet or the required landscape width, whichever is greater, from any lot line along a street; and

2. Any fence within ten feet of a residentially zoned property shall not exceed seven feet in height.

3. See subsection (B) of this section for fence height restrictions in the MU ~~and NB~~ zones.

E. Retaining Walls and Berms. Fences placed on top of berms shall be constructed so as not to exceed the maximum height allowed if the berm were not there. Fences placed upon rockeries or retaining walls shall be permitted to be constructed to the maximum allowable fence height above the rockery or retaining wall, provided the rockery or retaining wall does not exceed a height of six feet. Fences constructed on top of retaining walls which are greater than six feet in height shall not exceed a maximum fence height of forty-two inches.

19.40.020 BARBED WIRE, RAZOR WIRE, CHAIN LINK, ELECTRIC AND OTHER SIMILAR FENCE MATERIALS.

A. Barbed wire, razor wire and other such materials are not permitted in any residential zone except for security facilities around utility or communications facilities, or government facilities. In commercial and industrial zones, these fencing materials are permitted only atop a fence or wall at least six feet in height. For property located within a commercial or industrial zone, these materials are not permitted on any fence located within ten feet of a residentially zoned property.

B. Wire, excluding chain link, corrugated, nondecorative sheet metal, or other similar type fencing is prohibited along a street fronting lot line in all zones.

C. Chain link fences are prohibited in the MU ~~and UR4~~ zones and UR7 zone, and in the historic overlays.

D. Electric Fences. Electric fences may be installed and maintained in the AG zone for the purpose of controlling permitted livestock; provided, that no such fence shall border any public right-of-way or constitute a lot line fence. Electric fences are permitted in mixed-use commercial and industrial zones using the review process described in Chapter 15.02 EMC, provided such fence shall be installed interior to a nonelectric perimeter barrier not less than six feet in height.

CHAPTER 19.43 ENVIRONMENTAL POLICY

19.43.140 CATEGORICAL EXEMPTIONS—INFILL DEVELOPMENT.

The following exempt levels are established for new construction under RCW 43.21C.229:

A. Residential development up to two hundred dwelling units in ~~Metro-Everett Mixed-Use Centers, urban residential 4 (UR4)-UR7~~ zones, or ~~mixed urban (MU)~~ zones;

B. Mixed-use development in ~~Metro-Everett Mixed-Use Centers, or mixed urban (MU) or business (B)~~ zones;

C. Commercial development up to sixty-five thousand square feet, excluding retail development; or

D. Any minor new construction identified as exempt pursuant to EMC 19.43.130.

CHAPTER 19.45 ANNUAL REPORT

19.45.010 DIRECTOR OF PLANNING AND COMMUNITY DEVELOPMENT DUTIES.

The director of planning and community development shall make an annual report to the city council in January of each year on the status of ~~the zoning code and map~~ implementation of the comprehensive plan.

CHAPTER 19.51 TRANSPORTATION MITIGATION

19.51.180 DEFINITIONS AND USAGE.

A. *Usage.* For purposes of this chapter, unless the context clearly requires otherwise:

1. Any official identified in this chapter includes any designee of or successor to that official.

2. “Applicant” refers to the person or entity proposing a project. “Applicant” includes private or public entities. “Applicant” includes the entity for which an authorized representative is submitting an application. “Application” includes any project permit application under Chapter 15.01 EMC.

3. “Environmental impact” has the same meaning as in SEPA and includes: (a) effects on transportation network; (b) physical effects on people using the transportation network, such as public health and safety; and (c) effects of traffic or of the location or operation of transportation facilities on people and the environment, such as noise, air quality, and critical areas.

4. “Fee for transportation system improvements” refers to a fair share of regulatory fee that is placed in a dedicated fund and that helps to address and mitigate a proposed project’s impacts on the transportation system, as provided in this chapter, and does not refer to a method to raise revenue for the general fund to pay for transportation improvements.

5. “Including” means including but not limited to.

6. “May” is optional and permissive and does not impose a requirement.

7. Section and paragraph titles are not intended to have regulatory effect.

8. “Shall” is mandatory.

9. Singular includes plural and conversely, unless context clearly requires otherwise.

B. *Definitions.* Terms in this chapter shall have the same meaning as terms defined in: (1) EMC 19.43.030 (SEPA definitions incorporated by reference from Chapter 197-11 WAC) and 19.43.040 (additional SEPA definitions); and (2) RCW 82.02.090 (except that, as defined in subsection (C) of this section, “project improvements” shall be referred to as “local transportation improvements” and “system improvements” shall be referred to as “transportation system improvements” and are not limited to facilities identified in the capital facilities plan.

C. *Additional Definitions.* In addition to the definitions referenced in subsection (B) of this section, when used in this chapter, the following terms shall have the following meaning:

“Characteristics of development” means the specific features of and effects caused by a proposed project, including its compliance with development standards.

“Comprehensive plan” means the city of Everett comprehensive plan adopted by the city council and existing at the time of project review. The term “comprehensive plan” includes adopted subarea plans.

“Core area” means ~~the portion of the city of Everett defined as the UM, ULI, or UR zones in this title~~ Mixed-Use Centers under Chapter 19.03 EMC.

“Fair share cost” means the proportional share of the cost of transportation system improvements that is attributable to a project’s impacts on the transportation system, as required by EMC 19.51.100.

“Level of service” or “LOS” standard means the acceptable service standard adopted by the city in its comprehensive plan, as described in EMC 19.51.090. If the comprehensive plan is amended

to revise the acceptable level of service standard, the standard stated in EMC 19.51.090 shall be deemed to be the revised, adopted LOS standard.

“Local transportation improvement” means site improvements and facilities that are planned and designed to provide service for a particular development project and that are necessary for the use and convenience of the occupants or users of the project, and are not transportation system improvements. No specific improvement or facility included in the city’s capital facilities plan shall be considered a local transportation improvement.

“Peak hour trips” means total inbound and outbound trips during the p.m. peak period (commonly known as “rush hours”), as may be further defined by the city traffic engineer.

“Planned action” means a project that meets the criteria set forth in RCW 43.21C.031 and WAC 197-11-164 and whose probable significant adverse environmental impacts have previously been analyzed in an environmental impact statement, and that is authorized by Chapter 15.02 EMC and the specific planned action ordinance relating to the project.

“Planned system improvement” means a transportation system improvement identified in the city’s six-year transportation improvement program and other transportation system improvements that are planned to occur, to the knowledge of the city engineer.

“Practical” means reasonable and capable of being accomplished, as provided by WAC 197-11-660.

“Project” means a development, construction, or management activity located in a defined geographic area, whether private or public. Proposed projects subject to this chapter are those that generate more than ten vehicle trips per day or require project review, including SEPA review, under EMC Title 15 and Chapter 19.43 EMC.

“Project review process” means the city process for considering and making decisions on proposed projects under Chapter 15.02 EMC, including staff, environmental and public review.

“Traffic analysis” means the study of transportation impacts and mitigation measures, as provided in EMC 19.51.060 through 19.51.090. A traffic analysis may be combined with other project review documents, as determined appropriate by the city engineer or responsible official. “Transportation improvement” means either a local transportation improvement, a transportation system improvement, or an improvement that is both a local and system improvement.

“Transportation network” means all facilities and means of transportation used by the public in the city or in areas affected by project traffic, including land, air, and waterborne traffic.

“Transportation system improvement” means public facilities that are included in the capital facilities plan or identified by the traffic analysis and are designed to provide service to service areas within the community at large, in contrast to local transportation improvements.

“Trips” means inbound and outbound trips.

CHAPTER 19.53 – PARKS IMPACT FEES

19.53.060 PARKS IMPACT FEE FORMULA.

A. The impact fee formula is based on the assumptions found in the City of Everett Parks Impact Fees Rate Study, 2021, Exhibit A, attached hereto and by this reference fully incorporated herein.

Table 1: Parks Impact Fee Rate Schedule: Residential and Commercial

Land Use Type	Fee
Residential, Levied per Unit	
1 Bedroom and Studio	\$941
2 Bedrooms	\$1,882
3 Bedrooms or More	\$2,823
Commercial, Levied per Square Feet	
Office and Services	\$0.26
Retail	\$0.38
Industrial	\$0.21

B. Each development shall mitigate its impacts on the city's parks facilities by payment of a fee that is based on the type of land use of the development and proportionate to the cost of the parks facility improvements necessary to serve the needs of growth. For residential development, fee amount is based on number of bedrooms across all residential units within development; for commercial development, fee amount is based on gross floor area of the development as defined in EMC 19.04.040, exclusive of parking.

C. Applications for a change of use shall receive credit based on the existing use. This credit is calculated by deducting the fee amount of the existing use from the fee of the proposed use.

D. Impact fees reduced by 50% for the addition of one or two accessory dwelling units to a lot with one or more principal dwelling units to remain, up to a total of two accessory dwelling units per lot.

CHAPTER 20.08 – NOISE

20.08.020 DEFINITIONS.

All technical terminology used in this chapter not defined herein shall be interpreted in conformance with American National Standards Institute Specifications Section 1.4-2014 as it currently exists or is later amended. For purposes of this chapter, the words and phrases used herein shall have the meaning indicated below:

A. "Administrator" means the Chief of Police or Building Official of the City of Everett, as applicable, or their designee.

B. "dB(A)" means a sound level, measured in decibels, using the A frequency-weighting network of a sound level meter.

C. "City" means the City of Everett, Washington.

D. "District" means the land use zones to which the provisions of this chapter are applied. For the purposes of this chapter the following noise control districts shall be established which include land use zones designated in the Everett zoning code as follows:

**Noise Control
District**

Land Use Zones

- | | |
|-----------------|---|
| 1. District I | All residentially zoned districts including but not limited to R-S, R-1, R-2, R-2A, and UR3 and UR4 <u>NR-C, NR, UR4, and UR7; and the P-OS zone.</u> |
| 2. District II | All business and commercially zoned mixed-use districts including but not limited to NB, B, MU4, MU7, MU15, MU25, LI-MU1, LI2 and HI |
| 3. District III | All agricultural and manufacturing industrially-zoned districts including but not limited to P-OS AG, LI, and HI and WRM (See EMC 19.03.010 as currently enacted or hereafter amended for all current zones). |

For any land use zone not listed in this subsection ~~E-D~~, the Administrator may determine that the zone is substantially similar to a zone listed in this subsection ~~E-D~~ and may classify it similarly for purposes of this chapter.

F. "Emergency work" means work made necessary to restore property to a safe condition following a public calamity, work required to protect persons or property from imminent exposure to danger, or work by private or public utilities for providing or restoring immediately necessary utility service.

G. "Impulse sound" means sound having the following qualities: the peak of the sound level is less than one (1) second and short compared to the occurrence rate; the onset is abrupt; the decay rapid; and the peak value exceeds the ambient level by more than ten (10) dB(A).

H. "Leq" means the equivalent sound level, which is the constant sound level in a given time period that conveys the same sound energy as the actual time-varying A-weighted sound. The applicable time period for the Leq must be specified.

I. "Motorcycle" means any motor vehicle having a saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, except farm tractors and such vehicles powered by engines of less than five horsepower.

J. "Motor vehicle" means any vehicle which is self-propelled, used primarily for transporting persons or property upon public highways, and required to be licensed under RCW 46.16A.030. (Aircraft, watercraft, and vehicles used on rails or tracks are not motor vehicles as that term is used herein.)

K. "New motor vehicle" means a motor vehicle manufactured after December 31, 1976, the equitable or legal title of which has never been transferred to a person who, in good faith, purchases the new motor vehicle for purposes other than resale.

- 1 L. "Noise" means the intensity, duration and character of sounds from any and all sources. The terms
2 "noise" and "sound" can be used interchangeably for purposes of this chapter.
- 3 J. M. "Off-highway vehicle" means any self-propelled motor driven vehicle not used primarily for
4 transporting persons or property upon public highways nor required to be licensed under RCW
5 46.16A.030.
- 6 N. "Officially sanctioned" means written approval given by the City.
- 7 O. "Owner" shall mean any person, agent, operator, firm or corporation having a legal or equitable
8 interest in the property; or recorded in the official records of the state, county or municipality as holding
9 title to the property; or otherwise having control of the property, including the guardian of the estate of
10 any such person, and the personal representative or executor or administrator of the estate of such
11 person if ordered to take possession of real property by a court, as well as a bankruptcy trustee.
- 12 P "Plainly audible" means any sound for which any of the content of that sound, such as, but not limited
13 to, comprehensible musical rhythms, is communicated to a person using their unaided hearing faculties.
14 For the purposes of enforcement of this code, the detection of any component of sound, including, but
15 not limited to, the rhythmic bass by a person using their unaided hearing faculties is sufficient to verify
16 plainly audible sound. It is not necessary for such person to determine the title, specific words or artist
17 of music, or the content of any speech.
- 18 Q. "Person" means any individual, firm, association, partnership, corporation or any other entity, public
19 or private.
- 20 R. "Property boundary" means the survey line at ground surface which separates the real property
21 owned, rented or leased by one or more other persons and its vertical extension.
- 22 S. "Public highway" means the entire width between the boundary lines of every way publicly
23 maintained by the department of highways or any county or city when any part thereof is generally open
24 to the use of the public for purposes of vehicular travel as a matter of right.
- 25 T. "Receiving property" means real property within which sound originating from sources outside the
26 property boundary is received.
- 27 U. "Sound level" means a weighted sound pressure level obtained by the use of a sound level meter and
28 weighted as specified in American National Standards Institute Specifications, Section 1.4-2014.
- 29 V. "Sound level measurement procedures" means standardized procedures for the measurement of
30 sound levels of sources regulated by this chapter and performed in accordance with the Washington
31 State Department of Ecology rules, Chapter 173-58 WAC.
- 32 W. "Sound level meter" means a sound level measuring device, either Type I or Type II, as defined by
33 American National Standards Institute Specifications, Section 1.4-2014, or other instruments, or
34 assemblages of instruments, that (1) result in an overall accuracy of ± 2 dBA; tested according to
35 standards in a reverberant chamber at the NIOSH acoustics laboratory (2) meets Type 2 requirements of
36 IEC 61672:3 SLM standard when used with calibrated external microphone.
- 37 X. "Temporary construction site" means any location where site clearing, construction of plat
38 improvements, or construction or remodeling of a structure, facility, improvement or other feature

attached to the land occurs. This includes roadway, bikeway, trail, sidewalk or other similar construction, repair or improvement.

Y. "WAC" means the Washington Administrative Code as currently enacted or hereafter amended.

Z. "Watercraft" means any contrivance, excluding aircraft, used or capable of being used as a means of transportation or recreation on water.

AA. "Weekend" means Saturday and Sunday or any legal holiday observed by the state of Washington.

20.08.040 ENVIRONMENTAL SOUND—MAXIMUM PERMISSIBLE LEVELS.

A. Maximum permissible noise levels. For sound sources located within the city of Everett, the maximum permissible exterior noise levels are as follows:

District Sound Source	District of Receiving Property within the City of Everett		
	I	II	III
I	55 dB(A)	57 dB(A)	60 dB(A)
II	57 dB(A)	60 dB(A)	65 dB(A)
III	60 dB(A)	65 dB(A)	70 dB(A)

B. Modifications to maximum noise levels. The maximum permissible sound levels established by this chapter shall be modified as follows:

1. Between the hours of ten p.m. and seven a.m. during weekdays, and between the hours of ten p.m. and nine a.m. on weekends, the levels established in Section 20.08.050 are reduced by ten dB(A) where the receiving property lies within District I of the city of Everett.
2. At any hour of the day or night, for any source of sound which is an impulse sound, the levels established by this chapter are increased by:
 - i. Five dB(A) for a total of fifteen minutes in any one-hour period; or
 - ii. Ten dB(A) for a total of five minutes in any one-hour period; or
 - iii. Fifteen dB(A) for a total of one and one-half minutes in any one-hour period.

C. Noise levels based on Leq. The exterior noise level limits are based on the Leq, as defined in EMC 20.08.040, during the measurement interval, using a minimum interval of one (1) minute for a constant sound source, or a one (1) hour measurement for a noncontinuous sound source. The standard of measurement shall be a one (1) hour Leq. Leq may be measured for times not less than one (1) minute to project an hourly Leq.

D. Split district properties. Where a receiving property lies within more than one district, the most restrictive maximum permissible noise level shall apply to the receiving property.

E. Violation, enforcement; habitual violators.

1. It shall be a violation of this chapter if at any hour of the day or night, the applicable noise limitations in subsection A and B of this section are exceeded for any receiving property.
2. Sound levels taken by the administrator, or trained and certified designee, with a sound level meter, or equivalent instrument, shall be determinative for purposes of establishing violations.

1 3. ~~Violation of this section is a civil violation and enforceable as set forth in Chapter 1.16 EMC~~
2 ~~with the penalty amount(s) established in EMC Section 1.20.190 Any violation of this section~~
3 ~~shall be subject to the enforcement procedures established in Chapter 1.20 EMC.~~

4 4. Any person, after receiving three or more notice and orders, for prior violations of this chapter
5 within a three hundred sixty five (365) day period, shall be guilty of a misdemeanor upon a
6 subsequent violation within said three hundred sixty five (365) day period.

DRAFT



PROCLAMATION

WHEREAS, the City of Everett is committed to fostering a community where every person feels safe, seen and empowered to live authentically;

AND, Pride Month is celebrated each June to honor trailblazers of the LGBTQ+ rights movement, reflect on the progress made and recommit to building a future where all people are free to live openly and authentically;

AND, the celebration honors the 1969 Stonewall Uprising in New York City, a pivotal moment in the ongoing fight for LGBTQ+ rights and equality in the United States;

AND, Pride Month is a time to uplift stories of strength, to affirm the right to love and live fully and to foster a compassionate and welcoming community;

AND, members of the LGBTQ+ community have long been an essential part of Everett's fabric;

AND, we recognize and thank local organizations such as Everett Pride, SnoCo Pride and all others across the region for their dedicated efforts to uplift LGBTQ+ voices, create safe spaces and foster a sense of belonging for all;

AND, the City of Everett stands in solidarity with LGBTQ+ individuals who continue to fight for safety, visibility and equal rights;

AND, we remain committed to creating a welcoming and inclusive community for all.

THEREFORE BE IT RESOLVED, that on this 1 day of June 2025, I, Mayor Cassie Franklin, hereby proclaim June as

"PRIDE Month"

Those who live, work and visit Everett are encouraged to participate in some of the Pride Month events taking place, such as Everett Pride's Block Party on Saturday, June 21, SnoCo Pride in the Park on Saturday, June 28 and the 'Love, Equally' exhibit at the Everett Municipal Building.

Signed this 17th day of June 2025.

A handwritten signature in blue ink, appearing to be "Cassie Franklin", written over a horizontal line.

Mayor Cassie Franklin

From: Cassie Franklin
Sent: Wednesday, June 18, 2025 1:23 PM
To: Jennifer Gregerson; Angela Ely
Subject: FW: [EXTERNAL] City of Everett Periodic Update - South Everett/Casino Road Inclusionary Zoning Provisions

Category 2: Sensitive information



Cassie Franklin

Mayor

425.257.7119 | 2930 Wetmore Ave., Everett, WA 98201

everettwa.gov | [Facebook](#) | [Twitter](#)

Note: Emails and attachments sent to and from the City of Everett are public records and may be subject to disclosure pursuant to the Public Records Act.

Category 2: For official use only / disclosure permissible by law.

From: Bobby Thompson <bobbythompson@housingsnohomish.org>
Sent: Wednesday, June 18, 2025 1:15 PM
To: Donald Schwab <DSchwab@everettwa.gov>; Cassie Franklin <CFranklin@everettwa.gov>
Cc: Scott Bader <SBader@everettwa.gov>; Judy Tuohy <JTuhy@everettwa.gov>; Mary Fosse <MFosse@everettwa.gov>; Paula Rhyne <PRhyne@everettwa.gov>; Elizabeth Vogeli <EVogeli@everettwa.gov>; Ben Zarlingo <BZarlingo@everettwa.gov>; Yorik Stevens-Wajda <YStevens@everettwa.gov>; Julie Willie <JWillie@everettwa.gov>
Subject: [EXTERNAL] City of Everett Periodic Update - South Everett/Casino Road Inclusionary Zoning Provisions

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.

Council President Schwab, Mayor Franklin, and Councilmembers,

I am writing today regarding the Everett comprehensive plan update and specifically the inclusionary zoning provisions for South Everett. Inclusionary zoning is an important anti-displacement strategy for communities in South Everett that are experiencing some of the highest rates of housing insecurity in the state. The Housing Consortium and our partners have been working with community-based organizations in Casino Road to identify community priorities. The top priority we heard is that current residents want to stay in the neighborhood and want to preserve the cultural anchor business and community spaces as the neighborhood grows. Inclusionary zoning helps mitigate displacement by requiring that new development, which is typically more expensive than older existing housing, include a portion of below market homes or pay a fee that can fund local nonprofit affordable housing projects nearby. These requirements also put nonprofit and public agency developers, who are already incorporating affordability into their projects, on a more equal footing with private, market rate developers.

I know that there are some concerns that inclusionary zoning requirements could reduce the supply of new housing, which could raise rents in the long run. However, the most [comprehensive and recent national research](#) shows that a well-crafted inclusionary zoning program will not significantly reduce production or increase rents. The proposal currently before the council is designed with this concern in mind. The requirements are modest and flexible relative to the many other existing inclusionary zoning programs across Puget Sound, including in nearby unincorporated Snohomish County and in Lynnwood. In consideration of the benefit of having more small-scale

local developers, smaller projects (1-5 units) are exempted or have reduced requirements (6-15 units) and neighborhood residential zones are exempted. Alongside the requirements, property owners are receiving an upzone, a property tax exemption, and a major infrastructure investment in the form of enhanced bus service and light rail.

An inclusionary zoning program should be continuously evaluated and adjusted over time in response to market conditions and program performance. The Housing Consortium and our partners encourage the city to commit to this ongoing review and adjustment, especially at the state mandated 5-year check-in for the comprehensive plan in 2029. However, at this time, I urge the Council to pass the policy as is, without reducing requirements or adding a sunset date. It is important that Everett adopts its own inclusionary zoning program before the end of 2025. If Everett does not do so this year, the default state inclusionary zoning requirements will go into effect for light rail and Swift bus transit station areas in 2029. While these state requirements are similar to the ones being considered in Everett, without a local program, Everett will not be able to exempt small projects or offer a fee-in-lieu option, and it will not have the ability to adjust the program in the future.

This is an exciting moment for Everett to pass landmark anti-displacement measures and set a path towards a growing and more vibrant city. These two goals don't have to be in conflict. Everyone deserves to have the chance to stay and thrive as Everett grows. The staff inclusionary zoning will help get us there. Please support this important policy.

Bobby Thompson
Executive Director
Housing Consortium of Everett and Snohomish County

Bobby Thompson
(he, him)
Executive Director
Housing Consortium of Everett and Snohomish County

425.339.1015 / bobbythompson@housingsnohomish.org
<https://www.housingsnohomish.org>
PO Box 1326, Everett, WA 98206

"Our Stories Connect Us."

From: tskes <tskes@yahoo.com>
Sent: Tuesday, June 17, 2025 9:28 AM
To: Angela Ely
Subject: RE: [EXTERNAL] Aqua sox stadium

Todd Kester
7325 83rd Ave SE
Snohomish WA 98290

Sent via the Samsung Galaxy S24, an AT&T 5G smartphone

----- Original message -----

From: Angela Ely <AEly@everettwa.gov>
Date: 6/17/25 9:18 AM (GMT-08:00)
To: tskes <tskes@yahoo.com>
Subject: RE: [EXTERNAL] Aqua sox stadium

Category 2: Sensitive information

Thank you for submitting your email to Council.

If you are wanting your email to be submitted as written comment for the record at the June 18 Council meeting, I would need confirmation of your city of residence.

The written comment process consists of your email being shared with the city clerk, legal, and administration. The city clerk would include it in the online packet that they post online and would become a permanent record. We typically submit written communication pertaining to a current agenda item as written comment, but it is not required.

If your purpose was mainly to share your thoughts with Council, then there is no additional information needed from you.

Sincerely,

Angela



Angela Ely
Executive Assistant | Everett City Council
425.257.8703 | 2930 Wetmore Ave, Ste 9A, Everett, WA 98201
everettwa.gov | [Facebook](#) | [Twitter](#)

Category 2: For official use only / disclosure permissible by law.

From: tskes <tskes@yahoo.com>
Sent: Wednesday, June 11, 2025 4:44 PM
To: DL-Council <Council@everettwa.gov>
Subject: [EXTERNAL] Aqua sox stadium

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.

Still cheaper than a birthday parade!

Todd Kester

Snohomish

Sent via the Samsung Galaxy S24, an AT&T 5G smartphone

From: khope@comcast.net
Sent: Thursday, June 12, 2025 3:21 PM
To: DL-Council
Subject: [EXTERNAL] Support the funding of a new Stadium for Everett

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.

Dear Council Members:

I hope you are not tired of hearing from me....but this is important to not just me but the whole community of Everett and the surrounding area.

As a Season Ticket Holder of the Everett Aqua Sox since 1994, this is our summer vacation and has been for a long time! At the time we started as Season Ticket Holders

We had no other reason to visit Everett but for the games. Since that time our visiting Everett for many reasons has increased to shopping, medical appointments, and dining, and will continue to increase if we have the Stadium for Aqua Sox Games as well as other events.

Since I am a resident of Snohomish County and not Everett proper I understand the financial commitment I am asking you to make. I believe this is not just a financial

Commitment, but more a financial investment in the future of Everett.

So many young adults rely on summer work, and the Aqua Sox events are one opportunity for employment for them, as it appears this Stadium will be a multi-use

Facility bringing lots of people into Everett. Many older adults seeking added income are also involved in summer work at the games.

Not only do season ticket holders live in the greater Everett Area and surround Snohomish County, but many come from Arlington, Lynnwood, Shoreline, Seattle and

On occasion special events bring fans from Renton and beyond.

Tonight is an Aqua Sox game, but I will be attending your Council meeting to show support for this investment into the Community.

Please vote for this very important commitment to our communities far wide!

Respectfully,

Kathy Hope

7621 129th DR SE

Snohomish, WA 98290

206 854 8216

From: Angela Ely on behalf of Donald Schwab
Sent: Thursday, June 12, 2025 11:39 AM
To: Angela Ely
Subject: FW: [EXTERNAL] The voices of South Everett residents

Follow Up Flag: Follow up
Flag Status: Flagged

Category 2: Sensitive information

Category 2: For official use only / disclosure permissible by law.

From: Alvaro Guillen <alvaro@cf-sc.org>
Sent: Tuesday, June 10, 2025 12:27 PM
To: Ben Zarlingo <BZarlingo@everettwa.gov>; Elizabeth Vogeli <EVogeli@everettwa.gov>; Scott Bader <SBader@everettwa.gov>; Judy Tuohy <JTuhy@everettwa.gov>; Mary Fosse <MFosse@everettwa.gov>; Paula Rhyne <PRhyne@everettwa.gov>; Donald Schwab <DSchwab@everettwa.gov>
Cc: bobbythompson@housingsnohomish.org; Planning Email <Planning@everettwa.gov>; Lauren McGowan <lmcgowan@lisc.org>; Cassie Franklin <CFranklin@everettwa.gov>
Subject: [EXTERNAL] The voices of South Everett residents

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.

Dear Esteemed Council Members,

On June 18, the City Council will vote on its updated comprehensive plan, which sets the vision for how Everett will grow and change over the next two decades. It shapes everything from housing and land use to economic opportunity and neighborhood stability.

You heard the voices of South Everett residents in council chambers a few weeks ago. They shared stories about housing instability, connection to their community and concerns about being able to stay in the place that they call home. The perspectives of low-income communities are often not reflected in policy decision making. You have the opportunity to change that.

The inclusionary zoning proposal, shaped through extensive community engagement, requires a modest portion of new housing developments to be set aside for working families who are increasingly priced out of the city. Inclusionary zoning is a simple but powerful tool. Currently, fourteen jurisdictions across Puget Sound have inclusionary zoning policies, including Snohomish County. It is one way to ensure that families who live here now can still live here tomorrow, and that future generations will have the same chance.

Removing this policy from the final draft disregards the time, energy, and lived experience that community members brought to this process. It sends a message that affordability and anti-displacement strategies are negotiable, even when the stakes are this high. This comprehensive plan is about more than numbers and zoning codes. It is about values. It is about trust. And it is about building a city that works for everyone.

We urge you to maintain inclusionary zoning to the final plan, so that we can build an Everett where everyone belongs.

Thank you for your consideration,
Alvaro



Alvaro Guillen

*Director, Connect Casino Road
Community Foundation of Snohomish
County*

Phone : (425) 610-3856



[Check out CCR's new impact report!](#)

From: Nathan Shelby <ntshelby@gmail.com>
Sent: Wednesday, June 11, 2025 8:35 PM
To: Donald Schwab
Cc: DL-Council
Subject: [EXTERNAL] Proposed changes to neighborhood commercial in District 3

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.

CC: Everett City Council

RE: [Memo - Everett 2044 Neighborhood Commercial Framework Potential Changes \(6/10/25\)](#)

Council President Don Schwab,

I am disheartened to see the proposal for neighborhood commercial effectively gutted in the proposal you have presented to the council on behalf of District 3. With the proposed changes you are recommending, we would be removing all everything 'neighborhood' about the changes - appearing only to allow commercial activity along streets where there exists commercial properties presently.

Residing on Seahurst Ave, I was looking forward to hopefully seeing some sort of neighborhood commercial centered in the area that would be within safe walking distance for my family. As proposed where neighborhood commercial would be allowed in District 3 would require a vehicle - disenfranchising much of the benefit of small, hyper local business. There would limited room for opportunity, to have the small entrepreneur develop that crucial '3rd place' [1], to grow community, refine their business and see it flourish.

I strongly encourage council to allow neighborhood commercial on as many lots in the district as possible - we need these spaces and the community. These small businesses are employers and tax payers which are nothing but a benefit for the city. They have been shown to increase safety in the areas they are present. [2]

Will they change the character of our district and neighborhood? Sure, just a bit - however we should not default to 'no' when we have an opportunity for a 'yes' and can revise city code later if required.

Allowing small neighborhood commercial businesses in residential areas also promotes greater equity in our city. By reducing reliance on cars and placing essential goods and services within walking distance, these zoning changes help lower transportation costs for low-income residents, seniors, and those with disabilities. Furthermore, local entrepreneurs—particularly women, immigrants, and people of color—often face barriers to accessing commercial space in high-cost retail corridors. Allowing them to operate in or near their own neighborhoods provides more equitable access to economic opportunity and fosters inclusive local development that reflects the diversity of our communities.

I want to make it clear that I am speaking solely as an individual and not on behalf of the Commission. However, as a member of the City of Everett's Planning Commission, I have a strong understanding of the transformative impact that Everett 2044 will have on our community, and I encourage us all to approach these changes with a spirit of openness and optimism. We have an opportunity to guide a generational shift in the character of our city - and the proposed plan in District 3 seems very out of step with the remainder of the city.

Thank you for your thoughtful consideration in this matter,

Nathan Shelby
Resident, City of Everett District 3

ntshelby@gmail.com
425-205-9047

[1] - <https://www.strongtowns.org/journal/2019/2/1/question-of-the-week-how-can-i-pitch-allowing-limited-commerce-in-residential-areas>

[2] - <https://jbartlett.org/2025/03/legalizing-residential-uses-in-commercial-zones-can-strengthen-n-h-communities/>

From: Julie Martinson <jmartinson8@gmail.com>
Sent: Wednesday, June 11, 2025 6:57 PM
To: DL-Council
Subject: [EXTERNAL] City Council meeting isn't accessible on comcast/Xfinity tonight

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.

Dear City Council Members,

I have a public comment on our Legion Park neighborhood rezoning.
I wanted to watch tonight but was unable to do so.

Please do not pass the proposed 'corner store' proposal for the Legion Park Annex, since we only have 2 routes for entry and exit. Traffic gets stuck in our neighborhood and affects our ability to get to work, doctors appointments, or for ambulance services, as it is. I don't believe we can sustain any more delivery trucks or business that would be created by allowing corner stores in our very small neighborhood.

Thank you for your consideration of my and my neighbors' comments.

Julie Martinson
2303 6th St, Everett, WA 98201



EVERETT CITY COUNCIL Public Comment Form

Thank you for being here today. Please fill out this form to speak at the council meeting.

State your name and city of residence when you begin speaking. Each person is asked to limit comments to three minutes. This allows everyone a fair opportunity to speak. Return this form to the council administrator before the meeting begins.

The following comments are not allowed:

- Comments on any kind of campaigning, whether for or against ballot measures or candidates running for office
- Comments focused on personal matters that are unrelated to City business

You can also submit a comment and attend meetings online at [everettwa.gov/city council](http://everettwa.gov/city-council). Click on "Council meeting public comment sign up form." This must be done at least 30 minutes prior to the meeting. Additional instructions are available on the web page.

City staff may wish to contact you for follow up, therefore, your contact information is appreciated.

DATE: 6/18/25

NAME (required): Leo

CITY (required): _____ ZIP (required): _____

EMAIL (optional): _____ PHONE (optional): _____

DISTRICT (circle one): 1 2 3 4 5 Not sure Don't live in city

Is your topic on today's agenda?

☐ YES – the comment period will follow the agenda item

AGENDA ITEM #: _____

☒ NO – speak during general public comment, topic you would like to speak on:



EVERETT CITY COUNCIL Public Comment Form

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City staff may wish to contact you for follow up, therefore, your contact information is appreciated.

DATE: 6/18/2025

NAME (required): Russell Joe Master Builders

CITY (required): Bellvue ZIP (required): 98006

EMAIL (optional): rjoe@mbaks.com PHONE (optional): _____

DISTRICT (circle one): 1 2 3 4 5 Not sure Don't live in city

Is your topic on today's agenda?

☐ YES – the comment period will follow the agenda item

AGENDA ITEM #: _____

☒ NO – speak during general public comment, topic you would like to speak on:



EVERETT CITY COUNCIL Public Comment Form

5 min

Thank you for being here today. Please fill out this form to speak at the council meeting.

State your name and city of residence when you begin speaking. Each person is asked to limit comments to three minutes. This allows everyone a fair opportunity to speak. Return this form to the council administrator before the meeting begins.

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City staff may wish to contact you for follow up, therefore, your contact information is appreciated.

DATE: 6-18-25

NAME (required): JANIE DOTSON

CITY (required): EUR ZIP (required): 98203

EMAIL (optional): danegetpr.com PHONE (optional): 425-210-9000

DISTRICT (circle one): 1 2 (3) 4 5 Not sure Don't live in city

Is your topic on today's agenda?

☒ YES – the comment period will follow the agenda item

AGENDA ITEM #: DALORA WAY

☐ NO – speak during general public comment, topic you would like to speak on:



EVERETT CITY COUNCIL Public Comment Form

Thank you for being here today. Please fill out this form to speak at the council meeting.

State your name and city of residence when you begin speaking. Each person is asked to limit comments to three minutes. This allows everyone a fair opportunity to speak. Return this form to the council administrator before the meeting begins.

The following comments are not allowed:

- Comments on any kind of campaigning, whether for or against ballot measures or candidates running for office
- Comments focused on personal matters that are unrelated to City business

You can also submit a comment and attend meetings online at [everettwa.gov/city council](http://everettwa.gov/city-council). Click on "Council meeting public comment sign up form." This must be done at least 30 minutes prior to the meeting. Additional instructions are available on the web page.

City staff may wish to contact you for follow up, therefore, your contact information is appreciated.

DATE: 6/18/25

NAME (required): Bobby Thompson

CITY (required): Everett ZIP (required): 98201

EMAIL (optional): bobby.thompson@housley-snowden.com PHONE (optional): 425.314.7983

DISTRICT (circle one): 1 2 3 4 5 Not sure Don't live in city

Is your topic on today's agenda?

☒ YES – the comment period will follow the agenda item
AGENDA ITEM #: 10, but will speak during Public Comment

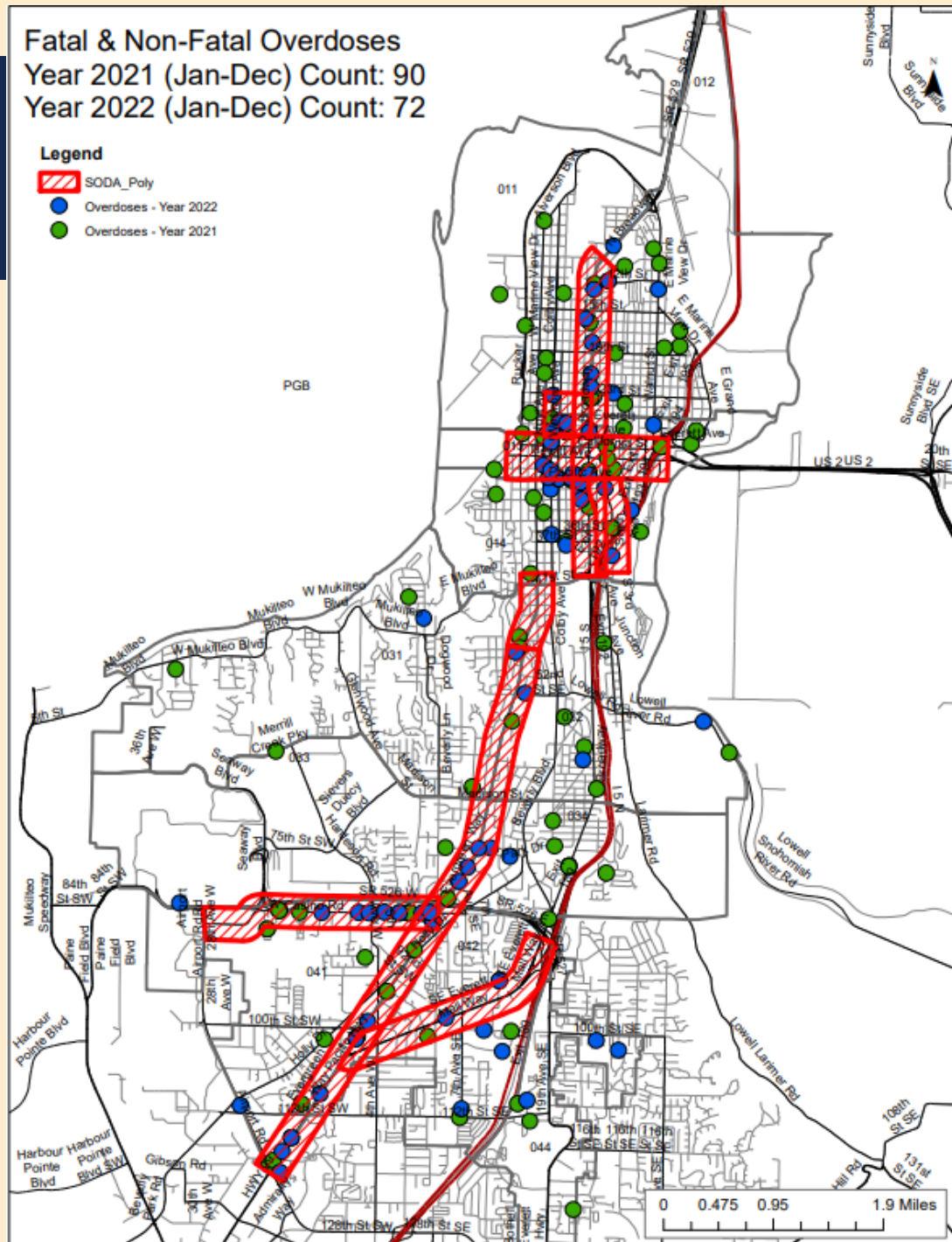
☐ NO – speak during general public comment, topic you would like to speak on:

SODA Ordinance Renewal Briefing

Everett City Council

June 18, 2025





Fatal and Non-Fatal Overdoses 2021 & 2022

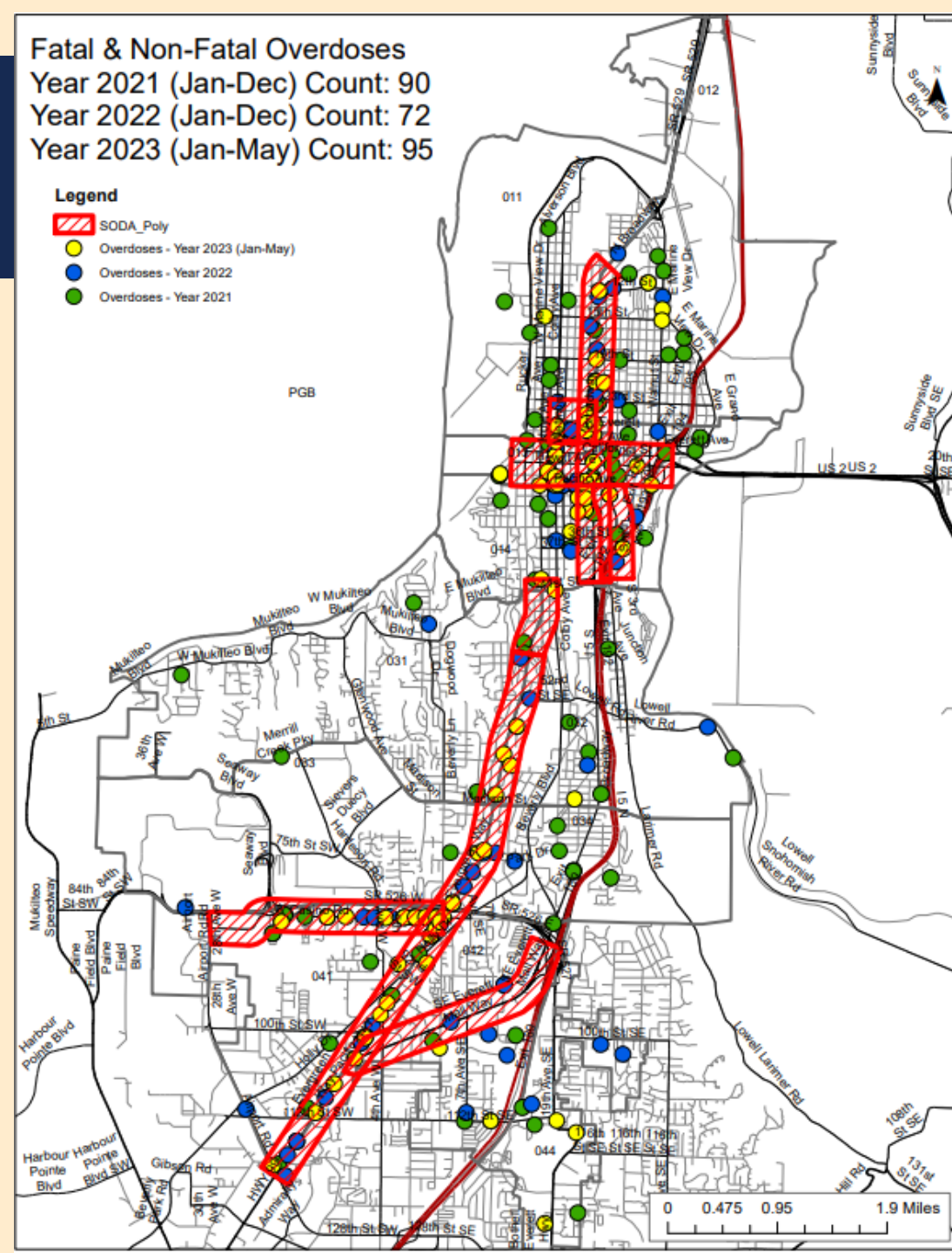


Fatal and Non-Fatal Overdoses 2021, 2022, & 2023

Fatal & Non-Fatal Overdoses
Year 2021 (Jan-Dec) Count: 90
Year 2022 (Jan-Dec) Count: 72
Year 2023 (Jan-May) Count: 95

Legend

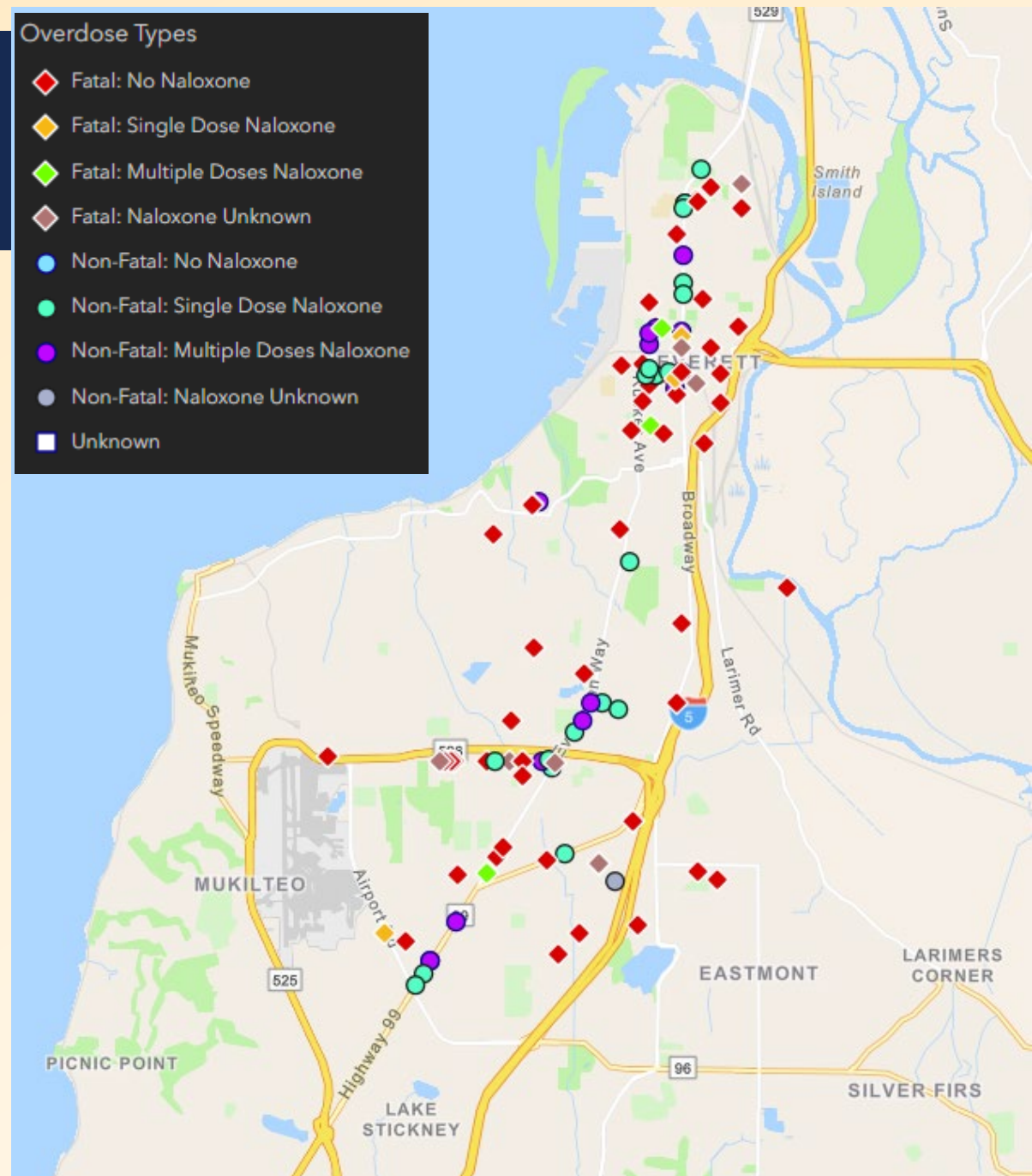
-  SODA_Poly
-  Overdoses - Year 2023 (Jan-May)
-  Overdoses - Year 2022
-  Overdoses - Year 2021



2022 Overdoses

Fatal - 70

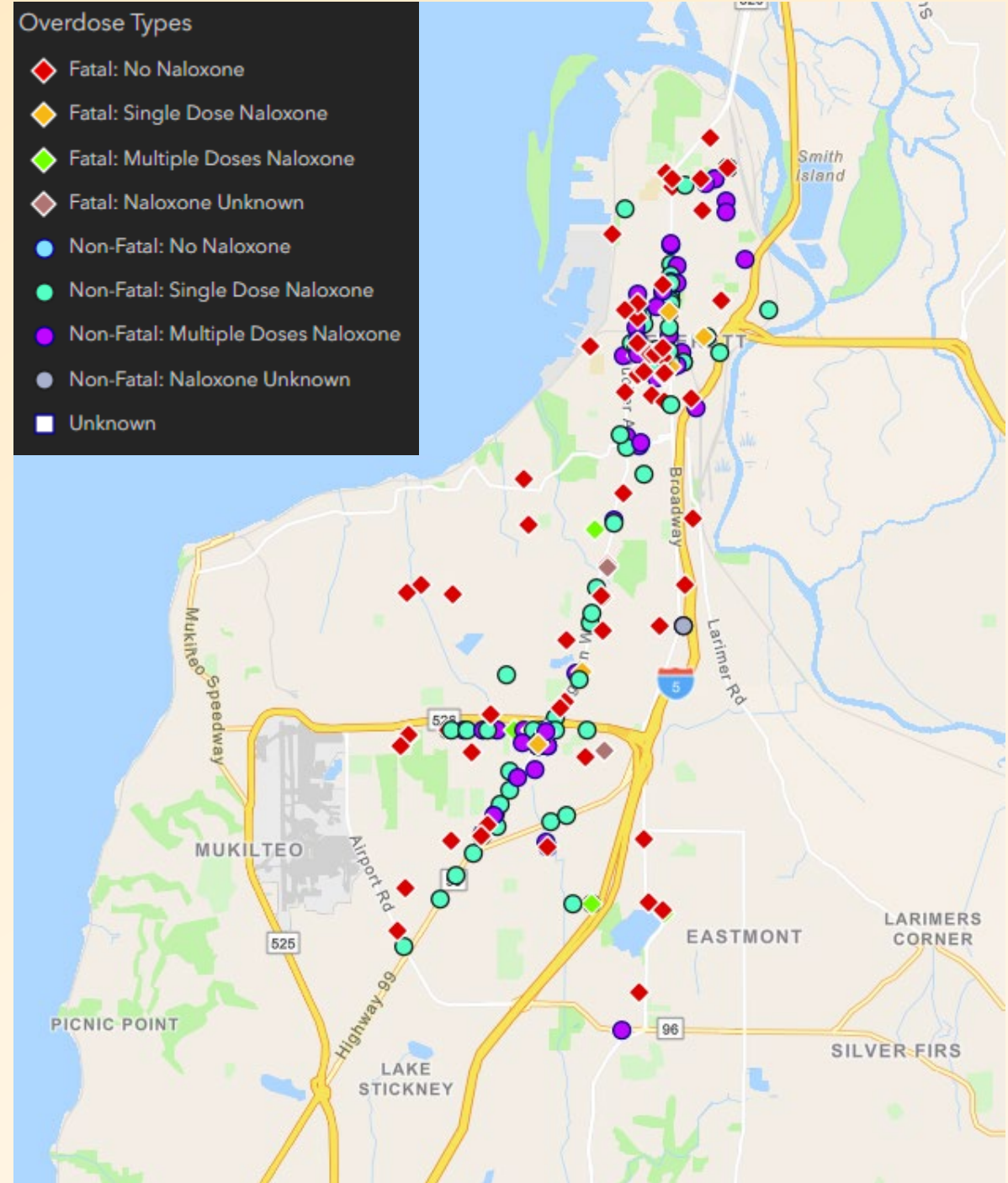
Total Overdoses - 106



2023 Overdoses

Fatal - 92

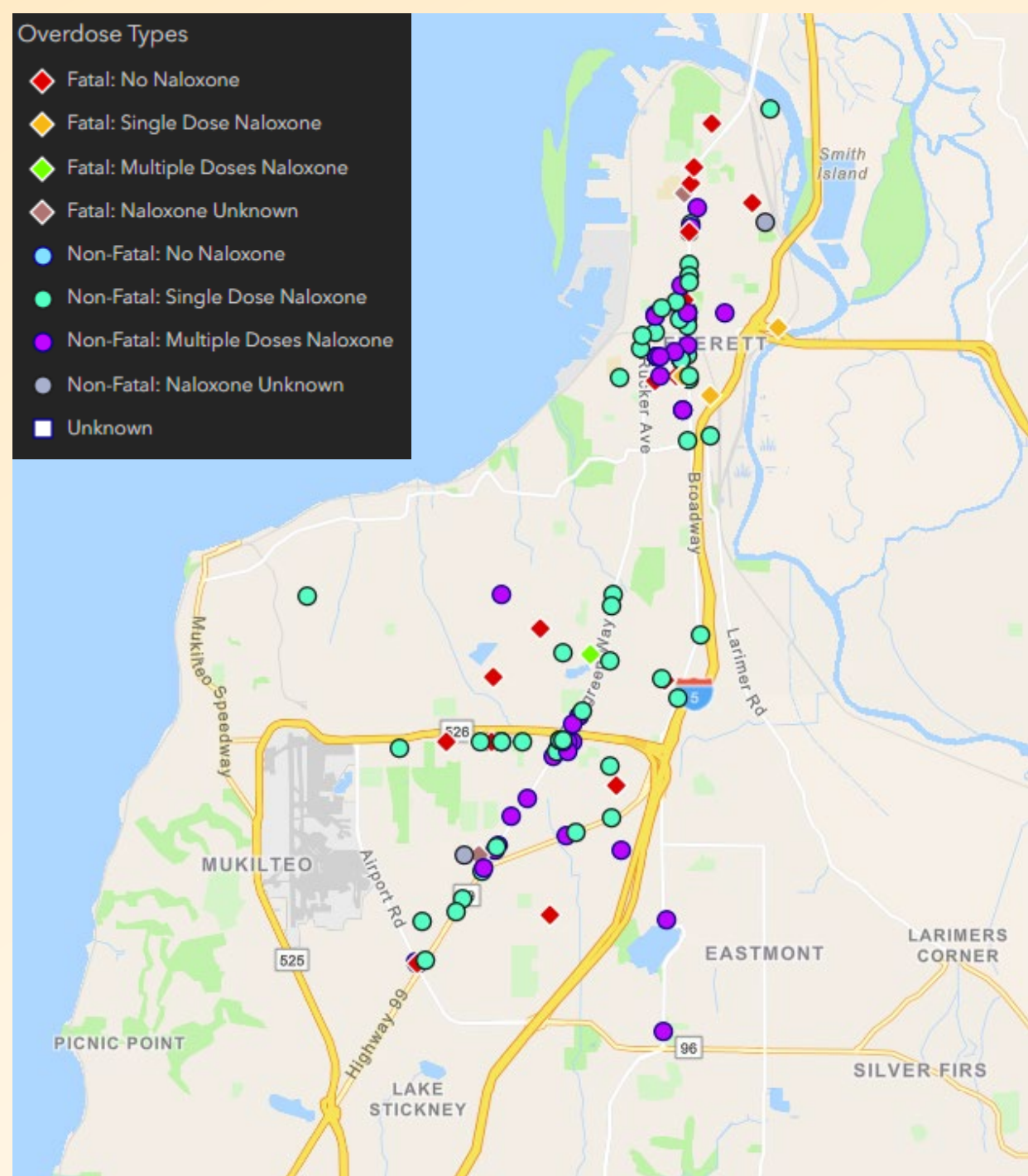
Total Overdoses - 243



2024 Overdoses

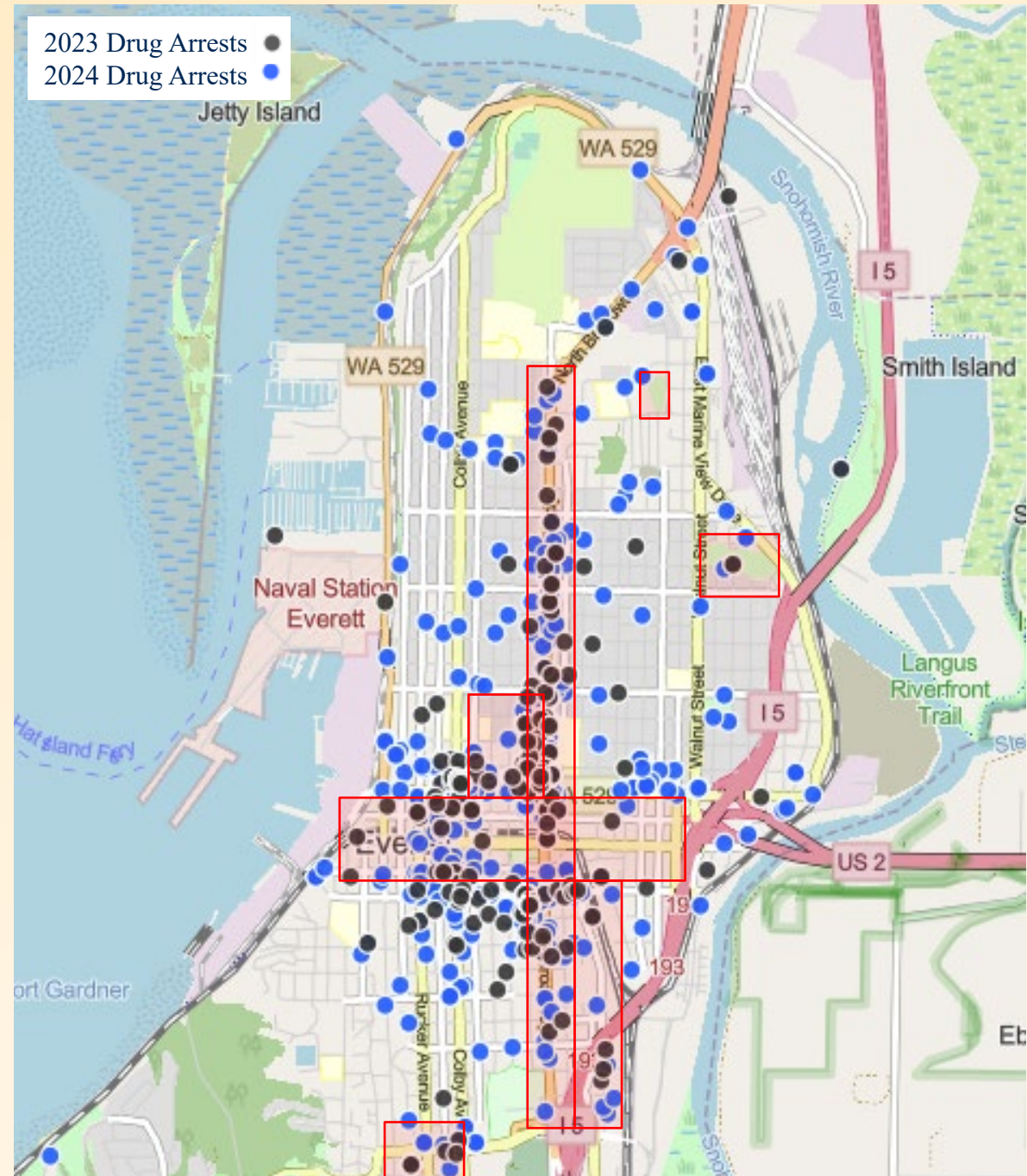
Fatal - 30

Total Overdoses - 130



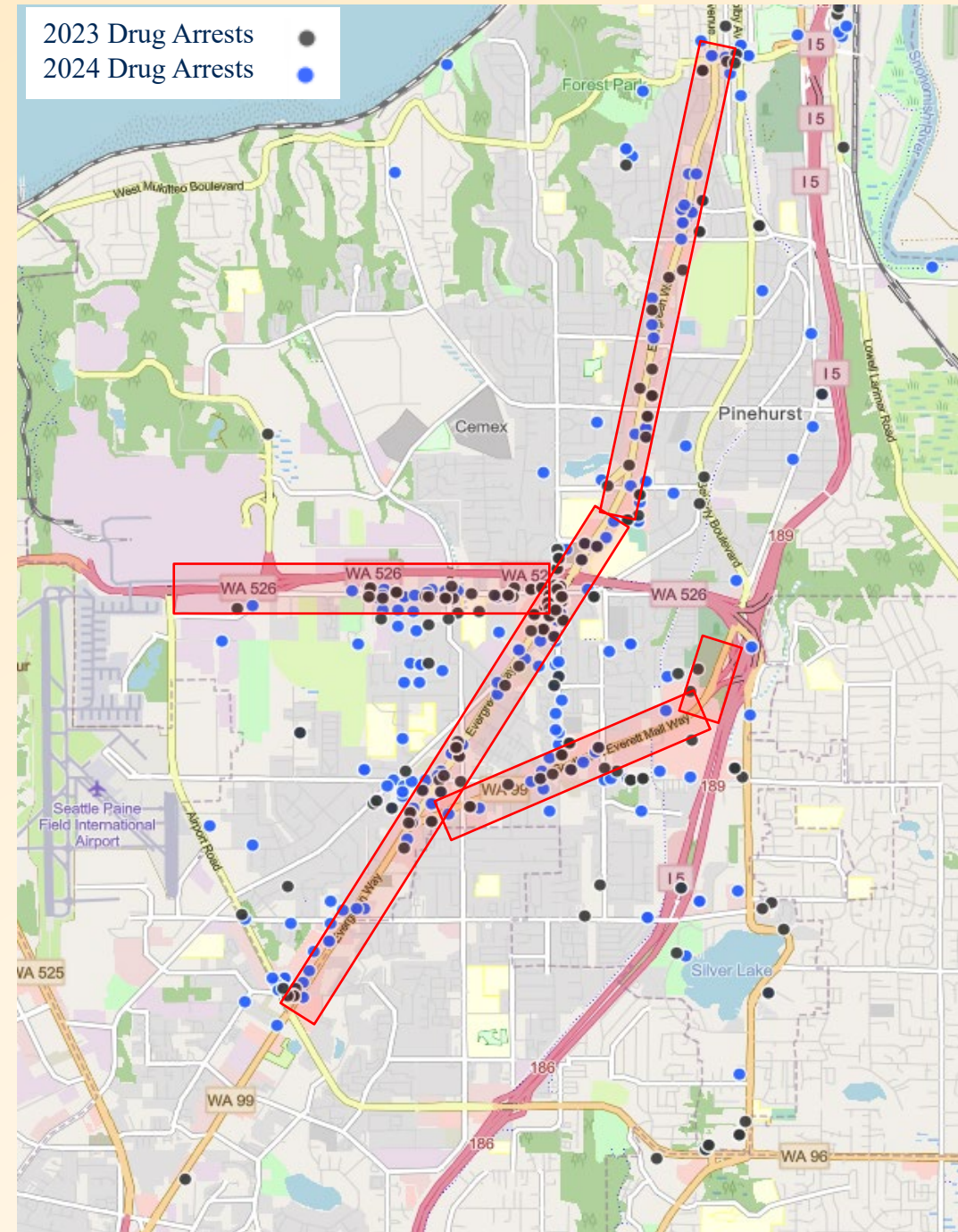
Drug/Narcotic Violation (35A) Arrests

North Sector



Drug/Narcotic Violation (35A) Arrests

Central/South Sectors

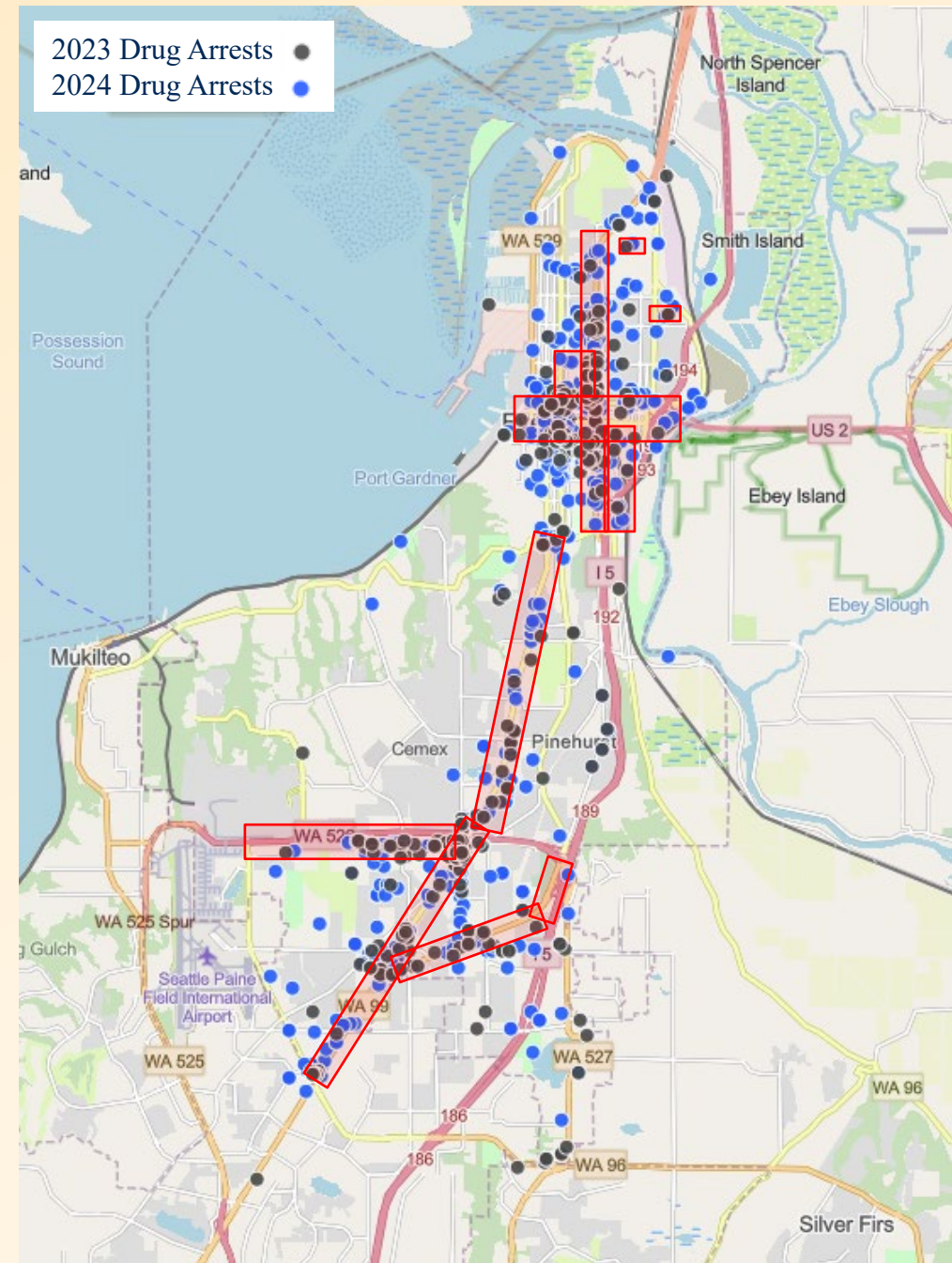


Drug/Narcotic Violation (35A) Arrests

Citywide

Years 2023-2024

Count:1,784



Substance Abuse Calls For Service

Citywide

Years 2023-2024

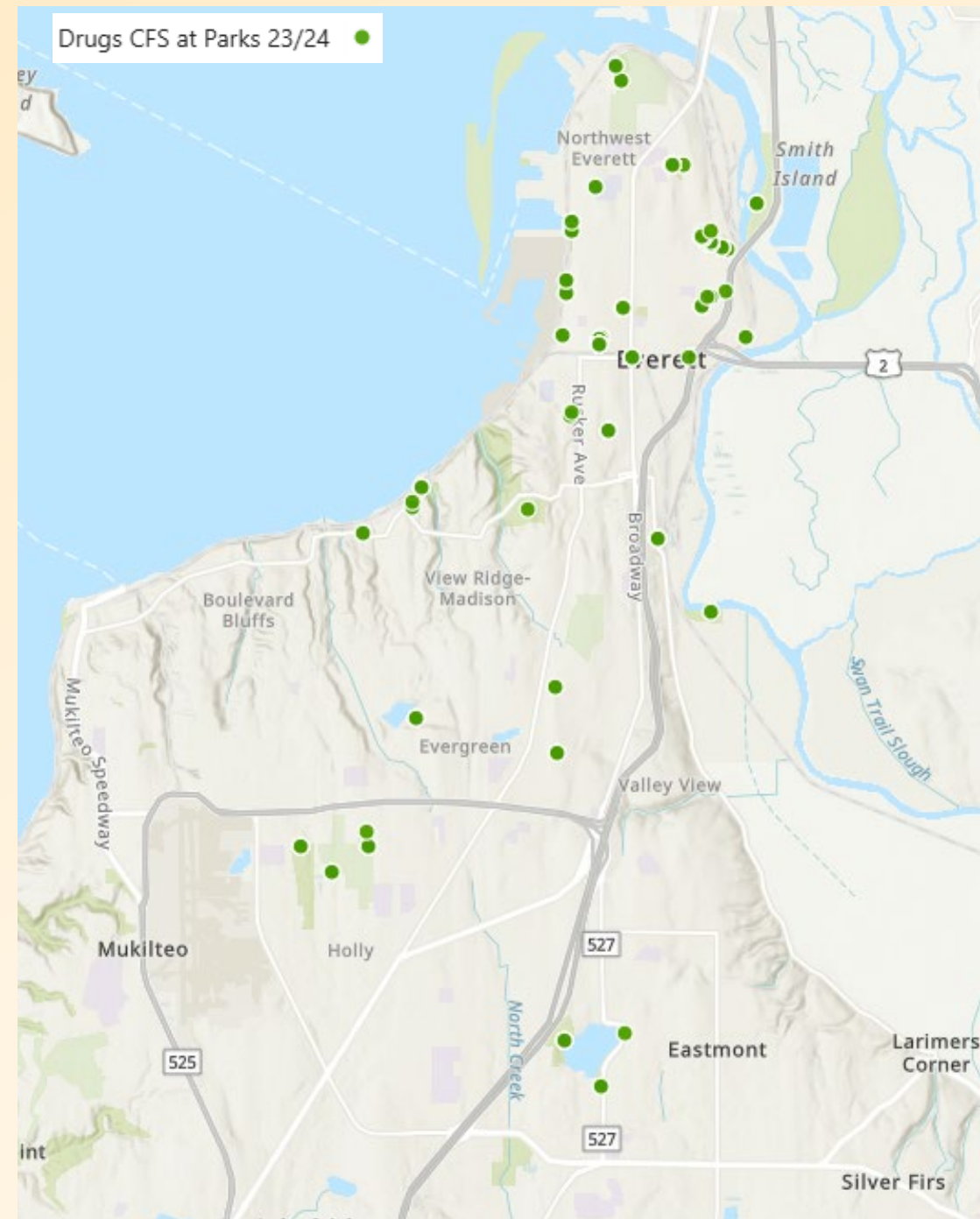
Count: 1,744



Substance Abuse Calls For Service

All City Parks

Years 2023-2024

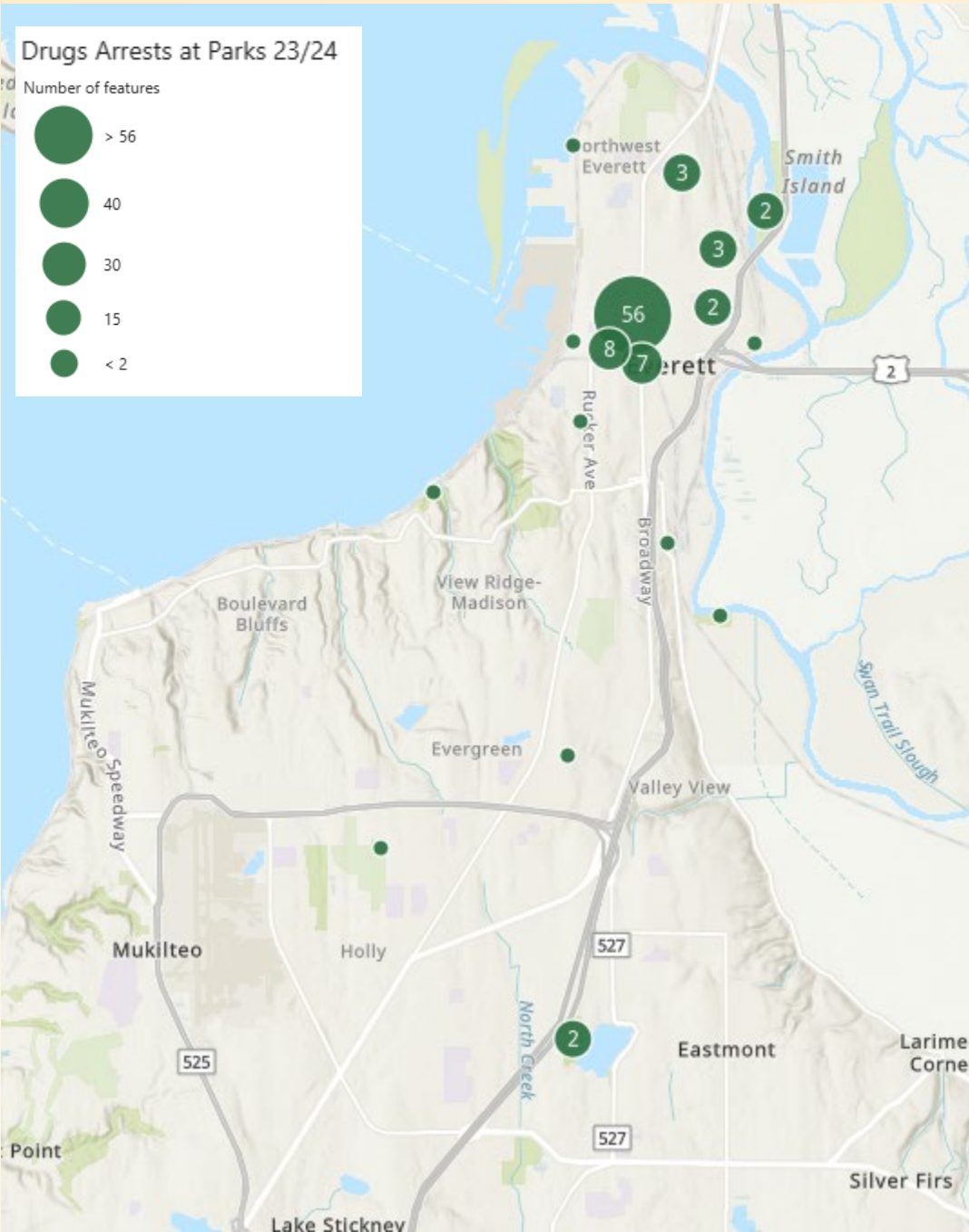


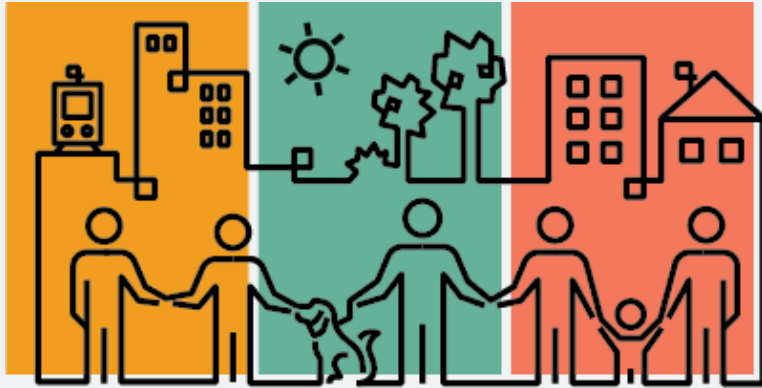
Drug/Narcotic Violation (35A) Arrests

All City Parks

Years 2023-2024

Row Labels	Count of Match
2402 LOMBARD AVE	56
2899 BROADWAY	7
2730 WETMORE AVE	6
2808 10TH ST	3
400 SMITH ISLAND RD	2
1700 STATE ST	2
11400 BLK SILVER LAKE RD	1
4605 S 3RD AVE	1
3505 LOWELL SNOHOMISH RIVER RD	1
2700 WETMORE AVE	1
800 BLK W MARINE VIEW DR	1
2710 WETMORE AVE	1
3420 GRAND AVE	1
11405 SILVER LAKE RD	1
2400 CHESTNUT ST	1
1127 OLYMPIC BLVD	1
7530 CASCADE DR	1
1226 W CASINO RD	1
EVERETT AVE / E GRAND AVE	1
TERMINAL AVE / W MARINE VIEW DR	1
3200 BLK 23RD ST	1
3200 BLK 18TH ST	1
Grand Total	92





Everett 2044

Planning our future together



Everett 2044 Periodic Update

Everett City Council
June 18, 2025

Amendment Topics

- Comprehensive Plan Policies
- Comprehensive Plan Actions
- Neighborhood Commercial
- Zoning Map



Comprehensive Plan – Transportation Element

Under Transportation Demand Management Policies:

Add:

Require transportation demand management strategies at new development to minimize parking needs and single-occupancy vehicle driving.

Staff suggestion:

TR-8 Incorporate transportation demand management strategies and transit-supportive and pedestrian-oriented design features in new development through development review.

Comprehensive Plan – Transportation Element

Proposed EMC 19.34.080 (p. 229)

1. A TDM Transportation Demand Management plan must be prepared for the following development projects:
 - a. ~~A TDM plan is required for~~ new construction of a principal building in excess of fifty thousand square feet of gross floor area.
 - b. ~~A TDM plan is required for~~ substantial renovation of a principal building with a gross floor area of at least fifty thousand square feet and involving a change of use.
 - c. ~~A TDM plan is required for~~ any development with ~~an exception or~~ reduction of parking allowed pursuant to EMC ~~19.34.050 or~~ 19.34.060 (A).
 - d. ~~A TDM plan is not required for single-, duplex- or triplex-dwelling units.~~

Comprehensive Plan – Transportation Element

Under Transportation Demand Management Policies:

Add:

Require transportation demand management strategies at new development to minimize parking needs and single-occupancy vehicle driving.

Staff suggestion:

TR-8 Incorporate transportation demand management strategies and transit-supportive and pedestrian-oriented design features in new development through development review.

Comprehensive Plan – Transportation Element

Under Transit Policies:

Add:

Grow transit into a well-integrated network of fast, frequent, and reliable service for most people, especially for trips to and from downtown and other activity centers and trip-generating sites within the city and region.

Staff suggestion:

TR-15 Maintain transit service as a viable mode-of-travel to and from downtown and other activity centers within the city and region and grow transit into a well-integrated network of fast, frequent, and reliable service for most people. Prioritize transit and other transportation services to trip generating sites in Everett.

Comprehensive Plan – Transportation Element

Under Parking Policies:

Add:

Encourage the use of transportation demand management strategies to right-size parking.

Staff suggestion:

TR- 51 Encourage the use of transportation demand management strategies and the shared use of parking and vehicles to right-size parking and maximize the efficient use of limited urban space.

Comprehensive Plan – Transportation Element

Under Level of Service Standards Policies:

Add:

Design and operate streets to be inherently safe for all users in the goal of eventually eliminating traffic fatalities and serious injuries.

Staff suggestion:

TR-37 Design and operate streets to be inherently safe for all users in the goal of eventually eliminating traffic fatalities and serious injuries by implementing projects, programs, and strategies on local streets to prioritize safe driving, walking, and cycling by calming traffic and limiting vehicle speeds, especially near schools and colleges.

Comprehensive Plan – Actions

Add:

Ask staff to work with the Historic Commission for “Buffer Zone” design requirements for new multi-family construction projects in a MU/UR-4 or MU/UR-7 zone abutting historic overlays. Final document must be reviewed by Planning Commission to provide a recommendation to council for approval, if applicable.

Staff suggestion:

Action DD-2: Work with the Historic Commission and Planning Commission to develop recommendations for City Council consideration for design requirements for new construction of large buildings abutting historic overlays.

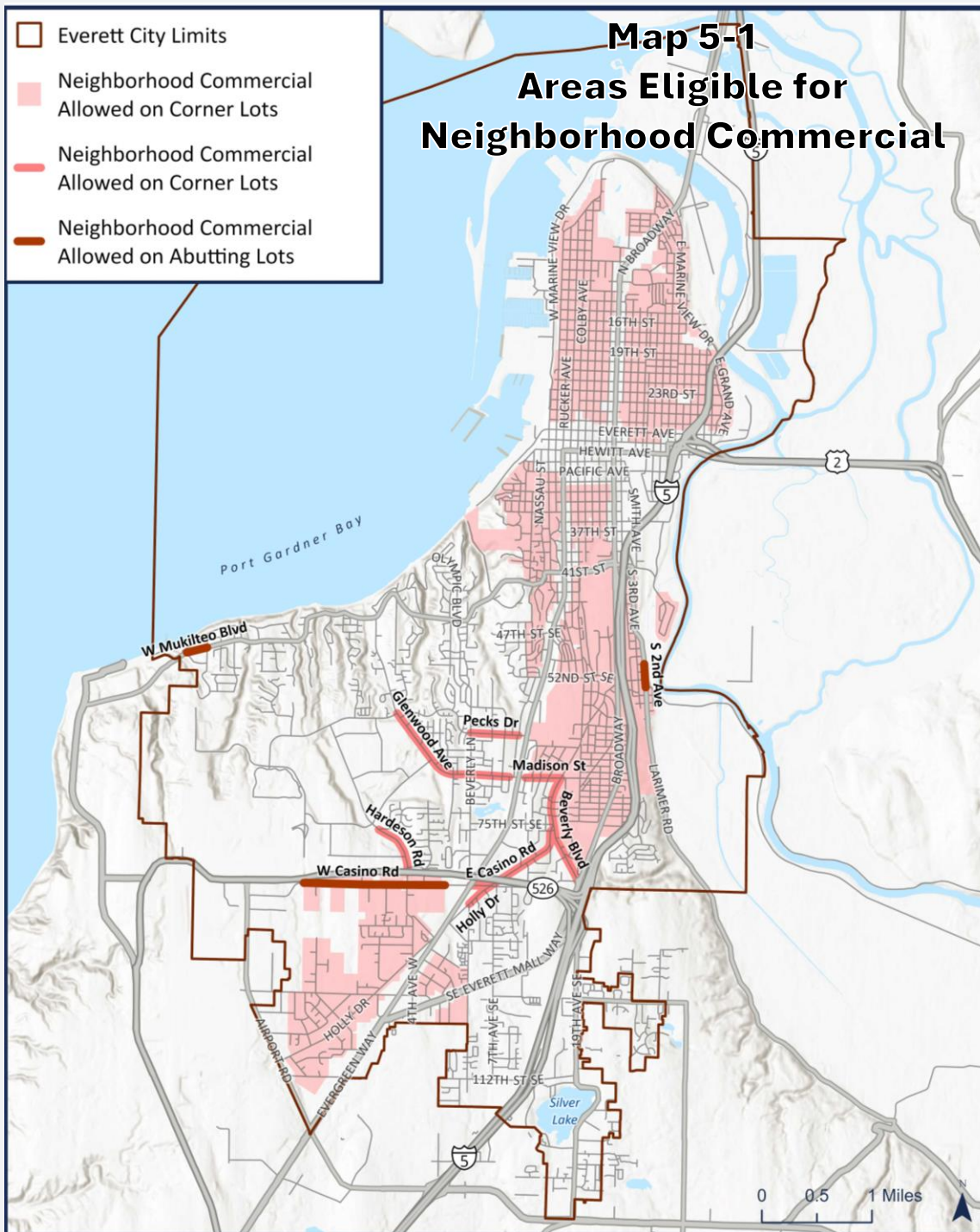
Comprehensive Plan – Actions

Add:

Provide a memo to the council and the Planning Commission by January 2027 with a look back on the Neighborhood Commercial framework, number of applicants and businesses, any suggested changes we should consider.

Staff suggestion:

Action UF-4: Prepare a report on use of the Neighborhood Commercial Framework, and any recommended changes, to the Planning Commission and City Council by January 2027.



Neighborhood Commercial

B. Neighborhood Commercial uses are permitted in residential zones in the following areas:

1. Corner lots, meaning lots that abut two different and intersecting public streets, within the areas identified in Map 5-1; and
2. In buildings historically used for and built for commercial/ residential mixed use, including buildings for which a legal nonconforming use has discontinued or ceased; and
3. Lots abutting the following streets:
 - a. W Casino Rd; and
 - b. S 2nd Ave between Zillah St and Eugene St.
 - c. W Mukilteo Blvd between Sound Ave and Upland Ave

Neighborhood Commercial – Allowed Uses

1. Food or beverage establishment;
2. The following subcategories of Retail Sales and Service: grocery, specialty food stores (bakery, convenience store, ice cream, candy, deli, butcher/meat market, vegetable, beer/wine/liquor), cobbler/shoe repair, tailor, laundromat, barber, hair salon, bookstore, florist, pet store, pharmacy, or similar;
3. Clinic;
4. Lodging-Hotels, Motels (limited to five rooms);
5. Veterinary Clinic or Animal Day Care — Limited to Small Animal;
6. Day Care Center, Commercial (limited to 20 children or adults);
7. Entertainment and Recreation — Enclosed in Building (e.g., theater, fitness facility);
8. Offices; and
9. Other uses not listed above if determined through the review process described in Title 15 to be compatible with surrounding properties and the immediate vicinity.

Proposed EMC 19.05.045 (p. 51)

Neighborhood Commercial – Standards

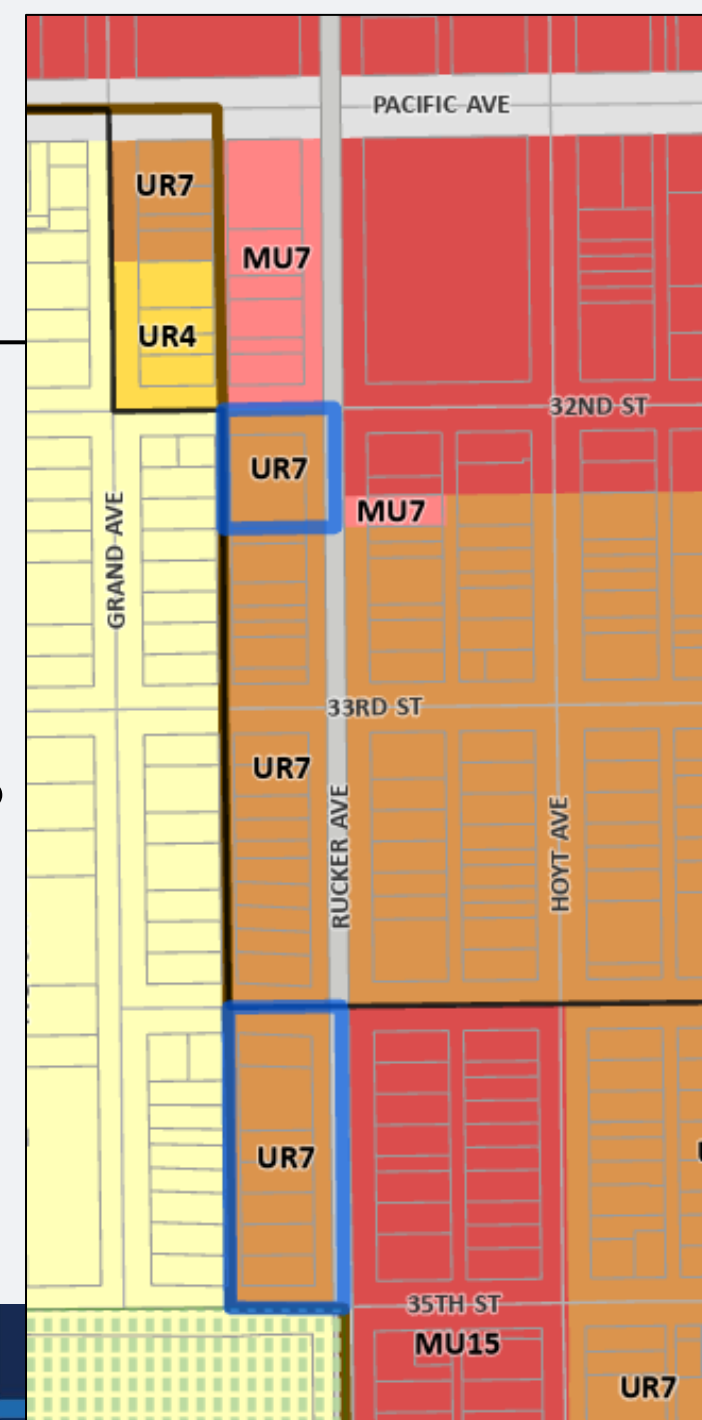
1. Up to 3,000 square feet gross floor area or 50% of the gross floor area of the ground floor, whichever is larger;
2. Outdoor use areas are subject to administrative use permit and EMC 19.39.050;
3. See EMC 19.06.020 for reduced setbacks for Neighborhood Commercial uses;
4. No minimum off-street parking required;
5. Off-street parking prohibited between the building and the street;
6. No drive through facilities allowed;
7. Hours of operation: limited to 6 am to 11 pm;
8. See Chapter 20.08 for maximum permissible noise levels; and
9. The primary street-facing façade shall have a main entrance door and at least 60 percent of the area transparent windows or doors and the secondary street-facing facade must be 25 percent windows or entrance doors. Windows used to meet this standard must allow views from the building to the street and may not be glass block.

Proposed EMC 19.05.045 (p. 51)

Zoning Map

Amendment

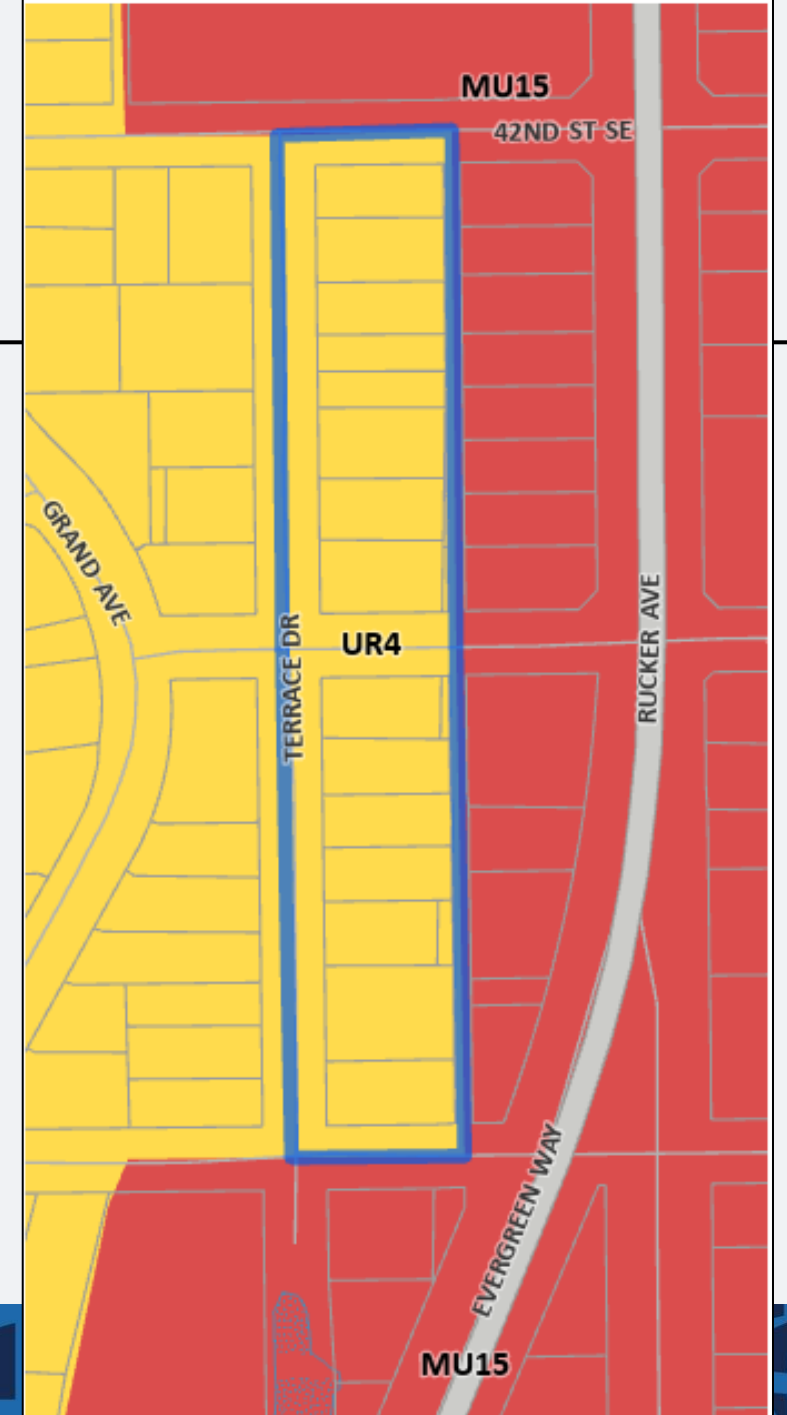
- Parcels abutting Norton-Grand Historic Overlay between 32nd and 35th from MU7 to UR7
- Amend EMC 19.05.060:
 - B. Where Heights Are Measured From. The base elevation of a building.
 - 1. Exceptions for Height Measurements. The following are exceptions to how heights are measured.
 - a. Historic Overlay Zones. Where a parcel is within , or within 50' of, an historic overlay, the height of buildings shall be measured from the average sidewalk elevation at the front lot line or, where no sidewalk exists, the average of the record profile grade elevation of the street abutting the principal frontage of the building, as determined by the public works department.



Zoning Map

Amendment

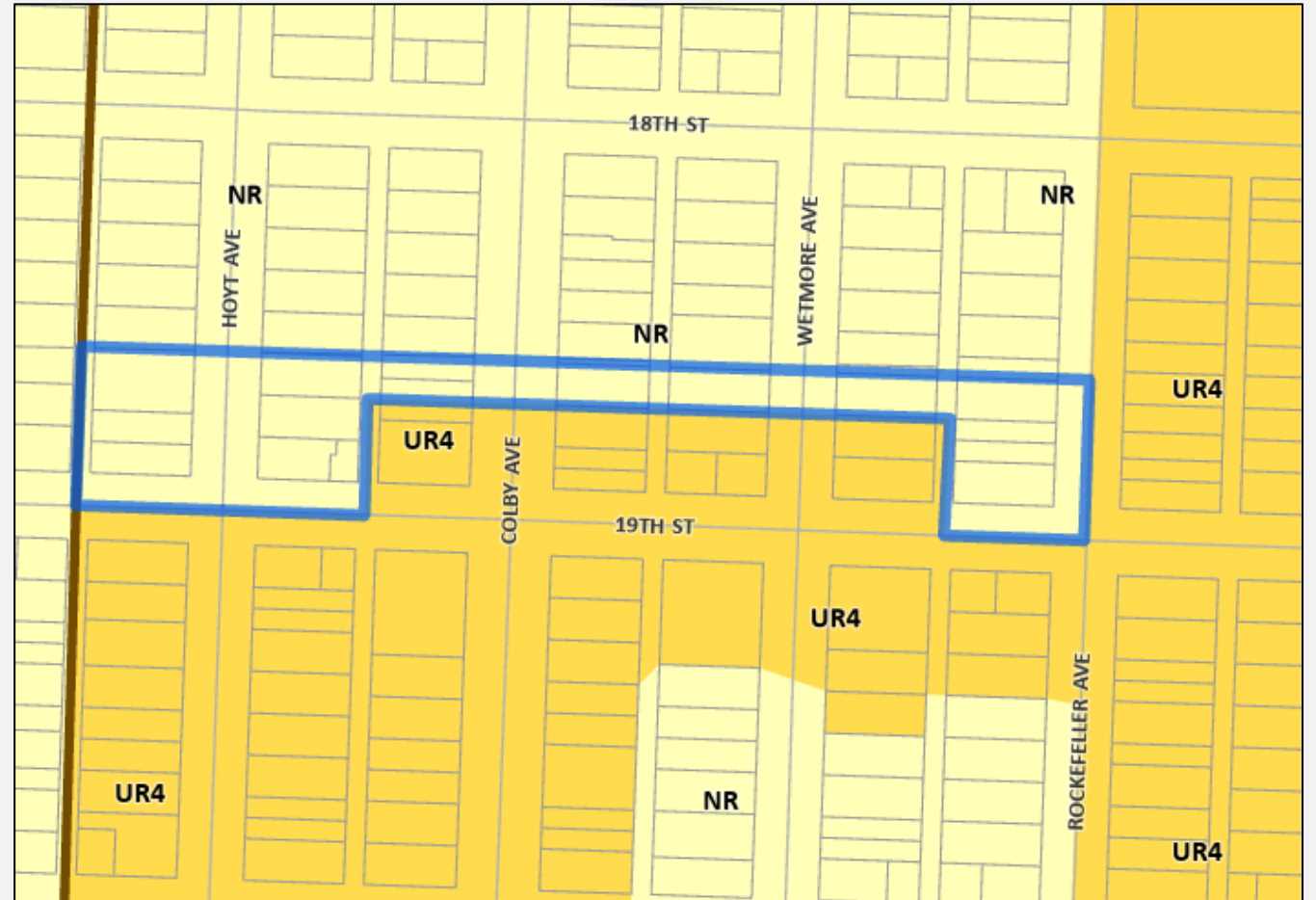
- Parcels on the east side of Terrace Dr from 42nd to 44th from MU15 to UR4



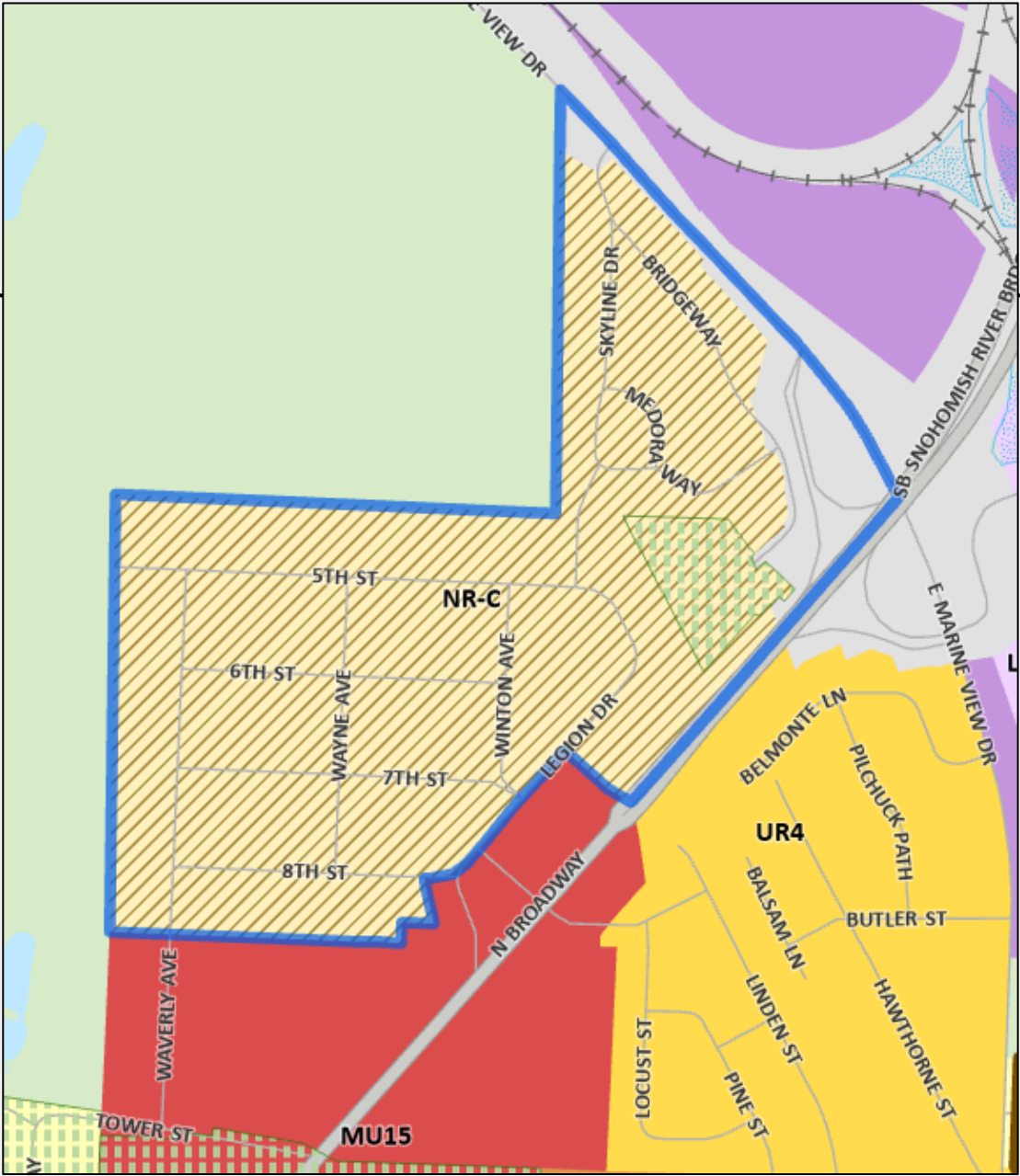
Zoning Map

Amendment

- Parcels north of 19th St and east of Rockefeller Ave, except those currently zoned NB, from UR4 to NR



Zoning Map



RCW 36.70A.635

(c) Unless identified as at higher risk of displacement under RCW 36.70A.070(2)(g), the 25 percent of lots for which [middle housing] are not implemented may not include:

(i) Any areas for which the exclusion would further racially disparate impacts or result in zoning with a discriminatory effect;

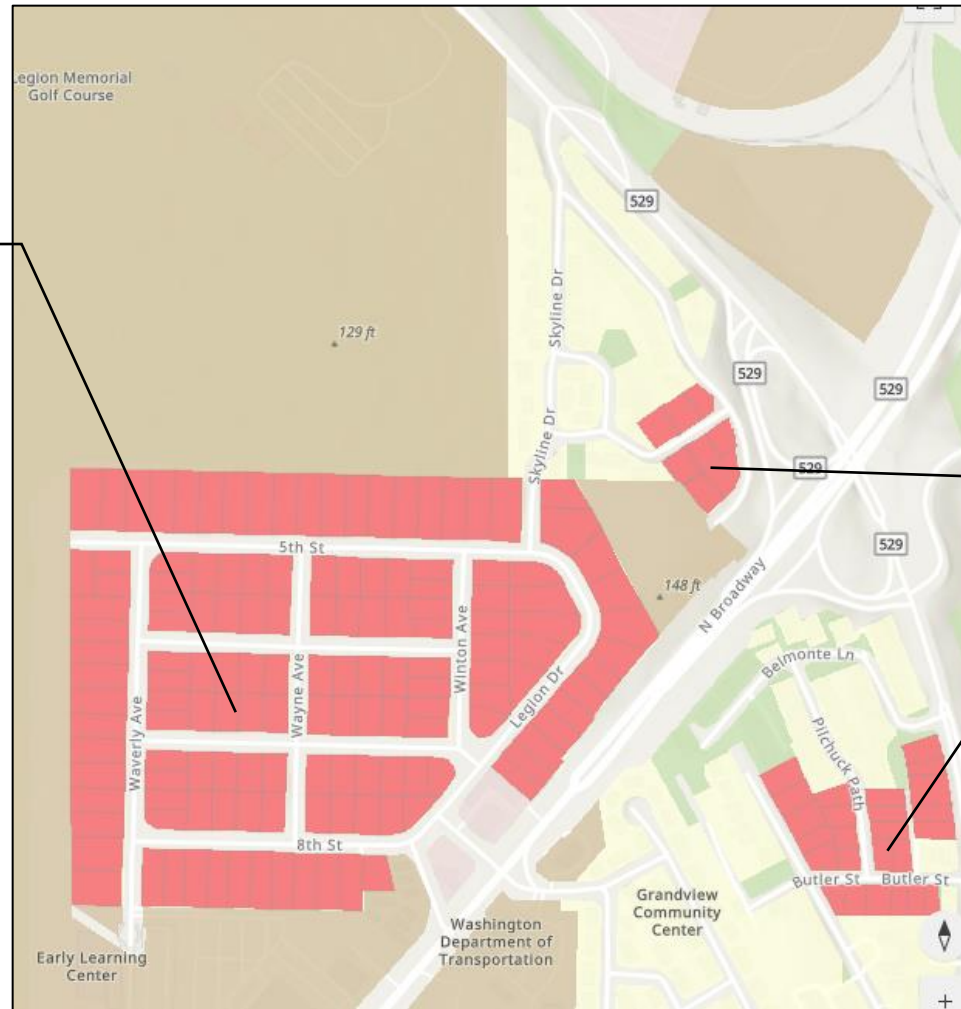
(ii) Any areas within one-half mile walking distance of a major transit stop; or

(iii) Any areas historically covered by a covenant or deed restriction excluding racial minorities from owning property or living in the area, as known to the city at the time of each comprehensive plan update.

Legion Park Addition to Everett

Div. 2

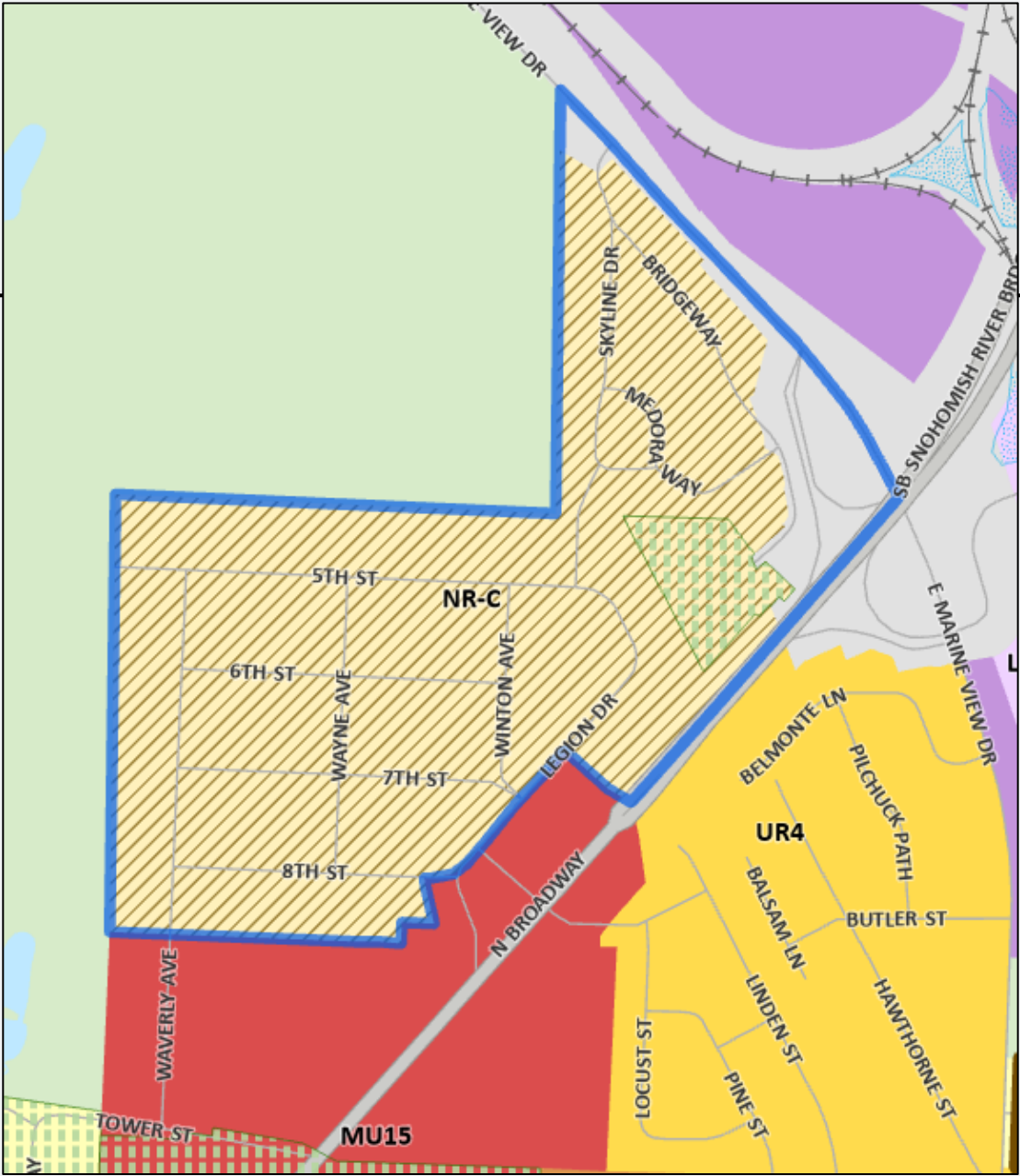
No lot shall be sold, conveyed, rented nor leased in whole or in part to any person not of the white or Caucasian race nor shall any person not of the white race or Caucasian race be permitted to occupy any portion of any lot, or of any building thereon, excepting as a non-paying guest or as a domestic servant actually employed by a White or Caucasian occupant or owner of the lot or dwelling.



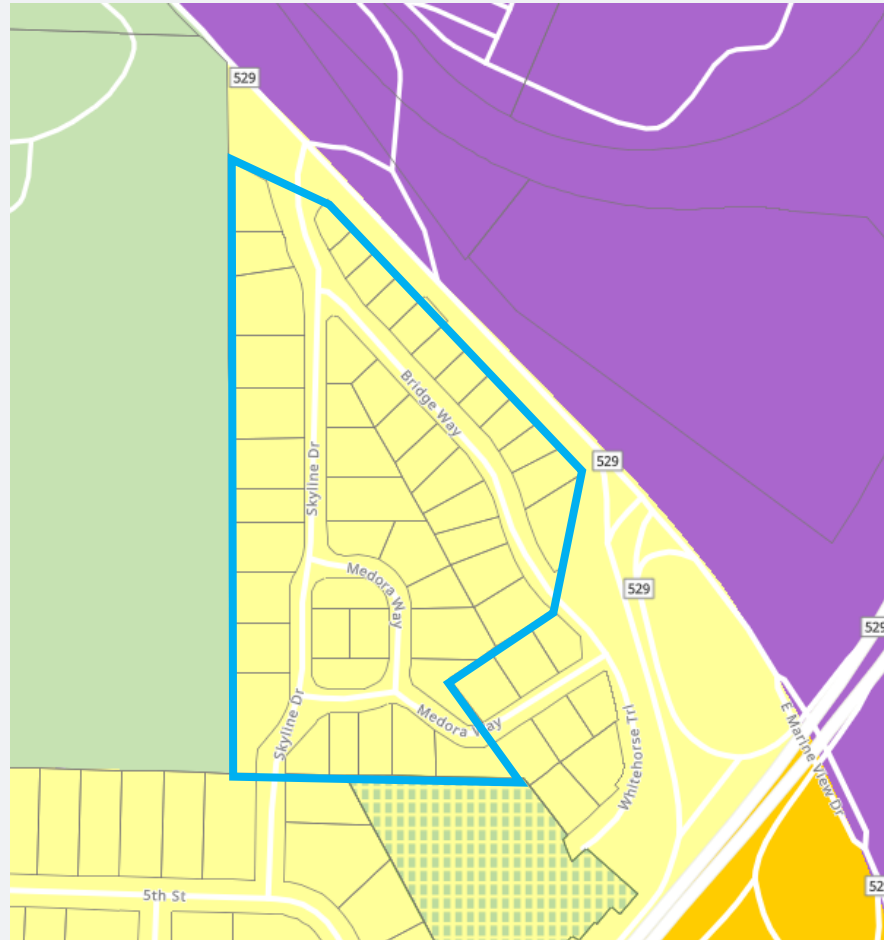
Bridgeway Plat

It is understood between said parties that said property shall never be sold, leased, or rented to any negro.

Zoning Map



Zoning Map



Everett 2044

CHAPTER 19.38 NONCONFORMITIES

19.38.030 NONCONFORMING STRUCTURES.

3. A detached accessory structure that has nonconforming setbacks may be demolished and a dwelling unit may be built in the same location; provided:

a. The new dwelling unit meets current building code requirements; and

b. The location of the nonconforming accessory structure is certified by the planning department.