EVERETT
WASHINGTON

ORDINANCE NO. 4101-25

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 25-01 on June 3, 2025, recommending the city council approve the Comprehensive Plan contained in this ordinance, including recommending that the inclusionary zoning regulations contained in 19.09.070 should be removed and the City should work proactively on a subarea planning effort; 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:

Ashleigh Scott, City Clerk

PASSED: 06/18/2025

VALID: 06/24/2025

PUBLISHED: 06/21/2025

EFFECTIVE DATE: 07/08/2025

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

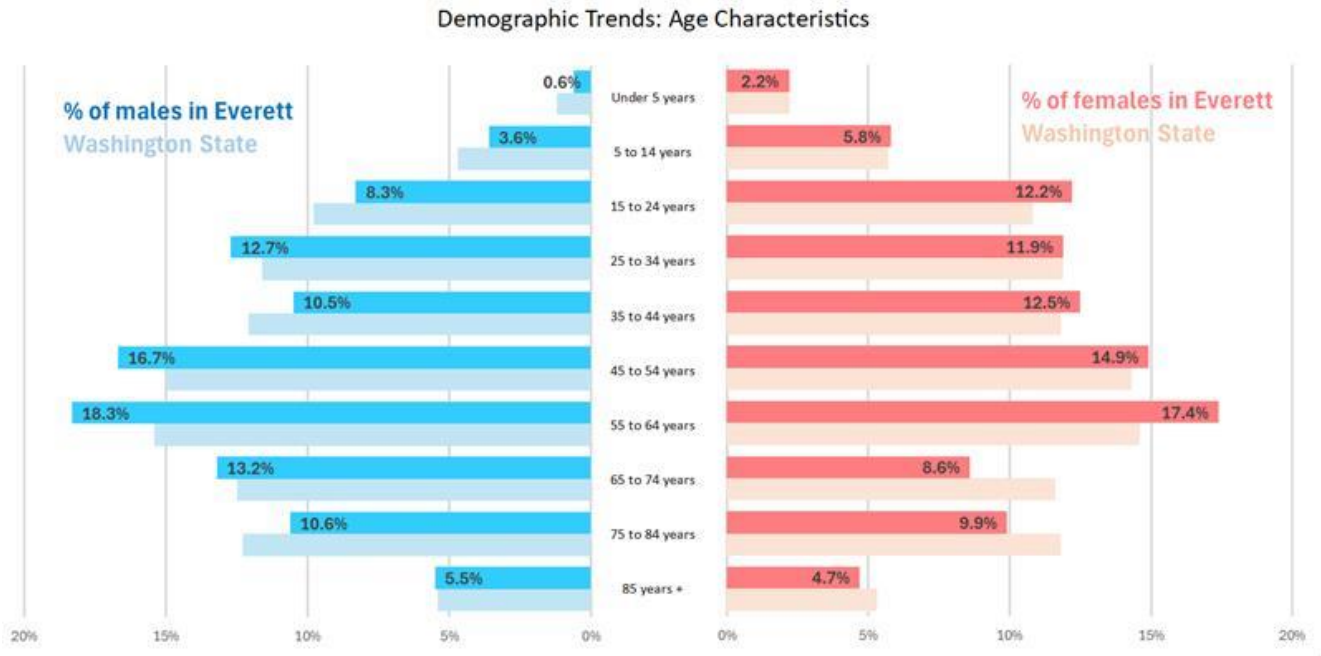
Who lives in Everett

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

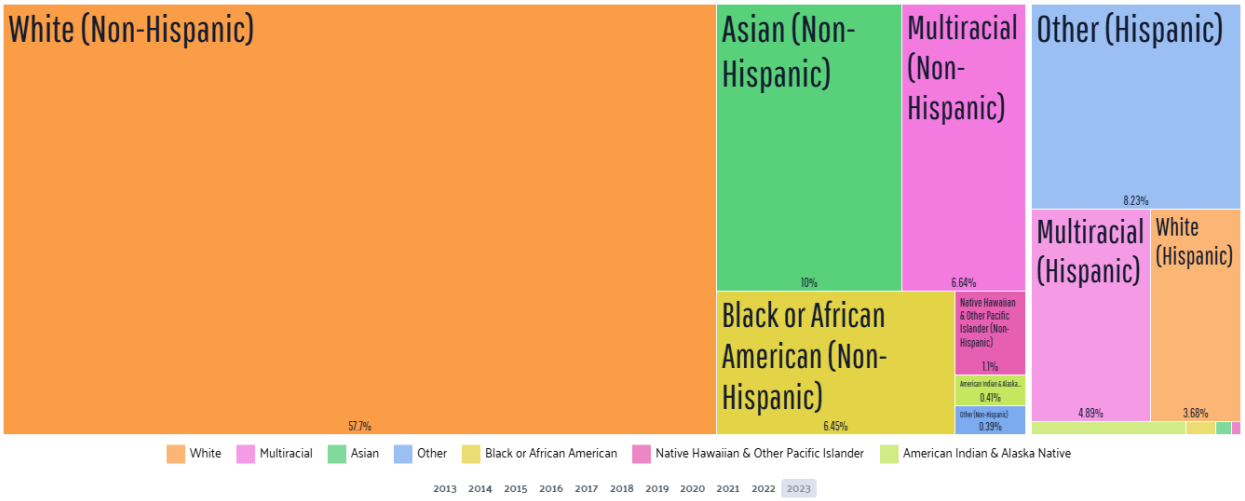


Age and Sex Demographic Trends: Age Characteristics

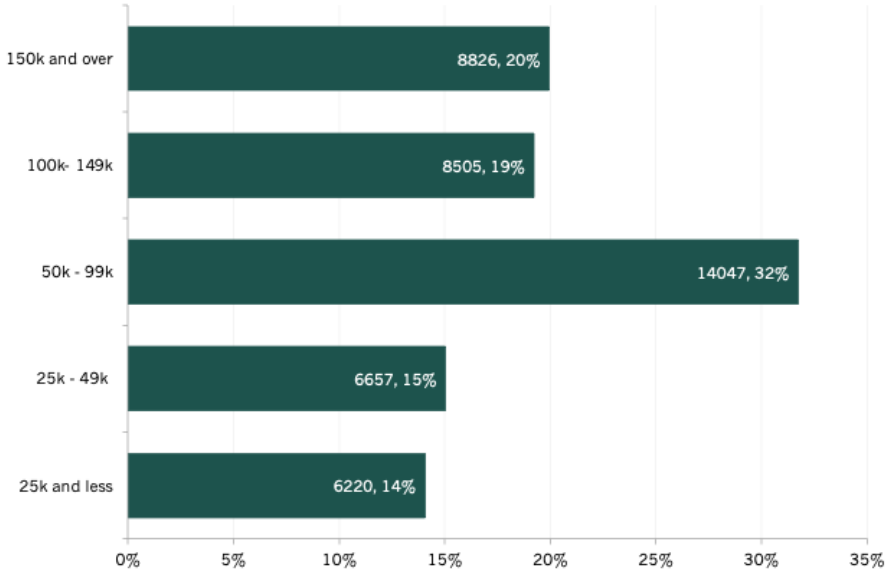
Overall, the City and State of Washington age profiles are similar, with the majority of residents between the ages of 15 and 64 (69 percent). Seniors aged 65 and over make up 14 percent of the population and youth under the age of 15 make up 16 percent of the population. The proportion of male and female 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 District[1], there are more than 83 different languages spoken by students as their primary language. For Mukilteo School District[2], 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.

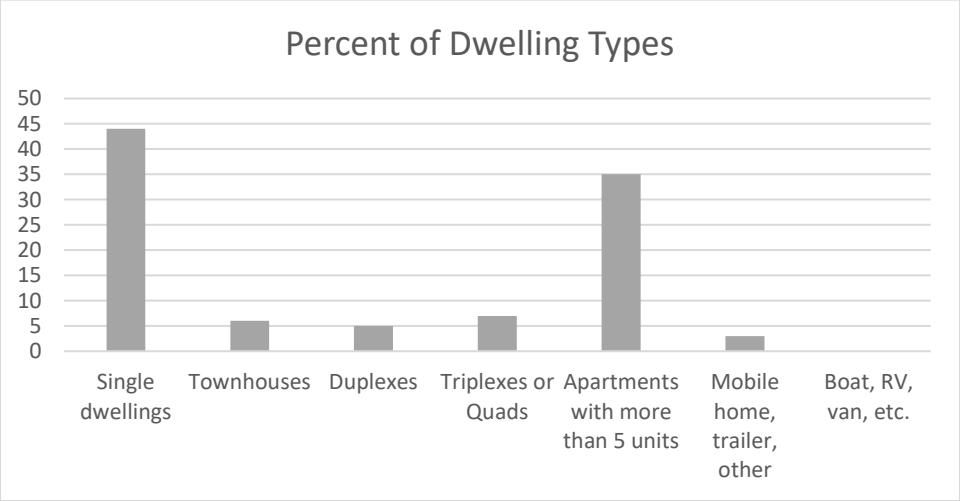
Housing:

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

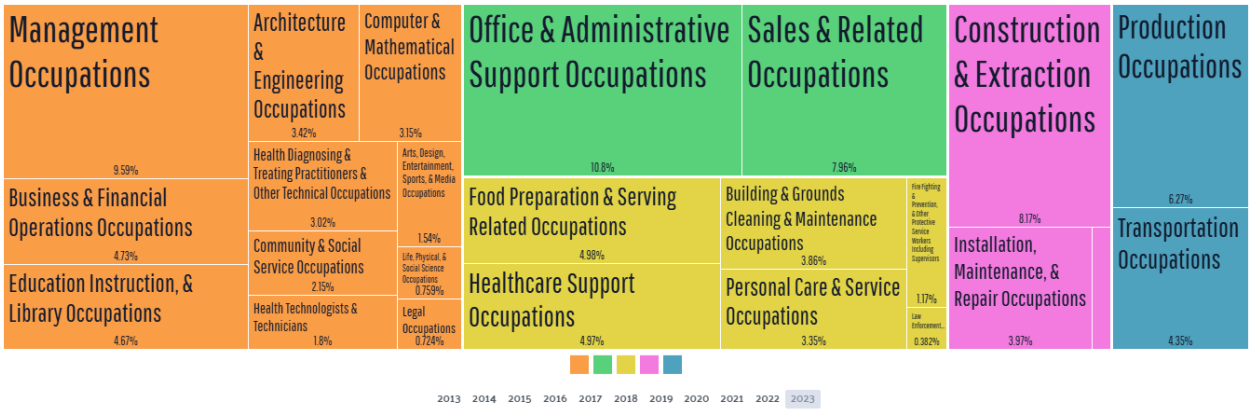
To provide dwellings for the residents will require more homes that do not take up as much area as single standalone dwellings. In the housing section there are goals and policies to meet the needs of the city in 2044.

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.



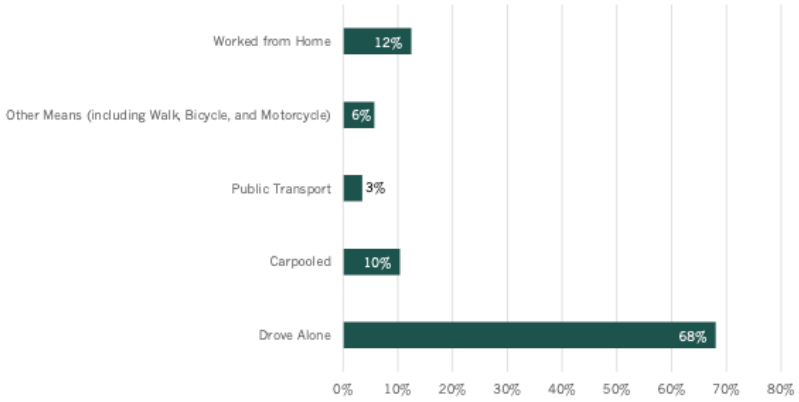
Transportation:

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 mad 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.

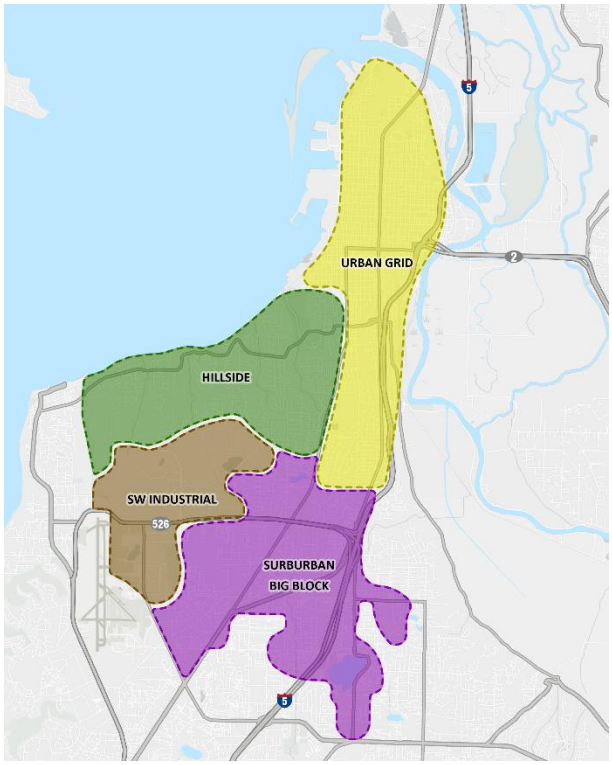
Element Scope: Urban form is about how the city decides where to permit different land uses and buildings for those uses, such as housing, businesses, manufacturing, and other industrial activities. It is the description of the overall development pattern and area character to inform future investments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

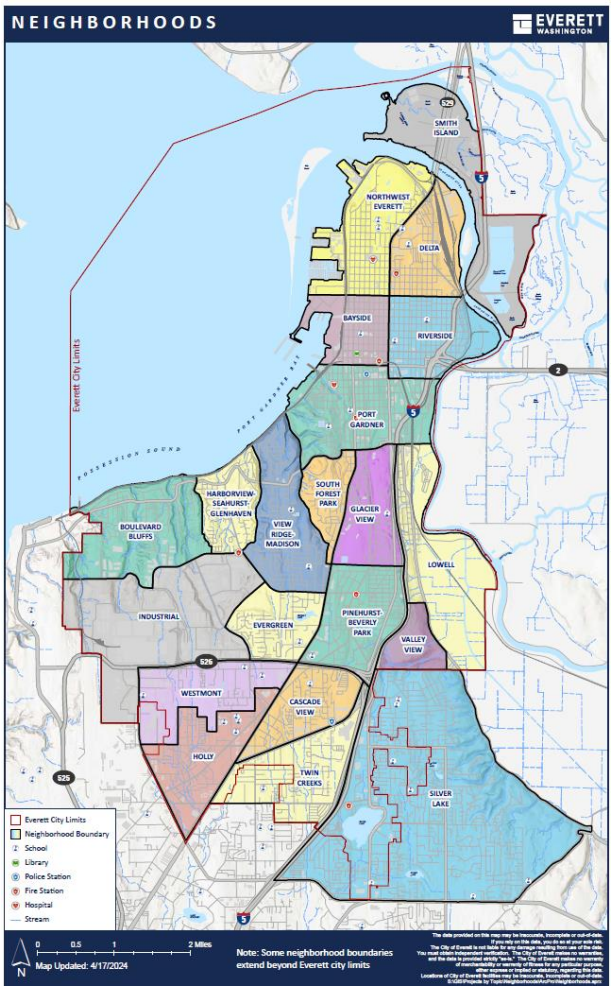
Downtown Everett, together with adjacent districts also known as Metro Everett, is the historic, commercial, and civic core of Snohomish County. It is a mixed-use center with shops, restaurants, residences, and offices. Many arts, cultural, and sports organizations are located here.

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

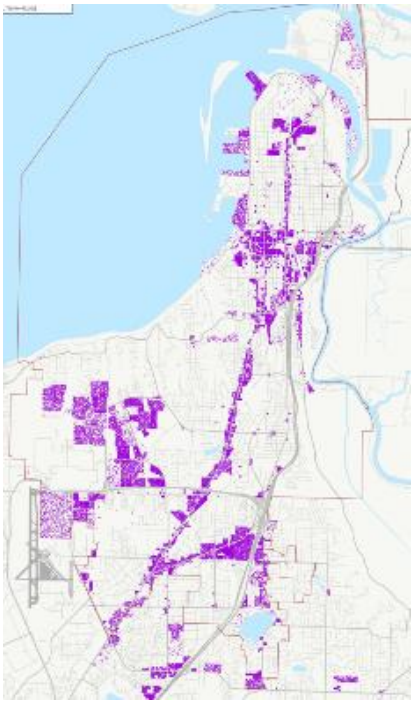
Everett has 19 neighborhoods, each well known for their distinctive character that draws in residents and business owners. The neighborhoods vary from historic and traditional residential communities to mixed use areas to newer suburban subdivisions. This plan seeks to build on the strength and character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



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.

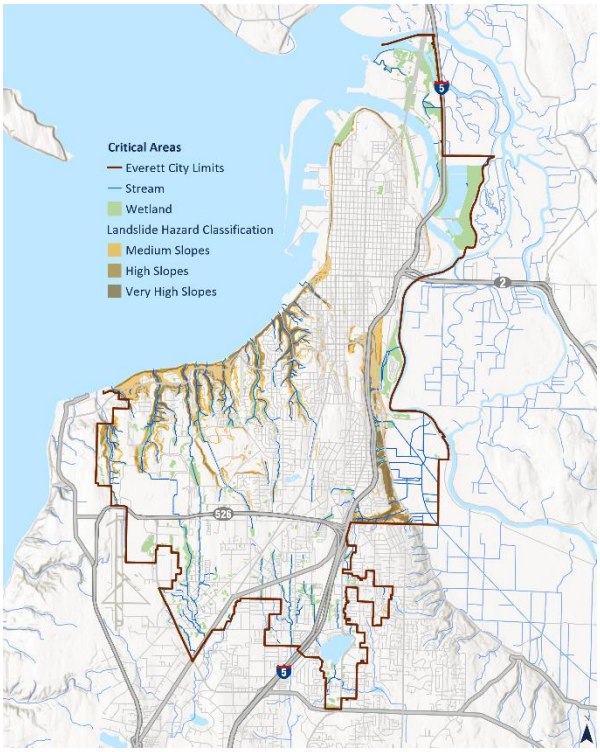
The Southwest Manufacturing Industrial Center (MIC) is a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue for local governments, and offers higher than average wages. It is anticipated that by 2037, there will be a Sound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

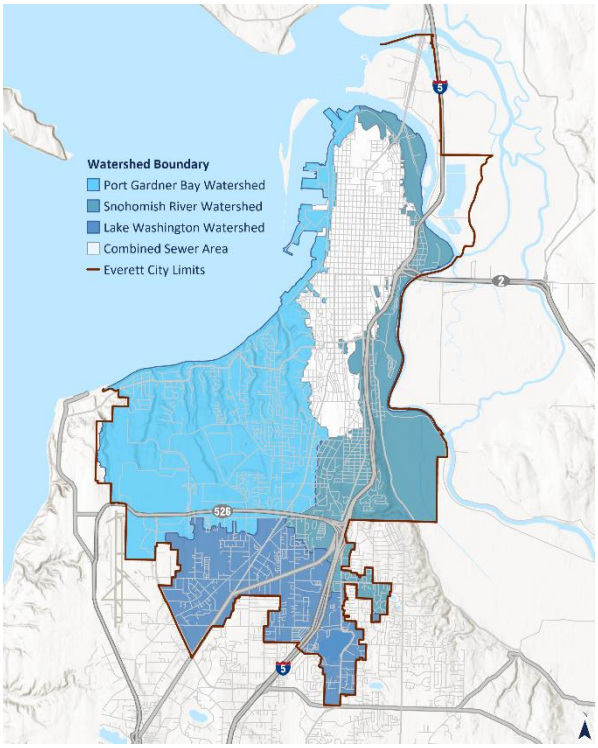
Natural environment

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.

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.

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.

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.

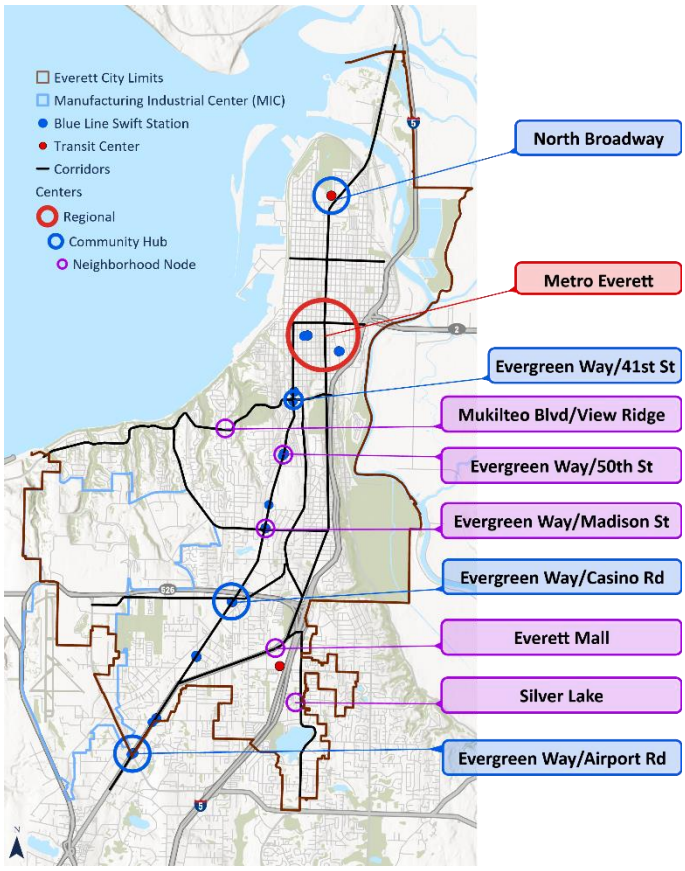
Mixed-Use Centers

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/41st St Evergreen Way/Airport Rd	Mukilteo Blvd/View Ridge Evergreen Way/50th 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

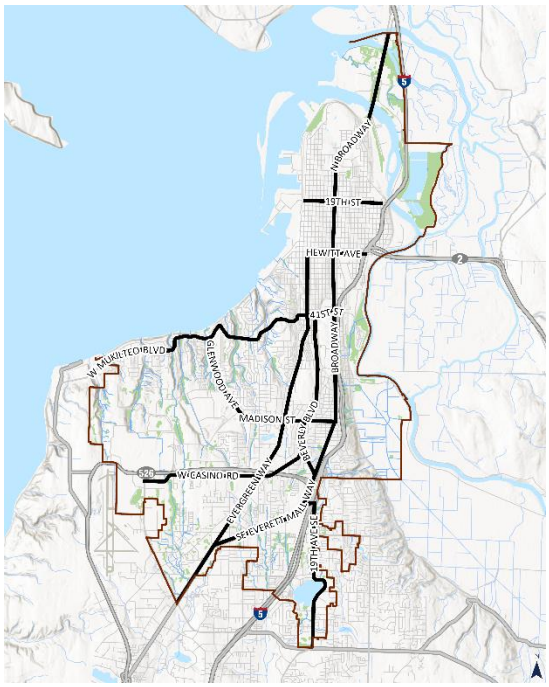
Neighborhood Nodes are smaller, sometimes village-like centers that include a mixture of medium density commercial and residential buildings. Because these centers are smaller than Community Hubs, there are more of them citywide. Development in Neighborhood Nodes is generally intended to be less

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

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.

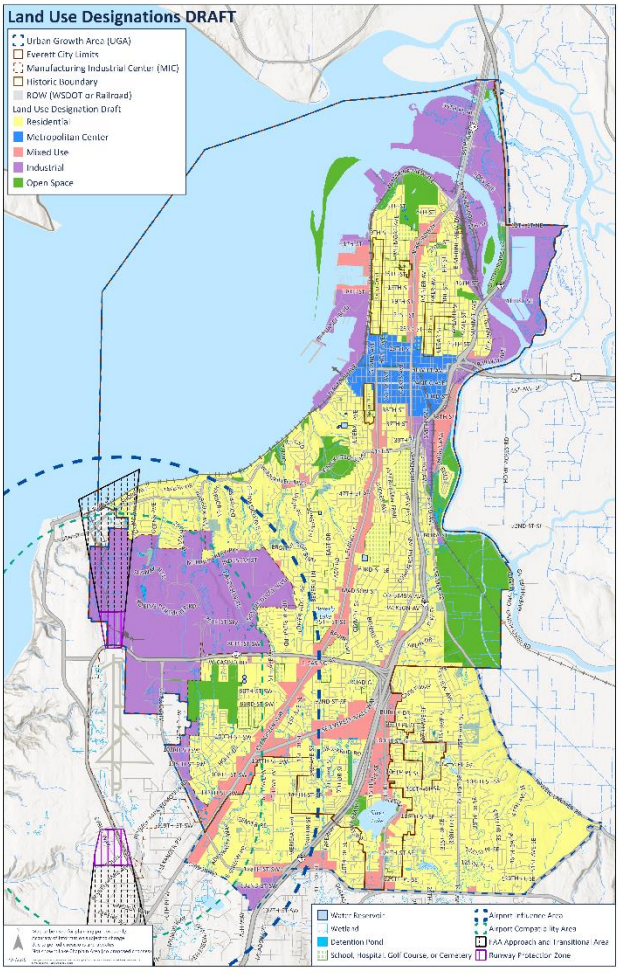
Caring for the natural environment

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/41st	View Ridge Center Everett Mall Evergreen Way/50th 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

Action UF-4: Report on use of the Neighborhood Commercial Framework, and any recommended changes, to the Planning Commission and City Council by January 2027.

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

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.

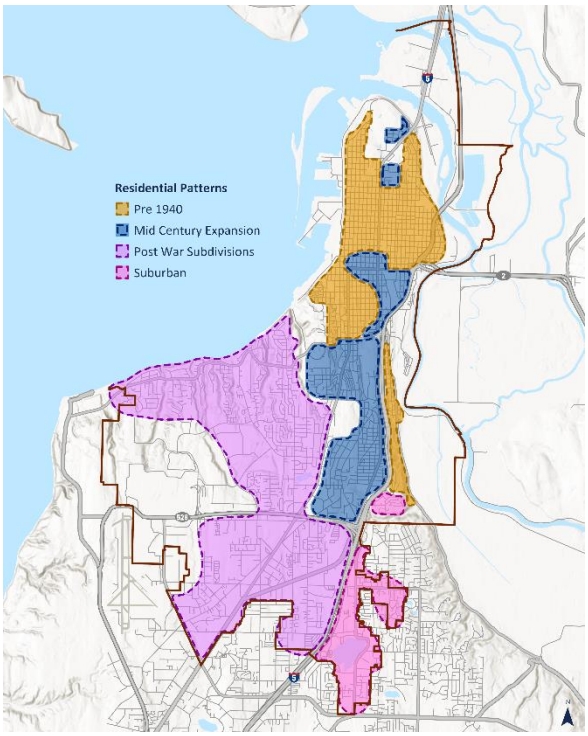
Creating vibrant livable communities, requires that a careful balance of the supply and demand for parking. Too much parking can lead to inefficient land use patterns and sprawl. Insufficient parking can negatively affect neighborhood livability and economic vitality. Finding the balance to meet the 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.

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.

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.

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

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.

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-19 Collaborate with local partners to preserve and maintain affordable housing units.

HO-20 Offer incentives for developers to build or include housing affordable to lower and moderate-income households.

HO-21 Implement inclusionary zoning requirements in areas of the city subject to high displacement risk.

HO-22 Use streamlined permit procedures to expedite affordable housing construction and reduce costs to develop.

HO-23 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.

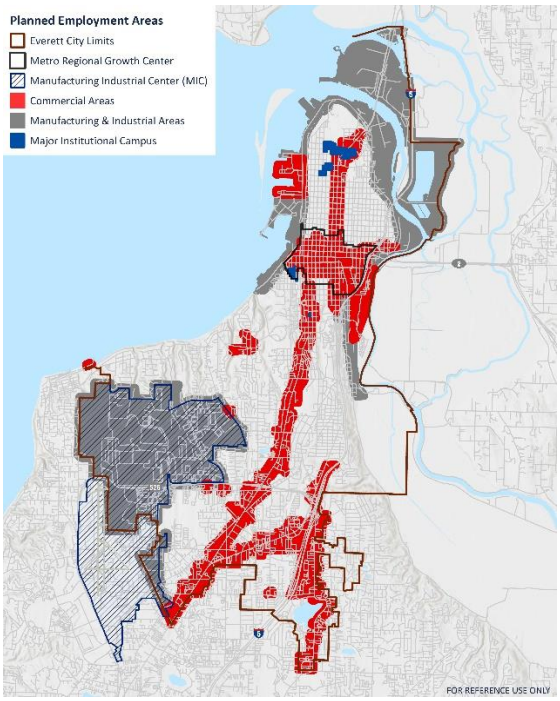
Economic Development Element

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

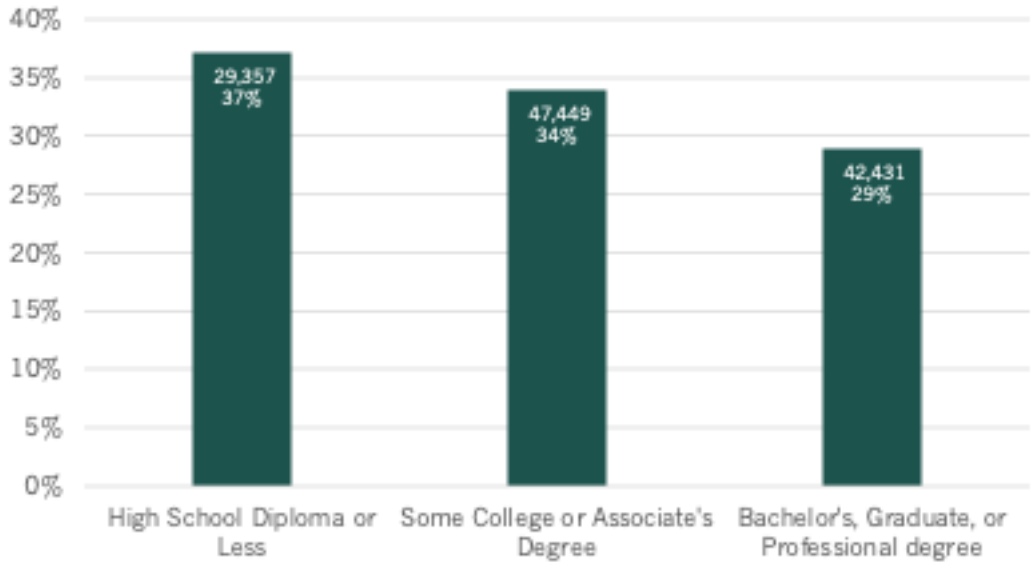
The City of Everett has a young, diverse, and active workforce, which makes it a great place for businesses to grow. Nearly half of the population is in their prime working years (18-49), providing a strong pool of potential employees who are ready to develop their skills. Additionally, with 42.3% of 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.

Unemployment Rate, Seattle-Bellevue-Everett, WA Metropolitan Division



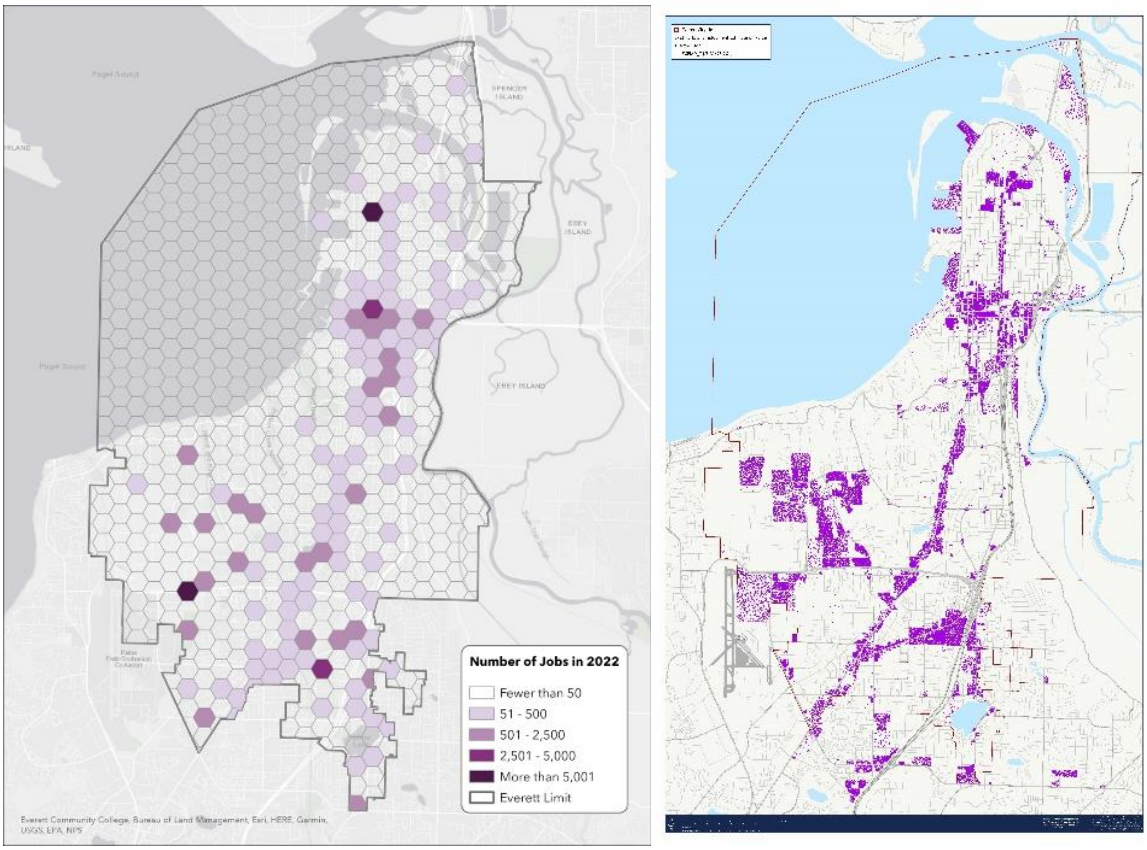
Source: Bureau of Labor Statistics (BLS). Accessed at: https://bls.gov.

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



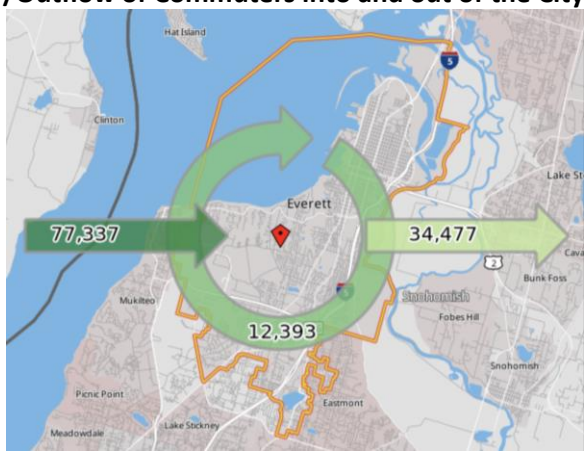
7. Source: Census OnTheMap Labor Market Segment, 2022. Accessed at: https://onthemap.ces.census.gov/.

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.

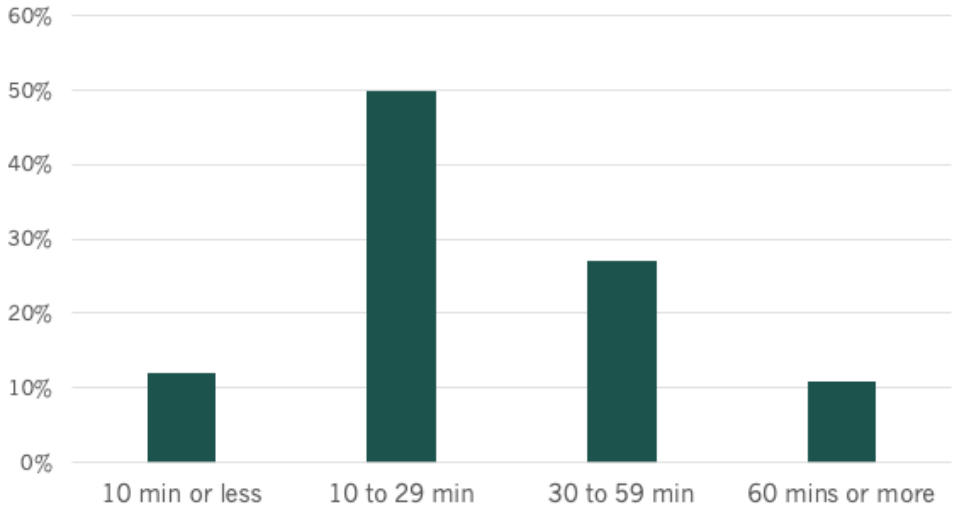
Exhibit 8. Inflow/Outflow of Commuters into and out of the City of Everett, 2022



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.

Travel time to Work, Everett, 2023

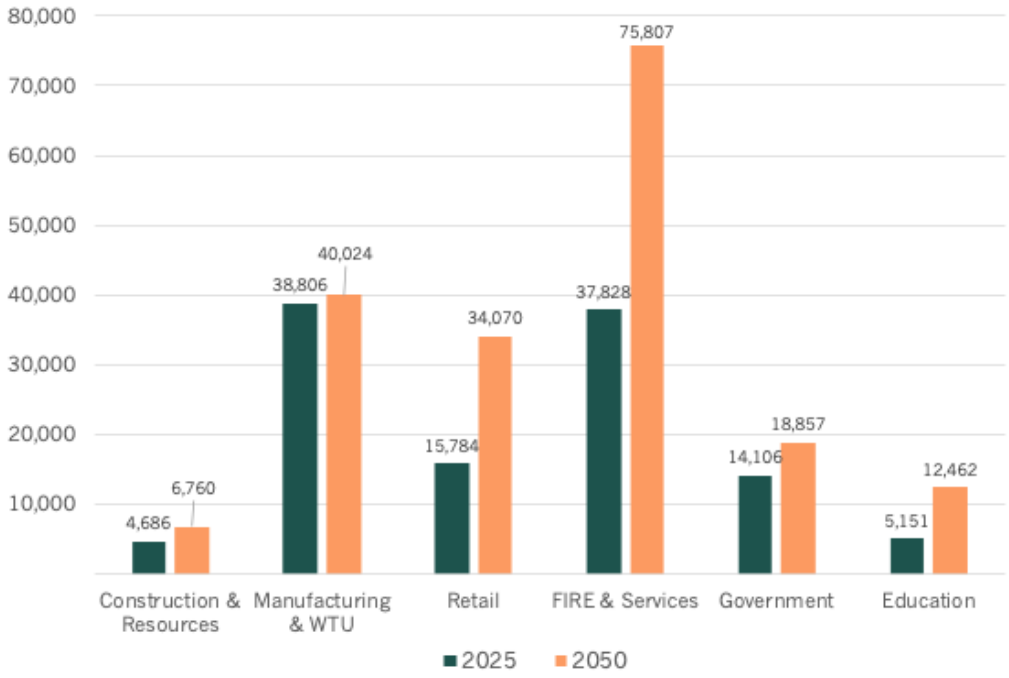


Diversify and Expand the Economy

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):
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 pay 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.

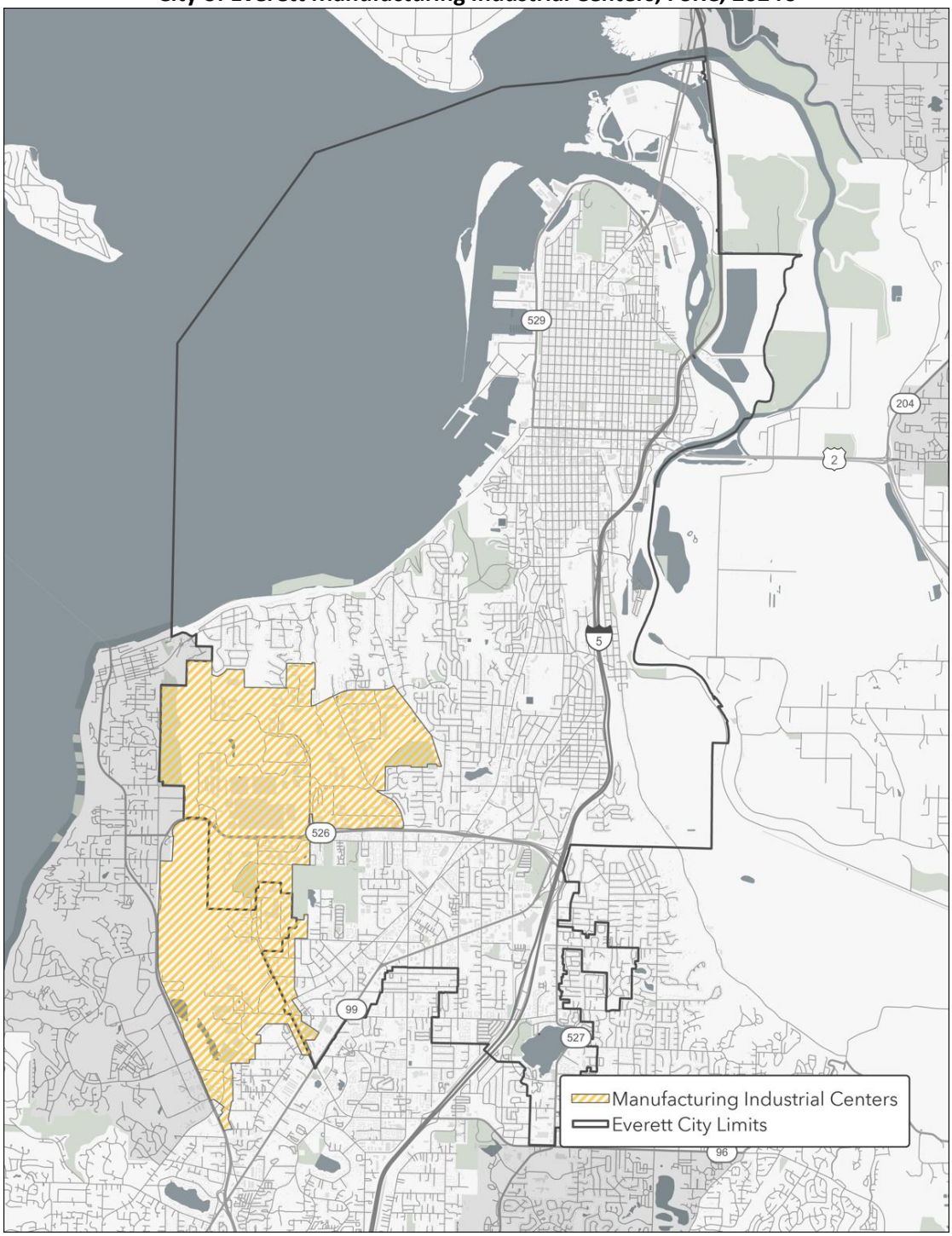
Employment Centers

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-scall 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.

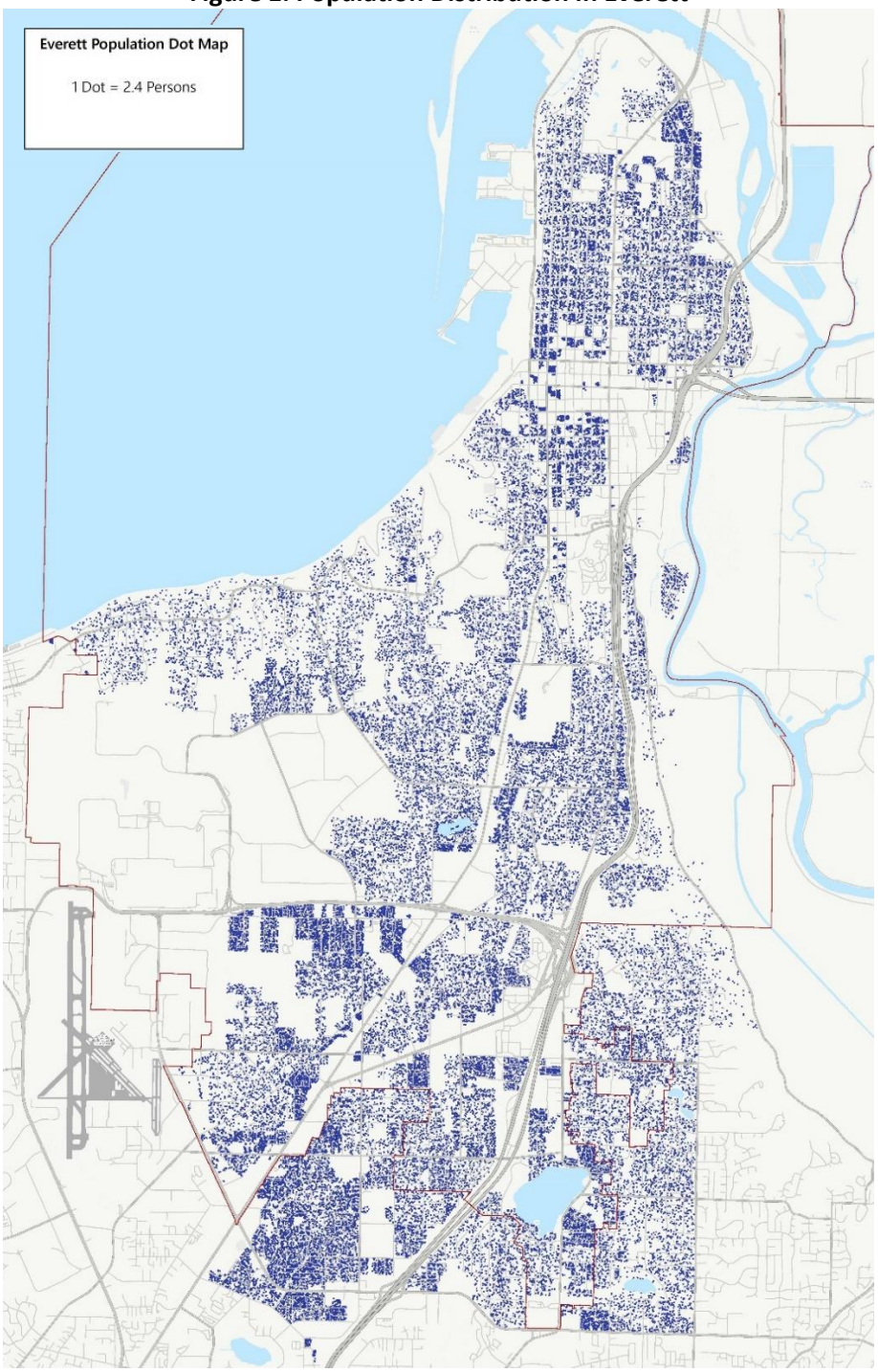
Land use and population dynamics influence who uses the transportation system, how it's used, and how well the transportation system can serve people in accessing their daily needs safely and efficiently. Compared to the Puget Sound region and Snohomish County overall, Everett tends to be overburdened 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

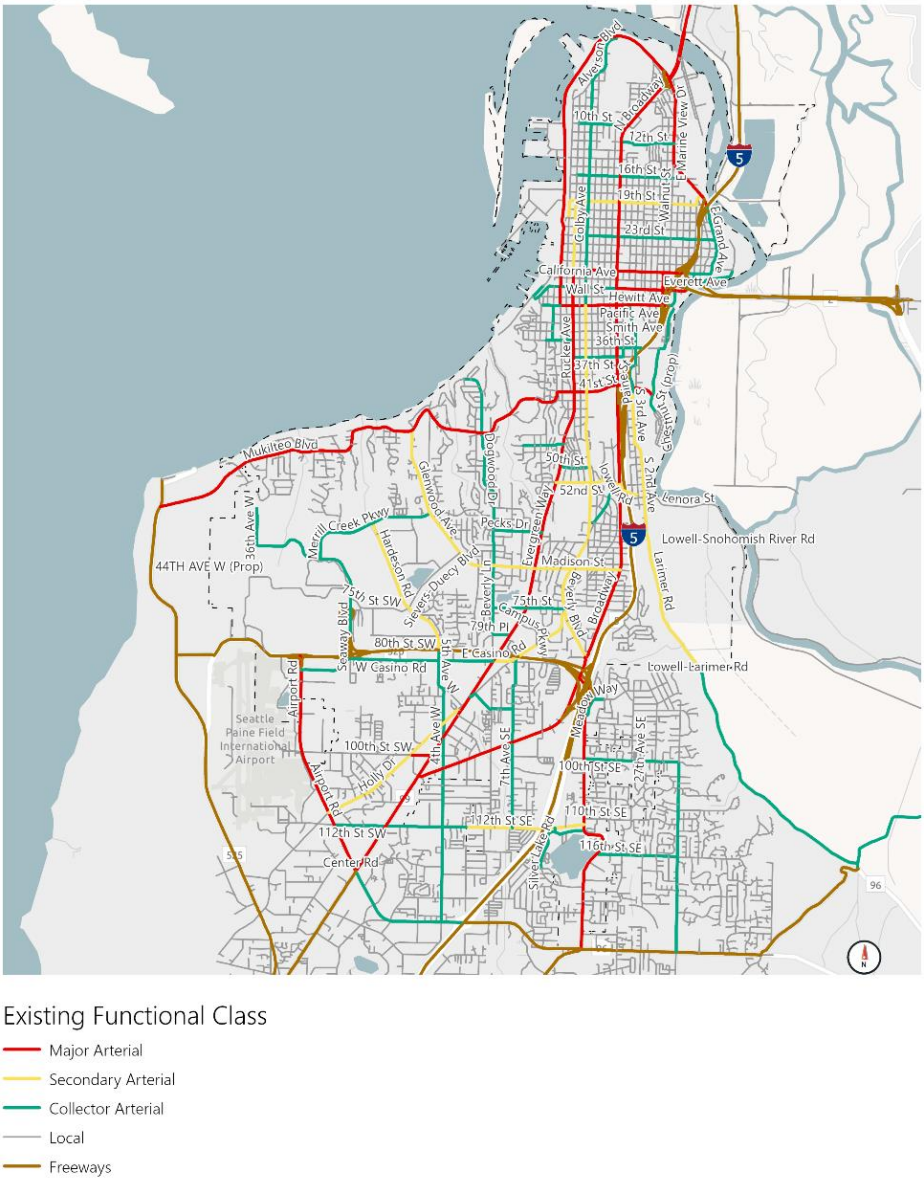
Everett's street network is comprised of roadways with varying accommodations for pedestrians, bikes, transit, freight, and cars. Streets must balance accommodating this variety of users safely, while also supporting local access and connections to regional facilities. The different types of roadways 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	16th 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



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 Berths[3], 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]

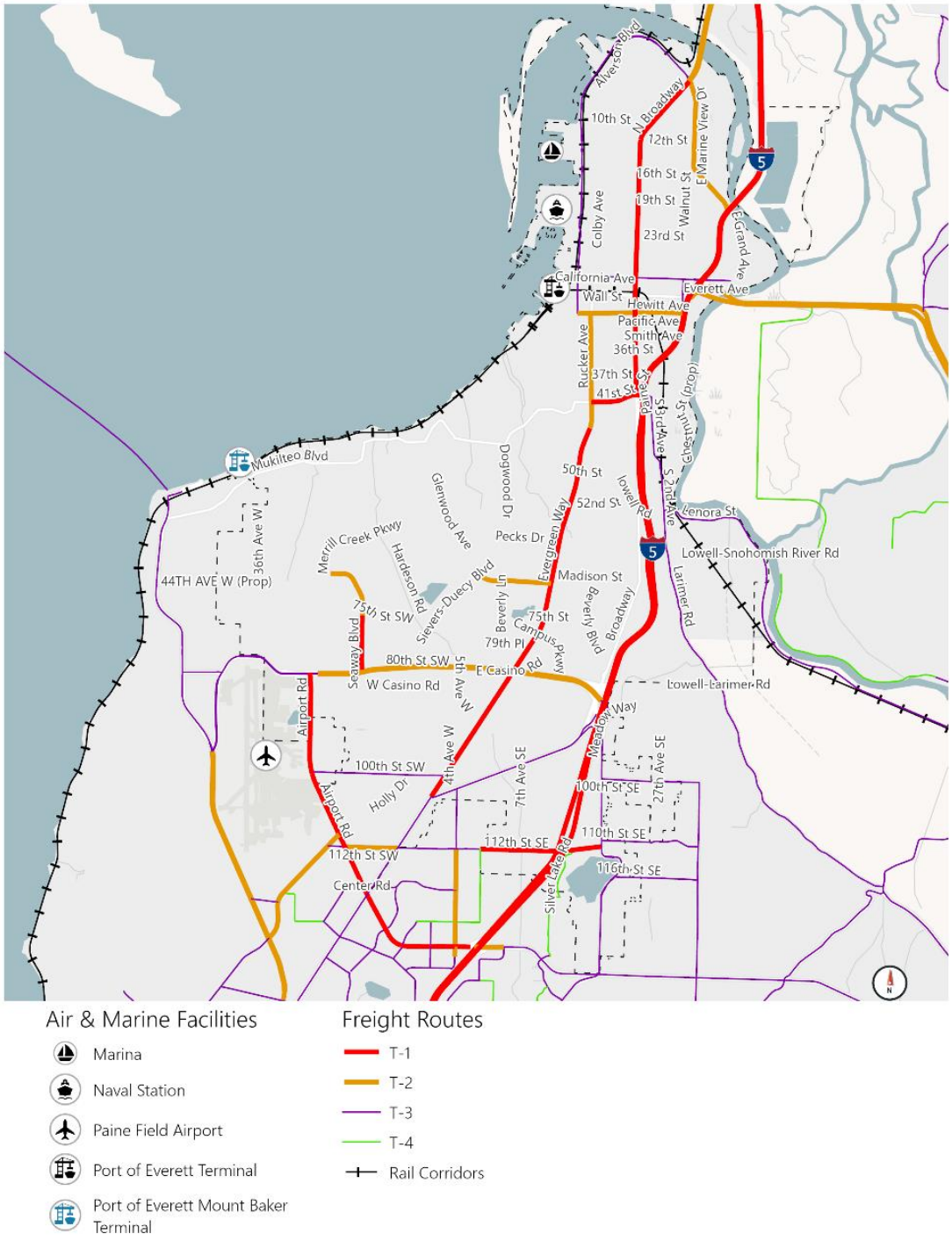
Paine Field Airport serves commercial passenger flights and served as a freight hub for Boeing, specializing in jet part manufacturing and distribution. Paine Field serves as the Boeing Everett Factory and Aviation Technical Services, which is one of the largest aviation maintenance facilities in the 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)

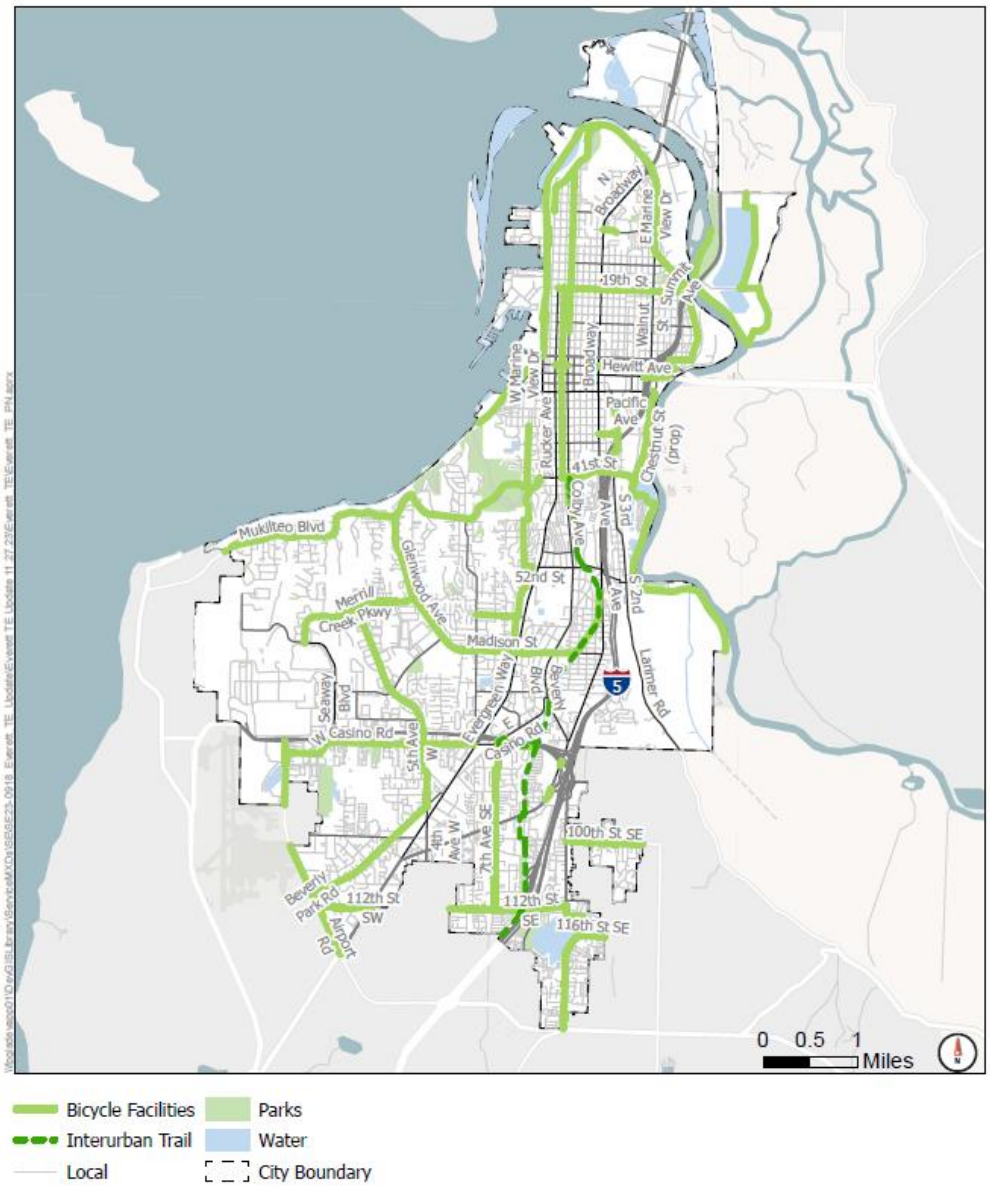
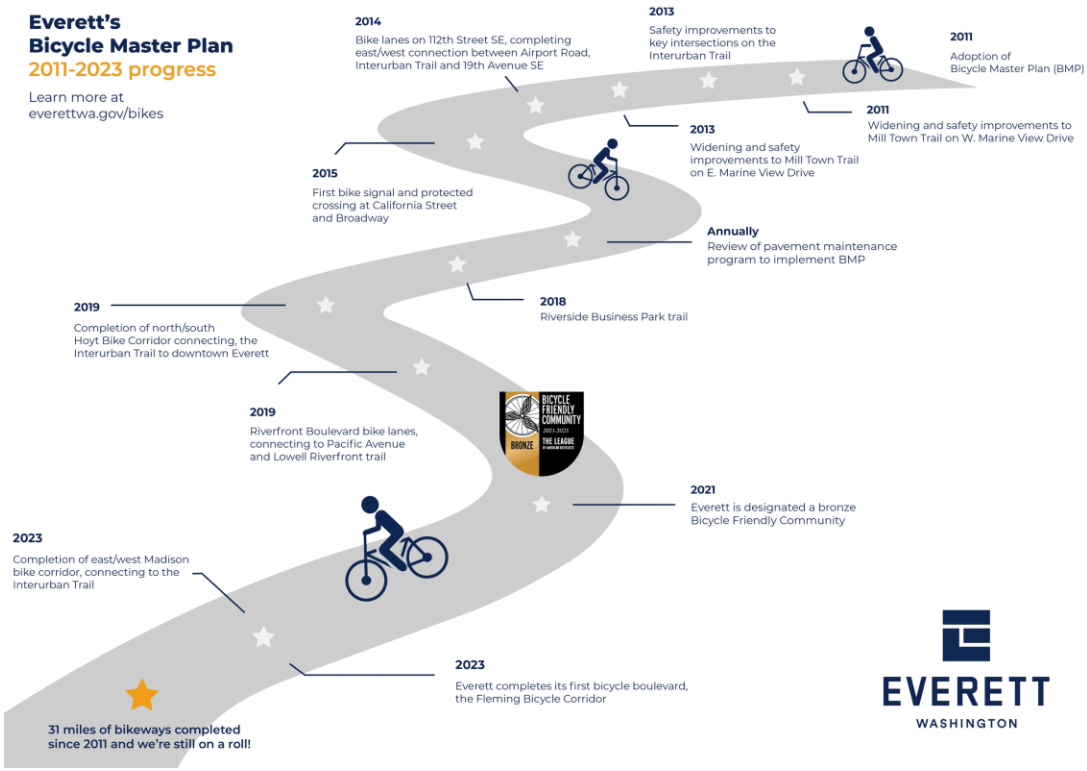


Figure 5. 2011-2023 Bicycle Master Plan Progress



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.**

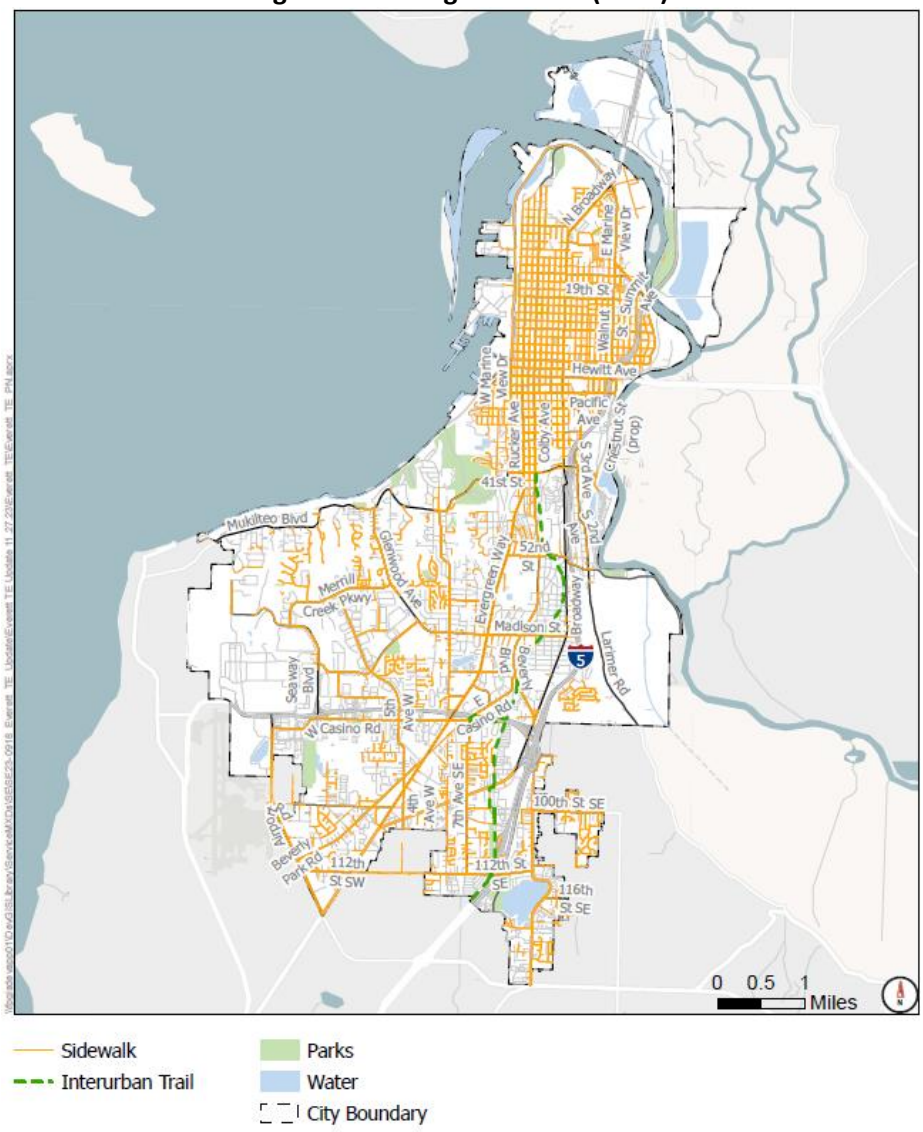
Most major and secondary arterials have sidewalks, although many of Everett's major streets are wide, carry high vehicle speeds, and have long stretches that lack safe crossing opportunities for pedestrians. Sections of some arterials like Seaway Boulevard, Mukilteo Boulevard, and Broadway are missing 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,

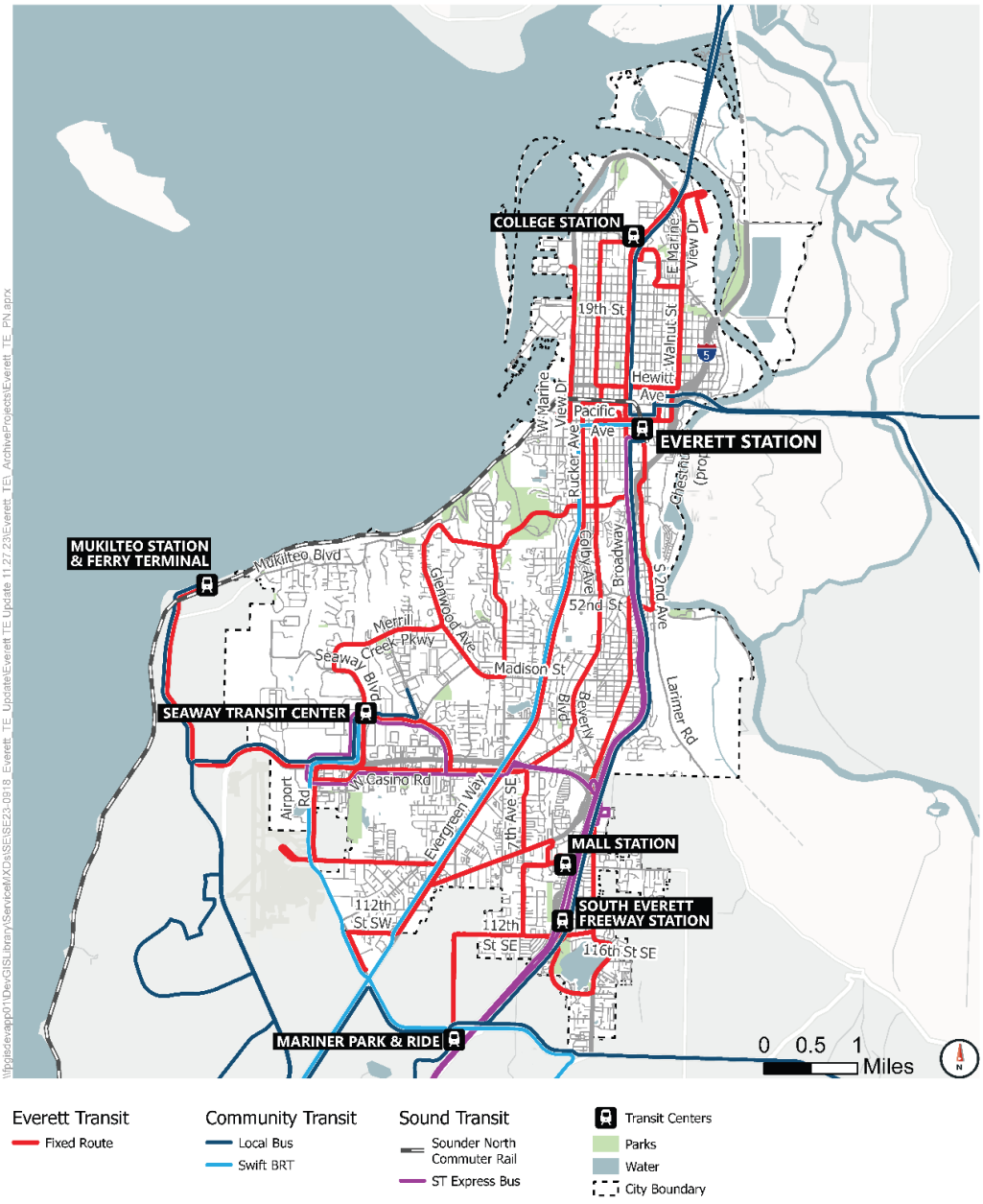
designed to enhance mobility for those with specific needs, cover over 500,000 miles annually, serving 74,491 riders in 2024. Most of the transit usage (87%) is observed on weekdays, indicating alignment with daily work commutes. Infrastructure challenges include the Operations Base's bus holding capacity,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

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 130th.	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

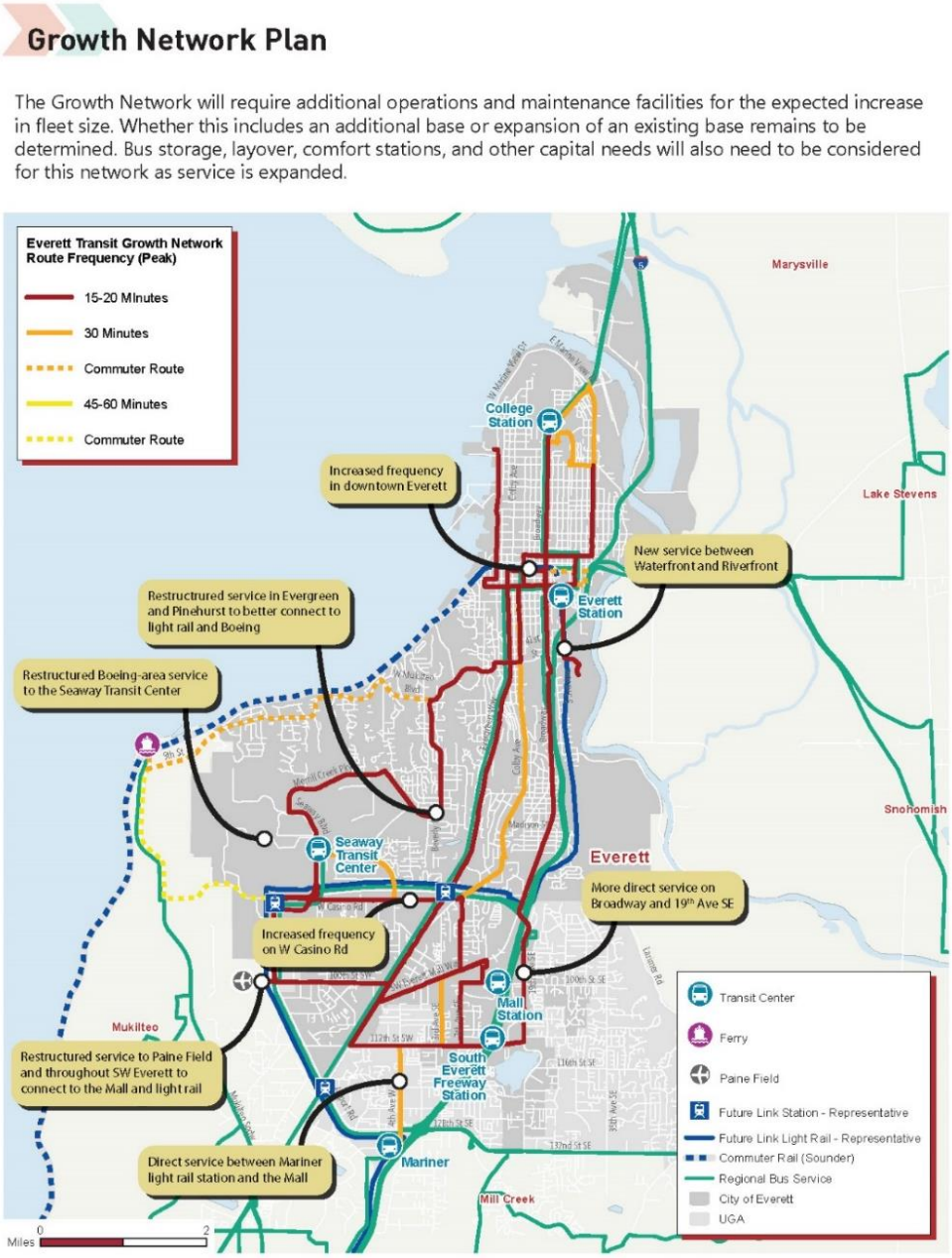
The Everett Transit Long Range Plan has listed the following priorities to achieve by 2040:

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



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 y is anticipated to launch by 2031. The project is expected to improve transit reliability and access along the corridor. Specific

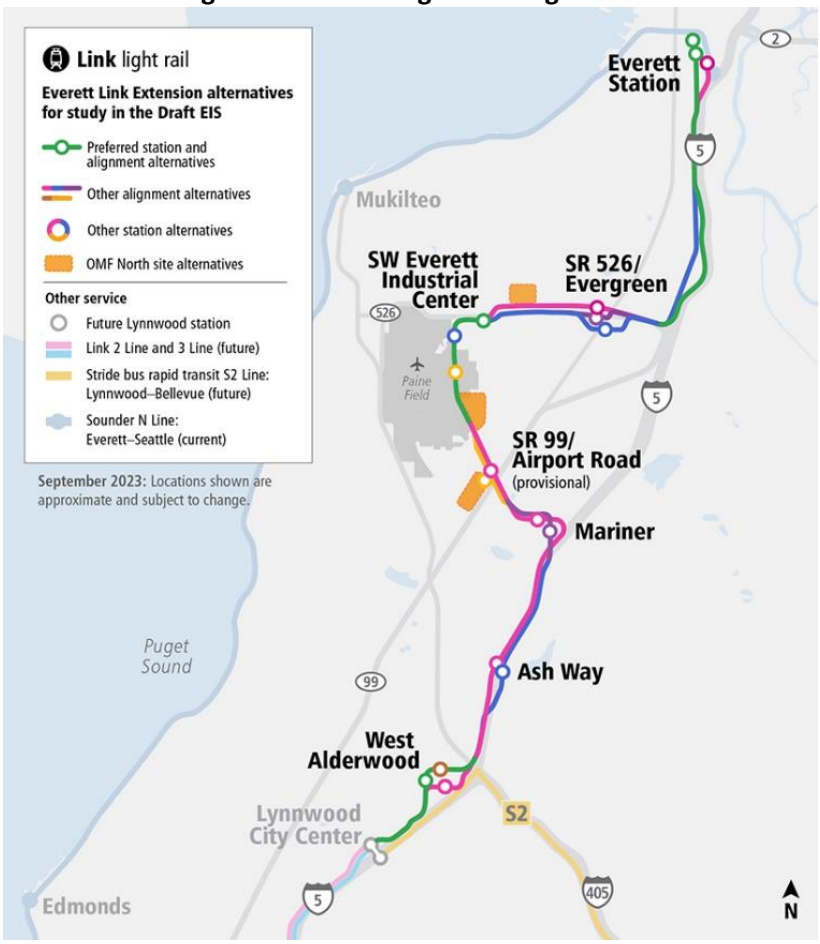
infrastructure elements, such as center-running lanes and downtown service, are under evaluation and will continue to be refined through design and interagency coordination.

- 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).

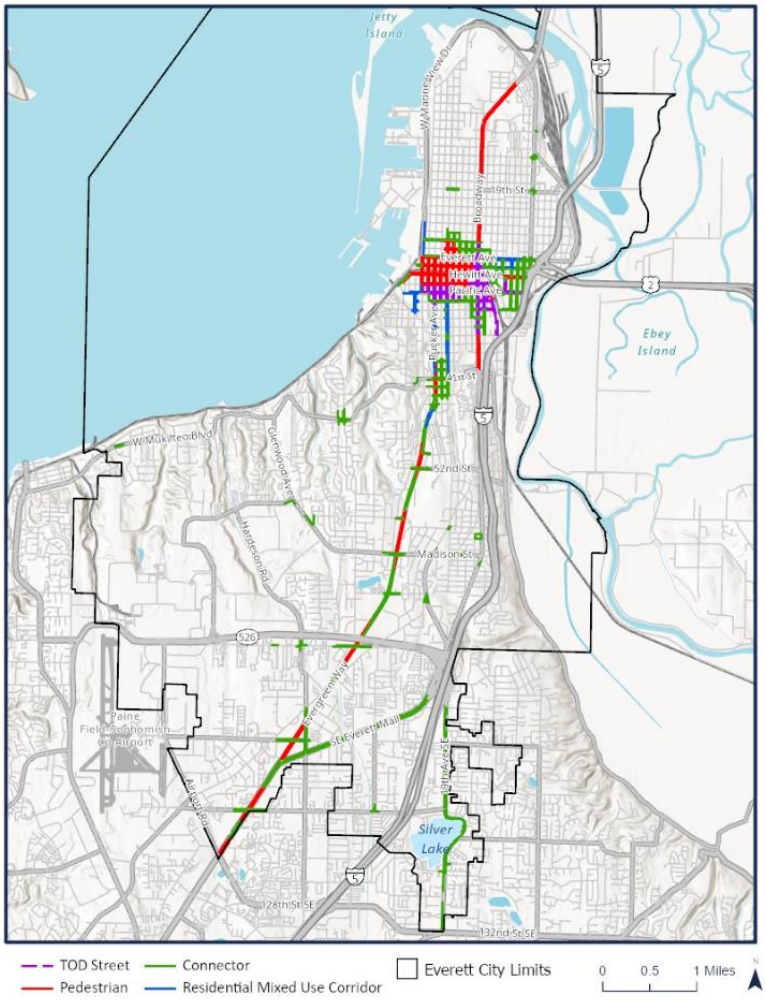
Active Transportation

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."

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

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	E	**F**	**115**	D	43[1]
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 75th 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	E	**F**	**89**	**F**	**84[2]**
Evergreen Way and SE Everett Mall Way	E	B	19	C	23
19th Avenue SE and 110th Street SE	E	D	44	**F**	**232**
19th Avenue SE and 112th Street SE	E	C	32	**F**	**96**
Evergreen Way and Airport Road	E	**F**	**137**	**F**	**82[3]**

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

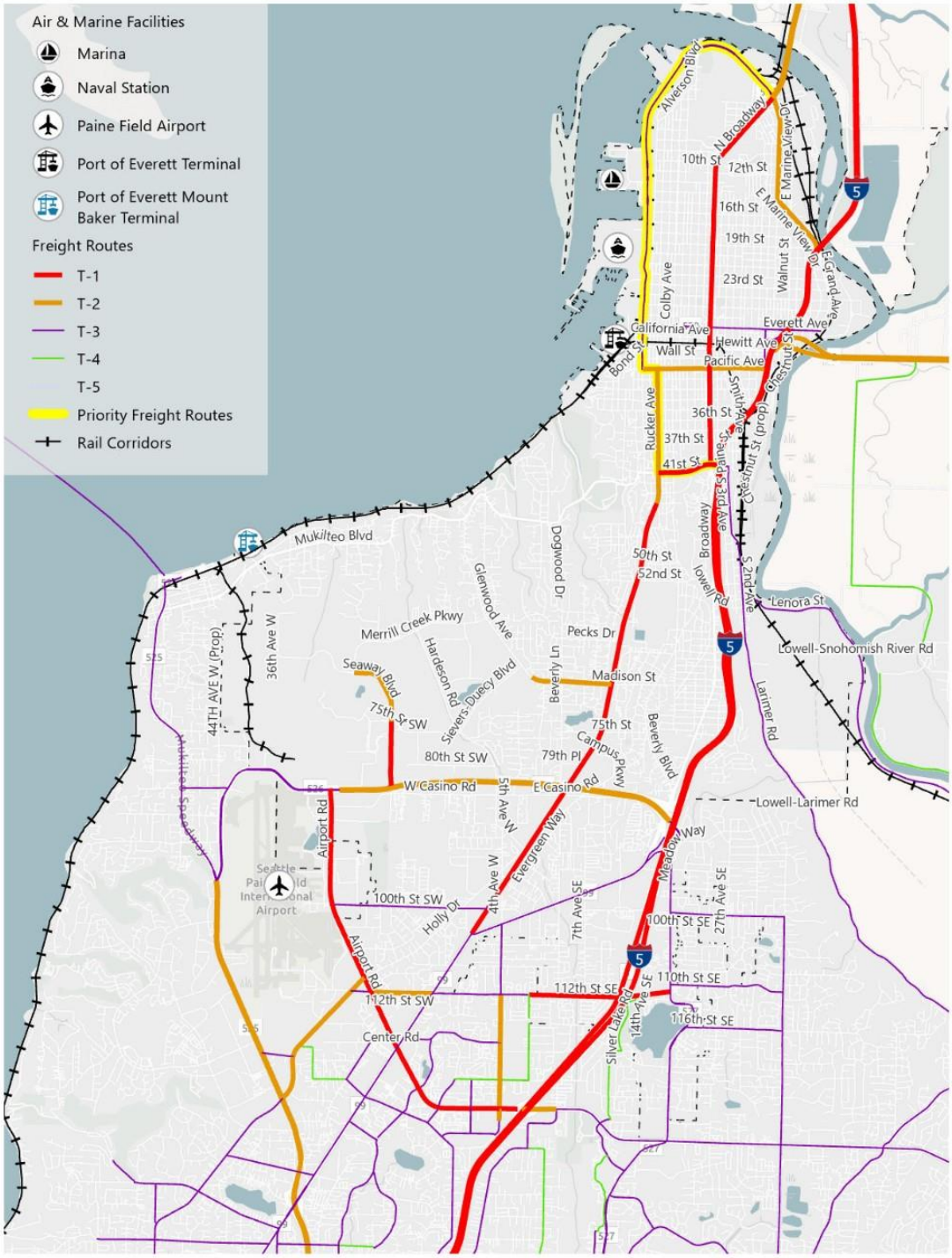
Freight Mobility

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.

Figure 11. Everett Priority Freight Routes and Existing WSDOT Freight Routes, Aviation and Marine Facilities



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.

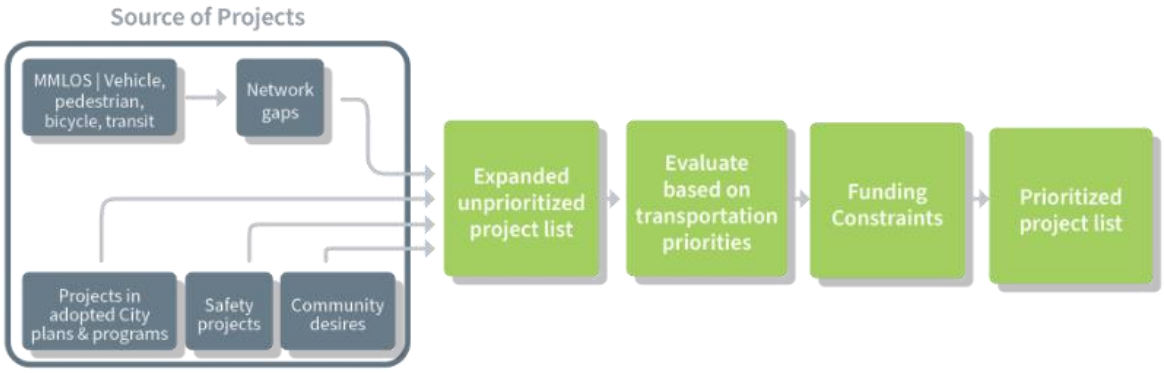
Project List Development

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.*

Figure 13. Planned Pedestrian Projects



Figure 14. Planned Bicycle Projects

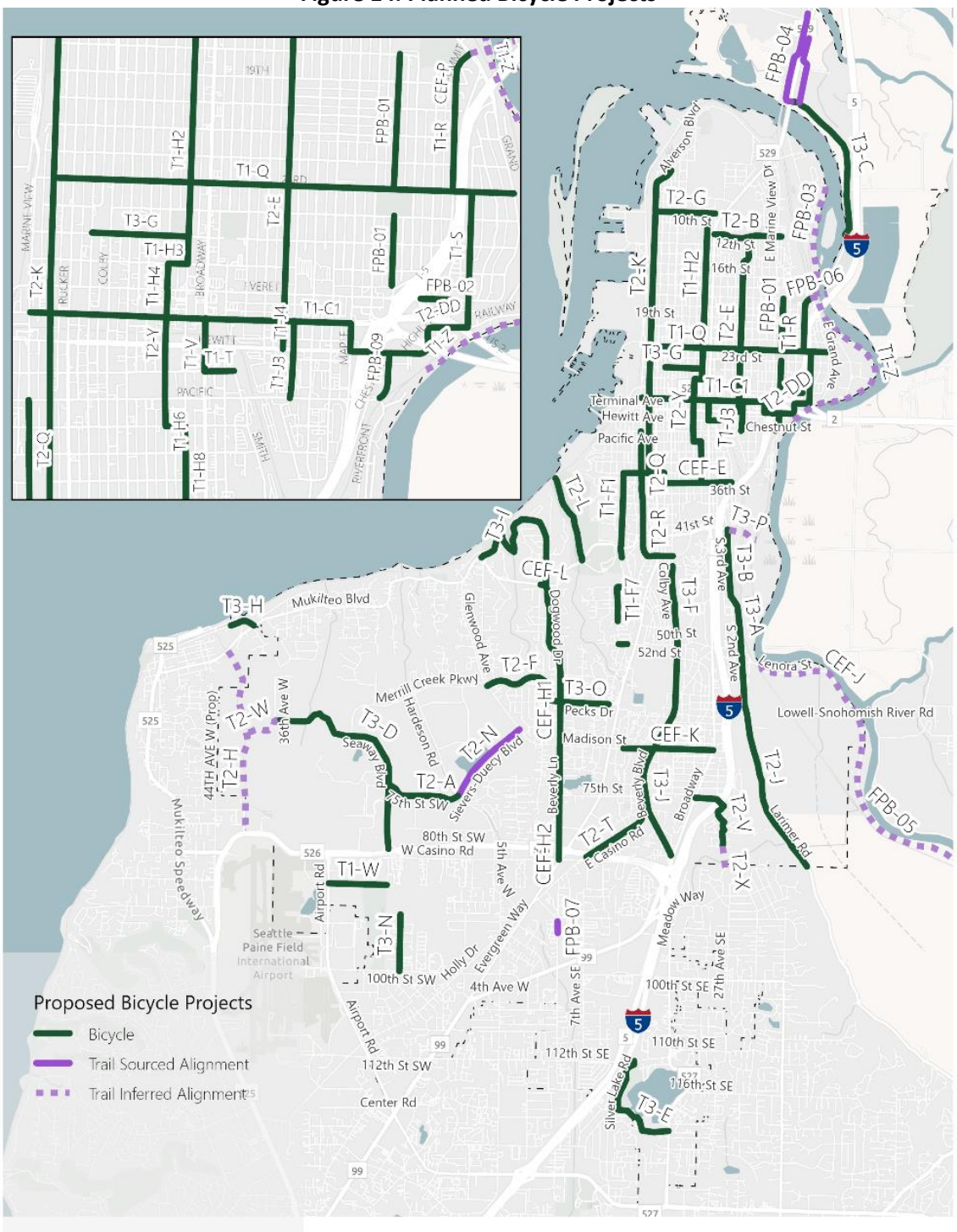


Figure 15. Roadway Projects



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

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
Fund 159: Transportation Benefit District	*$1,600,000**
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	*Arterial Street Program*	Capital projects on arterial streets in Everett. This fund is often used as a matching contribution to grants for City projects
	612	*Overlay and Preservation Program*	Overlay and preservation projects throughout the City
154		*Real Estate Excise Tax Fund*	A portion is allocated to the street overlay program.
157		*Traffic Mitigation Fund*	Traffic improvements resulting from development
159		*Transportation Benefit District*	Preservation expenditures
425		*Transit Fund*	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 improvement[5] 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 transportation demand management strategies and 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 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.

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 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.

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 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.

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 Everettʼs 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.

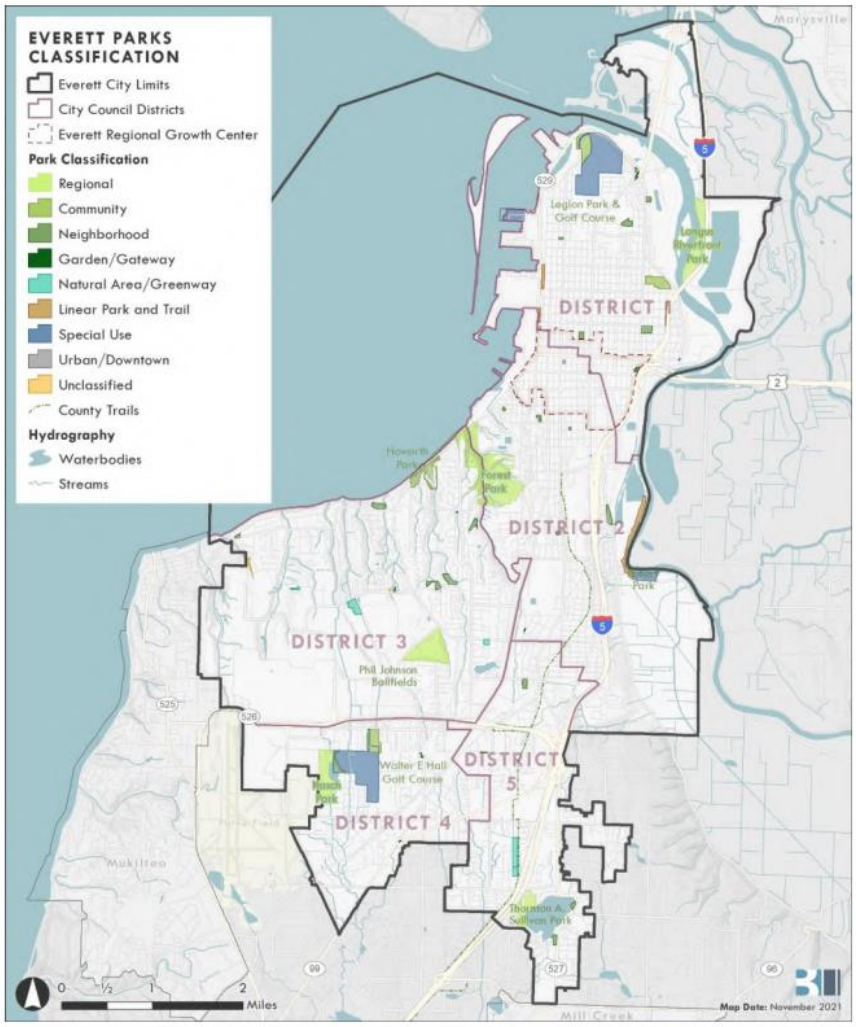
Special Use Parks are focused on a single purpose, such as golf or boat launching.

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



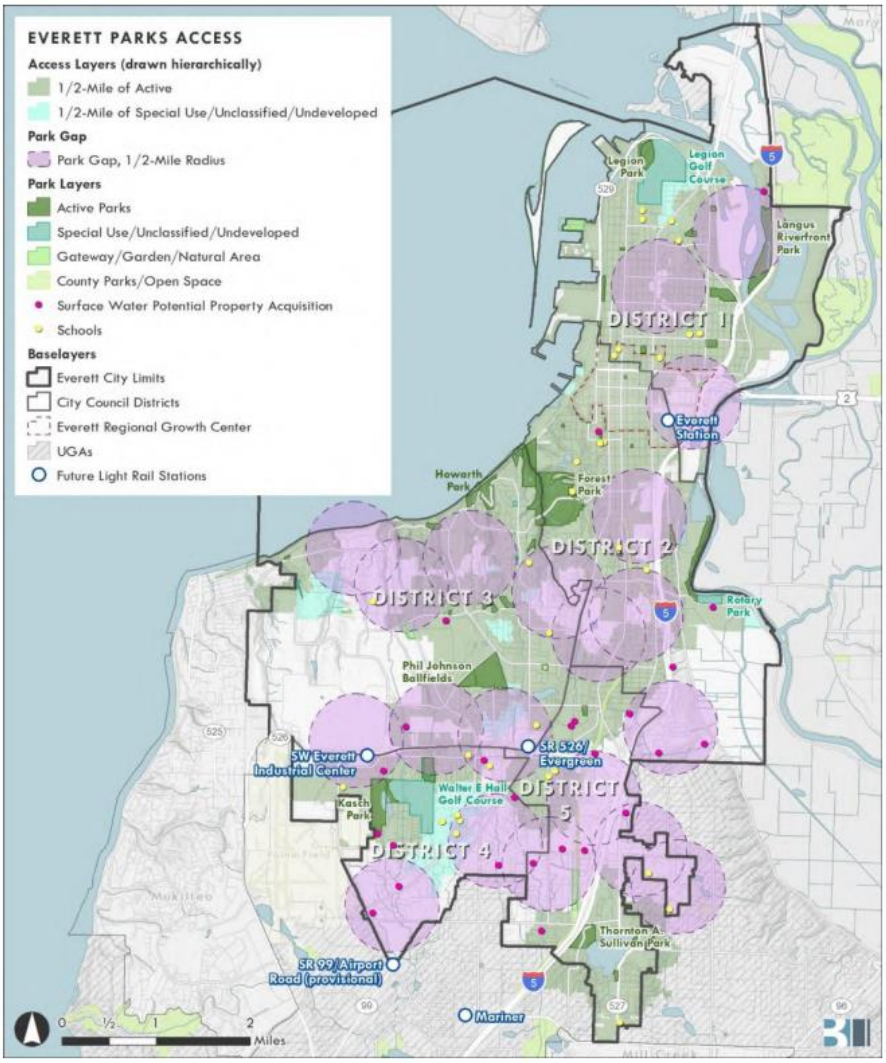
Source: BERK 2021.

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

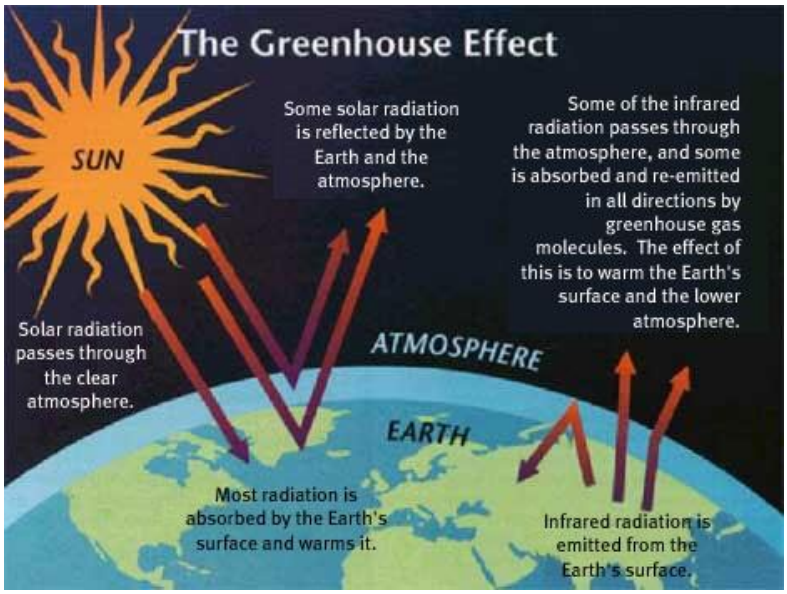
Action PA-1: Prepare the 2027 update to the Parks, Recreation and Open Space Plan

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-2**3** 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

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 polices 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

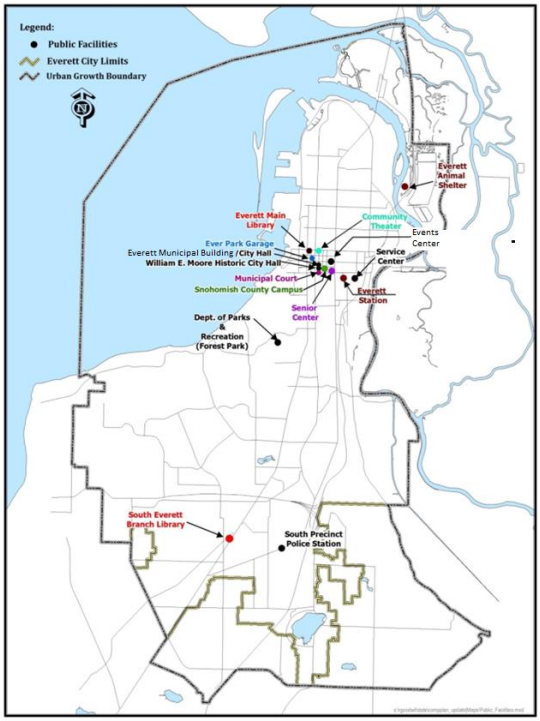
This element helps ensure the practicality of the urban form and other elements of the plan by laying out a framework for implementing the Growth Management Act and delivering capital facilities planned, provided and paid for by the City of Everett, other public entities like special districts and private 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 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.

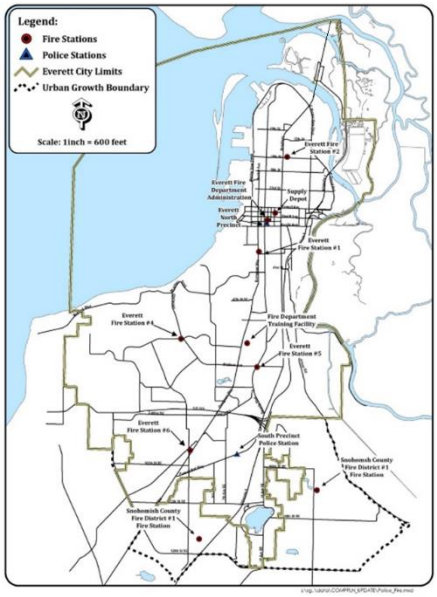


Police Protection

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.

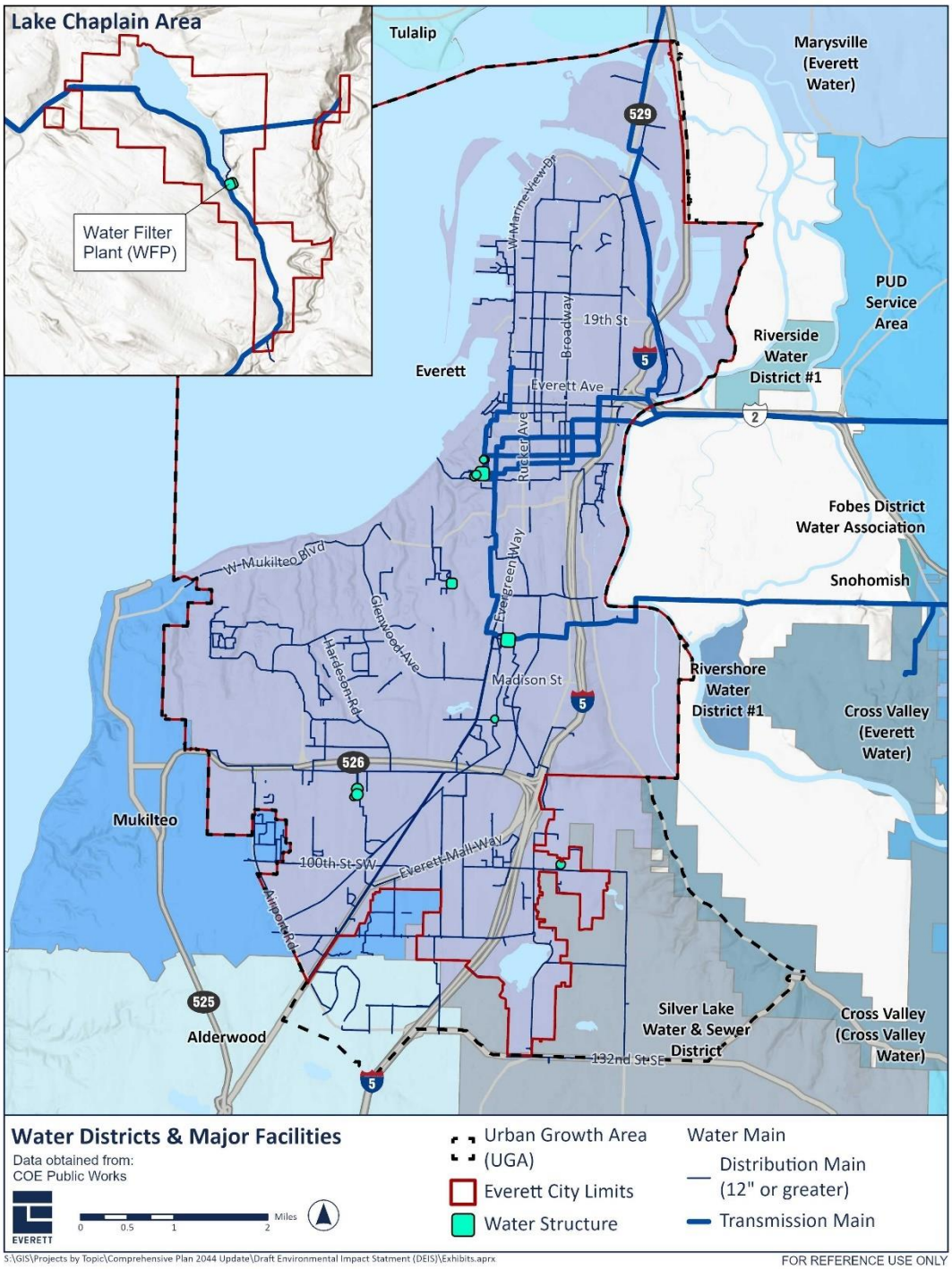
Telecommunications

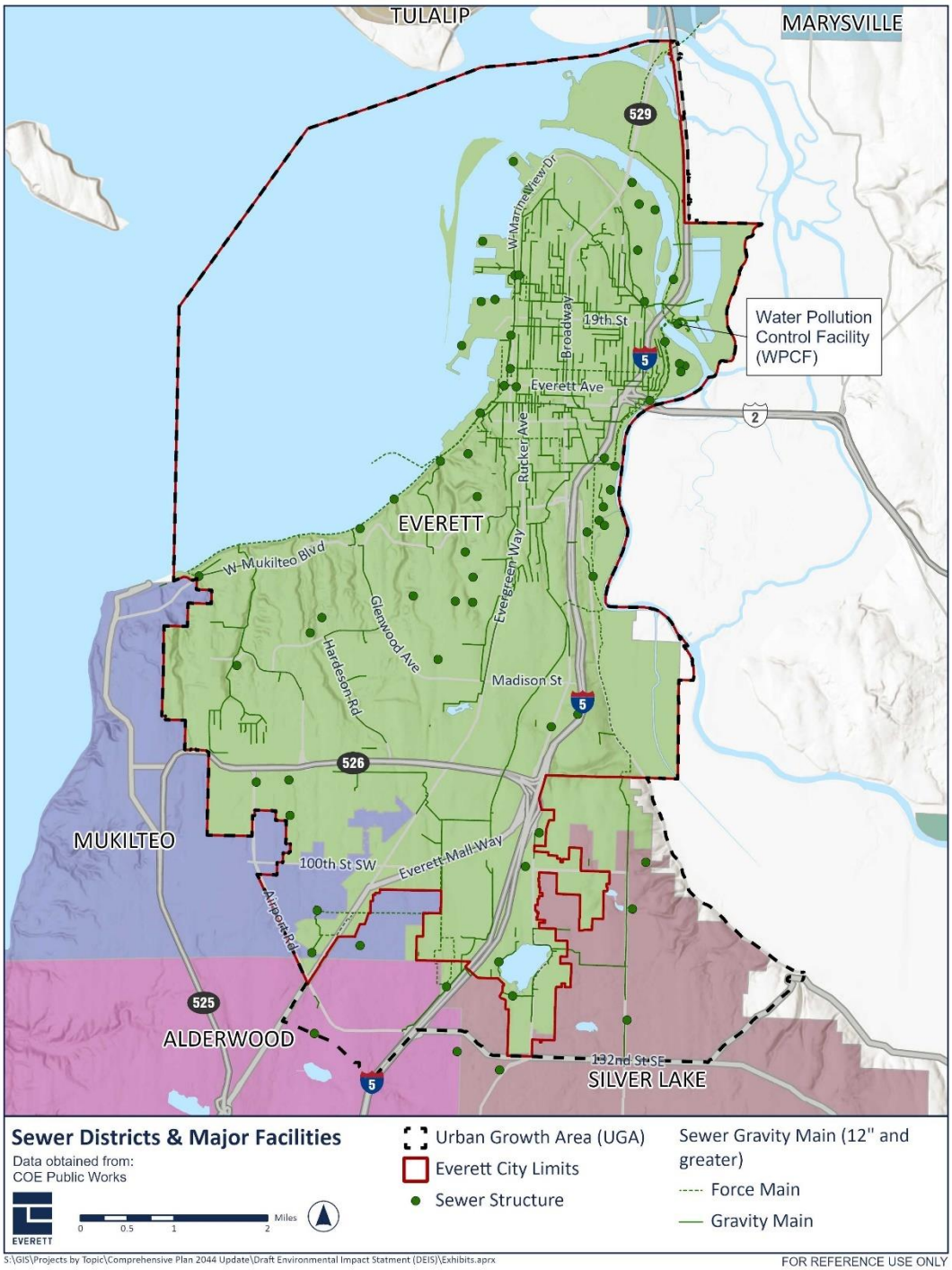
Telephone service is regulated by the Washington Utilities and Transportation Commission and the Federal Communication Commission and provided by Frontier Communications to the Everett planning area and all of Snohomish County. Service is provided through a 100% digital switching network supported with a mix of fiber optic and copper cable.

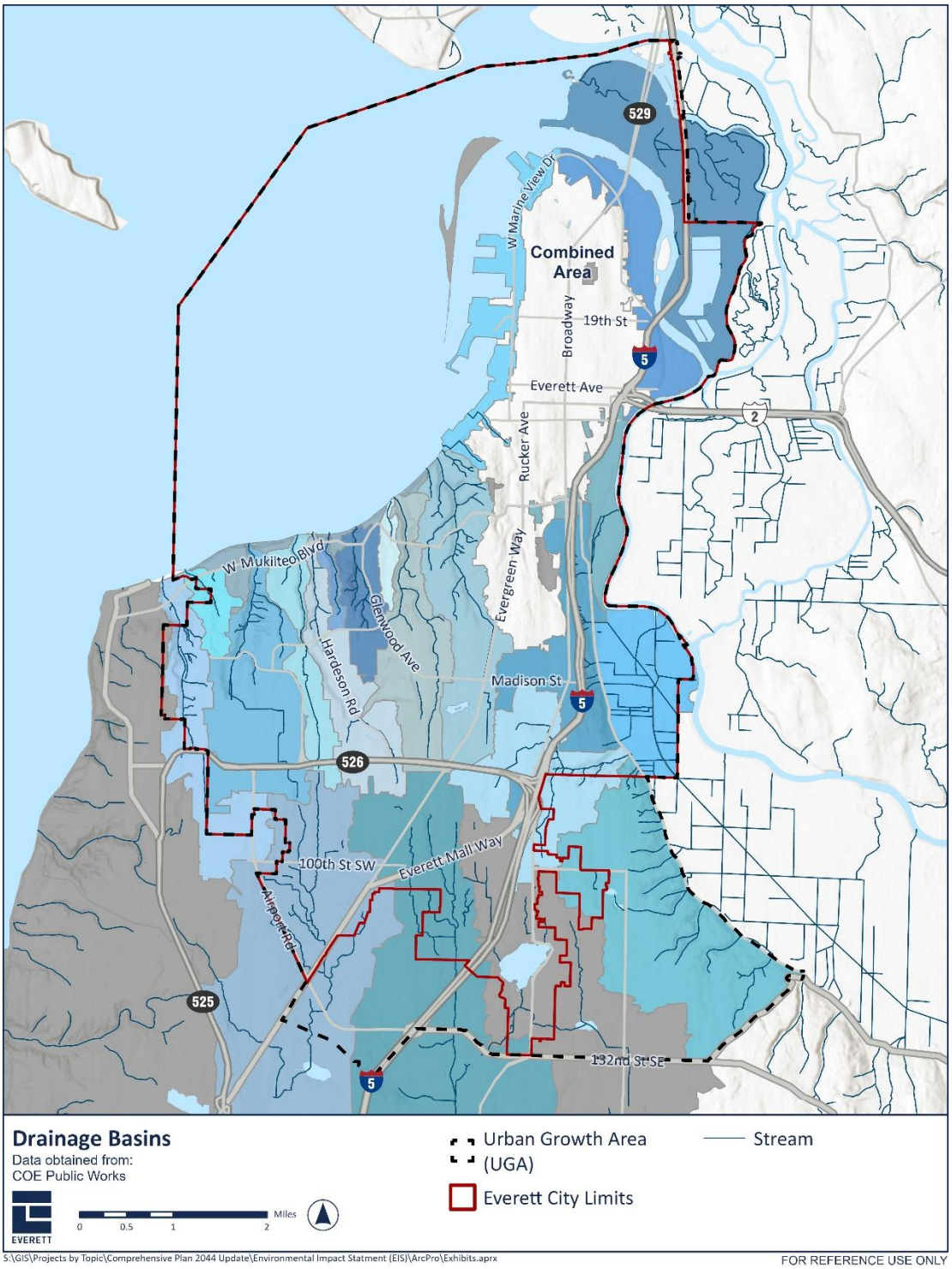
Cellular telephone and wireless internet services are provided within the city by a wide variety of providers, including AT&T, T-Mobile and Verizon.

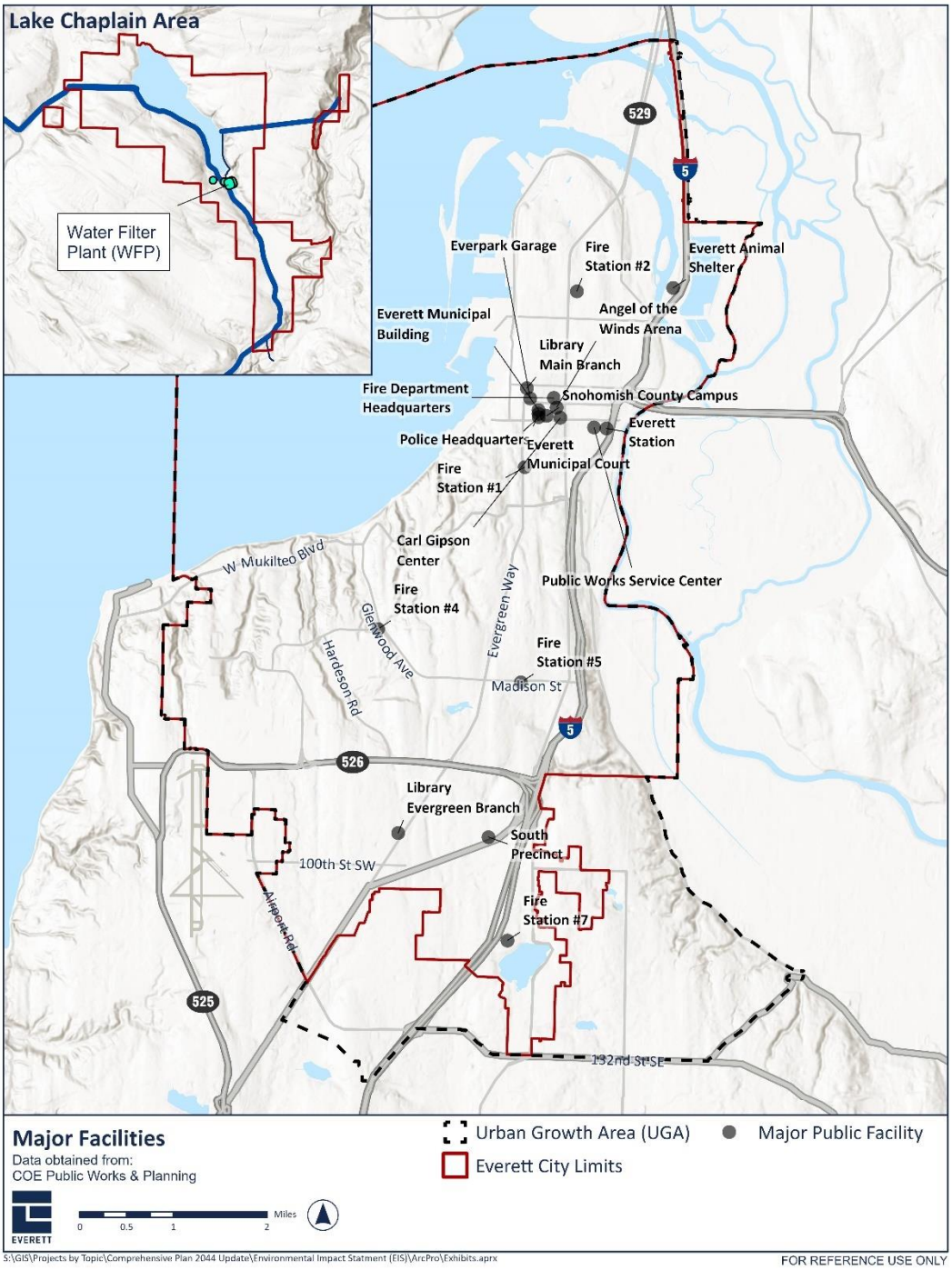
Cable television and digital cable services, including telephone and internet services are provided, through franchise, by Xfinity and Ziply Fiber to the Everett area. Cable services are regulated by National Cable Televisions Association guidelines and FCC regulations.

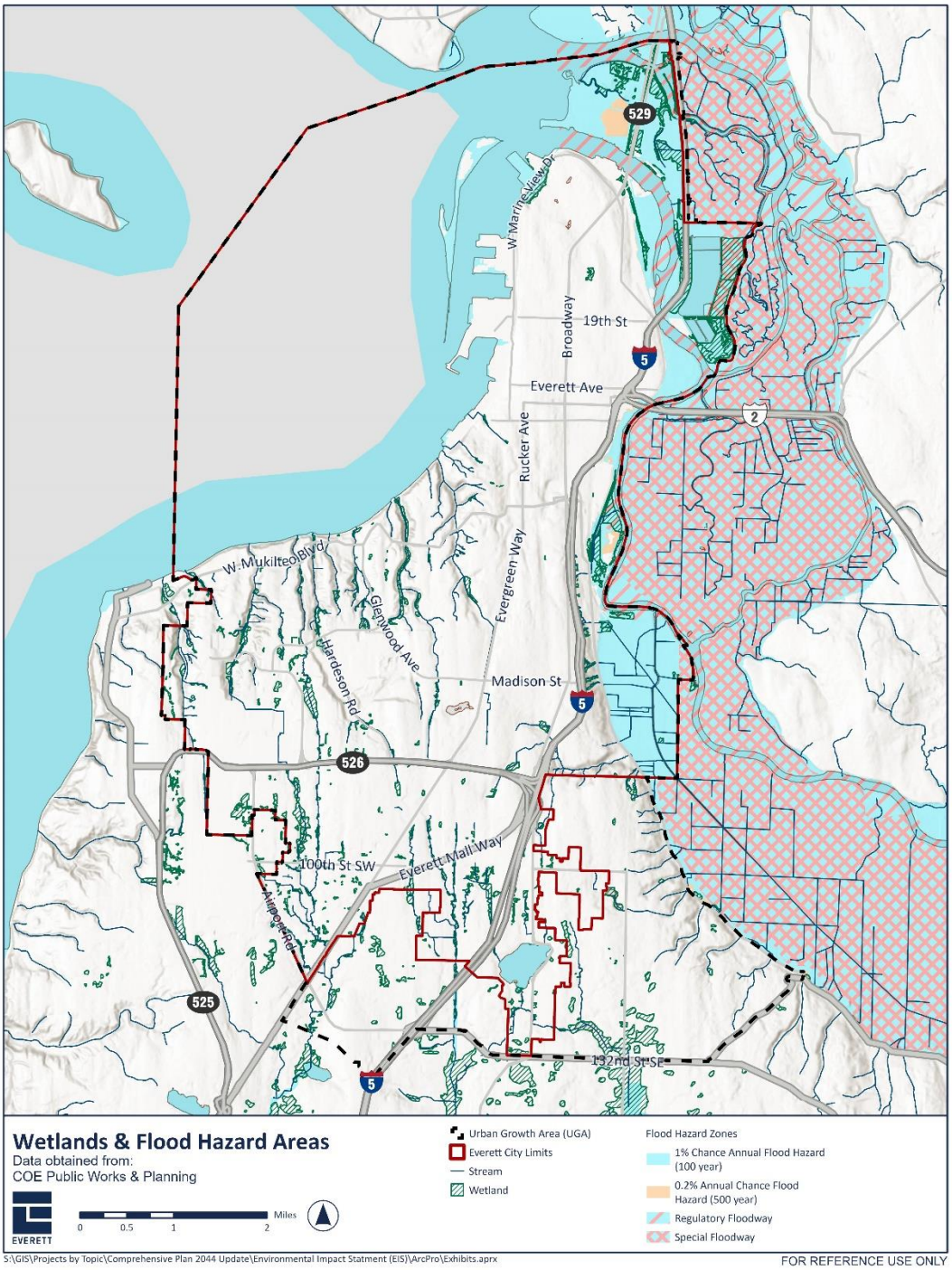
Broadband internet service is provided by cable, fiber-optic cable, satellite, and wireless service providers. Washington State has adopted the following goals for broadband service: by 2024: 25/3 megabits per second (Mbps) scalable to all residences and businesses; by 2026: 1/1 gigabit per second (Gbps) all anchor institutions; by 2028: 150/150 Mbps all residents and businesses.


Lake Chaplain Area
Water Filter Plant (WFP)
Tulalip
Marysville (Everett Water)
529
W Marine View Dr
Broadway
19th St
PUD Service Area
Riverside Water District #1
Everett
Everett Ave
5
2
Rucker Ave
Fobes District Water Association
Snohomish
W Mukilteo Blvd
Evergreen Way
Glenwood Ave
Hardeson Rd
Madison St
Rivershore Water District #1
Cross Valley (Everett Water)
526
Mukilteo
100th St SW
Everett Mall Way
Airport Rd
525
Alderwood
Silver Lake Water & Sewer District
Cross Valley (Cross Valley Water)
132nd St SE
Water Districts & Major Facilities
Data obtained from:
COE Public Works
EVERETT
0 0.5 1 2 Miles
Urban Growth Area (UGA)
Everett City Limits
Water Structure
Water Main
Distribution Main (12" or greater)
Transmission Main
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FOR REFERENCE USE ONLY


TULALIP
MARYSVILLE
529
W Marine View Dr
Broadway
19th St
Water Pollution Control Facility (WPCF)
5
Everett Ave
2
Rucker Ave
EVERETT
W Mukilteo Blvd
Evergreen Way
Glenwood Ave
Hardeson Rd
Madison St
526
MUKILTEO
100th St SW
Everett Mall Way
Airport Rd
525
ALDERWOOD
132nd St SE
SILVER LAKE
Sewer Districts & Major Facilities
Data obtained from:
COE Public Works
EVERETT
0 0.5 1 2 Miles
Urban Growth Area (UGA)
Everett City Limits
Sewer Structure
Sewer Gravity Main (12" and greater)
Force Main
Gravity Main
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529
Combined Area
W Marine View Dr
Broadway
19th St
5
Everett Ave
2
Rucker Ave
Evergreen Way
W Mukilteo Blvd
Glenwood Ave
Hardeson Rd
Madison St
526
100th St SW
Everett Mall Way
Airport Rd
525
132nd St SE
Drainage Basins
Data obtained from:
COE Public Works
EVERETT
0
0.5
1
2
Miles
Urban Growth Area (UGA)
Everett City Limits
Stream
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Lake Chaplain Area
Water Filter Plant (WFP)
529
5
Everpark Garage
Fire Station #2
Everett Animal Shelter
Everett Municipal Building
Angel of the Winds Arena
Library Main Branch
Fire Department Headquarters
Snohomish County Campus
Police Headquarters
Everett Station
Everett Municipal Court
Fire Station #1
Carl Gipson Center
W Mukilteo Blvd
Public Works Service Center
Fire Station #4
Glenwood Ave
Evergreen Way
Hardeson Rd
Fire Station #5
Madison St
526
Library Evergreen Branch
South Precinct
100th St SW
Airport Rd
Fire Station #7
525
132nd St SE
Major Facilities
Data obtained from:
COE Public Works & Planning
Urban Growth Area (UGA)
Major Public Facility
Everett City Limits
EVERETT
0 0.5 1 2 Miles
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529
W Marine View Dr
Broadway
19th St
5
Everett Ave
2
Rucker Ave
Evergreen Way
W Mukilteo Blvd
Glenwood Ave
Hardeson Rd
Madison St
526
100th St SW
Everett Mall Way
Airport Rd
525
132nd St SE
Wetlands & Flood Hazard Areas
Data obtained from:
COE Public Works & Planning
EVERETT
0 0.5 1 2 Miles
Urban Growth Area (UGA)
Everett City Limits
Stream
Wetland
Flood Hazard Zones
1% Chance Annual Flood Hazard (100 year)
0.2% Annual Chance Flood Hazard (500 year)
Regulatory Floodway
Special Floodway
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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.

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

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.

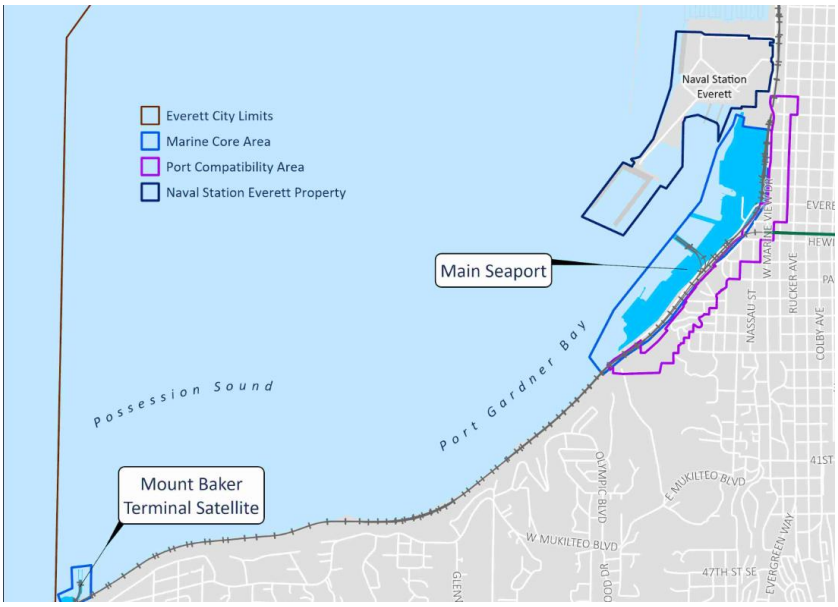
Element Scope: The Marine Port element describes the long-term function and viability of maritime activities and proposed development in areas surrounding the Port of Everett.

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)

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 generate[8]:

[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

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

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

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 area 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

Everett 2044
Planning our future together

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.

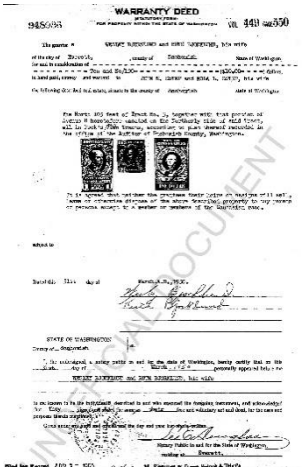
One example is the Legion Park plat development, established in 1949. All properties in this neighborhood carried the covenant that:

“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.”


WARRANTY DEED

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.”

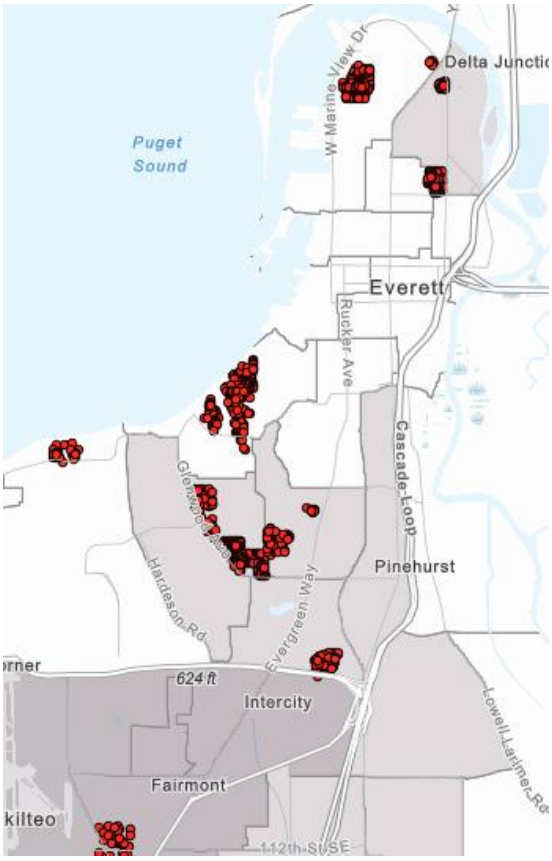
Even Everett’s cemeteries carried land restrictions. Cypress Lawn near today’s Everett Mall restricted graves with this covenant in 1947, the same language as that used by the View Crest Abbey Mausoleum:

“*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), 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?

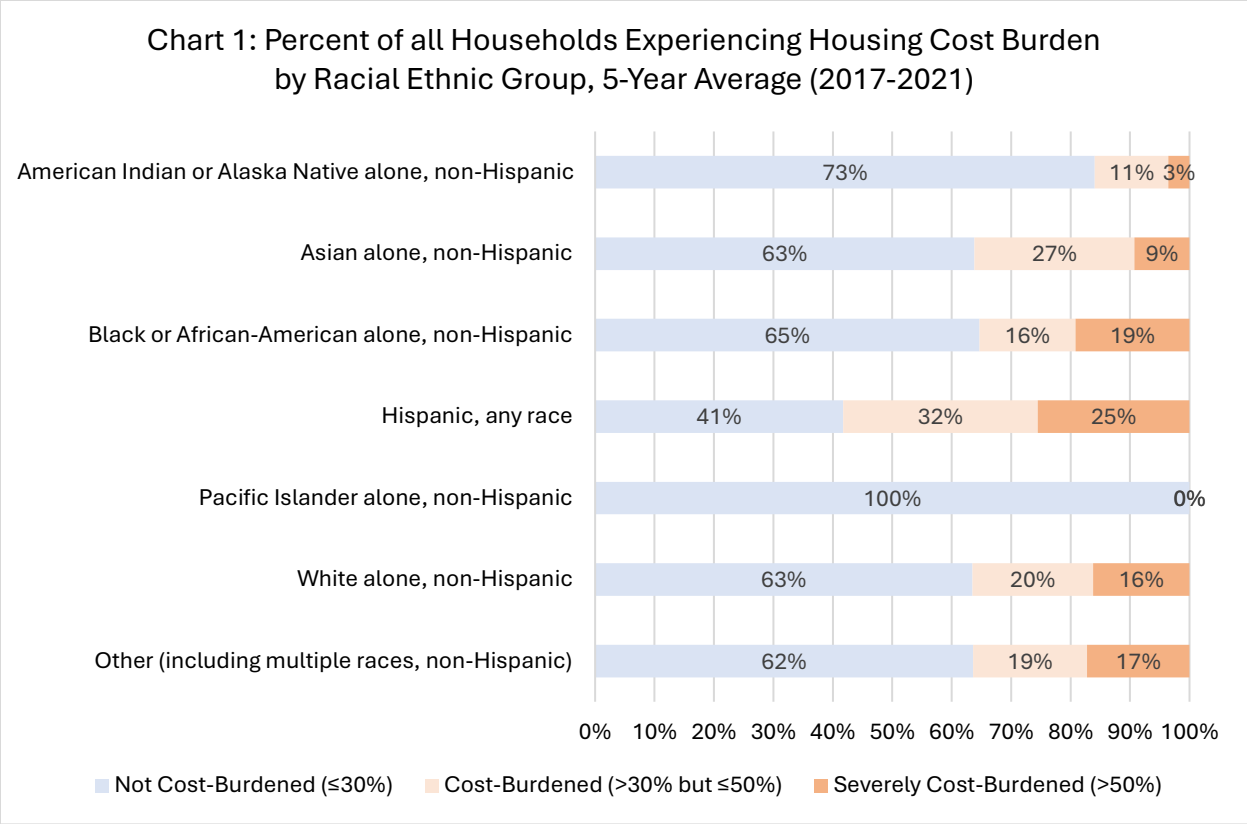
Understanding which communities bear the greatest housing cost burdens is essential to crafting policies that promote equity and stability. Housing cost burden occurs when a household spends more than 30 percent of its gross income on housing. When this rises above 50 percent, it is considered severe, 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).

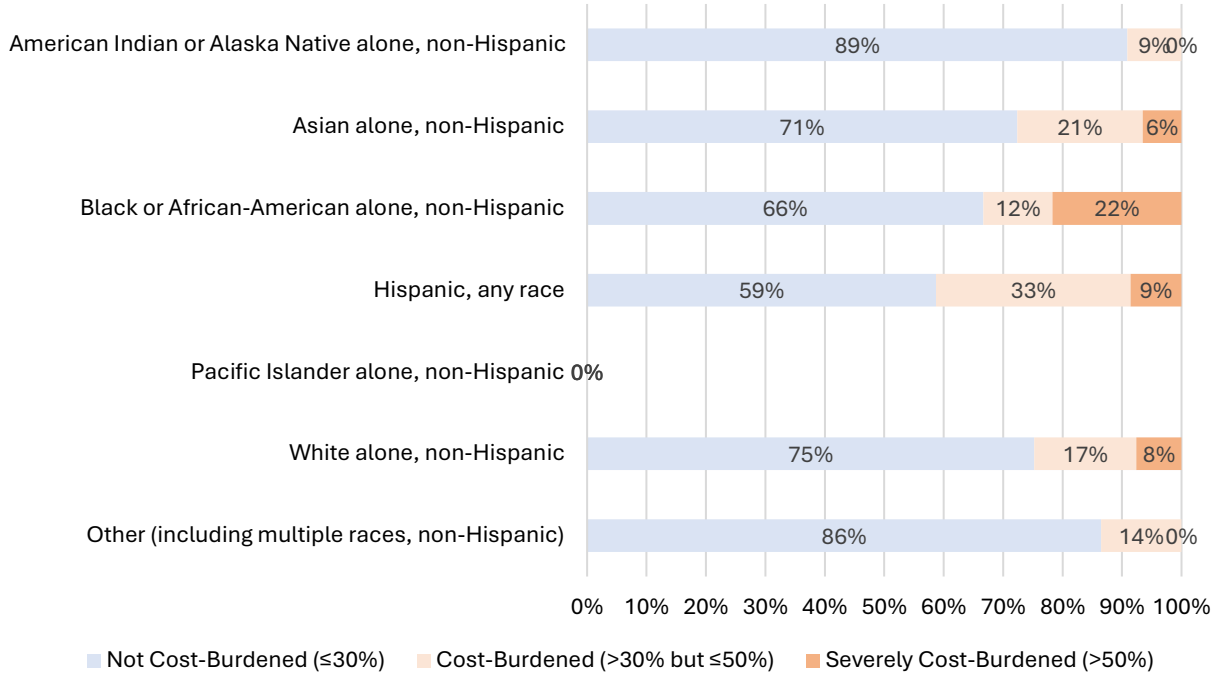
As shown in Chart 1 below, cost-burden rates vary markedly across racial and ethnic groups:

- 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.

Chart 2: Percent Owner 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)

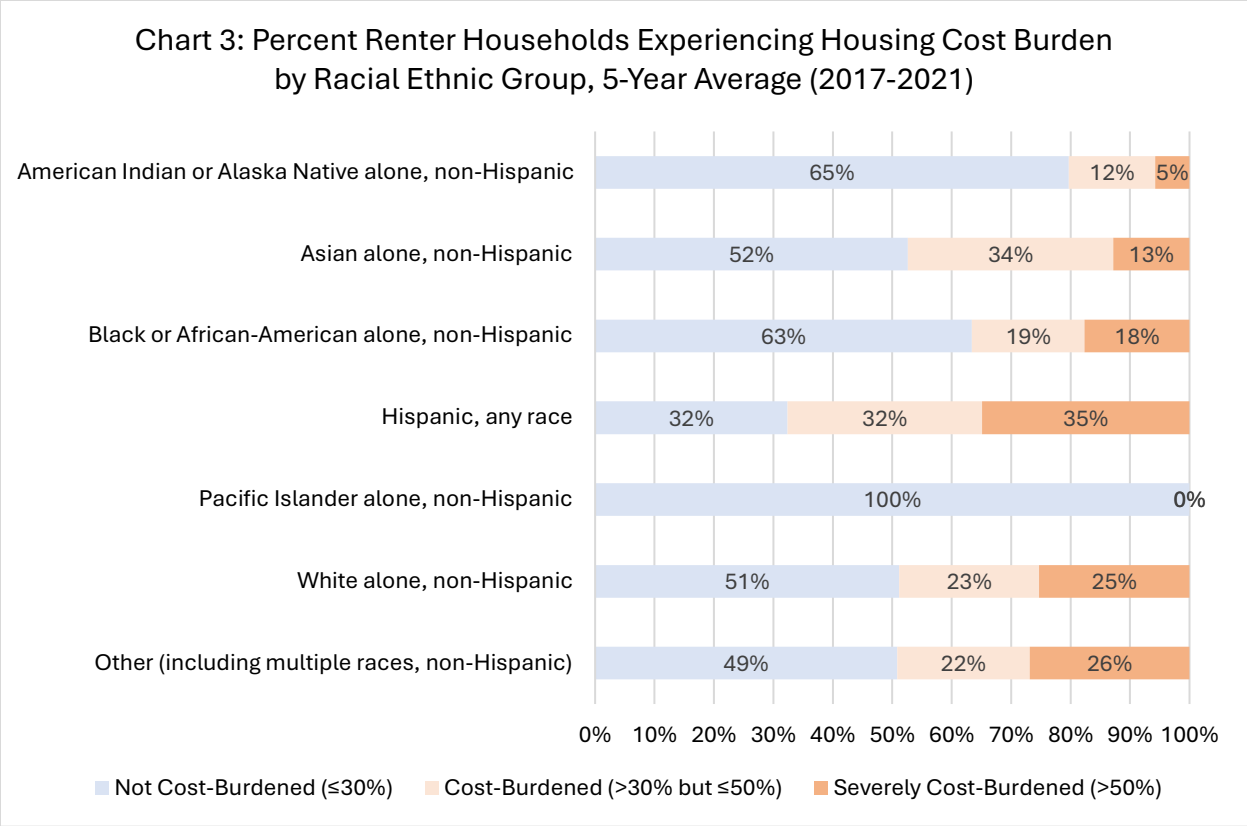
Increasing homeownership continues to be a priority for the Everett community. The historic impacts of racial discrimination disproportionately impact minority communities who were blocked from developing the intergenerational wealth of property and home ownership in the past. The long-term impacts of 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.



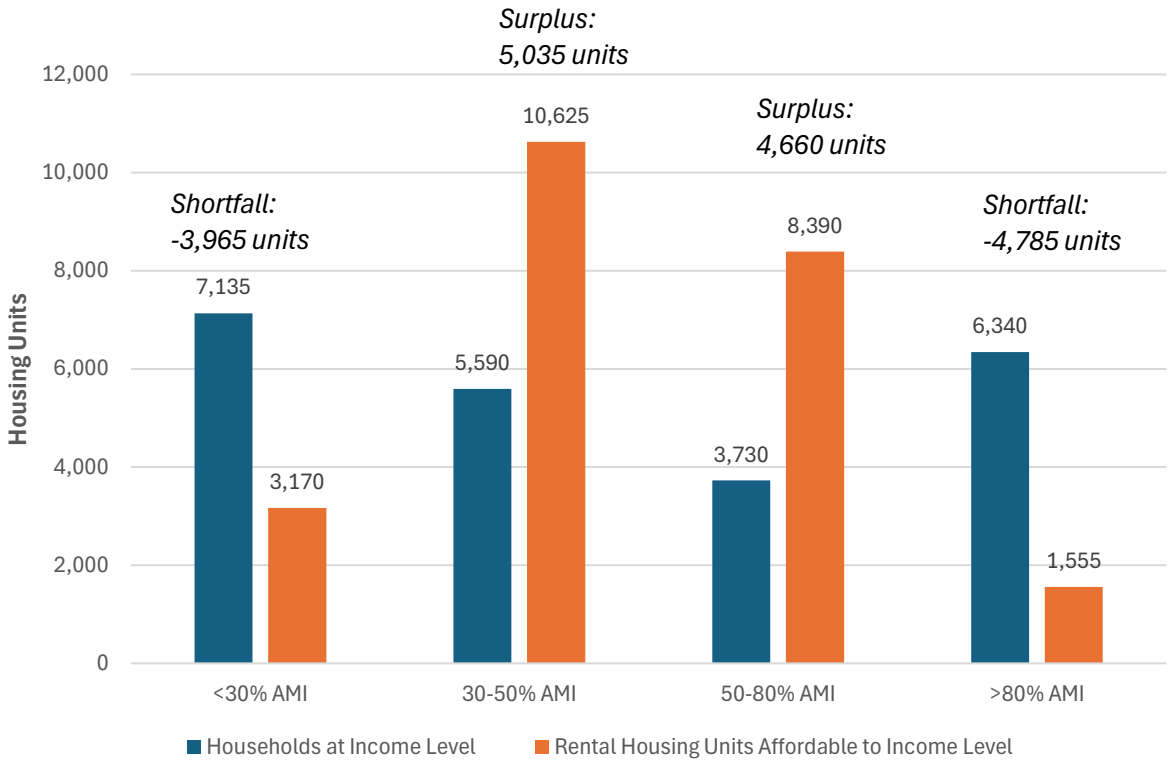
Source: US Housing and Urban Development, 2017-2021 Comprehensive Housing Affordability Strategy (CHAS) (Table 9)

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:

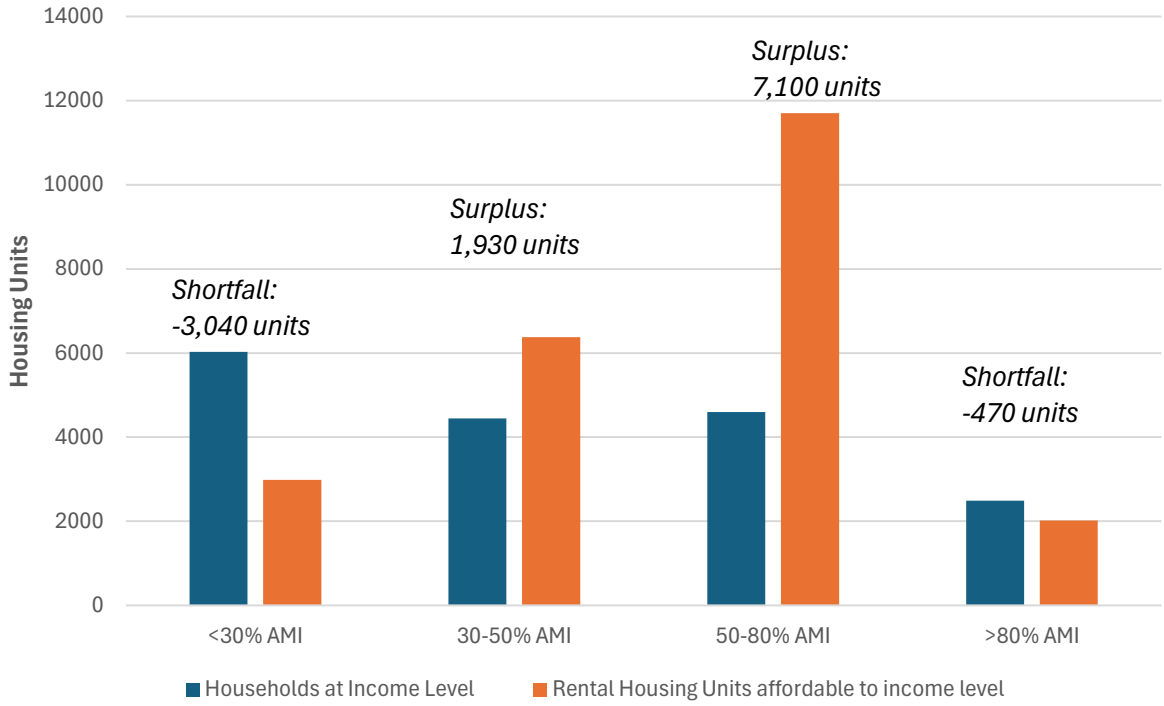
- Lowest-income renters (<30 % AMI) face the worst squeeze. There are roughly 7,135 renter households earning under 30 % of Area Median Income, but only 3,170 rental units affordable at that level. That's a shortfall of 3,965 homes, meaning many of those lowest-income families must pay far more than 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-AM I rentals has all but vanished in this latest period.

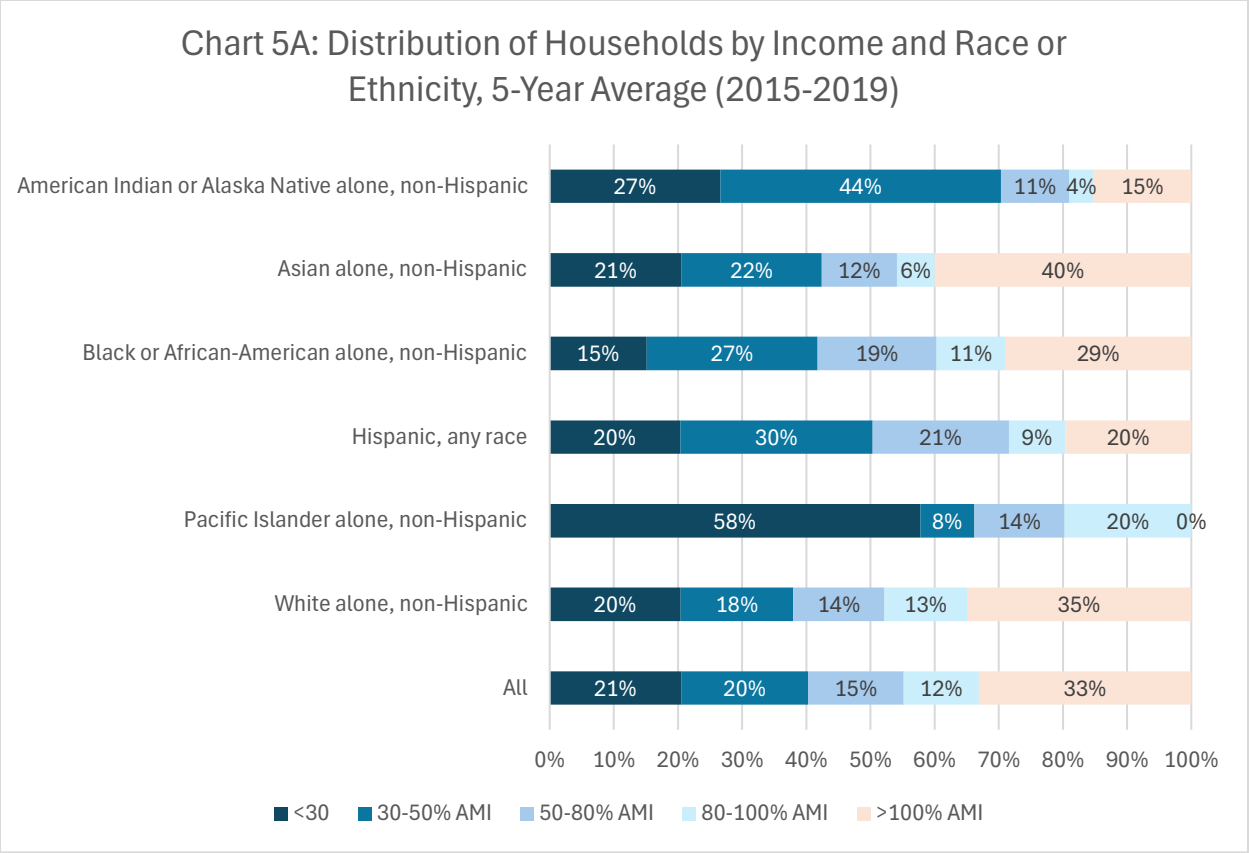
In sum, since 2015–19, supply and demand have both shifted downward at the lower- and moderate-income levels—but the drop in households has outpaced the loss of units on the very low end (reducing that shortfall) while the reverse holds at 30–50 % AMI (shrinking the surplus). Meanwhile, middle-market 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.

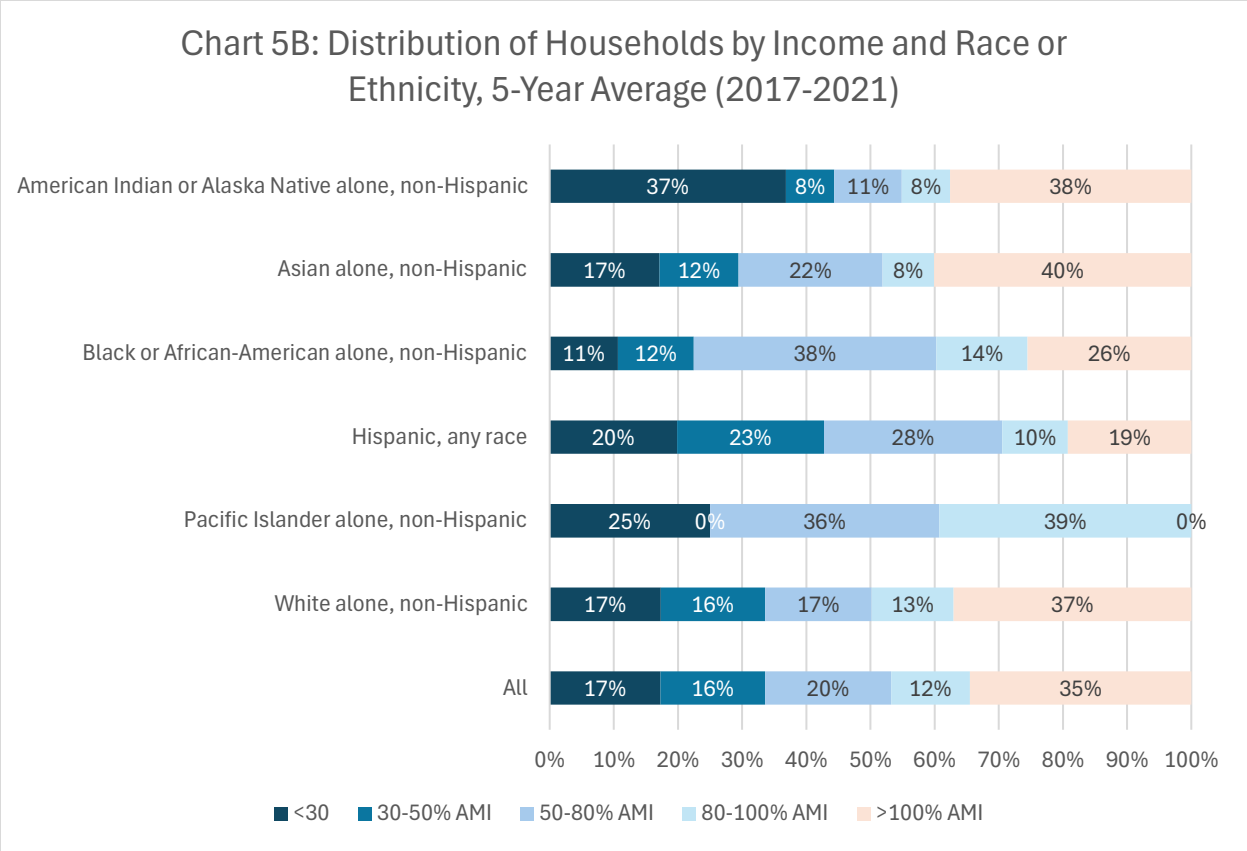
The most acute economic vulnerability appears among Pacific Islander and American Indian/Alaska Native households. More than half of Pacific Islander households (58 %) earn under 30 % of AMI, and none exceed 100 % of AMI. Similarly, American Indian/Alaska Native households see 27 % under 30 % AMI and 44 % in the 30–50 % band, with just 15 % above median income.



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.

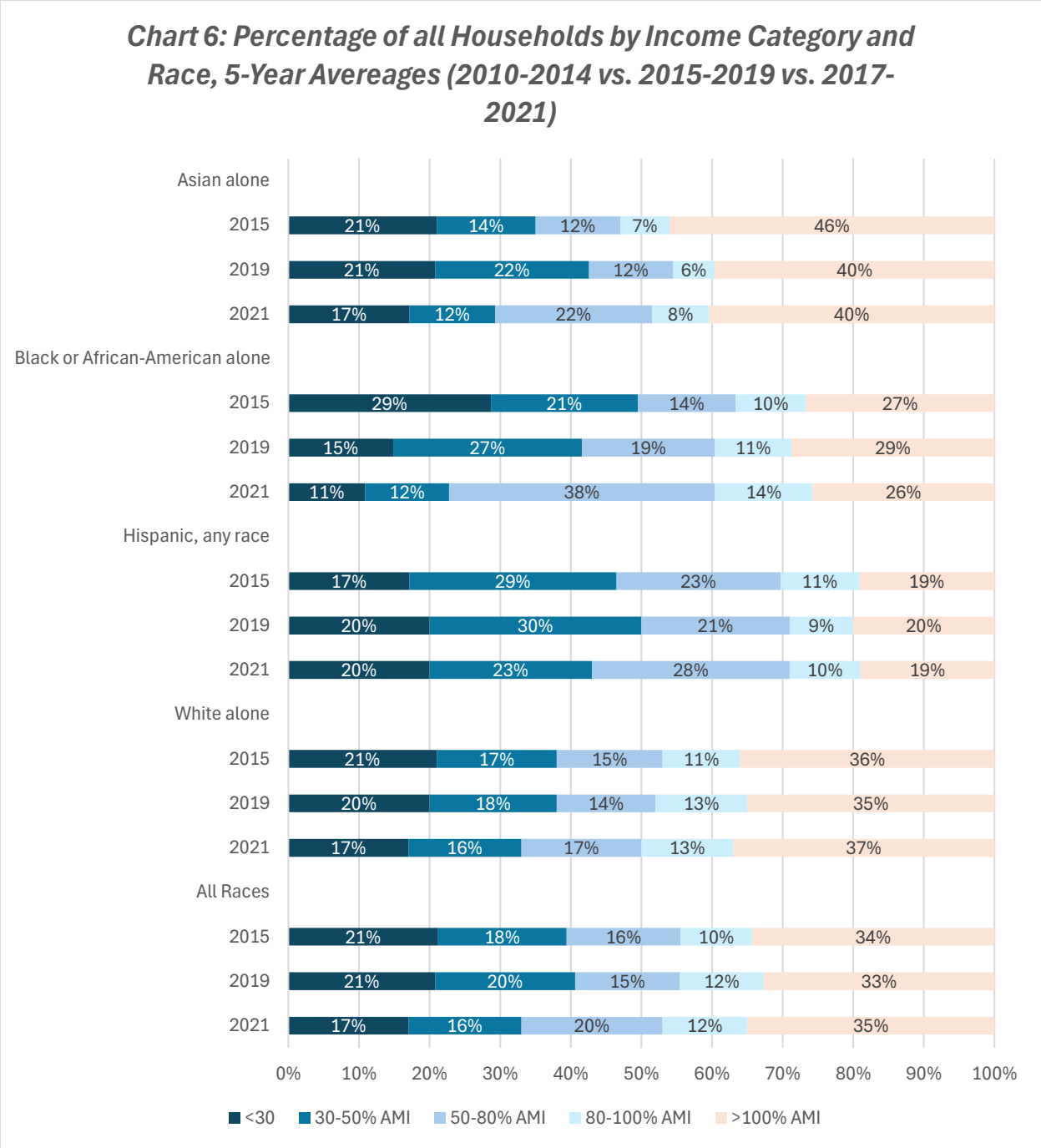
Despite persistent disparities, the 2017–2021 data show some modest shifts in the income distribution across almost every group. Overall, the share of households earning below 30 percent of AMI fell from 21 percent to 17 percent, while the 50–80 percent band grew from 15 percent to 20 percent. White, 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.



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.



Sources: US HUD, 2010-2021 Comprehensive Housing Affordability Strategy (CHAS) (Table 1)

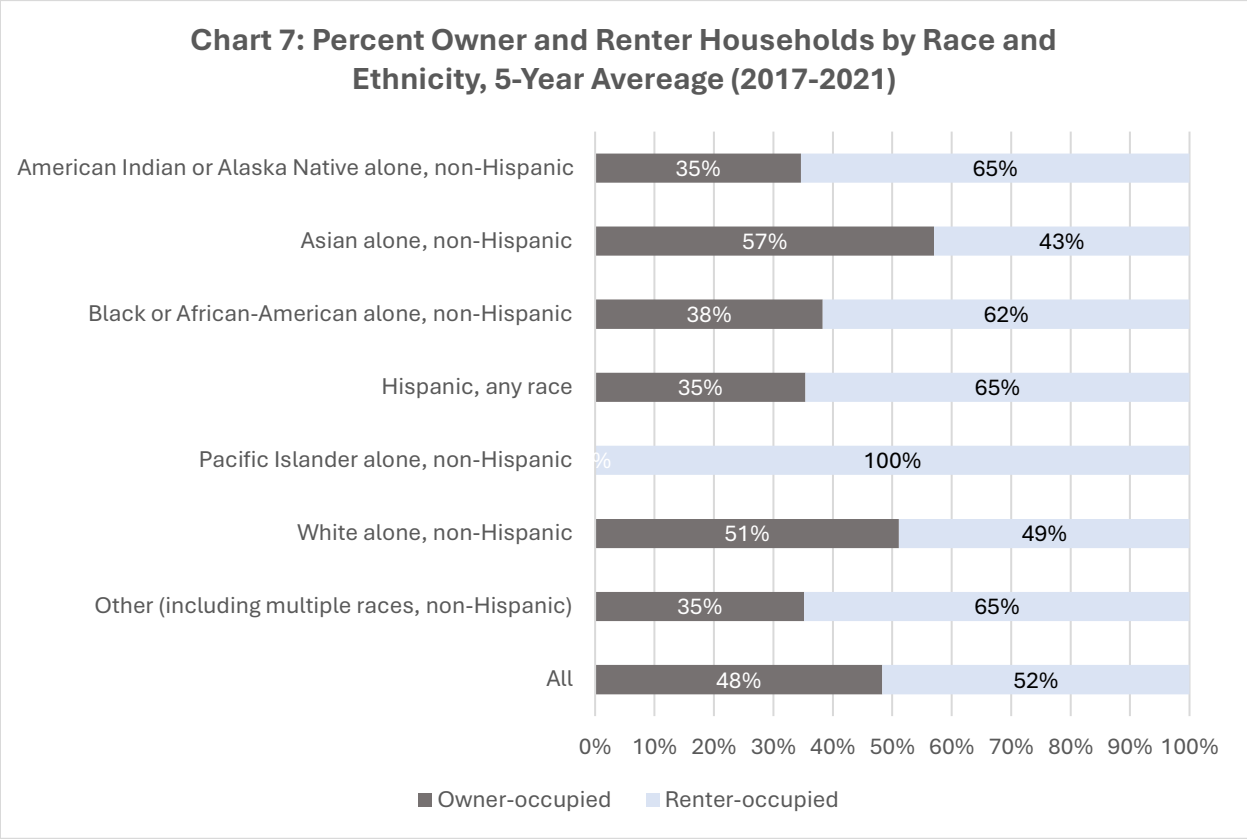
Looking at racial groups, White households largely mirror this citywide pattern: their extremely low-income share dipped from 21 percent in 2010–14 to 20 percent in 2015–19 and again to 17 percent in 2017–21, while their above-median cohort briefly declined to 35 percent before rising to 37 percent in 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:

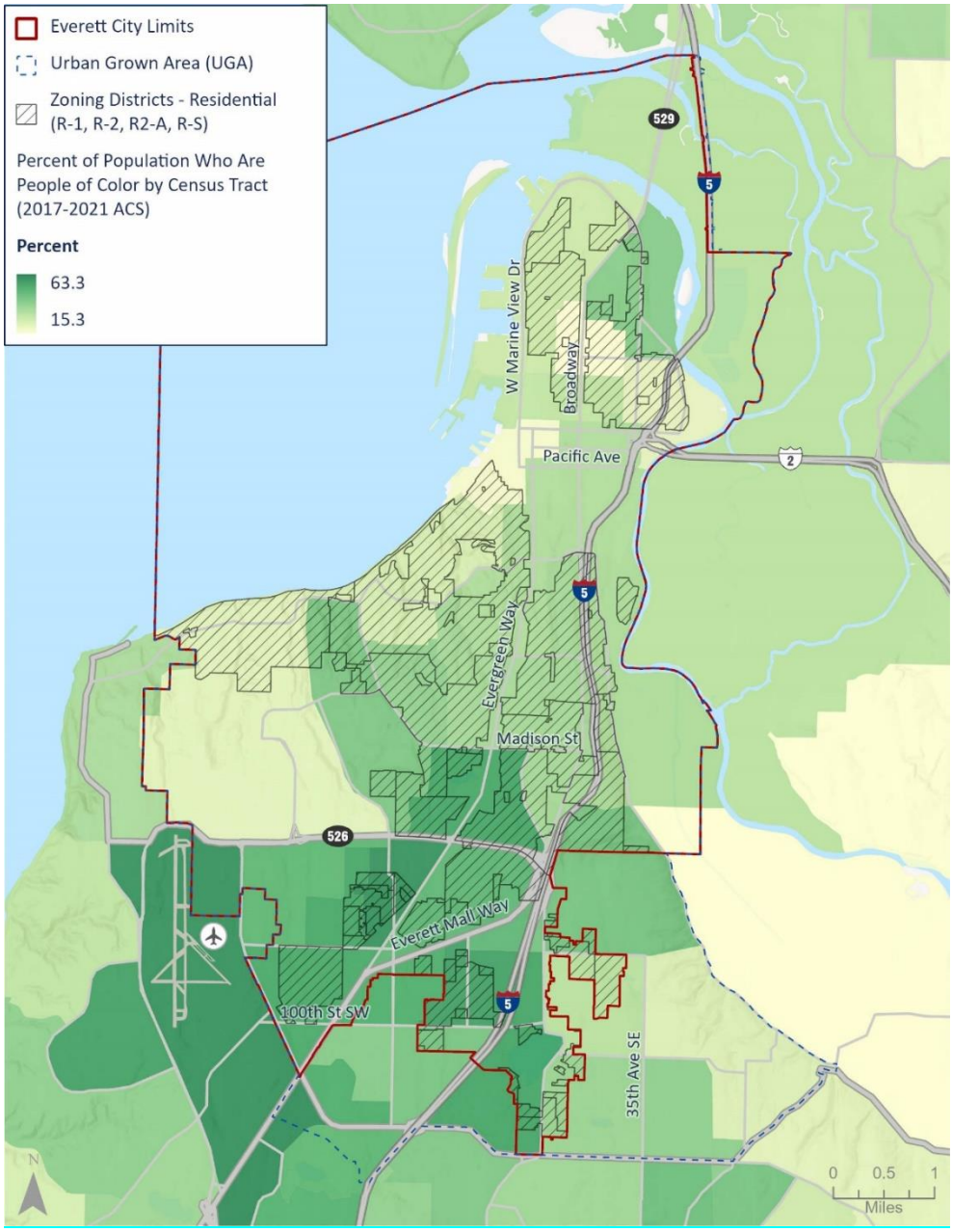
- Black or African-American households experienced the largest gain in ownership, rising from about 26 percent owner-occupied (74 percent renter) in 2015–19 to 38 percent owner-occupied (62 percent renter) in 2017–21.

- 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.

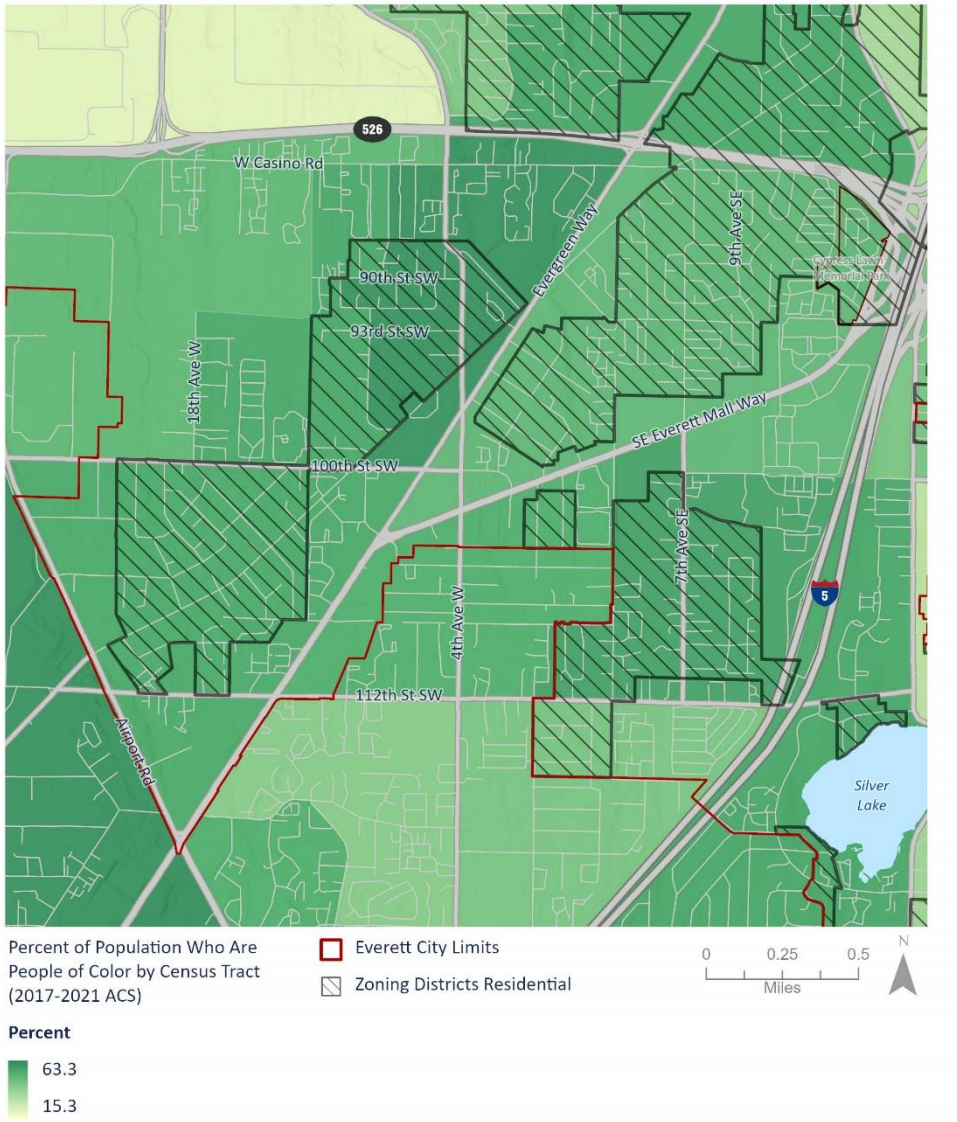
Mapping data demonstrates where these households are housed, which is generally concentrated in a few neighborhoods. Today people of color in Everett are concentrated in tracts 41809, 41806, 40200, 41904, 41805, 41901, 41701 (all which have over 30% non-white populations). The following map shows concentrations 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.

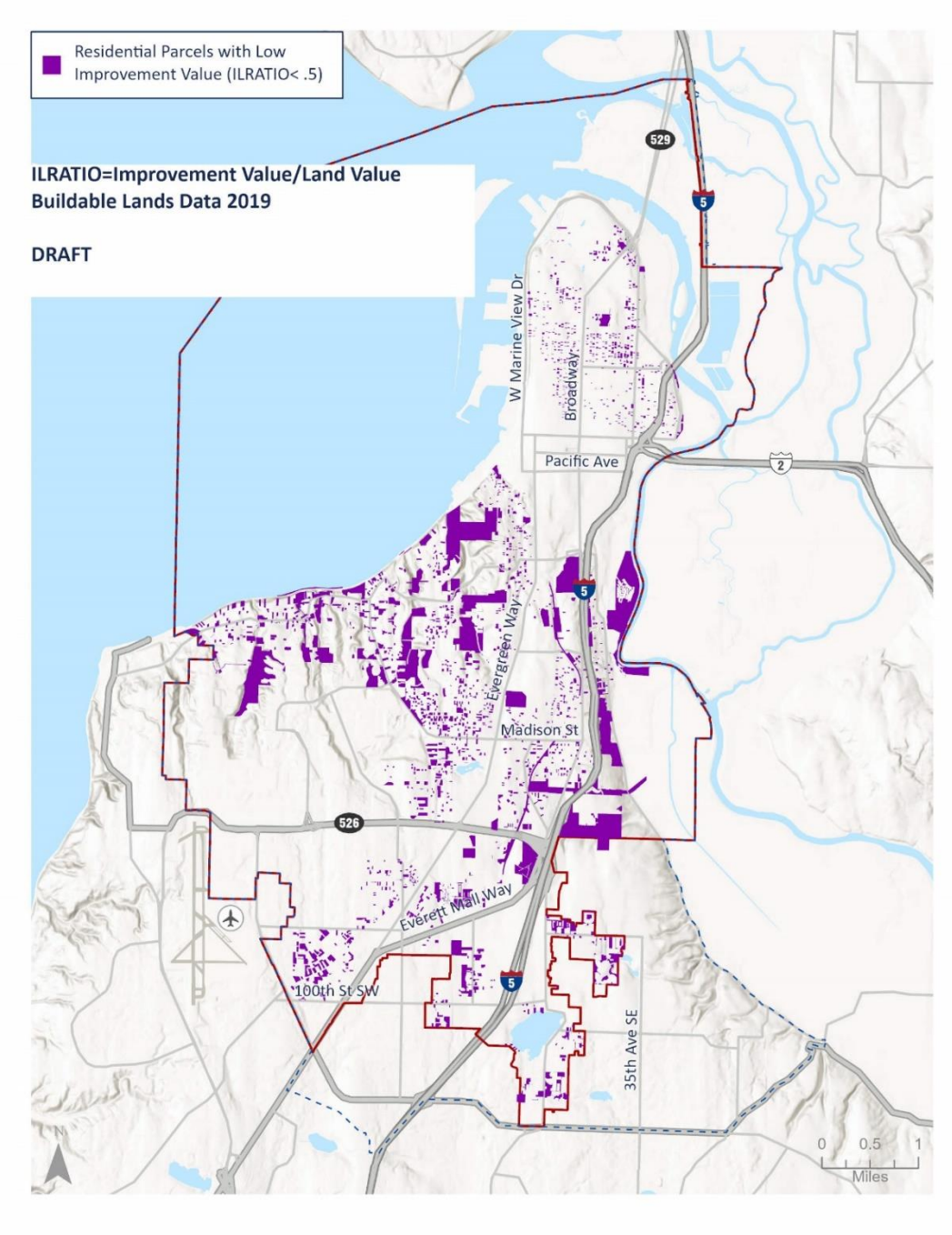
Map 3: Concentration of People of Color in Holly, Cascade, Westmont Neighborhoods



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.

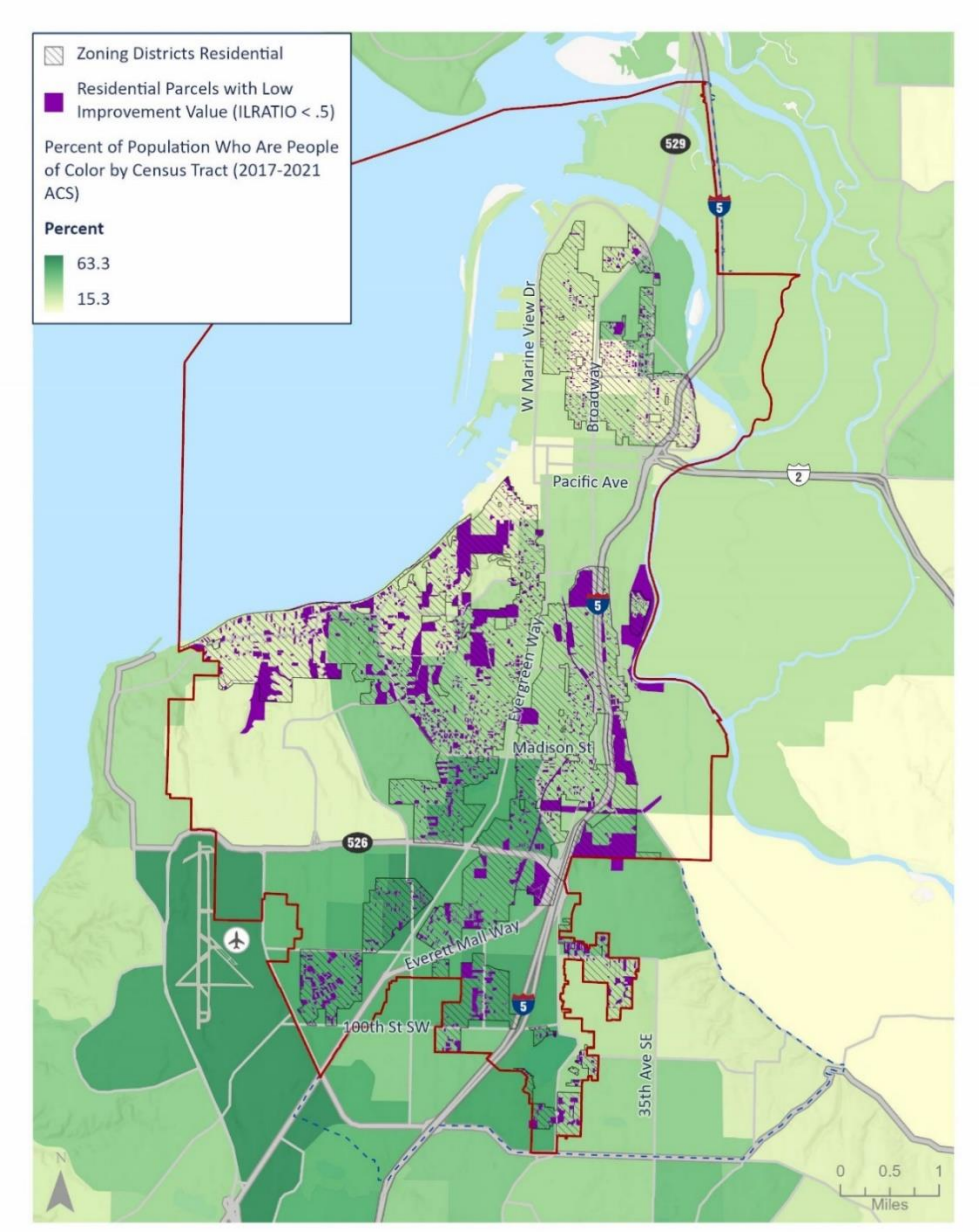
Map 4: Residential Parcels with Low Improvement Value



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.

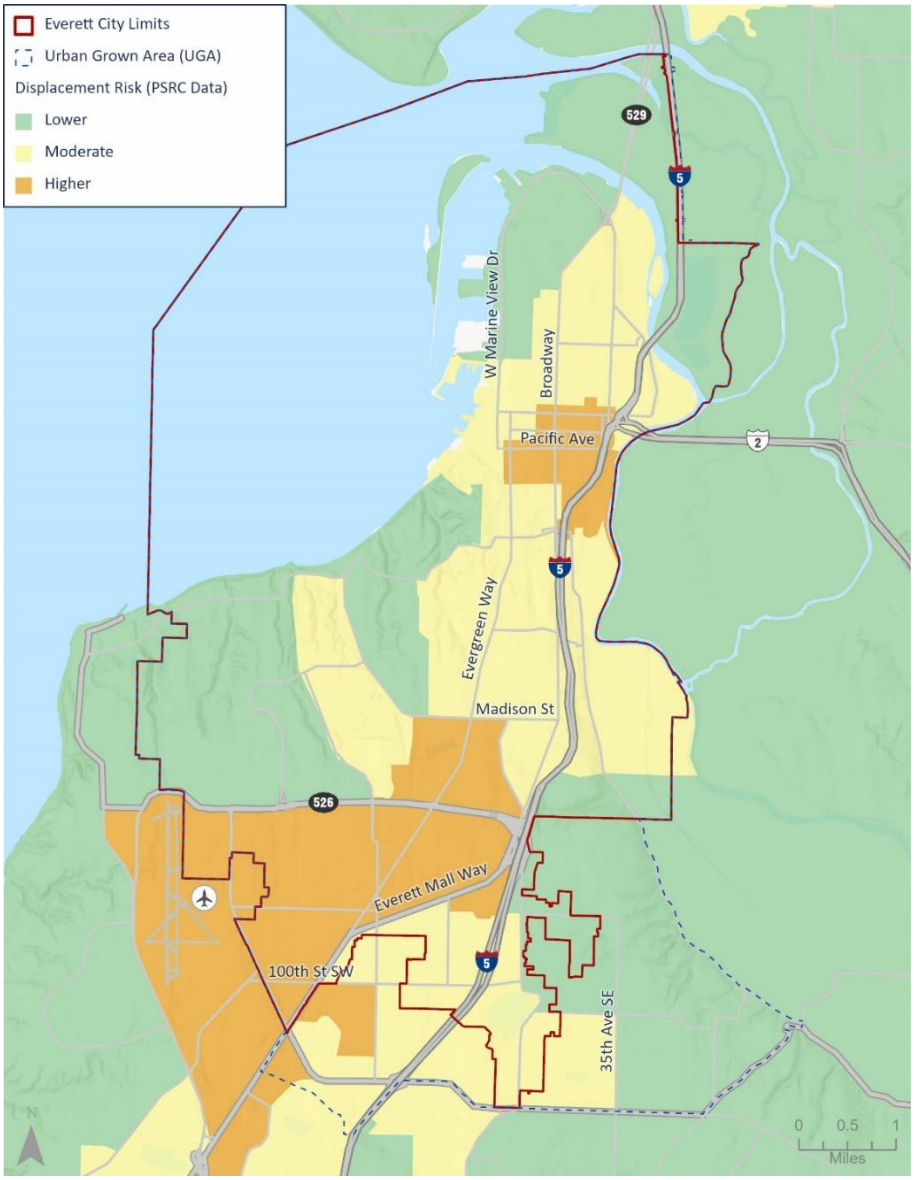
Map 5: Residential Parcels with Low Improvement Values and Concentrations of People of Color



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.

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.

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

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.

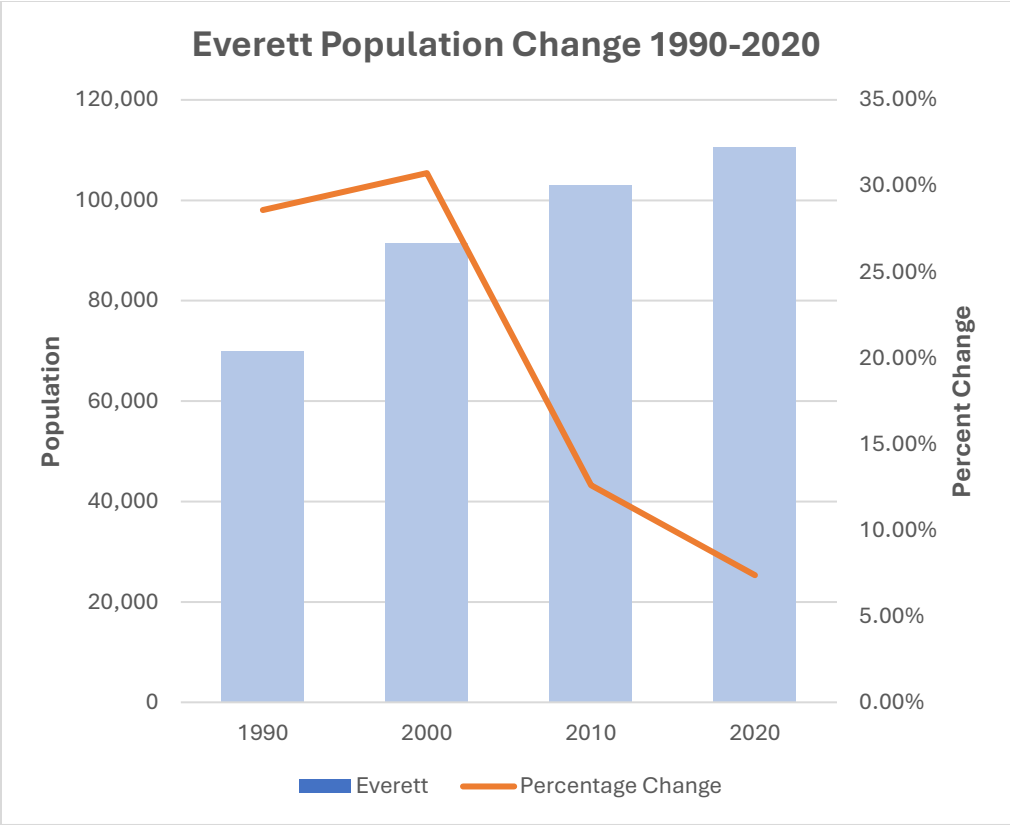
Data Tables and Charts

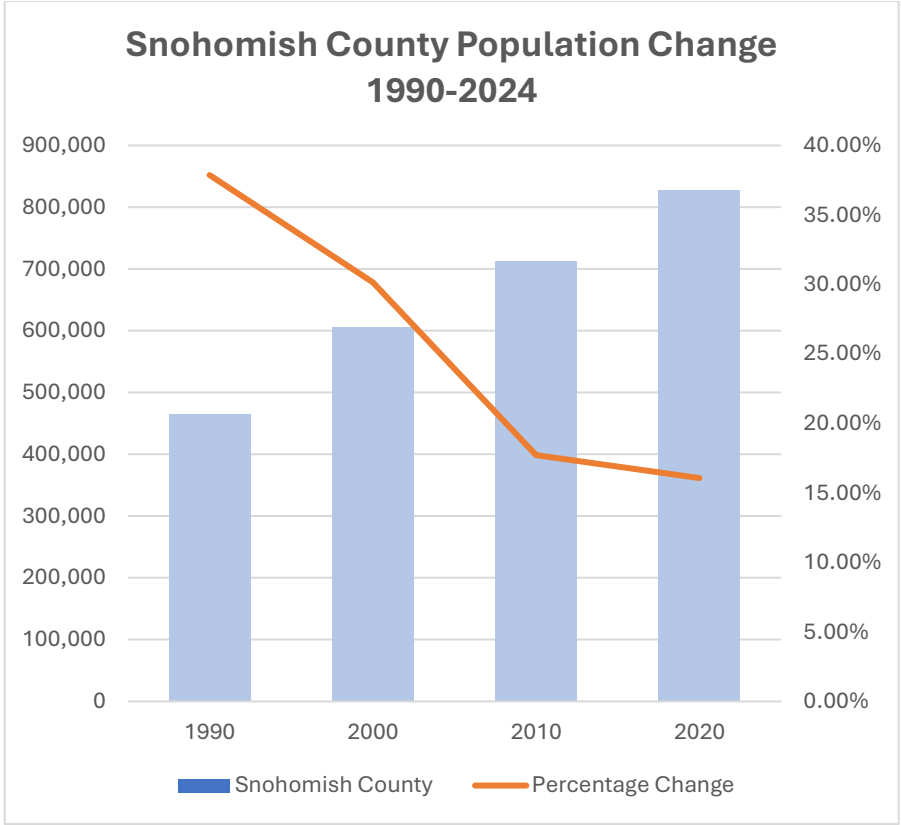
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1. Everett and Snohomish County Total Population (1990-2020) – OFM Data

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

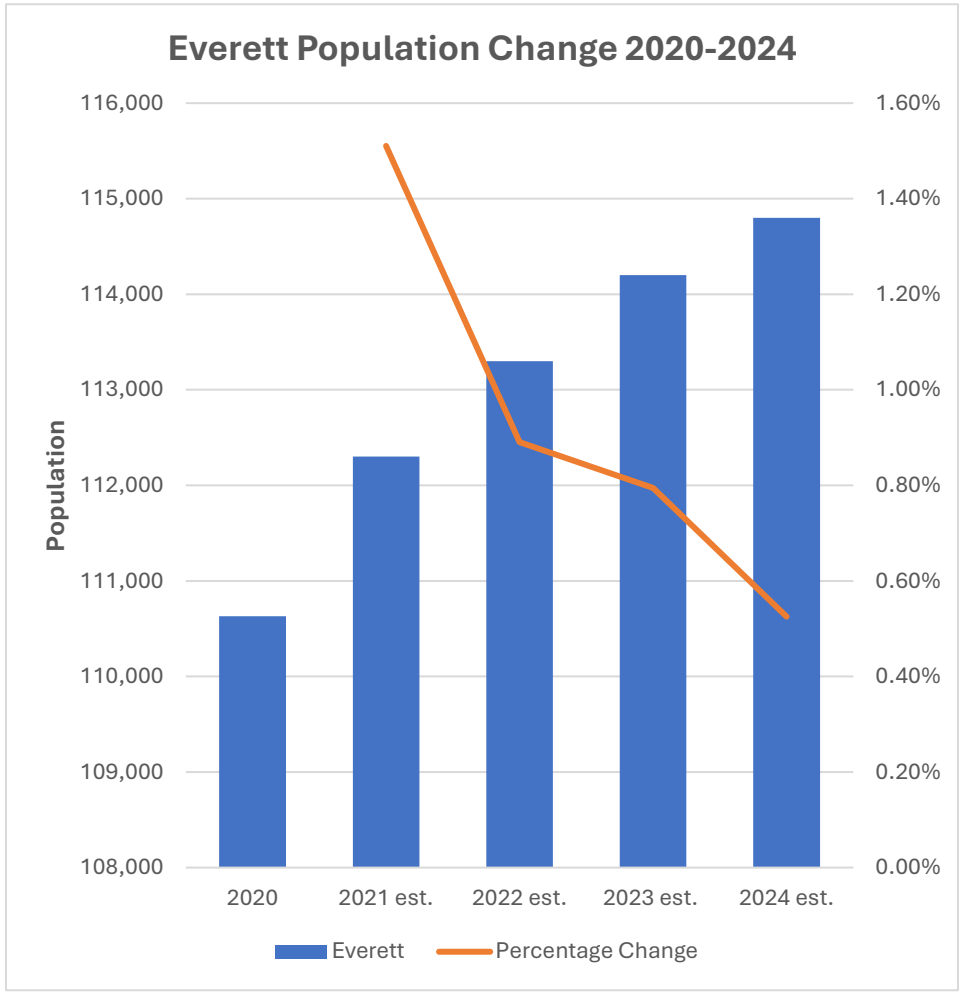


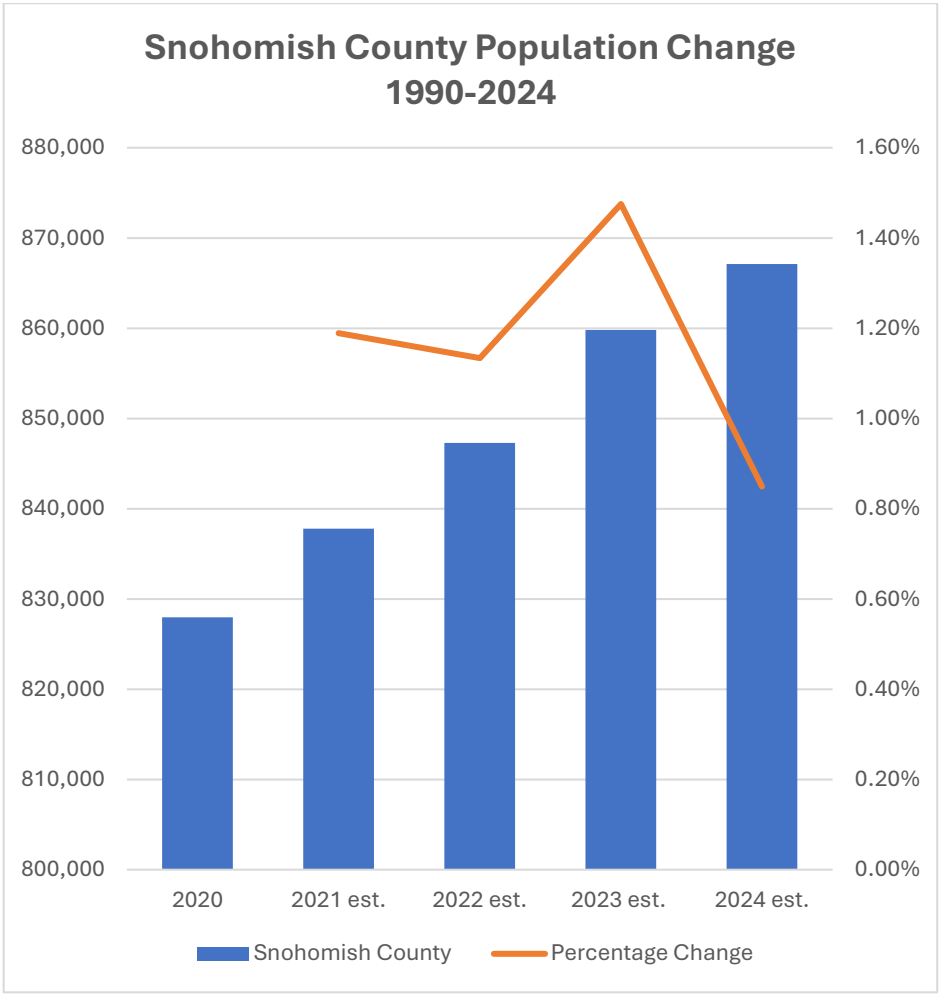


2. Everett and Snohomish County Total Population (2020-2024) – OFM Data

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

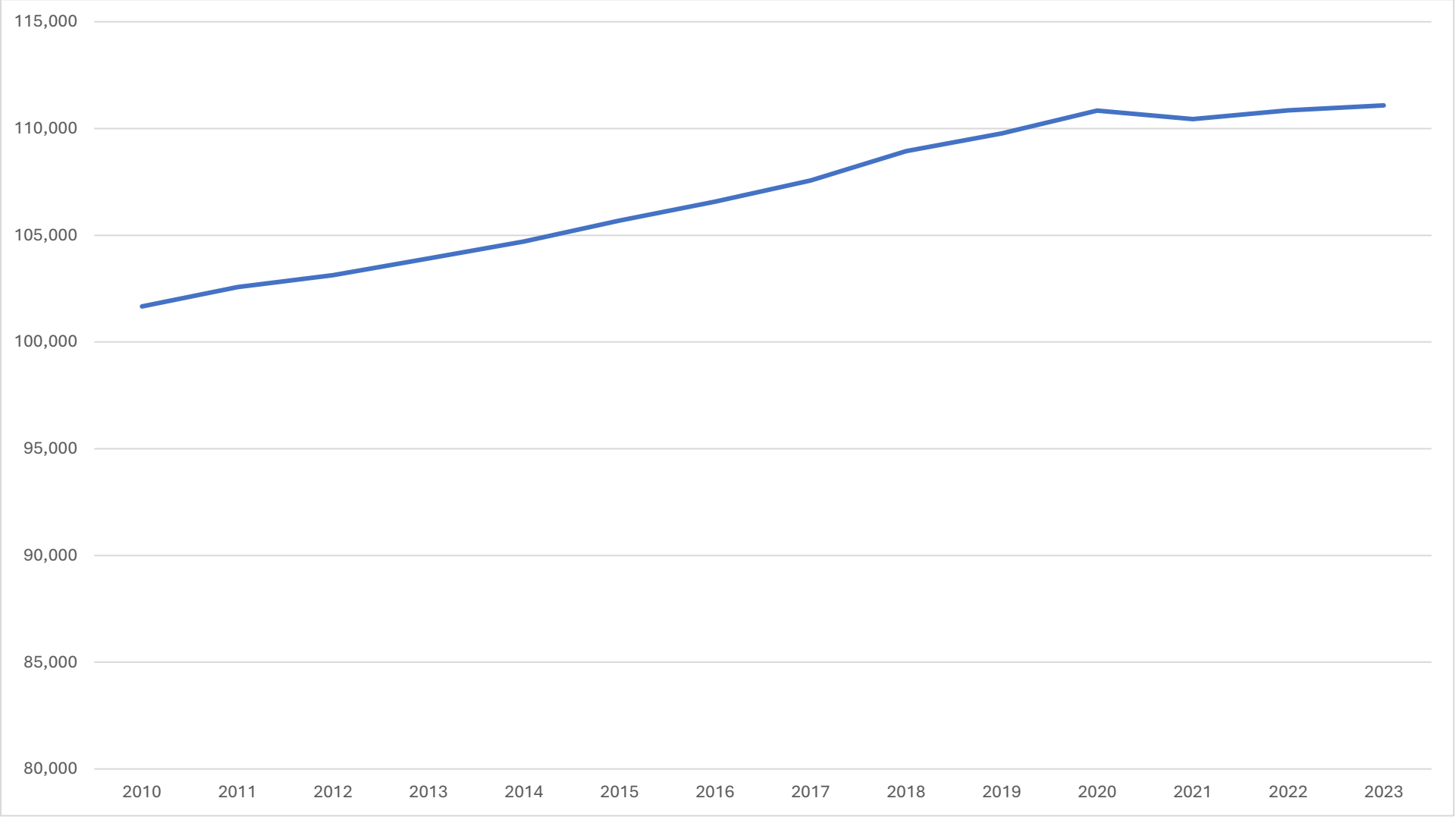




3. Everett Total Population (2010-2023) – Census Data

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

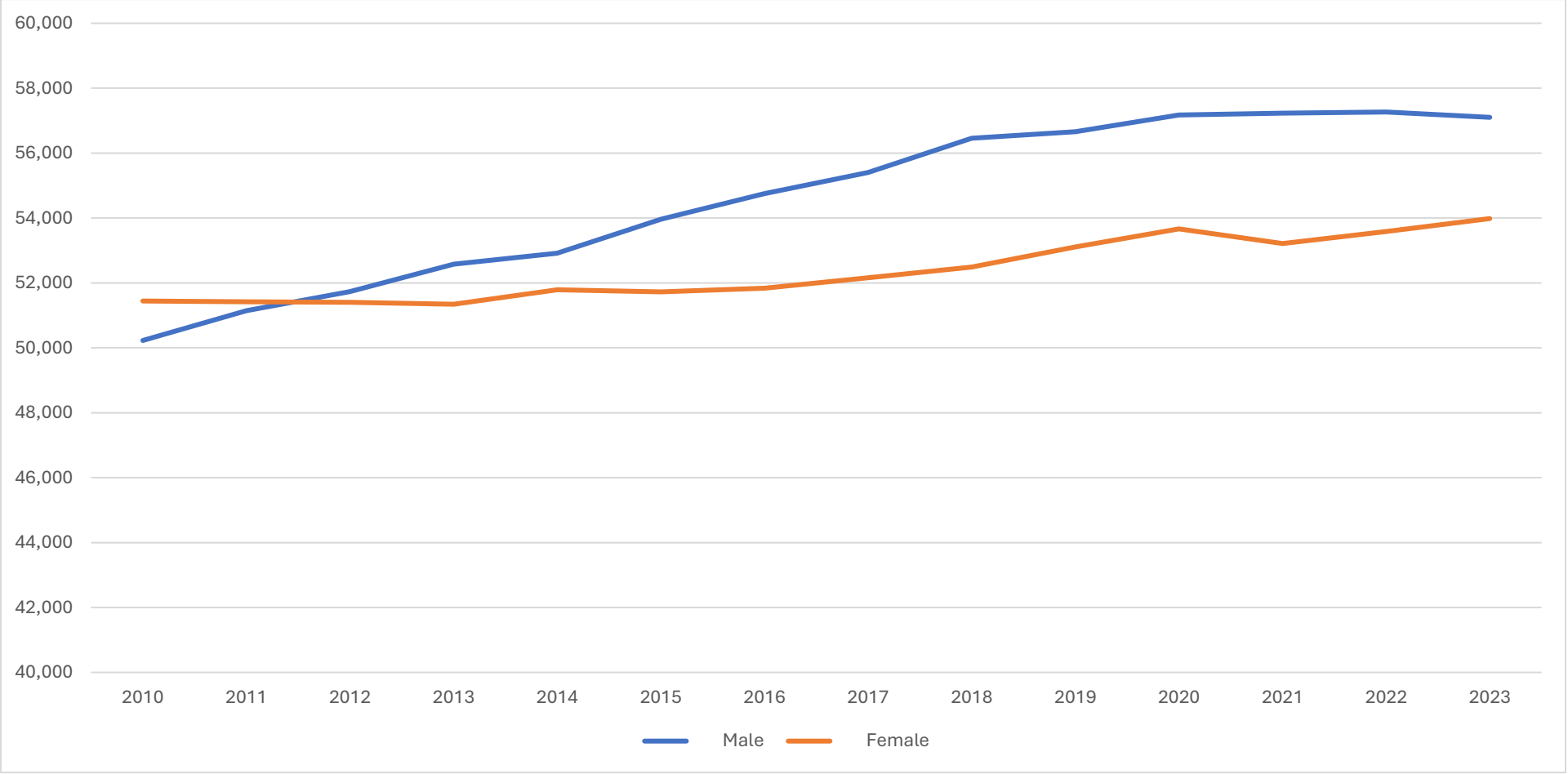
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP05



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

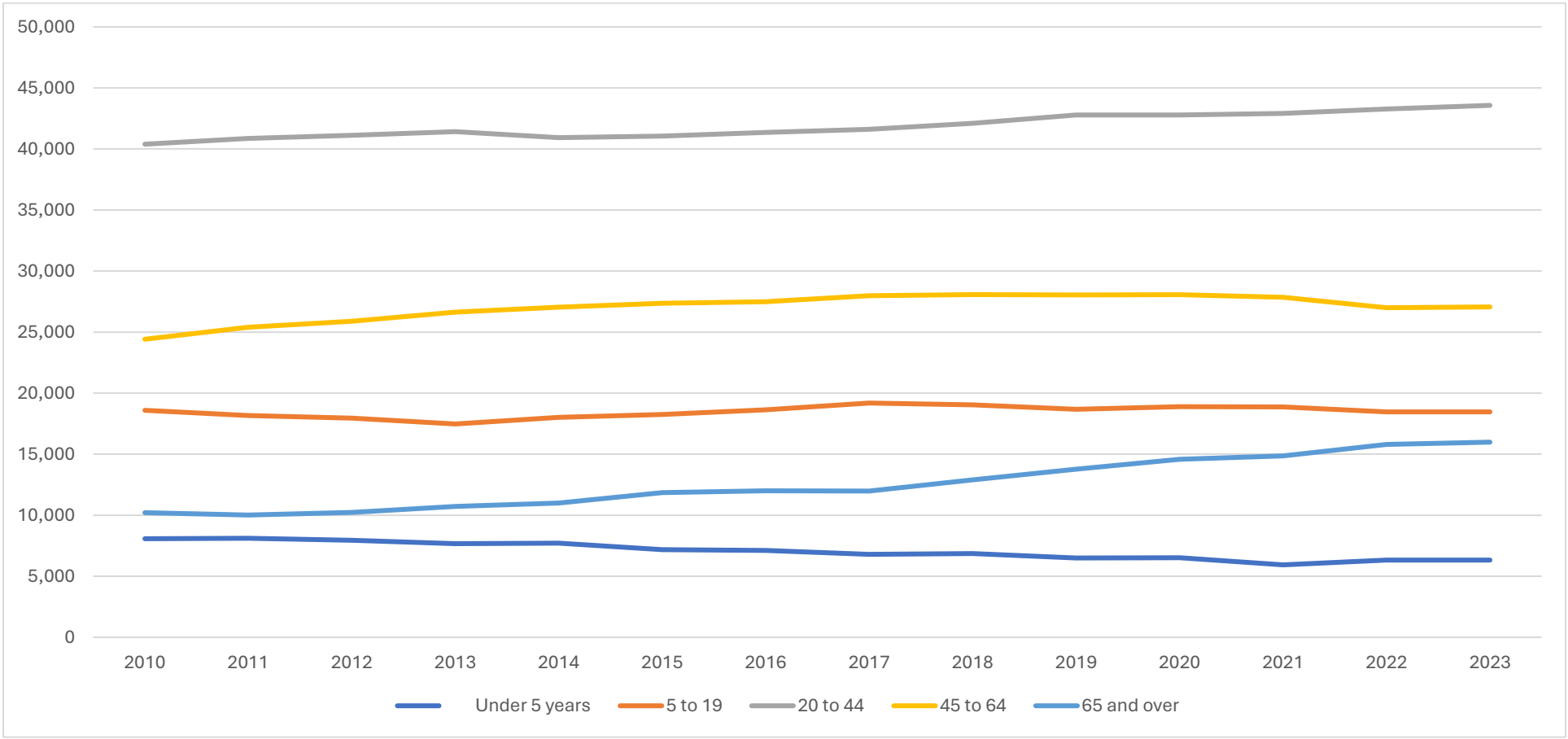
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP05



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

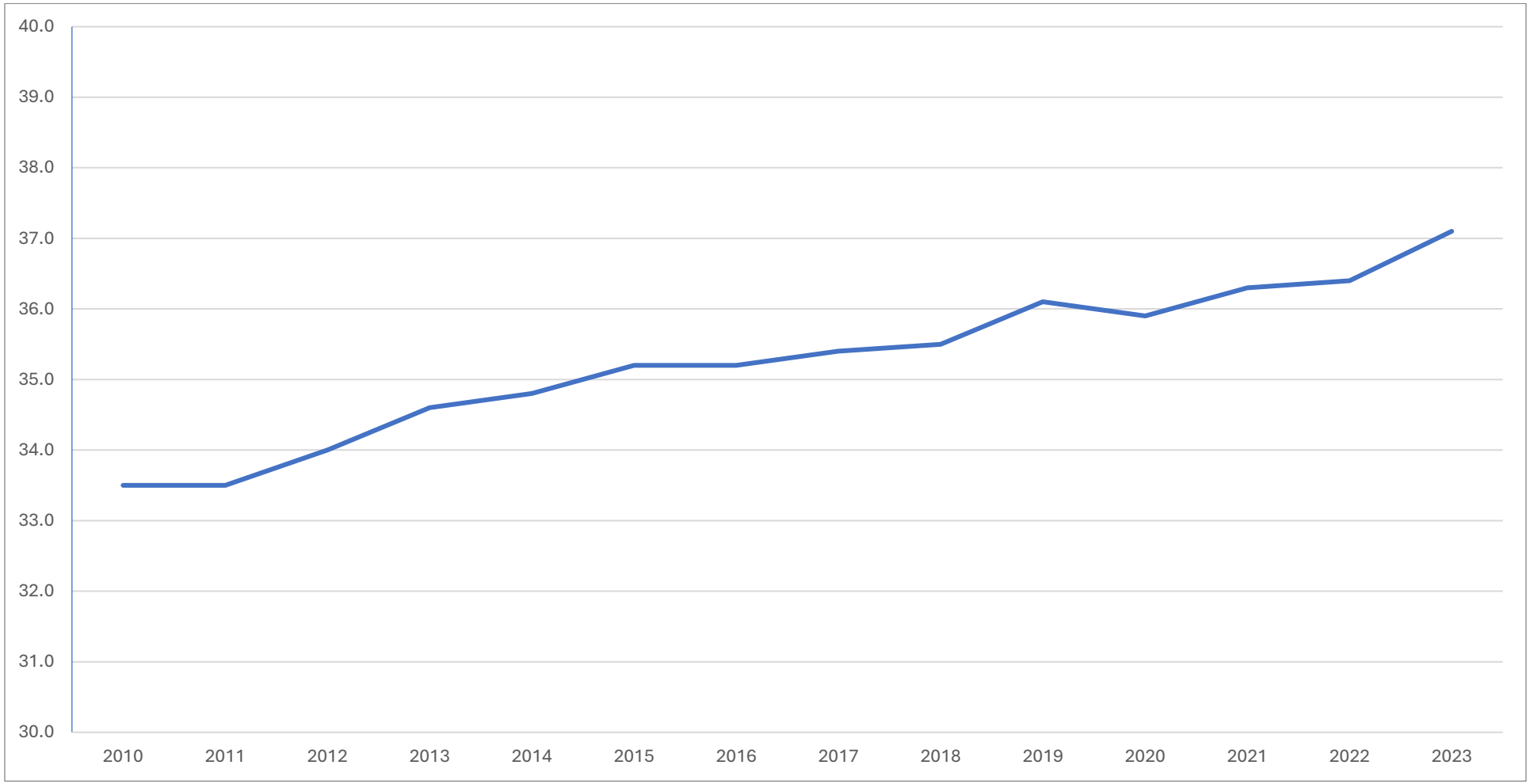
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP05



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

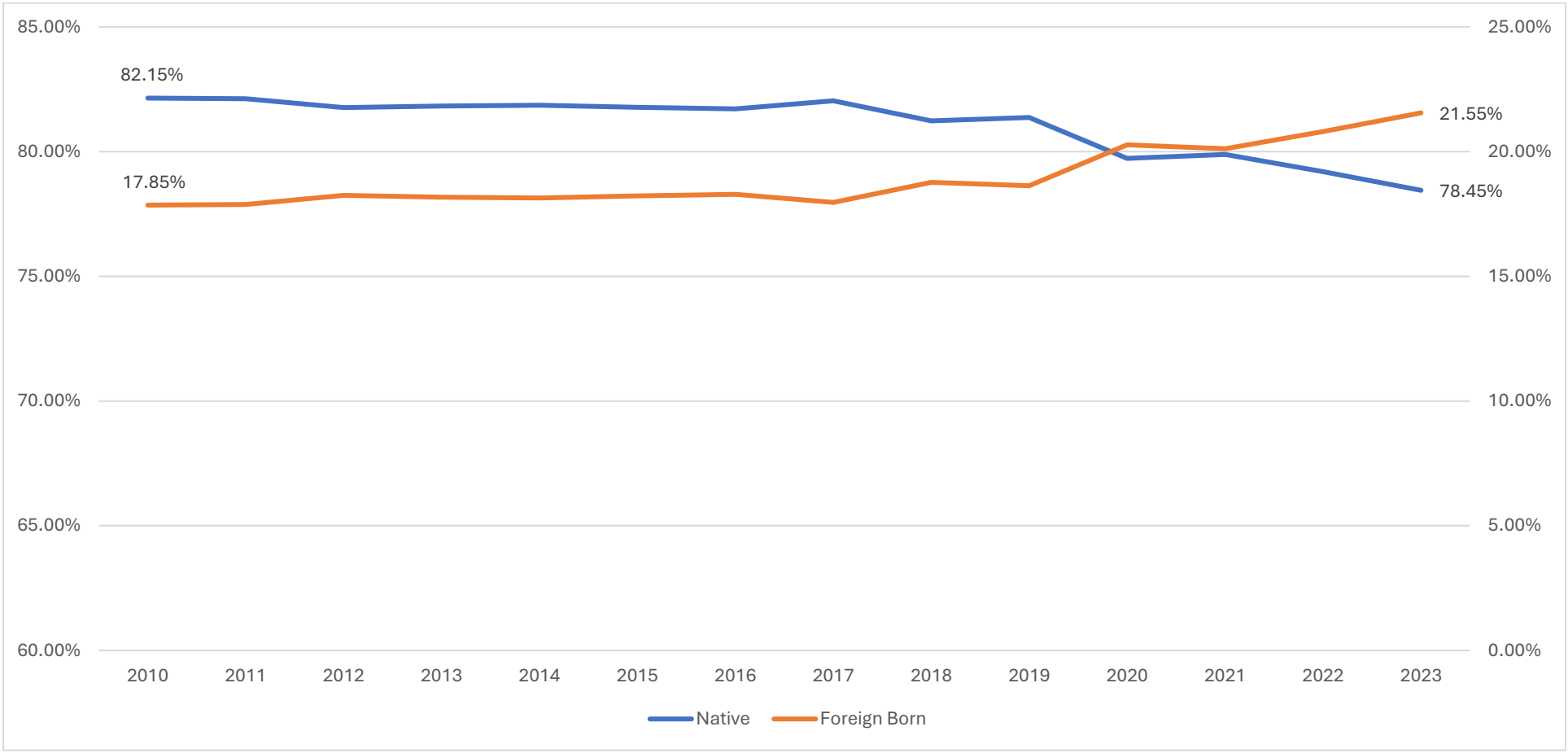
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP05



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

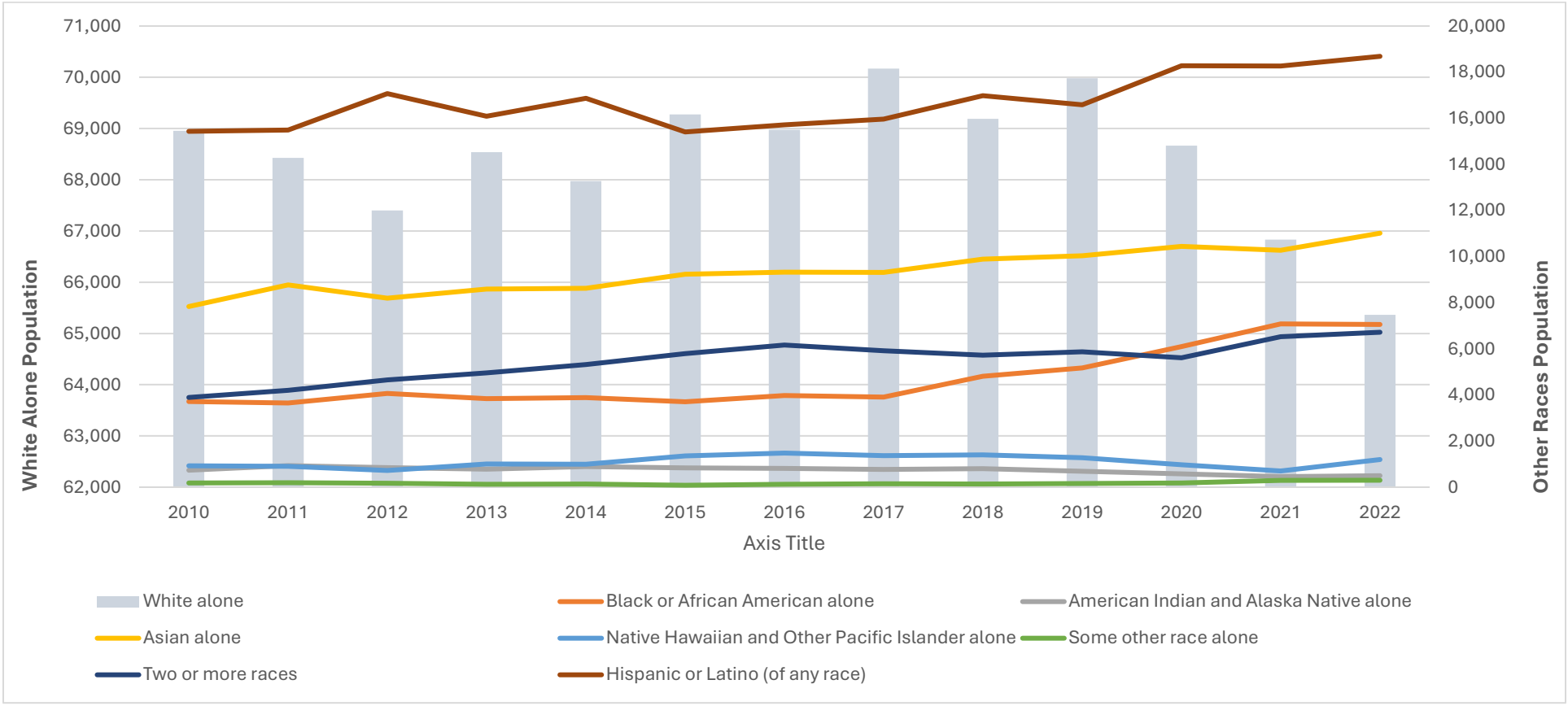
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP02



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

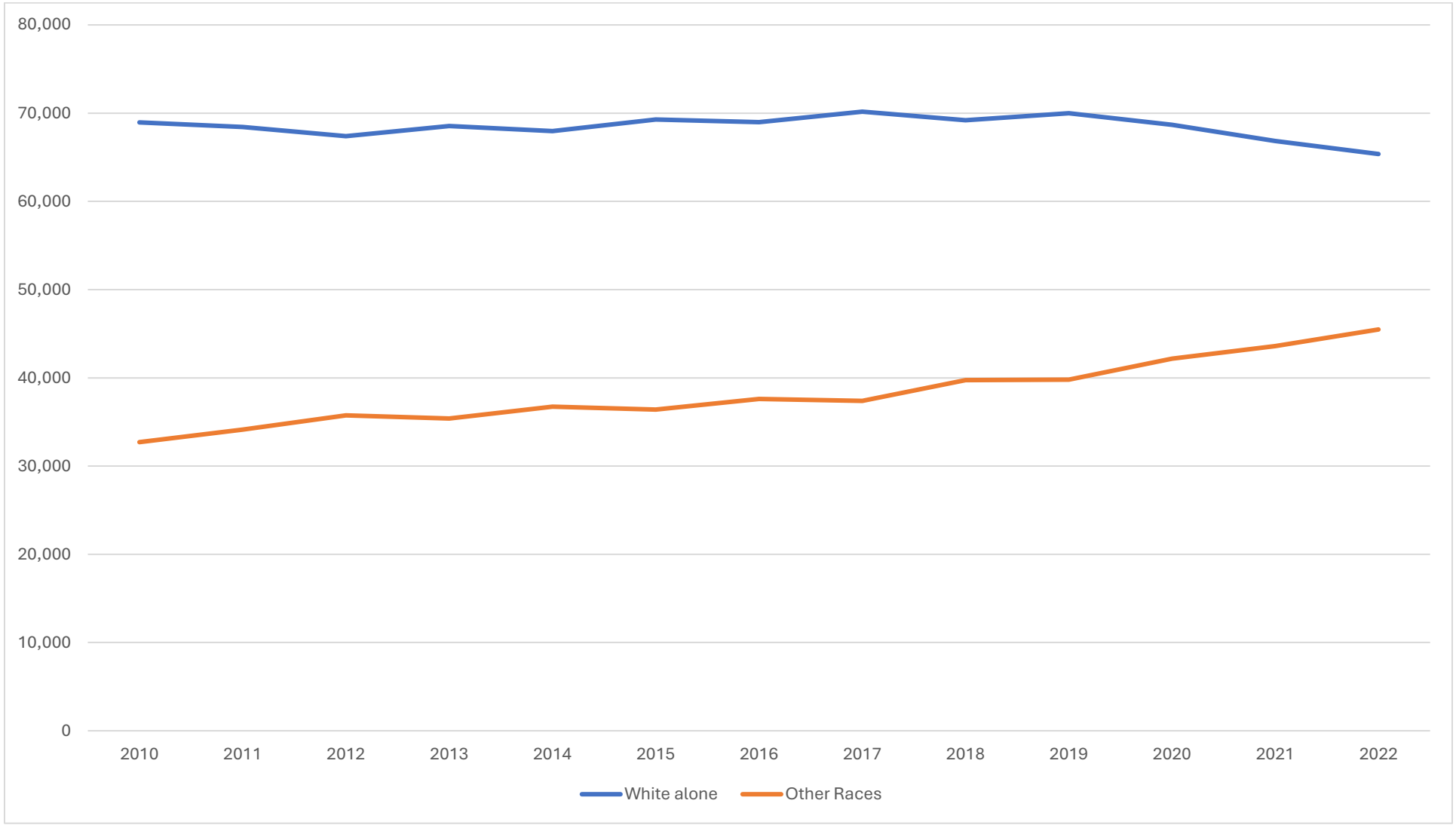
Source: 2010-2022 US Census ACS 5-Year Estimates, Table DP02



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

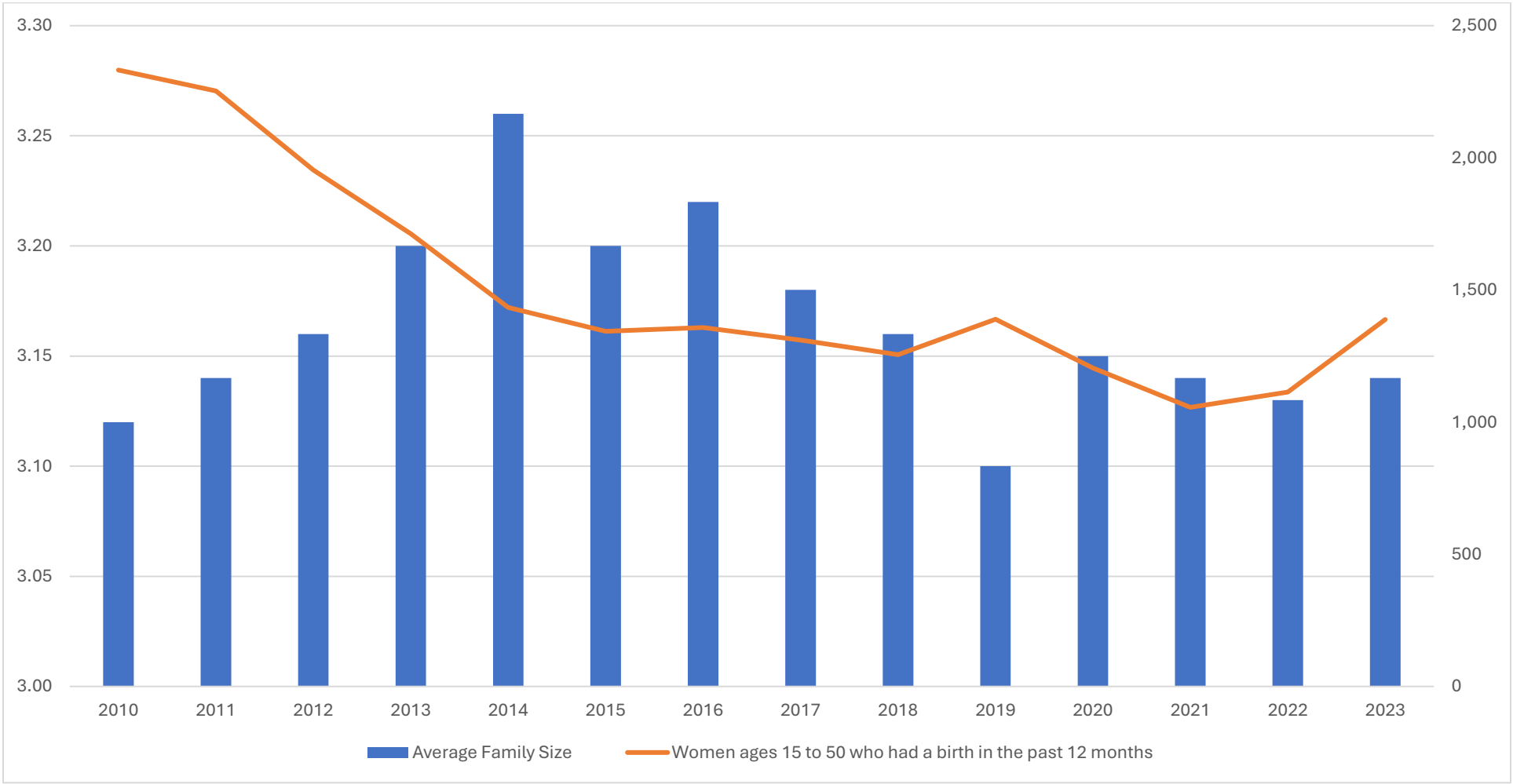
Source: 2010-2022 US Census ACS 5-Year Estimates, Table DP02



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

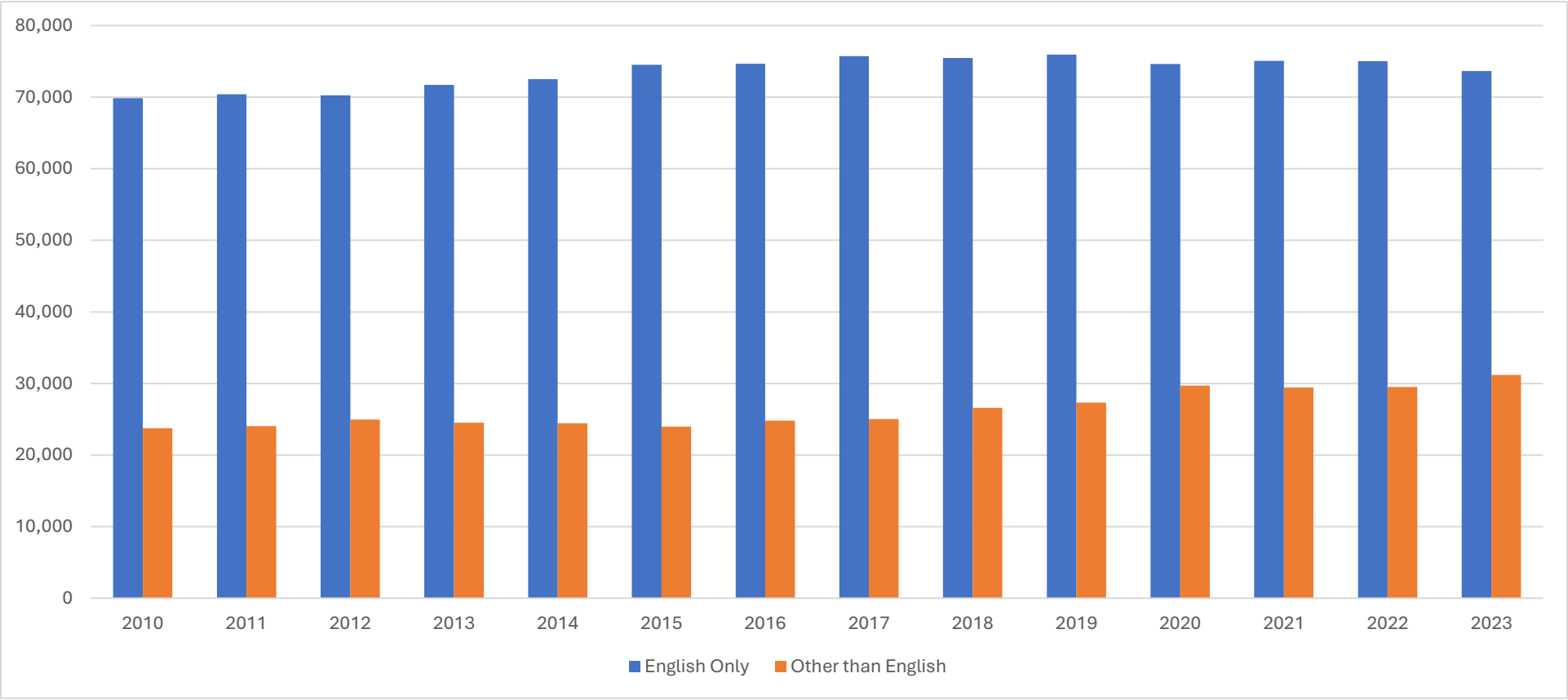
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP02



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

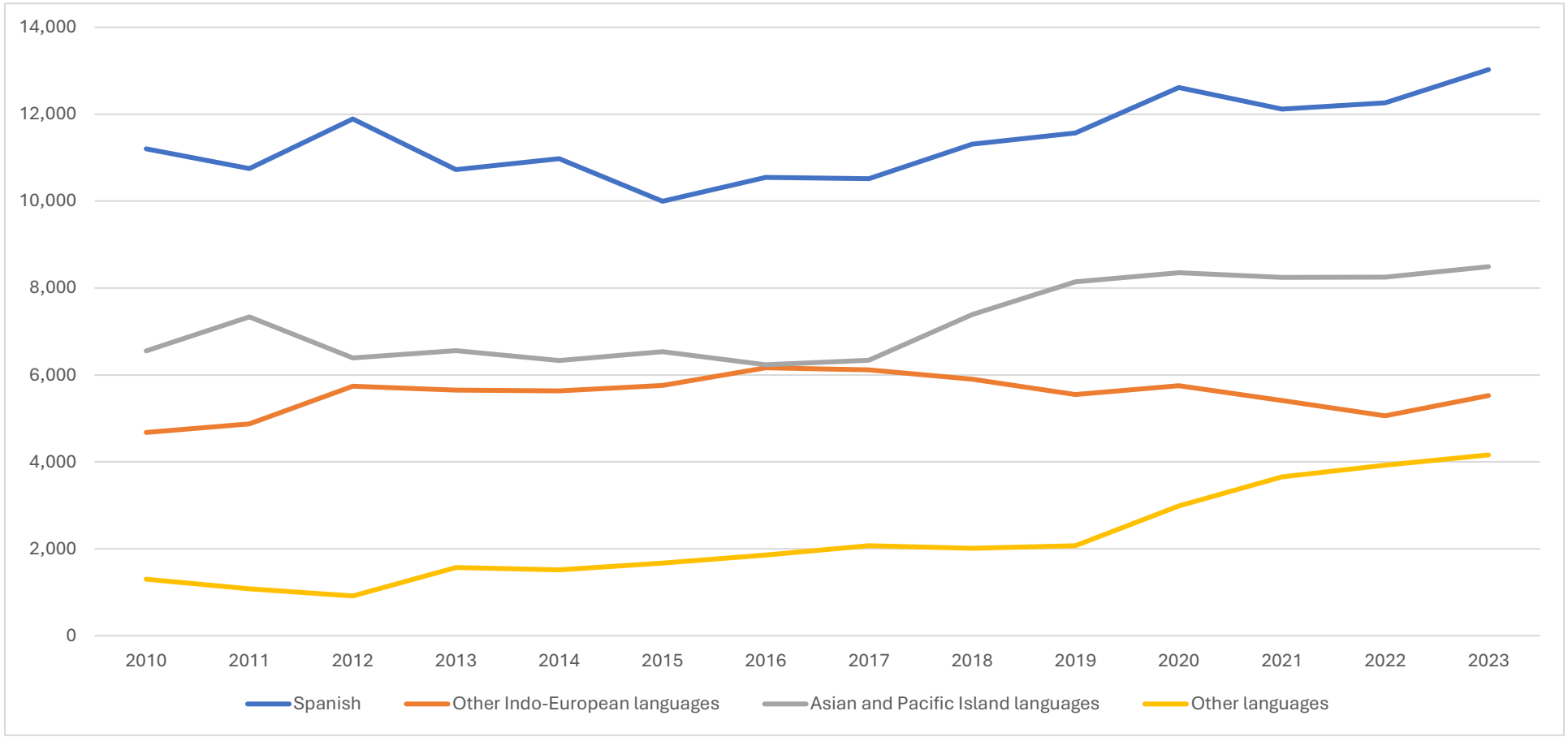
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP02



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	2,4042	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

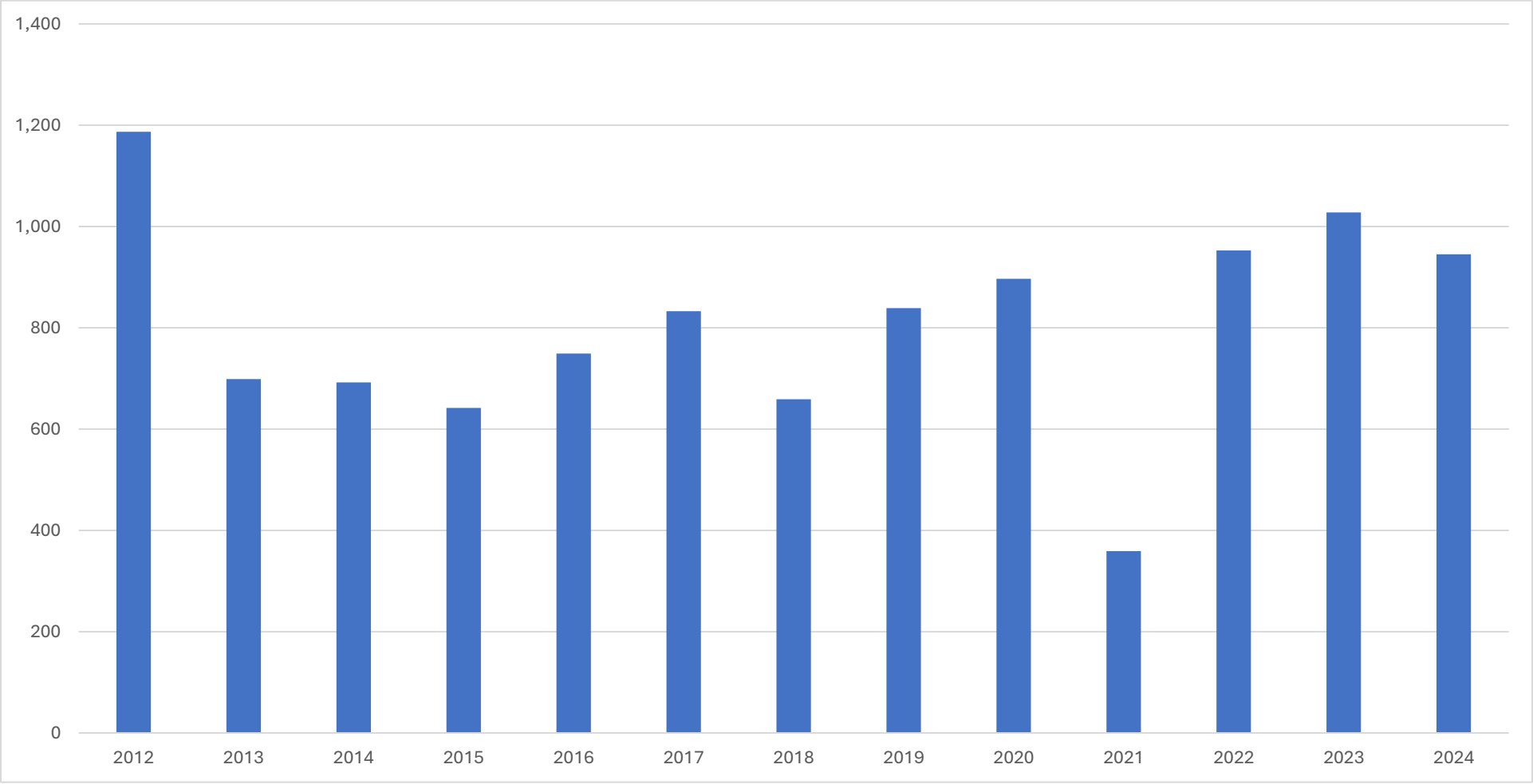
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP02



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

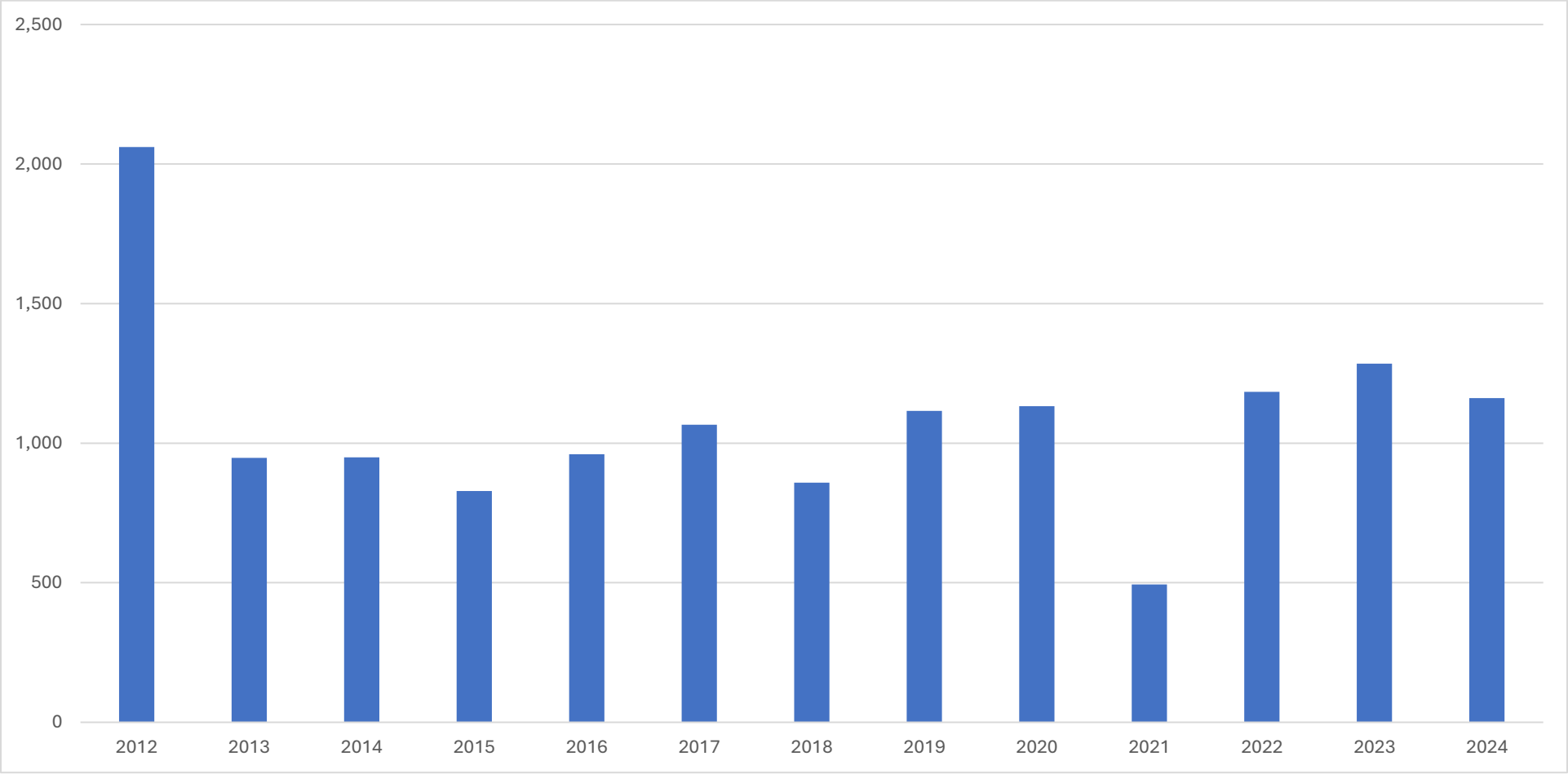
Source: 2012-2024 US HUD Continuum of Care Homeless Assistance Program Homeless Population and Subpopulations



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

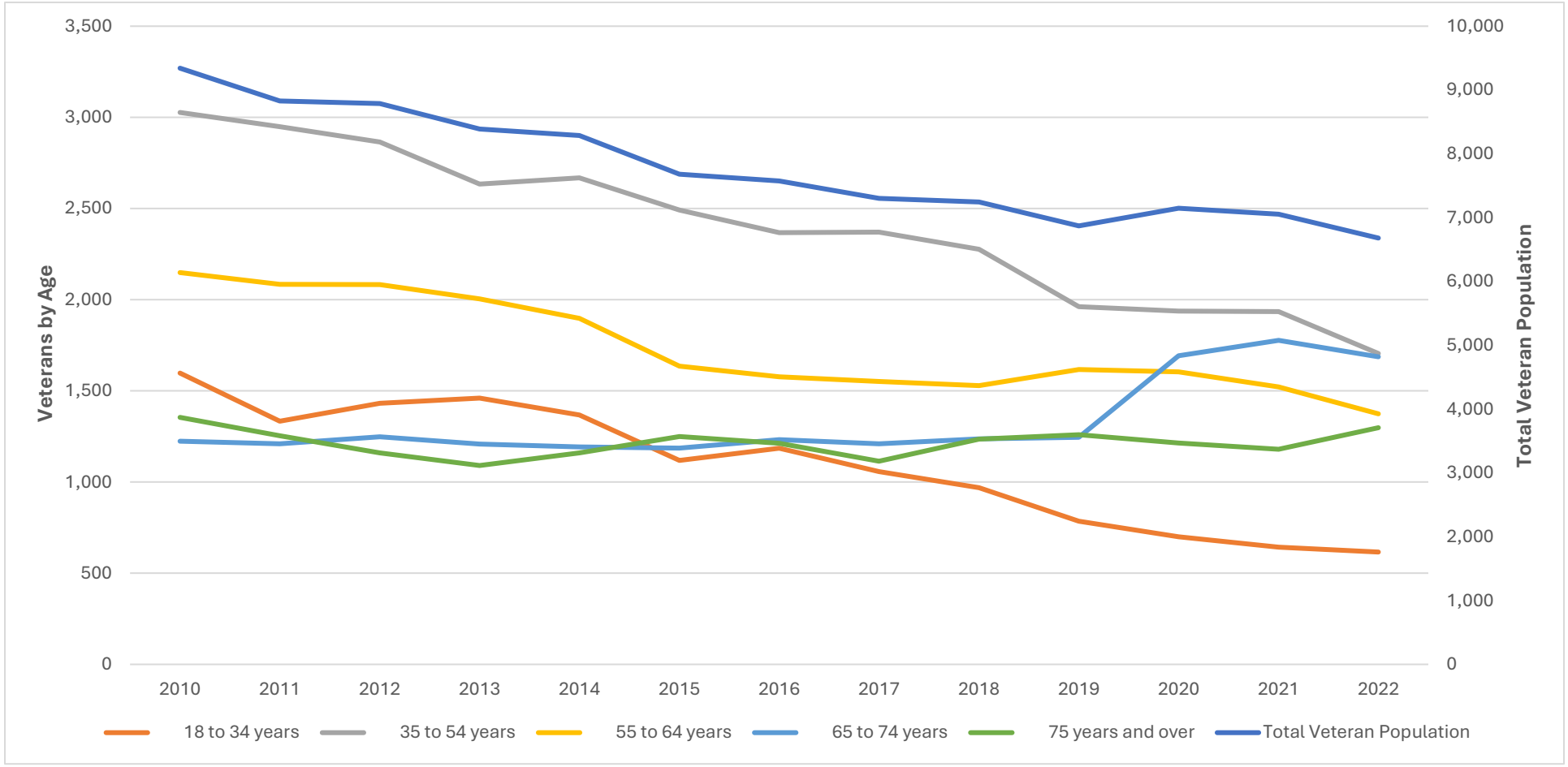
Source: 2012-2024 US HUD Continuum of Care Homeless Assistance Program Homeless Population and Subpopulations



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

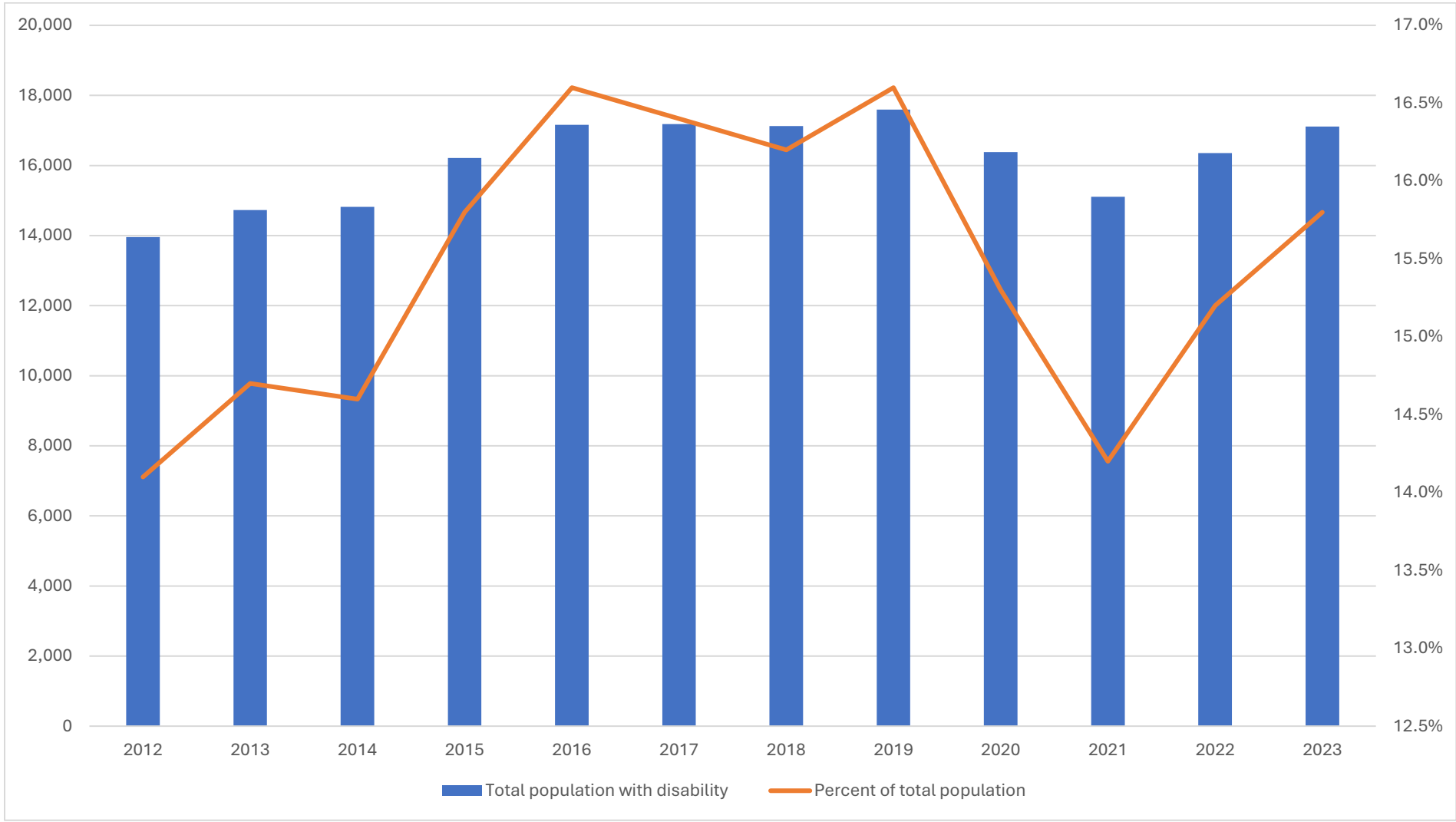
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S2101



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%

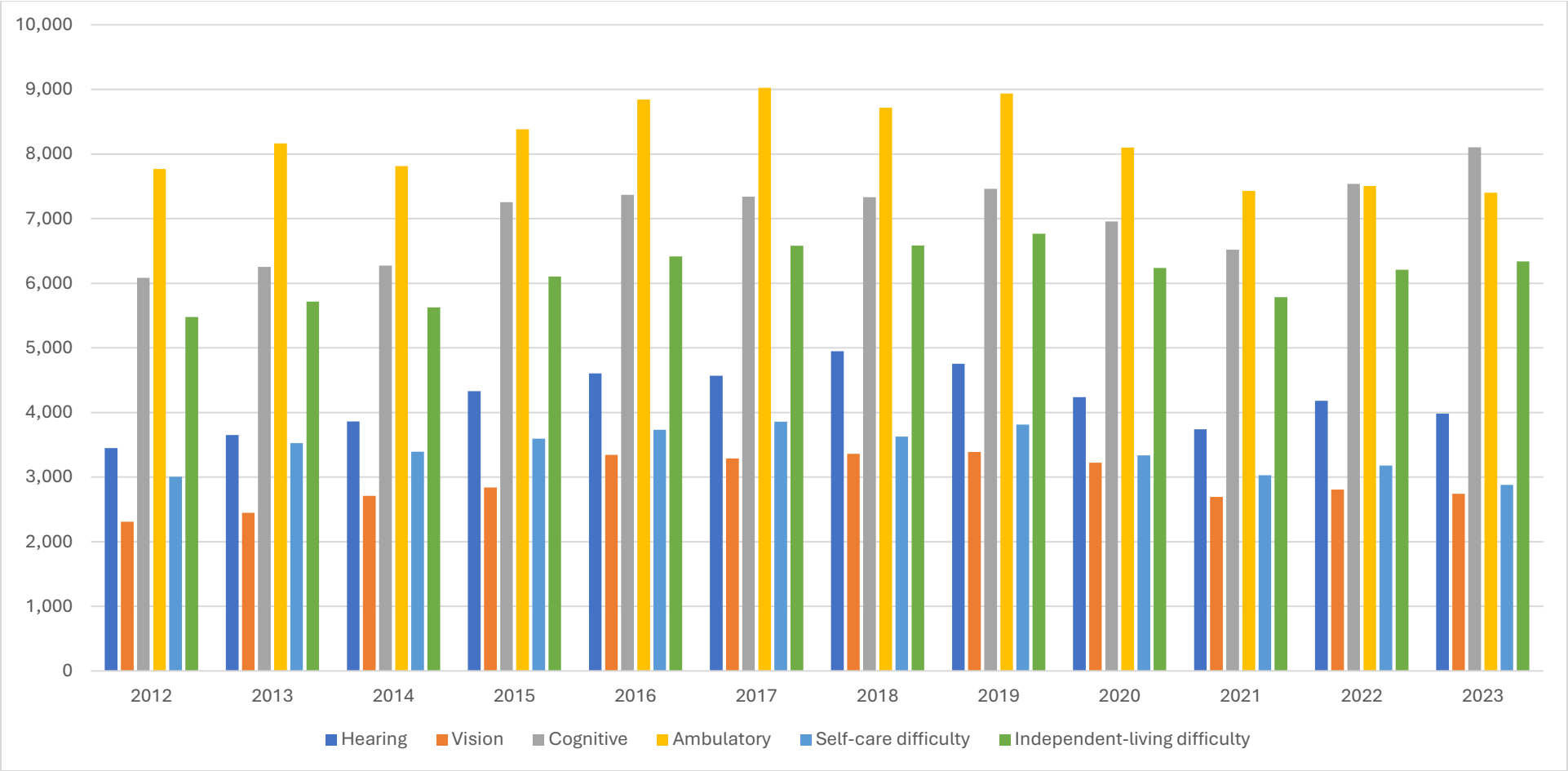
Source: 2012-2023 US Census ACS 5-Year Estimates, Table S1810



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

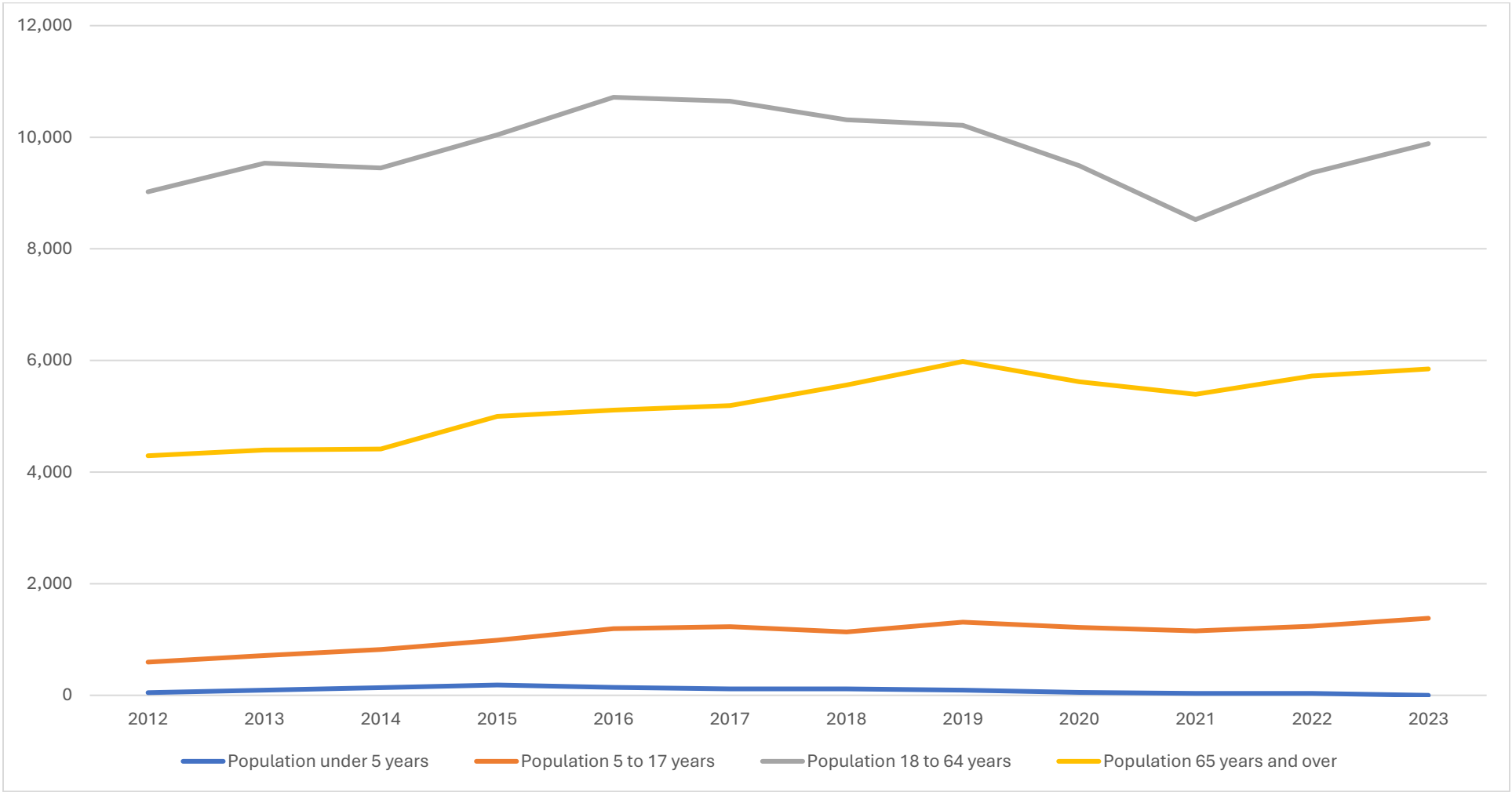
Source: 2012-2023 US Census ACS 5-Year Estimates, Table S1810



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

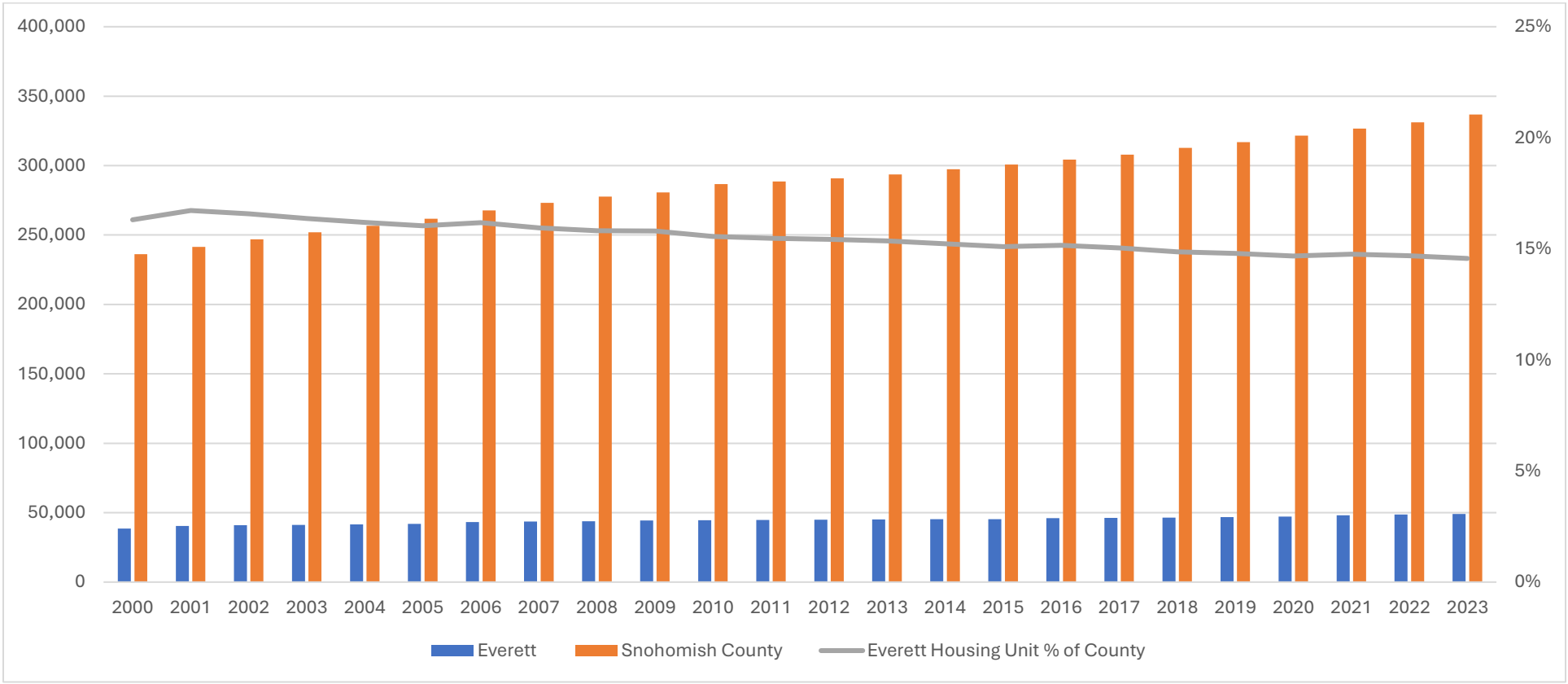


19. Everett and Snohomish County Total Housing Units and Proportion (2000-2023)

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%

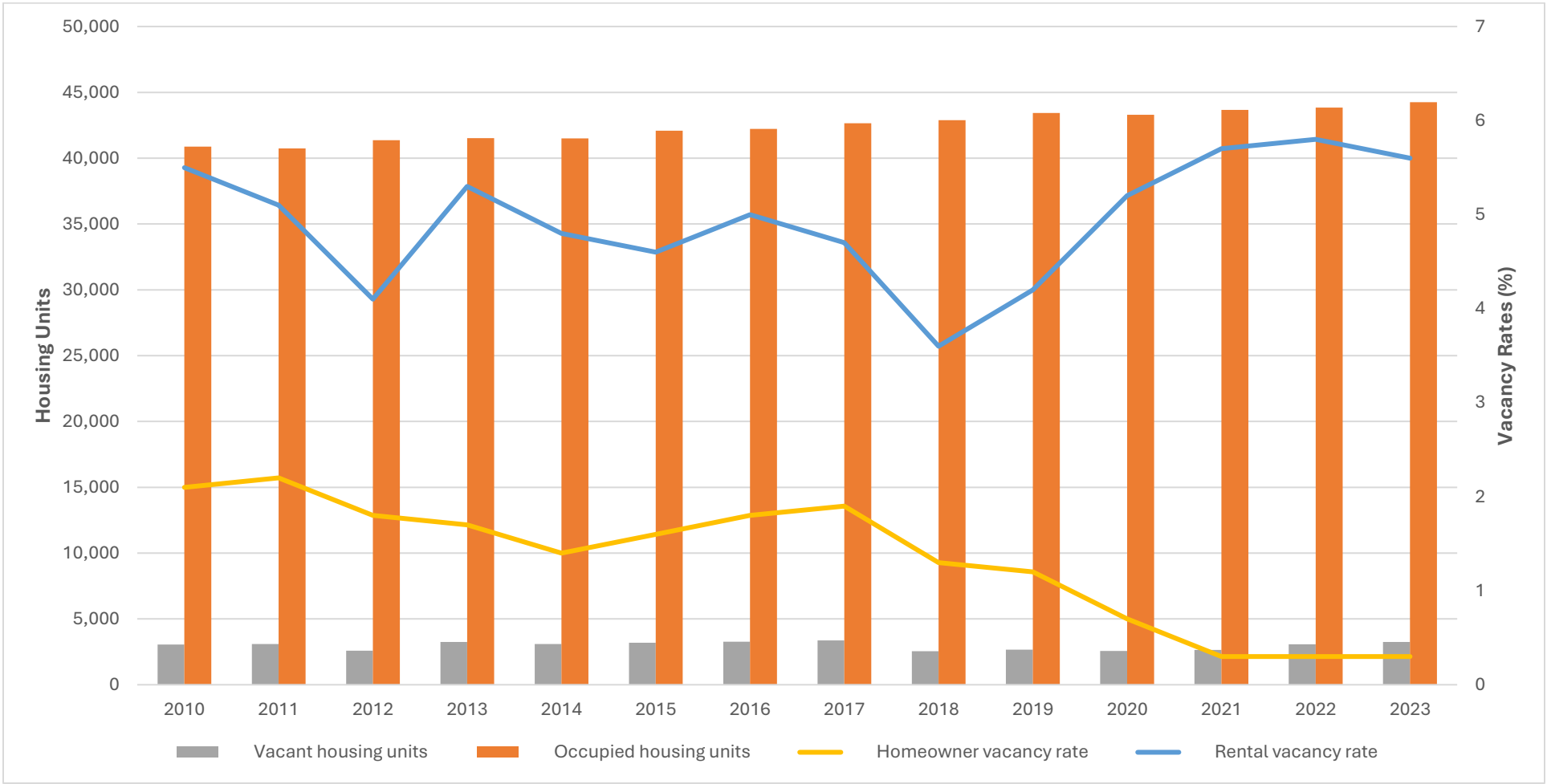
Source: Washington State Office of Financial Management



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

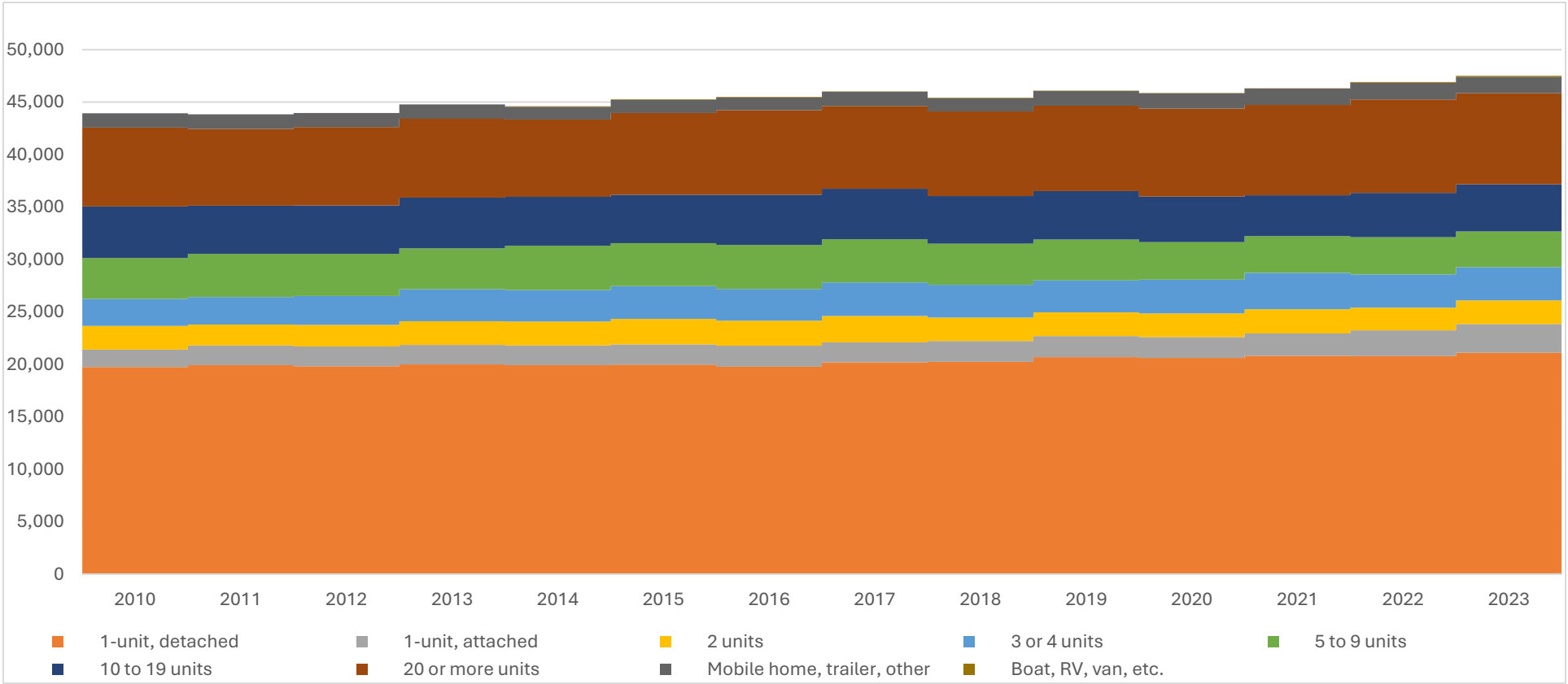
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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

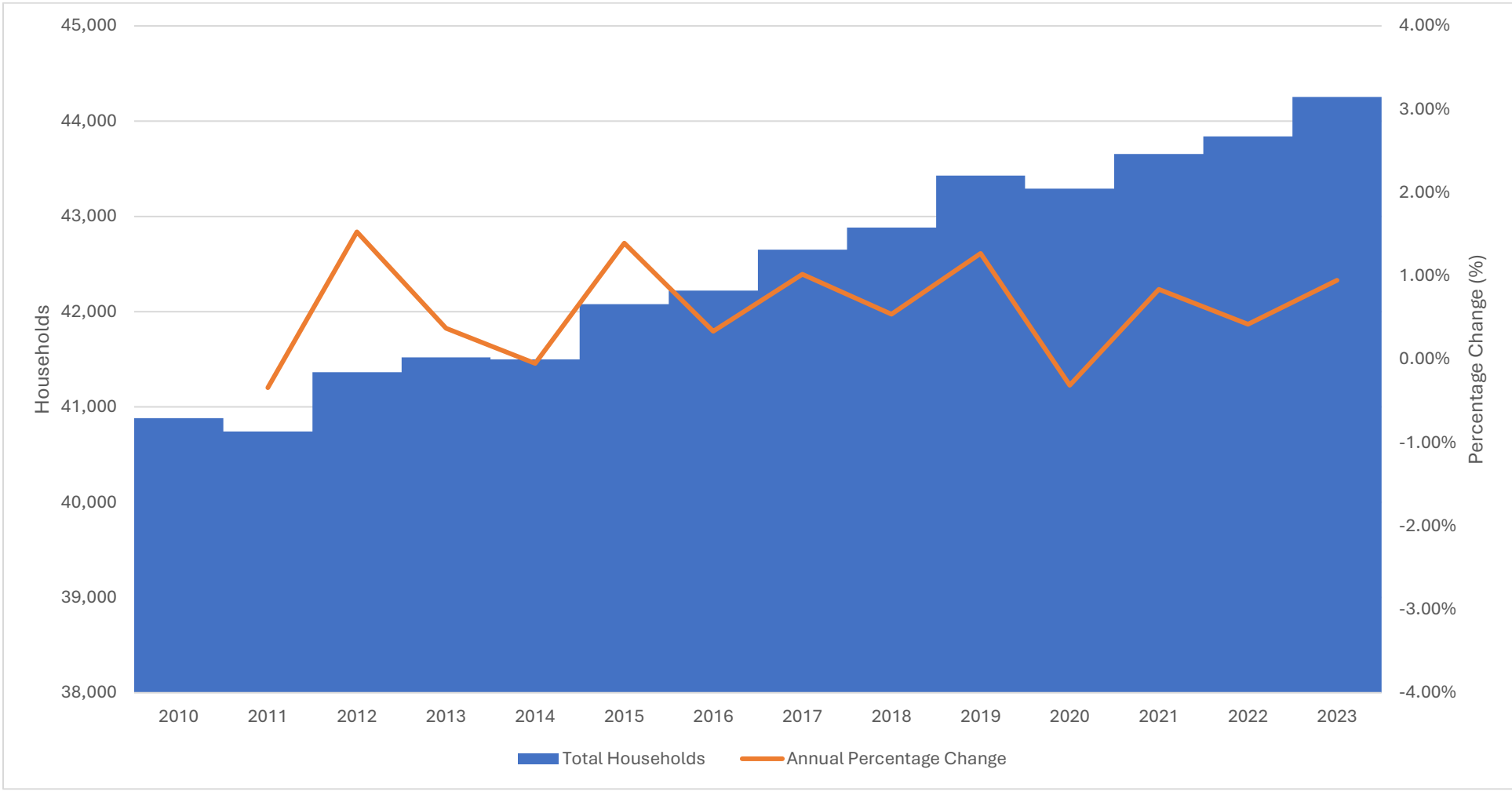
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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%

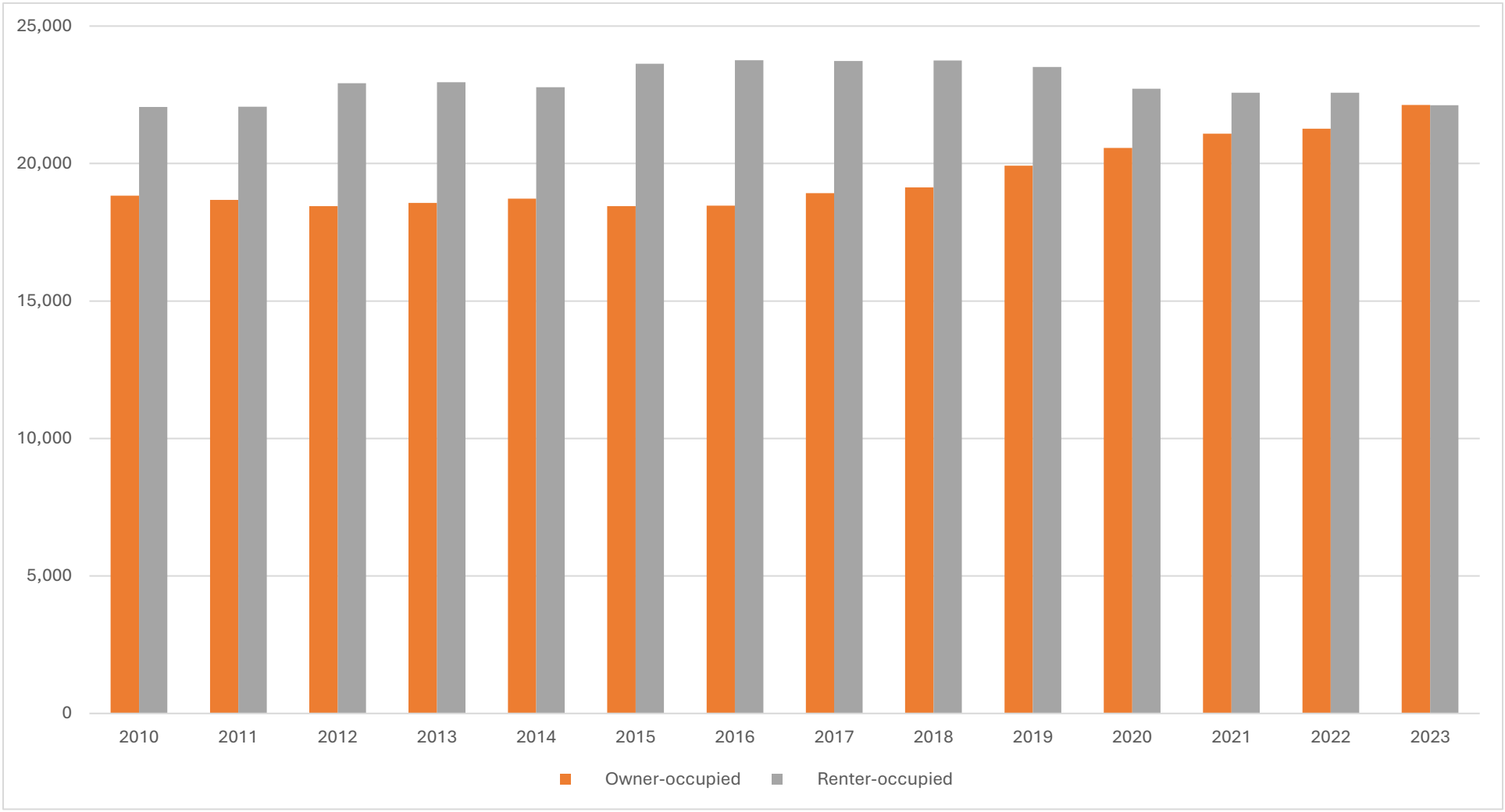
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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

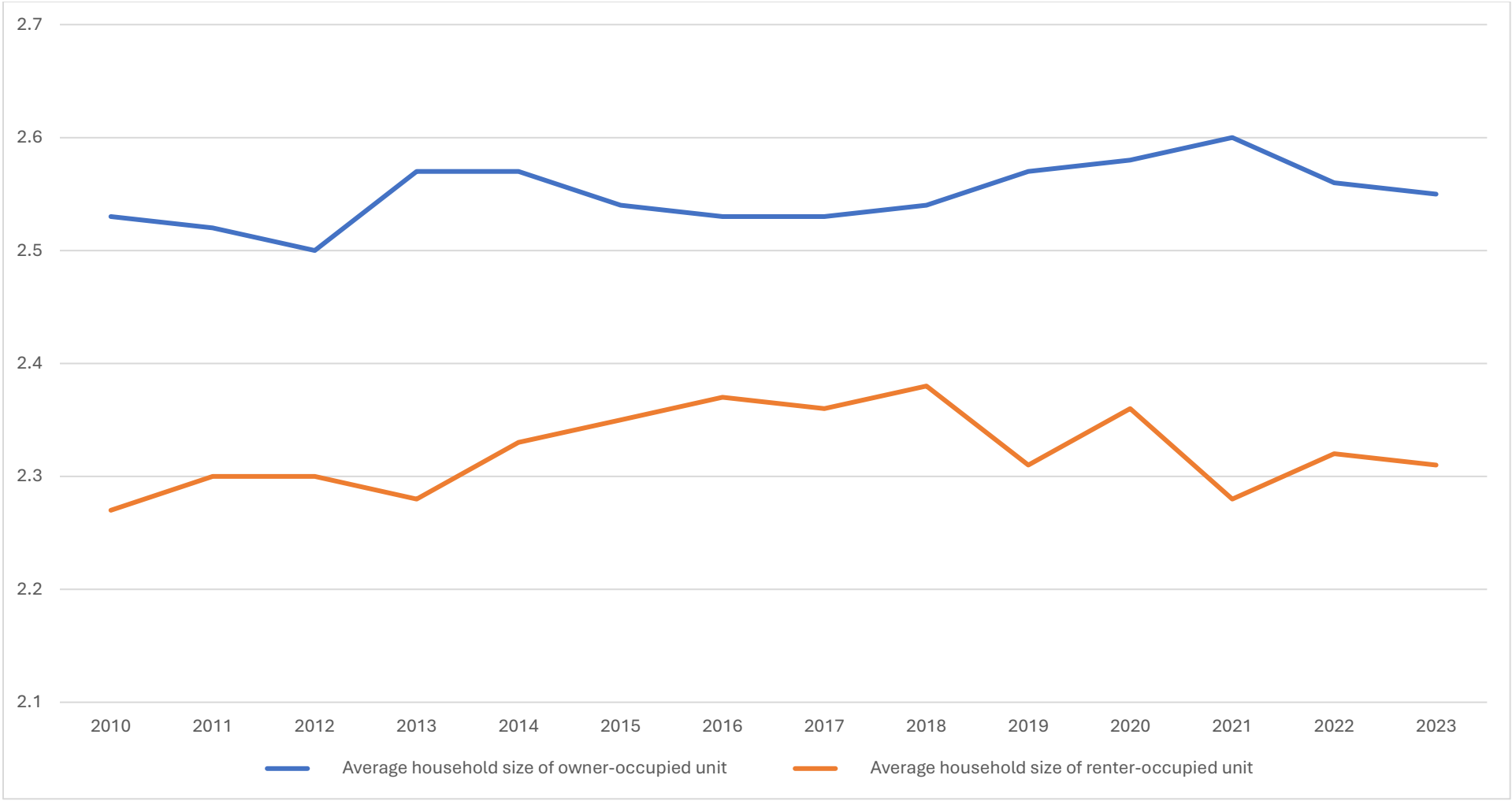
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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

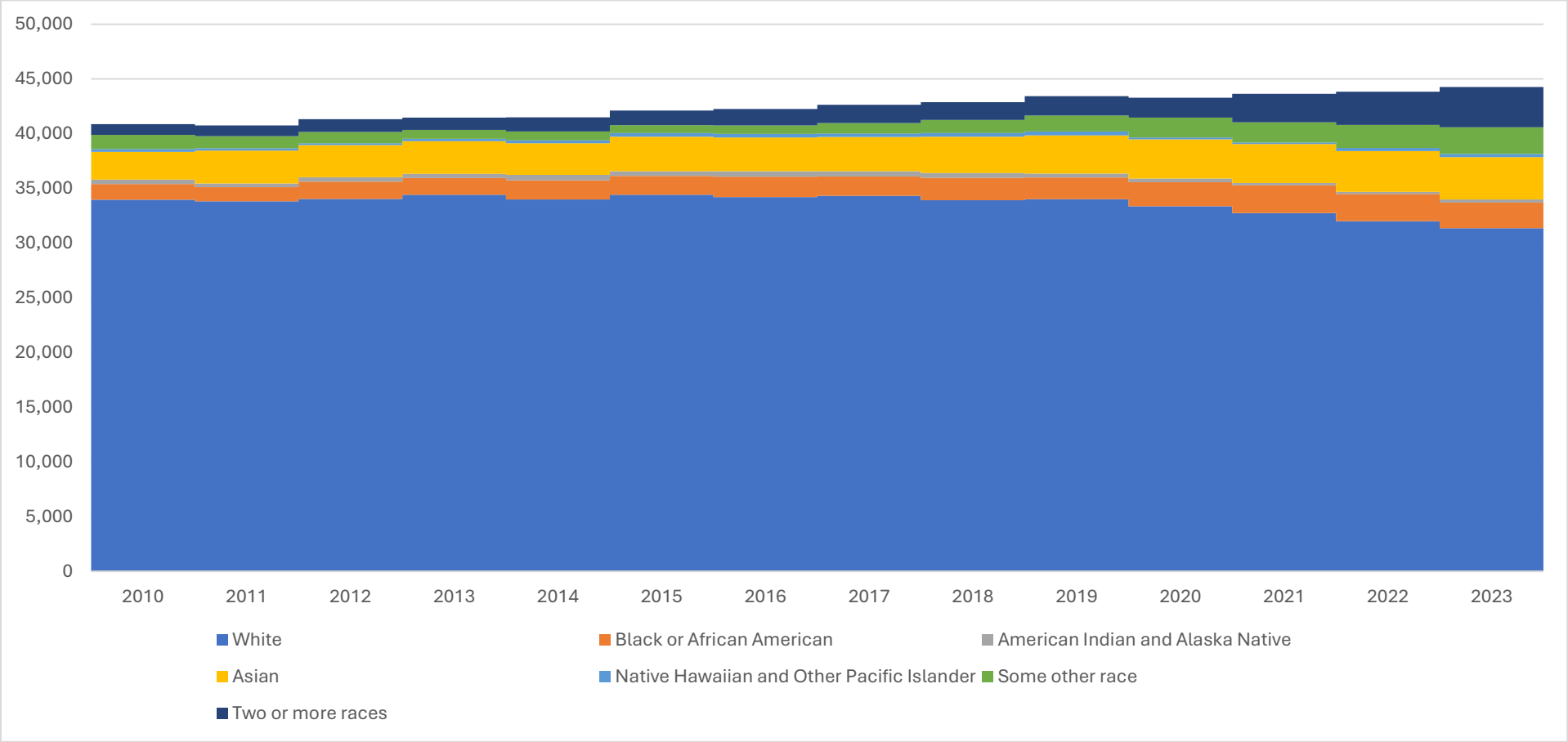
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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

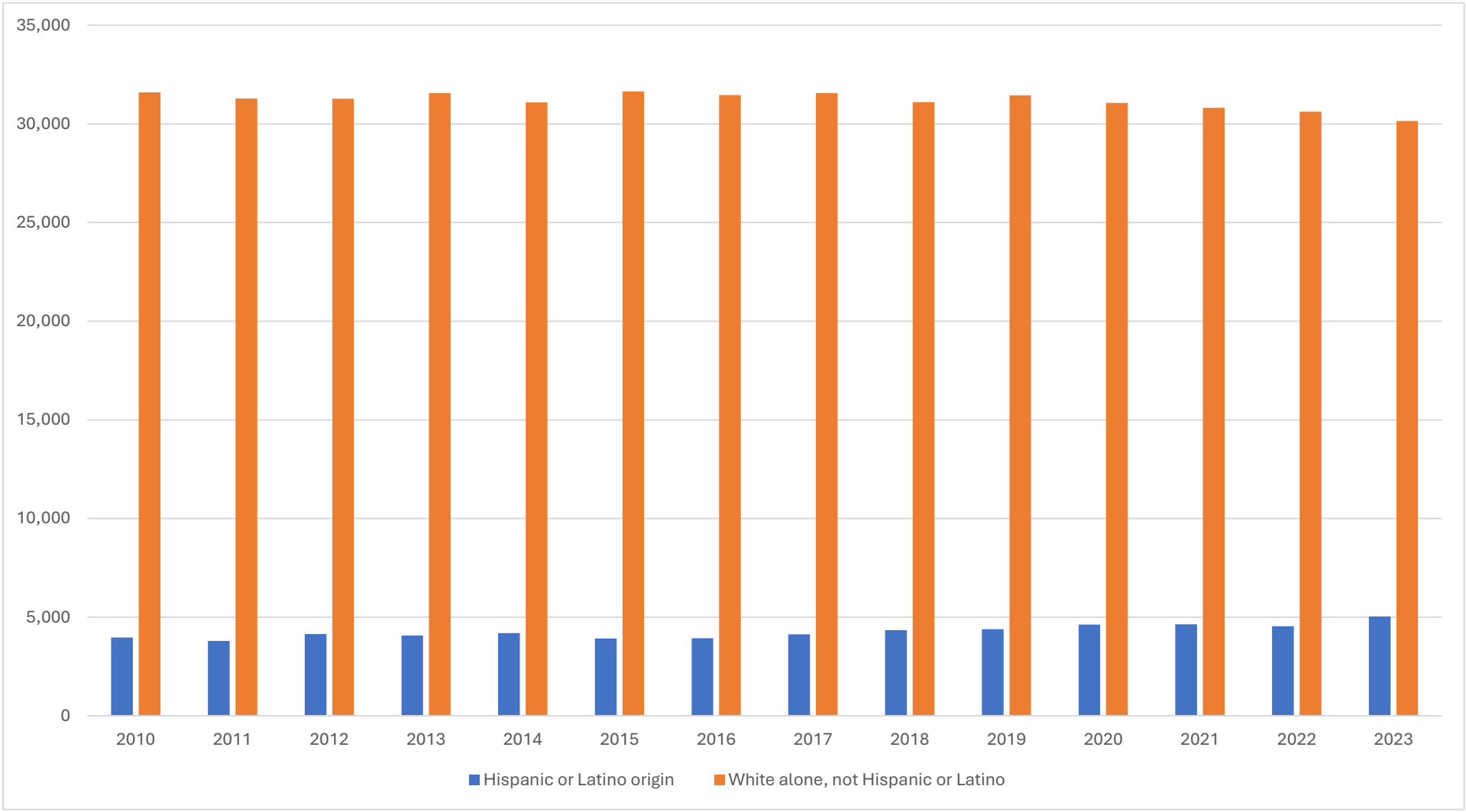
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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

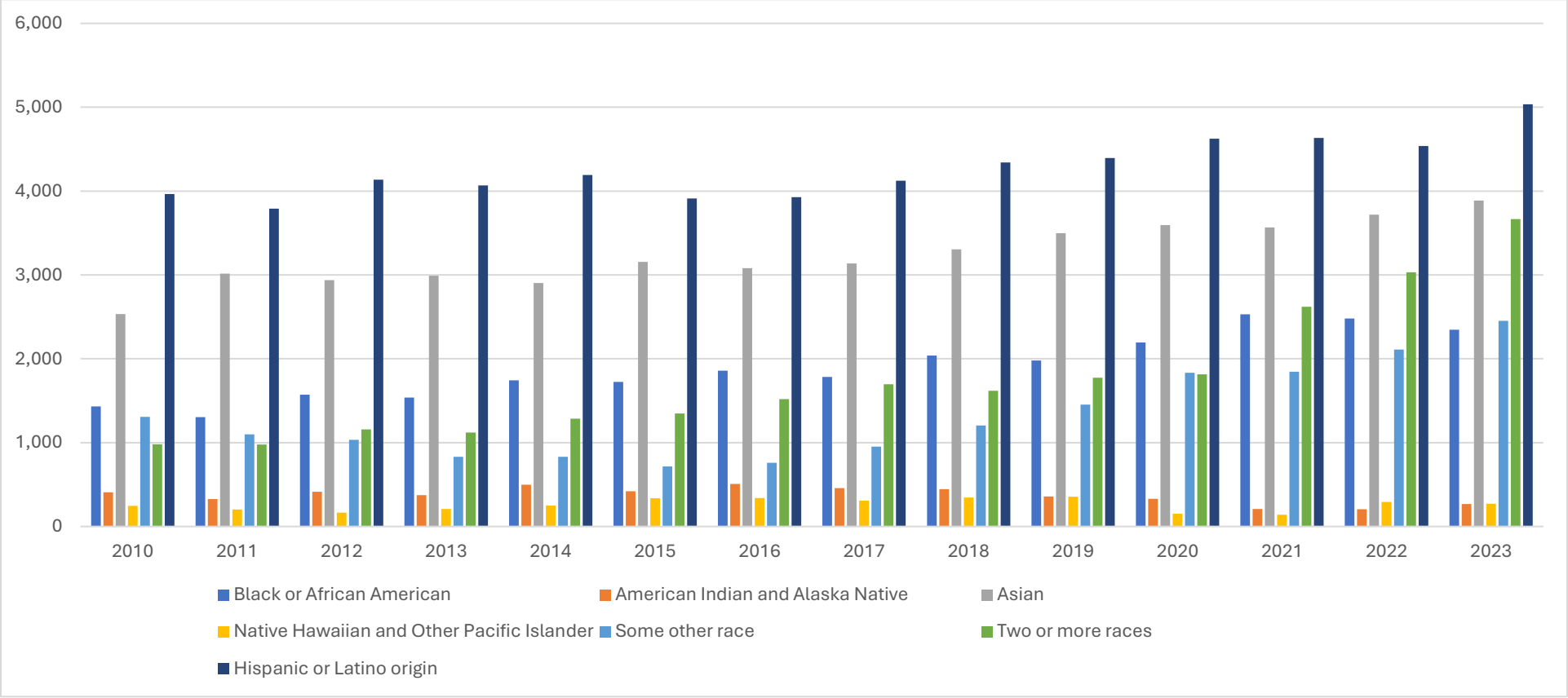
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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

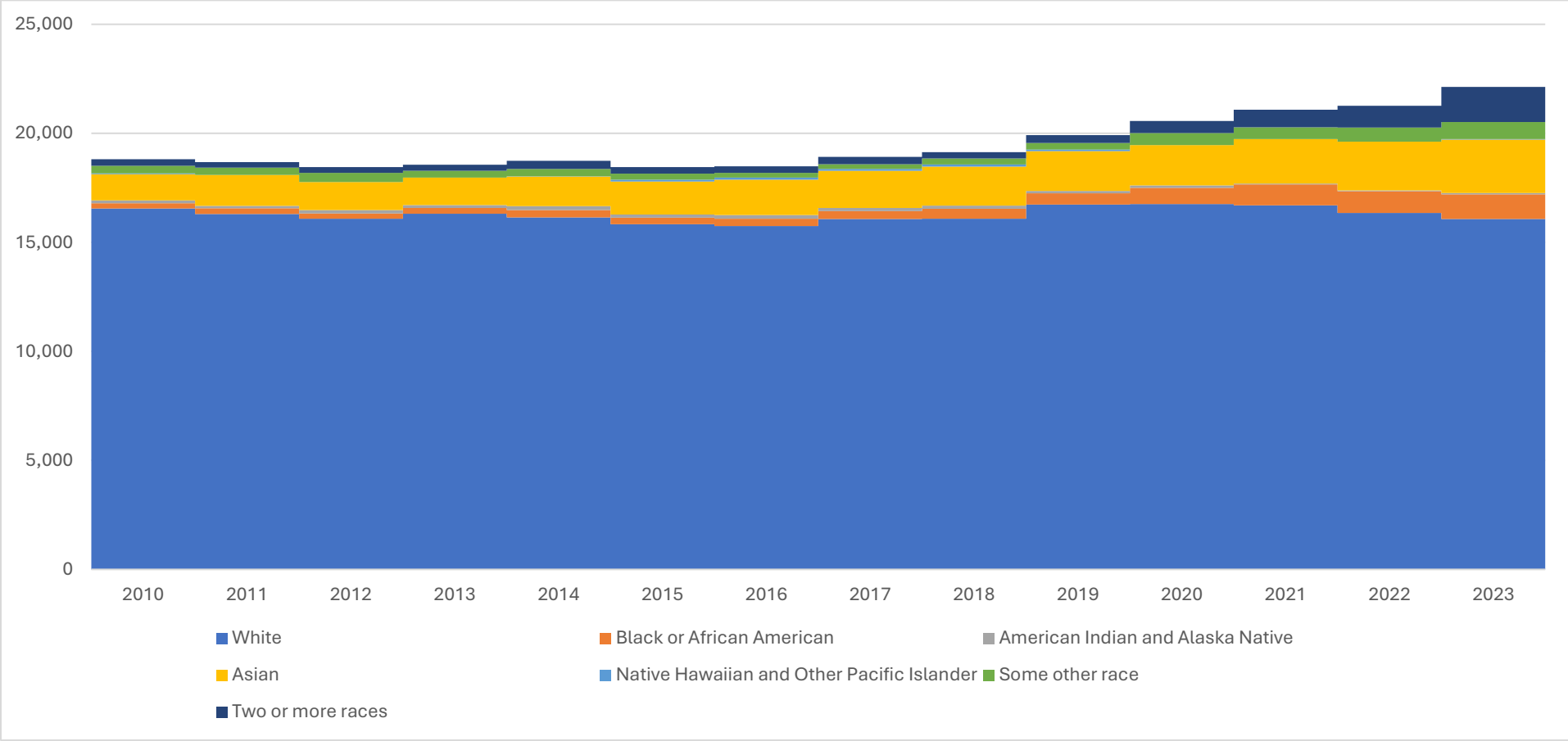
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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

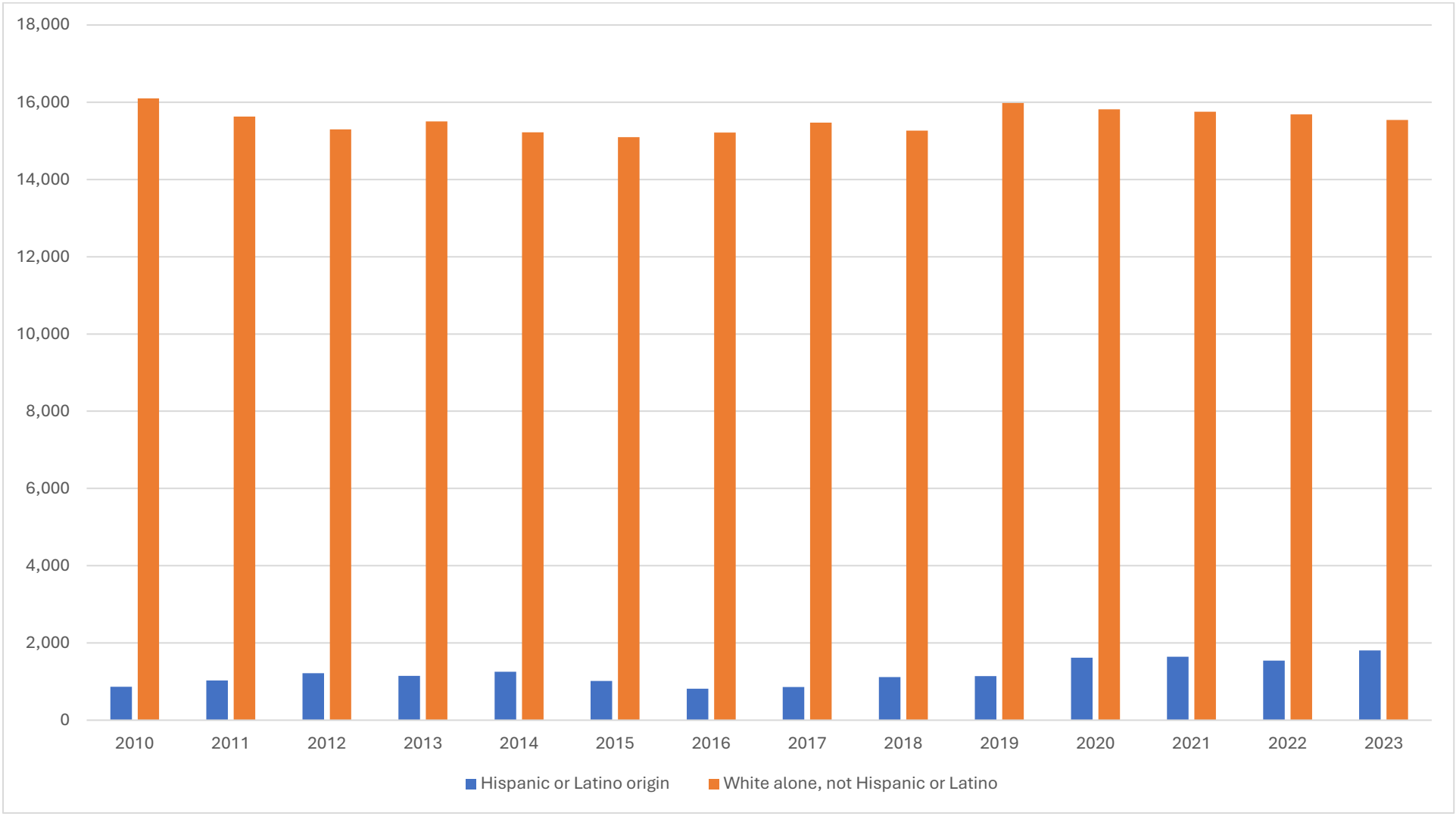
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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

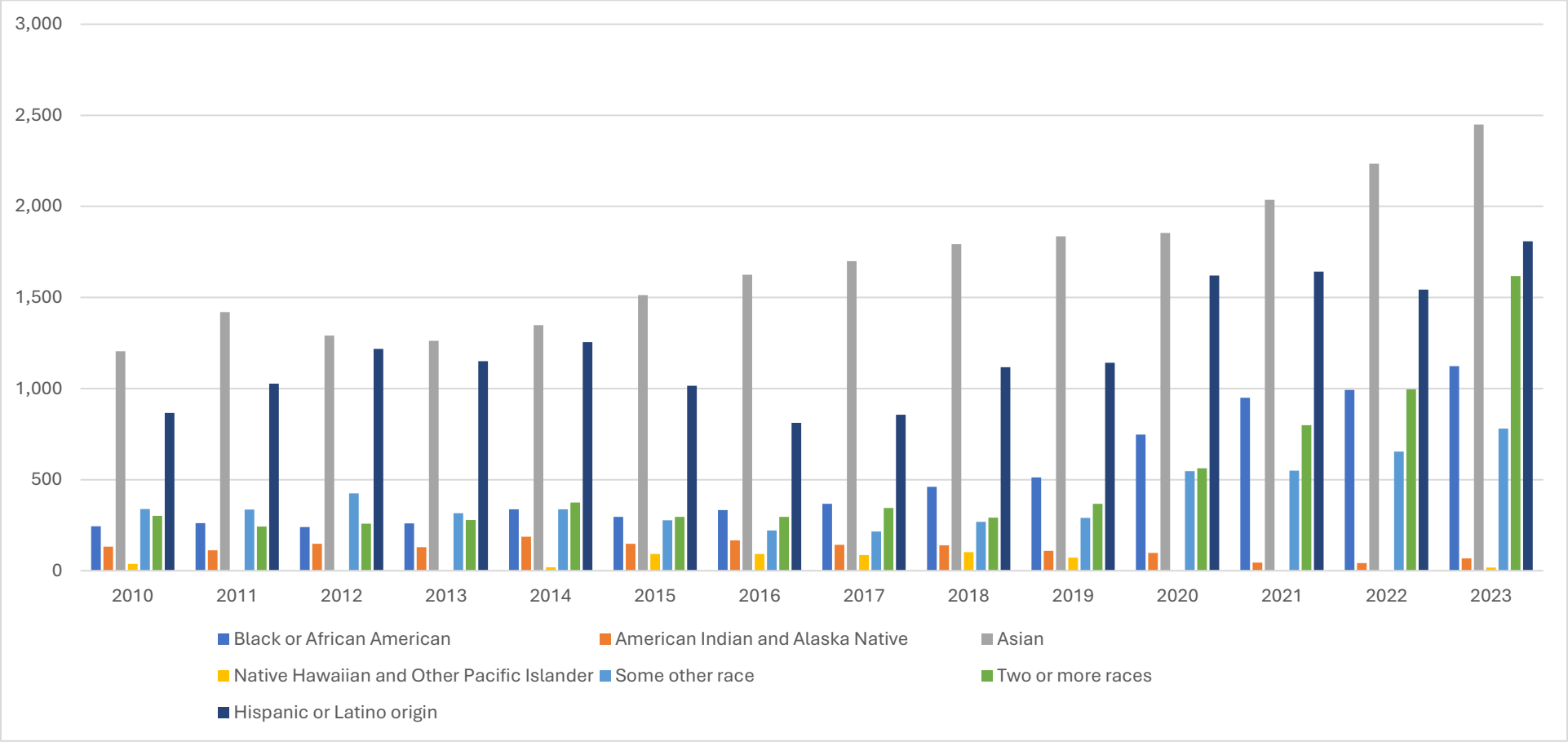
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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

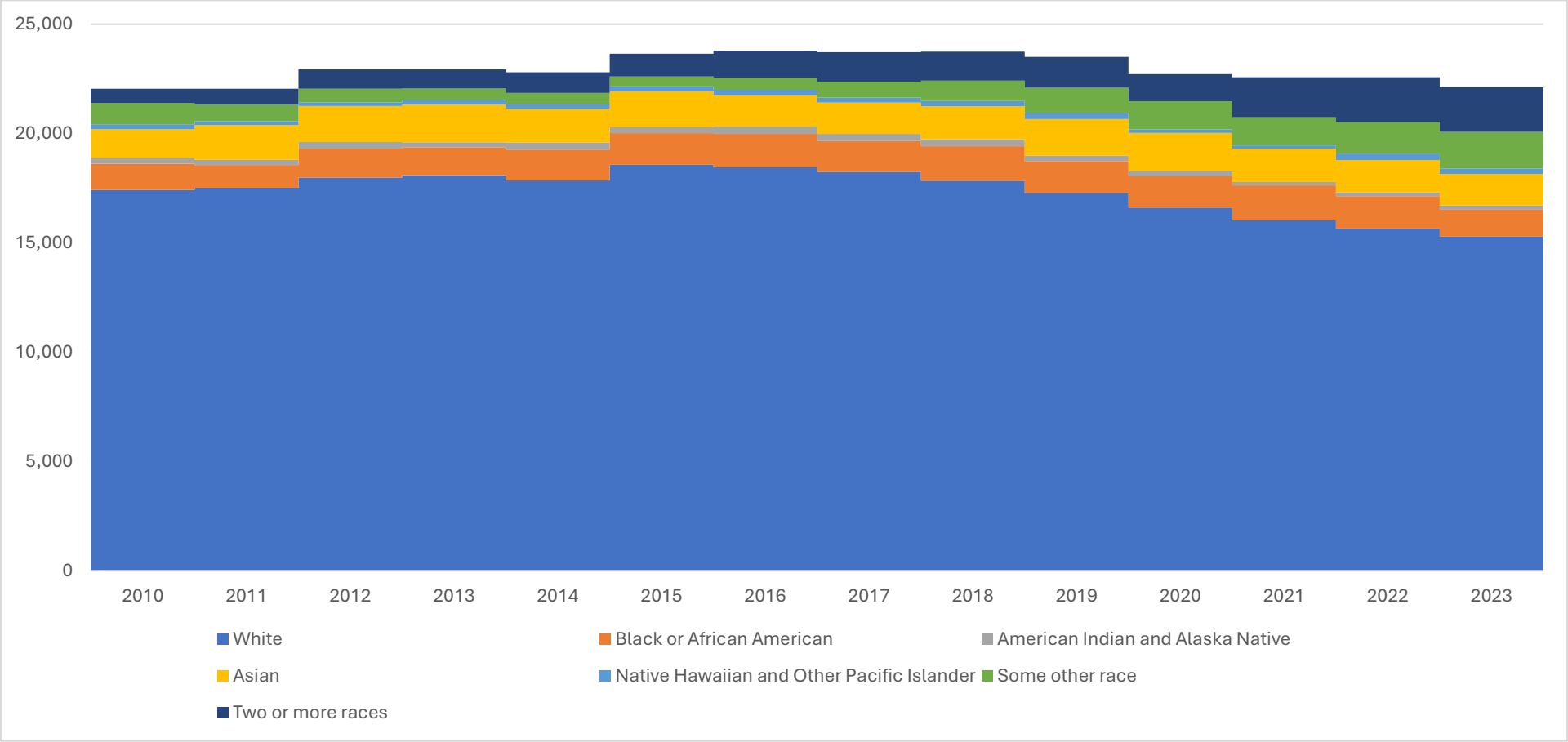
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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

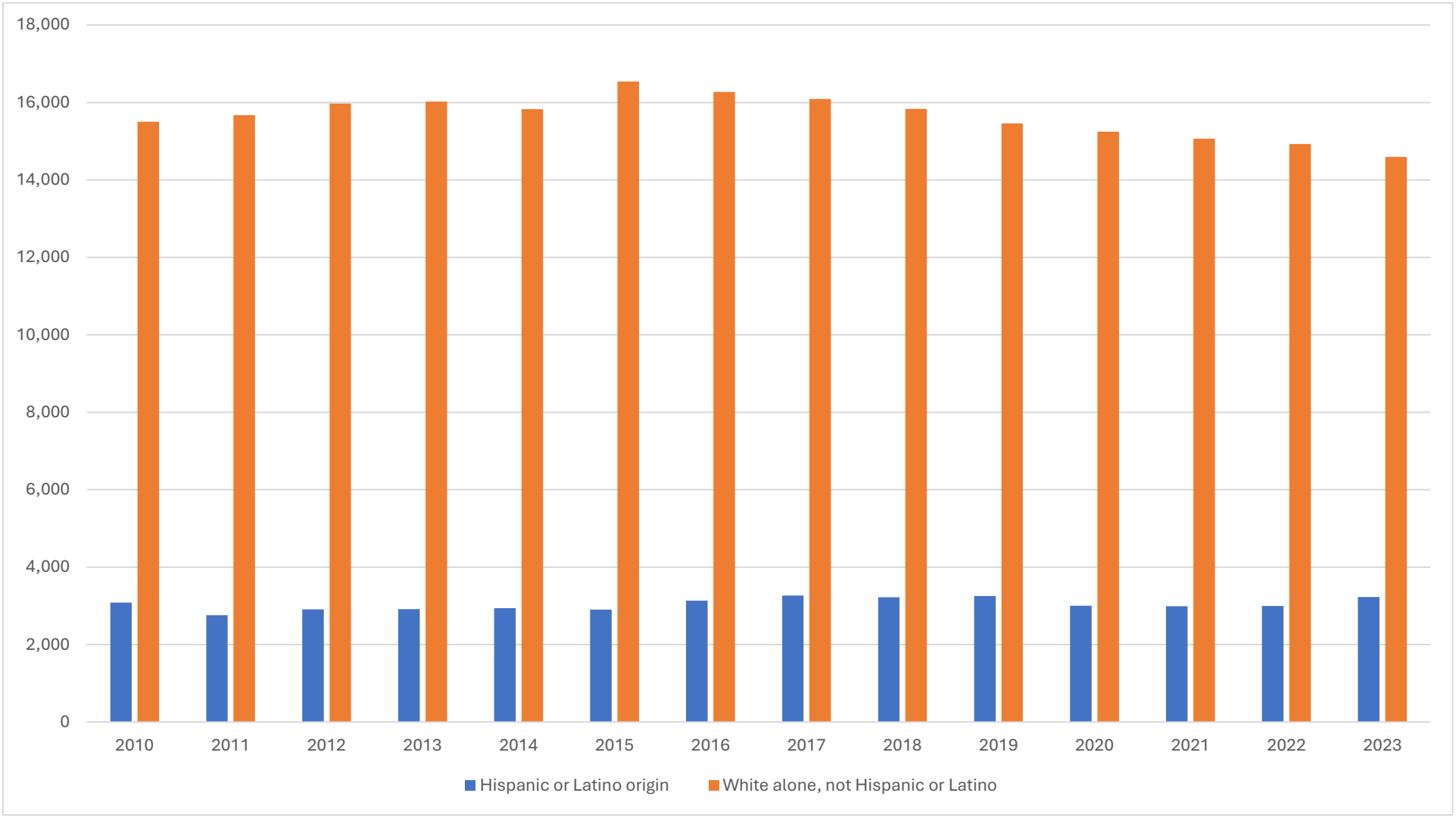
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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

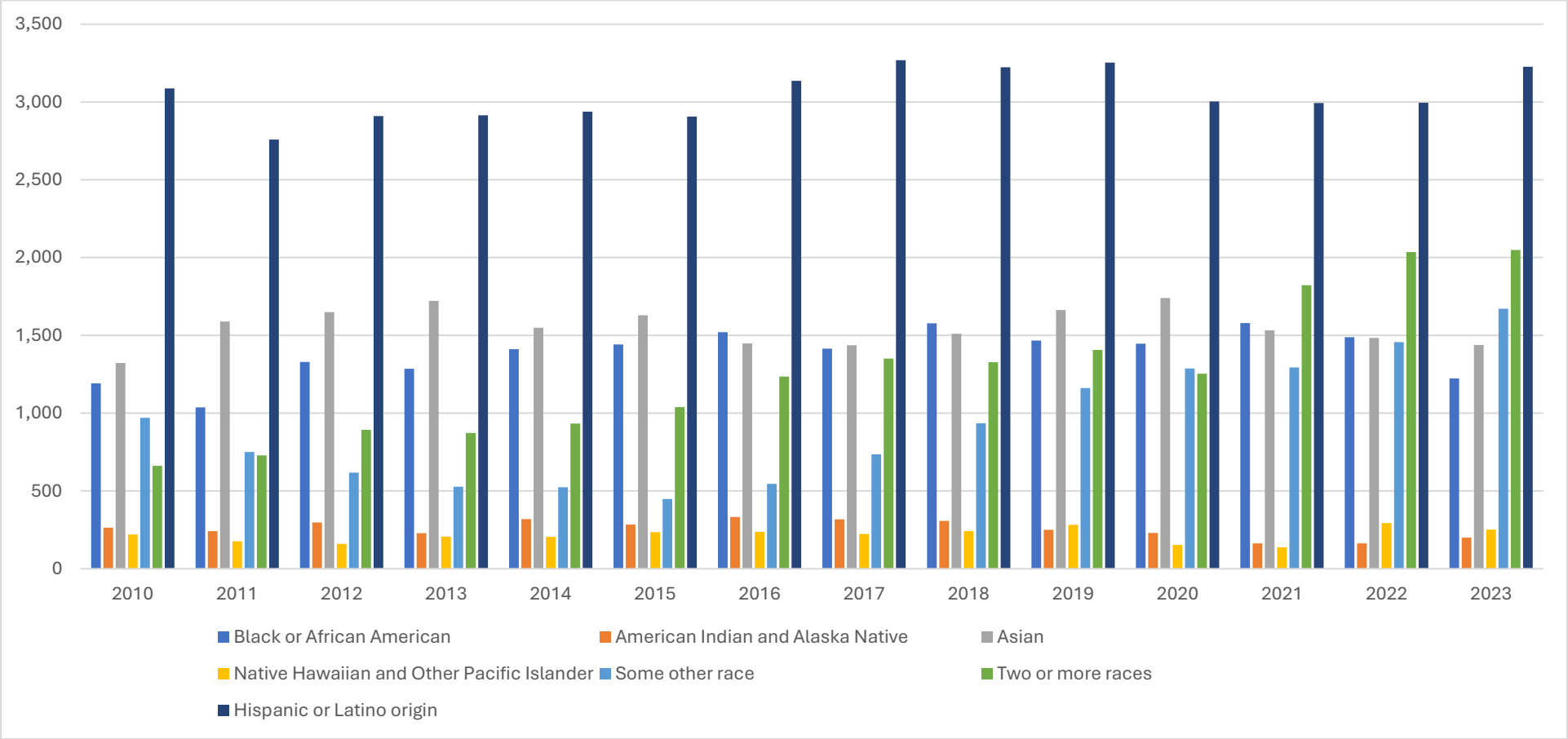
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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

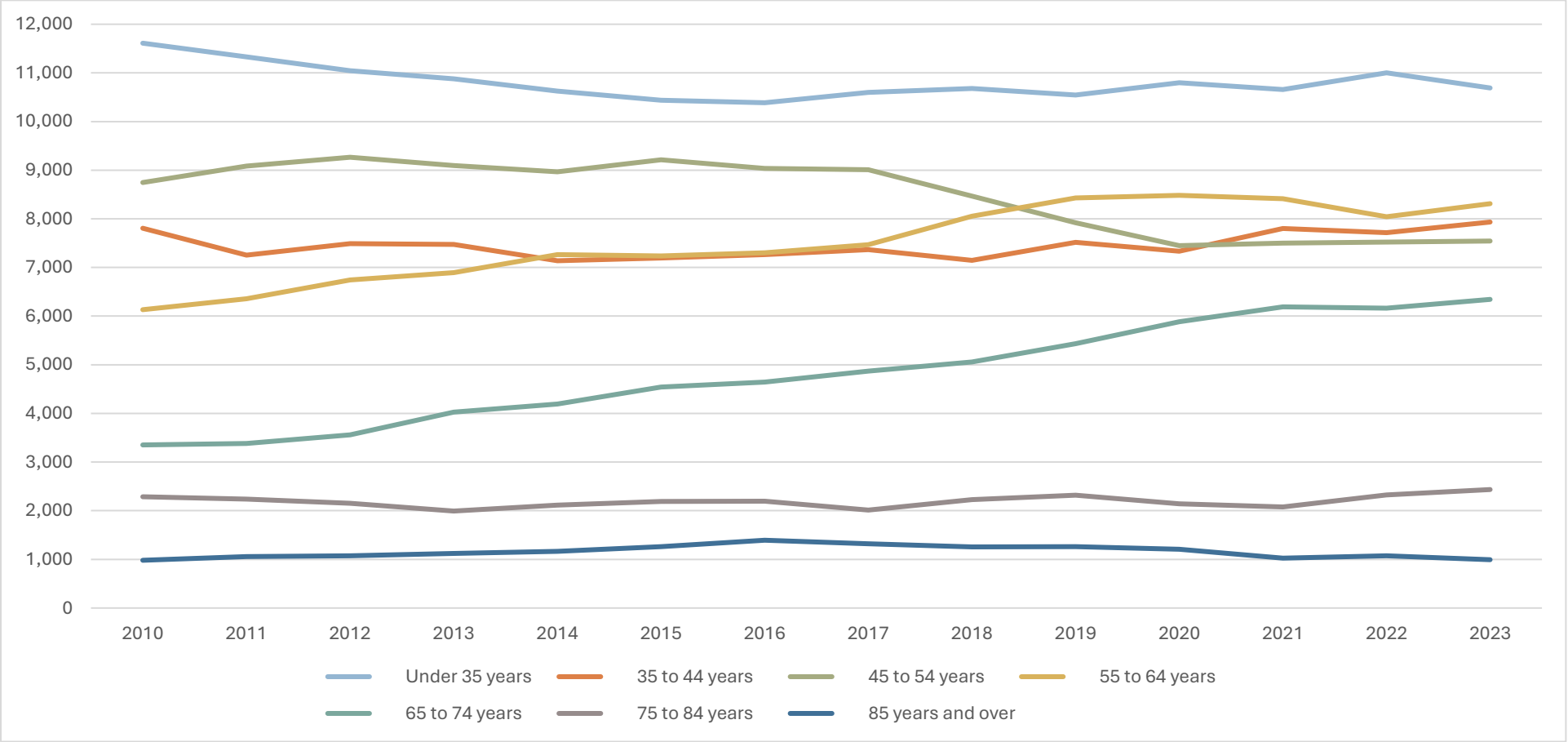
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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

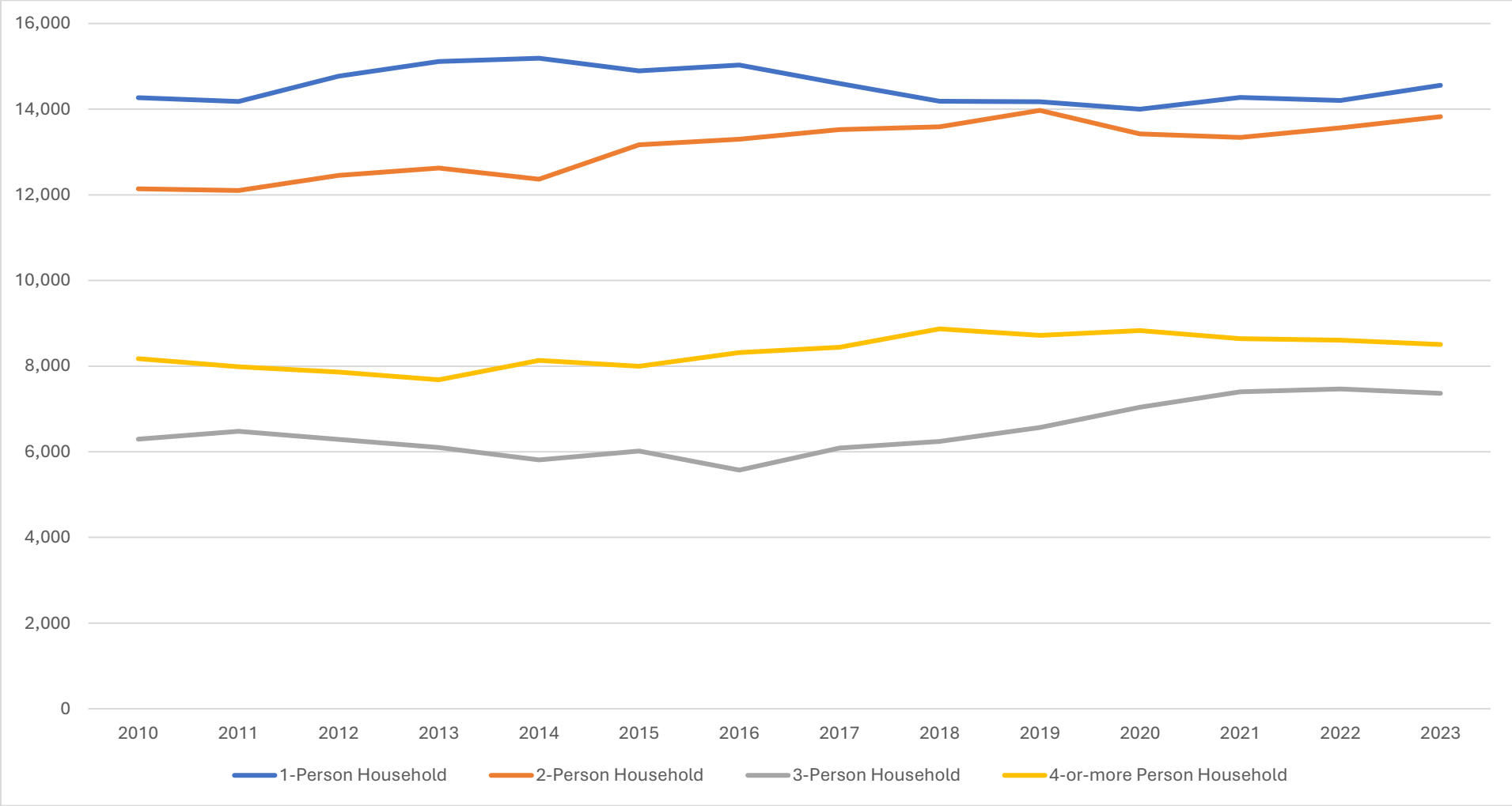
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S2502



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

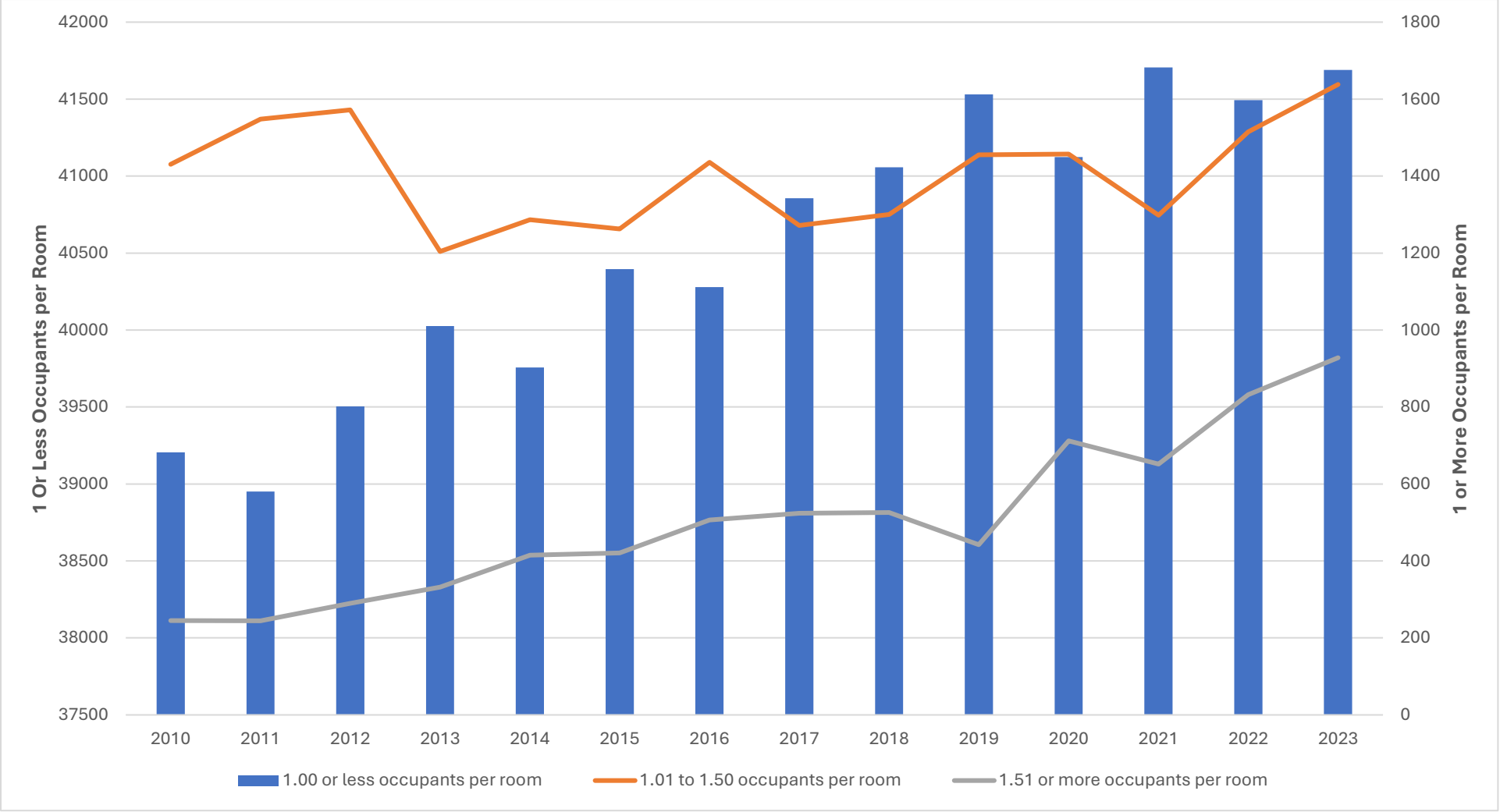
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S2502



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

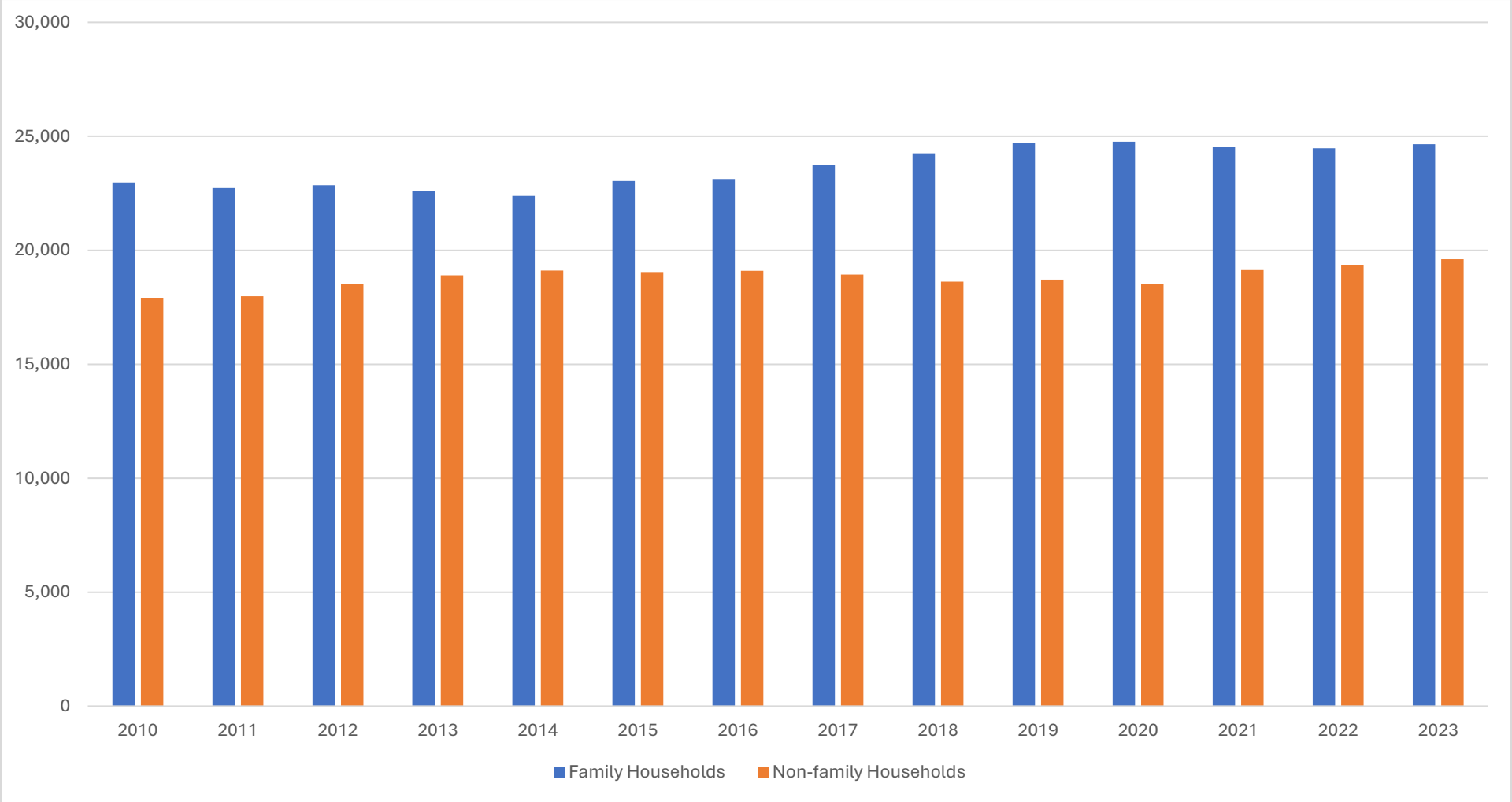
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S2501



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

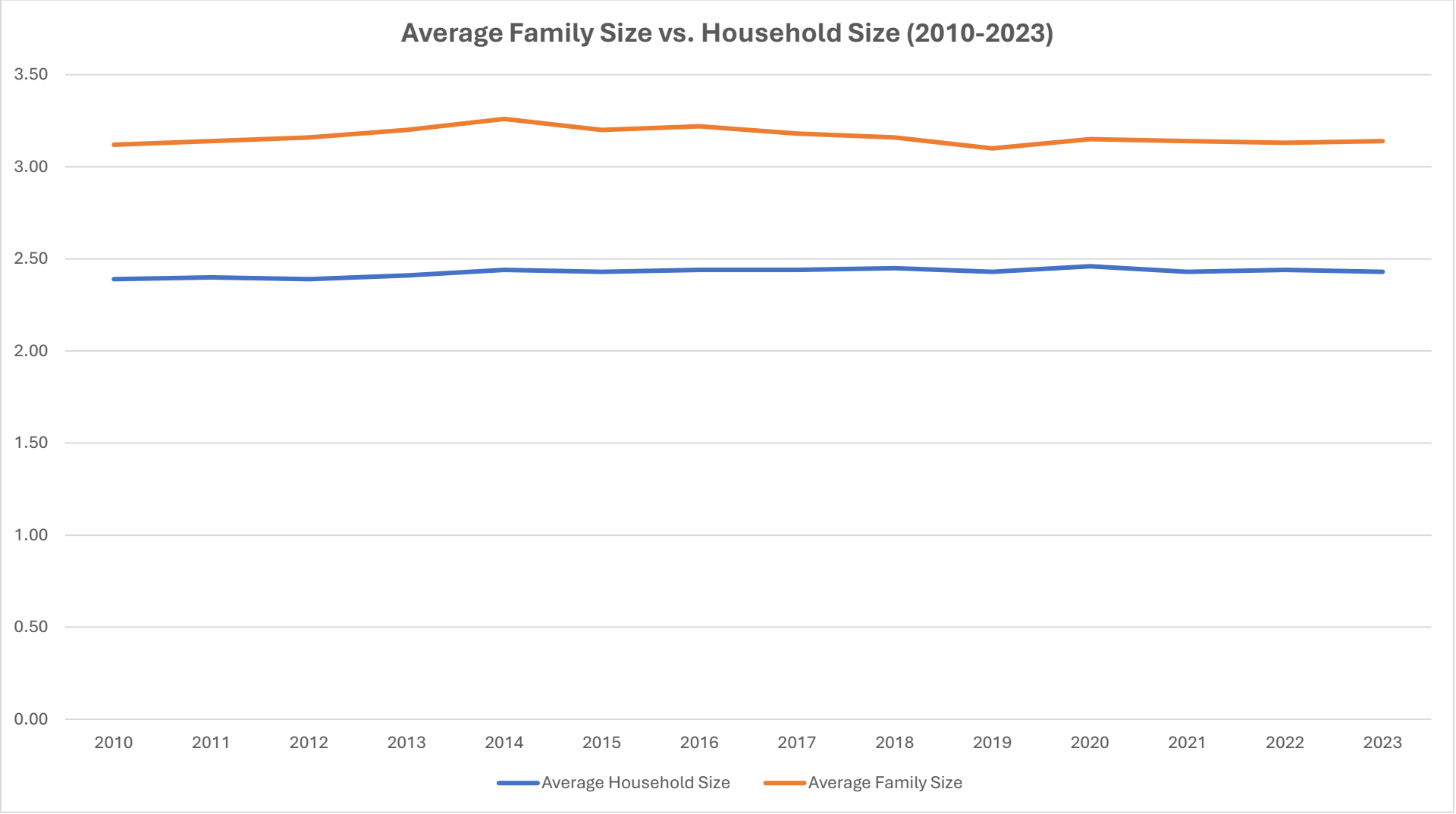
Source: 2010-2023 US Census ACS 5-Year Estimates, Tables DP02 and B25011



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

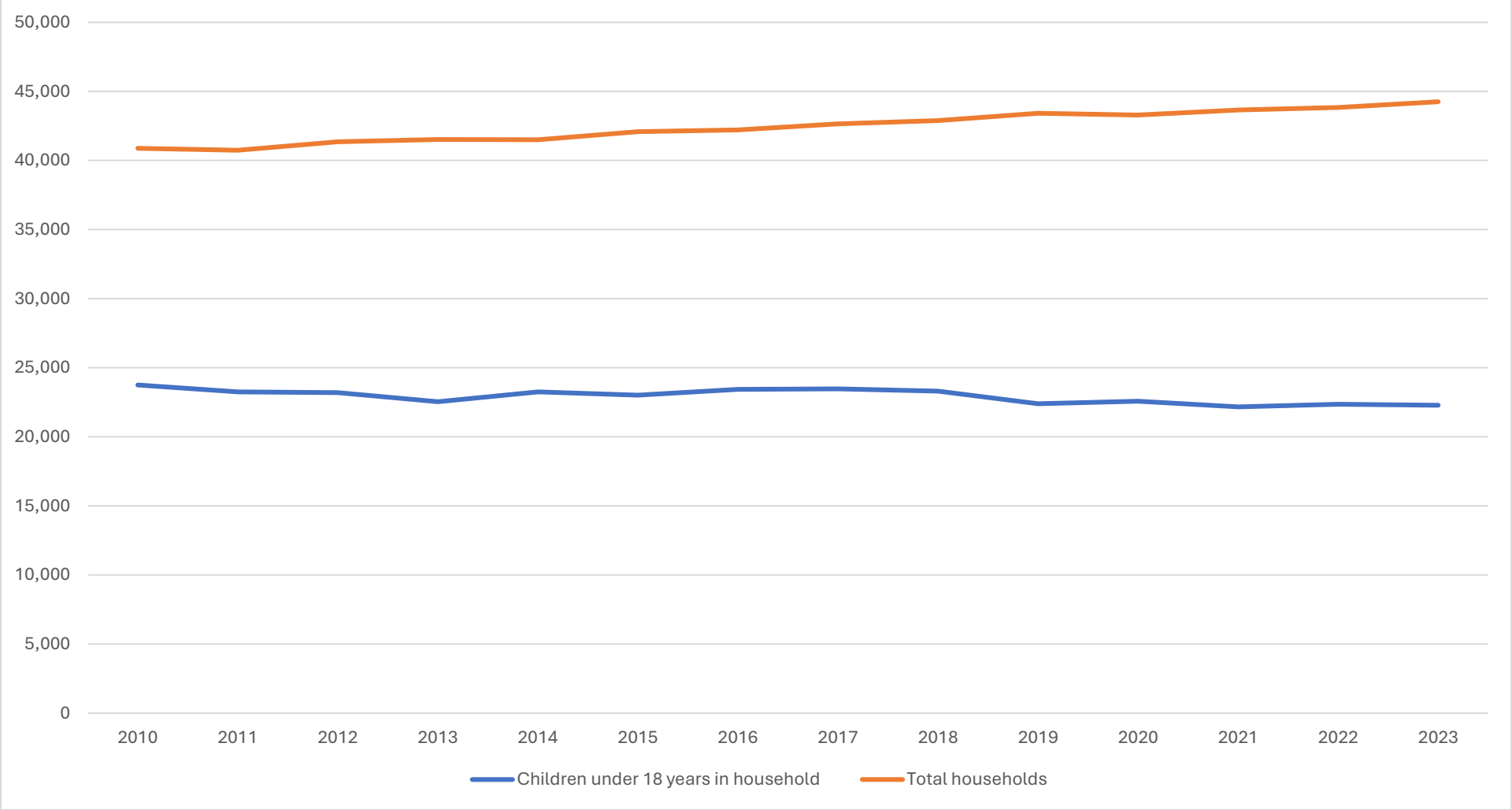
Source: 2010-2023 US Census ACS 5-Year Estimates, Tables DP02 and B25011



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

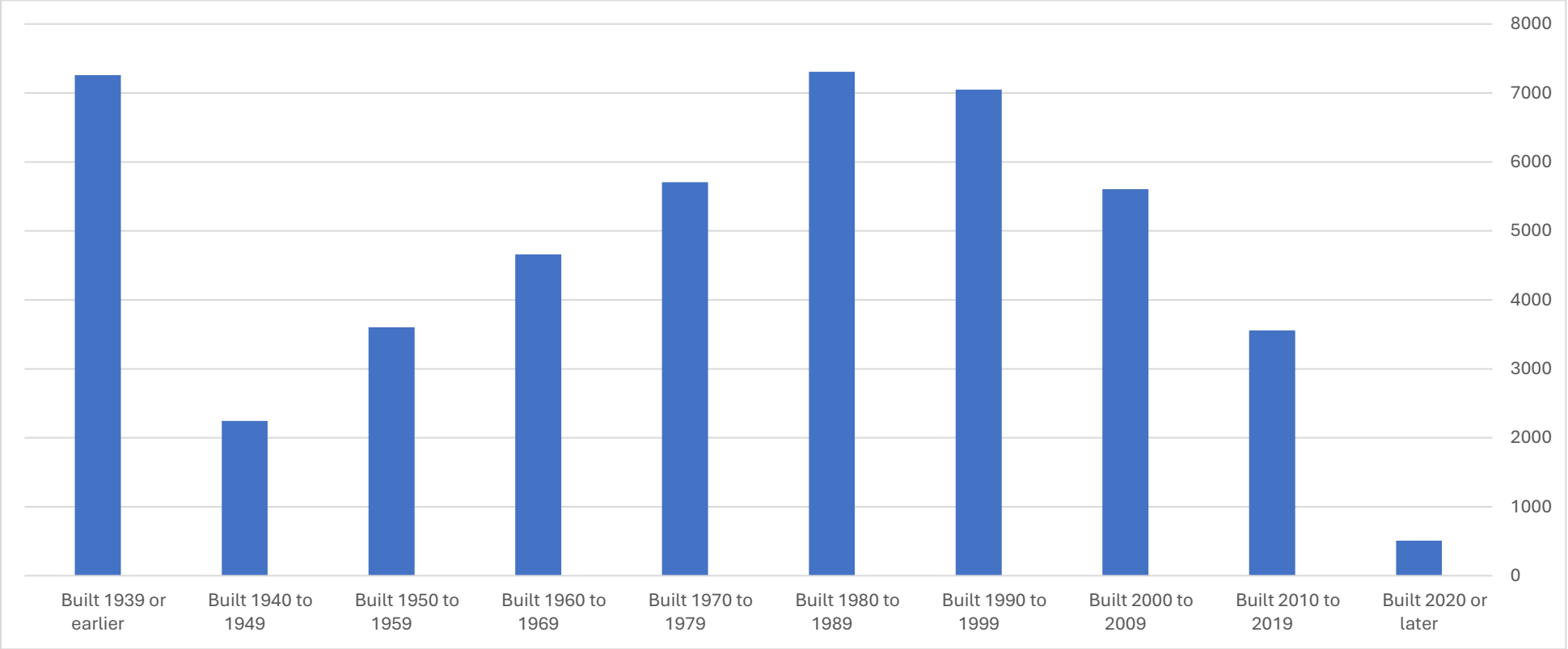
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S0901



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

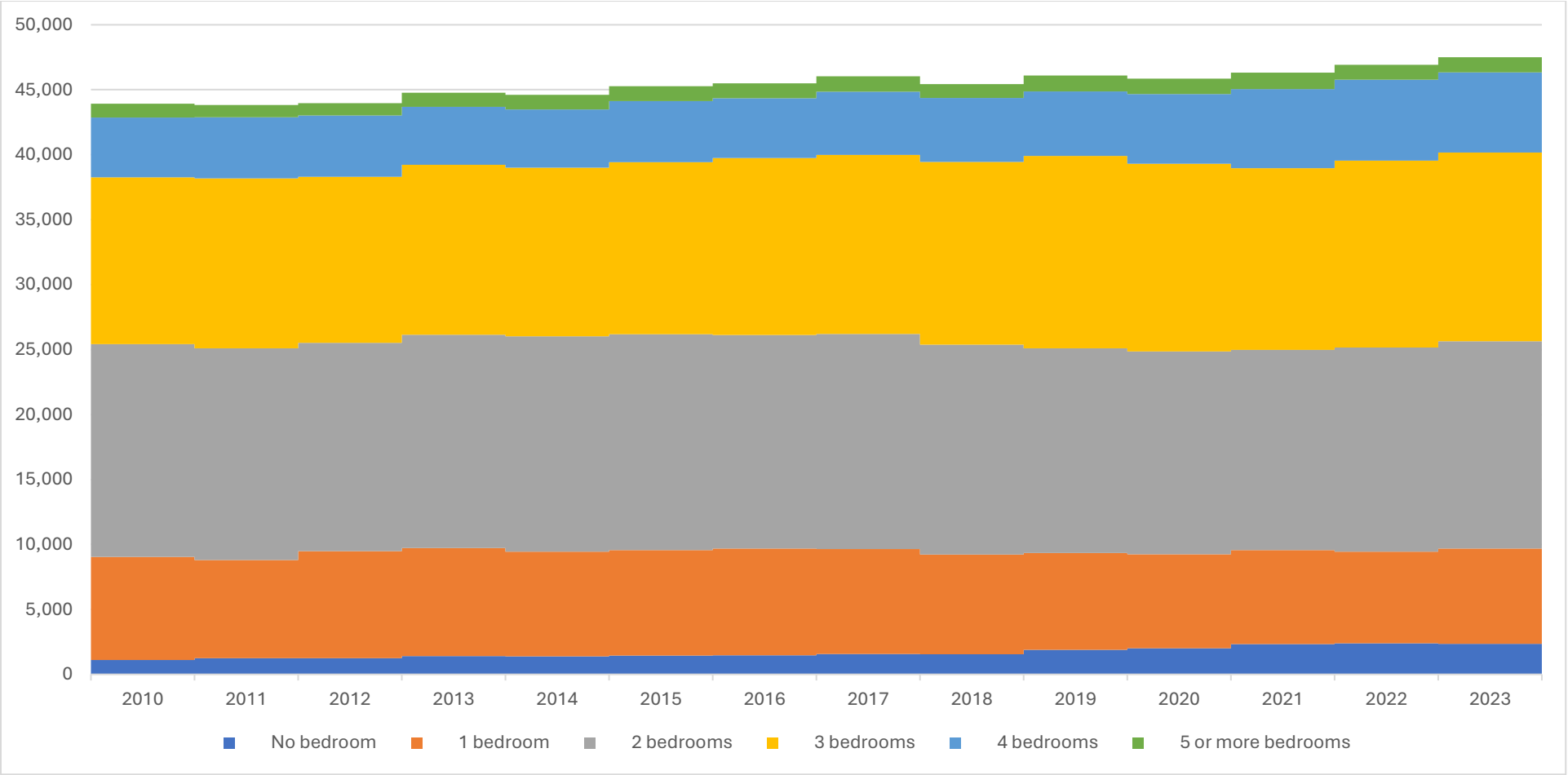
Source: 2023 US Census ACS 5-Year Estimates, Table DP04



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

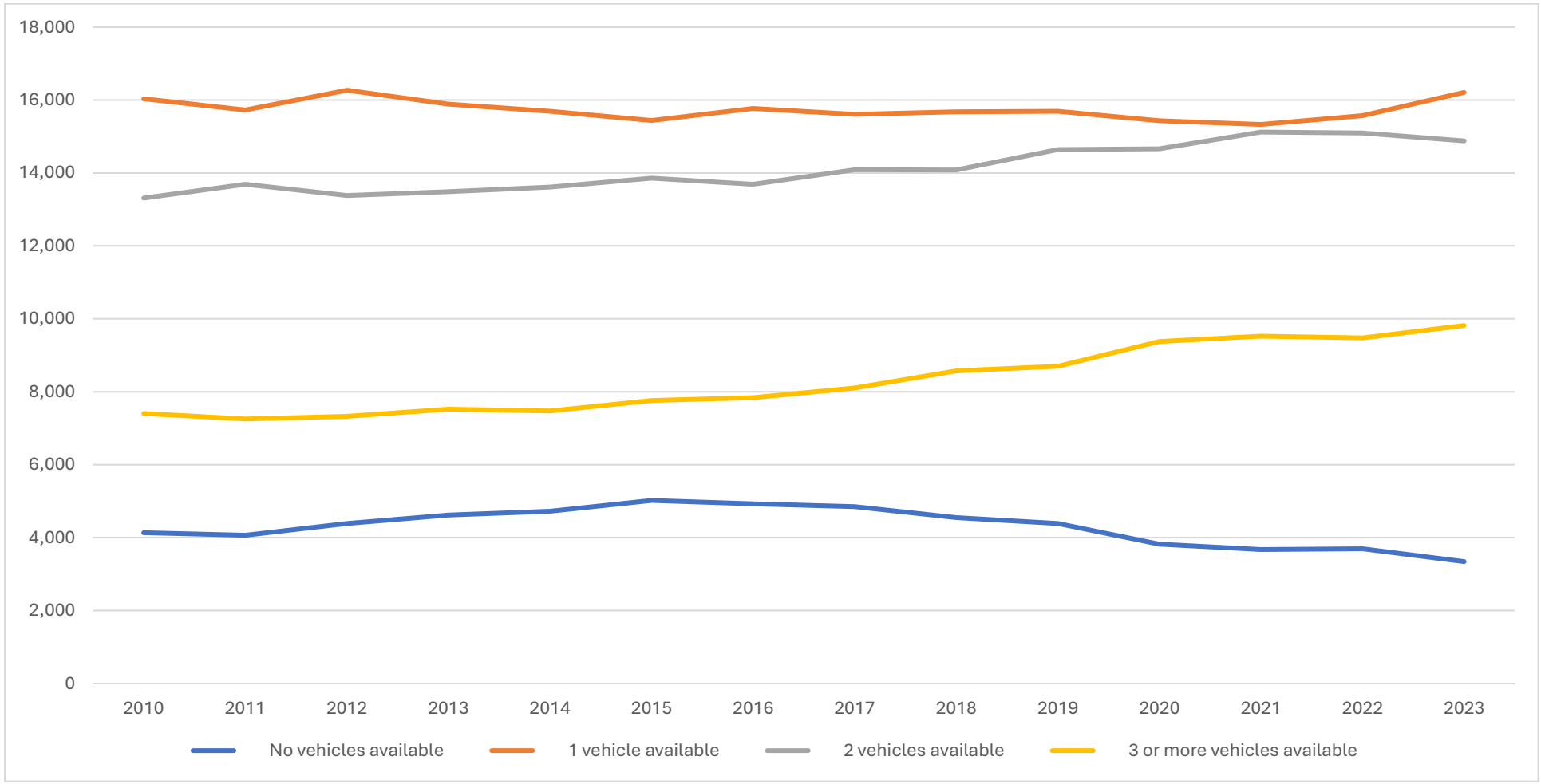
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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

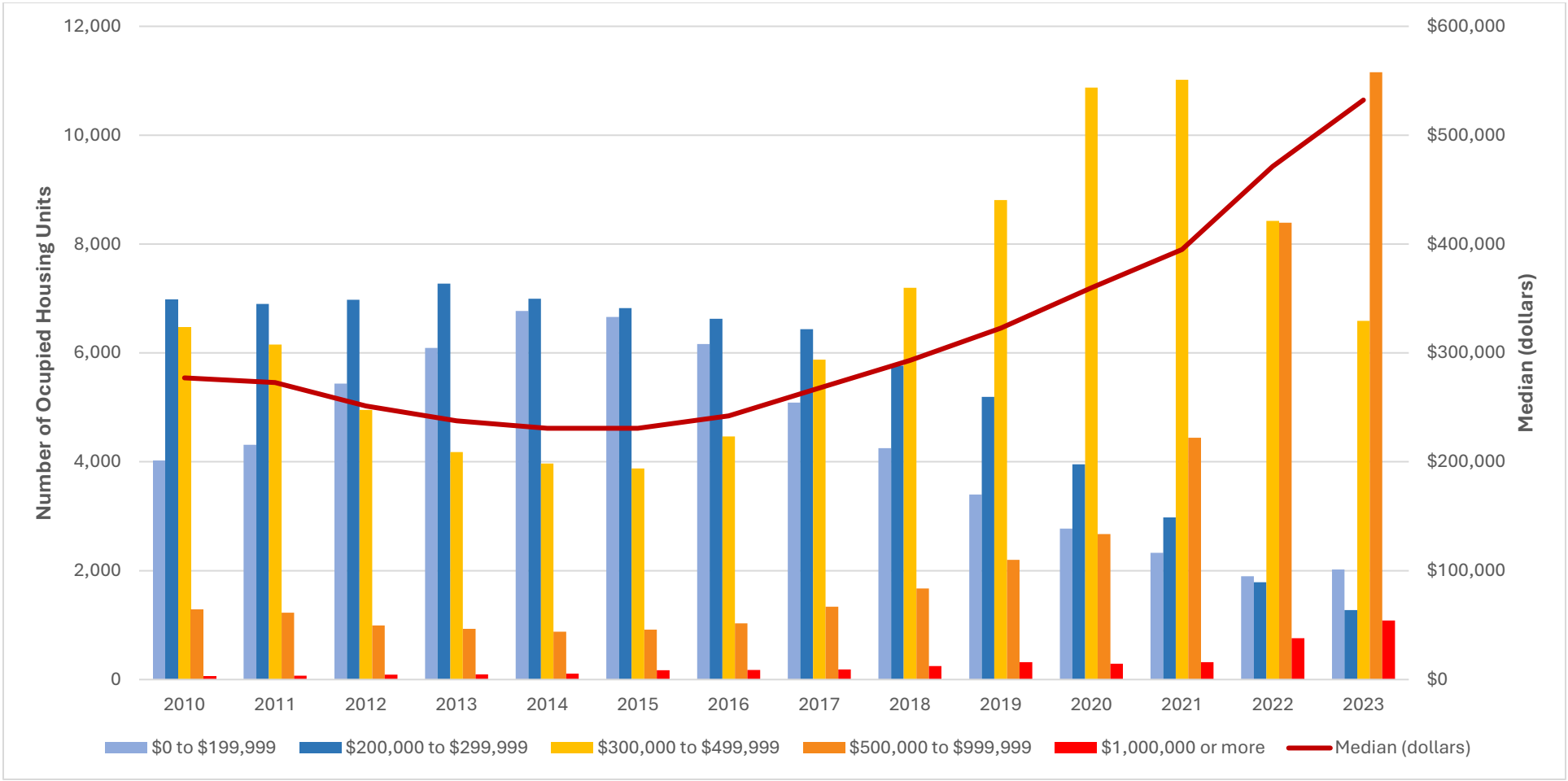
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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

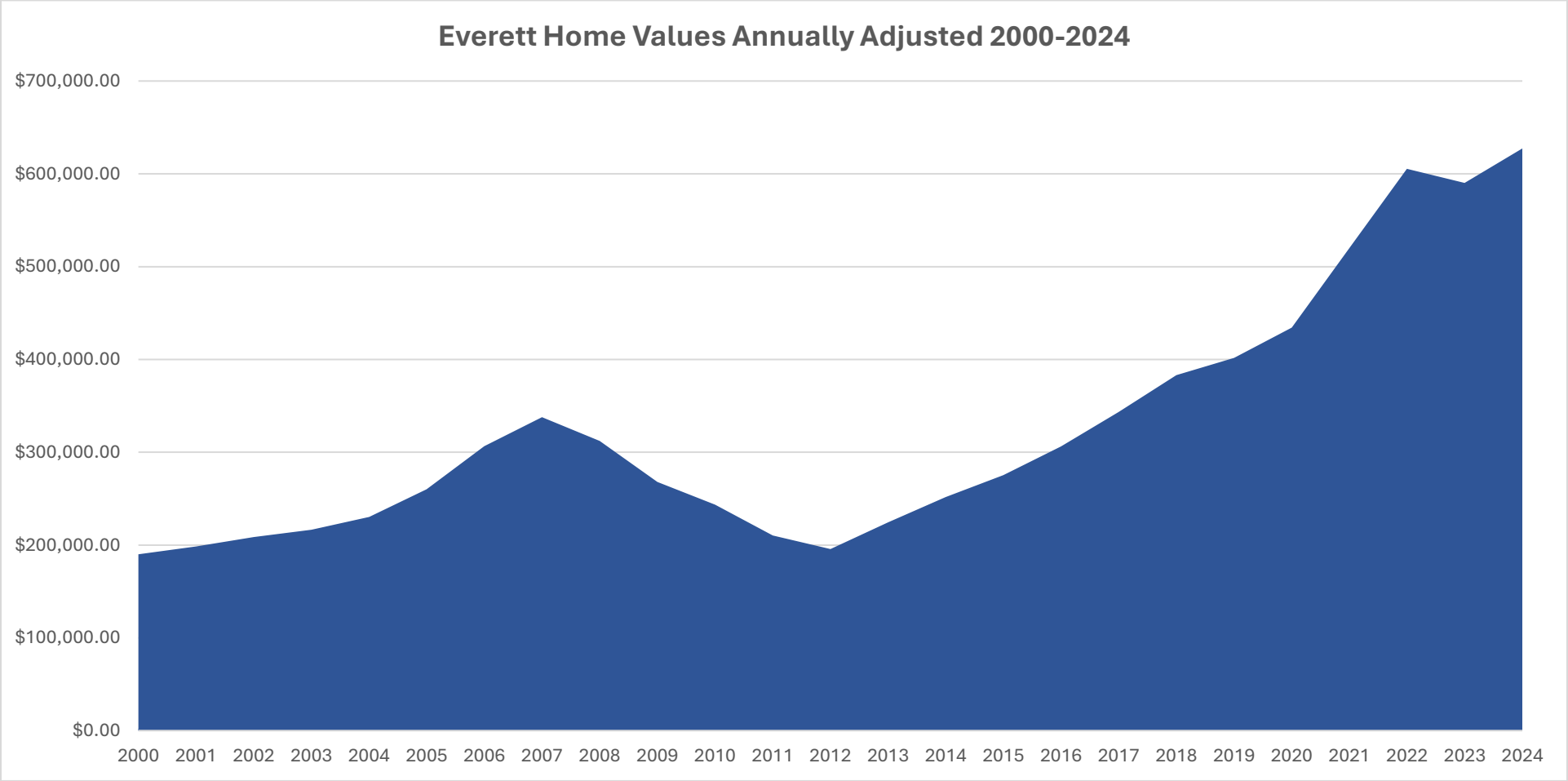


44. Everett Home Values (Zillow ZHVI) Annually Adjusted (January 2000 to December 2024)

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

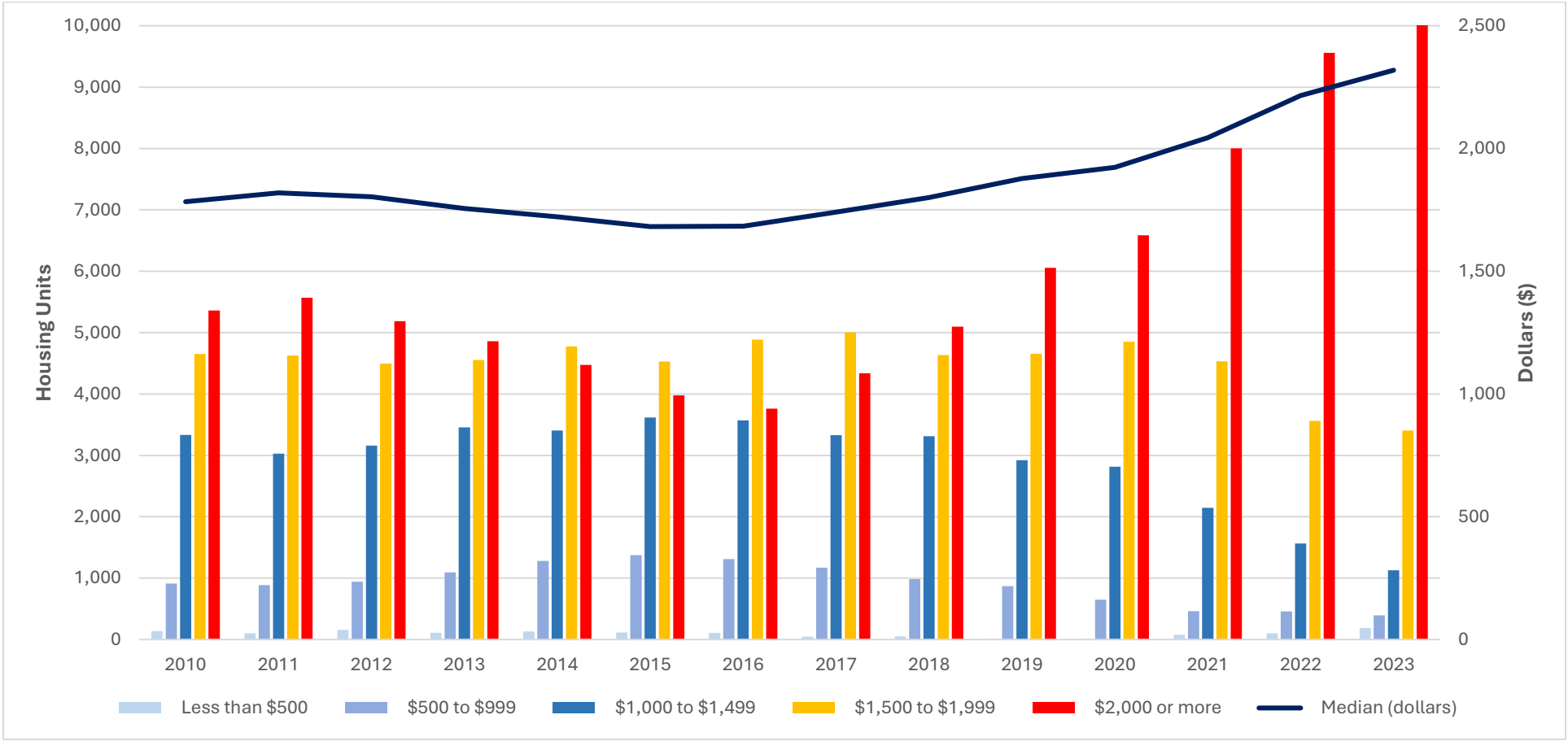
Source: Zillow Research Sales Median Sale Price: https://www.zillow.com/research/data/



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

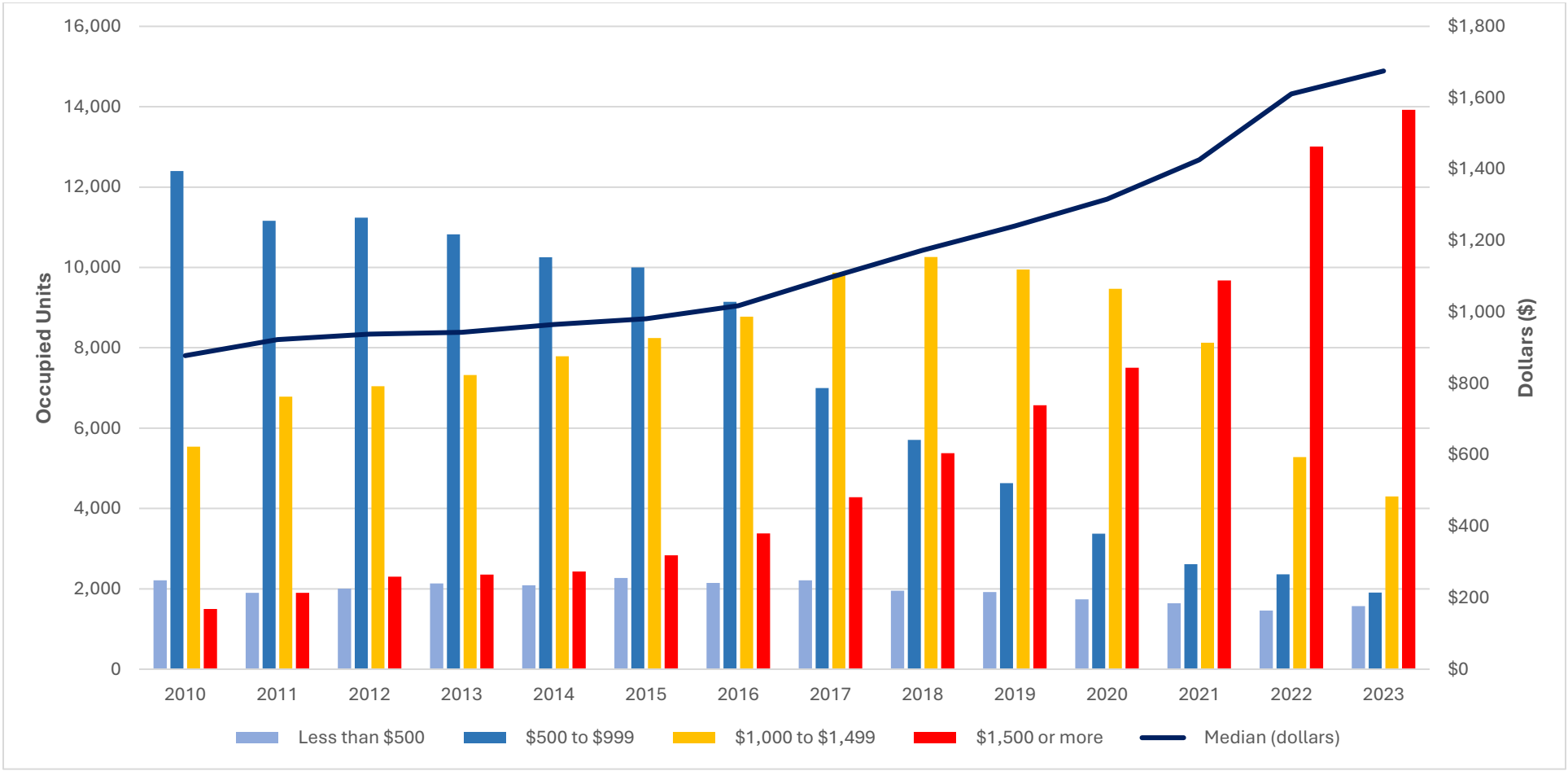
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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

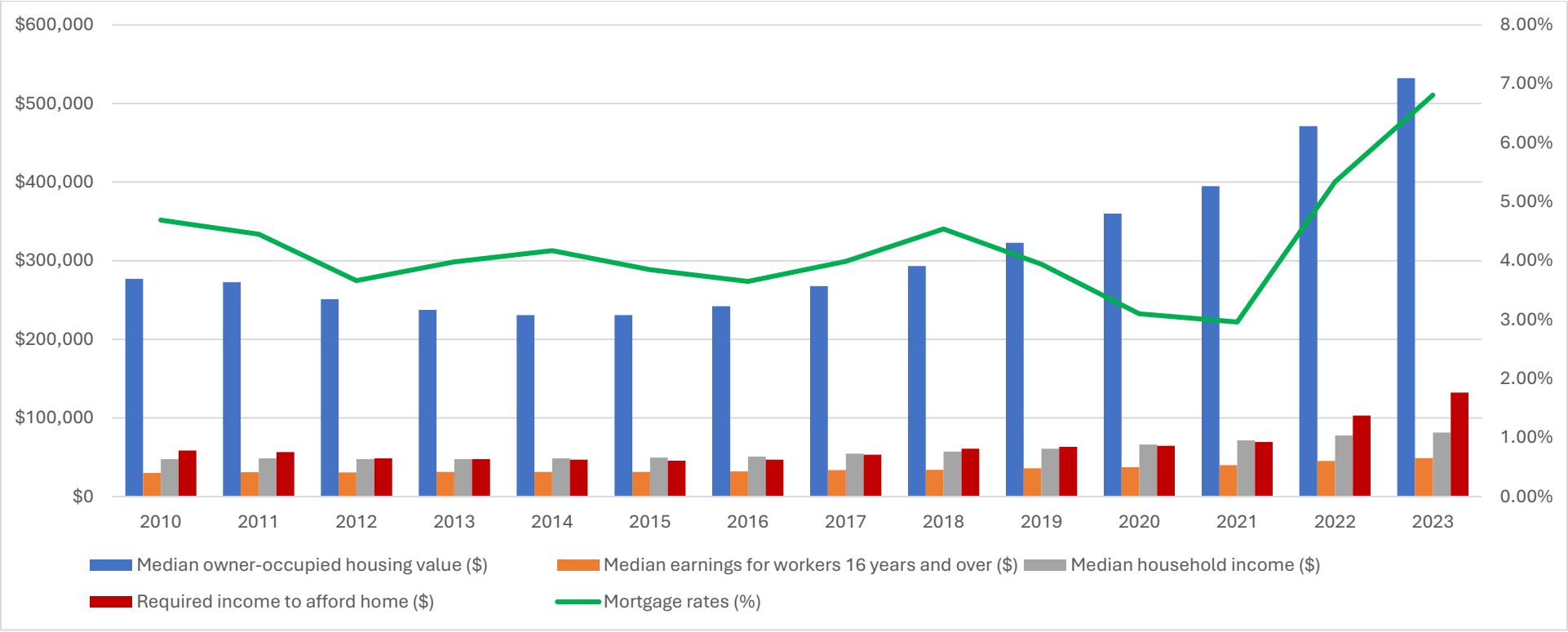
Source: 2010-2023 US Census ACS 5-Year Estimates, Table DP04



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

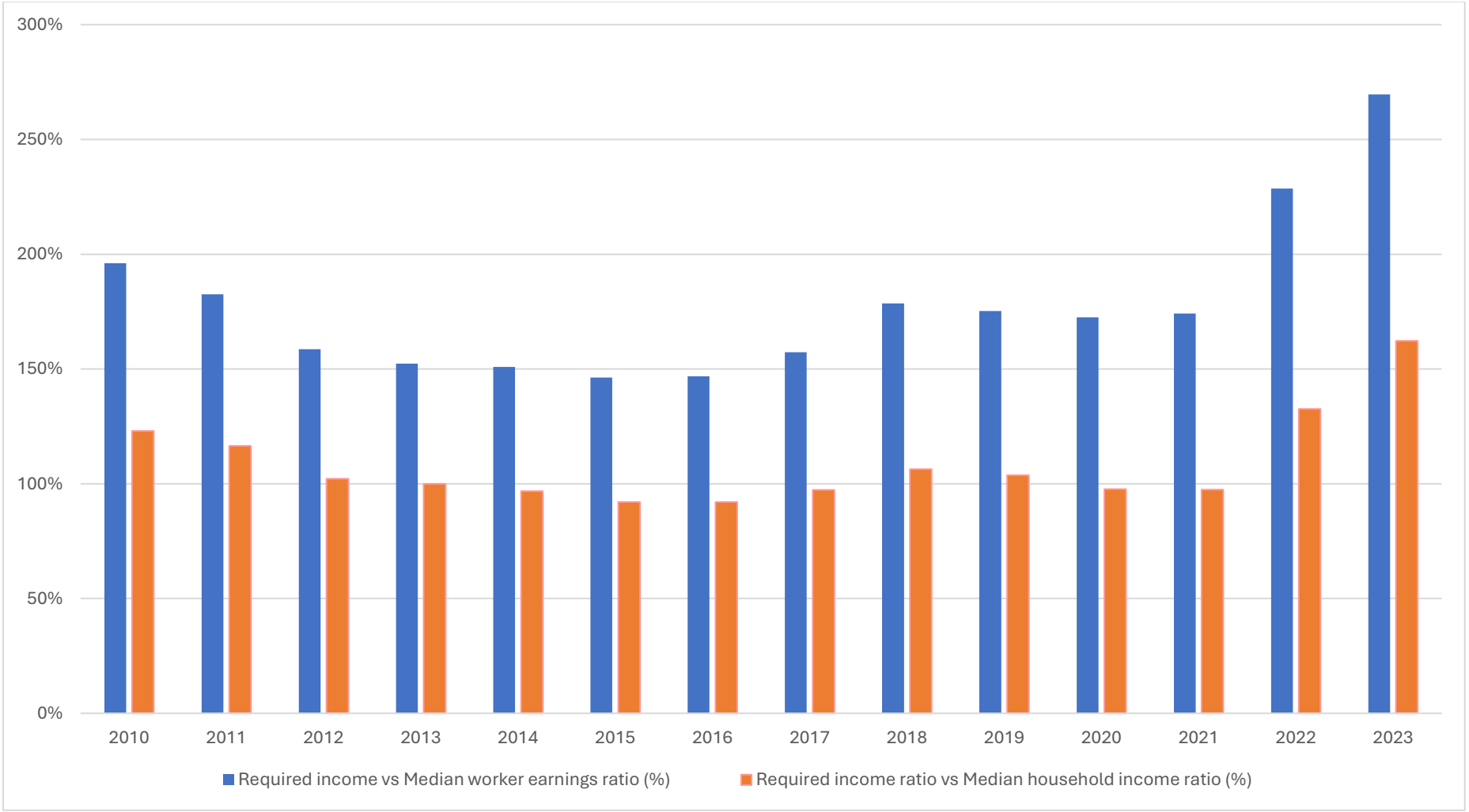
Sources: 1) 2010-2023 US Census ACS 5-Year Estimates, Tables DP03 and DP04. 2) Freddie Mac's Primary Mortgage Market Survey (PMMS).



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

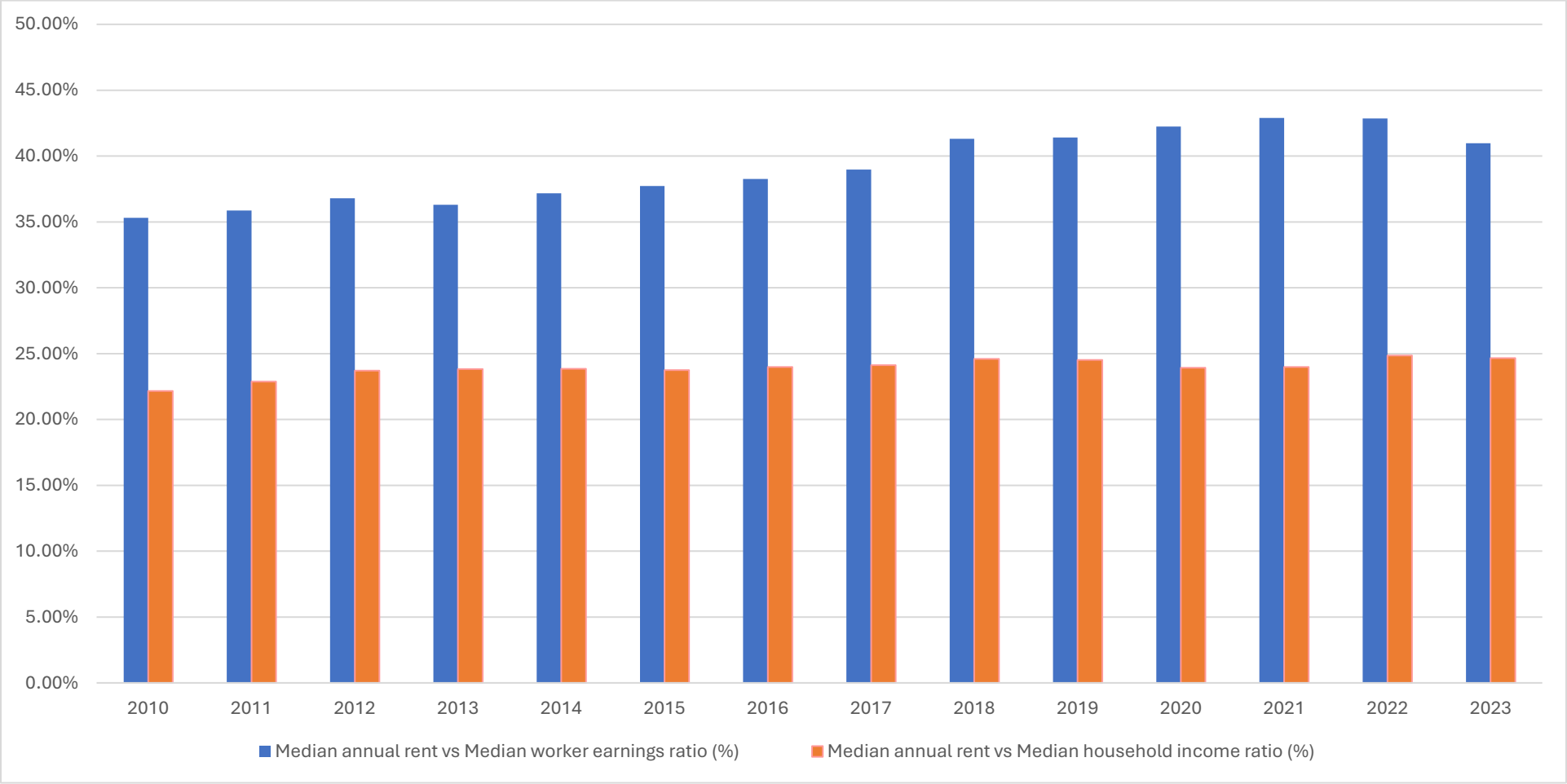
Sources: 2010-2023 US Census ACS 5-Year Estimates, Tables DP03 and DP04



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

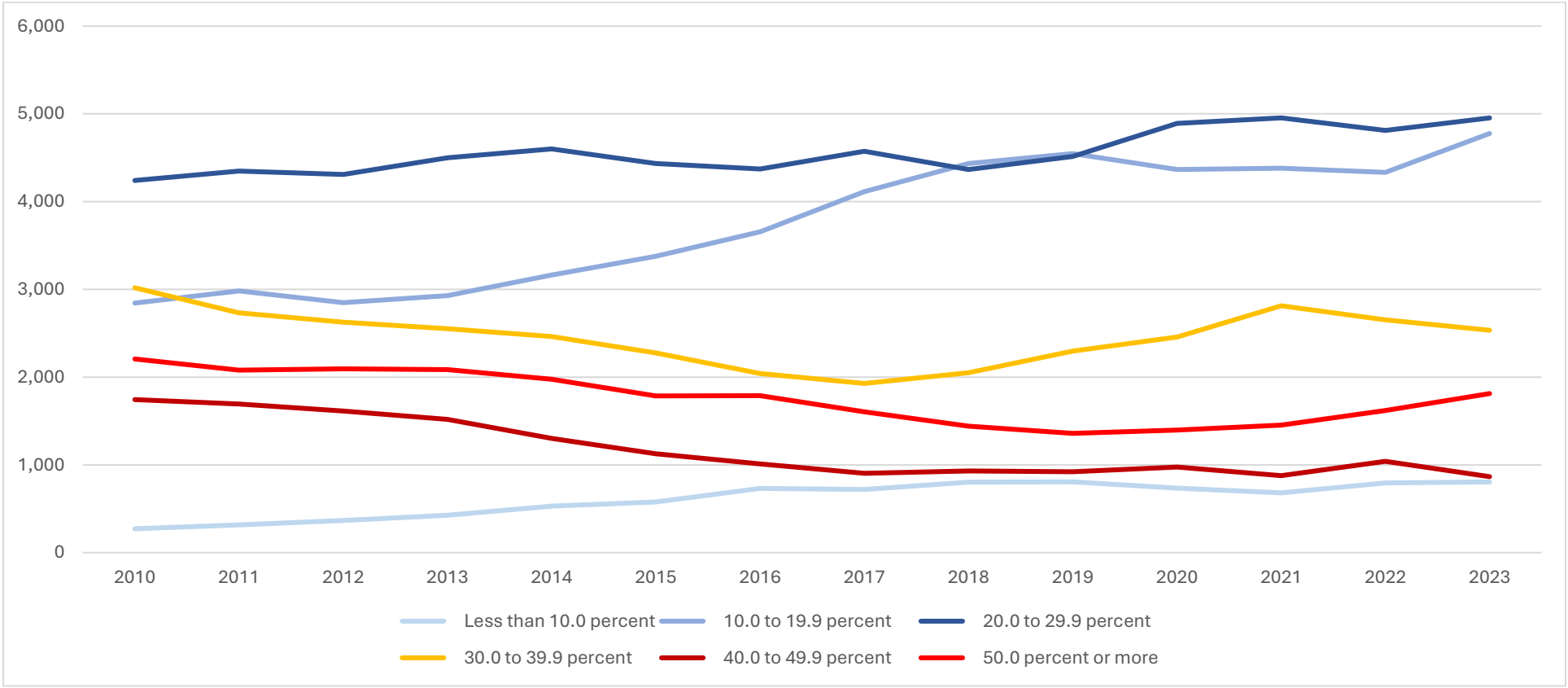
Sources: 2010-2023 US Census ACS 5-Year Estimates, Tables DP03 and DP04



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

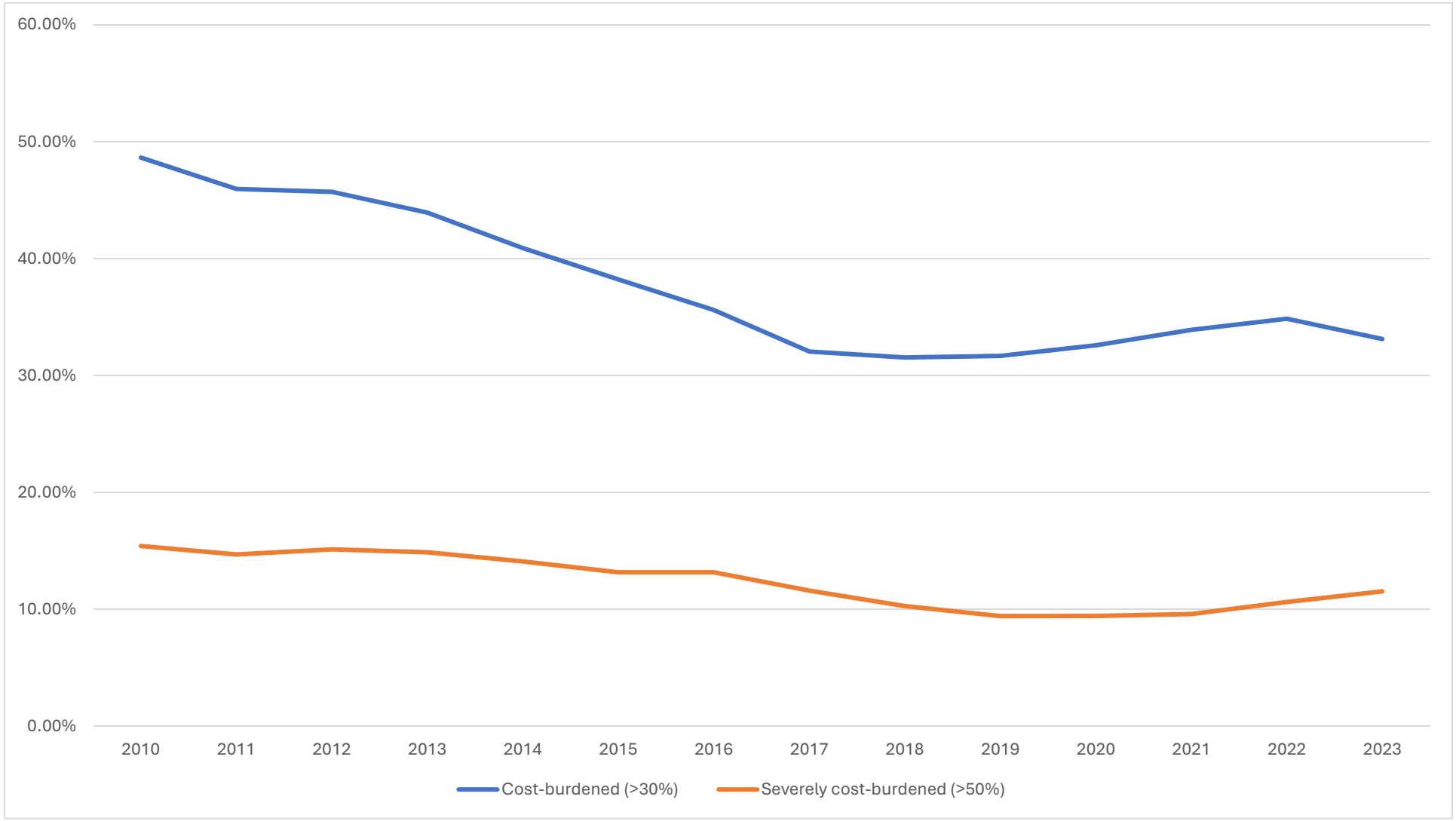
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S25091



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%

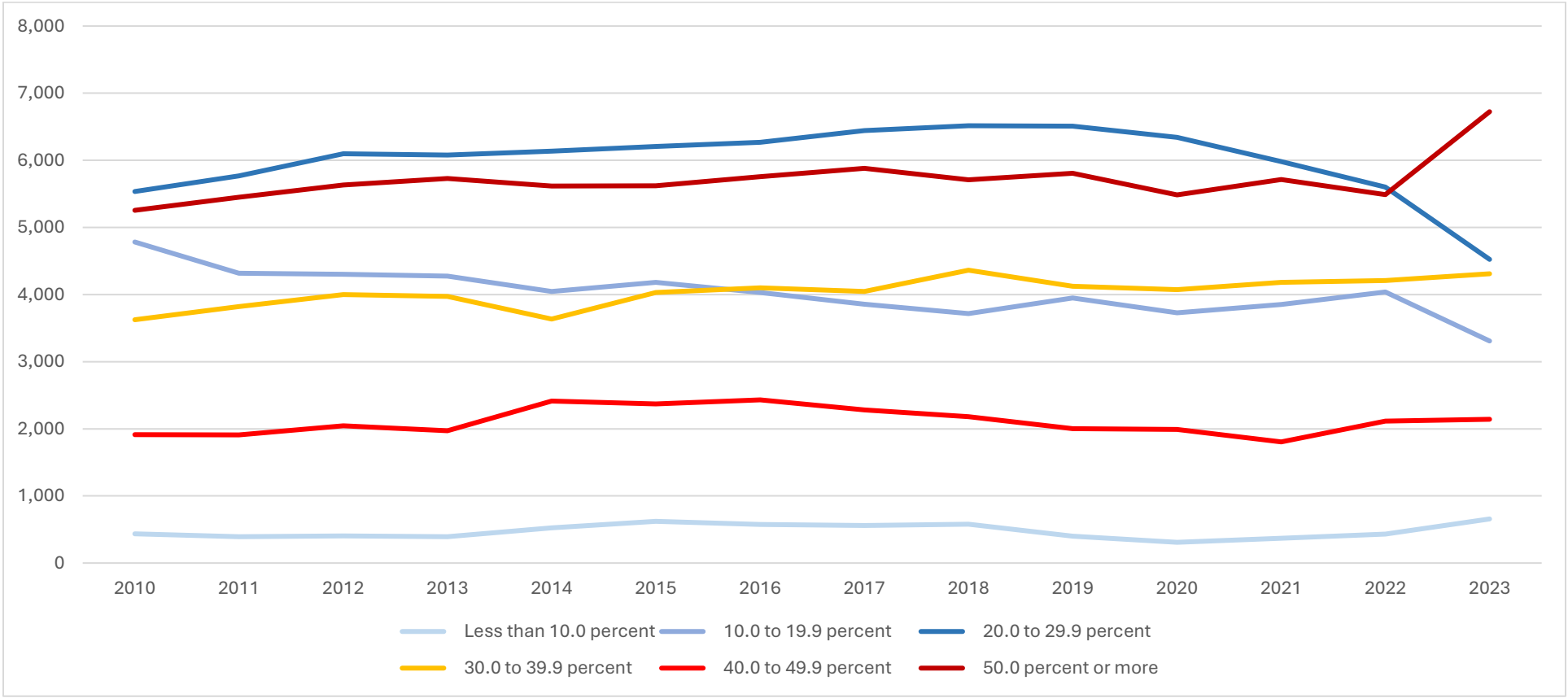
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S25091



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

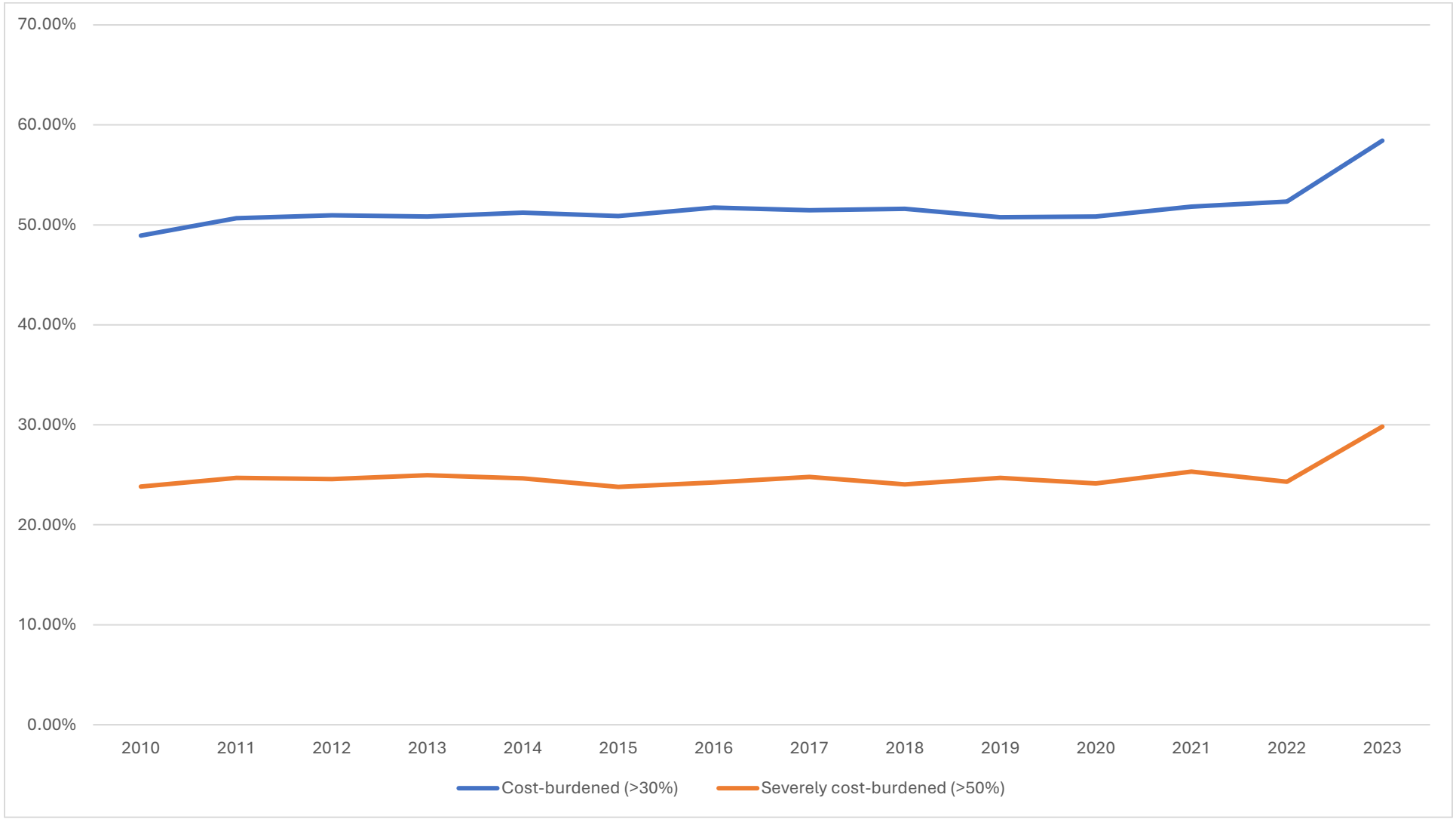
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S25090



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%

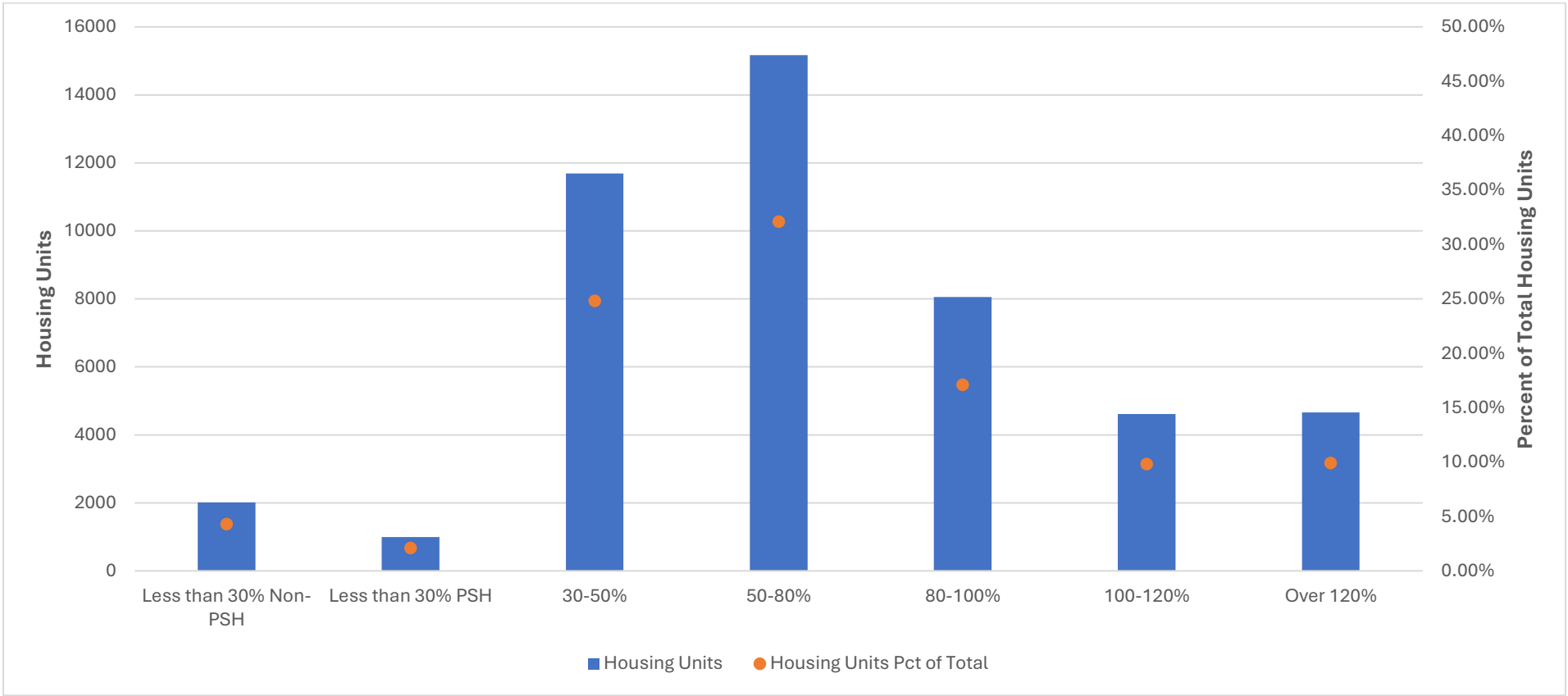
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S25090



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%

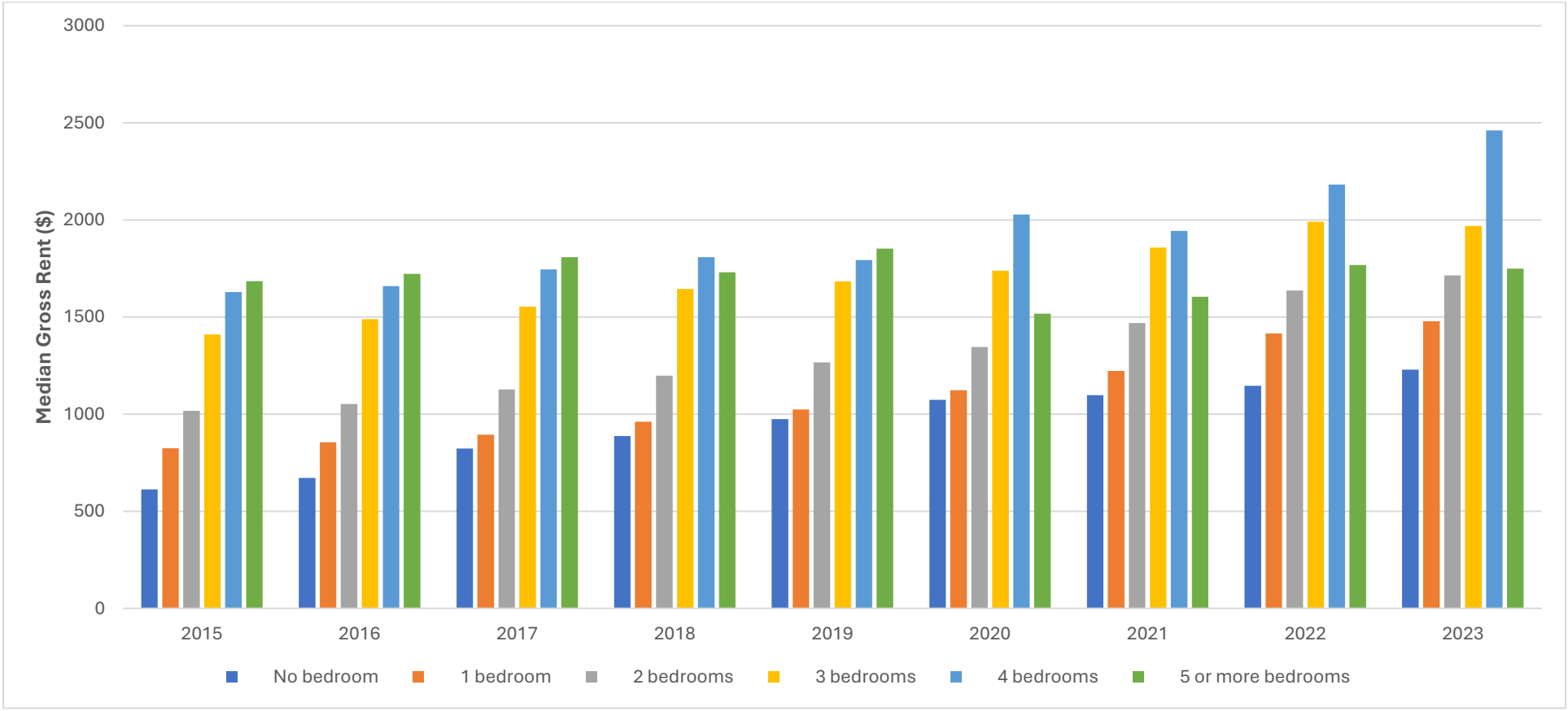
Source: Snohomish County Housing Characteristics and Needs Report HO-5



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

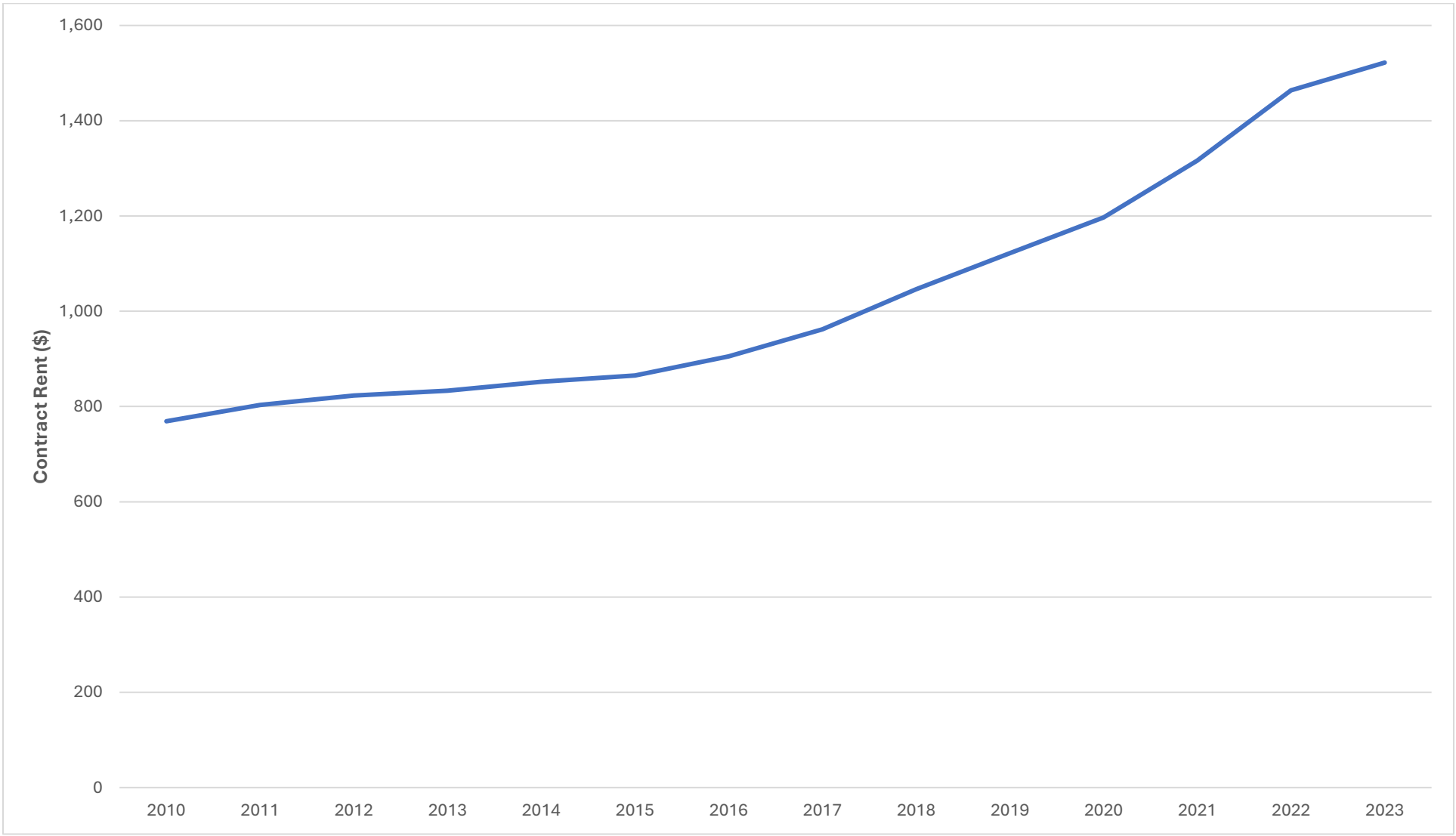
Source: 2015-2023 US Census ACS 5-Year Estimates, Table S25031



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

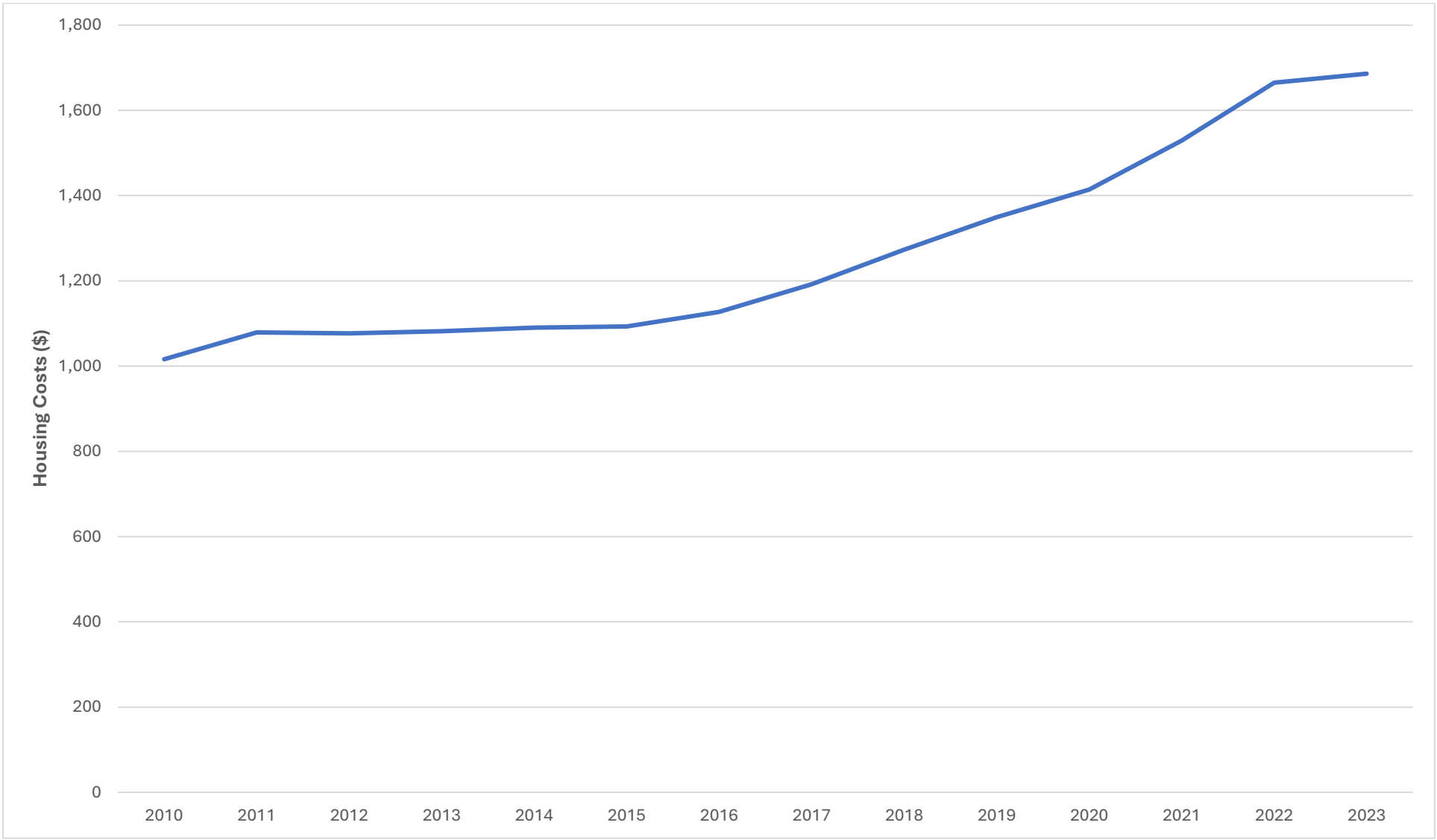
Source: 2015-2023 US Census ACS 5-Year Estimates, Table S25058



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

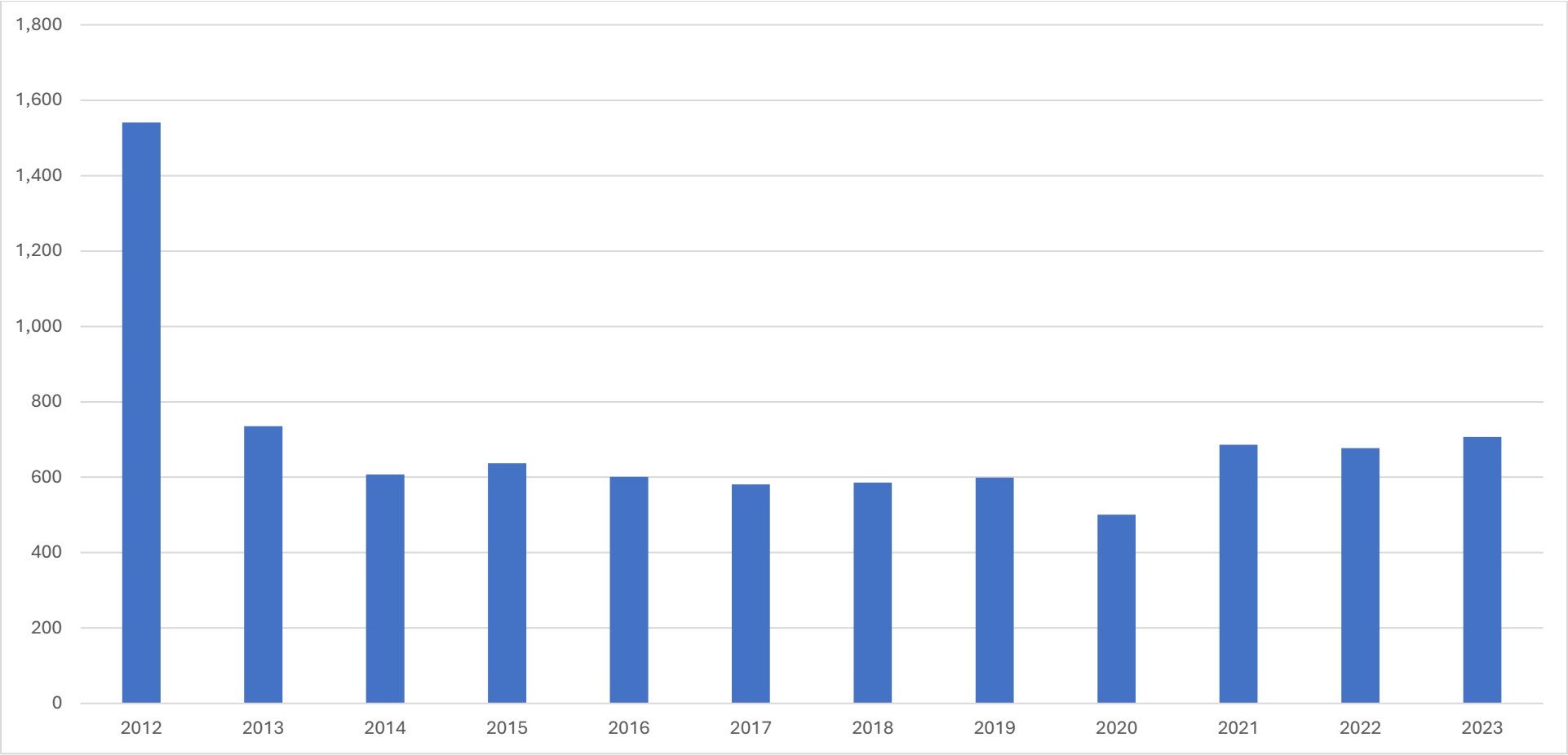
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S25105



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

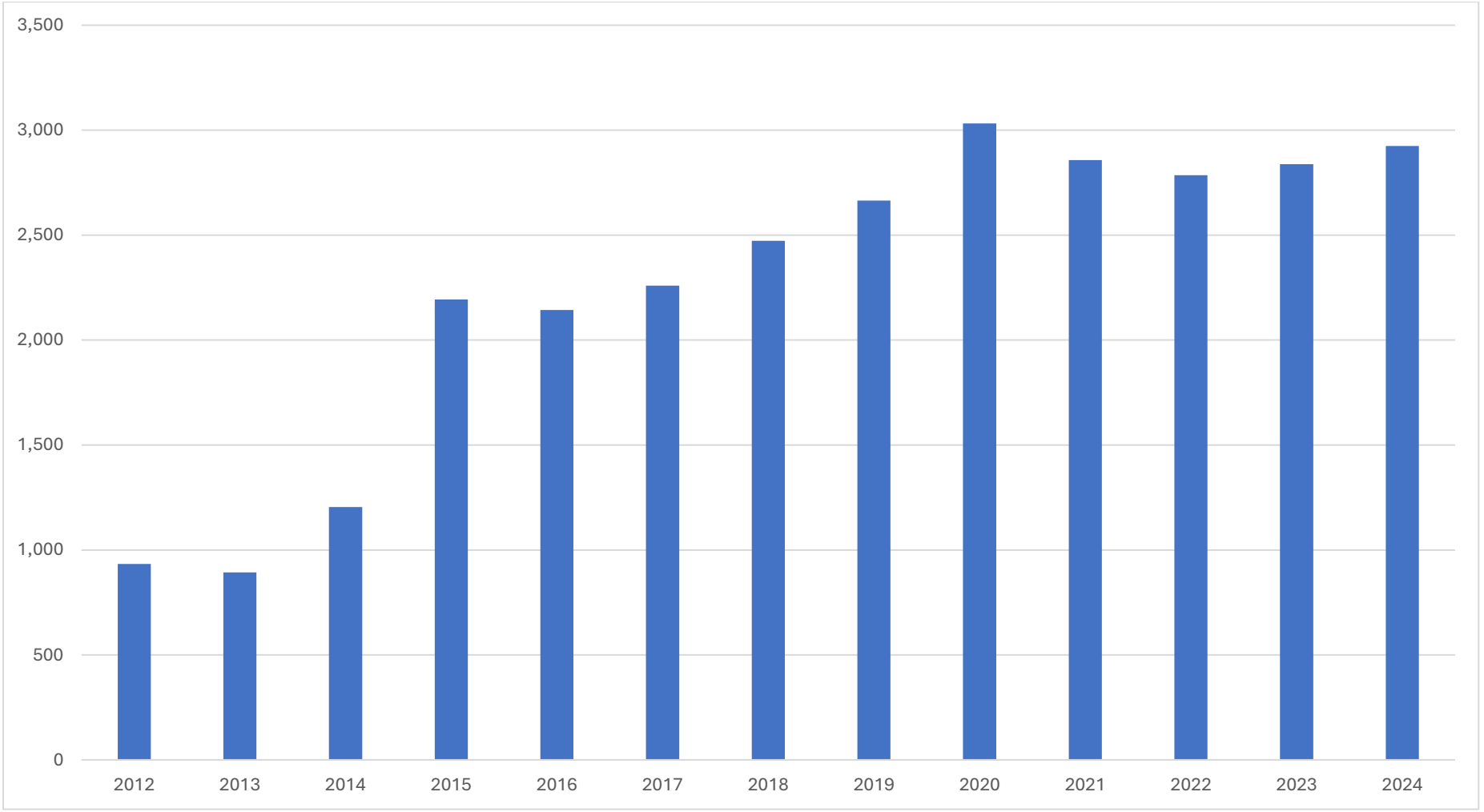
Source: CoC Housing Inventory Count Reports 2012-2024



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

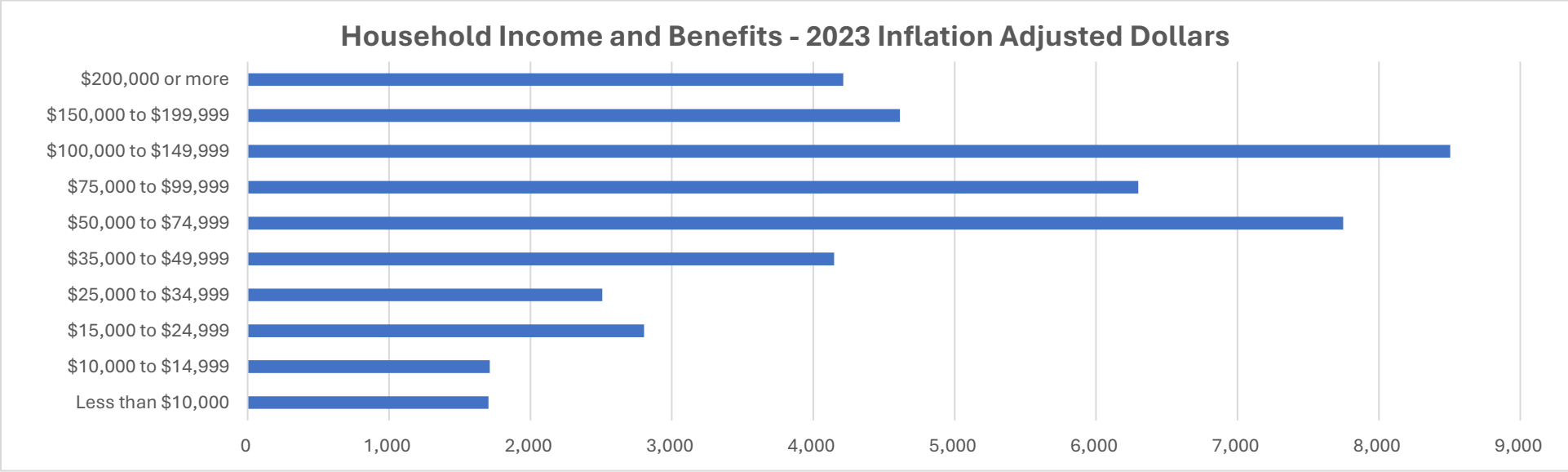
Source: CoC Housing Inventory Count Reports 2012-2024



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

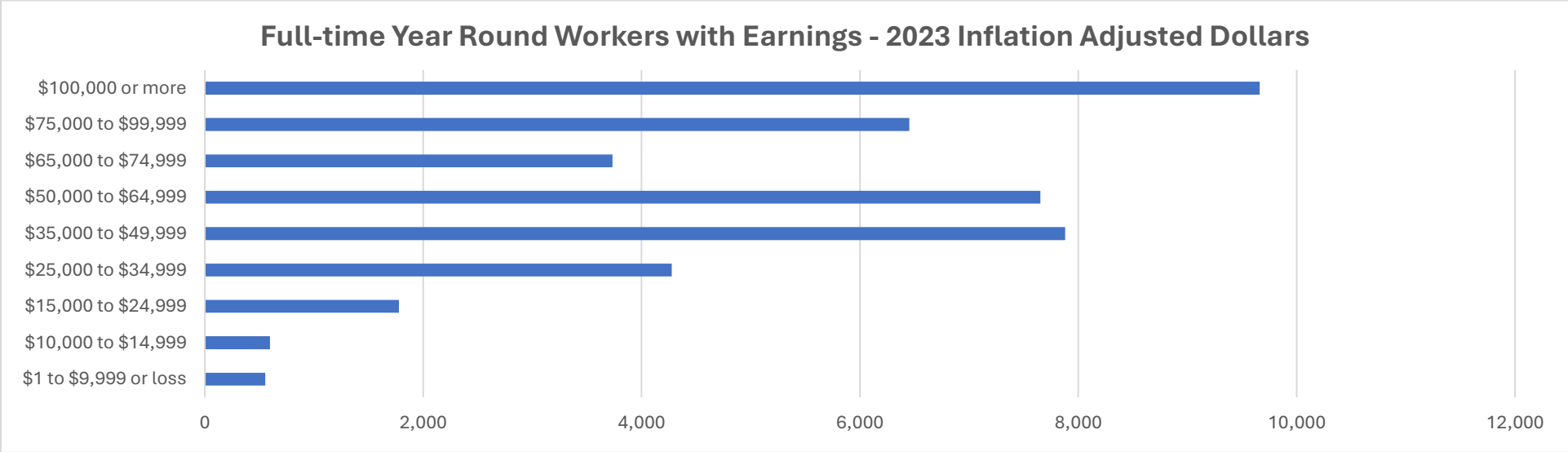
Source: 2010-2023 US Census ACS 5-Year Estimates, Tables DP03



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

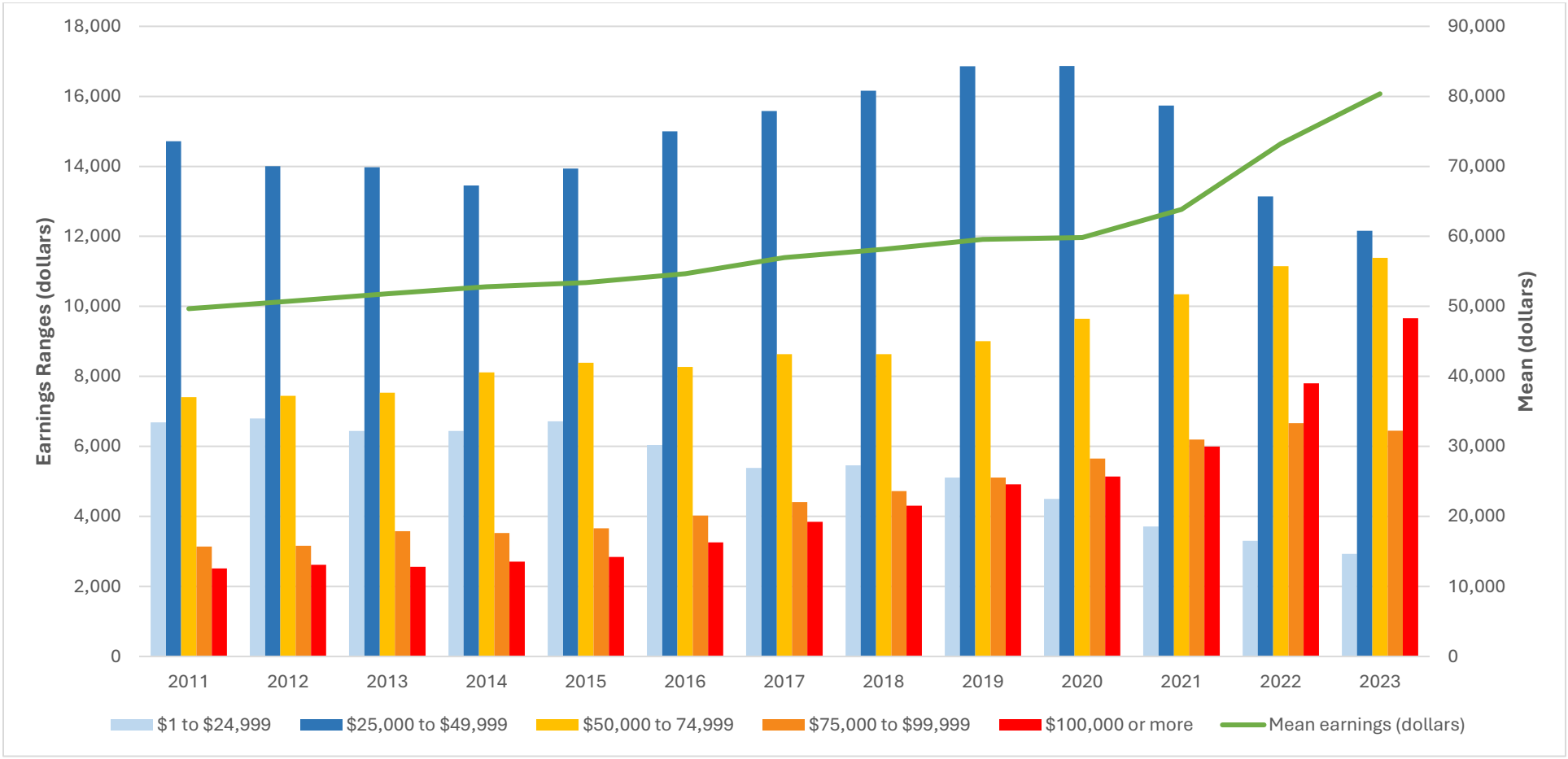
Source: 2010-2023 US Census ACS 5-Year Estimates, Tables DP03, DP04, S2001



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

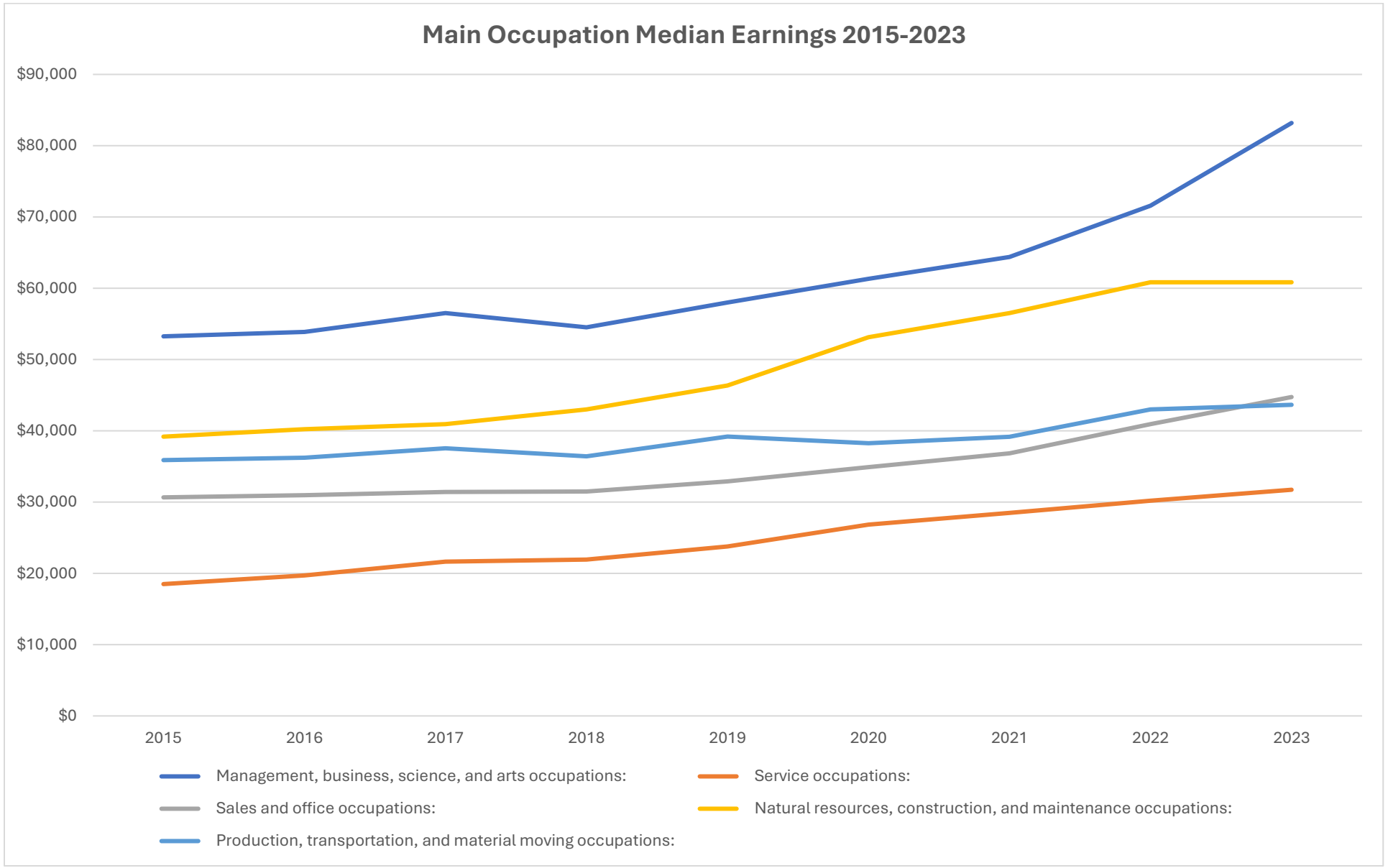
Source: 2010-2023 US Census ACS 5-Year Estimates, Table S2001



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

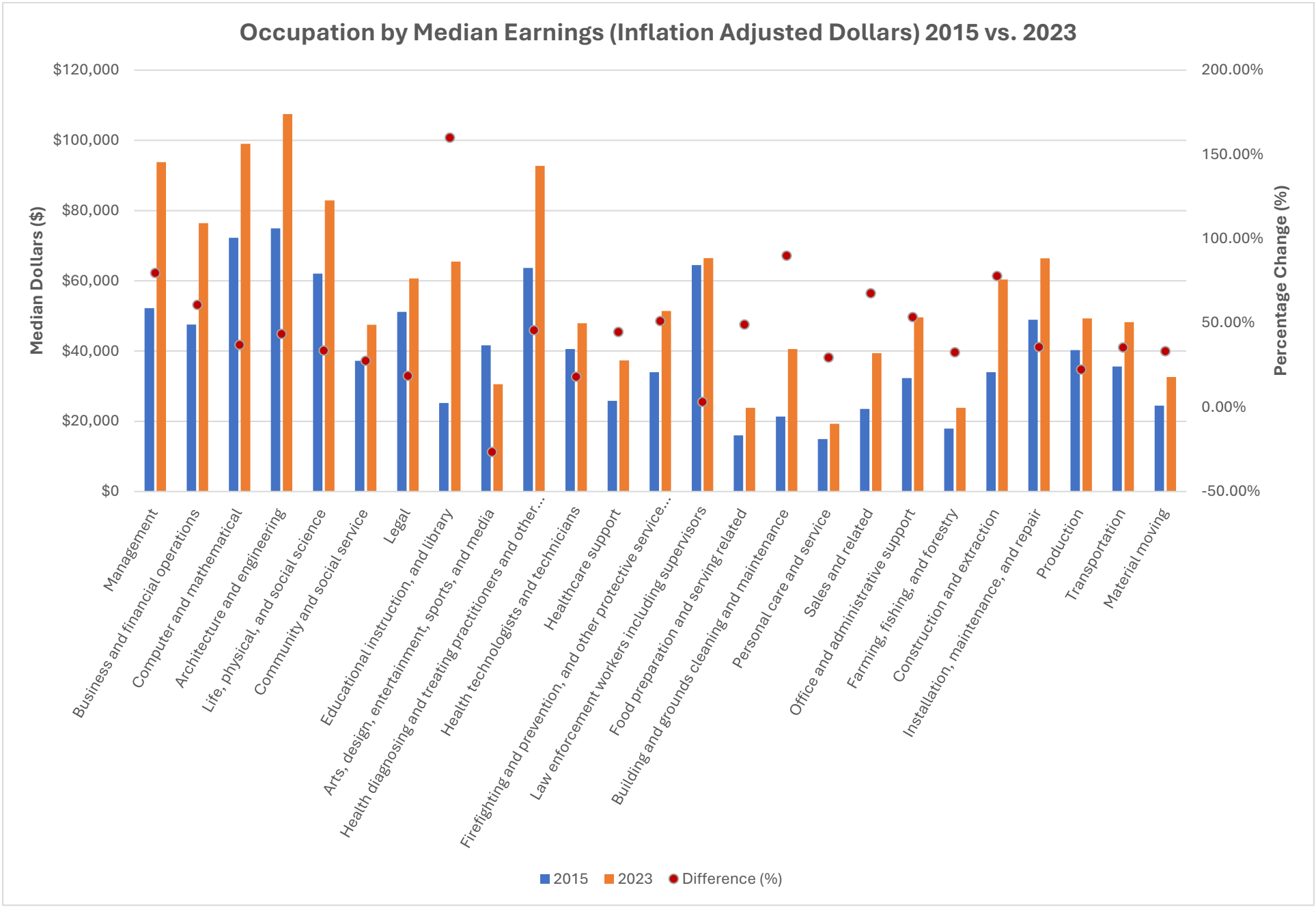
Source: 2015-2023 US Census ACS 5-Year Estimates, Table S2411



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%

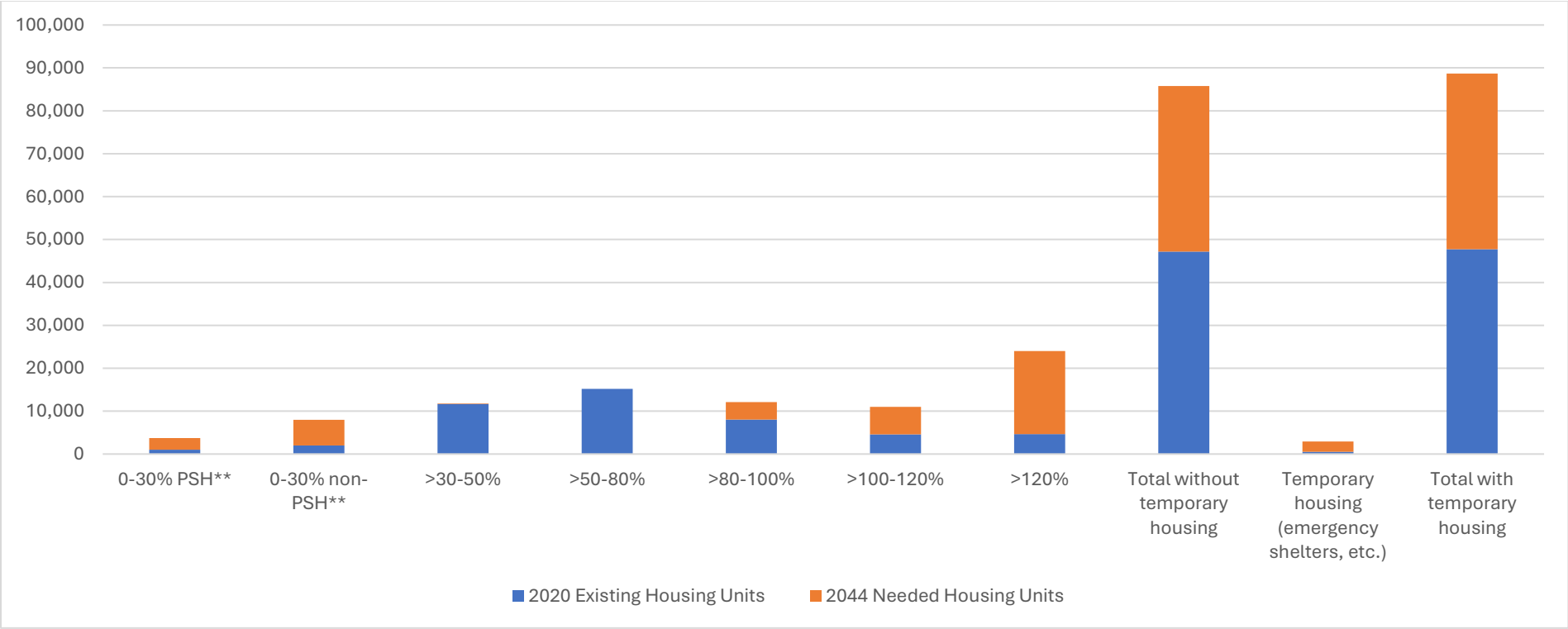
Source: 2015-2023 US Census ACS 5-Year Estimates, Table S2411


Occupation by Median Earnings (Inflation Adjusted Dollars) 2015 vs. 2023
Median Dollars ($)
Percentage Change (%)
$120,000
$100,000
$80,000
$60,000
$40,000
$20,000
$0
200.00%
150.00%
100.00%
50.00%
0.00%
-50.00%
Management
Business and financial operations
Computer and mathematical
Architecture and engineering
Life, physical, and social science
Community and social service
Legal
Educational instruction, and library
Arts, design, entertainment, sports, and media
Health diagnosing and treating practitioners and other...
Health technologists and technicians
Healthcare support
Firefighting and prevention, and other protective service...
Law enforcement workers including supervisors
Food preparation and serving related
Building and grounds cleaning and maintenance
Personal care and service
Sales and related
Office and administrative support
Farming, fishing, and forestry
Construction and extraction
Installation, maintenance, and repair
Production
Transportation
Material moving
2015
2023
Difference (%)

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

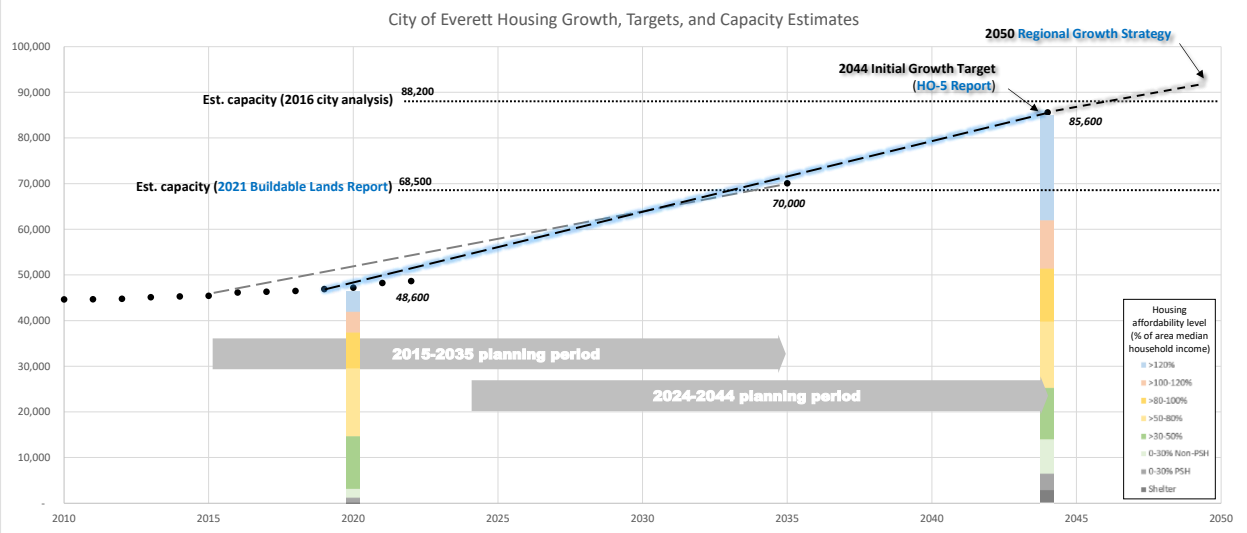
Under the state and regional planning framework, Everett must plan for and accommodate population, housing, and employment growth targets in its comprehensive planning.

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

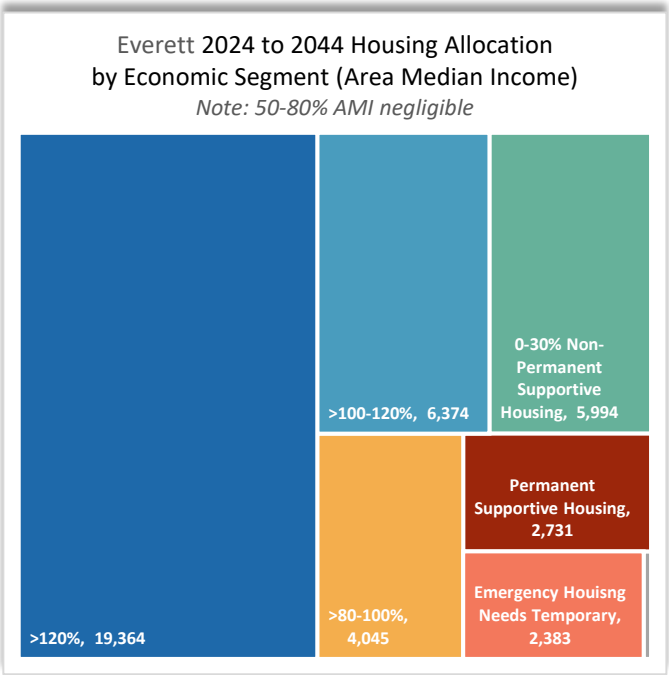
Planning Period	Growth Targets
Population	**2024-2044 planning period growth: +69,000 people**
2020	110,000
2035	165,000
2044	179,000
Housing Units	**2024-2044 planning period growth: + 37,000 housing units**
2020	48,600
2035	70,000
2044	85,600
Employment	**2024-2044 planning period growth: +67,000 jobs**
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 income[1]) 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 resultsprescribed 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 andthe distribution and location of vouchers and similar assistance methods.

iii. The supply of land that is undeveloped, partially used/or has the potential tobe 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

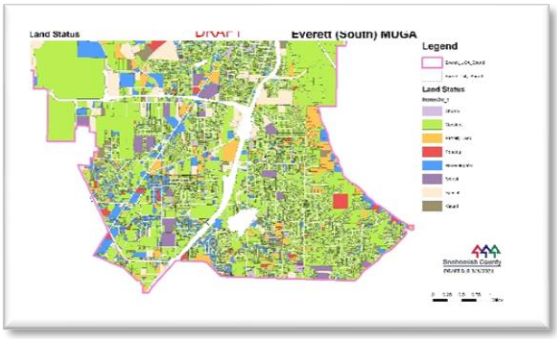
Under Countywide Planning Policy DP-4, the county and cities must use "consistent land capacity analysis methods as established in the Procedures Report called for in Appendix E". This requires an understanding of Snohomish County's Buildable Lands Procedures, summarized below.

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 ratio[2])
- *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

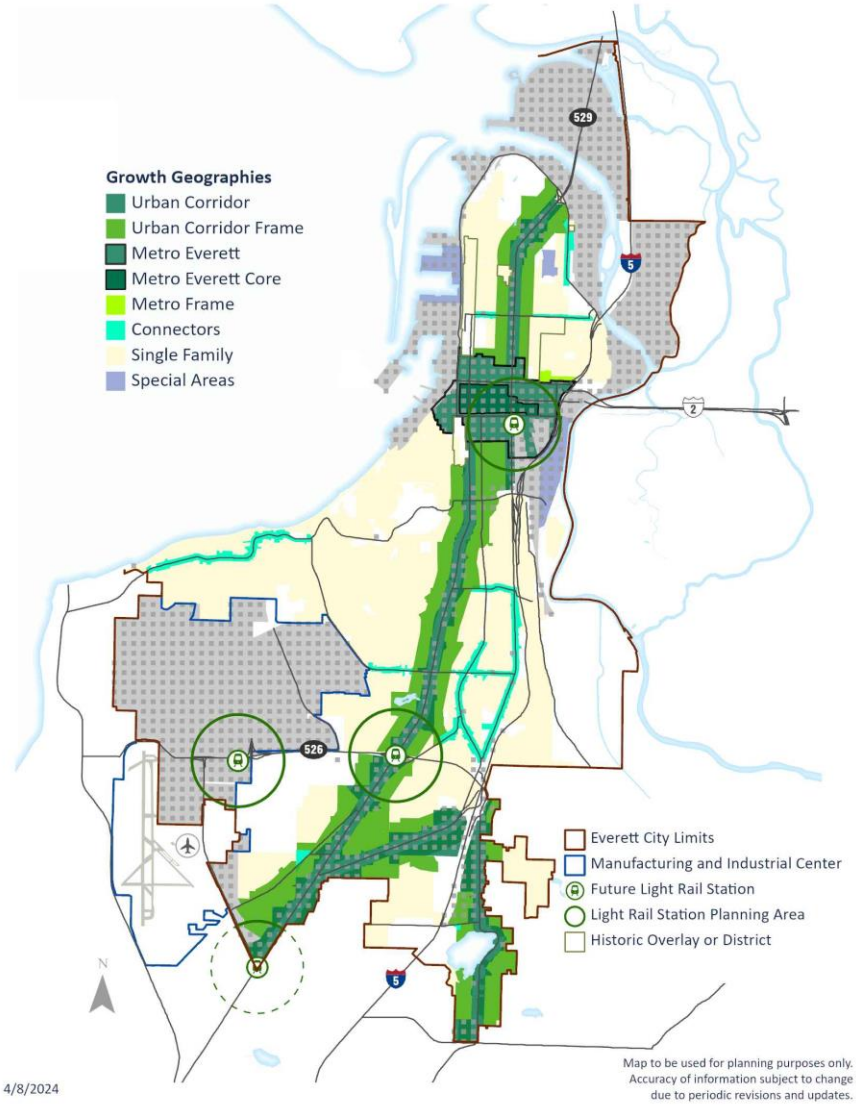
Building typologies identify general types and scales of buildings that would be allowed in a given geography and alternative. Typologies are generally equivalent to zones with respect to maximum height and other major bulk regulations, such as setbacks and maximum lot coverage by building.

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.

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

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.

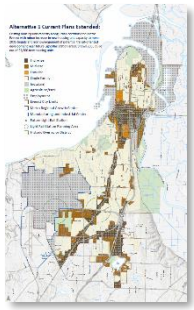


Metro Everett Core	The core of downtown Everett where buildings up to 25 floors are currently allowed
Metro Everett	Areas within Metro Everett but outside of the core
Metro Everett Frame	Small areas adjacent to Metro Everett
Urban Corridors	Major arterials currently lined with MU and B zones
Urban Corridor 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

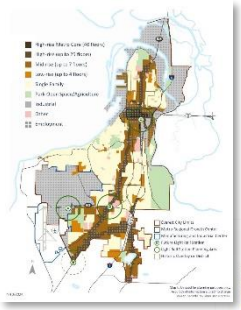
Under *Alt 1: Current Plans Extended,* the city would continue to advance the growth strategy set forth in the 2015-2035 Comprehensive Plan including focused growth in Metro Everett and along the city's urban corridors and existing employment centers. This alternative would not provide sufficient capacity to meet the city's 2044 growth targets but does establish a baseline for comparing the impacts of the other alternatives.

Alternative 1



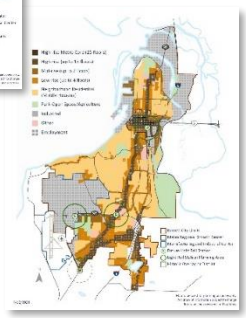
Under *Alt 2: Concentrated Growth,* the city would add additional capacity to meet the city's 2044 growth targets, primarily in tall buildings in Metro Everett and along the city's urban corridors. More of the city would avoid growth and change than the dispersed alternative.

Alternative 2



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.

Alternative 3



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.

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) *Note: Mixed use employment areas overlap some categories above*	
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

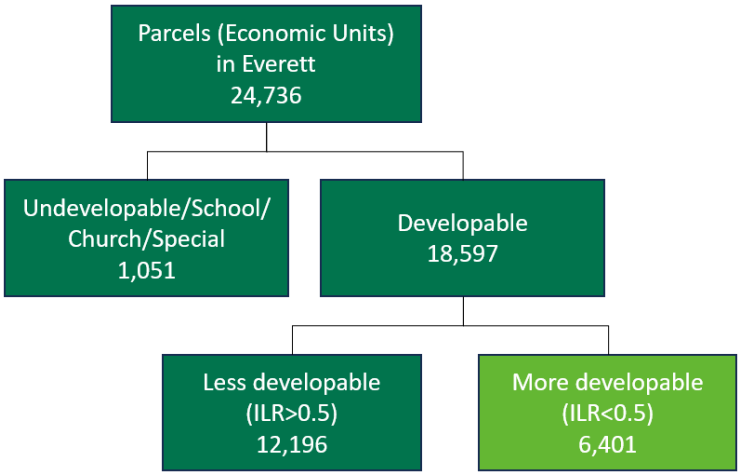
Step 1b: Remove unbuildable parcels (staff review).

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
Detached infill, ADU	*2,508*	*2,508*	*0*
Specials (Riverfront/Waterfront Pl.)	*2,500*	*2,500*	*2,500*
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%

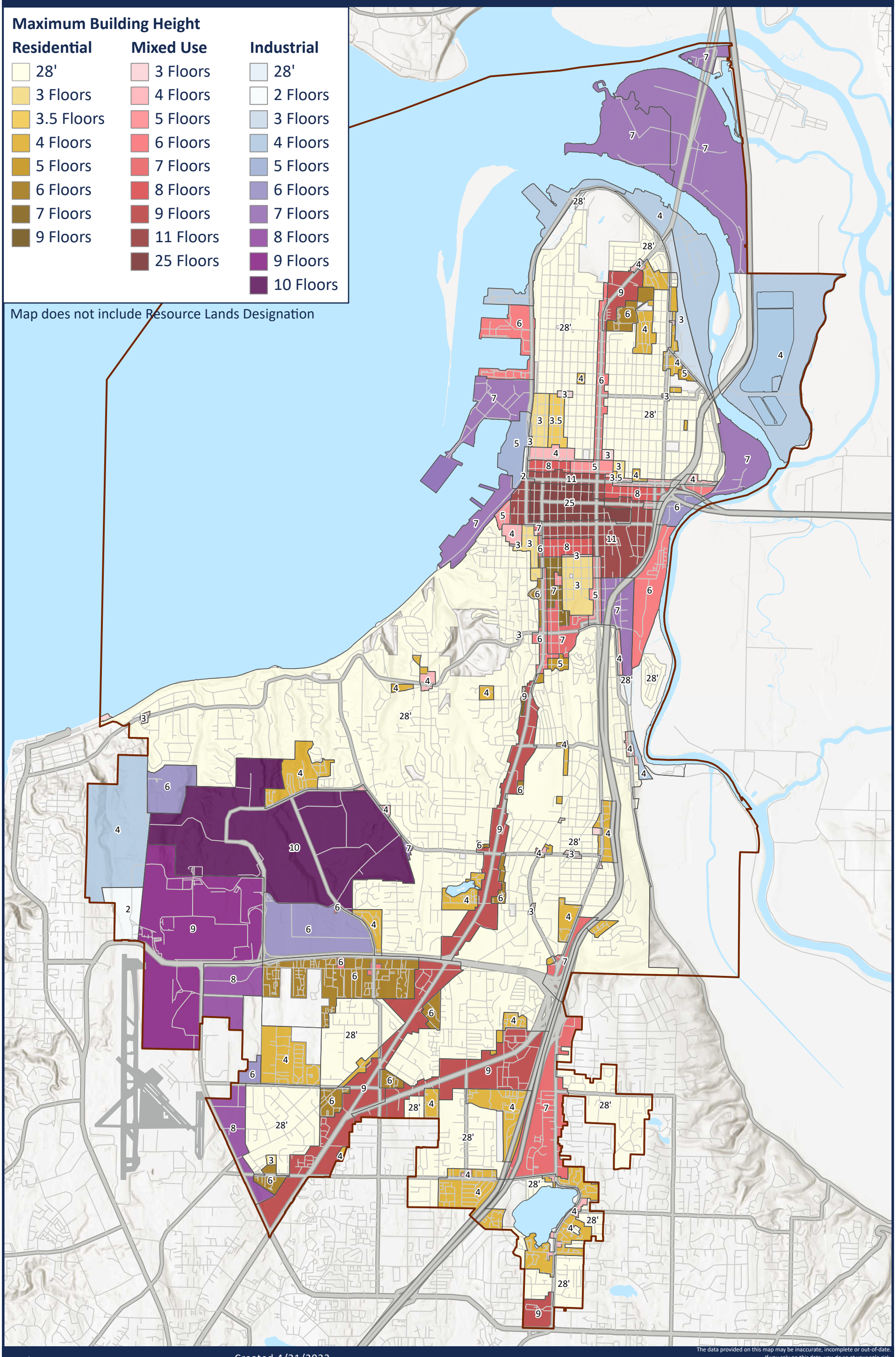
Maximum Building Height by Land Use Designation (Alt 1)

EVERETT WASHINGTON

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



0 0.25 0.5 1 Miles

N

Created 4/21/2023

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Alt 1 Growth Assumptions (Buildable Lands Capacity)

Additional Housing Unit Capacity (AHCTOTAL)

1 Dot = 1 Housing Unit

AHCTOTAL

Land Capacity Analysis (LCA) Parcels (Version 1.1)

EVERETT WASHINGTON

- 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)

529
5
2
526
525
E MARINE VIEW DR
N BROADWAY
W MARINE VIEW DR
19TH ST
EVERETT AVE
HEWITT AVE
PACIFIC AVE
TRUCKER AVE
MAPLE ST
41ST ST
E MUKILTEO BLVD
W MUKILTEO BLVD
BROADWAY
S 3RD AVE
COLBY AVE
52ND ST SE
S 2ND AVE
5TH ST
36TH AVE W
MERRILL CREEK PKY
HARDESON RD
GLENWOOD AVE
MADISON ST
LARIMER RD
Beverly Lake
SEAWAY BLVD
EVERGREEN WAY
E CASINO RD
BEVERLY BLVD
5TH AVE W
4TH AVE W
SE EVERETT MALL WAY
100TH ST SE
AIRPORT RD
HOLLY DR
19TH AVE SE
LOWELL LARIMER RD
112TH ST SW
112TH ST SE
35TH ST SE
Silver Lake
116TH ST SE
35TH AVE SE
128TH ST SW

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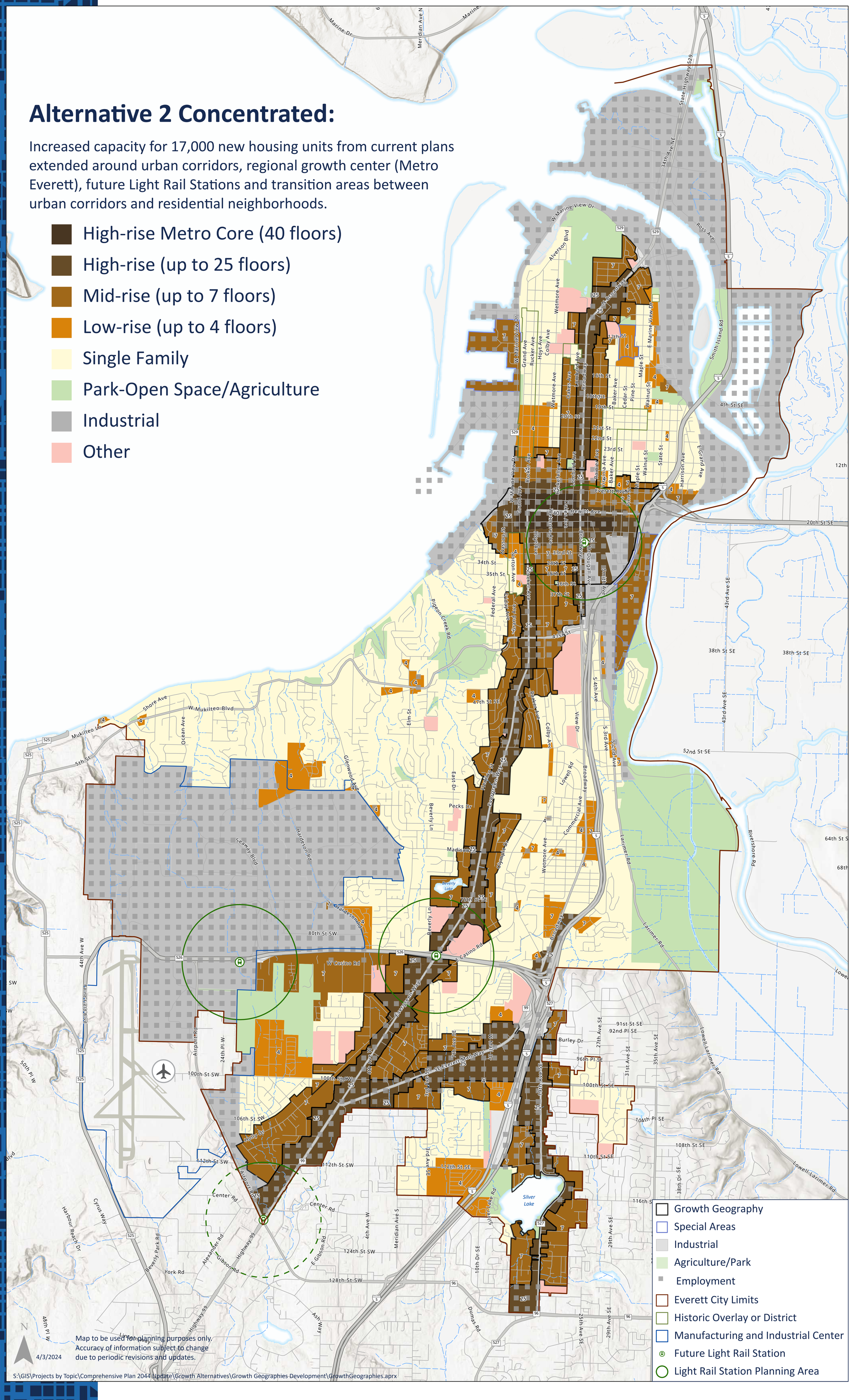
S:\GIS\Projects by Topic\Comprehensive Plan 2044 Update\Growth Alternatives\Growth Geographies Development\GrowthAlternatives_GeographiesExhibits.aprx

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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

EVERETT WASHINGTON

Everett City Limits

1 Dot = 1 Dwelling Unit

1,594 Developable Parcels = 45,427 DU's

State Highway 529
Ross Ave
W Marine View Dr
E Marine View Dr
Rucker Ave
15th St
19th St
23rd St
Everett Ave
Grand Ave
Rucker Ave
41st St
Broadway
43rd Ave SE
5th St
525
Beverly Ln
Evergreen Way
Madison St
44th Ave W
526
2nd St SW
Holly Dr
Evergreen Way
7th Ave SE
Airport Rd
3rd Ave SE
4th Ave W
99
112th St SW
112th St SE
527
35th Ave SE
Beverly Park Rd
Seattle Hill Rd
96
5

0 0.25 0.5 1 Miles

N

Created: 5/8/2024

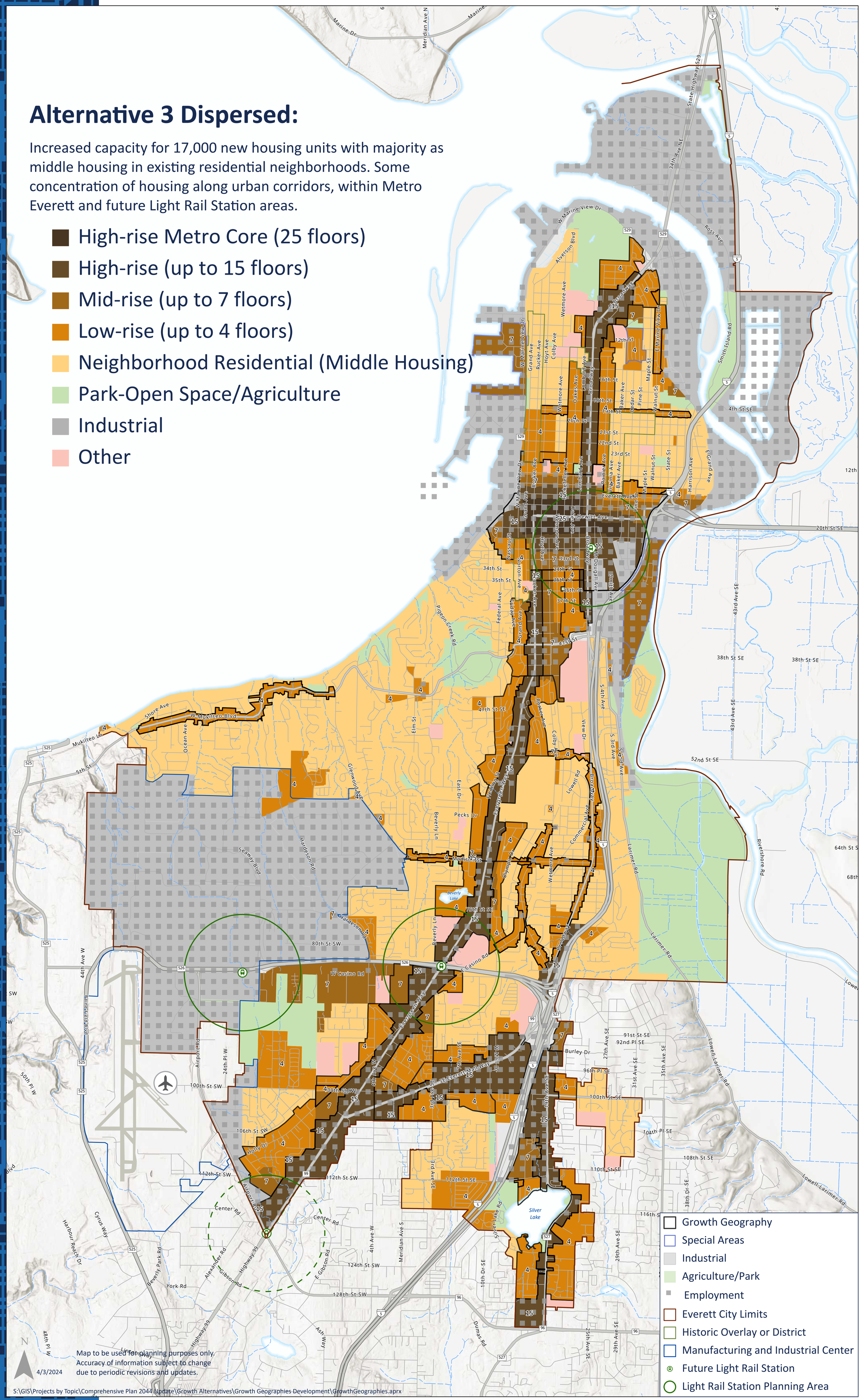
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Alternative 3 Dispersed:

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



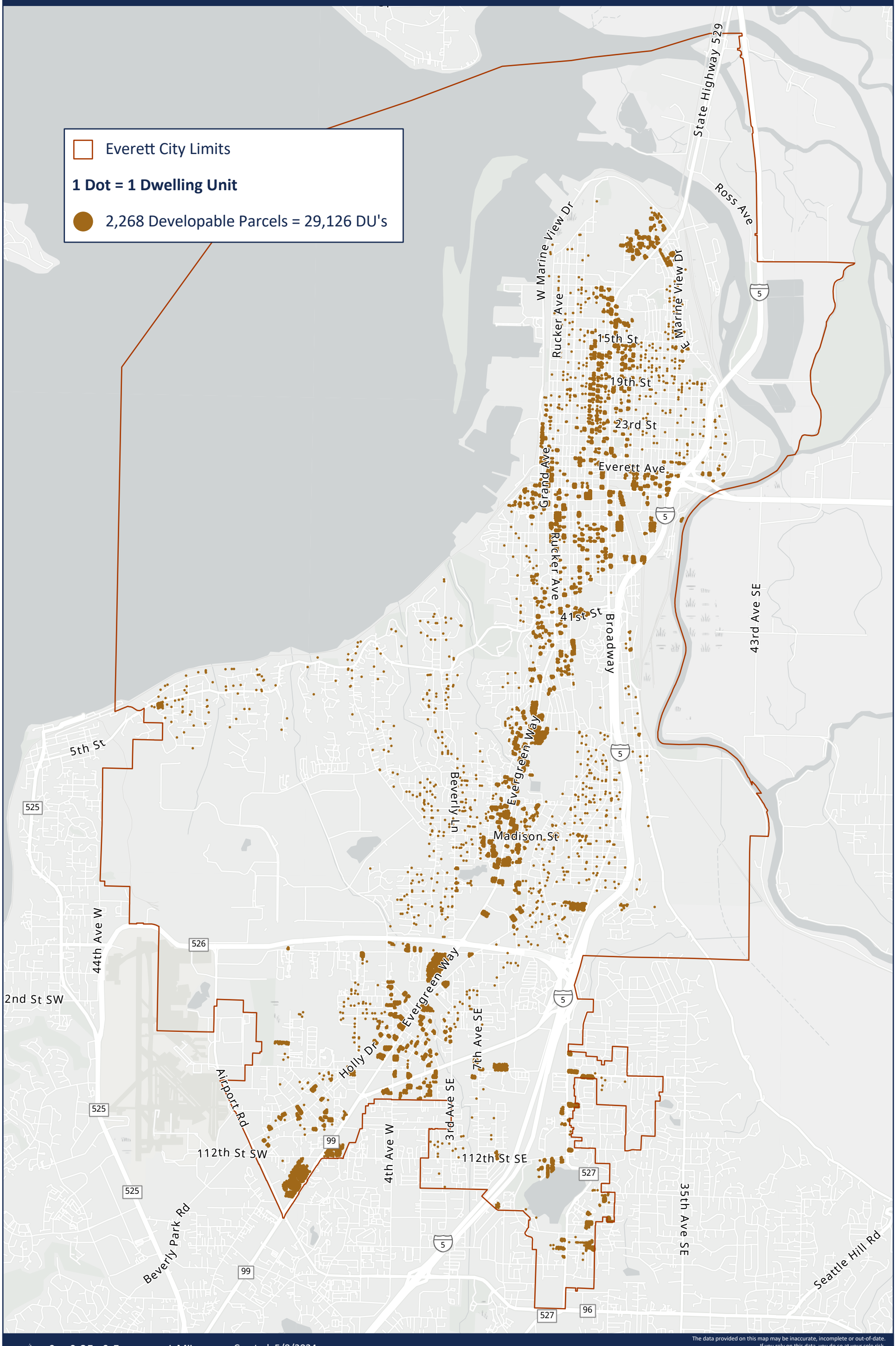
Alternative 3 Growth Assumptions

EVERETT WASHINGTON

Everett City Limits

1 Dot = 1 Dwelling Unit

2,268 Developable Parcels = 29,126 DU's



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Created: 5/8/2024

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Employment Growth

EVERETT WASHINGTON

Everett City Limits

1 Dot = 1 Job

Future 2044 Employment Growth

Marine Dr
State Highway 529
Sunnyside Blvd
Ross Ave
W Marine View Dr
E Marine View Dr
Rucker Ave
15th St
19th St
23rd St
Grand Ave
Everett Ave
41st St
Broadway
43rd Ave SE
5th St
525
526
Beverly Ln
Evergreen Way
Madison St
60th
44th Ave W
St SW
Holly Dr
Alderport Rd
112th St SW
4th Ave W
3rd Ave SE
7th Ave SE
112th St SE
527
35th Ave SE
Seattle Hill Rd
Beverly Park Rd
99
96
5

0 0.25 0.5 1 Miles

N

Created: 5/8/2024

Data Provided by PSRC Soundcast Landuse Model

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TRANSPORTATION ELEMENT APPENDIX

City of Everett

Contents

Existing Conditions 3
Future Network Analysis 53
Concurrency Code Edits 72
Project Prioritization Score Table 75
Modeling Outputs Maps 83

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

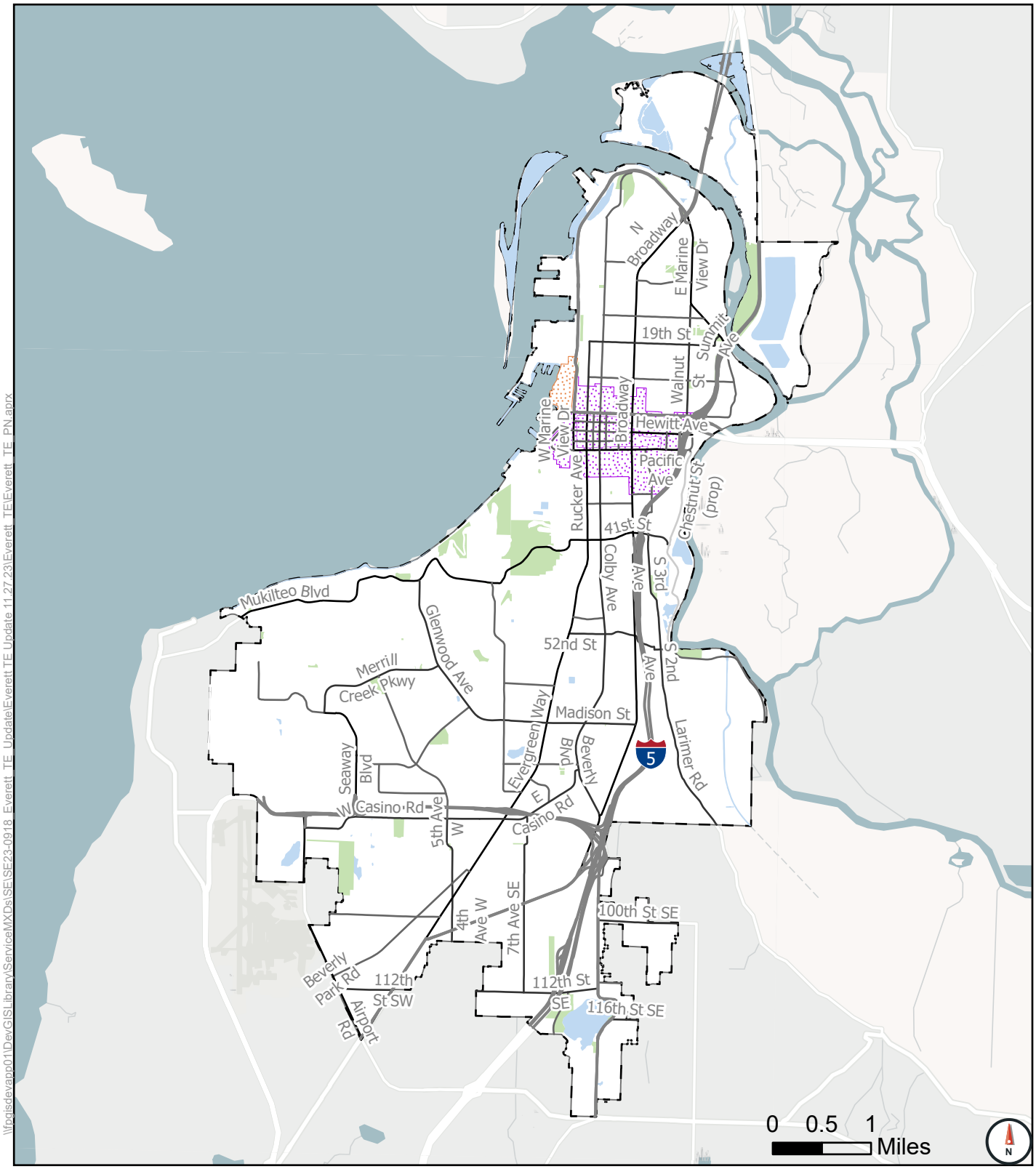
SE23-0918

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

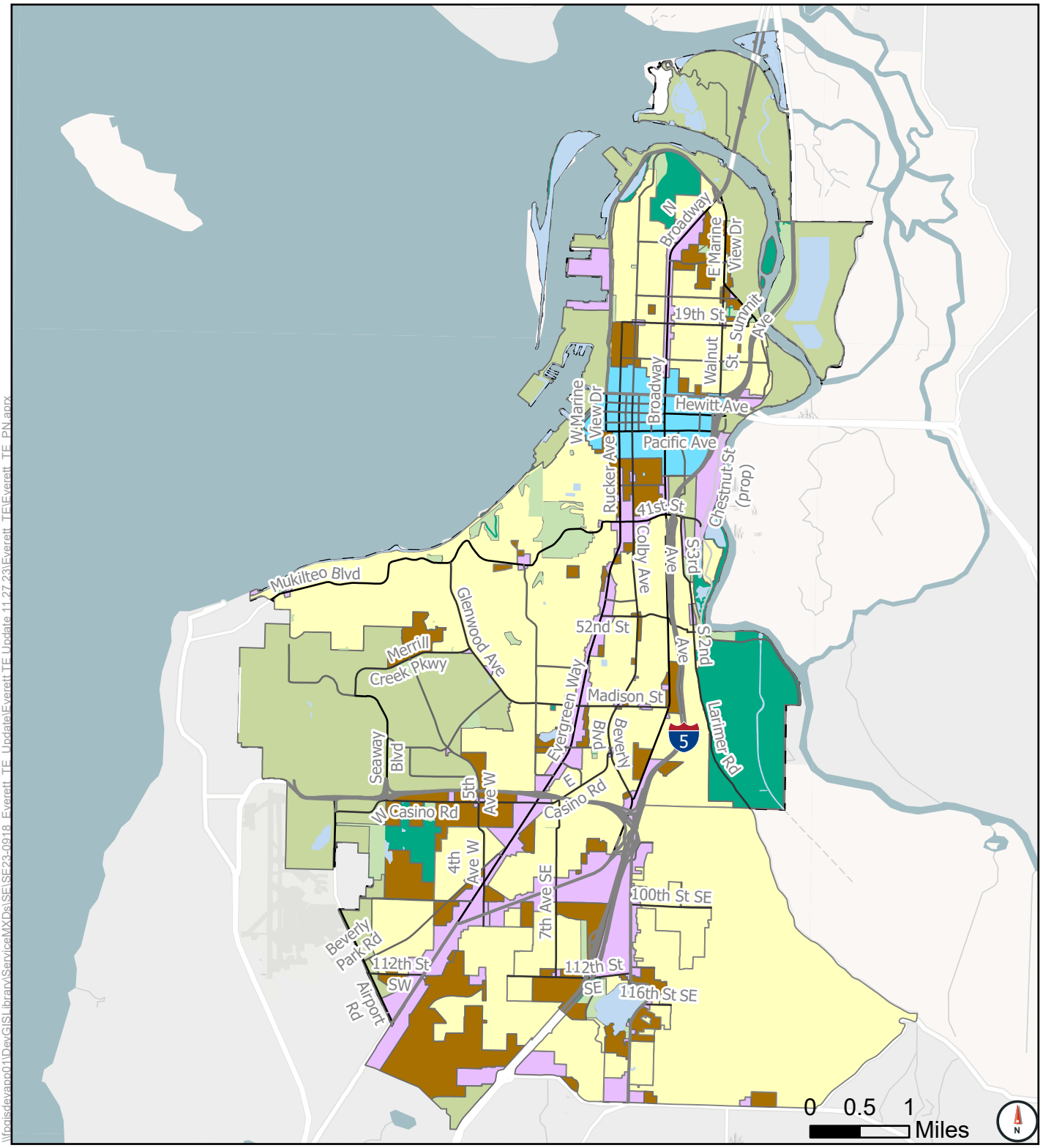
Everett is comprised of distinct areas with varying land uses, as shown in **Figure 2.** Much of Everett's land area is characterized by residential zoning, with more than 68% of the households being single-family residences. However, its residential areas vary from suburban neighborhoods with single-family 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).



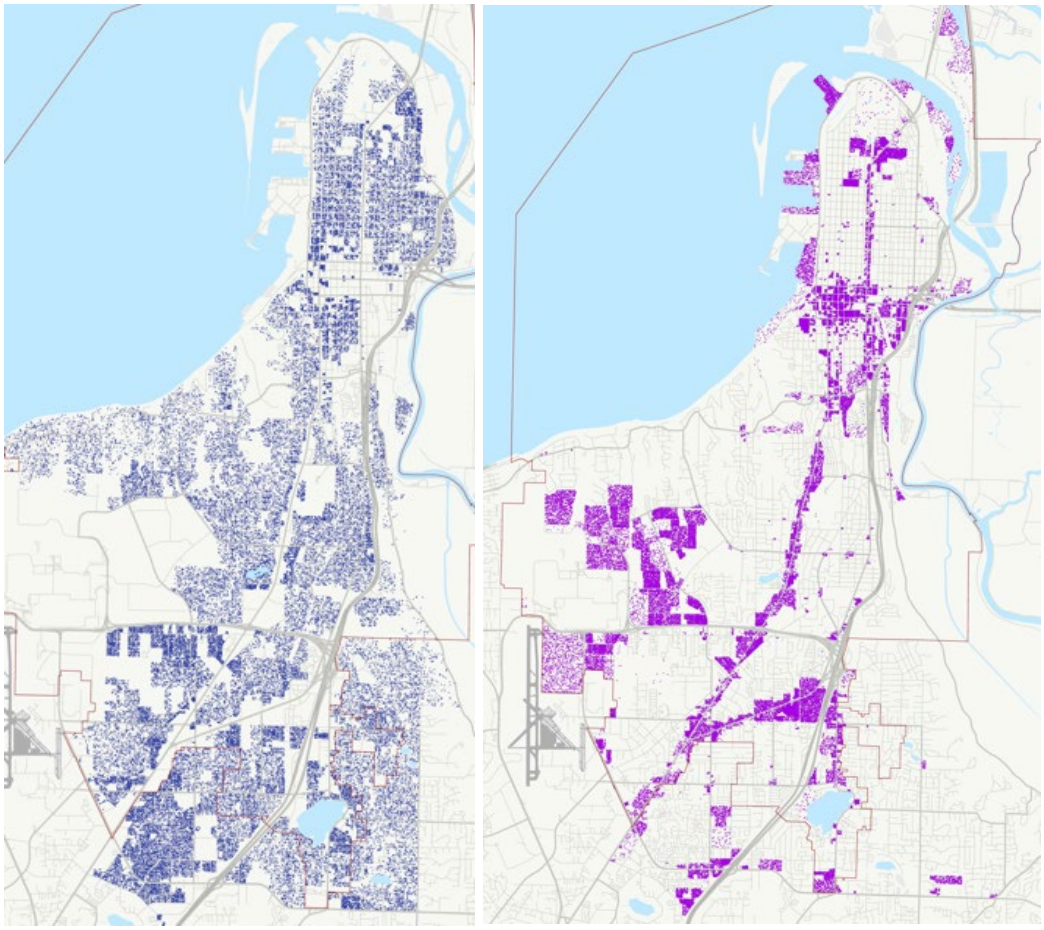
Zoning Classification

- Single Family
- Multifamily
- Commercial Mixed-Use
- Industrial
- Metropolitan Center
- Resource Lands
- Parks
- Water
- City Boundary

Figure 2. City of Everett Land Use

Source: City of Everett

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/

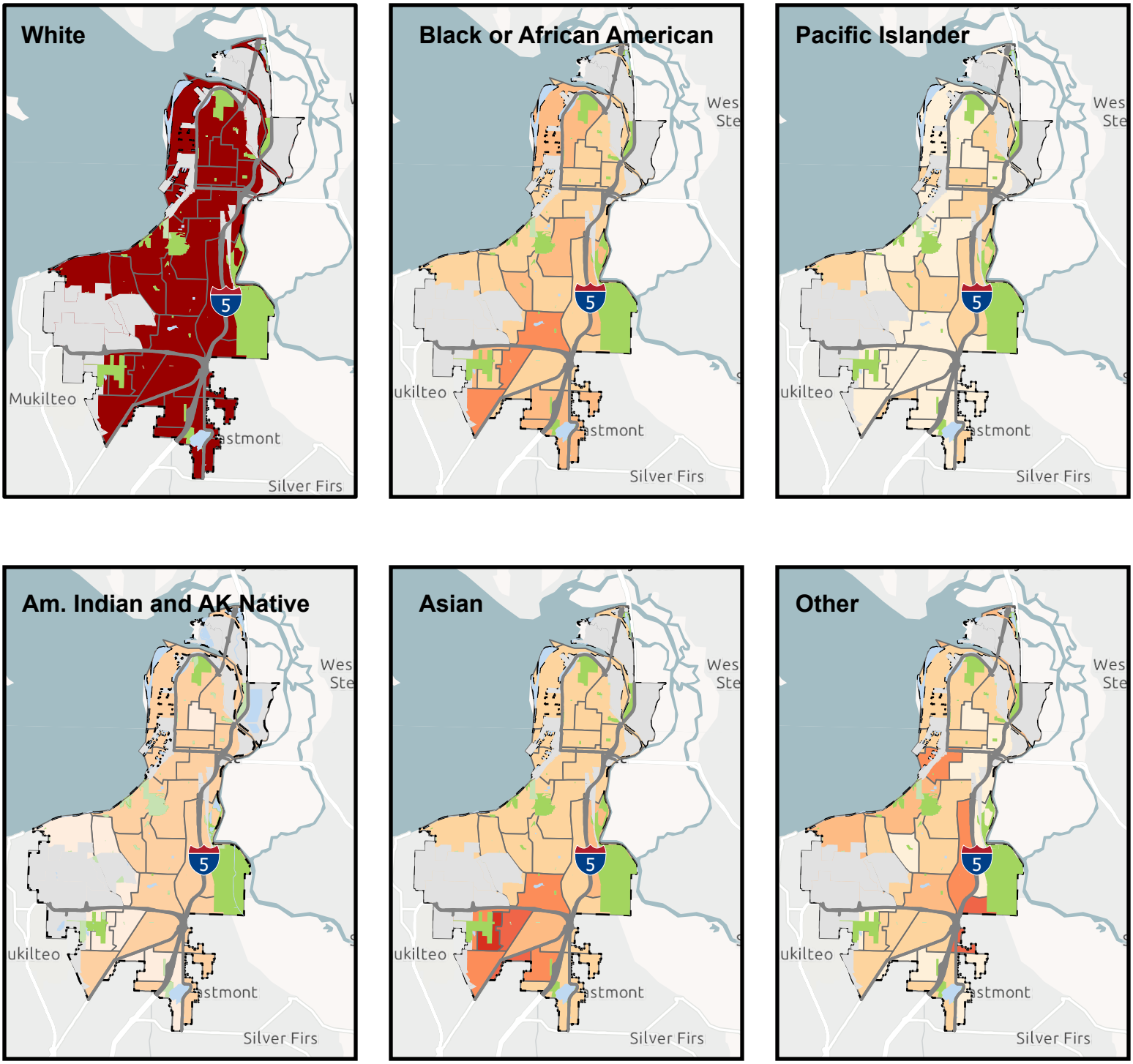
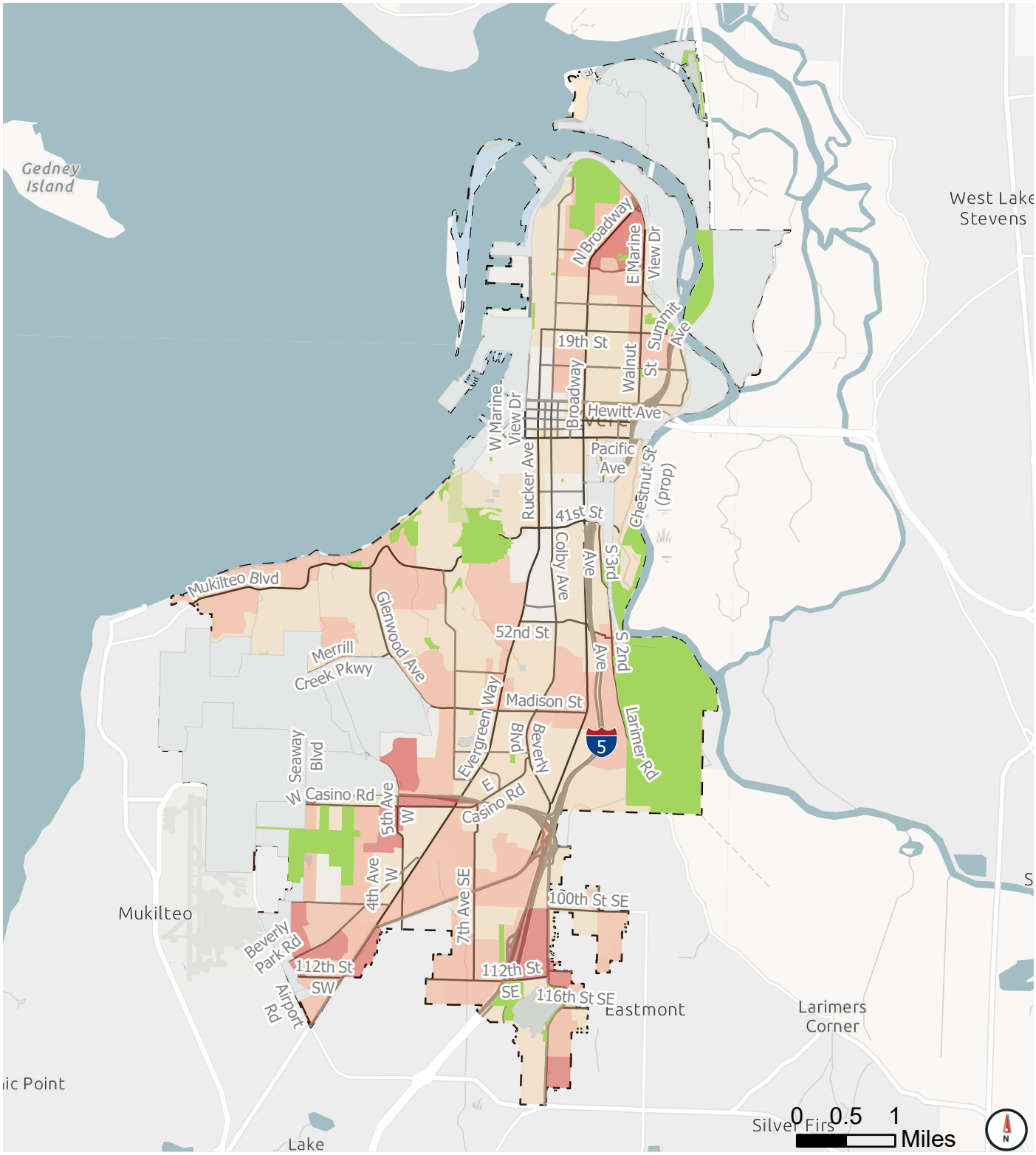


Figure 4. Race and Ethnicity

Source: City of Everett, 2023; ACS 2021



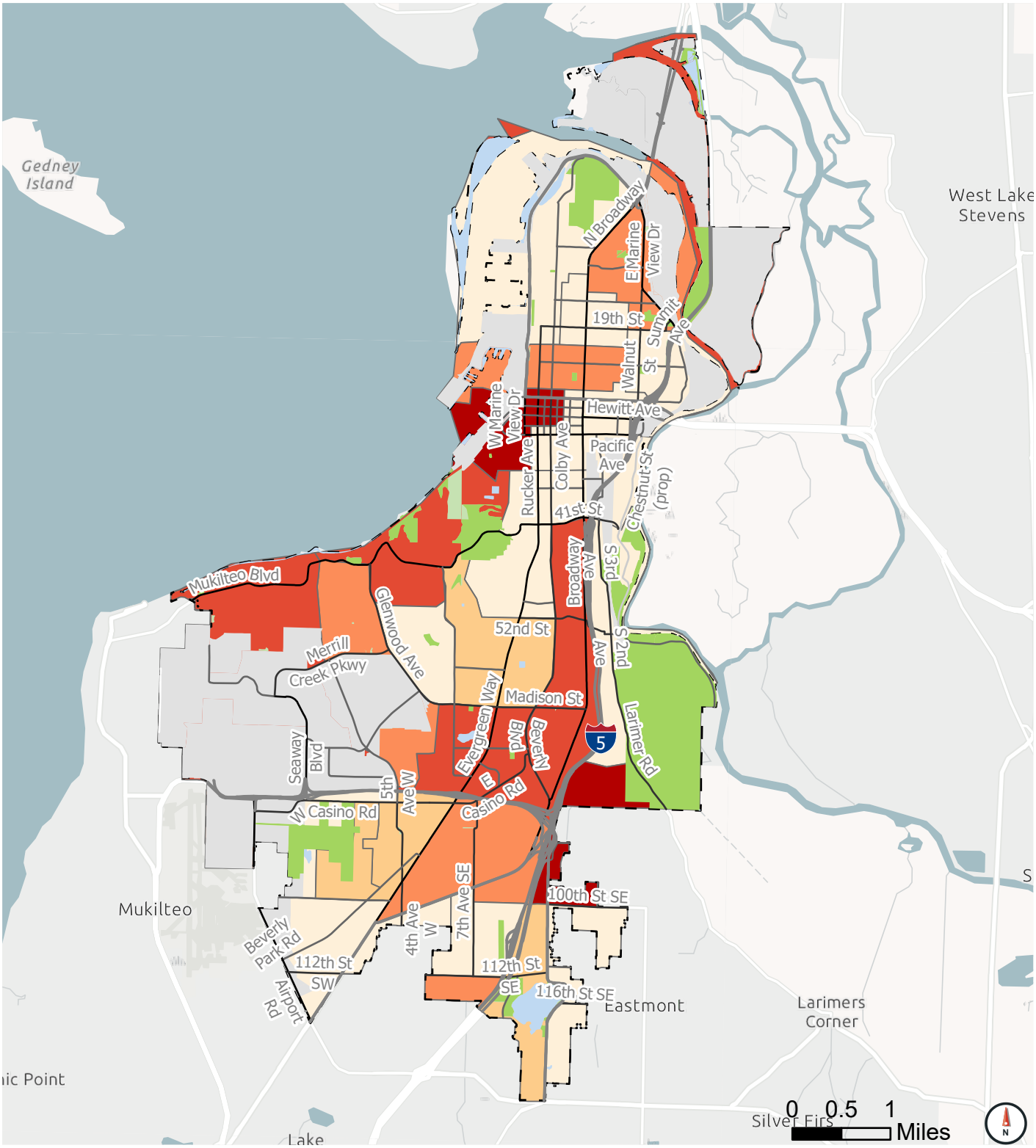
Percent Under 18

- < 10.0%
- 10.1% - 20.0%
- 20.1% - 30.0%
- > 30%

- City_Boundary
- Water
- Parks
- Industrial
- Open Space

Figure 5. Population Under 18 Years Old

Source: City of Everett, 2023; ACS 2021



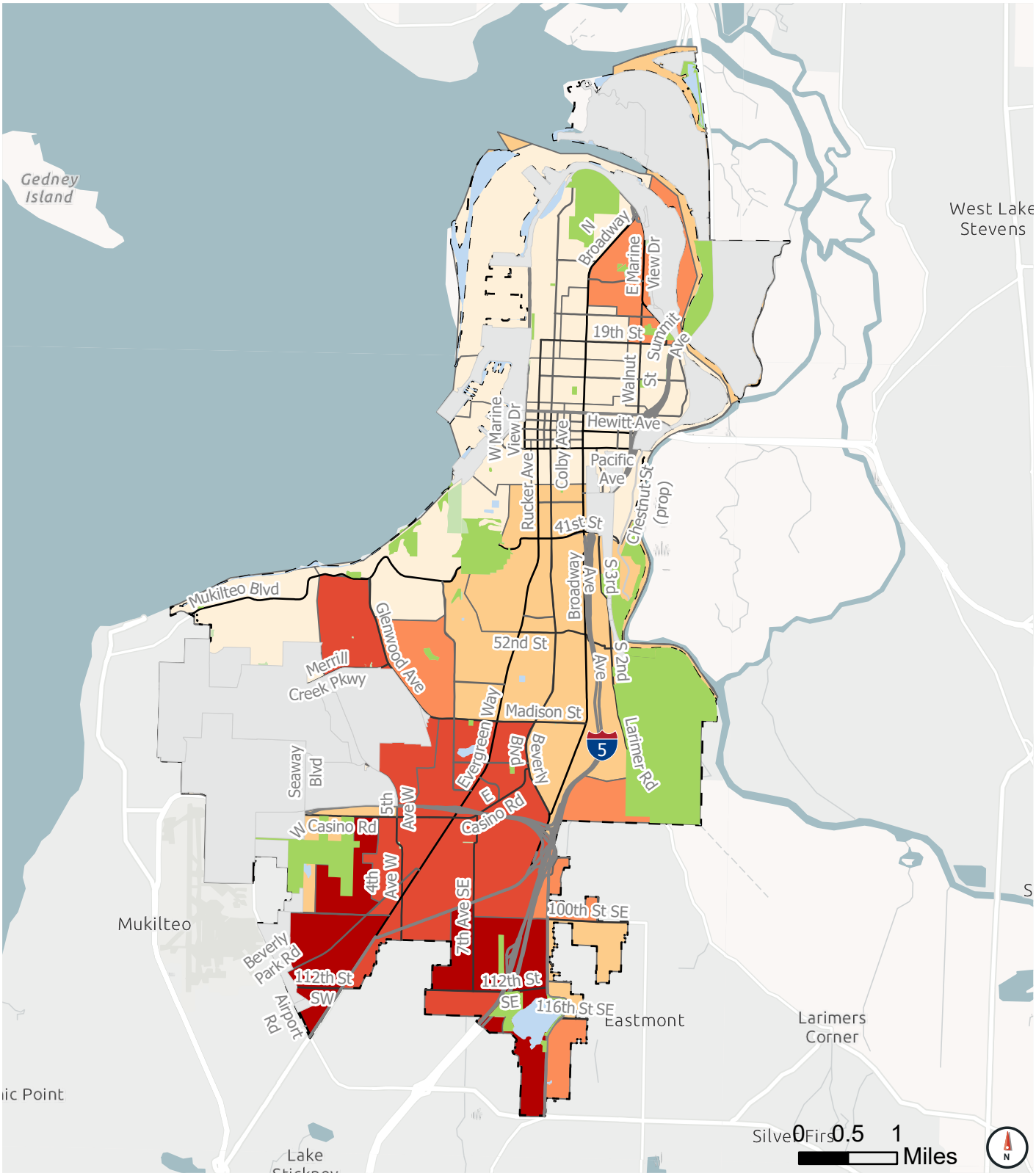
City_Boundary
Parks
Water
Industrial
Open Space

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

Source: City of Everett, 2023; ACS 2021

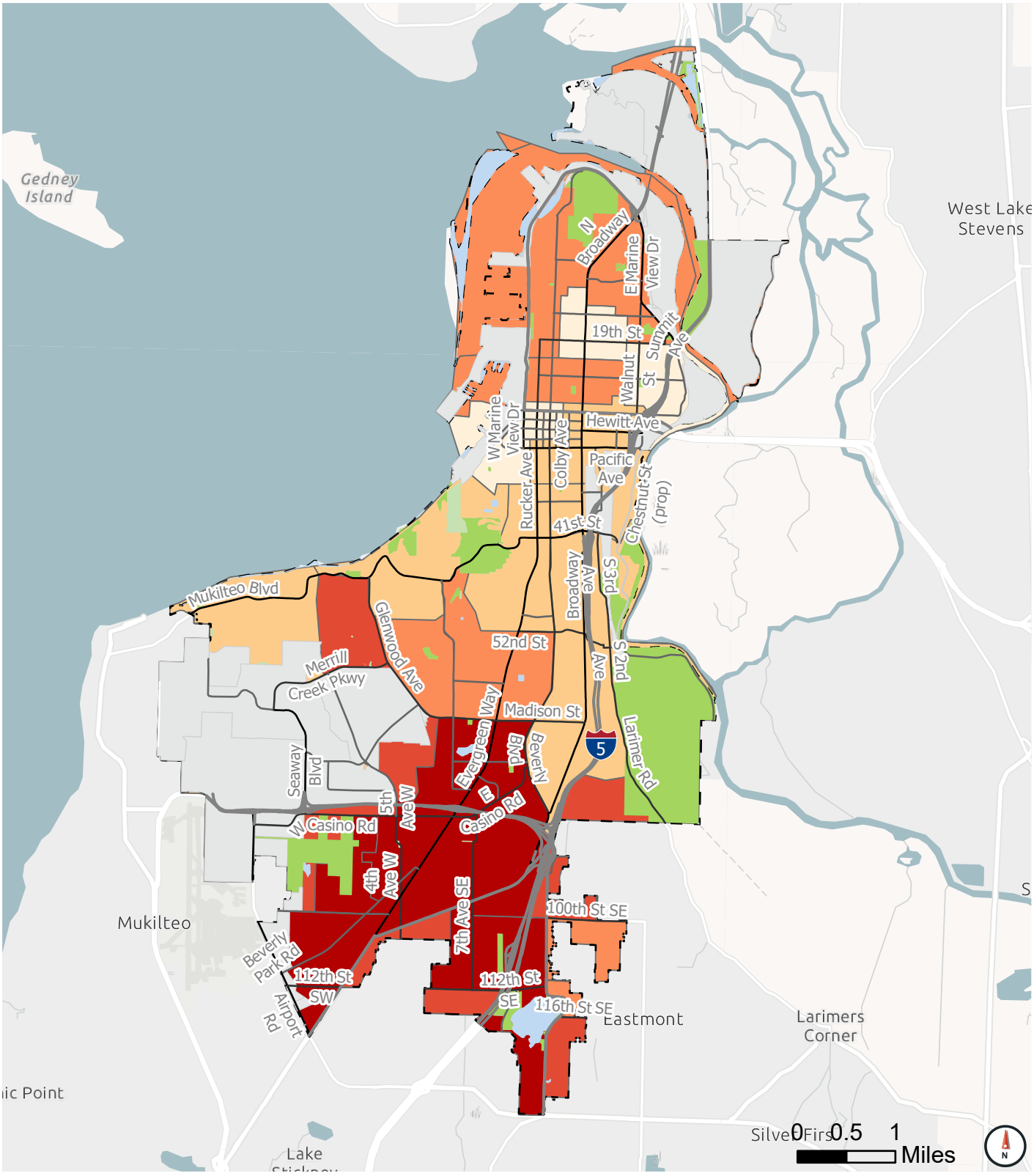


Figure 8. Foreign Born Population

Source: City of Everett, 2023; ACS 2021

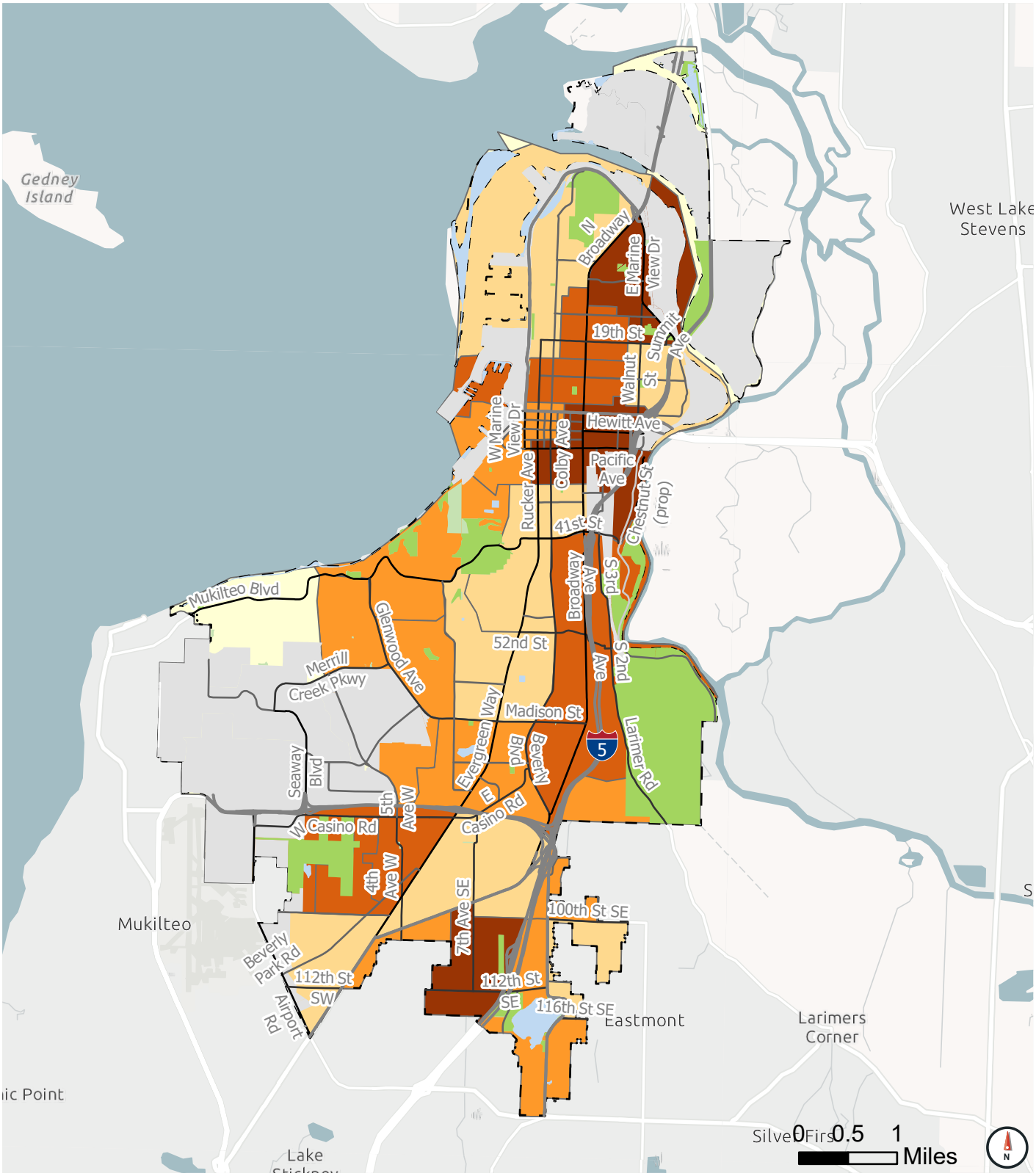


Figure 9. Population Living in Poverty

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.

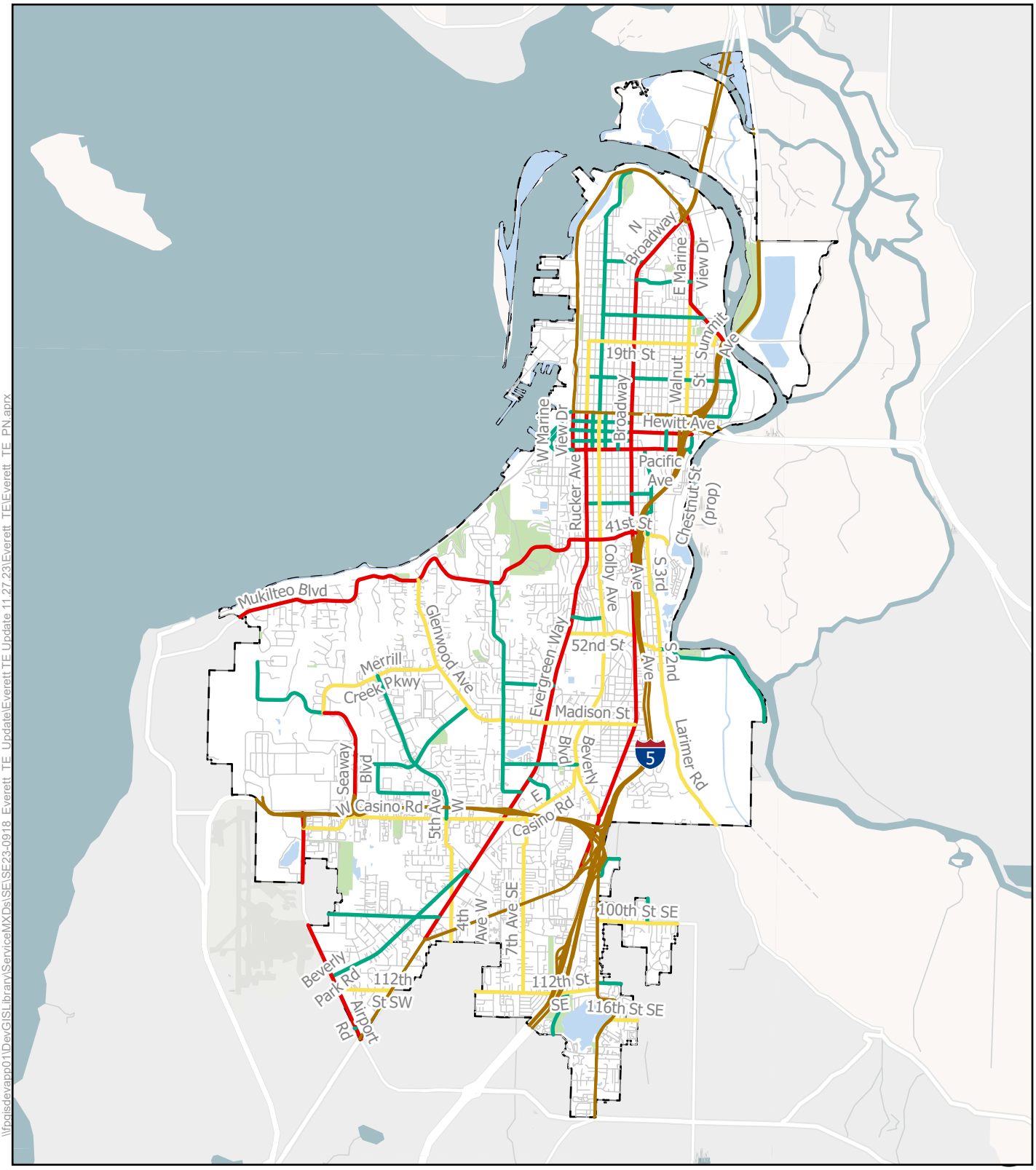
Street Network

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.	16th 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

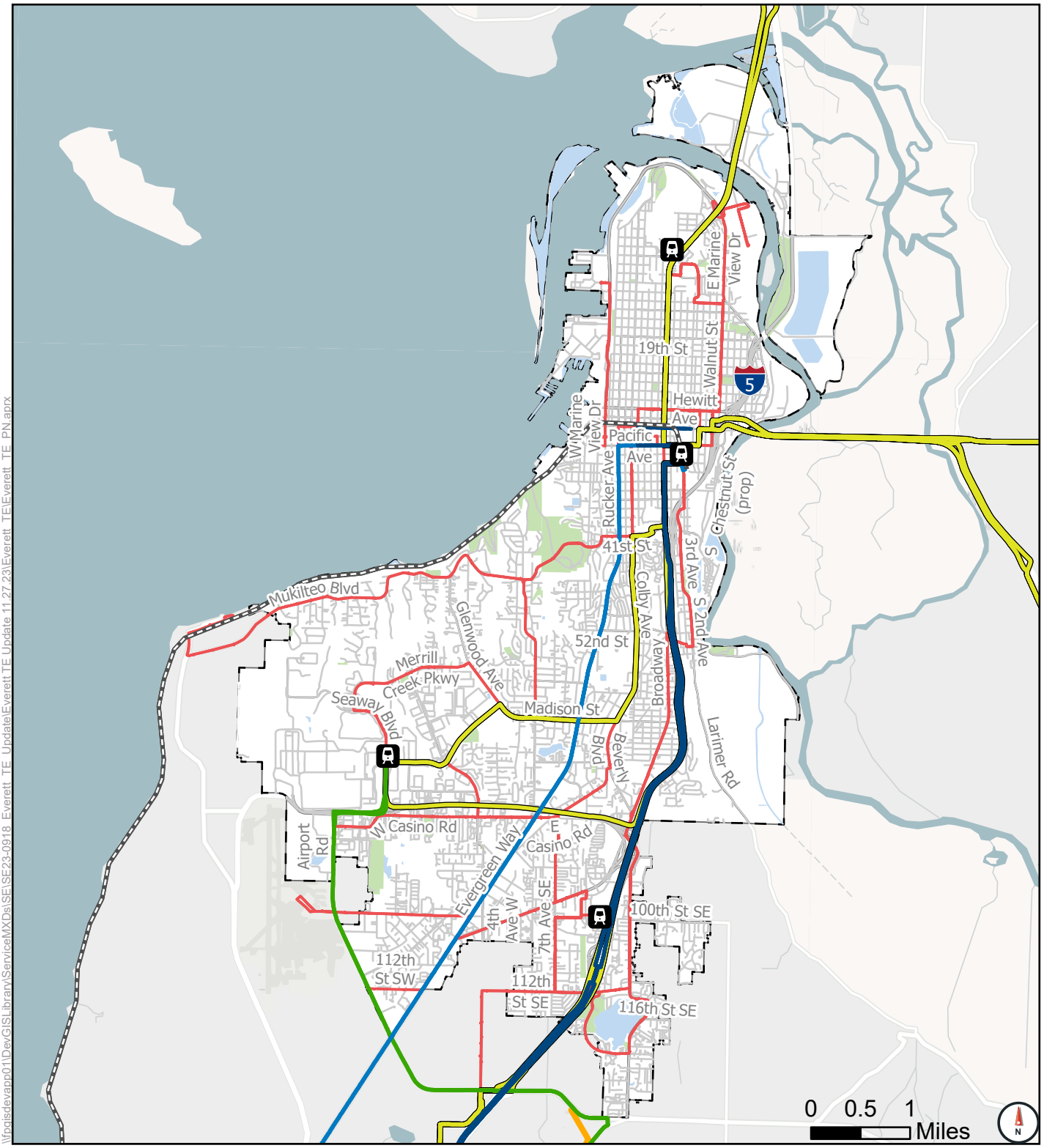
Amazon and Boeing offer private transportation options for their employees. At the DWS4 Amazon Delivery Station at 315 Shuksan Way, the facility offers a professional

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.



Transit Centers
Everett Transit Routes

Sound Transit Routes
Sounder
Express Routes

Community Transit Routes
Standard Service
Swift Blue
Swift Green
Swift Orange

Parks
Water
City Boundary

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

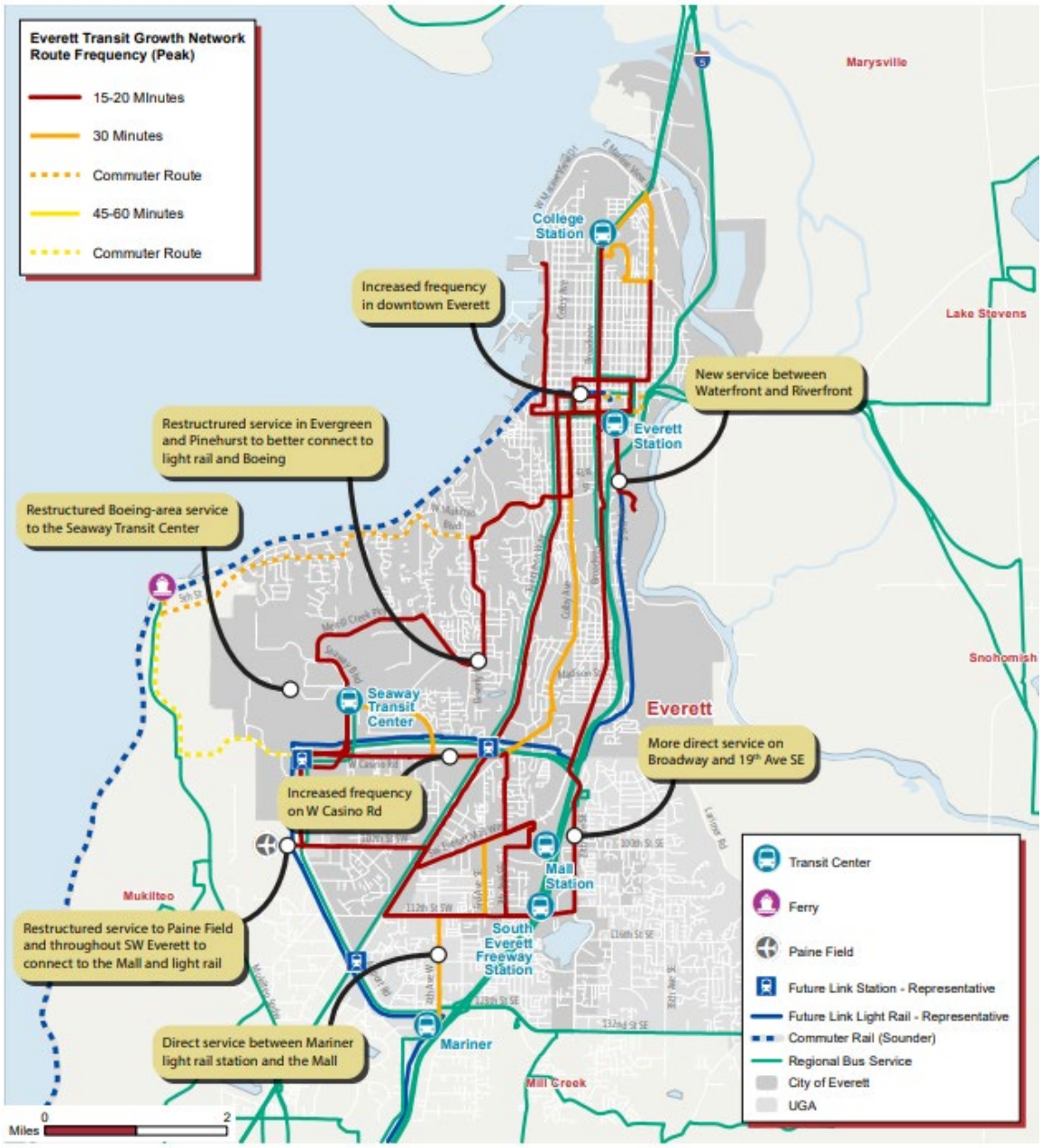


Figure 13. Community Transit Planned Swift Network

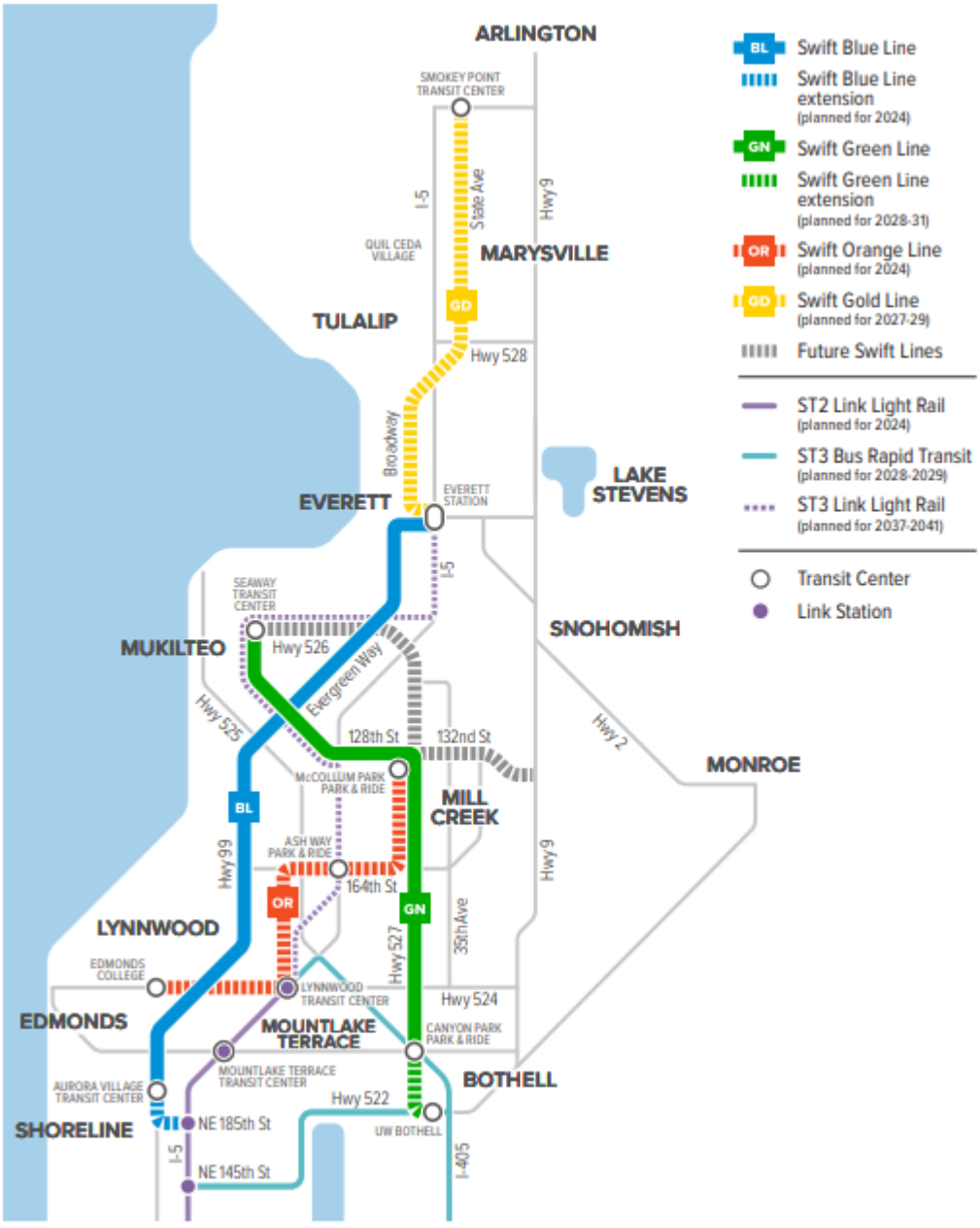
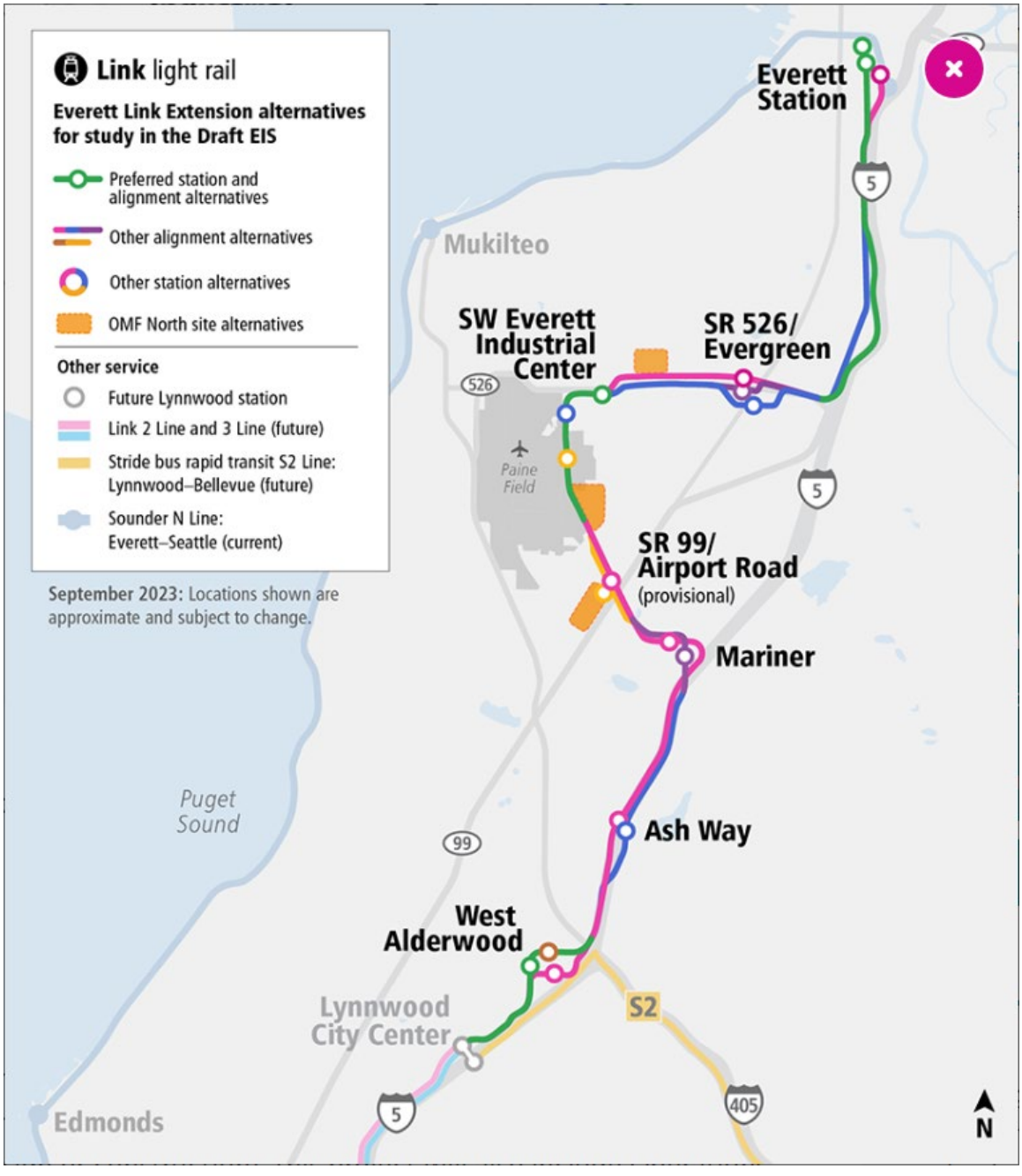


Figure 14. Sound Transit Everett Link Extension Alternatives



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.**

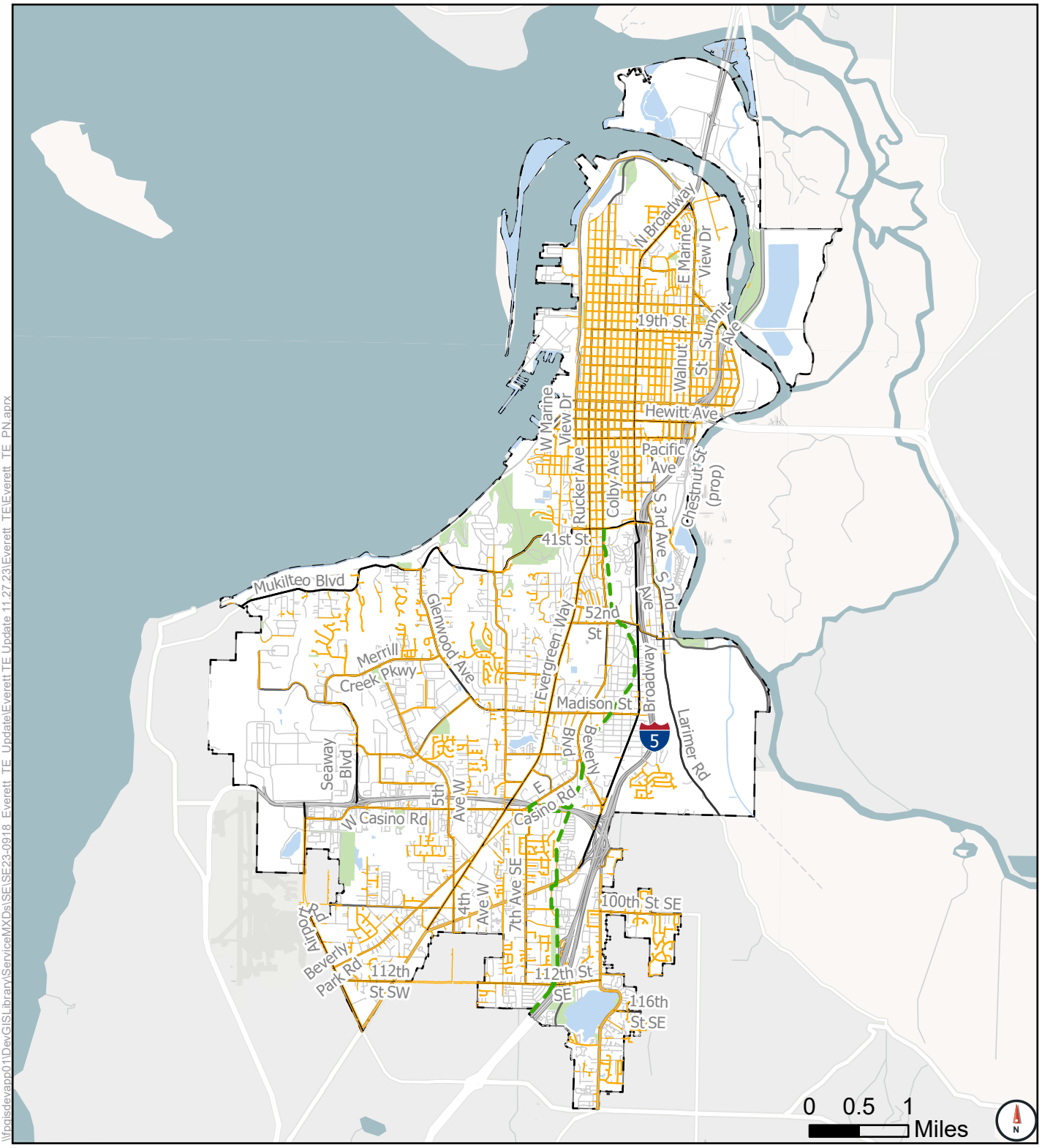
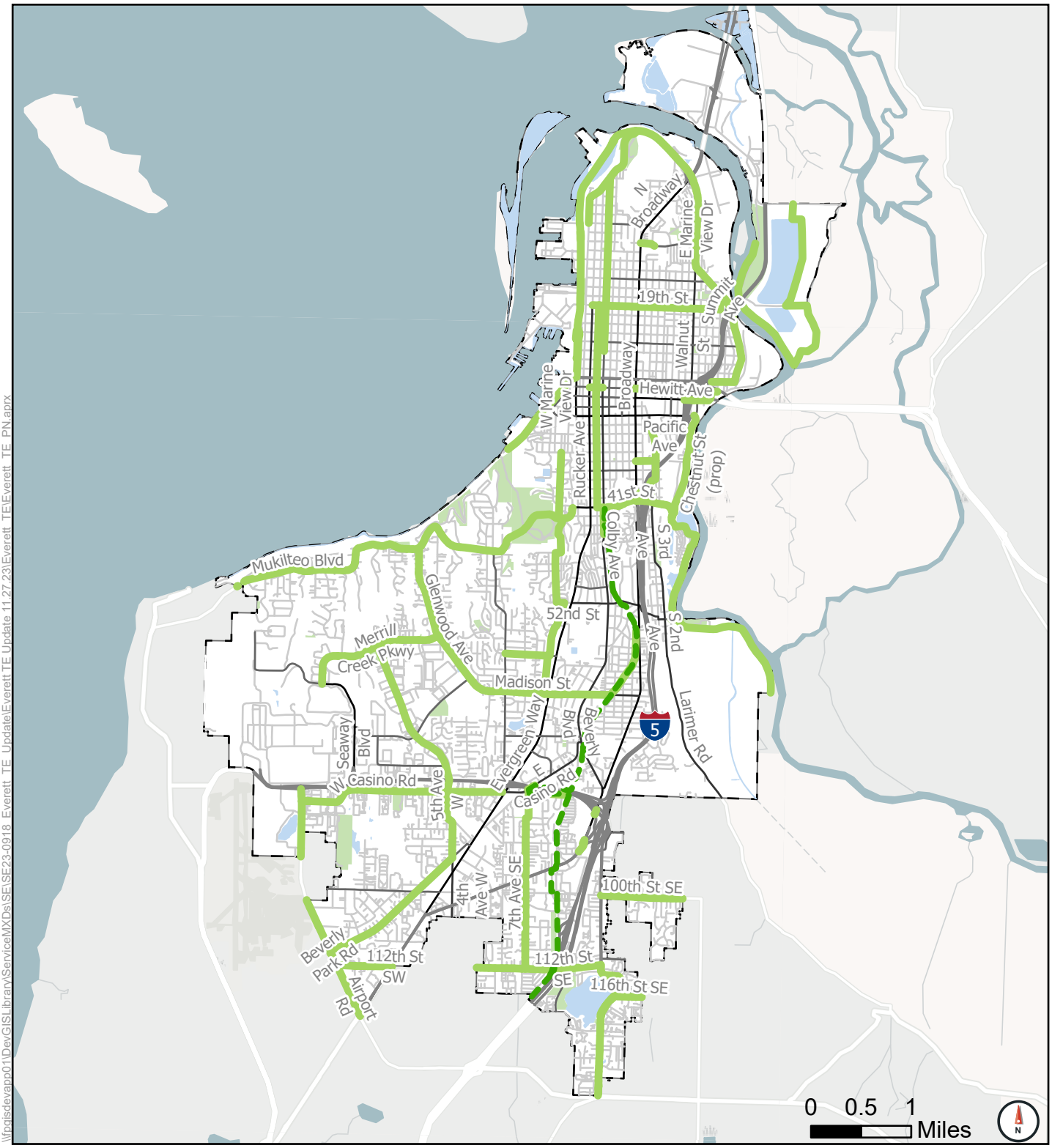


Figure 15. Everett's Existing Pedestrian Network

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.

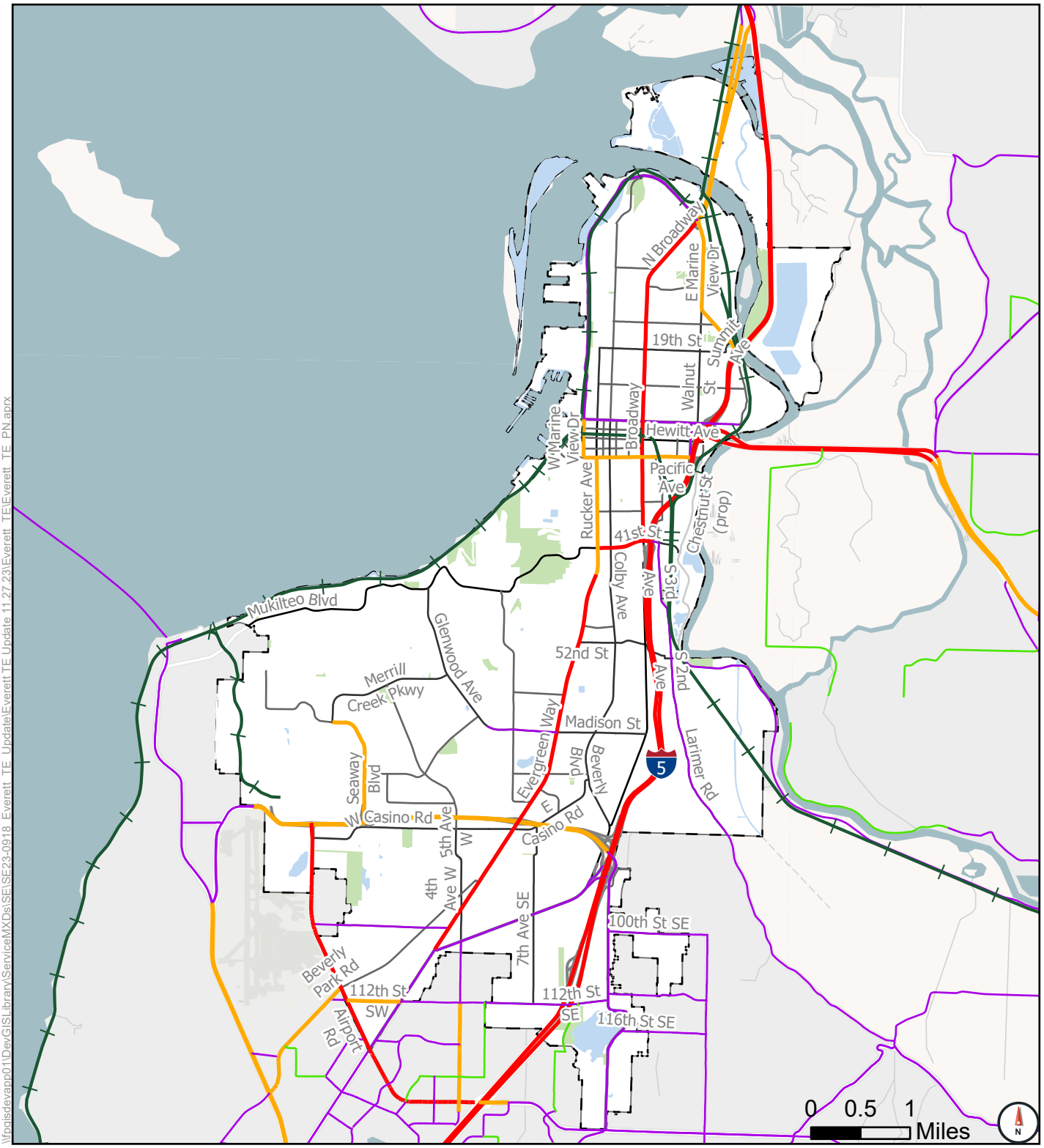
Two roadways in Everett are classified as T-4 corridors, as they move between 100,000 and 300,000 tons of freight per year. The T-4 corridors include Silver Lake Road and 14th Avenue SE.

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),

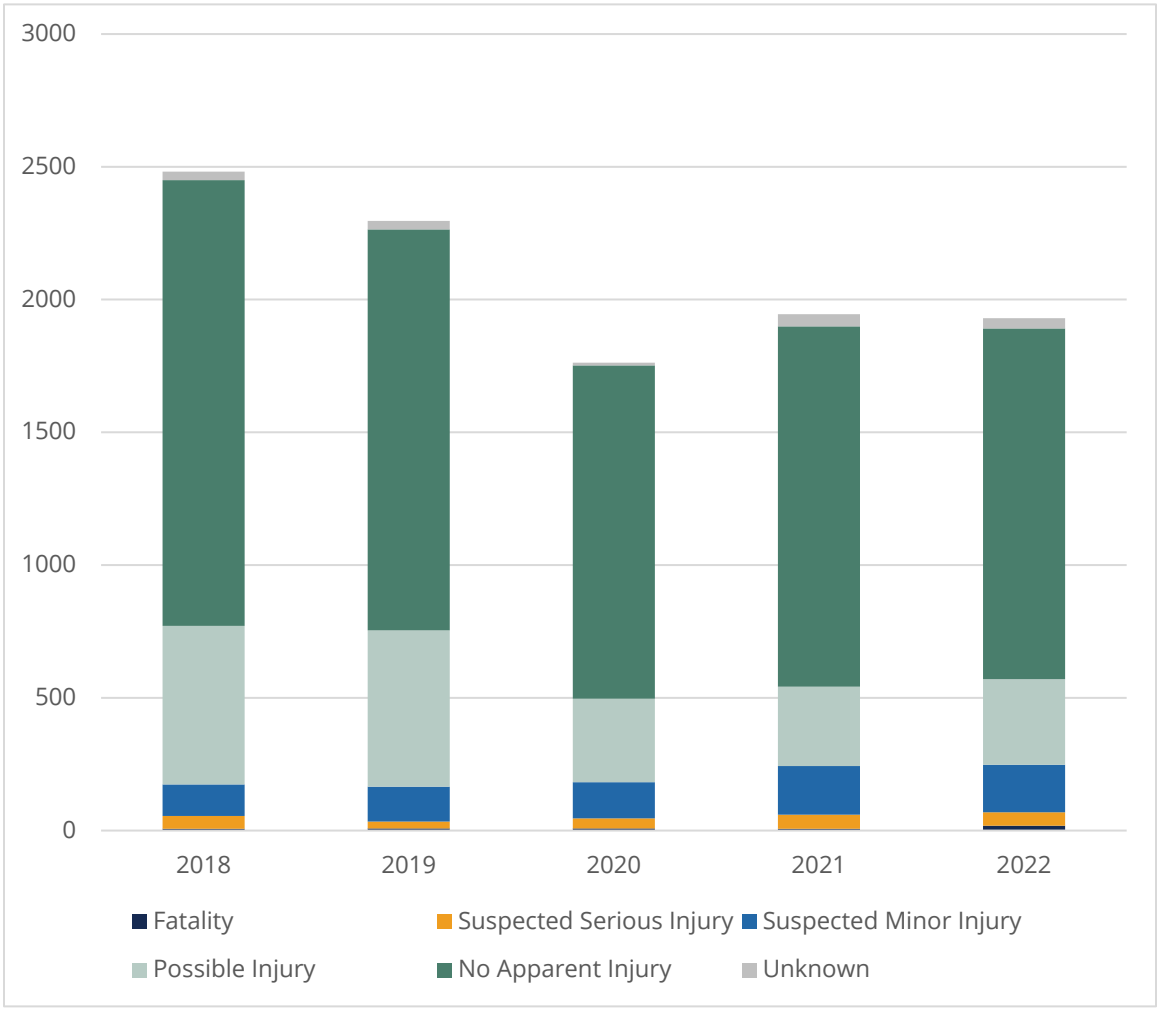
(3) improper turning/merging (727 collisions), and

(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



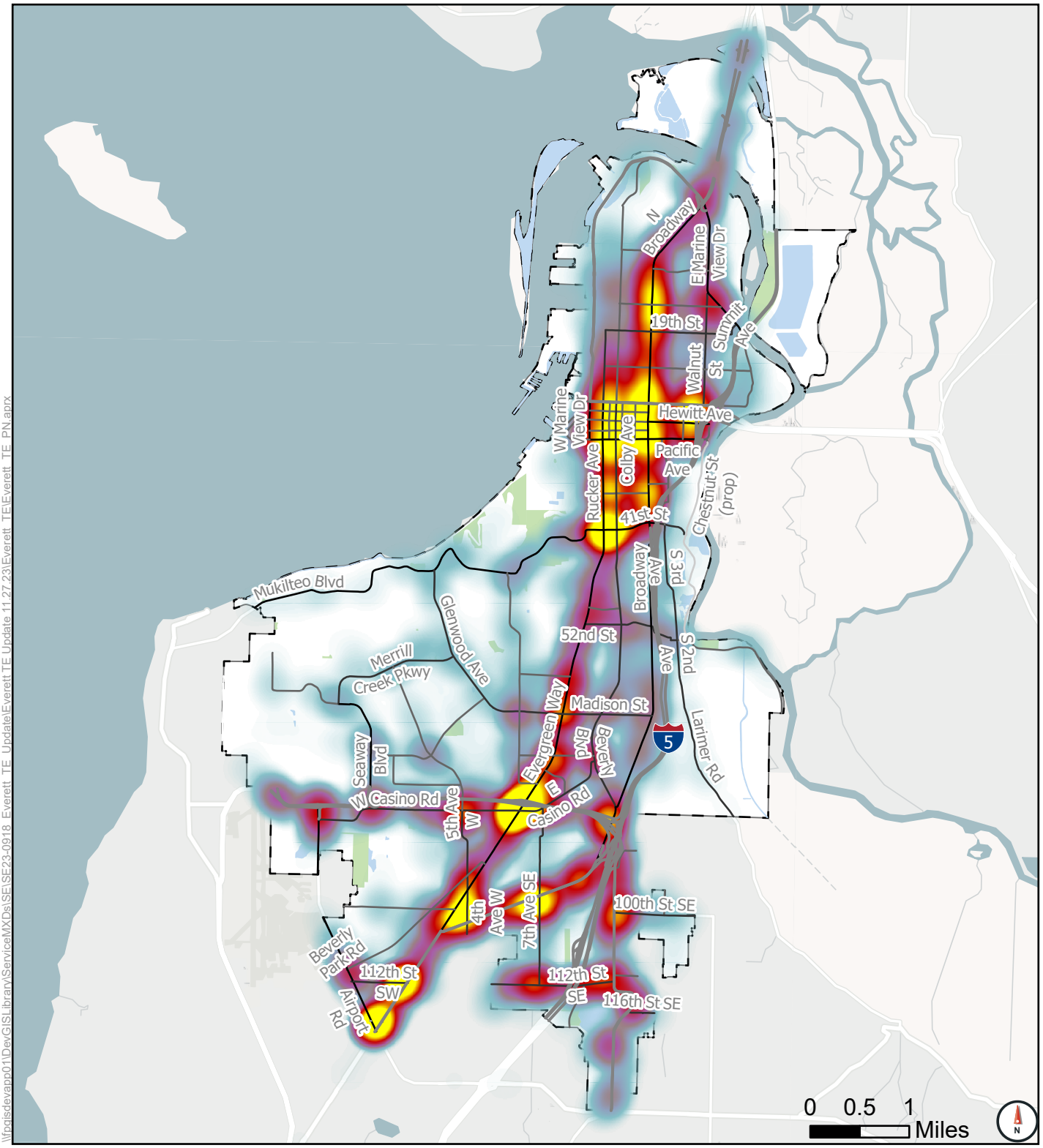


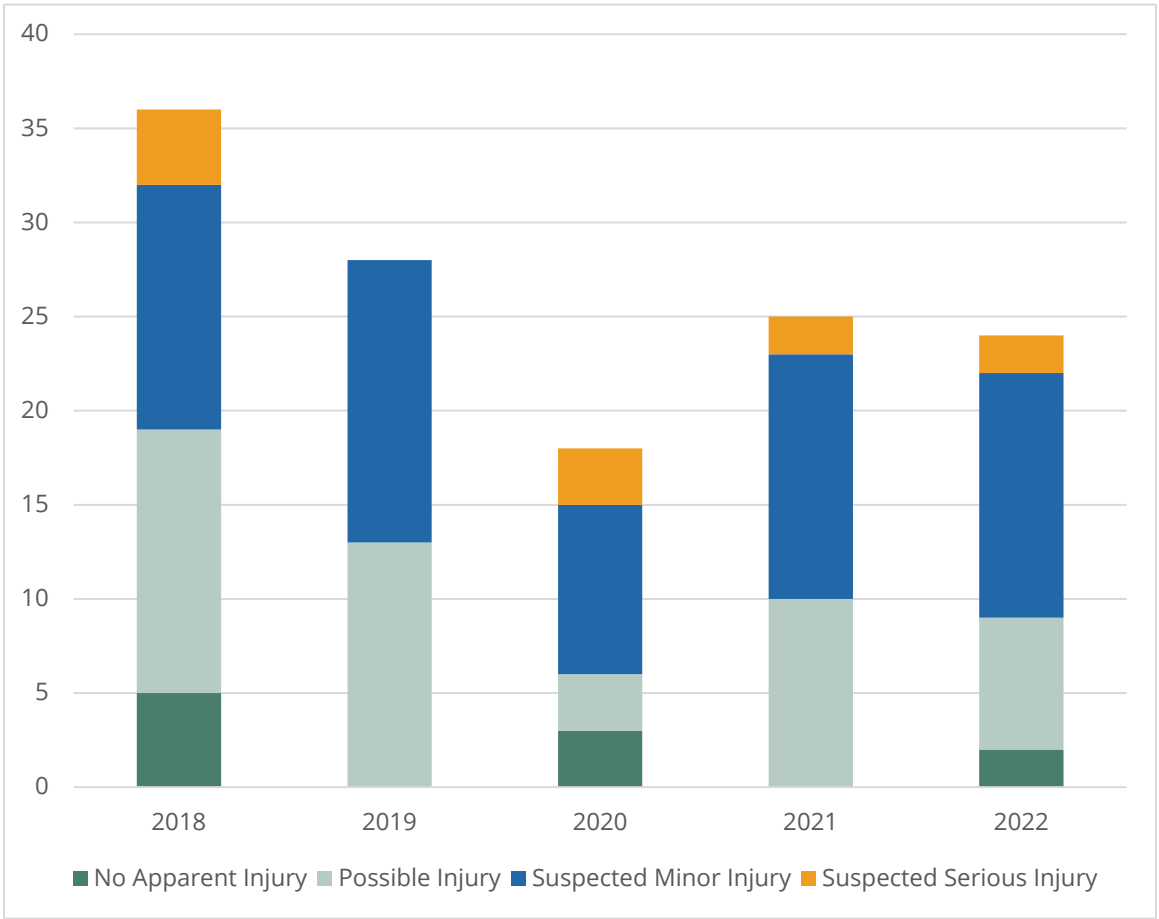
Figure 19. Vehicle-Vehicle Involved Collisions Heat Map (excluding I-5 and US 2)

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



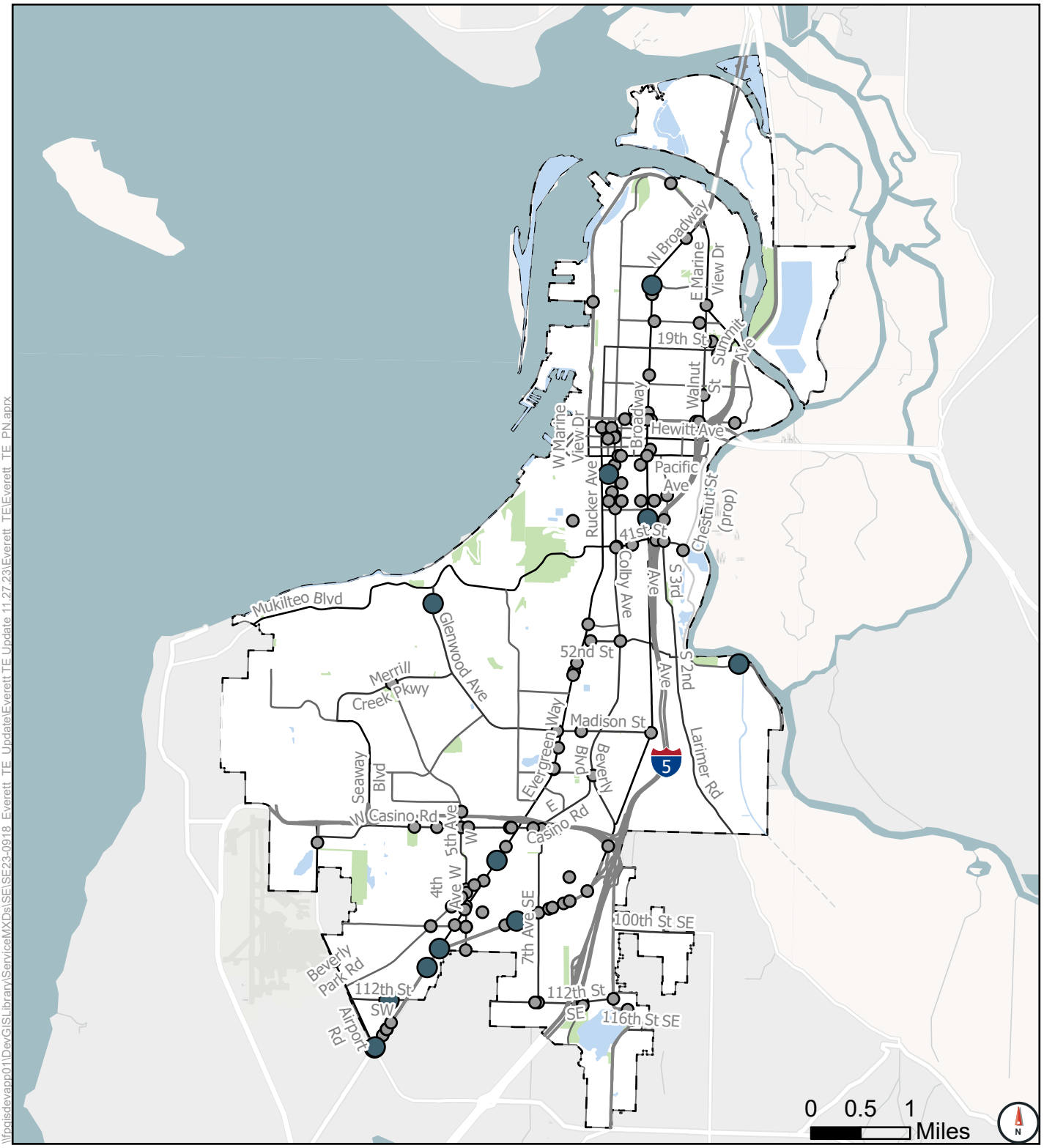


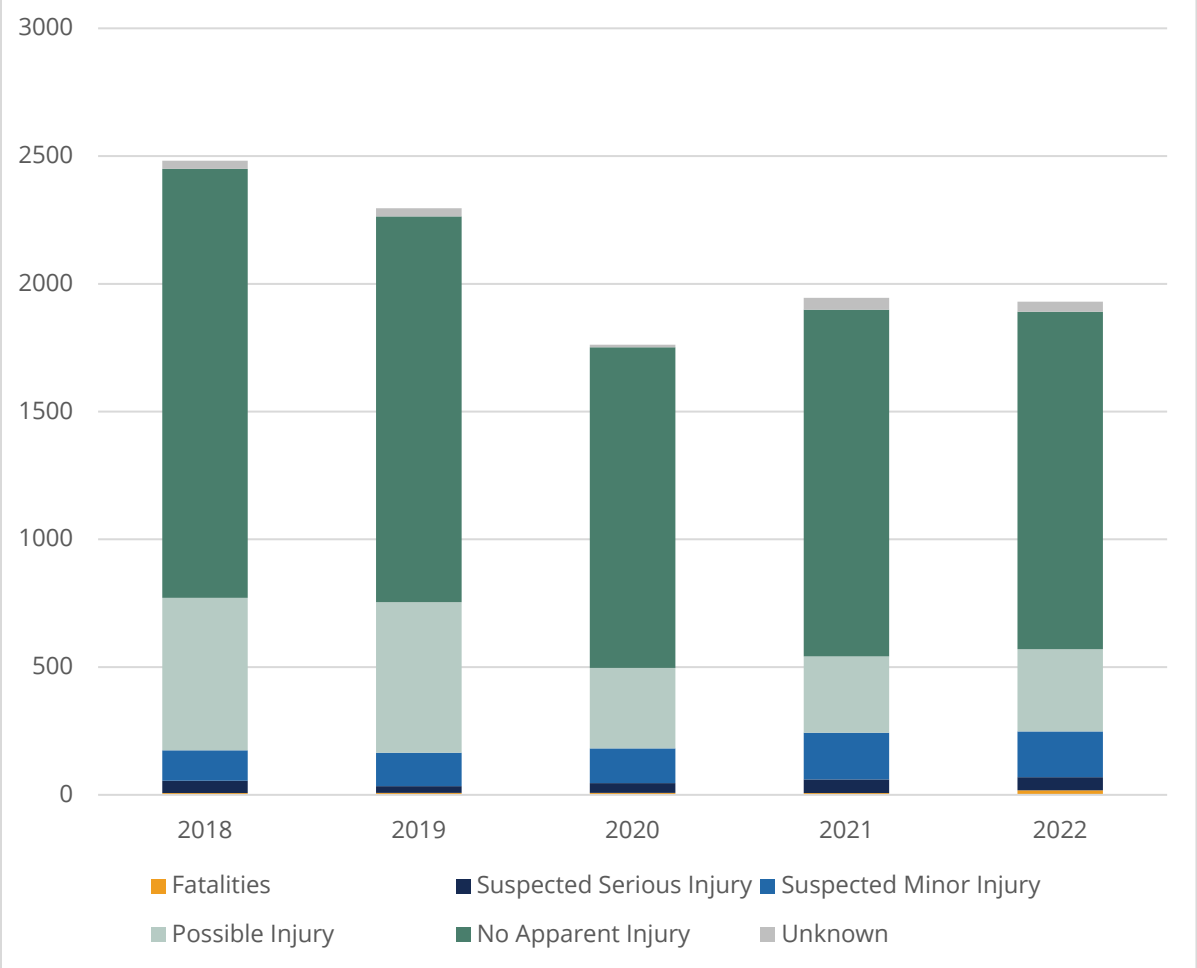
Figure 21. Vehicle-Bicycle Involved Collisions

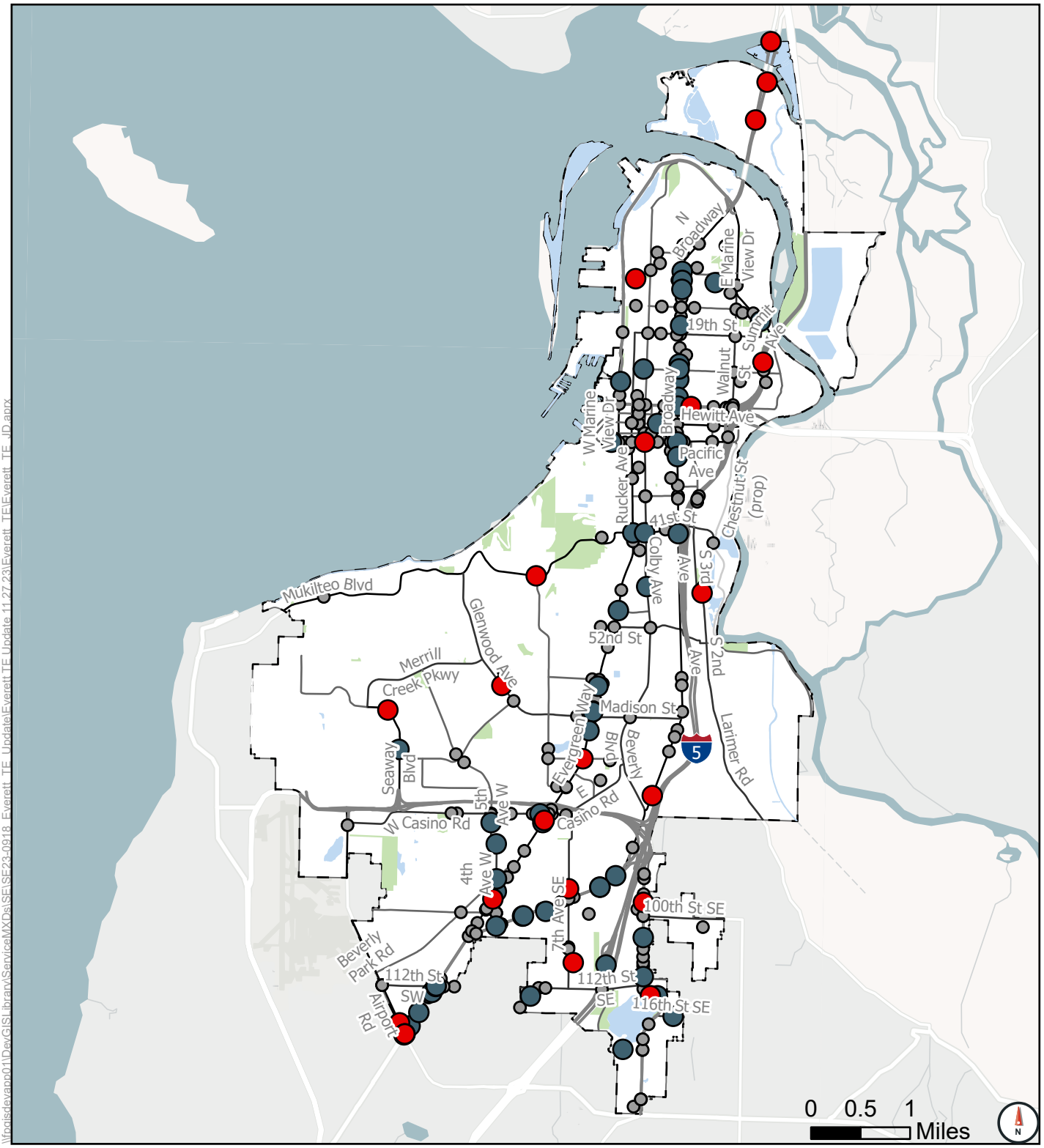
Source: WSDOT

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

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

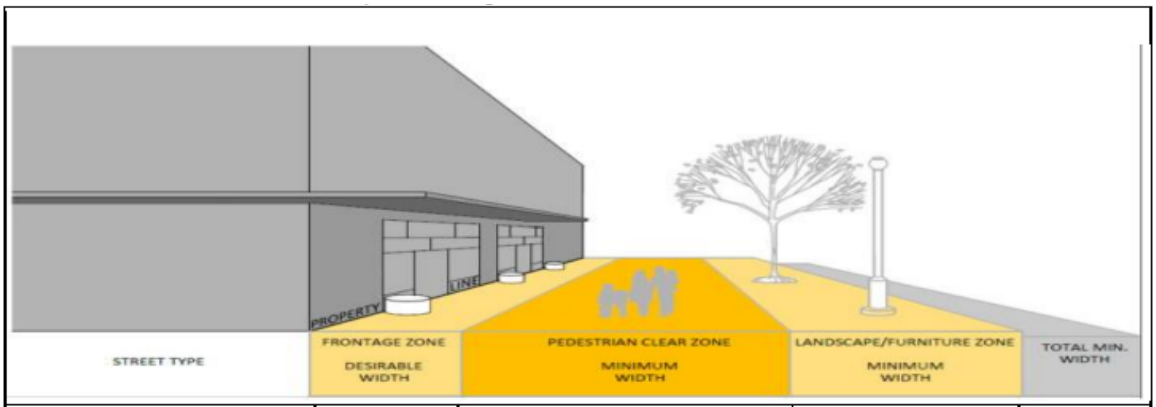
Conventional Bike Lanes (5' or greater)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	2	2	4	4	4	4
	751-1500	1	2	2	4	4	4	4
	1501-3000	1	2	2	4	4	4	4
	3000+	2	2	2	4	4	4	4
2 thru lanes per direction	0-6000	2	2	3	4	4	4	4
	>6000	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.

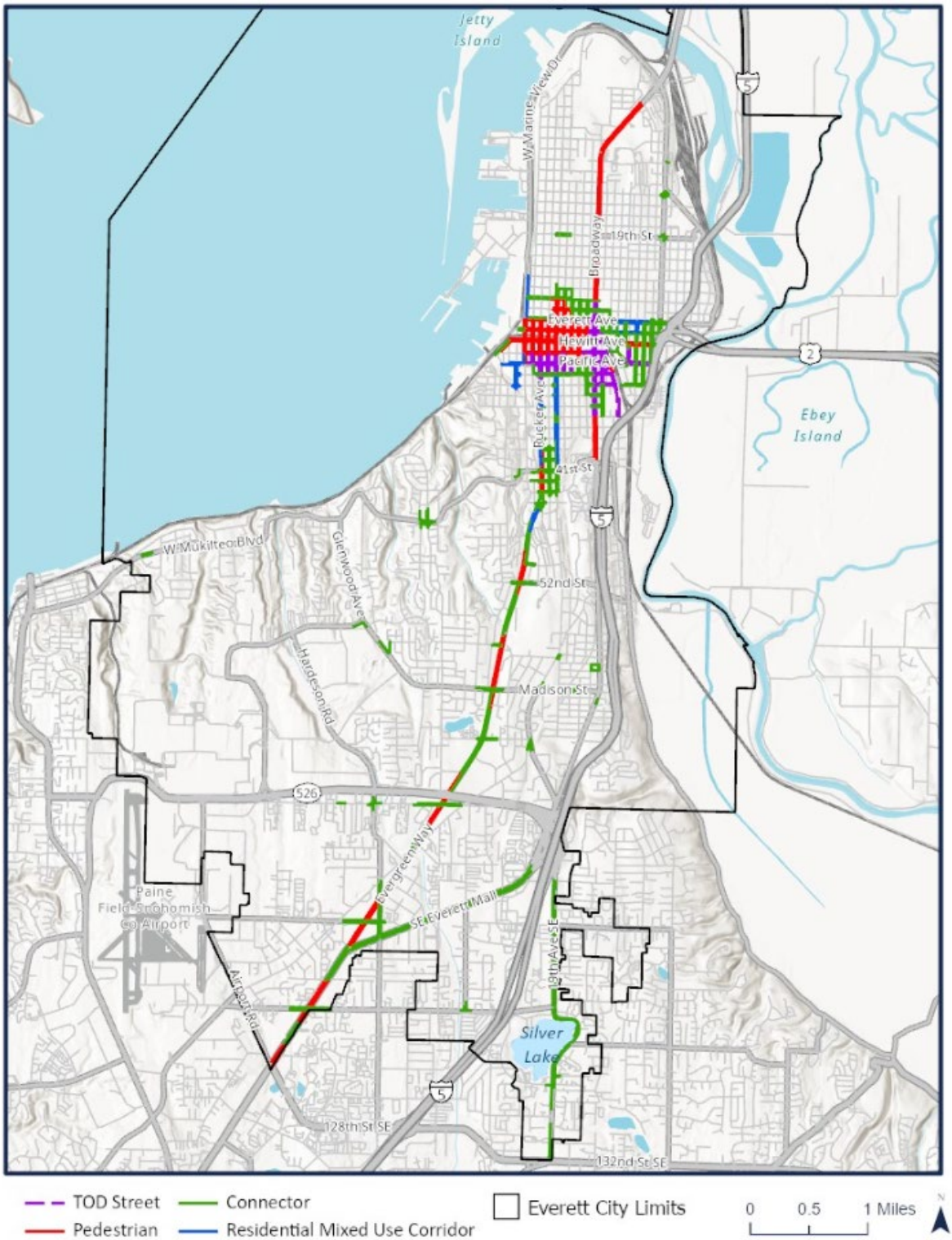
Figure 1. Public Sidewalk Widths by Street Designation



STREET TYPE	FRONTAGE ZONE 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
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 75th 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
19th Avenue SE and 110th Street SE	D	D	44	**F**	**232**
19th Avenue SE and 112th 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

FEHR PEERS

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

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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
Lowell Riverfront Trail	Add a Trail, CEF project in BMP	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
Chestnut Street bicycle facility	Add a bicycle facility to the existing roadway	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
Riverside Business Park Ped trail 8th to 16th	Create a new trail along the river through the Riverside Business Park.	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

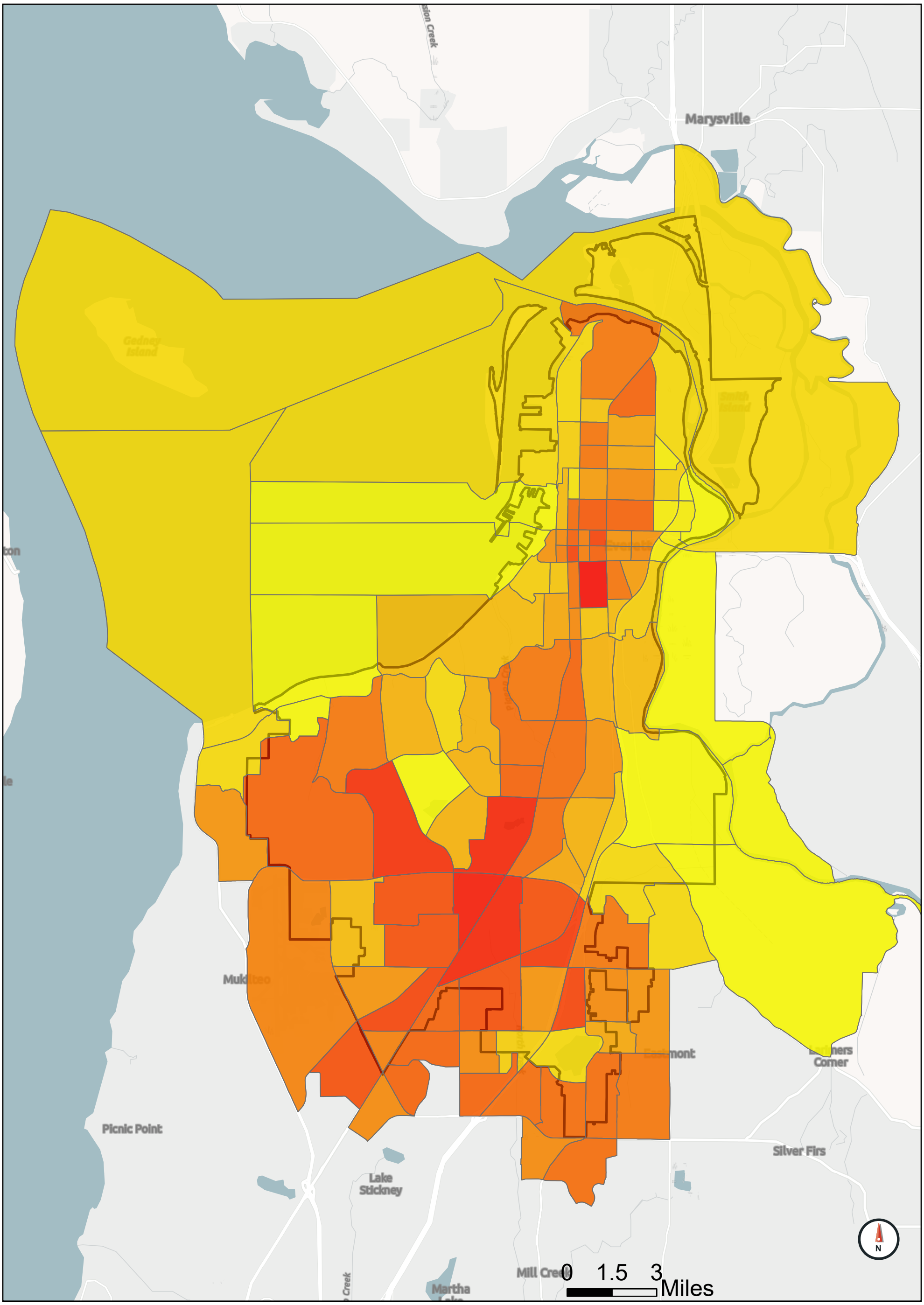
3rd Avenue SE Street Improvements	Create a new roadway connection	Roadway	92nd Street SE to 95th Street SE (pg 41)	675,000	R23	4	2	3	2	1	2
Upper & Lower Ridge Road Street Improvements	Upgrades to improve safety and reduce congestion	Roadway	74th Street to 78th Street (pg 42)	300,000	R24	4	2	3	2	1	2
41st 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-duecy 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

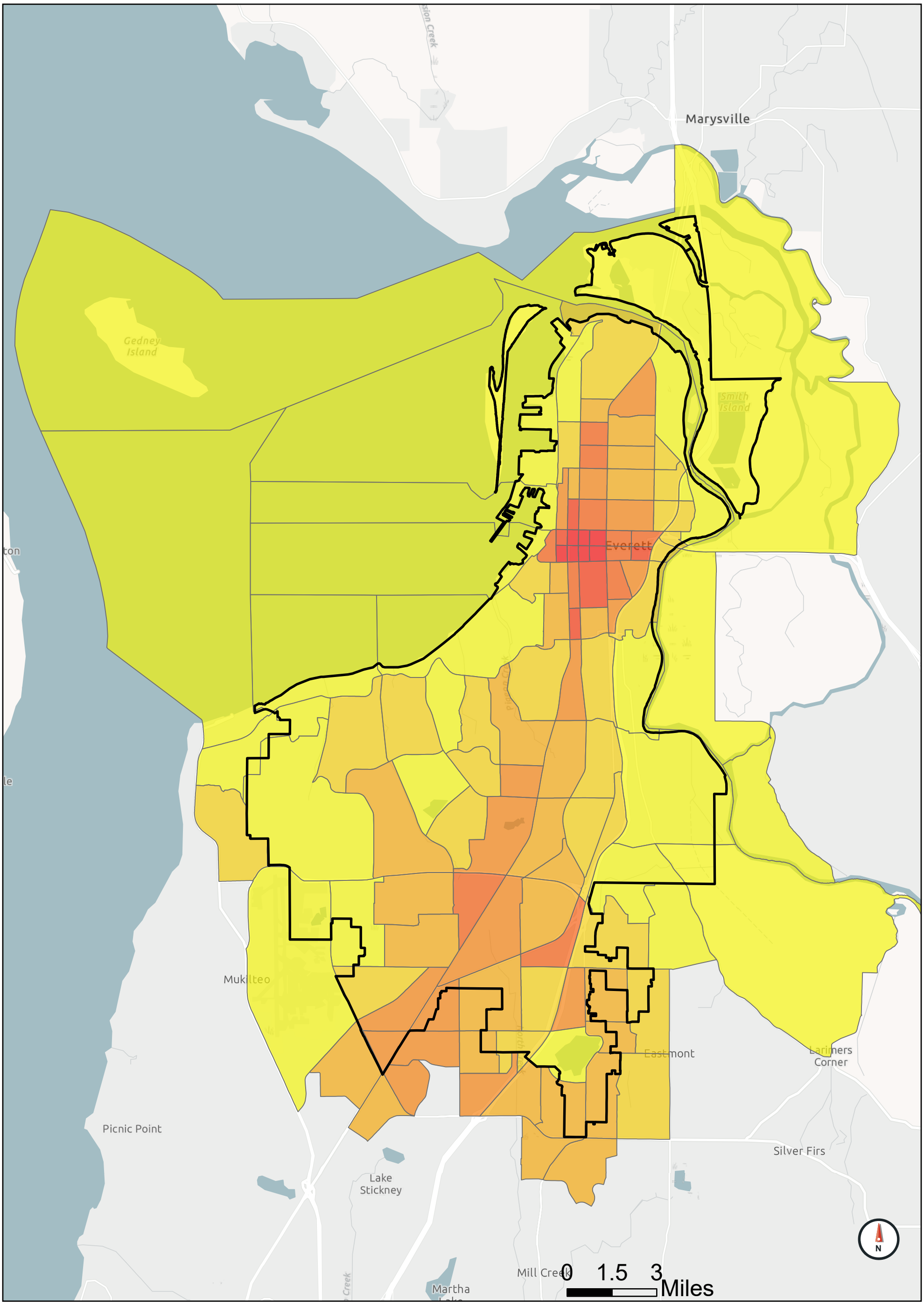
Everett_TAZs

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

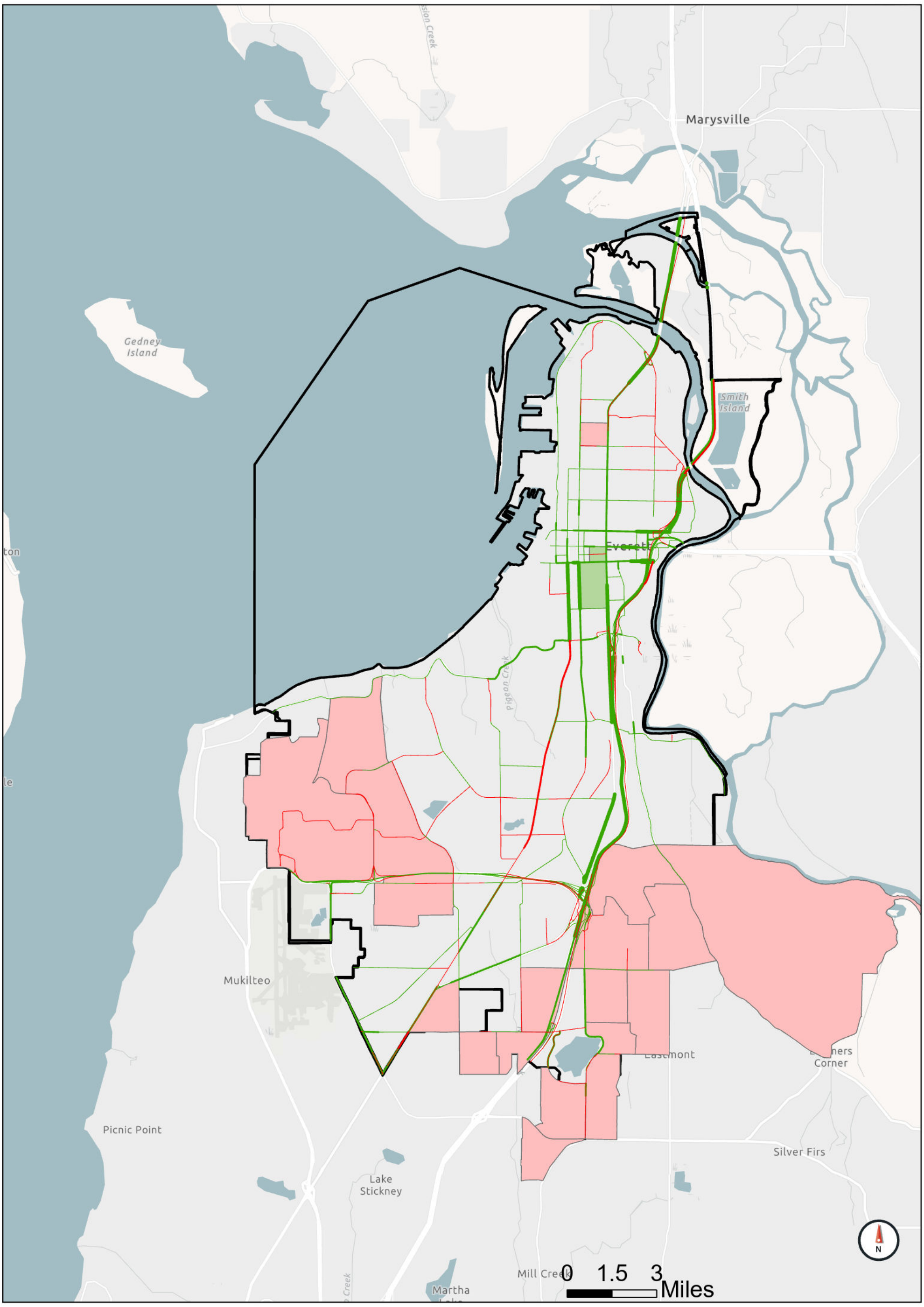
Origin Trips / Square Mile

- 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



Travel Node Trip Change

- -471 - -250
- -249 - 0
- 1 - 250
- 251 - 500
- 501 - 750
- 751 - 1000

TAZ Trip Change

- -3802 - 0
- 20001 - 25000

- City_Boundary
- Everett_Mainland