

Puget Sound Regional Council
2002 Regional Growth Centers Report

EVERETT REGIONAL GROWTH CENTER

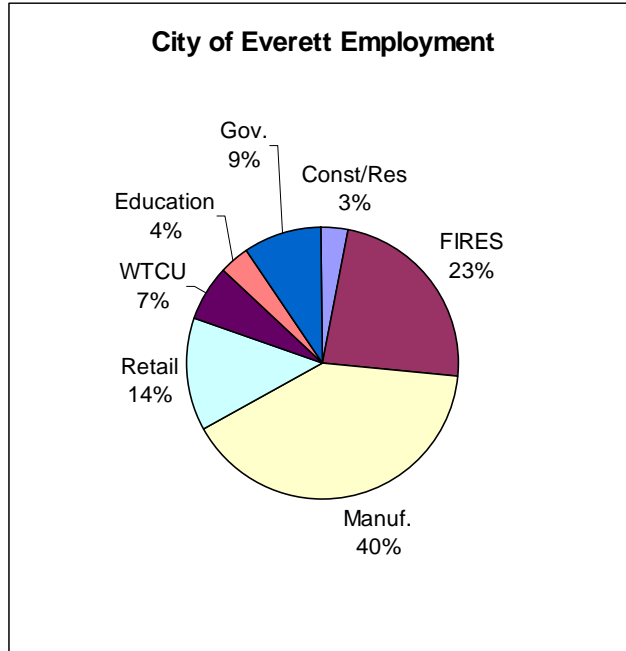
Community Context

The City of Everett can trace its modern roots to the fall of 1891 when work crews began clearing land to build an industrial boomtown supported, planned and built by investors who expected it to be the western terminus of the Great Northern Railroad. Although Everett was incorporated in the spring of 1893, it took the economic boom of 1900 to solidify Everett's future as an industrial city. By design, Everett set aside most of its waterfront for industry, which at the beginning of the 20th century included lumber and shingle mills, wood products manufacturers, iron works, shipbuilders, fisheries, canneries, a brewery and a shoe factory. By the 1920s the city's importance as a leader in the lumber-shingle trade and as an international waterfront port was well established. Lumber-shingle predominance eventually gave way to the papermaking era, and as the timber economy began to wane regionally, the city welcomed a shift to the arrival of Boeing and aerospace in the 1960s. The city has continued to try to diversify its economy to be less dependent upon the cyclical fluctuations of single industries, as can be seen in the arrival of electronics corporations and increasing numbers of service industries.

Today, with an estimated year 2000 population of 91,488 residents, Everett is the largest city in Snohomish County. The city contains approximately 33 square miles of territory, including a large historic central business district, a major port, and one of the state's largest industrial centers, the Paine Field airport area, which contains a major Boeing aircraft manufacturing facility. The city supports a healthy economy, composed of a variety of economic sectors, such as aerospace, telecommunications, computer technology, electronics, health care, tourism, education and government, the paper products industry and numerous small businesses. In the 1990s, government plans for a Navy homeport came to fruition; it now commands a prominent place on the city's waterfront. The city is also physically the largest in comparison to others in the County, and has a generous supply of vacant and industrial land. The city as a whole has one of the regions larger employment base with about 73,455 covered jobs.

City-Wide Snapshot	
Area (square miles)	32.9
Population (2000)	91,488
Population per square mile	2,781
Employment (2000)	73,455
Employees per square mile	2,233
Housing units (2000):	38,512
Employees per housing unit	1.9

Source: US Census Bureau, Washington State Employment Security Department



The majority of the City of Everett’s employment is in Manufacturing (40%), which includes the Boeing Company’s 747/777 aircraft assembly plant. Other major job sectors include Finance, Insurance, Real Estate, and Services (23%), Retail (14%), and Government (9%).

City-Wide Current Land Use		
Residential – Multi family	Acres	%
Residential - Single family	Acres	%
Commercial retail	Acres	%
Commercial office	Acres	%
Mixed use	Acres	%
Industrial/manufacturing	Acres	%
Institutional/civic	Acres	%
Parks/open space	Acres	%
ROW/other	Acres	%
Vacant/undeveloped	Acres	%
		100%

Source: Snohomish County Assessor, Puget Sound Regional Council

Comprehensive Plan

Everett has a long history of comprehensive planning. The city’s first plan, adopted in 1954, laid out a zoning structure for the city that remained virtually unchanged for the next 30 years. During the 1980s, Everett initiated and completed several important comprehensive planning efforts, including an update of the citywide comprehensive plan, along with the adoption of new residential land use policies (1986). The emphasis of these policies was to maintain the quality of existing single family neighborhoods, reduce the multiple family densities in parts of north Everett, and increase the residential densities where

possible in south Everett. In 1987, the commercial and industrial land use policies were adopted, along with the Central City Development Plan, designed to guide the improvement and redevelopment of downtown and surrounding areas. These policy documents set the stage for the 1989 revision of the city's outdated zoning code. Everett's Growth Management Comprehensive Plan, adopted in August 1994, builds upon these extensive community planning efforts, and coordinates and refines many of the policies of earlier plans and combines new directions from GMA and public input to shape the character of future growth in Everett well into the twenty-first century.

The city is planning for a population of 150,000 people within its planning area, an overall increase of approximately 19,700 (3,500 single family, 16,200 multifamily) new housing units, and nearly 40,000 jobs by the year 2012.

The Regional Growth Center

Background

Although the 1994 Everett GMA Comprehensive Plan recognizes the VISION 2020 regional designated strategy, and identifies Everett as the location of one of the region's metropolitan centers, it does not explicitly designate or define the boundary that the Regional Council has recognized.

After WWII, downtown began to lose its preeminence as a retail center to suburban shopping centers, and the city center experienced declining investment in the 1970s and 1980s. However, this trend has recently begun to reverse, and downtown is experiencing a strong resurgence in residential and commercial growth. Approximately 5.5 percent of Everett's residents live in the center, and 14.5 percent of jobs are in the center.

Regional Growth Center Planning and Implementation

Everett began focusing on downtown planning in 1983 when it adopted an economic development strategy that included downtown redevelopment as a major component. The Everett Comprehensive Plan, adopted in 1994, contains numerous center-supportive policies in each of its seven chapters, promoting a more intensively developed and distinctly urban downtown with office, government, retail, professional, and cultural activities supported by higher density housing. The plan does not specifically identify the center as a regional growth center. The plan sets a target of 20,000 jobs and an employment density of 45 jobs per acre. The plan sets a target of up to 3,000 additional housing units in the downtown planning area, with a residential density target of 25 dwellings per net acre, or about 10 dwelling units per gross acre. Detailed policies on urban design, public space, and historic preservation seek to maintain and enhance the downtown's unique features and pedestrian-oriented character.

See the aerial photo on the following page for a depiction of the Everett Regional Growth Center.

Population, Housing, and Employment

The Everett Regional Growth Center had a year 2000 population of 4,955, an increase of 10% from the 1990 figure of 4,522. Housing units increased 20% in the 10-year period, from 2,309 in 1990 to 2,763 in 2000, and households also increase, from 2,152 in 1990 to 2,476 in 2000. The city's population target for the regional growth center is 9,431 and its housing unit target is 5,551. As of 2000 the center had reached 52.5% of its population target and 49.8% of its housing target.



With the increase in population and housing from 1990 to 2000, the Everett Regional Growth Center also saw an increase in densities, with population increasing from 6,184 to 6,776 persons per square mile, housing units increasing from 4.9 to 5.9 units per gross acre, and households increasing from 4.6 to 5.3 per gross acre.

The center contained some 10,709 employees in 2000, compared with an employment target of 20,000. This places the center at 53.5% of its target as of 2000. The employment target is consistent with the Regional Council's *VISION 2020* employment guideline, which established 15,000 jobs as the minimum level of employment for an regional growth center. With its 10,709 employees, the Everett Regional Growth Center had an employment density of 23 employees per gross acre in 2000. This compares with the *VISION 2020* density guideline of 25 employees per acre. If the center retains its current size and achieves its target jobs, it would reach an employment density of 42.7 employees per acre, thus easily meeting the *VISION 2020* guideline.

Regional Growth Center Population, Housing, and Employment			
	1990*	2000	Target
Population	4,522	4,955	9,431
Persons per square mile	6,184	6,776	—
Housing units	2,309	2,763	5,551
Housing units per gross acre	4.9	5.9	—
Households	2,152	2,476	—
Households per gross acre	4.6	5.3	—
Employment*	9,679	10,709	20,000
Employees per gross acre	21	23	—
Employees per housing unit	4.19	3.88	—
* Employment data is for 1995			

Source: U.S. Bureau of Census, *Census 2000 and Census 1990*.
Washington State Employment Security Department. Puget Sound Regional Council

Everett Regional Growth Center Employment by Sector	
Everett	<i>Percent Jobs</i>
Const/Res	3.24%
FIRE	8.32%
Manufacturing	5.26%
Retail	9.23%
Services	31.90%
WTCU	5.38%
Education	2.51%
Government	34.16%
Total Jobs	10,709

Source: Washington State Employment Security Department

Land Use, Character & Urban Form

The Everett Regional Growth Center is approximately 468 acres. It has several individual activity centers, with a variety of government, office, retail, professional services, and residential uses. Primary attractions in the center include federal, county, and city offices, the public utility district office, a hospital, library, performing arts theater, art galleries, specialty retail stores and restaurants. Over 33 percent of the total area is currently developed with employment related land uses, such as commercial, retail and office, and approximately 32 percent is slated for uses that allow housing. The center has a compact, low-rise form with a fine-grained network of relatively narrow streets and small blocks, with an average size of about 2.3 acres. The center contains 21.12 linear miles of road, nearly 100 percent of which have complete and interconnected sidewalks, reflecting a land division pattern established before the predominance of the car. Numerous historic buildings are found in the center, and many of the streets have benefitted from City and business sponsored streetscape improvements over the past decade. While there are small pedestrian plazas, the center lacks a public park

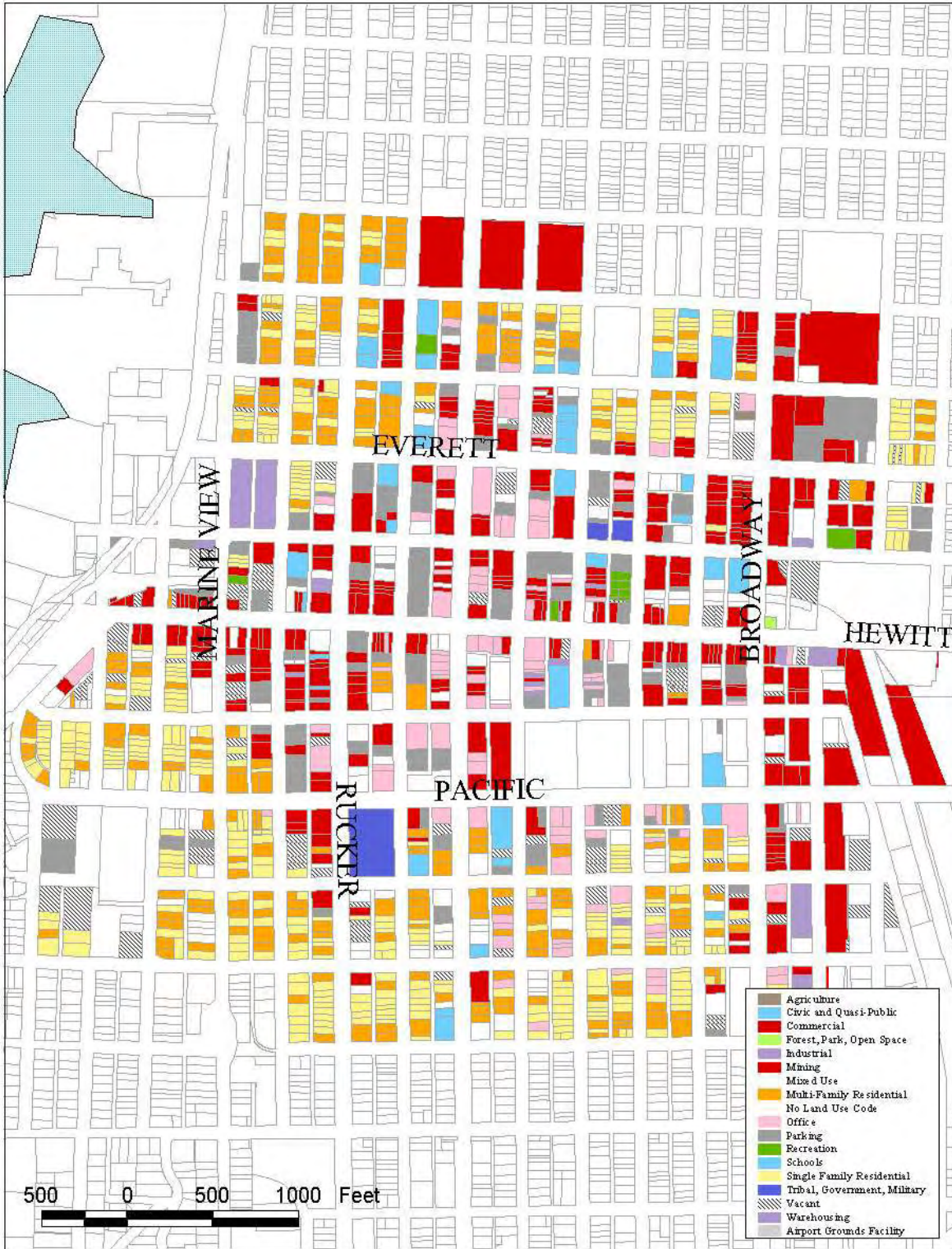
See the map on the following page for a depiction of current land uses in the Everett Regional Growth Center.

Everett Regional Growth Center Existing Land Use	
	Percentage
Agriculture	0.04%
Civic/Quasi-public	3.42%
Commercial	19.92%
Parks/Open Space	0.54%
Industrial	1.76%
Residential – Multi Family	19.03%
Office	5.50%
Parking	7.45%
Schools	0.28%
Residential – Single Family	12.68%
Government/Military	0.95%
Unknown (No Data)	21.34%
Vacant	5.13%
Warehousing	1.96%
Total	100%
Employment Related Land Use	33.83%
Residential Related Land Use	31.71%

Source: Snohomish County Assessor'

Existing land use for Everett Regional Growth Center is primarily Commercial (20%), Multi-Family Residential (19%), and single family housing (13%). These three land uses occupy over half the center. It is notable that over 7% of the center's area is devoted to parking. Employment-related and residential uses each comprise about one third of the center.

Everett Urban Center (Current Land Use)



Everett Regional Growth Center Future Land Use	
	Percentage
Commercial	0.20%
Mixed Use	54.92%
Public/Civic	23.08%
Residential	21.80%
Total	100%

Source: City of Everett Comprehensive Plan. Puget Sound Regional Council

Everett’s land use plan shows a majority of the regional growth center devoted to mixed use (55%), which includes commercial and higher density multi-family housing. Low to medium density residential is planned for 22% of the center, and public/civic use (including the Snohomish County government center) will account for 23% of the center.

See the map on the following page for a depiction of future land uses in the Everett Regional Growth Center.

Everett Regional Growth Center Character and Urban Form	
Total area (acres)	468
Number of blocks	120
Average block size (net acres)	2.3
Number of parcels	1,612
Average parcel size (net acres)	0.17
Road network (linear miles)	21.12
Intersection density (intersections/acre)	0.28
Off-street parking count	

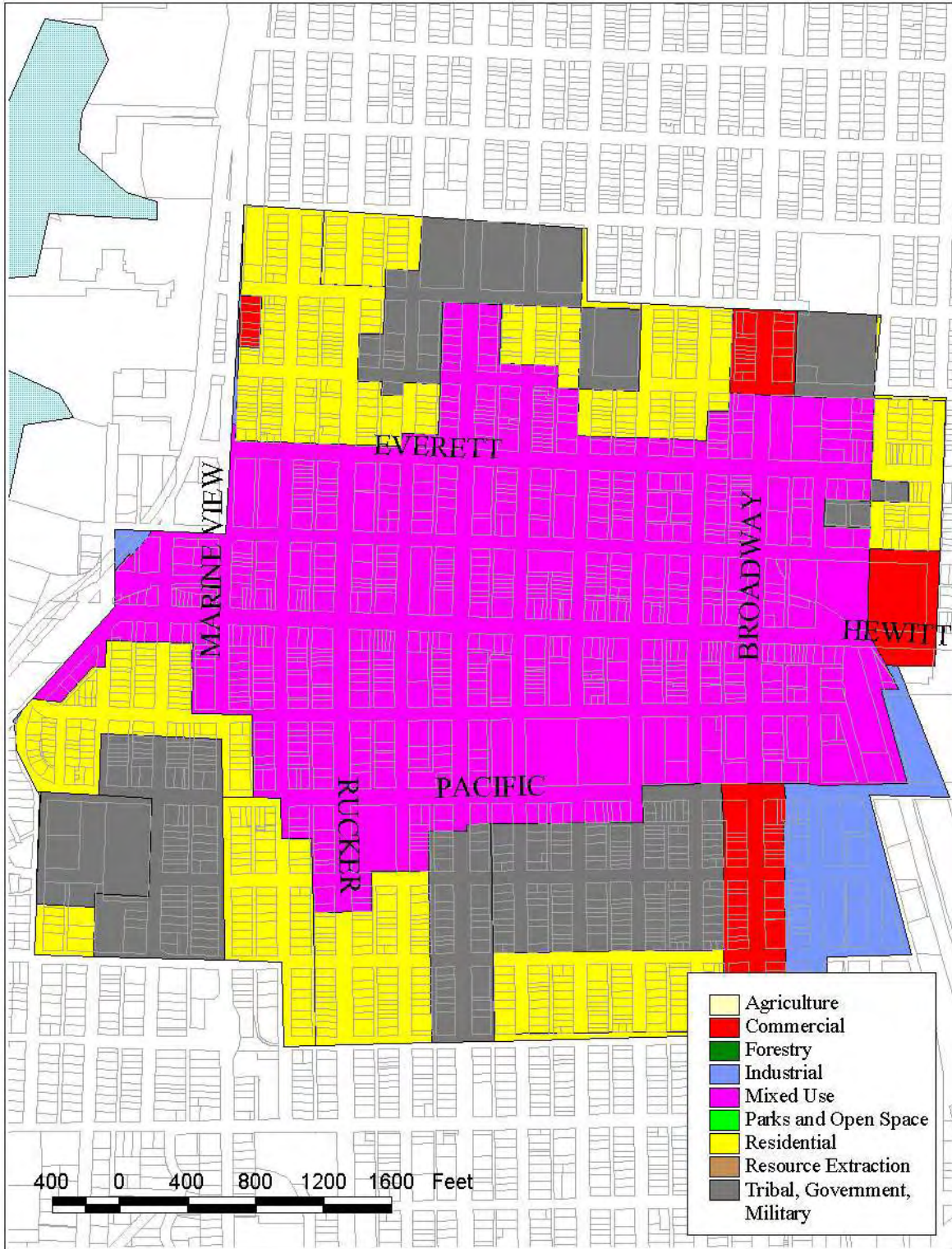
Source: City of Everett, Puget Sound Regional Council

Transportation and Access

Good access by a variety of modes has historically been one of downtown Everett’s strengths. Interstate 5, the county’s main freeway, runs north-south one-half mile east of the center, and State Route (SR) 2, the main east-west highway in the area, connects the center with communities and suburbs to the east. SR 99 connects the center to communities to the south, and several arterials link the center with neighborhoods to the north and south. Numerous local streets with sidewalks also provide connections to nearby neighborhoods, many of which are in walking distance.

The center is served by bus service provided by Everett Transit, a City-owned system, and by Community Transit, a public transit system serving Snohomish County. Everett is also connected to Seattle Northgate, Seattle Downtown, and Lynnwood with Sound Transit Regional Express bus service. Sixteen routes connect the center to other areas within the city and to other communities and transit centers, with a route average am peak period headway of one bus 32 minutes. At just over 15 minutes, only one route, 610, has a headway of much under 30 minutes.

Everett Urban Center (Future Land Use)



Planned HOV lanes on Interstate 5 and Interstate 405 will ensure that the center has reliable, convenient transit connections to other centers in the region. Additionally, AMTRAK passenger rail service, provided at the new multimodal Everett station, offers rail connections to regional centers such as Vancouver, Seattle and Portland, as well as destinations across the US. Long-range regional plans include commuter rail service between Everett and Seattle with a stop at the planned Everett multi-modal terminal. A major freight terminal at the Port of Everett is adjacent to the center.

Everett Regional Growth Center Transit Routes and Frequencies (AM Peak Period)			
Item	Route #	Destination	Freq
1	2	Beverly Lane	36.00
2	4	CBD Circ	33.00
3	6	Everett Mall	30.00
4	7	Evergreen	30.00
5	20	Silver Lake	33.00
6	23	Mukilteo	30.00
7	210	Smokey Pt-Everett	30.00
8	280	Granite Falls-Everett	37.00
9/10	505/506	Northgate-Everett	33.63
11/12	510/513	Seattle-Everett	27.13
13	512	Lynnwood-Seattle	60.00
14	610	Aurora-Everett	15.16
15/16	620/621	Aurora-Everett	29.00
			32.61

Source: Puget Sound Regional Council, Community Transit, Everett Transit, Sound Transit

Parking:

A recent parking survey in Downtown Everett revealed 9,542 off street parking spaces in the downtown area. Nearly 2,900 of these spaces were dedicated to retail customers, with the rest intended for employee, residential, and other uses.

Downtown Everett Regional Growth Center Off-Street Parking by Type								
Everett Total	Customer Only	Customer with other type	Employee Only	Employee with other type	Residential	Residential with some other type	Other	Other with some other type
9,542	536	2,337	1,630	2,159	N/A	N/A	2,829	N/A

Source: Parking Inventory for the Central Puget Sound Region, PSRC (2003)

Weighted hourly costs have risen for retail customer parking spaces to an average of \$2.20 per hour, with daily rates at \$7.00 and monthly costs at over \$53.37. These were the lowest rates of the areas surveyed in the region.

Downtown Everett Regional Growth Center Parking Costs					
Regional Growth Center	Total Stalls	Average Occupancy	Weighted Hourly Cost	Weighted Daily Cost	Weighted Monthly Cost
Everett	9,542	55.5%	\$2.20	\$7.00	\$53.37

Source: *Parking Inventory for the Central Puget Sound Region*, PSRC (2003)

Station Area:

The Everett multimodal station will be completed in two parts. The first phase, a City of Everett project, is complete. The City and partners built a four-story, 65,000 square foot facility to provide a career development center and space for college-level classes, community meeting space, as well as a café and space for Amtrak customer services. A large bus transit center is located south of the building for Sound Transit's Regional Express, Everett Transit, Community Transit, and Greyhound Bus transportation services. Parking to the west and south of the station is also provided – of which over 300 spaces will be available for Sounder passengers. The Everett Station building opened in February 2002.

The second phase of work at Everett Station is a Sound Transit project. Construction began in September 2002 on Sounder commuter rail facilities at Everett Station. Construction activities include the completion of Sounder's platform, a new station track, and a platform for Amtrak trains. In addition, a parking lot providing over 400 parking spaces east of the railroad tracks, an operations building, and a pedestrian overpass linking the east side parking lot to the commuter rail platform on the west side of the BNSF tracks will be constructed. The commuter rail station area will include canopy shelters for weather protection, ticket machines, informational signage, benches, bike racks and bike lockers.

The second phase of Everett Station is expected to be substantially complete for service start-up in 2003. The station will be one of 12 Sounder stations that will be located along existing railroad tracks in the 82-mile corridor extending from Everett to Lakewood. At full operation, Everett station will provide access to 12 Sounder passenger trains per day during weekday peak commute hours (six Sounder trains in the morning peak and six in the evening peak).

Regional Growth Center references and contacts

City of Everett Comprehensive Plan (1994)

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