



# Everett Station District Neighborhood Future Concepts 2020



# Table of Contents

<b>Opening Section</b>	
Housing Work Group Mission, Vision, & Values	4
Introduction	6
Executive Summary	8
<b>Today's Neighborhood</b>	<b>10</b>
Current Property Uses	14
Current Residential Housing	16
Current Planning Efforts	22
<b>Expanding Our Capacity</b>	<b>32</b>
Population Projections	36
Housing Capacity Analysis	38
Housing Unit Recommendations	40
Neighborhood Affordability Goals	42
<b>Designing for the Future</b>	<b>44</b>
Phased Development Concepts	48
Mobility Concepts	60
Streetscape Concepts	70
Catalyst Site Design Concepts	82
<b>Making the Vision a Reality</b>	<b>96</b>
Transit-Oriented Development Case Studies	100
Transit-Oriented Community Case Studies	112
Financing Tools and Resources	123
<b>References</b>	<b>146</b>
<b>Acknowledgements</b>	<b>153</b>

# **Everett Station District Alliance Housing Work Group Mission**

## **To be a community that welcomes everyone home.**

The ESDA's vision for the future is guided by the core values of hospitality and inclusivity. We see these values as the building blocks for a successful and thriving urban neighborhood that aims to be a community that welcomes everyone home.

The Everett Station District neighborhood is the first place many travelers to Everett experience. As Everett's "front porch", we envision the neighborhood being a welcoming place complete with homes, jobs, and gathering spaces within walking distance of light rail.

With that in mind, we are committed to the goal of transforming the Everett Station District neighborhood into a place abundant in housing choices that are well-connected to the city and region via exceptional and convenient public transportation. To achieve this goal, we have developed key guiding principles that will ensure the sustainability of our vision as well as the overall benefit to the neighborhood, City of Everett, and the Puget Sound region:

- Contributing our fair share of housing to the region's population growth expectations, especially in consideration of our proximity to transit and future light rail.
- Creating a complete community for live, working, shopping, and playing.
- Housing people of all incomes and occupations.
- Providing housing types appropriate for a range of households and family sizes.

## Values

- Working toward consensus among all stakeholders and transparency on our actions are critical for the long-term success of the organization and neighborhood.
- Current light industrial and related commercial businesses are valuable assets to our city and neighborhood that manufacture and sell needed products and services and provide blue collar jobs, and these economic activities should be supported.
- Environmentally sustainable and economically diverse neighborhoods are more prosperous in the long-run.
- A healthy, safe environment is paramount for retaining employees and attracting customers.

## Vision

Current industrial and commercial business continue to prosper.

- The areas south of 33rd Street will remain primarily for blue collar jobs and light industrial and commercial uses.

Infill development occurs near Everett Station, especially on properties owned by the city and owned by private property owners who choose to redevelop. The development will be designed with the following in mind:

- Pedestrian-friendly walkways and bicycle infrastructure will be easily accessible to the train and bus station. Friendly, attractive, safe, walkable connections up the hill to the Downtown.
- Open space (pocket parks) for children, adults, and seniors, will be a safe, attractive, and inviting feature of the neighborhood
- Everett Station area will be valued and utilized by commuters, residents and employees.
- The ability to commute to and from work will incentivize significant job growth in proximity to the station.

# Everett Station District

## Everett, WA

The Everett Station District neighborhood is characterized by transit, light-industrial business use, and public services. Located just east of the heart of downtown Everett, it's surrounded on all sides by residential neighborhoods both well established (Riverside and Bayside) and new (Riverfront). With access to the freeway and main arterials on its borders, this neighborhood is ideally placed as an urban connector and high capacity transit node.

Planning efforts to transform part of the neighborhood into a vibrant walkable transit-oriented community have been underway for nearly two decades with the opening of the Everett Station in 2002. The Everett Station District Alliance was formed in 2017 to better advocate for neighborhood interests during the transformation process.

## Timeline

2002	2009	2014	2015	2016	2017	2018
Everett Station opens, a \$49.9 million investment for a regional transit hub based in the neighborhood.	The pedestrian bridge over the BNSF rail tracks, connecting the bus bays with Sound Transit's park & ride lot, opens, a \$13.6 million investment.	The first meeting of neighborhood businesses and property owners is held for what is to become the Everett Station District Alliance.	The design firm Mithun produces renderings for conceptual phased development of the neighborhood.	City of Everett publishes the "Metro Everett Action Strategy Report," which details TOD plans and strategies for the Everett Station District neighborhood.	Everett Station District Alliance is established as 501(c)(3) organization.	J.P. Morgan Chase Foundation provides grant for TOD planning of neighborhood.

# Introduction

## Purpose of this document

The Everett Station District Alliance Future Concepts 2020 report was created as a communication tool to help the neighborhood respond to profound changes. The report presents information in a graphic format that is easy to communicate and understand which allows stakeholders to have meaningful dialogue on the important decisions they need to make.

## Contents

The report focuses on four key elements: **Today's Neighborhood** to contextualize the neighborhood as it exists today; **Expanding Our Capacity** with recommendations for increasing housing; **Designing for the Future** to present development scenarios and concepts; and **Making the Vision a Reality** with technical information on how to transition an existing neighborhood to a safe and vibrant transit-oriented community.

## Engaging stakeholders

The most important factor to the success of a neighborhood is stakeholder participation and buy-in. Each section of this report supplies tools to open a dialogue with a variety of stakeholder types from those not familiar with the neighborhood to long time property owners and government officials.

Using this resource as a guide, the engagement process can produce consensus based decisions for future growth in the neighborhood that will benefit everyone.

## 2019

ESDA hosts its first AmeriCorps VISTA Urban Planning Coordinator

City of Everett begins "ReThink Zoning" effort to simplify citywide zoning.

ESDA publishes Preliminary Housing Report in fall

City of Everett adopts "Housing Everett," which encourages more housing near transit.

## 2020

ESDA Future Concepts 2020 is published (this report).

ESDA receives funding for leading community outreach and consensus building related to Housing Hope's study of a mixed-use development project with affordable housing.

PSRC adopts VISION 2050, the regional land use plan that counties and cities must comply with.

## 2021

ESDA will seek endorsement of the City of Everett of its neighborhood conceptual plans.

Sound Transit will begin feasibility study for the Everett Link Extension.

## 2036

Sound Transit's Everett Link Extension of light rail transit is scheduled to open in 2036 with a station in the Everett Station District neighborhood.

# Executive Summary

The Everett Station District neighborhood is a major public transportation node in the City of Everett, WA. With Link Light Rail coming soon, the neighborhood hopes to transition from an all light industrial neighborhood to one that also provides housing in a vibrant, livable transit-oriented community.

The ESDA Future Concepts 2020 report considers many factors that will impact future growth in the neighborhood, including:

- The neighborhood currently has no transit-oriented housing or streets and will need to adapt ahead of light rail.
- The city has designated most streets west of the Everett Station and north of 33<sup>rd</sup> Street as Transit-Oriented Development streets with design standards in place for new development.
- Although housing and walkable streets will be required when the light rail station opens, the neighborhood businesses need to be able to continue to function and have freight access.

Even though the Everett Station was built over a decade ago with the idea that a residential neighborhood would grow around it, developers haven't yet considered property within the neighborhood for housing. A "catalyst" site located on the parking lot in front of

the Everett Station has been identified by the city as an ideal location to develop an exemplary transit-oriented mixed use project for safe walkable living. This report includes some elements of good TOD design to consider for this site:

- Protected walking and biking paths
- Public gathering places within walking distance of work and/or home
- Limited personal vehicle parking and limited curb cuts for parking structures
- Energy efficient buildings and public spaces
- Amenities and necessities like childcare within walking distance
- Urban green spaces

Neighborhood stakeholders can use the information in this report to have informed conversations and make decisions. Changes are coming to the neighborhood soon that will have a profound impact on the way the neighborhood functions:

- The neighborhood will need to provide a considerable amount of housing within the next 30 years to meet local and regional growth targets.
- An inclusive and equitable neighborhood ensures that people of all income levels can access the

benefits of high capacity public transportation.

- Development of a new transit-oriented neighborhood with ample places to live, work, and play will likely grow outward within a half-mile radius of the light rail station.
- The station placement within the neighborhood has not been determined yet and will dictate how the neighborhood functions going forward. Stakeholders must participate now for input and decision-making on track alignment to have an effect on the final station placement.
- Other Washington neighborhoods have made this transition successfully and there are many examples to learn from.

The ESDA Future Concepts 2020 report is a tool for engagement in meaningful conversations about the future of the neighborhood and what it should look like. The report also expresses the ESDA's desire to work together with business and property owners, the City of Everett, Sound Transit and neighborhood residents to come to consensus on a shared vision for the future that works for everyone.

# HOPWORKS STATION





# Today's Neighborhood

Current Property Uses	14
Current Residential Housing in the Everett Station District Neighborhood	16
Current Planning Efforts in the Everett Station District Neighborhood	22

# What does the Everett Station District neighborhood look like today?

## Section Overview

With the railroad running through and its close proximity to the Snohomish River, the Everett Station District neighborhood has remained a predominantly light industrial area for more than a century. The neighborhood today, as it has in the past, contains virtually no housing. But the times have changed around the Everett Station District neighborhood and now with the addition of the new Riverfront neighborhood to the east, it's surrounded on all sides by residential housing with retail, services and amenities.

Twenty years ago in an effort to respond to the demand for transit-oriented community growth, the City of Everett relocated the main downtown Everett transit node to the neighborhood with the grand opening of the Everett Station in 2002. The neighborhood then became known as the Everett Station District neighborhood and the city began a rezoning process to encourage mixed-use multi-family housing and pedestrian-friendly streets within walking distance of the station.

The idea was to both get people closer to public transportation so more public land wouldn't need to go to parking and to find ways to meet the demand for housing from a growing population without having to dramatically change the character of existing single family neighborhoods in the city.

While the city has already put zoning in place to encourage transit-oriented development in the northwestern portion of the neighborhood, there have been and continue to be economic and perception barriers that need to be addressed and overcome.

This section provides an overview of the current conditions and plans for the neighborhood:

- **Current Property Uses**  
Breakdown of the neighborhood by parcel use type.
- **Current Residential Housing in the Everett Station District Neighborhood**  
Visualization of all residential properties in the neighborhood. All housing types larger than a four-plex are listed separately with capacity and other statistical information.
- **Current Planning Efforts in the Everett Station District Neighborhood**  
City and regional plans that pertain to the neighborhood explained:
  - Metro Everett Zoning
  - Metro Everett Heights
  - Metro Everett Parking Requirements
  - Metro Everett Light Rail
  - VISION 2050
  - Sound Transit ST3



# Current Property Uses

**Total acres**  
273

**Total parcels**  
401

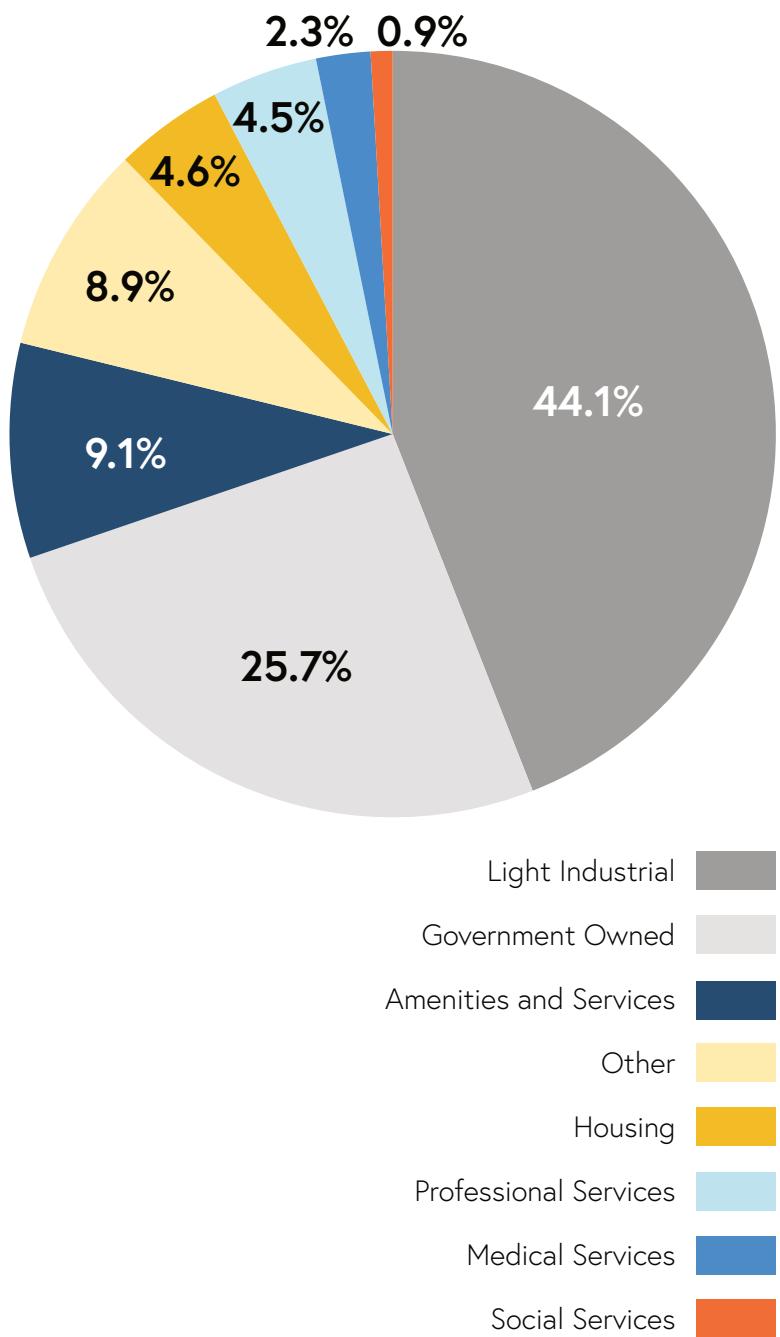
**Individual owners**  
207

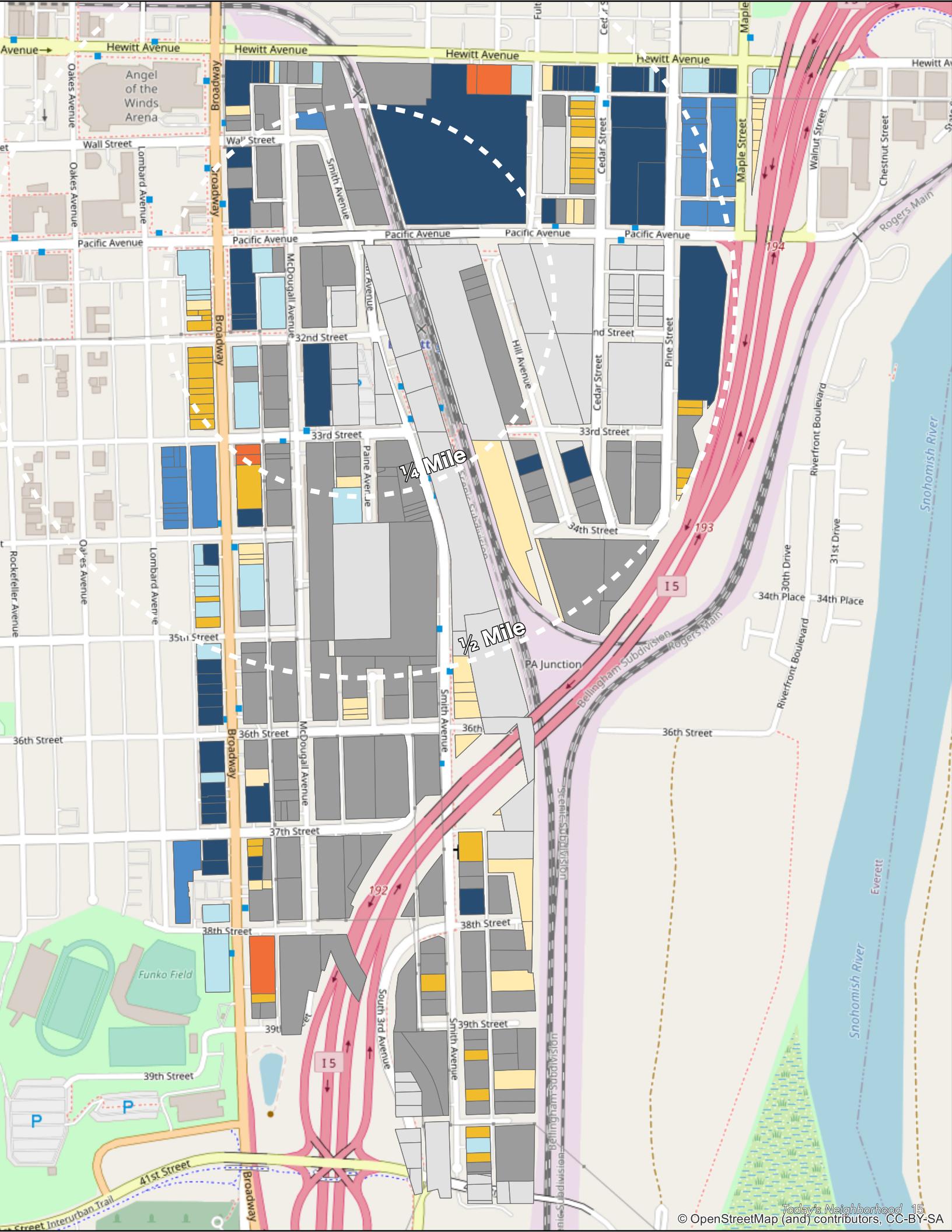
At nearly half of all land use by area, light industrial use is the most common type in the Everett Station District neighborhood. The most common business types in this category are light manufacturing, warehousing, and commercial automotive businesses.

Government properties are the second most common use in the neighborhood and represent Everett Transit, Snohomish County, Public Utilities, and other City of Everett properties. Top government land uses in the neighborhood are for vehicle parking and maintenance.

Amenities and Services accounts for 9% of the land use and consists of restaurants, bars, hotels, grocery stores, convenience stores, gas stations and retail shopping.

It's important to note that the land use portrayed here is based on the Snohomish County parcel use designation records and may not accurately reflect actual use.





# Current Residential Housing in the Everett Station District Neighborhood

Housing represents one of the smallest categories at less than 5% land use by area today in the Everett Station District neighborhood. In this category, only two properties in the neighborhood are multifamily buildings of four stories or more; Kinect @Broadway and HopeWorks Station II.

There are also a few single family homes, duplexes and triplexes in the neighborhood, but very few residents living in this type of housing. Some properties in this use category are operating businesses or have business and residential co-use.

Although Compass Health is currently categorized as a medical facility, they are expanding to provide supportive housing on campus and emergency crisis beds by 2023.

The Everett Gospel Mission provides nightly shelter beds for men and is the largest emergency shelter in the City of Everett.

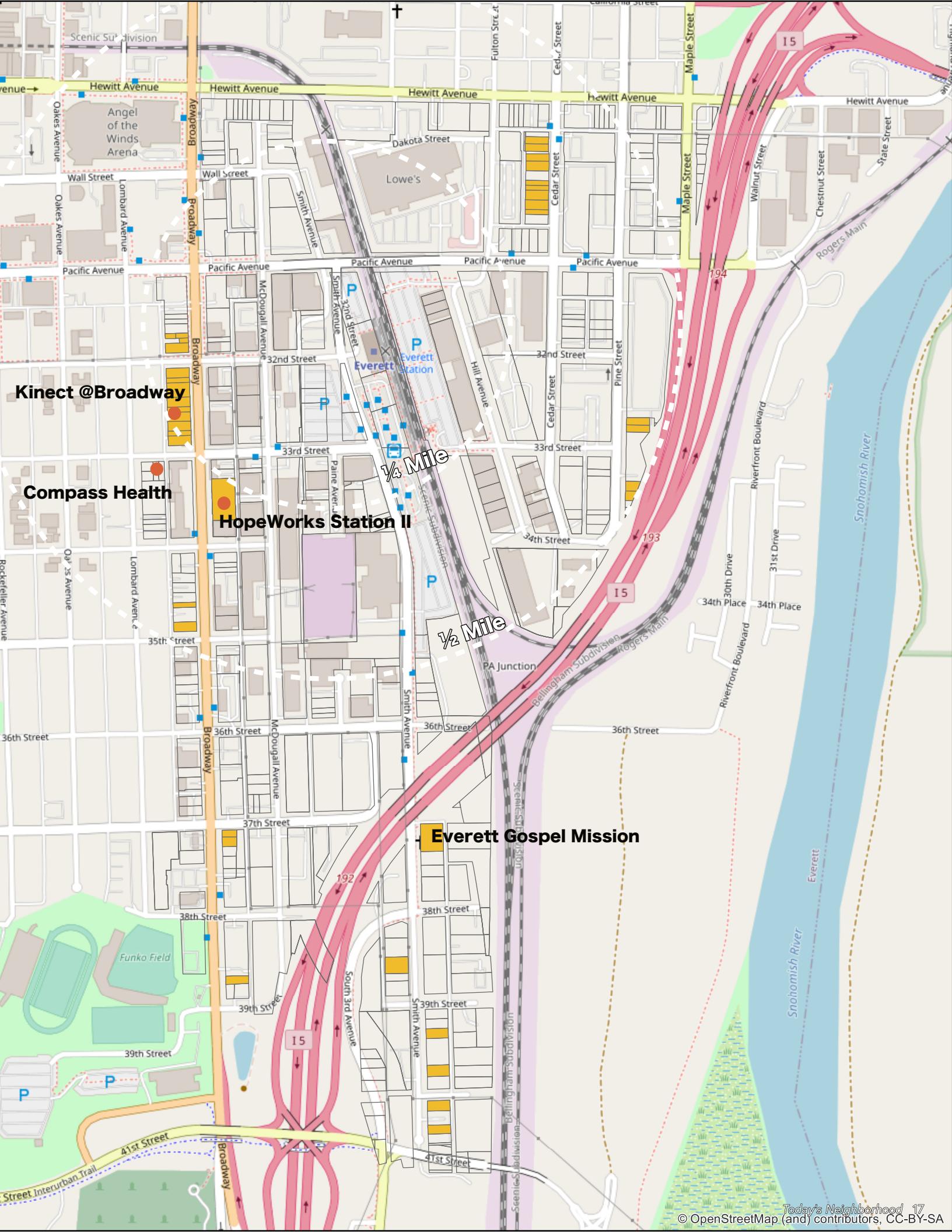
On the following pages is an analysis of these four housing developments with the number of residents accommodated and other site information.

Housing



New Residential Project







## Kinect @Broadway 32nd & Broadway

1 Apartments, 20% of units are income-restricted.

**15**  
Studio



**55**  
1-Bed



**70**  
2-Bed



**216**  
Car Stalls





## HopeWorks Station II 33rd & Broadway

Supportive housing development over a ground floor restaurant, public meeting spaces, culinary training program, and event space.

**28**  
Studio



**28**  
1-Bed



**10**  
2-Bed



**123**  
Car Stalls



**89**  
Bike Spaces



## Everett Gospel Mission 37<sup>th</sup> & Smith

Emergency shelter and anti-poverty services facility for men with day use hot meals and spiritual services for women and men.

135  
Beds





## Compass Health 33<sup>rd</sup> & Broadway

Addiction and mental health center and clinic with supportive housing and crisis beds.  
New addition will add 114 beds in 2023.

**114**  
Beds



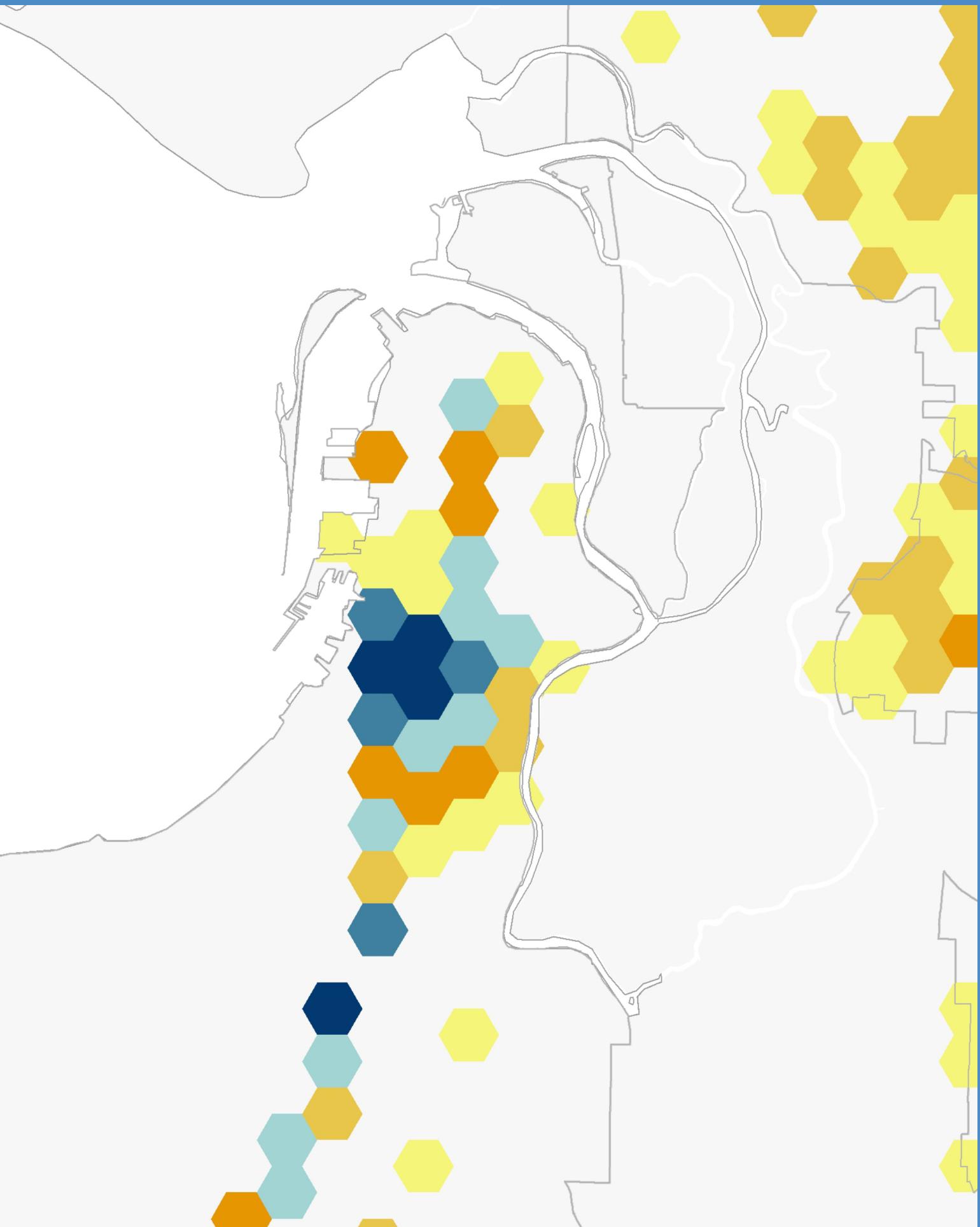
# Current Planning Efforts affecting the Everett Station District Neighborhood

From entities as broad as the Puget Sound Regional Council to as narrow as Sound Transit, plans and policies are shaping the future landscape of the Everett Station District neighborhood. As municipalities contend with sprawl and ways to be efficient with limited resources, growth along public transit and within major transit hubs becomes increasingly important.

The Everett Station District neighborhood currently contains a major transit hub but by 2036 with the arrival of high capacity light rail, it will be the biggest and perhaps busiest transit center in all of Snohomish County. In the next 15 years the Everett Station District neighborhood will become one of the most active transit centers in Washington State.

As a result, The Everett Station District can expect to become one of the fastest growing and changing neighborhoods over the next 30 years. The following section details the plans that have already been put in place in anticipation of that growth and the community's needs.





# Metro Everett

## Street Typology Designation

The City of Everett conducted a comprehensive zoning change of the central metropolitan area in 2018 called the Metro Everett Plan. The main focus was to ensure that Everett would have the zoning in place to meet the housing and economic development needs of the rapidly growing region. The commercial airport and light rail extension were important factors for the rezoning process because of their potential to aid in Everett's economic development.

The Everett Station District neighborhood is not fully within the boundary of the Metro Everett area. As seen on the map, Metro Everett's southern boundary ends at 36th Street while the neighborhood continues on to 41st Street. The City of Everett is working on a planning effort called ReThink Zoning that may minimally affect the rest of the district and should be complete by 2021.



Urban Mixed areas are shown in light blue. These are areas that the city has designated for multi-unit housing and office space development. There is a 3-unit, 2-floor minimum for dwellings with no density maximum in this zone and single-family housing is not permitted (see below for TOD exceptions).



Urban Light Industrial areas shown in yellow represent areas that continue to allow light industrial use, but with more flexibility to develop housing. For the Urban Light Industrial areas, most of the Urban Mixed rules apply with the addition of a landscape buffer requirement between industrial and residential uses.



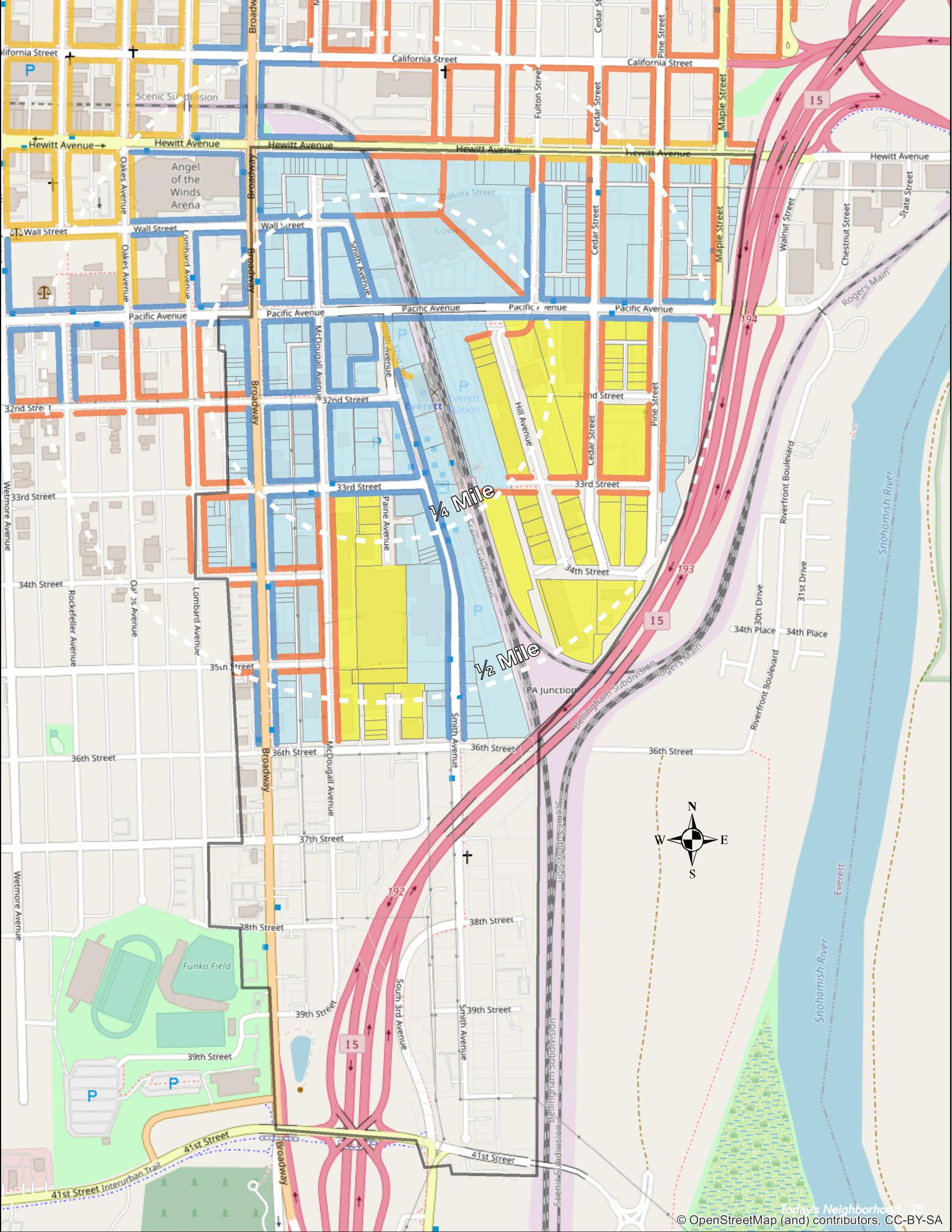
TOD streets lined in blue are designated "Transit Oriented Development streets, which have requirements that enhance the walking experience along the buildings. Buildings must have large windows at ground level and minimal curb cuts. TOD streets have a 4-floor minimum principal building height requirement and restrictions as to what can be located on the ground floor. These street types also prioritize bike lanes and wide pedestrian paths.



Pedestrian streets lined in yellow have similar but not as extensive requirements as TOD streets.



Pedestrian Connector streets lined in orange have minimal requirements for sidewalk and building frontage design.



# Metro Everett Height Limits

The Metro Everett Plan set new building requirements for much of the Everett Station District neighborhood. The maximum and minimum building heights is a major change that will effect the future of development in the neighborhood with some areas allowing buildings up to 25 floors.

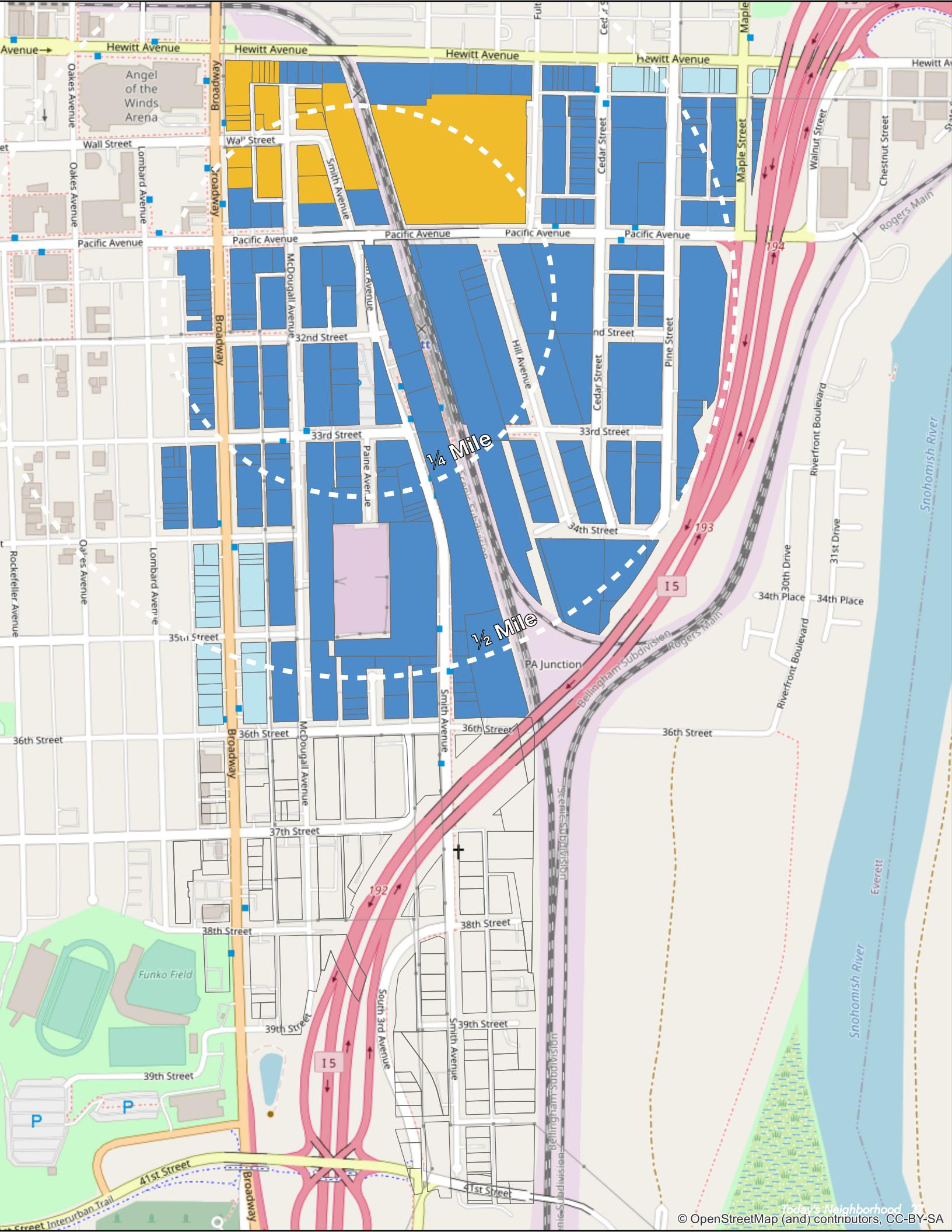
The height map shows the maximum floors allowed within the district (north of 36th Street). The lower number in a range represents the maximum building height without application of the Development Heights Incentive Program. For example, "7-11 floors" means the maximum height in this area is seven floors but can go up to eleven floors with additional public benefits. Potential public benefits include providing subsidized housing units, meeting green building standards, and including public art. Buildings south of 36th Street along Broadway outside of the Metro Everett zone may go up to 65'.

There are also building height minimums within the Metro Everett Plan per street designation which are detailed in the Metro Everett Zoning section of this report.

**7-11 Floors areas** have a maximum building height of seven floors with a maximum increase up to eleven floors with incentives. In most areas west of the railroad tracks and along Pacific Avenue the building height minimum is four floors per TOD street designation.

**12-25 Floors areas** have a maximum building height of 12 floors with an increase to 25 floors with incentives. There is a four floor minimum building height on all parcels with this designation within this neighborhood

**Up to 5 Floors areas** allow buildings up to five floors only. No incentives are written into the Metro Everett Plan for height increases in these areas.



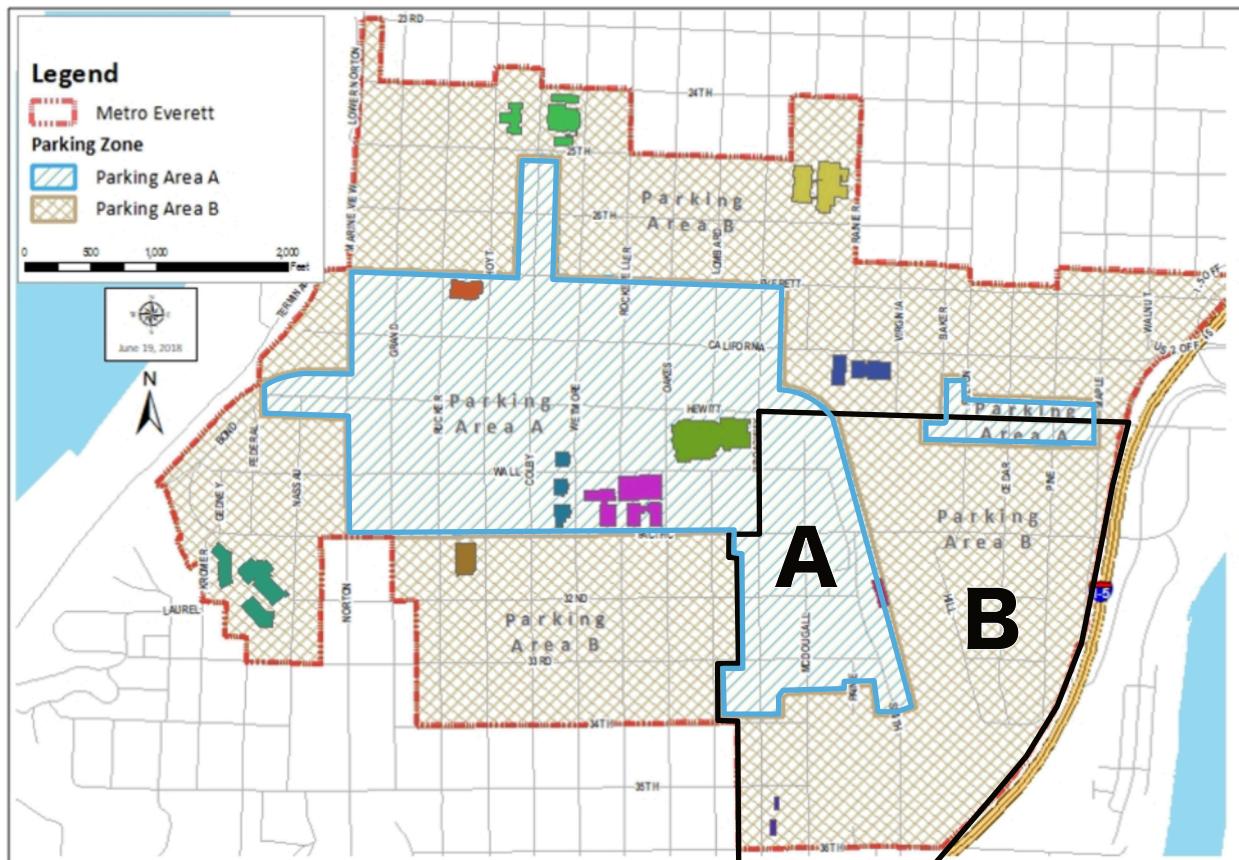
# **Metro Everett Parking Requirements**

There are two parking area zones within the Everett Station District neighborhood north of 36th Street as shown on the map. The area below 36th would be subject to the parking requirements listed in the table for "Outside Metro Everett." Parking Area A requires slightly less parking than Area B.

Tables in this section are from the Everett Municipal Code, Chapter 19 on Parking.

**Table 34-2: Multifamily Off-Street Parking Requirements**

Off-street Parking by Unit (Bedroom) Size:	Metro Everett Parking Areas (See Map 34-1)		Outside Metro Everett Spaces per <u>Dwelling</u> Unit	
	Spaces per <u>Dwelling</u> Unit			
	Area A	Area B		
Studio	0.85	1.00	1.00	
1-bedroom	1.00	1.00	1.00	
2-bedroom	1.20	1.40	1.50	
3- or more bedrooms	1.60	1.90	2.00	



Everett Municipal Code allows for three major parking reduction incentives listed here in these tables. The Code also allows for some parking reductions in exchange for public art, vehicle share parking, bicycle parking and motorcycle parking.

All incentivized parking reductions require a Traffic Demand Management (TDM) plan. All new developments within ¼ mile walk of the Everett Station or Broadway would qualify for Option B with a TDM.

**How to calculate multifamily off-street parking reductions:**

**Example 1:**

A 20-unit apartment, all with 1 bedroom, in Metro Everett would require 20 [parking spaces](#). If these spaces are restricted to very low-income residents, then only 10 [parking spaces](#) would be required if Option A were chosen.

20 units @ 1 space per unit x 0.50 reduction factor  
= 10 spaces

**Example 2:**

The same 20-unit apartment is proposed, but without any income restrictions. However, the apartment is located on a Swift route with frequent transit service. In this scenario, 15 [parking spaces](#) would be required.

20 units @ 1 space per unit x 0.75 reduction factor  
= 15 spaces

**Table 34-3: Multifamily Parking Reduction, Option A (Resident Characteristics)**

Resident Characteristic:	Additional Reduction Factor
Extremely low-income (30% AMI or below)	0.50
Low-income (60% AMI* or below)	0.65

**Table 34-4: Multifamily Parking Reduction, Option B (Transportation Characteristics)**

Transportation Alternatives:	Additional Reduction Factor
On frequent transit route* (3 trips per hour**)	0.75
Transportation demand management plan approved by city	0.90

**Table 34-5: Multifamily Parking Reduction, Option C (Development Characteristics)**

Transportation Alternatives:	Additional Reduction Factor
Shared parking in a mixed-use <a href="#">building</a> where at least 50% of the <a href="#">gross floor area</a> is nonresidential	0.50*

# VISION 2050

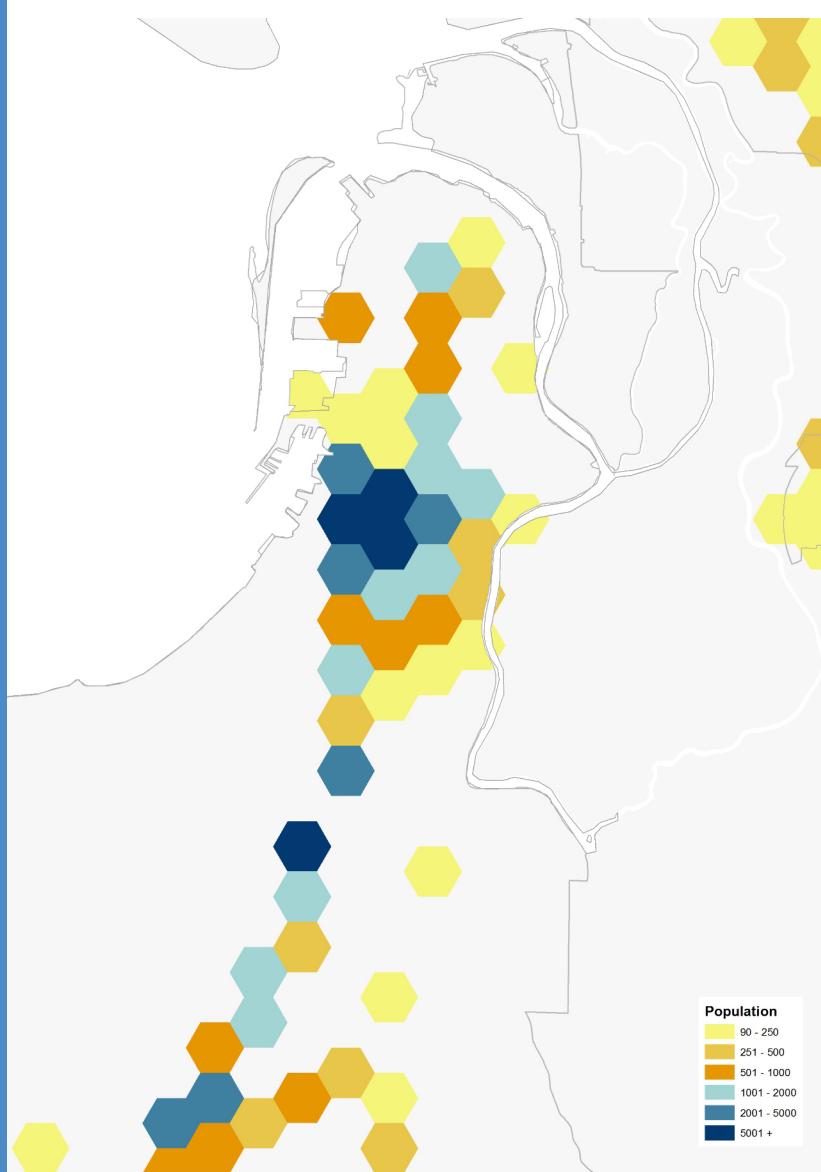
The Puget Sound Regional Council sets the regional land use plan that counties and cities must use to plan for future growth. This plan is currently being updated as "VISION 2050." In its current draft, VISION 2050 sets a growth target of 87,000 people for Everett by 2050. In addition, the draft plan prioritizes growth to occur near high capacity transit calling for 57% of residential population growth to be within a half-mile of a transit corridor and to be high-density in nature (50+ units per acre).

The Everett Station and Sound Transit's future light rail station make the Everett Station District neighborhood the center for public transportation in the city. With VISION 2050's population target and prioritization of growth near transit, the planning efforts for the land use, transportation, and development of the Everett Station District neighborhood must rise to the opportunity.

## Transit Focused Growth

VISION 2050's main focus is on transit-oriented development (TOD). TOD is a type of urban development with housing, employment, and other activities within easy walking distance of public transit.

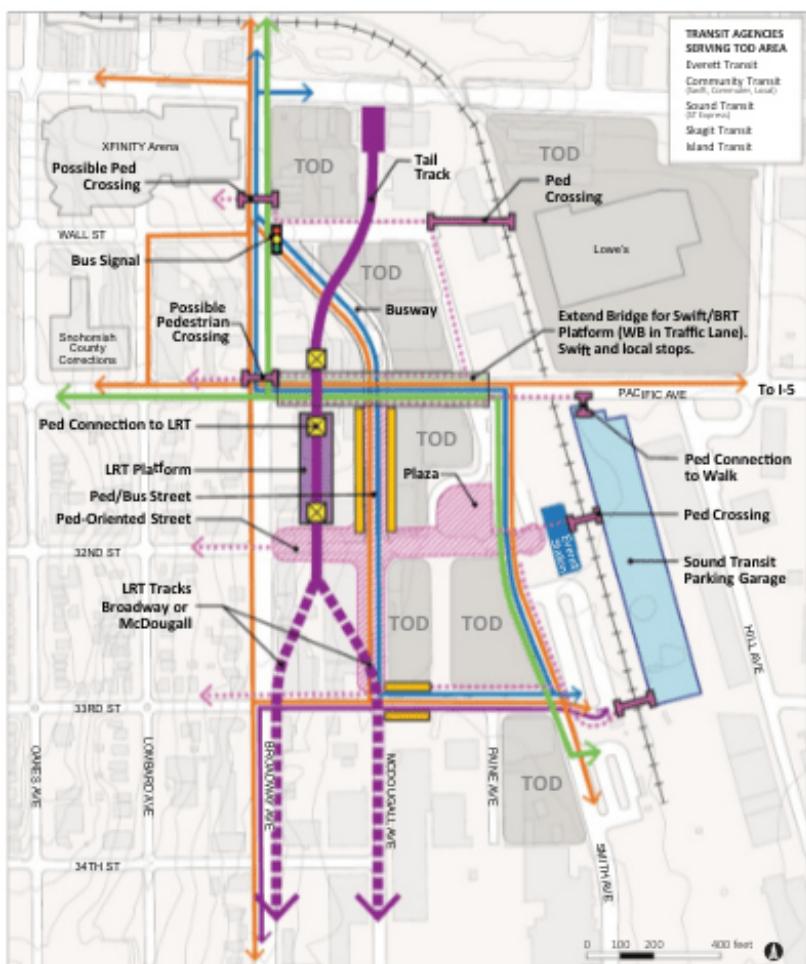
In the map to the left, the dark blue hexagons each represent 5,000+ people. The highest concentration of population growth in Everett is encouraged to occur near the proposed northern terminus light rail station.



# Sound Transit Planning & ST3

The Metro Everett Plan sets the block along McDougall between Pacific Avenue and 32<sup>nd</sup> Street as the preferred location of the future northern terminus of the Everett Link Extension. The Metro Everett Plan also suggests possible alignments of the elevated rail structure along Broadway Avenue or McDougall Street.

Later in this report we will explore the McDougall scenario in more detail along with a proposed alternative aligned with the existing BNSF tracks and a station at or near the existing Everett Station.

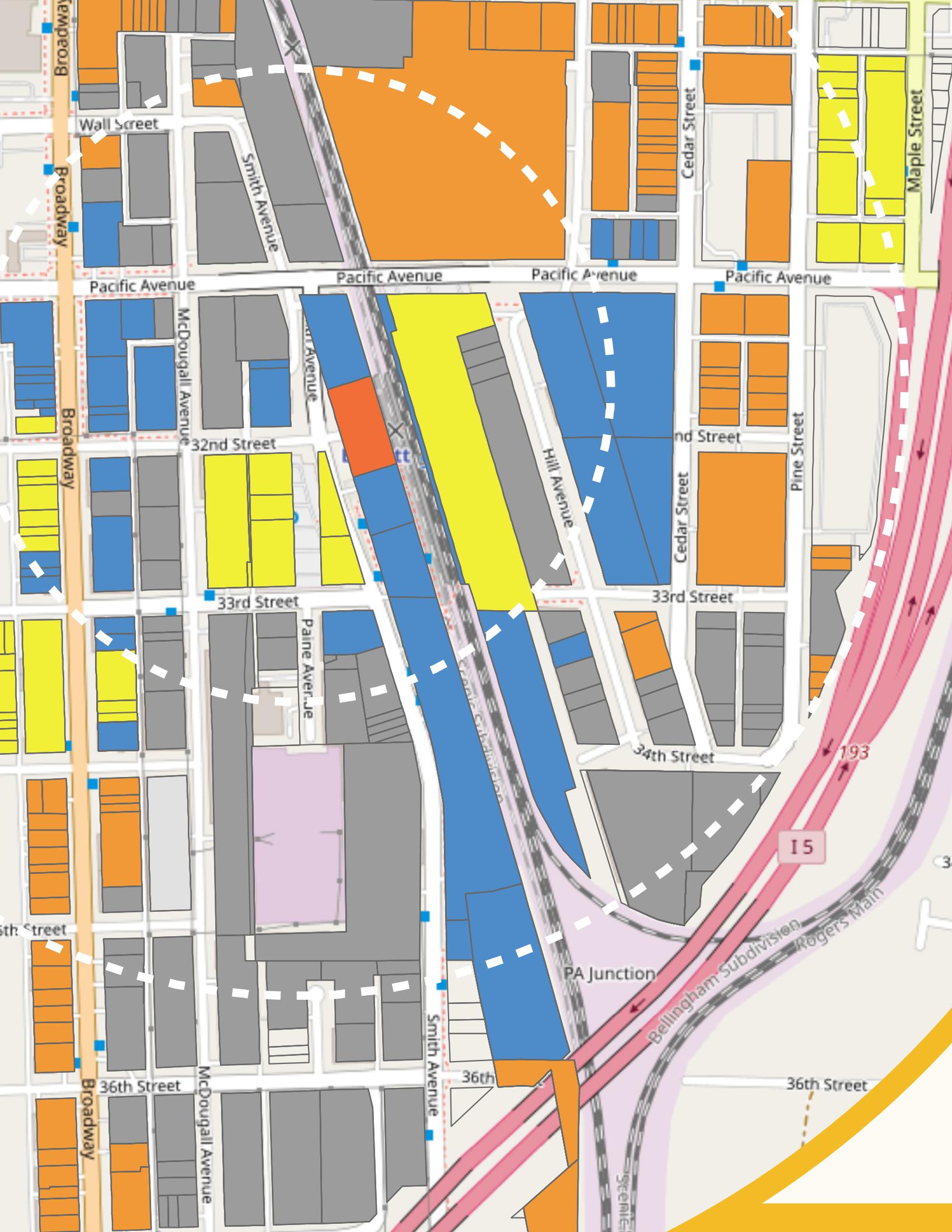


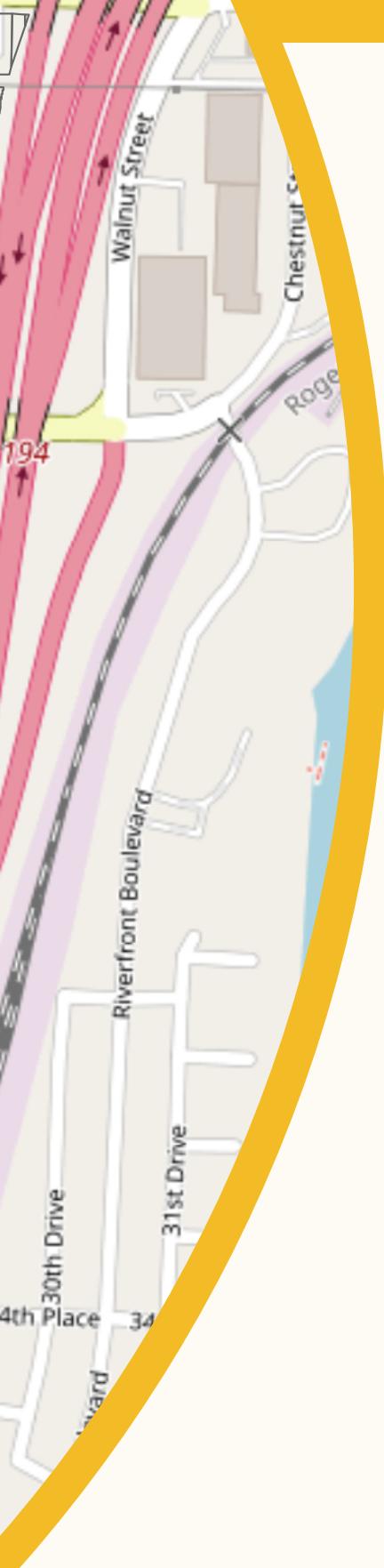
METRO EVERETT LRT CONCEPT (DRAFT)  
City of Everett  
August 29, 2016

## Metro Everett Light Rail Planning

The region's voters approved the ST3 ballot measure in 2016, which will extend light rail from Tacoma to Everett. The proposed site for the northern-most transit station is within the Everett Station District neighborhood boundary with a completion date of 2036.

ST3 policy includes TOD prioritization for affordable housing development near stations including free land and community beneficial track alignment and construction staging.





# Expanding Our Capacity

City Population Target	36
Housing Capacity Analysis	38
Neighborhood Housing Target	40
Affordability Goals	42

# How many people should live in the Everett Station District neighborhood?

## Section Overview

Sound Transit's Link Light Rail station's opening date is planned for 2036 and the PSRC's VISION 2050 has set a target for Everett to grow by 87,000 people, most of which should be located within a half mile of a high capacity transit station. The half mile radius around the new light rail station will mostly be within the Everett Station District neighborhood. Knowing this, the neighborhood needs to prepare for a dramatic increase in residential housing.

This section covers how the neighborhood can reach these goals through analysis of the physical landscape and examination of population demographics:

- Population Projections - Analysis of current growth targets from the PSRC as well as historical growth data from the Census and factors that may effect growth in the Everett Station District neighborhood specifically.
- Housing Capacity Analysis - Breakdown of the physical land capacity to construct housing units, excluding properties with current light industrial use.

- Housing Unit Recommendations - Estimate of needed housing units in the neighborhood based on best practices from other transit-oriented communities and the value of wanting to contribute a fair share of housing growth in the city.
- Area Median Income Analysis & Recommendations - Analysis of the current income brackets in Snohomish County and Everett with recommendations for housing affordability ranges in the neighborhood.

This section provides the tools needed to facilitate discussions on the future housing capacity of the Everett Station District neighborhood and help stakeholders begin to think about who should live here and why.



# Population Growth Target for the City of Everett

The Everett Station District neighborhood is changing. As the city's population grows, well-established single family neighborhoods struggle to accommodate them. Anticipating the need to add multi-family housing but with limited areas to grow, the City rezoned the northern portion of the Everett Station District neighborhood for multi-family development in 2016 in the Metro Everett zoning update.

Both the City of Everett and the PSRC are encouraging residential growth within the half-mile walkshed of major transportation nodes like Everett Station. The neighborhood is already in a position to adapt to the expanding housing demands.

With planning for the new Link Light Rail station to commencing soon, it's time to begin a more concerted, coordinated effort for residential growth in the neighborhood.

To understand whether it's reasonable that the City of Everett can reach the PSRC's population growth target of 87,000 people over the next 30 years, there are several factors to consider:

- Dense population growth tends to occur near high capacity rail stations.
- Everett will have 3-4 high capacity rail stations within the next 20 years.
- Growth in other metropolitan cities in the state have seen rapid population growth following job growth.
- The City of Everett is actively zoning and incentivizing business development.

## Key Population Numbers for the City of Everett

estimated population of Everett 2020:	<b>113,836</b>
population increase from 2010:	<b>10%</b>
population growth target for 2050:	<b>87,000</b>

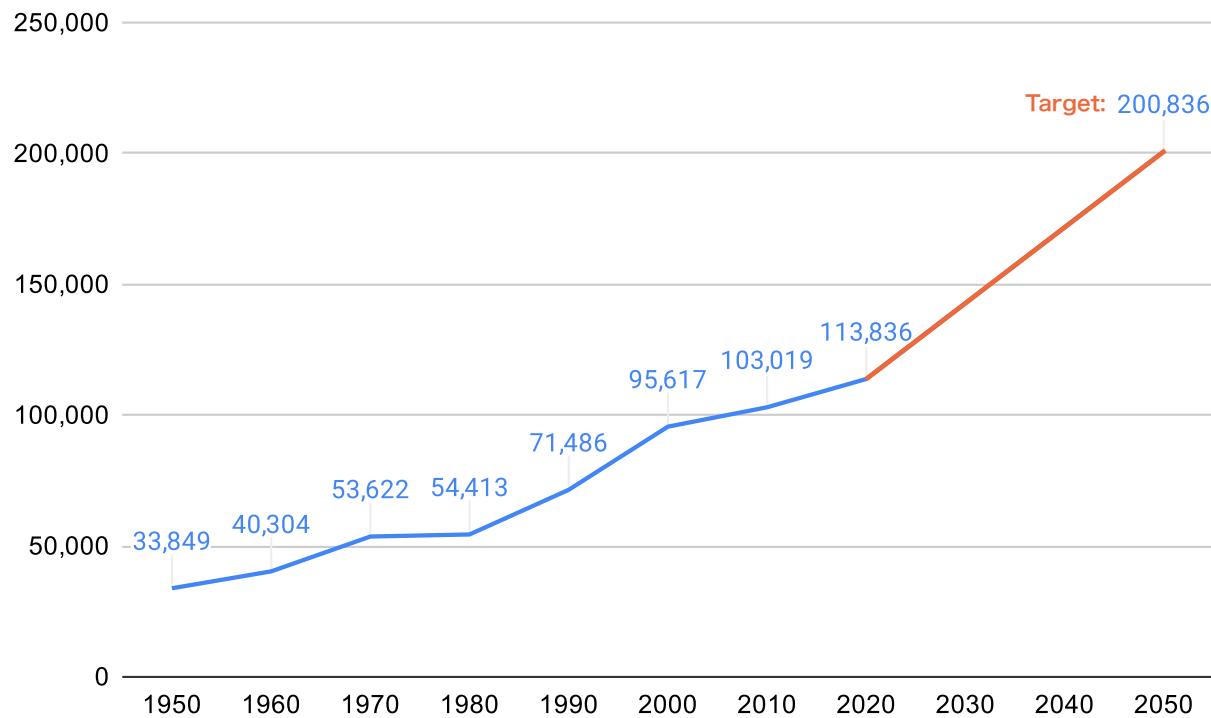
According to Census data estimates, the City of Everett has a population today of about 114,000 people. This is an increase of approximately 10,000 people or about 10% from the 2010 Census. If growth continued at a linear rate, Everett's population would increase by about 40,000 over the next 30 years.

City, county, and regional agency policies and plans call for most of the growth to occur near high capacity transit stations. PSRC's Vision 2050 plan prioritizes 57% of population growth to occur near high capacity public transportation. Sound Transit prioritizes surplus lands near light rail stations for affordable housing. The 2018 Metro Everett Plan enables growth

in Downtown Everett and the Everett Station District by increasing the zoned capacity, reducing parking requirements, and establishing an incentive structure for private investment in affordable housing and other amenities consistent with transit-oriented development.

The regional plans have set aggressive population growth targets for Everett. Actual population growth has not kept pace with the aggressive targets. Rising land costs in Seattle and King County and lifestyle shifts toward urban living may change population trends to meet the targets, especially if new urban office and other commercial development occurs in Everett.

## Census Population for Everett, WA with PSRC Growth Target



# Housing Capacity in the Everett Station District

Before determining how many residential units should be built, we analyze how much zoned capacity exists within the Everett Station District neighborhood.

The Everett Station District Alliance desires to preserve the existing industrial and related commercial uses of the neighborhood. No properties south of 33<sup>rd</sup> Street except those along Broadway or owned by the City of Everett were included within the analysis. In addition,

the industrial properties on the westside of Hill Avenue from Pacific Avenue to 33<sup>rd</sup> Street were excluded.

For this analysis we considered one of the City of Everett's proposed preferred track alignments that runs through McDougall, as seen in this illustration. This is just one alignment possibility and others are discussed in the report's next section, "Designing for the Future."

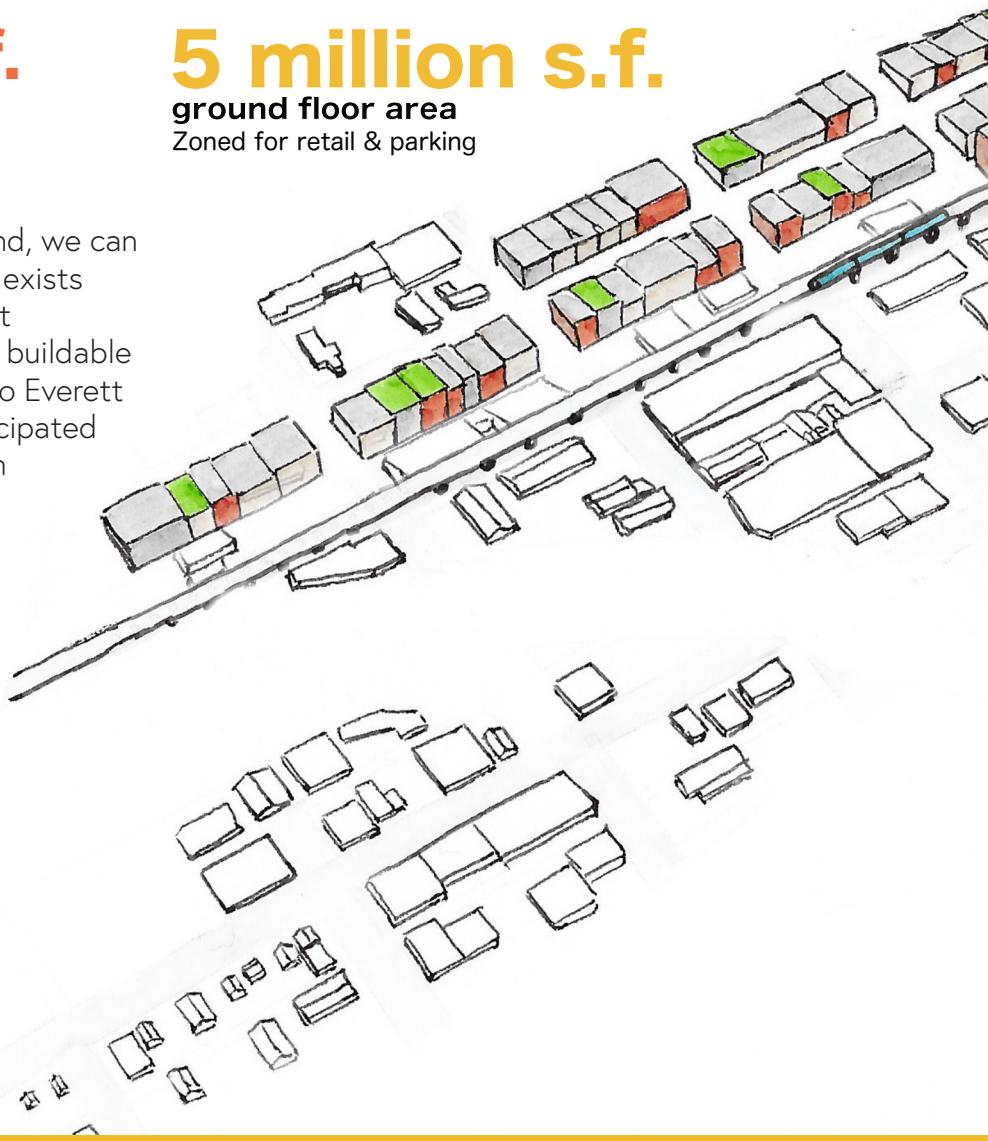
**63 million s.f.  
of floor area**

Zoned for residential housing

After calculating the available land, we can conclude without question there exists within the Everett Station District neighborhood more than enough buildable land capacity under current Metro Everett zoning to accommodate the anticipated housing and job growth that high capacity light rail will bring.

**5 million s.f.  
ground floor area**

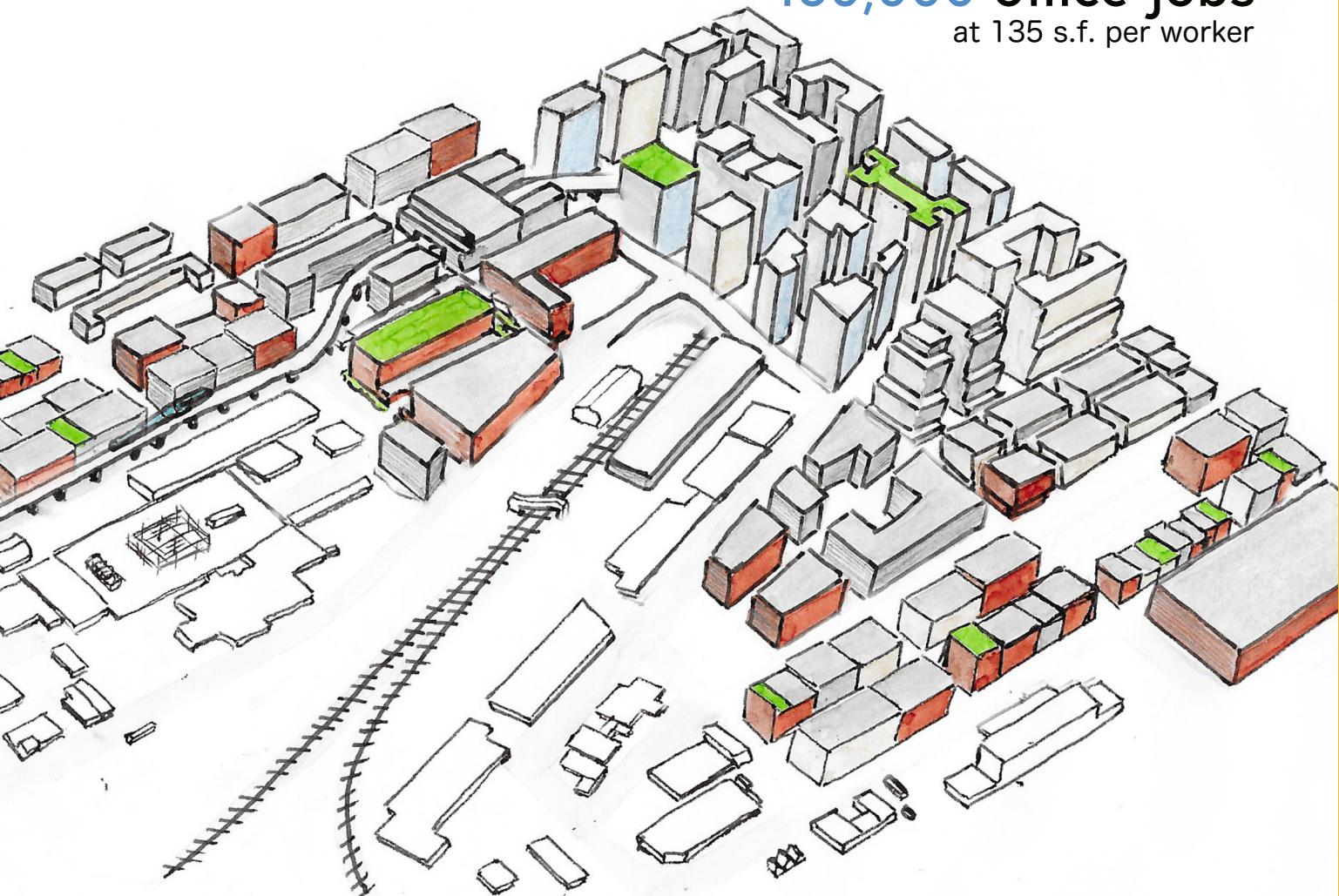
Zoned for retail & parking



**63,000-110,000 dwelling units**  
at 570-1000 s.f.

**132,000-230,000 residents**  
at 2.1 people per household

**460,000 office jobs**  
at 135 s.f. per worker



To estimate the maximum residential capacity, the gross floor area of each parcel was reduced by 10%, multiplied by the maximum incentivized number of floors (excluding the ground floor), and divided by a standard unit size (570 s.f. for the low end estimate and 1,000 s.f. for the high end estimate.) For office space, a ratio of 135 s.f. per worker was used.

# **Housing & Population Targets for the Everett Station District**

To set housing and population growth targets for the Everett Station District, the ESDA Housing Work Group set a foundational principle that the neighborhood should provide its fair share of housing based on the region's and city's policies.

PSRC's VISION 2050 Plan expects the City of Everett to grow by 87,000 people by 2050. In addition, 57 percent of the region's growth is to occur within a half-mile distance of high-capacity transit.

Given the number of future light rail stations in Everett, there should be approximately 50,000 people to live within a half-mile radius of the future downtown station. If the station is located at McDougall and Pacific, a little more than four-fifths of the developable land within a half-mile of the future station, is within the Everett Station District boundaries. Based on this math, the ESDA sets a target for building 15,000 dwelling units to house 32,000 residents by the year 2050.

By planning for this population growth, we can ensure we can protect the current uses in the neighborhood we wish to keep while creating a great community for future residents, workers, and visitors.

## ESDA residential targets for 2050

**15,000 dwelling units**

**32,000 residents**

### Factors considered in calculating housing targets for Everett Station District

Gross acres in the Everett Station District within a half-mile of Everett Station	Approx. 180 gross acres
VISION 2050's definition of "high density" the minimum density expected for growth near current and future high capacity transit	50+ dwelling unites per gross acre
Residential density necessary to financially support one mile of light rail (est. Cost of \$100 million/mile)	67 dwelling units per gross acre
Density to support one mile of BRT	17 residents & jobs per gross acre
Density to support commuter rail	Dependent primarily on jobs
Approx. miles of future light rail in Everett	11 miles
Number of future residential light rail station in Everett	2 stations
Approx. miles of commuter rail in Everett	5 miles
Approx. miles of BRT in Everett	7 miles
Best practice density for TOD in "Core Cities" case studies from "Transit-Oriented Communities, Blueprint for Washington State"	179-256 du/net acre

In order to calculate the 2050 population target for the Everett Station District neighborhood, we relied on a PSRC guidance paper, "Transit-Supportive Densities and Land Uses" and VISION 2050. The following factors were considered:

# **Housing Affordability Goals for the Everett Station District**

## **Affordability Analysis**

New housing in the neighborhood ideally should allow those who use transit as a main form of transportation to live within walking distance of the transit node. For many, a transit dependent lifestyle is a choice, but for some it isn't. Ensuring those who need public transportation most can live in the Everett Station District neighborhood means consciously making an effort to build affordability into the design.

In creating a recommendation for housing affordability within the district, the ESDA considered existing income data in the surrounding area and a core principle of inclusivity as a guide.

Household Area Median Income (AMI) represents the income at which half of all households earn more, and half of all households earn less. In Snohomish County the AMI is \$82,595. In North Everett, 76% of residents earn less than the county's AMI, meaning North Everett has a disproportionately high number of households that are below the county's AMI.

The chart and table on the next page compare Snohomish County versus North Everett for the percentages of households within each AMI percentile/income range.

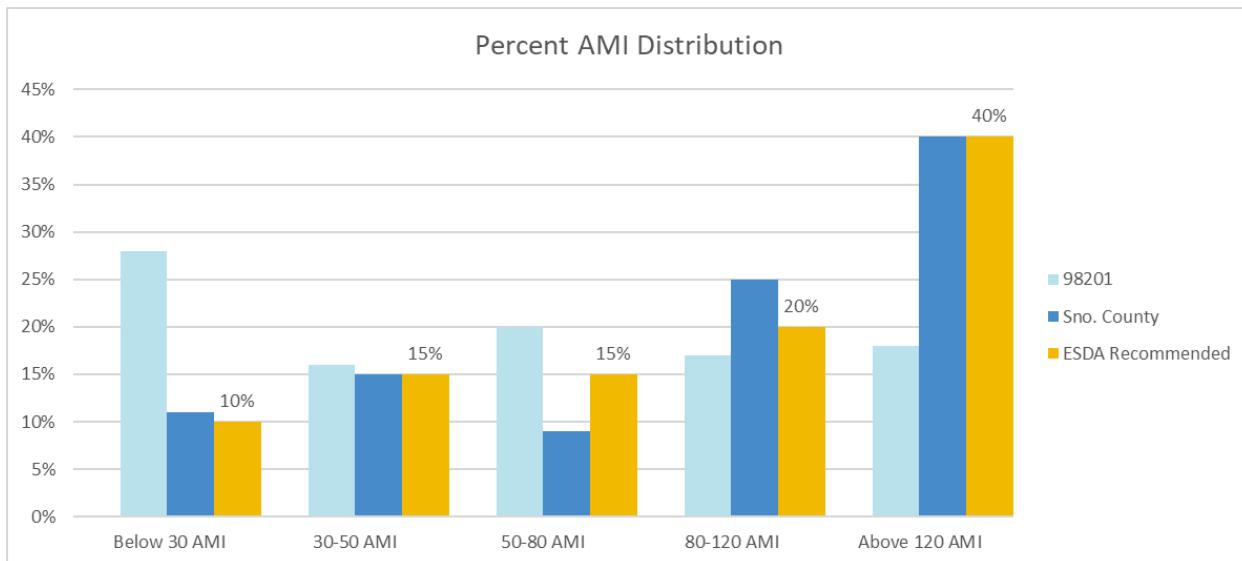
# ESDA Housing Affordability Goals

The ESDA believes the neighborhood should reflect the diversity of people and incomes within Snohomish county. With the core values of hospitality and inclusivity in mind, the ESDA feels the neighborhood must ensure there will be housing available at every affordability level.

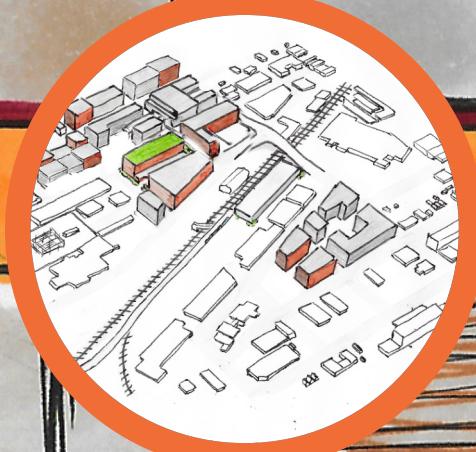
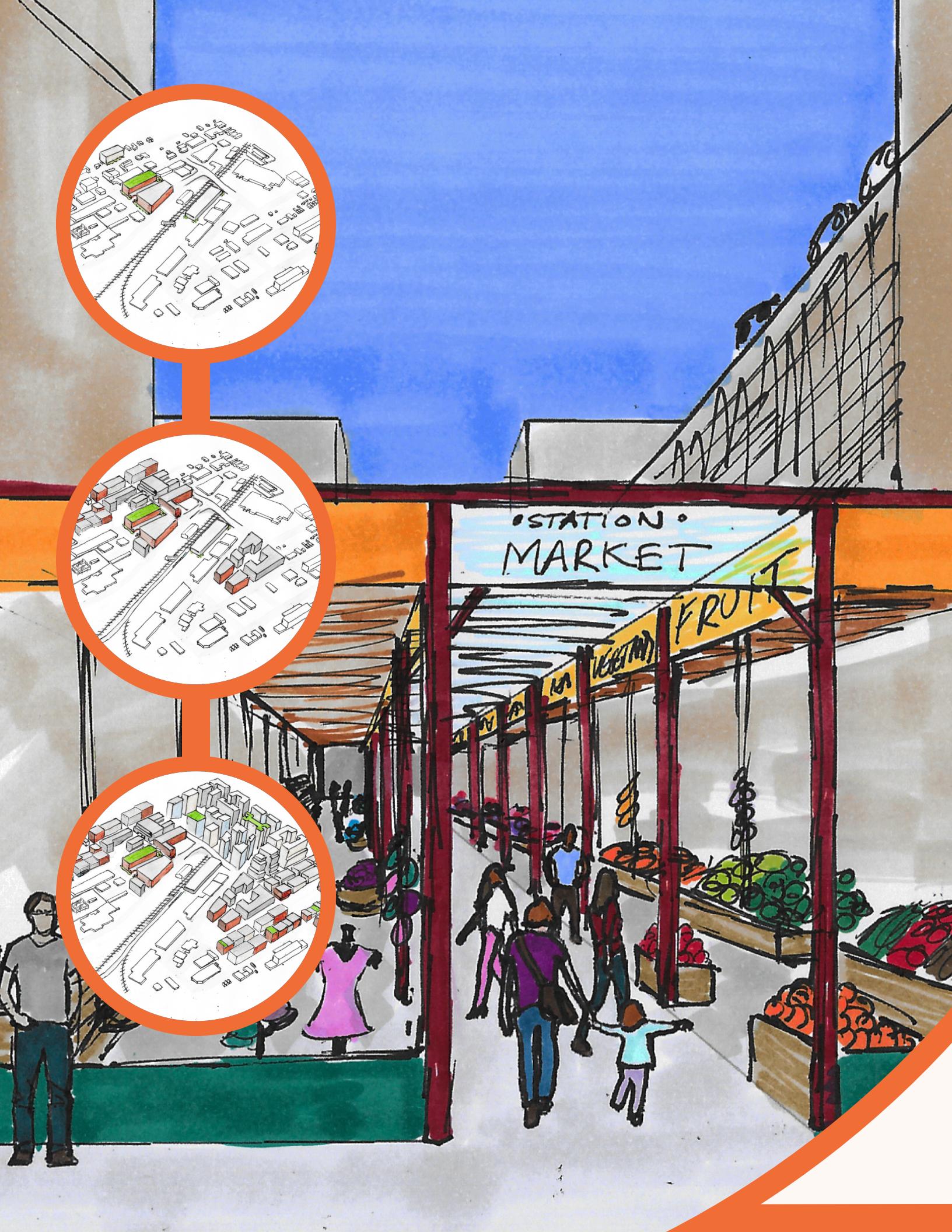
Unless subsidized, new construction is almost always for households that make more than the median income. Because the neighborhood currently has nearly no housing, most housing units will be new

construction. Absent proactive action, the construction of only market rate housing would only accommodate the top 40-50% of earners in the county. With lower income households more dependent on transit, it's critical to proactively provide affordable housing.

The chart and table below list the ESDA's affordability goals to achieve by 2050 and provides comparisons to current income levels within the 98201 zip code and countywide..



AMI Percentiles	Household Income Range (Sno-King Cos.)	Example Occupation	Current Percent of Residents in North Everett 98201	Current Percent of Residents in Snohomish County	ESDA's 2050 Goal
Above 120%	>\$99,114	Aerospace Manager	18%	40%	40%
80-120%	\$66,076 - \$99,114	Traffic Engineer	17%	25%	20%
50-80%	\$41,298 - \$66,076	Legal Assistant	20%	9%	15%
30-50%	\$24,779 - \$41,298	Cashier	16%	15%	15%
Below 30%	<\$24,779	Dish Washer	28%	11%	10%





# Designing for the Future

Phased Development Concepts	48
Streetscape Concepts	60
Mobility Concepts	70
Catalyst Site Design Concepts	82

# What might residential growth in the neighborhood look like?

## Section Overview

It's hard to imagine what the future might look like without seeing a visual representation of it. In this section you will find 3D models, maps, and drawings to help visualize what growth could look like. These models are strictly hypothetical based on current zoning and are not in any way intended to be a recommendation for development. Each individual property owner has a right to develop or not develop as they see fit.

The ESDA is an advocate for the interests of business and property owners in the neighborhood. The growth models illustrated in this section reflect the light industrial property owners' desires to continue doing business and having access to a functioning freight corridor into the future. As such, wherever possible those properties are shown with no redevelopment. Again, these models are not a recommendation and are purely for illustrative purposes to help you envision growth patterns in the neighborhood.

This section illustrates all aspects of the built environment with ideas to help you consider what the Everett Station District neighborhood should be in the future. In this section:

- **Phased Development Concepts**  
Growth scenarios from now to 30 years in the future considering two different light rail alignments and how

that will effect the functionality of the neighborhood in the future

- **Streetscape Design Concepts**  
Mobility and access to and from the neighborhood along with sidewalk and road design scenarios for safe movement of people and goods
- **Everett Station District Neighborhood Catalyst Site Design Concepts**  
Scale model conceptual renderings of various transit-oriented development best practices for a healthy and functional residential community.

This section will give you the inspiration needed to imagine the possibilities for the future of the Everett Station District neighborhood — a neighborhood that accommodates both people and commerce harmoniously in a safe, lively, and beautiful environment that anyone would want to call home.



# Phased Development Concepts





**Over the Course of the next 30 years, significant events within the Everett Station District neighborhood will effect the growth and land use.**

The arrival of Sound Transit's Link Light Rail in 2036 will at the least require construction of the tract through length of the neighborhood, but will also bring with it opportunities to invest in new land use types and create a residential

community that takes advantage of high capacity light rail within walking distance.

This section explores phased development scenarios for two possible track alignments and discusses the ESDA's philosophy on neighborhood character and land use preservation.

# Protecting Light Industrial and Related Commercial Uses

Light industrial and related commercial activities are the most common land use in the neighborhood.

Many of these businesses are literally building Everett and Snohomish County companies that construct and install windows, doors, cabinets, irrigation systems and sell the necessary tools and hardware. As the neighborhood in which these businesses reside grows, the ESDA will work to ensure the businesses can thrive, too.

Many of the property and business owners of these properties have expressed a strong desire to keep their current business operations protected from any changes for the foreseeable future.

The Everett Station District Alliance is a non-profit group made up of property and business owners in this neighborhood with a mission and intent to promote members' interests. This means preserving light industrial uses and properties, even as the neighborhood changes and redevelops to accommodate residential growth around the light rail station.

The redevelopment concepts presented in the following section present possible scenarios based on current plans and policies of the region, county, and city.

The redevelopment concepts take a preservation strategy to protect light industrial uses. The ESDA is firmly committed to preserving light industrial

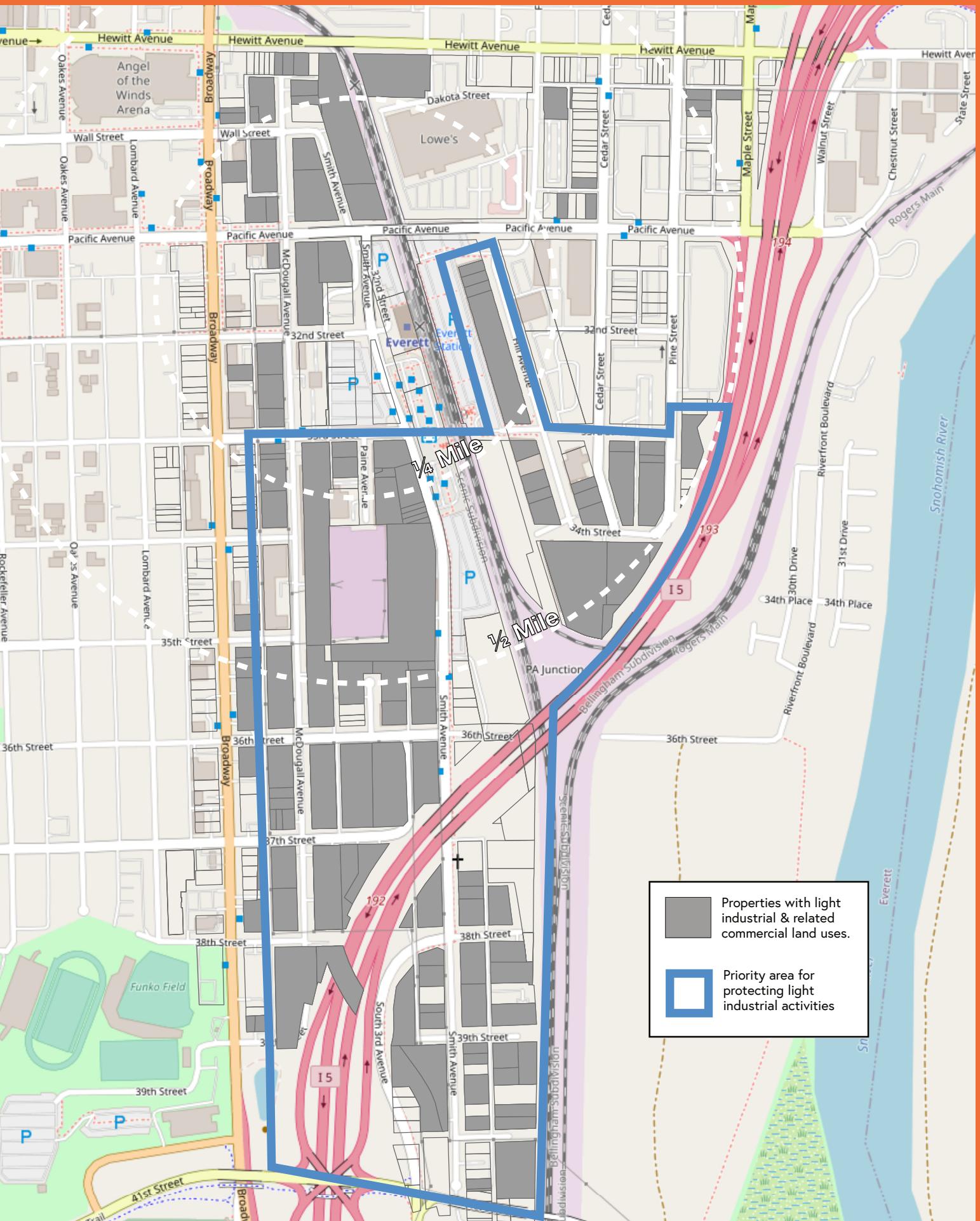
uses along Hill Avenue and properties south of 33<sup>rd</sup> Avenue.

In order to take an infill approach to development that meets the region's and city's population and commercial growth needs, our conceptual plans focus growth to remain within a quarter-mile of the future Sound Transit light rail station.

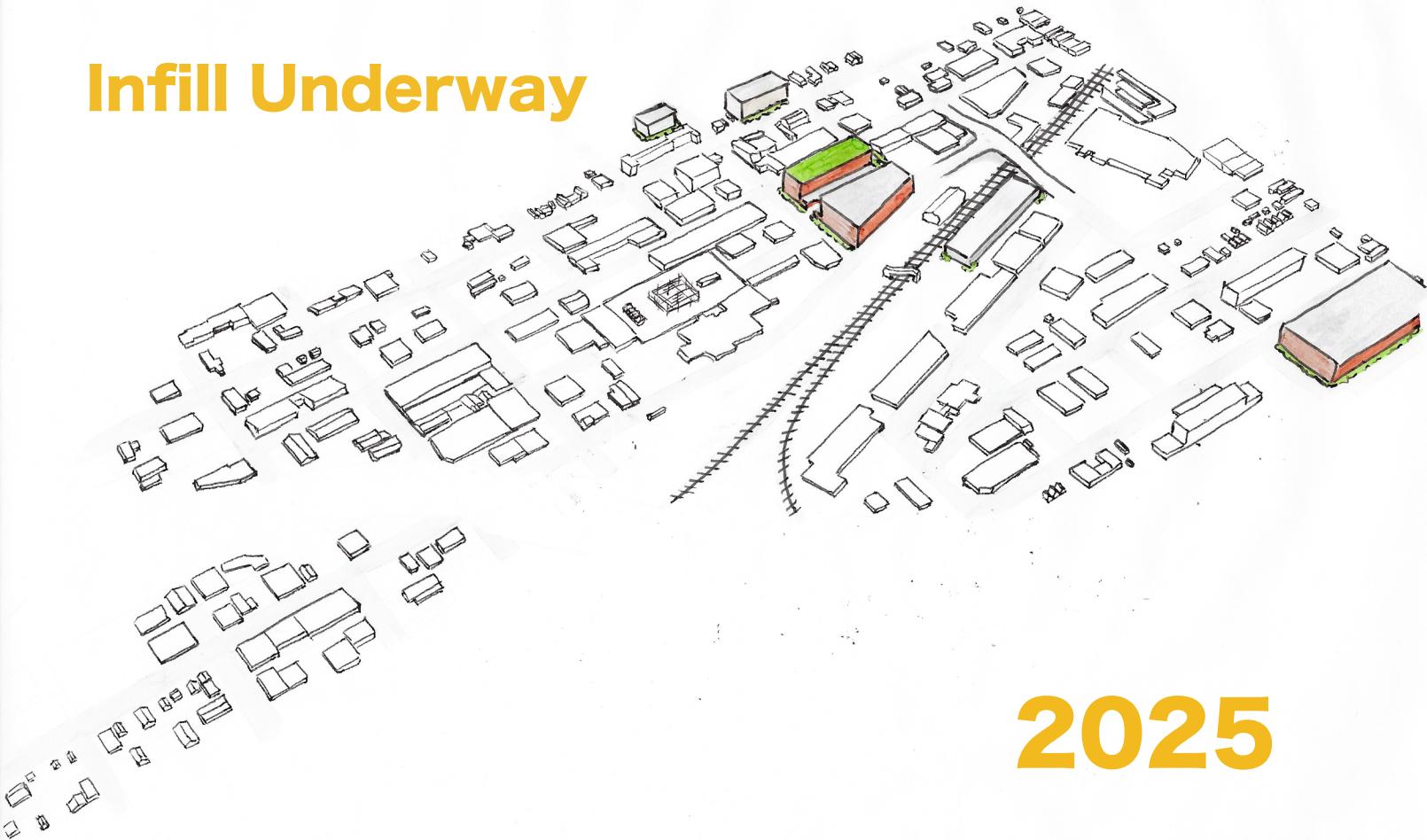
Property owners along Hill Avenue or south of 33<sup>rd</sup> Street are, of course, free to use and develop their properties as they desire, no matter the ESDA's conceptual prioritization of infill development to not occur on their properties.

The ESDA will continue to conduct research and keep neighborhood property owners and businesses informed of what the changing conditions might mean for them and the potential opportunities and risks that may be involved.

By working toward a shared vision, we can ensure all can prosper as we create a community that houses more people and jobs.



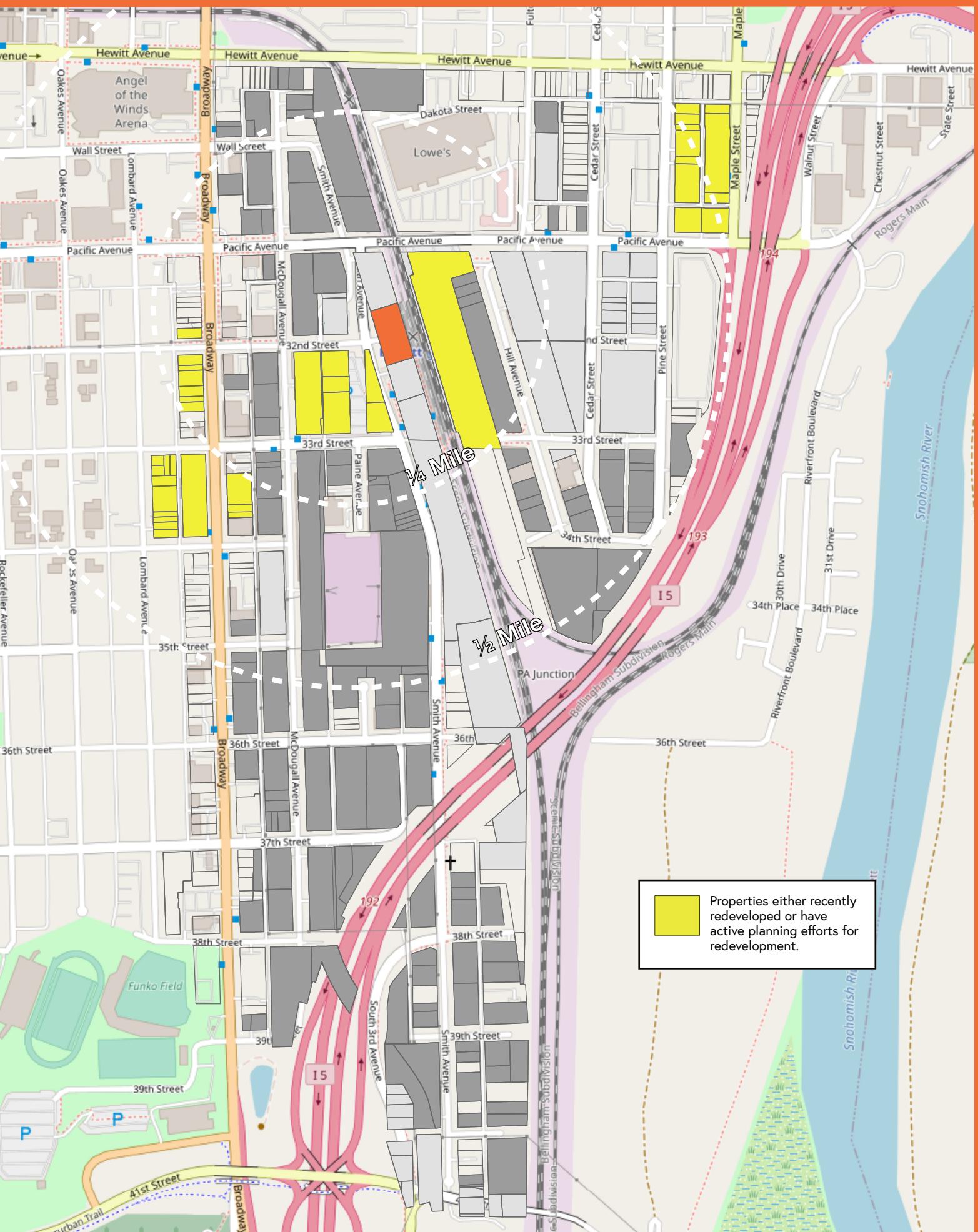
# Infill Underway



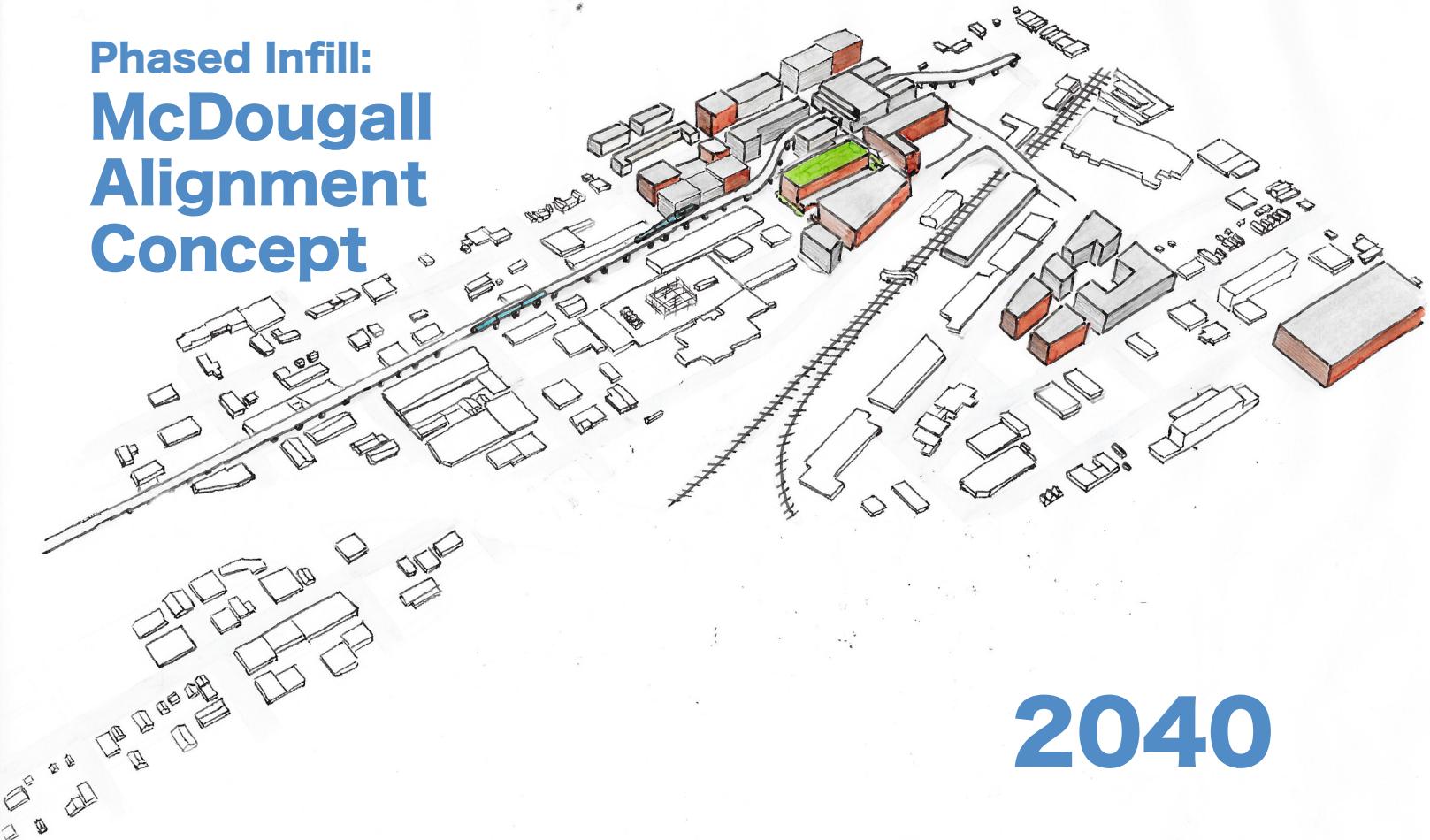
**Infill development in the Everett Station District is already underway. Highlighted on this map in yellow are parcels that were completed within the last year, are currently under construction, have submitted design plans with the city, or have secured funding for site planning activities.**

Among these developments are market rate housing, subsidized housing, supportive housing, medical facilities, mental health facilities, public open space, public walkways and a public parking structure.

The ESDA anticipates these parcels redevelopment to be complete by 2025.



# Phased Infill: McDougall Alignment Concept

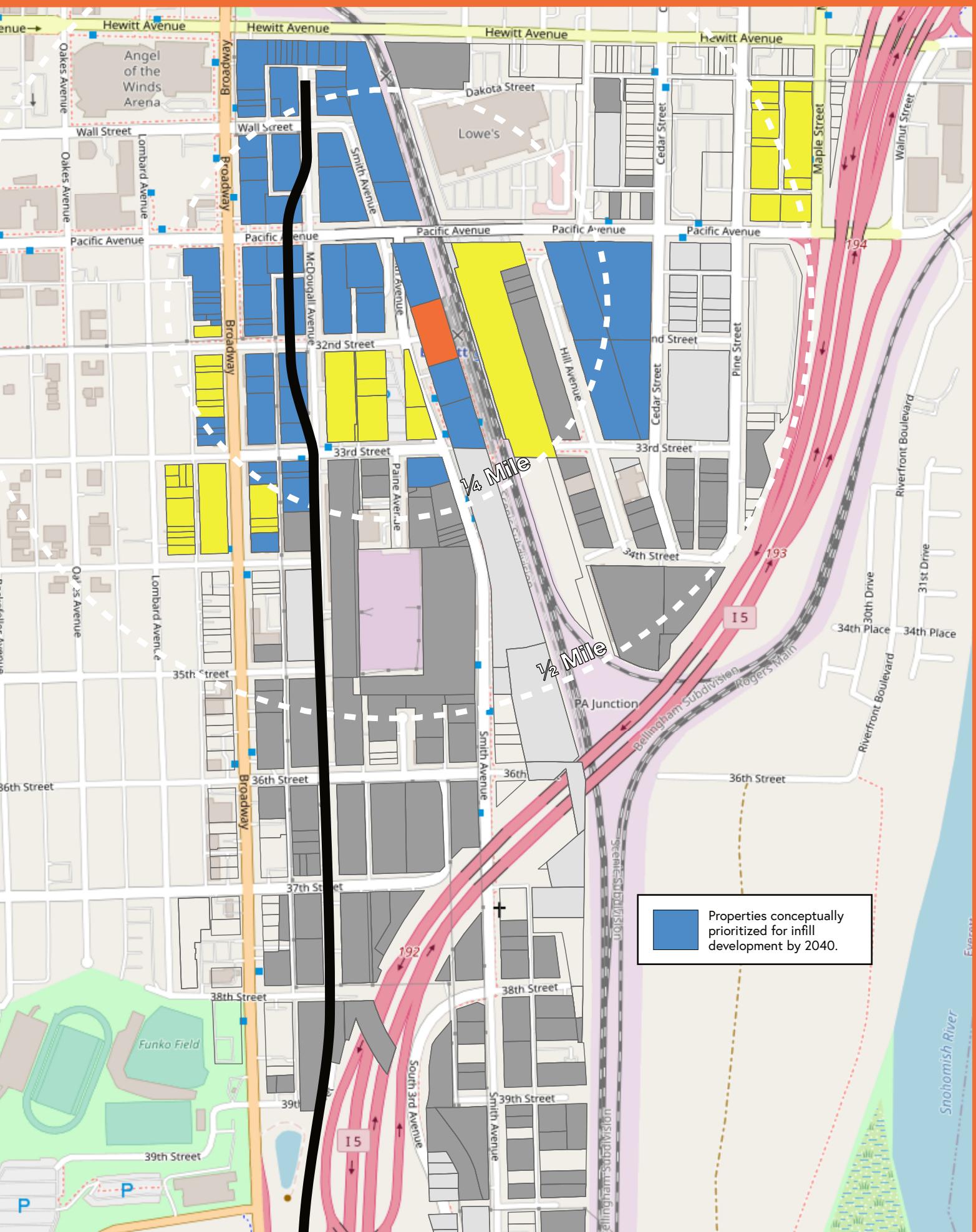


This report presents two alternatives for phased infill based on two different future alignments of the Link light rail, which is scheduled for completion in 2036. Sound Transit is expected to begin its alternatives analysis for picking the alignment and station location in 2020.

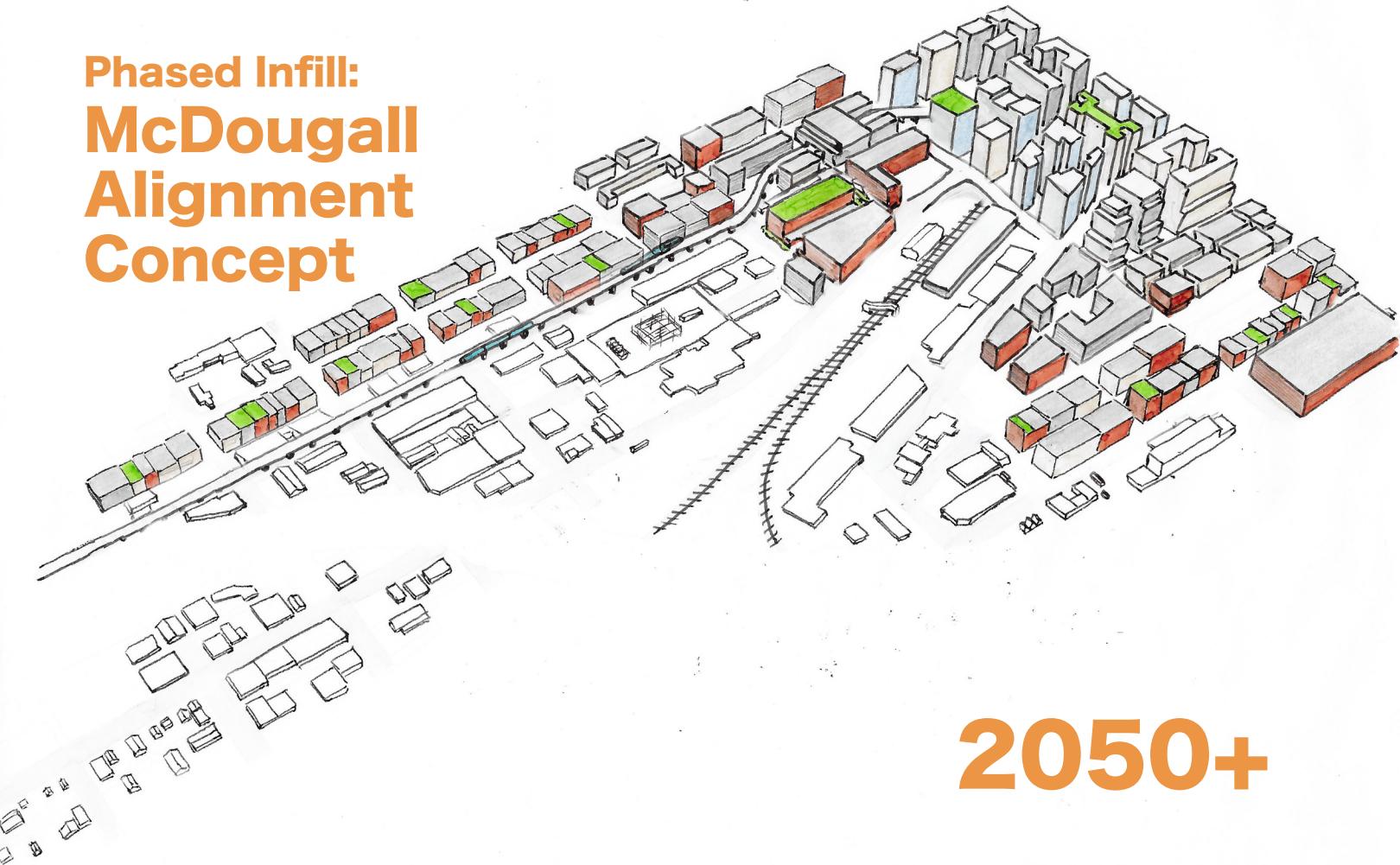
The first phased infill alternative we present is the McDougall Alignment Concept. The City of Everett adopted McDougall as the City's preferred alignment as part of the 2018 Metro Everett Plan. The station would be located between 32<sup>nd</sup> and Pacific.

The elevated track would likely be approximately 40 feet above ground to maintain cross-street clearance, similar to the height of I-5 in this area, and the support pillars would take up significant space within the right-of-way space of McDougall.

For infill development that will happen by 2040, this report conceptually prioritizes infill to occur within a quarter-mile of the future station.



# Phased Infill: McDougall Alignment Concept

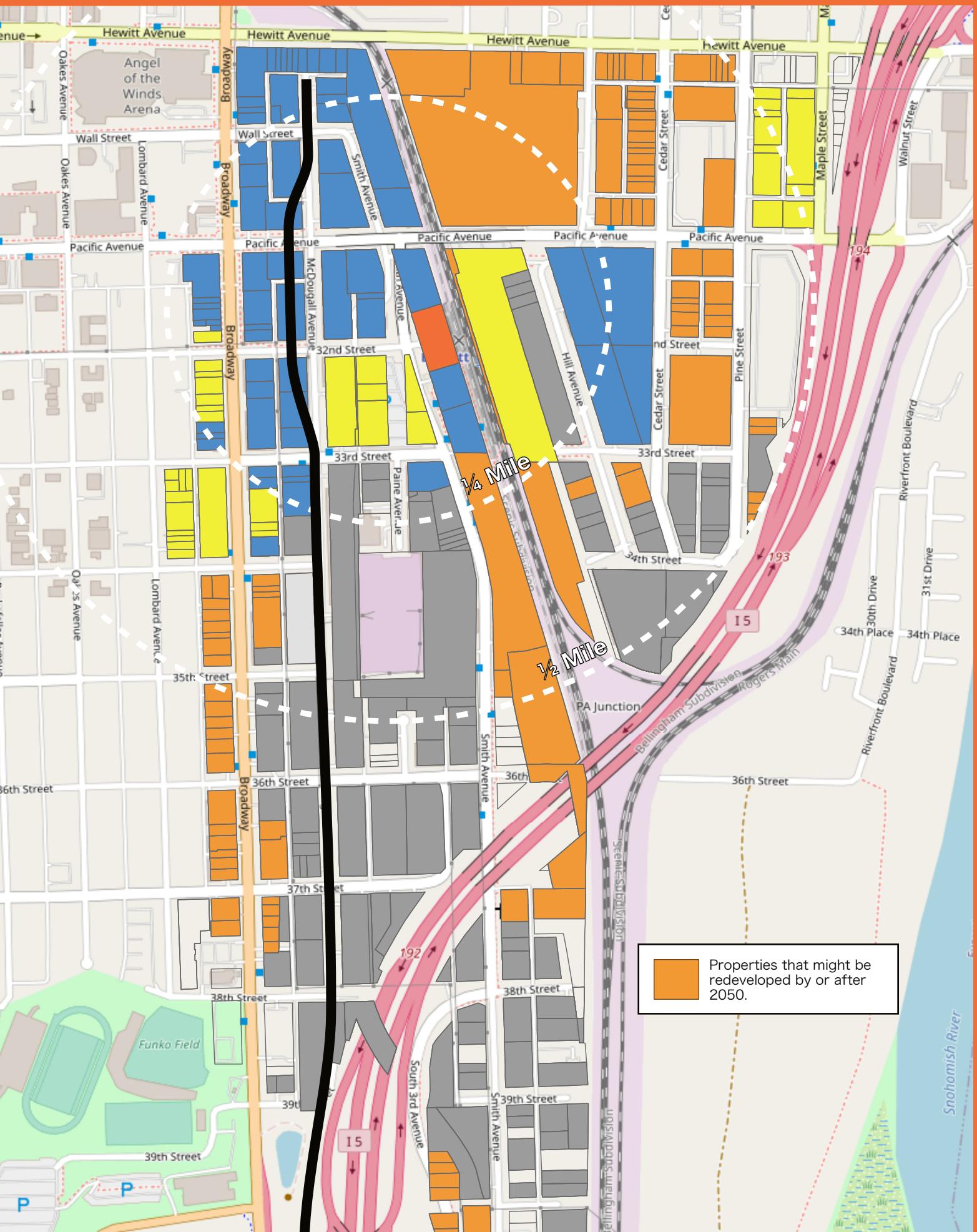


**2050+**

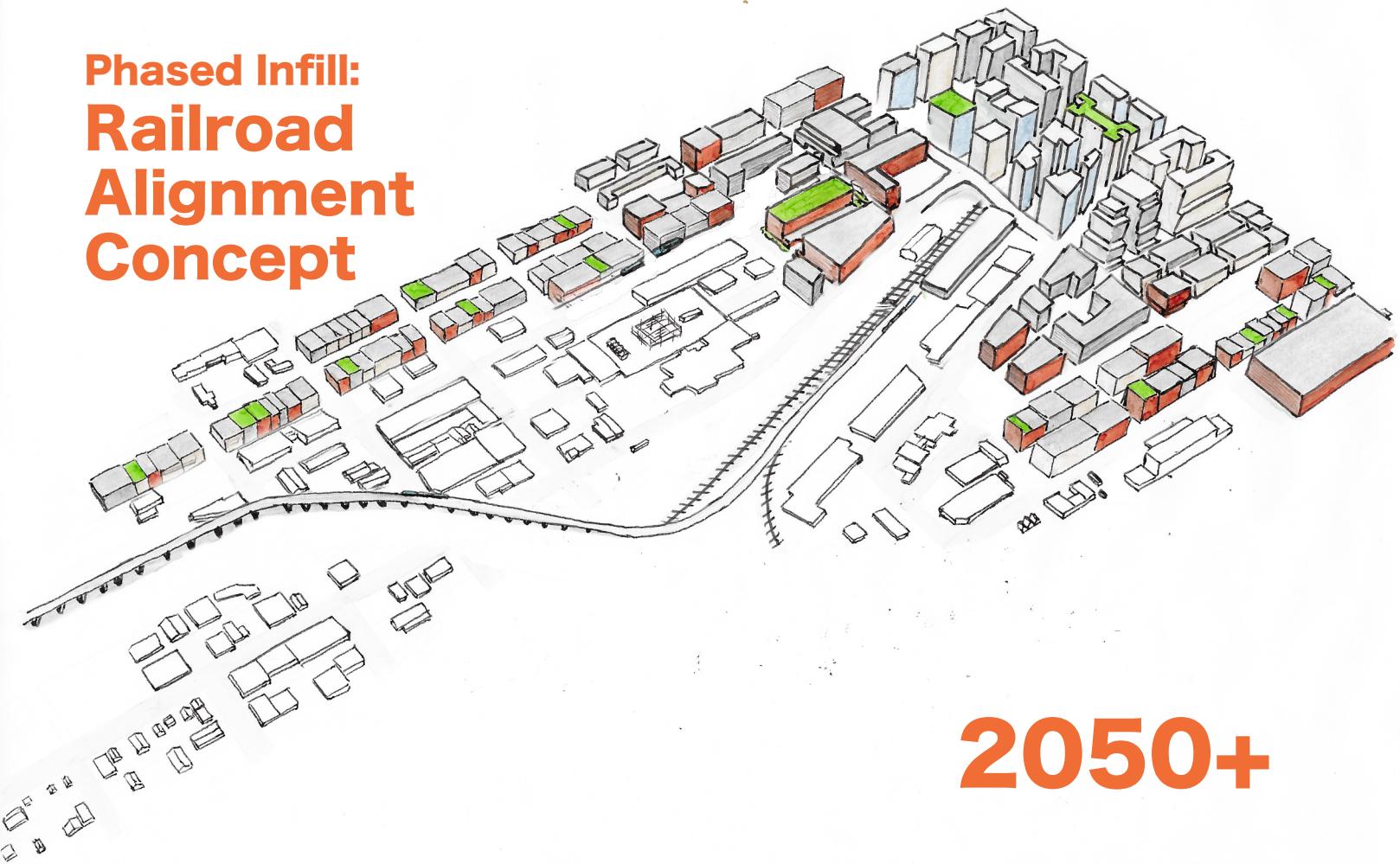
Looking further toward 2050 and beyond, this report conceptually prioritizes infill to occur within a half-mile of the future light rail station and along Broadway.

City-owned property outside the half-mile radius is also shown as redeveloped as infrastructure and upgraded uses might become possible.

Parcels with light industrial and related commercial activities that are south of 33<sup>rd</sup> Street or along Hill Avenue would continue to remain in their current state.



# Phased Infill: Railroad Alignment Concept



## 2050+

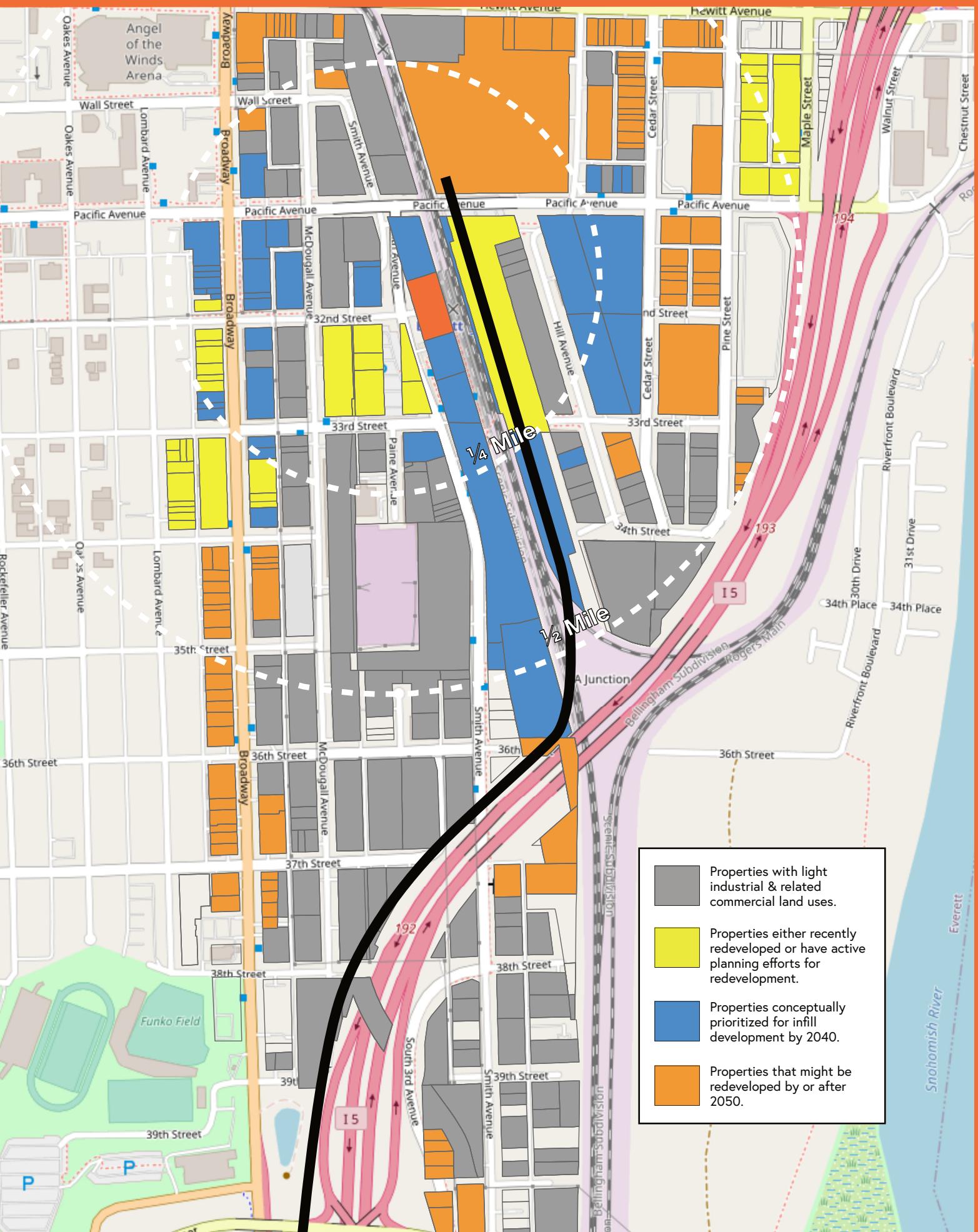
In addition to a future alignment of the light rail line along McDougall with a station at Pacific, ESDA also offers this second alternative for a potential alignment of the light rail that would align on the east side of the BNSF railroad tracks with a station also near Pacific.

Based on this Railroad Alignment Concept, redevelopment opportunities would likely shift slightly more to the east in the neighborhood. As such, we show a slightly different phasing of potential infill.

This alignment alternative would likely be less disruptive to businesses in the

neighborhood, especially the light industrial and related commercial activities along McDougall. However, the City of Everett has established the McDougall as its preferred alignment.

Sound Transit is expected to begin its alternatives analysis for the Everett Link Extension environmental impact statement in 2020.





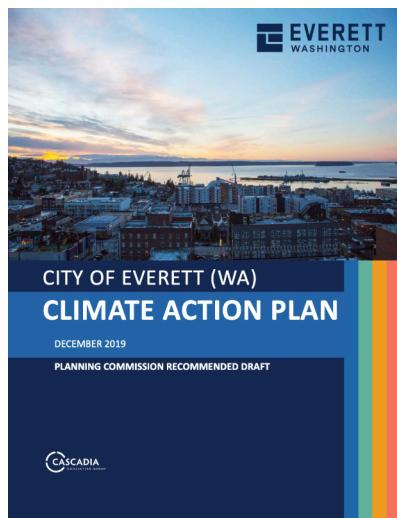
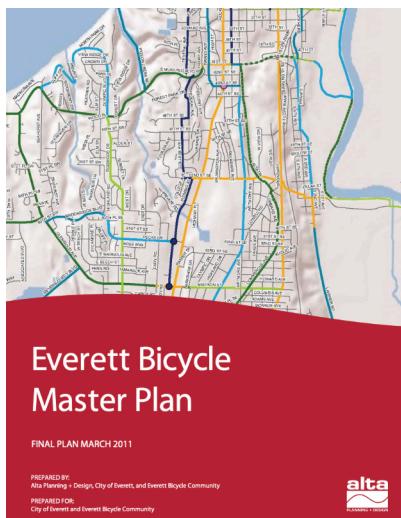
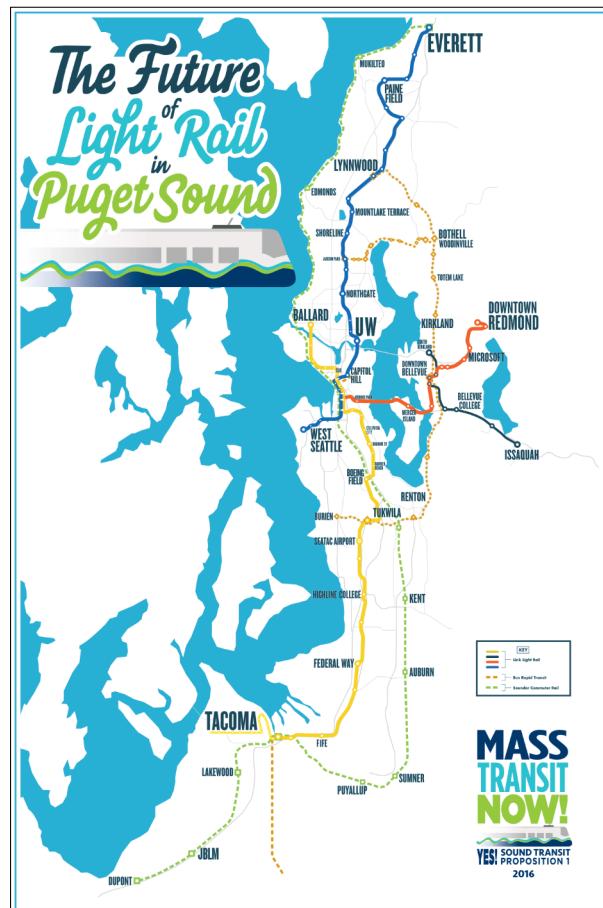
# Mobility Prioritization Concepts

Prioritization of streets for specific modes is a critical step to ensuring the goods, customers, visitors, and residents can get around efficiently and safely.

Prioritization also helps proactively plan, design, and seek funding for improvements to streets.

The City of Everett and others have already set transportation priorities. Policy documents include the Metro Everett Plan (2018), the Everett Bicycle Master Plan (2011), the Everett Climate Action Plan (2019), the Everett Transit Long-Range Plan (2018), the Everett Complete Streets Ordinance, Sound Transit's ST3 Project List (2016), and PSRC's Transportation Plan (2018).

The following pages provide conceptual prioritization of streets by mode. These maps are conceptual for further stakeholder and community engagement.



# Concept for Prioritizing **Freight & Commercial Streets**



Freight Street: Tier 1 Priority



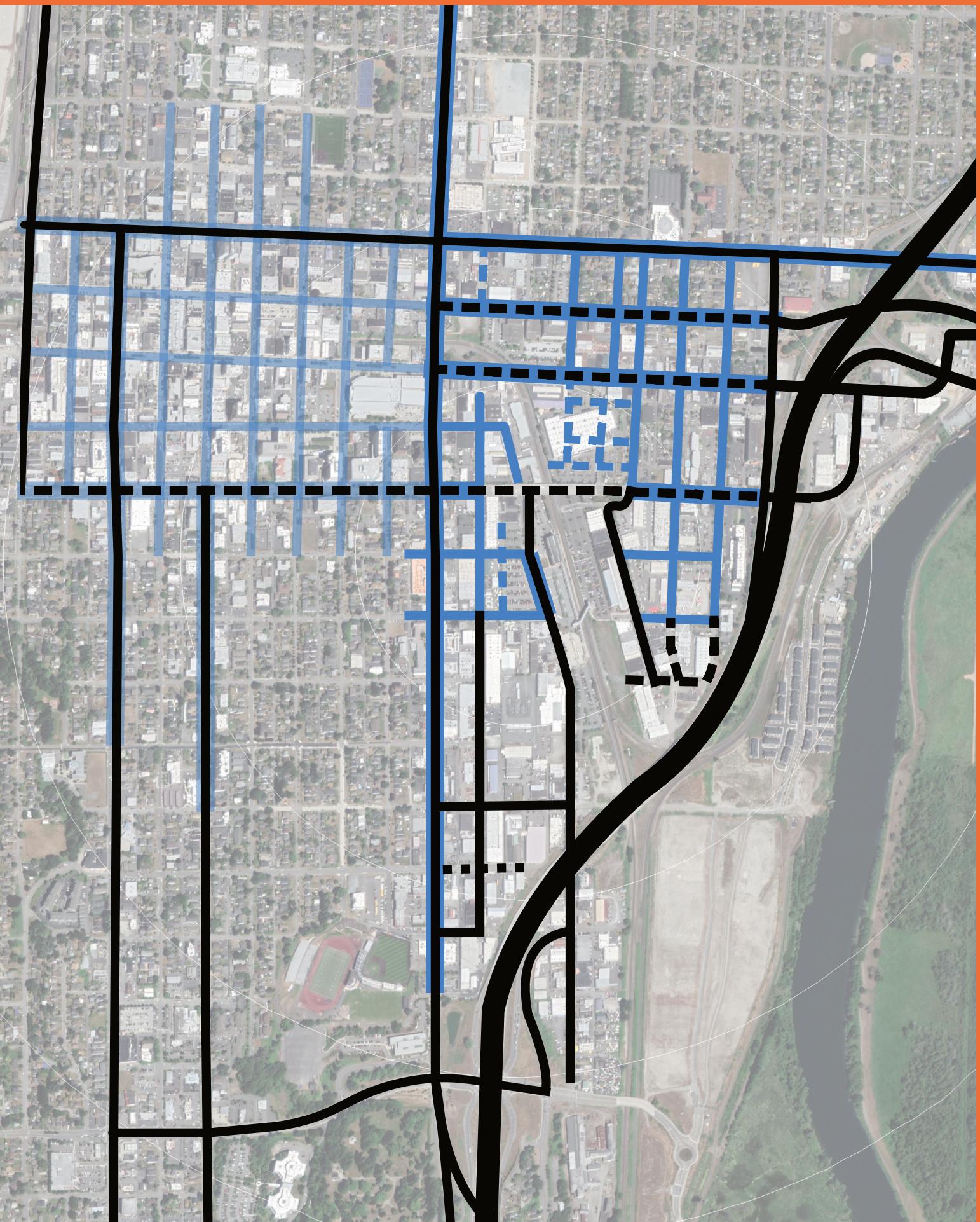
Freight Street: Tier 2: Other uses may need to be accommodated



Commercial & Retail Street



Commercial & Retail Street: to be developed

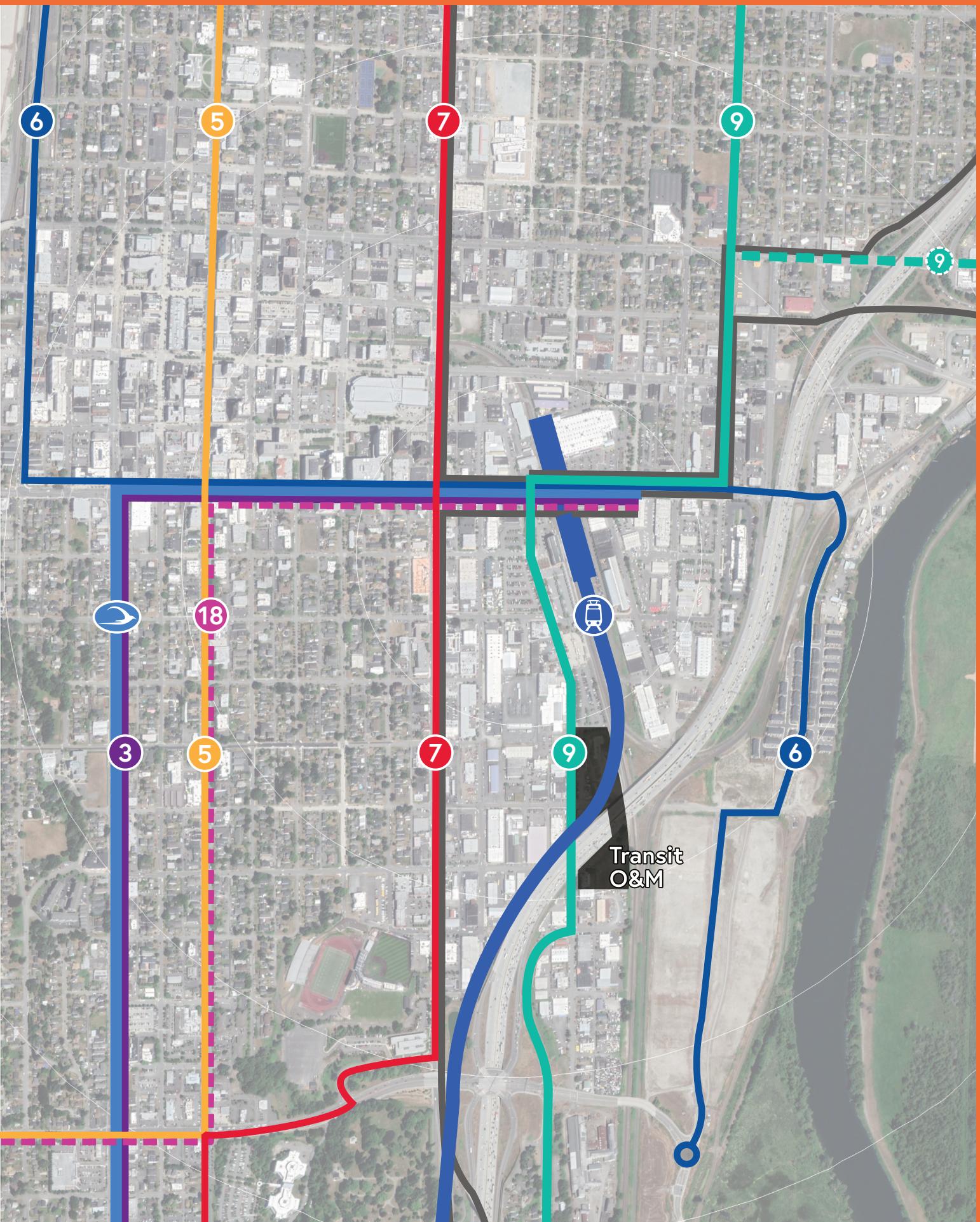


# Concept for Future **Transit Routes**

- 3 Seaway TC to Everett Station
- 5 Airport Rd to College Station
- 6 Riverfront to Waterfront
- 7 Mall Station to College Station
- 9 Mall Station to College Station
- 18 Mukilteo to Everett Station

 **Swift** Bus Rapid Transit

 **Link Light Rail**



# Concept for Prioritizing Streets for People Biking & Walking

 Multi-Use Trail

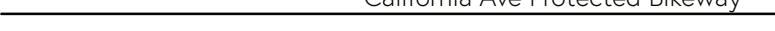
 Bikeway: Tier 1 Quality

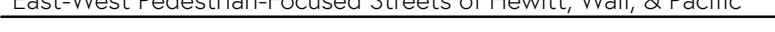
 Bikeway: Tier 2 Quality

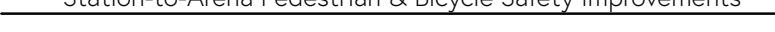
 Pedestrian Plaza or Alleyway

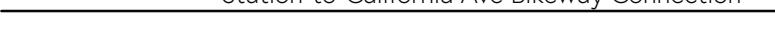
 Pedestrian Priority Street

 Broadway Enhancements

 California Ave Protected Bikeway

 East-West Pedestrian-Focused Streets of Hewitt, Wall, & Pacific

 Station-to-Arena Pedestrian & Bicycle Safety Improvements

 Station-to-California Ave Bikeway Connection

 Catalyst Site Pedestrian Plaza, Alley, and Woonerf

 BNSF Trail to Riverfront Development

 Smith Ave Bike Lanes

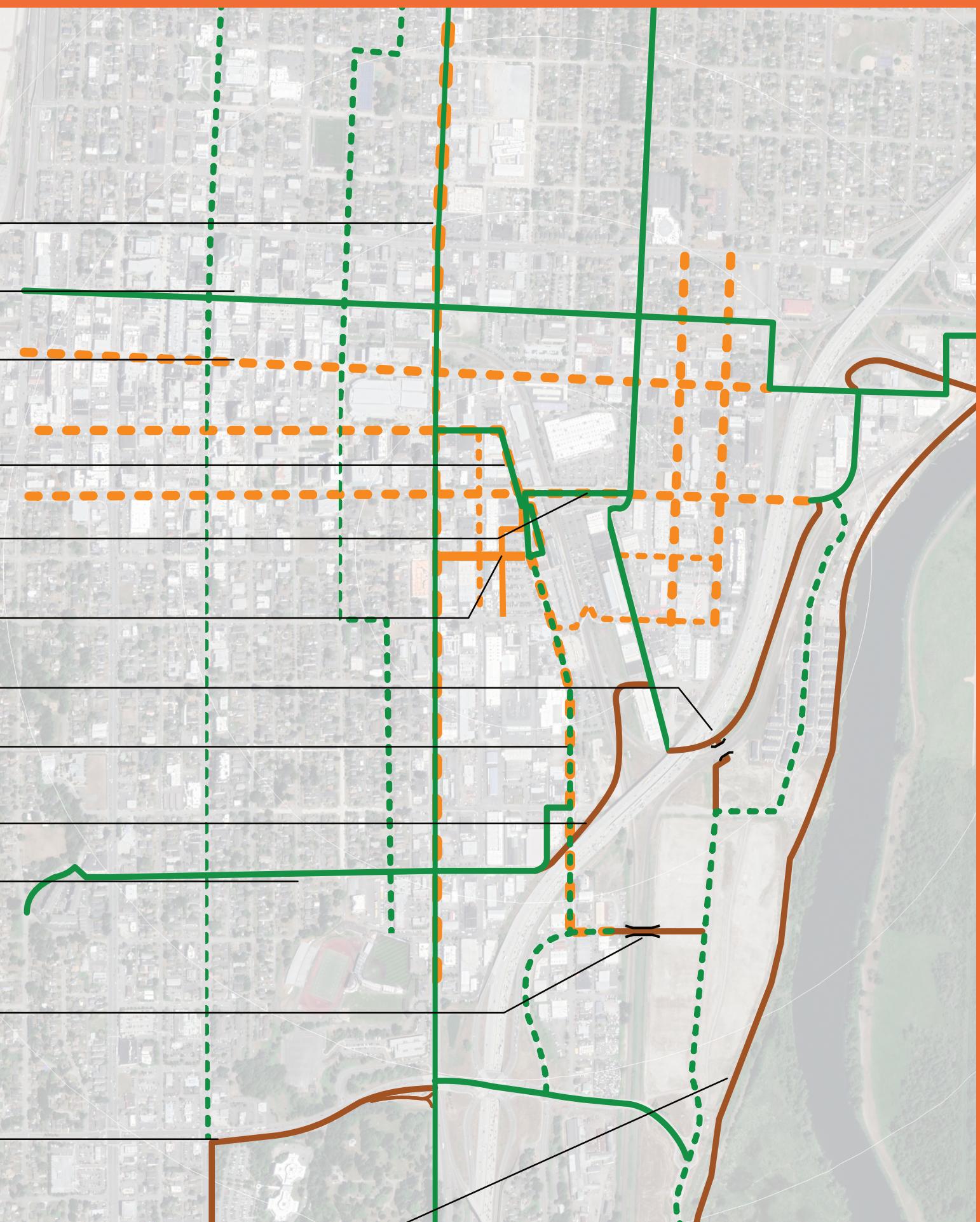
 Pedestrian bridge connection over RR using light rail structure

 37th Street Bicycle Boulevard

 Bridge over BNSF Railroad to Riverfront Development

 Interurban Trail

 Riverfront Trail



## All Modal Prioritization Concepts Combined

This map overlays all of the previous prioritization concept maps.

Where streets are designated as a priority for multiple modes, the street will need special attention to ensure the design can accommodate all intended users. Consideration will be made for importance for network connectivity and traffic safety.

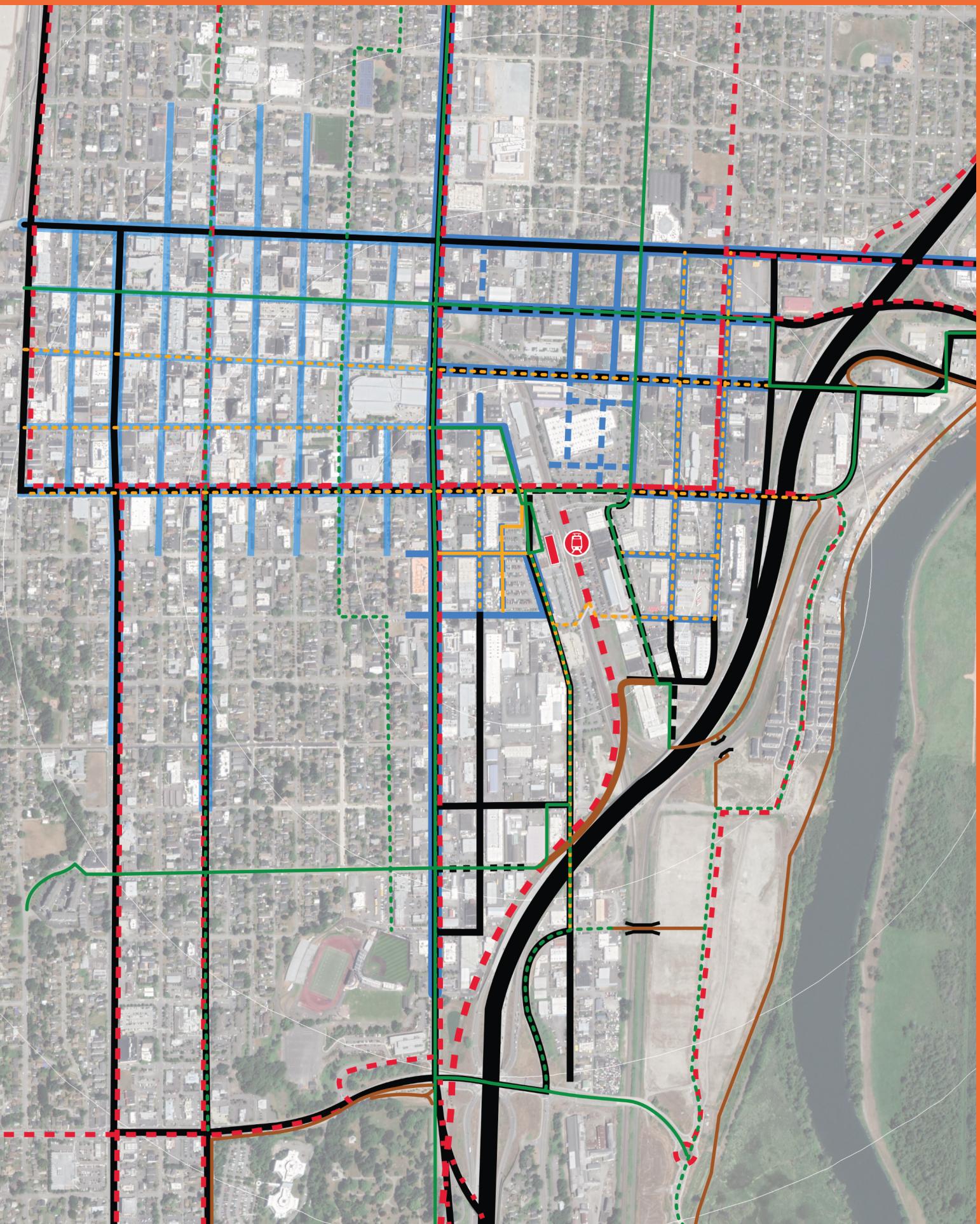




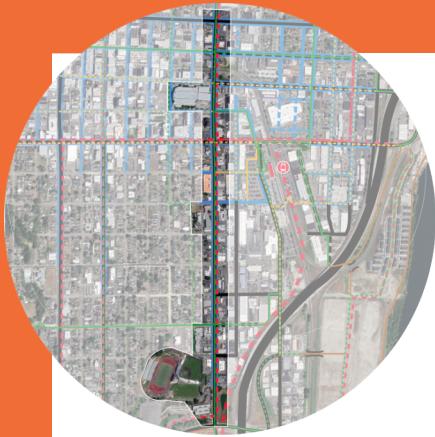
Photo is of the Indianapolis Cultural Trail, an urban bicycle and pedestrian path funded by private foundations and donations. Here the path fronts townhomes.

# Streetscape Concepts

To illustrate how this modal prioritization could result in improvements that feel safer for all people, the following pages provide conceptual renderings of streets throughout the neighborhood.

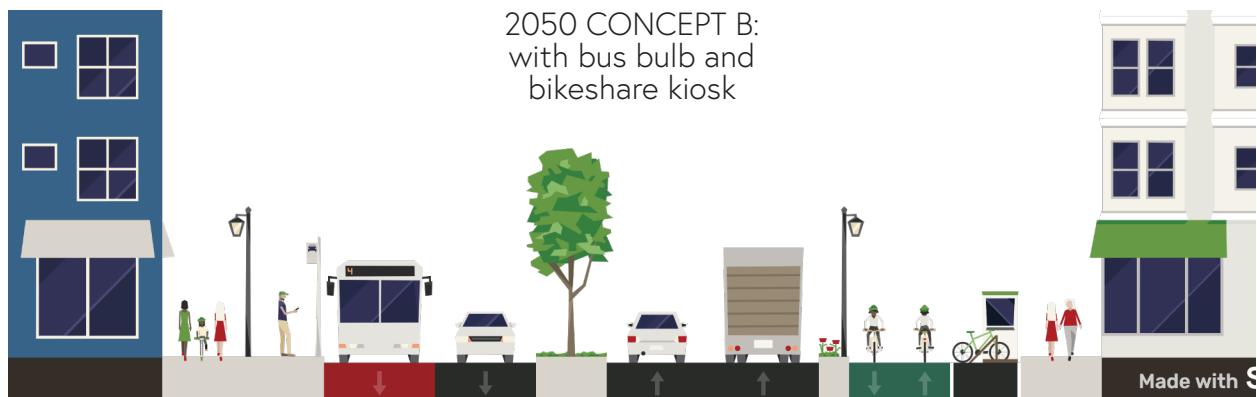
To make streets feel safer to walk along, a priority is given towards better lighting, wider sidewalks, and channelizations that are proven to calm traffic.

These are conceptual streetscape renderings meant for soliciting feedback from stakeholders and community members.



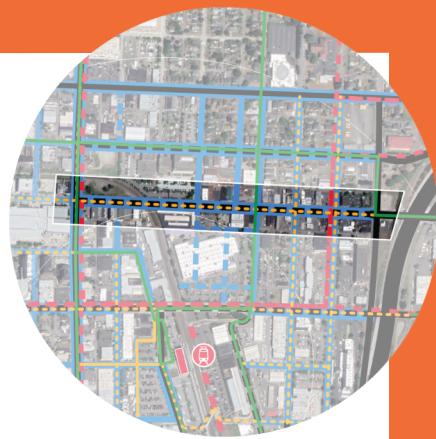
## BROADWAY

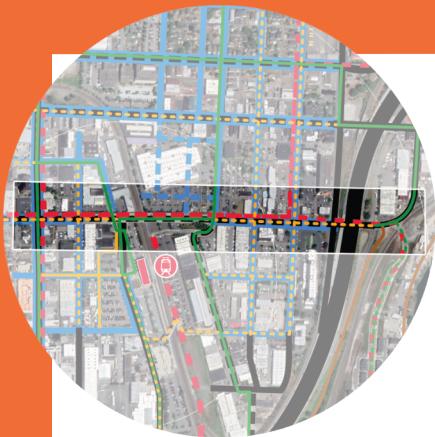
As a gateway into Everett, Broadway both accommodates a significant volume of traffic and establishes people's first impression to the city. Broadway is frequent fast and not comfortable to walk or bike along. Significant changes to Broadway is unlikely in the near-term, but as infill development occurs along the street, it would be good to consider how to make the street safer, more comfortable, and work better for transit. Reductions to the number of traffic lanes may be possible as traffic shifts to I-5 when an additional lane is added to the interstate.



## HEWITT

Hewitt is another significant gateway into the city. With historic brick buildings at the east end, Hewitt has great potential for being a great street. The below 2035 concept maintains the same number of traffic lanes, but adds trees and lighting to the existing sidewalk and adds a treed central median.

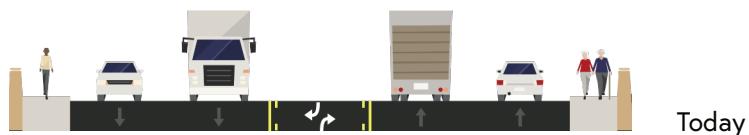




## PACIFIC

Pacific Avenue is a major route for freight and traffic. The bridge also provides a critical route for people walking from the hotels and hospitals to downtown, and for biking to Everett Station.

### Pacific Ave Bridge



Today



Pacific Bridge in Future

Protected bike lanes added across bridge by 2021, and dedicated bus lanes added by 2036.



### Pacific Ave: Fulton to Maple

Today



2035

Wider sidewalks with trees



2050

Lanes reduced to account for more urban environment that's more pedestrian oriented. Street lights added.

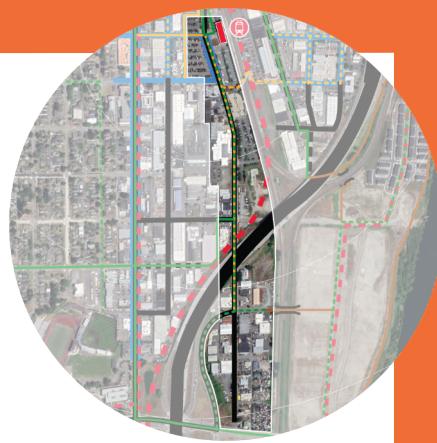
## SMITH: Station to 39th

Smith is currently a major route for transit and freight, as well as a route for commuters to park in the transit park & ride lots.

The transit prioritization concept map would change the orientation of the transit routes from a system that serves the station bus bays to a more efficient (although perhaps less convenient), grid network. This shift could free the existing bus bays for additional infill development while improving the speed and reliability of the transit system.

As a result of prioritizing transit routes to run straight routes, only Everett Transit's Route 29 bus would continue serving Smith Avenue. Other routes would run on Broadway or Pacific Avenues. This would decrease the amount of heavy traffic through the heart of the neighborhood, making it calmer for pedestrians. It may also make Smith Avenue and 33<sup>rd</sup> Street more convenient for freight trucks that are moving to or from the light industrial operations of businesses south of 33<sup>rd</sup> Street.

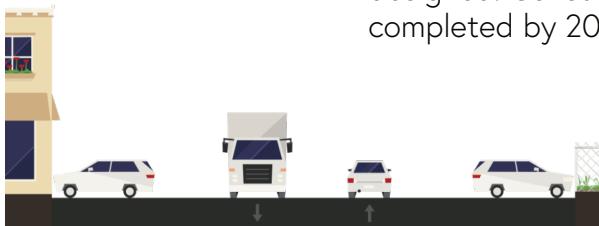
This change has not been considered by Everett Transit's Long-Range Plan, and therefore is merely a hypothetical exercise to spur thought and conversation.





## ARENA-TO-STATION

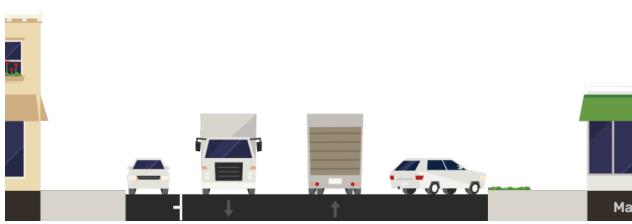
In 2019, ESDA worked with the City of Everett to successfully secure a \$1.9 million grant from Sound Transit to improve the pedestrian and bicycle connection between Everett Station and the Arena. These improvements still need to be scoped, planned, and designed. Construction must be completed by 2024.



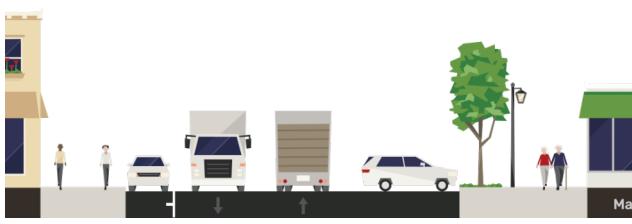
Smith Ave Today



Smith Ave Future  
(conceptual)



Wall St Today



Wall St after grant-funded project  
(conceptual)

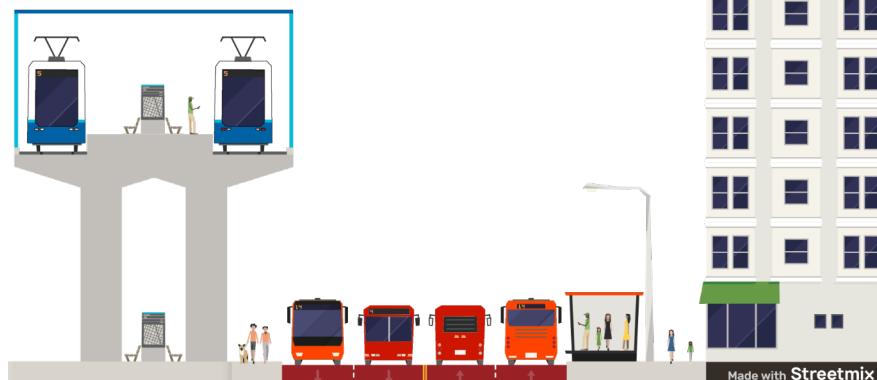


Wall St in 2050 (conceptual)

# McDOUGALL: Wall to 33rd



Today



## Metro Everett Plan: Bus Mall

In its plans for its preferred location of the future light rail station at McDougall and Pacific, Everett Transit, Community Transit, and the City of Everett expressed the desire to convert McDougall into a bus priority street.



## Metro Everett Plan: Elevated Light Rail

The Metro Everett Plan prioritizes light rail to run the length of McDougall Avenue from I-5 to the station at Pacific. This will likely have a substantial visual, sound, and traffic impact on the street and adjacent business activities.



## Townhomes and Woonerf

One innovative way to encourage family-sized housing is for the city to give up a bit of right-of-way for townhome development, creating a more narrow, calm street that is safe for kids to walk and play on.

# CONNECTION TO INTERURBAN TRAIL

The Interurban Trail is perhaps the City of Everett's best bicycle infrastructure asset.

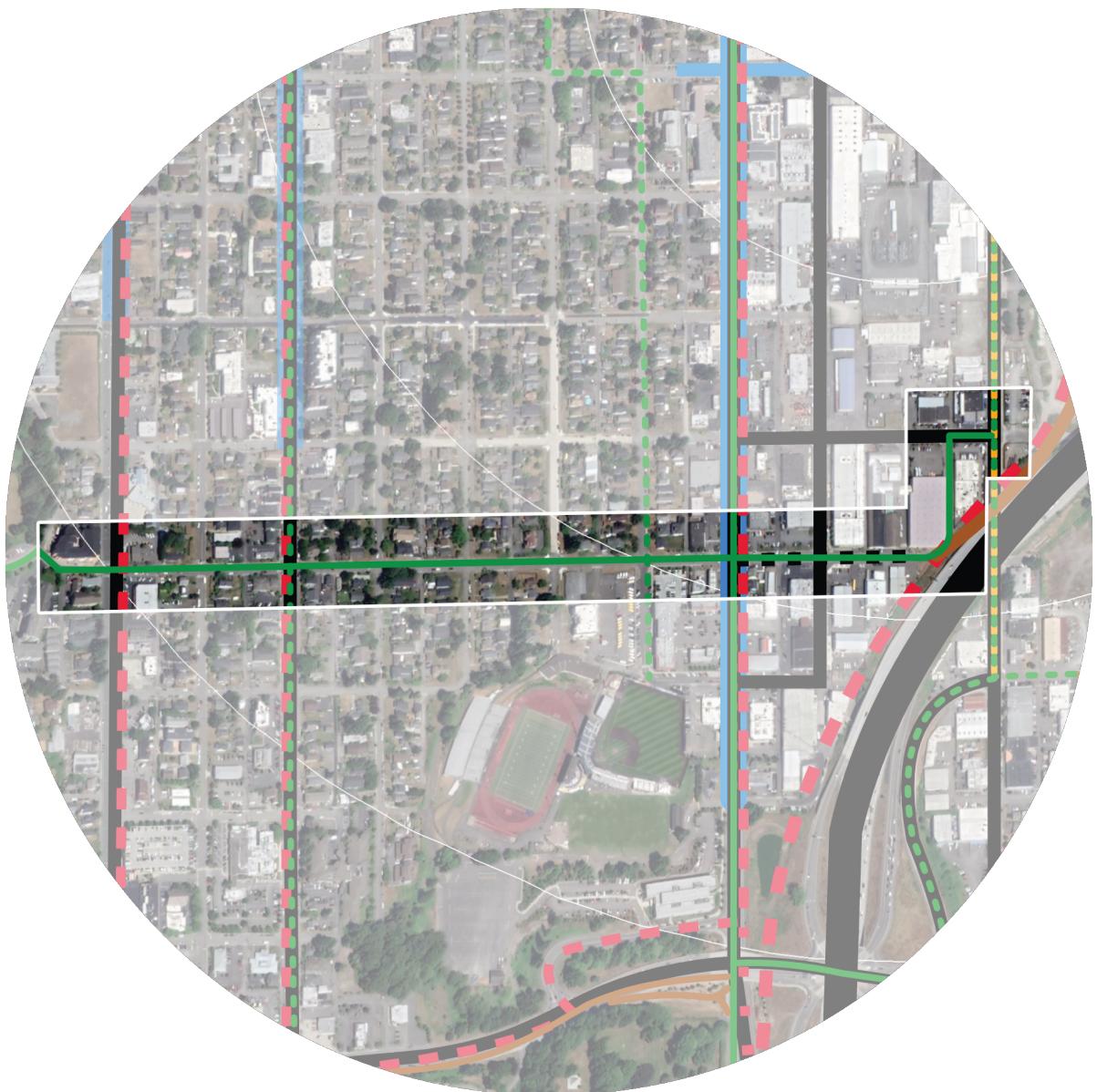
Unfortunately, the existing strategies for connecting the trail to Everett Station include poor wayfinding and riding in traffic with 30+ mph motor vehicle traffic.

To address this, protected bike lanes could be installed from the trail, along 39<sup>th</sup> Street, and along Smith Avenue with seamless wayfinding and intersection treatments.



# 37TH STREET BICYCLE BOULEVARD

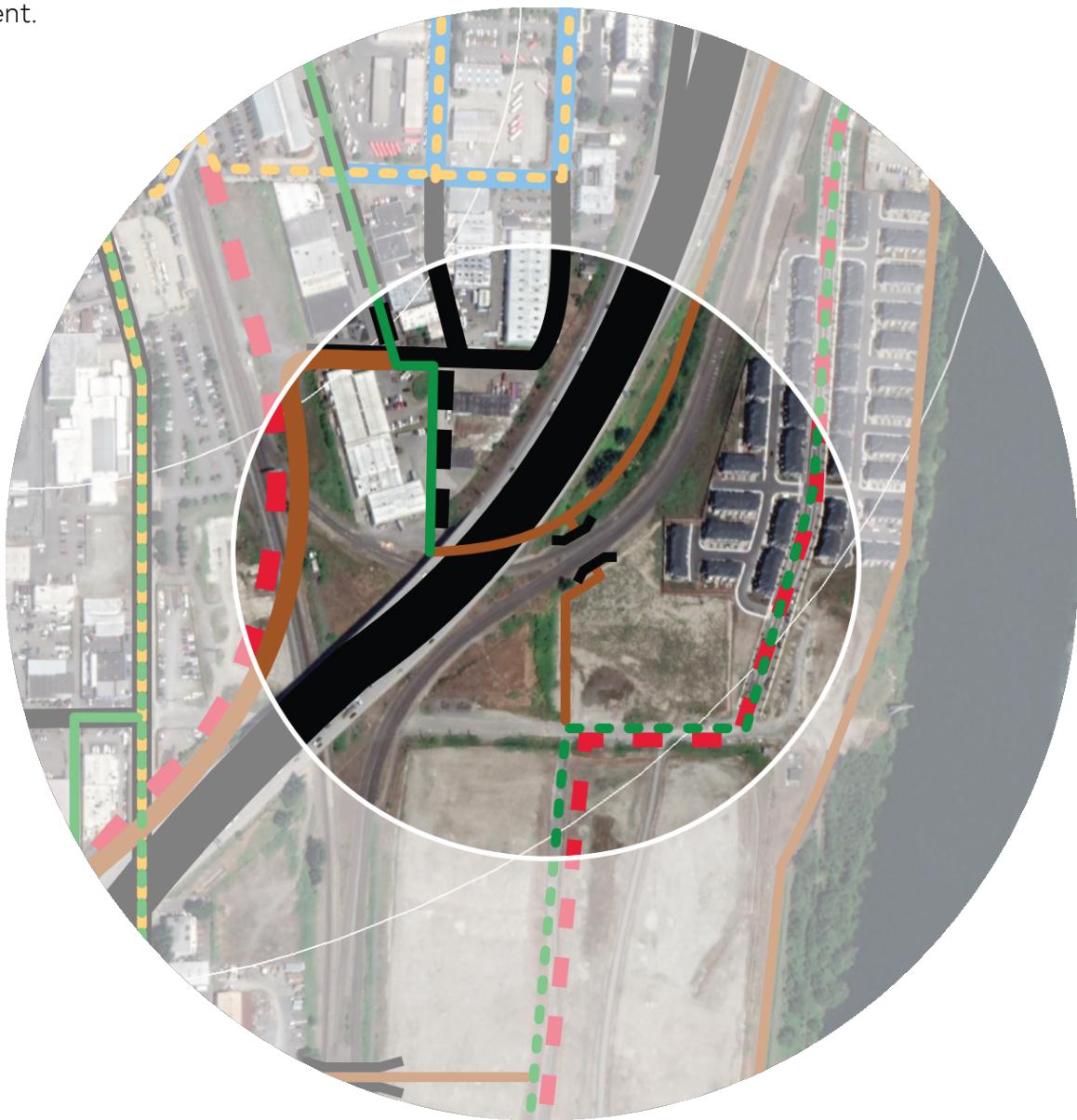
In order to easily connect the neighborhood to the west, a bicycle boulevard (also known as a "neighborhood greenway" could be installed along 37<sup>th</sup> Street. A bicycle boulevard is a shared street engineered with speed humps, chicanes, curb bulbs, traffic circles, and other traffic calming tools so traffic will be light and go no faster than 20 mph. This creates a safe, calm environment for people of all ages and abilities to feel comfortable bicycling.

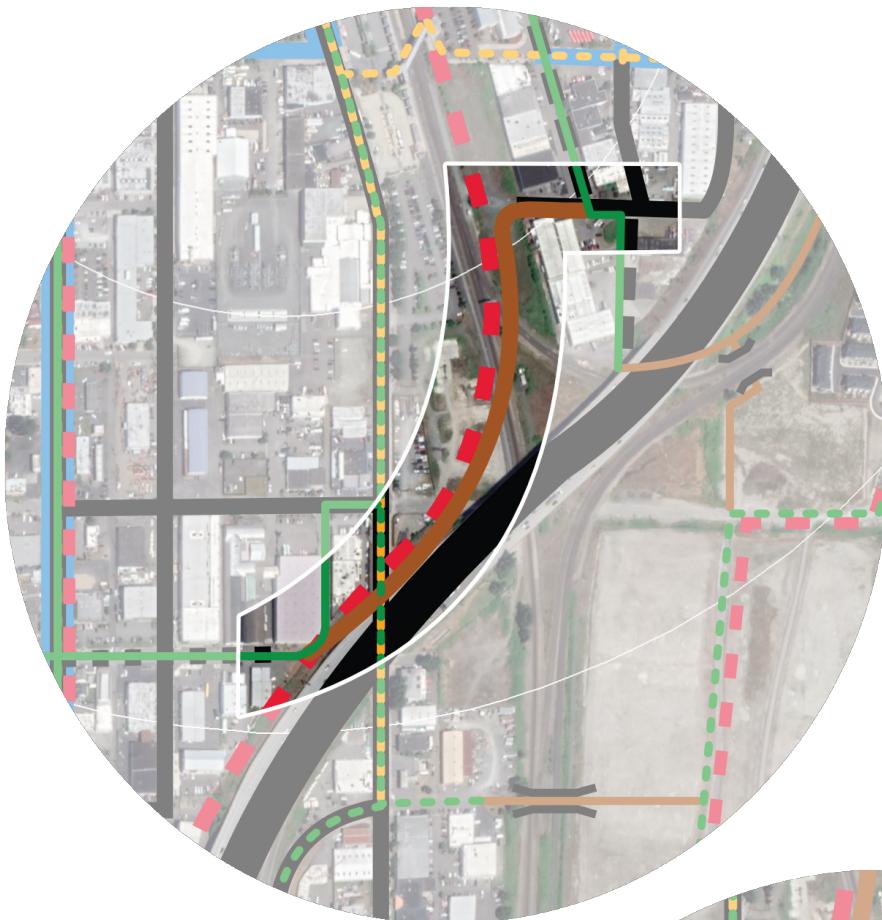


## CATALYST CONNECTIONS

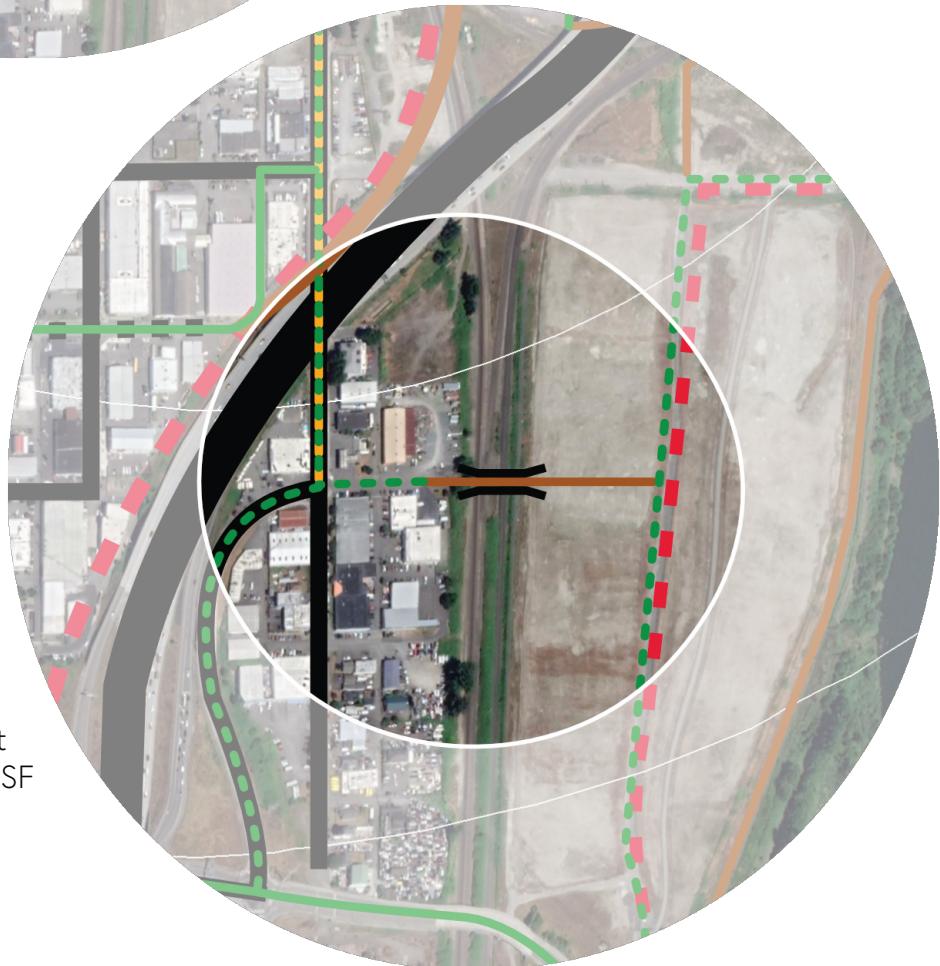
Many new townhomes, apartments, retail, and entertainment opportunities are being built in the Riverside development. Unfortunately, due to the BNSF railroad and I-5 freeway, there are no good walking, bicycling, or transit connections from Everett Station to Riverside. Here are three catalyst connections that could help stitch the neighborhood together.

Add a trail at the south end of Cedar St that goes along the railroad and under I-5, and then through an underpass under the tracks to the Riverside development.





When a new light rail structure is built along I-5 and over the BNSF railroad, add a pedestrian/bicycle path along and under it to connect the proposed 34<sup>th</sup> Street.



Add a bridge at 39<sup>th</sup> Street that would go over the BNSF tracks and connect to the Riverside development.



# Everett Station District Neighborhood Catalyst Site Design Concepts

During the Metro Everett planning process, the City of Everett identified the block between 32<sup>nd</sup> St & Smith Ave and 33<sup>rd</sup> St & McDougall Ave as ideal for transit-oriented residential development.

Everett Transit, an agency of the City, currently owns and manages most of the block as a park & ride parking lot. The eastern side is privately owned and has an old Milwaukee Railroad train depot and a Penske truck rental business.

The Metro Everett Plan zones the block for a minimum of 4 floors and a maximum of 7 floors by right, and 11 floors through incentives. The site is zoned for residential, office, and retail uses. The form-based code of the Metro Everett Plan requires large windows, and minimal curb cuts. In addition, there are incentives for affordable housing, bicycle storage, and LEED-certified sustainable design.

In 2019, Housing Hope secured funding through the Washington State Department of Commerce and J.P. Morgan Chase Foundation to conduct conceptual master planning of the block and adjacent 32<sup>nd</sup> Street right-of-way for mixed-use development, affordable housing, and pedestrian plaza to serve as a "town square" to the neighborhood.

The development of the site can help anchor the neighborhood with a clear focal point, and help shape the physical character of future adjacent redevelopment projects.

In this section, several thematic design alternatives are presented based on current zoning and building codes that apply to the site. In some cases, incentives and exceptions would need to be granted by the city.

The thematic design alternatives illustrated and described on the following pages include:

- Building Concepts
  - Minimal
  - Texas Donut
  - Max
  - Family
  - Nature
- Plaza Concepts
  - Family
  - Adventure
  - Nature
- Street Concept
  - Family
- Alley Concepts
  - European
  - Covered Market

## Building Concept: Minimal

**Minimum height buildings,  
and surface parking**

The minimal building concept illustrates what can be built if the bare minimum height requirement of 4-stories was met.

This concept is a cost-conscious design that does not build any structured parking, instead opting for surface parking to fulfill Metro Everett's minimum parking requirements.

**Market Rate Building**  
**25% parking requirement  
reduction for mass transit**

**<30% AMI Building**  
**50% parking requirement  
reduction for low income**



### Features of the Minimal Building Concept

- Two buildings
  - 4-story market rate building on northeast corner of block.
  - 3-story affordable housing building for very low-income residents on southeast corner of block
- Residential Sizes
  - Mostly studio and some 1 bedrooms in the market rate building
  - 1 and 2 bedroom units in the subsidized building
- Parking
  - The two buildings share surface parking
  - No structured or underground parking
  - Utilizes side street parking
- Requires exception from minimum height requirement.
- Requires a transportation demand management plan.

By being located near transit and by providing some affordable housing, some parking requirements are reduced.

However, even with the reductions, we estimate that three-fifths of the block would need to be covered in surface parking

in order to meet the parking requirements for the 4-story building on the remaining two-fifths.

### 3/5 of block is used for surface parking

Minimum parking required by zoning codes



The illustration shows an affordable housing building at the southeast corner of the intersection of 32<sup>nd</sup> and McDougall Ave (the northwest corner of the catalyst site block).

The building is shown to be one story shorter than the minimum four required because the additional floor would require even more parking to be built and there was not sufficient surface parking area to provide the parking stalls on the block, given the constraints considered by the illustrator.

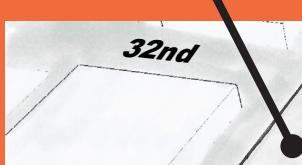
# Building Concept: **Texas Donut**

## 5-over-1 buildings with structured parking in the middle of the block

A "Texas Donut" is a block with buildings that entirely surround a parking garage in the middle of the block.

This design can maximize street level storefronts while hiding the unsightly parking garage.

## **<30% AMI Building**



## Market Rate Building



## Features of the Texas Donut Building Concept

- **Buildings**
  - Two 6-story buildings with five floors residential over 1 floor retail.
- **Residential sizes:**
  - <30% AMI: 210 total units (95 1-bd, 80 2-bd, and 35 3-bd)
  - Market-Rate: 265 total units (130 studios and 135 1-bd)
- **Structured Parking**
  - 402 stalls for residential uses
  - 410 stalls for non-residential
  - Calculations include 50% reduction for <30% AMI units and 25% reduction for market-rate units close to transit.
  - Requires a transportation demand management plan.

## Building Concept: **Max**

**Maximize the height and possible number of housing units and retail space**

The Max building concept illustrates the scale of building(s) would look like if built to the maximum height of 11 floors.

The illustration also depicts a two-way protected bike lane on McDougall street but would not be a necessary component of the project.



### Description of Max Concept

- 11-story building
  - Groundfloor: storefront retail & services and interior parking
  - Upper 10 floors: market-rate & subsidized apartments, and office space
  - Rooftop parks and gardens

### Benefits

- Maximizes the number of residents and commercial opportunities.
- Best capitalizes on the proximity to future light rail to increase transit use and address climate change.
- Potentially maximizes economic return.
- May generate most private dollars available to fund community benefits such as affordable housing and the 32<sup>nd</sup> Street Pedestrian Plaza.

## Building Concept: Family

**Townhomes for family-sized units and home ownership facing a calmed street**

Townhomes provide a family-sized home ownership opportunity that is relatively compact in

urban form relative to detached single-family housing.

### Townhomes

Built partially on the existing right-of-way of McDougall Avenue.

### Mixed-Use Buildings

11-story apartment building with groundfloor retail and above ground parking garage.



#### Description of Townhome Concept

- 4-story, narrow townhomes, meeting minimum height requirements.
- Build completely or partially within the right-of-way through a partial street vacation by the City of Everett.
- Build apartments behind townhomes.

#### Benefits of Townhomes

- Creates family-sized home ownership opportunities.
- Adds early residents to the neighborhood to catalyze development.
- Adds "eyes-on-the-street."

#### Benefits of Partial Street Vacation

By building townhomes in right-of-way:

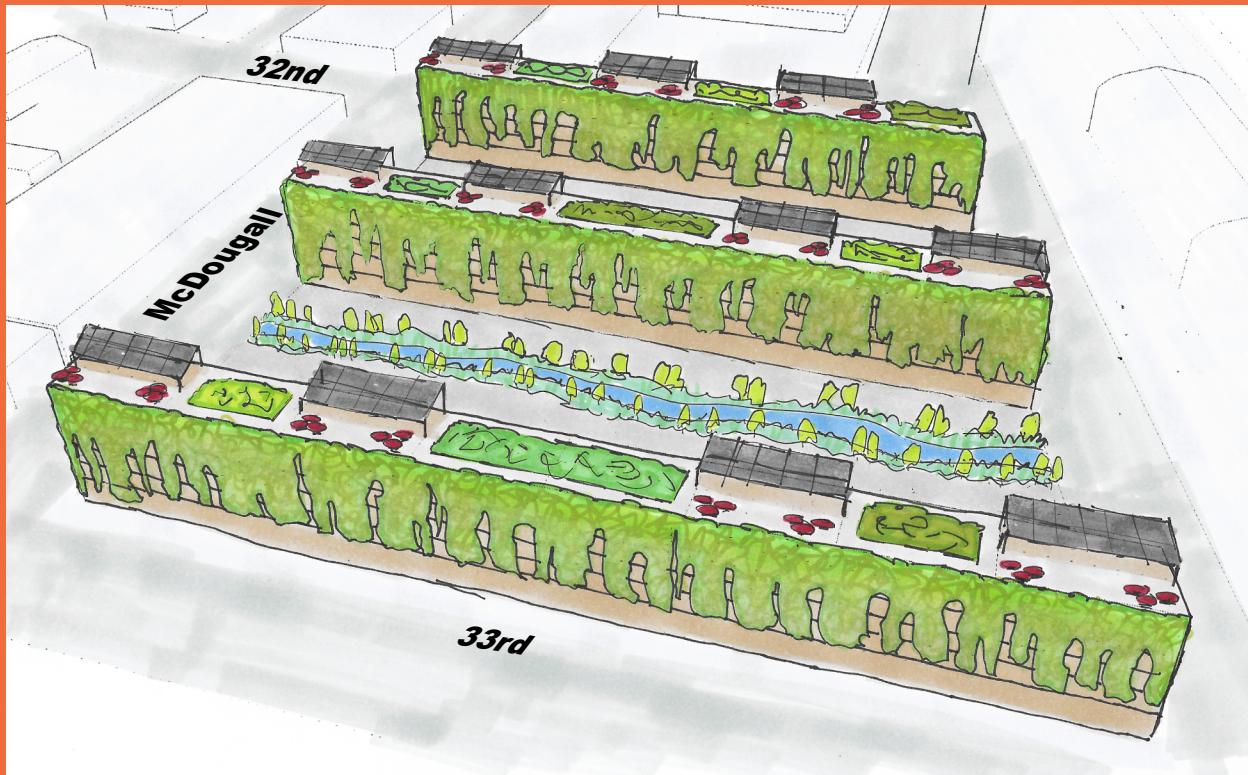
- Narrows and slows the street to make it safer for kids to play in the street.
- Deepens affordability of the townhomes, if City of Everett subsidizes street vacation in exchange for putting townhomes in a community land trust.
- Maintains main block for maximum buildout of apartments.

## Building Concept: Nature

**Natural beauty and net-neutral energy use and minimal water use**

In the "Nature" concept, the buildings and site are designed to be net-neutral in using the solar energy

and stormwater on site for the energy and graywater needs of the residents.



### Description of Nature Concept

- The buildings are spaced and shortened for year-round sun exposure on the south face,
- Buildings are constructed based on PassivHaus principles.
- With rooftop solar panels, the buildings are energy net-neutral.
- Plazas with natural bioswales between each building help manage stormwater.
- Stormwater is filtered using plants
- A portion of stormwater is recycled back into buildings for graywater uses, such as toilet flushing, laundry and watering gardens.
- No vehicular parking.

### Benefits

- Has no negative impact on climate.
- Manages and cleans stormwater.
- Create a desirable natural environment that people would enjoy living in.
- Reduces monthly energy and water bills for residents.

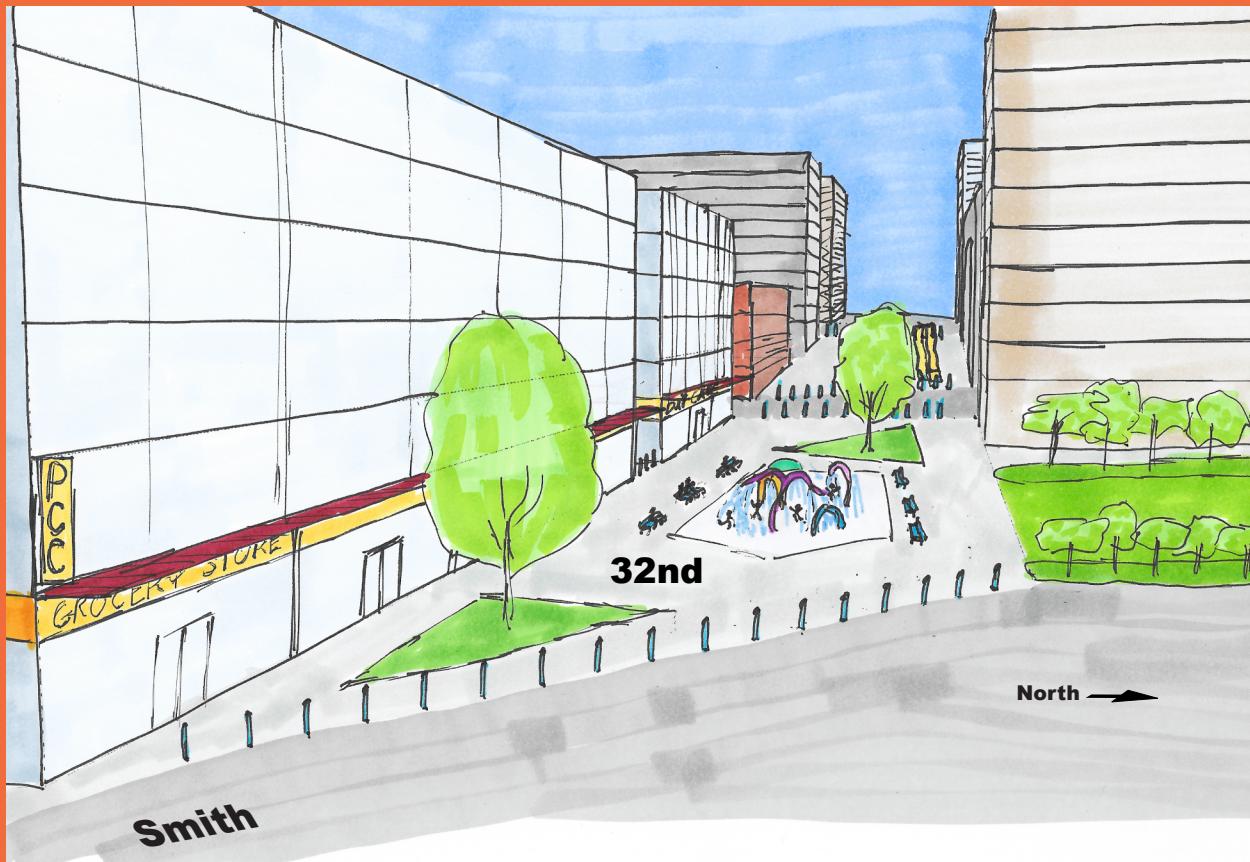
### Feasibility

- Higher initial capital costs.
- The spacing and lower heights reduce financial return.
- Requires approval from City to not build parking, which will necessitate a robust transportation demand management plan.

## Plaza Concept: Family

**Plaza designed as safe,  
inviting space for children  
and families**

A family-centric plaza  
considers the needs of  
children and parents.



### Description of Family Plaza

- Splash area for kids to run through
- Slide on 32<sup>nd</sup> Street hillside between Broadway Ave and McDougall Ave
- Benches
- Grassy picnic areas
- Adjacent Public Space:
  - Everett Transit's parking lot north of 32nd Street is converted into a grass playfield.
  - McDougall Street is converted into a slow street "woonerf"

### ■ Adjacent Services in Buildings:

- Apartments mostly 2- & 3-bedroom
- Childcare
- Pediatrician health clinic
- Grocery store

### Benefits

- Provides a safe, healthy environment that parents seek for raising a family that's a suitable alternative to single-family neighborhoods.
- Creates a place where strong community bonds can be established.

# Plaza Concept: Adventure

Space designed for active  
and recreational uses

The Adventure Plaza is designed for socializing and recreational activities to create an active outdoor environment.



## Description of Adventure Plaza

- Outdoor dining adjacent to a restaurant or brewpub with roll-up doors
- 40-foot climbing rock
- Outdoor ice rink in winter that converts to a water fountain in the summer.
- Outdoor amphitheater on 32<sup>nd</sup> Street hillside between Broadway and McDougall for outdoor concerts and movies.

## Benefits

- Creates an exciting urban experience that will attract people to become residents of the adjacent buildings and draws customers to the groundfloor retail.
- Promotes a healthy, active lifestyle.

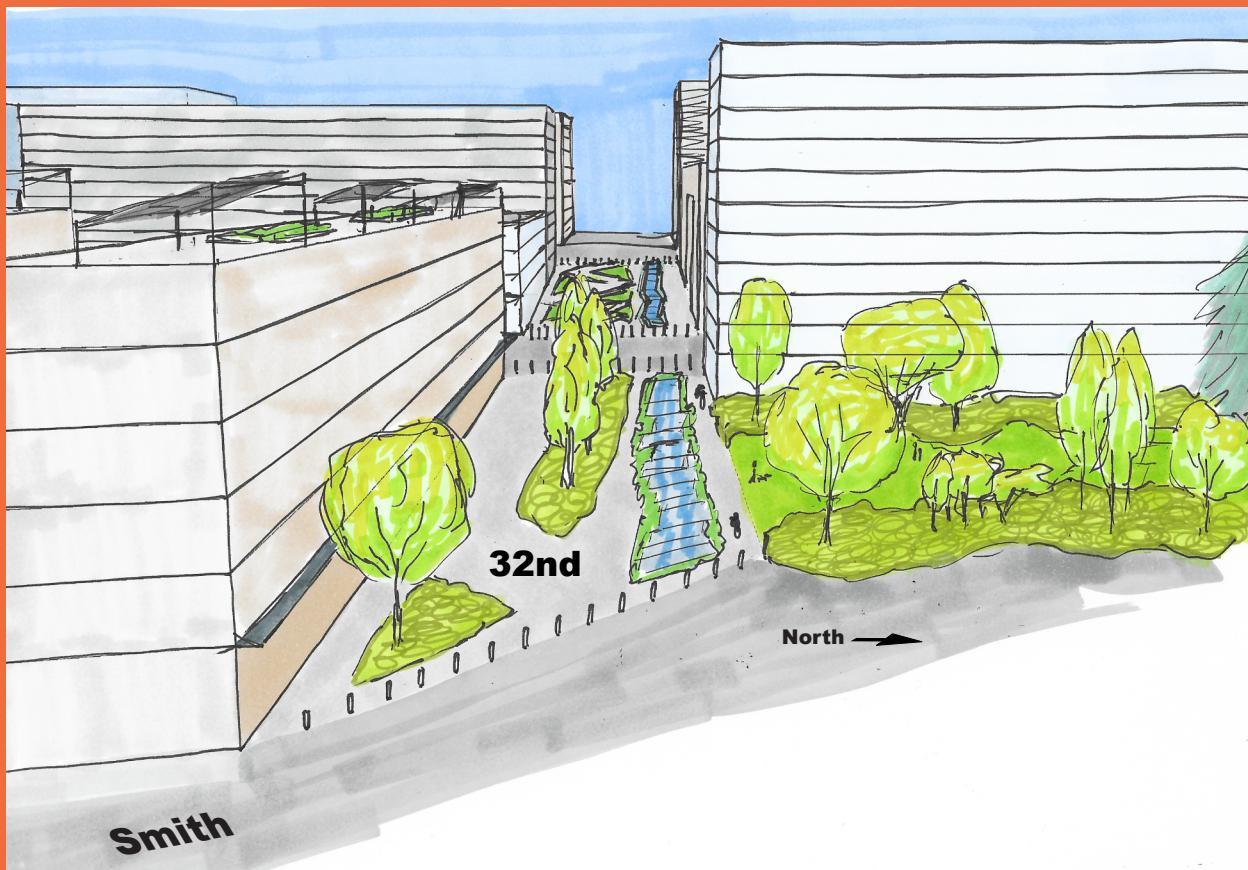
## Plaza Concept:

# Nature

### Public green space

The Nature Plaza has a natural environment in an urban setting that helps reduce noise, water, and air pollution.

Ample green space is also an important part of a holistic approach to providing equitable housing for all.



### Description of Nature Plaza Concept

- The plaza is filled with trees and an open stream using stormwater that runs from Broadway to Smith Avenue.
- Between Broadway and McDougall Avenue, a meandering gravel path climbs the hill through a garden of native plants.

### Benefits

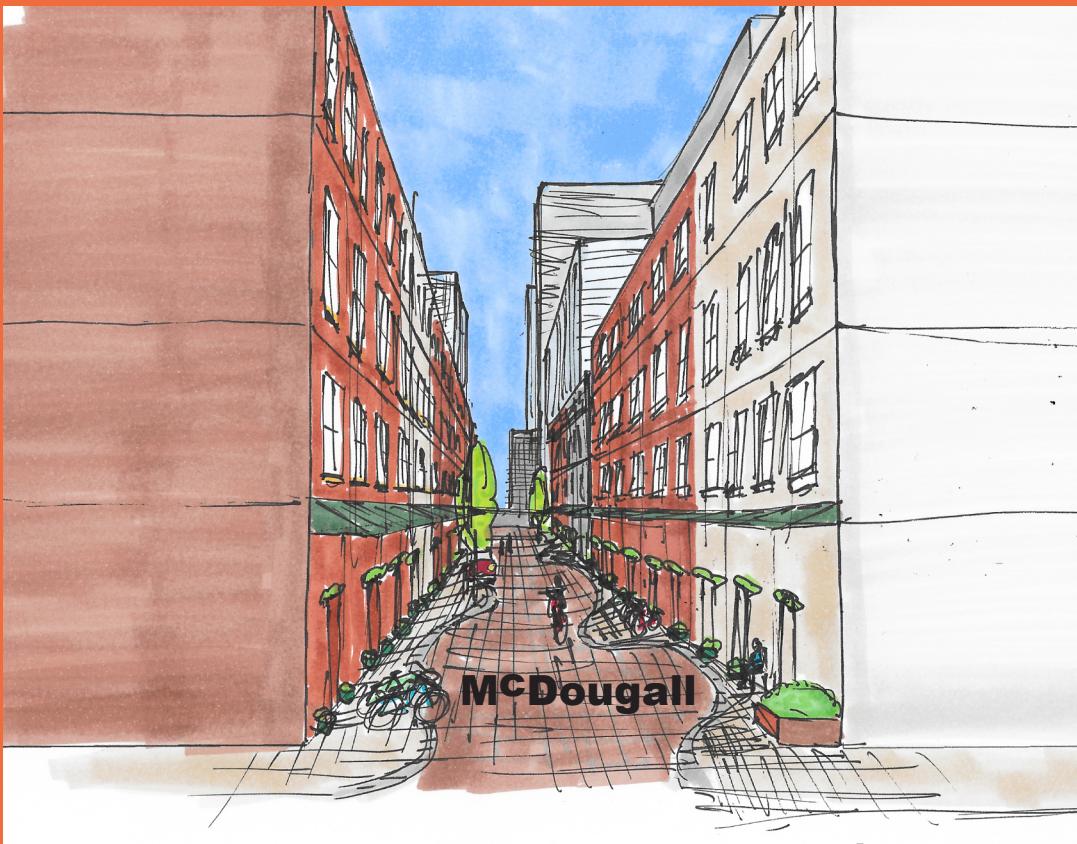
- The natural character creates a calm, healing environment for residents and others to enjoy.
- Stormwater is better managed.
- Trees help absorb ambient noise from transit, rail lines, and the interstate.

## Street Concept: Family

**A narrow safe for kids to play and "eyes-on-the-street"**

The Family Street Concept converts McDougall Avenue between 32<sup>nd</sup> and 33<sup>rd</sup> Street into a "woonerf."

A woonerf is a narrow residential street that is designed to prioritize pedestrians but where slow driving is also permitted.



### Description of Family Street Concept

- McDougall Avenue is redesigned into a narrow street (30' wide), with townhomes on both the east and west sides of the street. With many family-sized homes facing onto the calmed street, the street will be activated into a pleasant place for children to play and people to walk with plenty of "eyes-on-the-street" for public safety.

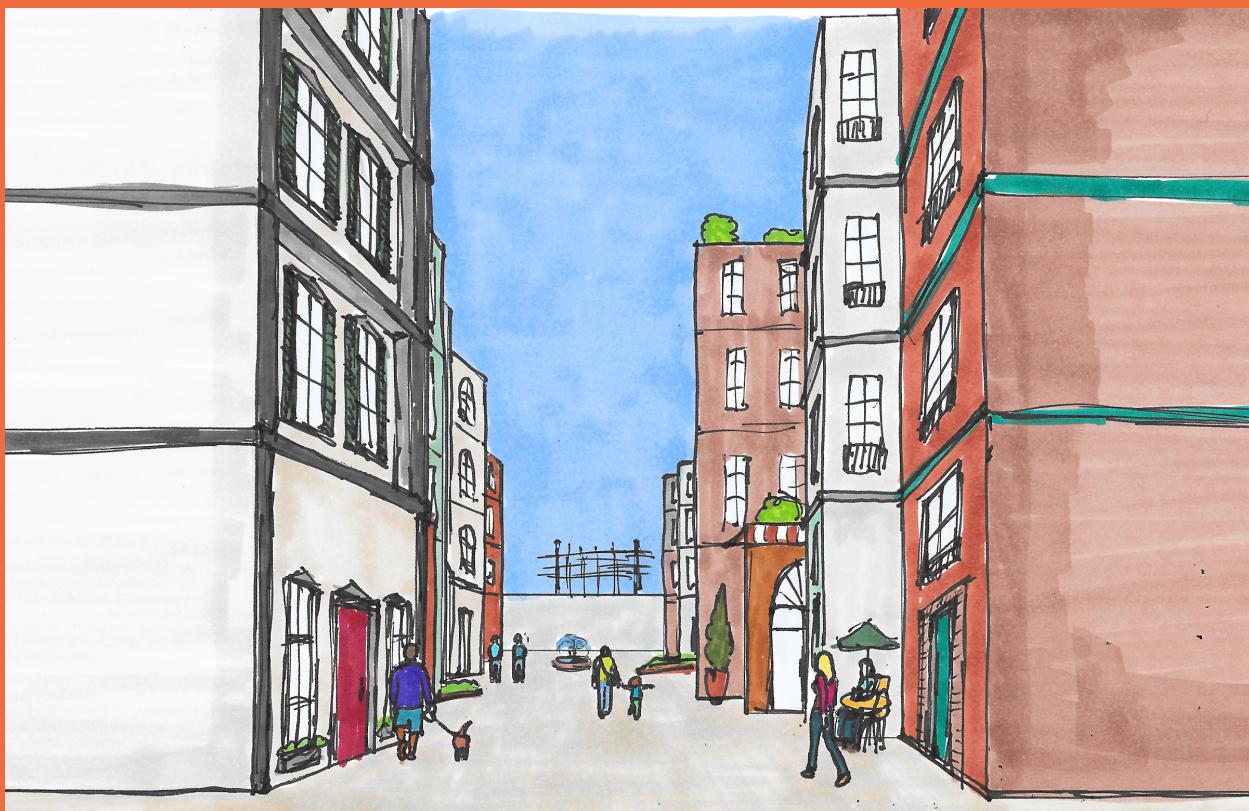
### Benefits

- Calmer, safer street
- Better environment for kids to grow-up.
- Desirable, attractive street that homebuyers would be interested in buying a townhome to live on.

## Alley Concept: European

**A pedestrianized alley with live-work units and townhomes**

The European Alley Concept creates a vibrant European-style pedestrian street through the middle of the block.



### Description of European Alley Concept

- A north-south alley between 32<sup>nd</sup> and 33<sup>rd</sup> Streets is designed as a pedestrianized street, similar to feel of streets in many European cities. The alley connects to the 32<sup>nd</sup> Street Pedestrian Plaza.
- Entrances to 4-story townhomes and live-work spaces face inward toward a pedestrianized alley.
- The townhomes and live-work spaces are staggered to create the visual interest of a meandering path.

### Benefits

- Creates interesting pedestrian space, and community gathering places for socializing
- May require alternate entrances into parking structures requiring extra curb cuts and approval from the city.

### Considerations

- Alley design would need to be approved by city's emergency services department.
- Access into buildings' parking garages would not be through the alley but directly from the major surrounding streets.

# Alley Concept: Covered Market

**A pedestrianized alleyway  
that serves as a farmers  
market**

The Covered Market  
Concept creates an alley  
through the block that is  
programmed as a covered  
farmers and vendors  
market.

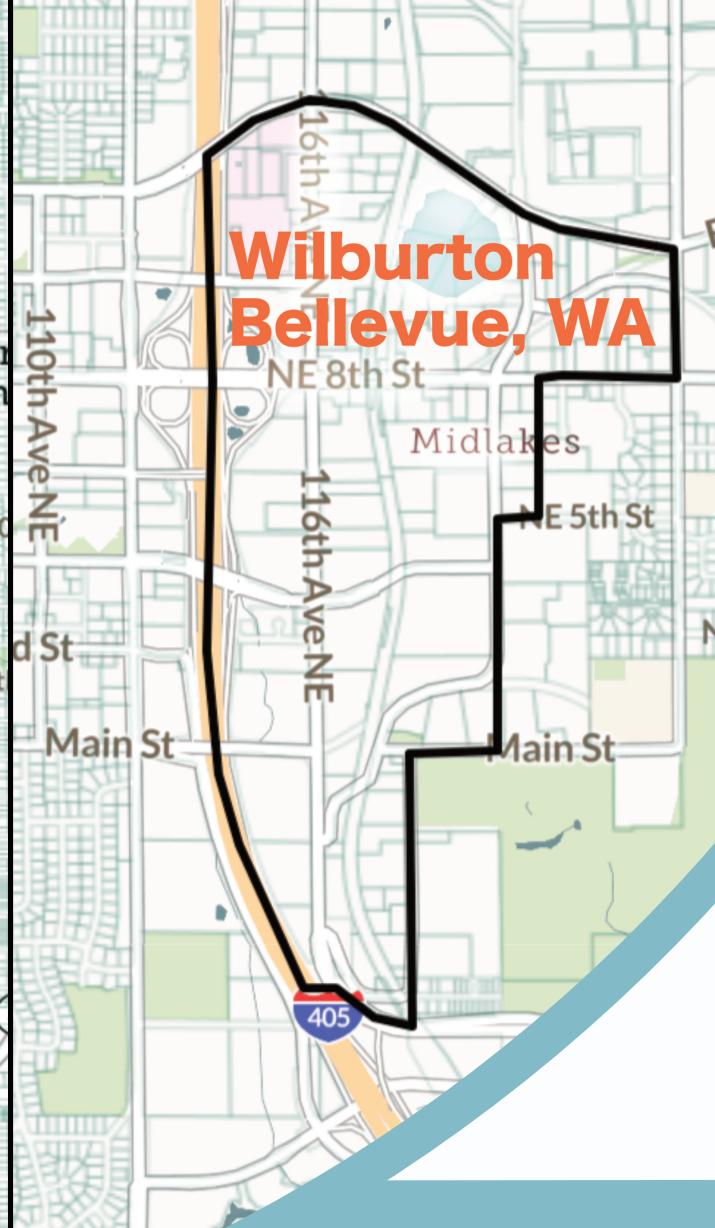
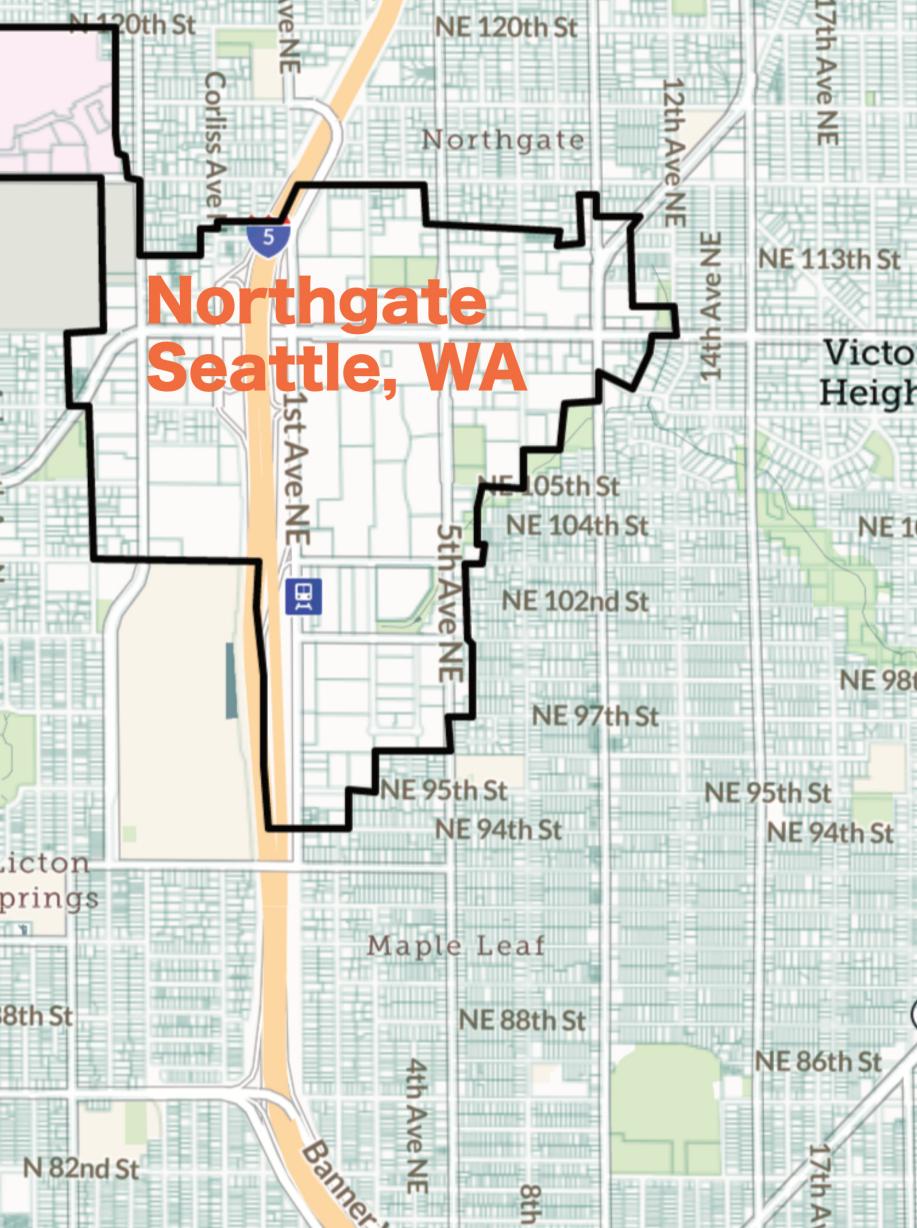
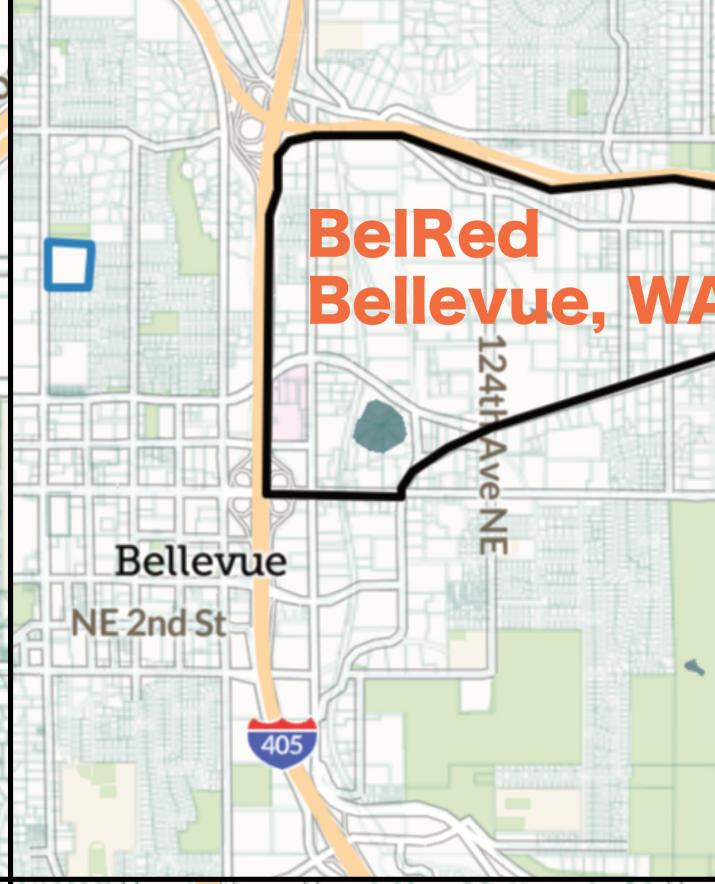
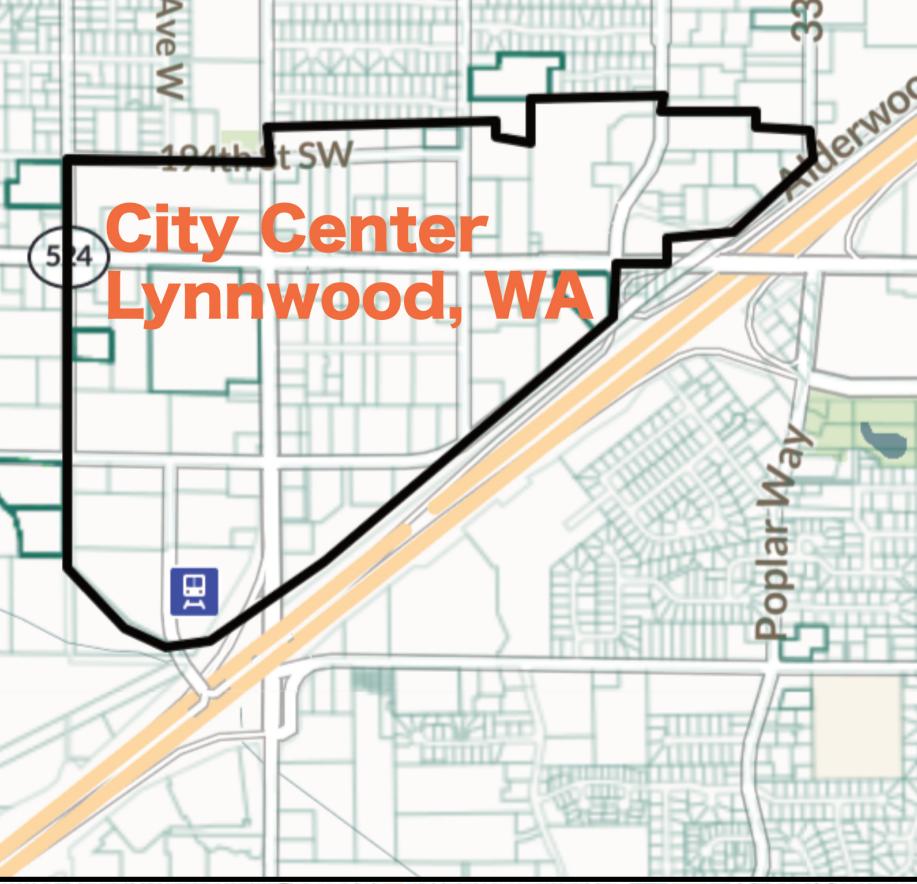


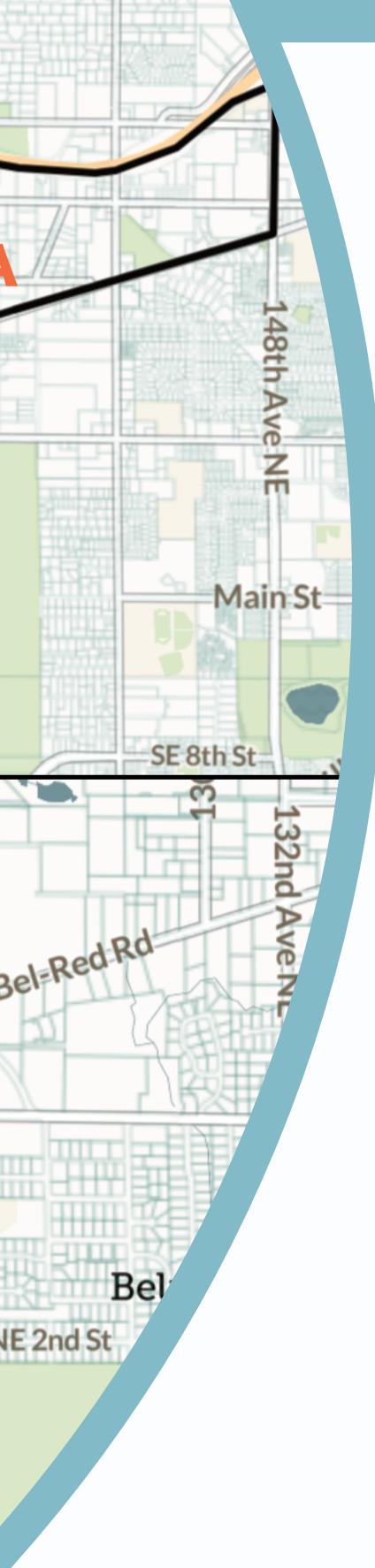
## Description of Covered Market Concept

- A north-south alley between 32<sup>nd</sup> and 33<sup>rd</sup> Streets is designed to serve as a year-round, covered farmers and vendor market.

## Benefits

- Alternative to including a grocery store as part of the development.
- Supports local farmers and artists.
- Attracts customers to the neighborhood, similar to how Pike Place Market draws people to Downtown Seattle.





# Case Studies for Making the Vision a Reality

Transit-Oriented Development Case Studies	100
Transit-Oriented Community Case Studies	112
Financing Tools and Resources	123



Image from the  
Bel-Red Sub-Area Plan

# How have other neighborhoods transformed successfully?

## Section Overview

This section provides examples, tools and resources to better understand how a neighborhood like the Everett Station District can successfully make the transition to a functional and safe transit-oriented residential neighborhood while still accommodating commercial activity.

In this section:

- **Transit-Oriented Development Case Studies**  
A look at single site mixed use developments located near high capacity transit with timeline and funding information
- **Transit-Oriented Community Case Studies**  
Snapshot of full transit-oriented neighborhoods with information on how they were planned, timeline, land use breakdown, and lessons learned
- **Financing Tools and Resources**  
A list of tools and resources available in the State of Washington to assist in developing transit-oriented housing including funding sources and financial assistance, community outreach resources, and pertinent ordinances

This section is intended to provide basic technical data to stakeholders who are ready to dive into the how of building the neighborhood.

A comprehensive reference section is provided at the end of the report for further reading and research.



Image by Schemata Workshop  
of Development at Capitol Hill  
Light Rail Station

# Transit-Oriented Development

## Case Studies

Transit-Oriented Developments or TODs are sites that are designed specifically for people who use public transportation as their main travel mode. A TOD typically features easy and safe walking paths to transit stops, bicycle lockers, and few personal vehicle parking spots. TODs need to be located within a few minutes walking distance of a major transit stop, typically a half-mile of easy walking. This walking distance is called a walk-shed and is shown on maps as a half mile circle radius with a major transit stop at the center.

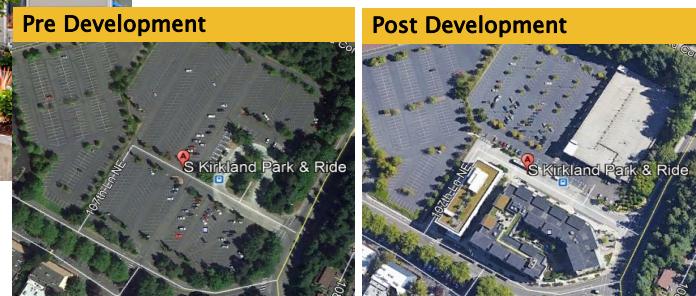
In this section:

- South Kirkland Park & Ride, Kirkland, WA
- Plaza Roberto Maestas, Seattle, WA
- Artspace Mt. Baker Lofts, Seattle, WA
- Mercy Othello Plaza, Seattle, WA
- KWA Senior City, Federal Way, WA

The case studies in this section show TODs that accommodate different demographics of people with site plans that reflect the kind of people they wanted to house and the kind of funding that was available to them. Please see the references section at the end of this report for further reading and other TODs not featured.



## South Kirkland Park & Ride



The South Kirkland Park & Ride is situated on seven acres in both the cities of Kirkland and Bellevue with housing on 1.81 acres in Kirkland. It consists of three structures: market rate housing (Kirkland Crossing), affordable housing (Velocity), and a transit park & ride garage.

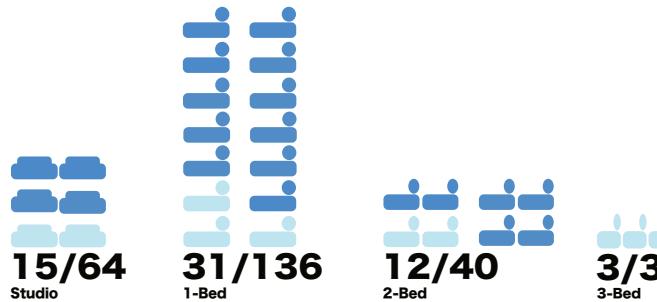
A portion of the surface public park & ride was converted to a 3- story structured parking garage, adding 250

stalls (530 total in the garage) which qualified the project for a WSDOT grant.

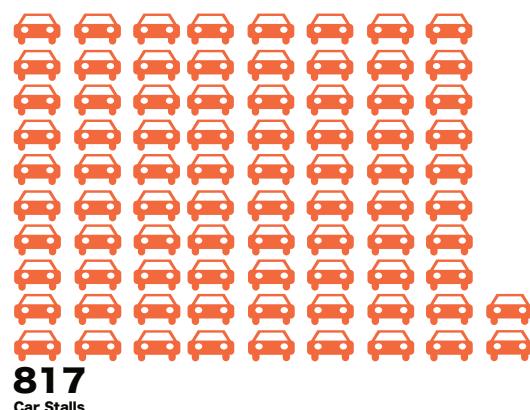
Velocity is 100% affordable housing and has 44 units at less than 40% AMI and 14 units at 51-60% AMI. Kirkland Crossing has 3 units at 61-80% AMI.

The project required zoning changes in the City of Kirkland and 35- 40 public meetings.

## Units & Parking



**Income Restricted/Total**



## Who built it?

PROJECT LEAD  
King County Metro

OWNER  
Kirkland Crossing: Polygon NW  
Velocity: Imagine Housing

DEVELOPER  
Shelter Holdings

ARCHITECTS  
Kirkland Crossing: Weber Thompson  
Velocity: SMR Architects

## How was it paid for?

PROJECT	FUNDING SOURCE	AMOUNT
<b>Velocity Affordable Housing</b>		
	Tax Credits	\$10,782,192
	Department of Commerce	\$2,000,000
	ARCH	\$940,367
	King County	\$960,687
	Deferred Developer Fee	\$228,044
	Permanent Loan	\$1,375,000
<b>Metro Garage &amp; Transit Improvements</b>		
	Developer Unsecured Line of Credit	\$17,489,572
	WSDOT Grant at completion	\$1,200,000
	FTA Grant at completion	\$5,600,000
<b>Kirkland Crossing Market Rate Apartments</b>		
	Affordable Condominium/Parking	\$3,000,000
	Permanent Loan	\$40,058,835
	Private Equity	\$6,998,328

## How long did it take?

2009	2010	2011	2012	2013	2015
TOD policy for project adopted in Kirkland Comprehensive Plan	• Conceptual plan development • TOD zoning review	• Jan. - RFP development begins • March - TOD zoning amendments adopted • May - RFP complete	• Building permit issued • Design and SEPA review • Construction begins	• Building permit review • Development agreement approval by both city councils • Parking garage complete	Jan. - Construction complete



## Plaza Roberto Maestas

Plaza Roberto Maestas is a 100% affordable housing complex owned by the political action community: El Centro de la Raza. It consists of two buildings with ground floor retail, community space, child care facilities, and a public plaza in-between.

El Centro led and organized a robust community engagement process with over 30 public meetings and workgroups. Using the information from the community, the project was constructed specifically to meet the needs of families and features a high number of 3-

bedroom, 2-bath units, and has no studio apartments.

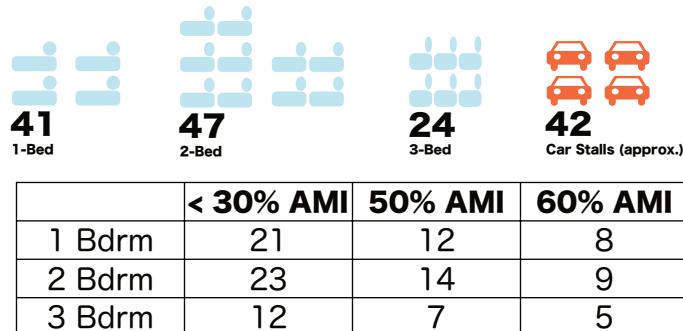
El Centro wished to retain all rights over the site by setting a condition that developers and financiers would have no ownership stake in the project.

El Centro had proposed selling the plaza to the Seattle Parks Department to be managed by the city as a public space, but the department declined.

## How long did it take?

1994	1997	1999	2004	2009	2012
<ul style="list-style-type: none"><li>· Residential Urban Village Designation in Comp. Plan</li></ul>	<ul style="list-style-type: none"><li>· Planning Association forms to develop neighborhood plan</li></ul>	<ul style="list-style-type: none"><li>· Plan adopted by City of Seattle</li><li>· Land purchased</li></ul>	<ul style="list-style-type: none"><li>· Station construction begins by Sound Transit just south of El Centro</li></ul>	<ul style="list-style-type: none"><li>· Station construction complete</li><li>· Capital campaign initiated</li></ul>	<ul style="list-style-type: none"><li>· Community engagement</li></ul>

## Units & Parking



## Who built it?

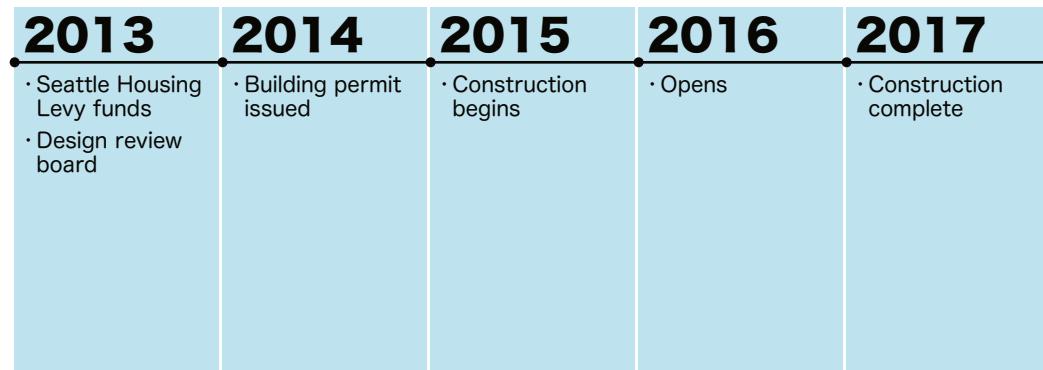
OWNER  
El Centro de la Raza

DEVELOPER  
Beacon Development Group

ARCHITECTS  
SMR Architects  
Nakano Associates (Landscape)

## How was it paid for?

FUNDING SOURCE	AMOUNT
Federal Low-income housing tax credits (US Bank purchase)	\$22,300,000
Seattle Housing Levy	\$5,900,000
Seattle HOME funds	\$2,000,000
Federal historic tax credits	\$1,600,000
El Centro de la Raza capital campaign	\$3,500,000
Other sources:	\$11,700,000
Washington State Housing Finance Commission	
Washington Community Reinvestment Association	
Enterprise Community Partners	
Impact Capital	
<b>TOTAL</b>	<b>\$45,400,000</b>





## **Artspace Mt. Baker Lofts**

The Mt. Baker Lofts by Artspace is a 100% affordable housing project specifically designed for artists who earn up to 30% and 60% of AMI.

The units feature 10-foot ceilings with gallery and commercial art space on the ground floor and a rooftop garden.

Although Artspace has developed 23 artist living spaces across the country,

including the Schack Art Center in downtown Everett, WA, the Mt. Baker lofts is their first TOD project.

Because of the proximity to light rail and other public transit, the building features no on-site personal car parking. There are two carshare spaces and significant bike storage.

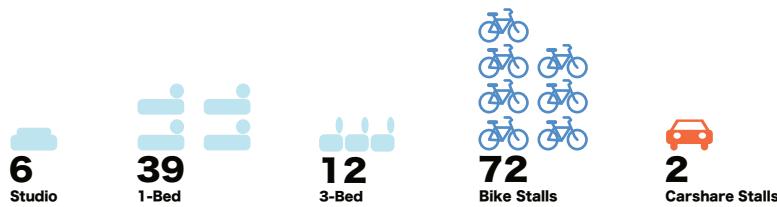
## **Who built it?**

Artspace was founded in 1979 as an artist's advocacy group but became a developer of affordable housing and commercial art studio space ten years later. Currently, they have created nearly 2,000 live/work units and millions of square feet of non-residential community and commercial space across the country.

OWNER /DEVELOPER  
Artspace

ARCHITECTS  
SMR Architects

## Units & Parking



## How was it paid for?

<b>FUNDING SOURCE</b>	
Seattle Housing Levy	
JPMorgan Chase	
WCRA - Washington Community Reinvestment Association	
City of Seattle	
Washington State Department of Commerce	
Washington State Housing Finance Commission	
Sound Transit	
Impact Capital	
The Paul G. Allen Family Foundation	
U.S. Bank	
4Culture	
Boeing Foundation	
Ford Foundation	
<b>TOTAL FUNDING</b>	<b>\$18,000,000</b>

## How long did it take?

2009	2010	2011	2012	2013
RFP issued	• Land acquired from Sound Transit	• Funding secured • Master Use Plan submitted	• Master Use Plan approved	• Construction complete



## Mercy Othello Plaza

The Mercy Othello Plaza was developed on Sound Transit's surplus land through a \$1.9 million sale and a competitive bid process.

This is a 100% affordable housing project and is available to residents earning 30% and 60% AMI. There are no studio apartments and the design of the complex was based on a high number of family occupants.

Mercy Housing Northwest's headquarters is the anchor tenant on the ground floor and occupies the majority of that space.

Sound Transit heavily promoted the project as an investment in anti-displacement. More than half of the applicants were from families living the neighborhoods surrounding Othello, and over 75% were families currently living in Seattle.

## Who built it?

Mercy Housing, Inc. was founded in 1981 as a non-profit dedicated to the vision of affordable housing with supportive services from a ministry of the Catholic organization: Sisters of Mercy in Omaha.

Today Mercy Housing Inc, is one of the largest affordable housing groups in the country and has impacted 48,218 households to date.

OWNER/DEVELOPER  
Mercy Housing Northwest

ARCHITECTS  
Ankrom Moisan Architects

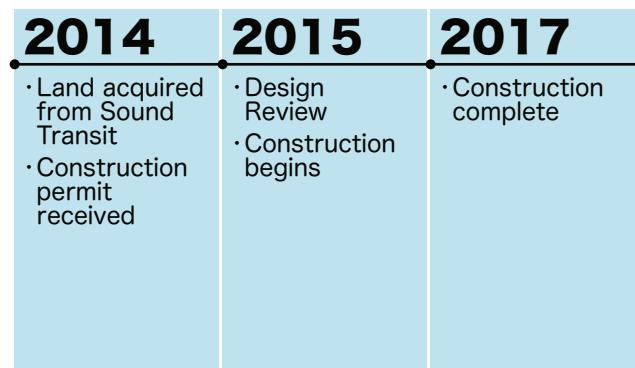
## Units & Parking



## How was it paid for?

FUNDING SOURCE	AMOUNT
The Washington State Housing Finance Commission LIHTC	\$19,000,000
Seattle Office of Housing Levy	\$8,500,000
Rainier Valley Community Development Fund	\$1,400,000
Other Sources	\$7,800,000
JP Morgan Chase	
Wells Fargo Bank	
JP Morgan Chase Foundation	
Wells Fargo Housing Foundation	
Longbrake Family Foundation	
Enterprise Community Partners	
Norcliffe Foundation	
Total	\$36,700,000

## How long did it take?





## KWA Senior City

Senior City was Sound Transit's first TOD project. The Korean Women's Association worked closely with Sound Transit to design and build an affordable housing option for seniors close to transit. The architects designed the award-winning building to coincide with the adjacent Federal Way transit center.

The units are one bedroom and are affordable at 50% below AMI and have seven units specifically designated for seniors with disabilities.

The project relied on green energy and construction processes like recycled building materials, green roof terrace and

vegetated bio swale among others to secure funding through The Department of Energy, Enterprise Green Communities and The American Recovery and Reinvestment Act of 2009.

Sound Transit originally wanted to sell the land for market rate condos, but no developers could secure a construction loan against the low land value so they chose a nonprofit partner who could secure funding.

## Who built it?

The Korean Women's Association was founded in 1972 by a group of women from Korea who felt displaced and isolated in the Northwest. What began as a social club quickly became a nonprofit providing social services to immigrants of all nationalities and today has an operating budget of over \$40 million and serves an estimated 150,000 people annually.

**OWNER**  
Senior City LP

**DEVELOPER**  
Korean Women's Association with Common Ground as consultants

**ARCHITECTS**  
Environmental Works

# Units & Parking



## How was it paid for?

<b>FUNDING SOURCE</b>	<b>AMOUNT</b>
JPMorgan Chase loan	\$9,900,000
King County housing program	\$2,000,000
ARRA Energy Efficiency block grant	\$250,000
Sound Transit TOD pre-development grant to secure other funding	\$25,000
Other sources:	\$4,725,000
Enterprise Community Investment tax credits	
State of Washington Housing Trust Fund	
Department of Energy	
Enterprise Green Communities	
Washington State Housing Finance Commission	
HUD section 202 funds	
City of Federal Way block grant	
Total	\$16,900,000

## How long did it take?

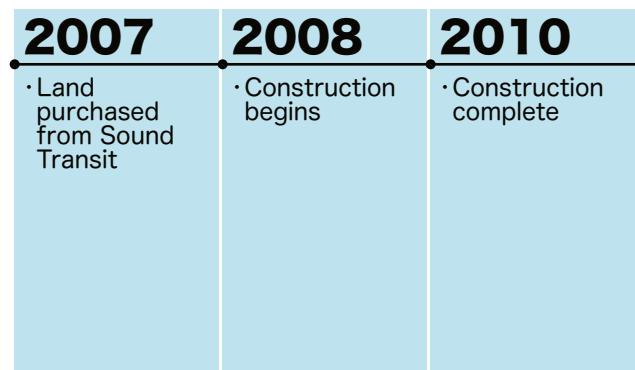




Image from the  
Northgate Urban  
Design Framework

# Transit-Oriented Community Case Studies

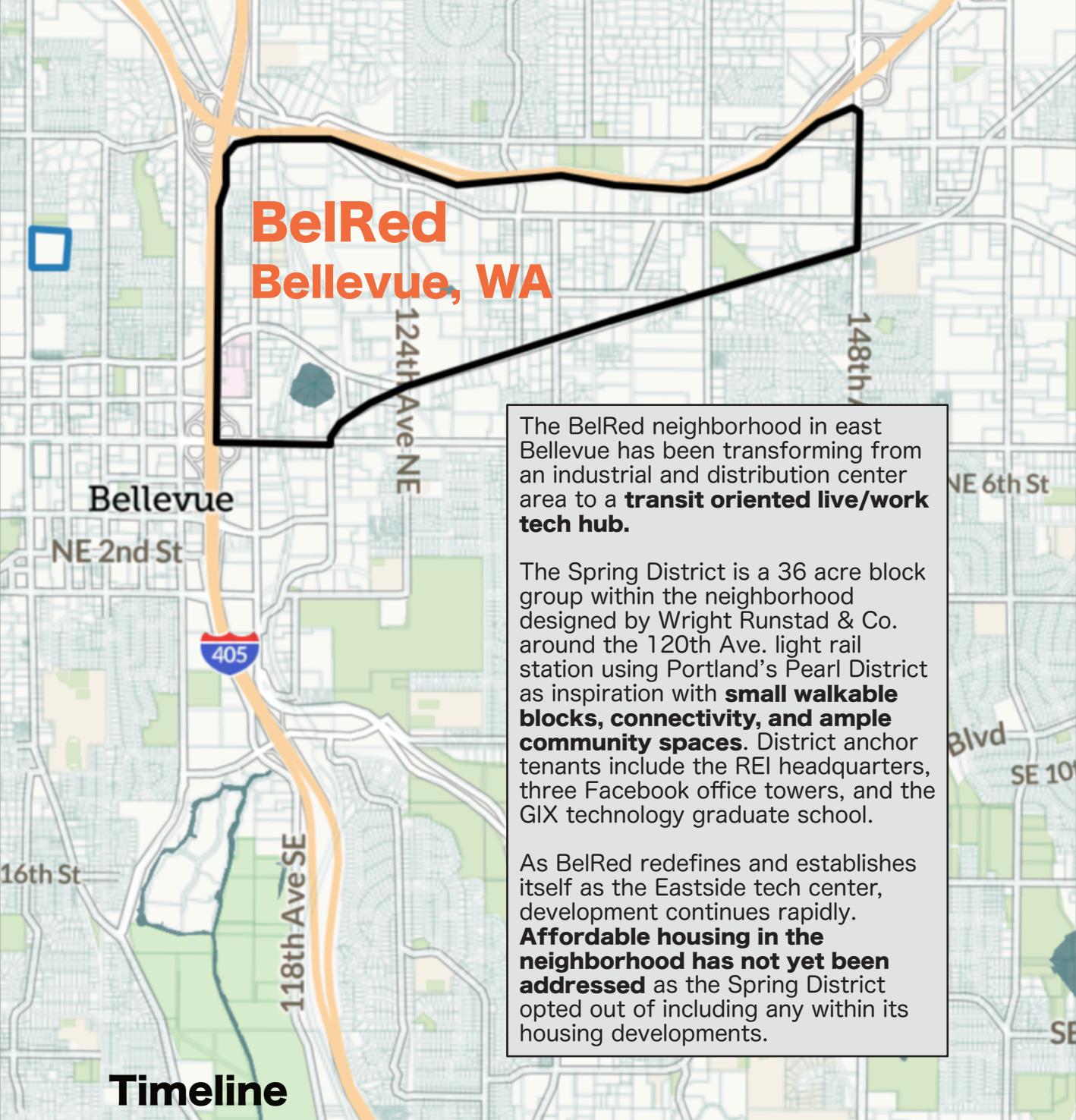
Transit-oriented communities (TOCs) are whole neighborhoods that have been designed to take advantage of high capacity transit nodes. These communities typically feature wide sidewalks, protected bike lanes, storefronts at ground level with large windows, limited access for cars mid-block, limited driveways that would intersect with pedestrians, and transit stops with frequent transit service.

TOCs require proactive planning to ensure there is sufficient housing, jobs, and retail within a half-mile of the transit station, and safe walkways and bikeways for people to access the station.

This section explores existing TOCs in the region, the features they have, and how cities and developers were able facilitate their construction.

The following pages analyzes the following transit-oriented communities:

- BelRed  
Bellevue, WA
- Northgate  
Seattle, WA
- Lynnwood City Center  
Lynnwood, WA
- Wilburton  
Bellevue, WA



## Timeline

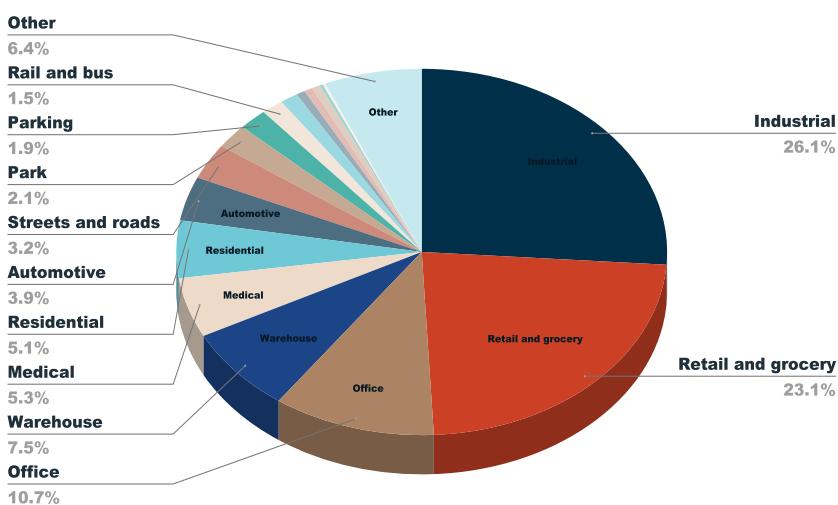
2007	2009	2015	2016	2017	2018
<ul style="list-style-type: none"><li>BelRed corridor project Steering Committee Recommendations</li></ul>	<ul style="list-style-type: none"><li>BelRed Subarea plan adoption</li><li>BelRed zoning and code ordinance</li></ul>	<ul style="list-style-type: none"><li>Bellevue Comprehensive Plan</li><li>BelRed Streetscape plan</li></ul>	<ul style="list-style-type: none"><li>BelRed Look Back focus group guide</li><li>BelRed Park, Trail and Open Space System plan</li></ul>	<p><b>Sparc Apartments, Spring District</b></p> <ul style="list-style-type: none"><li>-309 market rate</li><li>-Townhome, live/work options</li><li>-Rooftop courtyard</li><li>-14,000 sf childcare</li><li>-Playground</li></ul> <p><b>TIFIA \$99.6M federal loan</b></p> <ul style="list-style-type: none"><li>-Bike lanes</li><li>-Ped. connections</li><li>-Water treatment</li></ul> <p><b>Global Innovation Exchange (GIX)</b></p> <ul style="list-style-type: none"><li>-Microsoft, UW, Tsinghua U. Collab.</li></ul>	<p><b>\$Arras Apartments, Spring District</b></p> <ul style="list-style-type: none"><li>-9 stories</li><li>-279 market rate</li><li>-Roof terrace</li><li>-Game room</li><li>-Bike club</li><li>-Fitness center</li></ul>

# Current Land Use

Total acres  
824

Total parcels  
488

Individual owners  
302



Although light industrial use is still the most prevalent land use type, deals are already in place for office development in the next five years that will likely shift that category to number two as the industrial and warehouse categories shrink.

Long-term, redevelopment toward office, retail, housing, and amenities will likely shift the land use types significantly over the next 10-20 years.

## Lessons Learned

- High Area Median Incomes (AMI) and high educational attainment make Bellevue extremely attractive to private investors.
- Converting from a commercial land use type to another is generally easier and faster than from a residential use type.
- The stability of having a single developer controlling a multi-block

site's master plan is attractive to investors.

- No plan for income restricted housing will leave out transit dependent populations.

## 2020

### AMLI Apartments, Spring District

- 204 market rate units
- Ground floor retail
- Community DIY workshop
- LEED Silver

### Brew Pub, Spring District

- 9000 sf of restaurant and brewery
- Outdoor beer garden
- 14k sf creative office space

### Lario Townhomes, Spring District

- 46 market rate townhome units
- 95 parking stalls
- Rooftop entertainment space
- 2 buildings
- 5 stories
- 876 parking stalls
- Solar orientation
- Energy efficient
- Edible garden
- Ground floor retail

### Facebook office, Spring District

- Public pedestrian paths
- 11 stories
- Ground floor retail
- 5 floor below grade parking
- Bike & ped trail connections
- Future TOD land disposition
- \$449.2 million

## 2021

### Facebook office, Spring District

- 9 stories
- Ground floor retail

## 2023

### Facebook office, Spring District

- Building details
- TBD

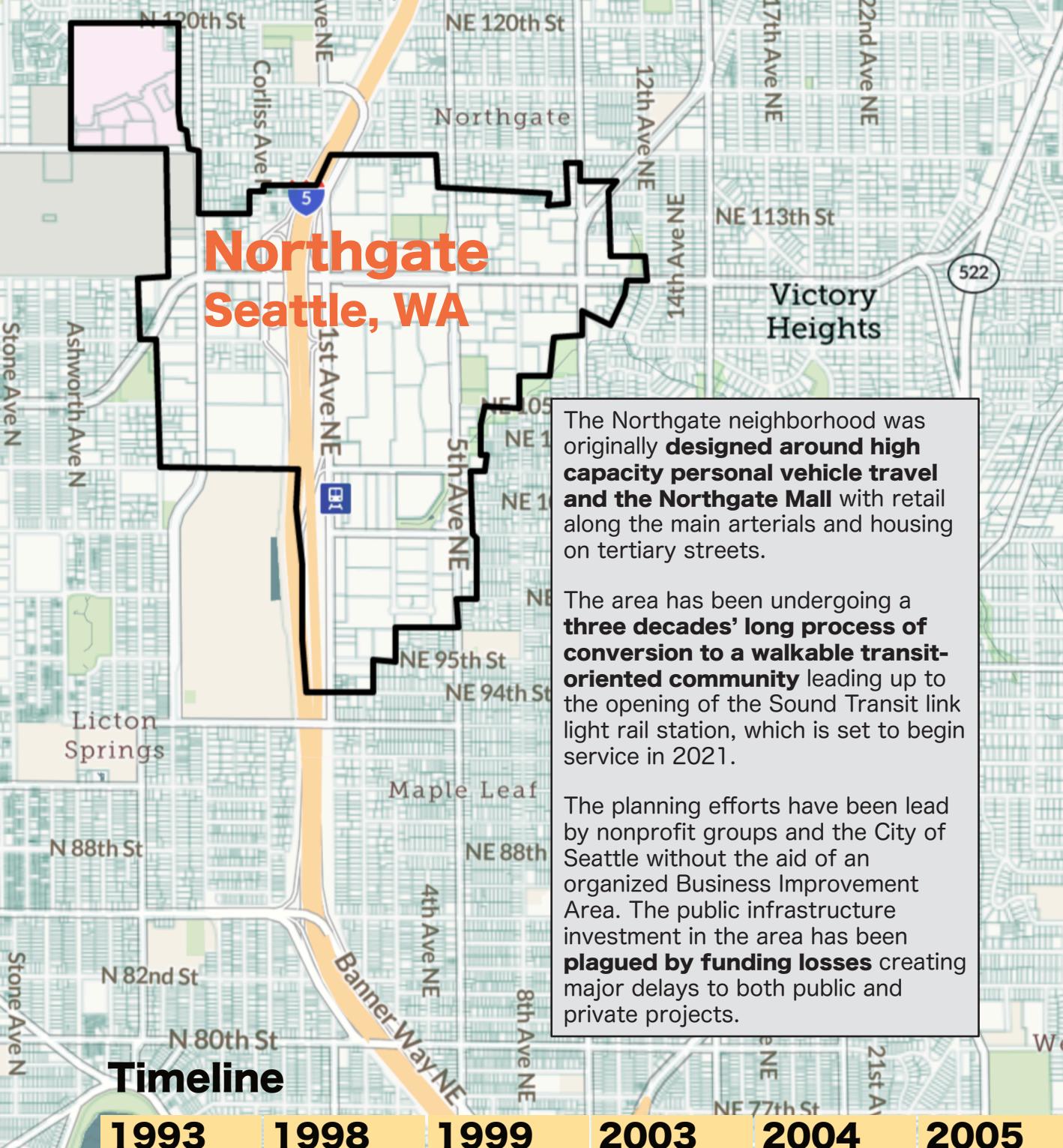
### East Link Bel-Red/130th Station At grade station

- 300 stall park and ride
- Bicycle parking with lockers
- Public art

### East Link Spring District/120th station Below grade open-air station

### 130th Ave. Improvements

- Protected bike lanes
- Pedestrian oriented
- Mid-block crossings
- Intersection/lighting upgrades
- \$23 million



## Timeline

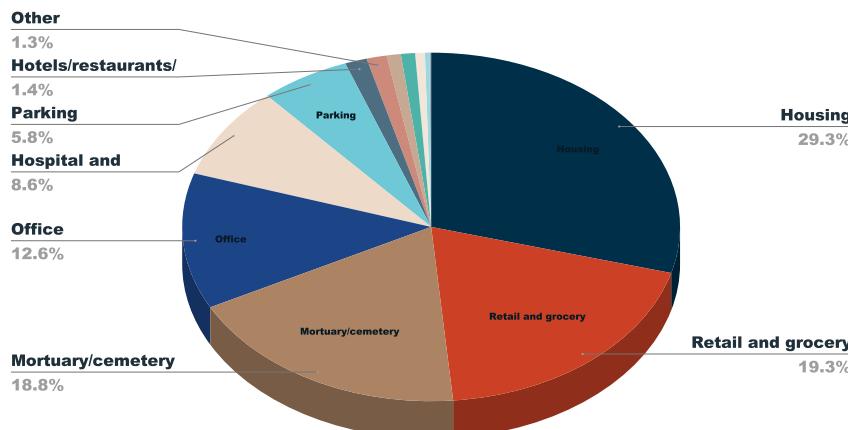
1993	1998	1999	2003	2004	2005
<ul style="list-style-type: none"><li>Northgate neighborhood plan</li></ul>	<ul style="list-style-type: none"><li>Sound Transit ST1 vote to fund the implementation of the Northgate neighborhood plan</li></ul>	<ul style="list-style-type: none"><li>Northgate Comprehensive Plan</li></ul>	<ul style="list-style-type: none"><li>Northgate Urban Center and Overlay District Design Guidelines</li></ul>	<ul style="list-style-type: none"><li>Open Space &amp; Pedestrian Connections plan</li><li>Northgate Public Art Plan</li></ul>	<ul style="list-style-type: none"><li>Sound Transit ST1 reset</li></ul>

# Current Land Use

Total acres  
409

Total parcels  
419

Individual owners  
225



This is the current land use breakdown as of 2019. In the future, housing will likely remain the number one land use, although the number of individual owners may decrease as the housing type is shifting from single family to mixed-use multifamily.

The office category will likely take over second most land use in the future with significant expansions in office space already approved for development in the neighborhood with some decrease in retail.

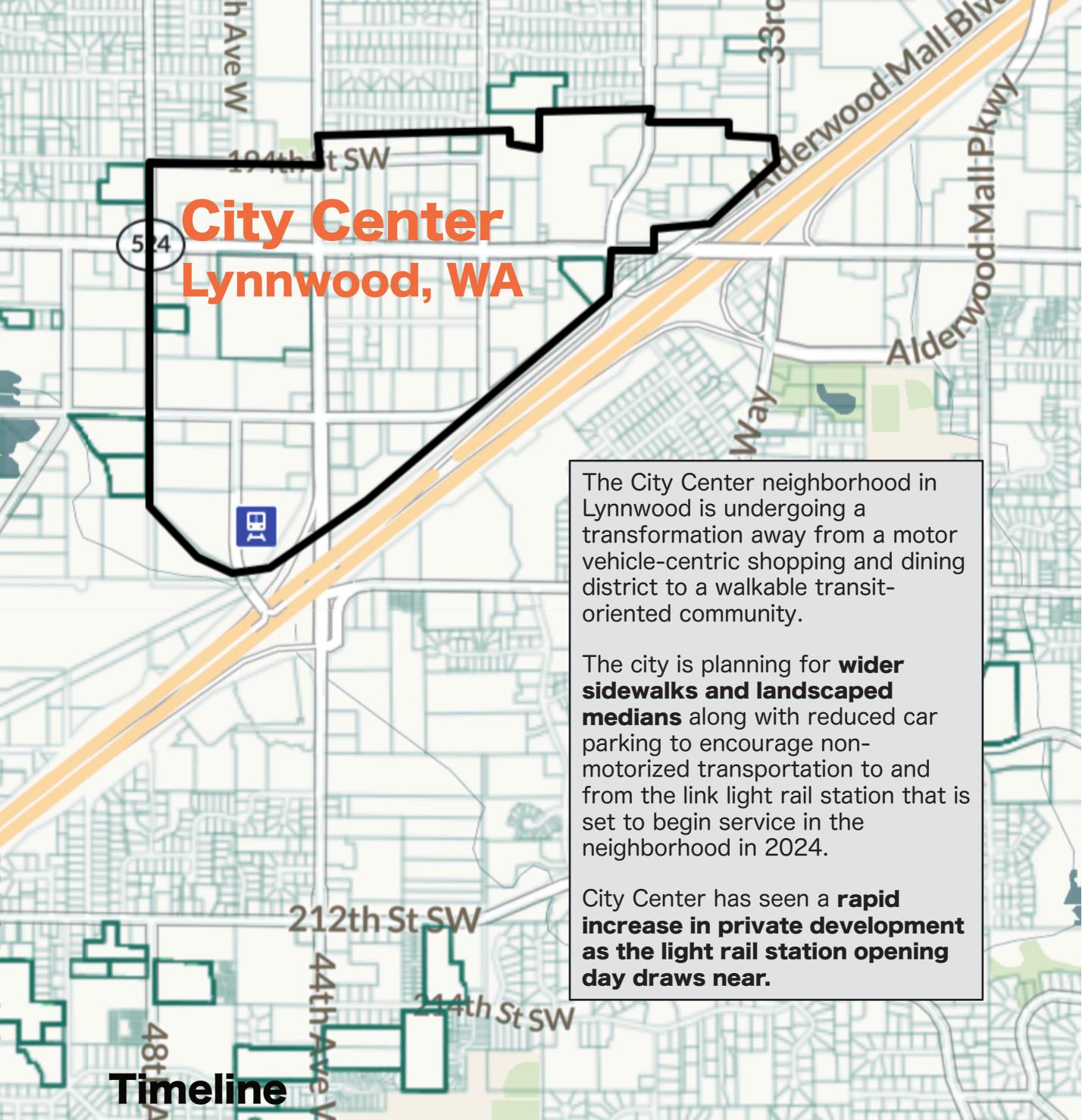
## Lessons Learned

- Extremely challenging to redevelop/ redesign well established residential neighborhoods
- Public infrastructure investment relies on strong private investment to gain political support and funding
- Nonprofit neighborhood groups

without the financial backing of a BIA/BID struggle to coordinate action on improvements

- Difficult and expensive to unite a neighborhood physically divided by a large overpass and multiple off-ramps

2006	2009	2012	2013	2019	2021+
<ul style="list-style-type: none"> <li>• Northgate Coordinated Transportation Investment Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Green Street Design Concepts</li> <li>• Northgate Urban Center Rezone Final EIS</li> <li>• <b>Thornton Place mixed use development</b> <ul style="list-style-type: none"> <li>-389 units</li> <li>-Movie theater</li> <li>-GF retail</li> <li>-Day-lighted creek with plaza</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Resolution 31389 funding pedestrian and bicycle improvements</li> <li>• Northgate TOD Urban Design Study</li> </ul>	<ul style="list-style-type: none"> <li>• Northgate Urban Design Framework</li> <li>• PRSC's Growing Transit Communities</li> </ul>	<ul style="list-style-type: none"> <li>• Northgate Streetscape plans</li> <li>• <b>Northgate Pedestrian Bridge</b> over I-5 from North Seattle College to the Northgate Light Rail Station. (\$41 million)</li> </ul>	<p><b>Northgate Mall - 55 acre development</b></p> <ul style="list-style-type: none"> <li>-NHL HQ</li> <li>-3 Ice rinks</li> <li>-400k+ sf retail</li> <li>-1M+ sf office</li> <li>-914 res. units</li> </ul> <p><b>Northgate Plaza affordable apartments</b></p> <ul style="list-style-type: none"> <li>-232 units</li> <li>At 60% AMI</li> </ul>

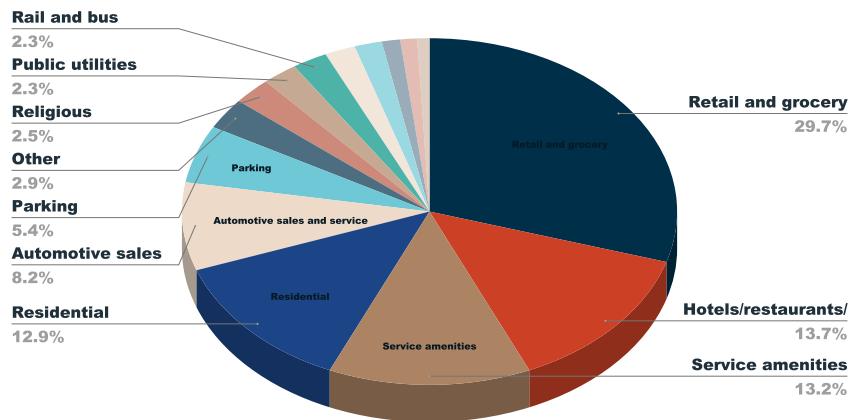


## Timeline

2004	2005	2007	2008	2009	2011
<ul style="list-style-type: none"><li>City Center Final Environmental Impact Statement</li></ul>	<ul style="list-style-type: none"><li>City Center Sub-Area Plan</li></ul>	<ul style="list-style-type: none"><li>City Center Sub-Area Plan</li><li>City Center Access Study</li><li>Parks Master Plan</li></ul>	<ul style="list-style-type: none"><li>City Center Local Improvement District (LID) Feasibility Study</li></ul>	<ul style="list-style-type: none"><li>Street Master Plan</li><li>City Center Mode Split Transit Analysis</li></ul>	<ul style="list-style-type: none"><li>Lynnwood Link City Center Extension Study</li></ul>

# Current Land Use

Total acres 235      Total parcels 291      Individual owners 186



This is the current land use of the Lynnwood City Center neighborhood as of 2019. Nearly a third of the current land use is retail shopping in the form of strip malls and restaurants with large parking lots.

An increase in residential use is expected with the light rail station opening as well as some office use, of which there is currently none.

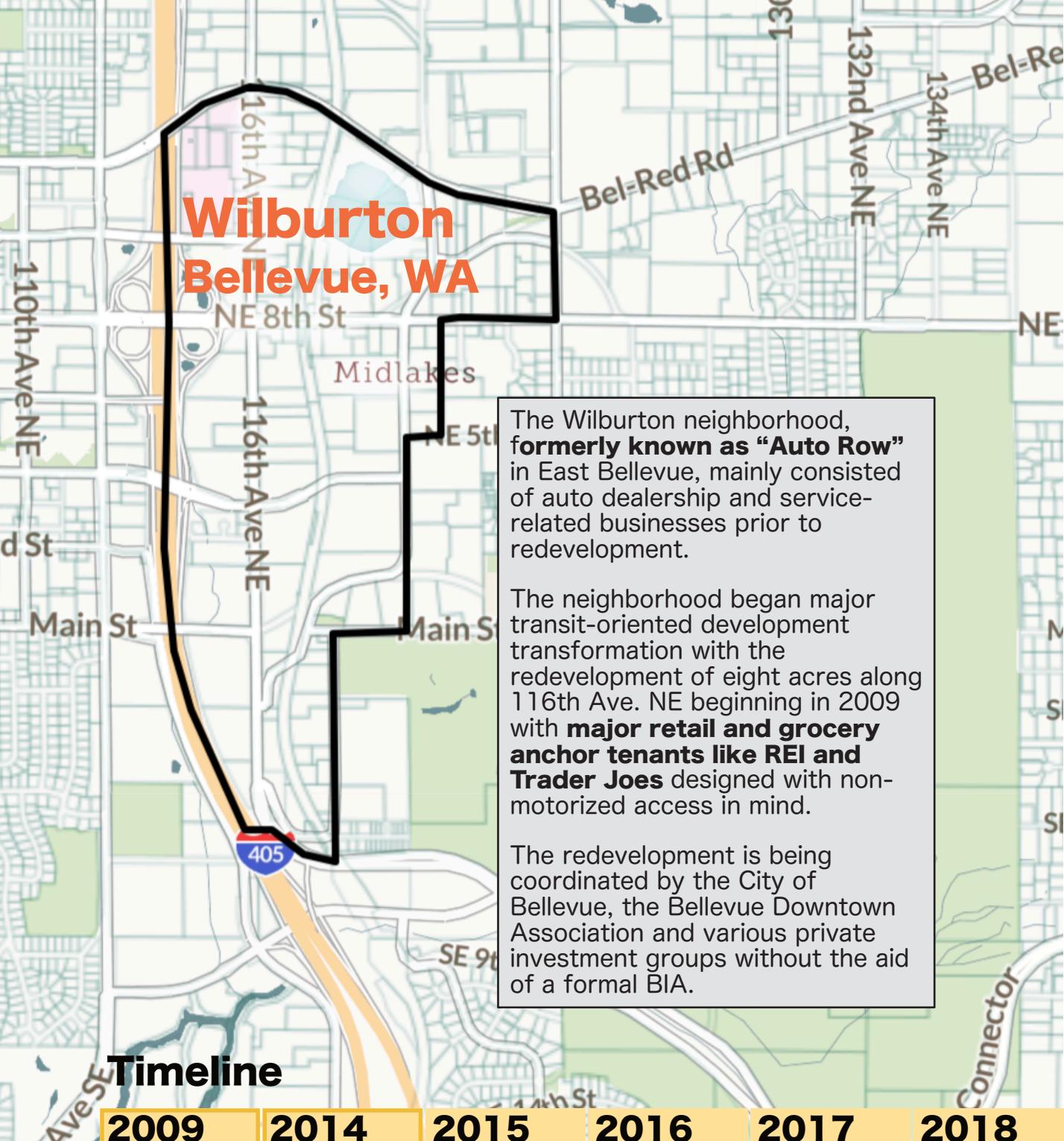
## Lessons Learned

- Formal planning for transit-oriented communities should take place at least 15 years prior to a light rail
- Parks and public spaces designed for pedestrians need to be located within the quarter mile walk shed of the station for regular use
- Planning for high volumes of

personal vehicle use defeats the purpose of a high capacity transit-oriented community.

- A town square must connect buildings that open directly onto it for pedestrian use

2012	2014	2016	2017	2018	2019	2022+
<ul style="list-style-type: none"> <li>• City Center Planned Action Ordinance 2943</li> </ul>	<ul style="list-style-type: none"> <li>• Streetscape Plan</li> <li>• Resolution No. 2014-15 to Prioritize City Center Infrastructure</li> <li>• City Center Project Prioritization</li> </ul>	<ul style="list-style-type: none"> <li>• FTA Transit-Oriented Development Technical Assistance Report</li> <li>• Lynnwood Transit Center Multimodal Accessibility Plan</li> </ul>	<ul style="list-style-type: none"> <li>• City Center Sub-Area Implementation Strategies Report</li> <li><b>City Center Apartments</b></li> <li>-347 units of affordable housing</li> <li>TOD considerations:</li> <li>-Reduced car parking spaces</li> </ul>	<ul style="list-style-type: none"> <li>• City Center Parks Master Plan Update</li> <li><b>Interurban Trail - 40th Ave. Trailhead</b></li> <li>-Water fountain</li> <li>-Bicycle station</li> <li>-Way-finding signage</li> </ul>	<ul style="list-style-type: none"> <li>• Hilton Garden Inn</li> <li>-150 rooms near light rail</li> <li>TOD considerations:</li> <li>-Shared car parking with adjacent affordable housing development</li> <li>• City Center Design Guidelines</li> </ul>	<ul style="list-style-type: none"> <li><b>196th St SW Improvements</b></li> <li>-12' sidewalks</li> <li>-Landscaped median</li> <li><b>Sound Transit Lynnwood Link Light Rail Extension</b></li> <li>-8.5 mile new line</li> <li>-4 light rail stations</li> <li><b>42nd Ave. W</b></li> <li>-Connection between 196th St. SW and Alderwood Mall Blvd</li> </ul>



## Timeline

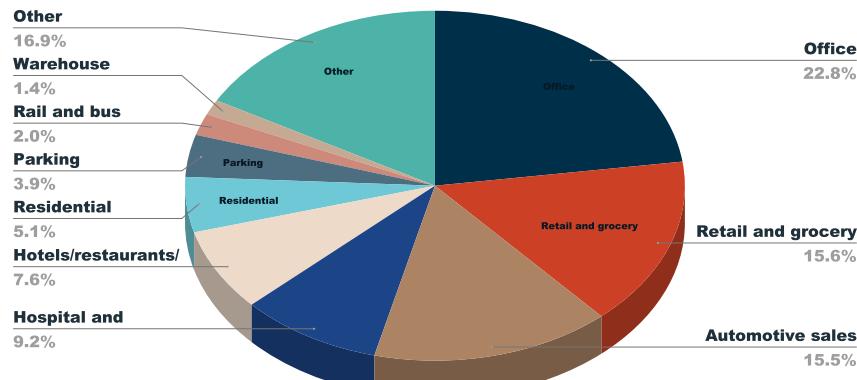
2009	2014	2015	2016	2017	2018
<ul style="list-style-type: none"><li>BelRed Subarea plan adoption</li></ul> <p><b>Land Purchase</b> KG Investment Props. acquires 8 acres on 116th Ave NE for Wilburton Village development</p>	<ul style="list-style-type: none"><li>Citizen Advisory Committee (CAC) formed to consider Wilburton up-zone</li></ul>	<ul style="list-style-type: none"><li>Bellevue Comprehensive Plan</li><li>BelRed Streetscape plan</li></ul>	<ul style="list-style-type: none"><li>CAC Briefing Book</li><li>Urban Land Institute Wilburton Commercial Area report</li></ul> <p><b>Wilburton Village Phase I</b> -REI -Trader Joes -Home Goods TOD: -Direct access to EasTrail</p>	<ul style="list-style-type: none"><li>Wilburton Visioning</li></ul>	<ul style="list-style-type: none"><li>Wilburton Feasibility Studies</li><li>Wilburton Draft Environmental Impact Study</li></ul>

# Current Land Use

Total acres  
294

Total parcels  
160

Individual owners  
136

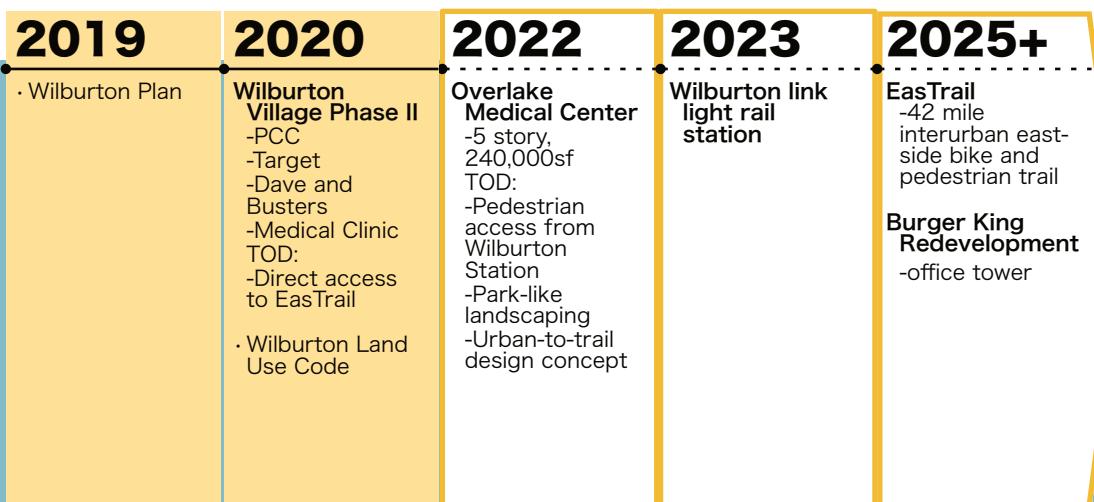


This is the current land usage as of 2019. As this area continues to undergo a transformation from "auto row" to a pedestrian oriented office and services district, the share of automotive related businesses will likely decrease.

With the light rail station and EasTrail opening, an increase in housing within this neighborhood is also likely in the future if the City of Bellevue re-zones the area for residential use.

## Lessons Learned

- Changing demographics drive demand for redevelopment to different uses
- Having well-known national brands as anchor tenants becomes a catalyst that attracts quality investment.
- Non-residential areas are easier to transform to another use type
- Having one developer across multiple sites reshapes neighborhood character quickly





# Financing Tools and Resources

The following pages lists financing tools for affordable housing and development.

# Everett Station District TOD Housing Tool Matrix

Tool	Tool Description	
<b>LAND USE TOOLS</b>		
ADU	Either the principal dwelling unit or the ADU shall be occupied by the owner of the property as his or her principal residence; Only one ADU is permitted on a lot; an ADU shall not exceed 75% of the GFA of the principal dwelling, or 800 square feet, whichever is less.	
Affordable Development on Surplus Public Lands (Proposed)	LU-14: The city should surplus any property no longer needed in order to spur redevelopment. Everett Transit parking lot specified as a TOD redevelopment site.	
Height incentives (additional square feet given per square foot created)	Affordable Housing 5:1 Fee-in-lieu-of 2:1 Historic preservation 5:1 Green Building Gold – 50% of the incentive height maximum; Platinum – 100% of the incentive height maximum Public parking (above ground floor in structured parking) 4:1 Dedicated public parking (below ground) 6:1 Public art 1:1 Agricultural preservation 5,000 sf for each development right	
Design guidelines+ (Proposed)	LU-20: Designate street types within Metro Everett to function as a design and use overlay as follows: Pedestrian Streets, Pedestrian Connector Streets, Residential Mixed-Use Corridor, Transit Oriented Development (TOD) Streets	
Environmental review streamlining (Proposed)	LU-6: Increase the project-level environmental review exemptions under the State Environmental Policy Act (SEPA) when the specific project impacts are adequately addressed by the development regulations or other applicable requirements (RCW 43.21C.229).	
Fee Waivers & Exemptions*	Fees may be waived for construction of low-income housing units. Must remain low-income for a minimum of thirty years from the date of approval.	
Form based zoning (Proposed)	LU-5: Rather than a "one-size-fits-all" approach to development codes, implementation of this plan should focus on building form, performance standards and desired outcomes, while also providing opportunity for a modification to standards to meet community objectives.	
Infill Development (Proposed)	LU-2: Minimize the use of zoning overlays, which tend to make the zoning code more complex.	

\* Housing Development Consortium recommended tool

+ Puget Sound Regional Council recommended tool for affordable housing below 80% AMI

	Unique Benefits	Pop. Served
	Benefit to homeowners and renters; promotes density	Moderate-income to low income
	Reduces development costs; brings affordable homes more quickly to market; promotes partnerships	Moderate to very-low income
	Allows developers to make efficient use of land; maximize height/FAR to help achieve the community's desired urban form.	Moderate to very-low income
	Can play a significant role in winning community support for affordable and more dense or diverse housing.	All
	Moves projects along faster and saves developers money.	All
	Supports non-profit and for-profit developers; reduces development costs; brings affordable homes more quickly to market	Moderate to very-low income
	De-emphasize development regulation detail, adding development flexibility and making the code more easily understood.	All
	No public cost; flexible design; incentives for developers	Moderate to very-low income

# Everett Station District TOD Housing Tool Matrix

Tool	Tool Description	
<b>LAND USE TOOLS CONTINUED</b>		
Mixed-Use Development (Proposed)	LU-15: On the west side of the BNSF tracks, transition development away from light industrial to commercial-residential mixed-use north of 33rd to support future light rail.	
MFTE in Everett*+	Affordable Housing for Twelve-Year Tax Exemption. At least 50% of the space designated for multifamily housing must be provided for permanent residential occupancy. 10% of the units affordable to households whose income is =/ $<60\%$ of AMI, 10% of the units affordable to households whose income is =/ $<80\%$ of AMI.	
No Maximum Densities (Proposed)	LU-3: Eliminate maximum density limits and floor-area-ratio (FAR) requirements in Metro Everett. Achieve community objectives for quality urban design through design, bulk, setback and height requirements.	
Parking Requirement Reductions (all of these reductions are stand alone and cannot be combined) +	30% AMI or below = 0.50 required parking; 60% AMI* or below = 0.65 required parking; on frequent transit route (3 trips per hour) = 0.75 required parking; TDM plan approved by city = 0.90 required parking; shared parking in a mixed-use building where at least 50% of the GFA is nonresidential = 0.50 required parking; 1 car sharing space -4 car spaces; 4 motorcycle/scooter parking -1 car space; 5 bicycle -1 car space; shower facilities and clothing storage areas for bicycle commuters -4 car spaces; 50% parking required for primarily daytime uses may be supplied by parking serving primarily nighttime uses.	
Performance zoning (Proposed)	LU-4: Ensure development codes encourage uses and development the city desires.	
Planned unit development (PUD)	The city, using the planned development overlay zone, may allow the following development standards to be modified: Building setbacks; Height of building or structure; Required off-street parking spaces; Landscaping requirements; Sign requirements; Standards specified in the "special regulations" portion of the use-standards table; Lot size; Lot width; Design standards.	
TOD Minimum Densities (Proposed)	LU-17: Adopt development regulations that encourage mixed-use adjacent to the station and high-density (minimum heights and FAR).	

\* Housing Development Consortium recommended tool

+ Puget Sound Regional Council recommended tool for affordable housing below 80% AMI

	Unique Benefits	Pop. Served
	No public cost; flexible design; incentives for developers	Moderate to very-low income
	Works for students; broad support; promotes economic development	Moderate-income
	Allows developers to make efficient use of land; maximize height/FAR to help achieve the community's desired urban form	Moderate to very-low income
	Endorsed by developers; reduces construction costs	Moderate to very-low income
	Increases diversity and mixing uses; affordable housing goals may be achieved by offering incentives in tandem with this tool.	Moderate to very-low income
	More efficient site design; lowered infrastructure and maintenance costs; public benefits such as affordable housing or open space	Moderate to very-low income
	Encourages TOD	All

# Everett Station District TOD Housing Tool Matrix

Tool	Tool Description	
<b>FUNDING TOOLS</b>		
Affordable Housing Trust Fund (AHTF) 2060	Provided to the City of Everett from Snohomish County through an Interlocal Agreement.	
Community Development Block Grant (CDBG)	The City's CDBG Program provides annual grants to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities. \$650,000 available for 2019.	
Enterprise Regional Equitable Development Initiative (REDI) fund	Revolving loan fund: up to \$5 million fixed-rate (3.89%) loan for land acquisition for affordable housing near transit.	
FTA Transit Oriented Development pilot program	\$10 million in funding for planning for projects that support transit-oriented development associated with new fixed-guideway and core capacity improvement projects.	
HB 2382+	Authorizes the transfer, lease, or other disposal of surplus property for a public benefit purpose. May be made to a public, private, or nongovernmental body on any mutually agreeable terms and conditions, including a no cost transfer.	
HB 1406 - 2019-20*	Sales tax housing levy providing the City of Everett with roughly \$236,000 for the construction of affordable housing.	
HOME Investment Partnership (HOME) Program	The Department of Housing and Urban Development (HUD) awards HOME grants to entitlement communities to develop affordable housing for low-income households. Snohomish County has signed a separate Interlocal Agreement with the City of Everett that distributes 21% of the Consortium's HOME funds to the City of Everett to allocate to eligible housing activities within their city limits. \$600,000 Available for 2019.	
The Mental Illness and Drug Dependency Tax (MIDD)	Snohomish County collects one-tenth of 1 percent sales tax dedicated to new programs to address mental health, chemical dependency or therapeutic court services.	

\* Housing Development Consortium recommended tool

+ Puget Sound Regional Council recommended tool for affordable housing below 80% AMI

	Unique Benefits	Pop. Served
	Opportunity for high impact	Very low-income
	Opportunity for high impact; flexible application; funds capital, services, and operation	Moderate to very-low income
	Leverages the historic \$54 billion transit buildout, including light rail expansion and recently approved future transit lines, to help increase opportunity for lower-wage households.	Moderate to very-low income
	The grants will fund comprehensive planning to support transit ridership, multimodal connectivity, and mixed-use development near transit stations.	Moderate to very-low income
	Opportunity for developers to acquire land at no cost.	Moderate to very-low income
	Opportunity for high impact; flexible application; funds capital, services, and operation	Low to very-low income
	Opportunity for high impact; flexible application; funds capital and some operating costs	Moderate to very-low income
	Funds services and housing	Very low-income

# Everett Station District TOD Housing Tool Matrix

Tool	Tool Description	
<b>FUNDING TOOLS CONTINUED</b>		
The Real Estate Excise Tax (REET)*	Current state law permits the state, counties, and cities to collect revenue from the sale of real estate, based on the full selling price of the property. REET rate is 1.28 percent for the state, Everett local rate is .50%, combined rate is 1.78%.	
Sound Transit Resolution R2018-10+	Authorizes ST to provide a minimum of 80% of ST's surplus property at no cost, sale, or long-term lease first to entities that agree to develop affordable housing. At least 80% of the housing units would need to be affordable to those earning 80% of AMI.	
Sound Transit revolving loan fund	Revolving loan fund approved by the ST board in 2018. \$4 million each year for five consecutive years for affordable housing construction near transit.	
Washington State Housing Trust Fund	Nonprofit housing developers, local and county housing authorities, tribes and local governments can apply for up to \$3 million for rental housing projects and up to \$600,000 for home-ownership projects.	
Sound Transit TOD planning and study budget allocation	\$30 million ST system-wide budget allocation for TOD site study and planning dispersed over the next five years.	

\* Housing Development Consortium recommended tool

+ Puget Sound Regional Council recommended tool for affordable housing below 80% AMI

	Unique Benefits	Pop. Served
	Opportunity for high impact	Low to very-low income
	Opportunity for developers to acquire land at no cost.	Moderate to very-low income
	Program goals still in development as of 2019. Will likely provide funding for a variety of development needs.	Moderate to very-low income
	Major funding source	Moderate to very-low income
	Will support TOD planning and pre-development activities needed to identify, refine and shape the offering of TOD properties targeted by ST3 plan.	Moderate to very-low income

# Washington State TOD and Affordable Housing Tool Matrix

Tool	Tool Description	Conditions Needed	
<b>Land Use Tools</b>			
ADU	Accessory dwelling units are small residential structures either connected to or disconnected from a single-family home.	Code change	
Affordable Development on Surplus Public Lands	Washington state law permits public lands to be "sold, leased, or exchanged" to developers if they construct affordable homes for very-low income to moderate-income families (RCW 43.63a.510).	Non-profit partners	
Expedited Permitting	City governments can help those producing affordable housing cut through some of the red tape by expediting and/or prioritizing their permit applications. Alternatively, expedited permitting can be used as an incentive for private developers to construct affordable housing.	Permitting used in jurisdiction	
Fee Waivers & Exemptions*	Washington state statute allows municipalities to grant fee waivers or exemptions for the purpose of affordable housing production, so long as the housing is made available to individuals or families earning no more than 50 percent AMI.	Impact or permit fees used in jurisdiction	
Inclusionary Zoning*+	Inclusionary zoning (IZ) requires or incentivizes new developments over a certain size to allot a portion or number of units as affordable housing.	Large incentive available, such as an upzone; strong real estate market; technical knowledge; code change	
Infill Development	refers to any new development in already built-up areas. It can also mean redeveloping existing properties to make more efficient use of the land.	Overlay zones and flexible development regulations	
Linkage Fees*+	Linkage fees require developers to pay a fee, usually charged per square foot, for all new development.	Nexus study; strong commercial market; technical knowledge/consultants; code change	
Mixed-Use Development	Mixed-use developments co-locate two or more types of land uses in a building or project.	Code change	
Multifamily Development	refers to a broad range of residential development types that are characterized by multiple dwelling units contained in a single building or otherwise adjoined by shared walls.	Code change	

\* *Housing Development Consortium recommended tool*

+ *Puget Sound Regional Council recommended tool for affordable housing below 80% AMI*

	Unique Benefits	Community Good	Pop. Served
	Benefit to homeowners and renters; promotes density; works in small cities	Encourages affordability in single-family zones	Moderate-income
	Reduces development costs; brings affordable homes more quickly to market; promotes partnerships	Often promotes affordable housing near transit investments or schools	Moderate to very-low income
	Supports non-profit and for-profit developers; reduces development costs; brings affordable homes more quickly to market	Can be used in conjunction with IZ program	Moderate to very-low income
	Supports non-profit and for-profit developers; reduces development costs; brings affordable homes more quickly to market	Can be used in conjunction with IZ program	Moderate to very-low income
	No public cost; flexible design; incentives for developers; fees represent significant funding source in hot markets	Limits displacement; promotes affordable housing in high-growth areas	Moderate to very-low income
	No public cost; flexible design; incentives for developers	Limits displacement; promotes affordable housing in high-growth areas	Moderate to very-low income
	No public cost; significant funding source	Limits displacement; promotes affordable homes throughout city	Moderate to very-low income
	No public cost; flexible design; incentives for developers	Limits displacement; promotes affordable homes throughout city	Moderate to very-low income
	No public cost	Limits displacement; promotes affordable homes throughout city	Moderate to very-low income

# Washington State TOD and Affordable Housing Tool Matrix

Tool	Tool Description	Conditions Needed	
<b>LAND USE TOOLS CONTINUED</b>			
Planned unit development (PUD)	Planned unit development (PUD) ordinances allow developers flexibility to depart from existing zoning requirements in exchange for fulfilling an established set of planning criteria. PUDs are also called planned residential developments (PRDs) or urban planned developments (UPDs).	Code change	
Townhomes	Townhomes are attached single family units, generally sharing one or both side walls with neighboring units. Individual units may have their own small front or back yards or share a common open space.	Code change	
Washington State MFTE*+	According to state law, cities can grant a property tax exemption for 12 years in exchange for a developer building affordable housing ( <a href="#">RCW 84.14.020</a> ). Statute requires that at least 20 percent of the units constructed meet affordability requirements	Moderate level of technical knowledge; code change	
Parking Requirement Reductions+	Reducing mandatory parking requirements increases for-profit developers' incentive to build and lowers construction costs for non-profit housing developers.	Code change; possible parking study	
<b>OTHER REGULATORY TOOLS</b>			
Design guidelines+	Design guidelines help ensure that new development is aesthetically and functionally compatible with the current or desired character of a neighborhood or community. Design guidelines are criteria that specify the form of new development.	Public engagement; code change	
Form based zoning	In contrast to zoning which separates and regulates land uses, form-based zoning systems focus on the character of the built environment's building size, design, street/block scale, streetscape and open space standards, as well as cohesion with surrounding development.	Code change	
No maximum densities	Eliminating maximum densities is a zoning approach for multifamily and mixed-use districts where jurisdictions omit a maximum dwelling unit per acre requirement and instead focus on the height, bulk, and design of buildings in a zoning district.	Code change	

Unique Benefits	Community Good	Pop. Served
More efficient site design; lowered infrastructure and maintenance costs; public benefits such as affordable housing or open space	Limits displacement; promotes affordable homes throughout city	Moderate to very-low income
Promotes affordable housing opportunities and increased diversity in both established and new communities.	Promotes affordable homes throughout city	Moderate-income
Works for students; broad support; promotes economic development	Encourages affordable homes throughout city	Moderate-income
Endorsed by developers; reduced construction costs	Encourages affordable homes throughout city	Moderate to very-low income
Can play a significant role in winning community support for affordable and more dense or diverse housing.	Helps the community create and contribute to a shared vision.	All
De-emphasize development regulation detail, adding development flexibility and making the code more easily understood.	Helps create a cohesion and contributes to the community's vision.	All
Allows developers to make efficient use of land; maximize height/FAR to help achieve the community's desired urban form. Given the impact of parking requirements on the effectiveness of this tool, communities should consider reducing them where applicable.	Limits displacement; promotes affordable housing in high-growth areas.	Moderate to very-low income

# Washington State TOD and Affordable Housing Tool Matrix

Tool	Tool Description	Conditions Needed
<b>OTHER REGULATORY TOOLS CONTINUED</b>		
Performance zoning	performance zoning allows different uses to co-locate within a zone as long as the development achieves specified performance criteria and planning goals.	Code change
Regulatory streamlining	The state of Washington's Local Project Review law (RCW 36.70B) requires a predictable and timely review process by setting time limits on application review and permit decisions, providing public notices and consolidating hearings.	Code change
Transit oriented development (TOD) overlays+	A TOD overlay is a floating zone that implements an array of development regulations that support transit usage and create a vibrant neighborhood around a transit station.	Code change
Upzones & rezones	An upzone occurs when a jurisdiction increases the density of a district so that more units can be built on an acre of land. A rezone involves changing the allowable uses from non-residential to residential or mixed-use.	Code change
<b>PRESERVATION STRATEGIES</b>		
Acquisition Fund*	This tool requires a single city or group of neighboring cities to contribute to a fund used to help non-profit developers purchase properties before they slip out of affordability.	Interjurisdictional cooperation; council approval; budget allocation
Code Compliance Loans*	Local governments can establish a code compliance loan program in order to incentivize property owners to take the steps needed to maintain healthy housing.	Code change; budget allocation
Right of First Refusal/Right to Purchase	Right of First Refusal (ROFR) laws require property owners to notify tenants, nonprofits, and/or the city before selling an affordable housing property in order to give the entity first chance of purchase. Right to Purchase laws go a step further and give tenants, nonprofits, and/or the city an exclusive chance to purchase the property. If the entity makes an offer, the property will not be put on the market for other bidders.	Code change

\* Housing Development Consortium recommended tool

+ Puget Sound Regional Council recommended tool for affordable housing below 80% AMI

Unique Benefits	Community Good	Pop. Served
Increases diversity and mixing uses; affordable housing goals may be achieved by offering incentives in tandem with this tool.	Promotes affordable housing in high-growth areas.	Moderate to very-low income
Eliminates unnecessary costs and barriers and facilitate development of affordable or innovative housing types.	Promotes affordable housing.	Moderate to very-low income
Permits the residential forms and density, mix of uses and access to transit and amenities required for compact, mixed-use development within existing urban areas.	Improves public health and creates a lively pedestrian environment.	Moderate to very-low income
Below market rate housing can be supported through upzones and rezones that institute zone-specific inclusionary provisions requiring that future residential developments in the district include a share or number of affordable units.	Limits displacement; promotes affordable housing in high-growth areas.	Moderate to very-low income
Supports non-profits and collaboration	Limits displacement	Low to very-low income
Gives owners incentives for maintaining healthy housing in exchange for affordability	Promotes health of residents; limits displacement	Moderate to very-low income
Promotes long-term affordability of at risk properties	Limits displacement	Low to very-low income

# Washington State TOD and Affordable Housing Tool Matrix

Tool	Tool Description	Conditions Needed	
<b>PRESERVATION STRATEGIES CONTINUED</b>			
Preservation Property Tax Exemption*	Owners must agree to keep their rental units affordable for a specified period of time in exchange for receiving a property tax exemption (which could free up capital for rehabilitation). The tax exemption can be especially useful for buildings in high-cost areas or near transit lines and for buildings undergoing renovations or changing ownership.	State authorization; code change	
<b>TENANT PROTECTIONS</b>			
Criminal History Discrimination Protection*	Municipalities can implement an ordinance limiting the circumstances under which a person can be denied housing because of a criminal background.	Code change	
Just Cause	Washington state law prohibits unfair, retaliatory evictions, a critical tenant protection ( <a href="#">RCW 59.18.240</a> ; <a href="#">RCW 59.18.250</a> ).	Code change	
Notice of Rent Increase	Washington state law ( <a href="#">RCW 59.18.140</a> ) requires landlords to give tenants 30 days' written notice of an increase in rent if the tenant is on a month-to-month lease. For tenants under a fixed lease, a landlord cannot increase rent until the lease term is up.	Code change	
Rental Inspection*	In order to protect the health and safety of tenants, municipalities can enforce proactive rental inspection ordinances.	Staff capacity; budget allocation; code change	
SOID Protection (Source of Income Discrimination Protection) *	Local and state legislation to prevent discrimination based on source of income can decrease barriers to accessing housing.	Code change	
Tenant Relocation Assistance	In Washington, landlords are required to pay relocation and rental assistance to tenants forced to relocate when substandard property becomes condemned ( <a href="#">RCW 59.18.085</a> ).	Code change; budget allocation	

\* *Housing Development Consortium recommended tool*

+ *Puget Sound Regional Council recommended tool for affordable housing below 80% AMI*

	Unique Benefits	Community Good	Pop. Served
	Works with private market landlords; promotes health	Limits displacement	Low to very-low income
	Applicable in all size cities; can be tested with subsidized housing	Removes legal discrimination	All
	Applicable in all size cities; works well in conjunction with healthy housing policies	Promotes stability of all renters; prevents displacement	All
	Applicable in all size cities	Promotes stability of all renters	All
	Maintains healthy housing	Ensures quality housing in all neighborhoods	All
	Works in communities of all sizes; promotes success of public benefit programs	Increases access to housing for vulnerable populations; removes legal discrimination	Low to very-low income
	Shared public/private cost	Promotes stability of low-income renters	Low to very-low income

# Washington State TOD and Affordable Housing Tool Matrix

Tool	Tool Description	Conditions Needed	
<b>FUNDING AFFORDABLE HOUSING</b>			
City Growth Funds	City Growth Funds recapture additional property tax value generated through new construction. Oftentimes, this policy relies on a calculation of added property value, and cities can dedicate the new revenue to a housing trust fund.	Budget allocation; strong real estate market	
Revolving Loan Funds	Public or private loans for land acquisition for affordable housing.	Application submittal; project proposal	
HB 2263*	Authorizes the governing body of a county or city to impose a 0.1 percent local sales tax for housing and related services for specific individuals if approved by a majority of voters.	Council and voter approval	
HB 2382+	Authorizes the transfer, lease, or other disposal of surplus property for a public benefit purpose. May be made to a public, private, or nongovernmental body on any mutually agreeable terms and conditions, including a no cost transfer.	State legislative action	
Housing Levies*	The Washington State Constitution limits the total amount of property tax levies to 1% of a property's true and fair value. This means \$10 of every \$1000 of assessed property value can be levied and, out of that, up to \$0.50 can go toward affordable housing among other services ( <a href="#">RCW 84.55</a> and <a href="#">RCW 84.52.105</a> ).	Council and voter approval	
The Mental Illness and Drug Dependency Tax (MIDD)	MIDD, signed into law in 2005, allows counties to impose a sales-and-use tax of one-tenth of 1% to fund programs serving people with mental illness or chemical dependencies.	Council and voter approval	
The Real Estate Excise Tax (REET)*	Current state law permits the state, counties, and cities to collect revenue from the sale of real estate, based on the full selling price of the property. REET rate is 1.28 percent for the state, and local jurisdictions can collect an additional 0.5 percent depending on the size of the municipality.	State legislative approval	
Sound Transit Resolution R2018-10+	Authorizes ST to provide a minimum of 80% of ST's surplus property at no cost, sale, or long-term lease first to entities that agree to develop affordable housing. At least 80% of the housing units would need to be affordable to those earning 80% of AMI.	Affordable housing plan proposal	

\* *Housing Development Consortium recommended tool*

+ *Puget Sound Regional Council recommended tool for affordable housing below 80% AMI*

	Unique Benefits	Community Good	Pop. Served
	Captures new value on growth; redirects existing revenue	Can be significant funding for affordable housing	Low to very-low income
	help increase opportunity for lower-wage households.	Significant funding for affordable housing	Moderate to very-low income
	Opportunity for high impact; flexible application; funds capital, services, and operation	Significant funding for affordable housing	Low to very-low income
	Opportunity for developers to acquire land at no cost.	Significant funding for affordable housing	Moderate to very-low income
	Opportunity for high impact; flexible application; funds capital, services, and operation	Significant funding for affordable housing	Low to very-low income
	Widely adopted throughout Washington State; funds services	Supports vulnerable populations	All
	Opportunity for high impact; council, rather than voter, approved	Significant funding for affordable housing	Low to very-low income
	Opportunity for developers to acquire land at no cost.	Significant funding for affordable housing	Moderate to very-low income

# Washington State TOD and Affordable Housing Tool Matrix

Tool	Tool Description	Conditions Needed	
<b>INCENTIVES</b>			
Density bonuses+	Density bonuses are a zoning tool that permits developers to build more housing units, taller buildings, or more floor space than normally allowed, in exchange for provision of a defined public benefit, such as a specified number or percentage of affordable units included in the development.	Strong housing markets	
Incentive zoning+	broad regulatory framework for encouraging and stimulating development that provides a desired public benefit as established in adopted planning goals.	Strong housing markets	
Planned action EIS	Detailed and comprehensive environmental analysis occurs upfront during the planning stage for a study area, thereby streamlining the permit review process and reducing or eliminating the possibility of legal challenges to individual projects within the study area.	Technical knowledge/consultants	
<b>OTHER FINANCIAL TOOLS</b>			
Credit enhancement+	The backing of a loan or bond for an affordable housing project by a local government. This makes the investment more attractive to a bank or bond investor, therefore lowering the interest rate.	Jurisdictional ordinance authorizing the program; technical knowledge/consultants	
Local housing fund+	Provides a dedicated source of funding for affordable housing projects.	Local jurisdiction resolution, ordinance or legislation	
<b>PROJECT-LEVEL TOOLS</b>			
Affordability covenants+	In owner-occupied housing, price controls ensure that when a unit is put back on the market, it remains at a price attainable to low-income families. In rental buildings, price controls set rent limits to a percentage of median county income for a particular household size.	Jurisdictional ordinance; technical knowledge/consultants	
Development agreements	Contracts negotiated between a developer and a local jurisdiction to specify the terms by which a proposed project moves forward. Often used to resolve or mitigate site-specific issues that are not well addressed by standard development regulations.	Jurisdictional legislative approval; technical knowledge/consultants	

\* *Housing Development Consortium recommended tool*

+ *Puget Sound Regional Council recommended tool for affordable housing below 80% AMI*

	Unique Benefits	Community Good	Pop. Served
	No public cost; helps encourage lower cost market-rate housing in areas with high land costs.	Limits displacement; promotes affordable housing in high-growth areas	Moderate to low income
	Opportunity for developers to receive regulatory allowances in exchange for public benefits.	Limits displacement; promotes affordable housing in high-growth areas	Moderate to low income
	Reduces the overall costs for project developers; can also help to attract growth to a priority planning area.	May translate into lower final housing costs.	All
	Provides leverage to developers creating housing that achieves a jurisdiction's housing goals.	Can promote affordable housing near transit or urban centers.	Moderate to very-low income
	Flexibility of fund types makes these ideal for affordable housing developers.	Can be significant funding for affordable housing	Moderate to very-low income
	Cities can advocate or mandate affordability covenants when a developer is constructing affordable homes	Limits displacement; promotes affordable homes throughout city.	Moderate to very-low income
	Secures approvals at the outset of a project and assure that multi-phased projects will not be subject to regulations adopted after an initial application is approved.	Jurisdictions can specify a public good in the agreement.	Moderate to very-low income

# Washington State TOD and Affordable Housing Tool Matrix

Tool	Tool Description	Conditions Needed	
<b>PARTNERSHIPS</b>			
Nonprofit partnerships+	Jurisdictions can establish cooperative arrangements with public or non-profit housing developers to promote low-income or special needs housing in their communities. Jurisdictions can also encourage for-profit developers to partner with non-profits to provide affordable units within larger market-rate developments.	Budget allocation; relationship building	
Interjurisdictional cooperation+	Local jurisdictions can partner with each other to pool resources and stretch funding for their housing needs. A national model for interjurisdictional cooperation is A Regional Coalition for Housing (ARCH). ARCH is comprised of 16 member jurisdictions in east King County.	Jurisdictional legislative approval; technical knowledge/consultants	
<b>EDUCATION &amp; OUTREACH</b>			
Community outreach plans+	Provide a strategic road map for bringing key stakeholders and underrepresented groups into the planning process.	Technical knowledge/consultants	
Educating permitting officials+	The administrative process will be smoother and more supportive if permit and building department staff are included in policy development and proactively kept up to date on affordable housing finance and diverse housing options in the city.	Technical knowledge	
NIMBY, strategies to address+	Some general strategies to build support and address NIMBY attitudes include: community outreach plans, coalition building, education, and ongoing communication.	Relationship building; technical knowledge	
Strategic marketing	Local jurisdictions hoping to attract innovative and affordable housing development can borrow tools and techniques from the field of strategic marketing to better position their communities to developers and investors, as well as to potential residents.	Technical knowledge/consultants	

\* Housing Development Consortium recommended tool

+ Puget Sound Regional Council recommended tool for affordable housing below 80% AMI

	Unique Benefits	Community Good	Pop. Served
	<p>Non-profits gain funding and allies for their cause through partnerships with local government. Non-profits and private-sector developers can collaborate on mixed-income projects to achieve objectives of both partners.</p>	<p>Promotes affordable homes throughout city.</p>	<p>Moderate to very-low income</p>
	<p>Housing market conditions and challenges to creating housing can be larger than any one community, and thus pooling resources through coordination or local housing fund can be more effective than each jurisdiction planning on its own.</p>	<p>Promotes affordable homes throughout the jurisdictional region.</p>	<p>Moderate to very-low income</p>
	<p>Provides planners with experiential knowledge to incorporate in policy, an opportunity to educate and invigorate the public on controversial issues, and power to counter NIMBY attitudes.</p>	<p>Helps the community create and contribute to a shared vision.</p>	<p>All</p>
	<p>Officials working with developers and landowners can accurately advise on incentives and programs for affordable housing or explain the variety of housing developments permitted on the property.</p>	<p>Can help bring projects to a community more efficiently.</p>	<p>All</p>
	<p>Building community support throughout the planning process is essential to bridging the acceptance gap for a particular project or regulatory change.</p>	<p>Helps the community create and contribute to a shared vision; promotes affordable homes.</p>	<p>Low to very-low income</p>
	<p>Marketing can be used to attract developers, investors, and residents. It can help gain community acceptance of projects and policies.</p>	<p>Attracts investment to the community.</p>	<p>All</p>

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