



## Part I: Code Amendments at a Glance – Streets, Sidewalks and Pedestrian Circulation (Chapter 19.33)

### A. What is it?

This chapter replaces and consolidates various standards in the Land Use Code (Title 19) and a portion of the Land Division Code (Title 18). The public sidewalk standards are adapted from Metro Everett and will apply city-wide based on street designations listed in this chapter. Sidewalk standards in the E-1 and BMU zones would be replaced by these standards but required public sidewalk widths would not be reduced on Evergreen or Broadway. Pedestrian connections on private property are also addressed in this chapter. The thresholds for what type of development triggers the requirement for street, alley and sidewalk improvements are located in [EMC 13.68](#).

### B. Type of revision proposed:

- Minor revision to an existing chapter
- Major rewrite of existing chapter
- New chapter

### C. Key changes from existing code:

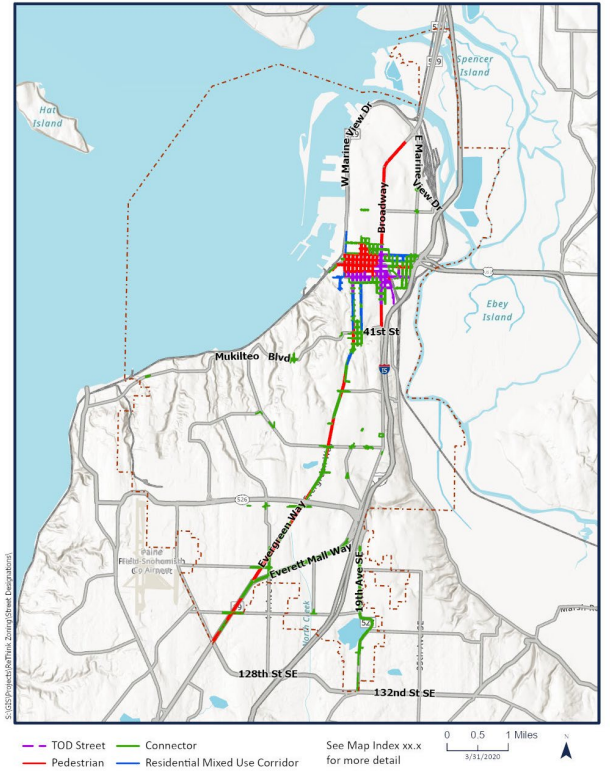
1. This chapter places all standards related to street designations, required public sidewalk improvements, and internal pedestrian connection standards into a single chapter. The public sidewalk standards in this chapter apply only to those streets with a designation on the Street Designations map (**Map 33-1**). Sidewalk improvements for other streets are addressed by [EMC 13.68](#) and the city's Design and Construction Standards and Specifications.
2. Street designations are expanded outside of Metro Everett to include Evergreen Way, Everett Mall Way., Broadway, and others.
3. Internal pedestrian connection standards from Metro Everett (existing code: [Chapter 19.20](#)) are modified and adapted to apply city-wide. This includes requirements for pedestrian paths from building entrances to parking lots, open space and public sidewalks. Minimum walkway widths are included.

## Part II: Analysis of Code Amendments:

### 19.33.020 Street Designations.

#### **Code Provision:**

A. **Street Type Designations Map.** Streets within Everett may have one of four street types designated: Transit Oriented Development Street (“TOD”), Pedestrian Street, Connector Street and Residential Mixed-Use Corridor. All other streets are considered “undesignated.” These street types function as a design and use overlay. For example, some uses may be prohibited outright along TOD or Pedestrian Streets, or the use may be prohibited on the ground floor of a building. Sidewalk, window transparency and other design standards may also be different based on the street designation. Use restrictions by street type are included in EMC 19.05. Please refer to EMC 19.12 for additional development standards for these street types.



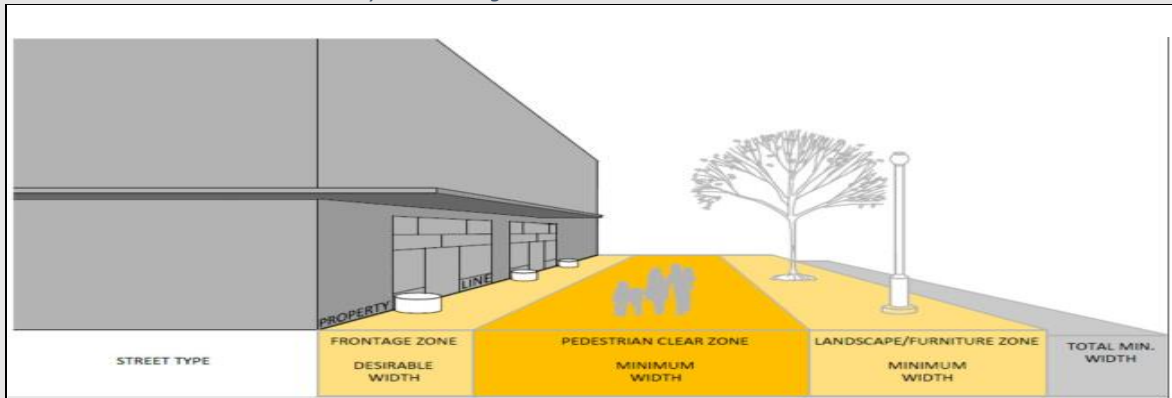
#### **Discussion:**

- A. **What it does:** Applies street designations city-wide. Street designations are the basis for applying developments standards that may be different from the properties along undesignated streets. Properties that front on these streets will have different standards for public sidewalks, window transparency, permitted uses, and other requirements.
- B. **Effect of code provision:** Application of street designations on a city-wide basis will not significantly affect development projects along Broadway or Evergreen Way, since many of the standards that would be applied are similar to existing standards for the BMU and E-1/MUO zones. For Everett Mall Way and 19<sup>th</sup> Ave SE, wider sidewalks, additional window transparency and weather protection would be required for new or redevelopment. These locations currently have no sidewalk or building design standards.

**19.33.030 Public sidewalk requirements.**

**Code Provision:**

*Table 33- 1: Public Sidewalk Widths by Street Designation*



STREET TYPE	FRONTAGE ZONE MINIMUM WIDTH	PEDESTRIAN CLEAR ZONE MINIMUM WIDTH	LANDSCAPE/FURNITURE ZONE MINIMUM WIDTH	TOTAL MIN. WIDTH
TOD	2' – 6'	8' – 10'	4' – 8' 8' desirable	16' min
Pedestrian	2' – 6'	8' minimum	6' minimum	16' min
Connector	2'	6' minimum	4' minimum	12' min
Residential Mixed-Use	None	Per city engineer	4' minimum	10' min
Undesignated	None	Per city engineer	Per city engineer	6' min

*See public sidewalk treatment requirements below for specific street designations*

**Discussion:**

- A. What it does: Applies minimum width requirements to public sidewalks on streets with designations of TOD, Pedestrian, Connector, and Residential Mixed-Use. These standards are different from the city’s standard sidewalk width requirement under the Design and Construction Standards and Specifications (currently 6 feet). The standards also require a pedestrian clear zone and a landscape/furniture zone to ensure additional frontage improvements are installed.
- B. Effect of code provision: This provision creates a higher public sidewalk standard on designated streets. New development will be required to install wider sidewalks along with other frontage improvements in order to enhance the appearance of projects and improve the pedestrian experience. The landscape/furniture zone will serve as a buffer between the sidewalk and busy traffic lanes. The pedestrian clear zone will ensure that physical obstructions are not placed within the sidewalk, thereby protecting pedestrian accessibility and safety. Businesses wanting to place portable signs on the sidewalk should review EMC 19.36.

**19.33.060 Pedestrian access to public streets; internal pedestrian connections.**

**Code Provision:**

- A. This purpose of this section is to provide safe and efficient pedestrian access from building entrances to the following: public sidewalks; transit stops; other buildings on the same site; parking lots; and common open space areas.
- B. Where required. An exterior pedestrian circulation system shall be required if there are no internal building pedestrian access routes that connect buildings to a public street, parking areas, or other buildings on the site.
- C. Design Requirements.
  - 1. All developments with exterior pedestrian circulation systems shall provide connections between building entrances and the public sidewalk, transit stops, off-street parking areas, common open space areas and alley where applicable. For developments with multiple buildings, provide for pedestrian circulation between all buildings.

- A. What it does: This provision is a city-wide requirement for pedestrian paths on development sites. The purpose is to improve pedestrian access and safety by providing connections between building entrances and public sidewalks, transit stops, parking areas and common areas.
- B. Effect of code provision: This provision will improve internal pedestrian circulation, wayfinding and safety on private and public developments. The 3-foot minimum walkway width will meet ADA accessibility requirements but may be wider in some circumstances. Smaller projects will be allowed to use an internal driveway to satisfy the pedestrian connection requirement.