

Memo: June 16, 2020
To: David Stalheim, Long Range Planning Manager, City of Everett
Everett Planning Commission
Re: Rethink Zoning

The *Rethink Zoning: Streets, Sidewalk and Pedestrian Circulation* document include references not familiar to me. I echo Michael Zelinski's request in a recent meeting to **please add links to posted documents** to make it easier to find the related information.

These references are in the sidewalk-Ped. document:

Land Use Code (Title 19)
Land Use Division Code (Title 18)
E-1 (definition?)
BMU zones
EMC 13.68
Map 33-1
Chapter 19.20
EMC 19.12

Here are a few comments that I think should be a part of the Rethink Zoning process to prepare for more pedestrians, the impacts of global warming/rising temperatures, and to improve the pedestrian experience.

Several years ago I took a traffic management workshop that lasted for several days. Transportation engineers from the City of Portland were hired to teach the class to staff members from several local governments in the King-Snohomish Counties area. A key concept that was different from other traffic management workshops I had taken was to plan first for the experience of pedestrians and homeowners living along the roadways, and second for the cars passing through.

We have to walk along the roads, step into the shoes of the people who live, shop, and work along the roads to see and experience the traffic, the noise, the speeding cars, hauling the groceries while pushing a baby stroller, navigating a wheelchair, or any number of other situations.

As a pedestrian and former bus commuter, living at the northern edge of the Evergreen neighborhood, I have walked and ridden buses along Evergreen Way in the area of 41st, 75th St, and Casino Road - to and from bus stops, Fred Meyer, Safeway and other businesses, so have experienced the noise and speed of passing cars, being splashed by passing cars in the rain, having to step off the sidewalk to allow someone in a wheelchair to pass. As a result, I have the following comments:

1. I think sidewalks along Evergreen Way & busy arterials in South Everett should be wider to accommodate wheelchairs; strollers; young people from Evergreen Middle School and Cascade High School; and families from the area apartment complexes.

A large high-density, affordable-housing complex is being planned for the K-Mart property which has just been purchased on the north side of SR526. I think that is in the 4-6 story height zone. I think the developer should be required to construct wider sidewalks along Evergreen way than are there now, including along 79th PI SE where students from Cascade High & Evergreen Middle School sometimes spread out into the road because they don't fit several across.

At the SE corner of Casino Road and Evergreen Way, the sidewalk is about the width of a wheelchair and dips into the roadway. The intersection is always busy with pedestrians because of area businesses, apartment complexes and four bus stops.

2. I think trees should also be planted along Evergreen Way between travel lanes and sidewalks to mitigate the impact of exhaust fume and screening from the road, and to improve the experience for pedestrians. There is a section of sidewalk in front of Rodland Toyota at Evergreen Way & Madison Street that is wider with trees planted between the travel lanes and wider sidewalk. It's a lot more pleasant to walk along that small section than the barren and narrow area along Evergreen Way between 79th PI SE & south of Casino road in front of Fred Meyer. The area in front of Rodland Toyota also feels safer with the trees planted between the cars and pedestrians

The lack of trees and narrow sidewalks in high-density, lower-income areas also sounds like a social justice/equity issue to me - something else to consider.

Thank you, David, and to all members of the Planning Commission for the work you are doing!

Best,
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Cc: Alan Giffen, Planning Director, City of Everett