



TO: Rethink Housing Action Plan Committee
FROM: Rebecca McCrary, Long Range Planning Manager
DATE: April 2, 2021
SUBJECT: Housing Action Plan - Strategy Concepts

City Staff and supporting consultants will review draft housing strategy concepts with the Committee. These concepts were developed based on research, history, community input, and established goals for the project:

BACKGROUND

The Housing Action Plan is being developed to further the housing vision and goals to meet a shared value that everyone needs a home as follows:

VISION: We have a wide range of quality housing available at all price points. People who work in Everett also have the equitable opportunity to live in Everett. Our **policies** and **resources** are **aligned** with our **housing vision**. People experiencing homelessness have a variety of temporary and permanent housing options.

The Action Plan will define strategies and implementation actions that promote greater housing diversity, affordability, and access to opportunity for residents of all income levels.

The Committee first met on December 21, 2020 to review the purpose of the plan and housing background data. The Second Committee meeting was held on February 11, 2021 where the Committee reviewed community input. As we have learned, housing production is challenging in this region. Many communities are examining local governments role in housing production and looking at strategies to increase housing opportunities while maintaining community character and well-being.

RECOMMENDATIONS

The Housing Action Plan Team has developed several concepts to support housing production as follows:

- Strategy #1 Increasing Housing Variety
- Strategy #2 Urban corridors
- Strategy #3 Transit Oriented Development
- Strategy #4 Anti-Displacement
- Strategy #5 Funding and Incentives

The Team will review the Housing Variety and Urban Corridor recommendations for addressing each strategy intended to address the vision and goals with Committee. These are initial draft concepts and will be further refined with committee and public input.

ATTACHMENTS

- Strategy #1 Increasing Housing Variety Strategy Concept
- Strategy #2 Urban Corridors

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RETHINK HOUSING STRATEGY #1 INCREASING HOUSING VARIETY

PURPOSE SUMMARY. Allowing a greater mix of housing types would provide more options for people such as young couples, recent graduates, empty nesters, seniors, etc. needing housing but not looking for an individual house. At the same time, it would help the Everett community meet its housing needs. Proposed new housing types also can provide smaller, more affordable dwelling units that fit the needs of important sectors of Everett's work force. And, locating more residents near transit corridors and commercial services reduces the need for automobile trips thereby reducing traffic congestion and greenhouse gas emissions.

STRATEGY CONCEPT

This strategy proposes to allow additional housing types, including corner lot duplexes, townhouses, cottage courts, small lot single family(?) and courtyard apartments in some single-family residential zones. Where residences have access to frequent transit service off-street parking requirements may be reduced.

The city is exploring portions of some single-family zones where allowing a greater range of housing types may be appropriate. These include areas near frequent transit lines and where there is convenient access to commercial and community services.

BENEFITS AND IMPACTS

This is an important strategy to consider that will require additional design standards to be applied to ensure that the new residential buildings would fit in with their neighbors. Design/development requirements would include height limits to reduce impacts to adjacent neighbors, entry and "front" porch requirements, street front improvements, limitations on driveway width, and other provisions to ensure design quality and compatibility.

Implementing this strategy will require careful study to ensure that 1) the proposed housing types are financially feasible in Everett's market place and 2) new building types will be positive additions to local neighborhoods and not detract from adjacent properties, and 3) provide equity opportunities for work force housing that is affordable to young families.

EXAMPLE



RECOMMENDATIONS

Short-term recommendations

- a. Update the Everett Zoning Code to allow a greater range of housing types in single family zones (R1 and R2) subject to standards and design guidelines in (b) immediately below. Options to consider include:
 - i. Allow corner lot duplexes in R1 and R2 zones
 - ii. Allow townhouses (attached single family residences) in R1 and R2.
 - iii. Allow courtyard apartments in R1 and R2 zones.
 - iv. Consider lowering the parking requirements for some unit types within transit corridors.
 - v. Review short plat requirements with the objective of increasing the number of available lots while not impacting neighbors.
 - vi. Consider additional provisions to make Accessory Dwelling Units attainable.
- b. Update the design standards or guidelines for new development (including single family residences in R1 and R2 zones. Topics to consider include:
 - i. Set the height limit of a new structure at a given height of the bottom of the eave (at the building line) for a gable or hipped roof or the top of a flat roof. (22' allows a 2 story structure)
 - ii. Require a covered front porch of at least 4' x 4' and walkway directly between the front door to the public sidewalk.
 - iii. Limit the width of a driveway measured at the front property line.
 - iv. Require vehicle access be from an alley or secondary street, if available.
 - v. Require a minimum percentage of window area on the street facing building façade.
 - vi. Require street tree(s) as approved by the City be installed as a condition of the permit.
 - vii. Require a minimum area of usable open space as part of the site plan.

and decent housing for all residents through a variety of housing types with the Everett Planning area, including within areas zoned for single family residences.

- ii. Include similar phrasing to Policy 4.1.1
- iii. Rewrite policy 4.2.1 to emphasize enhancing single family neighborhoods by increasing housing capacity through measures such as allowing infill housing types that are consistent with the scale and character of the local neighborhood, as well as other housing neighborhood character preservation measures such as streetscape improvements, landscaping and public open space enhancements.
- iv. In B. MEASURES RELATED TO THE LAND USE ELEMENT #2 add a phrase to indicate that parking reductions should be considered in appropriate single-family neighborhoods that have access to frequent transit service.

Long-term recommendations

- a. Monitor the effects of zoning changes on R1 and R2 zones assessing:
 - i. Effects on the affordability of units
 - ii. Number and type of new residential units
 - iii. Displacement of persons due to redevelopment and economic factors
 - iv. Effects on the character and livability of local neighborhoods.
- b. Include housing development opportunities in R1 and R2 zones in other City, County and non-profit programs to increase housing availability and affordability.

Mid-term recommendations

- a. During the 2024 Comprehensive Plan Update, consider the following Policy directions:
 - i. To objective 4.1 consider adding “including zones for single family residences” to the end of the sentence to read: the City shall promote a wide variety of choices for safe

RETHINK HOUSING STRATEGY #2 DEVELOPMENT ON URBAN CORRIDORS

PURPOSE SUMMARY.

Urban arterial corridors, especially those with frequent transit service such as the Swift BRT line, provide excellent opportunities for residential and mixed-use development. The City has long recognized this potential and has taken steps to encourage such development. One of the first actions was the Evergreen Way Corridor Study which resulted in zoning changes, transit improvements and an emphasis on mixed-use focal points around Swift Transit stops. In 2020, as part of the Rethink Zoning effort, the City established special standards for a Transit Overlay as shown on the map. As the market increases for mid-rise (5-7 story) residential buildings, the City hopes to leverage these actions by monitoring and incentives to further encourage positive residential and mixed-use development.

STRATEGY CONCEPT

The emphasis of this strategy is to provide a pleasant and functional residential environment so zoning and incentive measures are combined with transportation and public realm improvements to create “linear communities” in which residents can access their the bulk of their commercial educational, and service needs by taking transit along the corridor. In additional, parks and public realm improvements are recommended.

EXAMPLE



BENEFITS AND IMPACTS

Urban corridors offer opportunities for housing featuring a range of affordability levels, often in the same development. Additionally, locating new housing near frequent transit reduces vehicle trips and greenhouse gas emissions. The key is to make residences along the corridor desirable and, based on other examples, two things appear to be necessary: 1) an attractive public realm with open space and safe, attractive pedestrian and bicycle facilities, and 2) a sense of community. To achieve this second criterion, public and private services must be accessible within less than a ½ hour transit ride. This is why the Swift bus rapid transit (BRT) lines are such a resource. In larger terms, the City and other institutions should consider the BRT lines as excellent locations for reaching the preponderance of Everett residents.

One concern of locating residences along arterial corridors is air quality. This subject is being intensely studied with new results being published.

RECOMMENDATIONS

Short-term recommendations

- a. The 2020 Rethink Zoning effort resulted in substantial code amendments favorable to housing development on corridors with frequent transit service. However, the following should be considered in future code amendments.
 - i. Reducing the parking requirement for multi-family residential buildings in the UR2, UR3, and UR4 zones within the Transit Overlay beyond the 75% reduction. (actually, as I read the code, it is a 25% reduction that allows an applicant to provide only 75% of the otherwise required parking.)
 - ii. Allowing duplexes and up to 4 attached townhouse units in a R2 zone within a transit overlay.
 - iii. Allowing greater flexibility in Parking requirements could be gained by allowing project applicants to submit a parking supply and demand study indicating the parking needed to provide for the new residential units.
 - iv. Study the setback and dimensional standards for residential and mixed-use buildings on transit corridors to ensure that unnecessary restrictions do not hinder effective use of properties directly on the arterials.
 - v. Identify other
- e. Work with agency and non-profit housing providers to provide subsidized housing on corridors with access to services and employment opportunities.

3.3.2 Mid-term recommendations

- a. Monitor the real estate conditions along the transit corridor to identify incentives that would encourage multifamily and mixed-use development.
- b. Develop a parking demand model such as King County Metro's Right Size Parking website to determine parking requirements on a site by site basis taking into account unit numbers and types, access to transit and other services, on-street parking availability, etc.
- c. Develop needed parks, open spaces, attractive pedestrian connections, and other amenities to support new residents
- d. Carefully monitor social and economic conditions on urban corridors to ensure that displacement of lower income residents does not happen.