Downtown Everett Streetscape Plan
RESOLUTION NO. 6106

A Resolution Adopting the Downtown Everett Streetscape Plan as a Functional Plan Implementing the Downtown Plan

WHEREAS, in 2006 the City adopted the Downtown Plan as a Subarea Plan of the City’s Growth Management Comprehensive Plan that established numerous policies for the physical improvement and redevelopment of Everett’s downtown; and

WHEREAS, the Downtown Plan includes a section related to the function and streetscape design for each street in the downtown; and

WHEREAS, the B-3 (Central Business District) zone includes requirements for streetscape improvements as properties redevelop; and

WHEREAS, the City intends to undertake periodic streetscape improvement projects to enhance the appearance of downtown and encourage economic redevelopment; and

WHEREAS, the City anticipated the need for more detailed studies and plans to implement the redevelopment strategies called for by the Downtown Plan; and

WHEREAS, the City identified the need for a detailed streetscape plan to guide the design of both public improvement projects and code-required streetscape improvements as private properties are redeveloped; and

WHEREAS, the Planning Commission held a public hearing on December 2, 2008, and took public testimony concerning the Downtown Streetscape Plan; and

WHEREAS, the Planning Commission recommended that the City Council approve the Downtown Streetscape Plan; and

WHEREAS, the City Council finds the following:

1. The Downtown Streetscape Plan is consistent with and implements the Downtown Plan; and
2. The Downtown Streetscape Plan promotes the best long-term interests of the Everett Community.

NOW, THEREFORE, THE CITY COUNCIL DOES HEREBY RESOLVE THE FOLLOWING:
1. The Downtown Streetscape Plan is hereby adopted to serve as a guide for the design of streetscape improvement projects by the City and by private property owners;

2. The City shall use the Downtown Streetscape Plan as a guide for the type and quality of streetscape improvements required for redevelopment projects in the B-3 zone;

3. The City shall pursue grant funding opportunities as may be available for the implementation of downtown streetscape improvements consistent with the Downtown Streetscape Plan;

4. The City shall explore the potential for public-private partnerships with downtown property owners to develop streetscape improvement projects consistent with the Downtown Streetscape Plan; and

5. In the event of a conflict between the Downtown Streetscape Plan and any other standards or guidelines, the standards of the Downtown Streetscape Plan will prevail; and

6. The Planning Director is authorized, in consultation with the City Engineer, to promulgate additional streetscape design details and examples consistent with the intent of the Downtown Streetscape Plan as a guide for streetscape improvements within Everett’s downtown.

[Signature]
Councilmember Introducing Resolution

1/14/09
Date

[Signature]
City Council President
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1. Introduction

Purpose

In July 2006, the City of Everett adopted the Everett Downtown Plan, which set an ambitious course for transforming the downtown into a vital metropolitan center with regional attractions, residential neighborhoods, and a greater array of commercial activities. The plan’s recommendations included many streetscape and transportation improvements that were identified in general terms but not described in detail. This Downtown Streetscape Plan adds the detail to the 2006 plan’s recommendations by establishing a unifying palette of streetscape elements, including street furniture, paving, lights, and landscaping, and by presenting a preliminary schematic design for each downtown street. While some recommended designs may necessarily need to be revised during design development for individual projects, at a minimum recommendations presented here present a starting point for engineering design.

In terms of implementation, it is expected that the City may initiate some street improvements, reconstructing a several-block section or making spot improvements such as upgrading an intersection. Other times, street improvements may be accomplished as part of the requirements for new development. In either case, the recommendations in this document should provide guidance in designing these improvements. The recommendations are intended to be applied in a flexible manner to adapt to unforeseen circumstances or special conditions.

This report’s Implementation chapter is also intended as guidance, to be applied loosely rather than as a mandated set of strict priorities. Different development schedules or unexpected funding opportunities may alter priorities and implementation methods.
Background Information

The following section is largely excerpted from the July 2006 Everett Downtown Plan and is included here to provide ready information useful in planning and designing streetscape improvements.

Street Configuration

Broadway, Rucker, West Marine View Drive, Everett, and Pacific Avenues are designed to carry large volumes of traffic, and they are designated as Major Arterials. Most of these streets are also designated as truck routes to and through downtown.

Hewitt, Hoyt, Colby, and Wetmore are designed to collect and distribute traffic from the Major Arterials throughout downtown, and they are designated as Collector Arterials. These streets typically carry lower traffic volumes.

All other streets are designated as Local Streets, and they are typically used to circulate traffic to businesses and parking facilities in the downtown area.

Figure 1. Downtown street classification.
Traffic Volumes
Traffic congestion levels are generally not significant in the downtown core. Traffic signals have been re-timed to accommodate changes in traffic patterns. There are some traffic delays at key intersections in the morning and afternoon peak commuter hours, but overall the level of service is quite good. Congestion is also experienced at the end of major events at the Everett Event Center in the evenings or on weekends, but this traffic is quickly dissipated.

Figure 2. Downtown daily traffic volumes (1997).
Transit Services
Transit service is an important consideration in streetscape planning because we need to provide room for bus stops and amenities for pedestrian comfort. Also, streets with high bus volumes should feature trees with higher limbs and curb bulbs with larger radii in order to facilitate bus movement.

Transit service to downtown Everett is provided by Everett Transit, Community Transit, and Sound Transit. Bus routes were significantly revised to service the Everett Multi-Modal Center on Smith Street south of Pacific Avenue with connections to Sounder Commuter Rail, Amtrak, and other public transportation services. Nevertheless, bus routes were maintained through the downtown core to provide direct and frequent transit service to downtown employees and residents.

The 2006 Everett Downtown Plan recommends the consideration of extending bus service westward along Hewitt Avenue to Rucker Avenue and then south on Rucker Avenue to Pacific Avenue. Street improvement recommendations take this into account by calling for narrow or high-limbed street trees and pedestrian amenities.

Figure 3. Downtown transit routes.
Hewitt and Wetmore Avenues were designated as transit-oriented streets when the bus routes were revised to service Everett Station. Unique passenger shelter kiosks were designed in wrought iron to complement the unique design of the downtown Everett street lamp posts and to guide passengers to bus stops.

Several thousand passengers get on buses in downtown Everett every weekday because the transit service is direct and frequent.

Bus rapid transit (BRT) is proposed along Pacific Avenue, with an important stop at Pacific and Wetmore Avenue, and streetscape improvements should be coordinated with transit agency plans. Additionally, a streetcar system is being considered along Hewitt Avenue from Everett Station to the waterfront or, perhaps, north along Rucker Avenue.
Bicycle and Pedestrian Facilities
While cyclists can use any street in the downtown core, there are no designated bicycle lanes or other bicycle-only facilities. The Harborfront Trail touches the northwest corner of the downtown core and provides connections between the Everett Marina and Forest Park. However, bicycle lanes on Colby Avenue to the north are terminated before reaching downtown, and there is no north-south bicycle link through downtown to connect to the Interurban Trail in the south at 41st Street. There is also no east-west bicycle facility connecting to trails on Highway 2.

For this reason, Hoyt Avenue is recommended as a north-south bicycle route, with Rockefeller Avenue as a possible second option if angle parking cannot be converted on Hoyt Avenue. California Avenue is the preferred east-west bicycle route but has much angle parking, which can cause safety problems. This plan recommends consideration of removing angle parking on Hoyt and California Avenues.

Figure 5. Existing bicycle facilities.
Several streets in downtown are designated as pedestrian-oriented street, with guidelines for building frontages and restrictions on driveway access, including Hoyt, Colby, Wetmore, Hewitt, and California.

Significant improvements to the streetscaping and pedestrian ambience have been made recently on Colby and Hewitt Avenues. This has encouraged more pedestrian activity throughout downtown and increased the vibrancy of the shops and services.

Additionally, because of the large pedestrian volumes in downtown, traffic signals were recently re-timed to favor pedestrian movements on the local and collector streets. This resulted in pedestrians spending much less time waiting for traffic signals to change. A new traffic signal was also installed at Broadway and Wall Street to accommodate pedestrian movements from the Everett Event Center to the Everett Station Multi-modal Center.
Visual Quality
At the beginning of the downtown planning process, planning consultants conducted a visual quality survey of downtown streets within the Pacific and Everett Avenues, Marine View Drive, and Broadway core area to map out the better and lesser quality streetscapes. While the survey is subjective, it considers the nature of public improvements within the public rights-of-way (street design, sidewalk, lighting, street trees, landscaping, artwork, and street furniture) and private development adjacent to the street (adjacent buildings – architecture and level of maintenance, signage, landscaping elements, surface parking, visible service or storage areas, etc.).

This subjective evaluation suggests some priorities for street improvements. For example, Rucker Avenue is currently a relatively unattractive street but is planned for residential development. Therefore, streetscape improvements are particularly important to achieve redevelopment goals.

Figure 7. Visual quality of downtown’s streets.
Utilities
Below are listed and mapped water and sewer lines within downtown rights-of-way. The information is included for reference only and should be verified prior to the design of streetscape improvements.

*Figure 8. Water and sewer main lines map.*

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*Figure 9. Location of water and sewer main lines.*
2. Design Concept

The City of Everett’s vision for its downtown calls for streets to play important transportation and community development roles.

... Downtown is a pedestrian friendly, active neighborhood where people are prioritized over accommodating the automobile. Businesses, residents, employees, institutions and property owners have created a clean, safe and active environment to which visitors return often.

The city center is connected with convenient transit, pedestrian, bicycle and vehicle access to surrounding neighborhoods, Everett Station, and the waterfront. People enjoy tremendous views from buildings, streets and public spaces. Streetscape and public open space improvements have dramatically transformed many parts of the city center by stimulating private sector investment. ...

The 2006 Everett Downtown Plan pursues the City’s vision statement through a strategy of transforming downtown from a historic mill town to a more diverse, multifaceted, and intense metropolitan center by adding regional attractions and downtown residential neighborhoods and by increasing commercial services. Figure 10 below identifies the plan’s principal recommendations.

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Figure 10. Downtown design concept.
Most relevant to this streetscape plan are the important street improvements that are recommended to:

- **Provide a pleasing entry into downtown.** For example, streetscape improvements on Broadway, Pacific Avenue, Everett Avenue, and Marine View Drive can greatly improve a visitor’s first impression of the city center and direct them along preferred corridors.

- **Increase pedestrian quality and activity.** Recent improvements to Colby and Hewitt Avenues is proof of this effect.

- **Encourage residential neighborhood development.** Streetscapes on Rucker Avenue are necessary if that street will support the planned mixed-use residential area.

- **Connect key civic facilities.** Improved pedestrian connections to government offices, the Performing Arts Center, the Everett Events Center, the library, and other activity centers will enhance the use of these facilities.

- **Enhance downtown’s visual character.** Downtown includes some older, historic areas as well as some emerging new districts, and streetscapes in those areas can add to a distinctive identity.

- **Encourage development.** Streetscape improvements are a proven way to provide an impetus for new development.

- **Provide for better multimodal transportation.** Bicycle lanes on Hoyt Avenue and, perhaps, California Avenue will link to citywide routes. Streetscape improvements are designed to be compatible with, if not encourage, expanded transit service.

The comprehensive strategy for streetscape improvements is summarized in Figure 11.

As Figure 11 indicates, most street segments are classified into four types: Retail Streets, Connector Streets, Gateway Streets, and Local Circulation Streets (shown with no color indicated).

Retail Streets are those where pedestrian-oriented businesses are expected to locate. The recommended zoning code provisions require that ground floors along Retail Streets be occupied by pedestrian-oriented non-residential uses, and the design standards direct new buildings to include “transparent” ground floor facades, weather protection, and other pedestrian amenities. Therefore, the street design recommendations in Chapter 4, *Street Designs*, are directed toward improving pedestrian conditions, amenities, and aesthetics.
Connector Streets are so designated because they connect key districts and attractions in downtown. Downtown Everett already possesses many of the features and attractions that make a downtown successful. By improving Connector Streets, the City can make these assets more accessible and visible.

Gateway Streets are those arterials by which people generally enter downtown. They tend to be highly visible and carry relatively high traffic volumes. Visual improvements, such as street trees and signage, are often the most important improvements, although some Gateway Streets—including Rucker Avenue and Broadway—also are important for pedestrian circulation.

Local Circulation Streets generally do not feature a specific land use or circulation function but are not necessarily less important. In some cases, a single street may include blocks with different classifications. In these cases, the recommended street design in Chapter 4, Street Designs, takes these differences into account.

Figure 11 also indicates bicycle and transit routes, which are considered in the design recommendations. The classifications and multimodal transportation functions illustrated in Figure 11 are also useful in establishing priorities for funding and phasing street improvements.
3. Design Palette for Streetscape Elements

Street elements include lighting, furniture, paving, signage, signature features, artwork, street trees, and landscaping. Such street elements can be used to perform a variety of functions, including:

- Provide for the safety and comfort of pedestrians, bicyclists, motorists, and other persons using the street.
- Refine gathering areas.
- Visually unify or organize a streetscape or district.
- Add an amenity or attraction.
- Enhance a street or district’s identity.

This chapter presents a recommended list of streetscape design elements generally appropriate in downtown Everett. The use of various street elements depends on the street conditions. For example, street furniture is recommended in the areas with high pedestrian volume or where pedestrian traffic is to be encouraged, and large artwork pieces are obviously more effective in highly visible locations. The streetscape recommendations for the individual streets are presented in Chapter 4, *Street Designs*.

Pavements

Because replacing sidewalks can be quite expensive, this plan generally recommends special sidewalk paving only where heavy pedestrian activity is envisioned or where the sidewalk is to be replaced for another reason. Often the decision to replace sidewalks is tied to a particular opportunity, such as the construction of the Everett Events Center.

To attain greater consistency within the downtown and to build on recent street reconstruction, it is recommended that unless special paving is desired (see below) sidewalk pavements be poured-in-place concrete with a light broom finish and a 2-foot by 2-foot scoring pattern, starting at the back of the curb, to the same standard as the recent Hewitt Avenue street improvements. Construction specifications for that project call for joints to be edged with a half-inch radius edger and sidewalks to be tooled with a half-inch radius edger. Joints should be edged with a groover, with a brand No. 6, 204-M7, size 3½-inch by 4-inch bit 3/16 inch, as supplied by Burke or approved equal. Embedded street names as specified in the Hewitt Avenue construction documents are also recommended for all reconstructed sidewalks at intersections.

![Figure 12. Paving pattern.](image)
On approval by the City, a variety of other special pavements may be incorporated to add special distinction to a streetscape or a site. For example, bus stops, entries to buildings, areas selected for artwork, or curb bulbs may be paved with unit pavers or enhanced with pavement art, providing that the installation meets all maintenance and safety requirements that the City may establish.

Special pavements or unique treatments are not appropriate on streets where the City has constructed comprehensive street improvements, such as on Hewitt or Colby Avenues, unless the special treatments specifically conform to the street design.

Because they cover a much smaller area, special crosswalk pavements are generally less expensive than full sidewalk replacements. They also have the advantage of calling motorists’ attention to areas where there is high pedestrian traffic. Priority locations for special crosswalk pavements are indicted in Figure 17, usually at key pedestrian intersections. Colored asphalt is the recommended material.

The recommended crosswalk markings are alternating dark charcoal gray and bright white stripes, 18 inches wide, perpendicular to foot traffic orientation. This pattern can be reproduced on concrete street pavement with white thermoplastic or similar markings. The intent is to achieve a standard color and pattern in the downtown that is durable.

**Curb Bulbs**

Sidewalk extensions (curb bulbs) are recommended at all street intersections unless there is a specific reason to the contrary. Sidewalk extensions can be a particularly effective way to increase pedestrian safety and visibility and to improve streetscape quality by reducing pedestrian crossing distance and providing more space for lights, trees, street furniture, and landscaping at highly visible locations. They also screen (and protect) cars parked at the curbside. Low (24" to 36" high) landscaping, in particular, enhances the design value of sidewalk extensions. Distinctive street trees planted in curb bulbs can unify a street corridor because the trees are in highly visible locations and can be seen in a regular pattern as the eye looks down the street. For example, on Marine View Drive, sidewalk extensions with signature lights and trees would help to visually unify this long, prominent corridor. Bulbs are also recommended for Pacific and Everett Avenues to provide greater visibility where there is on-street parking.
Bulbs are particularly effective at increasing safety and attractiveness on streets with angle parking, such as portions of Grand, Wetmore, and Oakes Avenues. However, where there is angle parking, elements in the bulb should be located to make sure that the driver backing out of the stall has a clear view of oncoming traffic.

Curb bulbs are especially appropriate locations for artwork, special paving, and other street furniture because they provide space for such elements and pedestrians tend to congregate there, either waiting for a signal or meeting someone. Figure 17 illustrates some priority locations where bulbs might be constructed as part of spot improvements under a specially funded program. Bulbs should be constructed in other locations if the street is being improved.
Lighting

Street lighting, especially pedestrian street lighting, can be an effective means to increase security, encourage pedestrian activity, and add a distinctive character to a street or district.

Pedestrian-oriented lighting is recommended for all downtown streets when comprehensive street improvements of at least a complete block are undertaken. Where spot improvements in front of existing properties take place, a conduit for pedestrian lighting should be installed. Arterial “cobra head” lights are recommended for Everett Avenue, Pacific Avenue, and West Marine View Drive because of their greater traffic volumes and lower pedestrian volumes. Banners, colored poles, or other gateway enhancements will be most effective on these streets.

Figure 18. Recommended lighting fixture. A dual lamp luminaire constructed according to City standard drawings. The poles are manufactured by VISCO and Olympic Lighting. Where pedestrian lights are indicated in the street designs of Chapter 4, they shall match the City standard pedestrian light fixture. Consult with the City’s Public Works Department for details.
Street Furniture
The following types of street furniture—such as benches, bollards, trash receptacles, and parking pay stations—are recommended for the core area to enhance the pedestrian experience. These elements work together along with the other streetscape features, such as lights and kiosks, to create a cohesive, integrated environment. Consistent street furnishings will be encouraged throughout the core for continuity, but in some instances the furniture may display a unique design or color to differentiate districts and signature streets.

Street furniture is recommended in the street where high pedestrian volume is expected, especially the retail and connector streets. (See Figure 11) Street furniture provides the sense of place in the sidewalk and encourages pedestrians to engage in activities that add life to the street atmosphere. The followings fixtures are recommended; however, unique and individualized street furniture designs that are durable, weather and vandal resistant may be substituted if approved by the City.

- **Trash Receptacles:**
  Model: Ironsites Series S-20 as manufactured by Victor Stanley, or an accepted equivalent.

- **Ash Urn:**
  Model: Ironsites Series S-20 as manufactured by Victor Stanley, or an accepted equivalent.

- **Plant Containers:** Westlake Series as manufactured by Wausau Tile, or an accepted equivalent. Finish: Weatherstone. Color: B1 Sand. Sizes:
  - Model: TF4220 – 36-inch diameter; 24-inch.
  - Model: TF4228 – 24-inch diameter; 26-inch.

- **Hanging Baskets:** Hanging baskets are planted each summer as part of a Parks/volunteer effort. Such an organized program is the best way to provide this type of amenity.
Newspaper Boxes (Racks)

Large numbers of newspaper boxes on downtown streets can impede pedestrians and visually clutter the streetscape. This is especially true if the boxes are haphazardly located and in poor repair, as is too often the case in many American cities. In response, communities have explored a variety of ways to alleviate this problem. Newspaper racks that enclose a number of boxes and screen the backs of boxes from view can reduce the problem, but they are expensive to install and manage and do not prevent a “rogue” newspaper distributor from placing racks elsewhere. Often the most unsightly boxes are not the mainstream newspapers but the free advertising publications. Ordinances to regulate newspaper boxes often run up against at least perceived First Amendment rights and strong opposition from newspaper vendors.

In many cases, the most successful solution is to work cooperatively with the major news carriers in a program to place all (or nearly all) publications into standardized, multiple-box cabinets that are maintained by the major newspapers. The Everett Herald has tentatively agreed to lead a program to install more attractive newspaper boxes and coordinate with other paper vendors.

Benches

Model: Victor Stanley RB-28 steel sides bench or Timber Form Renaissance Model 2806-5, 5’-1” length with arm rest.

Finish: Powdercoat over galvanized zinc.

Color: Dark green (Tavern Square Green) or approved equal.

Bicycle Racks

Model: Welle series, single-loop series, or approved equal, mounted in pavement (inverted “U” configuration).

Finish: Powdercoat.

Color: Dark green (Tavern Square Green) or approved equal.
Transit Shelters

The system of transit shelters on Hewitt Avenue is the default design. The City and transit agencies are currently evaluating more effective shelters, and such a system, if accompanied by an agreed upon installation and maintenance plan, may be acceptable. The key is that the shelter system be serviceable, recognizable, and consistent within the downtown.

Kiosk or Wayfinding System

The City should institute a sign system that facilitates wayfinding for pedestrian and vehicular traffic. Pedestrian signs with maps identifying the location of public facilities and connections to other areas are particularly important. Directional signs for automobile drivers searching for facilities such as government offices and the Event Center would also be a benefit.
Design Palette

Colors and Finishes

Using standard colors and finishes on streetscape elements will help to create greater unity and cohesion across downtown.

- **Downtown Color Standard**: Victor Stanley’s “Tavern Square Green” is the recommended standard color for downtown and will be incorporated with light poles, bench frames, waste receptacles, ash urns, pay and display parking meters, bicycle racks, bollards, and other elements.

- **Downtown Finish Standard**: Powdercoat finishes over self-healing galvanized zinc pretreatments are recommended for iron and/or steel streetscape elements. The end result should prevent rust, provide excellent gloss retention, and resist cracking, chipping, and abrasion. An epoxy primer can also be applied between the zinc pretreatment and topcoat to increase adhesion and strengthen their bond. Special preparation of galvanized finishes may be necessary to guarantee adhesion. Review finish specifications and include contractual mechanism to ensure quality and durability.

Elements constructed with aluminum do not require the zinc pretreatment but may still require a powdercoat finish, depending on the use. Stainless and galvanized steel elements do not require a zinc pretreatment or powdercoat finish.

Artwork and Design Features

In downtown Everett, Colby Avenue is a good example for having artwork in the street and creating a lively atmosphere around it. The artwork and design features can be implemented in a variety of ways, but the pedestal-mounted sculptures at Colby intersections are particularly effective. It is recommended that this effort be extended. As noted in the “Pavements” section, decorative pavement may be permitted at appropriate locations.

Street Trees and Landscaping

In general, the placement of trees and landscaping is recommended wherever space and conditions allow since plants have a great positive effect on the overall streetscape. They add color, seasonal interest, and a living presence to the street, improve both storm water and air quality, provide a sense of enclosure for both drivers and pedestrian, and perform as traffic-calming influences since it is easier for drivers to sense their speed when they can visually experience it by passing vertical elements. In this plan, the design team made recommendations based on a variety of elements that influence the tree selection. The followings are examples:

- Traffic volume of the street.
- Adjacent land use.
• Size in relation to the size of the building.

• Adjacent building character. For instance, if the adjacent buildings are historic, you might want to select lacy trees to preserve the view of the facades (e.g., Rockefeller Avenue).

• Space availability within the sidewalk. In general, the diameter of the mature tree’s crown should not exceed twice the sidewalk width minus 7 feet. (See Figure 27.)

**Tree Species Selection**

Effective street tree selection depends on a number of factors, including matching horticultural needs to environmental conditions, available space, the presence of overhead wires and underground utilities, nursery stock availability, and desired characteristics: size, shape, quality of shade, hardiness, growth rate, and foliage, bark, and blossom characteristics. Street tree selection, especially for large plantings of uniform trees, should be carefully considered after a thorough study of local conditions and project objectives. The selection should be made during the street design process, since the type of tree(s) selected can have a great impact on overall street design.

In this plan, the exact tree species, spacing, and qualities are not specified for a number of streets. This allows the designers and public participants of a project to consider a variety of options during the design process. However, the desired characteristics for street trees on each street are specified in Chapter 4, *Street Designs*, and the chart in this chapter describes characteristics of each species. From these two sets of information, a preferred species for each street may be selected.

Street trees are a proven way to upgrade a street’s appearance, increase pedestrian activity, and encourage redevelopment. Therefore, this plan recommends street landscaping as a major street improvement element. The recommended improvements, fixtures, and lights have all been selected to be background elements in that they do not call attention to themselves and are intended to visually unify the downtown rather than add variety and unique interest. Therefore, it is the trees and landscaping that will be most effective (and cost effective) at providing individual streets with special character, enhancing building facades, softening the pedestrian environment, and, in general, transforming the downtown’s visual character.

To visually transform the downtown in a short period of time and within a modest budget, the plan recommends a street tree planting program where plantings of trees are installed on selected streets in advance of longer term comprehensive street reconstruction. For example, if two or more property owners are redeveloping their properties on a given street, it might be most cost effective to install the trees on the whole street so that:

• Tree spacing can be established to accommodate future lights, utilities, etc.
• The full planting of trees can be established and maintained effectively.
• The trees make a strong visual impact.
Generally, if utilities and future street construction measures are considered, subsequent pavement and utility construction can take place with minimal damage to the trees. (Examples of this are Broadway, Second Avenue, and University Way in Seattle.)

Funding for comprehensive tree plantings could be shared by City and property owners through some form of agreement or Local Improvement District (LID) mechanism.

### Landscape Establishment and Management

While street trees can provide substantial benefits to a downtown, they require favorable horticultural conditions and maintenance in order to thrive. Therefore, this plan recommends that any street tree planting program be accompanied by adequate resources to ensure that the planting is done properly and the trees are maintained. Described below are some of the considerations that must be addressed and estimated maintenance costs are in the appendices.

- **Planting Beds**: Plants in the urban context are most benefited by providing a suitable, well-draining rooting medium generous enough in size to supply sufficient water when the plants need it. Soil blends should consist of granular sandy soils, organic matter and nutrients. Trees require a planting-bed dimensions of at least five to ten feet wide by three to eight foot deep, depending on the needs of the individual tree species. Where trees are chosen to fit existing built conditions, planting-bed width is a primary criterion in their selection. Additionally, the City Departments of Public Works and Parks have found that non-woven plastic pit liners reduce the likelihood of root damage and are, therefore, recommended. Larger widths will further enhance tree health and longevity.

- **Irrigation and Water Needs**: All plants require irrigation at least for a plant-establishment period of two to three summers. This is also the case for plants chosen for their tolerance to drought. Deep periodic waterings will generally help plants develop the deep healthy root systems that make them survive dry periods. Irrigation can be provided by automatic low-volume drip systems or manually filled manifolds at individual trees, plants beds, or planters. It is recommended that new street tree plantings, including those required of new development, include an automatic irrigation system.

- **Tree Protection**: Tree grates and permeable-paving blocks can help create a smooth and safe sidewalk surface, allow water to reach the soil, and protect trees from soil compaction caused by pedestrian foot traffic. This compaction can restrict the soil’s ability to hold water and oxygen where roots can reach it. Choose grates or block patterns with inner diameters that will accommodate the maturing trunk size, that knock out to allow for future growth, and that can be removed without damage to the valuable mature tree. Choose tree-grate design in conjunction with other site furnishings; they can add an important aesthetic element to the streetscape and reinforce neighborhood character and identity.

- **Tree Spacing**: Space trees by at least the width of their mature canopy (in coordination with street-lamp placement). Trees in planting beds rely more heavily on extending their roots deeply into surrounding well drained gravel and crushed rock base layers, ideally growing underneath the sidewalk and parallel to the curb for the

![Figure 28. Tree grate.](image)
mature width of the selected tree. In this case, choose a mixture of soil, crushed rock and sand to both support sidewalk loads and provide an extending rooting medium for trees and other landscape plants. Spacing based on mature canopy spread will minimize competition for limited resources and increase each tree’s life span.

- **Mulch:** To reduce weeds and conserve water, apply annual supplements of premium coarse bark mulch in featured public areas and untreated coarse wood chip mulch in lower visibility areas. Maintain at a 2” depth, avoiding deeper applications and keeping the mulch at least one inch from tree trunks or plant stems. Fine compost mulch is better suited for flower and shrubs beds that are weeded more frequently.

- **Pruning Practices:** Proper selection and pruning of street trees and shrubs will help plants fit transportation patterns while enhancing the health and aesthetics of these urban plants. While upright, columnar and vase-shaped trees are generally preferred on most Everett streets, the lower branches of many suitable trees can be removed to protect trees limbs from breakage and keep view corridors open. Likewise, some shrubs amenable to pruning can be maintained in a more attractive and appropriate shape with careful pruning. Avoid boxing and shearing, which are harmful to plant health. Prune according to the guidance of a licensed arborist, trained horticultural maintenance specialist or registered landscape architect.

**Utilities**

Downtown streets often carry numerous utility lines and associated facilities that limit the location of street trees. While this is less of a problem in Everett than in some cities because of the alleyways, there are still many utilities located in sidewalk area, as noted in Figure 8. Street tree damage to and conflict with utility lines can be avoided through selecting species with non-invasive roots, installing root barriers, and locating trees away from susceptible utility lines. The potential of utility damage should be analyzed prior to the planting of any street trees.

**Tree Replacement**

The average life span of urban street trees is substantially reduced because of the stress caused by less than ideal horticultural conditions. While these conditions can be improved through the practices described above, street trees will require periodic replacement. The public should be made aware that some existing trees may require removal and replacement as the downtown street tree stock is gradually upgraded.

**Recommended Tree List**

A chart identifying characteristics of recommended trees for downtown is located in the Appendices. The City’s approved tree list, which is currently being updated by the City, is also included in the appendices.
4. Street Designs

This section presents recommended streetscape designs for each downtown street. The recommended cross-sections may require modification in final design to accommodate new conditions or objectives. Refer to the utilities discussion (page 9) in the “Background Information” section of the Introduction chapter.
West Marine View Drive

Circulation Function
- Heavy traffic/truck route (13,100 AWDT*).
- Four lanes with on-street parking.
- Narrow sidewalks.
- Five lanes may be required if W. Marine View Drive is part of the highway system.

Community Development Function
- Edge of downtown. Redevelopment taking advantage of view in the mid-term is expected.
- High visibility gateway street connecting Harborfront. Therefore, the streetscape should make visual connection between the marina and downtown.

Features
- **Trees**: Install Red Maples and Incense Cedars for continuity with the marina. Plant the same species but not necessarily the same variety to increase genetic diversity and reduce susceptibility to disease.
- **Lights**: Match the arterial lighting on the waterfront. Colored poles, if they match the waterfront.
- **Pavements**: Mid-block planting bulbs could be added where parking is not critical.
- **Intersections**: Install curb bulbs at all cross streets.
- **Other**: Light poles should be fitted for banners that visually connect downtown to the waterfront.

Implementation
- A program of curb bulbs with signature trees should receive high priority because of the street’s visibility and linking function. Curb bulbs will assist pedestrian crossing.
- New development should be set back to allow for a 12-foot-wide sidewalk. This will allow small, non-view-blocking street trees and amenities that serve the development.

*Average Weekday Traffic Volumes*
Circulation Function
- Low traffic volumes.
- Angle parking.

Community Development Function
- Pedestrian link to north residential area and harborfront.
- Residential redevelopment expected over time.

Street Features
- **Trees:**
  - Mid-block: Plant a mix of small, globe-shaped, and upright columnar trees. (The developer can select from a tree list.)
  - Curb bulbs: Plant broad (up to 53-foot crown diameter) and tall signature trees to break up the through traffic aspect of the street and to create more intimate blocks.
- **Lights:** Install historic pedestrian lights when redevelopment occurs.
- **Pavements:** Use standard concrete sidewalks unless the developer wants to install special pavement.
- **Intersections:** Install curb bulbs at all intersections.
- **Other:** Integrate the pavement and landscaping with private development and privately constructed open space. Signs directing pedestrians to the waterfront may be desirable.

Implementation
- Improvements will be constructed when property owners individually redevelop their properties.
Rucker Avenue

Circulation Function
- Heavy traffic (16,000 AWDT).
- Four lanes, median, and parallel parking or three lanes with angle parking. A study is being conducted to determine the preferred option. Three lanes are possible north of Hewitt Avenue.
- Future transit-oriented street.

Community Development Function
- Planned to be the core of the downtown residential neighborhood.
- Ground-level pedestrian-oriented uses.

Street Features
- **Trees:**
  - Mid-block: Plant columnar trees with open foliage to enhance residential qualities in the sidewalk.
  - Curb bulbs and median: Plant vase-shaped, broad shade trees to reduce the scale of the street and present a unique streetscape.
- **Lights:** Pedestrian lights are a priority.
- **Pavements:** Paving could include some special treatments at intersection bulbs.
- **Intersections:**
  - Install curb bulbs with landscaping at all intersections.
  - There should be a gateway treatment at Pacific Avenue.

Implementation
- Rucker merits high priority for a full reconstruction because of its potential as the focus of a residential neighborhood. Construction should be compatible with early redevelopment projects (i.e., before or during the first projects) so that new residents will not experience street construction.
- Adjust bus routes and enhance amenities as development occurs.
- Signal timing to discourage through traffic.
- Rucker Avenue is currently being planned, and a portion may include angled parking.
- The realignment of the truck route may result in major improvements to the Rucker/Pacific intersection.
Circulation Function
- Moderate traffic volume (4,000 AWDT).
- Proposed bicycle lanes.
- One travel lane each way.
- Parallel parking.

Community Development Function
- Primarily residential but with civic facilities.
- Pleasant, quieter walking street (part of Livability Loop).

Features
- **Trees**: Install 25-foot-wide upright, vase-shaped shade trees with relatively delicate foliage. Consider one tree type between California Avenue and Wall Street and a different tree type at the two ends.
- **Lights**: Install special pedestrian lights, especially at public and historic properties.
- **Pavements**: Encourage special pavements as part of development to add interest to the street.
- **Intersections**:
  - Add curb bulbs, lights, and street trees (the same as the mid-block trees).
  - Consider mid-block crosswalks, especially at the library and Everpark garage.
- **Other**:
  - If possible, integrate street improvements with the spaces around public buildings.
  - Wayfinding kiosks at California Avenue and Wall Street.
  - Bicycle rack and curb bulbs at the library.
  - The “Arts Space” redevelopment will provide 40 loft artist studios and a good opportunity to feature rotating art exhibits. Locations for sculpture and other forms of art should be explored as the plans are refined.

Implementation
- Convert angle parking to parallel parking in the near term to create an opportunity for bicycle lanes. Choose different tree types to add character to each block.
- Tree planting is a high priority because of the street’s public facilities and its Livability Loop status.
Colby Avenue

Circulation Function
- Relatively high traffic volumes (8,000 to 9,000 AWDT).
- One lane each way, with angle parking.

Community Development Function
- Mid-block crossings.
- Most prominent north-south retail street.

Street Features
- The street has already been upgraded between 26th Street and Wall Street.

Implementation
- Completing improvements from Everett Avenue to Pacific Avenue is a high priority. Street trees should be extended north to 26th Street and south to 34th Avenue.
Circulation Function
- Moderate traffic volumes (4,000 to 5,000 AWDT).
- Transit-oriented street.

Community Development Function
- Retail and Transit-Oriented Street (TOS).
- High pedestrian volumes.
- Connects the Performing Arts Center and the government campus.

Features
- **Trees:** Plant uniform plantings of upright narrow-branched or columnar trees. Limb up to avoid conflicts with busses.
- **Lights:** Pedestrian lights are a high priority because of high retail activity.
- **Pavements:** Install standard concrete sidewalks.
- **Intersections:** Install curb bulbs at all intersections. Plant small or upright trees to avoid conflict with buses.
- **Other:**
  - Install transit shelters at bus stops.
  - The City is transforming the parking lot south of the Performing Arts Center into a park. Street improvements should coordinate with the plaza design for maximum effect.

Implementation
- Street trees and lights are a high priority due to the street’s retail and transit orientation and because of the new park development. While there are blocks with active storefronts, there are also blocks where parking lots and underutilized sites create holes in the streetscape’s retail orientation. Street trees would visually reduce these holes until infill redevelopment occurs.
- Curb bulbs at California Avenue and Wall Street are a high priority because of the streets’ central locations.
- Removal of the existing building at California Avenue and development of a park in the same block offer the opportunity for full-block streetscape improvements. It may also be an advantageous time to upgrade all of the sidewalks from Pacific Avenue to Everett Avenue.
Rockefeller Avenue

Circulation Function
- Relatively light traffic (2,500 AWDT).
- Parallel and angle street parking.

Community Development Function
- North-south connection to the government campus.
- Numerous historic and older buildings.

Features
- **Trees**: Plant trees with a wispy, loose-foliaged canopy to enhance the historic building.
- **Lights**: Install historic lights (low priority).
- **Pavements**: Install standard concrete sidewalks.
- **Intersections**: Install curb bulbs at California Avenue, Hewitt Avenue, and Wall Street. Trees at intersections with curb bulbs should be the same as cross streets (e.g., street trees selected for California Avenue should be planted at the California Avenue intersection bulbs). Note that small, rounded street trees can conflict with truck traffic and parking lanes. Select trees with upright branching to avoid branches being torn off when trucks are parking or loading.

Implementation
- Plant loose-canopy street trees so that tree leaves will not cover the façades of the historic buildings existing in the street. Build on to the historic features by choosing historic lights and other street furniture.
Circulation Function
- Relatively light traffic (2,200 AWDT).
- Primarily inter-downtown circulation.
- Angle parking south of Hewitt Avenue and a mix of angle and parallel parking north of Hewitt.

Community Development Function
- Important north-south pedestrian connections within downtown and to nearby residential areas.
- Many potential development sites north of Hewitt Avenue are experiencing increased development activity.
- Prominent north-south route to Everett Events Center.

Features
- **Trees:**
  - Plant small (with upright branching) or columnar species where there is angle parking (17-foot crown width) because of narrow sidewalks.
  - For south of Hewitt, continue the Everett Events Center plantings or a mix of small trees. Consider extending the street trees south into the neighborhood to accentuate connectivity.
  - Plant the same trees in the curb bulbs.
- **Lights:** Install historic lights in front of Everett Events Center.
- **Pavements:** Use standard concrete pavements.
- **Intersections:** Curb bulbs are a high priority to enhance the pedestrian street connections.
- **Other:** Install wayfinding kiosks at California Avenue and Wall Street.

Implementation
- Encourage retail development to build around the Everett Events Center entertainment district. Keep existing street parking for automobiles.
- Install curb bulbs to support pedestrian connectivity. This is a high priority.
- Planting unifying street trees is a high priority. Pavements and lights can be added when development occurs.
- With increased development resulting from the Everett Events Center, it might be advantageous to propose an LID in lieu of individual sidewalk improvements required as conditions of a development permit.

Oakes Avenue's topography gives it a sense of spatial connectivity.
Lombard Avenue

Circulation Function
- Local traffic only.
- Parallel parking and local circulation.
- Very narrow sidewalks.

Community Development Function
- Street parking to support the government campus, Everett Events Center, and other associated activities in downtown.

Features
- Trees: Plant distinctive trees at the curb bulbs related to the Everett Center landscaping.
- Lights: Pedestrian lights are a low priority.
- Pavements: Use standard sidewalks.
- Parking: Stripe angle parking for additional capacity near the Everett Center.

Implementation
- Stripe angle parking.
- Lombard Avenue is a low-priority street due to its low visibility and lack of activity.
Broadway

Circulation Function
- Heavy through-traffic and transit; an important north-south arterial (22,000 to 29,000 AWDT).
- Four lanes with a center turn lane and parallel parking.
- Potential HOV lanes or rail that could restrict or eliminate parking.
- No bicycle lanes.
- A streetcar crossing to Hewitt Avenue is proposed at that intersection.

Community Development Function
- Highest visibility gateway street.
- Important pedestrian connection around the Everett Events Center.
- Redevelopment envisioned along the corridor.

Features
- **Trees:**
  - Mid-block and curb bulbs: Plant strong signature trees and limb trees high.
  - Medians: Plant upright, vase-shaped, high-branching trees.
- **Lights:** Install arterial lights with painted poles and banners.
- **Pavements:** Use standard concrete sidewalks.
- **Intersections:** Install curb bulbs at key crossings (Pacific Avenue, Wall Street, Hewitt Avenue, and Everett Avenue).
- **Transit:** Coordinate with transit agencies regarding transit stops, especially the planned streetcar crossing at Hewitt Avenue.

Implementation
- Because of opportunities for transit improvements, the street configuration has not been determined. Street improvements must wait until channelization is finalized.
- Minimize left turns except at intersections.
- Install a median where possible as part of street reconfiguration, perhaps between California Avenue and Wall Street.
Everett Avenue

Circulation Function
- Heavy traffic (10,000 to 15,000 AWDT). It is SR 529, a truck route, although this could change.
- Five lanes; no parking.
- Unusually wide lanes in some blocks.

Community Development Function
- Less emphasis on pedestrian life.
- Visually prominent gateway street.
- Prominent views east and west.

Features
- **Trees**: Plant tall, narrow signature street trees and planting strips on both sides. Plant similar street trees in the median, where possible.
- **Lights**: Install arterial lights with colored poles and banner brackets.
- **Pavements**: Use standard concrete sidewalks.
- **Other**: Reduce lane width when the street is reconstructed. Install a median where the center lane is not necessary for turning movements.

Implementation
- When the street is improved, narrow the lanes and widen sidewalk to at least 18 feet wide. Install large trees and planting strips in order to enhance the gateway street atmosphere.
- Minimize left turns except at intersections.
- Extend improvements to the riverfront to better connect all parts of the central city.

Note: Comprehensive downtown plan participants stressed the importance of upgrading the appearance of Everett, Pacific, and Hewitt from the waterfront to the riverfront. Street trees and upgraded arterial lights plus a general clean-up of unnecessary signs and appurtenances would be the least expensive way to do this.
California Avenue

Circulation Function
- Primarily inter-downtown circulation (2,000 to 2,800 AWDT).
- Proposed bicycle lanes.
- Provides a lot of parking for north downtown.

Community Development Function
- Part of the Livability Loop of pedestrian-oriented streets connecting major public facilities and downtown amenities.

Features
- **Trees**: Narrow columnar street trees with upright branching are recommended to preserve westward views.
- **Lights**: Pedestrian lights are recommended because California Avenue is part of the Livability Loop.
- **Pavements**: No special pavements are recommended.
- **Intersections**: Curb bulbs are recommended for intersections, especially at West Marine View Drive, Rucker Avenue, Hoyt Avenue, Colby Avenue, Wetmore Avenue, and Oakes Avenue.
- **Other**: Sign as a bicycle route.

Implementation
- This plan recommends that California Avenue be designated as a signed bicycle route and angle parking be converted to parallel parking. This is because the street is the best opportunity for an east-west bicycle route. If the City determines that a bicycle route is warranted, then the angle parking should be converted to parallel parking and the street signed as a bicycle route.
- Because California Avenue experiences less pedestrian traffic than Wall Street, Hewitt Avenue, Colby Avenue, or Wetmore Avenue, there is less of a priority for pedestrian improvements. However, it is on the Livability Loop and does connect the YMCA and the Performing Arts Center, so curb bulbs, especially at busy pedestrian intersections, are warranted.
Hewitt Avenue

Circulation Function
- Four lanes with parallel parking.
- Transit-Oriented Street (TOS) between Broadway and Wetmore Avenue.
- No through truck traffic.
- 6,000 to 11,000 AWDT.

Community Development Function
- Visually prominent gateway street extending to the riverfront.
- Pedestrian and transit orientation.

Street Features
- Street lights, trees, furniture, pavements, and shelters have been installed from Broadway to Hoyt Avenue.
- Allow no new curb cuts.

Implementation
- Consider extending the Transit-Oriented Street designation at least to Rucker Avenue and potentially to West Marine View Drive.
- Extend street improvements to Bond Street.
- Extend street trees, lights, and the median to the riverfront. Median improvements may be a long-term improvement.

*Note: Comprehensive plan participants stressed the importance of upgrading the appearance of Everett, Pacific, and Hewitt from the waterfront to the riverfront. Street trees and upgraded arterial lights plus a general clean-up of unnecessary signs and appurtenances would be the least expensive way to do this.*
Circulation Function
- Primarily inter-downtown circulation (3,000 to 5,000 AWDT).
- Angle parking in some locations.

Community Development Function
- Fronds on the government campus and the Everett Events Center, so is a major connector with high pedestrian volumes.

Features
- **Trees**: Continue street trees that have been planted near the Everett Events Center (flowering pears and Norwegian Sunset Maples).
- **Lights**: Pedestrian lights to continue the pattern set by the government campus is a high priority.
- **Pavements**: Continue standard concrete sidewalks as installed by the Everett Events Center.
- **Intersections**: Curb bulbs are warranted, especially at unimproved intersections.
- **Other**: A wayfinding kiosk to the Everett Events Center and government campus is a possibility.

Implementation
- Improvements have been made between Broadway and Wetmore Avenue. New development on Wall Street should be required to match those improvements.
- Lights, trees, and curb bulbs on Wetmore Avenue, and especially at Hoyt Avenue, should receive high priority because Wall Street is on the Livability Loop and is a relatively popular east-west pedestrian connection.
Circulation Function
- Heavy traffic and truck route (10,000 to 15,000 AWDT).
- Five lanes.
- Heavy transit route.
- Bus rapid transit (BRT) route proposed.

Community Development Function
- Less emphasis on pedestrian life.
- Visually prominent gateway street.
- Medians, where possible, are desirable.

Features
- Trees: Plant signature median trees plus narrower columnar or upright trees.
- Lights: Install arterial lights with painted poles and banner brackets.
- Pavements: Use standard concrete sidewalks.
- Intersections: Install curb bulbs where there is parking on the south side of the street.
- Transit: Streetscape improvements in the vicinity of Wetmore Avenue should be coordinated with the proposed BRT transit stop there.

Implementation
- Continuous street trees and median trees will visually improve the image of Pacific Avenue from the riverfront to downtown. Sidewalks should be improved as part of development.
- Minimize left turns except at intersections.
- Install a median where possible.
- Curb bulbs are warranted for pedestrian safety at intersections from Hoyt Avenue to Colby Avenue where there is on-street parking.

Note: Comprehensive plan participants stressed the importance of upgrading the appearance of Everett, Pacific, and Hewitt from the waterfront to the riverfront. Street trees and upgraded arterial lights plus a general clean-up of unnecessary signs and appurtenances would be the least expensive way to do this.
5. Implementation

Because of the substantial cost and level of effort needed to construct street improvements, implementation of this streetscape plan will necessarily be accomplished over time through a variety of measures. Therefore, this streetscape improvement plan is designed to allow implementation to take place in several ways. Some streets will be improved by City-initiated comprehensive street improvement projects. In other instances, the City and/or property owner may improve a key intersection or portion of a street, such as a curb bulb or median. Street improvements will also be accomplished as part of requirements for new development. Finally, it is suggested that some systems, such as lighting or street trees, be installed on a street without demolition and reconstruction of the street itself.

Each of these implementation measures carries advantages and disadvantages.

Comprehensive street improvements, in which the City designs and constructs improvements along a whole downtown street segment such as was accomplished on Hewitt and Colby Avenues, generally provides the greatest impact, can coordinate and upgrade old street systems, and provides cost efficiencies due to scale, planning, and financing. However, the high cost of such a project can be daunting. Therefore, such full “make-over” projects should be reserved for those streets where:

- Such improvements would provide exceptional public benefit in terms of circulation (especially pedestrian and transit), amenities, support for other public facilities, and/or stimulus for desired private development,
- Property owners benefiting from street improvements contribute to funding the project through a mechanism such as a local improvement district (L.I.D.), and/or
- The street’s engineering systems require replacement so that streetscape improvements can be added at modest cost increases to the total project budget.

Streets that merit high priority for comprehensive improvements are Rucker Avenue (because of the City’s desire to foster a residential neighborhood) and Wetmore Avenue (because of the new park, Performing Arts Center, government offices, large pedestrian volumes, and transit route).

It is recommended that the City consider augmenting public funds through appropriate property owner assessments for such projects. The extent of private contributions can be determined depending on the amount of stimulus the City wishes to provide local developers. If property owners contribute through an assessment, they would be relieved of street improvement costs when they redevelop.

Relative to their cost, intersection improvements, especially curb bulbs, can provide large benefits in terms of pedestrian safety, traffic calming, and visual appearance. This plan recommends that the City establish an annual fund for intersection improvements, augmented with funds from parking meter revenues and other sources. Figure 17 indicates intersections with high priority for curb bulbs. Also, streetscape improvements such as curb bulbs and
crosswalks can be added when an intersection undergoes infrastructure improvements to systems such as drainage, utility lines, and signalization.

The City’s development code requires replacement of sidewalks and installation of amenities as part of new development. This provides incremental streetscape improvements at low public cost but has the disadvantage that, for a while at least, the improvements will not match their surroundings; it will be difficult to determine the spacing of elements such as street trees and lights; landscape establishment of small numbers of trees is more difficult to monitor; and streetscape continuity and consistency are more difficult to achieve. Therefore, it is recommended that the following measures be considered when an individual property owner applies for a permit to redevelop a downtown lot:

- Encourage other property owners on the block to contribute to full-block streetscape improvements. This would ensure matching pavements, improved street tree conditions, efficient light spacing, and long-term cost savings compared to costs if individual properties are improved separately. The City could manage the construction and financing, providing further savings, and perhaps contribute some funds as an incentive.

- Prepare a schematic design for the whole block to ensure that the spacing of lights, trees, and utilities is ultimately consistent. The City could also make sure conduit is laid to provide for future utilities.

- Install street trees and, perhaps, street lights in the entire block when the development is being constructed. This would at least ensure that the block has a consistent character and facilitate tree establishment. Other property owners would be assessed for the lights and trees when they develop their properties.

Of all streetscape improvements, street trees provide the most visual impact, especially relative to their cost. Therefore, it is recommended that the City consider installing plantings of street trees on priority streets that are not scheduled for comprehensive improvements in the near future. Of course, such plantings should be well planned to avoid conflicts with utilities and future improvements and to address maintenance issues. Such a tree planting program might be funded through a modest annual budget amount and streets selected on the basis of need, opportunity, and property owner requests.

Besides the types of physical improvement measures described above, the plan recommends the following administrative and programmatic actions:

- Determine departmental responsibilities for planting and maintaining street trees in the downtown.

- Establish a fund, or funding mechanism, for street tree maintenance.

- Continue to work with the BIA in efforts to maintain and clean up the downtown.

- Identify other sources of funding and volunteer support.

- Continue to engage transit service providers in improvements to transit stops and other facilities.
The following are recommended priority street improvement actions:

1. **Comprehensive Street Reconstruction**
   - **Top Priority:** Rucker Avenue. Focus on section north of Hewitt Avenue.
   - **Second Priority:** Wetmore Avenue and Hewitt Avenue extension to Bond Street.
   - **Third Priority:** Broadway, Everett Avenue, and Pacific Avenue as important gateway corridors; California and Hoyt Avenues to support development and bicycle route designation.

2. **Spot Improvements**
   - **Top Priority:** Crosswalks and curb bulbs at locations shown in Figure 17.
   - **Second Priority:**

3. **Development Requirements**
   - Amend the Code or Director’s Rule to specify the recommendations in this plan as development requirements.

4. **Street Tree Plantings**
   - Determine departmental responsibilities for downtown tree planting and maintenance.
   - Establish an annual budget for tree planting and management.
   - Initiate a trial case study for installing street trees on a downtown street not scheduled for pavement improvements. Possible streets include Wall Street (west of the government center), Pacific Avenue, Hoyt Avenue, and Rockefeller Avenue. Evaluate the effectiveness of the test study.

5. **Bicycle Facilities**
   - **Top Priority:** Designate California and Hoyt Avenues as bicycle routes and paint bicycle lanes.
   - **Second Priority:** Establish a downtown bicycle storage and service facility.

6. **Parking Meters**
   - Initiate a parking meter program, with funds dedicated to downtown street improvements.

7. **Transit**
   - Work with transit agencies to install transit stops and ensure the needs of bus service are met.
   - Continue to coordinate with transit providers regarding BRT, streetcar, and light rail lines.
Appendix A: Everett Tree List

The list on the following pages is a draft subject to review by those working on street tree recommendations in Everett.
**Recommended Trees**

<table>
<thead>
<tr>
<th>Name</th>
<th>Type</th>
<th>Height</th>
<th>Spread</th>
<th>Foliage Color</th>
<th>Flower Color</th>
<th>Uses</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Evergreen</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Magnolia grandiflora 'Little Gem'</td>
<td>Little Gem Magnolia</td>
<td>15</td>
<td>15</td>
<td>Light Green</td>
<td>White</td>
<td>Upright, rounded</td>
<td>Grows in poor conditions where other species do not thrive. Highly desirable and easily available.</td>
</tr>
<tr>
<td><strong>Deciduous</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acer buergerianum</td>
<td>Trident Maple</td>
<td>25</td>
<td>25</td>
<td>Light Green</td>
<td>White</td>
<td>Upright, rounded</td>
<td>Requires full sun.</td>
</tr>
<tr>
<td>Acer palmatum</td>
<td>Yellow Maple</td>
<td>20</td>
<td>20</td>
<td>Light Green</td>
<td>White</td>
<td>Upright, rounded</td>
<td>Requires full sun.</td>
</tr>
<tr>
<td>Acer platanoides 'Fastum'</td>
<td>Pacific Maple</td>
<td>20</td>
<td>20</td>
<td>Light Green</td>
<td>White</td>
<td>Upright, rounded</td>
<td>Requires full sun.</td>
</tr>
<tr>
<td>Acer rubrum 'Brilliant'</td>
<td>Autumn Blaze Maple</td>
<td>25</td>
<td>25</td>
<td>Light Green</td>
<td>Red</td>
<td>Upright, rounded</td>
<td>Requires full sun.</td>
</tr>
<tr>
<td>Acer rubrum 'Crimson King'</td>
<td>Crimson King Maple</td>
<td>25</td>
<td>25</td>
<td>Light Green</td>
<td>Red</td>
<td>Upright, rounded</td>
<td>Requires full sun.</td>
</tr>
<tr>
<td>Acer rubrum 'Royal Red'</td>
<td>Royal Red Maple</td>
<td>25</td>
<td>25</td>
<td>Light Green</td>
<td>Red</td>
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<td>Requires full sun.</td>
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### Recommended Trees

<table>
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<th>Height</th>
<th>Spread</th>
<th>Shape</th>
<th>Canopy</th>
<th>Trunk Diameter</th>
<th>Leaves</th>
<th>Flowers</th>
<th>Berries</th>
<th>Fruits</th>
<th>Width</th>
<th>Notes</th>
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#### 10\* to 40\* wide

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<th>Shape</th>
<th>Canopy</th>
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<th>Leaves</th>
<th>Flowers</th>
<th>Berries</th>
<th>Fruits</th>
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<tr>
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<td>round</td>
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<td>yellow</td>
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<td></td>
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<tr>
<td>Acer saccharum 'October Glory'</td>
<td>October Glory Maple</td>
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<td>5</td>
<td>round</td>
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<td>Acer saccharum 'Himalayan'</td>
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<td>Acer saccharum 'Autumn Splendor'</td>
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#### 35\* to 40\* wide

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<th>Canopy</th>
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<th>Leaves</th>
<th>Flowers</th>
<th>Berries</th>
<th>Fruits</th>
<th>Width</th>
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<td>Acer saccharum 'Burgundy Lace'</td>
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<td>round</td>
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<td>red</td>
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<td>Acer saccharum 'October Glory'</td>
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<td>round</td>
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<td>orange</td>
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<td>Acer saccharum 'Summer Gold'</td>
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<td>round</td>
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<td>yellow</td>
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<td>orange</td>
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<td>yellow</td>
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### Recommended Trees

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<th>Tree Name</th>
<th>Width 40&quot;</th>
<th>Height 40&quot;</th>
<th>Depth 10&quot;</th>
<th>Sun</th>
<th>Soil</th>
<th>Details</th>
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<td>Carpinus japonica (KOBE Tree)</td>
<td>40</td>
<td>40</td>
<td>6</td>
<td>*</td>
<td>*</td>
<td>pyramidal to rounded.  &lt;br&gt; With graceful branching and heart-shaped leaves, this tree prefers rich, moist, but well-drained soil. Becomes wide with age.</td>
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<tr>
<td>Fraxinus pennsylvanica (Marshall)</td>
<td>30</td>
<td>40</td>
<td>10</td>
<td></td>
<td></td>
<td>pyramidal to globular.  &lt;br&gt; Yellowish in fall.</td>
</tr>
<tr>
<td>Quercus acutissima (Scarlet Oak)</td>
<td>30</td>
<td>40</td>
<td>10</td>
<td>*</td>
<td></td>
<td>pyramidal.  &lt;br&gt; Strong leader, retains leaves in winter; orange/red in fall.</td>
</tr>
</tbody>
</table>

### Prohibited Trees

The following types of trees may not be planted closer than a minimum distance of 20 feet to streets or sewers. Do not plant new trees, but stay to maintain select existing trees.

- Acis irans: Foliage
- Ailanthus altissima: Tree of heaven
- Carya spp.: Catalpa
- Populus spp.: Cottonwood, Poplar
- Ulmus spp.: Elm
- Prunus spp.: Cherry, Sycamore
- Salix spp.: Willow
Appendix B: Everett Shrub List

The list on the following pages is a draft subject to review by those working on street planting recommendations in Everett.
## APPENDIX B

### Shrub and Groundcover

<table>
<thead>
<tr>
<th>Name</th>
<th>Height (in)</th>
<th>Width (ft)</th>
<th>Flowers</th>
<th>Foliage</th>
<th>Edibility</th>
<th>Notes</th>
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<td><strong>Evergreens, as noted in descriptions</strong></td>
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<td><strong>Libertia formosa</strong></td>
<td>12</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Myrica pensylvanica</strong></td>
<td>12</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Pernettya mucronata</strong></td>
<td>12</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Rhododendron catawbiense</strong></td>
<td>12</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Sambucus nigra</strong></td>
<td>12</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Salix alba</strong></td>
<td>12</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Vaccinium corymbosum</strong></td>
<td>12</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:** This prostrate groundcover spreads quickly by runners, several varieties offer bronze or metallic looking leaves and blue flower spikes.
<table>
<thead>
<tr>
<th>Shrubs and Groundcovers</th>
<th>Height (ft.)</th>
<th>Spread (ft.) Groundcover</th>
<th>Edge</th>
<th>Sun</th>
<th>Shrub or Groundcover</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aureolaria fruticosa 'Alba'</td>
<td>8</td>
<td>4</td>
<td>2</td>
<td>•</td>
<td>**</td>
<td>Must have good drainage. Choose frost-resistant varieties.</td>
</tr>
<tr>
<td>Acer negundo 'Emerald Lace'</td>
<td>1</td>
<td>6</td>
<td>0</td>
<td>•</td>
<td>**</td>
<td>Emerald Carpet is a common variety.</td>
</tr>
<tr>
<td>Aureolaria fruticosa 'Alba'</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>•</td>
<td>**</td>
<td>Allepy leaves and fragrant winter blooming; red or white flowers.</td>
</tr>
<tr>
<td>Cornus sanguinea 'Argentea'</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>•</td>
<td>**</td>
<td>Vigorous, spreading evergreen with needle-shaped yellow foliage, changing to pink in autumn. Clusters of yellow flowers in summer.</td>
</tr>
<tr>
<td>Cercidiphyllum japonicum</td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>•</td>
<td>**</td>
<td>A native deciduous tree with palmate leaves and yellow autumn foliage.</td>
</tr>
<tr>
<td>Skimmia japonica 'Pink lady'</td>
<td>4</td>
<td>5</td>
<td>0</td>
<td>•</td>
<td>**</td>
<td>Prone to insects.</td>
</tr>
<tr>
<td>Spiraea spp.</td>
<td>4</td>
<td>6</td>
<td>1</td>
<td>•</td>
<td>**</td>
<td>Many species and varieties of deciduous flowering shrubs. Pink and white blooms.</td>
</tr>
<tr>
<td>Tamarix spp.</td>
<td>14</td>
<td>8</td>
<td>4</td>
<td>•</td>
<td>**</td>
<td>Many species suited to soil or shade as low or columnar shrubs.</td>
</tr>
<tr>
<td>Thuja occidentalis 'Emerald Green'</td>
<td>10</td>
<td>3</td>
<td>3</td>
<td>•</td>
<td>**</td>
<td>Adapted to deep shade; needs little water. A good screen plant. Leaves can be used in cooking.</td>
</tr>
<tr>
<td>U. californica</td>
<td>15</td>
<td>12</td>
<td>5</td>
<td>•</td>
<td>**</td>
<td>Large dark green leaves; white flower clusters lead to metallic turquoise blue fruit.</td>
</tr>
</tbody>
</table>
Appendix C: Everett Approved Tree List

The list on the following pages is an approved City of Everett tree list. The City is presently in the process of updating and expanding this list.
Apple Serviceberry
- 20 to 30' high, 15 to 25' wide.
- Spreading habit.
- Pink buds open to produce clustered white flowers.
- Bronze or purple leaves when young, green when mature, and leaves turn yellow then orange and finally red in fall.

Rhineana Plum
- 25 to 20' wide.
- Rounded habit.
- Light pink to red flowers.
- Leaves are shades of bronze and purple throughout season.

Carriere Hawthorn
- 20 to 30' high, 15 to 20' wide
- Upright habit
- White flowers bloom in clusters.
- Dark green leaves turn coppery-red to bronze in fall.

Eastern Redbud
- 20-30' high, 25 to 35' wide
- Spreading habit
- Reddish-purple buds open to pink flowers with purple tinge.
- Heart-shaped leaves open lustrous red then fade.

Fragrant Snowbell
- 20 to 30' high with slight less spread
- Upright habit
- White flowers are fragrant and bloom in clusters.
- Dark green leaves have a distinct textured effect.

Globe Norway Maple
- 20-25' high and wide
- Spreading habit
- Clusters of small green-yellow flowers.
- Deep green leaves turn yellow-brown in fall.
**Japanese Maple**
- 15-25' high and wide
- Spreading habit
- Flowers are inconspicuous.
- Soft green leaves turn scarlet, orange or yellow in fall. Red leaved versions also available.

**Japanese Snowdrop**
- 20 to 30' high with equal or greater spread
- Spreading habit
- Bell shaped white flowers with yellow stamens.
- Green leaves turn yellow or red in fall

**Kousa Dogwood**
- 20-30' high and wide.
- Spreading habit.
- White to yellow or pink to red flowers.
- Green leaves turn yellow to scarlet in fall.

**Loebner Magnolia**
- 15 to 25' high with slightly greater spread
- Spreading habit
- White flowers with pink highlights.
- Dark green leaves turn yellowish-brown in fall.

**Pallida Witchhazel**
- 10 to 20' high and wide
- Spreading habit
- Profusely borne, yellow cup shaped flowers.
- Green leaves can turn a dull or apetastic yellow orange.

**Prairifire Crabapple**
- 20' high and wide
- Rounded habit
- Red buds open to pink or red flowers.
- Reddish new foliage turns dark green
Raywood Ash
- 25 to 40’ high with 25’ spread
- Upright habit
- Light green leaves turn rich claret in fall

Shantung Maple
- 20 to 25’ high with equal or lesser spread
- Rounded habit
- Small yellow-green flowers bloom in clusters, often unnoticeable.
- Leaves reddish-purple when young, glossy green when mature, turning a combination of yellow, orange, purple, and red in fall.

Shore Pine
- 25 to 30’ high with lesser spread
- Upright habit
- Evergreen, yellowish green to dark green needles.

Snowdrift Crabapple
- 15 to 20’ high and wide
- Rounded habit
- Pink buds open to white flowers. Lustrous dark green leaves

Sugar Tyme Crabapple
- 18’ high and 15’ wide
- Upright habit
- Pink buds open to white flowers. Crisp dark green leaves
Thundercloud Plum

- 20' high and wide
- Spreading habit
- White to pink flowers. Purple leaves.

Washington Hawthorn

- 25 to 30' high, 20 to 25' spread
- Rounded habit
- Creamy white flowers. Dark green leaves turn orange to purplish in fall.
Appendix D: Street Tree Planting Standards

The street tree planting details from City of Everett Standards and Specifications Manual. The City is currently updating those standards.
TREE PLANTING AND STAKING DETAIL

1/2" BLACK HOSE W/ 1/2 GA. WIRE - SECURE TO STAKES

2"x2" DOUG. FIR STAKES (2 PER TRFF)

REMOVE TOP 1/3 OF BURLAP

2" BARK MULCH

BACKFILL PIT WITH TYPE A TOPSOIL MIX

COMPACTED SUBGRADE

PLANT ROOTBALL ON COMPACTED TOPSOIL MIX

TREE PLANTING SHALL CONFORM TO THE REQUIREMENTS OF SECTION 8-02 OF THE WSDOT / APWA STANDARD SPECIFICATIONS.
EVERETT STD "SMALL" TREE SPECIES
(SEE PLANS)

4' MIN SQ TREE GRATE
(SEE PLANS)

36" MIN CLEAR

PERMEABLE SURFACE

ROOT BARRIER

CMP OR ADS

12" MIN

PEA GRAVEL

FILTER FABRIC

TREE GRATE

STEEL FRAME

#4 REBAR

CURB AND SIDEWALK
(SEE PLANS)

ASPHALT PAVEMENT

6" SAND BACKFILL COLLAR

4' MIN DIA CMP
(SEE PLANS)

FOR TYPICAL PLANTING
SEE STD DWG 333

UNDISTURBED SOIL

ROOT DRAINER

FILTER FABRIC

4" PEA GRAVEL DRAINAGE LAYER

2" SAND LAYER

CITY OF EVERETT
PUBLIC WORKS
ENGINEERING & PUBLIC
SERVICES DEPARTMENT

TREES WELL
IN SIDEWALK AREA

11-19-2003
date

333A
number
EVERETT STD
"SMALL" TREE SPECIES
(SEE PLANS)

FOR TYPICAL PLANTING
SEE STD DWG 333

ASPHALT PAVEMENT

4.1 MAX

2" OF BARK MULCH OVER
4" OF TOP SOIL

TYPE E-1 CURB
(STD DWG 305C)

6" SAND BACKFILL COLLAR

4" MIN DIA CMP
(SEE PLANS)

ROOT BARRIER

CMP OR ADS

12" MIN

PEA GRAVEL

FILTER FABRIC

4" PEA GRAVEL DRAINAGE LAYER

CITY OF EVERETT
PUBLIC WORKS
ENGINEERING & PUBLIC
SERVICES DEPARTMENT

TREE WELL
IN RAISED TRAFFIC ISLAND

11-19-2003
date

333B
number