PLANNING COMMISSION AGENDA

Regular Meeting Date: February 1, 2012

Planning Commission Meeting:

First Wednesday of every Month @ 7:00pm

Community Center
1808 Main Street
Lake Stevens, WA 98258

www.lakestevenswa.gov/planning.htm

Planning & Community Development Department

1812 Main Street
Lake Stevens, WA 98258
(425) 377-3235

www.lakestevenswa.gov

Municipal Code
Available online:

www.codepublishing.com/WA/Lake Stevens/

A. CALL TO ORDER: 7:00pm
Pledge of Allegiance

B. ROLL CALL

C. GUEST BUSINESS

D. ACTION ITEMS
1. Election of Officers
2. Approve Minutes of December 7, 2011

E. INFORMATION ITEMS
1. North Davies Road Roundabouts—Mick Monken
2. Introduction to Lake Stevens Center Subarea Plan & Draft EIS—Russ Wright

F. DISCUSSION ITEMS
1. Multi-family Code Amendment—Russ Wright
2. Lake Stevens Center Draft Subarea Plan/DEIS—Russ Wright

G. COMMISIONER'S REPORT

H. PLANNING DIRECTOR'S REPORT

I. ADJOURN

SPECIAL NEEDS

The City of Lake Stevens strives to provide accessible opportunities for individuals with disabilities. Please contact Steve Edin, City of Lake Stevens ADA Coordinator, at (425) 377-3227 at least five business days prior to any City meeting or event if any accommodations are needed. For TDD users, please use the state's toll-free relay service, at (800) 833-6388, and ask the operator to dial the City of Lake Stevens City Hall number.

PLANNING COMMISSION REGULAR MEETING MINUTES
Community/Senior Center
1808 Main Street, Lake Stevens
Wednesday, December 7, 2011

CALL TO ORDER: 7:00 pm by Chair Dan Ansbaugh

MEMBERS PRESENT: Linda Hoult, Sammie Thurber, Janice Huxford, Dean Franz, Gary Petershagen and JR Meyer

MEMBERS ABSENT:

STAFF PRESENT: Planning and Community Development Director Rebecca Ableman, Senior Planner Russell Wright and Planning/Public Works Coordinator Cindy Moore

OTHERS PRESENT:

Guest business. None

Approve Minutes of November 2, 2011. Commissioner Petershagen moved to approve the minutes, seconded by Commissioner Thurber, all in favor. Vice-Chair Hoult and Commissioner Franz abstained. (5,0,2,0)

Discussion items:

1. SEPA Code Update
   Senior Planner Wright introduced code revisions to the SEPA code and noted the purpose of the amendment was to ensure consistency with state law, have our code match the model ordinance, and give the city authority to issue Planned Actions. Planned Actions would cover the SEPA review of covered areas, such as the subareas. Staff and the Planning Commission discussed specific sections of the draft of regulations including monitoring, definitions, critical areas area, mitigated determinations, EIS elements, categorical exemptions, and fees. In general, the Planning Commission wants the regulations as unambiguous as possible. Particular discussion was directed toward flexible thresholds, specifically if the city can increase its exemption to nine lots as opposed to the four lots to mirror the city's short plat process. Staff agreed to bring back additional information to address this question at or prior to the public hearing.

2. Parks Webpage Update Planning Director Ableman asked Senior Planner Wright to share some of the proposed updates to the city's Park and Recreation webpage, including brochures and a new parks and recreation map. Staff noted that the new website should be live spring of next year. The Planning Commission commented that it would be nice to develop signage that matches the icons on the parks map.

3. Snohomish County Growth Monitor Report Briefing. Planning Director Ableman thought it would be a good idea to let the commission know what

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the growth in Snohomish County would be doing. It appears that the county has been able to slow the growth in the rural areas. Housing affordability. There are more affordable options out there because the prices of housing has dropped. The city will be required to update our Comprehensive Plan in 2015. Commissioner Thurber asked if there was any discussion about additional annexation. Commissioner Meyers asked if there was any discussion about UGA expansions. Planning Director Ableman said we are still short of meeting our employment targets. Vice Chair Hoult said all of this is interconnected with what we are dealing with.

Future Agenda Items

1. **Lake Stevens Center Planned Action EIS & Subarea Plan**
2. **20th Street Corridor Planned Action EIS & Subarea Plan**
3. **2012 Work Plan**

We've been talking about the January schedule because we just got some of the information from our consultants related to the subarea plans. 1st week we won't be ready, maybe we will not have a meeting the 1st week but possibly the 3rd week (the 18th). We are introducing the Subarea EIS material to the public and getting feedback at an open house. Staff noted that we would hold a future public hearing for the SEPA code. Vice Chair Hoult asked if we think we will need the first and third Wednesday in 2012? Director Ableman said that would be helpful. That is sort of how we're building our schedule on, and there will not be a meeting the first week of January.

Commissioner Reports. Commissioner Thurber said she has been to a couple of SEPA workshops in Burlington, and they helped it make sense. Vice-Chair Hoult, thanked Commissioner Ansbaugh for all his hard work as Chair. Commissioner Ansbaugh said personally being part of this commission and the work the city has gone through has been phenomenal. The tone and flavor changes every year. Commissioner Ansbaugh mentioned Vice Chair Hoult as the person who keeps the continuity through the Planning Commission.

Planning Director's Report.

1. Shoreline Master Program Update, the Council did take action on the 28th of November and we are preparing the final documents and should have it into the DOE by Friday. There will be a hearing within the next six months.

Adjourn. Commissioner Hoult moved to adjourn at 8:20 p.m., seconded by Commissioner Huxford; motion carried unanimously. (7,0,0,0)

Dan Ansbaugh, Chair

Cindy Moore, Planning/Public Works Coordinator

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Staff Report
City of Lake Stevens Planning Commission

Planning Commission Briefing
Date: **February 01, 2012**

Subject: **Multi-family Use Amendment (LS 2011-10)**
Contact Person/Department: **Russell Wright**, Senior Planner

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SUMMARY:
The city is proposing to update its multi-family apartment regulations for the Suburban Residential Zone.

ACTION REQUESTED OF PLANNING COMMISSION:
This is an introduction only with no action by the Planning Commission at this time.

BACKGROUND/HISTORY:

The city has discovered that there is at least one existing, legally developed multi-family apartment located in a single-family residential zone annexed into the city. Staff would like to clarify the use status of such structures. Currently, multi-family apartments are not an allowed use in single-family residential zones and would be considered legal non-conforming structures, which can cause financing and insurance difficulties for larger complexes.

The code amendment would permit multi-family apartments in the Suburban Residential Zone as allowed uses on properties annexed into Lake Stevens, on or after January 1, 2006, that Snohomish County previously approved. The code amendment would also allow the expansion and/or replacement of multi-family apartments, for the same identified properties, as a conditional use with the implementation of supplemental regulations.

DISCUSSION:
Staff is looking to the Planning Commission to provide comments on the proposed code update prior to scheduling a public hearing.

ATTACHMENT:
Attachment 1 – Draft Code Amendments

Section 1. Chapter 14.40 LSMC Permissible Uses – Amended

A. The City hereby amends Table 14.40-I: Table of Permissible Uses by Zones to permit multi-family apartments, as an allowed use in the Suburban Residential (SR) zoning district, with the following note:

> 14. Existing multi-family structures, located in the Suburban Residential Zoning District, annexed into the City on or after January 1, 2006 are allowed and considered conforming land uses, so long as the structure is not expanded and/or replaced.

B. The City hereby amends Table 14.40-I: Table of Permissible Uses by Zones to permit multi-family apartments, as an conditional use in the Suburban Residential (SR) zoning district, with the following note:

> 15. Any requests to expand and/or replace (regardless of reason) an existing multifamily structure, located in the Suburban Residential Zoning District, annexed into the City on or after January 1, 2006 shall require a conditional use permit and comply with the supplemental regulations found in Part V of Chapter 14.44 LSMC Supplementary Use Regulations

TABLE 14.40-I: TABLE OF PERMISSIBLE USES BY ZONES

USE DESCRIPTIONS	SR
1.000 RESIDENTIAL	
1.300 Multi-Family Residences	
1.330 Multi-family apartments	**P[14] / C[15]**

Section 2. Chapter 14.44 LSMC Supplementary Use Regulations, Part V Multi-family apartments annexed into the City – New.

The City hereby establishes Part V Multi-Family Apartments Annexed into the City for properties that contain multi-family apartments, located in the Suburban Residential zoning district, annexed into the City on or after January 1, 2006 to Chapter 14.44 LSMC Supplementary Use Regulations**,** as part of the Lake Stevens Municipal Code to read as follows:

Sections:

14.44.500 Authority

14.44.510 Conditional Use Permit Required

14.44.520 Additional Requirements

14.44.500 Authority

This chapter contains the City's procedures and policies, related to the expansion or replacement of existing multi-family structures, located in the Suburban Residential Zoning District, annexed into the City on or after January 1, 2006.

14.44.510 Conditional Use Permit Required

Any requests to expand and/or replace existing multifamily structures (regardless of reason), located in the Suburban Residential Zoning District, annexed into the City on or after January 1, 2006 shall require a Conditional Use Permit per Section 14.16C.045 prior to approval of the expansion and/or replacement.

14.44.520 Additional Requirements

(a) The proposed expansion and/or replacement cannot increase the number of units.

(b) The proposed expansion and/or replacement must comply with current regulations and obtain all applicable permits and approvals, including but not limited to a building permit per the current International Construction Codes.

(c) The density and dimensional standards of the MFR (Multifamily) zone shall apply per Table 14.48-I Density and Dimensional Standards to Chapter 14.48 LSMC.

(d) All other provisions of the LSMC associated with multifamily development, including but not limited to critical areas, landscaping, design guidelines, and parking shall apply.

(e) The project proponent shall submit the original county approved official site plan and supporting county decision documents, to the city, with the conditional use permit application or equivalent documentation that identifies the approved number of units and lot configuration prior to expansion or replacement.

Staff Report
City of Lake Stevens Planning Commission

Planning Commission Briefing
Date: **February 01, 2012**

Subject: **Lake Stevens Center Subarea Plan/Planned Action EIS Update**
Contact Person/Department: **Russ Wright**, Senior Planner

SUMMARY:

Update on the subarea planning process for the Lake Stevens Center

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ACTION REQUESTED OF PLANNING COMMISSION:

Staff is looking to the Planning Commission to comment on the DEIS and draft Subarea Plan and provide direction on its alternative preference to the City Council.

BACKGROUND/HISTORY:

Staff issued the Draft Environmental Impact Statement (DEIS) for the Lake Stevens Center on December 27, 2011 and distributed it to affected agencies, tribes and organizations and held a public meeting to discuss the proposed land use alternatives. The comment period ends on February 6, 2012. Staff and the consultant team have completed a draft of the Lake Stevens Center Subarea Plan. The DEIS covers the existing conditions, land use alternatives, impacts, and mitigation measures for planning consideration, while the Subarea Plan describes the specific Goals and Policies for implementation. The purpose of tonight's meeting is to introduce the Planning Commission to the DEIS and subarea plan.

The alternatives presented in the Draft EIS consider varying levels of growth and place different emphases on commercial or residential land uses. There is not a preferred alternative at this time. The table below summarizes the land use assumptions for the alternatives.

Alternative	Retail (Gross Sq. Ft)	Office (Gross Sq. Ft)	Housing Units
Alternative 1 – No Action	50,000-60,000	30,000-40,000	100-120
Alternative 2 – Center Revitalization	140,000-150,000	140,000-150,000	180-200
Alternative 3 – Retail & Residential Emphasis	140,000-150,000	100,000-120,000	500-600

The Draft EIS considers the following broad areas of environmental concern: Earth; Stormwater; Water Resources; Plants & Animals; Air Quality; Land Use; Population, Housing, & Employment; Aesthetics; Transportation; Public Services; and Utilities. The DEIS did not predict significant environmental

impacts, that is outcomes that cannot be corrected through reasonable, targeted mitigation measures, such as new regulations and policies or capital improvements. The most significant issues relate to traffic impacts and public services. Specially, traffic models predict that congestion will increase with all alternatives. The need for increased public services, facilities, & utilities will increase proportionately to increases in population and development.

One of the key pieces of the city's subarea planning process is the preparation of the plan. The subarea plan provides an overview of the planning process, existing conditions, and plan objectives. The plan objectives encourage increased economic development, guiding future growth at higher densities within a designated center, revitalizing the area, and enhancing the quality of development. The subarea plan also identifies specific goals and policies that will establish a framework for future development regulations, following the selection a preferred land use alternative. The primary topics covered in the subarea plan include Community Character, Housing, Land Use, Transportation, Sustainability, and Public Amenities. In addition, the subarea plan includes a section that discusses and graphically depicts building typologies (typical building form for different uses) and a layered street network. The final sections will provide implementation tasks and technical appendices that will include the development regulations, capital improvements, and design standards and guidelines.

After the end of the comment period, Council will determine a preferred alternative, which could be any of the draft alternatives or combinations thereof. After Council identifies a preferred alternative, staff and the consultant team will begin work on the Final EIS and Subarea Plan for action in spring 2012.

To implement the subarea plan the City will need to take the following actions:

1. Adopt a subarea plan, pursuant to the Revised Code of Washington (RCW) 36.70A.080, which will amend and become an element of the Lake Stevens Comprehensive Plan;
2. Amend the zoning map to rezone properties consistent with the subarea plan;
3. Revise the zoning code to amend or adopt new classifications, development standards and/or design guidelines;
4. Amend the Comprehensive Plan's Transportation Element and Capital Facilities Element to address infrastructure needs required to support planned growth in the subarea; and
5. Adopt an ordinance designating the subarea as a Planned Action, pursuant to the State Environmental Policy Act (SEPA, RCW 43.21C.031) and the SEPA Rules (Washington Administrative Code (WAC, 197-11-164), for purposes of future environmental review and permitting.

ATTACHMENTS:

1. DEIS Summary (The full DEIS is available at http://www.ci.lakestevens.wa.us/documents/LakeStevensCenterDEIS_000.pdf)
2. Draft Lake Stevens Center Subarea Plan

1. SUMMARY

1.1 PROPOSED ACTION & ALTERNATIVES

Legislative Actions

The City of Lake Stevens will consider the following actions and approvals for the Lake Stevens Center Subarea:

1. Adopting a subarea plan, pursuant to the Revised Code of Washington (RCW) 36.70A.080, which will amend and become an element of the Lake Stevens Comprehensive Plan;
2. Amending the zoning map to rezone properties consistent with the subarea plan;
3. Revising the zoning code to amend or adopt new classifications, development standards and/or design guidelines;
4. Amending the Comprehensive Plan's Transportation Element and Capital Facilities Element to address infrastructure needs required to support planned growth in the subarea; and
5. Adopting an ordinance designating the subarea as a Planned Action, pursuant to the State Environmental Policy Act (SEPA, RCW 43.21C.031) and the SEPA Rules (Washington Administrative Code (WAC, 197-11-164), for purposes of future environmental review and permitting.

Study Area

The City of Lake Stevens is located in Snohomish County, approximately six miles east of downtown Everett. The Lake Stevens Center Subarea, shown in Figure 2-1, is comprised of approximately 359 acres of land centered on the SR-9/SR-204 intersection. The study area extends to Lundeen Park Way on the north and west, 2nd Street SE on the south, and Springbrook Road, 98th Drive and 103rd Ave NE on the east. The subarea was annexed into the City in 2009.

Proposal Objectives

The objectives for the Lake Stevens Center Subarea Plan are based on policies in the Lake Stevens Comprehensive Plan and the opportunities identified in the *Economic Assessment Report* and *Retail Forecast and Leakage Analysis*. The objectives provide a basis for developing and evaluating subarea plan alternatives.

1. Promote economic development and balanced jobs and housing.
2. Transform the area into a regional center with anchor retail, a greater array of restaurants, visitor lodging, family-oriented entertainment and public spaces.
3. Recognize and strengthen Lake Stevens Center as an important crossroad for commerce for communities along SR-9.

4. Redevelop existing commercial and retail land uses from auto-oriented, strip commercial retail to a village-like environment that meets the need of people who live in Lake Stevens and the surrounding area.
5. Encourage infill, greater intensity and redevelopment where older buildings have outlived their economic life and look for opportunities to upgrade older properties into places where people can live as well as conduct business.
6. Develop mixed-use nodes to anchor local shops, restaurants, and larger retail chains utilized by the local and regional community.
7. Incorporate mixed-use residential buildings with ground-floor retail or office that allow people to word within walking distance of their home.
8. Provide a variety of professional services and offices that cater to the needs of local residents.
9. Promote the creation of a traditional "main street" along 91st Avenue NE that features pedestrian-oriented land uses and street amenities (e.g., benches, trash and streetlights) and street trees.
10. Achieve a mixture of jobs, goods and services, housing and recreation that combines urban development with an abundance of natural features and open space
11. Retrofit major streets and intersections to improve circulation and provide distinctive landscaping and lighting to create a welcoming entry to the community.
12. Upgrade the transportation network to ensure that multiple modes of travel have effective circulation and access to destinations.
13. Enhance the appearance of streets, sidewalks, sites, and buildings through the development of effective development regulations, guidelines, and standards.
14. Protect important environmental resources.
15. Strengthen attributes that reflect Lake Stevens as a distinct, unified community.
16. Create an incentive for redevelopment through a SEPA Planned Action.

Subarea Alternatives

The EIS considers three alternatives, which involve different amounts, types and intensities of growth within the subarea, as summarized in Table 1-1. Assumptions about future growth are based on a review of historical land use patterns, adopted forecasts, projects currently under review, and emerging economic development strategies. Land use for the alternatives is illustrated in Figures 2-2, 2-3 and 2-4, contained in Chapter 2.

Table 1-1. Summary of Growth Assumptions for Alternatives

Alternative	Retail (Gross Sq. Ft)	Office (Gross Sq. Ft)	Housing Units (dwelling units)
Alternative 1 – No Action	50,000-60,000 gsf	30,000-40,000 gsf	100-120 du's
Alternative 2 – Center Revitalization	140,000-150,000 gsf	140,000-150,000 gsf	180-200 du's
Alternative 3 – Retail & Residential Emphasis	140,000-150,000 gsf	100,000-120,000 gsf	500-600 du's

The EIS alternatives all envision Lake Stevens Center redeveloping over time as a concentrated, high intensity retail center. None of the alternatives is preferred at this time. The City is using the integrated SEPA/GMA process described below to help craft and select a preferred alternative which will be proposed for adoption. The selected alternative may combine elements of the various EIS alternatives, and will be identified in the Final EIS.

Alternative 1 – No Action

The *No Action Alternative*, a mandatory element of every EIS, assumes that the City will not adopt a subarea plan for Lake Stevens Center. It does not mean that growth or redevelopment will not occur in the subarea. Rather, existing zoning and land use designations will continue to apply; any changes to land use would result from project-specific applications, which could include requests for Comprehensive Plan or zoning amendments. The City would not adopt plans, policies or development regulations to emphasize revitalization of the subarea under this alternative. No significant redevelopment of the Frontier Village shopping center and surrounding areas is assumed to occur, which would limit the economic development of the City. Similarly, no significant infrastructure improvements would occur in the subarea, beyond those identified in the adopted Capital Facilities Plan. However, to address congestion, pedestrian mobility, access and safety issues, the City and/or WSDOT will implement near-term and long-term transportation improvements in the subarea under any alternative.

Alternative 2 – Center Revitalization

Alternative 2 would plan for the revitalization of Lake Stevens Center, with an emphasis on retail and office growth. Future residential development would be primarily multifamily. The general land use pattern would consist of a commercial core, smaller commercial and mixed-use areas, and transit-oriented development. Building height and scale would range from two to five stories, depending on location and the nature of the dominant use.

The most intensive commercial development (retail and services) would occur on both the eastern and western sides of SR-9. A portion of 91st Ave. NE, south of the SR-9/SR-204 intersection, could be developed as a commercial "main street." with a mix of retail, office and multifamily residential development along the street. Several areas for multifamily development would be designated adjacent to the commercial center. A transit-oriented development (TOD) -- including a mix of retail, services and multifamily -- could be located south of Market Place, near the existing Transit Center. No changes in land use would occur for existing single-family residential areas in the northern and western portions of the subarea adjacent to the transmission line corridor.

The City, special purpose districts, and developers would provide new and upgraded utility infrastructure (sewer, water, and drainage/stormwater) to support planned growth. The City would also encourage the development of park facilities and a multiuse trail in the powerline corridor. *Alternative 2* includes the same potential program of near-term and long-term transportation improvements identified for the *No Action Alternative*.

New and amended development regulations will address the mix, density, scale and form of planned development. This could include new zoning classifications and development standards and design guidelines. To mitigate growth related impacts, a transportation impact fee program will be considered to help address subarea transportation needs, along with other techniques to help finance improvements.

The Lake Stevens Center subarea would be designated as a Planned Action, which would encourage economic development and streamline SEPA review for projects that are consistent with the subarea plan and the EIS.

Alternative 3 – Retail and Residential Emphasis

The overall land use pattern for *Alternative 3* is similar to that of *Alternative 2.* It includes a mix of retail and office development similar to *Alternative 2,* but with a greater emphasis on housing and a reduction in office development. The major differences are a larger mixed-use area north of the SR-9/SR-204 intersection and the redesignation of an existing single-family area to multifamily. As with *Alternative 2*, new transit-oriented mixed-use development, including multifamily housing would be located near the existing Transit Center. "Gateways" would be established at the boundaries of the subarea, along SR-9, 91st Ave. NE and SR-204.

Similar to *Alternative 2*, new and upgraded utility infrastructure (sewer, water drainage) would be provided to support planned growth. The City would also encourage development of park facilities and a multiuse trail adjacent to the powerlines. *Alternative 3* includes the same potential program of near-term and long-term transportation improvements identified for the *No Action Alternative*.

New and amended development regulations will address the mix, density, scale and form of development. This could include new zoning classifications and requirements along with area-specific design guidelines and standards. A transportation impact fee program would also be considered to help address subarea transportation needs, along with other techniques to help finance improvements.

The subarea would be designated as a Planned Action, which would encourage economic development and facilitate SEPA review for projects that are consistent with the subarea plan and the EIS.

1.2 PLANNED ACTION & ENVIRONMENTAL REVIEW PROCESS

Planned Action

A Planned Action is a tool that cities can use to provide regulatory certainty and encourage economic development. This tool is permitted by state law (RCW 43.21C.031 and WAC 197-11-164), and operates by performing up-front SEPA review for a subarea plan and/or specific geographic area to streamline SEPA review for subsequent projects that are consistent with the plan. A Planned Action is designated by ordinance following preparation of an Environmental Impact Statement (EIS); the EIS evaluates the impacts of planned growth and identifies mitigation measures the City will require of the development.

Environmental Review Process

SEPA/GMA Integration. State Rules for implementing the State Environmental Policy Act (SEPA), authorize cities to combine the planning requirements of the Growth Management Act GMA with the environmental review requirements of SEPA in their planning processes (WAC 197-11-210). The goal of this "integration" is to ensure that consideration of environmental issues is an integral part of local planning, that it occurs early in the process, and that informed public involvement occurs. The integration rules provide flexibility regarding the timing of SEPA review and the format of planning and SEPA documents.

The City is developing a subarea plan for the Lake Stevens Center concurrently with the Planned Action EIS. This approach will generate environmental information early in the planning process, and allow decision makers to make planning decisions – including identification of a preferred alternative – using this information.

Prior Environmental Review. In 2006, the City prepared an integrated EIS for its 10-year Comprehensive Plan Update, which extended the planning horizon and population projections for the Comprehensive Plan. The EIS to the Comprehensive Plan identified the general (programmatic) impacts to the natural and built environment associated with the additional incremental growth. The EIS also identified a range of programmatic actions – including changes to policies and development regulations – that could

mitigate potential impacts. The 2025 population and employment targets evaluated in the EIS are still the basis for City planning and for *Alternative 1* of this EIS.

Scope of Environmental Review

The City initiated the SEPA process for the Lake Stevens Center in June 2011, by issuing a determination of significance (DS), indicating that an environmental impact statement would be prepared, and requesting comments on the scope of the EIS. A public scoping meeting was held on July 14, 2011. The scoping comment period was open from June 28 to July 22, 2011. Based on its review of comments received and other available information, the City identified the following topics for discussion in the EIS:

- **Natural Environment**
  Earth – soils, geologically hazardous areas
  Water – wetlands, streams and groundwater
  Plants & Animals – wildlife, habitat and fisheries
- **Air** – air quality and greenhouse gas emissions
- **Land Shoreline Use** – land use patterns, consistency with adopted plans & polices, population, housing and employment
- **Aesthetics/Light & Glare** – changes to visual character and impacts to views
- **Transportation** – vehicular and pedestrian movement, traffic congestion, parking, and public transit
- **Public Services** – police, fire, schools, parks and recreation
- **Utilities** – sewer, water, drainage and stormwater

1.3 SUMMARY OF IMPACTS

Table 1-2, which follows, summarizes of the impacts of the EIS alternatives. The summary statements are based on the analysis in Chapter 3 of the Draft EIS, and are intended to be brief and selective. The reader is directed to the complete analysis for more detailed information.

Table 1-2. Summary of Impacts

Alternative 1 – No Action	Alternative 2	Alternative 3
Natural Environment	**Natural Environment**	**Natural Environment**
Earth • Clearing and grading could cause some erosion. • Limited impacts due to existing degree of development, and small amount of vacant land. *Geologically Hazardous Areas* • Less than one acre of geologic hazards; no significant impacts are anticipated. *Water Resources* • Aquifer sensitivity of subarea is "low" and no designated recharge areas or wellhead protection areas are present. No significant impacts to groundwater are anticipated. • An incremental increase in impervious surface from redevelopment would increase runoff to surface water bodies. *Wetlands* • Redevelopment could affect wetlands and buffers, but impacts would be limited by adopted regulations. *Flooding* • No flooding impacts would occur. *Wildlife/ Habitat* • Incremental reduction in vegetation and further fragmentation of remaining habitat. • No significant impacts to threatened, endangered or	*Earth* • Clearing and grading could cause some erosion. • Limited impacts due to existing degree of development, and small amount of vacant land. *Geologically Hazardous Areas* • Less than one acre of geologic hazards; no significant impacts are anticipated. *Water Resources* • Aquifer sensitivity of subarea is "low" and no designated recharge areas or wellhead protection areas are present. No significant impacts are anticipated. • Increased open space and landscaping would reduce incremental increase in impervious surfaces. *Wetlands* • Redevelopment could affect wetlands and buffers, but impacts would be limited by adopted regulations. *Flooding* • No flooding impacts would occur. *Wildlife/Habitat* • Incremental reduction in vegetation and further fragmentation of remaining habitat. Increased open space and landscaping per subarea	*Earth* • Clearing and grading could cause some erosion. • Limited impacts due to existing degree of development, and small amount of vacant land. *Geologically Hazardous Areas* • Less than one acre of geologic hazards; no significant impacts are anticipated. *Water Resources* • Aquifer sensitivity of subarea is "low" and no designated recharge areas or wellhead protection areas are present. No significant impacts are anticipated. • Increased open space and landscaping would reduce incremental increase in impervious surfaces. *Wetlands* • Redevelopment could affect wetlands and buffers, but impacts would be limited by adopted regulations. *Flooding* • No flooding impacts would occur. *Wildlife/Habitat* • Incremental reduction in vegetation and further fragmentation of remaining habitat. Increased open space and landscaping per subarea

Alternative 1 – No Action	Alternative 2	Alternative 3
candidate species would occur. • No significant impacts to fish would occur.	plan and regulations would reduce impacts compared to No Action. • No significant impacts to threatened, endangered or candidate species would occur. • No significant impacts to fish would occur.	plan and regulations would reduce impacts compared to No Action. • No significant impacts to threatened, endangered or candidate species would occur. • No significant impacts to fish would occur.
Air	**Air**	**Air**
Air Quality <u>Construction Impacts</u> • Dust from construction activities would contribute to ambient concentrations of suspended particulate matter • Construction would require the use of heavy trucks and smaller equipment such as generators and compressors. These engines would emit air pollutants that would slightly degrade local air quality. • Some phases of construction would cause odors detectable to some people in the area. This would be particularly true during paving operations using asphalt. Such odors from paving operations would be short term. <u>Operational Impacts</u> • Based on projected traffic with *any alternative*, under existing (2011) or future conditions (2025), and assuming a background CO concentration of 3 ppm, WASIST model-calculated CO concentrations are less than the ambient air quality standards for CO. No significant impacts to ambient air quality are likely due to the subarea plan alternatives.	*Air Quality* <u>Construction Impacts</u> • Dust from construction activities would contribute to ambient concentrations of suspended particulate matter • Construction would require the use of heavy trucks and smaller equipment such as generators and compressors. These engines would emit air pollutants that would slightly degrade local air quality. • Some phases of construction would cause odors detectable to some people in the area. This would be particularly true during paving operations using asphalt. Such odors from paving operations would be short term. <u>Operational Impacts</u> • Based on projected traffic with *any alternative*, under existing (2011) or future conditions (2025), and assuming a background CO concentration of 3 ppm, WASIST model-calculated CO concentrations are less than the ambient air quality standards for CO. No significant impacts to ambient air quality are likely due to the subarea plan alternatives.	*Air Quality* <u>Construction Impacts</u> • Dust from construction activities would contribute to ambient concentrations of suspended particulate matter • Construction would require the use of heavy trucks and smaller equipment such as generators and compressors. These engines would emit air pollutants that would slightly degrade local air quality. • Some phases of construction would cause odors detectable to some people in the area. This would be particularly true during paving operations using asphalt. Such odors from paving operations would be short term. <u>Operational Impacts</u> • Based on projected traffic with *any alternative*, under existing (2011) or future conditions (2025), and assuming a background CO concentration of 3 ppm, WASIST model-calculated CO concentrations are less than the ambient air quality standards for CO. No significant impacts to ambient air quality are likely due to the subarea plan alternatives.

Alternative 1 – No Action	Alternative 2	Alternative 3
Greenhouse Gas Emissions • The No Action Alternative would result in lower total GHG emissions than *Alternative 2* or *Alternative 3*, but would have higher GHG emissions per service area population. • The overall significance of this impact at the subarea level is uncertain.	*Greenhouse Gas Emissions* • *Alternative 2* would result in the highest total GHG emissions, but would have lower emissions per service area population compared to existing conditions. • The overall significance of this impact at the subarea level is uncertain.	*Greenhouse Gas Emissions* • *Alternative 3* would result in the highest total GHG emissions, but would have the lowest GHG emissions per service area population. • The overall significance of this impact at the subarea level is uncertain.
Land Use	**Land Use**	**Land Use**
• Growth would be modest and would occur primarily through redevelopment. Some existing uses could be displaced. • Construction would cause short-term impacts such as dust, noise, and temporary interruptions in access. • The existing mix, intensity and form of development would continue. Development would occur lot-by-lot, controlled by existing zoning and without the guidance of a subarea plan. Design standards would not be adopted and existing character would continue. • Gross residential density would increase from 2.4 dwelling units (d.u.) per acre to approximately 2.7 du. per acre. • Potential for land use conflicts exists due to broad range of permitted uses.	• Growth would be more substantial than for *No Action*, and would have a focus on office and retail uses. • Growth would occur primarily through redevelopment; some existing uses could be displaced. • Construction would cause short-term impacts, including dust, noise, and temporary interruptions in access. • The land use pattern would include more mixed-use and mid-rise buildings, and development would be guided to various nodes through a plan; new zoning regulations, design guidelines and standards would positively influence development character. • Gross residential density would increase from 2.4 d.u. per acre to approximately 2.9 d.u. per acre. • Land uses would be guided to identified activity nodes; uses within the activity nodes would generally be	• Growth would be more substantial than for *No Action*, and would emphasize retail growth and increased multifamily residential land uses. • Growth would occur primarily through redevelopment. Some existing uses could be displaced, including some single-family development in the northern portion of the subarea. • Construction would cause short-term impacts, including dust, noise, and temporary interruptions in access. • The land use pattern would include more mixed-use and mid-rise buildings, and development would be guided to various nodes of activity through a plan; new zoning regulations, design guidelines and standards would positively influence development character. • Gross residential density would increase from 2.4 d.u. per acre to approximately 4 d.u. per acre • Land uses would be guided to identified activity nodes would generally be complementary in

Alternative 1 – No Action	Alternative 2	Alternative 3
	complementary in character and no significant land use conflicts are anticipated.	character and no significant land use conflicts are anticipated.
• Employment opportunities and the mix of goods and services would not change significantly. Existing leakage of spending outside the City would continue, with consequent loss of potential revenues.	• Center would be upgraded and revitalized to attract additional jobs and to capture market leakage.	• Center would be upgraded and revitalized to attract additional jobs and to capture market leakage.
• Without adoption of subarea plans for Lake Stevens Center and 20th Street SE, growth would be less focused in designated centers.	• Adoption of subarea plans for Lake Stevens Center and 20th Street SE together would help focus growth in designated centers, consistent with the Comprehensive Plan and regional growth policies.	• Adoption of subarea plans for Lake Stevens Center and 20th Street SE together would help focus growth in designated centers, consistent with the Comprehensive Plan and regional growth policies.
Population, Housing & Employment	**Population, Housing & Employment**	**Population, Housing & Employment**
Population • Population increase of 290-350 from existing over 20 years; within City's 2025 population target.	*Population* • Population increase of 520-575 from existing; within City's 2025 population target.	*Population* • Population increase of 1,440-1,720 from existing; within City's 2025 population target.
Housing • Housing increase of 100-200 units.	*Housing* • Housing increase of 180-200 units from existing.	*Housing* • Greater emphasis on housing, with increase of 500-600 units from existing. • Potential redevelopment of existing relatively affordable single-family area in northwestern portion of subarea.
Employment • Increase of 190-240 jobs over 20 years.	*Employment* • Greatest focus on employment uses, and increase of 700-750 jobs.	*Employment* • More balance between housing and employment uses, with Increase of 580-660 jobs.
Aesthetics	**Aesthetics**	**Aesthetics**
Visual Character • Existing character would not change significantly. No new regulations or design guidelines/standards would	*Visual Character* • Design guidelines and standards would be adopted and would help establish consistent	*Visual Character* • Impacts would be the same as Alternative 2.

Alternative 1 – No Action	Alternative 2	Alternative 3
be adopted to influence design. No design consistency. *Views* • No significant impacts to views, which are limited. *Light & Glare* • Increase in lighting, but no significant impacts are anticipated.	approach to design of sites, streetscape, landscaping and lighting. *Views* • Impacts would be the same as No Action. Potential to locate parks and open space to capture views, and to protect view corridors through design review. *Light & Glare* • Increase in lighting, but no significant impacts are anticipated. Lighting design would be addressed in design guidelines and standards.	*Views* • Impacts would be the same as No Action. Potential to locate parks and open space to capture views, and to protect view corridors through design review. *Light & Glare* • Increase in lighting, but no significant impacts are anticipated. Lighting design would be addressed in design guidelines and standards.
Transportation	**Transportation**	**Transportation**
Roadway Operations Level of Service (LOS) would be degraded at the following intersections during the PM peak hour: • SR-9 and Lundeen Parkway (LOS F); • Vernon Road and N Davies Road (LOS F); • Safeway Driveway and N. Davies Road (LOS D); • SR-9 and SR-204 (LOS F); • SR-9 and 4th Street SE (LOS F); • 91st Avenue SE and SR-204 (LOS F); and • Market Place and SR-9 (LOS F). • During the AM peak hour, the intersection of SR-9 and SR-204 would operate at LOS D, compared to LOS C at present. *Pedestrian and Bicycle System*	*Roadway Operations* Level of Service (LOS) would be degraded at the following intersections during the PM peak hour: • SR-9 and Lundeen Parkway (LOS F); • Vernon Road and N Davies Road (LOS F); • Safeway Driveway and N. Davies Road (LOS E); • SR-9 and SR-204 (LOS F); • SR-9 and 4th Street SE (LOS F); • 91st Avenue SE and SR-204 (LOS F); • Market Place and SR-9 (LOS F); • Market Place and SR-204 (LOS D); • Market Place and 91st Avenue SE (LOS D); • During the AM peak hour, the intersection of SR-9 and SR-204 would operate at LOS D, compared to LOS C at present. *Pedestrian and Bicycle System*	*Roadway Operations* Level of Service (LOS) would be degraded at the following intersections during the PM peak hour: • SR-9 and Lundeen Parkway (LOS F); • Vernon Road and N Davies Road (LOS F); • Safeway Driveway and N. Davies Road (LOS F); • SR-9 and SR-204 (LOS F); • SR-9 and 4th Street SE (LOS F); • 91st Avenue SE and SR-204 (LOS F); • Market Place and SR-9 (LOS F); • Market Place and SR-204 (LOS D); • Market Place and 91st Avenue SE (LOS D); • During the AM peak hour, the intersection of SR-9 and SR-204 would operate at LOS D; compared to LOS C at present. *Pedestrian and Bicycle System*

Alternative 1 – No Action	Alternative 2	Alternative 3
• The *No Action Alternative* is not anticipated to interfere with any existing or planned pedestrian or bicycle facilities. Overall traffic growth would result in more pedestrian and bicycle interactions. *Transit* • No transit routes are expected to be adversely affected. Vehicle operations may be slower due to increased traffic congestion.	• *Alternative 2* is not anticipated to interfere with any existing or planned pedestrian or bicycle facilities. Proposed improvements (new bicycle lanes, sidewalks, landscaping, and off-street trails) would substantially improve the quality of the pedestrian and bicycle system when compared to the *No Action Alternative*. *Transit* • Similar to No Action.	• *Alternative 3* is not anticipated to interfere with any existing or planned pedestrian or bicycle facilities. Proposed improvements (new bicycle lanes, sidewalks, landscaping, and off-street trails) would substantially improve the quality of the pedestrian and bicycle system when compared to the *No Action Alternative*. *Transit* • Similar to No Action.
Public Services	**Public Services**	**Public Services**
• Public service impacts would generally be proportional to population increase. *Police Service* • Calls for service would increase. • Need for .39-.47 additional officers per adopted level of service, and additional equipment and facility space. Needs are addressed in the adopted CIP. *Fire & EMS* • Calls for service would increase, generating need for additional firefighters and equipment. • A ladder truck would be required for any development above 2 stories.	• Public service impacts would generally be proportional to population increase. *Police Service* • Calls for service would increase. • Need for .69-.77 additional officers per adopted level of service, and additional equipment and facility space. Needs are addressed in the adopted CIP. *Fire & EMS* • Calls for service would increase, generating need for additional firefighters and equipment. • A ladder truck would be required for any development above 2 stories. • Response times could be reduced for a more concentrated, higher	• Public service impacts would generally be proportional to population increase. *Police Service* • Calls for service would increase. • Need for 1.92-2.29 additional officers per adopted level of service, and additional equipment and facility space. Needs are addressed in the adopted CIP. *Fire & EMS* • Calls for service would increase, generating need for additional firefighters and equipment. • A ladder truck would be required for any development above 2 stories. • Response times could be reduced for a more concentrated, higher

Alternative 1 – No Action	Alternative 2	Alternative 3
	density development pattern.	density development pattern.
Schools • Housing growth could generate between 5.3 and 10.6 additional students, depending on the type, number and size of housing units. Growth is addressed in school district's CFP. • Construction could have temporary impacts for school bus routes.	*Schools* • Housing growth could generate between 9.6 and 10.6 additional students, depending on the type, number and size of housing units. Growth is addressed in school district's CFP. • Construction could have temporary impacts for school bus routes.	*Schools* • Housing growth could generate between 26.6 and 31.2 additional students, depending on the type, number and size of housing units. Growth is addressed in school district's CFP. • Construction could have temporary impacts for school bus routes.
Parks & Recreation • Subarea growth would require between 2.2 and 2.6 acres of park land, based on the City's adopted LOS.	*Parks & Recreation* • Subarea growth would require between 3.9 and 4/3 acres of park land based on the City's adopted LOS. • The utility corridor could provide locations for 8-10 acres of public trails. New residential and commercial areas could provide additional parks and open spaces.	*Parks & Recreation* • Subarea growth would require between 10.8 and 12.9 acres of park land based on the City's adopted LOS. • The utility corridor could provide locations for 8-10 acres of public trails. New residential and commercial areas could provide additional parks and open spaces.
Utilities	**Utilities**	**Utilities**
Stormwater & Drainage • The subarea is primarily developed, but some limited increases in impervious surface and clearing and resulting increases in stormwater runoff would occur in conjunction with redevelopment. The City would review development proposals and apply its adopted stormwater regulations to ensure that no significant impacts occur.	*Stormwater & Drainage* • The subarea is primarily developed, but some limited increases in impervious surface and clearing and resulting increases in stormwater runoff would occur in conjunction with redevelopment. The City would review development proposals and apply its adopted stormwater regulations to ensure that no significant impacts occur.	*Stormwater & Drainage* • The subarea is primarily developed, but some limited increases in impervious surface and clearing and resulting increases in stormwater runoff would occur in conjunction with redevelopment. The City would review development proposals and apply its adopted stormwater regulations to ensure that no significant impacts occur.
Water • Projected increase in water demand from development (160-195 equivalent	*Water* • Projected increase in water demand from development (399-435 equivalent	Water • Projected increase in water demand from development (399-435 equivalent

Alternative 1 – No Action	Alternative 2	Alternative 3
residential units/30,000-37,000 gallons per day) represents 2.6% of available water supply. No significant impact would occur. • Planned improvements in 2012 and 2018 would provide sufficient water storage; increase in required storage would not result in significant impacts to the system. • No deficiencies in the water distribution system would occur. • Some upgrading of fire flow conveyance systems (pipes) could be required in specific areas, depending on the type and intensity of development. Project-specific needs would be determined by the City, PUD and Fire Marshall in conjunction with development review. *Sewer* • Growth would increase the demand for sewerage collection and treatment, but are within the capacity of the existing and planned system; no significant impacts would occur. • A planned upgrade of the Vernon Road Trunk line could need to occur sooner than currently programmed.	residential units/75,000-81,850 gallons per day) represents 5.9% of available water supply. No significant impact would occur. • Planned improvements in 2012 and 2018 would provide sufficient water storage; increase in required storage would not result in significant impacts to the system. • No deficiencies in the water distribution system would occur. • Some upgrading of fire flow conveyance systems (pipes) could be required in specific areas, depending on the type and intensity of development. Project-specific needs would be determined by the City, PUD and Fire Marshall in conjunction with development review. *Sewer* • Growth would increase sewerage flows and loadings (94%-113%) but are within the capacity of the existing and planned treatment system; no significant impacts would occur. • A planned upgrade of the Vernon Road Trunk line could need to occur sooner than currently programmed.	residential units/75,000-81,850 gallons per day) represents 5.9% of available water supply. No significant impact would occur. • Planned improvements in 2012 and 2018 would provide sufficient water storage; increase in required storage would not result in significant impacts to the system. • No deficiencies in the water distribution system would occur. • Some upgrading of fire flow conveyance systems (pipes) could be required in specific areas, depending on the type and intensity of development. Project-specific needs would be determined by the City, PUD and Fire Marshall in conjunction with development review. *Sewer* • Growth would increase sewerage flows and loadings (353%-361%) but are within the capacity of the existing and planned system; no significant impacts would occur. • A planned upgrade of the Vernon Road Trunk line could need to occur sooner than currently programmed.

1.4 MITIGATION MEASURES

1.4.1 Natural Environment

Earth

Applicable Regulations and Commitments

- ***Geological Assessments Required*:** The City's critical area regulations require a geological assessment for any development proposal within 200 feet of a designated geologically hazardous area. Geological assessments must contain an analysis of the potential impacts to geologically hazardous areas resulting from the proposed development and identify appropriate mitigation measures to protect development and the geologically hazardous area LSMC 14.88.630).

- **Native Growth Protection Area:** LSMC 14.88.670 requires developers to place geologically hazardous areas not approved for alteration and their buffers in a native growth protection area; lawfully altered geologically hazardous areas are subject to a covenant of notification and indemnification/hold harmless agreement.

- ***Erosion Control Measures Required*:** LSMC 14.64.130 requires the implementation of sedimentation and erosion control measures for any development that would entail land disturbance. The Public Works Director must review and approve erosion control plans.

Additional Mitigation Measures

- None required

Water Resources

Applicable Regulations and Commitments

- **Stormwater Management:** The City's municipal code requires the use of natural drainage systems to the extent feasible in order to preserve natural topography (LSMC 14.64.100). The Code also requires all new stormwater drainage systems to be constructed in accordance with the requirements of the Department of Ecology's *2005 Stormwater Management Manual for Western Washington* (LSMC 11.06.020 and LSMC 14.64.140). Rigorous permit review and continued implementation of the City's stormwater management codes will promote sound development and redevelopment policies; continued protection of water quality in the City's lakes, streams and wetlands habitats and groundwater recharge; property protection from increased runoff; and the promotion of low impact development (LID) strategies that reduce impervious surface and stormwater runoff.

- **NPDES Phase II Municipal Stormwater Permit:** The Western Washington Phase II Municipal Stormwater Permit was issued in 2007 to implement the requirements of the Clean Water Act and the National Pollutant Discharge Elimination System as codified in Sections 11.06.020 and 14.64.140 of the City's municipal code. Local jurisdictions covered under the permit, including the City of Lake Stevens, are required to develop a stormwater management program designed to reduce the discharge of pollutants and protect water quality. In accordance with the requirements of the permit, the City of Lake Stevens has adopted a stormwater management plan focused on public education and outreach, detection and elimination of illicit stormwater discharge, controlling runoff generated by new development activities, and prevention of pollution resulting from municipal activities. Continued implementation of the measures contained in the stormwater management program would reduce pollutant loading and improve water quality in the City's lakes, streams and wetlands.

- **Critical Areas Regulations:** As described in the impact analysis, the City and study area contain varied critical areas, including wetlands and streams. Under all alternatives, future development will be subject to the adopted critical areas regulations found in Chapter 14.88 LSMC, including all applicable mitigation requirements and mitigation sequencing procedures. In particular, wetland mitigation is required to take the form of in-kind replacement of the impacted wetland functions and values; replacement wetlands must adhere to the design requirements of LSMC 14.88.840, including performance standards and mitigation ratios.

Additional Mitigation Measures

- **Stormwater Detention:** For properties adjacent to identified wetlands and associated buffers, new development and redevelopment shall not result in an increased rate of runoff from the site to the wetland. To prevent alteration of established hydrologic wetland processes, the municipal code requires stormwater to be either detained or infiltrated onsite.

- **Low Impact Development (LID):** The City should consider providing incentives in the subarea plan and new development regulations to encourage the use of LID techniques to reduce stormwater impacts.

- **Critical Areas:** More detailed analysis -- including full delineation, classification and function assessment -- will be required in conjunction with development permitting for future projects that occur on sites containing critical areas.

- **Wetland Mitigation Banking:** LSMC 14.88.840 allows the use of credits from an approved wetland mitigation bank to compensate for unavoidable impacts to wetlands. The City should investigate the potential for either establishing a

mitigation bank for the study area to address potential wetland impacts that may occur under any of the alternatives, or coordinate with an established mitigation bank within the watershed, such as the Narbeck Wetland Sanctuary at Paine Field, to obtain a pool of credits for future development. Per LSMC 14.88.840(a)(5), projects using mitigation bank credits must be consistent with the replacement ratios specified in the mitigation bank's certification. If mitigation credits are not available and establishment of a separate mitigation bank is not feasible, the City could encourage preservation and enhancement of these areas in exchange for increased development potential in other portions of the site or subarea.

Plants & Animals

Applicable Regulations and Commitments

- **Tree Retention:** The City's land use code requires every development to retain significant trees and stands of trees that occur on the development site unless such retention would create an unreasonable burden on the developer or create a safety hazard. The code requires that significant trees removed as part of a development project be replaced. This code also requires retained and replanted trees be protected during construction.

- **Critical Areas Regulations**: Future development in the study area, under all alternatives, has the potential to adversely affect plants and animals through clearing of vegetated areas. However, the City's critical areas regulations will protect wetlands, riparian areas, and other critical areas that provide habitat for plants and animals, by limiting the activities allowed within the critical area and establishing appropriate protective buffers and mitigation strategies for unavoidable impacts.

1.4.2 Air

Air Quality

Mitigation During Construction

Although significant air quality impacts from construction are not anticipated with any of the alternatives, construction contractors would be required to comply with all relevant federal, state, and local air quality rules. In addition, implementation of best management practices would also reduce emissions related to the construction phase of the project. Possible management practices for reducing the potential for air quality impacts during construction include measures for reducing both exhaust emissions and fugitive dust. The Washington Associated General Contractors brochure *Guide to Handling Fugitive Dust from Construction Projects* and the PSCAA suggest a number of methods for controlling dust and reducing the potential exposure of people to emissions from diesel equipment. A list of some possible control measures that could be implemented to reduce potential air quality impacts from construction activities follows:

- Use only equipment and trucks that are maintained in optimal operational condition;
- Require all off-road equipment to have emission reduction equipment (i.e., require participation in Puget Sound Region Diesel Solutions, a program designed to reduce air pollution from diesel, by project sponsors and contractors);
- Use bio diesel or other lower-emission fuels for vehicles and equipment;
- Use car-pooling or other trip-reduction strategies for construction workers;
- Implement restrictions on construction truck and other vehicle idling (i.e., limit idling to a maximum of 5 minutes);
- Spray exposed soil with water or other suppressant to reduce emissions of PM and deposition of particulate matter;
- Pave or use gravel on staging areas and roads that would be exposed for long periods;
- Cover all trucks transporting materials, wetting materials in trucks, or providing adequate freeboard (space from the top of the material to the top of the truck bed), to reduce PM emissions and deposition during transport;
- Provide wheel washers to remove particulate matter that would otherwise be carried off site by vehicles to decrease deposition of particulate matter on area roadways;
- Remove particulate matter deposited on paved, public roads, sidewalks, and bicycle and pedestrian paths to reduce mud and dust; sweep and wash streets continuously to reduce emissions;
- Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris; and
- Stage construction to minimize overall transportation system congestion and delays to reduce regional emissions of pollutants during construction.

Mitigation During Operation

The air quality analysis indicates that the alternatives would not result in any significant adverse air quality impacts in the study area. Consequently, no operational impact mitigation measures are warranted or proposed.

Greenhouse Gas Emissions

Some or all of the following strategies for reducing GHG could be implemented:

- Adopt green building standards for new development (e.g., LEED silver or better);

- Adopt a mandatory commute trip reduction program for all employers in the Lake Stevens Center subarea. This commute trip reduction program could include the establishment of the following:
    - Mode split goals
    - Mode split monitoring program
    - Mode split goal implementation program
    - Transportation management agency which provides resources for employers such as carpool matching, vanpool/transit information, and a guaranteed ride home program;
- In conjunction with a commute trip reduction program, expand transit options such as the Community Transit vanpool program or new fixed route bus service; and
- Implement efficient transportation design standards including the use of roundabouts and LED street lighting and area lighting where appropriate.

1.4.3 Land Use

Many of the land use changes identified in the foregoing analysis – including increased density/intensity and a greater diversification and mix of land uses – are not considered adverse impacts. The change in the subarea's land use pattern would be incremental and does not require mitigation.

Potential land use conflicts, such as between proximate land uses of different intensity, can be avoided or otherwise mitigated through the application of new development regulations and design guidelines and standards that ensure appropriate land uses along with adequate buffering and transitions between different abutting land uses. For example, height and bulk limits and setback requirements in zoning regulations could be tailored to address these potential conflicts. Landscaping requirements can also help to buffer and screen land uses of dissimilar intensity or scale. Design guidelines and standards would also require approaches to site planning and building design, which reduce a range of potential impacts, such as shadows, noise and visual incongruities. These techniques are an integral aspect of implementing the subarea plan.

1.4.4 Population, Housing & Employment

Population

No significant adverse impacts have been identified and no mitigation is necessary.

Housing

No significant adverse impacts have been identified and no mitigation is necessary.

Employment

No significant adverse impacts have been identified and no mitigation is necessary.

1.4.5 Aesthetics, Light & Glare

Mitigation measures to address impacts to visual character and to preserve views include a combination of existing development regulations and new implementation measures identified in the *Draft Lake Stevens Center Subarea Plan*.

Visual Character

- **Development Regulations**: New zoning regulations in combination with specific design guidelines and standards would be adopted to implement the subarea plan. Regulations would address appropriate uses, height, setbacks, and similar development parameters. The code could also include incentives, such as bonuses in height or intensity, in exchange for incorporating a menu of public amenities in new development. Existing landscaping standards would be modified to create the desired character for development sites, roads, and sidewalks and trails. Existing tree protection/replacement requirements could be modified to ensure the subarea maintains a desirable amount of vegetative cover.

- **Design Guidelines and Standards**: Design guidelines and standards would be adopted to ensure future development achieves a cohesive visual character and high-quality site planning, building design, lighting and signage.

Views

- **Park & Open Space Planning**: The City will be updating its *Parks & Open Space Plan* to address needs created by planned growth in Lake Stevens Center. In conjunction with this planning, the City may identify new parks or open space areas that provide views of landscape features, as discussed above, and determine that these views should not be obstructed from specified viewpoints. New development in some portions of the subarea may also create public spaces to provide open views of the landscape.

- **Design Guidelines and Standards**: In coordination with planning new parks and open spaces and identifying potential viewpoints, the City could consider adopting guidelines and standards that identify when and how site plans or building design should be modified to protect views from parks and other public spaces.

Light & Glare

- **Development Regulations**: The City should consider adopting "dark sky" regulations to minimize lighting increases and night glow in the subarea.

- **Design Guidelines and Standards**: Design guidelines and standards would be adopted to implement the subarea plan, and could provide guidance on avoiding light spillage, glare and shadow impacts though site planning, building design and landscaping. The guidelines and standards would specifically address lighting and signage.

1.4.6 Transportation

Mitigation for transportation impacts includes a combination of adopted regulatory programs, modification of LOS standards, intersection specific projects, and programmatic actions.

Concurrency

The Growth Management Act (GMA) includes provisions, generally referred to as "concurrency," to ensure that sufficient public facilities are available for new development. Local jurisdictions must also set level of service (LOS) standards to measure a project's impact potential. If the trips generated by a development will cause a facility to fall below the adopted LOS standard, the local government may deny permits for the project, change the LOS standard to allow the development, or modify the land use. Existing City regulations incorporate this provision.

Level of Service Threshold

Current regulations require intersections to maintain LOS C; however, maintaining LOS C conditions at all the intersections in the study area would be financially prohibitive. It is recommended that the City amend its threshold for signalized intersections in designated centers/mixed-use areas and strive to meet a LOS E standard. However, based on the discretion of the public works director, intersections that are built to their ultimate size would be allowed to operate at LOS F conditions as long as other programmatic mitigation measures to reduce trip generation are implemented.

For uncontrolled and unsignalized intersections, it is recommended that an intersection be considered deficient if it falls below LOS E operations *and* meets a signal warrant. This level of service is more realistic to maintain, is consistent with the Comprehensive Plan, and is in line with the typical traffic activity seen in economically vibrant areas.

Location-Specific Mitigation Measures

SR-9 Corridor

Impacted intersections along SR-9 are under the jurisdiction of WSDOT; roadway and intersection improvements would be addressed in the *SR-9 Corridor Planning Study* or *SR-9 Route Development Plan*. A coordinated approach along SR-9 is essential, rather than simply moving the bottleneck to a different location.

The City Stevens should enter into an interlocal agreement with WSDOT, similar to many other jurisdictions in Snohomish County, which could address coordination related to permitting, funding, and sharing of traffic impact fees.

Frontier Village Access: Vernon Road/N Davies Road and Safeway Driveway/N Davies Road Intersections

A new access plan would address the following:

- Vernon Road potentially vacated between N Davies Road and SR 204;
- Shopping center/Safeway N. Davies driveway converted to a public road from N. Davies Road to 7th Place NE;
- The intersection of N. Davies Road and the Safeway Driveway would operate as a single-lane mini-roundabout;
- The old intersection at Vernon Road/N. Davies Road could potentially be realigned to a curve or would operate as a single-lane mini-roundabout; and
- The intersection of 7th Place NE and the Safeway N. Davies Driveway would be reconfigured; alternative designs are identified for 91st Avenue NE and SR-204.

Additional Mitigation Measures

In addition to the capacity enhancing projects described above, it is recommended that the City of Lake Stevens explore the potential for other programmatic mitigation measures.

Traffic Impact Fees

To generate the funds necessary to implement the mitigation measures described above, and to help address identified impacts, it is recommended that a traffic impact fee be established, as authorized by RCW 82.02.050. This fee could be exclusive to the Lake Stevens Center area, or could be part of a citywide impact fee program. An interlocal agreement with WSDOT could allow a sharing of fee revenues to help construct needed improvements.

Transportation Benefit District

Formation of a Transportation Benefit District (TBD), as authorized by RCW 36.73.120, is another approach that could be used to help finance transportation improvements. Formation of a TBD would enable the City to assess additional fees and charges within the district, including a supplemental sales tax. A TBD could apply citywide or specific to Lake Stevens Center, and could be used in conjunction with a traffic impact fee.

Transportation Demand Management

Transportation demand management (TDM) strategies include mandatory commute trip reduction programs and enhanced transit service. These measures have been proven to be effective at reducing trip generation.

1.4.7 Public Services

Under all alternatives, development would be subject to adopted development regulations, which require emergency access, fire suppression systems, and school and park impact mitigation fees to offset impacts to these services. *Alternative 2* and Alternative *3* could incorporate the following additional measures:

- During construction, implement security measures such as onsite lighting, fencing, onsite surveillance, etc. to reduce potential criminal activity.
- Construct a well-designed internal street system that provides fast and efficient police, fire and emergency vehicle access to all areas of the subarea.
- Develop streets, sidewalks, walkways, bicycle and pedestrian paths and public spaces designed to promote public safety and visibility for residents, employees, site visitors and police.
- Design all parking areas and public spaces with specially designed no-glare security lighting to provide for security.
- Include incentives in revised development regulations for providing public spaces in new development.
- Begin a planning process to identify additional park space within the subarea. Identify land that is suitable for acquisition, and investigate the potential for acquiring easements within the utility corridor.
- The School District could recalculate school mitigation fees to include upgrades to local schools to meet the needs of the new students.
- The City should review its adopted level of service standards and consider regional averages for service, the experience of comparable cities, and local needs.

1.4.8 Utilities

Drainage

Applicable Regulations and Commitments

- **City of Lake Stevens Stormwater Ordinance:** Chapter 11.06 and Chapter 14.64 (Part II) of the Lake Stevens Municipal Code adopt the *Department of Ecology's 2005 Stormwater Management Manual for Western Washington*. Any project that meets or exceeds the thresholds defined in the manual for new impervious area, drainage system modifications, or redevelopment is subject to City review and permit approval.

- **Ecology Stormwater Manual Adopted:** The City has adopted the *Department of Ecology's 2005 Stormwater Management Manual for Western Washington* as its minimum design standard for stormwater infrastructure. All development meeting the minimum thresholds is required to design associated stormwater infrastructure to be consistent with these standards.
- **Low Impact Development Encouraged:** The City's stormwater ordinance states that Low Impact Development solutions, as defined and listed in the LID Technical Guidance Manual for Puget Sound, are acceptable and encouraged alternative standards for management of stormwater.

Additional Mitigation Measures

- **Permitting Incentives for Low Impact Development:** To reduce the need for new stormwater conveyance infrastructure and protect water quality, the City should incentivize the use of LID techniques for onsite stormwater treatment and detention for appropriate projects. Incentives could include expedited development permit review or reduced permit fees.

Water

Applicable Regulations and Commitments

- **Supply Upgrades:** Snohomish County PUD's *2011 Water System Plan* identifies necessary capital improvements to provide adequate water supply for the next 20 years. Planned and budgeted supply improvements include conversion of the system's two emergency groundwater wells to a full-time source, increasing system supply by approximately 1.2 MG per day.
- **Storage Upgrades:** The PUD's *2011 Water System Plan* identifies the following planned and budgeted capital improvements to storage capacity:
    - Walker Hill Booster Zone Intertie: Eliminates dead storage in the Walker Hill tanks, making this water available to the Lake Stevens 500 zone for emergency use. (2012)
    - Getchell Reservoir: New 9.2 MG reservoir serving the Lake Stevens 500 pressure zone.
- **Distribution Upgrades:** The PUD's ongoing water main replacement program annually evaluates aging pipes for replacement with a focus on the replacement of galvanized iron/steel and asbestos cement pipes.

Additional Mitigation Measures

- **Joint Planning with Snohomish County PUD:** Upon adoption of a preferred alternative, the City should consult with Snohomish County PUD to establish a joint planning process for capital improvements necessary to serve anticipated development in the subarea.
- **Design Review for Fire Flow:** The City and developers would coordinate development permit application with Snohomish County PUD and the Lake

Stevens Fire Marshal to determine fire flow requirements based on project design. Upgrades to existing lines would be coordinated with Snohomish County PUD. Installation of new water lines adequate to provide required fire flows would be the responsibility of the developer and/or the City, as follows.

- 12-inch pipes and 3000 gpm for commercial areas, possibly multifamily;
- 8-inch pipes and 1500 gpm for existing residential areas; and an
- Intermediate value for other areas, for example 10-inch pipe with 2000 gpm.

Sewer

Applicable Regulations and Commitments

- **Planned Capital Improvements:** As described in the impact analysis, the Lake Stevens Sewer District adopted updates to its Comprehensive Plan in 2007 and 2010, describing the capital improvements planned for the near future, including several pipeline expansions, decommissioning of several lift stations, pump upgrades, and construction of a new wastewater treatment plant. These improvements are designed to relieve existing system deficiencies and create the capacity necessary to serve future development.

Additional Mitigation Measures

- **Joint Planning with Lake Stevens Sewer District:** Upon adoption of a preferred alternative, the City should consult with the Lake Stevens Sewer District to establish a joint planning process for capital improvements necessary to serve anticipated development in the subarea, including new wastewater collection infrastructure and future expansions to the new treatment plant that may be necessary to accept projected flows from development under the subarea plan.
- **Design Review for Wastewater Flows and Loads:** Because planned improvements to the wastewater system will be implemented in phases over several years, the Planned Action should establish size thresholds for new development that, when met or exceeded, would require developers to initiate consultation with Lake Stevens Sewer District. Consultation would confirm that projected wastewater flows and loads from any proposed project would not exceed the treatment or conveyance capacity of the wastewater system existing at that time.

1.5 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

1.5.1 Natural Environment

All alternatives could result in additional development within the subarea, thereby increasing the level of impervious surface and reducing vegetated areas. Additional

development within the study area is also anticipated to generate increased stormwater runoff that must by detained or treated before discharge to surface water. With application of the City's adopted regulations regarding critical areas, stormwater, and tree retention, as well as proposed mitigation measures, no significant unavoidable adverse impacts to the natural environment are anticipated.

1.5.2 Air

Air Quality

No significant unavoidable adverse impacts would occur.

Greenhouse Gas Emissions

GHG emissions would increase with any land use alternative considered for the subarea. Information is currently lacking, however, upon which to base a conclusion about the significance of the increased GHG emissions on climate change and the broader environment. Similarly, the potential for additional regulatory action at the state and local level in the future indicates that such impacts may not be unavoidable.

1.5.3 Land Use

The land use pattern of the subarea would change significantly to accomplish the objectives of *Alternative 2* or *Alternative 3.* This would result in the subarea becoming more urbanized and intensively developed, with a greater mix of uses, and would experience a significant increase in employment uses and population relative to the *No Action Alternative*. This change, while significant, is not considered to be adverse.

1.5.4 Population, Housing & Employment

While population growth is unavoidable, it is not necessarily an adverse impact. No significant unavoidable adverse impacts would occur. Similarly, employment growth is not considered to be an adverse impact, but is an unavoidable effect of successful implementation of the subarea alternatives.

1.5.5 Aesthetics, Light & Glare

Visual Character

The visual character of the subarea would change significantly over time as a result of growth and development. The direction of change would be from a primarily single-family residential area with large lots to an area that includes a mixed-use employment district alongside residential neighborhoods. It would become more densely developed and urban in character with taller, larger scale buildings. This change could be considered adverse by some viewers and positive by others, but this change is an unavoidable consequence of implementing the subarea plan.

Views

Some existing views to the west from locations in the western portion of the subarea could be partially or completely obstructed by future development. View blockage could

be mitigated through use of new development regulations, however, so this impact is not considered unavoidable. The subarea plan, and future planning for parks and open spaces, would focus on identifying future public spaces from which views would be protected through design guidelines and standards.

Light & Glare

Lighting will increase but will be controlled through development regulations and design guidelines and standards. No significant unavoidable adverse impacts are anticipated.

1.5.6 Transportation

Traffic congestion will increase under any alternative and this impact is unavoidable. Increased traffic volumes caused by *Alternative 2* and *Alternative 3* would lead to increased delay along SR-9. Since WSDOT has not yet defined its plan to improve traffic conditions along SR-9, specific mitigation measures cannot be identified. Given that WSDOT is actively planning to improve the SR-9 corridor and some level of mitigation is possible (although full improvement to provide LOS D conditions is unlikely because of the high costs), impacts are not necessarily inevitable or entirely unavoidable.

1.5.7 Public Services

Demand for public services would increase incrementally in conjunction with the additional population and commercial growth expected to locate in the subarea. Any additional needs would be addressed in the City's Capital Facilities Plan and are not unavoidable.

1.5.8 Utilities

All alternatives are anticipated to result in additional development within the subarea, thereby increasing demand for water, sewer, and drainage services. An increase in population and employment in the study area could exacerbate existing water and wastewater system deficiencies and increase demand for services beyond the capacity of existing infrastructure in some limited areas. However, with application of mitigation measures, which include both regulatory measures and planned capital improvements, no significant unavoidable adverse impacts are anticipated.

1.6 BENEFITS & DISADVANTAGES OF DELAYING THE PROPOSED ACTION

Subarea planning is an element of the City's deliberate strategy to grow and diversify the local economy. Benefits of the proposed action, and the objectives of the subarea plan, include attracting additional retail and services, providing increased employment opportunities, and concentrating growth in a mixed-use center. From an economic development perspective, the proposal seeks to attract a greater amount of regional employment to the City and decrease market leakage by increasing local retail opportunities; the subarea plan and planned action designation would help to create an attractive environment and incentives for development.

Delaying the proposed subarea plan would be equivalent to implementing the *No Action* alternative, and would result in these benefits being postponed or potentially lost. Growth in the City would also be relatively more dispersed and less concentrated in centers. At the same time, lower levels of growth would create lower demand for public services and capital facilities.

1.7 ISSUES TO BE RESOLVED

Major issues to be resolved by the City in selecting a preferred alternative include determining the appropriate types, intensity and overall magnitude of development that is appropriate in the subarea, and how this could change the existing character of the area. Some existing uses, including housing, could be displaced. In addition, increased growth will affect the cost, timing and ability to fund necessary public services and capital improvements.

A great place to

live shop visit

Attachment 2

Lake Stevens Center

Subarea Plan

DRAFT JANUARY 2012

CITY OF LAKE STEVENS

Contents

I. Introduction 1

A. Planning Process 1

B. Plan Area 2

C. Purpose & Authority 2

D. Existing Conditions 3

II. Economic Development 4

A. Economic Growth Strategy 4

B. Retail Capture Opportunities & Retail Destination 4

C. Tourism 4

III. Community Vision 5

A. Vision 5

B. Objectives 5

IV. Plan Concept 6

A. Alternatives 6

B. Preferred Alternative 7

V. Plan Elements 8

A. Goals and Policies 8

1. Community Character 8

2. Livable Places & Housing 11

3. Land Use & Intensity 13

4. Circulation & Mobility 15

5. Sustainability& Natural Resources 18

6. Public Places and Community Facilities 19

VI. Development Typologies and Layered Street Network 20

A. Building Typologies 20

1. Retail 20

2. Office 21

3. Mixed-Use 22

4. Multifamily Residential 23

B. Layered Transportation Network 24

1. Layered Street Network 24

2. Alternative Measures of Transportation Performance 26

VI. Implementation 26

A. Market and Promotion 26

B. Partnerships 26

C. Zoning (See Appendix A) 26

D. Design Standards and Guidelines (See Appendix B) 27

E. Capital Improvement Plan (See Appendix C) 27

F. Environmental Impact Statement (EIS) and Planned Action Ordinance (See Appendix D) 27

VII. APPENDICES 27

A. Zoning and Land Use Regulations 27

B. Design Standards and Guidelines 27

C. Capital Improvement Plan 27

D. EIS and Planned Action Ordinance 27

E. Public Input Summary 27

Figures and Tables

Figure 1.1 Public meeting

Figure 1.2 Lake Stevens Center aerial

Figure 1.3 Transit Center

Table 4.1 Summary of growth assumptions for EIS alternatives

Figure 4.1 Lake Stevens Center development concept

Figure 4.2 Alternative 2 – Center Revitalization

Figure 4.3 Alternative 3 – Retail & Residential Emphasis

Figure 5.1 District identity

Figure 5.2 Example of distinctive gateway treatment

Figure 5.3 Example of high quality design

Figure 5.4 Example of high quality streetscape

Figure 5.5 Example of a high quality and prominent public building

Figure 5.6 Example that emphasizes a strong community character

Figure 5.7 Example of a high quality transit-oriented development

Figure 5.8 Example of a neighborhood public place

Figure 5.9 Example of a distinctive lighting with cut-off shield

Figure 5.10 Example of a well-designed high-density residential housing

Figure 5.11 Example of a high quality multistory commercial building

Figure 5.12 Layered Street Network

Figure 5.13 Possible roundabout on 91st Avenue NE between Market Street (bottom of photo) and SR 204 (off photo to north)

Figure 5.14 Possible mini-roundabout on 99th Avenue NE south of Market Street (top of photo)

Figure 5.15 Example of a well-designed public crossing

Figure 5.16 provides an example of a well-designed public trail that could connect different neighborhoods, districts, or city

Figure 6.1 Rendering of large-scale store with abundant landscaping

Figure 6.2 Examples of well-designed large-scale and smaller scaled stores

Figure 6.3 Rendering of a medium sized store

Figure 6.4 Examples of main street storefronts

Figure 6.5 Illustration of a multistory office building

Figure 6.6 Illustration of a low-rise office building

Figure 6.7 Illustration of a mixed-use office building

Figure 6.8 Photo of Residential over Retail building

Figure 6.9 Photo of Office over Retail building

Figure 6.10 Illustration of a multifamily housing complex

Figure 6.11 Examples of a well-designed multifamily housing

Figure 6.12 Possible Main Street section

Figure 6.13 Possible Urban Avenue section

Figure 6.14 Possible Local Street section

Figure 6.15 Possible School Connection Street section

Figure 6.16 Possible Bicycle Focused Urban Avenue section

Figure 6.17 Possible Bicycle Focused Local Street section

I. Introduction

A. Planning Process

The Lake Stevens Center subarea plan is a key tool for the city to revitalize and expand its core retail area. Specifically the plan will create a framework to refine the area's land uses and zoning; analyze required improvements to the street network and other capital facilities; establish a vision for upgrading the aesthetic environment; and to help attract new businesses and residents. The plan's vision for revitalization provides the foundation for developing a planned action, establishing regulations and standards, and identifying desired outcomes necessary to realize the overall vision for the Lake Stevens Center and direct its subsequent redevelopment. Additionally, the plan will provide conceptual guidance as to the intent of subsequent regulations and actions.

The subarea planning process for the Lake Stevens Center grew out of a vision expressed in the City's Comprehensive Plan to establish concentrated growth centers to receive the majority of future employment, retail, and housing growth. The City had a consultant team prepare separate economic assessment and economic development reports (Leland Consulting Group & LMN Architects, 2011a and 2011b). The economic assessment evaluated the opportunities and constraints associated with each growth center. For the Lake Stevens Center, the assessment identified the potential to improve and upgrade the center's appearance and circulation in the near-term, which would set the stage for added and revitalized retail, office, and residential development over the long term. The Economic Development Strategy identified that significant retail "leakage" was occurring (i.e., consumers were travelling outside the City for retail purposes) and that the City has an opportunity to attract new retail development and capture this retail spending based on its demographics, location and quality of life.

In early 2011, the city initiated a public outreach and visioning effort to solicit opinion and comment from different stakeholders including the public, business interests, elected and appointed officials, and affected agencies through several public workshops and open houses (illustrated in Figure 1.1). Stakeholder comments have guided the plan's formation and focus. Concurrently, the city has been developing a Planned Action Environmental Impact Statement that analyzes s potential impacts of the plan on the built and natural environment and outlines appropriate mitigation for identified impacts. The Planned Action will set the parameters for future development and provide a streamlined permitting process.

Figure 1.1 Public meeting

B. Plan Area

Lake Stevens Center encompasses approximately 359 acres of land centered across the intersection of highways SR-9 and SR-204, as shown in Figure 1.2. The study area extends to Lundeen Park Way on the north and west, 2nd Street SE on the south, and Springbrook Road, 98th Drive and 103rd Ave NE on the east. The study area lies atop a relatively level terrace. The land east of the study area slopes toward Lake Stevens and the land to the west slopes toward Ebey Slough. Scenic elements include the Olympic Mountains to the west, Lake Stevens and the Cascades to the east, and the Cascades to the north.

C. Purpose & Authority

To help realize its economic strategy, the City is developing a subarea plan for the Lake Stevens Center, as authorized under the Revised Code of Washington (RCW) 36.70A.080, to promote balanced development in this growth center and to support the revitalization of the City's core retail area. The City will adopt the subarea plan as a supplementary document to the City's Comprehensive Plan. The subarea plan will identify the land use goals and policies for the area that in turn will frame the regulatory development regulations attached as appendices. The plan will also be the primary mechanism to identify actions and capital investments necessary to implement the plan. The City will adopt the Lake Stevens Center Subarea Plan in accordance with the Lake Stevens Comprehensive Plan and incorporate associated regulations as part of the municipal code. The City will also adopt subarea plan as a planned action. A planned action is a tool that cities can use to provide regulatory certainty and encourage economic development, as allowed under the State Environmental Policy Act (RCW 43.21C.031 and WAC 197-11-164). Performing early environmental review as part of a subarea plan will streamline SEPA review for subsequent projects that are consistent with the plan.

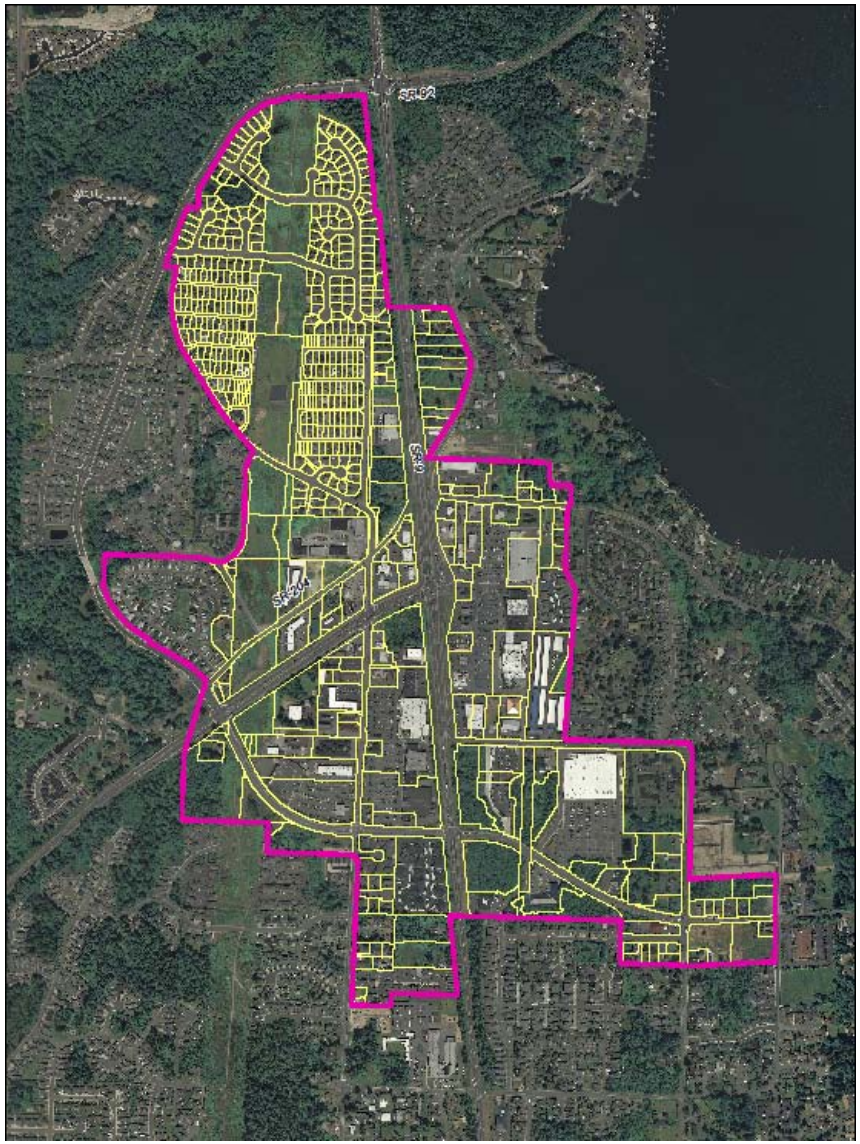

Figure 1.2 Lake Stevens Center aerial

D. Existing Conditions

The Lake Stevens Center is a highly developed part of the city with many existing urban amenities. The visual character of the Lake Stevens Center is a product of the existing street network and transportation facilities, built environment (scale and type of structures), topography and natural features, and an electric transmission corridor. From an aesthetic perspective, the subarea and adjacent areas do not possess cohesive architecture and site design and are not distinctive in character.

The Lake Stevens Center includes multiple commercial retail complexes that act as a small regional center for eastern Snohomish County. Commercial uses comprise nearly 22 percent of the study area. Existing development includes approximately 680,000 gross square feet of retail development, and 230,000 gross square feet of office development (Leland Consulting Group, 2011). Most of the commercial uses are auto-oriented. General commercial uses in the vicinity include strip malls with small-sized tenants, mid-sized junior anchors, grocery stores, convenience stores, restaurants, gas stations, and one big-box retailer. Other uses include medical and professional office uses and some limited light industrial uses (e.g., storage facilities, limited manufacturing, and some auto repair uses).

Residential uses, located adjacent to the commercial areas, include single-family and multifamily developments in addition to a mobile home park. Combined residential uses total almost 52 percent of the study area, with the majority of the area devoted to single-family uses followed by multifamily. Current gross density of the subarea is approximately 2.4 dwelling units per acre. Based on the City's current average household size of 2.87 persons per household, the current population for the study area is approximately 2,442, which represents 9.2 percent of the City's total population.

The study area also has a relatively large amount of utility and civic/government uses. Utilities include power transmission lines and detention facilities. The largest contiguous utility tract is located west of SR-9 and includes a large electrical transmission line. Civic and government uses include a transit facility, fire district offices, schools, and other City or County owned properties and facilities. Combined, these categories add up to approximately 15 percent of the area.

The subarea enjoys excellent transportation access because of the intersections of two regional highways, notably SR-9 and SR-204. The local road network is limited, due to existing large commercially zoned parcels and the residential subdivisions. Traffic congestion is light to moderate during the AM and PM peak hours. However, SR-9/Lundeen Parkway and SR-9/SR-204 experience increased congestion during the afternoon. Volumes are also high during the morning peak hour, particularly along southbound SR-9. Other elements of the circulation and transportation network include public transit, pedestrian, and bicycle facilities. With the exception of Lundeen Parkway and Market Place, the pedestrian and bicycle network is fairly disjointed. Many roads have wide shoulders that may accommodate pedestrians or bicyclists, but do not provide dedicated facilities. Due to the piecemeal nature of past development, many sidewalks do not connect to any other facilities. Community Transit provides bus service and operates a transit center with the subarea (Figure 1.3). Bus service targets commute trips to employment centers; however, service is relatively infrequent. There is ample parking in the Lake Stevens Center area due to the extensive commercial uses. Many parking lots never reach capacity, which indicates that less land could be devoted to parking.

Figure 1.3 Transit Center

There are approximately 24 undeveloped acres of land scattered throughout the subarea, excluding utility areas and non-developable tracts, such as native growth protection areas and private easements. The subarea also includes nearly 28 acres of wetlands, but has relatively few other critical areas or any identified protected species. As identified in the Comprehensive Plan, the current zoning configuration and small amount of undeveloped land in the study area limits the potential for single-family infill development. However, there is potential for redevelopment of larger commercial parcels, increased employment, and denser housing.

II. Economic Development

A. Economic Growth Strategy

As noted, the City's growth strategy envisions residential and employment growth occurring in "growth centers," with available infrastructure and services to increase employment, improve the jobs to housing balance citywide, conserve environmental resources, and provide efficient services and facilities. This growth strategy presumes that there will be complimentary services available throughout the three growth centers: Downtown Lake Stevens, the 20th Street SE Corridor, and the Lake Stevens Center. Under this scheme, each center will fill a slightly different function citywide and/or regionally, but will also cater to the needs of the immediate population in the area.

B. Retail Capture Opportunities & Retail Destination

Being a crossroads for markets, the Lake Stevens Center's location favors its position for retail growth with considerable pass-through traffic from commuters to the east and north. This area can capture a greater proportion of the retail market and provide greater employment capacity for the City and surrounding secondary market. Three strategies will help attract additional retail development:

- Capture retail "leakage" (i.e., goods purchased in another market that could or should be purchased locally).
- Become a retail destination.
- Increase the City's tourism draw.

The City would like to revitalize the Lake Stevens Center appearance, improve traffic and pedestrian circulation; and expand retail, office, and residential development by enhancing the appearance of streets, sidewalks, sites, and buildings; and transforming the area into a regional center with anchor retail, a greater array of restaurants, visitor lodging, family-oriented entertainment, and public spaces.

C. Tourism

III. Community Vision

A. Vision

The City intends to provide a framework for the development of the Lake Stevens Center through this planning effort. The primary impetus of the subarea plan is to influence the revitalization of the City's retail core positively and to bestow a renewed vitality, purpose and character to the district that capitalizes on the existing infrastructure and natural setting that offers views of the lake and mountains. The subarea plan will guide the transformation of the area into a regional retail center by adding or improving retail and office complexes in distinctive commercial /mixed-use nodes balanced with higher density residential housing opportunities available to all residents. New development will be bound to high-quality design and development standards to sustain a positive development atmosphere and community image.

The objectives, goals, and policies of the Lake Stevens Center Subarea Plan echo the City's overall vision to ensure that development is sensitive to the natural environment, and that future development considers sustainable approaches to development and any mitigates related impacts.

B. Objectives

Comprehensive Plan policies and the recommendations identified in the *Economic Assessment Report* and *Retail Forecast and Leakage Analysis,* discussed previously provide a basis for defining the objectives for the Lake Stevens Center Subarea Plan. In turn, the subarea plan objectives provide a foundation for developing and evaluating the plan's land use alternatives. The following description outlines an overall vision for the redevelopment of the Lake Stevens Center over a 10-20 year planning period.

- Promote economic development and balanced jobs and housing.
- Transform the area into a regional center with anchor retail, a greater array of restaurants, visitor lodging, family-oriented entertainment and public spaces.
- Recognize and strengthen Lake Stevens Center as an important crossroad for commerce for communities along SR-9.
- Redevelop existing commercial and retail land uses from auto-oriented, strip commercial retail to a village-like environment that meets the need of people who live in Lake Stevens and the surrounding area.
- Encourage infill, greater intensity and redevelopment where older buildings have outlived their economic life and look for opportunities to upgrade older properties into places where people can live as well as conduct business.
- Develop mixed-use nodes to anchor local shops, restaurants, and larger retail chains utilized by the local and regional community.
- Incorporate mixed-use residential buildings with ground-floor retail or office that allow people to word within walking distance of their home.
- Provide a variety of professional services and offices that cater to the needs of local residents.
- Promote the creation of a traditional "main street" along 91st Avenue NE that features pedestrian-oriented land uses and street amenities (e.g., benches, trash and streetlights) and street trees.
- Achieve a mixture of jobs, goods and services, housing and recreation that combines urban development with an abundance of natural features and open space
- Retrofit major streets and intersections to improve circulation and provide distinctive landscaping and lighting to create a welcoming entry to the community.

- Upgrade the transportation network to ensure that multiple modes of travel have effective circulation and access to destinations.
- Enhance the appearance of streets, sidewalks, sites, and buildings through the development of effective development regulations, guidelines, and standards.
- Protect important environmental resources.
- Strengthen attributes that reflect Lake Stevens as a distinct, unified community.
- Create an incentive for redevelopment through a SEPA Planned Action.

IV. Plan Concept

A. Alternatives

The draft Environmental Impact Statement (EIS) considers three land use alternatives, all of which envision Lake Stevens Center redeveloping over time as a concentrated, high intensity retail center. Figure 4.1 illustrates the development concept refined in both action alternatives. The Lake Stevens City Council will ultimately identify a preferred land use alternative based on these models that will be incorporated into the final subarea plan.

Alternative	Retail (Gross Sq. Ft)	Office (Gross Sq. Ft)	Housing (Dwelling Units)
Alternative 1 – No Action	50,000-60,000	30,000-40,000	100-120
Alternative 2 – Center Revitalization	140,000-150,000	140,000-150,000	180-200
Alternative 3 – Residential & Retail Emphasis	140,000-150,000	100,000-120,000	500-600

Table 4.1 Summary of growth assumptions for EIS alternatives

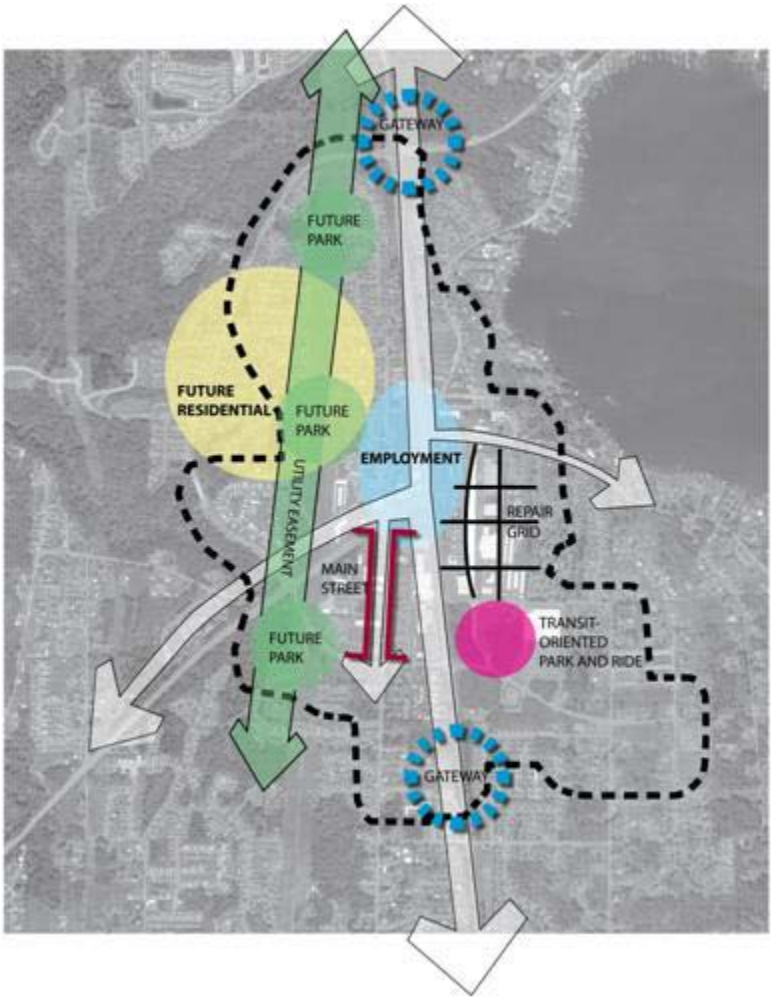

Figure 4.1 Lake Stevens Center development concept

Alternative 1 – The No Action Alternative

The *No Action Alternative* assumes continued growth under existing zoning and current plan. Overall, the subarea would retain much of its current character in terms of the types, intensity and pattern of land use. Site-by-site development would occur without the guidance of an overall plan or vision.

Alternative 2 – Center Revitalization

Alternative 2, emphasizes retail and employment growth and significant redevelopment in the subarea focused in existing or expanded centers and mixed-use areas along with some multifamily residential growth along the periphery of the subarea to provide a transition to existing single-family neighborhoods. New and amended development regulations will address the mix, density, scale and form of planned development. Under this alternative, the City would designate the Lake Stevens Center subarea a planned action, which would encourage economic development and streamline SEPA review for projects that are consistent with the subarea plan and the EIS.

Alternative 3 – Retail & Residential Emphasis

Alternative 3, assumes the same intensity of retail growth as *Alternative 2*, but includes less office space and a greater amount of multifamily residential growth. As in *Alternative 2*, the city would develop new development regulations and designate the subarea a planned action.

The graphics for Alternative 2 and Alternative 3 (Figures 4.2 and 4.3) provide generalized representations of the locations of various land uses under consideration. These illustrations are not zoning maps or regulatory in nature do not necessarily follow property boundaries.

B. Preferred Alternative

The resulting preferred alternative may combine elements of several EIS alternatives within the identified ranges for land uses, jobs and population estimates considered in the EIS.

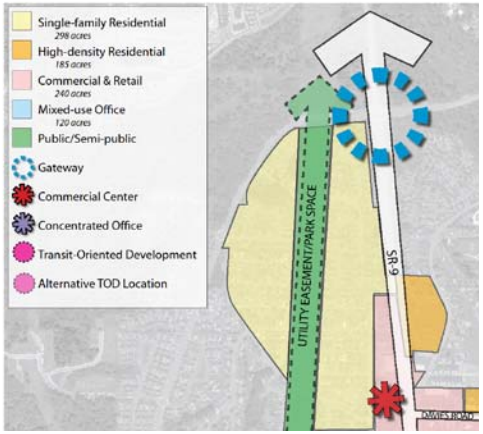

Figure 4.2 Alternative 2 – Center Revitalization

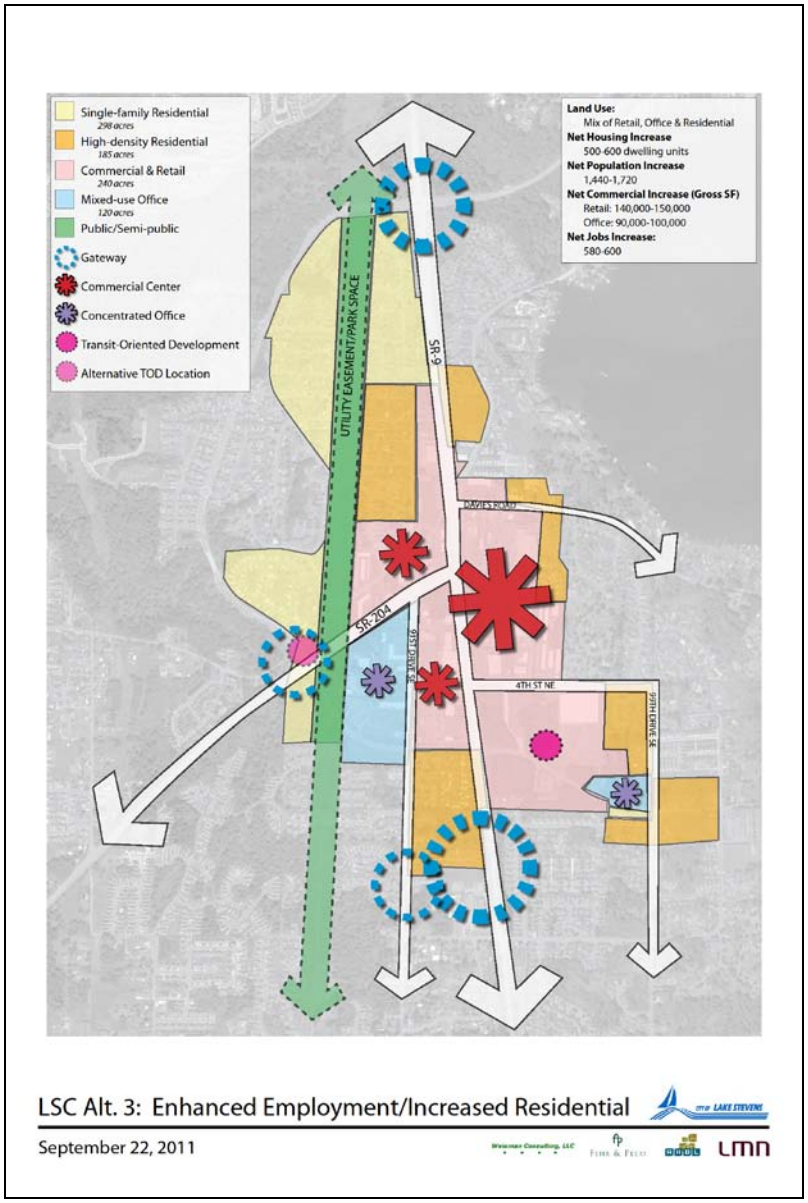

Figure 4.3 Alternative 3 – Retail & Residential Emphasis

V. Plan Elements

A. Goals and Policies

1. Community Character

The existing subarea is a relatively mature district, dominated by single-story retail uses, mixed with some office buildings and some older housing units with virtually no public spaces. Its character is confusing and restricted by the two highways and a handful of larger facilities limiting safe or comfortable walking. The streets themselves are disconnected and disorienting. There is a major transit center located roughly in the middle of the subarea, but its location is not very visible. The wide power line easement is largely unused. The following policies seek to enhance the image and identity of the area and its relationship to the community as illustrated in Figure 5.1.

Figure 5.1 District identity

a. Goals

Goal 1: D*ramatically upgrade the appearance, function, identity and economic value of the area.*

b. Policies

Policy 1.1 – District Identity

1.1.1 *Assign the district a distinct name, drawing from people, events and places that are authentic to the area to imbed the district identity into the collective perception of the area.*

Policy 1.2 – Gateways & Wayfinding

1.2.1 *Post the district name at highly visible locations and key entrances into the district along SR-204, SR- 9 and other major roads so that it is clear where the district is located.*

1.2.2 *Enhance gateway locations with distinctive high-quality landscaping, lighting, and signage as illustrated in Figure 5.2.*

1.2.3 *Develop a wayfinding system to reinforce the image of the district by incorporating unique graphic imagery easily visible from cars that identifies local destinations, such as parks, schools, the lake, city hall, etc.*

- *For example, street signs could have metal frames with distinctive shapes and colors.*

Figure 5.2 Example of distinctive gateway treatment

Policy 1.3 – Design Standards for New Development

1.3.1 *New buildings and structures, while urban in function, should reflect a "Northwest character," human scale architecture, and a welcoming aspect.*

1.3.2 *Establish a set of illustrated design guidelines and standards that clearly define the expectations for streetscape design, site design, building design and signs that respect natural features, promote an enhanced public realm, and excellence in architecture that will appeal to high quality employers and businesses and create a livable environment compatible with adjacent land use.*

- Figure 5.3 illustrates how developers can use design effectively to establish a neighborhood's design character.

1.3.3 *Require public and private development to be subject to design review under the adopted design guidelines and standards.*

Figure 5.3 Example of high quality design

Policy 1.4 – Incentives for Public Amenities in New Developments

1.4.1 *Develop new land use regulations, governing uses, intensities and heights that allow additional development potential in return for a development with specified public amenities.*

- *For example, specific public benefit features could include trails, green belts, park spaces, planted walkways, and green and low impact development.*

Policy 1.5 – Streetscapes

1.5.1 *Establish streetscape standards throughout the district that indicate sidewalk widths, street trees requirements, pedestrian-scale lightings, street furnishings and wayfinding signs to reinforce the design character and quality of development.*

- Figure 5.4 provides a good example of a streetscape that reinforces the neighborhood's design character.

Figure 5.4 Example of high quality streetscape

Policy 1.6 – View Corridors

1.6.1 *Consider identifying view corridors that are accessible from public spaces as a future element of the Parks and Recreation Plan.*

1.6.2 *Develop policies and regulations to help maintain or enhance designated views of Lake Stevens and the Olympic or Cascade Mountains.*

Policy 1.7 – Landmarks

1.7.1 *Encourage land use regulations that emphasize the development of highly visible and architecturally dramatic buildings near designated gateways, as well as near the intersection of SR-204 and SR-9, that reinforce activity nodes and identify the district.*

Policy 1.8 – High Quality Public Buildings

1.8.1 *Encourage public agencies, such as the City, school district, transit authority, utility districts, the State, or Snohomish County to construct public buildings with high quality design befitting the role of local or regional government, as illustrated in Figure 5.5.*

- *Local examples would include the School District Administration building in downtown Lake Stevens.*

1.8.2 *Discourage strictly utilitarian structures, regardless of the function.*

Figure 5.5 Example of a high quality and prominent public building

2. Livable Places & Housing

The Lake Stevens Center subarea has the base to evolve into a complete and vibrant community center with a wide range of retail uses, employment and housing. It has many of the elements that would attract infill development, particularly denser urban housing, but lacks a distinctive image, public space and inviting streetscapes. The following goals and policies provide direction for enhancing the area's livability. Figure 5.6 illustrates how to integrate different uses and define a strong community character.

Figure 5.6 Example that emphasizes a strong community character

a. Goals

Goal 2: Transform the subarea into a safe, complete, and vibrant district with a wide range of retail, employment, and housing uses that are mutually supportive and integrated through appropriate design requirements and zoning regulations.

b. Policies

Policy 2.1 – Urban Neighborhoods

2.1.1 *Establish distinct neighborhoods/zones, within the subarea, that contain a variety of uses that support housing, tourism, retail and employment allowing people to live and work in the same area, with less dependency on the individual automobile.*

2.1.2 *Develop land use and zoning regulations that promote self-sufficient, urban neighborhoods that allow mixed-uses and higher density housing.*

Policy 2.2 – Transit-Oriented Development

2.2.1 *Provide at least one transit-oriented development in the subarea that can take advantage of the higher, multi-directional accessibility to and from jobs near the current transit center, as illustrated in Figure 5.7*

Figure 5.7 Example of a high quality transit-oriented development

Policy 2.3 – Neighborhood Public Places

2.3.1 *Provide a range of public spaces or semi-public space in neighborhoods and commercial developments that may include passive or active parks, plazas, courtyards, pathways, and overlooks, as illustrated in Figure 5.8.*

2.3.2 *Allow public spaces to be combined with storm drainage facilities with proper enhancements.*

Figure 5.8 Example of a neighborhood public place

Policy 2.4 –Retail &Services

2.4.1 *Encourage a broad array of shops and services that serve the immediate surrounding area, the community and regional market*

2.4.2 Encourage distinct commercial and/or service oriented districts or zones that reflect a different focus of uses that support the subarea as a whole.

- *For example, identify areas appropriate for intensive retail development, moderate retail development, employment, and mixed-use development.*

Policy 2.5 – Community Policing through Environmental Design (CPTED)

2.5.1 *Use CPTED principles to review projects, so that there are "eyes on the street" ensuring safe neighborhoods and shopping areas.*

- *For example, development and design regulations should give attention to safe building entrances and maintaining visibility through landscaped areas.*

Policy 2.6 – Lighting

2.6.1 *Develop a cohesive lighting plan for the subarea that specifies the types, designs, and locations of streetlights and parking lights to ensure a uniform collection of lights in the subarea.*

2.6.2 *Require all lighting fixtures to be equipped with cut-off shields to prevent light spillage onto adjacent properties and to protect night skies as shown in Figure 5.9.*

Figure 5.9 Example of a distinctive lighting with cut-off shield.

Policy 2.7 – Housing Choices & Density

2.7.1 *Develop land use regulations that provide a wide range of possible rental and owned housing options and sizes to meet the needs of people across all income levels.*

2.7.2 *Encourage the creation of well-designed high-density residential housing as standalone developments or as part of mixed-use building, as illustrated in Figure 5.10.*

2.7.4 *Develop regulations and standards that provide a transition between more intensive areas and less intensive development.*

Figure 5.10 Example of a well-designed high-density residential housing

Policy 2.8 – Screening Less Desirable Uses & Elements

2.8.1 *Establish specific screening standards for loading areas, truck staging areas, open storage, warehousing, and utility structures, where they are close to residential areas or visible to the public, as part of the design guideline and standards or zoning regulations.*

2.8.2 *Establish specific screening and lot development standards for screening parking lots from the public view through site design and landscaping regulations so the predominant view from the street would be of buildings and vegetation, not parking lots.*

3. Land Use & Intensity

Because much of this subarea has developed over several decades, most future changes would result from redevelopment, rather than new development. Some strip retail centers approaching the end of their economic life will be economically viable to redevelop into higher intensity buildings to meet demands of the contemporary market place. Moreover, some areas may no longer be suitable solely for their current commercial use; other uses could succeed them. For example, the best and highest use for a regional retail and employment center may not include some existing low-intensity uses. Finally, future developers could repurpose a considerable amount of surface parking areas into development pads for mixed-use development. The plan envisions intensive commercial and employment nodes to locate in areas where redevelopment and infill could reasonably occur over a 10 to 20 year period with some areas developing earlier and others later depending upon access, market demand, environmental factors and other variables.

The following goals and policies support the intensification of land uses in this area.

a. Goals

Goal 3: Encourage a mix of uses, including retail, office, institutional, civic, tourism, and residential throughout the subarea that support the redevelopment of older properties into a more vibrant, intense and diverse center.

b. Policies

Policy 3.1 – Land Uses

3.1.1 *Develop or revise existing comprehensive plan designations to support the mix of land uses and support the development of distinct nodes and centers proposed in the subarea.*

3.1.2 *Develop or revise existing zoning designations to support the mix of land uses and support the development of distinct nodes and centers proposed in the subarea.*

3.1.3 *Identify the location for use-specific nodes and centers to develop throughout the subarea over time.*

- *For example, the area west of SR-9 along 91st Avenue SE will emphasize mixed-use development, while the area to the east will be a more traditional retail center.*

3.1.4 *Land uses, densities and intensities should vary throughout the subarea. The core of the area, centered across SR-9 and SR-204, should have the highest intensity uses, while areas along the periphery of the subarea should have less intensive uses.*

Policy 3.2 – Heights

3.2.1 *Encourage multistory development stories within mixed-use areas, core retail areas, and multifamily development consistent with the proposed building typologies, as illustrated in Figure 5.11.*

3.2.2 *Consider height increases for mixed-use areas and core retail areas for buildings that include high-quality design and public amenities or other defined incentives.*

Figure 5.11 Example of a high quality multistory commercial building

4. Circulation & Mobility

This subarea should have a complete transportation system that supports all modes of travel that support a number of desired outcomes for the street network, shown in Figure 5.12, and described below:

- Develop a robust multimodal transportation system that provides choices to motorists, cyclists, and pedestrians;
- Accommodate truck traffic, through the area, with minimal effects to other modes;
- Expand public transit service to serve commuters and provide convenient access to regional destinations, retail and employment centers, schools, and residential areas;
- Provide a cost effective, efficient transportation system for both the City to construct and travelers to use;
- Link 91st Avenue and 99th Avenue to 20th Street SE; and
- Minimize climate change impacts.

a. Goals

Goal 4a: Develop a complete and efficient transportation system that supports all modes of travel based on an attainable Level of Service.

Goal 4b: Acknowledge that designing a road network to accommodate the peak one hour of vehicle travel per day may not be economically feasible and has negative consequences for other modes of travel and the environment.

b. Policies

Policy 4.1 – Layered Network and Roadway Design

4.1.1 *Provide a layered street network that prioritizes various types of travel on different roadways throughout the subarea.*

4.1.2 *New or improved streets may be of any class defined in the layered network.*

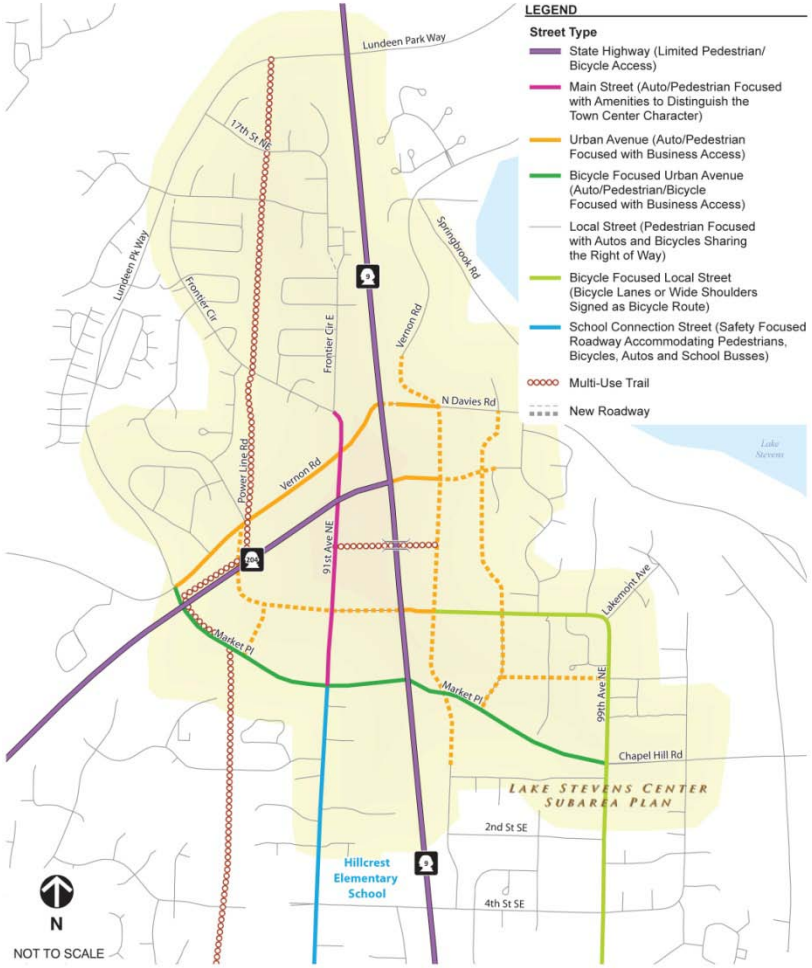

Figure 5.12 Layered Street Network

4.1.3 *Adopt a unique set of transportation design guidelines for the layered street network to distinguish the subarea within the City.*

- For example, roundabouts could be built to keep traffic moving and provide a gateway to a main street, as illustrated in Figure 5.13 on 91st Avenue NE or Figure 5.14 for the intersection of Market and 99th Avenue NE.

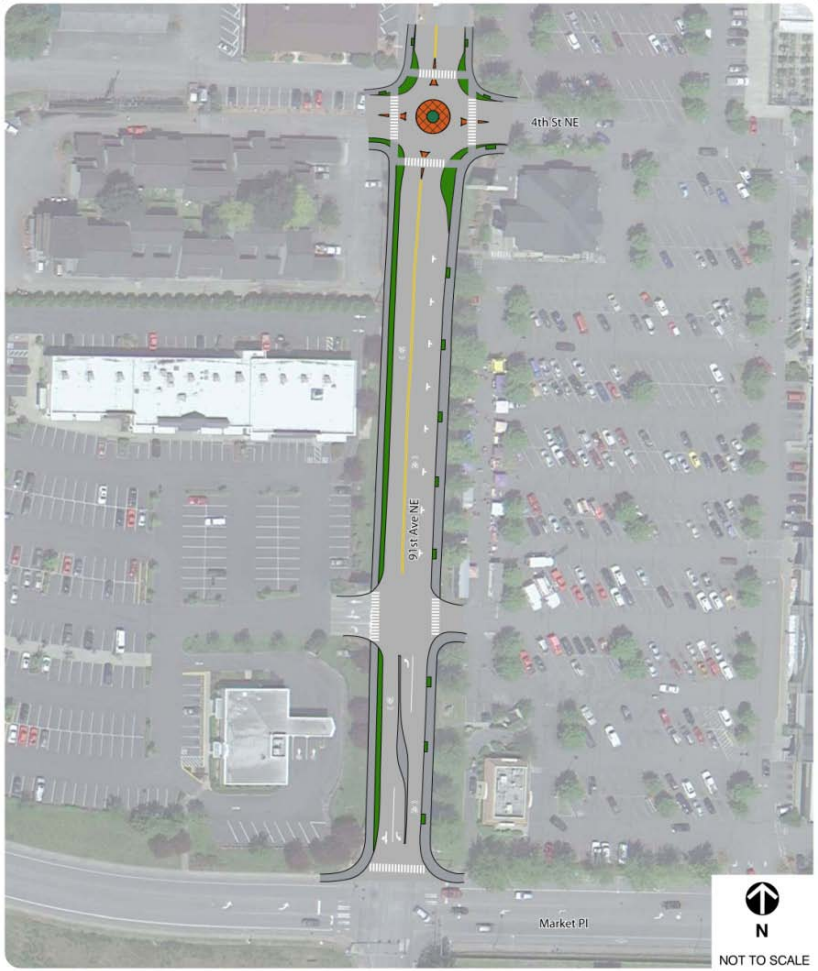

Figure 5.13 Possible roundabout on 91st Avenue NE between Market Street (bottom of photo) and SR 204 (off photo to north)

Figure 5.14 Possible mini-roundabout on 99th Avenue NE south of Market Street (top of photo)

Policy 4.2 – Level of Service

4.2.1 *Adopt Level of Service (LOS) standards that are consistent with the modal priorities for a given street type.*

4.2.2 *Adopt an automobile LOS D standard on the major arterials that focus on moving freight, regional traffic, and transit.*

4.2.3 *Adopt LOS E or F conditions during the peak one hour of travel per day if the additional lanes required to provide LOS D or better conditions would seriously degrade access by other modes of travel or would lead to a streetscape that is inconsistent with the design vision for the subarea.*

Policy 4.3 – Streets, Connectivity, & Safety

4.3.1 *Identify additional public streets or significant re-alignment of existing streets to achieve more connectivity and accommodate infill development as it occurs.*

- For example, connecting roadways could be built between some cul-de-sacs and existing roadway barriers removed.

4.3.2 *Establish standard block lengths to aid in the formation of an effective transportation and circulation grid*

- For example, block lengths should not exceed 300 to 400 feet in length.

Figure 5.15 Example of a well-designed public crossing

4.3.3 *Where appropriate, streets should provide mid-block crosswalks on long blocks to allow more frequent crossing opportunities and reduce jaywalking as illustrated in Figure 5.15.*

4.3.4 *Require single-family residential neighborhoods to provide attractive and landscaped pedestrian and bike connections through cul-de-sacs to adjacent streets or greenbelts during the subdivision or other land use approval process(es).*

4.3.5 *Require landscaping or equivalent to buffer pedestrians from vehicle travel.*

4.3.6 *Implement Safe Routes to Schools programs for Hillcrest Elementary School, Lake Stevens Middle School, and Skyline Elementary School.*

Policy 4.4 – Trail Connections

4.4.1 *Develop active transportation links, including an off-street trail network that connects commercial, retail, civic and residential areas to each other.*

4.4.2 *Encourage pedestrian connections to connect the two halves of the Lake Stevens Center that may include a dedicated pedestrian crossing or enhanced crosswalks across SR-9 to allow shoppers to park once and then walk between their destinations.*

4.4.3 *Encourage the development of a multi-use trail along the power line corridor to connect the Lake Stevens Center to the 20th Street SE Corridor as a future element of the Parks and Recreation Plan.*

4.4.4 *Encourage the development of multi-use trails, like the trail depicted in Figure 5.16,through future and existing greenbelts and other open spaces, in the subarea, through the subdivision or other land use process(es).*

Figure 5.16 provides an example of a well-designed public trail that could connect different neighborhoods, districts, or city

4.4.5 *Develop trail standards for major trails and those adjacent to residential areas that include pedestrian-scale and energy efficient lighting to ensure safety and encourage use during the winter months.*

Policy 4.5 – Enhance Transit

4.5.1 *Support expanded transit service to allow convenient access to regional destinations, retail and employment centers, schools, and residential areas.*

4.5.2 *Encourage the development of amenities, such as shelters, benches, and lighting to provide a comfortable and safe environment for transit passengers in coordination with Community Transit as shown in Figure 5.17.*

Figure 5.17 Example of a well-designed public transit facility

5. Sustainability& Natural Resources

The subarea contains wetlands, a rolling terrain with stands of trees, open fields, interwoven into an otherwise urban environment. Redevelopment and infill projects should integrate into the natural systems of wetlands, creeks, and greenbelts, subject to the City's adopted critical areas regulations and take advantage of the natural setting that offers views of the lake and mountains. To enhance and upgrade the area, the city should continue to support the retention and/or replacement of existing trees and natural vegetation including significant trees. The subarea contains a moderate amount of wetlands, which provide valuable stormwater detention and habitat functions.

a. Goals

Goal 5: Redevelopment and infill projects should apply best management practices, integrate site design with elements of natural environment such as existing vegetation and significant trees, and take advantage of lake and mountain views.

b. Policies

Policy 5.1 – Integration of Built Environment & Natural Features

5.1.1 *Require the retention of a minimum percentage of existing trees and natural vegetation as part of new or revised zoning regulations.*

5.1.2 *Where feasible, natural vegetation and topography should be preserved and integrated with built elements of the development site to protect habitat and prevent slope erosion.*

5.1.3 *Parking lots should be designed as a collection of smaller lots, separated by landscaping and "stepped" to follow natural topography, as feasible*

- *Wholesale grading and benching to create large contiguous parking lots is discouraged.*
- *New trees of significant size should be required for new parking lots.*

5.2.5 *Incorporate natural resources, view corridors, and sensitive site characteristics as amenities and design elements to enhance the character of the subarea***.**

Policy 5.2 – Stormwater & Critical Areas

5.2.1 *Recognize the importance of natural and critical areas and ensure that all development within the subarea protects ground water, surface water hydrology, and wildlife habitat in a manner consistent with the City's adopted critical areas regulations.*

5.1.4 *New development should avoid construction on portions of the site characterized by steep slopes, both to avoid threats to building safety and to preserve natural landforms.*

5.2.4 *Focus the location of new development away from natural resources and critical areas.*

5.2. *The management of stormwater is an integral part of urban infrastructure. As this subarea redevelops and intensifies, investments will be necessary to manage flows, protect natural systems, and encourage infiltration consistent with the requirements of the latest version of the Department of Ecology's Stormwater Management Manual for Western Washington.*

Policy 5.3 Sustainability and Low Impact Development

5.1.5 *New development should incorporate "best practices" in Low Impact Development, stormwater management and protection of wetlands*

5.2.3 *New development within the subarea should utilize a variety of environmental enhancement and low impact techniques such as rain gardens, pervious pavement, and other appropriate techniques as appropriate and feasible.*

5.1.6 *New buildings should incorporate Leadership in Energy and Environmental Design (LEED) standards of the U.S. Green Building Council and include features such as green roofs, rainwater harvesting, pervious paving, water-and energy-efficient fixtures, and renewable building materials.*

5.1.7 *The zoning code and design guidelines and standards should offer incentives for implementation of Low Impact Development and LEED development.*

6. Public Places and Community Facilities

Community Gathering Places can come in many different forms. Obviously, park and community centers are gathering places as are centralized plazas or squares. Less formal gathering areas can include quiet residential courts, natural open spaces, and outdoor seating tied to restaurants or cafes.

Investment in or planning for public and semi-public spaces is critical to attract high-quality residential and employment developments. Developers will expect to see a commitment by the City to build or plan for a network of parks, trails and community facilities. Developers will be more willing to contribute to the network if they see actions by the local government in planning, financing and building new spaces.

Over time, a variety of parks may be beneficial throughout the subarea that could be recreation-oriented; others should be passive and offer a chance for respite and quiet. In addition to formal parks, the land use code should require (and /or provide incentives) usable publicly spaces. The subarea plan should also encourage some type of private entertainment facility in the area, such as movie theatre or bowling alley.

a. Goals

Goal 6: Invest in and/or plan for public and semi-public opens spaces to attract high-quality residential and employment development throughout the subarea.

b. Policies

Policy 6.1 – Parks

6.1.1 *Identify high-level parks and recreation planning needs for the subarea, such as recreational preferences and general locations of spaces needed to serve the anticipated population.*

6.1.2 *Incorporate identified parks and recreation needs with future updates to the Parks and Recreation element of the Comprehensive Plan.*

6.1.3: *The City should explore possible recreational uses along the power line corridor with the affected power companies and private property owners.*

- This could include pea patches, parks, or trails as part of a future master plan as part of the Parks and Recreation Element of the Comprehensive Plan.

Policy 6.2 – Community Gathering Places

6.2.1 *All development should provide plazas, courtyards, and gardens for people to enjoy themselves outside, whether it's a few people or hundreds.*

6.2.2 *The land use regulations should consider a "sliding scale" requirement for public spaces. Some will tend to be used principally by employees, local residents or shoppers.*

VI. Development Typologies and Layered Street Network

A. Building Typologies

1. Retail

Commercial uses in the Lake Stevens Center will accommodate smaller retailers near residential neighborhoods or mixed-use areas and mid to large sized chain stores that cater to more traditional commercial needs. The Lake Stevens Center anticipates at least two distinct types of retail development to emerge in specific nodes or districts.

- This first core node, east of SR-9, would function as regional retail center; and
- The second area, along 91st Avenue NE, would function as a more intimate "main street" like shopping district.

Both areas have some older buildings toward the end of their economic lives ready for redevelopment. Future developments should recognize and respect natural areas. Multistory buildings will increase the value of these locations and offer views of the lake and mountains. Future development should also recognize pedestrian-oriented areas by restricting parking to the side or the rear of the building.

a. Retail Centers

Core retail areas will accommodate large-scale stores and cater to the shopping needs of the local and regional market in eastern Snohomish County. This area would be primarily a regional retail center that could include anchor tenants (major retailers) junior anchors (mid-size retailers) and small retailers alongside some service providers and entertainment amenities. Buildings will range from single story buildings with surface parking to multistory buildings with structured parking. Figures 6.1 and 6.2 provide examples of basic building typology for large retail centers to emulate.

Figure 6.1 Rendering of large-scale store with abundant landscaping

Figure 6.2 Examples of well-designed large-scale and smaller scaled stores

b. Main Street at 91st Avenue NE

Intensive redevelopment along 91st Avenue NE could create a "main street." Mixed-use or smaller scale retail could flank both sides of a redesigned street with wider sidewalks, street trees, and narrower vehicular lanes. This area would cater primarily to mid to small retailers, service providers, and may include high-density residential developments. These areas may require different regulations to facilitate the emergence of preferred development patterns over time. Figures 6.3 and 6.4 illustrate what the area could look like following redevelopment into a dynamic main street.

Figure 6.3 Rendering of a medium sized store

Figure 6.4 Examples of main street storefronts

2. Office

A combination low and medium intensity office uses, located adjacent to commercial areas, will support employment opportunities within the Lake Stevens Center. Anticipated uses include dentists and doctors, insurance agents, travel agents, attorneys, architects, etc.

a. Mid-Rise Office

In response to the more built-up nature of Lake Stevens Center, the subarea should include mid-rise multistory office buildings that conserve land and incorporate structured parking, as illustrated in Figure 6.5. The mid-rise developments will provide employment opportunities locally and regionally and serve surrounding neighborhoods.

Figure 6.5 Illustration of a multistory office building

b. Low-Rise Office:

Low-rise office or professional buildings, as illustrated in Figure 5.27, would provide the service and employment needs of the surrounding neighborhood. These small-scale professional businesses should reflect the scale and character of the surrounding residential neighborhoods.

Figure 6.6 Illustration of a low-rise office building

3. Mixed-Use

The mixed-use typology is designed to accommodate and be applied to areas within an established commercial or office districts to allow for a full range of retail, service, residential, and business uses within a local and regional market area. The desired character of this typology envisions buildings oriented to the sidewalk, especially at corners.

Mixed use developments typically take one of two forms: horizontal and vertical.

- Horizontal mixed-use developments are suburban in nature typically and consist of different, but compatible land uses such as multifamily housing and neighborhood retail on a single site or within close proximity to a commercial center. This pattern may be appropriate in transitional areas.
- Conversely, a vertical mixed-use project, as proposed in portions of the Lake Stevens Center, typically consist of stacked, complimentary land uses. Besides maximizing the limited amount of space in existing developed areas, this approach creates a pedestrian-friendly urban form. Figure 6.7 illustrates a typical vertical mixed-use building that could be constructed in portions of the Lake Stevens Center.

Figure 6.7 Illustration of a mixed-use office building

a. Residential over Retail:

The goal of Residential over Retail, as illustrated in Figure 6.8, is to generate intensity at the street level. As previously described, this is easily achieved by orienting the parking behind the building. Other pedestrian-oriented features include:

- Large ground floor retail or office uses (typically 12-14 feet);
- Spacious sidewalks that can accommodate two or more people; and
- Locating primary entries to the street or to the corner to define the intersection.

These development pattern are envisioned along the proposed “Main Street” and in the Commercial Core, with the latter replacing a portion of existing surface parking over time.

Figure 6.8 Photo of Residential over Retail building

Figure 6.9 Photo of Office over Retail building

b. Office over Retail:

Office over Retail buildings typically provide compact retail and employment uses and often require additional parking, which in many cases triggers the need for some type of parking structure. The intent of this building type is to promote intensity and development of employment related land uses. Successful mixed-use environments with structured parking exhibit the following characteristics, as exhibited in Figure 6.9, and described below:

- Entries are located along primary street frontages with secondary entries from the parking area.
- Parking is accessed from the rear of the site, where possible.
- Sub-grade or above grade structures are acceded from a side street or alleyway.

4. Multifamily Residential

Multifamily residential land uses (condominiums and apartments) proposed in the Lake Stevens Center subarea are expected to be 4-5 stories with a common street frontage and structured or surface parking behind or to the side of the building. Multifamily areas would occur adjacent to commercial and office districts and buffer less intensive single-family neighborhoods. Buildings will likely include a common or shared open space that encourages neighbors to gather and children play. Neighborhoods that include a mix of housing types and a range of affordability promote diversity-allowing singles, families as well as seniors to stay part of the community.

- Buildings should be oriented toward the street to create a consistent and unified edge.

- Street facades would be landscaped to soften the appearance of the building and provide a transition from the public to the private realm.
- Where feasible, the primary street facing façade shall be oriented to a public amenity such as a park, neighborhood retail or a community service or a civic use such as a library or a post office.

Figures 6.10 and 6.11 shows the multifamily typology and photographic examples.

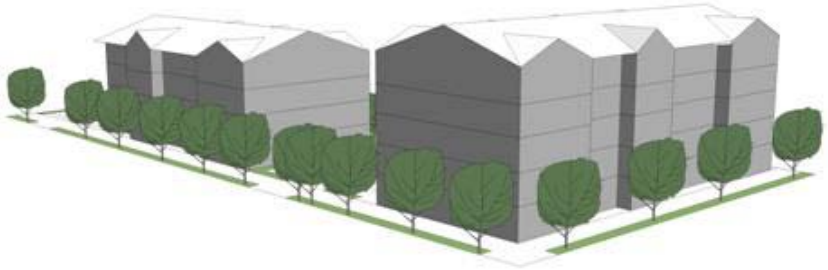

Figure 6.10 Illustration of a multifamily housing complex

Figure 6.11 Examples of a well-designed multifamily housing

B. Layered Transportation Network

1. Layered Street Network

The Lake Stevens Center will include a layered street network that prioritizes various types of travel on different roadways, to help reflect and emphasize the character of the neighborhood

- State Highways SR-204 and SR-9 serve as the main arterials for freight, public transit, and commuter traffic. These arterials should efficiently transport these modes, by providing turn lanes at key intersections, sidewalks (where allowed by WSDOT), and high visibility crossing treatments. Enhance the streetscape by including landscape buffers and planted medians where right-of way is available as allowed by WSDOT.
- 91st Avenue NE functions as a "main street" between Market place and Vernon Road as illustrated in Figure 6.12. This corridor supports automobile and pedestrian traffic with on-street parking. It will also include special amenities such as benches and public art to distinguish this corridor as a town center. South of Market Place, 91st Avenue will transition into a school route and function as the main western connector to the 20th Street SE Corridor that would need to carry design amenities between the two subareas.

Figure 6.12 Possible Main Street section

- Urban Avenues– Urban avenues should focus on convenient auto and pedestrian access to businesses, with some streets geared toward bicycles. These streets should provide an active pedestrian atmosphere with wide buffered sidewalks as shown in Figure 6.13.

Figure 6.13 Possible Urban Avenue section

- Local Streets– Smaller low-speed local streets emphasize bicycle and pedestrian travel alongside reduced automobile use as shown in Figure 5.13. These streets should feature curb, gutter, buffered sidewalks and bicycle lanes or widened shoulders if traffic volumes exceed 2,000 vehicles per day.

  This category would include an enhanced 99th Avenue SE that would function as the main eastern connector to the 20th Street SE Corridor and carry design amenities between the two subareas.

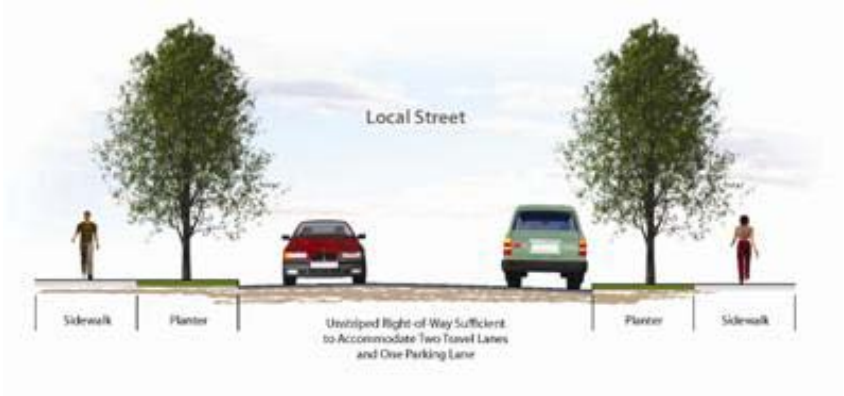

Figure 6.14 Possible Local Street section

- School Connection Streets– These streets could be any class of street, but with the ultimate focus on providing safe access for pedestrian, bicycles, automobiles, and school buses. These streets should operate at low speeds and use high visibility crosswalks, as illustrated in Figures 6.15 through 6.17.

Figure 6.15 Possible School Connection Street section

Figure 6.16 Possible Bicycle Focused Urban Avenue section

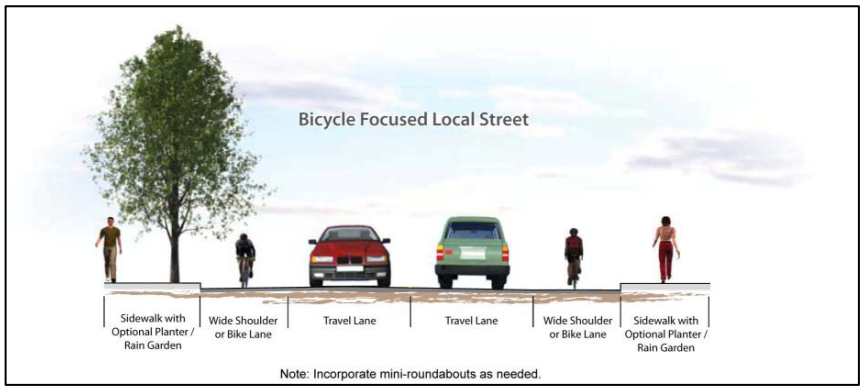

Figure 6.17 Possible Bicycle Focused Local Street section

2. Alternative Measures of Transportation Performance

Rather than adopting an auto-oriented LOS, a design-based approach for the non-arterial roads in the subarea may be appropriate. A design-based approach looks to the primary function of the roadway, as defined by the layered network, to allocate the limited right-of-way between different transportation modes. For example, a pedestrian oriented street should not be more than three lanes across and should feature buffered sidewalks and frequent crossing opportunities. On these non-arterial roads, it may be inappropriate to add vehicle lanes simply to meet an arbitrary vehicle LOS standard because doing so would compromise the quality of travel for other modes.

VI. Implementation

A. Market and Promotion

As the previous report on economic development pointed out, the City can choose to be passive in its attitude about development. However, this means that the transformation of an area will be longer, along with its concomitant benefits of increased tax revenues. In recent years, many communities have accelerated the pace of change by actively promoting themselves and reaching out to developers, companies and real estate professionals with a deliberate marketing approach. The City should prepare a plan to identify individuals and groups who could take on this role. The subarea could see development much earlier by the more assertive method.

B. Partnerships

No City on its own can cause a transformation of an area in all its many forms, nor does it have the financial resources to accomplish that. The City should identify strategic partners who can contribute resources, investments, and efforts to implement the Lakes Stevens Center subarea plan. Partners include utility districts, the school district, the County, state agencies, non-profits, civic organizations, and private developers.

C. Zoning (See Appendix A)

The proposed (future) land use regulations, maps and standards, focus on how a site must be developed. These regulations typically deal with such things as building height, setbacks, and landscaping. These clear and objective elements promote the basic structure of the subarea and are therefore mandatory.

D. Design Standards and Guidelines (See Appendix B)

Design Standards and Guidelines typically overlay development standards. Design Standards and Guidelines described in Appendix B are divided between site and building elements. They are intended to initiate discussion about the types of design elements that create an aesthetically pleasing and vital subarea. The design elements described in this section comply with the City of Lake Steven's Vision Statement and Comprehensive Plan. Development and in general provide a framework for how the subareas look, function, and feel.

Unlike design guidelines, which are discretionary, design standards are intended to be administered as part of the Site Plan Review process, resulting in a more timely and cost efficient process. Design Standards are intended to assist developers, property owners, architects, planners, elected officials, and interested citizens in understanding the types of projects that comply with the community's vision for a vibrant and attractive subarea.

E. Capital Improvement Plan (See Appendix C)

F. Environmental Impact Statement (EIS) and Planned Action Ordinance (See Appendix D)

VII. APPENDICES

A. Zoning and Land Use Regulations

B. Design Standards and Guidelines

C. Capital Improvement Plan

D. EIS and Planned Action Ordinance

E. Public Input Summary

impacts, that is outcomes that cannot be corrected through reasonable, targeted mitigation measures, such as new regulations and policies or capital improvements. The most significant issues relate to traffic impacts and public services. Specially, traffic models predict that congestion will increase with all alternatives. The need for increased public services, facilities, & utilities will increase proportionately to increases in population and development.

One of the key pieces of the city's subarea planning process is the preparation of the plan. The subarea plan provides an overview of the planning process, existing conditions, and plan objectives. The plan objectives encourage increased economic development, guiding future growth at higher densities within a designated center, revitalizing the area, and enhancing the quality of development. The subarea plan also identifies specific goals and policies that will establish a framework for future development regulations, following the selection a preferred land use alternative. The primary topics covered in the subarea plan include Community Character, Housing, Land Use, Transportation, Sustainability, and Public Amenities. In addition, the subarea plan includes a section that discusses and graphically depicts building typologies (typical building form for different uses) and a layered street network. The final sections will provide implementation tasks and technical appendices that will include the development regulations, capital improvements, and design standards and guidelines.

After the end of the comment period, Council will determine a preferred alternative, which could be any of the draft alternatives or combinations thereof. After Council identifies a preferred alternative, staff and the consultant team will begin work on the Final EIS and Subarea Plan for action in spring 2012.

To implement the subarea plan the City will need to take the following actions:

1. Adopt a subarea plan, pursuant to the Revised Code of Washington (RCW) 36.70A.080, which will amend and become an element of the Lake Stevens Comprehensive Plan;
2. Amend the zoning map to rezone properties consistent with the subarea plan;
3. Revise the zoning code to amend or adopt new classifications, development standards and/or design guidelines;
4. Amend the Comprehensive Plan's Transportation Element and Capital Facilities Element to address infrastructure needs required to support planned growth in the subarea; and
5. Adopt an ordinance designating the subarea as a Planned Action, pursuant to the State Environmental Policy Act (SEPA, RCW 43.21C.031) and the SEPA Rules (Washington Administrative Code (WAC, 197-11-164), for purposes of future environmental review and permitting.

ATTACHMENTS:

1. DEIS Summary (The full DEIS is available at http://www.ci.lakestevens.wa.us/documents/LakeStevensCenterDEIS_000.pdf)
2. Draft Lake Stevens Center Subarea Plan