



Public Hearing Staff Report City of Lake Stevens Planning Commission

Planning Commission Hearing
Date: **June 13, 2018**

Subject: **Subarea Plan Public Hearing**

Contact Person/Department: **Russ Wright**, Community Development Director

ACTION REQUESTED OF PLANNING COMMISSION: Forward a recommendation to the City Council to approve the Downtown Lake Stevens Subarea Plan including the plan, land use / zoning changes, planned action ordinance, revised zoning regulations / design guidelines and capital plan.

BACKGROUND:

Over the past two years, staff has briefed the public, affected agencies, Citizen's Advisory Committee, Planning Commission and City Council on the fundamental concepts, land use / zoning, proposed infrastructure improvements, zoning regulations, potential environmental impacts related to the draft subarea plan.

- Community meetings to solicit public comment and to present plan elements occurred between June 2016 and March 2017
- A scoping meeting for Environmental Impact Statement (EIS) was held July 17, 2017
- A Public Meeting covering the Draft EIS was held January 17, 2018 – the comment period ended February 6, 2018
- City Council Workshop covering Draft EIS held February 6, 2018
- On February 12, 2018, the City Council adopted a preferred alternative, which was a modified high growth alternative, for the Downtown Lake Stevens Subarea Plan.
- Staff discussed the preferred alternative and subarea plan with the Planning Commission on April 18, 2018.
- The Planning Commission held an open house on the Planned Action Ordinance and reviewed the draft development regulations on May 16, 2018.
- Staff presented the Draft Capital Facilities Plan and Revised Design Guidelines to the Planning Commission on June 06, 2018.
- Staff has also held individual meetings with each subcommittee of the Citizen's Advisory Committee for the project.

The purpose of the meeting is to hold a public hearing and receive public comment on the various pieces of the subarea plan package including the subarea plan (**Attachment 1**), planned action ordinance (**Attachment 2**), comprehensive plan land use map amendments (**Attachment 3**), zoning map amendments (**Attachment 4**), subarea development regulations (**Attachment 5**), subarea design guidelines (**Attachment 6**) and capital improvement plan (**Attachment 7**). The Subarea Plan and FEIS are available at: <http://lakestevensdowntown.com>. Hard copies of the plan and documents are available for pick up at the Permit Center upon request.

FINDINGS AND CONCLUSIONS

The following section identifies how the plan and associated documents are consistent with Comprehensive Plan, State Environmental Policy Act, Growth Management Act and Public Participation.

1. Compliance with selected elements of the Comprehensive Plan

Land Use Element

- GOAL 2.1 Provide sufficient land area to meet the projected needs for housing, employment and public facilities within the city of Lake Stevens
- GOAL 2.2 Achieve a well-balanced and well-organized combination of residential, commercial, industrial, open space, recreation and public uses.
- GOAL 2.3 Apply the comprehensive plan as a guide for community development implemented through the city 's development regulations to ensure preferred community growth patterns are achieved.
- GOAL 2.4 Encourage the continued planning of local growth centers to develop a balanced and sustainable community that provides a focus for employment, public and residential development.
- **GOAL 2.5 Develop a subarea plan for downtown Lake Stevens that encourages a compact commercial district that facilitates easy pedestrian access between shops and buildings, allows mixed-use development, promotes economic development compatible with the character of lake stevens and stimulates a diverse array of business types to attract visitors and meet the needs of residents.**
- GOAL 2.10 Ensure that land uses optimize economic benefit and the enjoyment and protection of natural resources while minimizing the threat to health, safety and welfare.
- GOAL 2.14 Design and build a healthy community to improve the quality of life for all people who live, work, learn, and play within the city.

Housing Element

- GOAL 3.1 Provide fair and equal access to a range of housing types and choices to meet the existing and projected housing needs of all lake stevens residents regardless of income level or demographic status.
- GOAL 3.5 Provide a balanced development pattern, which promotes pedestrian activities, a sense of community and safety.

Environment and Natural Resources

- GOAL 4.1 Sustain environmental quality through the preservation and conservation of the natural environment and resources, and require development to be sensitive to site characteristics and protect natural and cultural resources.
- GOAL 4.2 Implement the state shorelines management act along shorelines of statewide significance in the current or ultimate city limits of lake stevens. protect and enhance shoreline visual and physical access consistent with public trust doctrine principles.
- GOAL 4.3 Protect the natural environment, surface water and ground water and aquifer recharge areas, conserve all critical areas including wetlands, shorelines, creeks/streams, geological hazard areas and wildlife habitats by locating development within geographically suitable and geologically stable areas, and coordinate local development regulations with state and federal policies.

Parks Recreation and Open Space Element

- GOAL 5.1 Provide a high-quality, diversified parks, recreation and open space system that provides recreational and cultural opportunities for all ages and interest groups.

- GOAL 5.2 Provide an interconnected system of high-quality, accessible trails and greenway corridors that offer diverse, healthy outdoor experiences within a variety of landscapes and natural habitats, public facilities, local neighborhoods, business districts and regional trails.
- GOAL 5.6 The city recognizes that land is in high demand and that acquisitions must be pursued as quickly as possible to implement the community's vision concurrently with developing and improving existing facilities to achieve a high quality and balanced park and recreation system.

Economic Development Element

- GOAL 6.1 Improve the city's economic conditions for a healthy vibrant, and sustainable community with a high quality of life
- GOAL 6.2 Manage commercial growth in centers.
- GOAL 6.3 Enhance retail and personal services growth to address the community's needs and expand the city's retail sales tax base
- GOAL 6.4 Support employment growth in the city.
- GOAL 6.5 Enhance and support tourism in Lake Stevens.
- GOAL 6.8 Support businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities and high quality of life.

Public Services and Utilities Element

- GOAL 7.1 Coordinate with city departments, special purpose districts, utility companies and other service providers to ensure the adequate distribution of public services and facilities throughout the city and consistency with the land use element.
- GOAL 7.5 Provide adequate stormwater facilities and services.
- GOAL 7.6 Strive to provide adequate sewer services to every residence and business in the city
- GOAL 7.9 Promote conservation and energy efficiency, and allow for alternative design standards and/or material.

Transportation Element

- GOAL 8.2 Provide a roadway network which meets adopted level of service standards.
- GOAL 8.3 Provide an affordable level of service for the roadway network.
- GOAL 8.4 Provide a transportation system that supports existing land uses and accommodates anticipated growth.
- GOAL 8.6 Strive for continuous and long-term expansions to the trail and pedestrian systems.
- GOAL 8.7 Promote pedestrian and bicycle access to public facilities and centers.

Capital Facilities Element

- GOAL 9.1 The city will strive to be a sustainable community around the lake with unsurpassed infrastructure for an exceptional quality of life.
- GOAL 9.4 Provide needed capital improvements to maintain adopted levels of service.
- GOAL 9.5 Coordinate land use decisions and financial resources with a schedule of capital improvements to meet adopted level of service standards, measurable objectives.

Conclusions – The proposed subarea plan, land use code amendments, subarea design guidelines, subarea development regulations, planned action ordinances, map updates and capital facilities plan have met the applicable Comprehensive Plan Goals as they relate to the development of the Downtown Lake Stevens Subarea.

2. Compliance with the State Environmental Policy Act (SEPA)(Chapter 97-11 WAC and Title 16 LSCM)

- The city issued a Draft Environmental Impact Statement on January 5, 2018 – all comments received were addressed.
- The Final Environmental Impact Statement (FEIS) was issued on April 27, 2018. The end of the comment period was May 11, 2018 –no additional comments were received.
- The Planning Commission held an open house on the Planned Action Ordinance on May 16, 2018.

Conclusions – The proposed subarea plan, land use code amendments, subarea design guidelines, subarea development regulations, planned action ordinances, map updates and capital facilities plan have met state SEPA requirements.

3. Compliance with the Growth Management Act (RCW 36.70A.106)

- The City provided the Department of Commerce with 60-Day Review Notices for Comprehensive Plan and Zoning Code Amendments on April 27, 2018.
- The Department of Commerce sent a letter of acknowledgment to the city on April 30, 2018.
- The 60-day review will end June 27, 2018 before final action is taken.
- Staff will file the final ordinances and regulations with the Department of Commerce within 10 days of City Council adoption.

Conclusions – The proposed subarea plans, land use code amendments, subarea design guidelines, subarea development regulations, planned action ordinances, map updates and capital facilities plan have met state SEPA requirements

4. Public Notice and Comments

- The City has published and posted public notices throughout the planning process (e.g., environmental review, planned action ordinance and public hearings) for public comment in accordance with city and state requirements. In addition, emails were sent throughout the process to a Subarea Email List as documents were available on the City website and notices for availability of documents or upcoming public meetings and hearings. Final Public Comments received are included as Attachment 8.

Conclusions – The City has met all public notice requirements.

Attachments

Attachment 1: Subarea Plan

Attachment 2: Planned Action Ordinance

Attachment 3: Land Use Map Amendments

Attachment 4: Zoning Map Amendments

Attachment 5: Development Regulations

Attachment 6: Subarea Design Guideline Changes

Attachment 7: Capital Improvement Plan Changes – full plan will be available at City Council Hearing

Attachment 8: Public Comment Letters

Putting the Lake back in Lake Stevens

Attachment 1

Downtown Lake Stevens



Subarea Plan

DRAFT May 2018
Ordinance No. xxx

Acknowledgements

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I. Introduction

A. Planning Process

The Downtown Lake Stevens Subarea Plan is a key tool for revitalizing and expanding the city's core downtown area. The plan creates 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 help attract new businesses and residents. The plan's vision provides the foundation for developing a plan of action; establishing regulations and standards; identifying the desired outcomes necessary to realize the overall vision for the downtown, North Cove Park and the lakefront; and to direct subsequent redevelopment. The plan also provides conceptual guidance on the intent of subsequent regulations and actions.

Lake Stevens' Comprehensive Plan promotes a growth strategy, calling for master planning growth centers to ensure future development that meets the needs of the community's residents and businesses and attracts new businesses to provide jobs, services and retail opportunities. Four growth centers are identified: Downtown Lake Stevens, 20th Street SE Corridor, Lake Stevens Center, and the Hartford Industrial area. The growth strategy is coupled with several economic assessments produced since 2010 to create a 'road map' for improving the city's fiscal condition.

The city's goal is to develop a unique subarea plan for each center based on economic and demographic assessments and with distinguishing characteristics to serve slightly different markets, ensuring economic diversity and vitality. Each center's purpose will complement the strengths of the other areas. Subarea Plans and Planned Actions include:

- 20th Street SE Corridor. Focus on creating new areas for employment growth.
- Lake Stevens Center. Focus on revitalizing and expanding retail opportunities and personal services in its largest shopping district.
- Downtown Lake Stevens. Focus on revitalizing and expanding the core downtown area.

B. Public Process Summary

The City of Lake Stevens engaged the public consistently throughout the Subarea Planning and Planned Action process for the Lake Stevens Center. The Subarea Planning Process began in June 2016. The City notified residents and relevant organizations and agencies at the beginning of the project and sought their input throughout the visioning, environmental review, planning and adoption process of the subarea plan, planned actions, and associated documents.

1. Early Public Review

The City completed an integrated SEPA/GMA review process for the Subarea Plan. The subarea plan was developed with an executive and citizen advisory committees who presided over the subarea plan development in conjunction with the community input gathered over four milestones period from July 2016 to March 2017. The Scoping Meeting for the subarea Environmental Impact Statement occurred on July 18, 2017.

2. Environmental Impact Statement Process

Scoping Meeting

- July 18, 2017 Downtown Lake Stevens Subarea Plan scope for the environmental impact statement.

Noticing and Document Issuance Dates

- July 18, 2017 Downtown Lake Stevens Subarea Plan scope for the environmental impact statement.
- January 2018 Notice of Publication and Availability of Draft EIS for Downtown Lake Stevens.
- April 2018 Notice of Publication and Availability of Final EIS for Downtown Lake Stevens.

Public Meetings

- July 18, 2017 Downtown Lake Stevens Subarea Plan scope for the environmental impact statement.
- January 17, 2018 Draft Environmental Impact Statement (DEIS) – public review
- April 27, 2018 Final Environmental Impact Statement (FEIS) – public review

City Council

- February 6, 2018, Subarea Plan/EIS Draft Alternatives
- Date, Downtown Lake Stevens DEIS
- February 13, 2018 Downtown Lake Stevens Preferred Alternative
- June 26, 2018 Downtown Lake Stevens Subarea Plan Public Hearing
- July 10, 2018 Downtown Lake Stevens Subarea Plan Public Hearing and adoption

Planning Commission

- April 18, 2018, Subarea Plan/ Preferred Alternatives
- May 16, 2018 Downtown Lake Stevens Planned Action Ordinance and draft zoning regulations
- June 6, 2018, Downtown Lake Stevens Capital Plan / Design Guideline updates
- June 13, 2018 Downtown Lake Stevens Subarea Plan Public Hearing

3. Subarea Plan and Associated Documents

The development of the Lake Stevens Downtown Subarea Plan occurred over a period from July 2016 to July 2018. Oversight of the subarea plan process consisted of a formal executive committee, which included the mayor, select councilors, boards and commissions, who provided guidance and recommendations to city council and a citizen's advisory community consisting of representatives from business interests, parks and recreation, technical resources, land use, and special community interest. A total of four public workshop sessions occurred during each phase of the project. Each session consisted of meetings with the executive and citizen advisory committees, individual key stakeholders and a general public meeting. Invites were distributed via print, mail/email, social media and posted on the project website lakestevensdowntown.com.

Subarea Plan Community Workshop and Meetings

- Community Meeting #1— Existing conditions and identify community goals: Wednesday, September 7, 2016;
- Community Meeting #2— Redevelopment and complete streets concepts: Tuesday, November 1, 2016;
- Community Meetings #3— Redevelopment concepts refinements: Wednesday, January 25, 2017

Figure 1.1 Public Meeting



- Community Meetings #4— Preferred Land Use Alternatives and Fundamental Elements Implementation: Wednesday, March 7, 2017

City Council

- Meeting date and title
- Meeting date and title
- Meeting date and title

Planning Commission

- Meeting date and title
- Meeting date and title
- Meeting date and title

Park Board

- Meeting date and title
- Meeting date and title
- Meeting date and title

Design Review Board

- Meeting date and title
- Meeting date and title
- Meeting date and title

C. Plan Area

The City of Lake Stevens is located about 2.5 miles east of Everett, Washington. The current city boundaries, established in December 2009 following a series of annexations, encompass an area of approximately 9 square miles and surround most of the Lake Stevens' shoreline. The downtown area is approximately 200 acres and is roughly centered at the intersections of 20th Street NE, Main Street and Hartford Drive NE.

The area is characterized primarily by low-intensity commercial and residential development on small to medium-sized parcels. The historic town center adjacent to the northwestern tip of the lake includes the city's current municipal buildings spread over a few sites, a small commercially zoned area and a larger residential area. A map of current zoning is included on the following page. The boundary of the downtown subarea plan (illustrated in Figure 1.2) is roughly centered along Main Street, bound by the lake to the west, wetland areas to the east, Lakeshore Drive to the south, and reaches north to 22nd St NE.

D.



Purpose & Authority

To help realize its economic strategy, the City of Lake Stevens has developed a subarea plan for Downtown Lake Stevens, as authorized under the Revised Code of Washington (RCW) 36.70A.080, to promote balanced development in this growth center and to support a compact commercial district that facilitates easy pedestrian access between shops and buildings, allows mixed-use development, and promotes economic development compatible with the character of Lake Stevens.

The City will adopt the subarea plan as a supplementary document to the City's Comprehensive Plan. The subarea plan identifies the land use goals and policies for the area that, in turn, 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 Downtown Lake Stevens 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 the 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.

The 2015-2035 Comprehensive Plan states the following goal and policies for the Downtown Subarea:

GOAL 2.5: Develop a subarea plan for downtown Lake Stevens that encourages a compact commercial district that facilitates easy pedestrian access between shops and buildings, allows mixed-use development, promotes economic development compatible with the character of Lake Stevens, and stimulates a diverse array of business types to attract visitors and meet the needs of residents.

Figure 1.3 Main Street Center



E. Existing Conditions

Downtown Lake Stevens, the oldest part of the city, faces infrastructure challenges that must be addressed to modernize the area. Several road improvements are needed to improve access throughout downtown, the Hartford Industrial Center, and to the regional highway system. The City continues to work with utility providers to assess needed public water and sewer improvements.

With the development of downtown Lake Stevens, certain environmental constraints must be considered. Specific areas of concern include Lake Stevens' shoreline, large wetland complexes, Stevens Creek, and Catherine Creek. North Cove Park and adjacent developments are not conducive to the public use and enjoyment of the waterfront. Buildings and topography block views to Lake Stevens and privately-owned parcels prevent access to much of the shoreline.

1. Roadway Network

Downtown Lake Stevens is accessed from several key roadways. 20th Street NE provides the most direct route for residents along the northern edge of the lake and from Lake Stevens Center, a commercial hub west of the lake. Grade Road is a key access route for travelers from communities to the north, including Granite Falls and Marysville. Local access is provided via 20th and 16th Streets NE, which connect to N. Machias Road and to E. Lakeshore Drive.

The heart of the downtown subarea is Main Street, a north-south roadway with one lane in each direction that extends between 20th Street NE and 16th Street NE/E. Lakeshore Drive. Sidewalks exist along both sides of the street and there is on-street parking along some segments.

From a regional perspective, the key transportation constraint for Downtown Lake Stevens is its location. While a variety of routes access the downtown, all are two-lane roadways within residential areas, making access challenging for visitors. These roadways have very limited non-motorized facilities. Implementing changes along these roadways may be challenging due to the limited right-of-way and number of residential properties with frontage.

2. Transit Services

Downtown Lake Stevens is served by Snohomish County's Community Transit. One bus route, Route 280, serves the Lake Stevens Downtown Subarea. The route starts in Granite Falls and travels via SR 92, Grade Road, Main Street, 16th Street NE, and 20th Street NE to Everett and the Boeing campus. Route 280 operates between 5 am and 10 pm on weekdays, 7 am and 9 pm on Saturdays, and 8 am and 8 pm on Sundays. On weekdays and Saturdays, buses operate with 30-minute headways. On Sundays service is much less frequent, with one bus every two hours.

3. Pedestrian and Bicycle Network

Within the project study area, sidewalks are provided along Main Street. On roads connecting Main Street to residential areas, however, sidewalks are provided along only one side of the roadway. Where sidewalks do not exist, there are often paved pedestrian shoulders. Marked crosswalks are provided at some key locations but are not provided on all intersection legs or along all key desire lines (e.g., leading into North Cove Park).

The Centennial Trail provides non-motorized recreational opportunity for residents of Lake Stevens. The trail runs north-south and parallel to N. Machias Road approximately half a mile to the east of downtown Lake Stevens and extends from Pilchuck in the north to Snohomish in the south. Within the study area, dedicated bicycle facilities are not provided along roadways. While shoulders are provided along some roadways, widths are inconsistent, making bicycling challenging.

Opportunities for improved pedestrian and bicycle connections exist both within the Downtown core and to nearby recreational assets such as the lakefront and the Centennial Trail. Downtown street character improvements could also encourage more pedestrian activity.

4. Parking

Off-street parking is generally provided for commercial, residential and civic functions and is typically located between primary buildings and the street or on the side of buildings. Downtown's compact scale lends itself to parking once and then traveling by foot. During a weekday PM peak period, there was an ample supply of on-street parking along Main Street and of off-street parking in

the commercial lots, indicating an excess of parking supply for the land uses currently in place in the Downtown subarea.

5. Residential

The downtown study area includes a mix of residential types, ranging from single-family detached to larger multi-unit apartments. Single-family development constitutes the largest single land use category, in terms of both parcel count and total market value, with 103 parcels. No single-family development has occurred in the study area over the past ten years.

Multi-family development includes approximately 50 condominium units. The 26-unit condo portion of the Lake Villa Apartments at 12506 16th Street (built in 1993). The 10-unit condominium project at 2210 Grade Road (built in 1996).

Major multi-family rental developments include the 51-unit non-condo portion of the Lake Villa Apartments, the 32-unit age-restricted (55+) Senior Manor at 12510 18th Street (built in 1988), and the 32-unit Hartford Court Apartments at 1901 125th Ave. NE, built in 1990. An additional property, Craigmont Apartments, is a public housing project consisting of 36 subsidized units constructed in 1978.

6. Commercial

Commercial development in downtown Lake Stevens includes retail stores, restaurants, and miscellaneous service providers.

Retail properties generally consist of smaller, independent establishments, with the largest center being the Jay's Market grocery store and associated in-line shops. The Lake Stevens Athletic Club is the study area's second-largest commercial tenant, located just north of the Main Street Center.

Restaurants in the study area include Creekside Ale House & Grill and a restaurant under renovation at Main Street and 20th Street NE, with sit-down service at interior and patio seating. Other downtown restaurants tend to be smaller casual and quick-service establishments. The Subway store adjacent to Jay's Market is the only national chain represented.

Downtown Lake Stevens has approximately 74,000 square feet of retail and dining space, with 3.4 percent overall vacancy.

7. Other Land Uses

Downtown Lake Stevens includes a mix of smaller office spaces, totaling just under 30,000 square feet. Almost half of this space is accounted for by offices occupied by the Lake Stevens School District. The remainder is generally found alongside retail establishments or housed in smaller, freestanding buildings.

Public and quasi-public uses are predominantly located west of Main Street, and include the Library, First Baptist Church, City Hall, the Lake Stevens Family Center, and Lake Stevens Public Boat Launch. These facilities, along with the adjacent recreational park space serve, as a major activity center for the city. The lakeside area west of Main Street, between 17th Place and Lakeshore Drive, is a valuable amenity and one that appears under-leveraged in terms of its potential to benefit the surrounding private-sector land uses.

II. Economic Development

A. Economic Growth Strategy

The City's growth strategy envisions residential, commercial and employment growth occurring in 'growth centers', with infrastructure and services available to increase employment, improve the jobs-to-housing balance citywide, conserve environmental resources, and provide efficient services and facilities. One of the most important benefits of redeveloping Downtown Lake Stevens is the opportunity to capitalize on its lakeside location. Waterfront developments in several other communities are appealing to businesses and residents. This Plan balances existing and future commercial, housing and community uses in the greater downtown area and in proximity to Lake Stevens.

B. Retail Capture Opportunities & Retail Destination

Main Street's existing retail and commercial make-up provides daily-use goods and services that support adjacent residents. The downtown Lake Stevens subarea, set along the shore of Lake Stevens and fronting an expanded North Cove Park, is also a strategic setting for attracting retail, dining, and destination uses that benefit from proximity to the park and lake.

The Downtown Subarea Plan is an opportunity for a strategy that preserves and expands existing goods and services uses, such as the downtown grocery, while attracting new retail shopping, fine dining, and community facilities along Main Street that draw residents and visitors to this waterfront destination. While downtown probably does not need any new retail centers, there is sufficient citywide growth and recapturable leakage to support strategically located new stores and restaurants, especially as mixed-use co-tenants of multifamily residential, boutique lodging, or added community meeting space.

The City is committed to revitalizing Main Street through improving the streetscape appearance, improving traffic and pedestrian/bike circulation; expansion of North Cove Park as a central community gathering space with improved access and visibility to Lake Stevens; and transforming underutilized and vacant parcels with storefront retail, a greater array of restaurants, visitor lodging, family-oriented entertainment, and a community meeting/conference center. These actions will make the subarea a destination for recreation, shopping, services, dining, and entertainment.

C. Tourism

The Lake Stevens community has always had a tourism draw, primarily due to the recreational amenities offered by a large scenic lake. Over time, the area transformed from a weekend and summer resort destination to a residential community with public parks and city services. In recent years, Lake Stevens has hosted many community and athletic events attracting spectators and athletes from the region, the country, and worldwide. Many of the activities that occur in Lake Stevens also benefit the larger community, Snohomish County, and the Puget Sound area.

Tourism is an excellent economic development opportunity for generating employment, supporting business, and contributing to a vibrant Lake Stevens economy. The following goals support tourism in Lake Stevens:

- Protect and enhance the City's tourism assets
- Encourage and advocate for the growth and development of diverse tourism businesses that reflect the community's values and assets

- Support the natural, historic and cultural features and facilities of the Lake Stevens area as part of our economy and quality of life.
- Support and encourage outdoor recreation as a prime community asset and tourism draw.
- Support attractions such as events & festivals, performing and visual arts, sporting events and the unique qualities of Downtown Lake Stevens, shopping areas and neighborhoods.
- Identify and encourage public and/or private development of new products, services and infrastructure that attract and serve visitors.
- Support ongoing destination marketing and the development of tools that facilitate tourists' explorations of the Lake Stevens community.

Specific objectives and or activities that could enhance tourism opportunities include, but are not limited to the following:

- Promote development of places to stay.
- Support uniqueness – food, retail, etc.
- Encourage entertainment and other unique destination attractions.
- Support with way-finding infrastructure – No clutter at entryways – first impressions.
- Garner support and promotion from State and county Tourism organizations.
- Tourism focus downtown with support and encouragement from the other areas.
- Get passers-by to stop to spend new money into the community.
- Support efforts and activities to keep them here longer.

Figure 2.1 Lake Stevens Aquafest (view north along Main Street)



III. Community Vision

A. Vision

The City intends to provide a framework for the development of downtown Lake Stevens that:

- Includes an appropriate mix of land uses, development intensities, parking requirements, public improvements, recreational opportunities, and community spaces.
- Supports community events and provides complementary retail, restaurant, and housing development at a scale appropriate for the area.
- Incorporates key governmental uses into downtown to complement a mixed-use environment.
- Improves and upgrades waterfront park spaces to support community gatherings and provide quality access to the lake
- Encourages redevelopment of the existing underutilized downtown areas to create an enhanced and vibrant community town center

B. Objectives

Comprehensive Plan policies provide a basis for defining the objectives for the Lake Stevens Center Subarea Plan. In turn, the subarea plan objectives identified by the community and stakeholders provide a foundation for developing and evaluating the plan's land use and circulation alternatives. The subarea plan objectives are as follows.

Land Use Objectives

- Ensure Downtown is a vibrant destination
- Increase use, visibility and access to the Lake
- Preserve and enhance creeks/wetland areas
- Create a public gathering space/plaza
- Provide for civic uses Downtown
- Provide adequate parking for ~~businesses~~/public areas

Circulation Objectives

- Enhance the street environment and encourage walking/biking
- Improve access to Centennial Trail
- Improve neighborhood connections & vehicular circulation

Implementation Objectives

- Establish design standards and limit heights
- Preserve and embrace history and unique character

C. Fundamental Concept

The fundamental concept identifies the essential plan elements that are necessary to set the stage for near term redevelopment and reinvestment in the downtown and establish momentum to carry the plan through to the 10 to 20-year horizon. The fundamental concept includes:

North Cove Expansion

- Anchor Downtown
- Create a regional and community destination
- Open visual and physical access to lake
- Accommodate space for community events

Retail Street Improvements

- Rebuild Main Street to promote walking, biking, and auto access
- Extend 18th Street to connect downtown retail
- Improve roadway to support retail/commercial development
- Improve roadway to compliment park improvements

Main Street Retail Destination

- Expand Jay's Market
- Establish street-oriented retail & commercial nodes on both sides of Main Street and 18th Street

Regional Attractor

- Construct a new Community/ Conference Center for
 - Community meetings
 - Classes
 - Satellite offices
 - Private events
 - Conference activities
 - Corporate retreats
- Potential boutique hotel
- Improve the boat house facilities & moorage

Public Parking

- Strategically promote public parking to serve retail, community events and the boat launch
- Parking may include surface lots or structured parking
- Parking can be phased to meet demand

'Front Door' Entry

- Create a New 'Front Door' Entry to Downtown
- Realign and Extend Main Street Improvements to Grade Road
- Incorporate Boulevard Treatments along Grade Road to SR 92
- Provide enhanced pedestrian, bicycle, and auto access to downtown

Figure 3.1 Fundamental Concept Diagram



IV. Plan Concept

The plan concept for downtown Lake Stevens respects historic development patterns and reflects community desires, real estate market trends, and projected growth capacity. Existing healthy or desirable uses are strengthened and sites for infill and redevelopment are maximized. Downtown's anticipated development capacity is represented in a low development scenario and a high development scenario that were used for growth assumptions and evaluated through the EIS analysis.

Central to the plan concept is the expansion of North Cove Park with direct visual and physical access to Lake Stevens and the establishment of Main Street as a destination for pedestrian-friendly and street-oriented retail storefronts.

Alternatives Analyzed

The draft Environmental Impact Statement (EIS) considered three land use alternatives. Anticipated development capacity of the downtown was analyzed using two Action Alternatives, a low-growth scenario and a high-growth scenario, to compare growth assumptions against a no-action scenario. The Lake Stevens City Council selected the high-growth alternative.

A. Land Use Framework

The high-growth alternative is illustrated in the land use framework diagram. The preferred types and locations of downtown subarea uses identified will establish distinctive mixed-use housing and commercial areas and provide for community-oriented facilities that have historically defined the downtown. On many parcels, a mix of vertical uses is suggested. Where parcels contain a vertical mix of uses, the most likely predominant land use is indicated. The land use framework is intended to encourage flexibility and includes development areas where a mix of uses are designated. Predominant uses have been sited and categorized into complementary development areas that will:

- Maximize development potential based upon existing adjacent uses and site attributes.
- Maximize utilization of existing and planned improvements such as roadways, utilities, storm water lines and other utilities.
- Respond to a conceptual short-term and long-term phasing strategy

Land Use	Existing	No Action	Low Growth	High Growth
Park (acres)	1.67	1.67	4.1	4.1
Retail/ Commercial (gross sq. ft.)	73,365	15,000	40,000	170,000
Office (gross sq. ft.)	30,000	50,000	20,000	50,000
Community Facilities (gross sq. ft.)	40,000	40,000	11,150	21,150
Housing (du)	112-300	180	240	600
Hotel (rooms)	0	0	50	100
Open Space (acres)	3.9	3.9	3.9	3.9
Public Parking (spaces)	95	95	270	465

- Provide flexibility to respond to possible changing market conditions. (In most instances, multiple uses are appropriate for a given site)
- Provide the basis for new zoning and comprehensive plan designations.

Growth Assumptions

Development and growth levels within the subarea were based on the following assumptions:

- Commercial and Retail uses calculated at 0.50 Floor Area Ratio (FAR).
- Residential densities calculated at 50 dwelling units per acre.

Development Emphasis Areas

The character, intent of development, and types of uses for development emphasis areas include:

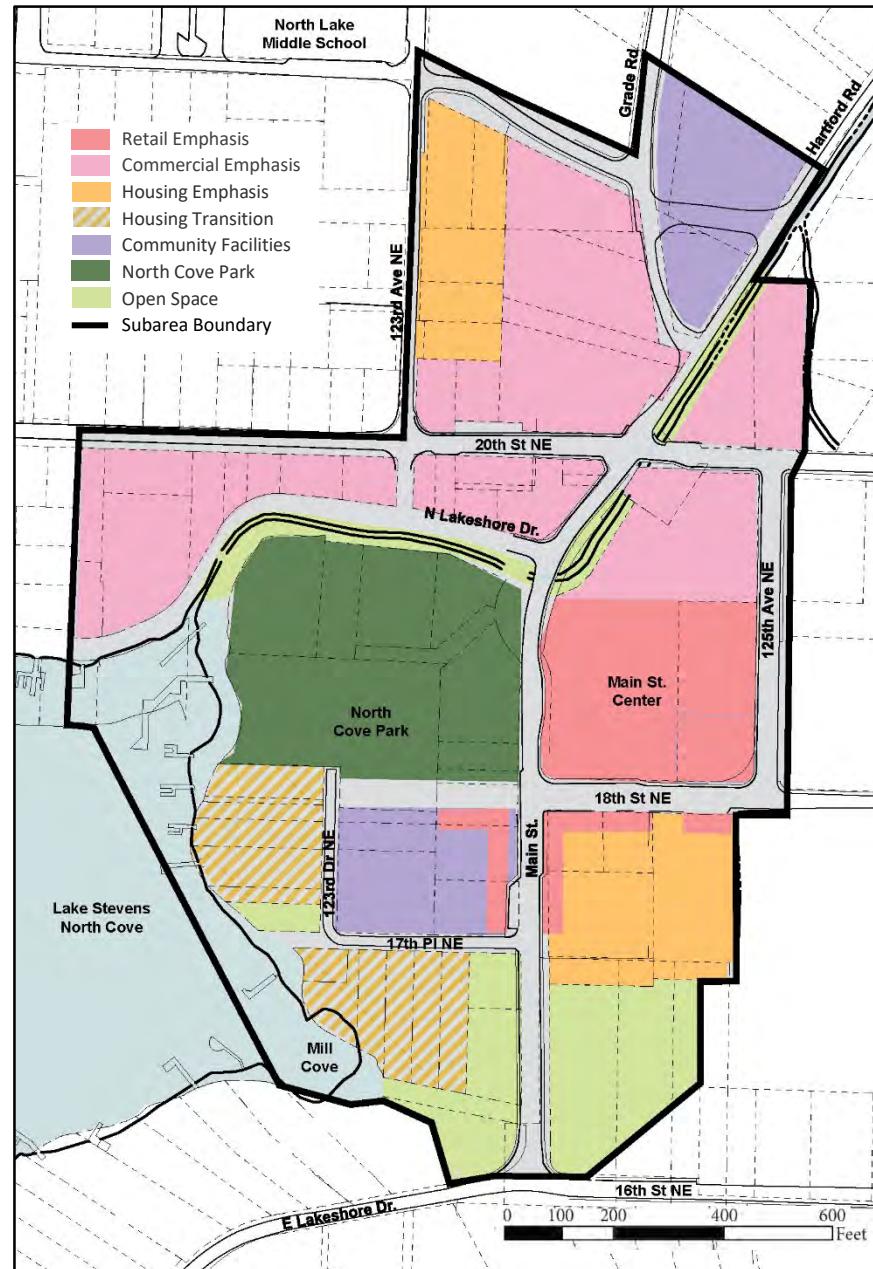
- North Cove Park. An expanded park will support daily use and special event activities, improve community access to the lake, and provide an amenity for downtown development.
- Retail Emphasis. A concentration of street-oriented retail will establish Main Street as a local and regional destination for

shopping, dining, and lakefront activities.

- Community Facilities. Providing for events and meeting space, enhancing use of the lake, preserving some city administrative functions, supporting fire department facilities/operations and establishing a parking reserve for existing and future development will ensure that downtown remains a civic focus.
- Commercial Emphasis. At the crossroads of Grade Road and 20th Street, a range of street-oriented community-serving retail and commercial services that cater to the daily needs of nearby residents and drive-by traffic to and from the downtown will be fostered.
- Housing Emphasis. Emphasize higher density residential development in close proximity to retail and commercial services uses, schools, parks, and open space amenities.
- Housing Transition. Anticipate future need for expanded community facilities and ensure the long-term ability to accommodate expansion of community facilities on key parcels.
- Public Parking. Strategically located sites are identified to ensure adequate parking for existing and future businesses, community facilities, and downtown events and activities.
- Hotel Use – Anticipate future need for a downtown hotel to support tourism and compliment the community/conference facility.

Land Use	Existing	Preferred Concept
Park (acres)	1.67	4.1
Retail/Commercial (gross sq. ft.)	73,365	242,500
Office (gross sq. ft.)	30,000	50,000
Community Facilities (gross sq. ft.)	40,000	21,150
Housing (du)	112-300	600
Open Space (acres)	3.9	3.9
Public Parking (spaces)	95	up to 300

Figure 4.1 Subarea Preferred Land Use



1. North Cove Park

Today, North Cove Park is a 1.67-acre passive-use park with limited amenities and lake access via a pedestrian dock. The park is located atop a small hill approximately 8 feet above Main Street and behind City Hall, the library, and the historical museum. Visual access to the lake from Main Street is limited.

An expanded North Cove Park is envisioned to become a major amenity as the focus for re-development, a central location for community events, and provide expanded access to Lake Stevens.

Expansion of North Cove Park will require:

- Relocating City Hall, the library, and historical museum (1.87 acres)
- Acquisition of the Williams Property (1.09 acres)
- Re-grading the park to slope down from Main Street to the water's edge, allowing for direct visual access to the lake and active/passive park use

The primary design components of the park would include:

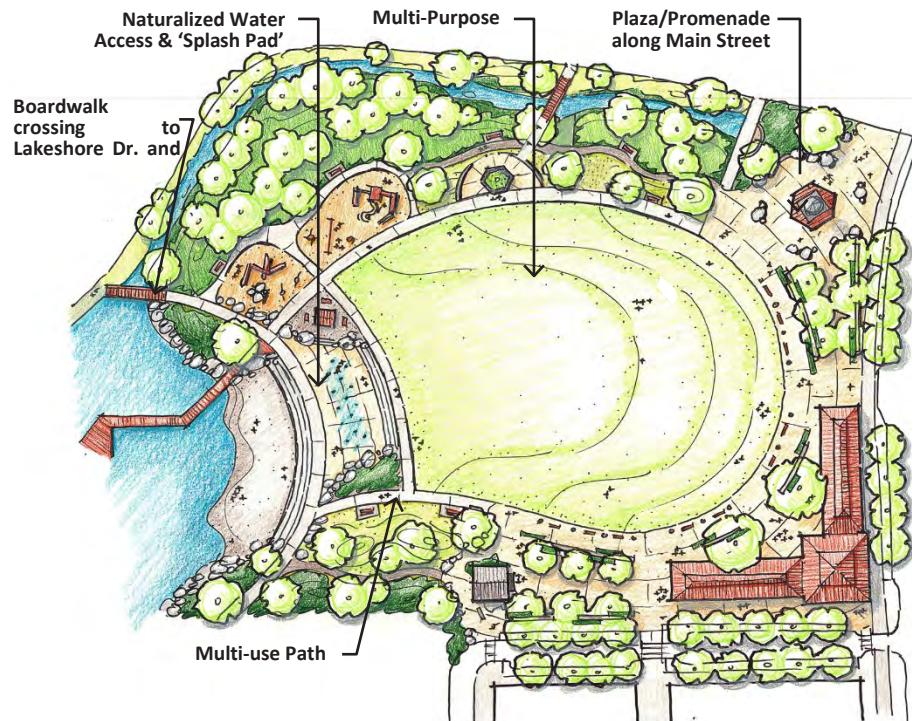
- A large paved plaza area with covered pavilions and a pedestrian promenade along Main Street for staging farmers markets, Aquafest activities, or the winter Christmas tree.
- A multi-purpose lawn/assembly space for staging concerts and events as well as daily active/passive activities.
- A multi-use path linking the waterfront and park areas with adjacent streets
- A naturalized area with water access adjacent to the shoreline
- Preserving or relocating the Veteran's Memorial, historic Grimm House and other historic elements within the park.
- Child/adult activity zone
- Potential removal or repurposing of the pedestrian dock

The design of park structures should incorporate the use of natural materials that reflect the setting of this unique location.

- Provide a mix of areas for hardscape, lawn, and planting beds.
- Include fire resilient/water resistant plantings and those most responsive to local climate and soil conditions.
- Preserve and enhance tree stands and plantings along Stevens Creek

Further park design, phasing and a temporary City Hall location, will be provided in a follow-up North Cove Park Master Plan process. A separate City initiated process for relocating the historic museum and retaining some city hall and library functions is ongoing.

Figure 4.2 North Cove Park Expansion Conceptual Plan



May 2018

Figure 4.3 North Cove Park



2. Retail Emphasis

Storefront retail is envisioned for parcels adjacent to North Cove Park and along Main Street and 18th Street NE. A concentration of continuous retail storefronts is to be located:

- Within the Main Street Center block bounded by Main Street on the west, 125th Avenue NE on the east, and 18th Street NE on the south.
- Along Main Street between 18th Street NE and 17th Place NE.
- Along 18th Street NE from 125th Avenue NE to 123rd Drive NE.

These development areas provide for a range of neighborhood-serving retail opportunities, including the retention and potential expansion of Jay's Market. Storefront retail development is intended to be largely incorporated in buildings with, or adjacent to, a mix of uses such as housing, community facilities, or public parking structures.

These areas meet the following real estate siting criteria essential for storefront retail development:

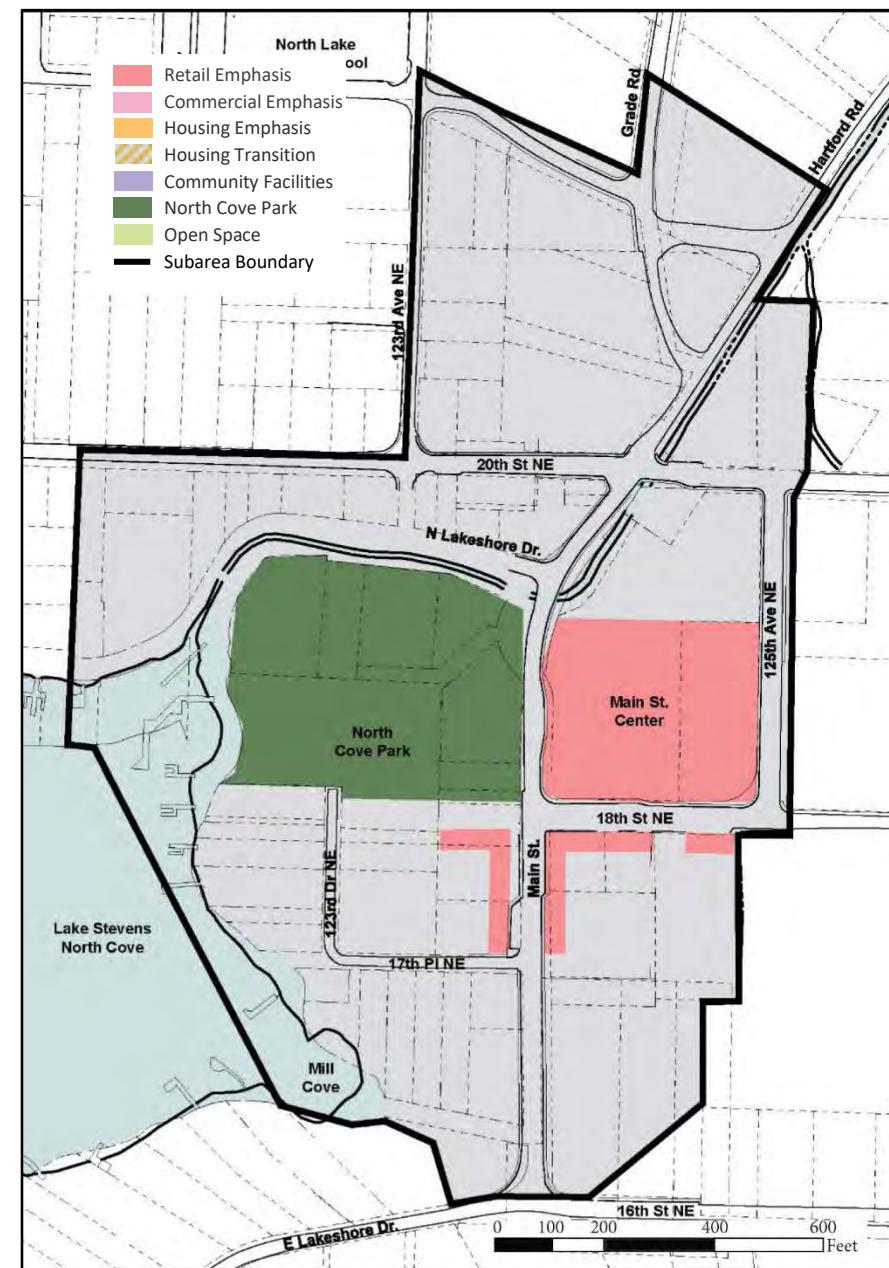
Proximity. North Cove Park is an opportunity to attract customers over an extended period throughout the day, evening, and during events where shopping or dining can be linked to active or passive use of the park and pedestrian/bike connections to Centennial Trail.

Access. Main Street is directly accessible from the traffic-generating streets 20th Street and Grade Road.

Prominent Address. Retail-supportive pedestrian, bike, and streetscape improvements—including widened sidewalks, street furniture, landscaping lighting, street trees, and curbside parking—will establish Main Street as a pedestrian-scaled shopping environment not found elsewhere in the community.

Amenity. Expansion of North Cove Park provides an enhanced setting for Main Street to support storefront retail, dining, and entertainment uses that benefit from visual access and proximity to the waterfront.

Figure 4.4 Retail Emphasis



3. Community Facilities

Downtown has historically served as the civic and cultural center of the community, anchored by city hall, a community meeting room, the library, historical museum, and essential services. While growth has shifted the population and development center of the community to the west side of the lake, preservation and enhancement of some essential community facilities and services is desired, including:

- Community/Conference Facility. Support a community/conference facility with space for community meetings, classes, and accommodate private events, conference meetings/activities and corporate retreats on parcels bounded by 123rd Drive NE, 17th Place NE, Main Street and North Cove Park. To complement the community facilities the site would include lodging, storefront retail and structured public parking.
- Fire Station. Expand the existing Fire Station parcel by vacating the 21st Street NE right-of-way and utilizing existing city owned property for fire station redevelopment with the benefit of improving vehicle access and operations.
- Retain some city services as practicable

These development areas meet the following site criteria essential to supporting community facilities.

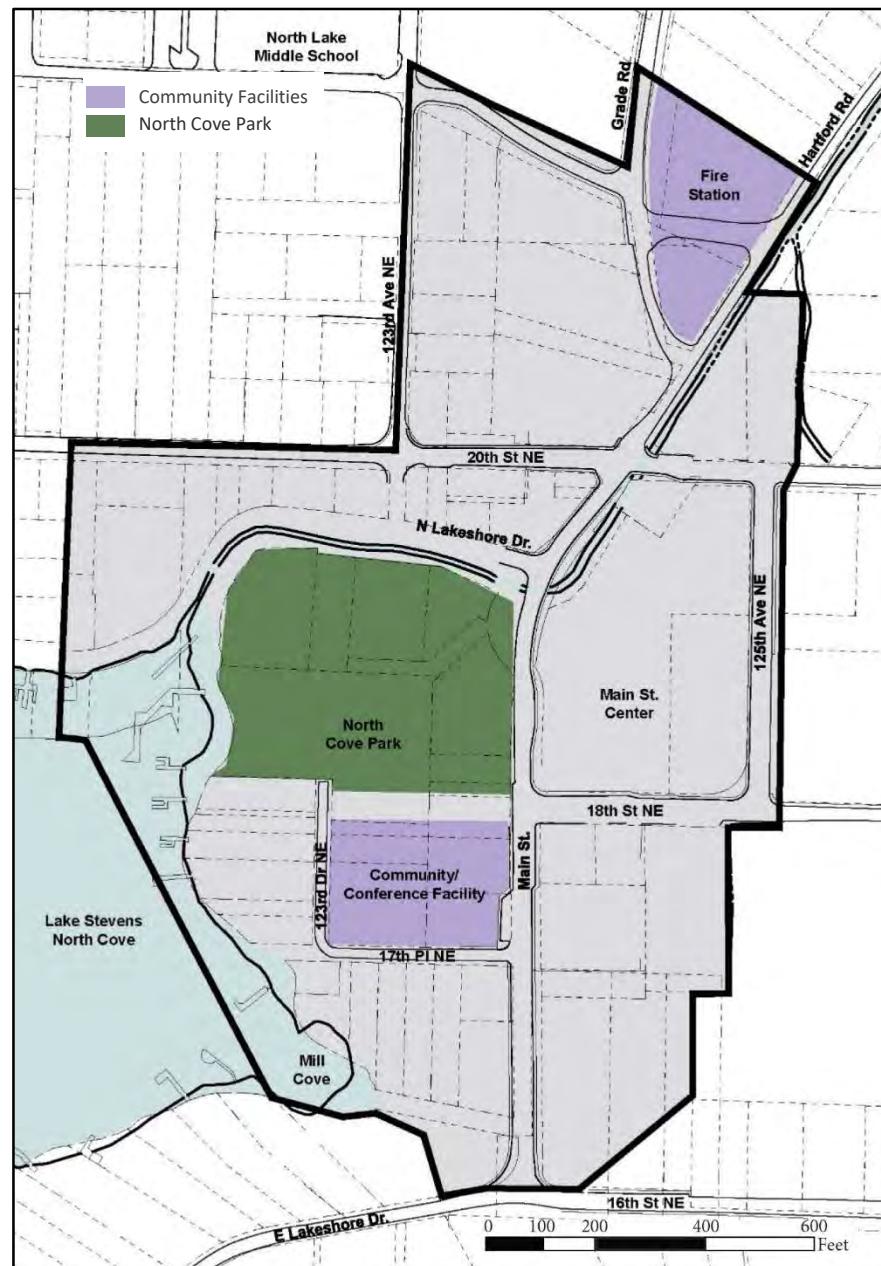
Proximity. The sites have the advantage of proximity to downtown activity areas including retail and commercial services, North Cove Park, and the lake.

Access. Traffic-generating streets, 20th Street and Grade Road, provide direct access to sites on Main Street and 18th Street NE, while fire services are provided enhanced access along Grade Road and Hartford Road.

Prominent Address. Pedestrian, and bike improvements with widened sidewalks, bikeways, street furniture, landscaping lighting, street trees, and curbside parking will establish Main Street and 18th Street NE as an attractive pedestrian-scaled environment to support community facilities.

Amenity. North Cove Park provides an enhanced setting for use as a break-out area and amenity for community meetings, retreats and conference goers.

Figure 4.5 Community Facilities



4. Commercial Emphasis

The Grade Road and 20th Street NE corridors provide the necessary drive-by traffic and visibility to support commercial uses that will complement the storefront retail uses envisioned along Main Street and provide for daily needs goods, services, and employment uses that serve close-in neighborhoods.

A large portion of the identified area is currently occupied by low intensity and aging auto-oriented commercial development. The intent of this development area is to promote street-oriented buildings with ground-floor uses that include a diverse range of commercial services, retail, dining/ drinking and small office uses. Upper floors would be encouraged to allow for office or residential uses.

These areas meet the following site criteria essential to supporting commercial uses:

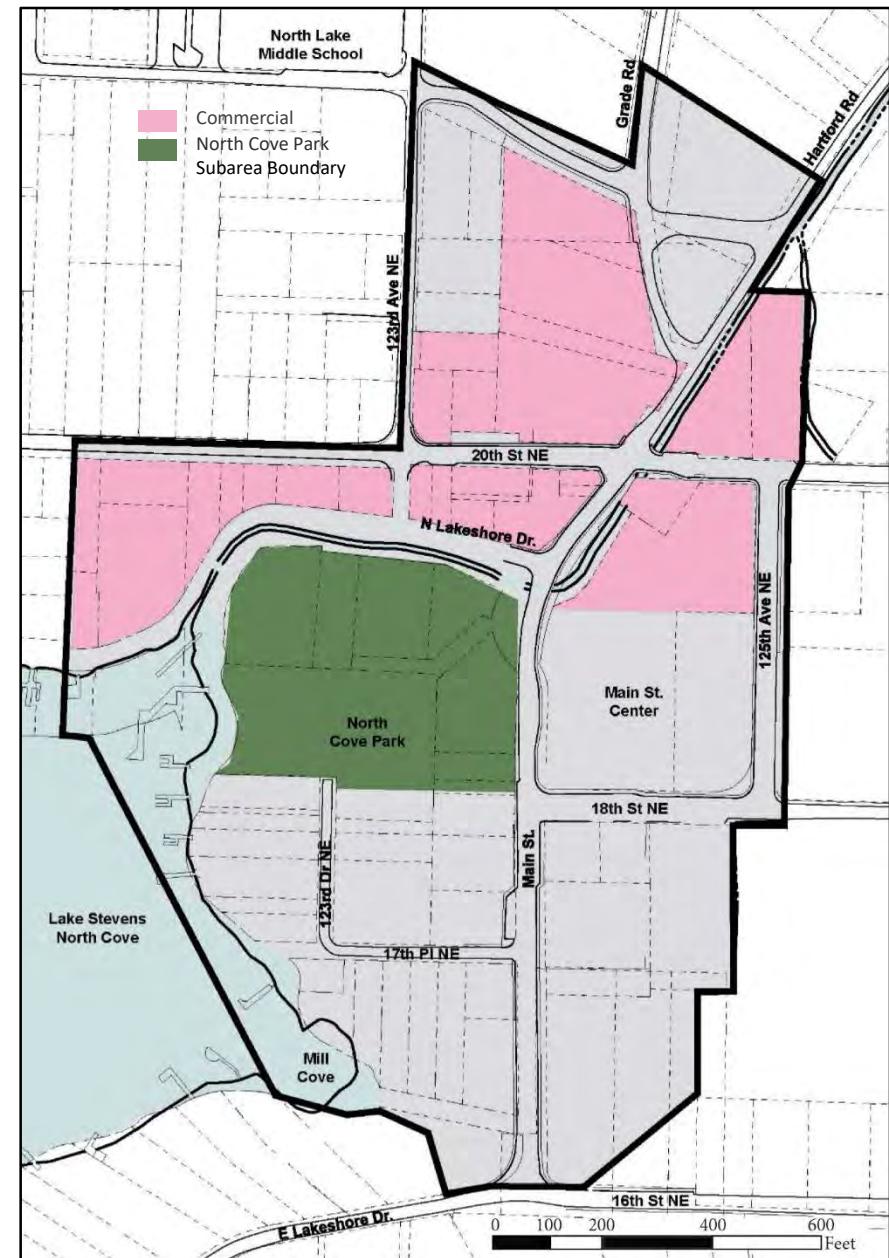
Proximity. Much of the area will benefit from topography and higher elevations that afford views to the mountains and Lake Stevens.

Visibility and Access. 20th Street and Grade Road provide sufficient drive-by auto traffic and good visibility. Pedestrian and bicycle improvements to these roadways will provide for improved access and better capture of additional customers within a convenient walk or bike ride.

Prominent Address. Commercial uses can capture the benefits of multiple 'front door' addresses along Grade Road and 20th Street NE.

Amenity. The expansion of North Cove Park provides an enhanced setting and activity area to draw additional customers and extend the amount of time spent in the downtown.

Figure 4.6 Commercial Emphasis



5. Public Parking

Strategically promoting public parking facilities close to retail and commercial development, North Cove park, and the boat launch will facilitate growth and redevelopment by:

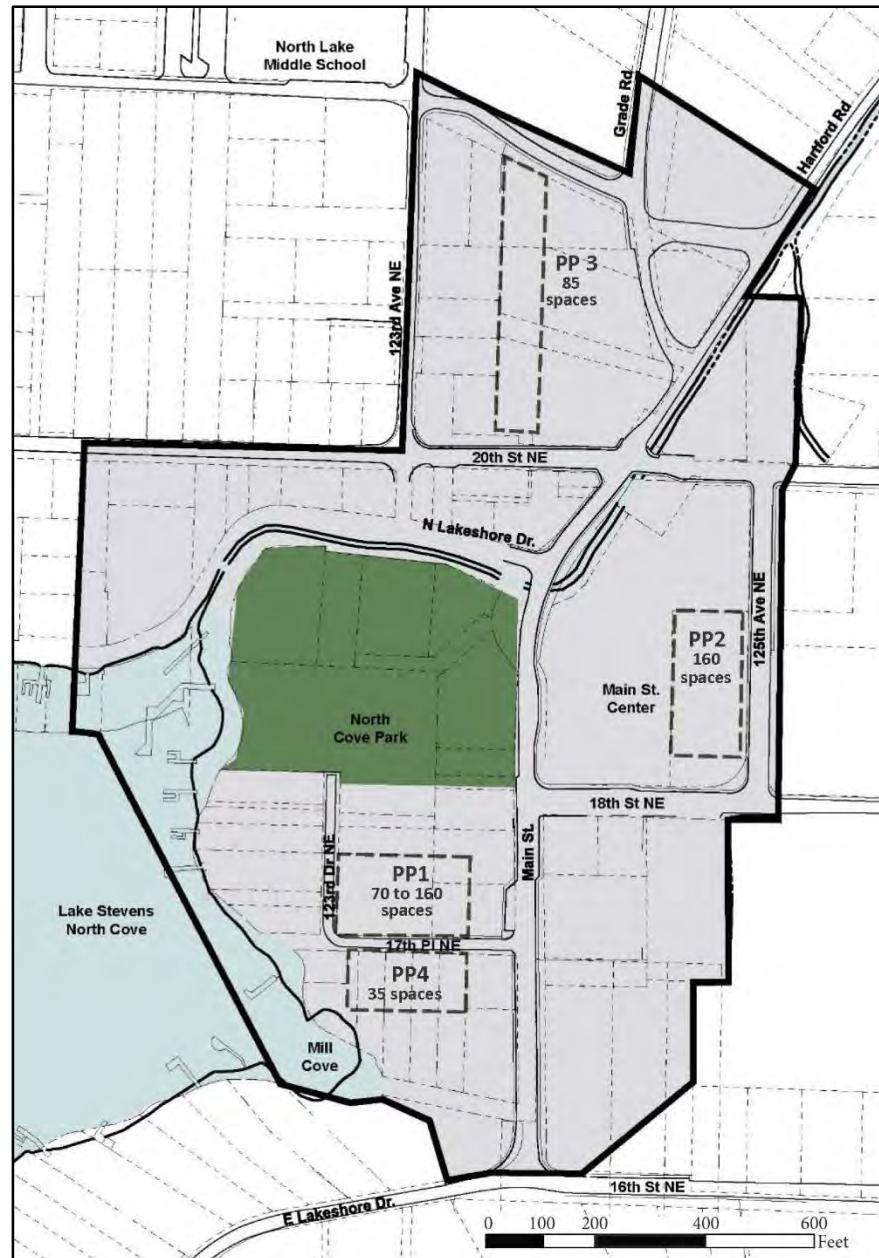
- Reducing or eliminating the cost associated with requiring off-street parking on each development site
- Allowing for more intense development of parcels that support a pedestrian-oriented and walkable downtown environment.

Four potential sites have been identified for public parking, either in surface parking lots or in multi-level parking structures:

- Parking Sites 1 (PP1) and 2 (PP2). These sites are optimal for structured parking due to their central downtown location and parcel size.
- Parking Site 3 (PP3). Surface parking lot to provide parking for commercial uses along 20th Street NE and Grade Road
- Parking Site 4 (PP4). Surface parking lot to serve the boat launch.

* Parking site locations are indicated by the dashed line with parking totals as indicated on the public parking diagram to the right.

Figure 4.7 Public Parking



Determining Public Parking Need

Assumptions for parking needs can be determined by taking the downtown subarea's potential development yield in square feet and applying the standard parking ratios/requirements for each development type and then subtracting the number of on-street parking available within the subarea. Based on the downtown subarea concept plan's growth assumption for the low and high development scenarios it anticipated that approximately 320 to 550 spaces would be necessary to support future growth.

The parking sites identified in Figure X.X could provide public parking within a range of 300 to 565 spaces. The figure identifies the number of potential parking spaces for each public parking site, which are based on the following:

- Parking Site 1 assumes a 150'x 210' floor plate dimension (w/ground-floor retail)
- Parking Site 2 assumes a 120'x 224' floor plate dimension
- Each structure would include three levels of parking with a ground-floor (level 1), second floor (level 2), and roof (level 3).

Assumption for Parking Requirements

Off-street parking requirements within the subarea were based on the following assumptions:

- Retail and Commercial- 1.0 space per 400 square feet
- Residential- 1.0 space per unit (parking required to be built within development sites)
- Hotel- 0.75 spaces per guest room
- Conference/Meeting Rooms- 1.0 space per 50 square feet of gross floor meeting/assembly area
- Boat Launch- Requires 35 spaces
- Existing On-street Parking- 200 spaces along existing downtown streets (average length of space estimated at 22')

6. Housing Emphasis

Multi-family residential development is envisioned for blocks fronting 123rd Avenue NE and 22nd Street NE in the northwest portion of the subarea and for blocks fronting Main Street and 18th Street NE in the southwest portion of the subarea. Opportunities for upper-story residences over ground-floor retail commercial are encouraged elsewhere in the subarea.

As noted in the market analysis, multi-family residential development is the most immediate opportunity in the downtown with the clearest case for strong market support. Robust household growth and strong income demographics should drive new unit demand well into the coming decade and beyond.

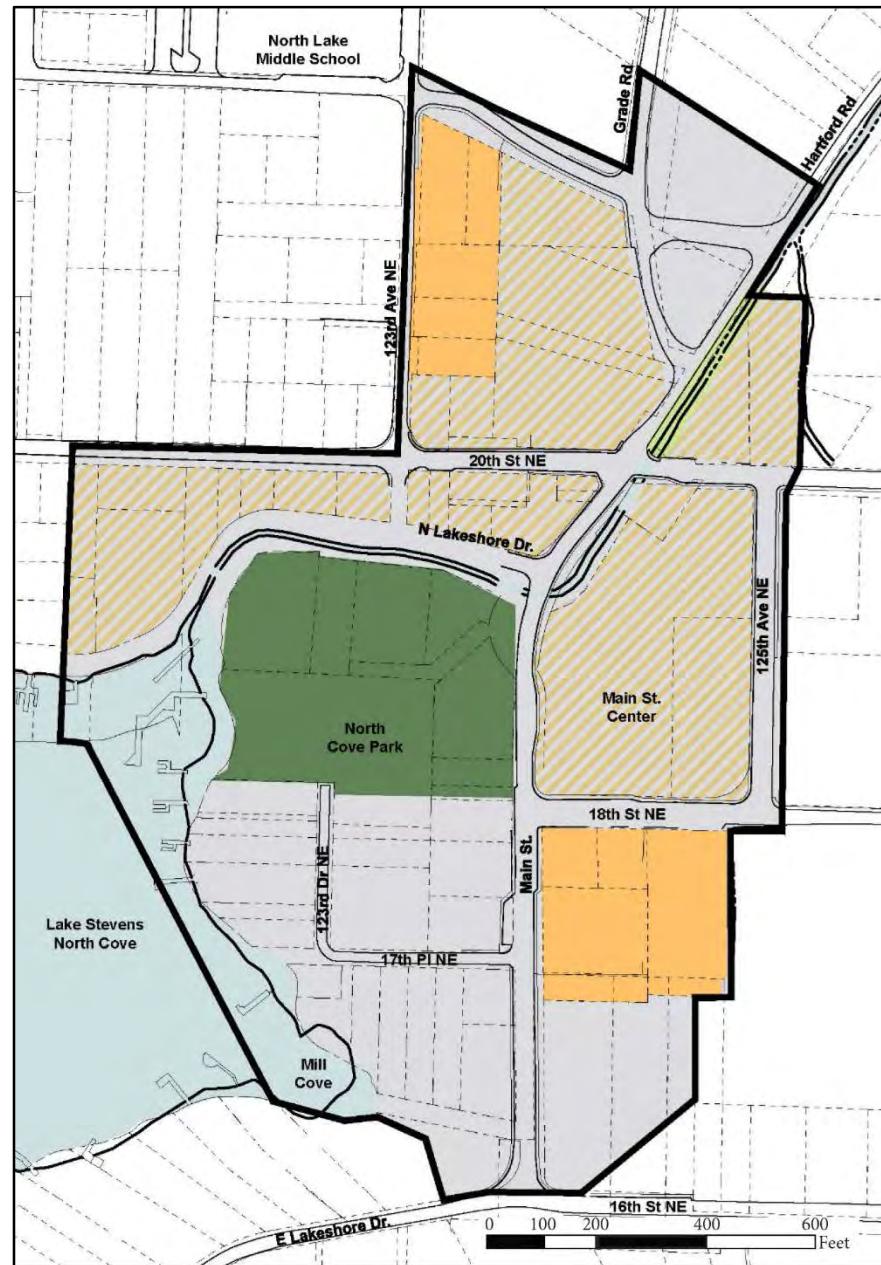
Multi-family residential uses within the housing emphasis development areas meet the following essential real estate siting criteria for successful housing development.

Amenity. Located within walking distance to parks, the waterfront, schools, shopping and dining.

Visual Impact. Located far enough away from the lake that multi-story buildings do not impact views or encroach on lower density single-family homes.

Views. Lake and mountain views afforded to properties along 123rd Avenue NE and upper floors of buildings along Main Street, 20th Street, and Grade Road.

Figure 4.8 Housing Emphasis



7. Housing Transition

Two development areas adjacent to the lakefront and located west of 123rd Drive NE and south of 17th Place NE consist of single family homes. Over time the transition of these single-family homes to higher and best uses will support downtown as a unique destination for community gathering, shopping, recreation and entertainment, and enhanced public access and use of Lake Stevens.

Each development area provides opportunity for long-term redevelopment that will:

- Allow for potential future expansion of lodging or community/conference facilities and public waterfront access between North Cove Park and the boat launch on parcels bound by 123rd Drive NE, North Cove Park, the boat launch and the lake.
- Accommodate future expansion of boat launch parking and/or an enhanced rowing facility or other water recreation facility on parcels located south of 17th Place NE and adjacent to the lake.

The development areas meet the essential siting criteria for supporting expanded residential uses:

Proximity. Parcels are adjacent to planned or existing community facilities, lodging, and the boat launch with direct access to the waterfront and North Cove Park.

Access. Sites are easily accessible from Main Street and adjacent to local streets that ensure adequate access and servicing of future development

Amenity. The lake and North Cove Park provide a unique setting and access to the lake that is desirable for development.

Figure 4.9 Housing Transition



8. Open Space

Stevens Creek on one end and tall tree stands and vegetation on the other establish the beginning and end to Main Street and are essential open space elements that define the extents of the downtown core area.

The enhancement and preservation of these waterways and wetland areas should include opportunities for:

- Stevens Creek bank stabilization and vegetation enhancements that remove potential invasive plant materials and manage waterflow and temperatures to support fish habitat and wildlife.
- Establishing a Mill Cove Reserve and potential trail complex with consideration of future wetland enhancements integrated with an interpretative trail network that would link Stevens Creek to the former mill site located south of the boat launch.

Figure 4.10 Open Space



B. Land Use Designations

Based on the plan concept's land use framework, new Comprehensive Plan land use designations were assigned to specific parcels within the subarea, shown in Figure 4.11.

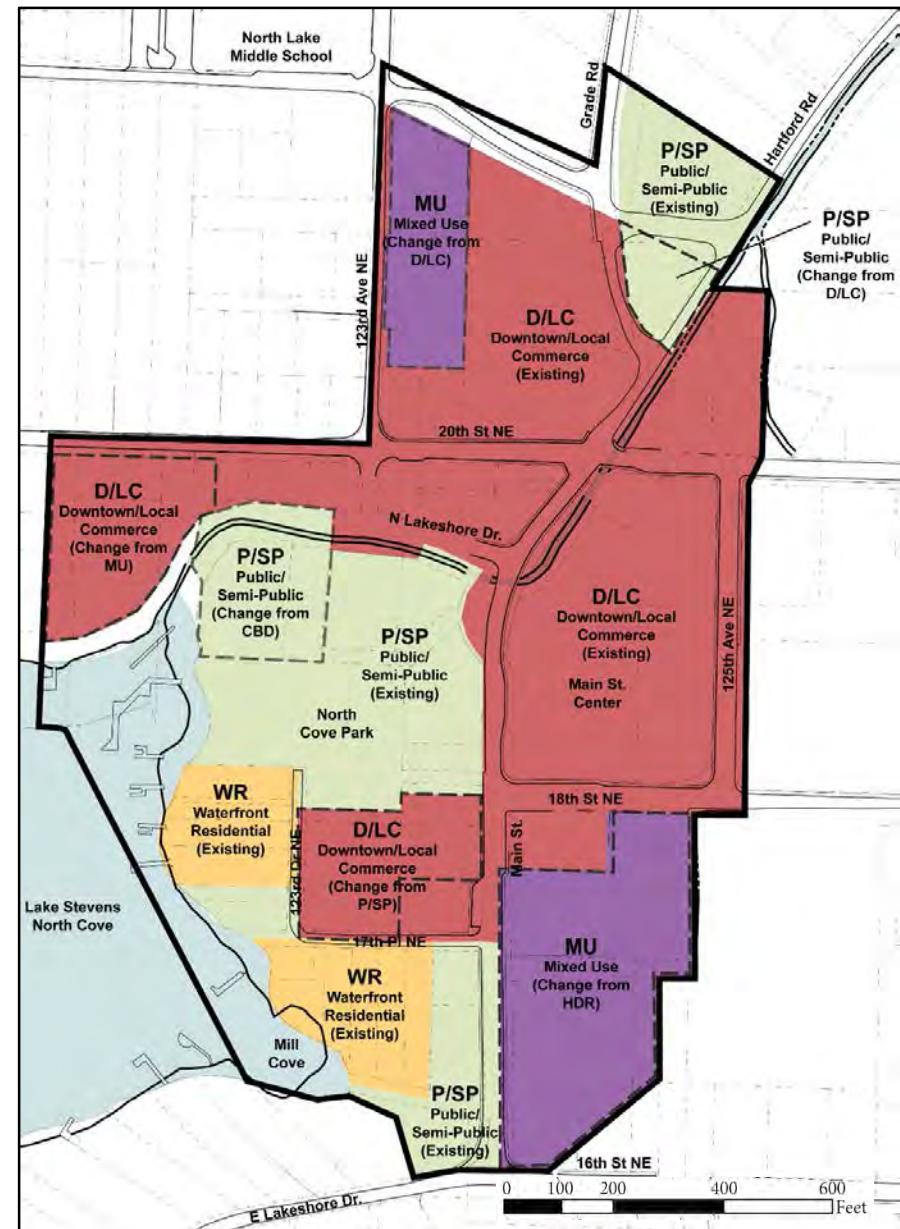
The subarea along Main Street, 20th Avenue NE, and Grade Road is designated as Downtown Local Commerce (D/LC). Additional areas west of Main Street have changed from Public/Semi-Public (P/SP) to Downtown Local Commerce (D/LC). Between Grade Road and Hartford Road the Downtown Local Commerce (D/LC) area changed to Public/Semi-Public (P/SP) to accommodate future expansion or modification of the fire station. The high density residential area east of Main Street (south of 18th Street NE) changed to Mixed Use (MU). South of N Lakeshore Drive, the Downtown/Local Commerce (D/LC) changed to Public/Semi-Public (P/SP).

Table 3.1 shows acreages for the existing subarea land use designations.

Table 3.1 Summary of Subarea Land Use Designations

Subarea Comprehensive Plan Designation	Acres
Downtown/Local Commerce	20.38
Waterfront Residential	2.53
Public/Semi-Public	7.26

Figure 4.11 Downtown Subarea Plan Comprehensive Plan

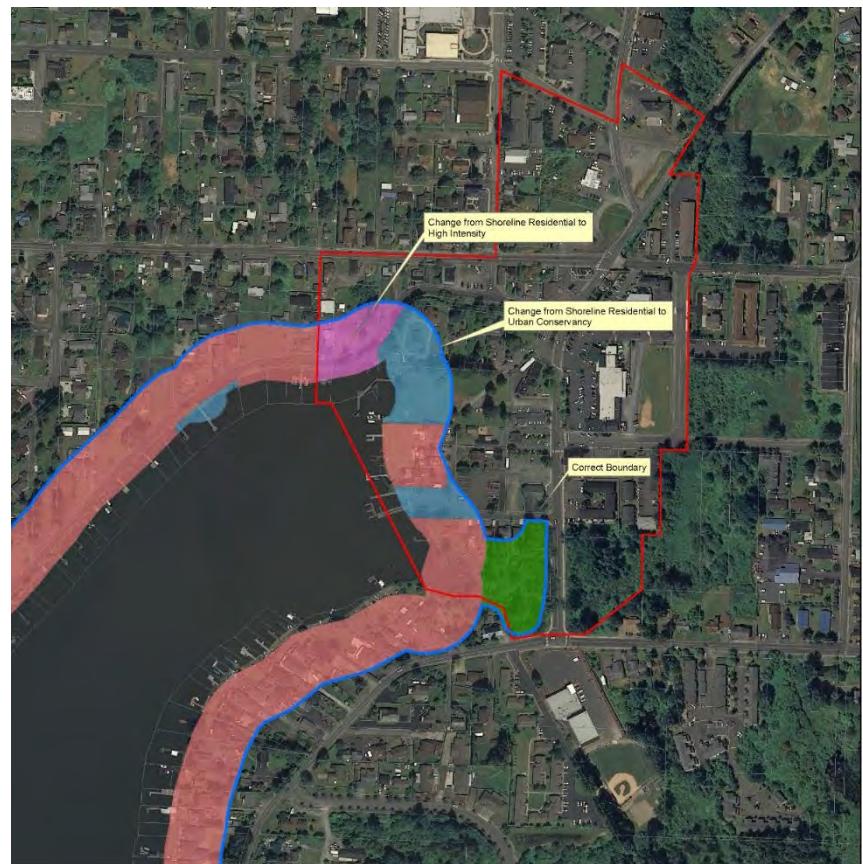


C. Shoreline Designations

Based on the plan concept's land use framework, new Shoreline Environments designations were assigned to specific parcels within the subarea, shown in Figure 4.12.

- North of Lakeshore Drive and west of North Cove Park the Shoreline Environments designation will change from Shoreline Residential to High Intensity
- South of Lakeshore Drive and within North Cove Park the Shoreline Environments designation will change from Shoreline Residential to Urban Conservancy

Figure 4.12 City of Lake Stevens Shoreline Boundaries and Features



Boundaries and Features

Shoreline Boundary	Shoreline Environments	Shoreline Residential
Downtown Subarea	High Intensity	Urban Conservancy
		Natural

D. Zoning Districts

Based on the plan concept's land use framework, zoning districts were assigned to all parcels within the subarea, shown in Figure 4.13.

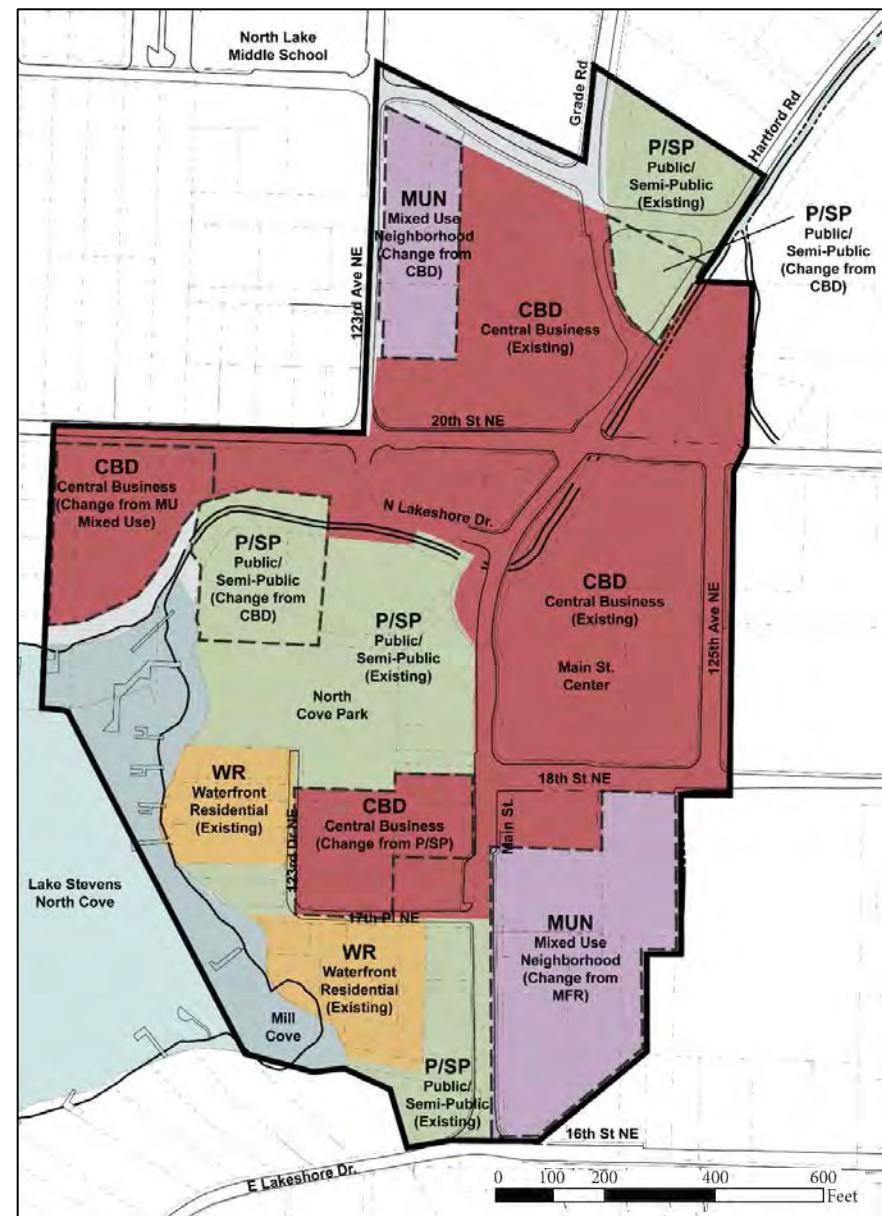
The subarea along Main Street, 20th Avenue NE, and Grade Road is designated as Central Business (CBD). Additional areas west of Main Street have changed from Public/Semi-Public (P/SP) to Central Business (CBD) to accommodate a future community/conference facility, public parking and storefront retail uses. Between Grade Road and Hartford Road the Central Business (CBD) area changed to Public/Semi-Public (P/SP) to accommodate future expansion or modification of the fire station. The Multi-Family Residential (MFR) south of 18th Street NE and east of Main Street changed to Mixed Use Neighborhood (MUN). The Central Business (CBD) south of N Lakeshore Drive was changed to Public/Semi-Public (P/SP).

Table 3.2 shows acreages for existing and subarea zoning districts.

Table 3.2 Summary of Subarea Zoning Districts

Subarea Zoning District	Acres
Central Business	16.70
Mixed- Use Neighborhood	3.66
Waterfront Residential	2.53
Public/Semi-Public	7.26

Figure 4.13 Downtown Subarea Plan Zoning



E. Development Typologies

1. Retail and Commercial

Retail (businesses that engage in the sale of goods, dining and entertainment) and commercial (businesses that engage in the sale of services and the sale of goods, dining and entertainment) uses in the downtown will support residential neighborhoods or mixed-use areas within small to mid-sized development that caters to destination and daily-needs goods and services. A more intimate 'main street' shopping, dining, and entertainment district is anticipated to emerge along Main Street and 18th Street NE with daily-needs good and services oriented to 20th Street NE.

Main Street Retail

Storefront retail is envisioned for parcels adjacent to North Cove Park and along Main Street and 18th Street NE. A concentration of continuous retail storefronts is to be located:

- Within the Main Street Center block (bounded by Main Street on the west, 125th Ave NE on the east, and 18th St NE on the south)
- Along Main Street between 18th Street NE and 17th Place NE
- Along 18th Street NE from 125th Ave NE to 123rd Dr NE.

The development area provides for a range of street-oriented retail opportunities, including the retention and potential expansion of Jay's Market. Storefront retail development is largely intended to be incorporated in buildings with, or adjacent to, a mix of uses such as housing, community facilities, or public parking structures.

The following typologies illustrate types of development appropriate in single-use or mixed-use buildings.

Figure 4.14 Single Use Retail Building



Figure 4.15 Low Rise Mixed-Use Office Over Street Oriented Retail Building

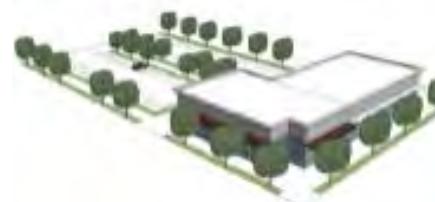


Figure 4.16 Multi-Story Mixed-use Office Over Street-Oriented Retail Building



Commercial

The Grade Road and 20th Street NE corridors provide the necessary drive-by traffic and visibility to support growth and redevelopment of commercial uses that will complement the storefront retail uses envisioned along Main Street and provide for daily needs goods, services and employment uses that serve close-in neighborhoods.

A large portion of the area is currently occupied by low intensity and aging auto-oriented commercial development. The intent of this development area is to promote street-oriented buildings with ground-floor uses that include a diverse range of commercial, retail, dining/drinking, and small office uses. Upper floors would be encouraged to allow for office or residential uses.

The following typologies illustrate types of development appropriate in single-use or mixed-use buildings.

Figure 4.18 Single Use Street-Oriented Commercial Building

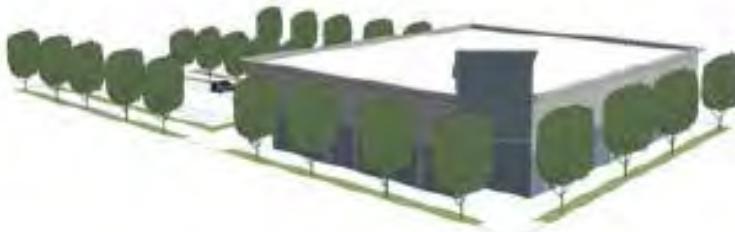


Figure 4.19 Low-Rise Mixed-Use Office Over Street-Oriented Commercial Building



Figure 4.17 Multi-Story Mixed-Use Multi-Family Over Street-Oriented Commercial Building



Multi-Story Single Use Street-Oriented Commercial Building



2. Multi-Family Residential

Multi-family residential development is envisioned for blocks fronting 123rd Avenue NE and 22nd Street NE in the northwest portion of the subarea and for blocks fronting Main Street and 18th Street NE in the southwest portion of the subarea. Upper-story residences over ground-floor retail commercial are encouraged elsewhere in the subarea. The following typologies illustrate types of development appropriate in single-use or mixed-use buildings.

Figure 4.21 Multi-Family Building



Figure 4.22 Example of Mixed Use Multi-Family Housing



Figure 4.20 Example of Single Use Multi-family Building



F. Complete Streets Framework

The complete streets framework identifies the future design character and function of key downtown streets. It has an emphasis, in terms of focus and detail, on ‘complete street’ multimodal connections located within a half-mile radius of the downtown and provides direct and safe connections to traffic-generating uses and destinations that are desirable to the community.

Recommendations on the location and configuration of automobile, bus, pedestrian and bicycle access throughout the Downtown Lake Stevens Subarea are identified. The framework includes the following elements.

Active Transportation. Emphasizing active transportation fosters pedestrian and bicycle circulation systems as a means of reducing auto dependency and associated traffic/parking impacts, maximizing non-motorized access to downtown, North Cove Park, the waterfront; and fostering community health benefits.

Street Hierarchy. A network of interconnected streets provides balanced facilities for all modes—auto, truck, transit, pedestrian, and bicycle; establishes a framework for pedestrian and bicycle-oriented development; and ensures safe and direct connections between the downtown, and adjacent neighborhoods.

PEDESTRIAN



BICYCLE



TRANSIT



AUTO



May 2018



Main Street Photo Simulation-View looking north (StudioKPG 2018)

1. Active Transportation

For the Downtown Subarea to see a transfer of a significant number of current and estimated future daily trips away from autos to walking and cycling, it is essential that well-designed, safe, and direct active transportation routes are established. Active transportation routes benefit the community by reducing auto congestion and providing safe, direct pedestrian and bike connections to key destinations such as the waterfront, Centennial Trail, shopping, recreation, employment, and schools.

The Active Transportation Concept includes:

- Routes that build upon the existing multi-use regional Centennial Trail with improved pedestrian and bicycle access between the downtown, North Cove Park and the Centennial Trail.
- An interconnected ‘series of loops’ between the downtown and Centennial Trail that support active physical recreational use for a range of skill levels.
- Coupled with bicycle facilities, enhanced pedestrian sidewalks and crosswalks to foster walking within a quarter mile of the Main Street and for those willing to travel further distances.

The active transportation framework is designed to include the premium pedestrian and bicycle transportation facilities described on the following pages.

PROTECTED BIKE LANE



MULTI-USE PATH



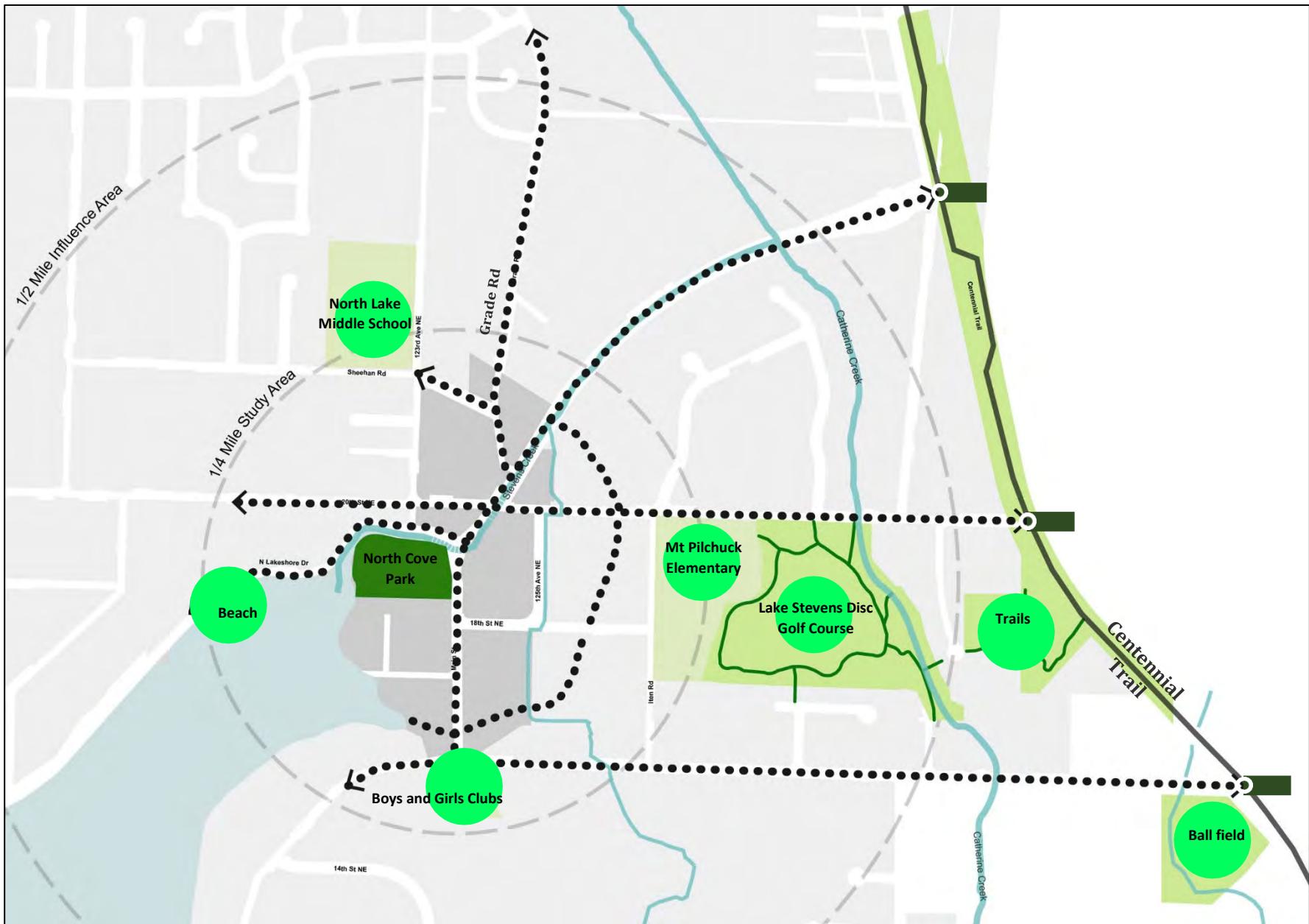
BOARDWALK TRAIL



BIKE LANE



Figure 4.23 Active Transportation Routes



Bicycle and Pedestrian Enhancements

Multi-use Paths

Multi-use paths are physically separated from the street by raised curbs or other vertical elements and attract bicycle riders who do not typically ride on the street with auto traffic due to safety concerns. When implemented as a complete network, multi-use paths can significantly increase bike ridership within the Downtown Subarea. Multi-use paths serve both recreation and commuting uses by pedestrians and cyclists. Multi-use paths also provide access to businesses and residences. When adjacent to arterial roadways, multi-use paths should be physically separated from the travel lanes by a landscape buffer, which eliminates conflicts with autos.

New multi-use paths with 10- to 12-foot-wide paved surfaces are proposed for:

- 20th Street NE from Main Street east to the Centennial Trail complete sidewalk system (Further study required to determine feasibility)
- 16th Street NE (south side of the street) from Main Street east to the Centennial Trail
- Main Street (west side of the street) between Lakeshore Drive and 20th Street NE
- Grade Road (west side of the street) from 20th Street NE to Highway 92
- Hartford Drive (west side of the street) from Grade Road to Centennial Trail

Multi-use paths along North Lakeshore Drive, East Lakeshore Drive, the Lake Stevens waterfront, and 22nd Street NE will require further study to determine location, phasing, and facility design.

- Grade Road (west side of the street) from 20th Street NE to Highway 92
- Hartford Drive (west side of the street) from Grade Road to Centennial Trail

Multi-use paths along North Lakeshore Drive, East Lakeshore Drive, the Lake Stevens waterfront, and 22nd Street NE will require further study to determine location, phasing, and facility design.

Mill Cove Interpretive Trail

Mill Cove Reserve located east of Main Street and the former location of the historic Rucker Mill has returned to a natural state that contains wetlands and shoreline. The wetlands continue east of Main Street, and with the creek, extend north to Hartford Road and Stevens Creek. The historic significance of the mill and location of wetlands provides an opportunity for wetland enhancements coupled with an interpretive trail and boardwalk, and signage along the route. The interpretive trail would:

- Provide an educational forum for wetland enhancement, nature reserves, and the history of logging and the mill
- Connect Mill Cove to Stevens Creek and link to existing and proposed multi-use paths along the waterfront, Hartford Drive, 20th Street NE and Main Street
- Require further study to determine location, phasing and facility design.

Bike Lanes

On-street bike lanes (minimum of 6 ft. wide) are proposed for 20th Street NE between Main Street and 123rd Avenue NE. This would require widening the right-of-way on the north side of the street.

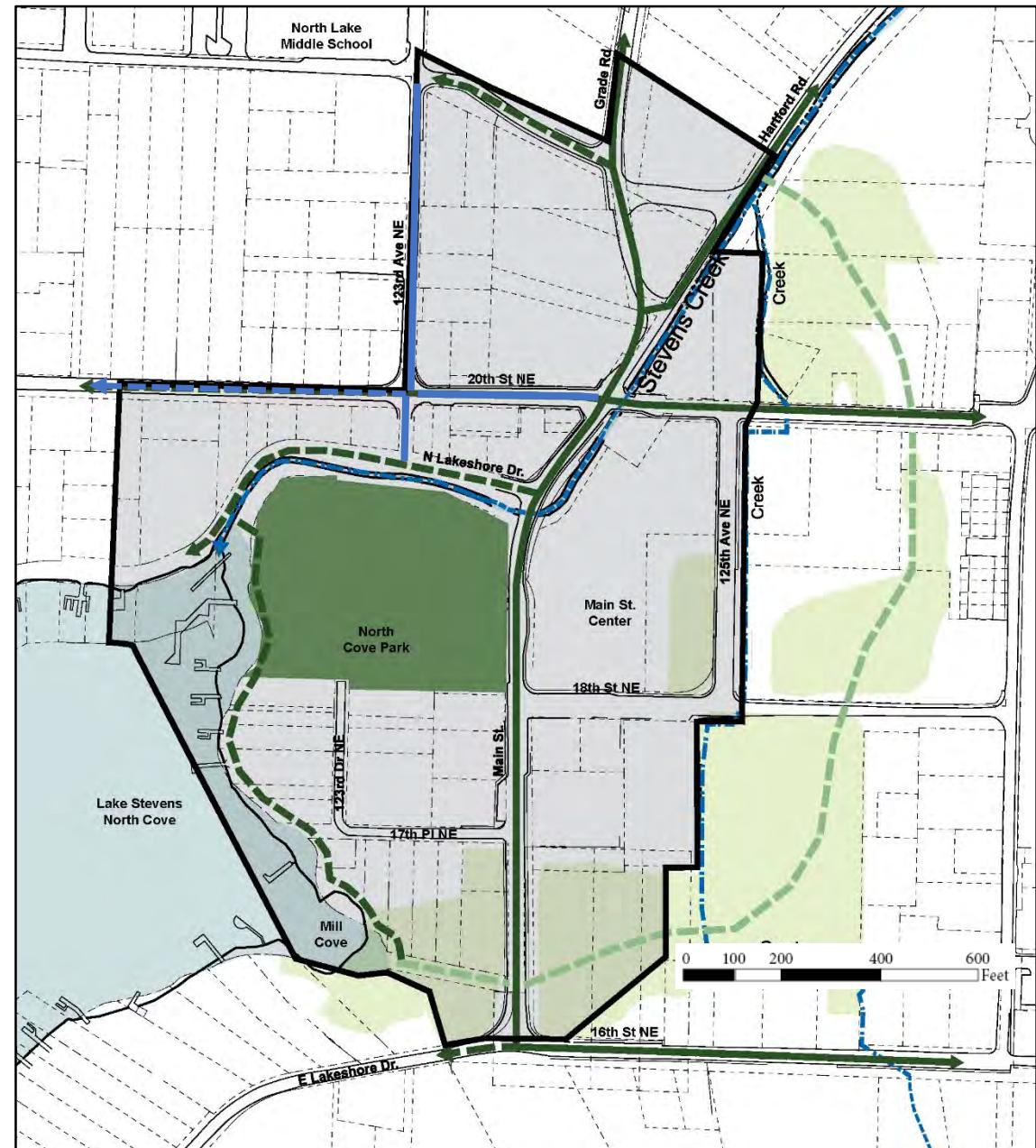
Future study should determine feasibility of extending the bike lanes further east to SR 9.

On-street bike lanes are proposed for 123rd Avenue NE from 22nd Street NE to N. Lakeshore Drive. This would require widening the right-of-way on the west side of the street.

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Figure 4.24 Active Transportation

- Multi-Use Path (Off-Street)
- Multi-Use Path (Off-Street)- Requires Further Study
- Stevens Creek Interpretive Trail- Requires Further Study
- Bike Lane (On-Street)
- Bike Lane (On-Street)- Requires Further study



2. Street Hierarchy

A prime objective of the Downtown Subarea Plan is to maintain and strengthen Downtown and the lake as a destination for local residents and visitors alike. While essential access and mobility are identified for key routes, a bias toward the pedestrian and cyclist should be fostered for all streets in the downtown, including auto mobility streets such as 20th Street NE and Grade Road.

The Street Hierarchy Framework identifies key routes for auto, pedestrian, and bicycle improvements and creates a network of streets that complement adjacent land uses and spur additional desirable Downtown development. The Street Hierarchy Framework includes the following elements.

Retail Street. Main Street and 18th Street NE provide a unique destination, serving auto traffic to local business auto traffic, pedestrians and cyclists who support storefront retail, and establishing an entry to North Cove Park.

'Front Door' Entry. Grade Road is prioritized as the primary regional access route to and from the downtown via HWY 92, while 20th Street NE continues to provide local access to and from Lundein Parkway and HWY 9.

Downtown Streets. Local traffic access is enhanced along key streets with opportunities for improved pedestrian facilities and added on-street parking to serve downtown businesses.

Neighborhood Connector Street. These streets establish a fine-grained active transportation network that provides opportunities for walking and biking to and from the Downtown subarea's major traffic generators and public amenities.

RETAIL STREET



FRONT DOOR ENTRY



DOWNTOWN STREET

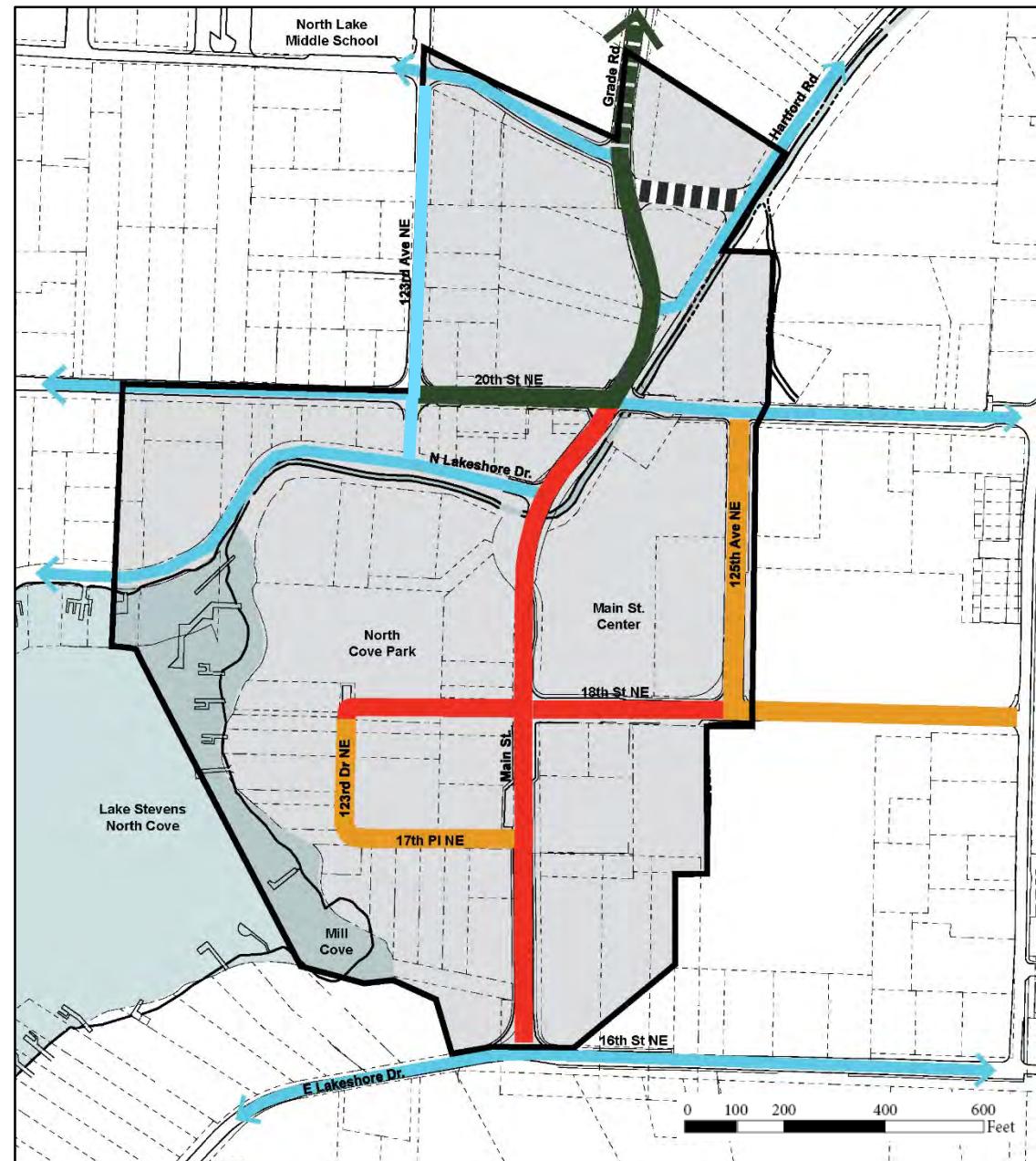


NEIGHBORHOOD CONNECTOR



Figure 4.25 Street Hierarchy

- Retail Street
- 'Front Door' Entry Street
- Downtown Streets
- Neighborhood Connector Streets



Retail Street

Main Street is Lake Stevens' primary 'signature street', serving street-oriented retail development and providing a high-quality pedestrian and bicycle environment that will establish the street as a unique destination. Main Street consists of four unique segments that respond to adjacent land uses or to right-of-way constraints in proximity to Stevens Creek:

- Main Street (Lakeshore Dr. NE to 18th St. NE)
- Main Street (18th St. NE to 17th Pl. NE)
- Main Street (18th St. NE to 17th Pl. NE)
- Main Street (20th St. NE to Lakeshore Dr. NE)
- 18th Street (123rd Dr. NE to Main Street)
- 18th Street (Main Street to 125th Ave. NE)

Main Street (Lakeshore Dr. NE to 18th St. NE)

The design of this Main Street segment supports storefront retail and redevelopment along the east side of the street. The segment functions as the primary entrance to North Cove Park on the west side of the street. The design includes:

- A two-way, two-lane roadway;
- Curbside parking and a widened sidewalk on the east side of the street to support adjacent retail uses (Limited parking is provided on the west side for a drop-off serving North Cove Park);
- Street trees, landscaping, lighting and street furniture between the sidewalk and curbside parking on the east side of the street;
- A wide tree-lined median buffer to include LID stormwater features and street lighting between the multi-use path and the roadway;
- At intersections, striped and/or raised pedestrian crosswalks and two-way bicycle crossing (west side of the street);
- Widening existing right-of-way by 8 ft. along the west side of the street; and a
- Controlled intersection at 18th Street NE.

The typical street section is identified to the right and an illustration of the proposed street character and streetscape elements are identified on the opposite page.

Figure 4.26 Main Street (Lakeshore Dr. NE to 18th St. NE)

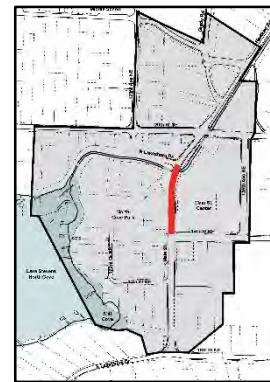


Figure 4.27 Typical Section Main Street (Lakeshore Dr. NE to 18th St. NE)

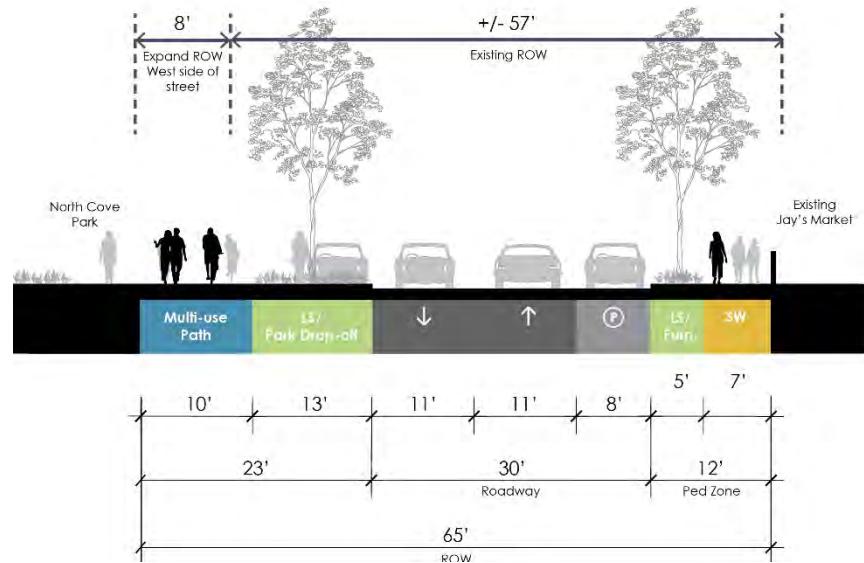


Figure 4.28 Retail Street Illustration (Main Street View Looking North Between Lakeshore Dr. NE and 18th St. NE)



Main Street (18th St. NE to 17th Pl. NE)

The design of this segment of Main Street supports storefront retail and redevelopment along both sides of the street. The design includes:

- A two-way, two-lane roadway
- Curbside parking and a widened sidewalk with street trees, lighting and street furniture on the both sides of the street to support adjacent retail uses.
- A multi-use path on the west side of the street separated from the street with lighting, street furniture and street trees
- At intersections, striped pedestrian and bicycle crosswalks (west side of the street)
- Widening the existing right-of-way by 8 ft. along the west side of the street and requiring a 10-foot building setback on the adjacent parcel for a future sidewalk with access to storefront retail uses.
- A potential all-way controlled intersection at 18th Street NE (requires further study).

The typical street section is identified to the right and an illustration of the proposed street character and streetscape elements is shown on the opposite page.

Figure 4.29 Main Street (18th St. NE to 17th Pl. NE)



Figure 4.30 Typical Section Main Street (18th St. NE to 17th Pl. NE)

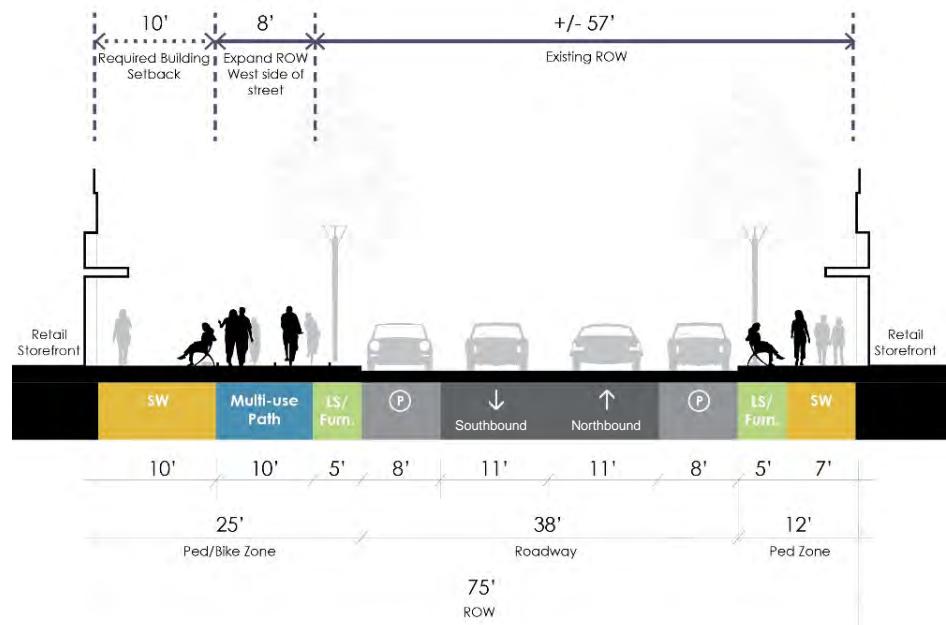


Figure 4.31 Retail Street Illustration (Main Street View Looking Northwest Between 17th Pl. NE and 18th St. NE)



Main Street (17th Pl. NE to 16th St. NE)

The design of this segment of Main Street is adjacent to the wetlands and is the 'gateway entry' to the Main Street from the south. The design includes:

- A two-way, two-lane roadway;
- Curbside parking and a widened sidewalk with street trees, and lighting on the both sides of the street. Curbside parking supports retail and additional parking for the boat launch;
- A multi-use path on the west side of the street separated from the street with lighting and street trees;
- At intersections, striped pedestrian crosswalks and two-way bicycle crossing (west side of the street); and
- Widening the existing right-of-way along the west side of the street as needed.

The typical street section is identified to the right and an illustration of the proposed street character and streetscape elements is shown on the opposite page.

Figure 4.32 Main Street (17th Pl. NE to 16th St. NE)

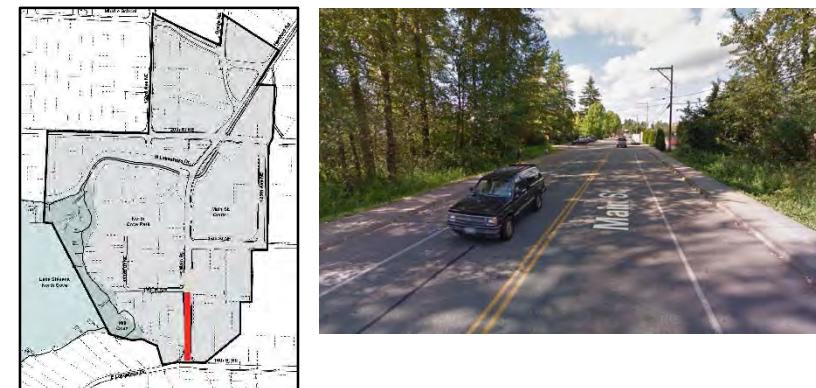


Figure 4.33 Typical Section Main Street (17th Pl. NE to 16th St. NE)

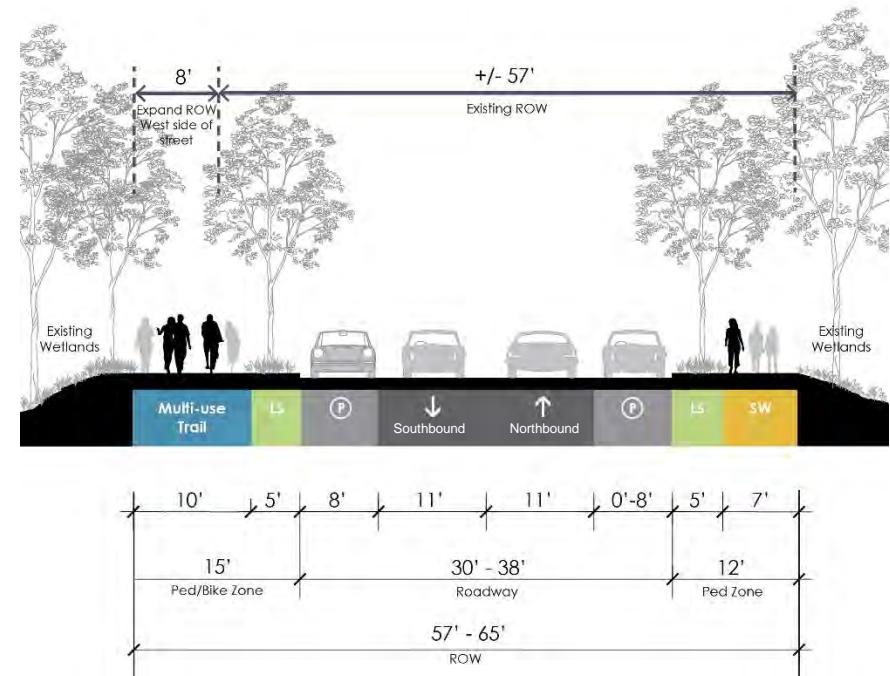


Figure 4.34 Retail Street Illustration (Main Street View Looking North Between 17th Pl. NE and 16th St. NE)



Main Street (20th St. NE to N Lakeshore Dr.)

The design of this segment of Main Street is within a constrained right-of-way adjacent to Stevens Creek and is the 'gateway entry' to the Main Street from the north. The design includes:

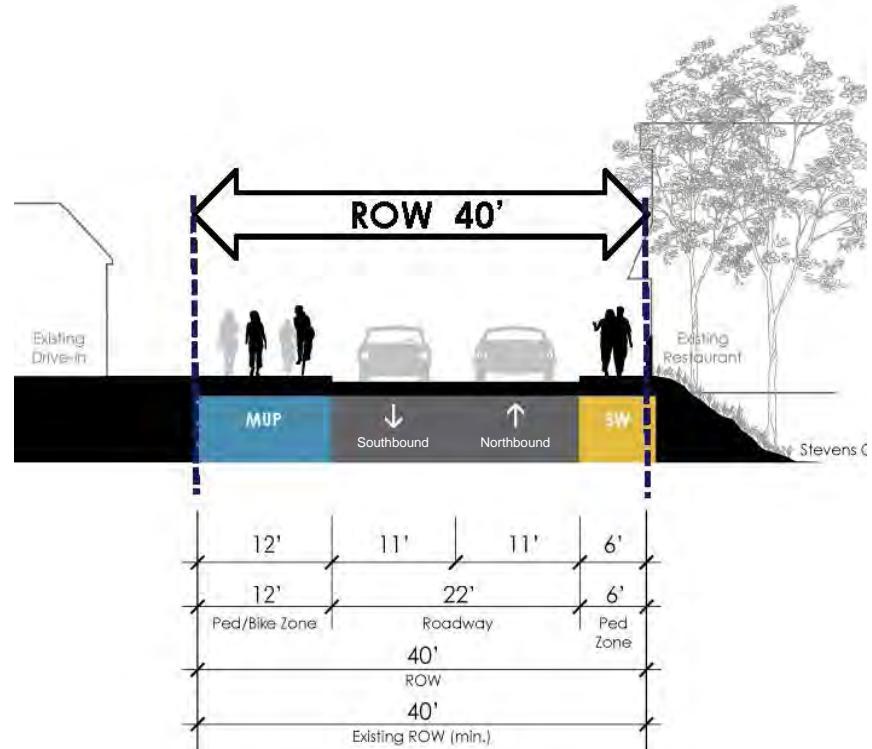
- A two-way, two-lane roadway;
- Maintaining the existing sidewalk on the east side of the street;
- Replacing the sidewalk with a 12 ft. multi-use path on the east side of the street;
- Installation of a decorative fence between the gas station and the mixed-use path;
- Where feasible, add a landscaped buffer with lighting between the mixed-use path and the roadway;
- At intersections, add striped pedestrian crosswalks; and
- An all-way controlled intersection at the intersection Main Street and 20th Street.

The typical street section is identified to the right and an illustration of the proposed street character and streetscape elements is shown on the opposite page.

Figure 4.35 Main Street (20th St. NE to N Lakeshore Dr.)

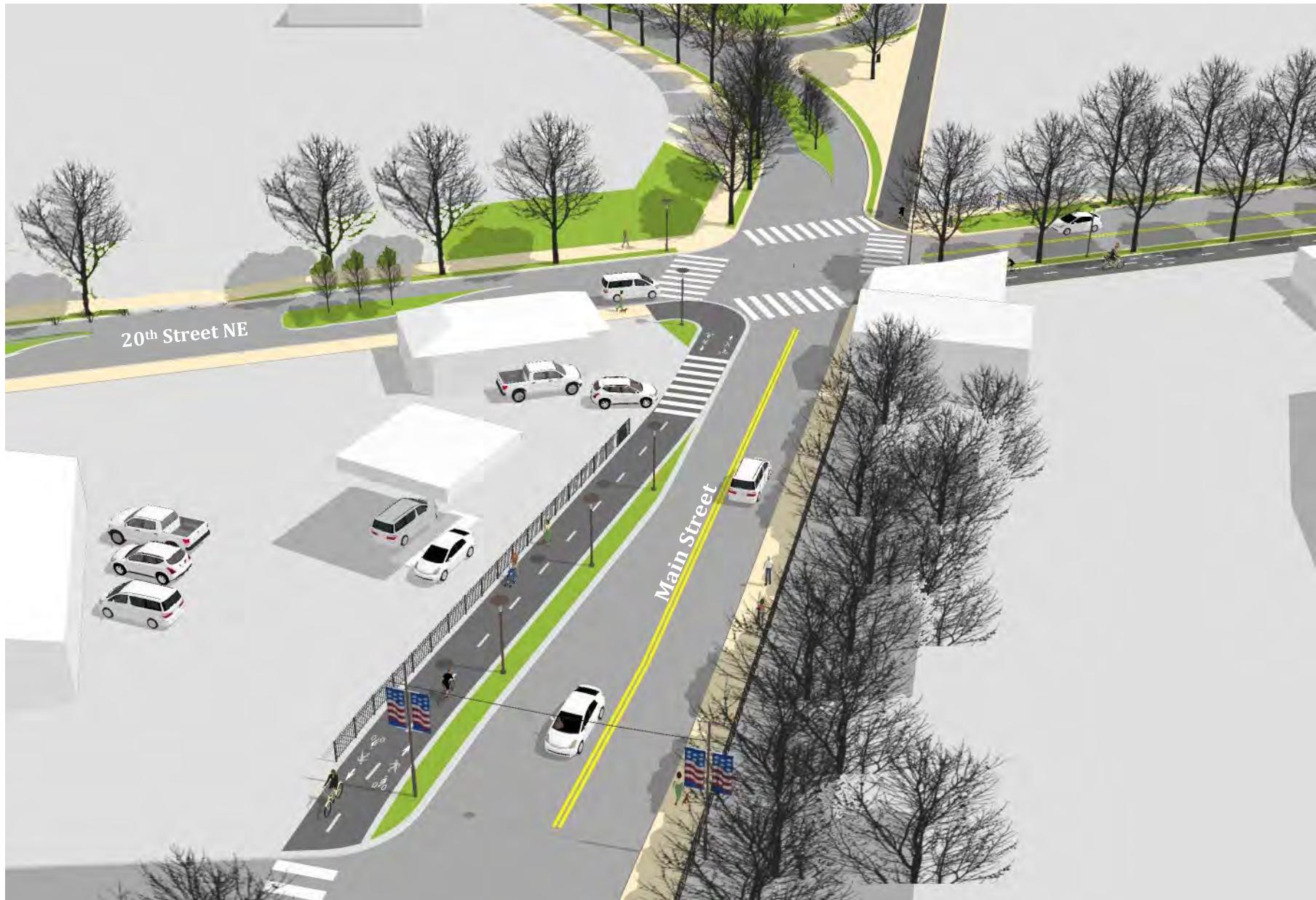


Figure 4.36 Typical Section Main Street (20th St. NE to Lakeshore Dr. NE)



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Figure 4.37 Retail Street Illustration (Main Street View Looking North Between Lakeshore Dr. NE and 20th St. NE)



18th Street (123rd Drive NE to Main Street)

18th Street NE serves street-oriented retail development and the community/conference center as well as providing a high-quality pedestrian and bicycle environment adjacent to North Cove Park. 18th Street consists of two unique segments that respond specifically to adjacent land uses.

A new 18th Street NE will extend west from Main Street to 123rd Drive NE, providing access and development frontage for new storefront retail and the community/conference center. The extension also provides additional auto access to the boat launch and parking. The design includes:

- A two-way, two-lane roadway
- Curbside parking and a widened sidewalk, street trees, lighting and street furniture on the south side of the street. (No parking is provided on the north side to preserve visual access to the lake and North Cove Park)
- A pedestrian promenade with a wide sidewalk and landscape buffer adjacent to North Cove Park (North side of the street)
- At intersections, striped pedestrian crosswalks
- A minimum 54-ft. right-of-way which should align with 18 Street NE on the east side of Main Street.
- A potential all-way controlled intersection at Main Street (requires further study).

The typical street section is identified to the right and an illustration of the proposed street character and streetscape elements is identified on the opposite page.

Figure 4.38 18th Street (123rd Dr. NE to Main St.)



Figure 4.39 Typical Section 18th Street (123rd Dr NE to NE Main St)

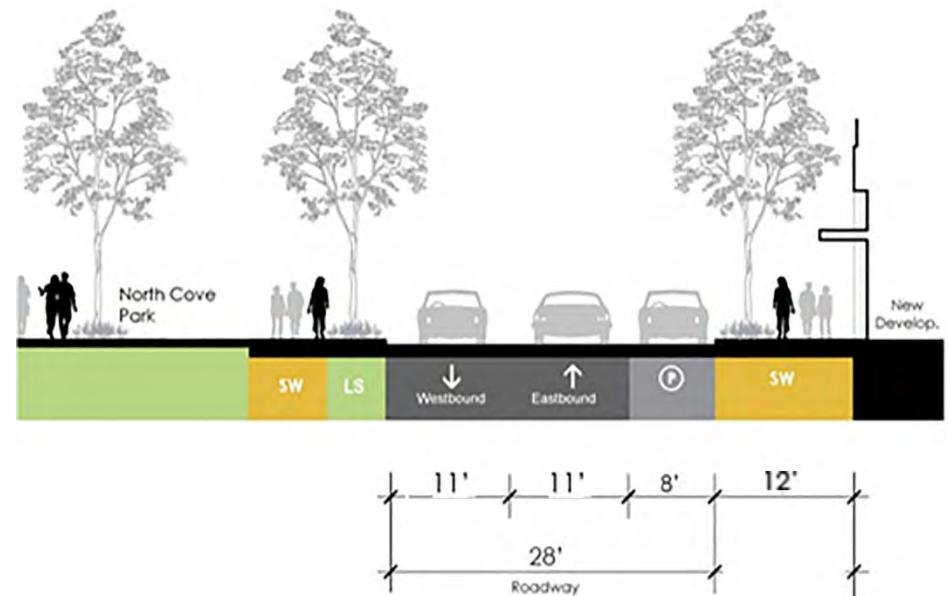


Figure 4.40 Retail Street Illustration (18th St NE View Looking East to Main Street)



18th Street (Main Street to 125th Avenue NE)

18th Street NE from Main Street to 123rd Drive NE serves existing and proposed storefront retail. The design includes:

- A two-way, two-lane roadway;
- Curbside parking and a widened sidewalk with street trees, lighting and street furniture on the both sides of the street. Curbside parking supports downtown retail; and
- At intersections, striped pedestrian crosswalks.

The typical street section is identified to the right, and an illustration of the proposed street character and streetscape elements is identified on the opposite page. Final design will be determined during implementation.

Figure 4.41 18th Street (Main Street to 125th Ave NE)

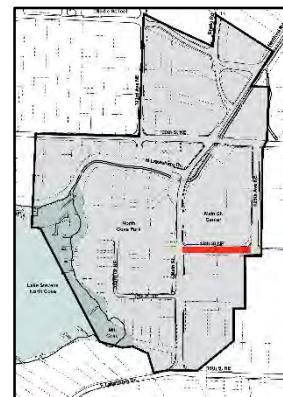


Figure 4.42 Typical Section 18th St NE (Main Street to 125th Ave NE)

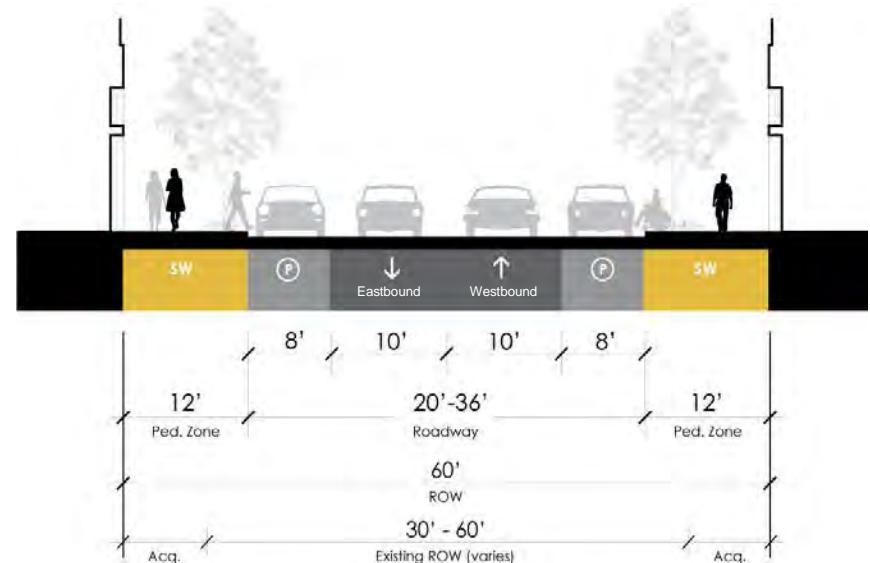


Figure 4.43 Retail Street Illustration (18th Street View Looking West to Main Street)



'Front Door' Entry Streets

Today, primary access to downtown Lake Stevens is from Highway 9, approximately 2.25 miles west of downtown Lake Stevens. Roadway signs direct local, visitor, and truck traffic to 'Lake Stevens' and 'City Center' via Lundeen Parkway/Lake View Drive/20th Street NE. Lundeen Parkway is a limited access minor arterial, that transitions to Lake View Drive and 20th St NE—a two-lane roadway within a constrained right-of-way (40 ft. typical).

Secondary access to downtown is from Highway 92, approximately 1.25 miles north of downtown Lake Stevens. Roadway signs direct local, visitor, and truck traffic to 'Lake Stevens' (not 'City Center') via Grade Road, a limited access minor arterial.

Primary access to downtown along Lundeen Parkway/Lake View Drive/20th Street NE has some fundamental issues, including:

- A limited ability to construct Lake View Drive and 20th Street NE to minor arterial standards due to a constrained 40-ft. right-of-way and existing houses located close to the roadway. Arterial standards require a minimum three-lane roadway with 48 ft. of roadway pavement (shoulder, gutter and travel lanes) and an overall right-of-way of 70 ft.
- Impacts to through traffic movement and the potential for safety conflicts and delay as a result of numerous driveway access points along Lake View Drive and 20th Street NE.
- This route suffers from visual clutter, a lack of distinctive character, and no sense of 'arrival' in the downtown.
- The lake and Main Street, the commercial heart of downtown, are not visible from 20th Street NE and are difficult to find.

To enhance the 'visitor experience' of arriving in downtown Lake Stevens while improving local access, a new region-to-downtown access route is proposed. The concept establishes Grade Road as the primary entry to downtown and the lake via a continuous tree lined 'boulevard' from Highway 92 to Main Street. The Front Door Entry Concept would:

- Direct primary access to the lake and downtown via Highway 92 and Grade Road.

- Move the 'City Center' directional signs from Highway 9 and Lundeen Parkway at a location north on the approach to Highway 92 (the current 'Lake Stevens' directional signs would remain in their existing locations at the north and south approaches to Lundeen Parkway).
- Add 'City Center' to the existing 'Lake Stevens' directional signs on Highway 92 at the approaches to the Grade Road intersection.
- Design and construct a new round-a-bout at the intersection of Highway 92 and Grade Road (this intersection currently has long delays for northbound traffic on Grade Road entering Highway 92).
- Reconstruct Grade Road, at a minimum, with two travel lanes, a center landscaped median/turn lane, and multi-use path on one side of the street.
- Incorporate decorative roadway and multi-use path lighting along the corridor.
- Provide striped crosswalks at controlled intersections.

The 'Front Door Entry' concept provides several benefits.

- Potential for improved access along Lundeen Parkway/Lake View Drive/20th Street NE with existing and future traffic diverting to Grade Road.
- Improved regional access to the lake and downtown.
- Improved safety and access to Highway 92 from Grade Road.
- A new gateway and entry to the lake and downtown that is special and reflects the setting and character that makes Lake Stevens unique in the region.
- Improved access and visibility to Main Street with a direct connection and alignment with Grade Road.

'Front Door Entry' streets include:

- Grade Road (22nd St. NE to SR 92) Segment 1
- Grade Road (20th St. NE to 22nd St. NE) Segment 2
- 20th Street NE (123rd Ave. NE to Main Street)

Figure 4.44 'Front Door' Entry Concept

Figure 4.45 Existing 20th Street NE



Figure 4.46 Existing Grade Road (View South)



Grade Road (22nd St NE to SR 92) Segment 1

This segment serves as a limited access roadway providing regional access to and from downtown and local access to residences and intersecting streets. The design includes:

- Widening the roadway to include two travel lanes and a landscaped and tree-lined center median/turn-lane.
- Expanding the right-of-way in portions to include at a minimum, a landscape buffer on the west side of the street and a 12 ft. multi-use path on the east side. Where feasible, an additional landscape buffer of 4 ft. minimum should be located between the multi-use path and the roadway.
- Incorporating pedestrian and roadway lighting.
- Providing striped crosswalks at controlled intersections.

The typical street section and an illustration of the proposed street character and streetscape elements are identified on the opposite page.

Grade Road (20th St NE to 22nd St NE) Segment 2

This segment serves existing commercial uses and proposed future street oriented mixed use commercial and housing development. The design includes:

- Realignment of Grade Road to Main Street and realignment of Hartford Road to Grade Road.
- Vacating 21st NE for future Fire Station expansion.
- Acquisition of right-of-way along the west side of Grade Road for widened sidewalks and street trees.
- Expanding the right-of way on the east side for the median and multi-use path.

The typical Front Door Entry Concept street section is identified on the opposite page.

Figure 4.47 Grade Road Segments 1 and 2

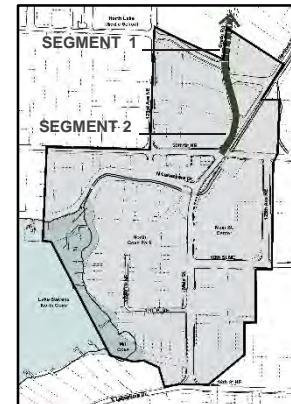


Figure 4.48 Grade Road Segment 1 (View North)



Figure 4.50 Typical Section Segment 1 (22nd St. NE to SR 92)

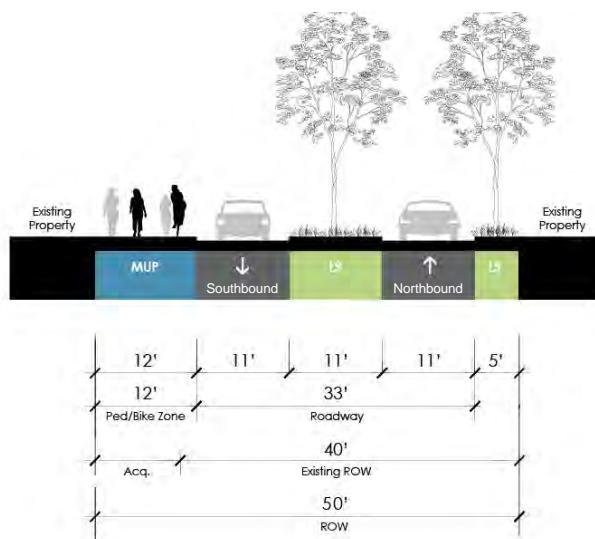


Figure 4.51 Typical Section Segment 2 (20th St NE to 22nd St. NE)

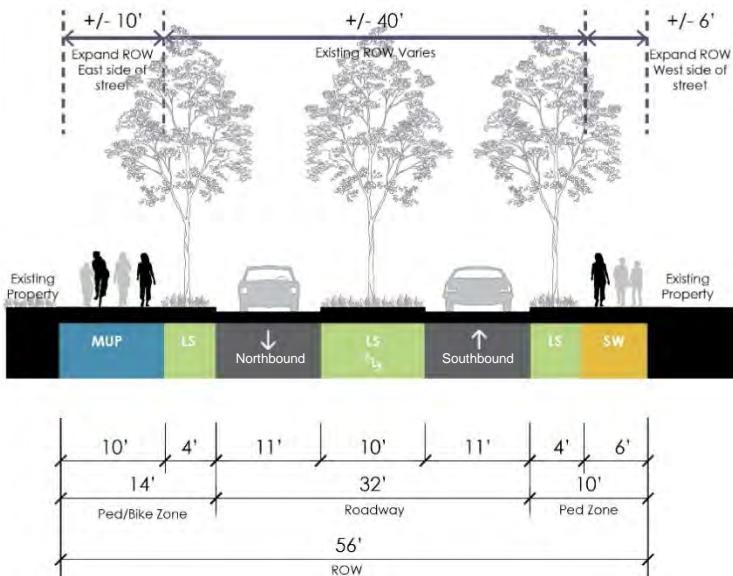


Figure 4.49 'Front Door' Entry—Road and Hartford Road Realignment (View Looking South Between 22nd Street NE to 20th Street NE)



20th Street NE (123rd Ave NE to Main Street)

20th Street NE at 123rd Avenue NE serves as gateway for arrival into the downtown and to Main Street. This segment is envisioned as a 'boulevard' consistent with the median proposed for Grade Road and a secondary 'front door entry' to downtown. The design includes:

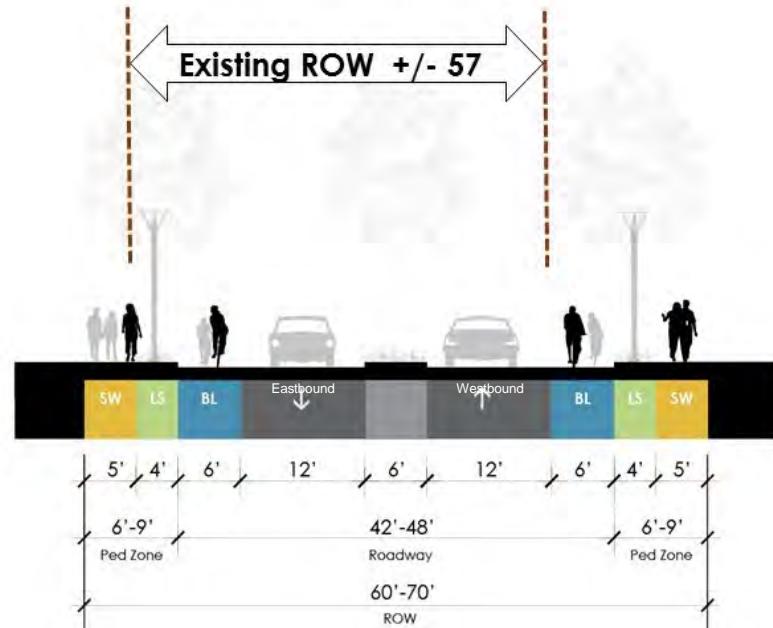
- Widening the right-of-way on the north side of the street.
- A two-way, two-lane roadway with landscaped center median/turn lane.
- New sidewalks, pedestrian scaled lighting and landscaped/street tree buffer.
- A bike lane on each side of the street.
- Striped pedestrian crosswalks at intersections.

The typical street section is identified on the right.

Figure 4.52 20th Street NE (123rd Ave NE to Main Street)



Figure 4.53 Typical Section 20th St. NE (Main St. to 123rd Avenue NE)



Downtown Streets

123rd Drive NE, 17th Place NE, 125th Avenue NE, and 18th Street NE (east of 125th Avenue NE) provide local access to existing and proposed development. Today, these streets are marginally improved. In anticipation of, or in conjunction with, new development, these streets should incorporate all or a portion of the design elements identified, depending on the type of adjacent land uses. For instance, curbside parking may not be necessary adjacent to the wetlands along 125th Ave NE and 18th Street NE and may include only a 12-ft. pedestrian zone with 5-ft. sidewalk and 7-ft. landscaped/street trees.

The design may incorporate some or all of the following elements:

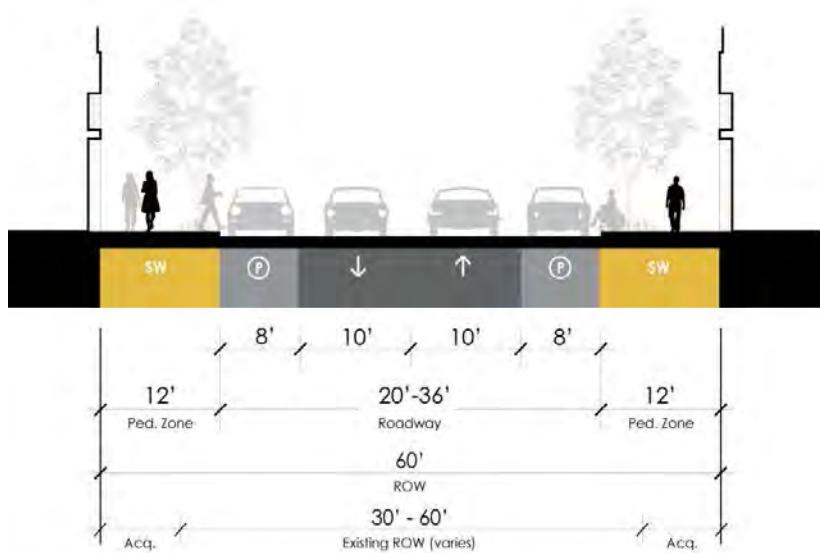
- A two-way, two-lane roadway.
- Curbside parking.
- New sidewalks, pedestrian scaled lighting and landscaped/street tree buffer.
- Striped pedestrian crosswalks at intersections.

The typical street section is identified on the right.

Figure 4.54 Downtown Streets



Figure 4.55 Typical Section Downtown Streets



Neighborhood Connector Streets

Neighborhood Connector Streets establish an interconnected network of multi-use paths that allow safe, comfortable and low stress access for residents just outside of a comfortable walking distance to downtown shopping, schools, and recreation. The following neighborhood connector streets have been identified.

- 20th Street NE (Main St. to Centennial Trail)
- Hartford Drive Segment 1 (Grade Rd to 21st St NE)
- Hartford Drive Segment 2 (21st St NE to Centennial Trail)
- 16th Street NE (Main Street to Centennial Trail)
- N. Lakeshore Drive and E. Lakeshore Drive
- 123rd Avenue NE (22nd St NE to N Lakeshore Drive)

20th Street NE (Main St. to Centennial Trail)

20th Street NE is an essential multi-modal route providing safe and direct access to Mt Pilchuck Elementary, Lake Stevens Disc Golf Course, and the Centennial Trail.

Today, this street is marginally improved. The single required improvement is a continuous mixed-use path. In anticipation of, or in conjunction with new development, this street should incorporate all or a portion of the following design elements:

- A two-way, two-lane roadway
- Curbside parking
- New sidewalks, pedestrian scaled lighting and landscaped/street tree buffer
- A 12 ft. multi-use path with buffer from the roadway and pedestrian-scaled lighting (south side of the street)
- Striped pedestrian crosswalks at intersections.
- A left turn at the intersection with Grade Road and Main Street (requires further study)

The typical street section is identified on the right and an illustration of the proposed street character and streetscape elements is identified on the opposite page.

If a multi-use trail is not feasible, bike lanes should be analyzed and determined as a possible refinement.

Figure 4.56 20th Street N (Main St. to Centennial Trail)

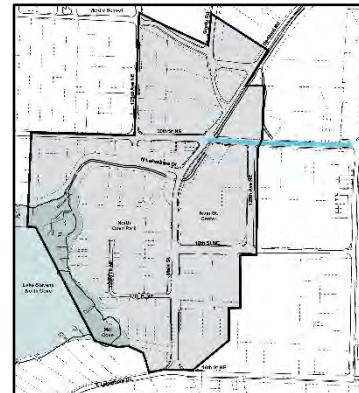


Figure 4.57 Typical Section 20th St. NE (Main St to Centennial Trail)

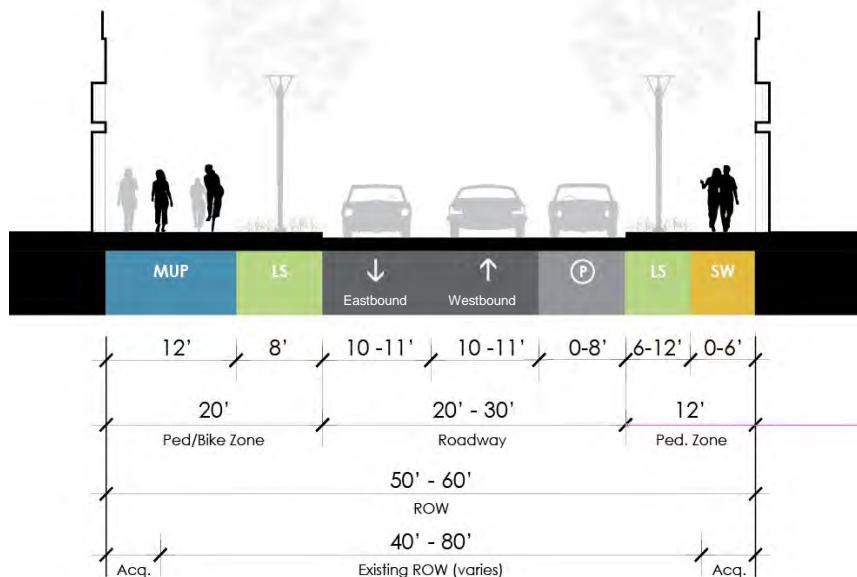


Figure 4.58 Retail Street Illustration 20th St NE (View Looking East to Main Street)



Hartford Drive (Grade Road to Centennial Trail)

Hartford Drive consists of two unique segments that provide necessary two-way travel supporting the Fire Station (Segment 1); one-way travel north to residents and businesses in the Hartford Industrial area (Segment 2) and a continuous multi-use path connecting Main Street to the Centennial Trail.

Segment 1 (Grade Rd to 21st St NE)

Hartford Road Segment 1 is located between the realigned Grade Road and 21st Street NE. The design includes:

- Widening the right-of-way on the west side of the street.
- Realigning Hartford Road as a 'T' intersection with Grade Road.
- A two-way, two-lane roadway
- New sidewalk, pedestrian scaled lighting and landscaped/street tree buffer (west side of the street)
- A 12 ft. multi-use path with 3 ft. buffer from the roadway and pedestrian-scaled lighting (east side of the street).
- Striped pedestrian crosswalks at intersections.

The typical street section is identified to the right.

Figure 4.59 Hartford Dr. Segment 1 (Grade Rd. to 21st St. NE)

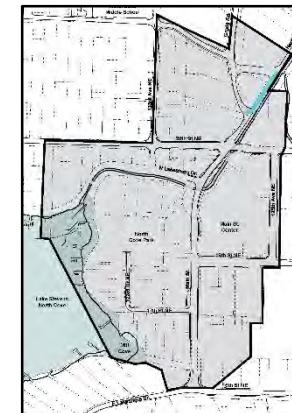
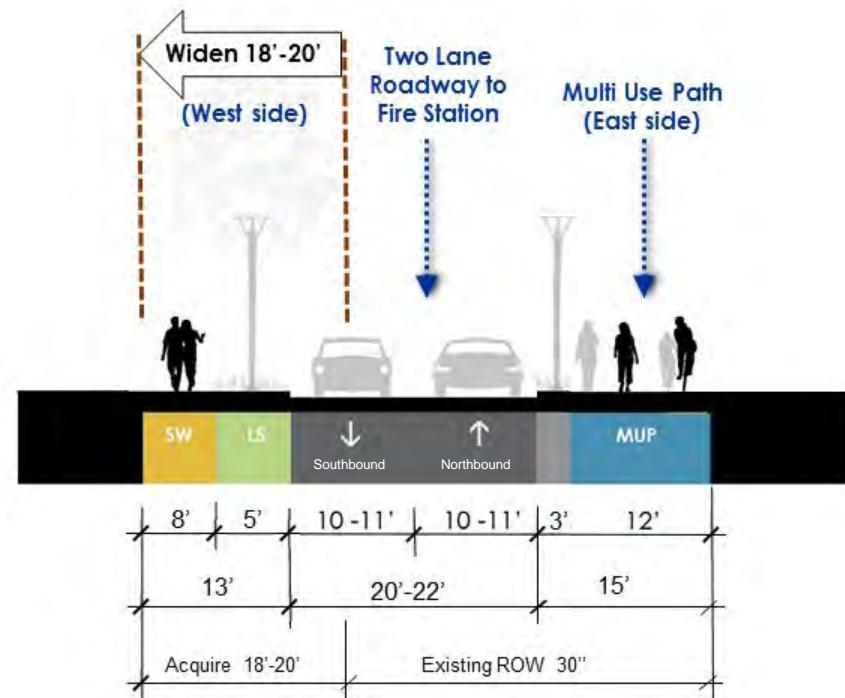


Figure 4.60 Typical Section Hartford Dr. Segment 1 (Grade Rd. to 21st St. NE)



Segment 2 (21st St NE to Centennial Trail)

Hartford Road Segment 2 is located between the 21st Street NE and 131st Avenue NE/Old Hartford Road. The design includes:

- Preserving the single northbound travel lane.
- Widening the existing shoulder for a 12 ft. multi-use path with 3 ft. buffer from the roadway and pedestrian scaled lighting (east side of the street)
- Striped pedestrian crosswalks, at intersections.

The typical street section is identified on the right.

Figure 4.61 Hartford Dr. Segment 2 (21st St. NE to Centennial Trail)

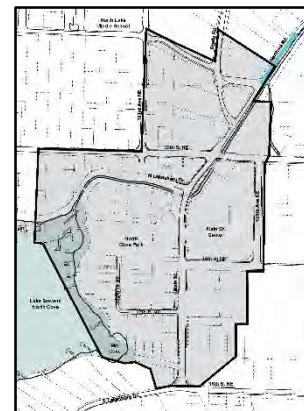
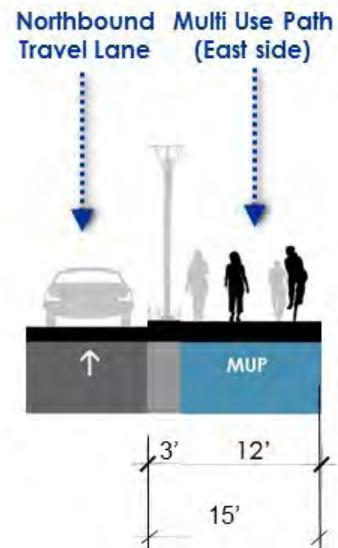


Figure 4.62 Typical Section Hartford Dr. Segment 2
(21st St NE to Centennial Trail)



16th Street NE (Main Street to Centennial Trail)

16th Street NE is an essential multi-modal route providing safe and direct access between the Boys and Girls Club, Lake Stevens Community Park, and the Centennial Trail.

Today, this street is marginally improved. The single required improvement is a continuous mixed-use path. In anticipation of, or in conjunction with, new development, this street should incorporate all or a portion of the following design elements, depending on the type of adjacent land uses.

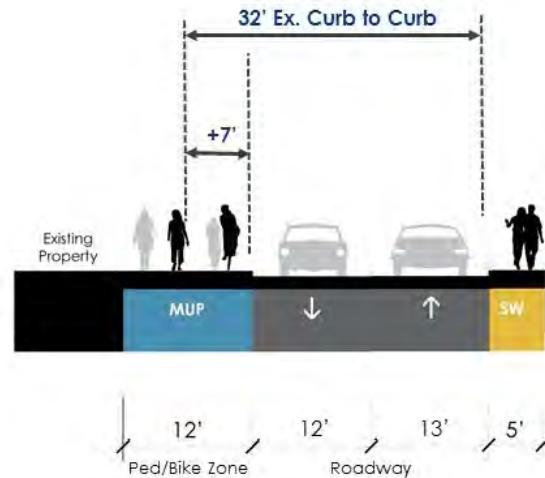
- A two-way, two-lane roadway.
- Curbside parking.
- A 12 ft. multi-use path (south side of the street).
- Striped pedestrian crosswalks at intersections.

The typical street section is identified on the right.

Figure 4.63 16th St. NE (Main Street to Centennial Trail)



Figure 4.64 Typical Section 16th St. NE (Main Street to Centennial Trail)



N. Lakeshore Drive and E. Lakeshore Drive

N. Lakeshore Drive and E. Lakeshore Drive are essential multi-modal routes providing safe and direct access to the lake.

Today, this street is marginally improved. The single required improvement is a continuous mixed-use path. Further design and refinement is necessary and should be part of a future comprehensive Lake Stevens pedestrian and bicycle study to determine the location and pedestrian/bike design around the entire perimeter of the lake.

N. Lakeshore Drive and E. Lakeshore Drive should incorporate all or a portion of the following design elements.

- A two-way, two-lane roadway.
- A 12-ft. multi-use path.
- Striped pedestrian crosswalks at intersections.

Potential street sections for incorporating a multi-use path are identified below.

Figure 4.67 Potential Street Section: Land-side Multi-Use Path

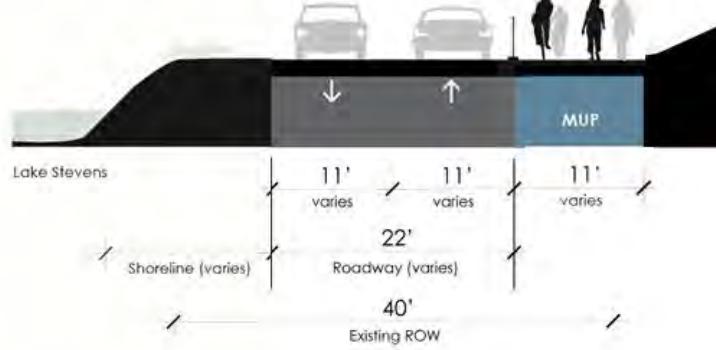


Figure 4.65 N. Lakeshore Dr. and E. Lakeshore Dr.

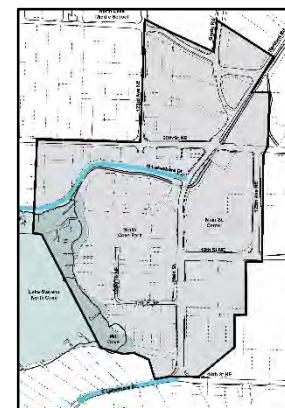
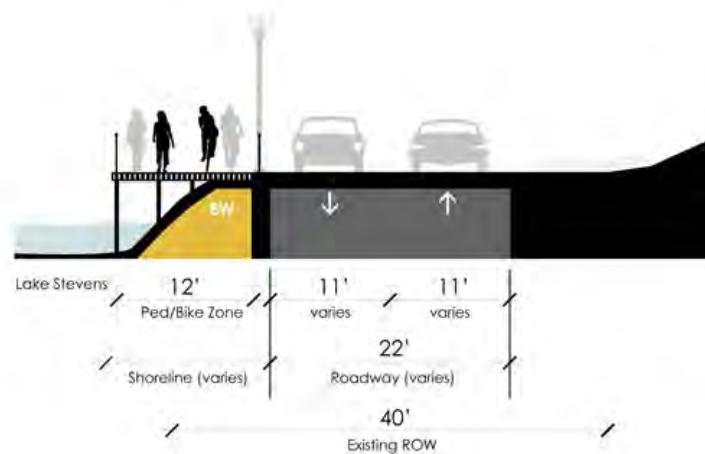


Figure 4.66 Potential Street Section: Lake-side Boardwalk



V. Plan Elements

A. Goals and Policies

1. Community Character

The area is characterized primarily by low-intensity commercial and residential development on small- to medium-sized parcels. The historic town center adjacent to the northwestern tip of the lake includes the city's current municipal buildings spread over a few sites, a small commercially zoned area, and a larger residential area. The following policies seek to enhance the image and identity of the area and its relationship to the community.

Goals

Goal 1: Dramatically upgrade the appearance, function, identity and economic value of the area.

Policies

Policy 1.1 - District Identity

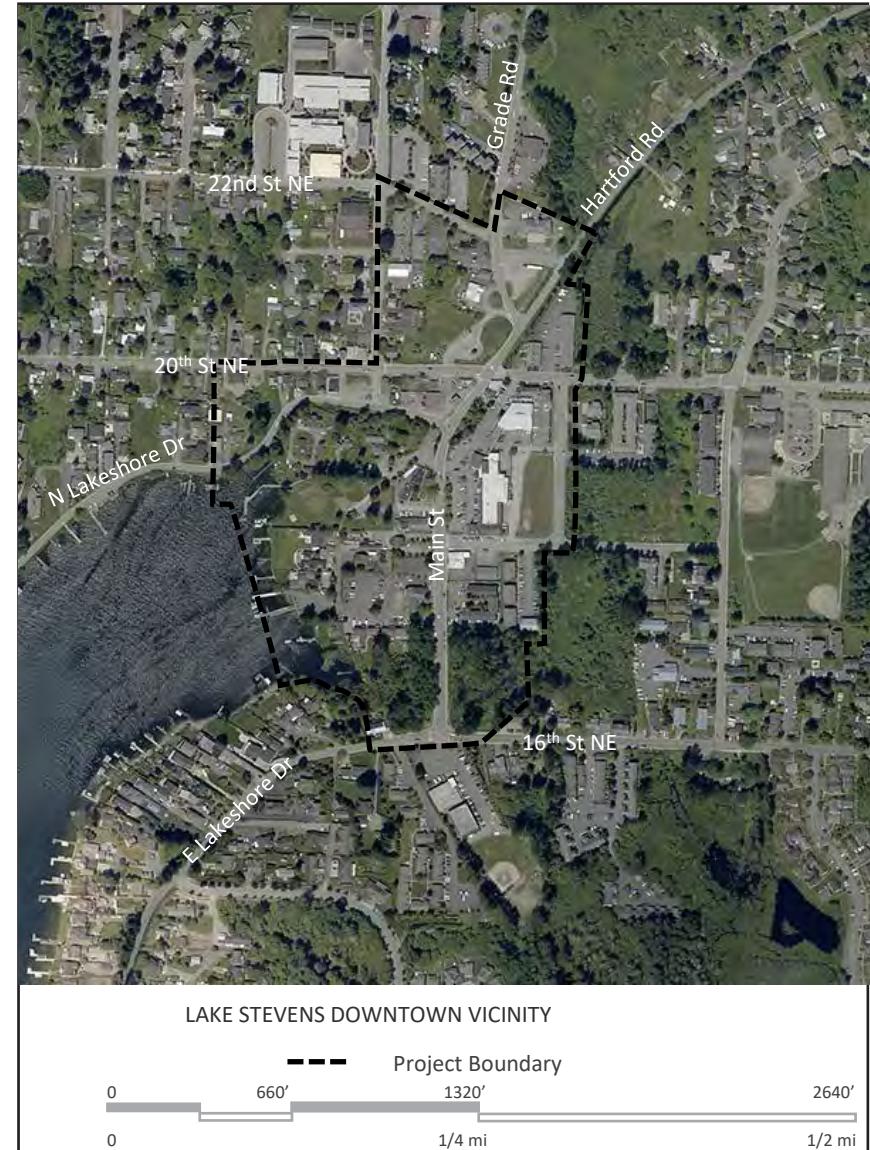
1.1.1 Preserve the downtown core as the historic heart of the community and imbed the district identity into the collective perception of the area.

Policy 1.2 - Gateways & Wayfinding

1.2.1 Post the downtown name at highly visible locations and key entrances into the downtown along SR-204, SR- 9, Hwy 92 and other major roads so that it is clear where the downtown is located.

1.2.2 Enhance gateway locations with distinctive high-quality landscaping, lighting, and signage.

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



Policy 1.3 – Design Guidelines for New Development

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

1.3.2 The City shall apply design guidelines to new construction and substantial alterations within adopted subareas to reinforce the desired identity of the area and encourage the efficient use of developable land. The application of cohesive design guidelines will promote a consistent quality of development and support the goals and policies of the subarea plan.

1.3.3 The Subarea Design Guidelines will be used in conjunction with Title 14 of the Lake Stevens Municipal Code, specifically Chapter 14.38 LSMC. The development regulations provide the prescriptive standards, while the guidelines will provide options for developing aesthetically pleasing development

1.3.4 All proposed development must follow the prescriptive requirements identified in the Lake Stevens Municipal Code (LSMC) and Engineering Design and Development Standards (EDDS), unless superseded by specific design guidelines. The design guidelines apply to new construction and substantial alterations.

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 Modify or adjust streetscape standards throughout the downtown that are consistent with the section 2. Street Hierarchy of the Lake Stevens

Downtown Subarea Plan as designated for the following street types consisting of: retail streets, ‘front door’ entry streets, downtown streets, and neighborhood connectors.

1.5.2 Develop a cohesive lighting plan for the subarea that specifies the type, designs, and locations of streetlights to ensure a uniform collection of lighting and standards.

1.5.3 Require all lighting fixtures to be equipped with cut-off shields to prevent light spillage onto adjacent properties and to protect night skies

Policy 1.6 – View Corridors

1.6.1 Identify view corridors from public spaces and develop regulations to help maintain or enhance designated views of Lake Stevens, the Olympic or Cascade mountains.

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

Policy 1.7 – Landmarks

1.7.1 Promote downtown compatible architectural landmark structures at key commercial intersections. Buildings should reflect a “Contemporary Northwest character” but maintain distinguishing characteristics inspired by Northwest urban buildings of the 1900s.

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.

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

2. A Vibrant Downtown and Lakefront Destination

Central to the plan concept is the expansion of North Cove Park and the establishment of Main Street as a destination for pedestrian friendly and street-oriented retail storefronts. The plan's land use framework provides an emphasis on establishing distinctive mixed-use housing and commercial areas and providing community-oriented facilities that have historically defined the downtown.

Figure 5.1 North Cove Park/Retail Emphasis



Goals

Goal 2: Establish downtown as a vibrant mixed-use destination and central gathering space for the community

Policies

Policy 2.1 – North Cove Park

2.1.1 Expand North Cove Park to support daily use and special event activities, improve community access to the lake and provide an amenity for downtown development.

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

Policy 2.2 – Retail Emphasis

2.2.1 Encourage a concentration of street-oriented retail that will establish Main Street as a local and regional destination for shopping, dining, and lakefront activities. Provide for a range of neighborhood serving retail opportunities, including the retention and potential expansion of Jay's Market. Storefront retail development is largely intended to be incorporated in buildings with, or adjacent to, a mix of uses such as housing, community facilities or public parking structures

2.2.2 Development should front Main Street and 18th Street NE to form an active street edge that supports a pedestrian friendly public realm. Primary building access will be from the street rather than directly from internal parking areas

2.2.3 Retail buildings should be urban—if a site is redeveloped, for commercial or retail uses a minimum 0.5 floor area ratio (FAR) will be prescribed. Generally, buildings should range from one story to five stories in height with a minimal ground-floor setback and stepping back of upper floors above the third floor.

2.2.4 Fewer spaces or shared parking should be fostered. Where parking lots are built, parking will be required to be located behind or to the side of buildings.

2.2.5 Design techniques that minimize parked car visual impacts and the disruption of the vehicles crossing sidewalks will be required. For all development projects bicycle parking should be maximized.

2.2.6 Along Main Street and 18th Street NE prohibited uses will include those that incorporate a drive-thru or the retail sale of automobiles.

Permitted uses along Main Street and 18th Street NE would include the sale of goods, hospitality, dining/drinking, entertainment uses and commercial services such as hair salons, ATM banking, or dry cleaners.

Policy 2.3 – Community Facilities

Downtown has historically served as the civic and cultural center of the community anchored by city hall, a community meeting room, the library, historical museum, and essential services. While growth has shifted the population and development center of the community to the west side of the lake, there is a desire to retain some civic services and enhance others. Within the subarea, three development areas provide the opportunity to:

- Support a community/conference facility with space for community meetings, classes, and accommodate private events, conference meetings/activities and corporate retreats on parcels bounded by 123rd Drive NE, 17th Place NE, Main Street and North Cove Park. To complement the community facilities the site would include lodging, storefront retail and structured public parking.
- Expand the existing Fire Station parcel by vacating the 21st Street NE right-of-way and utilizing existing city owned property for fire station redevelopment with the benefit of improving vehicle access and operations.
- Preserve some essential civic functions as applicable.

2.3.1 Development will front primary streets such as Main Street, 18th Street NE and Grade Road to form an active street edge that supports a pedestrian friendly public realm.

2.3.2 Community buildings should be urban—with a minimum 0.5 floor area ratio (FAR). Buildings should range from one story to four stories in height with a minimal ground-floor setback and stepping back of upper floors above the third floor.

2.3.3 Fewer spaces or shared parking should be fostered. Parking is envisioned to be located in parking structures, with the exception of the fire station. In advance of a parking structure, surface lots may be built. Parking will be required to be located behind or to the side of buildings. Design techniques that minimize parked car visual impacts and the disruption of the vehicles crossing sidewalks will be required. For all development projects bicycle parking should be maximized.

2.3.4 On the community/ conference facility block (indicated on Figure 4.5 Community Facilities) active ground-floor retail storefronts would be required along Main Street and 18th Street NE (Extension) frontage. At the northwest corner of 18th Street NE and 125th Avenue NE active groundfloor commercial or office storefronts would be required.

Policy 2.4 – Commercial Emphasis

The Grade Road and 20th Street NE corridors provide the necessary drive-by traffic and visibility to support growth and redevelopment of commercial uses that will complement the storefront retail uses envisioned along Main Street and provide for daily needs goods, services and employment uses that serve close-in neighborhoods.

2.4.1 Development will front 20th Street NE and Grade Road to form an active street edge that supports a pedestrian friendly public realm. Primary building access will be from the street rather than directly from internal parking areas.

2.4.2 Commercial buildings should be urban—if a site is redeveloped, for commercial or retail uses a minimum 0.25 floor area ratio (FAR) will be prescribed. Generally, buildings should range from one story to five stories in height with a minimal ground-floor setback for outdoor seating, display or landscaping or where steep topography restricts the ability to build directly to the sidewalk.

2.4.3 Fewer spaces or shared parking should be fostered. Where parking lots are built, parking will be required to be located behind or to the side of buildings. Design techniques that minimize parked car visual impacts and the disruption of the vehicles crossing sidewalks will be required. For all development projects bicycle parking should be maximized.

2.4.4 Along 20th Street NE and Grade Road prohibited uses will include those that incorporate the retail sale of automobiles. Drive-thrus should be limited to internal circulation areas and not between the building and the sidewalks fronting Grade Road or 20th Street NE. Permitted uses along Grade Road or 20th Street NE would include the sale of goods, hospitality, dining/drinking, entertainment uses and commercial services such as hair salons, banks, or dry cleaners. Residential and office uses would be allowed on upper floors.

Policy 2.5 – Housing Emphasis

Multi-family residential development in single use or mixed-use buildings are envisioned for blocks fronting 123rd Avenue NE and 22nd Street NE in the northwest portion of the subarea and mixed-use buildings within blocks fronting Main Street and 18th Street NE in the southwest portion of the subarea. Opportunities for upper story residences over ground-floor retail commercial are encouraged elsewhere in the subarea.

As noted in the market analysis, multi-family residential development is the most immediate opportunity in the downtown with the clearest case for strong market support. Robust household growth and strong income demographics should drive new unit demand well into the coming decade and beyond.

2.5.1 Development will front primary streets to create an urban street edge that creates a more pedestrian friendly public realm. Primary building access will be from the street rather than directly from internal parking lots or parking ramps.

2.5.2 Multi-family buildings should be urban, covering a majority of development parcels. Generally, buildings should range from two to five stories in height. Upper floors should be stepped back to allow for views and reduce the scale of buildings.

Prohibited uses will generally include those that are auto-oriented. In the housing area along 123rd Ave NE (indicated on Figure 4.8 Housing Emphasis) ground-floor commercial use would be permitted but not required. In the housing area (indicated on Figure 4.8 Housing Emphasis) ground-floor retail would be required along the Main Street and 18th Street NE frontages.

Policy 2.6 – Housing Transition

Two development areas adjacent to the lakefront and located west of 123rd Drive NE and south of 17th Place NE consist of single family homes. Over time the transition of these single-family homes to higher and best uses will support downtown as a unique destination for community gathering, shopping, recreation and entertainment while enhancing public use of Lake Stevens.

Each development area provides the opportunity for long term redevelopment that will:

- Allow for potential future expansion of lodging or community/conference facilities and public waterfront access between North Cove Park and the boat launch on parcels bound by 123rd Drive NE, North Cove Park, the boat launch and the lake.
- Accommodate future expansion of boat launch parking and/or an enhanced rowing facility or other water recreation facility on parcels located south of 17th Place NE and adjacent to the lake.

2.6.1 Development between the lake and 123rd Drive NE will be required to front the lake, North Cove Park, and 123rd Drive NE to form an active building edge that supports a pedestrian friendly public realm. Primary building access will be provided on along these frontages.

2.6.2 Buildings should be urban—if a site is redeveloped, for commercial or retail uses a minimum 0.25 floor area ratio (FAR) will be prescribed. Generally, buildings should range from one story to four stories in height with the ground-floor built to the sidewalk or with allowable setbacks of up to 10 feet for outdoor seating, or landscaping.

2.6.3 Fewer spaces or shared parking should be fostered. Where parking lots are built, parking will be required to be located behind or to the side of buildings. Design techniques that minimize parked car visual impacts and the disruption of the vehicles crossing sidewalks will be required. For all development projects bicycle parking should be maximized

2.6.4 Along 123rd Drive NE and 17th Place NE prohibited uses will include those that incorporate the retail sale of automobiles and motorized boats and drive-thrus. Permitted uses fronting 123rd Dr NE would include community meeting or conference facilities, lodging, limited dining/drinking establishments and public/semi-public use. Permitted uses fronting 17th Place NE should be limited to vehicle/boat parking and limited to uses that cater to waterway dependent uses and/ or North Cove Park.

Policy 2.7 – Public Parking

Providing strategically located public parking facilities within proximity to retail and commercial development, North Cove park and the boat launch will facilitate growth and redevelopment by reducing or eliminating the cost associated with required off-street parking on each development site and allow for more intense development of parcels that support a pedestrian oriented and walkable downtown environment. Potential sites have been identified for public parking, see Figure 4.7, in either surface parking lots or in multi-level parking structures and include:

- Parking Sites 1 (PP1) and 2 (PP2) —these sites are optimal for structured parking due to their central downtown location and parcel size.
- Parking Site 3 (PP3) — a surface parking lot to provide parking for commercial uses along 20th Street NE and Grade Road
- Parking Site 4 (PP4) — a surface parking lot to serve the boat launch

2.7.1 The parking structure on Parking Site 1 shall incorporate active ground-floor retail along Main Street and 18th Street NE (fronting North Cove Park) and the parking structure on Parking Site 2 shall be located behind or attached to commercial uses fronting 18th Street NE. Where parking uses abut a street, there should be a landscaped setback to screen the parking. Where active uses are incorporated into a structure they are to be built to the sidewalk or allowed up to a 10-foot setback for outdoor seating, display or landscaping.

2.7.2 Parking structures are to be designed with flat floors around the exterior and include an internal two-way ramp with one-way circulation around the perimeter. No dead ends are allowed. Vehicular access is to occur in a single in/out location for Parking Site 1 from 17th Place NE or from an internal drive and for Parking Site 2 from 125th Avenue NE or from an internal drive.

2.7.3 Where parking lots are built, parking will be required to be located behind or to the side of buildings. Design techniques that minimize parked car visual impacts and the disruption of the vehicles crossing sidewalks will be required. For all development projects bicycle parking should be maximized.

Policy 2.8 – Open Space

Stevens Creek on one end and tall tree stands and vegetation on the other establish the beginning and end to Main Street and are essential open space elements that define the downtown area.

2.8.1 Encourage Stevens Creek bank stabilization and vegetation enhancements that remove potential invasive plant materials and manage waterflow and temperatures to support fish habitat and wildlife.

Consider future wetland enhancements integrated with an interpretative trail network that would link Stevens Creek to the former

3. Land Use & Intensity

While much of this subarea has developed over decades, future changes would result from infill redevelopment and new development on existing vacant or underutilized sites. For example, it will be economically viable to redevelop some strip retail centers, approaching the end of their economic life, into higher intensity buildings to meet demands of the contemporary market place. Moreover, some areas may no longer be suitable for their current use; other uses could succeed them. The plan envisions retail, commercial, employment and housing growth in areas where redevelopment and infill could reasonably occur in the near future up to 20 years with some areas developing earlier and others later depending upon access, market demand, and environmental factors among other variables. The following goals and policies support the intensification of land uses in this area.

Goals

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

Policies

Policy 3.1 – Land Uses

Develop or revise existing comprehensive plan designations to support a distinct mix of land uses throughout the subarea.

3.1.1 Develop or revise existing zoning designations to support a distinct mix of land uses throughout the subarea.

- For example, Main Street, 20th Avenue and Grade Road areas should have the highest intensity uses; while
- Areas along the periphery of the subarea should have less intensive uses that create a transition to residential or less intensive uses.

3.1.2 Land uses, densities and intensities should vary throughout the subarea.

Policy 3.2 – Heights

3.2.1 Encourage multistory story buildings within mixed-use areas, core retail areas, and multifamily developments consistent with the proposed building typologies.

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.

4. Circulation & Mobility

This subarea should have a complete transportation system that supports all modes of travel with:

- An emphasis on ‘active transportation’. Foster pedestrian and bicycle circulation systems to reduce auto dependency and traffic and parking impacts, maximize non-motorized access to downtown, North Cove Park, the waterfront, and foster community health benefits.
- A network of interconnected streets. Provide balanced facilities for all modes—auto, truck, transit, pedestrian, and bicycle; establish a framework for pedestrian and bicycle-oriented development; and ensure safe and direct connections between the downtown, and adjacent neighborhoods

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.

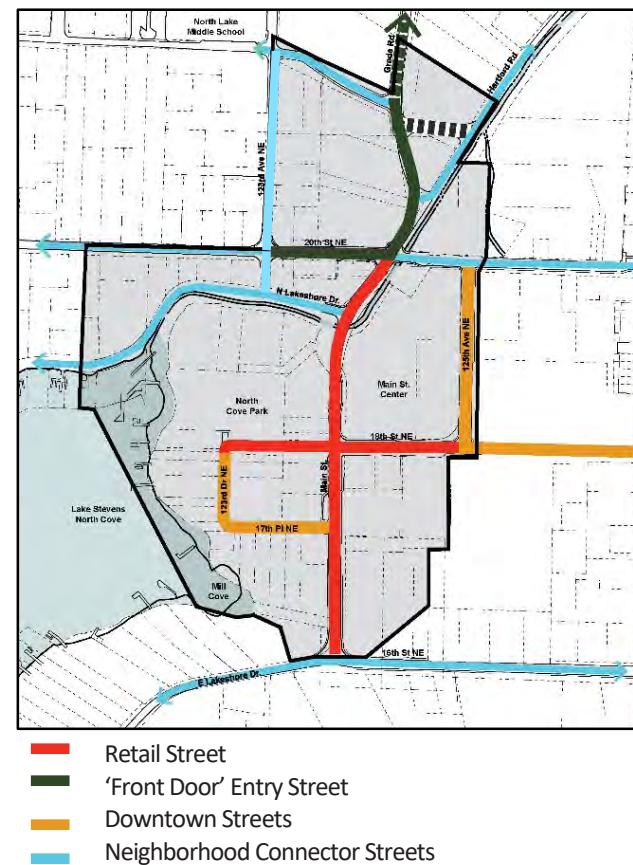
Policies

Policy 4.1 – Street Hierarchy

A prime objective of the Downtown Subarea Plan is to maintain and strengthen Downtown and the lake as a destination for residents and visitors alike. While essential access and mobility are identified for key routes, a priority toward the pedestrian and cyclist should be fostered for all streets in the downtown, including auto mobility streets such as 20th Street NE and Grade Road.

4.1.1 Provide a street hierarchy framework that identifies key routes for auto, pedestrian and bicycle improvements and creates a network of streets that complement adjacent land uses and spur additional desirable Downtown development.

Figure 5.2 Street Hierarchy



4.1.2 Provide an active transportation framework for pedestrian and bicycle facilities that connect the downtown to neighborhoods and area destinations such as existing and planned trails, schools, parks, the lake and open spaces.

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.

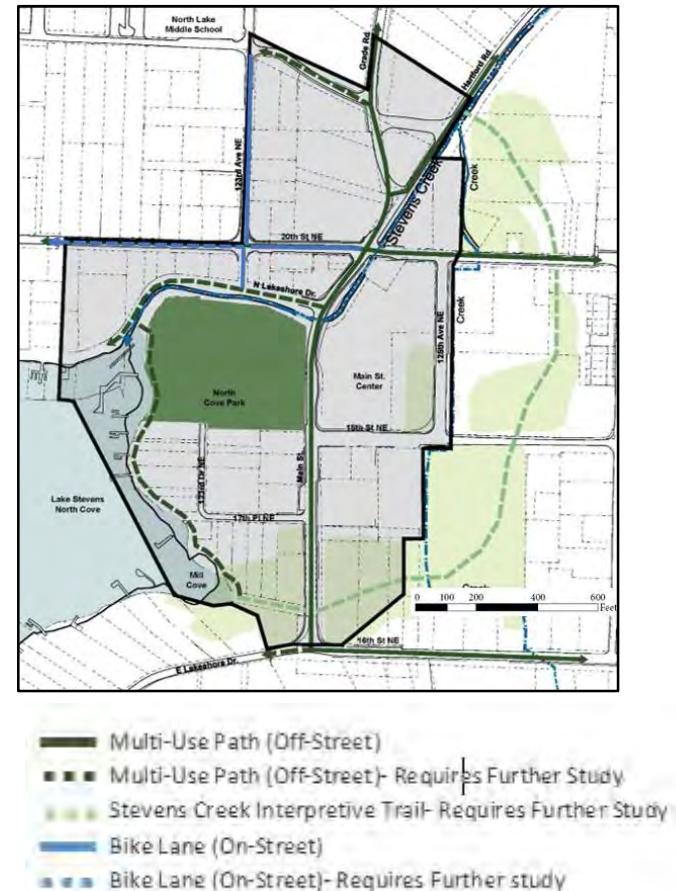
4.3.2 Establish standard block lengths to aid in the formation of an effective transportation and circulation grid.

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

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

4.3.4 Require landscaping or equivalent to buffer pedestrians from vehicle travel.

Figure 5.3 Active Transportation



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

Policy 4.4 – Trail Connections

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

4.1.2 Encourage the development of multi-use trails through future and existing greenbelts and other open spaces, in the subarea, through the subdivision or other land use processes.

4.1.3 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.

5. Sustainability & Natural Resources

The subarea contains wetlands, creeks, 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 wetland, which provide valuable stormwater detention and habitat functions.

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.

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.

5.1.4 Incorporate natural resources, view corridors, and sensitive sites 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.

5.2.2 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.

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

5.2.4 As this subarea redevelops and intensifies, provide investments 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

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

5.3.2 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.

5.3.3 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.

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

6. Public Places & Community Facilities

Community Gathering Places can come in many different forms. Investment in or planning for public and semi-public spaces is critical to attract high-quality residential and employment developments.

The city's investment in North Cove Park expansion and future community center facilities illustrates to the development community the desire to attract future development through the creation of high quality parks, trails and community facilities. These actions by the local government in planning, financing and building new spaces will encourage Developers to contribute to the parks, open space and trails network.

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 public spaces.

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.

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. 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 Encourage development to provide public or semi-public plazas, courtyards, and gardens adjacent to public streets, parks or open space areas

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.

6.2.3 The city should support a community/conference facility with space for community meetings, classes, and accommodate private events, conference meetings/activities and corporate retreats on parcels bounded by 123rd Drive NE, 17th Place NE, Main Street and North Cove Park. To complement the community facilities the site should include lodging, storefront retail and structured public parking.

6.2.4 The city should consider expanding the existing Fire Station parcel by vacating the 21st Street NE right-of-way and utilizing existing city owned property for fire station redevelopment with the benefit of improving vehicle access and operations.

6.2.5 Preserve some administrative city hall functions within the greater downtown.

VI. Implementation

A. Early Momentum and Game Changing Projects

Subarea Plan implementation requires the identification of public actions that will produce a sustained and widespread private market reaction. Revitalization of Downtown Lake Stevens will require the expenditure of City financial and staff resources to 'prime the pump' for private development.

A menu of projects is identified in the Subarea Plan. Not all projects are equal. Some are time sensitive and need to commence immediately, while others will require additional study and coordination. The Implementation Strategy identifies a concise list of game-changing and early momentum projects that best address the project objectives.

The implementation measures, primarily investments in physical infrastructure improvements (including associated planning, programming, design, engineering and construction), should be initiated primarily by the City of Lake Stevens and in some instances through coordination with the private development sector as public-private partnerships. Early momentum and game changing projects, with required actions, are:

1. North Cove Expansion

- Williams Property Acquisition
- Temporary City Hall and Site Demolition
- Park Design Refinement, Phased Expansion Plan, & Costs
- Prepare Bid Package
- Select Contractor
- Construct Phased Expansion Areas
- Preserve or relocate the war memorial, historic building, and other elements in park or other sites

2. Retail Mainstream Enhancements

- Prepare Street Concept Design, Phasing, & Costs
- Prepare Construction Documents
- Prepare Bid Documents
- Select Contractor
- Construct Street Improvements

3. Community/Conference Center

- Property Acquisition
- Prepare Feasibility Study
- Establish Agreements with Fish and Wildlife for Boat Parking
- Prepare Site Development Framework
- Prepare Developer Offering
- Select Developer
- Prepare Development Agreement
- Construct Project

4. 16th Street Mixed-Use Path

- Prepare Street Concept Design & Costs
- Prepare Construction Documents
- Prepare Bid Documents
- Select Contractor
- Construct Street Mixed Use Path

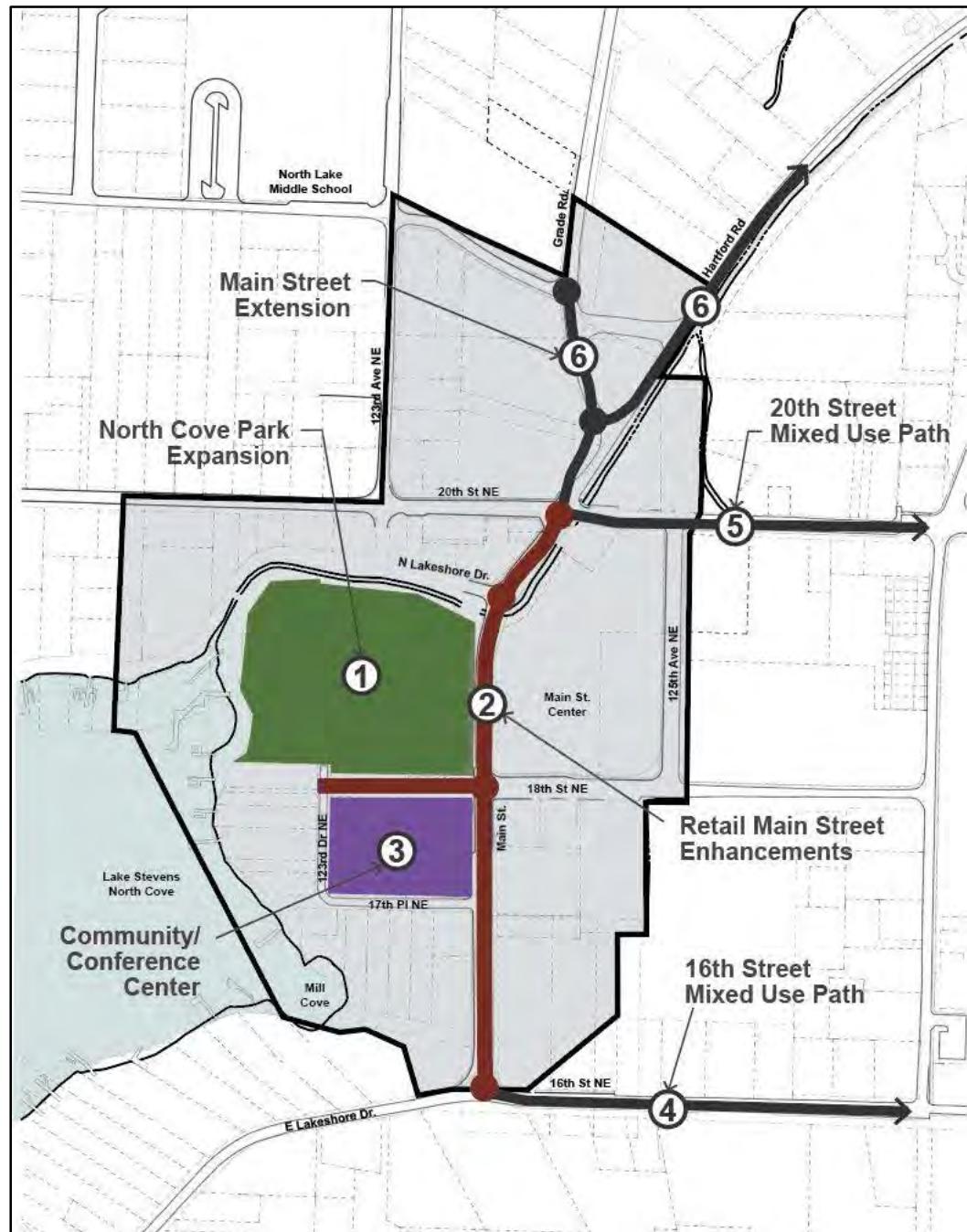
5. 20th Street Mixed-Use Path

- Prepare Street Concept Design, Phasing, & Costs
- Prepare Construction Documents
- Prepare Bid Documents
- Select Contractor
- Construct Street Improvements

6. Main Street Expansion

- Acquire Right-of-Way
- Prepare Street Concept Design, Phasing, & Costs
- Prepare Construction Documents
- Prepare Bid Documents
- Select Contractor
- Construct Street and Mixed-Use Path Improvements

Figure 6.1 Early Momentum and Game Changing Projects



B. Projects Schedule

The schedule calls for action on all projects within the first five years to ensure that Subarea Plan momentum is established.

Projects	Year 1	Year 2	Year 3	Year 4	Year 5
① NORTH COVE PARK EXPANSION	Design/Construct Plaza and Grading				
② RETAIL MAIN STREET ENHANCEMENTS		Design/Construct Westside			
③ COMMUNITY/CONFERENCE CENTER	Feasibility Study	Prepare Development Framework	Select Developer	Design and Construct	
④ 16TH STREET MIXED USE PATH	Design/Construct				
⑤ 20TH STREET MIXED USE PATH		Design/Construct			
⑥ MAIN STREET EXTENSION			Design/Construct		

C. Market and Promotion

As the previous report on economic development pointed out, the City can choose to be passive in its attitude about development. Indeed, that is the usual stance that local governments take. However, this means that the transformation of the area, along with its concomitant benefits of increased tax revenues, will take longer. In recent years, many communities have accelerated the pace of change by actively promoting themselves and reaching out to developers 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 using the more assertive method.

D. Partnerships

No City can, on its financial and staff resources transform an area. The City should identify strategic partners who can contribute resources, investments, and efforts to implement the Lake Stevens Downtown Subarea Plan. Potential partners include utility districts, school districts, Snohomish County, Washington Department of Transportation, non-profit groups, civic organizations, and private developers.

E. Gateways and Wayfinding

To capitalize on the positive changes envisioned in the subarea plan, the City should establish a comprehensive Gateway and Wayfinding program. The objective of such a program is to develop a cohesive identification system through public signage. Future signs could reflect the unique character of the subarea and its diverse residential and commercial areas and should provide clear direction to amenities, businesses, and services for visitors and residents. A successful Gateway and Wayfinding program is a key tool for enhancing economic development and helping to establish an attractive and dynamic subarea seamlessly connected to greater Lake Stevens.

VII. Associated Documents

A. Zoning

The Subarea Plan provides guidance for the community vision, but the plan is implemented through land use regulations, design guidelines, capital facilities plan and the planned action ordinance. In addition, amendments were made to the existing Comprehensive Plan elements and Title 14 of the Lake Stevens Municipal Code for consistency with the Subarea Plan and associated documents.

B. Design Guidelines

Design Guidelines typically overlay development standards. Design Guidelines 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 Stevens Vision Statement and Comprehensive Plan. Design guidelines provide a framework for how the subareas look, function, and feel. Design guidelines assist developers, property owners, architects, planners, elected officials, and interested citizens understand the types of projects that comply with the community's vision for a vibrant and attractive subarea.

C. Capital Improvement Plan

The Capital Improvement Plan describes utility infrastructure required for redevelopment of the Lake Stevens Center, including transportation, sewer, water, and stormwater.

Proposed infrastructure projects are described with typical costs estimates in accordance with Washington State law. The Capital Facility Plan also describes likely funding mechanisms for infrastructure projects.

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

The City of Lake Stevens adopted the Lake Stevens Downtown Subarea Plan as a Planned Action. A Planned Action is a tool that cities can use to provide regulatory certainty and encourage economic development by streamlining SEPA review for subsequent projects consistent with the plan. The State Environmental Policy Act (SEPA) authorizes this tool. Planned actions operate by allowing jurisdictions to perform up-front SEPA review for specific areas, such as subareas.

A Planned Action is designated by ordinance following preparation of an Environmental Impact Statement (EIS); the EIS evaluates the impacts of growth anticipated in the subarea plan and identifies mitigation measures that the City will require of future development. The Planned Action Ordinance identifies the criteria for project to satisfy. These criteria relate to the type of land use proposed, whether its impacts have been addressed in the EIS, and whether proposed mitigation measures are sufficient. A development proposal that meets these criteria qualifies as a planned action project and does not have to go through an independent SEPA process.

E. Planned Action Submittal Packet

Development projects submitted within the adopted subarea must request review as a Planned Action Project and apply for a Pre-Application Meeting. A Planned Action Submittal Packet is available for interested applicants to assist them in developing within the subarea in a timely manner.

Attachment 2

ORDINANCE NO. 1025

**AN ORDINANCE OF THE CITY OF LAKE STEVENS, WASHINGTON
ESTABLISHING A PLANNED ACTION FOR THE DOWNTOWN LAKE
STEVENS SUBAREA PURSUANT TO THE STATE ENVIRONMENTAL
POLICY ACT (CHAPTER 43.21C RCW AND WAC 197-11-164)**

WHEREAS, the State Environmental Policy Act (SEPA) (Chapter 43.21C RCW) and implementing rules (WAC 197-11-164) provide for the integration of environmental review with land use planning and project review through designation of "Planned Actions" by jurisdictions planning under the Growth Management Act (GMA) (Chapter 36.70A RCW); and

WHEREAS, on September 22, 2015 the Lake Stevens City Council enacted Ordinance No. 937 adopting an updated Comprehensive Plan and Land Use Map for the City of Lake Stevens complying with the GMA; and

WHEREAS, the Growth Management Act allows jurisdictions to amend comprehensive plans once a year, except in those situations enumerated in RCW 36.70A.130(2)(a); and

WHEREAS, RCW 36.70A.130(2)(a)(i) and (v) allows jurisdictions to amend the comprehensive plan with initial adoption of a subarea plan and adoption of comprehensive plan amendments necessary to enact a planned action under RCW 43.21C.031(2); and

WHEREAS, the City is concurrently adopting a subarea plan to the comprehensive plan, zoning map, zoning classifications (Ordinance 1026) and related zoning code amendments (Ordinance 1027) in association with this Planned Action Ordinance; and

WHEREAS, the City held community meetings to elicit public input on the subarea plan on June 30, September 7 and November 1, 2016; January 25 and March 7, 2017; and

WHEREAS, the City held a scoping meeting on July 18, 2017 to elicit public input on the Environmental Impact Statement (EIS) and a follow-up meeting on January 17, 2018 to review the Draft EIS; and

WHEREAS, the City has prepared a subarea plan for Downtown Lake Stevens, which is referred to as the Planned Action Area; and

WHEREAS, the City issued a Determination of Significance and request for comments on the scope of the environmental impact statement on July 5, 2017 and held a Scoping Meeting on July 18, 2017; and

WHEREAS, on January 6, 2018 the City issued a Draft Environmental Impact Statement (EIS) for the Downtown Lake Stevens Subarea Plan which identifies environmental impacts and mitigation measures associated with planned development in the subarea; and

WHEREAS, staff briefed City Council on the Draft EIS land use alternatives on February 6, 2018 and City Council adopted a preferred alternative on February 13, 2018; and

WHEREAS, on April 27, 2018 the City issued a Final environmental impact statement (EIS) for the Downtown Lake Stevens Subarea Plan which identifies impacts and mitigation measures associated with planned development in the subarea; and

WHEREAS, on May 16, 2018 the City held a community meeting on the Planned Action Ordinance, pursuant to Chapter 43.21C RCW, prior to issuing notice for the adoption of the planned action ordinance; and

WHEREAS, in taking the actions set forth in this ordinance, the City has complied with the requirements of the State Environmental Policy Act, Ch. 43.21C RCW; and

WHEREAS, the City is concurrently adopting updated design guidelines, development regulations and capital facilities plan for the subarea, which will help protect the environment; and

WHEREAS, on April 27, 2018 the City submitted the proposed Downtown Lake Stevens Subarea Plan, Zoning Map amendments, Subarea Land Use Map, proposed development regulations and design guidelines, and other comprehensive plan and land use code amendments to the Washington State Department of Commerce for its 60-day review and received a letter dated **June XX, 2018** stating the procedural requirements were met; and

WHEREAS, the Department of Commerce's 60-day review period was completed on June 27, 2018 and any Department comments are addressed in this Ordinance; and

WHEREAS, the City held a Planning Commission public hearing on June 20, 2018 and two public hearings with City Council on June 26, 2018 and July 10; and

WHEREAS, the Lake Stevens Planning Commission, after review of the proposed Downtown Lake Stevens Subarea Plan, Planned Action, Comprehensive Plan Land Use Map and Zoning Map amendments, Subarea Land Use Map, proposed development regulations and design guidelines, and other related amendments, held a duly noticed public hearing on the amendment, and all public testimony was given full consideration before making a recommendation to the City Council to approve the proposed Subarea Plan, Planned Action and related documents; and

WHEREAS, the Lake Stevens City Council reviewed the Planning Commission's recommendation relating to the proposed Downtown Lake Stevens Subarea Plan, Planned Action Comprehensive Plan Land Use Map and Zoning Map amendments, Subarea Land Use Map and Subarea Zoning Map, proposed development regulations and design guidelines, and related amendments, and held a duly noticed public hearing, and all public testimony and arguments have been given full consideration; and

WHEREAS, designation of a Planned Action expedites the permitting process for subsequent, implementing projects whose impacts have been previously addressed in a Planned Action EIS, and thereby encourages desired growth and economic development; and

WHEREAS, the Downtown Lake Stevens Subarea is deemed to be appropriate for designation of a Planned Action.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKE STEVENS,
WASHINGTON, DO ORDAIN AS FOLLOWS:**

SECTION 1. Purpose. The City Council declares that the purpose of this ordinance is to:

- A. Combine analysis of environmental impacts with the City's development of plans and regulations;
- B. Designate the Downtown Lake Stevens Subarea as a Planned Action for purposes of environmental review and permitting of subsequent, implementing projects pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C.031;
- C. Determine that the EIS prepared for the subarea plan meets the requirements of a Planned Action EIS pursuant to SEPA;
- D. Establish criteria and procedures, consistent with state law, that will determine whether subsequent, implementing projects qualify as Planned Actions;
- E. Provide the public with information about Planned Actions and how the City will process applications for implementing projects;
- F. Streamline and expedite the land use review and approval process for qualifying projects by relying on the environmental impact statement (EIS) completed for the Planned Action; and
- G. Apply the City's development regulations together with the mitigation measures described in the EIS and this Ordinance to address the impacts of future development contemplated by the Planned Action.

SECTION 2. Findings. The City Council finds as follows:

- A. The City is subject to the requirements of the Growth Management Act, Chapter 36.70A RCW, and is located within an Urban Growth Area;
- B. The City has adopted a Comprehensive Plan complying with the GMA, and is amending the Comprehensive Plan to incorporate a subarea element specific to the Downtown Lake Stevens Planned Action Area;
- C. The City is adopting development regulations and design guidelines concurrent with the Subarea Plan to implement said Plan;
- D. The City has prepared an EIS for the Downtown Lake Stevens Subarea and finds that this EIS adequately addresses the probable significant environmental impacts associated with the type and amount of development planned to occur in the designated Planned Action Area;
- E. The mitigation measures identified in the Planned Action EIS and attached to this ordinance, together with adopted subarea land use regulations and design guidelines, will adequately mitigate significant impacts from development within the Planned Action Area;

F. The subarea plan and Planned Action EIS identify the location, type and amount of development that is contemplated by the Planned Action;

G. Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public and enhance economic development within the City;

H. The City has provided numerous opportunities for meaningful public involvement in the proposed Planned Action; has considered all comments received; and, as appropriate, has modified the proposal or mitigation measures in response to comments;

I. The Downtown Lake Stevens Subarea Plan is not an essential public facility as defined by RCW 36.70A.200(1);

J. The Planned Action Area is a defined area that is smaller than the overall City boundaries; and

K. Public services and facilities will be adequate to serve the proposed Planned Action with implementation of mitigation measures identified in the EIS.

SECTION 3. Procedures and Criteria for Evaluating and Determining Projects as Planned Actions.

A. Planned Action Area. The Planned Action designation shall apply to the area shown in Exhibit A.

B. Environmental Document. A Planned Action determination for a site-specific implementing project application shall be based on the environmental analysis contained in the Draft EIS issued by the City on January 6, 2018 and the Final EIS issued on April 27, 2018. The Draft and Final EISs together shall comprise the Planned Action EIS. The mitigation measures contained in Exhibit B are based upon the findings of the Planned Action EIS and shall, along with adopted City regulations, provide the framework that the City will use to impose appropriate conditions on qualifying Planned Action projects.

C. Planned Action Designated. Land uses and activities described in the Planned Action EIS, subject to the thresholds described in subsection 3.D and the mitigation measures contained in Exhibit B, are designated Planned Actions or Planned Action Projects pursuant to RCW 43.21C.031. A development application for a site-specific project located within the Downtown Lake Stevens Subarea shall be designated a Planned Action if it meets the criteria set forth in subsection 3.D of this ordinance and applicable laws, codes, development regulations and standards of the City.

D. Planned Action Qualifications. The following thresholds shall be used to determine if a site-specific development proposed within the Downtown Lake Stevens Subarea is contemplated by the Planned Action and has had its environmental impacts evaluated in the Planned Action EIS:

(1) **Land Use.** The following general categories/types of land uses, which are permitted or conditionally permitted in zoning districts applicable to the Downtown Lake Stevens Planned Action Area, are considered Planned Actions:

- (a) Park;
- (b) Retail/Commercial;
- (c) Office;
- (d) Community Facilities;
- (e) Housing (residential dwelling units);
- (f) Lodging, such as hotels and motels;
- (g) Open Space;
- (h) Public Parking; and
- (i) Infrastructure improvements identified in the EIS to support planned land uses.

Individual land uses considered to be Planned Actions shall include those uses specifically listed in subarea development regulations, Chapter 14.38 LSMC, applicable to the zoning classifications applied to properties within the Planned Action Area.

(2) Development Thresholds.

- (a) The following amount of various new land uses are contemplated by the Planned Action:

Land Use ¹	Development Thresholds
Park	4.1 acres
Retail/Commercial ²	170,000 gross square feet
Office	50,000 gross square feet
Community Facilities ³	21,150 gross square feet
Residential	600 dwelling units
Public Parking	300 spaces
Total Trips	1740 trips

¹ A building with multiple uses will be designated by the majority use.

² Retail/Commercial includes accommodation services, arts and entertainment/, recreation, food services, retail trade, etc.

³ Community facilities may include emergency services such as a fire station; public/semi-public buildings used for community, corporate or private events; or other traditional land uses that support government operations.

- (b) Local road projects identified in the EIS to support planned levels of growth identified in subsection (2)(a) are considered planned actions.

(c) Shifting the total build out between categories of uses may be permitted if the total build-out does not exceed the aggregate amount of development and the trip generation reviewed in the EIS, and so long as the impacts of that development have been identified in the Planned Action EIS and are mitigated consistent with Exhibit B.

- (d) If future development proposals in the Planned Action Area exceed the development thresholds specified in this ordinance or alter the assumptions and analysis in the Planned Action EIS, further environmental review may be required pursuant to WAC 197-11-172.

(3) Building Height. Building height shall not exceed those permitted in the underlying zoning district(s) pursuant to the standards of the Lake Stevens Municipal Code.

(4) Transportation.

(a) *Thresholds.* The City currently uses LOS E as the standard for arterials and collectors and LOS C as the standard for acceptable operations on local access roads; however, given the vision for a mixed-use district that functions as a local and regional destination, with multimodal transportation elements, it is reasonable to modify the LOS standard to LOS F Downtown for the PM peak and emphasize safe pedestrian amenities to maintain the character of the district.

(b) *Concurrency.* The determination of transportation impacts shall be based on the City's concurrency management program contained in Chapter 14.110 LSMC.

(c) *Off-Site Mitigation.* As provided in the EIS and Chapter 14.110 LSMC, to mitigate transportation related impacts, all Planned Action Projects shall pay a traffic impact mitigation fee to participate in and pay a proportionate share of off-site improvements consistent with Chapter 14.112 LSMC and the current Fees Resolution.

(d) *Director Discretion.* The Director of Public Works or designee shall have discretion to determine incremental and total trip generation, consistent with the latest edition of the Institute of Traffic Engineers (ITE) Trip Generation Manual or an alternative manual accepted by the Director of Public Works at his or her sole discretion, for each project permit application proposed under this Planned Action.

(5) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of impacts to any of the elements of the environment analyzed in the Planned Action EIS, or that causes significant impacts to an element of the environment that was not considered in the Planned Action EIS, would not qualify as a Planned Action.

(6) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action EIS, the City's SEPA Responsible Official may determine that the Planned Action designation is no longer applicable until supplemental environmental review has been conducted.

E. Planned Action Review Criteria.

(1) The City's SEPA Responsible Official may designate as "Planned Actions", pursuant to RCW 43.21C.030, applications that meet all the following conditions:

(a) Proposal is located within the Planned Action Area identified in Exhibit A of this ordinance;

(b) Proposed uses and activities are consistent with those described in the Planned Action EIS and Section 3.D of this ordinance;

(c) Proposal is within the Planned Action thresholds and other criteria of Section 3.D of this ordinance;

(d) Proposal is consistent with the City of Lake Stevens Comprehensive Plan;

(e) Proposal's potential significant adverse environmental impacts have been identified in the Planned Action EIS;

(f) Proposal's potential significant impacts have been mitigated by application of the measures identified in Exhibit B, and other applicable city regulations, together with any modifications, variances or special permits that may be required;

(g) Proposal complies with all applicable local, state and/or federal laws and regulations, and the SEPA Responsible Official determines that these constitute adequate mitigation; and

(h) Proposal is not an essential public facility as defined by RCW 36.70A.200(1), unless an essential public facility is accessory to or part of a project that is designated as a planned action.

(2) The City shall base its decision on review of a SEPA checklist, or an alternative form adopted with Planned Action Ordinance, and review of the application and supporting documentation.

(3) A proposal that meets the criteria of this section shall be considered to qualify and be designated as a Planned Action, consistent with the requirements of RCW 43.21C.030, WAC 197-11-164 et seq., and this ordinance.

F. Effect of Planned Action

(1) Designation as a Planned Action Project. Designation as a Planned Action Project means that a qualifying proposal has been reviewed in accordance with this ordinance and found to be consistent with its development thresholds, and with the environmental analysis contained in the Planned Action EIS.

(2) SEPA Determination. Upon determination by the City's SEPA Responsible Official that the proposal meets the criteria of Section 3.D and qualifies as a Planned Action, the proposal shall not require a SEPA threshold determination, preparation of an EIS, or be subject to further review pursuant to SEPA.

G. Planned Action Permit Process. Applications for Planned Actions shall be reviewed pursuant to the following process.

(1) Development Applications. Development applications shall meet all applicable requirements of the Lake Stevens Municipal Code (LSMC). Applications for Planned Actions shall be made on forms provided by the City and shall include a SEPA checklist, or an approved Planned Action checklist.

(2) The City's Director of Planning and Community Development or designee shall determine whether the application is complete as provided in LSMC 14.16A.220(f). If the application is for a project within the Planned Action Area defined in Exhibit A, the application will be reviewed to determine if it is consistent with the criteria of this ordinance and thereby qualifies as a Planned Action Project. The SEPA Responsible Official shall notify the applicant of his/her decision. If the project is determined to qualify as a Planned Action, it shall proceed in accordance with the applicable permit review procedures specified in Chapter 14.168 LSMC, except that no SEPA threshold determination, EIS or additional SEPA review shall be required. The decision of the SEPA Responsible Official regarding qualification as a Planned Action shall be final.

(3) Public notice of the determination that a project qualifies as a planned action project, pursuant to Chapter 43.21C RCW, shall be mailed or otherwise verifiably provided to:

- (a) All affected federally recognized tribal governments and
- (b) Agencies with jurisdiction over the future development anticipated for the planned action.

The notice shall state that the project has qualified as a planned action. Other notice may be required for the underlying permit.

(4) **Development Agreement.**

(a) To provide additional certainty about applicable requirements, the City or an applicant may request consideration and execution of a development agreement for a Planned Action Project. The development agreement may address review procedures applicable to a Planned Action Project, permitted uses, mitigation measures, payment of impact fees or provision of improvements through other methods, design standards, phasing, vesting of development rights, or any other topic that may properly be considered in a development agreement consistent with RCW 36.708.170 et seq.

(b) A development agreement may also include alternative mitigation measures proposed by an applicant, provided that such alternative measures shall provide mitigation that is equivalent to or better than that identified in the Planned Action EIS. The determination that mitigation measures are equivalent shall be made by the SEPA Responsible Official.

(5) If a project is determined to not qualify as a Planned Action, the SEPA Responsible Official shall so notify the applicant and prescribe a SEPA review procedure consistent with the City's SEPA regulations and the requirements of state law. The notice shall describe the elements of the application that result in failure to qualify as a Planned Action.

(6) Projects that fail to qualify as Planned Actions may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to meet their SEPA requirements. The SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.

SECTION 4. Monitoring and Review.

A. The City shall monitor the progress of development in the designated Planned Action Area to ensure that it is consistent with the assumptions of this ordinance and the Planned Action EIS regarding the type and amount of development and associated impacts, and with the mitigation measures and improvements planned for the Downtown Lake Stevens Planned Action Area.

B. This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official when development within the Planned Action Area is approaching maximum threshold levels or no later than five years from its effective date to determine the continuing relevance of its assumptions and findings with respect to environmental conditions in the Planned Action Area, the impacts of development, and required mitigation measures. Based upon this review, the City may propose amendments to this ordinance or may supplement, addend or amend the Planned Action EIS.

SECTION 5. Conflict. In the event of a conflict between this Ordinance or any mitigation measure imposed thereto, and any ordinance or regulation of the City, the provisions of this ordinance shall control, EXCEPT that the provision of any International Code shall supersede.

SECTION 6. Severability. If any section, clause, phrase, or term of this ordinance is held for any reason to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance, and the remaining portions shall be in full force and effect.

SECTION 7. Effective Date and Publication. A summary of this ordinance consisting of its title shall be published in the official newspaper of the City. This ordinance shall take effect and be in full force five days after the date of publication.

PASSED by the City Council of the City of Lake Stevens this July 10, 2018.

John Spencer, Mayor

ATTEST/AUTHENTICATION:

By: _____
Kathy Pugh, City Clerk

APPROVED AS TO FORM:

Grant K. Weed, City Attorney

First Reading: June 26, 2018
Second and Final Reading: July 10, 2018
Published:
Effective Date:

EXHIBIT A – DOWNTOWN LAKE STEVENS PLANNED ACTION AREA

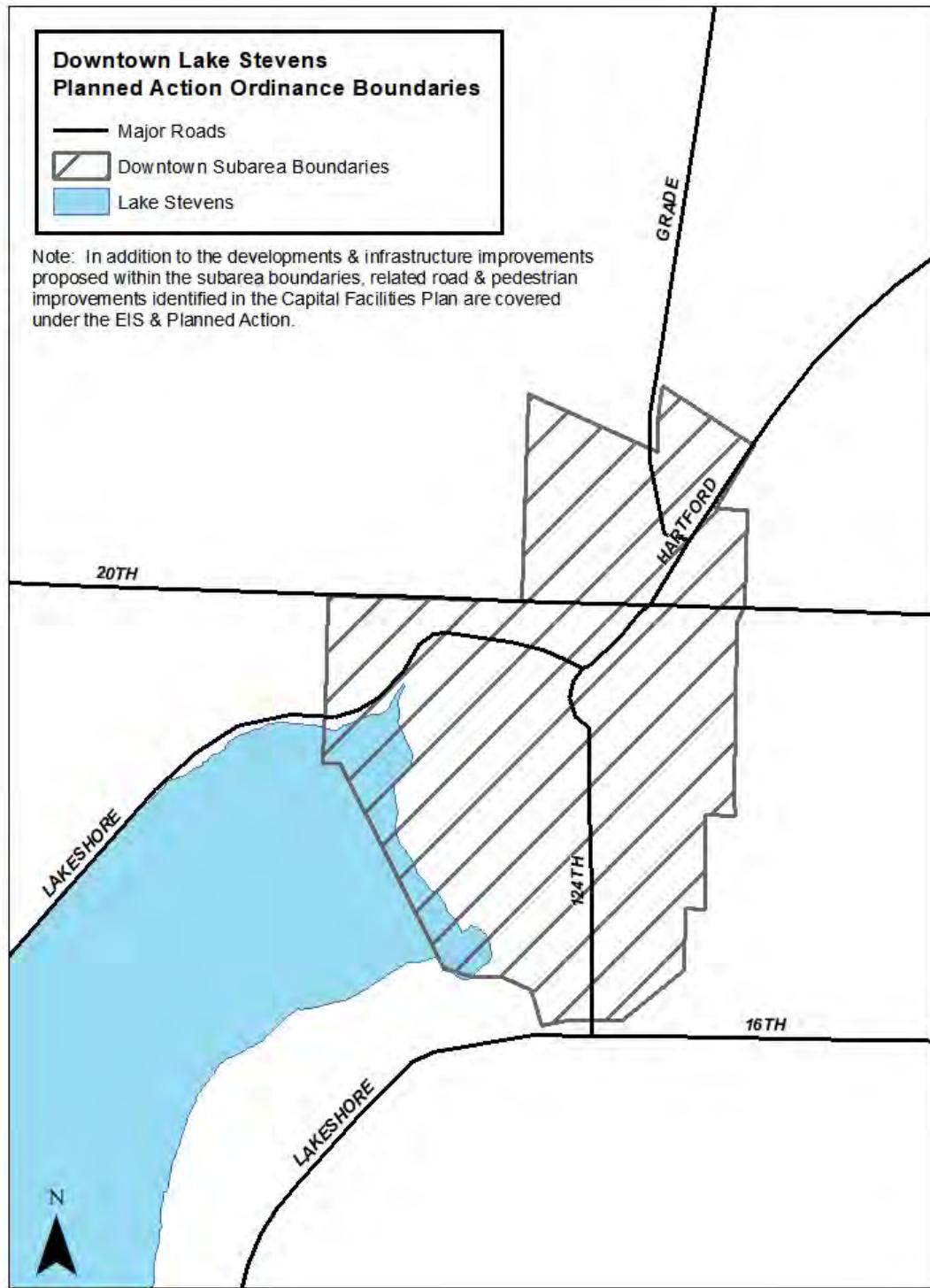


EXHIBIT B
DOWNTOWN LAKE STEVENS SUBAREA PLAN PLANNED ACTION
ORDINANCE MITIGATION MEASURES

In compliance with the State Environmental Policy Act (SEPA), the City of Lake Stevens prepared and published draft and final environmental impact statements (collectively "the Planned Action EIS") for the Lake Stevens Center Subarea Plan. The Planned Action EIS identifies significant impacts to the environment that would occur because of future growth in the subarea, along with mitigation measures that would avoid, reduce, minimize or compensate for those impacts. The City will designate the subarea as a Planned Action for purposes of future environmental review, consistent with the requirements of RCW 43.21C.031 and WAC 197-11-164 et seq.

This exhibit to the Planned Action Ordinance summarizes mitigation measures identified in the Planned Action EIS. The Planned Action EIS should be reviewed to understand the full context of measures for each element of the environment. As part of its review of future development proposals within the Planned Action Area (Exhibit A), and to determine whether such proposals qualify as planned actions, the City will review the measures identified herein and require them as conditions of approval.

It should be noted that some mitigation measures identified in the Planned Action EIS have already been accomplished (such as adoption of a Planned Action Ordinance) and are not included in this exhibit. References are provided for measures that rely on adopted provisions of the Lake Stevens Municipal Code. In addition, while most mitigation measures identified in the Planned Action EIS apply to development projects (public or private), a few provide direction to the City for future planning and regulatory programs. The City will consider these as part of its ongoing planning processes, including any required monitoring.

1. Natural Environment

A. 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 per LSMC 14.88.630.
- **Native Growth Protection Area:** LSMC 14.88.670 requires developers to place geologically hazardous areas and buffers not approved for alteration 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.

B. Air Quality

Mitigation During Construction

Although significant air quality impacts are not anticipated due to construction, contractors will be required to comply with all relevant federal, state, and local air quality rules. In addition, implementation of best management practices will also reduce emissions related to construction. The city will consider best management practices to minimize the potential air quality impacts during development review including measures for reducing exhaust emissions and fugitive dust. Possible control measures that will be considered include the following:

- Use only equipment and trucks that are maintained in optimal operational condition
- Require all off-road equipment to have emission reduction equipment (e.g., 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 (e.g., limit idling to a maximum of 5 minutes)
- Spray exposed soil with water or other suppressant to reduce emissions of particulate matter (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 particulate matter (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
- 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 subarea. Consequently, no operational impact mitigation measures are warranted or proposed.

C. Water Resources

Applicable Regulations and Commitments

- *Stormwater Management:* The City's municipal code requires the use of natural drainage systems to the extent feasible 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 *2014 Stormwater Management Manual for Western Washington* (Chapter 11.06 LSMC).
- *NPDES Phase II Municipal Stormwater Permit:* The current Western Washington Phase II Municipal Stormwater Permit was issued in 2012 and amended in 2014 to implement the requirements of the Clean Water Act and the National Pollutant Discharge Elimination System as codified in Chapter 11.06 LSMC. 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:* The Lake Stevens Center Subarea contains varied critical areas, including wetlands and streams (Fish and Wildlife Conservation Areas). Future development will be subject to the adopted critical areas regulations found in Chapter 14.88 LSMC, including all applicable protection standards, mitigation requirements and mitigation sequencing procedures. Wetland mitigation is required to take the form of in-kind replacement of the impacted wetland functions and values whenever possible, and replacement wetlands must adhere to the design requirements of LSMC 14.88.840, including performance standards and mitigation ratios.
- *Floodplain Development Permit:* Developers are required to acquire a Floodplain Development Permit for construction and/or development activities within the floodplain.

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 has incorporated incentives in development regulations (Chapter 14.38 LMSC) to encourage the use of LID techniques to reduce stormwater impacts. LID techniques could include bioretention and tree box filters.
- *Critical Areas:* More detailed analysis will be required for future projects that occur on sites containing critical areas – including full delineation, classification and functional assessment – in conjunction with development permitting. The standards and mitigation requirements of the City's critical area regulations (Chapter 14.88 LSMC) will be applied to such development.
- *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. 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.

D. Plants & Animals

Applicable Regulations and Commitments

- *Endangered Species Act (ESA, 16 U.S.C. 1531-1544):* The ESA provides for the conservation of threatened or endangered plant and animal species and their habitat. Any action taken, authorized, or funded by a federal agency is subject to review by the U.S. Fish and Wildlife Service (USFWS) or the U.S. National Oceanic and Atmospheric Administration (NOAA). The ESA also prohibits "taking" of any listed species.
- *Washington State Water Pollution Control Act (90.48 RCW):* Chapter 90.48 of the Revised Code of Washington (RCW) prohibits discharge of any material that causes pollution into waters of the state. The Act applies the Washington Department of Ecology standards for Clean Water Act Section 404 permits to projects without a federal nexus.
- *Critical Areas Regulations:* Future development in the Subarea has the potential to adversely affect plants and animals through clearing of vegetated areas. Chapter 14.88 of the Lake Stevens Municipal Code regulates development activities that occur in environmentally critical areas, including valuable vegetation, fish and wildlife habitat; geologically hazardous areas; wetlands; streams; frequently flooded areas; and fish and wildlife conservation areas. Development within a designated critical area is subject to additional development standards designed to preserve and protect sensitive natural resources from human influence.
- *Tree Retention:* The City's land use code (LSMC 14.76.120) 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, and that retained and replanted trees be protected during construction.

E. Public Services

Applicable Regulations & Commitments

All development will be required to comply with existing regulations related to emergency access, fire suppression systems, and payment of school and park impact mitigation fees.

F. Aesthetics

Visual Character

- *Development Regulations:* Proposed zoning regulations and design guidelines to implement the subarea plan would address appropriate uses, height, setbacks, and similar development parameters. The code also includes incentives, such as bonuses in height or intensity, in exchange for incorporating a menu of public amenities in new development. Standard landscaping requirements have been modified to create the desired character for development sites, roads, and for sidewalks and trails. Existing tree protection/replacement requirements ensure the subarea maintains a desirable amount of vegetative cover.
- *Design Guidelines:* Proposed subarea-specific design guidelines will ensure that 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 update its Parks & Open Space Plan to address parks and open space needs created by planned residential growth in the Lake Stevens Center Subarea. In conjunction with future parks planning, the City may identify new parks or open space areas that provide view opportunities of scenic landscape features. Proposed development regulations also provide incentives for the creation of public spaces in the subarea.
- *Design Guidelines:* In coordination with planning new parks and open spaces and identifying potential viewpoints, the City could consider adopting guidelines that identify when and how site plans or building design can incorporate elements to protect views from parks and other public spaces.

Light & Glare

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

G. Transportation

Concurrency

The Growth Management Act (GMA) includes provisions, referred to as "concurrency," to ensure sufficient public facilities are available for new development. GMA requirements include: (1) adopting Transportation and Capital Facilities elements in local Comprehensive Plans that identify facilities needed to accommodate projected growth and to establish a funding program to construct the necessary improvements; (2) establishing level of service (LOS) standards as a measure to determine a project's impact potential; (3) adopting policies that require either denying permits for projects that exceed the LOS standard, modifying the LOS standard, or modifying the land use. Changes may be made to a development proposal to enable it to meet the concurrency requirements, such as by reducing project size, employing travel demand management to reduce the number of trips generated, or financing the needed improvements.

Level of Service Threshold

The Comprehensive Plan establishes LOS standards for intersections in the City. The City sets LOS E as the standard for acceptable operation along arterials and collectors, and LOS C as the standard for acceptable operations on local access roads.

Impacted Intersections and Necessary Road Improvements

The EIS identifies that the 20th Street NE/Main Street intersection would be deficient (i.e., fall below LOS E operations) during the PM peak hour for the Preferred Concept.

To mitigate delay and improve the LOS at this intersection, several potential improvements were examined. Signalization of the intersection would improve the intersection to LOS B and provide pedestrian phases and crosswalks across all legs of the intersection. This improvement is compatible with the plans to create a pedestrian and bicycle friendly environment along Main Street and to enhance it as a retail destination for the community. However, given the vision for a mixed-use neighborhood that functions as a local and regional destination, with multimodal transportation elements, it is reasonable to consider modify the LOS standard to LOS F Downtown for the PM peak and emphasize safe pedestrian amenities to maintain the character of the district.

Other improvements that may be required, included a controlled intersection at 18th Street NE and Main Street; expansion of roadways and pedestrian amenities throughout and connected to the subarea as identified in the capital facilities plan; and an improved intersection at Grade Road and SR-92. The Grade Road / SR-92 intersection will be reviewed under a separate SEPA application.

Traffic Impact Fees

Implementing the improvements described above will require a substantial investment of money. To help address identified impacts, and to generate the funds necessary to implement the mitigation measures described above, the City will update its traffic impact fee program (Chapter 14.112), as authorized by RCW 82.02.050. This citywide program will establish fees within a traffic impact zone including the Downtown Lake Stevens Subarea.

Transportation Demand Management

Transportation demand management (TOM) strategies include commute trip reduction programs and enhanced transit service. The City would consider a commute trip reduction program when a qualifying employer develops within the City. Proposed development regulations also include incentives for alternative or high-efficiency transportation modes (LCMS 14.38.050).

H. Utilities

Drainage

Applicable Regulations and Commitments

- *Ecology Stormwater Manual:* The City has adopted the Department of Ecology's 2012 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.
- *City of Lake Stevens Stormwater Ordinance:* Chapter 11.06 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.
- *Low Impact Development:* The City's stormwater ordinance identifies Low Impact Development (LID) solutions, as defined and listed in the LID Technical Guidance Manual for Puget Sound, that are acceptable and encourages alternative standards for management of stormwater. In addition, proposed development regulations provide an incentive for the use of LID techniques (Chapter 14.38 LSMC).

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.
- *Storage Upgrades*: The PUD's 2011 *Water System Plan* identifies the following planned and budgeted capital improvements to storage capacity:
- *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.
- *Joint Planning with Snohomish County PUD*: The City should consult with Snohomish County PUD to establish a joint planning process to identify and implement capital improvements necessary to serve anticipated development in the subarea.
- *Design Review for Fire Flow*: The City and developers will coordinate review of development applications with Snohomish County PUD and the Lake Stevens Fire Marshal to determine specific fire flow requirements based on project type, intensity and design. Upgrades to existing lines will be coordinated with the Snohomish County PUD. Installation of new water lines adequate to provide required fire flows shall be the responsibility of the developer, in accordance with the fire flow design thresholds established below.
 - Commercial, Office, and High-Density Residential: 12-inch pipes and 3,000 gpm.
 - Existing Medium and Low-Density Residential Areas: 8-inch pipes and 1,500 gpm.
 - All Other Areas and Development Types: 10-inch pipes and 2,000 gpm.

Sewer

Applicable Regulations and Commitments

- *Planned Capital Improvements*: The Lake Stevens Sewer District adopted updates to its Comprehensive Plan in 2016, describing the capital improvements planned for the near future.
- *Joint Planning with Lake Stevens Sewer District*: The City and the Lake Stevens Sewer District should establish a joint planning process to identify and implement 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.

I. Historic and Cultural Resources

Proposed development that could impact properties in the study area that are listed on national, state, or local historic registers must comply with Historic and Archaeological Resources code (Snohomish County Code Chapter 30.32D).

Archaeological testing must be completed for proposed projects that involve significant excavation or any changes made to the vegetation and landforms near existing waterways in the study area. Archaeological project monitoring is suggested for subsurface excavation and construction in these high probability areas. Complete a Washington State Historic Property Inventory form for each of the 22 buildings that meet the 50-year threshold. Carry out an archaeological survey within

North Cove Park, if findings occur, consult DAHP and potentially require monitoring during construction relating to ground disturbance.

Applicable Regulations & Commitments

Under state law (RCW 27.53), prehistoric archaeological sites are protected in all cases. Historic archaeological sites must be determined eligible for listing in the Washington Heritage Register (WHR) (RCW 27.34.220) or National Register of Historic Places (NRHP) before they are considered protected. DAHP will make a final determination whether the resource is eligible or not eligible for register listing. If a resource that is considered protected cannot be avoided, the project proponent must apply for an archaeological excavation permit from DAHP (WAC 25-48-060) to conduct any activity that disturbs the site. DAHP will then provide the archaeological excavation permit application for review to the appropriate stakeholders and Tribes.

Under state law (RCW 27.44), archaeological resources identified during construction would need to be evaluated. If the resources are considered significant, any impacts on archaeological resources would require mitigation, which would likely entail archaeological investigation such as scientific excavation and analysis. For archaeological resources found during construction, an emergency archaeological excavation permit may be issued by DAHP and is typically received within three business days. It is possible that archaeological monitoring would be recommended for portions of the project; this work would be conducted under an Archaeological Resources Monitoring Plan.

J. Noise

Applicable Regulations & Commitments

Current city regulations that address daytime/ nighttime construction and noise limits and implementation of control plans during occurrence of construction activities.

New development in the subarea must adhere to noise standards used by WSDOT if state or federal funds are used.

K. Land Use

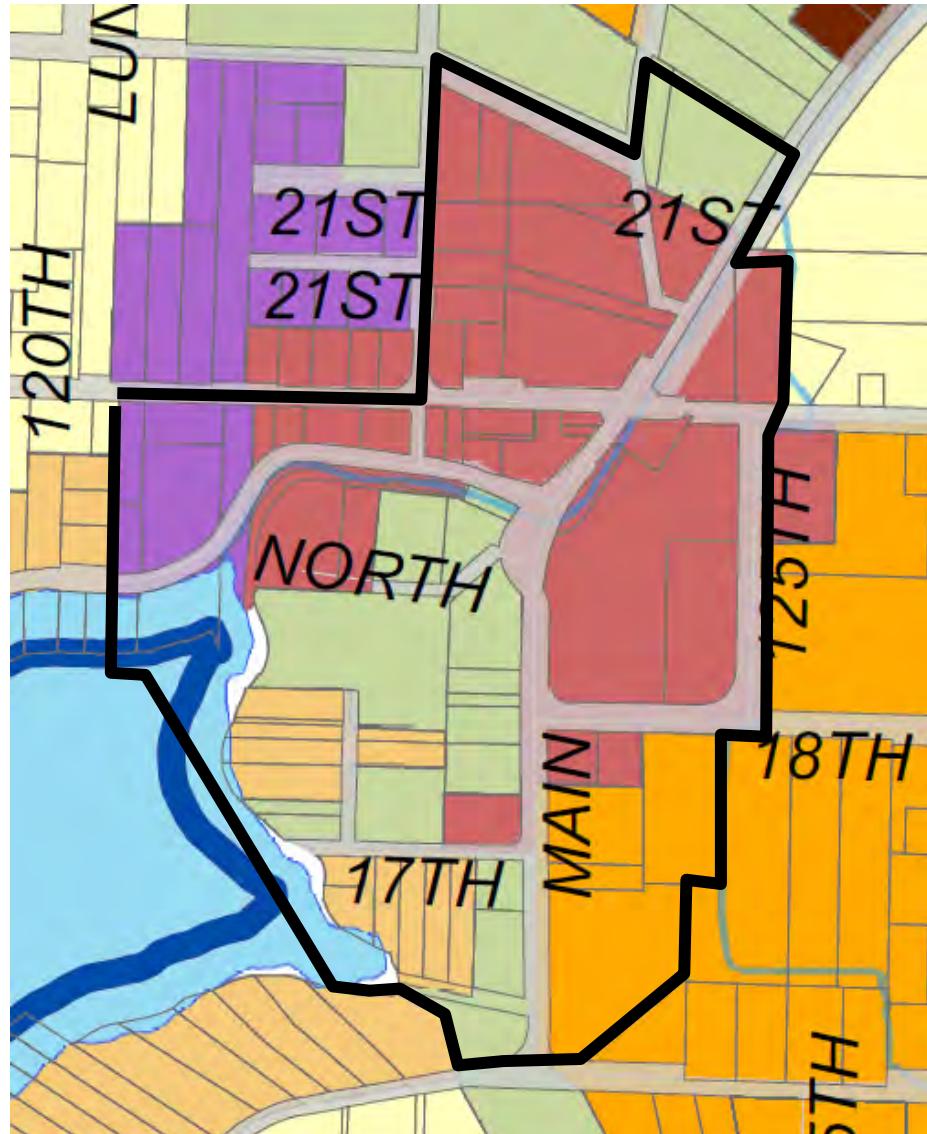
Many of the land use changes identified in the EIS- including increased density/intensity and a greater diversification and mix of land uses - are not considered adverse impacts. The change in the subarea's overall land use pattern would be minor and does not require mitigation.

Potential land use conflicts, between proximate land uses of different intensity are addressed in proposed subarea land use regulations and design guidelines and can be mitigated through site plan review. For example, height, bulk, and setback requirements address potential conflicts between commercial and residential land uses. Landscaping requirements will also help buffer and screen land uses of dissimilar intensity or scale. Proposed design guidelines provide approaches to site planning and building design that will reduce a range of potential impacts.

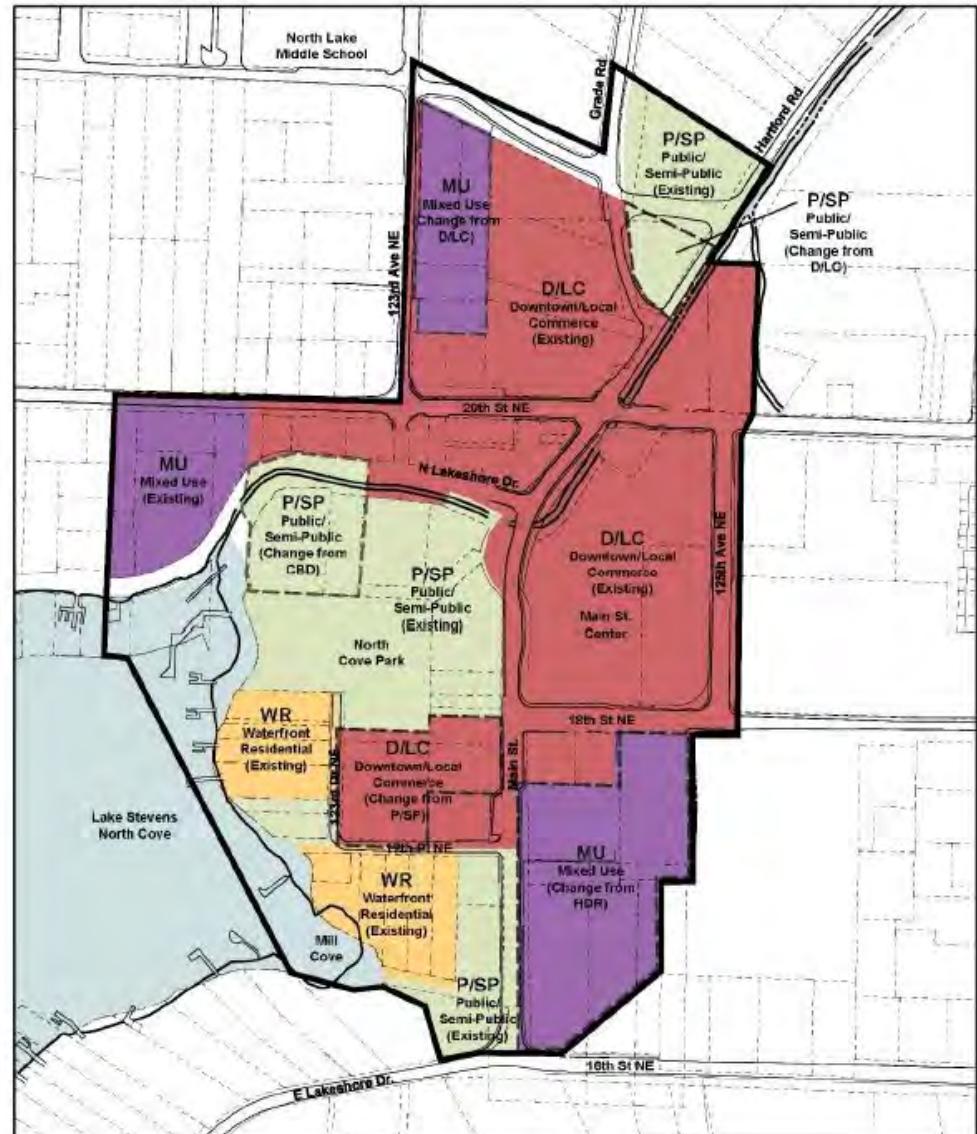
These techniques are incorporated into subarea land use regulations (Chapter 14.38 LSCM).

LAND USE

Attachment 3



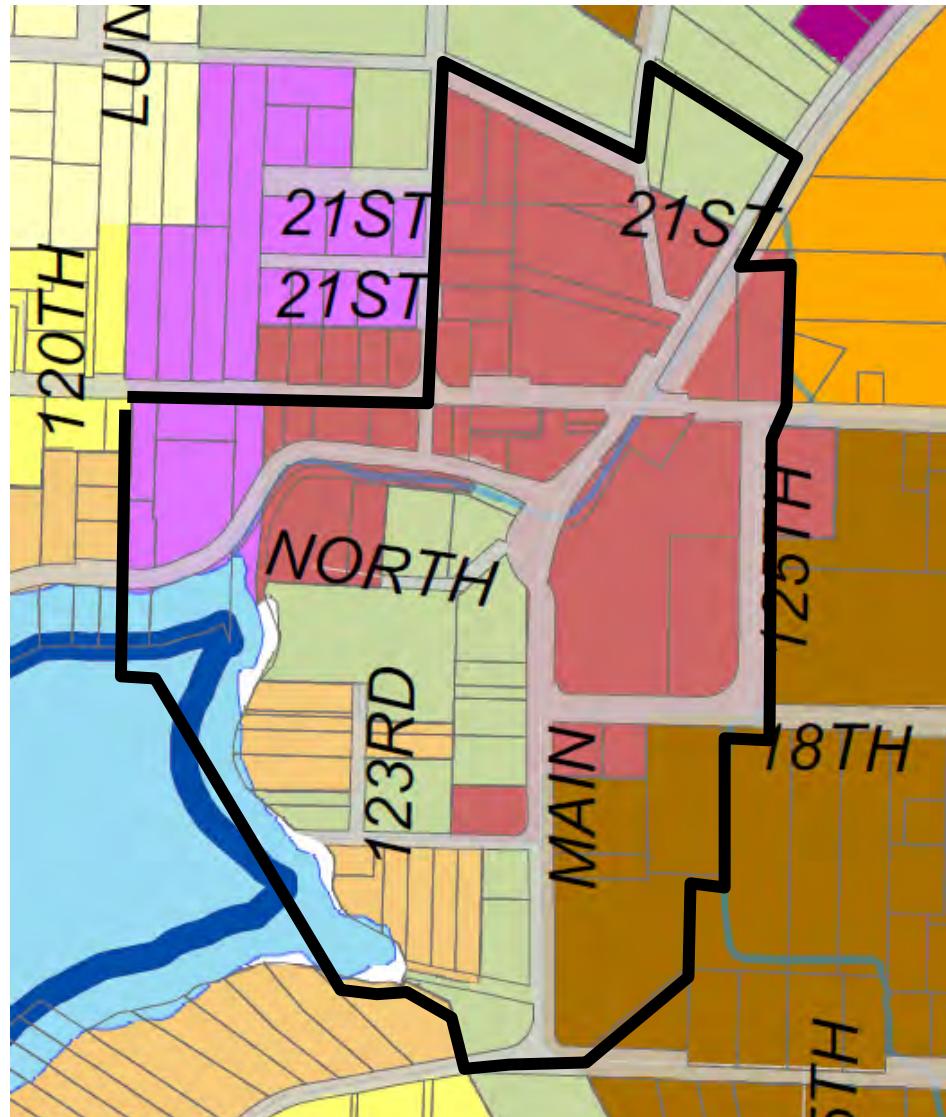
Existing



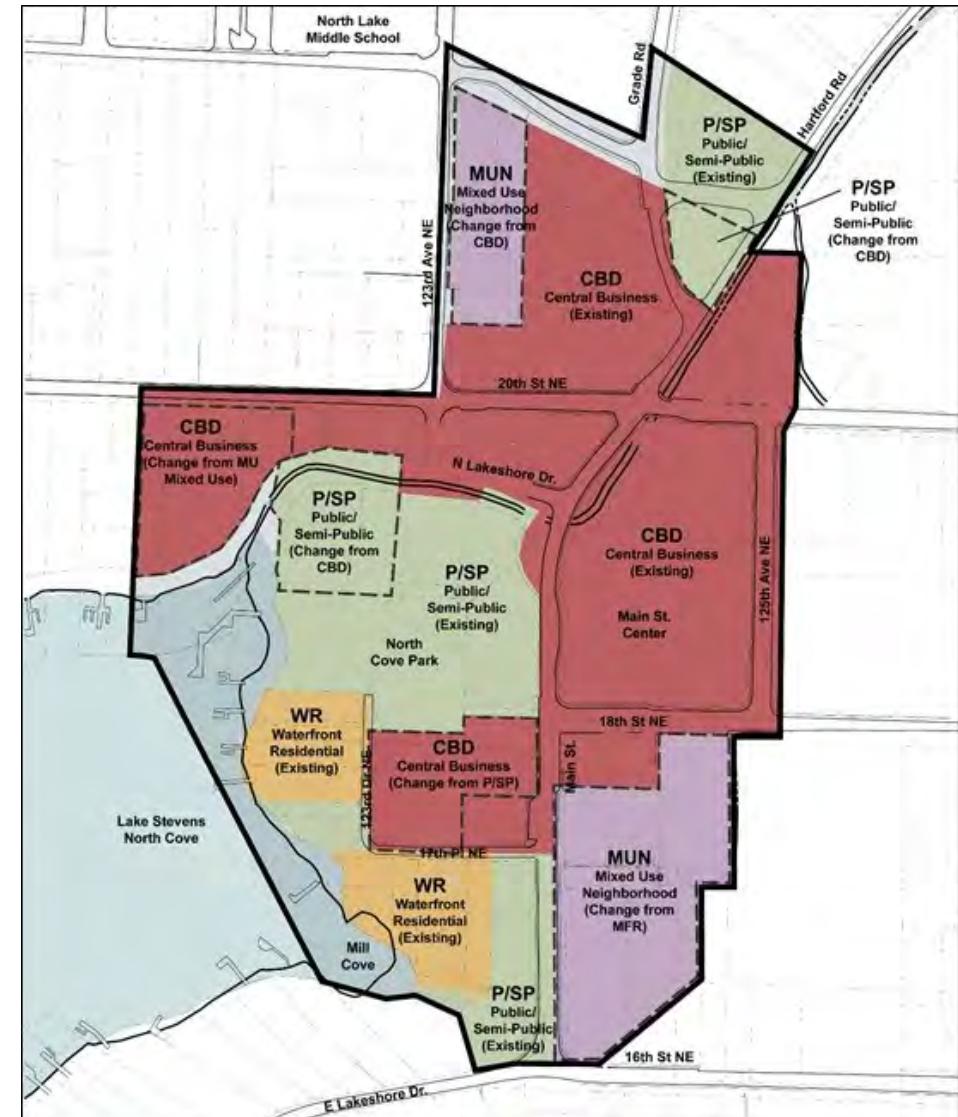
Proposed

ZONING

Attachment 4



Existing



Proposed

Attachment 5

LSMC 14.16C.050(b)

(b) The City Council shall adopt design guidelines or standards by ordinance.

- (1) City of Lake Stevens Design Guidelines (Residential Development Handbook for Snohomish County Communities) were readopted on April 17, 1995, for use within City limits, excluding subareas.
- (2) Subarea Design Guidelines ~~were adopted in September 2012 as an exhibit of the~~ apply to the Downtown Lake Stevens Subarea Plan, Lake Stevens Center Subarea Plan and 20th Street SE Corridor Subarea Plan. To assure an attractive, pedestrian-friendly environment, all development occurring within either subarea shall comply with these design guidelines which are attached to the subarea plans. If design guidelines appear to conflict with another provision of this title, the design guidelines shall prevail.

14.16C.083 Planned Action Projects.*

- (a) The purpose of this section is to establish a review process for projects submitted under a planned action ordinance within the following adopted subarea plans:
 - (1) Lake Stevens Center Subarea Plan; and
 - (2) 20th Street SE Corridor Subarea Plan; and
 - (3) Downtown Lake Stevens Subarea Plan.
- (b) Procedure. Proposed planned action projects shall be submitted for certification as a planned action under one of the planned action ordinances and participate in a pre-application conference.
- (c) Development Thresholds and Criteria. The proposed project shall meet the development thresholds and mitigation measures adopted in the appropriate planned action ordinance and codified in Sections 14.38.120(c) and (d), and the planned action review criteria of Section 14.38.120(e).
- (d) Planned Action Certification. Certification notice requirements for qualifying planned action projects in Section 14.16B.225(e)(1) shall be in accordance with Section 14.38.120(b)(5). (Ord. 876, Sec. 13, 2012)

14.38.010 Adoption.

The City of Lake Stevens has adopted the following subarea plans, as identified on the Official Zoning Map and illustrated in Figure 14.38-I:

- (a) Lake Stevens Center Subarea Plan - located around the intersection of State Route 9 and State Route 204.
- (b) 20th Street SE Corridor Subarea Plan - located along the southern border of the City along 20th Street SE.
- (c) Downtown Lake Stevens Subarea Plan – located generally along Main Street between 16th Street NE and the intersection of Hartford / Grade Road north of 20th Street NE.

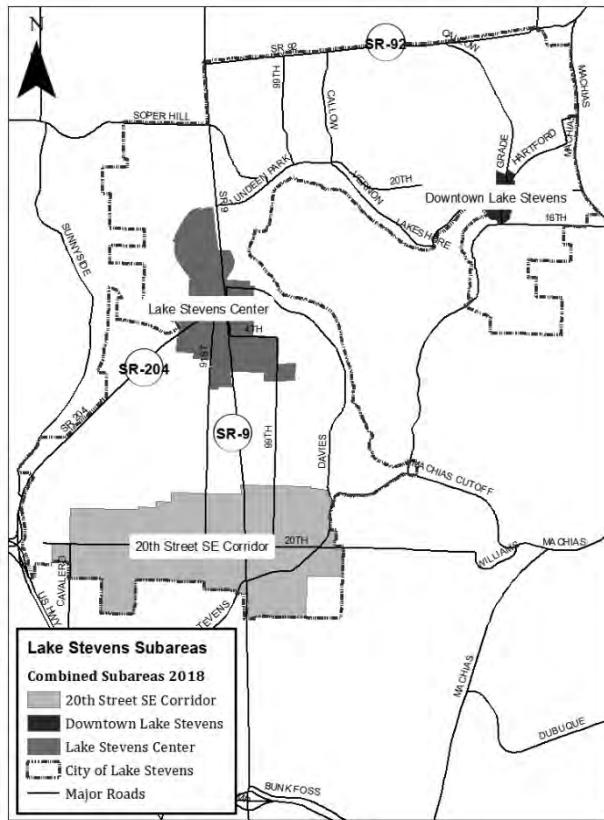


Figure 14.38-I Combined Subarea Locations

14.38.020 Zoning Districts.

The following zoning districts implement the goals, policies and distribution of land uses set forth in the subarea plans.

(a) Business District (BD). The purpose of this district is to promote community and regional employment and accommodate land uses such as corporate offices, general offices, research and development, medical clinics, technology, and light manufacturing and assembly. Secondary uses include warehousing, storage and distribution associated with a principal use and small-scale retail and services that support the principal uses and objectives of the district. This district should be located in areas with direct access to highways and arterials in addition to transit facilities, adequate public services and traffic capacity.

(1) Principal Uses.

- (i) Educational services (colleges and/or technical schools);
- (ii) Finance and insurance;
- (iii) Health care services;
- (iv) Light manufacturing and assembly;
- (v) Management of companies and enterprises;
- (vi) Professional, scientific, and technical services; and
- (vii) Transit-oriented development (including transit facilities/stops).

(2) Secondary Uses.

- (i) Food services;
- (ii) Information services;

- (iii) Personal services;
- (iv) Retail trade;
- (v) Wholesale trade; and
- (vi) Warehousing, storage and distribution.

(3) Special Regulations.

- (i) Secondary service uses and retail trade shall not exceed 5,000 gross square feet;
- (ii) Wholesale trade accessory to the principal use shall not exceed 25 percent of the gross floor area of individual structures, unless a conditional use permit is granted per Section [14.16C.045](#);
- (iii) Places of worship over 10,000 gross square feet require a conditional use permit per Section [14.16C.045](#);
- (iv) Wireless and cellular communications facilities require an administrative conditional use permit per Section [14.16C.015](#); and
- (v) Marijuana facilities are not allowed.

(b) Central Business District (CBD). The purpose of this district is to provide pedestrian-oriented commercial uses that serve the community and region by attracting a variety of small to mid-sized businesses along with high-density residential uses in proximity to other retail and residential areas. Building design and pedestrian-oriented features would support an active and pleasant streetscape. This district should include enhanced sidewalks, public spaces and amenities for pedestrians and cyclists that emphasize pedestrian movement over vehicular movement.

- (1) Principal Uses.
 - (i) Amusement and recreation;
 - (ii) Arts and entertainment;
 - (iii) Food services;
 - (iv) Hospitality and lodging;
 - (v) Personal services; and
 - (vi) Small to mid-size retail trade.
- (2) Secondary Uses.
 - (i) Commercial parking structures/lots;
 - (ii) Finance and insurance;
 - (iii) Health care services;
 - (iv) Professional, scientific, and technical services; and
 - (v) Public administration.
- (3) Residential Uses.
 - (i) Mixed-use multi-family residential units including apartments, condominiums, and live/work units, where the residential units are located above or behind commercial uses.
- (4) Special Regulations.
 - (i) Ground floor retail is required along Main Street and 18th St NE frontages.
 - (ii) Automotive, boat, and recreational vehicle sales and services are not allowed.
 - (iii) Drive-through uses are not allowed to front Main Street or 20th Street NE, but may be allowed on secondary streets.
 - (iv) Theaters and performing arts venues.

- (v) The footprint of small to mid-size retail trade uses, in any single-use structure, may not exceed 30,000 gross square feet.
- (vi) Health care, professional, scientific, or technical service structures' footprints may not exceed 5,000 gross square feet.
- (vii) Wireless and cellular communications facilities require an administrative conditional use permit per Section 14.16C.015.
- (viii) Marijuana facilities are not allowed.

(b) Commercial District (CD). The purpose of this district is to accommodate the high-intensity retail needs of the community and regional market by attracting a mix of large to small format retail stores and restaurants to create a vibrant and unified regional shopping center. Transportation accessibility, exposure to highways and arterials with adequate public services and traffic capacity characterize this district.

- (1) Principal Uses.
 - (i) Accommodation services;
 - (ii) Arts and entertainment;
 - (iii) Food services;
 - (iv) Retail trade; and
 - (v) Transit-oriented development (including transit facilities/stops).
- (2) Secondary Uses.
 - (i) Amusement and recreation industries;
 - (ii) Commercial parking structures/lots;
 - (iii) Educational services (colleges and/or technical schools);
 - (iv) Finance and insurance;
 - (v) Health care services;
 - (vi) Information services;
 - (vii) Personal services;
 - (viii) Professional, scientific, and technical services;
 - (ix) Public administration; and
 - (x) Warehousing, storage and distribution.
- (3) Residential Uses.
 - (i) Mixed use multi-family residential units including apartments, condominiums, and live/work units, where the majority of residential units are located above commercial uses.
- (4) Special Regulations.
 - (i) Health care, professional, scientific, and technical services require a conditional use permit per Section 14.16C.045 when the structure's footprint exceeds 10,000 gross square feet;
 - (ii) Places of worship over 10,000 gross square feet require a conditional use permit per Section 14.16C.045;
 - (iii) Wireless and cellular communications facilities require an administrative conditional use permit per Section 14.16C.015;
 - (iv) Warehousing, storage and distribution accessory to the principal use shall not exceed 25 percent of the gross floor area of individual structures, unless a conditional use permit is granted per Section 14.16C.045;
 - (v) Outdoor retail sales of building materials, garden equipment and supplies, and vehicles are permitted; and

(vi) Marijuana retail facilities are not allowed.

(ed) Main Street District (MS). The purpose of this district is to provide pedestrian-oriented commercial uses that serve the community and region by attracting a variety of small (up to 10,000 gross square feet) to mid-sized (approximately 30,000 gross square feet) businesses along with high-density residential uses in proximity to other retail and residential areas. Building design and pedestrian-oriented features would support an active and pleasant streetscape. This district should include enhanced sidewalks, public spaces and amenities for pedestrians and cyclists that emphasize pedestrian movement over vehicular movement.

(1) Principal Uses.

- (i) Arts and entertainment;
- (ii) Food services;
- (iii) Small to mid-size retail trade; and
- (iv) Transit facilities/stops.

(2) Secondary Uses.

- (i) Amusement and recreation industries;
- (ii) Commercial parking structures/lots;
- (iii) Finance and insurance;
- (iv) Health care services;
- (v) Personal services;
- (vi) Professional, scientific, and technical services; and
- (vii) Public administration.

(3) Residential Uses.

- (i) Mixed use multi-family residential units including apartments, condominiums, and live/work units, where the majority of residential units are located above commercial uses.

(4) Special Regulations.

- (i) Automotive, boat, and recreational vehicle sales and services are not allowed.
- (ii) Drive-through uses are not allowed between the building and right-of-way and are subject to screening requirements found in the applicable design guidelines.
- (iii) Theaters and performing arts venues are limited to a maximum size of 500 seats.
- (iv) The footprint of small to mid-size retail trade uses, in any single-use structure, may not exceed 30,000 gross square feet.
- (v) Health care, professional, scientific, or technical service structures' footprints may not exceed 5,000 gross square feet.
- (vi) Wireless and cellular communications facilities require an administrative conditional use permit per Section [14.16C.015](#).
- (vii) Marijuana facilities are not allowed.

(ee) Mixed Use Neighborhood (MUN). The purpose of this district is to accommodate higher density residential development in proximity to employment and retail centers and provide basic convenience goods and services in areas with available public services and adequate traffic capacities. This district would have a minimum density of 15 dwelling units per acre. This district would create a transition between higher and lower intensity land uses.

(1) Principal Uses.

- (i) Multi-family apartments and condominiums;
- (ii) Townhomes and row houses; and

(iii) Residential over retail/office including live/work units.

(2) Secondary Uses.

(i) Neighborhood-oriented retail trade and personal services that meet the convenience shopping and services needs of the immediate and surrounding area.

(3) Special Regulations.

(i) Mixed use building configurations may include a vertical or horizontal stratification.

a. Retail and service uses located in attached mixed use buildings are limited to the ground level;

b. Sites with retail and service uses located in detached buildings are limited to a maximum floor area of 10,000 gross square feet;

c. Detached buildings with a footprint greater than 10,000 gross square feet require a conditional use permit per Section [14.16C.045](#);

d. Commercial uses should be oriented toward the primary frontage, with residential uses behind.

(ii) In the 20th Street SE Corridor, the district will allow innovative housing options per Chapter [14.46](#).

(iii) In the Downtown Lake Stevens Subarea, ground floor retail is required along Main Street NE frontages.

(iv) Automotive, boat, and recreational vehicle sales and services are not allowed.

(v) Drive-through uses are not allowed between the building and right-of-way and are subject to screening requirements found in the applicable design guidelines.

(vi) Wireless and cellular communications facilities require an administrative conditional use permit per Section [14.16C.015](#).

(vii) Marijuana facilities are not allowed.

(ef) Neighborhood Business (NB). The purpose of this district is to provide convenience goods, services, and opportunities for smaller scale shopping centers near neighborhoods that cater to pedestrians and commuters. This district should be located in areas with available public services, transportation accessibility to arterials and adequate traffic capacities.

(1) Principal Uses.

(i) Arts and entertainment;

(ii) Food services;

(iii) Personal services;

(iv) Small retail trade; and

(v) Transit facilities/stops.

(2) Secondary Uses.

(i) Amusement and recreation industries;

(ii) Finance and insurance;

(iii) Professional, scientific, and technical services; and

(iv) Public administration.

(3) Special Regulations.

(i) Automotive, boat, and recreational vehicle sales are not allowed, except in locations immediately adjacent to a State route or State highway.

(ii) Drive-through uses are subject to screening requirements found in the applicable design guidelines.

(iii) The footprint of any single structure may not exceed 10,000 gross square feet.

- (iv) Wireless and cellular communications facilities require an administrative conditional use permit per Section [14.16C.015](#).
- (v) Marijuana facilities are not allowed.

(fg) Other Zones. The subareas may also contain the Urban Residential (UR), High Urban Residential (HUR), and Public/Semi-Public (P/SP) zoning districts, as described in Chapter [14.36](#) or as modified below.

- (1) High Urban Residential (HUR). Within the subareas, the purpose of the HUR district is to accommodate higher-density residential uses that may include multi-family condominiums, apartments, townhouses and row houses, as well as any small lot single-family residential units or innovative housing options per Chapter [14.46](#) in areas served by public water and sewer facilities, as well as the other uses described in Table 14.40-I of Chapter [14.40](#).
- (2) Public/Semi-Public (P/SP). Within the subareas, the purpose of P/SP district is to accommodate public and semi-public uses, such as schools, government facilities, public utilities, community facilities, parks, etc., as well as the other uses described in Table 14.40-I of Chapter [14.40](#). (Ord. 1009, Sec. 3, 2017; Ord. 923, Sec. 2 (Exh. A), 2015; Ord. 908, Sec. 6, 2014; Ord. 876, Sec. 5 (Exh. 3), 2012)

14.38.030 Other Uses.

The intent of all of the subarea zoning districts is to encourage a wide range of uses, while restricting uses that do not support the primary purpose of the zoning district. The identified uses are derived from the North American Industry Classification System (NAICS).

- (a) Director's Authority. The Director has the authority to determine if uses comply with the intent of the zoning district and support the principal uses and objectives of the district following the methodology described in Section [14.40.040\(a\)](#) and based on a review of specific use categories defined in the NAICS.
- (b) Prohibited Uses within the Subarea Districts:
 - (1) Adult entertainment;
 - (2) Construction facilities;
 - (3) Industrial uses, except as allowed in Section [14.38.020](#);
 - (4) Mining, quarrying, and oil and gas extraction;
 - (5) Waste management and remediation services;
 - (6) Uses involving outdoor sales and storage of inventory, equipment, vehicles, or materials, including towing, wrecking, and impound lots, except as allowed in Section [14.38.020\(b\)](#); and
 - (7) Warehousing, storage and distribution, except as allowed in Section [14.38.020\(a\)](#) and (b). (Ord. 923, Sec. 2 (Exh. A), 2015; Ord. 876, Sec. 5 (Exh. 3), 2012)
- (c) Principal uses are the preferred uses of the zoning district, while secondary uses are also allowed uses, but should be subordinate in a mixed-use configuration, whether in a vertical or horizontal configuration. The principal uses should be located along primary street frontages.

14.38.040 Dimensional Regulations.

Table 14.38-I Dimensional Regulations

Zone	Minimum Lot Size	Building Setback (from lot line, tract or easement) (ft) ¹³		Min. Landscape Buffer (ft) ⁷	Min. First Floor Height (ft)	Max. Height (ft) ^{9, 14-10}
		Front	Side/Rear			
Commercial Zones						
BD	NA	5	10 ^{4,5}	5	12	55
CBD	NA	5 ¹	0 ^{4,5,6}	5	15	55

CD	NA	5	10 ^{4,5}	5	15	55 ¹⁰
NB	NA	5	10 ^{4,5}	5	15	35
Mixed Use Zones						
MS	NA	5 ¹	0 ^{4,5,6}	5	15	55
MUN	NA	10 ^{2,3}	10 ^{5,6}	5	15 ⁸	45
Residential Zones						
HUR ¹¹	3,600 sq. ft. ¹²	10 ^{2,3}	5 ⁵	5	NA	45
UR	7,500 sq. ft. ¹²	20 ³	5	NA	NA	35

Notes:

1. The minimum required setback is five feet and the maximum allowed setback is 10 feet in the CBD and MS districts to allow an active storefront area.
2. The minimum required setback is 10 feet and the maximum allowed setback is 20-25 feet.
3. Porches, covered entries, or pedestrian-oriented spaces may project up to five feet into front yard setbacks in residential districts.
4. Districts that allow commercial uses shall maintain a 10-foot, Type B screen when adjacent to residential zones, per Section 14.76.040(a).
5. Structures 35 feet or taller next to single-family districts must be stepped back five feet for every floor over 35 feet per Figure 14.38-II.

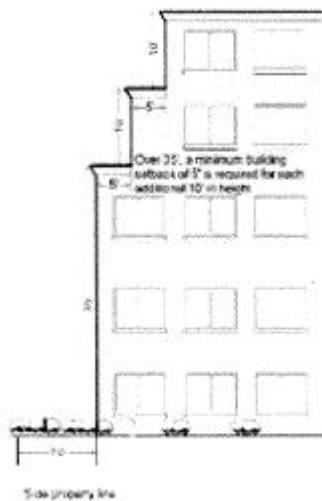


Figure 14.38-II illustrates stepping back the upper stories of a structure, adapted from the Everett Municipal Code.

6. Attached housing units or attached commercial structures built on separate lots can be built to the common property line. The outside setback for attached structures abutting a right-of-way, separate detached structures, or a different zone shall be 10 feet.
7. Landscape buffers will be comprised of a Type C screen per Section 14.76.040(a) along side and rear property lines; however, the City may waive the landscape buffer when adjacent properties share parking, access, or other common features that make intensive landscaping impractical. In addition, perimeter landscape buffer along property lines of adjacent high-density single-family lots is not required; however, screening different developments from neighboring properties will provide separation, vegetation and define each development. The front landscaping buffer does not apply in the MS district.

8. The first floor height of residential structures in the MUN district, without an attached retail/service component, not facing a public right-of-way may be reduced to industry standard.
9. If a project includes a parking structure or affordable housing ~~FAR bonus, as described in Section 14.38.050(b)~~, the City will also allow an overall height increase of 10 feet above maximum height.
10. The City will consider an increase in maximum height up to 80 feet with a conditional use permit per Section 14.16C.045.
11. Maximum impervious surface for parcels in the HUR district is 65 percent.
12. When developed as a planned residential development (Section 14.44.020) the per unit lot size may be reduced to 3,000 square feet for HUR district and 6,000 square feet for the UR district in return for the dedication of additional open space at the ratio of 400 square feet per dwelling unit.
13. Eaves and other minor architectural features may project into the required setback up to 18 inches.
14. [Building heights in the CBD and P/SP zoning districts west of Main Street between North Lakeshore and 16th Street SE may not exceed 45-feet.](#)

14.38.050 Development Intensity Bonuses.

~~(a) Floor Area Ratios. FAR expresses the relationship between lot area and a building's total floor area. To determine FAR, multiply the lot area by the FAR percentage, for the district, listed in Table 14.38-II. For example, in the NB district, a 10,000-square-foot lot would allow a basic 3,000-square-foot building with an FAR of 0.30 ($10,000 \times 30\% = 3,000$) as illustrated in Figure 14.38-III.~~

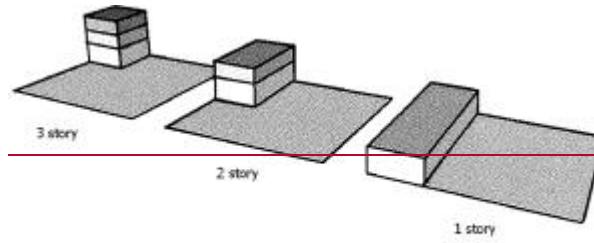
Table 14.38-II Floor Area Ratios

-	Basic Allowable		Maximum Allowable with Bonuses	
District	Non-residential	Residential	Non-residential	Residential
BD	0.5	NA	0.7	NA
CD	0.4	0.2	0.6	0.4
MS	0.5	0.6	0.7	1.0
MUN	0.2	0.4	0.4	0.6
NB	0.3	NA	0.5	NA

Notes:

1. Surface, tuck-under at grade or below grade parking shall be excluded from FAR calculations.
2. Allowable FAR for residential and nonresidential uses occupying the same building footprint area may be added together for a combined total.
3. Hotel and other lodging shall be considered residential for purposes of this chart.

Figure 14.38-III Floor Area Ratio Example



Possible building configurations for 0.30 FAR on a 10,000 square foot lot

Lot x FAR % = total buildable area

~~(ba) Eligible Floor Area Ratio Bonus Features. To encourage quality commercial and mixed-use development that incorporates enhanced elements that provide either a public, social or environmental benefit, the city will allow a 10-foot height increase above the maximum height for projects including including any two of the following elements, in the subject development project will qualify for an increase in the basic allowable FAR set out in Table 14.38-II by 0.2, up to the maximum allowable.~~

- (1) Public Plaza. This is an outdoor space not less than 500 square feet in size, or less than 20 feet in dimension, provided at the ratio of 1.5 square foot of plaza per 100 square feet of building area beyond any other required plaza area.
 - (i) The public plaza must contain substantial design features, defined in the applicable design guidelines.
 - (ii) For larger development sites, the total percentage of area used as a public plaza may be allocated among multiple spaces, so long as each public plaza area complies with the criteria in subsection (b)(1)(i) of this section.
 - (iii) Outdoor seating for restaurants adjacent to the plaza may occupy up to 20 percent of the total area.
 - (iv) The public plaza shall be open to the public during business hours.
- (2) Public Art.
 - (i) The value of the artwork must equal at least one percent of the value of the total project construction.
 - (ii) The artwork must be displayed in a prominent outdoor location (such as a plaza, sidewalk, wall, entry) for public viewing.
 - (iii) The City must approve the form and content of the proposed artwork.
- (3) Public Use. Any use normally provided by government, involving general public access that may include a post office, library, City offices, community center, museum, interpretive center, meeting rooms, visitor information centers, etc. Purely administrative space, storage or maintenance operations do not qualify.
- (4) Public Restroom. A single unisex restroom or two gender-specific restrooms open to the public during normal business hours with signs posted in prominent locations that inform the public of its availability and location.
- (5) Parking Facilities. In order to qualify for this bonus feature, a minimum of 60 percent of the parking for the development must be contained within the principal structure and/or in an adjacent detached structure.
- (6) Sustainable Development Feature. New construction or significant alterations are encouraged to use "green" building methods and incorporate low impact development techniques, be highly energy efficient, and/or seek varying levels of Leadership in Energy and Environmental Design (LEED) certification. To qualify for this bonus, the development must include at least one of the following:
 - (i) Achieve LEED Certification (Silver, Gold, Platinum Rating); and/or

- (ii) Employ low impact development techniques that may include a combination of the use of high-efficiency building materials, "green-roofs," porous paving, tree retention, rain gardens, or other methods, as defined in the Low Impact Development Technical Guidance Manual for Puget Sound; and/or
- (iii) Provide incentives for alternative or high-efficiency transportation modes that may include a combination of priority HOV spaces, bicycle parking, and/or electrical hookups for electric vehicles.

(7) Affordable Housing. Provide at least 15 percent of any housing units, contained within the development, as affordable housing to diverse households.

- (i) The maximum housing costs for rental units including basic utilities shall not exceed 30 percent of the average median income limit for a comparable housing unit within Snohomish County.
- (ii) The maximum sales price for any housing unit shall not exceed 80 percent of the average median sales price for a comparable market rate home within Snohomish County. All affordable units developed under this chapter shall remain affordable, as defined in this section, for a period of not less than 30 years, or the minimum period required under applicable state law.
- (iii) Prior to issuance of a certificate of occupancy, the proponent shall record a binding covenant, with the Snohomish County Auditor's Office, that specifies the terms and conditions of the affordable units to assure that the units remain affordable as required under this section, in a form approved by the City.
- (iv) Affordable units shall be dispersed throughout the housing development with market rate units; constructed concurrently with market rate units; and provided in a range of sizes, with comparable interior and exterior appearance and a similar number of bedrooms to market rate units in the housing development.
- (v) In the case of developments constructed solely to provide affordable housing, whether owner-occupied or rental, the development shall provide housing units comparable to market rate units, as defined in subsection (b)(7)(iv) of this section, available to other residents within Lake Stevens.

(8) Contribution to Off-Site Public Space. To qualify for this bonus, the developer shall contribute monetarily to the construction of a public trail, park or plaza located within the subarea. The contribution shall not be less than two percent of the construction cost of the development and separate from any park mitigation fees assessed under Chapter [14.120](#) or other credits for fees in lieu related to development. The City shall maintain any contributed funds in a dedicated account for the public space(s). (Ord. 876, Sec. 5 (Exh. 3), 2012)

14.38.060 Parking Regulations.

- (a) Purpose and Application. Ensure that parking requirements are adequate to different land uses and that the parking lot configurations contribute to an inviting and safe development. Developments within the subareas are subject to the parking regulations found in Chapter 14.72, except when this chapter modifies the standard municipal code requirements.
- (b) Parking Ratio. Table 14.38-III establishes the specific parking requirements for the subareas.

Table 14.38-III Parking Standards^{1,2}

Land Use	Minimum	Maximum
Commerce and Industry (per gross floor area)		

Health Care	2.5 stalls per 1,000 gfa	5 stalls per 1,000 gfa
Office and Business Services	2 stalls per 1,000 gfa	4 stalls per 1,000 gfa
Food Services	10 stalls per 1,000 gfa	20 stalls per 1,000 gfa
Retail Trade and Personal Services	2 stalls per 1,000 gfa	4 stalls per 1,000 gfa
Wholesale Trade	1 stall per 1,000 gfa	2 stalls per 1,000 gfa
<u>Hotel</u>	<u>0.75 stalls per room</u>	<u>1 stall per room</u>
<u>Conference Center</u>	<u>1 stall per 50 gfa</u>	<u>1.5 stalls per 50 gfa</u>
Residential (per residential unit or room)		
Group, Convalescent and Nursing Homes	1 per room	1.5 per room
Multi-Family Residential ³	1.25 stalls per unit ⁴	2.5 stalls per unit ⁵
Senior Housing	0.5 stalls per unit	1 stall per unit
Single-Family Residential	2 per unit	NA

parking table or consistent with subsection (c) of this section. For example, if a site has office and residential uses, the parking area would need to include the required number of parking spaces for both uses.

3. Includes mixed use developments.
4. One and one-quarter spaces minimum to a maximum of two spaces for units with one or less bedrooms.
5. Two and one-quarter spaces minimum to two and one-half maximum for units with two or more bedrooms.

(c) Modifications. The Director or designee may approve a modification (increase or decrease) of up to 25 percent of the required off-street parking spaces.

- (1) Parking may be located off site in satellite parking lots, subject to Section [14.72.080](#), if the satellite parking lot is within 400 feet of the property and connected to the property by a lighted sidewalk or pathway.
- (2) In cases where there are compatible uses within 400 feet of each other, operated or used at entirely different times of the day or week, the uses may share the parking facilities, subject to Section [14.72.070](#) and by execution of a parking agreement, approved by the City, between the owners or responsible officials of the compatible uses.
- (3) Increases above the maximum allowed parking standard will be allowed when a traffic/parking study, conducted for a similar use and circumstances, documents that a particular use consistently requires a higher parking standard for the use than allowed.
- (4) For zones that contain on-street parking spaces along improved frontages, adjacent uses may reduce their off-street parking requirements by a maximum 25 percent based upon a parking study demonstrating adequate on-street parking availability.

(d) Configuration. Parking lots shall be configured as follows:

Notes:

1. Parking requirements for uses not listed shall be per Table 14.72-I: Table of Parking Requirements in Section [14.72.010](#).

2. Off-street parking shall include the sum of the requirements for the various uses as listed in the required

- (1) Parking lots that front on designated access streets may not have more than 60 feet fronting on such street, in the CD zoning district modifications may be allowed on a case by case basis according to LSMC 14.16C.120.
- (2) Parking lots that contain 50 or more parking spaces must be divided into smaller individual lots of no more than 50 spaces per lot.
- (3) Individual lots must be separated with one of the following elements that are elevated approximately six inches above the adjacent parking lot:
 - (i) A minimum 10-foot-wide Type C landscape screen per Section [14.76.040\(a\)\(3\)](#) within a planter bed; or
 - (ii) A minimum five-foot-wide pedestrian pathway flanked on each side with a two-foot-wide Type C landscape screen per Section [14.76.040\(a\)\(3\)](#) within a planter bed.
- (4) Parking areas shall be divided into bays of not more than 10 contiguous parking spaces in a row.
- (5) At the end of each parking bay, there shall be a curbed planter with a minimum width of five feet measured from the outside of the curb.
- (6) All parking spaces adjacent to landscape beds must provide a setback for all trees and shrubs where vehicle overhang extends into landscape areas by:
 - (i) Increasing planting bed to seven feet in width; or
 - (ii) Installing wheel stops set back two feet from the end of planting bed.
- (7) Commercial parking lots need not comply with sections (d)(1) and (d)(3) above, but must provide a perimeter landscaping and defined pedestrian walkway(s) to the abutting public road. Fences and low walls along sidewalk areas may not exceed 42-inches. Commercial parking structures, are exempt from the requirements of LSMC 14.38.060(d), but must otherwise meet the requirements of Chapter 14.38 LSMC.

Table 14.38-IV Sign Standards

Sign Type ¹		BD	CD ²	NB	MS ²	CBD	MUN ²
Projecting/Suspended	Sign Area	NA	10 sq. ft. max. and no more than 5 ft. in width	6 sq. ft. max. and no more than 3 ft. in width			
	Maximum Number	NA	1 projecting or suspended sign per main facade or leasable frontage				
Wall ³	Sign Area	Main: 10% of building facade Secondary: 5% of building facade	Main: 15% of building facade Secondary: 10% of building facade	Main: 10% of building facade Secondary: 5% of building facade			
	Maximum Number	1 per facade 2 facades may have signs	1 per facade ⁴ 3 facades may have signs	1 per facade 2 facades may have signs			
Window ⁵	Sign Area	10% percent of window area	20% percent of window area	10% percent of window area			

Table 14.38-V Freestanding Sign Standards

Sign Type		CD	NCNB	BD	MS	CBD	MUN
Monument	Sign Area ¹ (sq. ft.)	75	50	50	50	<u>25</u>	25
	Sign Height	15 ft.	10 ft.	10 ft.	5 ft.	<u>5 ft.</u>	5 ft.

	Number ^{2,3,4}	1	1	1	1	<u>1</u>	1
Pole/Pylon ⁵	Sign Area ¹ (sq. ft.)	100	NA	NA	100	<u>NA</u>	NA
	Sign Height	20 ft.			20 ft.		
	Number	1			1		

Table 14.38-VI Planned Action Development Thresholds

	Lake Stevens Center	20th Street SE Corridor	Downtown Lake Stevens
Land Use			
Retail and Services	150,000 gross sq. ft.	450,000 gross sq. ft.	<u>170,000 gross sq. ft.</u>
Office/Employment	150,000 gross sq. ft.	1.25 million gross sq. ft.	<u>71,150 gross sq. ft.¹</u>
Residential	200 dwelling units	1,000 dwelling units	<u>600 dwelling units</u>
<u>Parking</u>			<u>300 parking spaces²</u>
Transportation (PM peak hour)			
Total Trips	915	3,441	<u>1,740</u>

1. The office/employment category includes 50,000 square feet of office/employment uses and an additional 21,150 square feet of community facilities.
2. In the Downtown Lake Stevens Subarea, the parking category refers to public or commercial parking lots, not individual parking spaces required for each individual land use.

LSMC 14.40.090 More Specific Use Controls

Table 14.40-I Note to editor - the CBD and SRC columns will be deleted in their entirety.

14.44.015 Residential Transition in the Central Business District.

Residential uses may be located in the Central Business District without being located over a permitted nonresidential use if the following criteria are met:

- (a) The property is located on the perimeter of the CBD and the abutting property is zoned Multi-Family Residential. For the purpose of this subsection, properties that are separated by a public right-of-way are not considered to be abutting.
- (b) The residential development is a part of a master site plan approved by the City, which may involve one lot or more. The commercial element of the plan must be developed within the boundaries of the master site plan concurrently with, or prior to the construction of single-use residential structures. The process for the specified land use permit shall be used for approval of the master site plan.
- (c) The total area of the footprint(s) of the single-use residential building(s) shall not exceed the total area of the footprint(s) of the new commercial building(s) at any time.
- (d) All portions of the single-use residential buildings are within 100 feet of the perimeter of the Central Business District boundary.
- (e) The commercial buildings front along at least 60 percent of the abutting public rights-of-way.
- (f) The free-standing residential buildings do not front along more than 25 percent of the abutting public rights-of-way. (Ord. 588, 1998)

14.110.040 Level of Service Standards.

- (a) Transportation. All City streets shall maintain an LOS C or better at peak hour traffic in residential areas and LOS E along arterials and collectors in other areas at peak hour.
- (b) As part of the subarea plans, the level of service for the subareas has been modified from an intersection LOS Standard "C" or "E" to a system LOS Standard "E" for each subarea. The system would

consist of key intersections and connecting roads servicing each subarea. Under this approach, the LOS analysis would take the accumulative average LOS from intersections within the transportation network, while excluding intersections with State Route facilities.

- (1) For the 20th Street SE Corridor Subarea, this would include all intersections within the defined subarea boundaries of the 20th Street SE Corridor with the exclusion of SR-9 intersections.
- (2) For the Lake Stevens Center Subarea, this would include all intersections within the defined subarea boundaries of the Lake Stevens Center excluding SR-9 and SR-204 intersections.
- (3) Given the vision for a mixed-use neighborhood that functions as a local and regional destination, with multimodal transportation elements, it is reasonable to modify the LOS standard to LOS F for arterials and collectors in the Downtown Lake Stevens Subarea for the PM peak and emphasize safe pedestrian amenities to maintain the character of the district.

(3c) For the purpose of this section, transportation level of service shall be the percentage of the capacity of the roadway (number of cars that a road is capable of handling) which is actually used by traffic during any one hour. For example, if the roadway has a capacity to serve 100 cars per hour, and it is observed that there are 70 cars per hour on that road, the percentage is 70 percent, which is also called a volume/capacity ratio. LOS C shall be defined as having a volume/capacity ratio greater than 70 percent and less than or equal to 80 percent. For LOS D, that ratio is greater than 80 percent and less than or equal to 90 percent. For LOS E, that ratio is greater than 90 percent and less than or equal to 100 percent.

(ed) Parks. ~~Seven and one half acres per thousand population per the Comprehensive Plan.~~ (Ord. 876, Sec. 23, 2012)

Attachment 6

II. SITE ORIENTATION AND DESIGN

A. Pedestrian Orientation & Streetscape

Intent – Ensure that buildings enhance the community character and pedestrian environment

1. **Pedestrian Oriented Zone** – Commercial buildings shall be set as close as possible to the sidewalk, subject to LSCM 14.38.040, but provide enough space for pedestrian uses. Structures with a defined street orientation must provide a pedestrian area behind the sidewalk and edge of the building that includes at least two of the following elements to compliment the intended use:¹

- a. Accent lighting to accentuate key landscape and architectural features;
- b. Public artwork;
- c. Special paving, such as colored/stained concrete, brick, or other unit paver;
- d. Site furnishings, such as seating, benches, tables, or low seating walls, etc.; and
- e. Outdoor dining areas.

1. Commercial buildings within the Downtown Subarea with a defined street orientation to Grade Road, 20th St. NE, Main Street and 18th St. NE must receive approval from the City for the design and construction of the pedestrian area behind the sidewalk and edge of building. City standards for sidewalk paving, lighting and street furnishings are required to preserve the continuity of the streetscape design established by Public Works for improvements to Main Street, Grade Road and 18th Street NE.

2. **Street Landscaping** – all developments must provide landscaping along the street appropriate to the applicable street network identified in the Subarea Plan and according to the City's Engineering Design and Development Standards (EDDS):

- a. Street trees must be planted in a tree well approximately every thirty feet on center, in the public amenity area, between the sidewalk and street in commercial areas and along arterial and collectors.
 - i. Street tree wells must include either decorative pervious pavers or ornamental grating level with the sidewalk.
 - b. Full planter strips are allowed along residential streets.

Figures 1 and 2 show pedestrian zones and pedestrian amenities

Figure 3 sidewalk zones

3. Setbacks

- a. Commercial buildings shall be set as close as possible to the sidewalk, but provide enough space for pedestrian uses and amenities, as described in Section II.A, subject to the following:
 - i. Distinctive entries or covered courtyards, located along a pedestrian-oriented facade, may touch the sidewalk for design purposes; and
 - ii. Buildings at the corners of intersections should be set back from the corner property lines to incorporate pedestrian amenities.

4. **Site Landscaping** – all developments are encouraged to provide distinctive landscape elements, comprised primarily of hardy, attractive, and easily maintained native Northwest plants, appropriate to the scale of development, within pedestrian-oriented areas that may include a mix of the following elements:¹

- a. Planter beds that integrate standard planted materials along with perennials and/or annuals to provide seasonal color;

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- b. Planters or large pots with small shrubs and seasonal flowers;
- c. Hanging baskets; and/or
- d. Special features such as rock walls, hardscape, boulders, water features.

4. Developments within the Downtown Subarea with a defined street orientation to Grade Road, 20th St. NE, Main Street and 18th St. NE must receive approval from the City for the design and construction of site landscaping. City standards are required to preserve the continuity of the streetscape design established by the Public Works for improvements to Main Street, Grade Road and 18th Street NE.

5. Drive-through Uses

- a. Uses that require drive-through lanes shall provide adequate vehicle queuing space outside the public right-of-way, but on- site in vehicular circulation aisles.
- b. Drive-through lanes shall be located along secondary and rear facades, but cannot be located between the building and the public right-of-way, unless another intervening building(s) exists between the drive-through and public right-of-way and adequately screens the drive-through;
- c. Two drive-through lanes shall be permitted for the specific business being served by the drive-through lane, with only one drive-through lane allowed in the Main Street District;
- d. Access to the drive-through shall be provided only from an associated parking area; direct access to a drive-through from a project entry drive aisle or from a public or private road shall not be allowed; and
- e. One of the methods identified in Section II.G.I.b must screen drive-through uses.

Figure 4 street orientation and site landscaping

Figure 5 preference for location of drive-through uses

B. Architectural Landmarks & Gateways

Intent – Promote distinctive architectural landmark structures at key commercial intersections

1. Structure – developments situated at the intersection of two arterial streets or an arterial street and a collector street shall include an enhanced structure on the corner to mark that location as an architectural landmark. To achieve this effect, the structure's vertical dimension shall be at least 25 feet. The structure may incorporate functional space, but may be merely decorative. Landmark structures should include at least two of the following features 1:

- a. A tower;
- b. A distinctive roof form;
- c. A pergola, trellis or arcade;
- d. Public art with a valuation of at least 0.5% of the total construction cost;
- e. Over-sized windows; and/or
- f. One of the landscape elements from II A 4

4 Within the Downtown Lake Stevens Subarea, developments shall not include an enhanced structure on the corner to mark that location as an architectural landmark. The central feature of the Downtown Subarea is North Cove Park and adjacent buildings are intended as 'background' to the natural environment. Rather than buildings as landmarks, development should act to fit in with qualities of the new development that are not in conflict or competition with the qualities of architecturally significant neighboring buildings and architectural design elements within North Cove Park. .

Figures 6 (left), 7(above) and 8(below) illustrate distinctive gateway treatments

C. Plazas, Courtyards, & Seating Areas

Intent –Create a variety of usable and interesting open spaces within private development for pedestrian use

1. New or renovated buildings shall provide plazas, courtyards, or other pedestrian spaces at or near their main entrances.¹
2. Retail Centers or business parks under common ownership, where the primary orientation is not a commercial street, may provide a central combined plaza or other pedestrian open space, easily accessible at or near their main entrances.
3. Pedestrian spaces should be a minimum of one square foot of plaza per 100 square feet of building area.
4. Plazas, courtyards and other pedestrian spaces should include at least one of the landscape elements from II.A.4.
5. Plaza or courtyard should include public seating, such as benches, tables, or low seating walls. When public seating is provided, the area must contain at least three feet of seating or one individual seat per 100 square feet of the plaza or courtyard.
6. Covered plazas or partially covered plazas are encouraged to allow year round use.

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¹ New or renovated buildings within the Downtown Lake Stevens Subarea developments along Main Street and 18th Street NE shall provide plazas, courtyards, or other pedestrian spaces at or near their main entrances with designs approved by the City. City standards for pavement, lighting and furnishings are required to preserve the continuity of the streetscape design established by the City for improvements to Main Street, Grade Road and 18th Street NE.

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Figure 9 mixed-use building with plaza space at the corner

Figure 10 pedestrian open space within a private development

D. Lighting

Intent – Ensure that lighting reinforces the design concept, contributes to the streetscape character, and does not disturb adjacent developments

1. Street Lights

- a. Pedestrian-scaled lighting, generally below 16 feet, is required along streets and in plazas and courts.
- b. Use city-approved street light fixtures along street frontages.
- c. Provide complementary lighting fixtures throughout the subarea, that enhance the area's architecture and character, including but not limited to pathway, accent, bollards, parking lot, and wall mounted light fixtures.

Figures 11 (left) and 12(right) examples of lighting fixtures

2. Site Lighting

- a. Accent lighting may be incorporated in design to draw attention to special building and/or landscape features.
- b. Up-lighting on trees and provisions for seasonal lighting are encouraged.

c. Exterior lighting fixtures shall be high quality, incorporate architectural detail, and maintain a pedestrian-scale that enhances the site's architecture and character.

Figures 13 pedestrian scaled lighting

E. Crosswalks & Intersections

Intent – Enhance pedestrian safety by consolidating driveways, while providing for adequate vehicular and service access

1. Crosswalks & Intersection Treatments

- a. Major intersections where two arterial streets or an arterial street and a collector street intersect shall use different materials and textures from the adjacent street paving (e.g., stamped or stained concrete, decorative pervious pavers, etc.) to demarcate crosswalks.¹
- b. To increase area wide aesthetic appeal, intersection control features, such as raised islands, dividers, etc. must be treated in the following manner:
 - i. When the feature is paved, it must be paved in a different material and texture than the adjacent street paving (e.g., stamped or stained concrete, decorative pervious pavers, etc.); or
 - ii. When the feature is not paved, it must provide special landscaping that may integrate planters with perennials and/or annuals, rock walls, boulders, water features, and/or accent lighting with standard planted materials.

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¹ Within the Downtown Lake Stevens Subarea, the design of all intersections, crossing and intersection control features must receive approval from the City to preserve the continuity of the streetscape and intersection design established by the Public Works for improvements to Main Street, Grade Road and 18th Street NE.

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Figures 14 (left), 15 (above), and 16(below) illustrate decorative road treatments

F. Pedestrian Connections

Intent – Create a network of safe and attractive pedestrian linkages that connect buildings, pedestrian spaces, and parking areas

1. Pedestrian pathways

- a. Provide clearly defined and convenient pedestrian pathways not less than five feet wide in the following locations:
 - i. Between public rights-of-way and building entrances;
 - ii. Between parking lots and building entrances;
 - iii. Between adjacent developments;
 - iv. Where a transit stop abuts a site include a pedestrian walkway from the main entrance to the transit stop; and
 - v. On sites abutting vacant or underdeveloped land, provide connections for future pathways and sidewalks.
- b. Pedestrian connections should be clearly defined in a combination of at least two of the following ways:
 - i. Six-inch vertical curb;
 - ii. Trellis;
 - iii. Special railing;
 - iv. Bollards;
 - v. Special paving;

- vi. Low seat wall and/or other architectural features;
- vii. Pedestrian scale lighting, bollard lighting, accent lighting, or combination thereof; and/or
- viii. Continuous landscape area (minimum three foot width) on at least one side of the walkway, except where the walkway crosses vehicular travel lanes.

Figures 17 (above) and 18 (below) pedestrian pathways and connections

G. Parking Lots

Intent – Reduce the visual impact of parking lots through landscaping and/or architectural features; Maintain pedestrian visibility and security; and Encourage parking structures

1. Parking Lot Configuration & Screening

- a. Locate parking lots behind buildings, when possible.
- b. Where parking lots remain in front of or beside buildings, parking lots shall be screened adjacent to the right-of-way with one of the following treatments:
 - i. Low walls made of concrete, masonry, or similar material not to exceed a total height of three feet, within a minimum five-foot landscape bed that contains a mix of trees and shrubs per Section 14.38.070 LSMC; and
 - ii. Raised planters made of concrete, masonry, or similar material not to exceed a total height of three feet including planter and landscape material that contains a mix of trees and shrubs per Section 14.38.070; and
 - iii. A minimum 10-foot wide landscape buffer per Section 14.38.070.

Figure 19 low wall with landscaping along street edge

Figure 20 raised planter along street edge

Figure 21 enhanced landscaping along street edge

- c. Fencing around parking lots shall be allowed if the following conditions are met:
 - i. The fence does not exceed a maximum height of six feet and any portion higher than three feet must be 75% transparent;
 - ii. The fence complements the material or architectural style used in the development; and
 - iii. Chain link fencing, coated or uncoated, shall not be used on any street frontage, adjacent public sidewalk or adjacent to a residential or pedestrian area, but may be allowed in service areas not visible to the public.

2. Parking Lot Landscaping

- a. Provide landscaping within all parking areas to reinforce circulation patterns, especially at entrances, the ends of drive aisles, and along pedestrian walkways and streetscape.
- b. Provide a mix of evergreen and deciduous trees and shrubs, annuals and perennials, and groundcover to provide multi- seasonal interest, color, and texture as a unifying design element to frame human-made elements with a natural backdrop.
- c. Encourage the use of hardy, attractive, and easily maintained native Northwest plant material to conserve water.
- d. As feasible, it is strongly encouraged that all developments consider using required landscape areas to augment the developments stormwater system with Low Impact Development techniques, such as rain gardens as seen in the city's EDDS document.

Figure 22 parking lot landscaping

Figure 23 pedestrian path through a parking area

Figures 24(above) and 25 (below) show multipurpose landscape areas for screening and stormwater control

3. Parking Structures

- a. Ground level parking structures shall complement the architecture of the building and cannot dominate the ground level of street frontages or primary facades and must be screened from view by at least one of the following:¹:
 - i. Screen exterior walls with architectural details, such as banding, a frieze, cornice, trellis, reveal, decorative metal artwork, or similar;
 - ii. Provide a minimum five-foot wide landscape area along the length of the parking structure that includes the elements of Section 14.38.070 LSMC;
 - iii. Wrap the front of structured parking areas with active building spaces, such as retail storefronts to blend in with other buildings; and
 - iv. Excavate structured parking areas, so that living or retail space above is brought closer to ground level.

¹ Within the Downtown Lake Stevens Subarea, parking structures along Main Street and 18th Street NE (fronting North Cove Park) shall incorporate active ground-floor uses such as retail, and parking structures on 18th Street NE (east of Main Street) shall be located behind or attached to commercial uses fronting 18th Street NE. Where active uses, such as retail, are incorporated into a structure they are to be built to the sidewalk or allowed up to a 10-foot setback for outdoor seating, display or landscaping.

Parking structures shall be designed with flat floors around the exterior when abutting and visible from the street. Vehicle access shall include an internal two-way ramp with one-way circulation around the perimeter. No dead ends are allowed. No vehicular access to a parking structure is allowed along Main Street or 18th Street NE (west of Main Street).

Figure 26 structured parking along street edge

H. Screening of Trash & Service Areas

Intent: Screen trash, service, utility, and mechanical areas from public view in pedestrian or residential areas

1. Service Areas

- a. Locate service areas away from primary pedestrian areas, such as near the rear of a building or off an alley, when possible.
- b. Loading and service areas shall not face any residential district, public street or plaza space; unless no other location is possible.
- c. Consolidate garbage/recycling dumpsters.
- d. Screen all visible service, loading and trash collection areas by a combination of plantings and architectural treatments.
- e. Acceptable screening methods include:
 - i. A masonry or wood enclosure that reflects the primary building's architecture, including but not limited to consideration of proportion, color, texture, and materials (chain link fencing with complementary colored slats are acceptable on gates);
 - ii. Five-foot wide landscape screen per 14.76.040(a)(2); or

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- iii. Other treatment approved by the City.

Figure 27 screening of trash area

Figure 28 consolidated meters screened by landscaping

III. BUILDING DESIGN

A. Primary Orientation

- a. Orient windows, main entrances, and other principal building elements toward the street¹ to strengthen the pedestrian- oriented environment and street front pattern.
- b. Storefronts, windows, merchandise, and other aspects of business activity should be visible to people traveling along streets or along primary facades inside shopping centers.
- c. Buildings, landscaping, and other public amenities (e.g., accent lighting, outdoor dining areas, drinking fountains, distinctive paving, public art and/or water features, etc.) should be the predominant site features, rather than parking lots.
- d. Buildings/businesses facing a public street on one side and a parking lot, pedestrian pathway, and/or street on other sides, are strongly encouraged to provide a secondary entry from the parking lot, pedestrian pathway, or alley.

Figures 29 (left), 30 (above), and 31(below) commercial buildings oriented toward pedestrian spaces

¹ Private lanes or principal drive aisles inside shopping centers shall be considered

streets for design purposes.

B. Ground Level Details

Intent – Enhance building facades and entrances to increase the visual ground-level appeal; Ensure that entrances and primary facades are easily identifiable, protected, and accessible from streets, sidewalks, and parking areas; and Provide a visual connection between activities inside and outside of buildings.

1. Entrances

- a. Principal building entrances shall be visible from the street or primary façade and marked by at least one of the following elements:
 - i. Large entry doors;
 - ii. Recessed entrance;
 - iii. Protruding entrance; or
 - iv. Portico, arcade, or like.
- b. Principal building entrances should be further enhanced with a change in material, color, or texture.

2. Weather Protection

- a. Principal building entrances and primary facades shall incorporate weather protection with a minimum depth of five feet) such as awnings, canopies, pergolas, etc. that meet the following requirements:
 - i. The weather protection features shall extend along a minimum of 75% of the ground floor façade;

- ii. The vertical dimension between the underside of a canopy and the sidewalk or entry pathway shall be at least eight feet and no more than 12 feet; and
- iii. Plastic or similar low-quality materials are not allowed for weather protection features.

Figure 32 covered entrance

Figure 33 ground level weather protection features

3. Facade Details

- a. Principal building entrances and primary facades of commercial and mixed-use buildings shall project a pedestrian-friendly design by including at least three of the following elements:
 - i. Kickplates and transoms for storefront windows;
 - ii. Projecting window sills;
 - iii. Pedestrian scale signs;
 - iv. Plinths, pedestals, or similar features;
 - v. Seasonal hanging baskets supported by ornamental brackets;
 - vi. Pedestrian-oriented lighting; and
 - vii. Architectural details that may include ornamental tile work medallions, or similar.
- b. Windows:
 - i. Storefront windows shall cover approximately 75 percent of the façade, between two feet and eight feet above, grade where the primary façade fronts a commercial street to retain visual continuity with the street.
 - ii. Within retail centers and in business parks, where the primary orientation is not a commercial street, structures should include storefront windows as integral design elements with consideration to form and function.
- c. When a building has a public secondary façade, the secondary façade shall include the following elements:
 - i. Visible and easily accessible entries, architecturally related to the main entry;
 - ii. Weather protection over entries;
 - iii. Storefront windows, between two feet and eight feet above grade, covering approximately 50% of the portion of the façade at entries; and
 - iv. At least two of the elements in section III.B.3.a.

Figure 34 different desirable ground level detail

Figure 35 storefront window transparency along the street

4. Blank Wall Treatments

- a. Blank walls longer than 30 feet facing streets or visible from pedestrian or residential areas shall incorporate at least two of the following:
 - i. Substantial landscaping that may include trees, shrubs, ground cover and/or planters or trellises with vines or similar vegetation adjacent to the wall;
 - ii. Architectural detailing, reveals, contrasting materials or other special visual interest;
 - iii. Integrated artwork, such as bas-relief or sculpture;

- iv. Display windows; and
- v. Other treatment approved by the City.

Figures 36 (left), 37(above) and 38 (below) different blank wall treatments

C. Massing & Articulation

Intent – Reduce the apparent bulk of buildings and facades and maintain human scale architecture

1. Massing

- a. Buildings above 30 feet in height must provide a defined building top, middle, and base.
 - i. The base will include distinct architectural features, masonry, and colors. *For the Downtown Subarea, colors should use natural earth tone colors and emphasize materials in their natural form where possible.*
 - ii. The middle of the building will include a change in materials or color, or inclusion of distinct windows, balconies, step-backs and signage.
 - iii. The top of the building will emphasize a distinct profile or outline with elements such as a projecting parapet, cornice, upper level setback or pitched roofline.

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2. Articulation

- a. Horizontal building façades shall include articulation, at least every 30 feet, along façades that face streets and/or where the primary entrance is oriented to a parking lot to visually divide the façade with at least three of the following methods:
 - i. Varied building heights, roof forms, and orientation;
 - ii. Changes in building material;
 - iii. Changes in building color;
 - iv. Different window types, including bay windows; and/or
 - v. Project, recess, and/or offset portions of the façade to a minimum depth 18 inches with a width of four feet.

Figures 39 (top right), 40 (middle right), and 41 (bottom right) illustrate scale- reducing elements through vertical and horizontal articulation

D. Architectural Character

Intent – Provide well-designed buildings that use high-quality materials that highlight subtle and refined design elements to enhance the visual character of the district

1. Design Concept

- a. Establish vibrant contemporary urban districts that use high- quality, modern building materials and methods to create a visual identity that is distinct from historic architectural styles.
- b. Create a varied, non-homogenous set of buildings within each neighborhood and throughout the district.
- c. Architectural design for commercial and mixed-use buildings should minimize corporate architecture.

For example, some fast food franchises have specific architectural features that reinforce their identity.

Buildings that function as signs are discouraged because they are difficult to adapt to other future uses.

Figures 42 (left – commercial) and 43 (left – office / mixed-use) show desirable subarea amenities

Figures 44 (above – mixed-use) and 45 (below – office) typify desirable design concepts for different uses

2. Building Materials

- a. Construct buildings with durable, high-quality materials that enhance the character of the area.¹
 - i. Building façades should be composed predominantly of durable materials such as decorative masonry (but not flat concrete block) wood siding, and/or quality materials resembling wood, stone or masonry siding;
 - ii. Incorporate metal cladding, concrete, glass, tile as well as natural materials as secondary materials to increase aesthetic appeal;
 - iii. Tilt-up construction is allowed, when exposed concrete is finished with other materials, design patterns and colors compatible with surrounding buildings;
 - iv. Change finish materials, colors, or textures on building elements to provide further articulation, add variety, and define building details or even functions; and¹
 - v. Limit the use of low-quality, less durable materials with high life-cycle costs, such as plywood sheathing, "T-111"- like siding, and vinyl siding for exterior cladding.
- vii. No more than three types or methods of cladding are to be used on a building.

1 Within the Downtown Lake Stevens Subarea, use colors and material palettes that complement and fit in with Lake Stevens' natural environment of hillsides, rivers/creeks and the lake.

Use natural earth tone colors and emphasize materials in their natural form where possible. Warm neutral color schemes of gray and white are encouraged for buildings utilizing stone, concrete or stucco. Warms tans and browns are recommended for buildings utilizing brick and wood.

The richness of color and texture inherent to the materials available in the Northwest shall be emphasized by layering and mixing cool and warm materials to create a well-rounded palette. Cool materials include steel, concrete, glass, and white/gray/black brick. Warm materials include natural brick and wood. Materials like metal panel, concrete, and brick can be warm or cool as desired for contrast.

3. Windows

- a. Consider multi-paned window fenestration (windows with several panes separated by mullions).
- b. Consider incorporating window trim that differs in material, provides a contrasting color to the building and/or incorporates projecting window sills.

Figures 46 (above) and 47 (below) demonstrate use of materials and windows to enrich the quality of the building

4. Rooflines

- a. Include a variety of roof slopes, details, materials, and configurations.
 - i. Provide dormers, stepped roofs, gables, or other elements to reinforce the modulation or articulation for storefront development or to break up larger buildings.
 - ii. Buildings with pitched or sloping roofs shall have a minimum slope of 4:12 and a maximum slope of 12:12.

- b. Commercial buildings with flat roofs shall be architecturally treated or articulated with a parapet wall, combined with ornamental molding, entablature, frieze, cornice or other architectural detail to create a prominent edge when viewed against the sky.
- c. Cornices shall be made of a different material and color than the predominate siding of the building.

5. Screening Rooftop Equipment

- a. Use low profile or recessed mechanical units on rooftops.
- b. Screen rooftop mechanical and communications equipment from the ground level of nearby streets.
- c. Screen mechanical and communications equipment with architectural features, such as an extended parapet wall or other integrated elements.
- d. Integrate mechanical and communication equipment into the design of the roofs and buildings.

Figure 48 varied roof pattern along the street in an office building

Figure 49 different roof forms

E. Signs

Intent – Encourage creative and unique sign designs to ensure signs complement the design concept, and are not principally oriented to automobile traffic

1. Creativity and Quality Design

- a. Signs should be highly graphic in form, expressive and individualized.
- b. Signage must include design and materials, consistent with the design and architecture of the primary building(s).
- c. Signs should use clear, bold graphic symbols and logos.
- d. Signs should convey the product or service offered by the business in a bold, graphic form.
- e. Projecting signs or suspended signs, supported by ornamental brackets, oriented toward pedestrians are strongly encouraged where allowed.
- f. Signs shall not be roof mounted or extend higher than the roof edge, parapet, or exterior wall.
- g. Signs fabricated out of mixed-media, including metal reverse- illuminated letters, illuminated individual letters, signs etched or cutout of solid material, such as wood or brass and illuminated from behind are preferred.
- h. Cabinet and plastic sheet type signs are discouraged and subject to design approval.

Figures 50 (above) and 51 (below) show creative pedestrian- oriented signage along the street

2. Freestanding Signs

- a. All freestanding signs are subject to the following restrictions:
 - i. Freestanding signs that are low and generally horizontal in form are preferred;
 - ii. All freestanding signs must sit on a substantial base constructed out of brick, rock, masonry, aggregate, treated concrete or similar material that extends a minimum of 12- inches out of the ground;
 - iii. Freestanding signs must include design and materials, consistent with the design and architecture of the primary building(s).

- iv. Freestanding signs must be surrounded by low shrubs, ground cover and/or seasonal flowers to create visual interest and seasonal color; and
- v. Monument signs in commercial areas can be internally illuminated or externally lighted, but in other areas, particularly residential, external illumination is required

Figures 52 (left), 53 (above), and 54 (below) illustrate desirable freestanding sign elements

3. Pedestrian-Oriented and Wall Signs

- a. All pedestrian-oriented and wall signs are subject to the following restrictions:
 - i. Pedestrian-oriented signs should be smaller in scale than those oriented to passing traffic;
 - ii. Signs projecting from facades or are suspended over walkways or sidewalks are preferred in mixed-use districts;
 - iii. Signs shall not cover architectural features such as building trim, or ornamentation including areas between vertical piers or columns, blank areas on a gabled roof, or upper reaches of a false-fronted building
- b. Wall signs must be integrated into the building's architecture and tenant layout by at least one of the following means:
 - i. Wall signs must be centered above the business' entrance;
 - ii. Wall signs must fit within the architectural features of the building, such as being centered on a recessed panel or area specifically designed for signage;
 - iii. Sign aligned within a major building element such as centered under a roof gable or special corner feature; and
 - iv. Other measures acceptable to the city that meets the intent of these guidelines.

Figures 55 (above) and 56 (below) examples of high quality wall sign and pedestrian-oriented signs

IV. MULTIFAMILY NEIGHBORHOODS

Intent – Reinforce the residential character of multifamily developments; and Create usable areas such as plazas, courtyards, and other outdoor spaces with robust landscaping.

A. Site Design

1. Orientation

- a. Orient building entrances to public streets, within the confines of the site characteristics, to enhance the character of the street that include the following:
 - i. Direct entries and access to the sidewalk on exterior buildings including to the public sidewalk;
 - ii. Pedestrian walkways or paths to every unit;
 - iii. A minimum of five-foot front landscaping that may include a mix of lawn, trees, shrubs, and seasonal flowers, subject to LSMC 14.38.070, between the building and sidewalk; and
 - iv. Decorative features, such as trellises, benches, special lighting, boulders, etc are encouraged between the building and sidewalk.
- b. Provide a frontage character compatible with existing neighborhoods, as appropriate.

2. Landscaping

- a. Use landscaping to unify the overall site design and to reduce the visual impact of multifamily developments and provide usable outdoor space for residents.

2 applicable to High Urban Residential and Mixed-Use Neighborhood districts

Figure 57 appropriate interior landscaping

Figure 58 enhanced perimeter landscaping

- i. Provide internal landscaping, in areas of the site not otherwise developed, comprised of native plants, with a mix of lawn, planting beds, trees and shrubs, annuals and perennials, rock features, water features, and/or accent lighting.
- ii. Retain existing native or desirable mature vegetation
- b. Encourage the use of hardy, attractive, and easily maintained native Northwest plant material to provide multi-seasonal interest, color, and texture.
- c. Integrate stormwater features into the landscape as attractive site amenities, not merely, as utilitarian features.

3. Outdoor Spaces

- a. Provide a combination of both private and common outdoor spaces visible and accessible to residents large enough to provide functional leisure or recreational activity.
 - i. Common outdoor spaces shall be a minimum of 20 percent of the site with a minimum width of 20 feet. To maximize usability, multifamily developments should combine common open spaces into larger areas.
 - ii. Common outdoor spaces used to meet these guidelines shall not be located within required buffer areas.
 - iii. Do not locate outdoor spaces adjacent to dumpster enclosures, loading/service areas or other incompatible service areas.
 - iv. Open spaces should be oriented to receive sunlight, when possible.
 - v. Taller mixed-use structures may provide roof top outdoor spaces.
 - vi. Provide lighting within outdoor spaces to provide visual interest as well as an additional security function.
- b. Common outdoor spaces shall provide at least three of the following amenities to accommodate a variety of ages and activities:
 - i. Site furnishings (benches, tables, bike racks, etc.);
 - ii. Picnic areas;
 - iii. Patios, plazas, atriums, or courtyards;
 - iv. Tot lots and play fields;
 - v. Gardens;
 - vi. Open lawn; and/or
 - vii. Sports courts, such as tennis or basketball courts.

Figure 59 inviting outdoor space

- c. Provide each dwelling unit with a private outdoor space that may include balconies, yards, decks, terraces, and patios not less than 50 square feet with no dimension less than five feet. Within the Downtown Subarea, upper floor residential units are not required to have balconies.

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d. Ground level open spaces are subject to the following standards:

- i. Screen private open spaces with berms, low walls, fences, hedges, and/or landscaping;¹ and
- ii. Limit walls, hedges, and fences to a maximum height of 42 inches that is no more than 60% opaque; and
- iii. Walls or fences must integrate with the architecture of the building and add visual interest in detail, materials, or color of the feature.
- iv. Within the Downtown Subarea, ground-level street fronting dwelling units with individual doors accessing the street shall have stoops or entry areas setback from the sidewalk and utilize landscaping, low walls or open picket fencing to provide a level of privacy between dwellings and the sidewalk. The use of solid walls or solid fencing greater than 42 inches is prohibited.

B. Parking and Access

Intent – Reduce the impact of parking facilities on the streetscape and neighboring properties

1. Limit shared ingress and egress lanes to one lane for every 300 linear feet of street frontage or one lane per lot if the frontage is less than 300 feet.
2. Preferred Parking:
 - i. Side, rear, or internal for stacked apartments or condominiums using surface lots or structures or providing carports or garages;
 - ii. Surface lots must follow the elements of Section II.G; or
 - iii. First level from streets for townhomes. Front yard parking aprons or pullouts are allowed if no alternative exists.
3. Carports and detached garages shall incorporate pitched roofs of a design similar to the principal structure; minimize blank garage doors; and provide architectural details on the garage door or structure.
4. Attached carports and garages shall incorporate pitched roofs of a design similar to the principal structure or recess garage doors from structures; minimize blank garage doors; and provide architectural details on the garage door or structure.

5. Within the Downtown Subarea, no immediate driveway access to a parking structure is allowed from Main Street.

Figures 60 (above) and 61 (below) examples of structured parking facilities

5. Ground level parking structures should be screened from view by the following methods:

- i. Screen exterior walls with architectural details, such as banding, a frieze, cornice, trellis, decorative metal artwork, or similar; and
- ii. Provide a minimum five-foot wide landscape area along the length of the parking structure that includes the elements of LSCM 14.38.070.
- iii. Within the Downtown Subarea, ground level parking structures are not allowed to face on to Main Street. Parking structures located behind ground level storefronts is allowed.

C. Building Design

Intent – Maintain the residential scale and character of neighborhoods and project an image of quality

1. Pitched Roof Forms

- a. Residential structures are encouraged to use gabled roofs to emphasize vertical proportions and create modulation.
- b. Incorporate pitched roof forms having slopes between 4:12 and 12:12.

c. Alternate dormers and rooflines to reinforce roofline modulation.

d. Within the Downtown Subarea, mixed-use residential buildings with gabled or flat roofs are appropriate.

2. Design to Increase Privacy

- a. Provide designs to maximize privacy from adjacent yards and residences.
 - i. Locate windows high on walls & stagger placement of windows on adjacent buildings (use sight-obscuring glass, when design cannot practically minimize privacy impacts.
 - ii. Set balconies back at least 10 feet from side or rear property lines.
 - iii. Fences used to separate private and public spaces shall not exceed 42-inches in height.

Figure 62 varied pitched roof forms

Figure 63 private interior open spaces

3. Architectural Character & Scale

- a. Use lines and rhythms to create a human scale streetscape by including a mix of vertical and horizontal elements as expressed by bays, belt lines, doors and windows.
- b. Modulate building facades along the public street at least every 30 feet by projecting or recessing portions of the façade at least four feet.
- c. Residential structures shall emphasize single-story massing elements using architectural features such as porches and bays, dormers, etc. as seen from the street.
- d. Residential structures are encouraged to change materials, colors, and/or textures on different elements to provide further articulation and additional variety and character.

Figures 64 (above) and 65 below provide examples of articulation and modulation along street

V GLOSSARY & DEFINITIONS

Arcade – An arched covered passageway along a building facade open to the street frontage.

Architrave – The lowest division of an entablature resting immediately on the capital of the column in classical architecture and/or the molding around a rectangular opening, such as a door.

Articulation – Articulation means a design emphasis placed on particular architectural details, materials, changes in building plane (recessed or extended from building surface), contrast in materials, or decorative artwork.

Awning – Awning means a roof-like cover extending over or in front of a structure (as over the deck or in front of a door or window) as a shelter.

Balcony – Balcony means an outdoor space built as an above-ground platform projecting from the wall of a building and enclosed by a parapet or railing.

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Bay Window – Bay window means typically a multi-paned window protruding from the main exterior wall.

Belt Course – A course of masonry that extends the length of a façade and visually stands out from the rest of the wall by color, texture, pattern, projection or recess.

Blank Walls – Any wall or portion of a wall over four feet in height at ground level that is longer than 30 feet and has a surface area of 400 square feet of vertical surface without a window, door, or building modulation or other architectural feature

Bollard – A low post made of stone, concrete, or metal or other material that delineates a pedestrian area or walkway.

Column – A supporting pillar that typically consists of a round shaft, a capital, and a base

Cornice – Cornice means in classical architecture, the top, projecting section of an architrave, also any projecting ornamental molding along the top of a building, wall, arch, etc., finishing or crowning it.

Courtyard – Courtyard means a partially enclosed landscaped space.

Cupola – Cupola means a small dome or other shaped roof projection crowning a roof or turret.

Deck – Deck means an outdoor space built as an above-ground platform projecting from the wall of a building or above an occupied building floor.

Decorative Paving – Decorative paving means any paving surface that includes colored, textured, or stamped cement concrete, in addition to decorative unit pavers, bricks, tiles, or pavers, but does not include colored or stamped asphalt.

Eaves – Eaves mean the under-part of a sloping roof overhanging a wall.

Entablature – Entablature means the upper part of an order, consisting of architrave, frieze, and cornice.

Façade – Any face of a building.

Fenestration – The design, proportioning, and disposition of windows and other exterior openings of a building.

Frieze – Frieze means the middle division of an architrave, between the architrave and cornice; usually decorated but may be plain.

Frontage – Frontage means the portion of a parcel typically abutting a public street.

Gateway building – Developments situated at the intersection of two arterial streets or an arterial street and a collector street shall include an enhanced structure on the corner to mark that location as an architectural landmark.

Ground Level Transparency – Windows made of clear glass.

Landscaping – Area that is planted with vegetation in the form of trees, shrubs, grass, annuals, perennials, and groundcover that may include accent elements such as sculpture, fountains or pools, accent lighting, benches, or other outdoor furnishings; or decorative pavers.

Low-Impact Development – A variety of building techniques and systems designed to lessen the environmental impact of construction activities including but not limited to bio-retention cells, engineered landscapes, green/vegetated roofs, pervious/porous pavement, drought-tolerant landscapes, tree retention, etc.

Main Entrance – Entrance of the building, which is most architecturally prominent and contains operable doors.

Modulation – Stepping back or projecting portions of a building face within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure's exterior walls.

Mullion – Solid vertical strip or other upright that divides parts of a window.

Native Landscaping – Landscaping that exclusively uses any mix of trees, shrubs, ground cover, and flowers indigenous to the Pacific Northwest.

Parapet – Low wall or railing designed to architecturally protect or enhance the edge of a roof or balcony.

Pergola – Covered walk in a garden, or along a commercial frontage, usually formed by a double row of posts or pillars with beams above and covered with climbing plants.

Pilaster – Rectangular or round column or shallow pier attached to a wall constructed to coordinate with the style of the building.

Plinth – A continuous, horizontal portion of a wall that is closest to the ground or an adjacent walkway typically made of different material than the wall above it that extends out slightly from the wall above it.

Portico – Covered entrance of a building especially in classical architecture.

Projecting Sill – Window sill that extends at least 3 inches out from the wall in order to create a shadow line below the window.

Public Art – Element or feature whose primary purpose is to express, enhance, or illustrate aesthetic quality, feeling, physical entity, idea, local condition, historical or mythical happening, or cultural or social value visible to the public.

Examples of artwork include sculpture, bas-relief sculpture, mural, or unique specially crafted lighting, furniture, pavement, landscaping, or architectural treatment.

Reveal – A long, narrow, vertical or horizontal recess in a wall intended to create a shadow line and/or diminish the scale of the wall.

Scale, Architectural – Perceived relative height and bulk of a building relative to that of neighboring buildings.

Scale, Human – Perceived size of a building relative to a human being. A building is considered to have “good human scale” if there is an expression of human activity or use that indicates the building’s

size. For example, traditionally sized doors, windows, and balconies are elements that respond to the size of the human body, and therefore are elements in a building that indicate a building’s overall size.

Site Furnishings – Elements intended to be used by pedestrians, such as benches, bollards, waste receptacles, drinking fountains, chairs, tables, and telephone booths.

Special Landscape Treatment – Landscaping provided in addition to any planting required by code that typically includes elements such as seasonal flowers, unique specimen trees, artistically designed retaining walls, accent lighting, and/or sculpture.

Street Right-of-Way – Land dedicated primarily to the movement of vehicles and pedestrians and providing for primary access to adjacent parcels. Secondarily, the land provides space for utility lines and appurtenances and similar components.

Streetscape – Visual character of a street as determined by various elements such as structures, greenery, open space, views, etc.

Transom – Horizontal glass plane, typically encased in a wood or metal frame that separates the storefront from the upper facade.

Trellis – A frame supporting open latticework used as a screen or a support for growing vines or plants.

Trim – Framing or edging of openings and other features on a facade or indoors. It is usually of a color and material different from that of the adjacent wall surface.

Turret – A very small and slender tower.

Vertical Articulation – Visual division of a building’s facade into distinct sections or elements to reduce the apparent horizontal length of the facade.

Visually Permeable – Allows for views through the element or feature, although such views may be partially obstructed or obscured.

Attachment 7

Downtown Lake Stevens Capital Improvement Framework Plan Update

Implementation of the Downtown Lake Stevens Subarea Plan will require amendments to the city's Traffic Impact Zone 1 Capital Improvement Framework Plan, and other capital projects as follows:

1. Traffic Impact Zone 1 Transportation Projects (October 2012):
 - Remove project DTE 4 City Campus (26th NE)
 - Modify DTE 6 to include Grade Road/Hartford Drive realignment
 - Modify DT 9 123rd Ave NE to include pedestrian bridge only and update total cost
 - Remove project DT 10 19th Street NE
 - Remove project DT 13 17th Place NE
 - Add 16th Street NE improvements between Main Street and City limits – multi-use path
2. Facilities
 - Conference center
3. Parks and Recreation
 - North Cove Phasing Plan- project extents and estimated cost
 - Structures- pavilion and water tower type and estimated cost
 - Mill Cove Wetland Boardwalk
4. Utilities
 - Sewer
 - Water
 - Electrical

Attachment 8

June 8, 2018

Lake Stevens City Council and Planning Commission
1812 Main Street / PO Box 257
Lake Stevens, WA 98258

Dear Planning Commission and City Council:

I am writing as a member of the Citizen's Advisory Committee to express my backing for the proposed plan. I have been able to participate in the plan as a member of the Technical Resources Group and have had the opportunity to produce professional videos chronicling the plan's development. I have followed closely as the concept began as community ideas related to improving Main Street and North Cove Park to a full-blown plan that encapsulates a vision for redevelopment culminating in tangible implementation tasks.

Please move forward with the plan's adoption.

Sincerely,



Abe Martinez

From: [Jaime Crawford](#)
To: [Russell Wright](#)
Subject: RE: Special Interest Group - Downtown Plan Meeting
Date: Monday, June 4, 2018 11:09:53 AM

Russ,

Thanks for your quick response, you addressed all my concerns. I'm very excited to see how things evolve over the next few years. Thanks for all your hard work on this effort.

Jaime

From: Russell Wright <rwright@lakestevenswa.gov>
Sent: Monday, June 4, 2018 11:02 AM
To: Jaime Crawford <Jaime.Crawford@critigen.com>
Subject: RE: Special Interest Group - Downtown Plan Meeting

See below in your table.

Russ Wright, *Community Development Director*

City of Lake Stevens | Planning & Community Development
1812 Main Street | PO Box 257
Lake Stevens, WA 98258-0257
425.212.3315 | rwright@lakestevenswa.gov

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From: Jaime Crawford [<mailto:Jaime.Crawford@critigen.com>]
Sent: Sunday, June 3, 2018 11:39 AM
To: Russell Wright <rwright@lakestevenswa.gov>
Subject: RE: Special Interest Group - Downtown Plan Meeting

Russell,

Here are my comments on the Downtown Plan:

Page #	Comment/Question
8	What happens to the current waterfront residential parcel where Land Use is changed to D/LC? The existing residence can continue per the Shoreline Master Program (SMP). The goal is to extend the Central Business District (CBD) zoning in this area to create a large enough area for future redevelopment.
9	What type of development can occur in the new Shoreline High Intensity designation? The High-Intensity designation zoning would support the CBD zone and allow a mix of residential and retail/commercial.
10 and 39	With the addition/change of Grade Rd becoming a "Front Door" entry, how will the City

	<p>encourage the use of this road to get into downtown instead of Lundein Parkway to 20th? I didn't see any traffic mitigation discussions. Is this the solution?</p> <p>We are updating the capital facilities plan, which will be included in the road profile and be used to set updated mitigation fees for this traffic zone. Any development on Grade Road will be required to build to this profile. We will also need to advertise an education and wayfinding strategy on our website, social media etc.</p>
16	<p>What is the status of the residential parcel(s) adjacent to North Cove Park? Is the City going to purchase this property to expand the park? If so will you be able to access the park from N. Lakeshore Drive?</p> <p>The city is in the process of acquiring these properties. There will be eventual walking bridges across the slough into the park, no vehicular access is currently planned.</p>
20	<p>I really like the full build out proposal. I'm very supportive and feel like this will make Downtown Lake Stevens a true destination. I live within 1/2 mile and would walk downtown all the time if there were more attractions/events (Goal 2 on Slide 22). It is a bit more "developed" than I initially envisioned but am still supportive, especially if this level is required to create Goal 2 and 3.</p>
22	<p>I agree with all the Subarea Plan Goals</p>
23	<p>I understand the Plan will have a phased Implementation. Are the projects listed in sequential order? I also assume these are projects that the City can undertake or have some level of control over. Please confirm. Are these projects required in order to encourage outside investment to add the new residential and retail development?</p> <p>We have a grant and mitigation dollars in place to move forward with the design and construction for portions of the implementation projects. The city is under contract for designs of North Cove Park and Main Street. Both of these projects will have some phases of construction happen in 2019. The other projects are roughly prioritized and will depend on funding availability. All of these projects are designed to entice private development.</p>
25	<p>Love the concept for the park. Will the War Memorial get relocated within the park?</p> <p>The current plan is to relocate the War Memorial into the park, we are still refining a final location.</p>
29	<p>Love the Main Street Retail Destination plan. I'd love to see an expanded Jay's Market so you don't have to go to Frontier Village for weekly shopping. I also like the additional retail, which I would shop at regularly, especially if I didn't have to drive into Everett or Snohomish.</p>
30	<p>Would the upper floors of the multi-story buildings be apartments/condos? Also....how would this be built out without putting the existing business out of business? The current plan is a pretty drastic change. If there are restaurants going into this building I suggest having some outdoor seating along the sidewalks if that is possible. The drawings don't reflect this opportunity.</p> <p>The drawings are only conceptual, but the idea would be to have a mix of uses that could include apartments or condominiums and retail / dining. The design guidelines require outdoor plazas for all new commercial developments.</p>
34	<p>How do you develop the new multi-family without displacing the current residents of Colonial Gardens and Senior Manor? Also is the new housing going to be affordable enough for the current residents? Or will they be forced to move anyway?</p> <p>The concept drawings reflect untapped potential in several areas; the plan does not require redevelopment. Bonuses are included in the zoning regulations to incentivize the construction of affordable housing.</p>

35	<p>I like the Conference Center concept and that the Museum will be relocated. What I haven't seen so far is what will happen to the current Library Building? I don't think this is officially a "historic building" but I think it's one of the oldest standing buildings in Lake Stevens.</p> <p>The current library building is located over portions of the new road extension and park expansion and is slated to be demolished. The city is continuing to work with Sno-Isle Library District to find a new location.</p>
36	<p>Will the height of the new retail space obstruct any new views that would be created in the residential units in the multi-story building across the street? I think we have an opportunity to create new views, and don't want to immediately block them.</p> <p>The goal is to keep the block along North Cove Park free from obstructions – create new view corridors. The areas south of the proposed 18th would have a reduced height from the rest of the CBD zone.</p>
36 and 37	<p>I doesn't seem like we've created any additional boat parking. In the summer this can be problematic. Are we creating enough parking to support the new retail and conference center?</p> <p>The boat parking will remain. In fact the city and WDFW are working to rebuild the boat launch and parking lot this summer. The boat street parking will be maintained. Over time, the city has identified other areas to expand parking for downtown and boating.</p>
46	<p>Once all the plans are finalized/adopted what will the City do to encourage the development to occur? I'm assuming the City can create the public infrastructure to support the development, but there will need to be outside commercial development investment. Are there any commercial investors looking at development opportunities? I just don't want this plan to stay a plan.</p> <p>The city is adopting incentives: 1. The Planned Action Ordinance streamlines environmental review, 2. The city will consider a tax incentive for multifamily housing and 3. The city will consider going out for a development proposal. The city is committed to constructing Main Street and North Cove Park to kick off the plan.</p>

As you can tell I'm very support of the current plan. I live close to downtown and feel the development of downtown would be great for the City as well as my family. There currently isn't much incentive to go downtown, and I think there is so much potential. I know traffic will be an issue and I didn't see much in the plan on how to mitigate that, which is really my only serious concern.

Thanks for reaching out to get my feedback. I've been travelling a lot for work and haven't been in town for most of the meetings.

Jaime

From: Russell Wright <rwright@lakestevenswa.gov>
Sent: Friday, June 1, 2018 12:09 PM
To: Jaime Crawford <Jaime.Crawford@critigen.com>
Subject: Special Interest Group - Downtown Plan Meeting

There is a 4 pm session if that works for your schedule. If not, I have attached the slideshow being shared with the CAC. Call me next week with any questions.

Best regards,

Russ Wright, *Community Development Director*

City of Lake Stevens | Planning & Community Development

1812 Main Street | PO Box 257

Lake Stevens, WA 98258-0257

425.212.3315 | rwright@lakestevenswa.gov

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-----Original Appointment-----

From: Jaime Crawford [<mailto:Jaime.Crawford@critigen.com>]

Sent: Friday, June 1, 2018 10:43 AM

To: Russell Wright

Subject: Tentative: Special Interest Group - Downtown Plan Meeting

When: Friday, June 1, 2018 2:00 PM-3:00 PM (UTC-08:00) Pacific Time (US & Canada).

Where: City Hall Conference Room A

Russell,

I don't think I'll be able to make the meeting today due to work commitments. I will send you some comments over the weekend regarding the downtown plan.

Thanks,

Jaime

Jaime Crawford, GISP
VP Geospatial Systems Integration

CRITIGEN

Jaime.Crawford@critigen.com

1 425 280 9108 Mobile

critigen.com

critigen.co.uk

June 7, 2018

Lake Stevens City Council
Lake Stevens Planning Committee

Re: Down Town Plan

A lot of planning and outreach has gone into a wonderful plan for the downtown area.

The concept has evolved into a nice mixed use plan of park, commercial and residential.

This plan is forward looking and will take time to come to completion.

The park area is the last available lakefront access for the public on Lake Stevens. This plan is an excellent use for the down town area for future enjoyment of the lake.

I urge the approval of the down town plan that will be a great asset for future generations.

Thank you.

Sincerely,

Carl Johnson
425.334.3464
akfiskbuyer@frontier.com

Member of : Lake Stevens Park Board
Lake Stevens Citizen Advisory Committee



**Greater Lake Stevens
CHAMBER OF COMMERCE**

Serving Our Community Since 1981

June 7, 2018

RE: Lake Stevens Civic Center Capital Request

Dear Honorable Planning Commission and City Council,

On behalf of the Chamber of Commerce, a local business person and resident of Lake Stevens, I support the proposed Downtown Plan. The Downtown plan will rejuvenate the business climate in downtown Lake Stevens by encouraging new shops, restaurants, mixed-use developments and new housing opportunities for our community. The city's goal to invest in roads, parks, related infrastructure and civic buildings will complement private investment and lead to a dynamic downtown. The mix of public and private investment will make Lake Stevens a regional draw helping boost the local economy and grow businesses.

Sincerely,

A handwritten signature in black ink that reads "Lance Morehouse".

Lance Morehouse, Board President

From: olson5219@comcast.net
To: [Russell Wright](#)
Subject: down town meeting
Date: Thursday, May 31, 2018 8:42:30 AM

yes, Jo Olson Lake Stevens Family Center

From: [Jerry Stumbaugh](#)
To: [Russell Wright](#)
Cc: Sgustafson@sno-isle.org; bryan.heigert@boeing.com
Subject: Re: DT Plan
Date: Thursday, May 31, 2018 1:27:46 PM

Russell Wright,
City of Lake Stevens | Planning & Community Development Director

Dear Mr. Wright

Thank you for the very informational Subcommittee meetings that I attended from the beginning of this project. I am aware of the enormous amount of time, devoted to the development of this project by the planning committee, mayor, and City council members, and am pleased that all of you and the Architectural contractors, and engineers had an open mind, and listened to input the sub committees and general public had to offer, with regard to this massive project.

That being said I am in agreement with the direction the Planning committee, City council and Mayor of Lake Stevens are taking to allow this major project to move forward.

Yours Restively
Jerry Stumbaugh
Special interest Citizen Advisory Committee
Email
jerrystumbaugh2@gmail.com

On Wed, May 30, 2018 at 5:39 PM, Russell Wright <rwright@lakestevenswa.gov> wrote:

Thank you for attending the Special Interest Subcommittee meeting tonight. Your continued interest and feedback was appreciated.

Best regards,

Russ Wright, *Community Development Director*

City of Lake Stevens | Planning & Community Development

1812 Main Street | PO Box 257

Lake Stevens, WA 98258-0257

425.212.3315 | rwright@lakestevenswa.gov

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--

Jerry Stumbaugh
Vice President
The Pointe at Crosswater

June 6, 2018

Lake Stevens City Council and Planning Commission
1812 Main Street / PO Box 257
Lake Stevens, WA 98258

RE: Downtown Lake Stevens Subarea Plan

Honorable Councilmembers and Commissioners,

On behalf of the Land Use Subcommittee, to the Citizen's Advisory Committee for the Downtown Lake Stevens Subarea Plan, we wanted to formally voice our support for the proposed plan. As part of the Citizen's Advisory Committee, we have been involved with the scoping of the project and have been briefed over the last two years on key milestones of the project including the fundamental concepts, environmental review, draft plan / regulations and implementation.

As a group, we believe that the plan has exceeded our expectations, specifically the city has identified key projects and is working towards implementation of the two core components: Reconstructing Main Street and Expanding North Cove Park. The proposed redevelopment of downtown encapsulates a vision the community can wholeheartedly support.

In review of the zoning regulations, we recommend that the building heights on the westside of Main Street be limited to three stories. We also recommend that the city continue to look for opportunities to provide pedestrian connections to downtown from other areas including the proposed paths and sidewalks to the Centennial Trail, in addition, to a moorage facility providing access from the lake. Finally, we recommend keeping the CAC intact to monitor progress as the plan is implemented.

This project will be a positive change for the city.

Sincerely,



Sammie Thurber, Chairperson
Land Use Subcommittee
Citizen's Advisory Committee