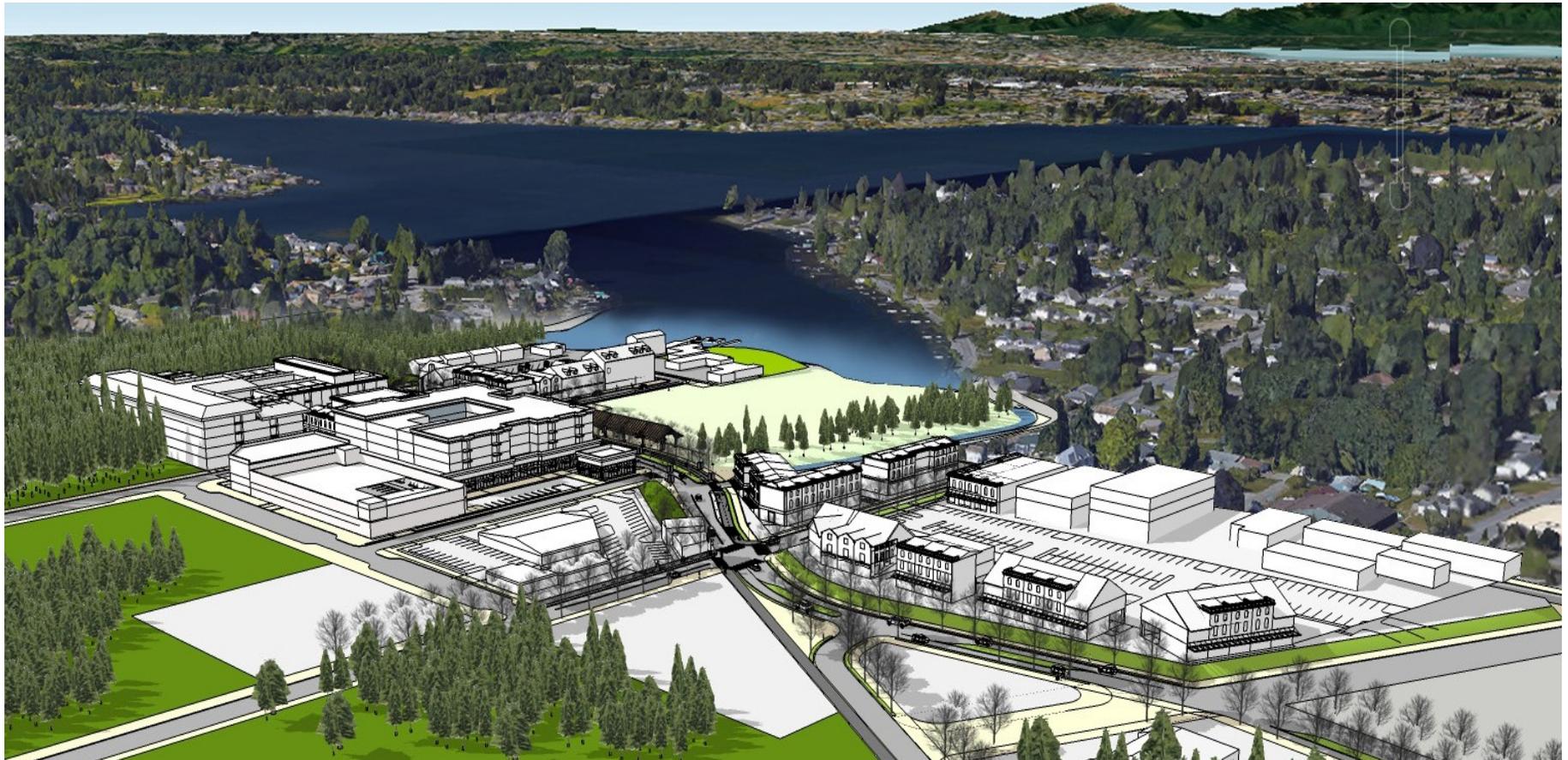


*Putting the Lake back in Lake Stevens*

## **Downtown Lake Stevens Subarea Plan**



**July 10, 2018**  
**Ordinance No. 1026**

## Acknowledgements

The Downtown Lake Stevens Subarea Plan is the result of a comprehensive two-year public process representing the vision set by the community to create a dynamic downtown that honors the past and looks to the future. With the support and leadership of the Mayor and City Council along with guidance from city staff and the consultant team, the community established the scope of the plan and identified game-changing ‘fundamental concepts’ that were evaluated through an Environmental Impact Statement, which were defined in this plan, codified in revised zoning regulations and design guidelines and will be implemented through a capital improvement plan.

Special thanks to the following individuals and groups for making this plan a reality.

### **Community:**

Citizen’s Advisory Committee comprised of residents, local professionals, business owners, local service and non-profit club/society members, Chamber of Commerce, Sno-Isle Library staff, city board and commission members among others.

### **City Officials:**

Mayor John Spencer | Lake Stevens City Council | Planning Commission | Park Board | Arts Commission | Design Review Board

### **Lake Stevens Staff:**

Russell Wright, Community Development Director

### **Consultants:**

Crandall Arambula | ESA | Fehr and Peers | GreenWorks | Ross Chapin

## Dedication

The Downtown Lake Stevens Subarea Plan is dedicated to the memory of Frank McDaniel a downtown business owner, family man and community leader who could be seen walking along Main Street every afternoon between his business to the bank and post office. Frank would stop and talk with customers and neighbors on his route. Frank’s daily stroll is an iconic example of what an active downtown can and should be, connecting people, places and businesses together. As Main Street is redeveloped, the path that Frank walked for so many years, will be named in his honor and be known as Frank’s Way, as a reminder for residents and visitors to stroll through their community, strike up a conversation and enjoy simple things in a busy world.

# Table of Contents

<b>I. Introduction .....</b>	<b>1</b>	7. Housing Transition.....	17
A. Planning Process .....	1	8. Open Space.....	18
B. Public Process Summary .....	1	B. Land Use Designations.....	19
1. Early Public Review .....	1	C. Shoreline Designations .....	20
2. Environmental Impact Statement Process.....	1	D. Zoning Districts .....	21
3. Subarea Plan and Associated Documents.....	2	E. Development Typologies .....	22
C. Plan Area .....	2	1. Retail and Commercial .....	22
D. Purpose and Authority .....	3	2. Multifamily Residential.....	24
E. Existing Conditions .....	4	F. Complete Streets Framework .....	25
1. Roadway Network.....	4	1. Active Transportation.....	27
2. Transit Services .....	4	2. Street Hierarchy .....	31
3. Pedestrian and Bicycle Network .....	4	<b>V. Plan Elements .....</b>	<b>57</b>
4. Parking .....	5	A. Goals and Policies.....	57
5. Residential.....	5	1. Community Character .....	57
6. Commercial .....	5	2. A Vibrant Downtown and Lakefront Destination .....	59
7. Other Land Uses.....	5	3. Land Use & Intensity.....	62
<b>II. Economic Development .....</b>	<b>5</b>	4. Circulation & Mobility.....	63
A. Economic Growth Strategy .....	5	5. Sustainability & Natural Resources .....	65
B. Retail Capture Opportunities & Retail Destination.....	6	6. Public Places & Community Facilities .....	66
C. Tourism.....	6	<b>VI. Implementation.....</b>	<b>67</b>
<b>III. Community Vision .....</b>	<b>7</b>	A. Early Momentum and Game Changing Projects.....	67
A. Vision .....	7	B. Projects Schedule.....	69
B. Objectives.....	7	C. Market and Promotion .....	70
C. Fundamental Concept.....	7	D. Partnerships .....	70
<b>IV. Plan Concept .....</b>	<b>9</b>	E. Gateways and Wayfinding .....	70
A. Land Use Framework.....	9	<b>VII. Associated Documents .....</b>	<b>70</b>
1. North Cove Park .....	11	A. Zoning.....	70
2. Retail Emphasis .....	12	B. Design Guidelines.....	70
3. Community Facilities .....	13	C. Capital Improvement Plan .....	70
4. Commercial Emphasis .....	14	D. Environmental Impact Statement (EIS) and Planned Action Ordinance.....	71
5. Public Parking.....	15	E. Planned Action Submittal Packet.....	71
6. Housing Emphasis .....	16		

## List of Figures

Figure 1.1 Public Meeting.....	2	Figure 4.24 Active Transportation Routes .....	28
Figure 1.2 Plan Area .....	3	Figure 4.25 Active Transportation .....	30
Figure 2.1 Lake Stevens Aquafest (view north along Main Street) .....	6	Figure 4.26 Street Hierarchy .....	32
Figure 3.1 Fundamental Concept Diagram .....	8	Figure 4.27 Main Street (Lakeshore Dr. NE to 18 <sup>th</sup> St. NE).....	33
Figure 4.1 Subarea Preferred Land Use.....	10	Figure 4.28 Typical Section Main Street (Lakeshore Dr. NE to 18th St. NE) .....	33
Figure 4.2 North Cove Park Expansion Conceptual Plan.....	11	Figure 4.29 Retail Street Illustration (Main Street View Looking North Between Lakeshore Dr. NE and 18th St. NE).....	34
Figure 4.3 North Cove Park .....	11	Figure 4.30 Main Street (18th St. NE to 17th Pl. NE) .....	35
Figure 4.4 Retail Emphasis .....	12	Figure 4.31 Typical Section Main Street (18th St. NE to 17th Pl. NE) .....	35
Figure 4.5 Community Facilities .....	13	Figure 4.32 Retail Street Illustration (Main Street View Looking Northwest Between 17th Pl. NE and 18th St. NE).....	36
Figure 4.6 Commercial Emphasis .....	14	Figure 4.33 Main Street (17 <sup>th</sup> Pl. NE to 16 <sup>th</sup> St. NE).....	37
Figure 4.7 Public Parking .....	15	Figure 4.34 Typical Section Main Street (17th Pl. NE to 16th St. NE) .....	37
Figure 4.8 Housing Emphasis.....	16	Figure 4.35 Retail Street Illustration (Main Street View Looking North Between 17th Pl. NE and 16th St. NE).....	38
Figure 4.9 Housing Transition.....	17	Figure 4.36 Main Street (20 <sup>th</sup> St. NE to N Lakeshore Dr.) .....	39
Figure 4.10 Open Space.....	18	Figure 4.37 Typical Section Main Street (20th St. NE to Lakeshore Dr. NE) .....	39
Figure 4.11 Downtown Subarea Plan Comprehensive Plan .....	19	Figure 4.38 Retail Street Illustration (Main Street View Looking North Between Lakeshore Dr. NE and 20th St. NE).....	40
Figure 4.12 City of Lake Stevens Shoreline Boundaries and Features ....	20	Figure 4.39 18 <sup>th</sup> Street (123 <sup>rd</sup> Drive NE to Main St.) .....	41
Figure 4.13 Downtown Subarea Plan Zoning .....	21	Figure 4.40 Typical Section 18th Street (123rd Drive NE to NE Main St) 41	
Figure 4.14 Single Use Retail Building .....	22	Figure 4.41 Retail Street Illustration (18th St NE View Looking East to Main Street).....	42
Figure 4.15 Low Rise Mixed-Use Office Over Street Oriented Retail Building .....	22	Figure 4.42 18 <sup>th</sup> Street (Main Street to 125 <sup>th</sup> Ave NE) .....	43
Figure 4.16 Multi-Story Mixed-use Office Over Street-Oriented Retail Building .....	22	Figure 4.43 Typical Section 18th St NE (Main Street to 125th Ave NE) ..	43
Figure 4.17 Single Use Street-Oriented Commercial Building .....	23	Figure 4.44 Retail Street Illustration (18th Street View Looking West to Main Street).....	44
Figure 4.18 Low-Rise Mixed-Use Office Over Street-Oriented Commercial Building .....	23	Figure 4.45 ‘Front Door’ Entry Concept.....	46
Figure 4.19 Multi-Story Mixed-use Multifamily Over Street-Oriented Commercial Building.....	23	Figure 4.46 Existing Grade Road (View South).....	46
Figure 4.20 Multi-Story Street-Oriented Commercial Building .....	23	Figure 4.47 Existing 20th Street NE.....	46
Figure 4.21 Multifamily Building .....	24		
Figure 4.22 Example of Mixed-Use Multifamily Buildings .....	24		
Figure 4.23 Example of Single-Use Multifamily Building .....	24		

Figure 4.48 Grade Road Segments 1 and 2 .....	47
Figure 4.49 Grade Road Segments 1 (View North) .....	47
Figure 4.50 Grade Road Segment 2 (View North).....	47
Figure 4.51 ‘Front Door’ Entry—Road and Hartford Road Realignment (View Looking South Between 22nd Street NE to 20th Street NE) .....	48
Figure 4.52 Typical Section Segment 1 (22nd St. NE to SR 92) .....	48
Figure 4.53 Typical Section Segment 2 (20th St NE to 22nd St. NE) .....	48
Figure 4.54 20 <sup>th</sup> Street NE (123 <sup>rd</sup> Ave NE to Main Street .....	49
Figure 4.55 Typical Section 20th St. NE (Main St. to 123rd Avenue NE). ..	49
Figure 4.56 Downtown Streets.....	50
Figure 4.57 Typical Section Downtown Streets.....	50
Figure 4.58 20 <sup>th</sup> Street N (Main St. to Centennial Trail) .....	51
Figure 4.59 Typical Section 20th St. NE (Main St to Centennial Trail) ....	51
Figure 4.60 Retail Street Illustration 20th St NE (View Looking East to Main Street).....	52
Figure 4.61 Hartford Dr. Segment 1 (Grade Rd. to 21 <sup>st</sup> St. NE) .....	53
Figure 4.62 Typical Section Hartford Dr. Segment 1 (Grade Rd. to 21 <sup>st</sup> St. NE) .....	53
Figure 4.63 Hartford Dr. Segment 2 (21 <sup>st</sup> St. NE to Centennial Trail).....	54
Figure 4.64 Typical Section Hartford Dr. Segment 2 (21st St NE to Centennial Trail).....	54
Figure 4.65 16 <sup>th</sup> St. NE (Main Street to Centennial Trail) .....	55
Figure 4.66 Typical Section 16 <sup>th</sup> St. NE (Main Street to Centennial Trail)55	
Figure 4.67 N. Lakeshore Dr. and E. Lakeshore Dr. ....	56
Figure 4.68 Potential Street Section: Land-side Boardwalk .....	56
Figure 4.69 Potential Street Section: Lake-side Multi-Use Path .....	56
Figure 5.1 Downtown Vicinity .....	57
Figure 5.2 North Cove Park/Retail Emphasis .....	59
Figure 5.3 Street Hierarchy .....	64
Figure 5.4 Active Transportation.....	64
Figure 6.1 Early Momentum and Game Changing Projects .....	68

## List of Tables

Table 1 Table 1 Land Use Alternatives.....	9
Table 2 Preferred Land Use Alternative.....	10
Table 3 Summary of Subarea Land Use Designations.....	19
Table 4 Summary of Subarea Zoning Districts .....	21
Table 5 Projects Schedule .....	69



## 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. 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 July 2016 to March 2017 to develop the vision of the plan. 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 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 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 Committee 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 public open house. 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
- Community Meetings #4— Preferred Land Use Alternatives and Fundamental Elements Implementation: Wednesday, March 7, 2017

Figure 1.1 Public Meeting



## City Council

- February 6, 2018 – City Council Workshop
- February 12, 2018 – City Council Adopts Preferred Alternative
- June 26, 2018 – 1<sup>st</sup> Public Hearing
- July 10, 2018 – 2<sup>nd</sup> Ordinance Reading / Adoption

## Planning Commission

- April 18, 2018 – Planning Commission review of draft plan
- May 16, 2018 – Planning Commission review of Planned Action Ordinance & Draft Zoning Regulations
- June 06, 2018 – Planning Commission review of draft design guideline updates & capital framework plan
- June 13, 2018 – Planning Commission Public Hearing & Recommendation

## C. Plan Area

Lake Stevens is located about 2.5 miles east of Everett, Washington. City limits encompass nearly 9 square miles and surround most of the lake’s 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. 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 and 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:

Figure 1.2 Plan Area – Downtown Lake Stevens Vicinity



**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.

## 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 Downtown Lake Stevens 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 some 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 (i.e., 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 east of downtown Lake Stevens, extending 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.

Multifamily 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 multifamily 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 20<sup>th</sup> 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. 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 revitalize Main Street by improving the streetscape, improving traffic and pedestrian/bike circulation; expanding North Cove Park as a central gathering space with improved access and visibility to Lake Stevens; transforming underutilized and vacant parcels to encourage storefront retail, a greater array of restaurants, visitor lodging, family-oriented entertainment and a community conference center. These actions will create an enticing 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 world. Many of the activities that occur in Lake Stevens benefit nearby areas, 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:

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



- 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; and
- 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 money into the community; and
- Support efforts and activities to keep them here longer.

### 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; and
- 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 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 & autos
- 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 / Extend Main St. 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 considered a low and high development scenario to determine growth assumptions as 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 (Table 1). 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 a modified high-growth alternative.

### A. Land Use Framework

The high-growth alternative is shown/described in the preferred land use diagram (Figure 4.1 and Table 2). The preferred types and locations of subarea uses will establish distinctive mixed-use housing and commercial areas and provide 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

**Table 1 Land Use Alternatives**

- Provide flexibility to respond to possible changing market conditions (multiple uses are generally appropriate for a given site); and
- 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 follow.

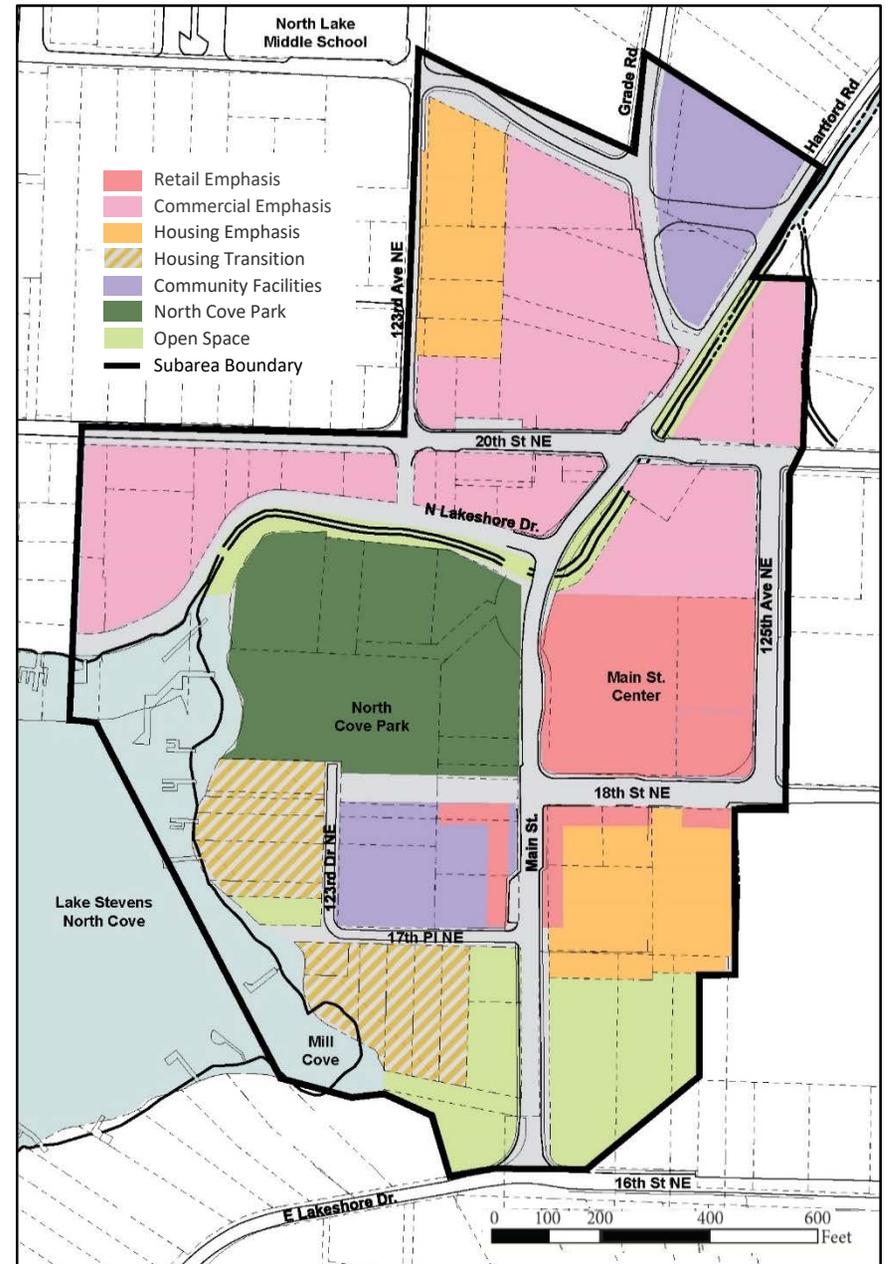
- North Cove Park. An expanded park will support daily use and special event activities, improve community access to the lake and provide an amenity for downtown development.
- Retail Emphasis. A concentration of street-oriented retail will establish Main Street as a local and regional destination for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

**Table 2 Preferred Land Use Alternative**

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 park with limited amenities and lake access via a pedestrian dock. The park is located atop a small hill approximately eight feet above Main Street behind City Hall and other public facilities. Visual lake access is limited from Main Street. North Cove Park is envisioned as the focus for re-development as a central location for community events and with expanded access to Lake Stevens, shown in Figures 4.2 & 4.3.

Expansion of North Cove Park will require:

- Relocating City Hall, library and historical museum (1.87 acres);
- Acquiring property; and
- Re-grading the park to slope from Main Street to the water’s edge, allowing direct visual access to the lake and active/passive park use

The primary design components of the park propose:

- A large paved plaza area with covered pavilion(s) and a pedestrian promenade along Main Street for staging farmers markets, sporting events and local celebration such as Aquafest and Winterfest;
- A multi-purpose lawn for staging events and daily active/passive use;
- A multi-use path linking the waterfront and park 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 features within or near the park;
- Child/adult activity zone; and
- Rebuilding 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

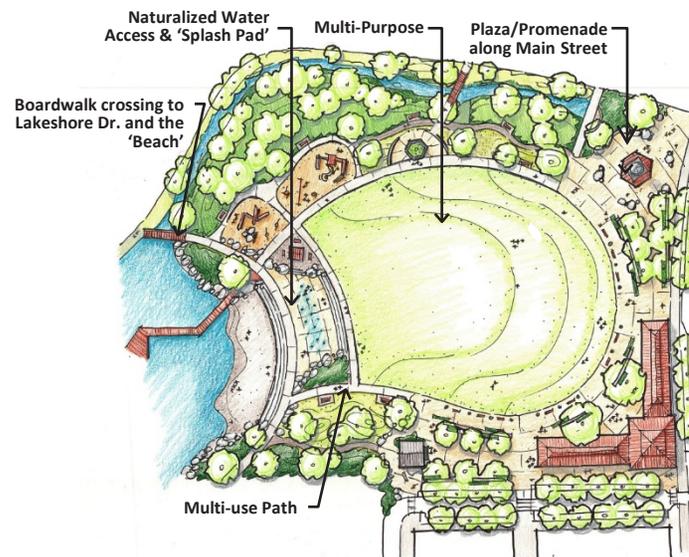


Figure 4.3 North Cove Park

## 2. Retail Emphasis

Storefront retail is envisioned for parcels adjacent to North Cove Park and along Main Street and 18th Street NE as shown in Figure 4.4. 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; and
- 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:

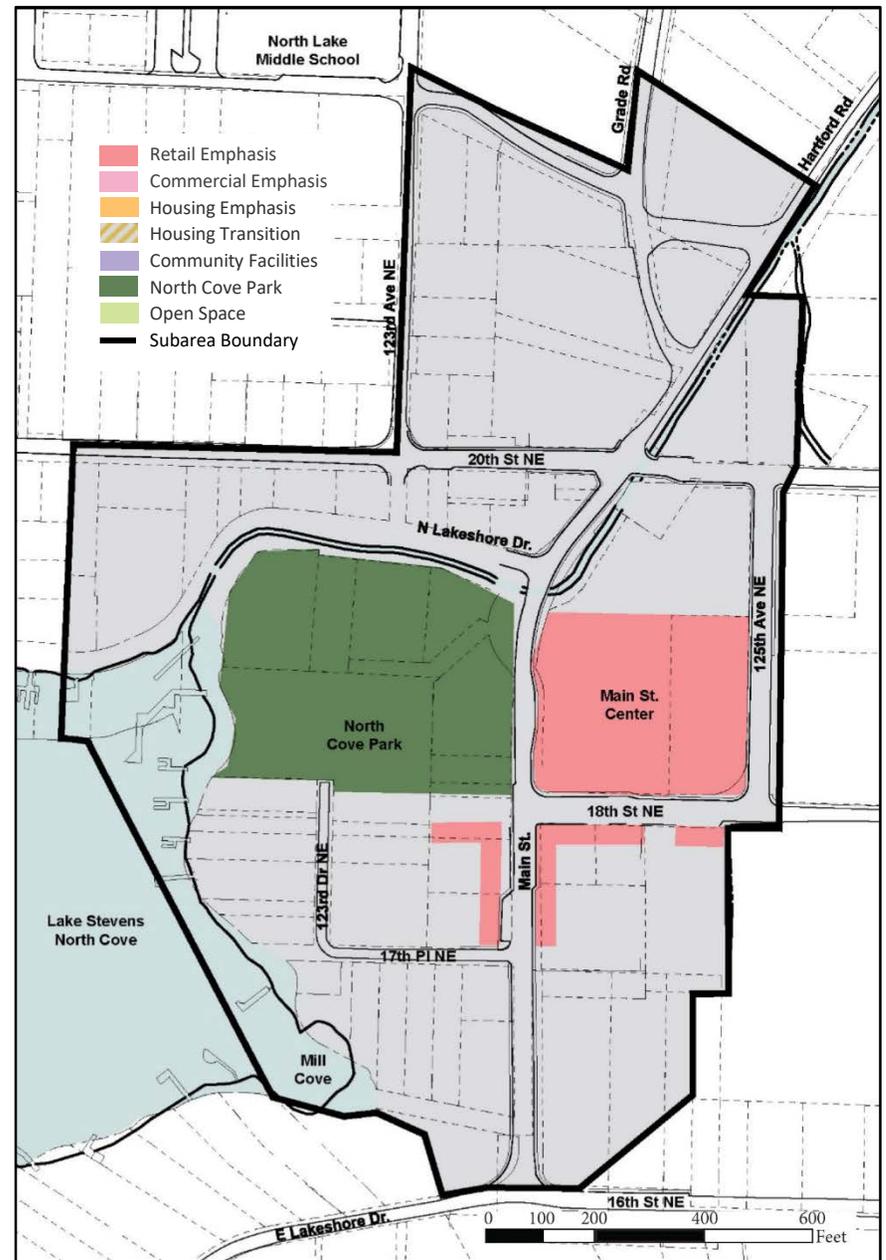
**Proximity.** North Cove Park is an opportunity to attract customers over an extended period throughout the day, evening and during events where shopping or dining can be linked to active or passive use of the park and pedestrian/bike connections to Centennial Trail.

**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.

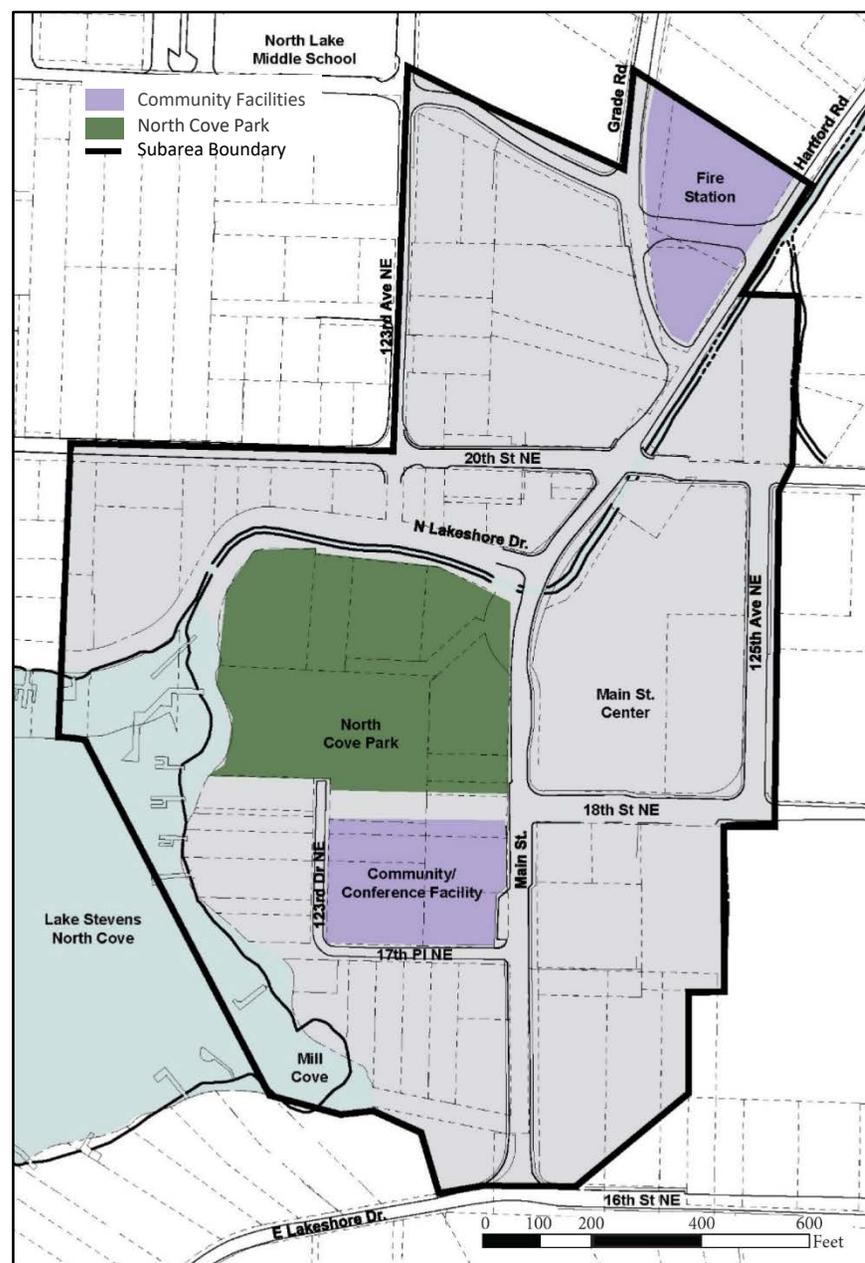
**Proximity.** The sites have the advantage of proximity to downtown activity areas including retail and commercial services, North Cove Park and the lake.

**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 conferencegoers.

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:

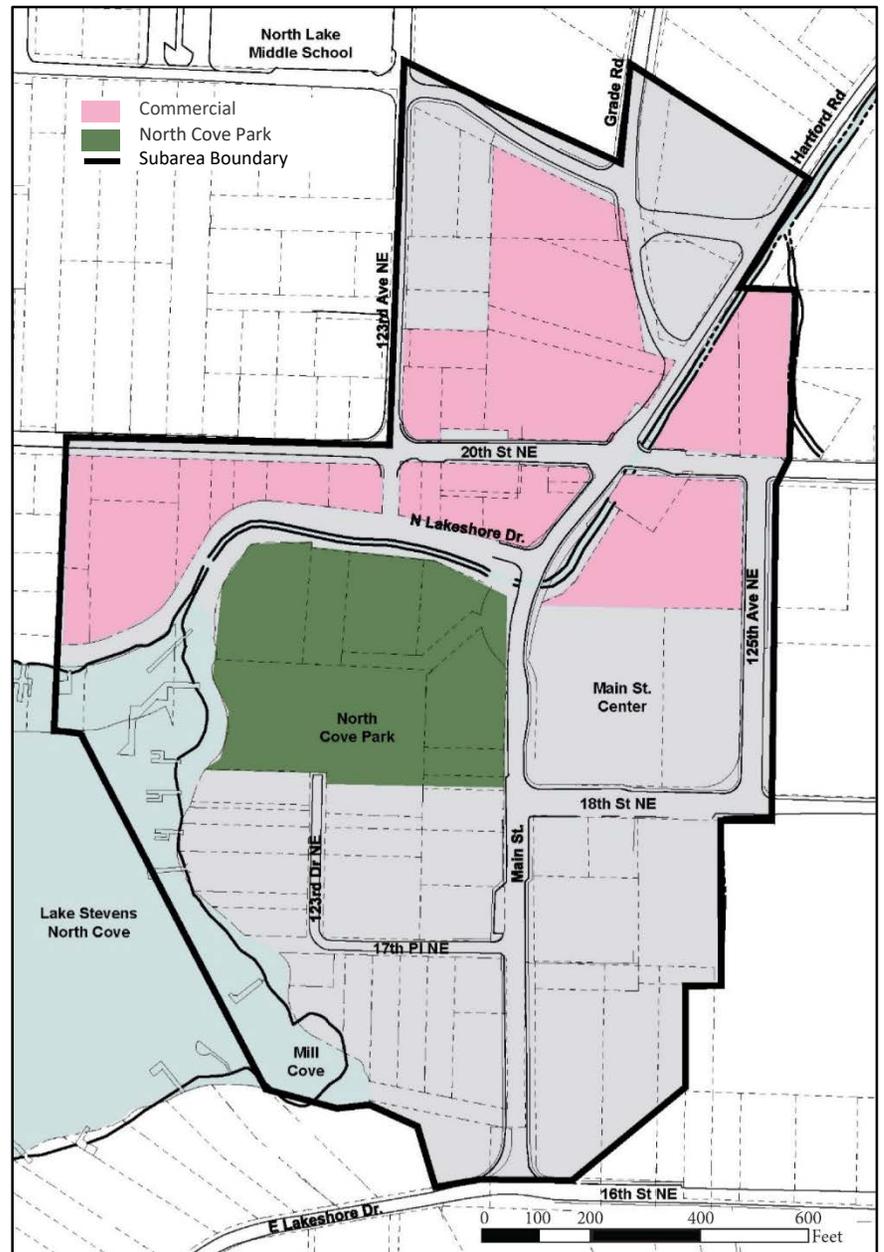
**Proximity.** Much of the area will benefit from topography and higher elevations that afford views to the mountains and Lake Stevens.

**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; and
- 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; and
- 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.

### 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 plan's preferred alternative, approximately 300 public parking spaces could be developed to support future growth.

The parking sites identified in Figure 4.7 show potential 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-foot x 210-foot floor plate dimension (w/ground-floor retail);
- Parking Site 2 assumes a 120-foot x 224-foot floor plate dimension; and
- Each structure would include three levels of parking with a ground-floor (level 1), second floor (level 2) and roof (level 3).



Figure 4.7 Public Parking

### 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; and
- Existing on-street Parking- 200 spaces along existing downtown streets (average length of space estimated at 22')

## 6. Housing Emphasis

Multifamily 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 as illustrated in Figure 4.8. Opportunities for upper-story residences over ground-floor retail commercial are encouraged elsewhere in the subarea.

As noted in the market analysis, multifamily 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.

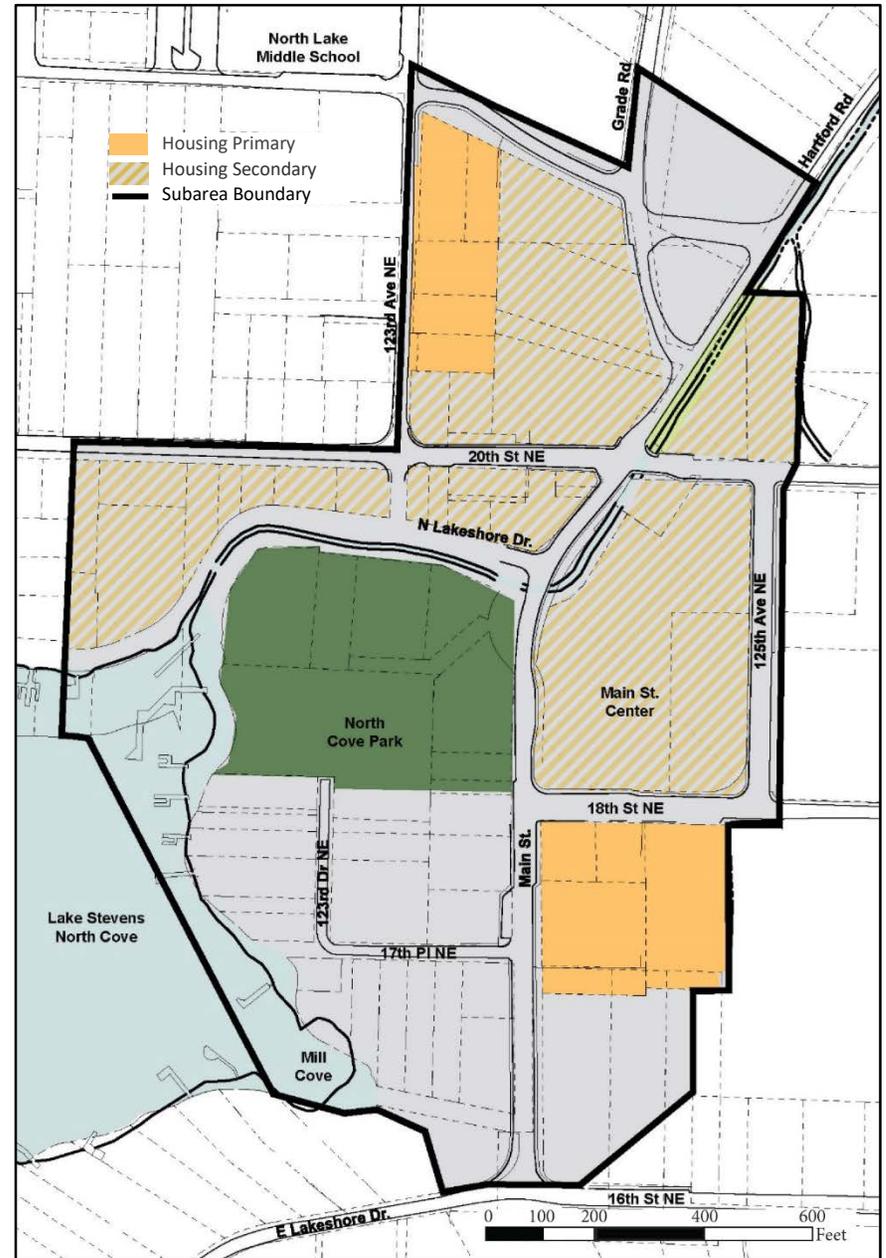
Multifamily residential uses within the housing emphasis development areas meet the following essential real estate siting criteria for successful housing development.

**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

Figure 4.9 shows the location of two developed areas adjacent to the lakefront and located west of 123rd Drive NE and south of 17th Place NE consisting of single-family homes. Over time the transition of these single-family homes to higher-intensity 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.

- 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.

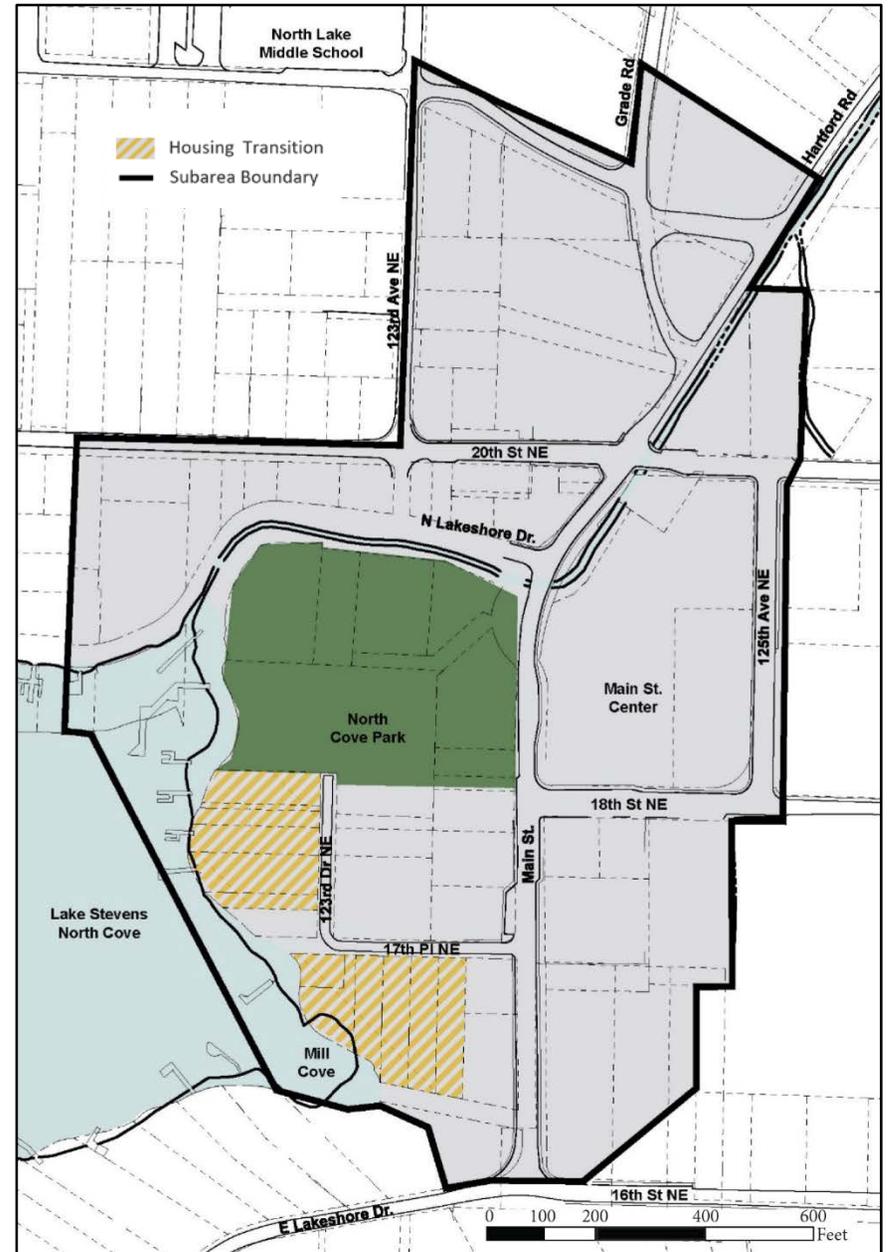
The development areas meet the essential siting criteria for supporting expanded residential uses:

**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 wetlands with 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 as shown on Figure 4.10.

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; and
- 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.

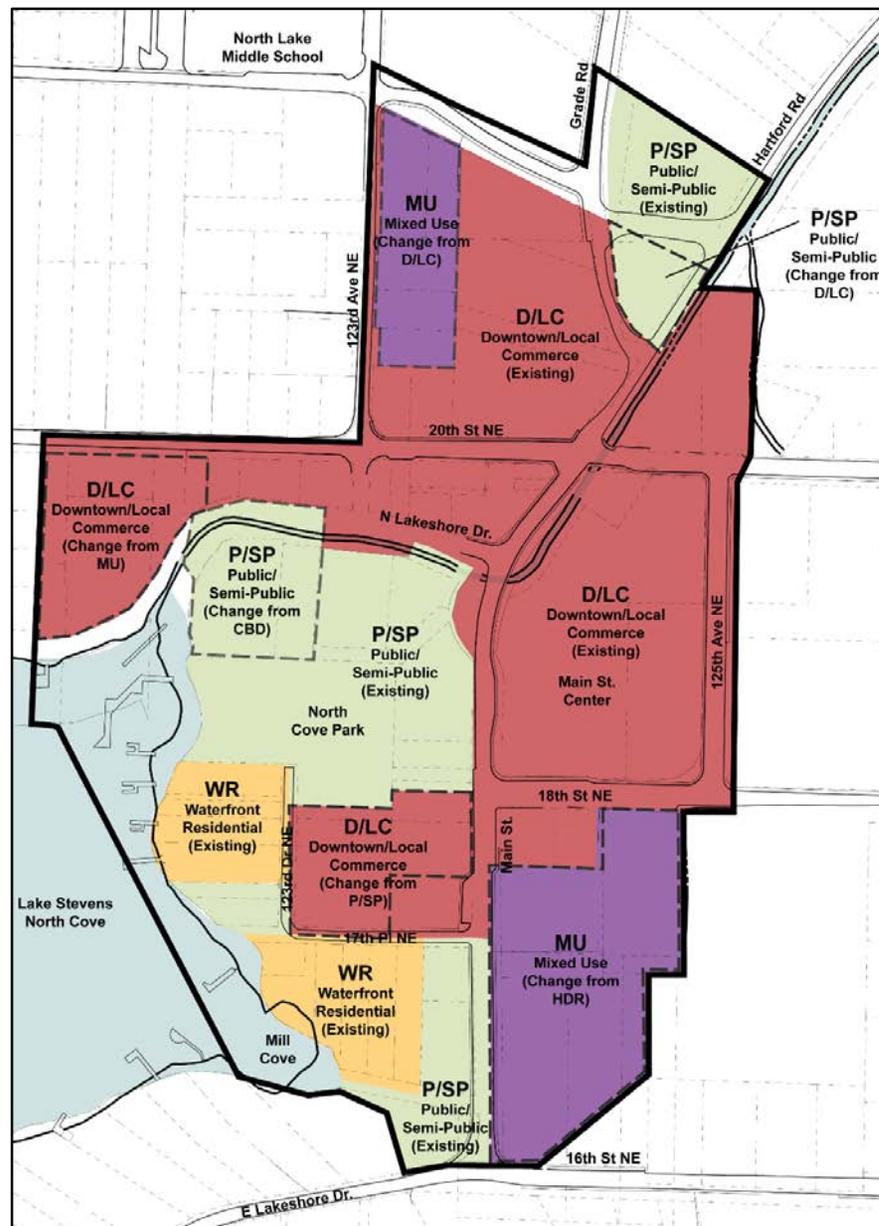
- The subarea along Main Street, 20th Avenue NE and Grade Road is designated as Downtown Local Commerce (D/LC).
- Additional areas west of Main Street have changed from Public/Semi-Public (P/SP) to Downtown Local Commerce (D/LC).
- Between Grade Road and Hartford Road the Downtown Local Commerce (D/LC) 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 shows acreages for the subarea land use designations.

**Table 3 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**

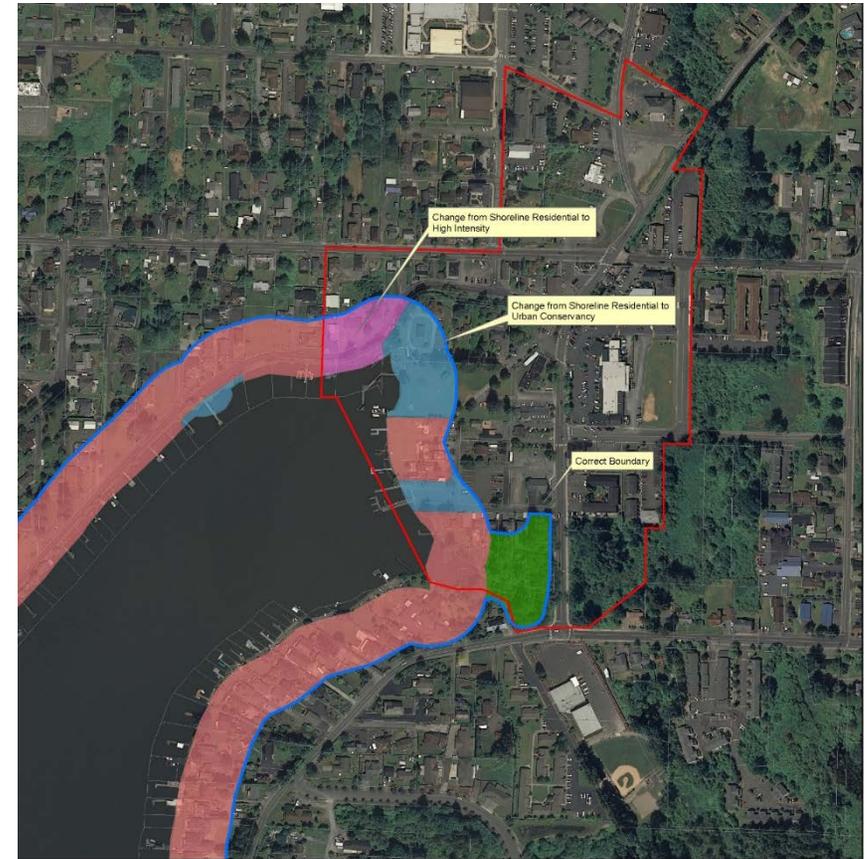


## C. Shoreline Designations

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	<b>Shoreline Environments</b>	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.

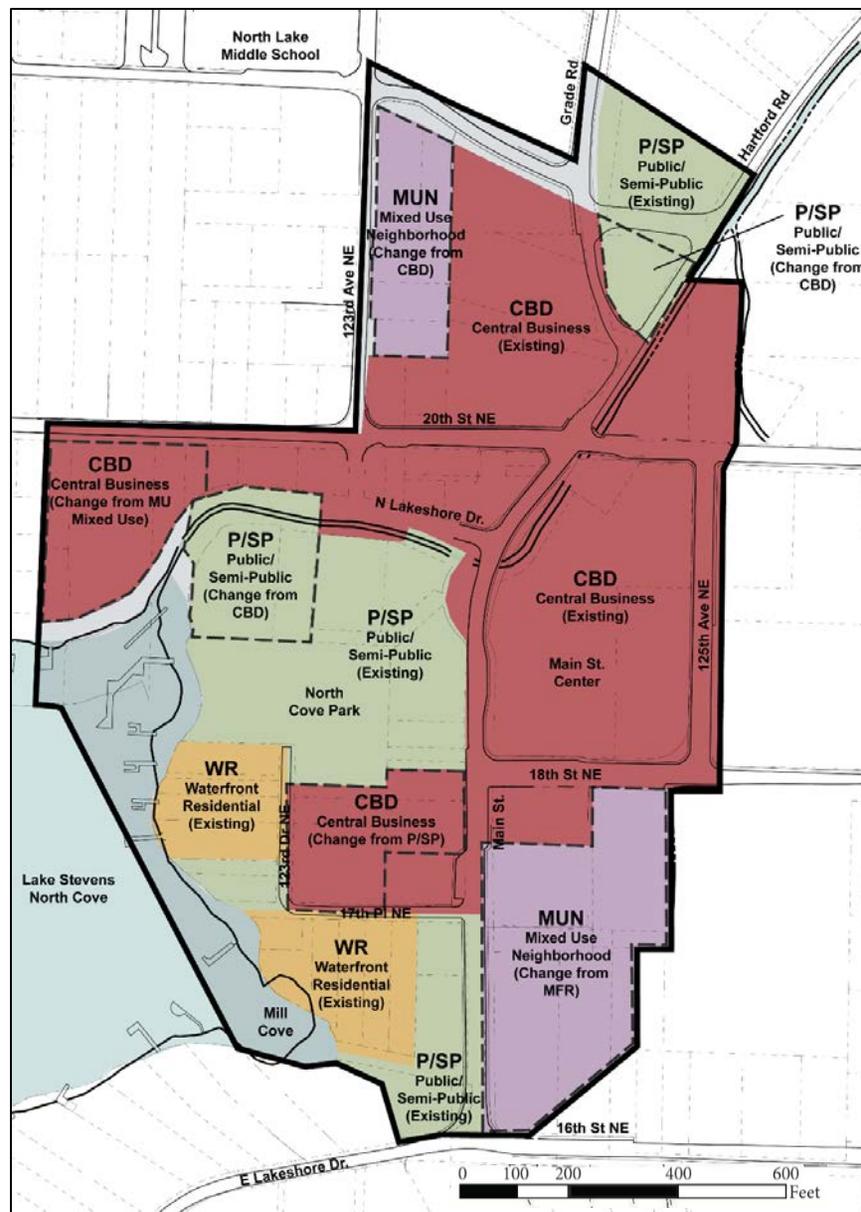
- The subarea along Main Street, 20th Avenue NE and Grade Road is designated as Central Business (CBD).
- Additional areas west of Main Street have changed from Public/Semi-Public (P/SP) to Central Business (CBD) to accommodate a future community/conference facility, public parking and storefront retail 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 Multifamily 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 4 shows acreages for the subarea zoning districts.

**Table 4 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 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; and
- Along 18th Street NE from 125th Ave NE to 123rd Drive 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



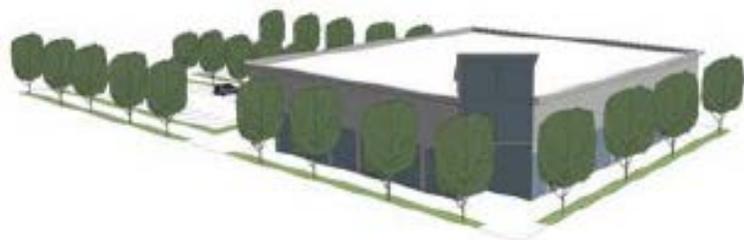
## Commercial

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.

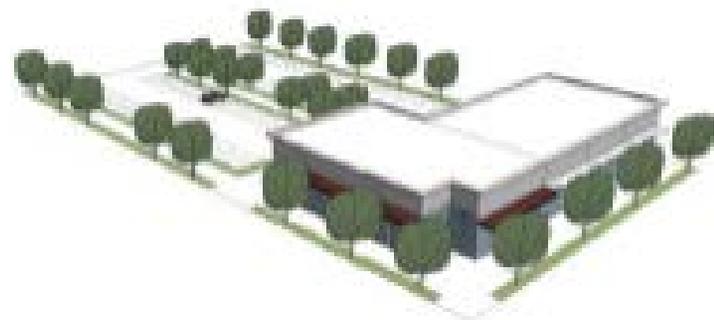
A large portion of the area is currently occupied by low intensity and aging auto-oriented commercial development. The intent of this development area is to promote street-oriented buildings with ground-floor uses that include a diverse range of commercial, retail, dining/drinking and small office uses. 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 4.17 Single Use Street-Oriented Commercial Building**



**Figure 4.18 Low-Rise Mixed-Use Office Over Street-Oriented Commercial Building**



**Figure 4.19 Multi-Story Mixed-Use Multifamily Over Street-Oriented Commercial Building**



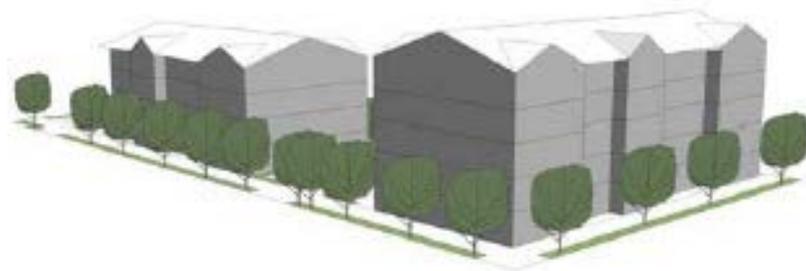
**Figure 4.20 Multi-Story Street-Oriented Commercial Building**



## 2. Multifamily Residential

Multifamily 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 Multifamily Building**



**Figure 4.22 Example of Mixed Use Multifamily Buildings**



**Figure 4.23 Example of Single-Use Multifamily 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





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 the following routes.

- 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 as illustrated in Figure 4.23 and 4.24.

PROTECTED BIKE LANE



MULTI-USE PATH



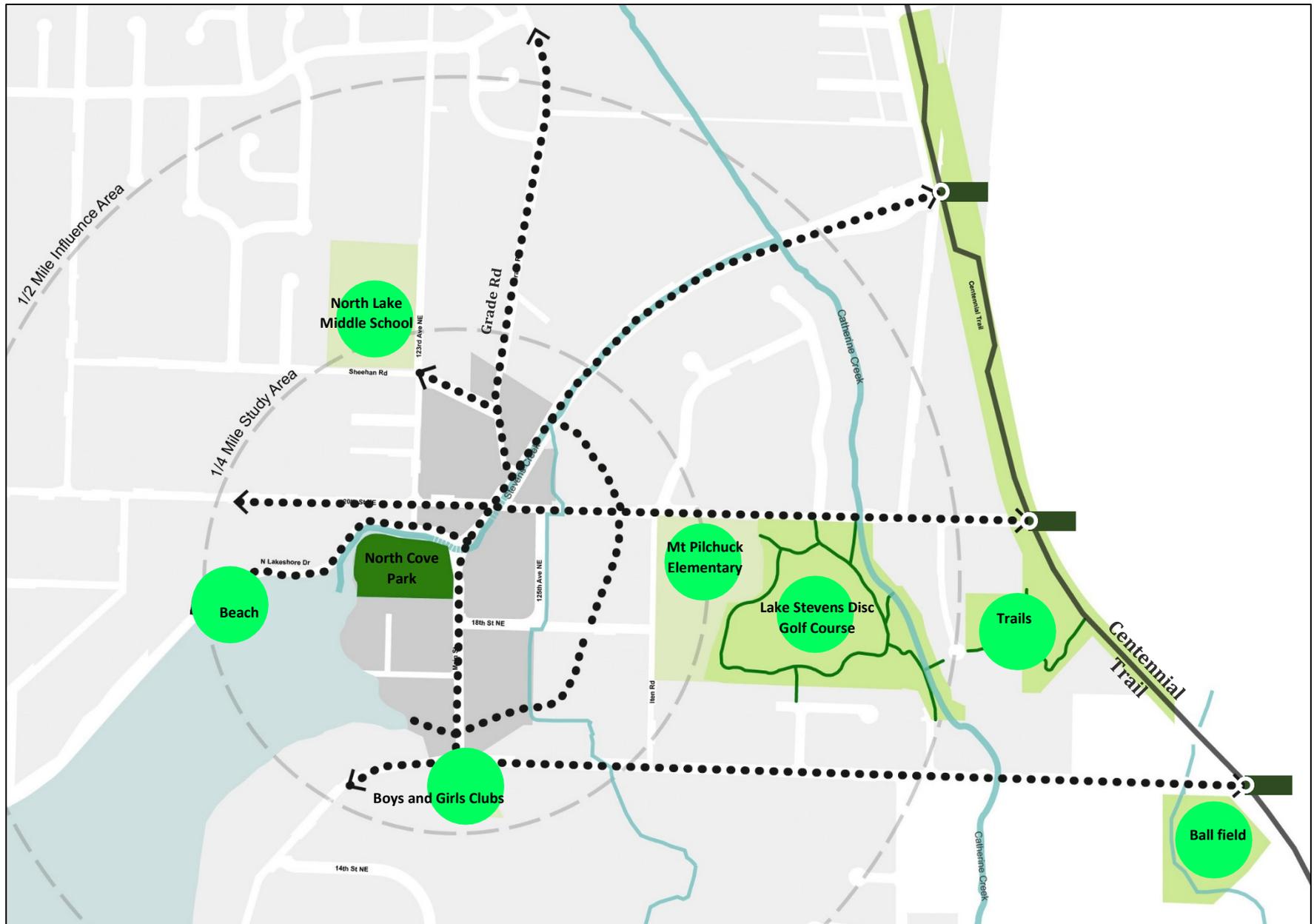
BOARDWALK TRAIL



BIKE LANE



Figure 4.24 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; and
- 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

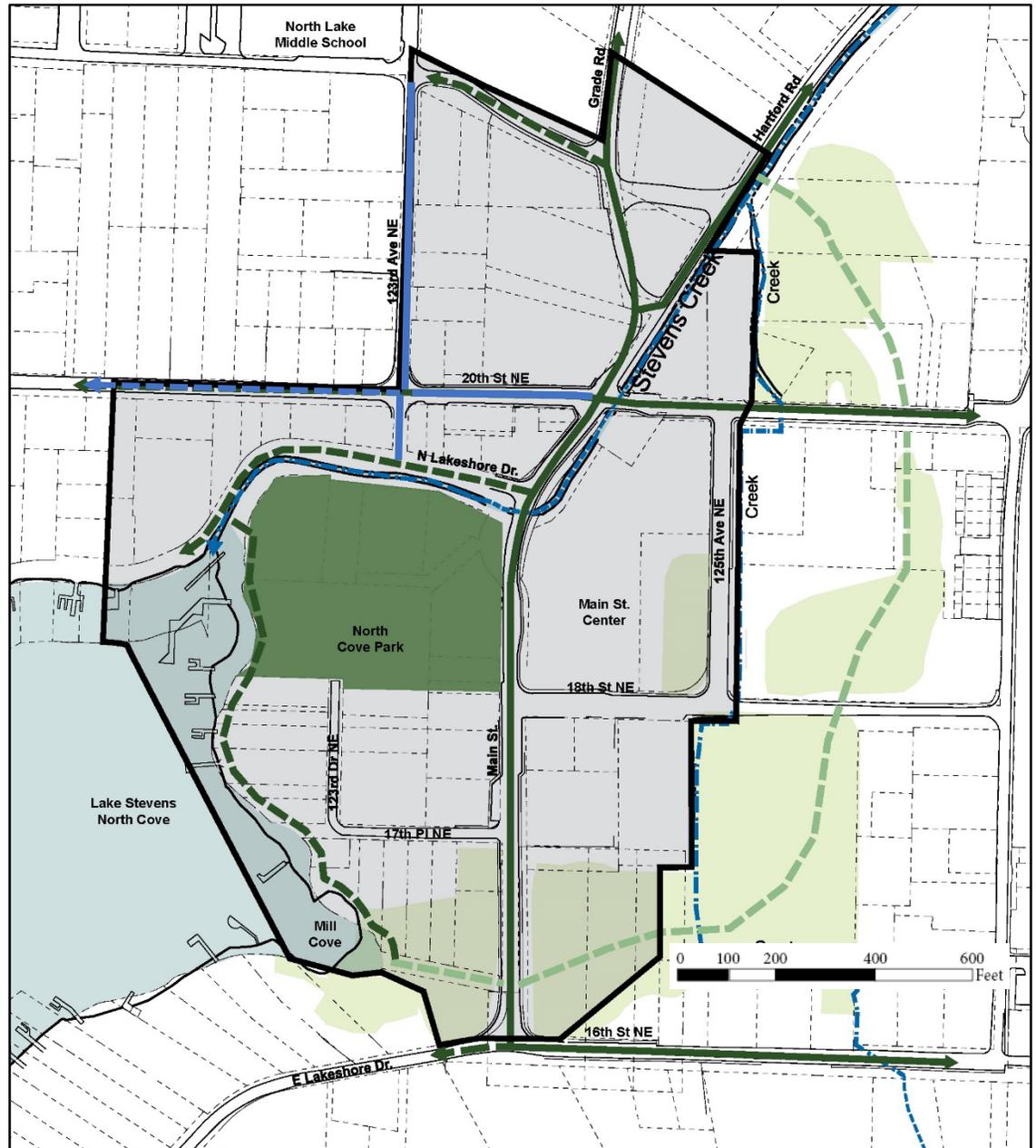
On-street bike lanes (minimum of six-feet. wide) are proposed for 20th Street NE between Main Street and 123rd Avenue NE. This would require widening the right- of-way on the north side of the street.

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

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

Figure 4.25 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 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, shown in Figure 4.25, 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 Lundeen 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.

The following pages indicate concept level road sections recommended to implement the subarea plan goals. During design engineering and construction, actual street sections may be modified slightly as necessary for unforeseen conditions or as a result of cost impacts that require deviation.

RETAIL STREET



FRONT DOOR ENTRY



DOWNTOWN STREET

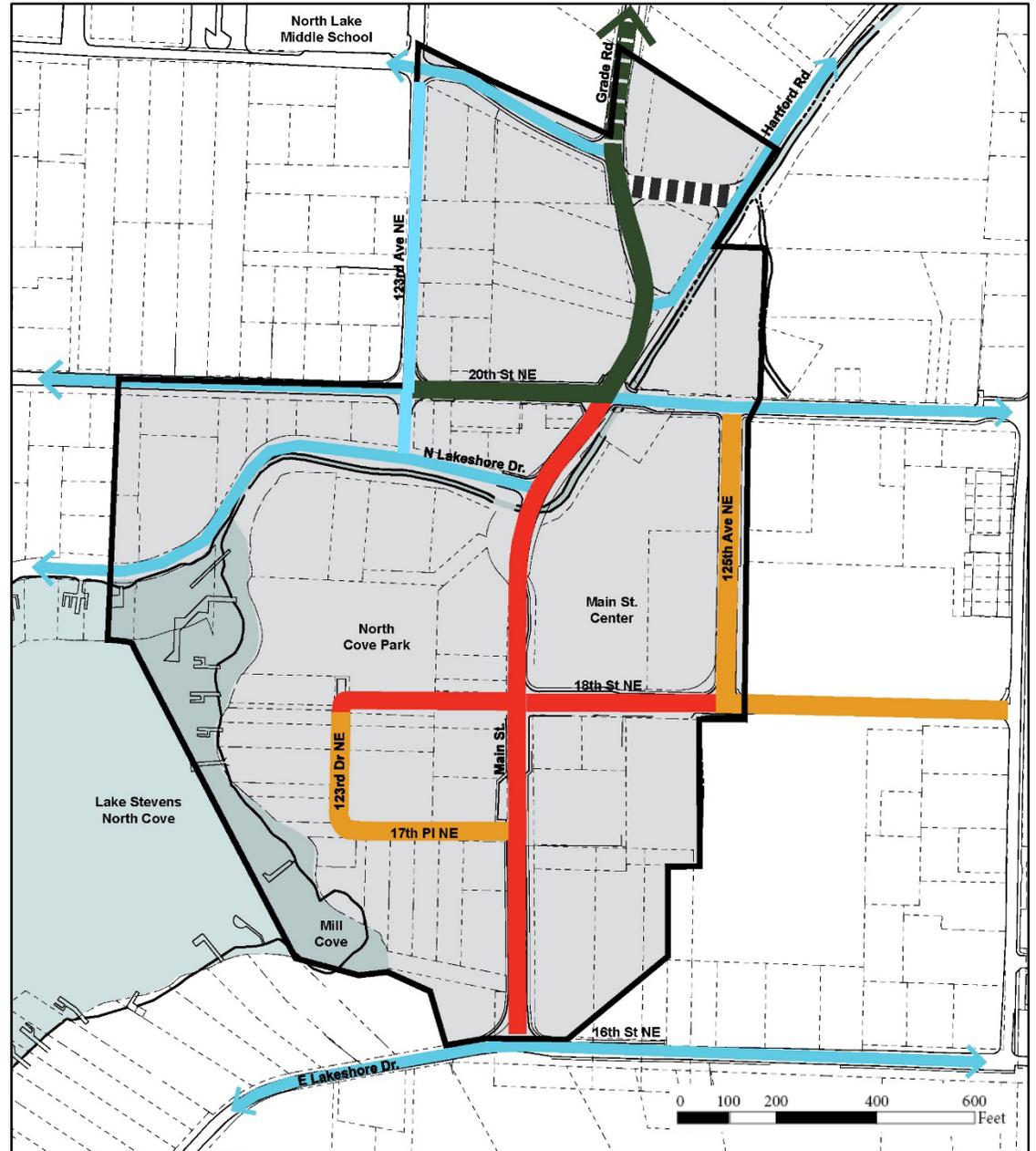


NEIGHBORHOOD CONNECTOR



Figure 4.26 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 and 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 eight feet along the west side of the street; and a
- Controlled intersection at 18th Street NE.

A conceptual street section is identified at right and an illustration of the proposed street character and elements are identified on the following page.

Figure 4.27 Main Street (Lakeshore Dr. NE to 18<sup>th</sup> St. NE)



Figure 4.28 Typical Section Main Street (Lakeshore Dr. NE to 18th St. NE)

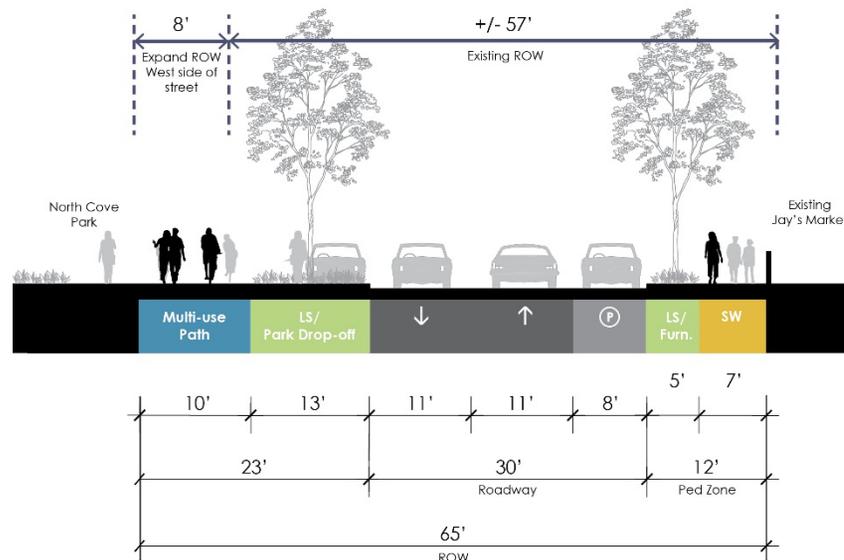


Figure 4.29 Retail Street Illustration (Main Street View Looking North Between Lakeshore Dr. NE and 18th St. NE)



**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 eight feet 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; and
- 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 following page.

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



**Figure 4.31 Typical Section Main Street (18th St. NE to 17th Pl. NE)**

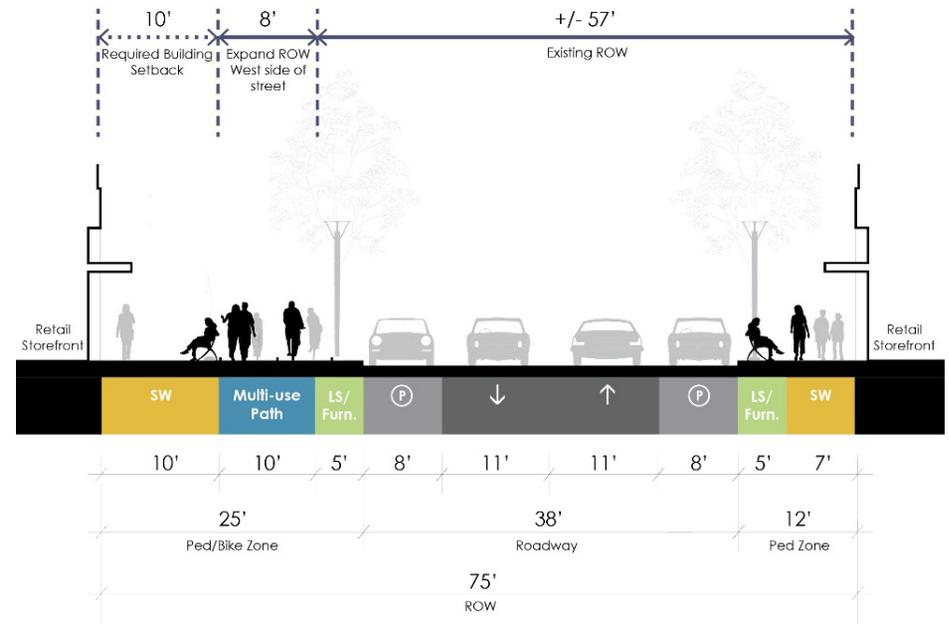


Figure 4.32 Retail Street Illustration (Main Street View Looking Northwest Between 17th Pl. NE and 18th St. NE)



### 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 following page.

Figure 4.33 Main Street (17<sup>th</sup> Pl. NE to 16<sup>th</sup> St. NE)

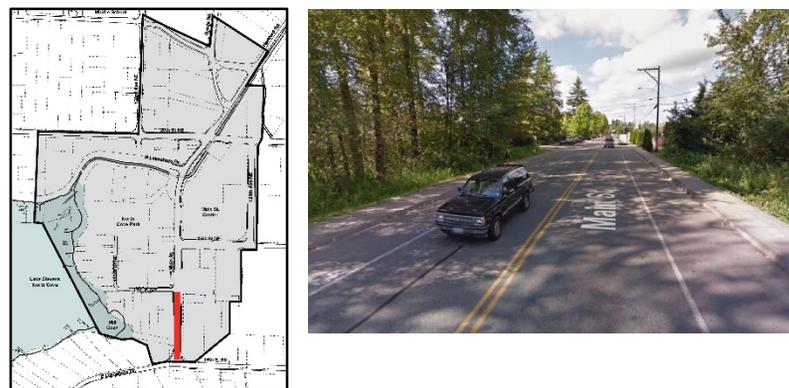


Figure 4.34 Typical Section Main Street (17th Pl. NE to 16th St. NE)

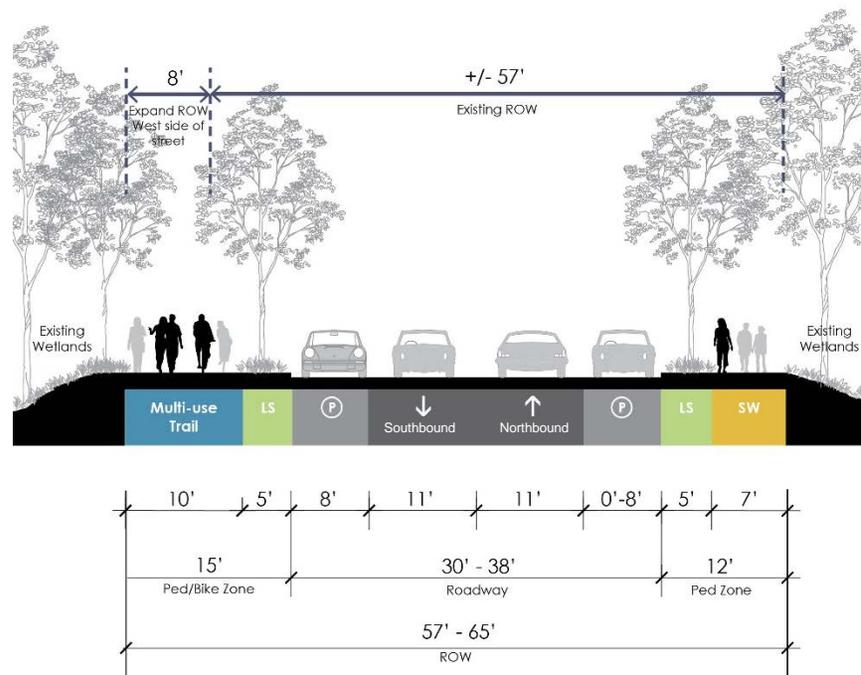


Figure 4.35 Retail Street Illustration (Main Street View Looking North Between 17th Pl. NE and 16th St. NE)



### 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 10 to 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 following page.

Figure 4.36 Main Street (20<sup>th</sup> St. NE to N Lakeshore Dr.)



Figure 4.37 Typical Section Main Street (20th St. NE to Lakeshore Dr. NE)

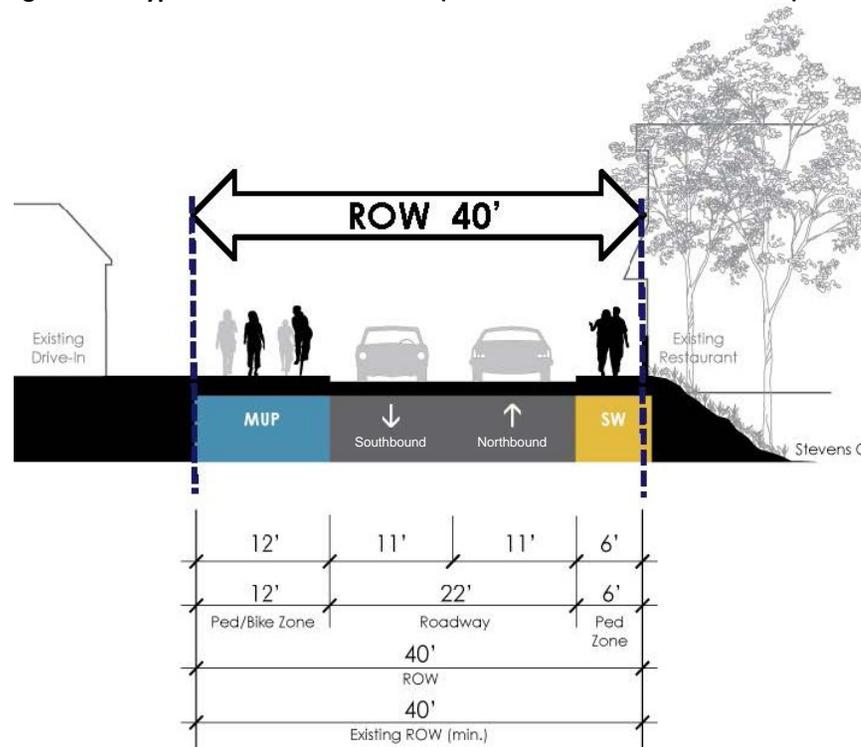
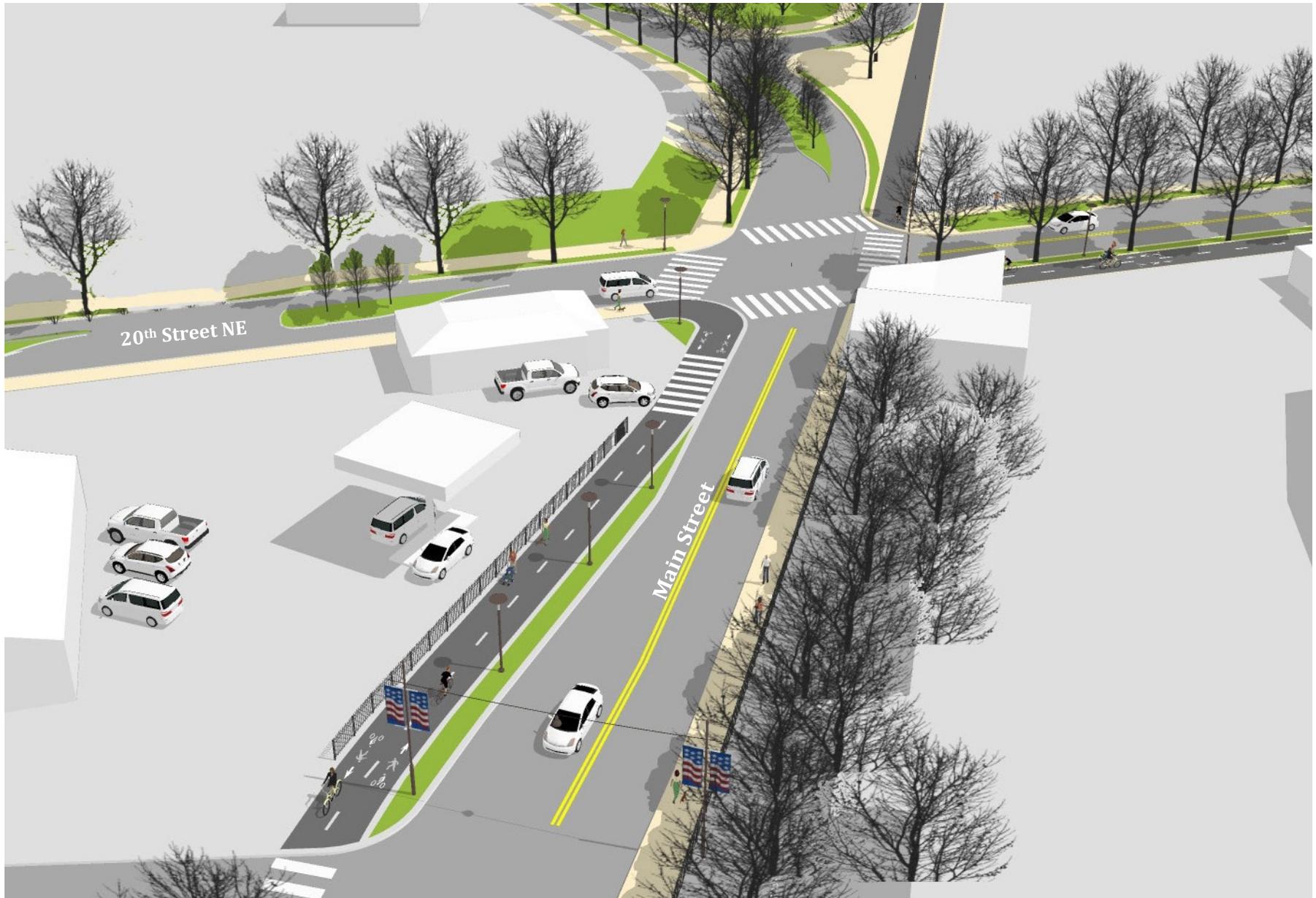


Figure 4.38 Retail Street Illustration (Main Street View Looking North Between Lakeshore Dr. NE and 20th St. NE)



**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; and
- 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 following page.

**Figure 4.39 18<sup>th</sup> Street (123<sup>rd</sup> Drive NE to Main St.)**



**Figure 4.40 Typical Section 18th Street (123rd Drive NE to NE Main St)**

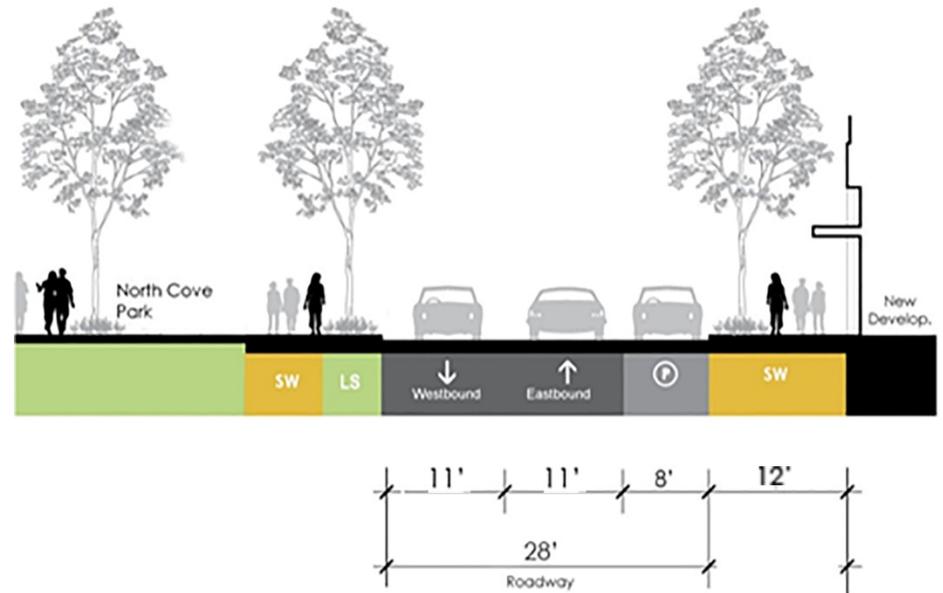


Figure 4.41 Retail Street Illustration (18th St NE View Looking East to Main Street)



### 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 following page. Final design will be determined during implementation.

Figure 4.42 18<sup>th</sup> Street (Main Street to 125<sup>th</sup> Ave NE)



Figure 4.43 Typical Section 18th St NE (Main Street to 125th Ave NE)

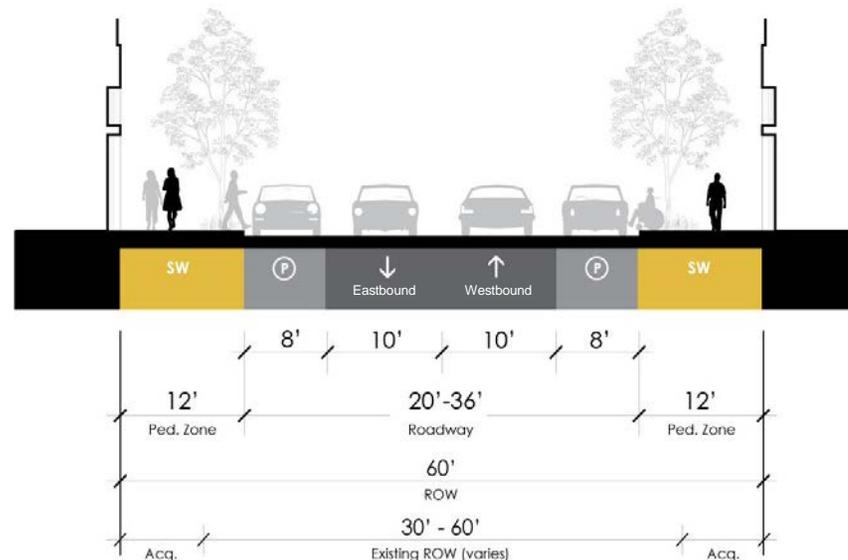


Figure 4.44 Retail Street Illustration (18th Street View Looking West to Main Street)



## '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 feet of roadway pavement (shoulder, gutter and travel lanes) and an overall right-of-way of 70 feet;
- 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; and
- 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; and
- 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:

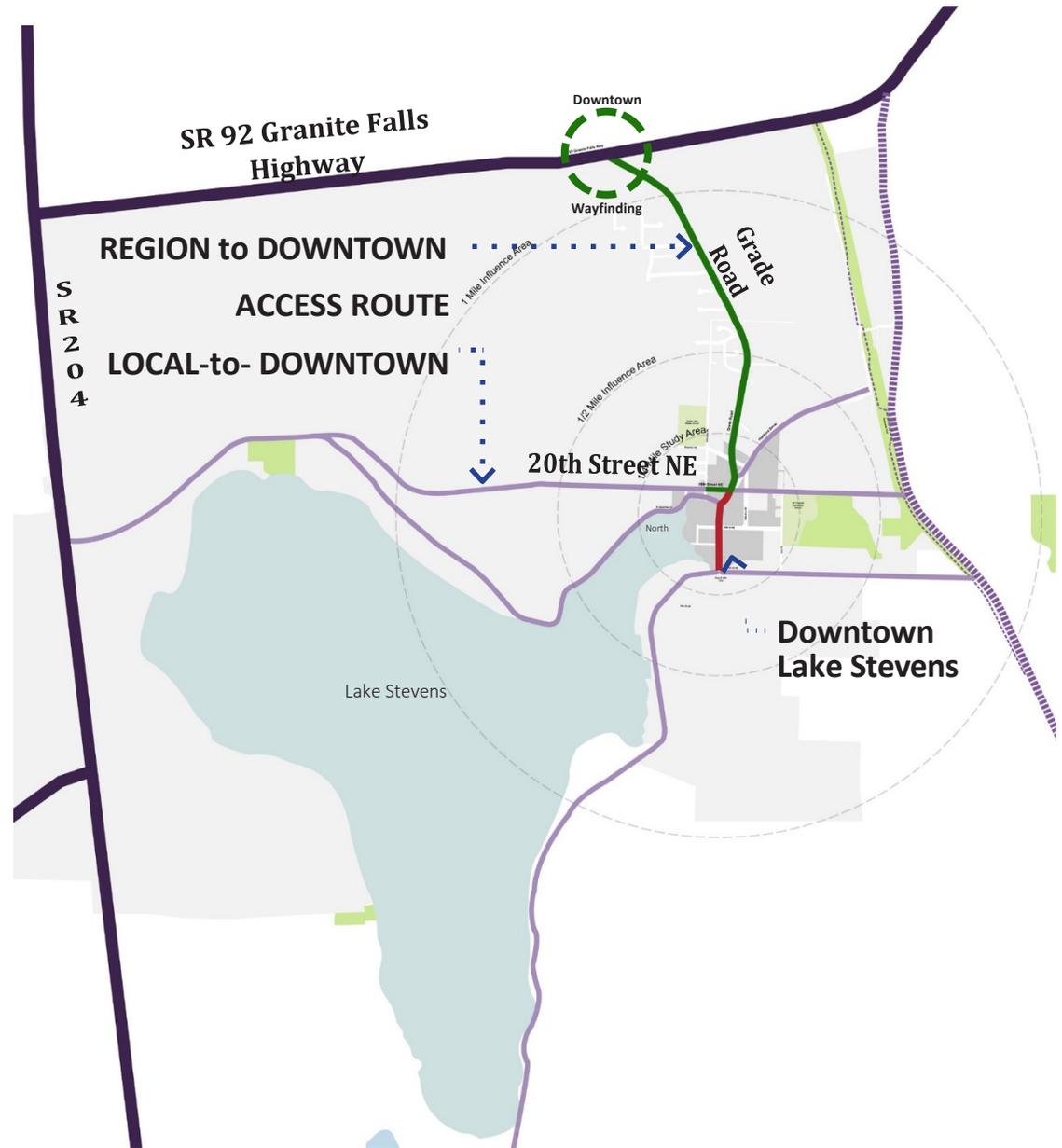
- Grade Road (22nd St. NE to SR 92) Segment 1
- Grade Road (20th St. NE to 22nd St. NE) Segment 2
- 20th Street NE (123rd Ave. NE to Main Street)

Figure 4.45 'Front Door' Entry Concept

Figure 4.46 Existing Grade Road (View South)



Figure 4.47 Existing 20th Street NE



### 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 10 to 12 ft. multi-use path on the east side. Where feasible, an additional landscape buffer of four feet minimum should be located between the multi-use path and the roadway;
- Incorporating pedestrian and roadway lighting; and
- 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 following 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; and
- 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 following page.

Figure 4.48 Grade Road Segments 1 and 2

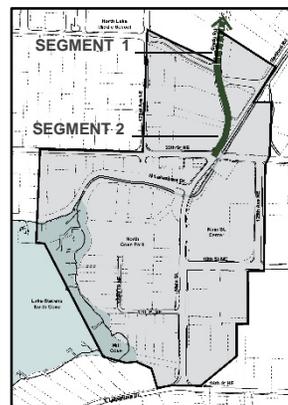


Figure 4.49 Grade Road Segment 1 (View North)



Figure 4.50 Grade Road Segment 2 (View North)



Figure 4.52 Typical Section Segment 1 (22nd St. NE to SR 92)

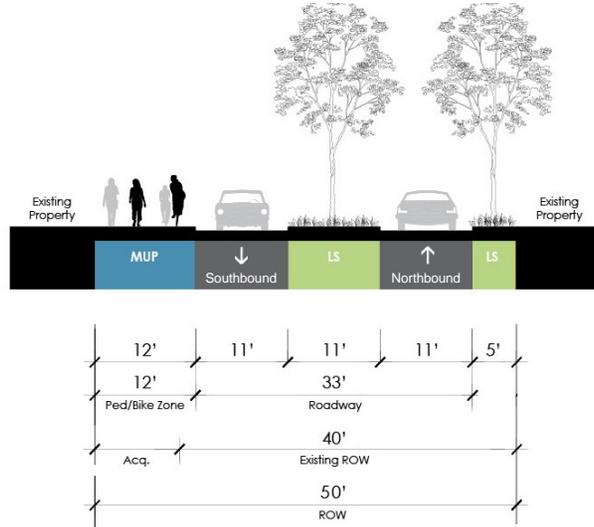


Figure 4.53 Typical Section Segment 2 (20th St NE to 22nd St. NE)

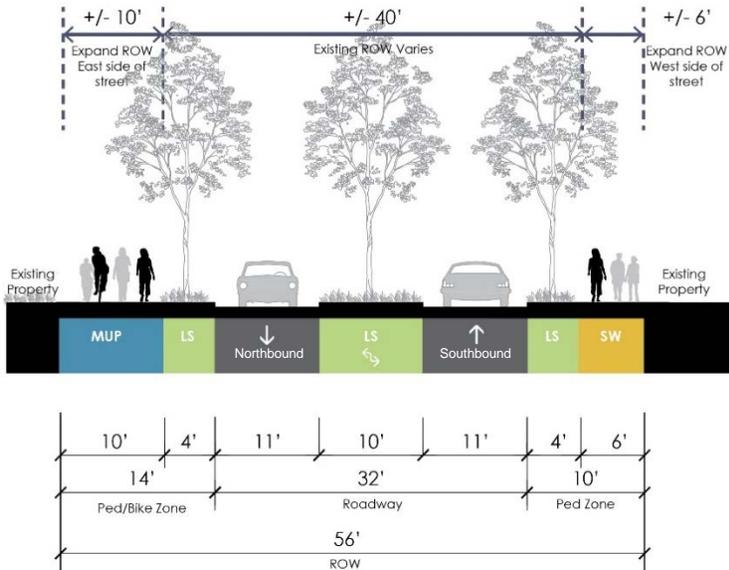
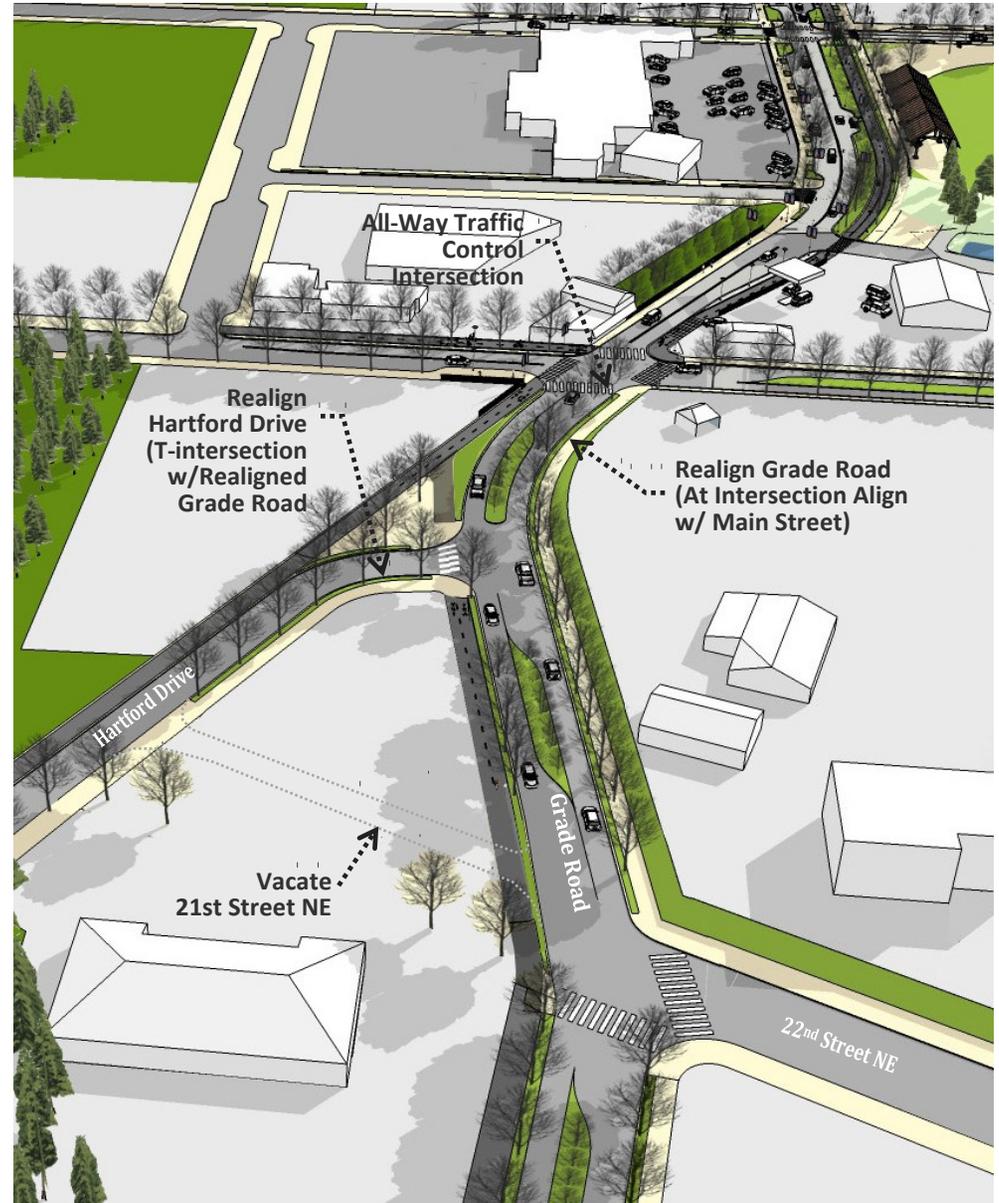


Figure 4.51 'Front Door' Entry—Road and Hartford Road Realignment (View Looking South Between 22nd Street NE to 20th Street NE)



### 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:

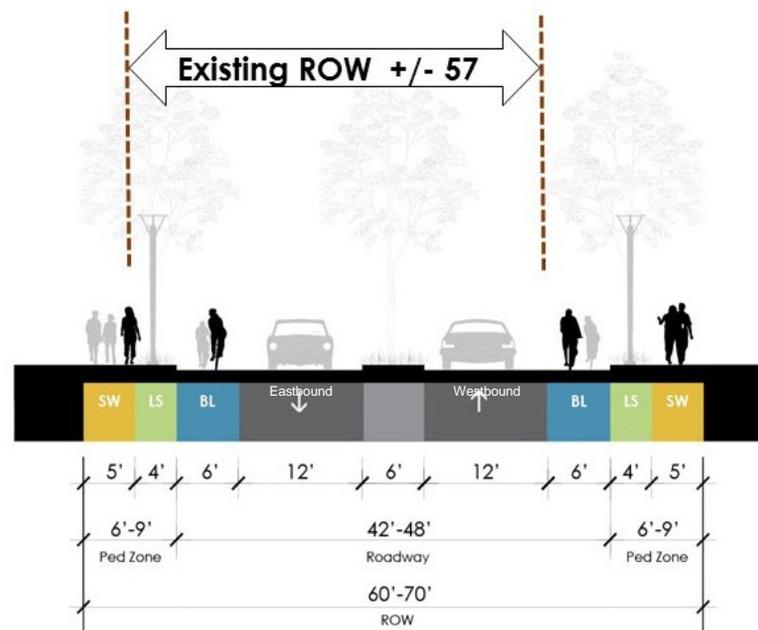
- Widening the right-of-way on the north side of the street;
- A two-way, two-lane roadway with landscaped center median/ turn lane;
- New sidewalks, pedestrian scaled lighting and landscaped/street tree buffer;
- A bike lane on each side of the street; and
- Striped pedestrian crosswalks at intersections.

The typical street section is identified on the right.

Figure 4.54 20<sup>th</sup> Street NE (123<sup>rd</sup> Ave NE to Main Street)



Figure 4.55 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 a seven-foot sidewalk and five-foot landscaping strip and street trees.

The design may incorporate some or all the following elements:

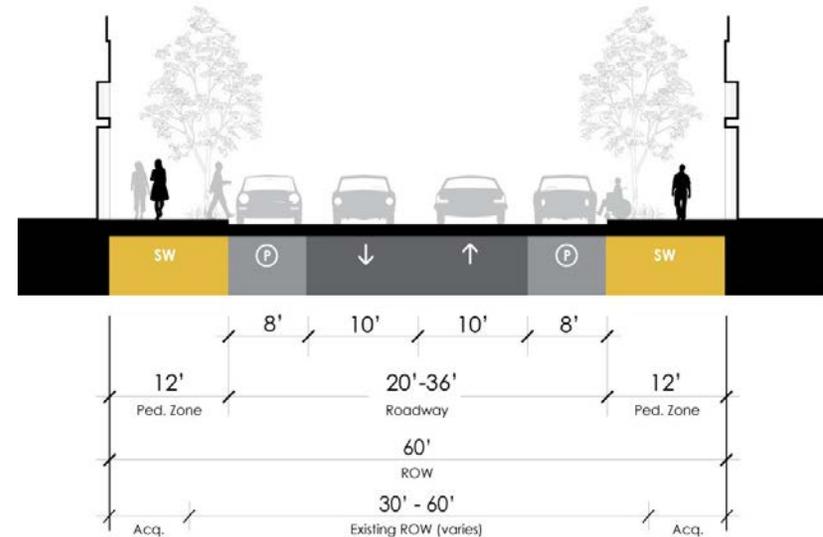
- A two-way, two-lane roadway;
- Curbside parking;
- New sidewalks, pedestrian scaled lighting and landscaped/street tree buffer; and
- Striped pedestrian crosswalks at intersections.

The typical street section is identified on the right.

Figure 4.56 Downtown Streets



Figure 4.57 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
- 123<sup>rd</sup> Avenue NE (22<sup>nd</sup> 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;
- Construct wider sidewalks, pedestrian scaled lighting and landscaped/street tree buffer (south side of street);
- Consider a future 10-foot ft. multi-use path with buffer from the roadway and pedestrian-scaled lighting (north side of the street) or bike lanes;
- Striped pedestrian crosswalks at intersections; and
- 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 following page. If a multi-use trail is not feasible, bike lanes should be analyzed and determined as a possible refinement.

Figure 4.58 20<sup>th</sup> Street N (Main St. to Centennial Trail)



Figure 4.59 Typical Section 20th St. NE (Main St to Centennial Trail)

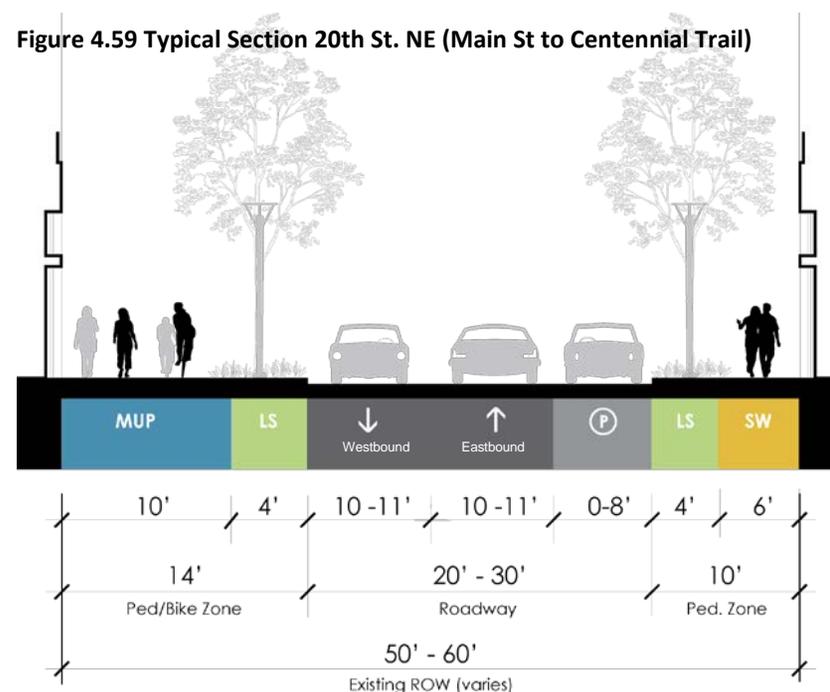


Figure 4.60 Retail Street Illustration 20th St NE (View Looking East to Main Street)



### 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 (Segment2) 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:

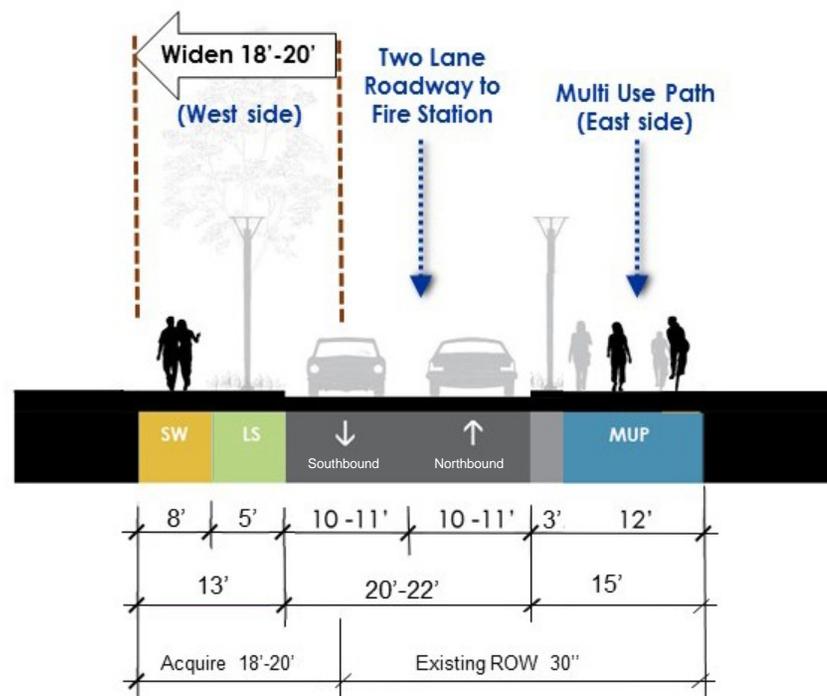
- Widening the right-of-way on the west side of the street;
- Realigning Hartford Road as a 'T' intersection with Grade Road;
- A two-way, two-lane roadway;
- New sidewalk, pedestrian scaled lighting and landscaped/street tree buffer (west side of the street);
- A 12 ft. multi-use path with 3 ft. buffer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

The typical street section is identified to the right.

Figure 4.61 Hartford Dr. Segment 1 (Grade Rd. to 21<sup>st</sup> St. NE)



Figure 4.62 Typical Section Hartford Dr. Segment 1 (Grade Rd. to 21<sup>st</sup> 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 three feet of buffer from the roadway and pedestrian scaled lighting (east side of the street); and
- Striped pedestrian crosswalks, at intersections.

The typical street section is identified on the right.

Figure 4.63 Hartford Dr. Segment 2 (21<sup>st</sup> St. NE to Centennial Trail)

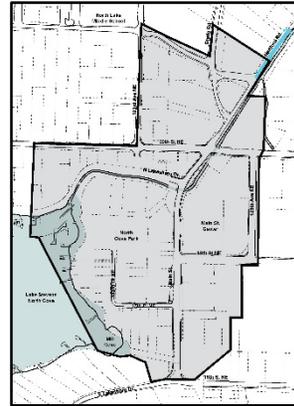
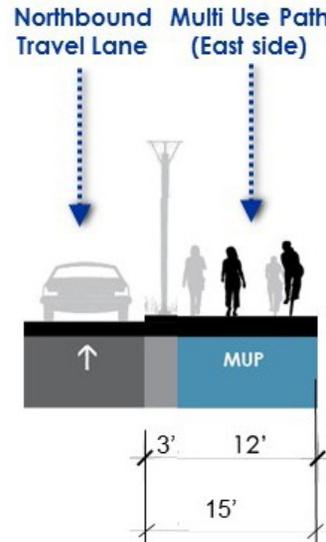


Figure 4.64 Typical Section Hartford Dr. Segment 2 (21st St NE to Centennial Trail)



### 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.

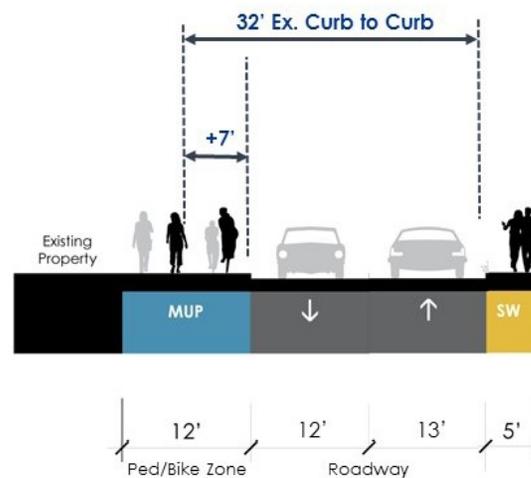
- A two-way, two-lane roadway.
- Curbside parking.
- A 12 ft. multi-use path (south side of the street).
- Striped pedestrian crosswalks at intersections.

The typical street section is identified on the right.

Figure 4.65 16<sup>th</sup> St. NE (Main Street to Centennial Trail)



Figure 4.66 Typical Section 16<sup>th</sup> 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.

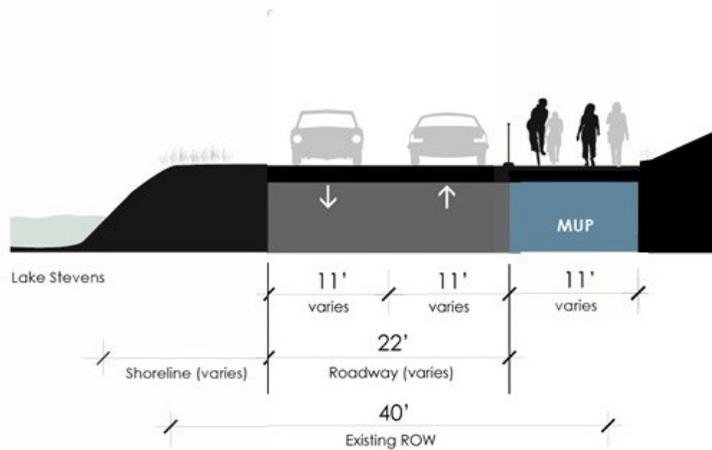
Today, this street is marginally improved. The single required improvement is a continuous mixed-use path. Further design and refinement is necessary and should be part of a future comprehensive Lake Stevens pedestrian and bicycle study to determine the location and pedestrian/bike design around the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

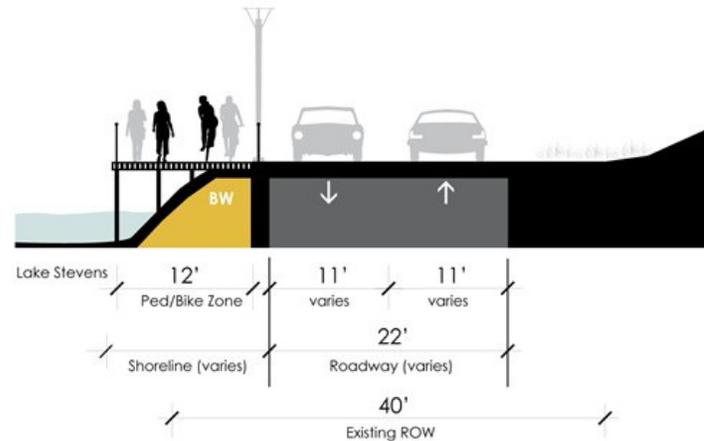
**Figure 4.68 Potential Street Section: Land-side Multi-Use Path**



**Figure 4.67 N. Lakeshore Dr. and E. Lakeshore Dr.**



**Figure 4.69 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.*

Figure 5.1 Downtown Vicinity



### **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 Downtown Lake Stevens 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 and industry of the 1900s.*

### **Policy 1.8 – High Quality Public Buildings**

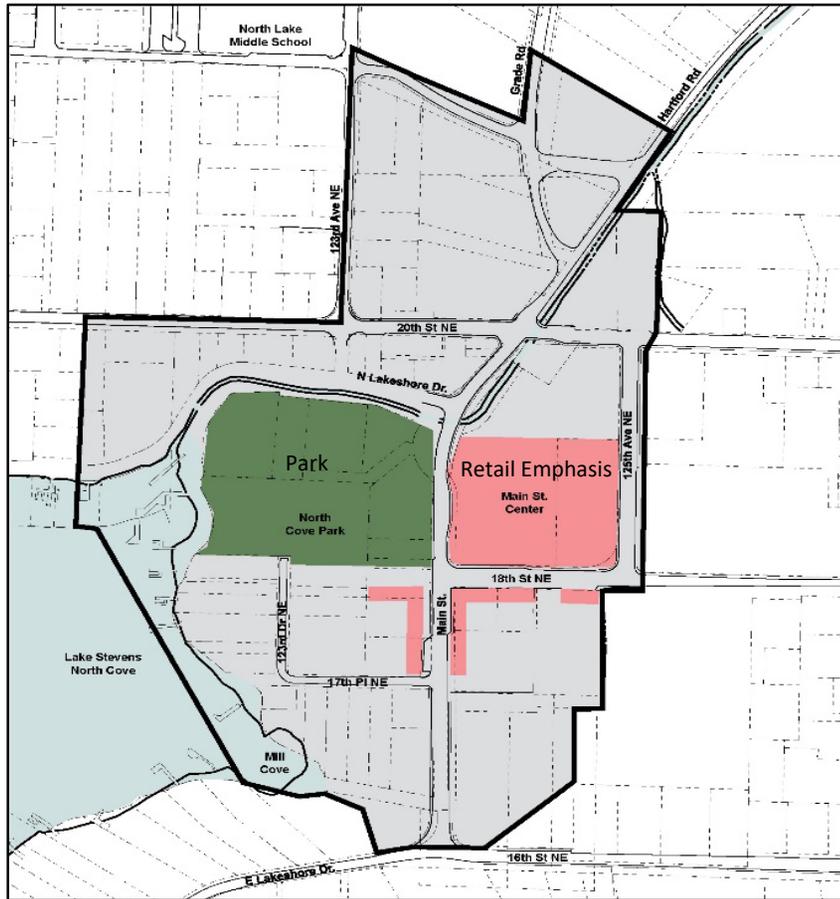
*1.8.1 Encourage public agencies, such as the city, school district, transit authority, utility districts, the State or Snohomish County to construct public buildings with high quality design befitting the role of local or regional government.*

- 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 5.2 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). Generally, 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.

*2.2.4 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 in parking structures, except for 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 ground floor 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). Generally, buildings should range from one story to four 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 personal services such as hair salons, banks, or dry cleaners. Residential and office uses would be allowed on upper floors.*

### **Policy 2.5 – Housing Emphasis**

Multifamily 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, multifamily 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 Multifamily buildings should be urban, covering a majority of development parcels. Generally, buildings should range from two to four 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 123<sup>rd</sup> 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 intensity 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; and
- 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). 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 unless different shoreline regulations apply.*

*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; and
- 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 the wetland with 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 over the next 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, 20<sup>th</sup> 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 & bicycle circulation systems to reduce auto dependency and traffic & 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.

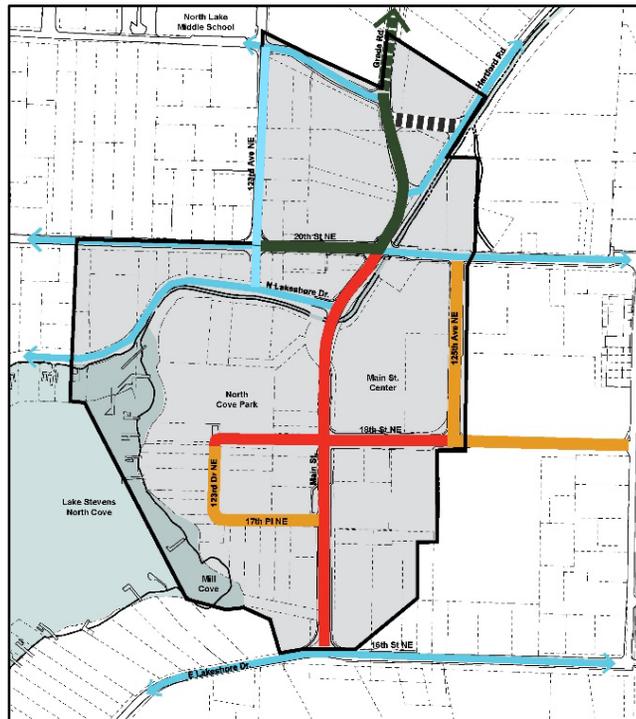
**Policies**

**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.

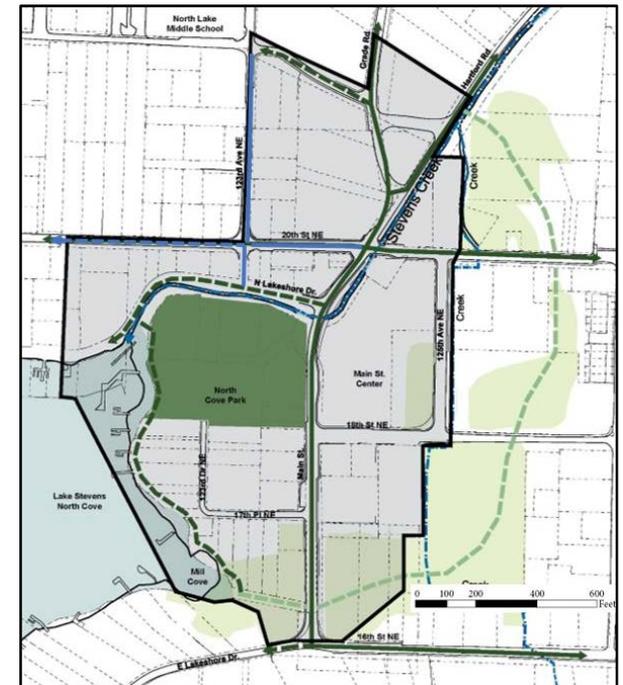
*4.1.1 Provide a street hierarchy framework that identifies key routes for auto, pedestrian and bicycle improvements and creates a network of streets that complement adjacent land uses and spur additional desirable Downtown development.*

*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.*



**Figure 5.3 Street Hierarchy**

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



**Figure 5.4 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

**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 for arterials and collectors and LOS C for local access roads, but accept a reduced LOS standard for the PM peak if 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 because of physical constraints and given the vision for a mixed-use district that functions as a local and regional destination, with multimodal transportation elements and an emphasize on providing safe pedestrian amenities to maintain the character of the district.

**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.

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 the natural environment such as existing vegetation and significant trees taking advantage of lake & 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 or similar 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.*

### **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, 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 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 Main Street 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

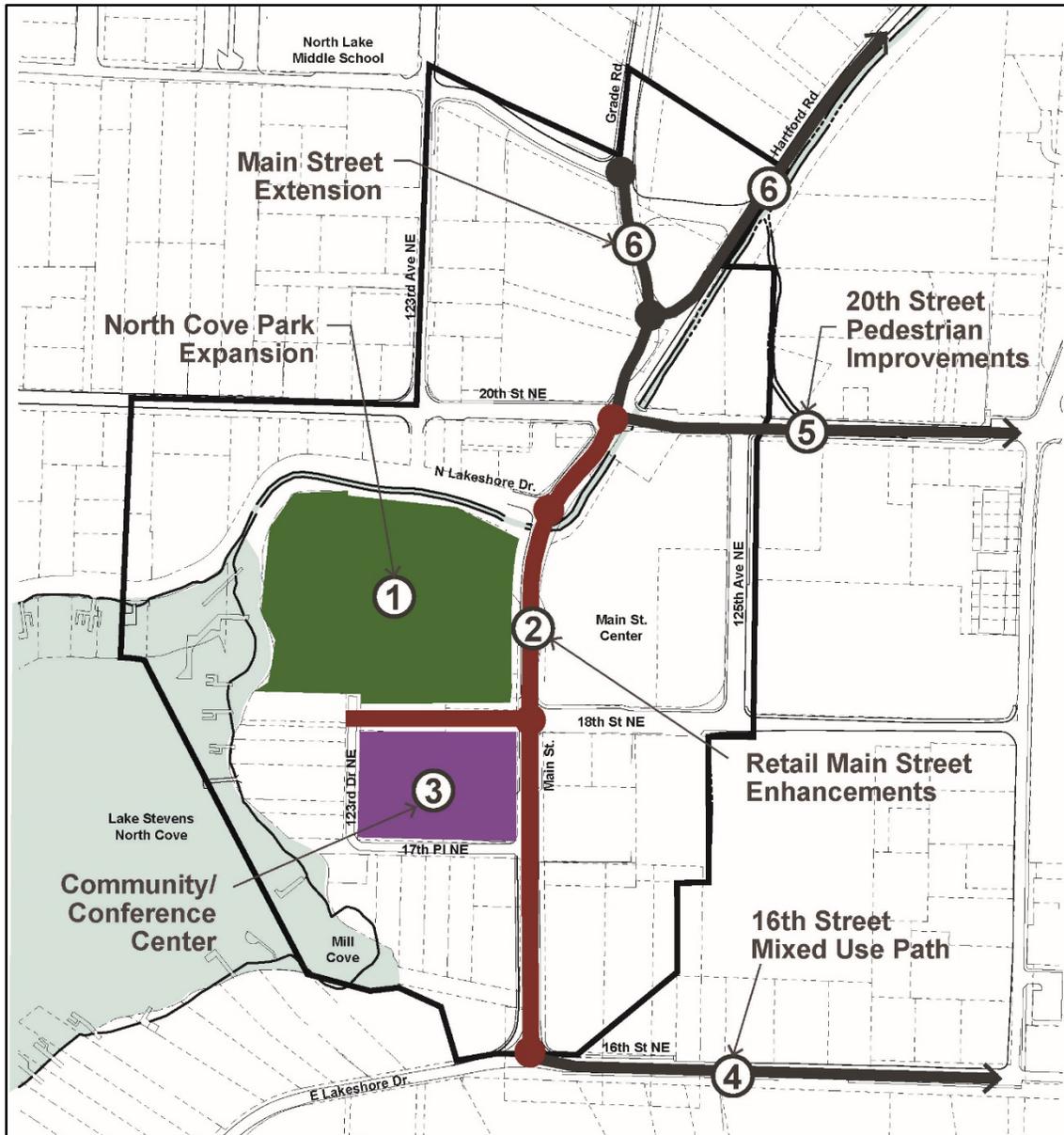
#### 5. 20th Street Pedestrian Improvements

- 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.

**Table 5: Project Schedule**

Project	Year 1	Year 2	Year 3	Year 4	Year 5	Year 5-10
① North Cove Park Expansion	Design/Construct Phasing TBD					
② Retail Main Street Enhancements	Design/Construct					
③ Community /Conference Center			Feasibility Study	Development Framework	Select Developer	Design/Construct
④ 16 <sup>th</sup> Street Mixed-Use Trail	Design/Construct					
⑤ 20 <sup>th</sup> Street Pedestrian Improvements		Design/Construct				
⑥ Main Street Extension (Grade Road and Hartford Drive Realignment)		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 Downtown Lake Stevens 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's 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.