

City of Lake Stevens Mission Statement



The City of Lake Stevens' mission is not only to preserve the natural beauty that attracted so many of its citizens, but to enhance and harmonize with the environment to accommodate new people who desire to live here. Through shared, active participation among Citizen, Mayor, Council, and City Staff, we commit ourselves to quality living for this and future generations.

Growth in our community is inevitable. The City will pursue an active plan on how, when, and where it shall occur to properly plan for needed services, ensure public safety, and maintain the unique ambience that is Lake Stevens.



CITY COUNCIL REGULAR MEETING AGENDA
Lake Stevens School District Educational Service Center (Admin. Bldg.)
12309 22nd Street NE, Lake Stevens
Monday, February 13, 2012 - 7:00 p.m.

NOTE: **WORKSHOP ON VOUCHERS AT 6:45 P.M.**

CALL TO ORDER: 7:00 p.m.
Pledge of Allegiance

ROLL CALL:

GUEST BUSINESS:

RECOGNITION: A. Police Department Explorers.

CONSENT AGENDA: *A. Approve February 2012 vouchers. Barb
*B. Approve minutes of January 23, 2012 regular Council meeting. Norma

ACTION ITEMS: *A. Approve bid award and contract to Shelton Finish LLC for Lundeen Park Restroom and Shelter Re-roofing. Mick

DISCUSSION ITEMS: *A. Draft Subarea Plan and DEIS for 20th Street SE. Russ
*B. Multi-family use code amendment briefing (LS2011-10). Becky

COUNCIL PERSON'S BUSINESS: A. Council retreat.

MAYOR'S BUSINESS:

STAFF REPORTS:

INFORMATION ITEMS: *A. Special meeting notice for February 16th Public Meeting for the 20th Street SE Subarea Plan Draft EIS.

Lake Stevens City Council Regular Meeting Agenda

February 13, 2012

**EXECUTIVE
SESSION:**

A. Potential litigation.

ADJOURN:

* ITEMS ATTACHED	** ITEMS PREVIOUSLY DISTRIBUTED	# ITEMS TO BE DISTRIBUTED
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THE PUBLIC IS INVITED TO ATTEND

Special Needs

The City of Lake Stevens strives to provide accessible opportunities for individuals with disabilities. Please contact Steve Edin, City of Lake Stevens ADA Coordinator, (425) 377-3227, at least five business days prior to any City meeting or event if any accommodations are needed. For TDD users, please use the state's toll-free relay service, (800) 833-6384, and ask the operator to dial the City of Lake Stevens City Hall number.

NOTICE:

All proceedings of this meeting are audio recorded, except Executive Sessions

**BLANKET VOUCHER APPROVAL
 2012**

We, the undersigned Council members of the City of Lake Stevens, Snohomish County, Washington, do hereby certify that the merchandise or services hereinafter specified have been received and that the following vouchers have been approved for payment:

Payroll Direct Deposits	905322-905387	\$119,662.45
Payroll Checks	32964-32965	\$4,142.14
Claims	32962-32963, 32966-33085	\$279,397.24
Electronic Funds Transfers	417-426	\$161,157.27
Void Checks	426, 32988, 32886	(\$14,617.81)
Tax Deposit(s)	2/1/2012	\$41,372.19
Total Vouchers Approved:		\$591,113.48

This 13th day of February 2012:

 Mayor

 Councilmember

 Finance Director

 Councilmember

 Councilmember

 Councilmember



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Direct Deposit Register

23-Jan-2012

Wells Fargo - AP

Lake Stevens

Direct Deposits to Accounts

23-Jan-2012	<u>Vendor</u>	<u>Source</u>	<u>Amount</u>	<u>Draft#</u>	<u>Bank Name</u>	<u>Transit</u>	<u>Account</u>
9362	Department of Revenue	C	\$84.19	417	Wells Fargo	121000248	4159656917
11866	Dept. of Labor & Industries	C	\$17,389.80	418	Wells Fargo	121000248	4159656917
Total:			\$17,473.99		Count:	2.00	

Direct Deposit Summary

<u>Type</u>	<u>Count</u>	<u>Total</u>
C	2	\$17,473.99

Pre-Note Transactions

Direct Deposit Register

02-Feb-2012

Wells Fargo - AP

Lake Stevens

Direct Deposits to Accounts

02-Feb-2012	<u>Vendor</u>	<u>Source</u>	<u>Amount</u>	<u>Draft#</u>	<u>Bank Name</u>	<u>Transit</u>	<u>Account</u>
12112	AFLAC	C	\$1,756.14	419	Wells Fargo	121000248	4159656917
101	Assoc. Of Washington Cities	C	\$79,768.21	420	Wells Fargo	121000248	4159656917
9407	Department of Retirement (Pers	C	\$49,552.45	421	Wells Fargo	121000248	4159656917
9408	NATIONWIDE RETIREMENT SOL	C	\$848.25	422	Wells Fargo	121000248	4159656917
1418	Standard Insurance Company	C	\$4,988.73	423	Wells Fargo	121000248	4159656917
9405	Wash State Support Registry	C	\$478.50	424	Wells Fargo	121000248	4159656917
Total:			\$137,392.28		Count:	6.00	

Direct Deposit Summary

<i>Type</i>	<i>Count</i>	<i>Total</i>
C	6	\$137,392.28

Pre-Note Transactions

Direct Deposit Register

09-Feb-2012

Wells Fargo - AP

Lake Stevens

Direct Deposits to Accounts

13-Feb-2012	<u>Vendor</u>	<u>Source</u>	<u>Amount</u>	<u>Draft#</u>	<u>Bank Name</u>	<u>Transit</u>	<u>Account</u>
13665	Weed Graafstra & Benson Trust	C	\$6,291.00	426	Wells Fargo	121000248	4159656917
Total:			\$6,291.00		Count:	1.00	



Direct Deposit Summary

<u>Type</u>	<u>Count</u>	<u>Total</u>
C	1	\$6,291.00

Pre-Note Transactions

Detail Check Register

23-Jan-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount		
32962	24-Jan-12	13782	Department of Revenue		\$1,159.45	
Q4.2011		Q4.2011	Leasehold Excies Tax	\$1,159.45	\$0.00	\$1,159.45
633013586000005			Leasehold Excise Tax Remit	\$1,159.45		
Total Of Checks:						\$1,159.45

Detail Check Register

25-Jan-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount	
32963	25-Jan-12	860	Lake Stevens Sewer District		\$630.00
01/12		Utilities - sewer		\$630.00	\$0.00
					\$630.00
001008521004700		Law Enforcement - Utilities		\$70.00	
001010576804700		Parks - Utilities		\$140.00	
001012572504700		Library - Utilities		\$70.00	
001013519904700		General Government - Utilities		\$280.00	
101016542004700		Street Fund - Utilities		\$35.00	
410016542404700		Storm Water-Aerat. Utilities		\$35.00	
Total Of Checks:					\$630.00

Detail Check Register

01-Feb-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount		
32966	01-Feb-12	13824	Wash Teamsters Welfare Trust		\$1,256.31	
02/01/12		Insurance Premiums		\$1,256.31	\$0.00	\$1,256.31
001010576802000		Parks - Benefits		\$48.86		
101016542002000		Street Fund - Benefits		\$537.42		
410016542402000		Storm Water - Benefits		\$670.03		
			Total Of Checks:			\$1,256.31

Detail Check Register

09-Feb-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount	
32967	13-Feb-12	13328	ACES		\$329.00
8500			DOSH Facility Inspection	\$329.00	\$0.00
					\$329.00
001003517620000			Admin. Safety program	\$77.64	
101016517620000			safety program	\$146.08	
410016517620000			safety program	\$105.28	
32968	13-Feb-12	12540	ALLIED WASTE SERVICES #197		\$347.28
0197-001421832			dumpster services	\$347.28	\$0.00
					\$347.28
101016542003102			Street Fund Operating Costs	\$166.54	
101016542004500			Street Fund - Rentals/Leases	\$7.10	
410016542403102			Storm Water - Operating Costs	\$166.54	
410016542404501			Storm Water - Equipment Rental	\$7.10	
32969	13-Feb-12	12540	ALLIED WASTE SERVICES #197		\$249.47
0197-001421597			dumpster services	\$249.47	\$0.00
					\$249.47
001010576803103			Parks-Lundeen-Operating Costs	\$249.47	
32970	13-Feb-12	12540	ALLIED WASTE SERVICES #197		\$103.61
0197-001422243			dumpster services	\$103.61	\$0.00
					\$103.61
001013519903100			General Government - Operating	\$91.28	
001013519904500			General Government-Equip Renta	\$12.33	
32971	13-Feb-12	13707	Andrew Thor		\$750.00
2012			2012 Uniform allowance	\$750.00	\$0.00
					\$750.00
001008521002600			Law Enforcment Clothing	\$750.00	
32972	13-Feb-12	12713	AWARDS OF PRAISE		\$24.84
912			Recognition award	\$24.84	\$0.00
					\$24.84
001008521003104			Law Enforcement-Operating Cost	\$24.84	
32973	13-Feb-12	179	Blumenthal Uniforms		\$850.35
910586			Holmes-Ballistic Vest replacement	\$764.40	\$0.00
					\$764.40
001008521002600			Law Enforcment Clothing	\$764.40	
912979-02			Pants - Anderson	\$85.95	\$0.00
					\$85.95
001008521002600			Law Enforcment Clothing	\$85.95	
32974	13-Feb-12	187	Boy Scouts of America		\$229.35
Post 0087			Learning for Life Renewal	\$229.35	\$0.00
					\$229.35
001008521004900			Law Enforcement - Miscellaneou	\$229.35	
32975	13-Feb-12	11952	Carquest Auto Parts Store		\$335.97
2421-170385			Wiper blades	\$17.33	\$0.00
					\$17.33

Detail Check Register

09-Feb-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount		
101016542004800			Street Fund - Repair & Mainten	\$17.33		
2421-170507			Antifreeze	\$26.28	\$0.00	\$26.28
101016542004800			Street Fund - Repair & Mainten	\$26.28		
2421-170514			Battery	\$109.38	\$0.00	\$109.38
101016542004800			Street Fund - Repair & Mainten	\$109.38		
2421-170533			Wipers	\$3.54	\$0.00	\$3.54
101016542004800			Street Fund - Repair & Mainten	\$3.54		
2421-170677			Oil and filter	\$30.79	\$0.00	\$30.79
101016542004800			Street Fund - Repair & Mainten	\$30.79		
2421-170962			Oil/filter/wipers	\$88.15	\$0.00	\$88.15
101016542003102			Street Fund Operating Costs	\$88.15		
2421-170974			Hydraulic fluid	\$51.02	\$0.00	\$51.02
101016542004800			Street Fund - Repair & Mainten	\$25.51		
410016542404800			Storm Water - Repairs & Maint.	\$25.51		
2421-171039			Wire/terminal pak	\$9.48	\$0.00	\$9.48
101016542004800			Street Fund - Repair & Mainten	\$9.48		
32976	13-Feb-12	11952	Carquest Auto Parts Store			\$2.87
2421-170453			Wipers	\$2.87	\$0.00	\$2.87
101016542004800			Street Fund - Repair & Mainten	\$2.87		
32977	13-Feb-12	13391	Cemex			\$3,900.55
9423004170			Street Sweeping Pile	\$3,900.55	\$0.00	\$3,900.55
101016542004102			Street Fund-Sweeping	\$3,900.55		
32978	13-Feb-12	12608	CHAD CHRISTENSEN			\$750.00
2012			2012 Uniform allowance	\$750.00	\$0.00	\$750.00
001008521002600			Law Enforcment Clothing	\$750.00		
32979	13-Feb-12	274	City of Everett			\$350.00
I12000138			Lab analysis	\$175.00	\$0.00	\$175.00
410016531503104			DOE-G1100060 SW Capacity Exp	\$175.00		
I12000303			Lab analysis	\$175.00	\$0.00	\$175.00

Detail Check Register

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Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount	
410016531503104		DOE-G1100060	SW Capacity Exp	\$175.00	
32980	13-Feb-12	276	City Of Lake Stevens		\$35.05
1135			Retainage - New Chapter	\$35.05	\$0.00
001007558004100			Planning - Professional Servic	\$1.15	
001007559004100			Building Department - Professi	\$1.15	
001008521004100			Law Enforcement - Professional	\$20.10	
001013519904100			General Government - Professio	\$5.75	
001013555504100			Community Center - Cleaning	\$4.60	
101016542004100			Street Fund - Professional Ser	\$1.15	
410016542404101			Storm Water - Professional Ser	\$1.15	
32981	13-Feb-12	12004	CITY OF MARYSVILLE		\$18,036.07
12-001			Citations January 2012	\$6,378.58	\$0.00
001013512500001			Municipal Court Fees	\$6,378.58	
5861			Prof services Hwy 9 project	\$437.50	\$0.00
001013519904100			General Government - Professio	\$437.50	
POLIN11-0146			Prisoner housing Jan 2012	\$11,353.33	\$0.00
001008523005100			Law Enforcement - Jail	\$11,353.33	
POLIN12-003 revised			Prisoner Housing December 2011	(\$133.34)	\$0.00
001008523005100			Law Enforcement - Jail	(\$133.34)	
32982	13-Feb-12	296	Code Publishing Co.		\$211.39
39900			Municipal Code publishing	\$211.39	\$0.00
001003514104100			City Clerks-Professional Servi	\$211.39	
32983	13-Feb-12	13915	Colette Larson		\$320.00
012312			Evidence return	\$320.00	\$0.00
001013589000000			Refunds	\$320.00	
32984	13-Feb-12	13030	COMCAST		\$116.90
01/12 0827887			Signal control	\$116.90	\$0.00
101016542640000			Street Fund - Traffic Control	\$116.90	
32985	13-Feb-12	13030	COMCAST		\$81.90
01/12 0808840			Internet - shop	\$81.90	\$0.00
101016542004200			Street Fund - Communications	\$40.95	
410016542404200			Storm Water - Communications	\$40.95	
32986	13-Feb-12	13030	COMCAST		\$71.90

Detail Check Register

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Check No	Check Date	VendorNo	Vendor		Check Amount	
01/12 0692756			Internet - satellite PD	\$71.90	\$0.00	\$71.90
001008521004200			Law Enforcement - Communicatio	\$71.90		
32987	13-Feb-12	13841	Comcast			\$81.90
01/12 0810218			Internet - evidence room	\$81.90	\$0.00	\$81.90
001008521004200			Law Enforcement - Communicatio	\$81.90		
32988	13-Feb-12	322	Concrete NorWest			\$5,864.61
784912			Sand for Snow event	\$774.45	\$0.00	\$774.45
101016542660000			Street Fund - Snow & Ice Contr	\$774.45		
784963			Sand for Snow Event	\$2,739.58	\$0.00	\$2,739.58
101016542660000			Street Fund - Snow & Ice Contr	\$2,739.58		
785640			Sand for Snow Event	\$1,559.08	\$0.00	\$1,559.08
101016542660000			Street Fund - Snow & Ice Contr	\$1,559.08		
9423010373			Sand for Snow event	\$791.50	\$0.00	\$791.50
101016542660000			Street Fund - Snow & Ice Contr	\$791.50		
32989	13-Feb-12	91	Corporate Office Supply			\$1,556.49
124463i			Label Maker Shop	\$110.65	\$0.00	\$110.65
101016542003101			Street Fund Office Supplies	\$110.65		
125010i			Envelopes, Mailers, Misc. Supplies	\$102.19	\$0.00	\$102.19
001007558003100			Planning - Office Supplies	\$102.19		
125064i			Supplies	\$229.92	\$0.00	\$229.92
001003513103100			Administration - Office Supply	\$82.95		
001003514103100			City Clerks-Office Supplies	\$79.20		
001003516103100			Human Resources-Office Supplie	\$32.95		
001013519903100			General Government - Operating	\$34.82		
125086i			Supplies	\$121.71	\$0.00	\$121.71
001007559003100			Building Department - Office S	\$20.13		
101016542003101			Street Fund Office Supplies	\$101.58		
125162			Envelopes clasp	(\$20.58)	\$0.00	(\$20.58)
001007558003100			Planning - Office Supplies	(\$20.58)		
125251i			ink and supplies	\$439.50	\$0.00	\$439.50
001008521003100			Law Enforcement - Office Suppl	\$439.50		



Detail Check Register

09-Feb-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor		Check Amount
125259i			ink for color printer	\$184.55	\$184.55
001008521003100			Law Enforcement - Office Suppl	\$184.55	
125302i			Supplies	\$388.55	\$388.55
001004514233100			Finance - Office Supplies	\$134.95	
001013519903100			General Government - Operating	\$253.60	
32990	13-Feb-12	91	Corporate Office Supply		\$191.01
123501i			Binder/marker	\$42.95	\$42.95
001007558003100			Planning - Office Supplies	\$42.95	
124460i			Calendars, CD s, CD cases	\$30.98	\$30.98
001007558003100			Planning - Office Supplies	\$30.98	
125038i			Pendaflex Two-Tone Color File Fold	\$49.85	\$49.85
001004514233100			Finance - Office Supplies	\$49.85	
125075i			Supplies	\$12.98	\$12.98
001003513103100			Administration - Office Supply	\$0.00	
001003514103100			City Clerks-Office Supplies	\$0.00	
001003516103100			Human Resources-Office Supplie	\$0.00	
001013519903100			General Government - Operating	\$12.98	
125262i			ink and supplies	\$54.25	\$54.25
001008521003100			Law Enforcement - Office Suppl	\$54.25	
32991	13-Feb-12	13196	Correctional Industries		\$419.16
45-100187			Evidence property forms	\$419.16	\$419.16
001008521003100			Law Enforcement - Office Suppl	\$419.16	
32992	13-Feb-12	12275	CRAIG VALVICK		\$750.00
2012			2012 uniform allowance	\$750.00	\$750.00
001008521002600			Law Enforcment Clothing	\$750.00	
32993	13-Feb-12	13411	Daniel Planalp		\$750.00
2012			2012 uniform allowance	\$750.00	\$750.00
001008521002600			Law Enforcment Clothing	\$750.00	
32994	13-Feb-12	13893	Datec Inc		\$7,765.20
29593			Panasonic TB-53 Toughbooks	\$3,882.60	\$3,882.60
001008521006400			Law Enforcement - Capital Outl	\$3,882.60	
29595			Panasonic TB-53 Toughbooks	\$3,882.60	\$3,882.60

Detail Check Register

09-Feb-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount	
001008521006400			Law Enforcement - Capital Outl	\$3,882.60	
32995	13-Feb-12	13754	David Carter		\$750.00
2012			2012 uniform allowance	\$750.00	\$0.00
001008521002600			Law Enforcment Clothing	\$750.00	
32996	13-Feb-12	12130	DAY WIRELESS SYSTEMS (16)		\$81.91
153577			Lidar Calibration	\$81.91	\$0.00
001008521004800			Law Enforcement - Repair & Mai	\$81.91	
32997	13-Feb-12	12369	DELL MARKETING L.P.		\$705.85
XFN395NP3			UPS for Annex - Planning Bld	\$282.34	\$0.00
510013519606400			Purchase Computer Equipment	\$282.34	
XFN87DFW4			Patrol/Investigations/Records-Batter	\$423.51	\$0.00
001008521003104			Law Enforcement-Operating Cost	\$423.51	
32998	13-Feb-12	13265	Dennis A. Irwin		\$750.00
2012			2012 uniform allowance	\$750.00	\$0.00
001008521002600			Law Enforcment Clothing	\$750.00	
32999	13-Feb-12	12800	DEPT OF CORRECTIONS		\$448.60
MCC4591 1211			Inmate services	\$448.60	\$0.00
001010576804800			Parks - Repair & Maintenance	\$180.46	
101016542004800			Street Fund - Repair & Mainten	\$268.14	
33000	13-Feb-12	13226	Dept. Graphics		\$76.44
4671			PT47/Graphic repair	\$76.44	\$0.00
001008521004800			Law Enforcement - Repair & Mai	\$76.44	
33001	13-Feb-12	13815	Donald Blakely		\$750.00
2012			2012 uniform allowance	\$750.00	\$0.00
001008521002600			Law Enforcment Clothing	\$750.00	
33002	13-Feb-12	12482	ECONOMY FENCE CENTER		\$3,634.17
0019434-IN			Det Pond fence Repl Lundeen & Hw	\$1,034.05	\$0.00
410016542404800			Storm Water - Repairs & Maint.	\$1,034.05	
0019435-IN			Det Pond fence Repl Lundeen & Hw	\$777.99	\$0.00
410016542404800			Storm Water - Repairs & Maint.	\$777.99	
0019452-IN			Damaged Fence at 20th St. & 91st	\$1,822.13	\$0.00

Detail Check Register

09-Feb-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount	
101016542004800			Street Fund - Repair & Mainten	\$1,822.13	
33003	13-Feb-12	473	Electronic Business Machines	\$221.57	
072300			copier maint	\$185.02	\$0.00 \$185.02
001008521004800			Law Enforcement - Repair & Mai	\$185.02	
072789			copier maint	\$36.55	\$0.00 \$36.55
001007558004800			Planning - Repairs & Maint.	\$18.27	
101016542004800			Street Fund - Repair & Mainten	\$18.28	
33004	13-Feb-12	485	Employment Security Department	\$899.27	
Q4.2011			Q4.2011 UI Tax	\$899.27	\$0.00 \$899.27
501000517007800			Payments To Claiments	\$899.27	
33005	13-Feb-12	12642	ESRI	\$3,801.00	
92446390			GIS Software License	\$3,801.00	\$0.00 \$3,801.00
001007558003500			Planning - Tools & Equipment	\$900.00	
101016542003102			Street Fund Operating Costs	\$901.00	
410016531503104			DOE-G1100060 SW Capacity Exp	\$2,000.00	
33006	13-Feb-12	505	Everett Stamp Works	\$11.89	
5406			Nameplate	\$11.89	\$0.00 \$11.89
001007558003200			Planning-Operating Costs	\$11.89	
33007	13-Feb-12	13390	Evergreen State Heat	\$211.78	
17911			Furnace filters Senior Center	\$211.78	\$0.00 \$211.78
001013555506400			New Senior Center	\$211.78	
33008	13-Feb-12	13468	Feldman & Lee	\$5,250.00	
01/31/12			Public defender services	\$5,250.00	\$0.00 \$5,250.00
001013512800000			Court Appointed Attorney Fees	\$5,250.00	
33009	13-Feb-12	13709	Franklin Nelson	\$750.00	
2012			2012 uniform allowance	\$750.00	\$0.00 \$750.00
001008521002600			Law Enforcment Clothing	\$750.00	
33010	13-Feb-12	13764	Frontier	\$67.57	
01/12 03027810444875			Communications	\$67.57	\$0.00 \$67.57
001013519904200			General Government - Communica	\$22.53	
101016542004200			Street Fund - Communications	\$22.52	
410016542404200			Storm Water - Communications	\$22.52	
33011	13-Feb-12	12393	GLENS RENTAL SALES & SERVICE	\$735.13	
S3795			Saw Rental	\$76.02	\$0.00 \$76.02

Detail Check Register

09-Feb-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount	
101016542004800			Street Fund - Repair & Mainten	\$76.02	
S3827			Chains	\$103.66	\$0.00
101016542003102			Street Fund Operating Costs	\$103.66	
S3845			Pole Saw for shoulder clearing	\$555.45	\$0.00
101016542004800			Street Fund - Repair & Mainten	\$555.45	
33012	13-Feb-12	673	Home Depot		\$866.78
1131274			Light Pole	\$508.25	\$0.00
101016542004800			Street Fund - Repair & Mainten	\$508.25	
8016900			Repair (boards and hanrails) North	\$341.68	\$0.00
001010576804800			Parks - Repair & Maintenance	\$341.68	
8053153			Screws	\$16.85	\$0.00
001010576803100			Parks - Operating Costs	\$8.42	
101016542003102			Street Fund Operating Costs	\$8.43	
33013	13-Feb-12	13177	James Barnes		\$750.00
2012			2012 uniform allowance	\$750.00	\$0.00
001008521002600			Law Enforcment Clothing	\$750.00	
33014	13-Feb-12	13412	James Wellington		\$750.00
2012			2012 uniform allowance	\$750.00	\$0.00
001008521002600			Law Enforcment Clothing	\$750.00	
33015	13-Feb-12	13234	Jeff Lambier		\$750.00
2012			2012 uniform allowance	\$750.00	\$0.00
001008521002600			Law Enforcment Clothing	\$750.00	
33016	13-Feb-12	13327	Jennifer Anderson		\$416.66
2/1/12-2/29/12			Dep Care Reimb	\$416.66	\$0.00
001000281000000			Payroll Liabilities	\$416.66	
33017	13-Feb-12	13863	Johns Cleaning Service		\$78.02
768			Uniform cleaning	\$78.02	\$0.00
001008521002600			Law Enforcment Clothing	\$78.02	
33018	13-Feb-12	13264	Joshua Holmes		\$750.00
2012			2012 uniform allowance	\$750.00	\$0.00

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Check No	Check Date	VendorNo	Vendor	Check Amount	
001008521002600			Law Enforcment Clothing	\$750.00	
33019	13-Feb-12	13724	Kerry Bernhard		\$750.00
2012			2012 uniform allowance	\$750.00	\$0.00
001008521002600			Law Enforcment Clothing	\$750.00	
33020	13-Feb-12	13909	Keystone Safe Co		\$2,260.00
11243315			Lateral 38 - 3 drawer Fireproof File	\$2,260.00	\$0.00
001003516103200			Human Resources-Operating Cost	\$2,260.00	
33021	13-Feb-12	11777	Lake Stevens Fire		\$155.00
5975			Annual inspection 1802-124th Ave N	\$155.00	\$0.00
001010575304901			Historical Museum	\$155.00	
33022	13-Feb-12	852	Lake Stevens Journal		\$147.40
76643			Advertising - legal	\$46.90	\$0.00
001013514304400			General Government - Advertisin	\$46.90	
76672			Advertising - legal	\$100.50	\$0.00
001007558004400			Planning - Advertising	\$100.50	
33023	13-Feb-12	12751	LAKE STEVENS POLICE GUILD		\$876.00
02/01/12			Union dues	\$876.00	\$0.00
001000281000000			Payroll Liabilities	\$876.00	
33024	13-Feb-12	9340	Lake Stevens School District		\$223.00
8386			Facility rental council mtgs	\$223.00	\$0.00
001001511604501			Legislative - Rentals	\$223.00	
33025	13-Feb-12	860	Lake Stevens Sewer District		\$630.00
02/12			Utilities - sewer	\$630.00	\$0.00
001008521004700			Law Enforcement - Utilities	\$70.00	
001010576804700			Parks - Utilities	\$140.00	
001012572504700			Library - Utilities	\$70.00	
001013519904700			General Government - Utilities	\$280.00	
101016542004700			Street Fund - Utilities	\$35.00	
410016542404700			Storm Water-Aerat. Utilities	\$35.00	
33026	13-Feb-12	12603	LES SCHWAB TIRE CENTER		\$363.92
40200024735			Flat repair	\$32.85	\$0.00
101016542004800			Street Fund - Repair & Mainten	\$32.85	

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Check No	Check Date	VendorNo	Vendor		Check Amount	
40200025154			Det. Vehicles/PT 37 & 38/Tire Cahin	\$195.37	\$0.00	\$195.37
		001008521003104	Law Enforcement-Operating Cost	\$195.37		
40200025465			Traffic Vehicle/PT 41-snow chains	\$135.70	\$0.00	\$135.70
		001008521003104	Law Enforcement-Operating Cost	\$135.70		
33027	13-Feb-12	12215	LOWES COMPANIES			\$311.34
911276			Light	\$97.19	\$0.00	\$97.19
		001008521004800	Law Enforcement - Repair & Mai	\$97.19		
920997			Fan ducts	\$45.30	\$0.00	\$45.30
		001013555506400	New Senior Center	\$45.30		
961310			communiyt center outside lights	\$168.85	\$0.00	\$168.85
		001013555504800	Community Center - Repair & M	\$168.85		
33028	13-Feb-12	13167	Makers Architecture & Urban De			\$481.25
0927-17			Prof Services SMP	\$481.25	\$0.00	\$481.25
		001007558904902	DOE - Shoreline Grant Expenses	\$481.25		
33029	13-Feb-12	13774	Maltby Container & Recycling			\$340.00
21935			Dump fee	\$125.00	\$0.00	\$125.00
		101016542004800	Street Fund - Repair & Mainten	\$125.00		
21936			Dump fee	\$215.00	\$0.00	\$215.00
		410016542404800	Storm Water - Repairs & Maint.	\$215.00		
33030	13-Feb-12	13814	Matthew McCourt			\$750.00
2012			2012 uniform allowance	\$750.00	\$0.00	\$750.00
		001008521002600	Law Enforcment Clothing	\$750.00		
33031	13-Feb-12	1019	NATIONAL BARRICADE COMPANY			\$1,367.27
239910			Traffic Barrels/cones	\$1,367.27	\$0.00	\$1,367.27
		101016542640000	Street Fund - Traffic Control	\$1,367.27		
33032	13-Feb-12	13711	New Chapter Cleaning			\$665.95
1135			Utilities - sewer	\$665.95	\$0.00	\$665.95

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Check No	Check Date	VendorNo	Vendor	Check Amount	
001007558004100			Planning - Professional Servic	\$21.85	
001007559004100			Building Department - Professi	\$21.85	
001008521004100			Law Enforcement - Professional	\$381.90	
001013519904100			General Government - Professio	\$109.25	
001013555504100			Community Center - Cleaning	\$87.40	
101016542004100			Street Fund - Professional Ser	\$21.85	
410016542404101			Storm Water - Professional Ser	\$21.85	
33033	13-Feb-12	12684	NORTHWEST CASCADE INC.		\$218.00
1-417657			Equipment rental	\$218.00	\$0.00 \$218.00
001010576804500			Parks - Equipment Rental	\$218.00	
33034	13-Feb-12	1091	Office Of The State Treasurer		\$14,380.42
Jan 2012			Jan 2012 State Court Fees	\$14,380.42	\$0.00 \$14,380.42
633008559005100			Building Department - State Bl	\$31.50	
633008589000003			Public Safety And Ed. (1986 As	\$6,982.45	
633008589000004			Public Safety And Education	\$3,803.56	
633008589000005			Judicial Information System-Ci	\$1,346.33	
633008589000008			Trauma Care	\$537.98	
633008589000009			school zone safety	\$421.00	
633008589000010			Public Safety Ed #3	\$121.92	
633008589000011			Auto Theft Prevention	\$750.27	
633008589000012			HWY Safety Act	\$57.85	
633008589000013			Death Inv Acct	\$49.13	
633008589000014			WSP Highway Acct	\$278.43	
33035	13-Feb-12	13733	Ogden Murphy Wallace		\$136.61
695905			Prof services	\$136.61	\$0.00 \$136.61
001013519904100			General Government - Professio	\$136.61	
33036	13-Feb-12	1110	PACIFIC POWER BATTERIES		\$23.30
11266325			Battery replacement/CPU	\$23.30	\$0.00 \$23.30
001008521004800			Law Enforcement - Repair & Mai	\$23.30	
33037	13-Feb-12	13044	PAKOR, INC - NW8935		\$230.65
891795			Passport photo paper	\$230.65	\$0.00 \$230.65
001008521003100			Law Enforcement - Office Suppl	\$230.65	
33038	13-Feb-12	1066	PERTEET ENGINEERING, INC.		\$6,867.74
20110101.000-4			Prof svcs 20th St Design	\$6,867.74	\$0.00 \$6,867.74
101016542004101			Prof Serv-Traffic Study	\$6,867.74	
33039	13-Feb-12	13895	Puget Sound Data Systems		\$5,546.20
21254			Switch for Annex - Planning Bld	\$5,546.20	\$0.00 \$5,546.20

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Check No	Check Date	VendorNo	Vendor	Check Amount	
510013519606400			Purchase Computer Equipment	\$5,546.20	
33040	13-Feb-12	13304	Purchase Power		\$420.00
01/24/12			Postage	\$420.00	\$0.00
001007558004200			Planning - Communication	\$17.02	
001013519904200			General Government - Communica	\$395.73	
101016542004200			Street Fund - Communications	\$3.63	
410016542404200			Storm Water - Communications	\$3.62	
33041	13-Feb-12	13836	SCCFOA		\$25.00
2012			2012 Dues	\$25.00	\$0.00
001004514234900			Finance - Miscellaneous	\$25.00	
33042	13-Feb-12	13556	Seams Sew Fitting		\$70.32
8123			Uniform alteration	\$70.32	\$0.00
001008521002600			Law Enforcment Clothing	\$70.32	
33043	13-Feb-12	13842	Shannon & Wilson Inc		\$106.00
85989			Prof services	\$106.00	\$0.00
101016595616440			36th Street Bridge Repair	\$106.00	
33044	13-Feb-12	12722	SHRED-it WESTERN WASHINGTON		\$168.00
101198263			Shredding services	\$168.00	\$0.00
001003516103200			Human Resources-Operating Cost	\$19.75	
001008521003104			Law Enforcement-Operating Cost	\$128.50	
001013519903100			General Government - Operating	\$19.75	
33045	13-Feb-12	1343	SIRCHIE FINGER PRINT		\$277.64
0066352-IN			rifle boxes and forensic scales	\$277.64	\$0.00
001008521003104			Law Enforcement-Operating Cost	\$277.64	
33046	13-Feb-12	13363	Six Robblees Inc.		\$406.18
5-624550			Tire Chain Replacement	\$146.86	\$0.00
101016542004800			Street Fund - Repair & Mainten	\$146.86	
5-625035, 5-625028			Tire Chain Replacement	\$259.32	\$0.00
101016542004800			Street Fund - Repair & Mainten	\$259.32	
33047	13-Feb-12	13878	Snohomish Conservation Dist		\$8,454.66
336			LID project	\$2,223.88	\$0.00
410016531503106			DOE - G1100280 LID Grant Exp	\$2,223.88	
781			LID project	\$6,230.78	\$0.00

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Check No	Check Date	VendorNo	Vendor	Check Amount	
410016531503106		DOE - G1100280	LID Grant Exp	\$6,230.78	
33048	13-Feb-12	13322	Snohomish County Cities	\$75.00	\$75.00
02/01/12	1/25/12 mtg			\$75.00	\$0.00
001001511604300			Legislative - Travel & Mtgs	\$50.00	
001008521004300			Law Enforce - Travel & Mtgs	\$25.00	
33049	13-Feb-12	1379	Snohomish County Human Service	\$1,580.35	\$1,580.35
I000294505	Q4.2011		Liquor Excise taxes	\$1,580.35	\$0.00
001013567005100			General Government - Alcoholis	\$1,580.35	
33050	13-Feb-12	1382	Snohomish County Public Works	\$23,398.25	\$23,398.25
I000292736			Dept of Ecology MTAC	\$1,910.12	\$0.00
410016531503102			G0800610 - M/TAC Exp	\$1,910.12	
I000293280			Equipment Repair & Maint	\$13,837.01	\$0.00
001008521004800			Law Enforcement - Repair & Mai	\$4,735.48	
101016542004800			Street Fund - Repair & Mainten	\$9,101.53	
I000293866			Repair & Maint	\$1,043.56	\$0.00
101016542640000			Street Fund - Traffic Control	\$1,043.56	
I000294559			Road bond Debt Service	\$6,607.56	\$0.00
101016542400101			Street - SWM Debt Service Chrg	\$6,607.56	
33051	13-Feb-12	12961	SNOHOMISH COUNTY PUD	\$24,110.11	\$24,110.11
100054317			Utilities - electric	\$8,938.57	\$0.00
101016542630000			Street Fund - Street Lighting	\$8,938.57	
103843206			Utilities - electric	\$877.56	\$0.00
001013555504700			Community Center - Utilities	\$877.56	
133682830			Utilities - electric	\$1,438.75	\$0.00
001008521004700			Law Enforcement - Utilities	\$1,438.75	
136911745			Utilities - electric	\$8,938.57	\$0.00
101016542630000			Street Fund - Street Lighting	\$8,938.57	
136911747			Utilities - electric	\$1,101.11	\$0.00
101016542630000			Street Fund - Street Lighting	\$1,101.11	
136919919			Utilities - electric	\$802.26	\$0.00

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Check No	Check Date	VendorNo	Vendor	Check Amount		
101016542630000			Street Fund - Street Lighting	\$802.26		
136919920			Utilities - electric	\$1,101.11	\$0.00	\$1,101.11
101016542630000			Street Fund - Street Lighting	\$1,101.11		
156775873			Utilities - electric	\$912.18	\$0.00	\$912.18
001010576804700			Parks - Utilities	\$912.18		
33052	13-Feb-12	12961	SNOHOMISH COUNTY PUD			\$3,569.18
107157300			Utilities - electric	\$317.88	\$0.00	\$317.88
001013519904700			General Government - Utilities	\$317.88		
110471561			Utilities - electric	\$230.66	\$0.00	\$230.66
101016542630000			Street Fund - Street Lighting	\$230.66		
110475662			Utilities - electric	\$650.78	\$0.00	\$650.78
001013519904700			General Government - Utilities	\$650.78		
113794487			Utilities - electric	\$620.26	\$0.00	\$620.26
001013519904700			General Government - Utilities	\$620.26		
120428738			Utilities - electric	\$332.59	\$0.00	\$332.59
001010576804700			Parks - Utilities	\$110.86		
101016542004700			Street Fund - Utilities	\$110.86		
410016542404701			Storm Water Utilities	\$110.87		
123751140			Utilities - electric	\$338.65	\$0.00	\$338.65
101016542630000			Street Fund - Street Lighting	\$338.65		
136911746			Utilities - electric	\$788.29	\$0.00	\$788.29
101016542630000			Street Fund - Street Lighting	\$788.29		
140236283			Utilities - electric	\$290.07	\$0.00	\$290.07
101016542630000			Street Fund - Street Lighting	\$290.07		
33053	13-Feb-12	12961	SNOHOMISH COUNTY PUD			\$1,286.25
107150882			Utilities - electric	\$167.58	\$0.00	\$167.58
410016542404700			Storm Water-Aerat. Utilities	\$167.58		
120433290			Utilities - electric	\$148.89	\$0.00	\$148.89
001008521004700			Law Enforcement - Utilities	\$148.89		

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Check No	Check Date	VendorNo	Vendor		Check Amount
123749452			Utilities - electric	\$178.50	\$178.50
101016542630000			Street Fund - Street Lighting	\$178.50	
123749453			Utilities - electric	\$186.14	\$186.14
101016542630000			Street Fund - Street Lighting	\$186.14	
143553785			Utilities - electric	\$218.65	\$218.65
101016542630000			Street Fund - Street Lighting	\$218.65	
146868780			Utilities - electric	\$99.12	\$99.12
001008521004700			Law Enforcement - Utilities	\$99.12	
153489448			Utilities - electric	\$193.79	\$193.79
101016542630000			Street Fund - Street Lighting	\$193.79	
156775417			Utilities - electric	\$93.58	\$93.58
101016542630000			Street Fund - Street Lighting	\$93.58	
33054	13-Feb-12	12961	SNOHOMISH COUNTY PUD		\$302.97
103837220			Utilities - electric	\$32.26	\$32.26
001010576804700			Parks - Utilities	\$32.26	
123748384			Utilities - electric	\$50.21	\$50.21
001010576804700			Parks - Utilities	\$16.74	
101016542004700			Street Fund - Utilities	\$16.74	
410016542404701			Storm Water Utilities	\$16.73	
123752260			Utilities - electric	\$47.85	\$47.85
001013519904700			General Government - Utilities	\$47.85	
130384239			Utilities - electric	\$42.12	\$42.12
101016542630000			Street Fund - Street Lighting	\$42.12	
140234669			Utilities - electric	\$75.66	\$75.66
410016542404700			Storm Water-Aerat. Utilities	\$75.66	
156776439			Utilities - electric	\$54.87	\$54.87
001008521004700			Law Enforcement - Utilities	\$54.87	
33055	13-Feb-12	1388	Snohomish County Treasurer		\$288.41
01/2012			January 2012 Crime victims Comp	\$288.41	\$288.41

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Check No	Check Date	VendorNo	Vendor	Check Amount	
633008589000001			Crime Victims Compensation	\$288.41	
33056	13-Feb-12	1356	SNOPAC		\$27,724.02
5139			Dispatch services	\$25,069.02	\$0.00 \$25,069.02
001008528005100			Law Enforcement - Snopac Dispa	\$25,069.02	
5159			Access Assessment	\$930.00	\$0.00 \$930.00
001008528005100			Law Enforcement - Snopac Dispa	\$930.00	
5171			VRM Reimbursement	\$1,725.00	\$0.00 \$1,725.00
001008528005100			Law Enforcement - Snopac Dispa	\$1,725.00	
33057	13-Feb-12	13281	Sound Safety Products Co, Inc		\$1,053.78
2452827-01			confined space monitor	\$1,053.78	\$0.00 \$1,053.78
410016531503104			DOE-G1100060 SW Capacity Exp	\$1,053.78	
33058	13-Feb-12	13522	Steve Warbis		\$750.00
2012			2012 uniform allowance	\$750.00	\$0.00 \$750.00
001008521002600			Law Enforcment Clothing	\$750.00	
33059	13-Feb-12	12579	SUMMIT LAW GROUP		\$3,551.35
55118			Prof services	\$3,551.35	\$0.00 \$3,551.35
001005515204100			Legal - Professional Service	\$3,551.35	
33060	13-Feb-12	13891	Tacoma Screw Products Inc		\$188.43
10272899			Screws	\$88.16	\$0.00 \$88.16
101016542003102			Street Fund Operating Costs	\$88.16	
10273472			Sawzall blades	\$100.27	\$0.00 \$100.27
101016542004800			Street Fund - Repair & Mainten	\$100.27	
33061	13-Feb-12	11787	Teamsters Local No. 763		\$524.00
02/01/12			Union dues	\$524.00	\$0.00 \$524.00
001000281000000			Payroll Liabilities	\$524.00	
33062	13-Feb-12	1491	The Everett Herald		\$86.12
1764642			Advertising - legal	\$86.12	\$0.00 \$86.12
001007558004400			Planning - Advertising	\$86.12	
33063	13-Feb-12	13858	Todd Kottsick		\$964.23
01/27/12			Milfoil mitigation	\$195.12	\$0.00 \$195.12

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Check No	Check Date	VendorNo	Vendor	Check Amount	
410016531503105		DOE - Milfoil - G1200110 Exp		\$195.12	
02/02/12		Mifloil Mitigation		\$769.11	\$0.00
410016531503105		DOE - Milfoil - G1200110 Exp		\$769.11	
33064	13-Feb-12	11788	United Way of Snohomish Co.		\$257.68
01/12		Jan 2012 Employee contributions		\$257.68	\$0.00
001000281000000		Payroll Liabilities		\$257.68	
33065	13-Feb-12	13045	UPS		\$32.44
74Y42022		Evidence shipping		\$8.17	\$0.00
001008521004200		Law Enforcement - Communicatio		\$8.17	
74Y42042		Evidence shipping		\$24.27	\$0.00
001008521004200		Law Enforcement - Communicatio		\$24.27	
33066	13-Feb-12	12158	VERIZON NORTHWEST		\$4,868.65
1051553476		Wireless service		\$4,868.65	\$0.00
001003511104200		Executive - Communication		\$329.38	
001003513104200		Administration-Communications		\$306.26	
001003514104200		City Clerks-Communications		\$35.07	
001003516104200		Human Resources-Communications		\$90.47	
001003518104200		IT Dept-Communications		\$767.67	
001007558004200		Planning - Communication		\$366.01	
001008521004200		Law Enforcement - Communicatio		\$2,007.55	
001010576804200		Parks - Communication		\$322.08	
101016542004200		Street Fund - Communications		\$322.08	
410016542404200		Storm Water - Communications		\$322.08	
33067	13-Feb-12	12493	VERMEER NORTHWEST SALES INC.		\$37.76
S17413		Screws/gaskets		\$37.76	\$0.00
001010576804800		Parks - Repair & Maintenance		\$37.76	
33068	13-Feb-12	1579	VILLAGE ACE HARDWARE		\$796.76
01/31/12		Supplies		\$796.76	\$0.00

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Check No	Check Date	VendorNo	Vendor	Check Amount	
001008521004800			Law Enforcement - Repair & Mai	\$239.95	
001013519903100			General Government - Operating	\$43.49	
001013519904800			General Government - Repair/Ma	\$38.51	
101016542003102			Street Fund Operating Costs	\$181.92	
101016542004800			Street Fund - Repair & Mainten	\$39.74	
101016543504802			Facilities R&M (City Shop)	\$96.64	
410016542403102			Storm Water - Operating Costs	\$116.78	
410016542404800			Storm Water - Repairs & Maint.	\$39.73	
33069	13-Feb-12	1584	WA Assoc. Of Sheriffs and Poli		\$305.00
2012-00148			Dues	\$305.00	\$0.00
001008521004900			Law Enforcement - Miscellaneou	\$305.00	
33070	13-Feb-12	13916	WAPRO		\$75.00
2012			2012 WAPRO Membership	\$75.00	\$0.00
001008521004900			Law Enforcement - Miscellaneou	\$75.00	
33071	13-Feb-12	12761	WASHINGTON STATE PATROL		\$587.50
I12005156			Background checks	\$10.00	\$0.00
001003516104100			Human Resources-Professional S	\$10.00	
I12005789			background checks	\$577.50	\$0.00
633008589000006			Gun Permit - FBI Remittance	\$577.50	
33072	13-Feb-12	13694	Washington State Treas Office		\$1,531.41
2012			Forfeited Property	\$1,531.41	\$0.00
001008521005101			Law Enforcement - Drug Task Fo	\$1,531.41	
33073	13-Feb-12	13190	Wayne Aukerman		\$750.00
2012			2012 uniform allowance	\$750.00	\$0.00
001008521002600			Law Enforcment Clothing	\$750.00	
33074	13-Feb-12	13843	Weinman Consulting LLC		\$20,059.38
No 10 20th St			Prof services 20th Street Corridor	\$14,882.00	\$0.00
001007558804111			Planning-Economic Development	\$14,882.00	
No 10 LSC			Prof services LS Center EIS	\$5,177.38	\$0.00
001007558804111			Planning-Economic Development	\$5,177.38	
33075	13-Feb-12	13904	Western Systems		\$15,800.09
21504			School Zone beacons	\$15,800.09	\$0.00

Detail Check Register

09-Feb-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor			Check Amount
101016542640000			Street Fund - Traffic Control			\$15,800.09
33076	13-Feb-12	12253	WFOA			\$50.00
2012			2012 WFOA membership	\$50.00	\$0.00	\$50.00
001004514234901			Finance - Staff Development			\$50.00
33077	13-Feb-12	12845	ZACHOR & THOMAS, INC. P.S.			\$7,524.56
600			Prosecutor services	\$7,524.56	\$0.00	\$7,524.56
001013515210000			Prosecutor fees			\$7,524.56
Total Of Checks:						\$256,762.04

Detail Check Register

09-Feb-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount	
33078	13-Feb-12	12841	Law Offices of Weed, Graafstra		\$6,291.00
97		Prof services		\$6,291.00	\$0.00
001005515204100		Legal - Professional Service		\$3,774.60	
101016542004100		Street Fund - Professional Ser		\$1,887.30	
410016542404101		Storm Water - Professional Ser		\$629.10	
			Total Of Checks:		\$6,291.00

Detail Check Register

09-Feb-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount	
33079	13-Feb-12	13391	Cemex		\$791.50
9423010373			Sand for snow event	\$791.50	\$0.00
101016542660000			Street Fund - Snow & Ice Contr	\$791.50	
33080	13-Feb-12	322	Concrete NorWest		\$5,073.11
784912			Sand for snow event	\$774.45	\$0.00
101016542660000			Street Fund - Snow & Ice Contr	\$774.45	
784963			Sand for snow event	\$2,739.58	\$0.00
101016542660000			Street Fund - Snow & Ice Contr	\$2,739.58	
785640			Sand for snow event	\$1,559.08	\$0.00
101016542660000			Street Fund - Snow & Ice Contr	\$1,559.08	
33081	13-Feb-12	13398	Right! Systems, Inc		\$4,433.83
111710			Barracuda Email Archive Subscriptio	\$4,433.83	\$0.00
510013519606400			Purchase Computer Equipment	\$4,433.83	
33082	13-Feb-12	13706	Robert Guertin		\$750.00
2012			2012 uniform allowance	\$750.00	\$0.00
001008521002600			Law Enforcment Clothing	\$750.00	
33083	13-Feb-12	13088	Robert Miner		\$750.00
2012			2012 uniform allowance	\$750.00	\$0.00
001008521002600			Law Enforcment Clothing	\$750.00	
33084	13-Feb-12	12911	ROBERT SUMMERS		\$750.00
2012			2012 uniform allowance	\$750.00	\$0.00
001008521002600			Law Enforcment Clothing	\$750.00	
33085	13-Feb-12	11849	Ron Brooks		\$750.00
2012			2012 uniform allowance	\$750.00	\$0.00
001008521002600			Law Enforcment Clothing	\$750.00	
Total Of Checks:					\$13,298.44



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**CITY OF LAKE STEVENS
REGULAR CITY COUNCIL MEETING MINUTES**

Monday, January 23, 2012
Lake Stevens School District Educational Service Center (Admin. Bldg.)
12309 22nd Street N.E. Lake Stevens

CALL TO ORDER: 7:01 p.m. by Mayor Vern Little

COUNCILMEMBERS PRESENT: Todd Welch, Suzanne Quigley, Kathy Holder, Kim Daughtry, Marcus Tageant, Neal Dooley and John Spencer

COUNCILMEMBERS ABSENT:

STAFF MEMBERS PRESENT: City Administrator Jan Berg, City Attorney Cheryl Beyer, Planning Director Becky Ableman, Public Works Director/Engineer Mick Monken, Finance Director/Treasurer Barb Lowe, Human Resource Director Steve Edin, Police Chief Randy Celori, Senior Planner Russ Wright, and City Clerk/Admin. Asst. Norma Scott

OTHERS:

Guest Business. None

Oaths of Office. City Clerk Scott swore in Councilmembers Quigley and Spencer.

Volunteer Appreciation. Mayor Little announced that Dan Ansbaugh (Planning Commission), Tracy Stevens (Arts Commission) and Janet Lundquist (Library Board) were unable to attend and receive their certificates of appreciation this evening.

Consent Agenda. Councilmember Tageant (A. Approve January 2012 vouchers – Payroll Direct Deposits 905263-905321 for \$130,358.36, Payroll Checks 32912 for \$2,404.85, Claims 32911, 32913-32961 for \$81,008.86, Electronic Funds Transfers 414-416 for \$4,685.25, Void Checks 32877, 32872, 32886 for deduct of \$8,631.59, Tax Deposit 1.13.2012 for \$46,448.91 for total vouchers approved of \$256,274.53), seconded by Councilmember Daughtry; motion carried unanimously. (7-0-0-0)

Appointments/reappointments. Mayor Little requested confirmation on the appointment of Jennifer Davis to the Planning Commission and reappointments of Linda Hoult and Sammie Thurber to the Planning Commission, Will Brandt to Park Board and David Tremaine to Library Board.

MOTION: Councilmember Daughtry moved to confirm appointment of Jennifer Davis to Planning Commission, confirm reappointment of Planning Commissioners Linda Hoult and Sammie Thurber, Park Board Will Brandt, and Library Board David Tremaine, seconded by Councilmember Dooley, motion carried unanimously. (7-0-0-0)

Election of Council President and Vice-President. Councilmember Dooley moved to have Councilmember Spencer for Council President and Councilmember Daughtry as Council Vice-

Lake Stevens City Council Regular Meeting Minutes

January 23, 2012

President, seconded by Councilmember Quigley. Councilmember Tageant asked what the responsibilities of the Council President are. Mayor Little reviewed the responsibilities. Motion carried unanimously. (7-0-0-0)

Approve minutes of January 9, 2012 regular Council meeting. Councilmember Holder moved to approve minutes of January 9, 2012, seconded by Councilmember Daughtry with Councilmembers Quigley and Spencer abstaining. (5-0-2-0)

Approve Snohomish County Emergency Management Services Agreement. Police Chief Celori noted the current agreement expired December 31. He and Mayor Little sit on the Advisory Board. During natural disasters or emergencies we all work together and share equipment. 2012 cost is about \$1.08/person based upon population and is already budgeted.

MOTION: Councilmember Spencer moved to enter into Snohomish (County) Emergency Management Agreement, seconded by Councilmember Welch; motion carried unanimously. (7-0-0-0)

Lake Stevens Center (Frontier Village area) Sub-Area Introduction. Senior Planner Wright reviewed the purpose; planning process; existing conditions; development concept; goals and policies; retail building, office building, mixed-use, and multifamily typologies; street network, and level of service. Planning Director Ableman suggested Council consider rebranding of this area.

Boards/Commission liaison assignments. The following are the changes to the assignments: Arts Commission – Welch as primary, Library Board Berg as primary and Tageant as alternate, Park Board Quigley as primary and Tageant alternate, and Sewer Utility Subcommittee Tageant replaces Spencer.

Council Person's Business: Councilmembers reported on the following meetings: Holder – snow report at the next Fire District meeting and February 8 financial report, and Sewer Utility meeting today; Dooley – Sewer Utility; Daughtry – SR 9 Coalition in Olympia this week, Community Transit Board meeting on Thursday, and Webinar January 30 on business licensing; and Tageant – AWC Legislative Conference in Olympia this week.

Mayor's Business: Mayor Little reported on the following: attended the Sewer Utility meeting today, attending 3rd Grade classes at Hillcrest tomorrow, and AWC conference this week.

Staff Reports: Staff reported on the following: City Administrator Berg - State of America – city segment first draft script is coming out, late March early April for “Hidden Gem”; Planning Director Ableman – attended draft EIS open house which did not have a very good turnout and 20th St draft EIS will be out tomorrow; and Police Chief Celori – crime is down and accidents are up.

Adjourn. Councilmember Daughtry moved to adjourn at 8:32 p.m., seconded by Councilmember Spencer; motion carried unanimously. (7-0-0-0)

Vern Little, Mayor

Norma J. Scott, City Clerk/Admin. Asst.



LAKE STEVENS CITY COUNCIL
STAFF REPORT

Council Agenda Date: 13 February 2012

Subject: Award of Contract for the Lundeen Park Restroom and Shelter Re-roofing

Contact Mick Monken **Budget Impact:** \$13,482.66
Person/Department: Public Works

RECOMMENDATION(S)/ACTION REQUESTED OF COUNCIL: Award the Lundeen Park Restroom and Shelter Re-roofing contract to Shelton Finish LLC in the amount of \$11,482.66 plus authorized a contingency of \$2,000.

SUMMARY/BACKGROUND: The roofs at these two facilities were installed in the early 1990's. The existing roofing is a composite based shingle that has reached it life cycle and is in need for replacement. In 2010, the City performed the replacement of the roof at the Lundeen Park residential unit. This project will complete the replacement of all the roofing in Lundeen Park.

The City had sought bids in late December 2011 and received a total of nine. Shelton Finish LLC, located in Lake Stevens, was the low bidder with a total bid amount of \$11,482.66 (includes WSST). The high bid came in at \$38,162.04. The City budget for this project is \$18,000. A summary of the bids is provided in Exhibit A and a copy of Shelton Finish LLC bid is provided in Exhibit B.

As part of the Bid, the City includes a cost for vent and roof decking replacement. Prior to the removal of the existing roof, this is an unknown factor. The City covers this unknown by having a contingency amount, in this case \$2,000. This is administered by the staff and is performed by the execution of change orders.

Reroofing is dependent of the weather, at least during the initial removal and placement of the underlayment material. To provide sufficient time for the contractor, the project completion date in the contract is 30th April 2012. It is likely that this work will be performed prior to this date. The roofing shingles used on the house will be the same as those used under this contract.

APPLICABLE CITY POLICIES: NA

BUDGET IMPACT: \$3,482.66 which includes a \$2,000 contingency

ATTACHMENTS:

- ▶ Exhibit A: Bid Summary
- ▶ Exhibit B: Shelton Finish LLC Bid

EXHIBIT A

BID SUMMARY

Lundeen Park Restroom and Shelter Re-roofing Project

Bid Summary

23-Jan-11

Contractor	Base Bid	Alternate Bid	Vents	Roof Decking	Sub-Total	WWST	TOTAL
Shelton Finish LLC	\$ 6,021.71	\$ 4,267.04	\$ 234.60	\$ 50.00	\$ 10,573.35	\$ 909.31	\$ 11,482.66
Moaver Constr Co Inc	\$ 6,900.00	\$ 4,600.00	\$ -	\$ 40.00	\$ 11,540.00	\$ 992.44	\$ 12,532.44
Robertson Construction	\$ 7,500.00	\$ 4,200.00	\$ 60.00	\$ 50.00	\$ 11,810.00	\$ 1,015.66	\$ 12,825.66
Star Roofing & Gutter	\$ 7,158.00	\$ 5,420.00	\$ 276.00	\$ 56.00	\$ 12,910.00	\$ 1,110.26	\$ 14,020.26
Rainshield Inc	\$ 8,517.00	\$ 6,253.00	\$ -	\$ 65.00	\$ 14,835.00	\$ 1,275.81	\$ 16,110.81
USA Roofing, Inc	\$ 9,130.00	\$ 6,470.00	\$ -	\$ 60.00	\$ 15,660.00	\$ 1,346.76	\$ 17,006.76
City's Estimate	\$ 9,000.00	\$ 7,000.00	\$ -	\$ 75.00	\$ 16,075.00	\$ 1,382.45	\$ 17,457.45
The Brooks Group	\$ 10,235.00	\$ 5,785.00	\$ 300.00	\$ 150.00	\$ 16,470.00	\$ 1,416.42	\$ 17,886.42
Wright Roofing	\$ 13,284.00	\$ 9,400.00	\$ 390.00	\$ 95.00	\$ 23,169.00	\$ 1,992.53	\$ 25,161.53
Riverside Roof LLC	\$ 19,210.00	\$ 15,640.00	\$ 240.00	\$ 50.00	\$ 35,140.00	\$ 3,022.04	\$ 38,162.04

EXHIBIT B

BID – SHELTON FINISH LLC

ATTACHMENT B

SCOPE OF WORK

**LUNDEEN PARK RESTROOM AND SHELTER RE-ROOFING
(Project No. I2002)**

Description of Work: The work will consist of the removal of the existing roofing, underlayment, and flashing, replacement of underlayment and flashing, and installation of a new asphalt composition shingle roofing with fiberglass. The pitch of the roof is estimated to be a 8/12. There are a total of three structures: one restroom facility and two cover shelters (in a single location). While not anticipated, a bid item is included for the replacement of the plywood decking.

General/Special Provisions:

1. Work must be performed by a Washington State licensed Contractor that specialized in the field of residential roof replacement and flashing work.
2. Work must be performed within the 2009 International Building Code, Lake Stevens' requirements, and the roofing material manufacturer's published installation instructions.
3. The City will provide the required building permit.
4. Only payment will be made on the bid item unit prices as included in this contract. Any work required for the removal, preparation, and installation of the new roof shall be included in the bid unit prices. Any items required, that is not described as a bid item priced required for the installation shall be incidental under the bid item unit prices.
 - a. The City will allow the Contractor access to the public restrooms within Lundeen Park. The Contractor is required to give one day advanced notification when the facility will be needed so that the City will unlock them.
5. The Contractor shall remove from the site and legally dispose of the waste material generated from the removal of the existing roofing and the installation of the new roofing.
6. The Contractor must protect the lawn and plants on the site from damage during the performance of the work.
7. Damages due to the Contractor's performance of the removal, preparation, and installation of the new roofing shall be repaired at the Contractor's expense.

8. The Contractor shall provide a schedule to the City. Work shall not be performed on site until the schedule is approved by the City for entry onto the property.
9. Existing damaged or defective decking shall be brought to the attention of the City for a direction on whether to remove and replace or to leave as is before the installation of the new roofing.
10. The Contractor is responsible for protecting the home from water damage in the event of a sudden rain storm during the performance of the work. The contract is to have protective canvas or plastic tarps on site and ready for placement in the event of a storm.
11. Verify adequate attic ventilation 2009 IBC 1203.1.
12. Underlayment shall be No. 15 felt.
13. Roofing shingles shall be: Owens Corning Oakridge Dimension Shingle Estate Gray or equal; Asphalt-Fiberglass construction; Class A Fire Rating; Class F wind rating; 30 year manufacturer's warranty; algae resistance limited warranty.

Bid Items

The following are the description of the bid items:

BASE BID – is for the roofing on the restroom structure and includes the removal of the existing roofing, flashings, and underlayment, preparation of decking surface for installation of the new roof, installation of new underlayment, flashings, and roofing shingles, cleanup of the site from work performed, removal and disposal of all waste material generated from the worked performed, protection of the facilities from water damage during project, and providing manufacturer's warrantee documentations.

ALTERNATE BID – is for the roofing on the two shelter picnic structures and includes the removal of the existing roofing, flashings, and underlayment, preparation of decking surface for installation of the new roof, installation of new underlayment, flashings, and roofing shingles, cleanup of the site from work performed, removal and disposal of all waste material generated from the worked performed, protection of the facilities from water damage during project, and providing manufacturer's warrantee documentations.

ROOF DECKING – includes the removal, preparation, and replacement of a 4 x 8 sheet of matching grade plywood decking as directed by the City.

ATTIC VENTS – includes the installation of new attic vents to replace damage vents and to provide new vents to meet current code.

Bid Due Date/Time: 20 January 2012 by noon.

Bid Security: Not Required

Start Date: ASAP after award of contract, approval of submittals, and receipt of written notice to proceed

Completion Date: 30 April 2012 (Weather permitting)

Bid Submittal Instructions:

1. Bid must be received by the City no later than the Bid Due Date/Time shown on this page.
2. Submit bid on Bid Proposal (Attachment C) included within this Document or as instructed via addenda.
3. Bid Proposal FAX and e-mail copy will be accepted. Original copy will be required from the selected bid.
4. Bids are to be submitted to the following:

City of Lake Stevens – Lundeen Roof Bid
Attn: Scott Wicken
1812 Main Street, POB 257
Lake Stevens, WA 98258-0257

FAX: 425-212-3327
Email: swicken@lakestevenswa.gov

5. Contractor must provide three current references for work performed within the last 6 months.

Bid Selection

The successful bidder will be selected on the lowest responsive bid. The City reserves the right to determine the lowest responsive bid base on only the BASE BID, BASE BID plus ALTERNATE BID or TOTAL BID or any combination. Off balancing of a bid, as determined by the City, will be taken into consideration.

Project Enquiries:

Phone call will be accepted for questions on this request. Contact person at the City of Lake Stevens is Scott Wicken (425-212-3312).

ATTACHMENT C

BID PROPOSAL

The following bid/unit costs are for the roof removal and replacement projected identified as
 "LUNDEEN PARK RESTROOM AND SHELTER RE-ROOFING (12002)"

Part 1 – Roofing system information (Please check one)

- Owens Corning Oakridge Dimension Shingle Estate Gray
- Other – provide manufacture specification document with Bid Proposal and provide the following information on this product:

Manufacture of shingle: _____

Name of shingle line: _____

Color: _____

- Shingle construction (Asphalt-Fiberglass) _____
- Fire Rating (Class A) _____
- Wind Rating (Class F) _____
- Manufacturer's Warranty (30 years) _____
- Algae resistance warranty (yes) circle one YES NO

Part 2 – Bid Information (Note Bid Item 2 & 3 are estimate only and may not be used)

1. Base Bid	\$ <u>6021.71</u>	x 1 LS \$ <u>6021.71</u>
2. Alternate Bid	\$ <u>4267.04</u>	x 1 LS \$ <u>4267.04</u>
3. Roof Decking	\$ <u>50 persheet</u>	x 1 EA \$ <u>50 persheet</u>
4. Attic Vents	\$ <u>39.10</u>	x 6 EA \$ <u>234.60</u>
SUB TOTAL AMOUNT		\$ <u>10,573.35</u>
WSST (8.6%)		\$ <u>909.31</u>
TOTAL BID		\$ <u>11,482.66</u>

Bid Proposal Continued

Bidder Information

The undersigned Bidder declares that they have familiarized themselves with all aspects and conditions of the work of this project. After examination of the bidding documents, the bidder accepts that this information is sufficient for the purpose and agrees that they will contract with the City to fulfill the work specified herein, in its entirety, based on the bid price(s) and issues addendums. Furthermore, the Contractor acknowledges that this is a prevailing wage project.

Submitted by: Jeremiah R. Shelton Date: 1-10-12
(Print name)
Signed: [Signature] Title: President
(Authorized company signature)
Company: Shelton Finish LLC
(Legal company name)
Address: PO BOX 1345
City: Lake Stevens State: WA Zip: 98258
Phone: 425-760-1194 FAX 425-397-0483
Email: sheltonfinishllc@gmail.com
Washington State Contractor's License #: SHELTF L952NA
Federal Tax ID#: 26-0121856

END OF BID PROPOSAL



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LAKE STEVENS CITY COUNCIL
STAFF REPORT

Council Agenda Date: February 13, 2012

Subject: 20th Street SE Corridor – Briefing on Draft EIS and Subarea Plan

Contact Person/Department: Karen Watkins, Principal Planner **Budget Impact:** None

RECOMMENDATION(S)/ACTION REQUESTED OF COUNCIL: Briefing only, no Council action required at this time.

SUMMARY:

The 20th Street SE Corridor Subarea Plan Draft Environmental Impact Statement (DEIS) was issued on January 24, 2012 with a 45-day comment period to March 8, 2012. At the briefing, staff will provide a summary of the Draft Subarea Plan and DEIS in a PowerPoint presentation.

BACKGROUND/HISTORY:

At the September 26, 2011 Council briefing, staff presented the alternatives for both the Lake Stevens Center and 20th Street SE Corridor. Since then, a draft 20th Street SE Corridor Subarea Plan was completed and the Draft Environmental Impact Statement (DEIS) was issued and distributed to affected agencies, tribes and organizations. The DEIS covers the existing conditions, land use alternatives, impacts, and mitigation measures for planning consideration, while the Subarea Plan describes the specific Goals and Policies for implementation. The purpose of tonight’s meeting is to introduce the Subarea Plan and DEIS for 20th Street SE Corridor.

The 20th Street SE Corridor is envisioned as the future employment center for the City with commercial and mixed-use nodes and higher density residential development in transition zones on the border with existing single-family development. The alternatives presented in the DEIS consider varying levels of growth and place different emphases on commercial or residential land uses. There is not a preferred alternative at this time. The table below summarizes the land use assumptions for the alternatives.

Alternative	Retail (Gross Sq. Ft)	Office (Gross Sq. Ft)	Housing Units (dwelling units)
Alternative 1 – No Action	150,000-180,000	20,000-35,000	600-1,200
Alternative 2 – Employment/Commercial Emphasis	400,000-450,000	1-1.25 million	900-1,000
Alternative 3 – Moderate Employment/Commercial with Residential Emphasis	300,000-350,000	600,000-750,000	1,200-1,400

The DEIS considers the following broad areas of environmental concern: Earth; Stormwater; Water Resources; Plants & Animals; Air Quality; Land Use; Population, Housing, & Employment; Aesthetics; Transportation; Public Services; and Utilities.

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

The plan objectives encourage increased economic development, establishing an employment center, guiding future growth at higher densities within a designated corridor, revitalizing the area, and enhancing the quality of development.

The next steps include a public meeting on February 16, 2012, 6 pm, at the Lake Stevens Fire Conference Center to discuss the DEIS land use alternatives and impacts. After the end of the comment period, Council will select a preferred alternative, which could be any of the draft alternatives or combinations thereof. After Council identifies a preferred alternative, staff and the consultant team will begin work on the 20th Street SE Corridor Final EIS and Subarea Plan for action in 2012. To implement the subarea plan, the City will need to take the following actions:

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

APPLICABLE CITY POLICIES: Lake Stevens Comprehensive Plan

BUDGET IMPACT: There is no immediate budget effect; the subarea planning and environmental review process is subject to an existing contract for services.

ATTACHMENTS:

- A. 20th Street SE Corridor Subarea Plan DEIS Summary
- B. 20th Street SE Corridor Draft Subarea Plan

ATTACHMENT A

1. SUMMARY

1.1 Proposed Action & Alternatives

Legislative Actions

The City of Lake Stevens will consider the following actions and approvals for the 20th Street SE Corridor Subarea:

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

Study Area

The City of Lake Stevens is located in Snohomish County, approximately six miles east of downtown Everett. The 20th Street SE Corridor crosses the southern portion of the City from approximately South Lake Stevens Road in the east to Cavalero Road in the west. The 20th Street SE Corridor Subarea, shown in Figure 2-1, is comprised of approximately 845 acres of land located north and south of 20th Street SE, east and west of SR-9. The subarea was annexed into the City on December 31, 2009.

Proposal Objectives

The objectives for the 20th Street SE Corridor Subarea Plan are based on policies in the Lake Stevens Comprehensive Plan and the opportunities identified in recent economic studies and an economic development strategy. The objectives provide a basis for developing and evaluating subarea plan alternatives.

1. Establish 20th Street SE as an appealing gateway into the city with attributes reflecting a distinct, unified community.
2. Promote economic development and a more positive balance of jobs and housing by providing a mixture of jobs, goods and services, housing with recreation/open space and protection of important environmental resources.
3. Attract a variety of employers of varying sizes.
4. Encourage a concentration of local and regional retailing and services around the intersection of 20th Street SE and SR 9.

ATTACHMENT A

5. Create pockets of parks and open space throughout the corridor.
6. Continue the widening of 20th Street SE westward towards the Hewett Avenue (US-2) trestle.
7. Provide multiple routes of travel with clear circulation and access to destinations including parallel east-west circulation routes north and south of 20th Street SE.
8. Enhance the appearance of streets, sidewalks, sites, and buildings.

EIS Subarea Alternatives

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

Table 1-1. Summary of Growth Assumptions for Alternatives

Alternative	Retail (Gross Sq. Ft)	Office (Gross Sq. Ft)	Housing Units (dwelling units)
Alternative 1 – No Action	150,000-180,000	20,000-35,000	600-1,200
Alternative 2 – Employment/Commercial Emphasis	400,000-450,000	1-1.25 million	900-1,000
Alternative 3 – Moderate Employment/Commercial with Residential Emphasis	300,000-350,000	600,000-750,000	1,200-1,400

Alternative 1/No Action

The No Action Alternative, which is required by SEPA, assumes continued growth under existing zoning and current plans without the adoption of a subarea plan. Land use would be primarily single-family residential, with one or two areas of commercial development. The subarea would not be designated as a Planned Action. Overall, under *the No Action Alternative*, the 20th Street SE Corridor would retain much of its current character in terms of type and intensity of land uses. Site-by-site development would occur without the guidance of an overarching plan or vision. Commercial growth assumed in the *No Action Alternative* primarily reflects vested or planned development projects. A wide variety of commercial uses could occur on appropriately zoned properties (Local Business and Sub-Regional Commercial zones) alongside single-family residential uses in the remainder of the area.

Alternative 2, Employment/Commercial Emphasis

Alternative 2 places the greatest emphasis on encouraging and accommodating significant employment and commercial growth in the subarea that focuses growth in a number of nodes along the corridor, alongside some larger complexes, with an increase in high-density residential uses in transitional areas.

ATTACHMENT A

Alternative 3, Moderate Retail/Commercial with Residential Emphasis

Alternative 3, which is similar to *Alternative 2*, emphasizes moderate employment growth in identified commercial and mixed-use nodes and centers, but places a greater relative emphasis on residential growth, particularly high-density residential growth.

In contrast to *No Action*, which is based on past trends and would perpetuate existing development patterns, land uses for *Alternative 2* and *Alternative 3*, would be driven by market opportunities and an economic development strategy. Rather than following past trends, *Alternative 2* and *Alternative 3* would establish a different image and land use pattern for the 20th Street SE Corridor with a strong emphasis on employment growth, economic diversification and capturing the retail spending occurring outside the City. Identified development nodes would encourage a more intensive mix of uses – in the same building, on the same site, or within the same area – through new zoning classifications. These nodes would complement concentrated commercial and employment centers in the area and provide services to local neighborhoods and beyond. Permitted uses would be more limited than at present and more focused on market opportunities. New development would be subject to design guidelines and standards to achieve the desired quality and character of the subarea. Designating the subarea as a Planned Action will provide an incentive to attract the desired type of growth.

None of the alternatives is preferred at this time. The City is using the integrated SEPA/GMA process described in Section 1.2 to help craft and select a preferred alternative which will be proposed for adoption. The selected alternative may combine elements of the various EIS alternatives, and will be identified in the Final EIS.

1.2 Planned Action & Environmental Review Process

Planned Action

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

Environmental Review Process

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

The City is developing a subarea plan for the 20th Street SE Corridor concurrently with the Planned Action EIS. This approach will generate environmental information early in the planning process,

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and allow decision makers to make planning decisions – including identification of a preferred alternative – using this information.

Prior Environmental Review. In 2006, the City prepared an integrated EIS for its 10-year Comprehensive Plan Update, which extended the planning horizon and population projections for the Comprehensive Plan. The EIS to the Comprehensive Plan identified the general (programmatic) impacts to the natural and built environment associated with the additional incremental growth. The EIS also identified a range of programmatic actions – including changes to policies and development regulations – that could mitigate potential impacts. The 2025 population and employment targets evaluated in the EIS are still the basis for City planning and for *Alternative 1* of this EIS.

The City recently issued a Planned Action DEIS on December 27, 2011 for the Lake Stevens Center Subarea Plan. The two subareas are independent projects, which are being planned and reviewed concurrently with consideration of future connections between the two subareas and related cumulative effects. Both subareas were included in a previous economic development strategy and fiscal analysis.

Scope of Environmental Review

The City initiated the SEPA process for the 20th Street SE Corridor in June 2011, by issuing a determination of significance (DS), indicating that an environmental impact statement would be prepared, and requesting comments on the scope of the EIS. A public scoping meeting was held on July 14, 2011. The scoping comment period was open from June 28 to July 22, 2011. Based on its review of comments received and other available information, the City identified the following topics for discussion in the EIS:

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

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1.3 Summary of Impacts

Table 1-2 summarizes the impacts of the EIS alternatives and is based on the analysis in Chapter 3 of the Draft EIS. It is intended to be brief and selective; the reader is directed to the complete analysis for more information.

Table 1-2 Summary of Impacts

Alternative 1 – No Action	Alternative 2	Alternative 3
Natural Environment	Natural Environment	Natural Environment
<p><i>Earth</i></p> <ul style="list-style-type: none"> Clearing and grading could cause some erosion. <p><i>Geologically Hazardous Areas</i></p> <ul style="list-style-type: none"> Erosion hazards affect 6.6 acres; 6 acres characterized as steep slopes. <p><i>Water Resources</i></p> <ul style="list-style-type: none"> Aquifer sensitivity of subarea is “low” and no designated recharge areas or wellhead protection areas are present. No significant impacts are anticipated. The increase in impervious surface from development would reduce infiltration and increase runoff to surface water bodies. <p><i>Streams</i></p> <ul style="list-style-type: none"> Clearing of vegetation and increasing impervious surfaces would increase stormwater flows and carry pollutants and sediments to streams. <p><i>Wetlands</i></p> <ul style="list-style-type: none"> Development could affect wetlands and buffers, but impacts would be limited 	<p><i>Earth</i></p> <ul style="list-style-type: none"> Clearing and grading could cause some erosion. Greater clearing and grading than No Action. <p><i>Geologically Hazardous Areas</i></p> <ul style="list-style-type: none"> Erosion hazards affect 6.6 acres; 6 acres characterized as steep slopes. <p><i>Water Resources</i></p> <ul style="list-style-type: none"> Aquifer sensitivity of subarea is “low” and no designated recharge areas or wellhead protection areas are present. No significant impacts are anticipated. The increase in impervious surface from development would be greater than No Action and would reduce infiltration and increase runoff to surface water bodies. <p><i>Streams</i></p> <ul style="list-style-type: none"> Clearing of vegetation and increasing impervious surfaces would increase stormwater flows and carry pollutants and sediments to streams. Potential impacts greater than <i>No Action</i>. <p><i>Wetlands</i></p> <ul style="list-style-type: none"> Development could affect wetlands and buffers, but impacts would be limited 	<p><i>Earth</i></p> <ul style="list-style-type: none"> Clearing and grading could cause some erosion. Clearing and grading similar to Alternative 2. <p><i>Geologically Hazardous Areas</i></p> <ul style="list-style-type: none"> Erosion hazards affect 6.6 acres; 6 acres characterized as steep slopes. <p><i>Water Resources</i></p> <ul style="list-style-type: none"> Aquifer sensitivity of subarea is “low” and no designated recharge areas or wellhead protection areas are present. No significant impacts are anticipated. The increase in impervious surface from development would be similar to Alternative 2 and would reduce infiltration and increase runoff to surface water bodies. <p><i>Streams</i></p> <ul style="list-style-type: none"> Clearing of vegetation and increasing impervious surfaces would increase stormwater flows and carry pollutants and sediments to streams. Potential impacts similar to <i>Alternative 2</i>. <p><i>Wetlands</i></p> <ul style="list-style-type: none"> Development could affect wetlands and buffers, but impacts would be limited by

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Alternative 1 – No Action	Alternative 2	Alternative 3
<p>by adopted regulations.</p> <p><i>Flooding</i></p> <ul style="list-style-type: none"> No flooding impacts would occur. <p><i>Wildlife/ Habitat</i></p> <ul style="list-style-type: none"> Reduction in vegetation and further fragmentation of remaining habitat. No significant impacts to threatened, endangered or candidate species would occur. No significant impacts to fish would occur. 	<p>by adopted regulations.</p> <p><i>Flooding</i></p> <ul style="list-style-type: none"> No flooding impacts would occur. <p><i>Wildlife/Habitat</i></p> <ul style="list-style-type: none"> Reduction in vegetation and further fragmentation of remaining habitat. Impacts greater than <i>No Action</i>, but limited by existing regulations. No significant impacts to threatened, endangered or candidate species would occur. Potentially greater impacts to fish compared to <i>No Action</i>, but impacts would be limited by existing regulations. 	<p>adopted regulations.</p> <p><i>Flooding</i></p> <ul style="list-style-type: none"> No flooding impacts would occur. <p><i>Wildlife/Habitat</i></p> <ul style="list-style-type: none"> Reduction in vegetation and further fragmentation of remaining habitat. Impacts and mitigation similar to <i>Alternative 2</i>. No significant impacts to threatened, endangered or candidate species would occur. Potentially greater impacts to fish compared to <i>No Action</i>, but impacts would be limited by existing regulations.
Air	Air	Air
<p><i>Air Quality</i> <u>Construction Impacts</u></p> <ul style="list-style-type: none"> Dust from construction activities would contribute to ambient concentrations of suspended particulate matter. Construction would require the use of heavy trucks and smaller equipment such as generators and compressors. These engines would emit air pollutants that would slightly degrade local air quality. Some phases of construction would cause odors detectable to some people in the area, particularly during paving operations using asphalt. Impact would be short term. <p><u>Operational Impacts</u></p> <ul style="list-style-type: none"> Based on projected traffic with <i>any alternative</i>, under 	<p><i>Air Quality</i> <u>Construction Impacts</u></p> <ul style="list-style-type: none"> Dust from construction activities would contribute to ambient concentrations of suspended particulate matter. Construction would require the use of heavy trucks and smaller equipment such as generators and compressors. These engines would emit air pollutants that would slightly degrade local air quality. Impacts greater than <i>No Action</i>. Some phases of construction would cause odors detectable to some people in the area, particularly during paving operations using asphalt. Impact would be short term. <p><u>Operational Impacts</u></p> <ul style="list-style-type: none"> Based on projected traffic with <i>any alternative</i>, under 	<p><i>Air Quality</i> <u>Construction Impacts</u></p> <ul style="list-style-type: none"> Dust from construction activities would contribute to ambient concentrations of suspended particulate matter. Construction would require the use of heavy trucks and smaller equipment such as generators and compressors. These engines would emit air pollutants that would slightly degrade local air quality. Impacts similar to <i>Alternative 2</i>. Some phases of construction would cause odors detectable to some people in the area. This would be particularly true during paving operations using asphalt. Impact would be short term. <p><u>Operational Impacts</u></p> <ul style="list-style-type: none"> Based on projected traffic with <i>any alternative</i>, under

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Alternative 1 – No Action	Alternative 2	Alternative 3
<p>existing (2011) or future conditions (2025), CO concentrations would be less than the ambient air quality standards for CO. No significant impacts to ambient air quality are likely.</p>	<p>existing (2011) or future conditions (2025), CO concentrations would be less than the ambient air quality standards for CO. No significant impacts to ambient air quality are likely.</p>	<p>existing (2011) or future conditions (2025), CO concentrations would be less than the ambient air quality standards for CO. No significant impacts to ambient air quality are likely.</p>
<p><i>Greenhouse Gas Emissions</i></p> <ul style="list-style-type: none"> The No Action Alternative would result in lower total GHG emissions than <i>Alternative 2</i> or <i>Alternative 3</i>, but would have higher GHG emissions per service area population. The overall significance of GHG impacts at the subarea level is uncertain. 	<p><i>Greenhouse Gas Emissions</i></p> <ul style="list-style-type: none"> <i>Alternative 2</i> would result in the highest total GHG emissions, but would have lower emissions per service area population compared to existing conditions and <i>No Action</i>. The overall significance of GHG impacts at the subarea level is uncertain. 	<p><i>Greenhouse Gas Emissions</i></p> <ul style="list-style-type: none"> <i>Alternative 3</i> would result in the highest total GHG emissions, but would have the lowest GHG emissions per service area population. The overall significance of GHG impacts at the subarea level is uncertain.
Land Use	Land Use	Land Use
<ul style="list-style-type: none"> Vacant land would be developed for urban uses, primarily single-family residential. Minor changes to the type, form and intensity of land use would occur. The subarea would remain primarily residential in character, but could include large format retail. Development would occur lot-by-lot, controlled by existing zoning and without the guidance of a subarea plan. Design standards would not be adopted and existing character would continue. Gross residential density would increase from less than 1 dwelling unit (du) per acre to a high of approximately 2.4 du per acre. Some potential for land use conflicts exists due to broad range of permitted uses in existing commercial zones. 	<ul style="list-style-type: none"> Vacant land would be developed for a mix of urban uses. Land would be used more intensively than with <i>No Action</i>. The types, form and intensity of land use would change significantly. The land use pattern would include more mixed-use and mid-rise buildings, and large format retail. Development would be guided to various nodes through a plan; new zoning regulations, design guidelines and standards would positively influence development character. Gross residential density would increase from 1 du per acre currently to approximately 2.2 du per acre, primarily in multifamily buildings. Land uses would be guided to identified activity nodes; uses within the activity nodes would generally be complimentary in character and no significant land use 	<ul style="list-style-type: none"> Vacant land would be developed for a mix of urban uses. Land would be used more intensively than with <i>No Action</i>. The types, form and intensity of land use would change significantly. The land use pattern would include more mixed-use and mid-rise buildings, and large format retail. Development would be guided to various nodes of activity through a plan; new zoning regulations, design guidelines and standards would positively influence development character. Gross residential density would increase from 1 du per acre currently to approximately 2.7 du per acre, primarily in multifamily buildings. Land uses would be guided to identified activity nodes would generally be complimentary in character and no significant land use conflicts are anticipated.

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Alternative 1 – No Action	Alternative 2	Alternative 3
<ul style="list-style-type: none"> Without adoption of subarea plans for 20th Street SE and Lake Stevens Center and, growth would be less focused in designated centers. Construction would cause short-term impacts such as dust, noise, and temporary interruptions in access. 	<p>conflicts are anticipated.</p> <ul style="list-style-type: none"> Adoption of subarea plans for 20th Street SE and Lake Stevens Center and together would help focus growth in designated centers, consistent with the Comprehensive Plan and regional growth policies. Construction would cause short-term impacts, including dust, noise, and temporary interruptions in access. Impacts more extensive than <i>No Action</i>. 	<ul style="list-style-type: none"> Adoption of subarea plans for 20th Street SE and Lake Stevens Center and together would help focus growth in designated centers, consistent with the Comprehensive Plan and regional growth policies. Construction would cause short-term impacts, including dust, noise, and temporary interruptions in access. Impacts similar to <i>Alternative 2</i>.
Population, Housing & Employment	Population, Housing & Employment	Population, Housing & Employment
<p><i>Population</i></p> <ul style="list-style-type: none"> Population increase of 1,722-3,444 from existing over 20 years; within City's 2025 population target. <p><i>Housing</i></p> <ul style="list-style-type: none"> Housing increase of 600-1,200 units. <p><i>Employment</i></p> <ul style="list-style-type: none"> Increase of 360-465 jobs over 20 years. 	<p><i>Population</i></p> <ul style="list-style-type: none"> Population increase of 2,600-2,900 from existing; within City's 2025 population target. <p><i>Housing</i></p> <ul style="list-style-type: none"> Housing increase of 900-1,000 units from existing. <p><i>Employment</i></p> <ul style="list-style-type: none"> Greatest focus on employment uses, and increase of 3,800-4,500 jobs. 	<p><i>Population</i></p> <ul style="list-style-type: none"> Population increase of 3,500-4,000 from existing; within City's 2025 population target. <p><i>Housing</i></p> <ul style="list-style-type: none"> Greater emphasis on housing, with increase of 1,200-1,400 units from existing. <p><i>Employment</i></p> <ul style="list-style-type: none"> More balance between housing and employment uses, with Increase of 3,500-4,000 jobs.
Aesthetics	Aesthetics	Aesthetics
<p><i>Visual Character</i></p> <ul style="list-style-type: none"> Existing character would change incrementally over time as development occurs. Some larger multifamily and commercial buildings would develop but most development would be single-family. No new regulations or design guidelines/standards would be adopted to influence design. 	<p><i>Visual Character</i></p> <ul style="list-style-type: none"> Visual character would change significantly over time as subarea develops with a mix of more intensive urban uses. Design guidelines and standards would be adopted and would help establish consistent approach to design of sites, streetscape, landscaping and lighting. 	<p><i>Visual Character</i></p> <ul style="list-style-type: none"> Visual character would change significantly over time as subarea develops with a mix of more intensive urban uses. Impacts would be similar to <i>Alternative 2</i>. Impacts would be similar to <i>Alternative 2</i>. Design guidelines and standards would be adopted and would help establish consistent approach to design of sites, streetscape, landscaping and lighting.

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Alternative 1 – No Action	Alternative 2	Alternative 3
<ul style="list-style-type: none"> Landscaping per existing regulations, <p><i>Views</i></p> <ul style="list-style-type: none"> No significant impacts to views from public parks or spaces, which are limited. <p><i>Light & Glare</i></p> <ul style="list-style-type: none"> Increase in lighting, but no significant impacts are anticipated. Some potential for shadowing from larger buildings. 	<ul style="list-style-type: none"> More substantial landscaping than <i>No Action</i>. <p><i>Views</i></p> <ul style="list-style-type: none"> Potential for greater view blockage from larger buildings. Subarea plan includes potential to locate parks and open space to capture views, and to protect view corridors through design review. <p><i>Light & Glare</i></p> <ul style="list-style-type: none"> Increase in lighting, but no significant impacts are anticipated. Lighting design would be addressed in design guidelines and standards. Greater potential for shadowing from larger buildings. Shadow impacts would be addressed in design guidelines and standards. 	<ul style="list-style-type: none"> More substantial landscaping, similar to <i>Alternative 2</i>. <p><i>Views</i></p> <ul style="list-style-type: none"> Impacts would be similar to <i>Alternative 2</i>. Potential to locate parks and open space to capture views, and to protect view corridors through design review. <p><i>Light & Glare</i></p> <ul style="list-style-type: none"> Increase in lighting, but no significant impacts are anticipated. Lighting design would be addressed in design guidelines and standards. Impacts similar to <i>Alternative 2</i>. Greater potential for shadowing from larger buildings. Shadow impacts would be addressed in design guidelines and standards.
Cultural Resources	Cultural Resources	Cultural Resources
<ul style="list-style-type: none"> Potential for impacts to identified and unidentified resources. 	<ul style="list-style-type: none"> Potential for impacts to identified and unidentified resources. 	<ul style="list-style-type: none"> Potential for impacts to identified and unidentified resources.
Transportation	Transportation	Transportation
<p><i>Roadway Operations</i></p> <p>PM peak hour Level of Service (LOS) would be degraded at the following intersections:</p> <ul style="list-style-type: none"> 20th St SE/Cavalero Rd (F) 20th St SE/SR-9 (E) <p>AM peak hour Level of Service would be degraded at the following intersections:</p> <ul style="list-style-type: none"> SR-9/20th Street SE (D), 20th St SE/83rd Ave SE (E) <p><i>Pedestrian and Bicycle System</i></p> <ul style="list-style-type: none"> The <i>No Action Alternative</i> is not anticipated to interfere 	<p><i>Roadway Operations</i></p> <p>PM peak hour Level of Service (LOS) would be degraded at the following intersections:</p> <ul style="list-style-type: none"> 20th St SE/Cavalero Rd (F) 20th St SE/91st Ave SE (E) 20th St SE/SR-9 (F) <p>AM peak hour Level of Service would be degraded at the following intersections:</p> <ul style="list-style-type: none"> 20th Street SE/79th Ave SE (D) 20th St SE/83rd Ave SE (F) 20th St SE/SR-9 (F) 20th St SE/S Lake Stevens Rd (D) <p><i>Pedestrian and Bicycle System</i></p> <ul style="list-style-type: none"> <i>Alternative 2</i> is not anticipated to interfere 	<p><i>Roadway Operations</i></p> <p>PM peak hour Level of Service (LOS) would be degraded at the following intersections:</p> <ul style="list-style-type: none"> 20th St SE/Cavalero Rd (F) 20th St SE/91st Ave SE (D) 20th St SE/SR-9 (F) 20th St SE/S Lake Stevens Rd (D) <p>AM peak hour Level of Service would be degraded at the following intersections:</p> <ul style="list-style-type: none"> 20th Street SE/79th Ave SE (D) 20th St SE/83rd Ave SE (F) 20th St SE/SR-9 (E) <p><i>Pedestrian and Bicycle System</i></p> <ul style="list-style-type: none"> <i>Alternative 3</i> is not anticipated to interfere with

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Alternative 1 – No Action	Alternative 2	Alternative 3
<p>with any existing or planned pedestrian or bicycle facilities. Overall traffic growth would result in more pedestrian and bicycle interactions.</p> <p><i>Transit</i></p> <ul style="list-style-type: none"> No transit routes are expected to be adversely affected. Vehicle operations may be slower due to increased traffic congestion. 	<p>with any existing or planned pedestrian or bicycle facilities. Proposed improvements (new bicycle lanes, sidewalks, landscaping, and off-street trails) would substantially improve the quality of the pedestrian and bicycle system when compared to the <i>No Action Alternative</i>.</p> <p><i>Transit</i></p> <ul style="list-style-type: none"> No transit routes are expected to be adversely affected. Vehicle operations may be slower due to increased traffic congestion 	<p>any existing or planned pedestrian or bicycle facilities. Proposed improvements (new bicycle lanes, sidewalks, landscaping, and off-street trails) would substantially improve the quality of the pedestrian and bicycle system when compared to the <i>No Action Alternative</i>.</p> <p><i>Transit</i></p> <ul style="list-style-type: none"> No transit routes are expected to be adversely affected. Vehicle operations may be slower due to increased traffic congestion
Public Services	Public Services	Public Services
<ul style="list-style-type: none"> Public service impacts would generally be proportional to population increase. <p><i>Police Service</i></p> <ul style="list-style-type: none"> Calls for service would increase. Need for 40-42 additional officers per adopted level of service, and additional equipment and facility space. Needs are addressed in the adopted CIP. <p><i>Fire & EMS</i></p> <ul style="list-style-type: none"> Calls for service would increase, generating need for additional firefighters and equipment. A ladder truck would be required for any development above 2 stories. <p><i>Schools</i></p> <ul style="list-style-type: none"> Housing growth could 	<ul style="list-style-type: none"> Public service impacts would generally be proportional to population increase. <p><i>Police Service</i></p> <ul style="list-style-type: none"> Calls for service would increase. Need for 41-42 additional officers per adopted level of service, and additional equipment and facility space. Needs are addressed in the adopted CIP. <p><i>Fire & EMS</i></p> <ul style="list-style-type: none"> Calls for service would increase, generating need for additional firefighters and equipment. A ladder truck would be required for any development above 2 stories. Response times could be reduced for a more concentrated, higher density development pattern. <p><i>Schools</i></p> <ul style="list-style-type: none"> Housing growth could 	<ul style="list-style-type: none"> Public service impacts would generally be proportional to population increase. <p><i>Police Service</i></p> <ul style="list-style-type: none"> Calls for service would increase. Need for 44-45 additional officers per adopted level of service, and additional equipment and facility space. Needs are addressed in the adopted CIP. <p><i>Fire & EMS</i></p> <ul style="list-style-type: none"> Calls for service would increase, generating need for additional firefighters and equipment. A ladder truck would be required for any development above 2 stories. Response times could be reduced for a more concentrated, higher density development pattern. <p><i>Schools</i></p> <ul style="list-style-type: none"> Housing growth could

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Alternative 1 – No Action	Alternative 2	Alternative 3
<p>generate between 86 and 171 additional students, depending on the type, number and size of housing units. Growth is addressed in school district’s CFP.</p> <ul style="list-style-type: none"> Construction could have temporary impacts for school bus routes. <p><i>Parks & Recreation</i></p> <ul style="list-style-type: none"> Subarea growth would require between 13 and 26 acres of park land, based on the City’s adopted LOS. Existing park facilities would be used more intensively. 	<p>generate between 75 and 83 additional students, depending on the type, number and size of housing units. Growth is addressed in school district’s CFP.</p> <ul style="list-style-type: none"> Construction could have temporary impacts for school bus routes. <p><i>Parks & Recreation</i></p> <ul style="list-style-type: none"> Subarea growth would require between 20 and 22 acres of park land based on the City’s adopted LOS. Existing park facilities would be used more intensively. The utility corridor could provide locations for 8-10 acres of public parks and trails. New residential and commercial areas could provide additional parks and open spaces. 	<p>generate between 100 and 116 additional students, depending on the type, number and size of housing units. Growth is addressed in school district’s CFP.</p> <ul style="list-style-type: none"> Construction could have temporary impacts for school bus routes. <p><i>Parks & Recreation</i></p> <ul style="list-style-type: none"> Subarea growth would require between 26 and 30 acres of park land based on the City’s adopted LOS. Existing park facilities would be used more intensively. The utility corridor could provide locations for 8-10 acres of public parks and trails. New residential and commercial areas could provide additional parks and open spaces.
Utilities	Utilities	Utilities
<p><i>Stormwater & Drainage</i></p> <ul style="list-style-type: none"> Development would result in increases in impervious surface and clearing which would increase stormwater runoff and could degrade water quality. The City would review development proposals and apply its adopted stormwater regulations to ensure that no significant impacts occur. <p><i>Water</i></p> <ul style="list-style-type: none"> Projected increase in water demand from development (713-1,346 equivalent residential units/134,040-253,035 gallons per day) represents 18% of available water supply. No significant impact would occur. 	<p><i>Stormwater & Drainage</i></p> <ul style="list-style-type: none"> Development would increase impervious surface and clearing which would increase stormwater runoff and could degrade water quality. The City would review development proposals and apply its adopted stormwater regulations to ensure that no significant impacts occur. <p><i>Water</i></p> <ul style="list-style-type: none"> Projected increase in water demand from development (2,093-2,412 equivalent residential units/393,400-453,500 gallons per day) represents 32.5% of available water supply. No significant impact would occur. Additional water supply may be necessary to serve long-term growth. 	<p><i>Stormwater & Drainage</i></p> <ul style="list-style-type: none"> Development would increase impervious surface and clearing which would increase stormwater runoff and could degrade water quality. The City would review development proposals and apply its adopted stormwater regulations to ensure that no significant impacts occur. <p><i>Water</i></p> <ul style="list-style-type: none"> Projected increase in water demand from development (1,953-2,341 equivalent residential units/367,200-440,200 gallons per day) represents 31.5% of available water supply. No significant impact would occur. Additional water supply may be necessary to serve long-term growth.

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Alternative 1 – No Action	Alternative 2	Alternative 3
<ul style="list-style-type: none"> Planned improvements in 2012 and 2018 would provide sufficient water storage; increase in required storage would not result in significant impacts to the system. Additional distribution facilities would be required to serve new development. Some upgrading of fire flow conveyance systems (pipes) could be required in specific areas, depending on the type and intensity of development. Project-specific needs would be determined by the City, PUD and Fire Marshall in conjunction with development review. 	<ul style="list-style-type: none"> Planned improvements in 2012 and 2018 would provide sufficient water storage; increase in required storage would not result in significant impacts to the system. Planned development could consume approximately 1/3 of available surplus. Additional distribution facilities would be required to serve new development Some upgrading of fire flow conveyance systems (pipes) could be required in specific areas, depending on the type and intensity of development. Project-specific needs would be determined by the City, PUD and Fire Marshall in conjunction with development review. 	<ul style="list-style-type: none"> Planned improvements in 2012 and 2018 would provide sufficient water storage; increase in required storage would not result in significant impacts to the system. Planned development could consume approximately 1/3 of available surplus. Additional distribution facilities would be required to serve new development. Some upgrading of fire flow conveyance systems (pipes) could be required in specific areas, depending on the type and intensity of development. Project-specific needs would be determined by the City, PUD and Fire Marshall in conjunction with development review.
<p><i>Sewer</i></p> <ul style="list-style-type: none"> Growth would increase the demand for sewerage collection and treatment, but are within the capacity of the existing and planned system; no significant impacts would occur. A planned upgrade of Lift Station 11 would address an existing deficiency. Portions of the subarea are not currently sewered, and additional collection lines will be required to provide service. 	<p><i>Sewer</i></p> <ul style="list-style-type: none"> Growth would increase sewerage flows and loadings (up to 104%) but are within the capacity of the existing and planned treatment system; no significant impacts would occur. A planned upgrade of Lift Station 11 would address an existing deficiency. Portions of the subarea are not currently sewered, and additional collection lines will be required to provide service. 	<p><i>Sewer</i></p> <ul style="list-style-type: none"> Growth would increase sewerage flows and loadings (353%-361%) but are within the capacity of the existing and planned system; no significant impacts would occur. A planned upgrade of Lift Station 11 would address an existing deficiency. Portions of the subarea are not currently sewered, and additional collection lines will be required to provide service.

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1.4 Mitigation Measures

1.4.1 Natural Environment

Earth

Applicable Regulations and Commitments

- **Geological Assessments Required:** The Lake Stevens Municipal Code requires the preparation of a geological assessment for any development proposal within 200 feet of an area designated as geologically hazardous. Must analyze potential impacts to geologically hazardous areas resulting from the proposed development and identify appropriate mitigation measures necessary to protect development and the geologically hazardous area (LSMC 14.88.630).
- **Native Growth Protection Area:** LSMC 14.88.670 requires developers to place geologically hazardous areas not approved for alteration and their buffers in a native growth protection area; lawfully altered geologically hazardous areas are subject to a covenant of notification and indemnification/hold harmless agreement.
- **Erosion Control Measures Required:** LSMC 14.64.130 requires the implementation of sedimentation and erosion control measures for any development that would entail land disturbance. The Public Works Director must review and approve erosion control plans.

Additional Mitigation Measures

- No additional measures are required.

Water Resources

Applicable Regulations and Commitments

- **Stormwater Management:** The City's municipal code requires the use of natural drainage systems to the extent feasible in order to preserve natural topography (LSMC 14.64.100). The Code also requires all new stormwater drainage systems to be constructed in accordance with the requirements of the Department of Ecology's 2005 Stormwater Management Manual for Western Washington (LSMC 11.06.020 and LSMC 14.64.140). Continued implementation of the City's stormwater management codes will ensure a rigorous permit review process that promotes sound development and redevelopment policies; continued protection of water quality in the City's lakes, streams and wetlands habitats and groundwater recharge; property protection from increased runoff; and the promotion of low impact development strategies that reduce impervious surface and stormwater runoff.
- **NPDES Phase II Municipal Stormwater Permit:** The Western Washington Phase II Municipal Stormwater Permit was issued in 2007 to implement the requirements of the Clean Water Act and the National Pollutant Discharge Elimination System as codified in Sections 11.06.020 and 14.64.140 of the City's municipal code. In accordance with the requirements of the permit, the City of Lake Stevens has adopted a stormwater

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management plan focused on public education and outreach, detection and elimination of illicit stormwater discharge, controlling runoff generated by new development activities, and prevention of pollution resulting from municipal activities. Continued implementation of the measures contained in the stormwater management program would reduce pollutant loading and improve water quality in the City's lakes, streams and wetlands.

- **Critical Areas Regulations:** Under all alternatives, future development will be subject to the adopted critical areas regulations found in Chapter 14.88 LSMC, including all applicable mitigation requirements and mitigation sequencing procedures.

Additional Mitigation Measures

- **Stormwater Detention:** For properties adjacent to identified wetlands and their buffers, new development and redevelopment cannot result in an increased rate of runoff from the site to the wetland. Where onsite stormwater management is not feasible, the City may, consistent with federal and state regulations, encourage design and construction of regional stormwater detention and infiltration infrastructure.
- **Low Impact Development (LID):** The City should also consider providing incentives for the use of LID techniques to reduce stormwater impacts in the subarea plan and new zoning regulations.
- **Critical Areas:** More detailed analysis – including full delineation, classification and function assessment – will be required in conjunction with development permitting for future projects that occur on sites containing critical areas.

Plants & Animals

Applicable Regulations and Commitments

- **Tree Retention:** The City's land use code (LSMC 14.76.120) requires development projects to retain existing significant trees and stands of trees that occur on the development site. The code also requires that removed significant trees be replaced and that retained and replanted trees be protected during construction. Similarly, the code requires retention or planting of trees along dedicated streets (LSMC 14.76.110).
- **Critical Areas Regulations:** Future development in the study area has the potential to adversely affect wildlife and habitat through clearing of vegetated areas. However, the City's critical areas regulations protect wetlands, riparian areas, and other critical areas that provide habitat for plants and animals by limiting the activities allowed within the critical area and establishing appropriate protective buffers and mitigation strategies for unavoidable impacts.

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1.4.2 Air Quality

Air Quality

Mitigation During Construction

Although significant air quality impacts from construction are not anticipated with any of the alternatives, construction contractors would be required to comply with all relevant federal, state, and local air quality rules. In addition, implementation of best management practices would also reduce emissions related to the construction phase of the project. The Washington Associated General Contractors brochure *Guide to Handling Fugitive Dust from Construction Projects* and the PSCAA suggest a number of methods for controlling dust and reducing the potential exposure of people to emissions from diesel equipment during construction. A list of possible control measures is included in the Air Quality section (3.2) of the Draft EIS.

Mitigation During Operation

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

Greenhouse Gas Emissions

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

- Adopt green building standards for new development (e.g., LEED silver or better);
- Adopt a mandatory commute trip reduction program for all applicable employers in the 20th Street SE Corridor subarea. This commute trip reduction program could include the establishment of the following:
 - Mode split goals
 - Mode split monitoring program
 - Mode split goal implementation program
 - Transportation management agency which provides resources for employers such as carpool matching, vanpool/transit information, and a guaranteed ride home program;
- In conjunction with a commute trip reduction program, expand transit options such as the Community Transit vanpool program or new fixed route bus service; and
- Implement efficient transportation design standards including the use of roundabouts and LED street lighting and area lighting where appropriate.

1.4.3 Land Use

Many of the land use changes identified in the Land Use section (3.3) of the Draft EIS – including increased density/intensity and a greater diversification and mix of land uses – are not considered adverse impacts. The change in the subarea’s land use pattern would be significant, but does not require mitigation. However, to implement the subarea plan the City will develop refined development regulations and design guidelines and standards.

Potential land use conflicts, between proximate land uses of different intensity, can be avoided or

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

1.4.4 Population, Housing & Employment

Population

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

Housing

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

Employment

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

1.4.5 Aesthetics, Light & Glare

Visual Character

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

Views

- **Park & Open Space Planning:** The City will update its *Parks & Open Space Plan* to address needs created by planned growth in the 20th Street SE Corridor. In conjunction with this planning, the City may identify new parks or open space areas that provide views of landscape features and consider ways to preserve specified viewpoints. New development in some portions of the subarea may also create public spaces that provide open views of the landscape.
- **Design Guidelines and Standards:** In addition, the City could consider adopting guidelines and standards that identify when and how site plans or building design could be modified to protect views from parks and other public spaces.

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Light & Glare

- **Development Regulations:** The City should consider adopting “dark sky” regulations to minimize lighting increases and night glow in the subarea.
- **Design Guidelines and Standards:** Design guidelines and standards should provide guidance on avoiding light spillage, glare and shadow impacts through site planning, building design and landscaping. The guidelines and standards would specifically address lighting and signage.

1.4.6 Historic & Cultural Resources

Applicable Regulations and Commitments

- **Chapter 27.53 RCW:** Washington State Law prohibits the disturbance, destruction, or removal of historic or prehistoric archaeological deposits without approval from Department of Archaeology and Historic Preservation (DAHP). Persons who violate the terms of this statute are subject to both criminal and civil liability.

Additional Mitigation Measures

- **New Cultural Resources Policies:** Although the *Lake Stevens Comprehensive Plan* currently contains policies designed to protect archaeological resource and promote preservation of historic structures, this commitment could be emphasized by also including such policies in the subarea plan.
- **Archaeological Survey:** As part of the development review process, the City could require an archaeological survey for properties in the same general vicinity as the known archaeological site, and for properties, which display a similar history of logging activity, to determine the presence of archaeological or historic resources.
- **Development Agreements:** The City may consider the use of development agreements, per LSMC 14.16C.055, for any properties with known archaeological or historic resources. Such a development agreement could include mitigation measures to protect archaeological resources, such as a memorandum of agreement with DAHP regarding research and curation of artifacts, as well as construction monitoring by a qualified archaeologist.
- **Inadvertent Discovery Plan:** For development proposals on properties that are extensively forested, previously undeveloped, or known to be associated with the historic railroad or historic logging operations, the City should require the preparation of an inadvertent discovery plan to establish protocols for handling archaeological deposits uncovered during construction.

1.4.7 Transportation

Concurrency

Concurrency is intended to ensure that improvements are planned and constructed in phase with projected growth (i.e., within six years). It requires adoption of level of service standards to gauge performance of the transportation system, identification of improvements necessary to maintain the adopted level of service, and a system to ensure that concurrency is maintained. If the trips generated by a development will cause a facility to fall below the adopted LOS standard, the local government may deny permits for the project, change the LOS standard, or modify land use. Changes may be made to a development proposal to meet the concurrency requirements, such as

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reducing project size or employing travel demand management to reduce the number of trips generated.

Per the Growth Management Act, concurrency does not apply to highways of statewide significance, such as SR-9. Lake Stevens' adopted concurrency management system, set forth in LSMC 14.110, identifies three options an applicant may select to maintain concurrency when mitigation is required: (1) reducing the size of the development; (2) delaying the development until needed improvements are provided by the City or others; or (3) constructing the needed facilities.

Level of Service Threshold

The City has adopted LOS C as its PM peak hour standard for all areas except the downtown. In view of the level of growth encouraged by the subarea plan, and the extent of improvements that would be required to achieve this LOS, it may not be feasible financially to maintain the current level of service threshold (LOS C) at all intersections within the study area. (Fehr & Peers, 2011.) In addition, poor traffic conditions on state highways (notably US-2 and SR-9) constrain the ability of Lake Stevens to manage traffic congestion in the 20th Street Corridor since there are no plans to address some of the regional traffic congestion issues. Therefore, it is recommended that the City amend its threshold for signalized intersections in designated centers and mixed-use areas to strive for a goal of LOS E.

In addition, it should be acknowledged that some intersections will operate at LOS F during peak travel periods and these intersections should be exempted from the LOS E goal. For unsignalized intersections, it is recommended that an intersection be considered deficient if it falls below LOS E operations *and* meets a signal warrant. This level of service will be more affordable and practical and will support Comprehensive Plan policies related to centers. It is also in line with the typical traffic activity seen in economically vibrant areas.

If the recommended LOS thresholds are adopted, then only the following intersections would be considered deficient or impacted:

- 20th Street SE and Cavalero Road under *all alternatives* during the PM peak hour;
- 20th Street and 83rd Avenue SE under *Alternatives 2 and 3* during the AM peak hour; and
- 20th Street SE and SR-9 under *Alternative 2* during the AM and PM peak hours, and under *Alternative 3* during the PM peak hour

Intersection-Specific Mitigation Measures

20th Street SE and Cavalero Road

A signal or roundabout should be added to the intersection of 20th Street SE and Cavalero Road. Future traffic volumes would fulfill the requirements for a peak hour signal warrant under all three land use alternatives. Under *Alternative 2* during the PM peak hour, signalizing the intersection would improve operations to LOS C.

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20th Street and 83rd Avenue SE

This intersection would operate at LOS F under *Alternative 2* and *Alternative 3* during the AM peak hour. Adding a southbound right turn pocket would improve the intersection's overall LOS to D with 52 seconds of delay. If a left turn pocket could be added to the northbound approach, delay would decrease by an additional 12 seconds, although overall LOS would still remain at D. A dual-lane roundabout would also work at this intersection if the metered traffic volumes are assumed.

20th Street SE and SR-9

This intersection is under the jurisdiction of WSDOT and mitigation measures would likely be identified as part of the *SR-9 Corridor Planning Study*. Adding dual left turn lanes to all approaches would result in LOS E (80 seconds of delay) at this intersection. To achieve additional improvements in LOS would require either additional lanes on SR-9, grade separation, or an unconventional intersection, such as a "continuous flow intersection" (CFI).

Design Alternatives

The Draft EIS Transportation section (3.8) discusses a number of design options (e.g., roundabouts) for improvements to the intersections along the 20th Street SE corridor. Please refer to the Draft EIS for more information.

Additional Mitigation Measures

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

Impact Fees

The improvements described above will require a substantial capital investment to implement (Fehr & Peers, 2011). To generate the funds necessary to implement the mitigation measures described above, it is recommended that a traffic impact fee program be established by ordinance. This fee could be exclusive to the 20th Street SE Corridor or could be part of a citywide impact fee program.

Given that the majority of the traffic impacts would occur on the state highway system, it is recommended that if an impact fee program is established, the City of Lake Stevens enter an interlocal agreement with WSDOT that would allow the City and WSDOT to share fee revenues and help construct the required improvements.

Transportation Benefit District

Formation of a Transportation Benefit District (TBD), as authorized by RCW 36.73.120, is another approach the City could use to help finance transportation improvements. While more complex to establish and administer, compared to traffic impact fees, the formation of a TBD would enable the City to assess additional fees and charges within the district, including a supplemental sales tax. A

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TBD could apply citywide or specific to 20th Street SE Corridor, and could be used in conjunction with a traffic impact fee.

Transportation Demand Management

Transportation demand management (TDM) strategies include mandatory commute trip reduction programs and enhanced transit service. These measures have proven to be effective at reducing trip generation even in low-density areas such as Lake Stevens (California Air Pollution Control Officers Association, August 2010.) While these measures will help reduce overall trip generation and vehicle congestion impacts, their effectiveness relative to the magnitude of the congestion levels in the study area would be small.

1.4.8 Public Services

Under all alternatives, development would be subject to adopted development regulations, which require emergency access, fire suppression systems, and school and park impact mitigation fees to offset impacts to these services.

Alternative 2 and *Alternative 3* could incorporate the following additional measures:

- During construction, implement security measures such as onsite lighting, fencing, onsite surveillance, etc. to reduce potential criminal activity.
- Construct a well-designed internal street system that provides fast and efficient police, fire and emergency vehicle access to all areas of the subarea.
- Develop streets, sidewalks, walkways, bicycle and pedestrian paths and public spaces designed to promote public safety and visibility for residents, employees, site visitors and police.
- Design all parking areas and public spaces with specially designed no-glare security lighting to provide for security.
- Include incentives in development regulations for providing public spaces in new development.
- Begin a planning process to identify additional park space within the subarea. Identify land that is suitable for acquisition, and investigate the potential for acquiring easements within the utility corridor.

1.4.9 Utilities

Drainage

Applicable Regulations and Commitments

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

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

Additional Mitigation Measures

- **Permitting Incentives for Low Impact Development:** To reduce the need for new stormwater conveyance infrastructure and protect water quality, the City should incentivize the use of LID techniques for onsite stormwater treatment and detention for appropriate projects.

Water

Applicable Regulations and Commitments

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

Additional Mitigation Measures

- **Joint Planning with Snohomish County PUD:** Upon adoption of a preferred alternative, the City should consult with Snohomish County PUD to establish a joint planning process for capital improvements necessary to serve anticipated development in the subarea. This process should also address any cumulative needs for water storage generated by the 20th Street SE Corridor Subarea Plan in combination with the Lake Stevens Center Subarea Plan.
- **Design Review for Fire Flow:** The City and developers should coordinate development permit application with Snohomish County PUD and the Lake Stevens Fire Marshal to determine fire flow requirements based on project design. Upgrades to existing lines should

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be coordinated with Snohomish County PUD. Installation of new water lines adequate to provide required fire flows should be the responsibility of the developer and/or the City.

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

Sewer

Applicable Regulations and Commitments

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

Additional Mitigation Measures

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

1.5 Significant Unavoidable Adverse Impacts

1.5.1 Natural Environment

All alternatives could result in additional development within the subarea, thereby increasing the level of impervious surface and reducing vegetated areas. Additional development within the study area is also anticipated to generate increased stormwater runoff that must be detained or treated before discharge to surface water. With application of the City's adopted regulations regarding critical areas, stormwater, and tree retention, as well as proposed mitigation measures, no significant unavoidable adverse impacts to the natural environment are anticipated.

1.5.2 Air Quality

No significant unavoidable adverse impacts have been identified for air quality or greenhouse gas

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emissions and none are anticipated.

1.5.3 Land Use

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

1.5.4 Population, Housing & Employment

While population growth is unavoidable, it is not necessarily an adverse impact. No significant unavoidable adverse impacts would occur.

1.5.5 Aesthetics, Light & Glare

Visual Character

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

Views

Some existing views to the west from locations in the western portion of the subarea could be partially or completely obstructed by future development. View blockage could be mitigated through use of new development regulations, however, this impact is not considered unavoidable. The subarea plan, and future planning for parks and open spaces, could focus on identifying future public spaces from which views could be protected through design guidelines and standards.

Light & Glare

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

1.5.6 Historic & Cultural Resources

Although the subarea is believed to have a low probability for discovery of archaeological resources, there is some potential for undiscovered archaeological resources to be inadvertently destroyed during construction. This is neither certain to occur nor unavoidable, however. With implementation of appropriate implementation measures, no significant unavoidable adverse impacts are anticipated.

1.5.7 Transportation

As described above, the increased traffic volumes caused by the action alternatives (*Alternative 2* and *Alternative 3*), lead to increased delay at the 20th Street SE/SR-9 intersection. Since WSDOT has not yet defined its plan to improve traffic conditions along SR-9, specific mitigation measures cannot be identified. Given that WSDOT is actively planning to improve the SR-9 corridor and some

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level of mitigation is possible (although full improvement to provide LOS D conditions is unlikely because of the high costs), impacts are not necessarily inevitable or entirely unavoidable.

Similarly, Lake Stevens does not own or control the intersection of South Lake Stevens Road/24th Street SE/SR-9. While the analysis in this document showed that a traffic signal would operate acceptably at this location, this improvement has not been approved by WSDOT and there is no certainty that it will be implemented. If a full access intersection is not provided at this location, turning movements will be added to the 20th Street SE/SR-9 intersection, further exacerbating poor operations at that location.

1.5.8 Public Services

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

1.5.9 Utilities

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

1.6 Benefits & Disadvantages of Delaying the Proposed Action

The City is taking advantage of the current economic downturn to prepare for the next wave of growth; subarea planning is an element of a conscious strategy to grow and diversify the local economy. Benefits of the proposed action, and the objectives of the subarea plan, include additional retail and services, expanded housing, increased employment opportunities, and concentrated growth in a mixed-use center. From an economic development perspective, the proposal seeks to attract a greater amount of regional employment to the City, and to use the subarea plan and planned action to create an attractive environment and incentives for development.

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

1.7 Issues to be Resolved

Issues to be resolved by the City in selecting a preferred alternative include determining the appropriate types, intensity and overall magnitude of development for the subarea and how this could change the existing character of the area.

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20th Street SE Corridor



Subarea Plan

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I. Introduction

A. Planning Process

The 20th Street SE Corridor Subarea Plan is a key tool for the City to add employment through business park development, expand the retail areas, and increase residential density near commercial and office areas. Specifically the plan will create a framework to refine the area's land uses and zoning; analyze required improvements to the street network and other capital facilities; establish a vision for upgrading the aesthetic environment; and help attract new businesses and residents. The plan's vision for employment and commercial development with higher-density housing provides the foundation for developing a planned action, establishing regulations and standards, and identifying desired outcomes necessary to realize the overall vision for the 20th Street SE Corridor and direct its subsequent development. Additionally, the plan will provide conceptual guidance as to the intent of subsequent regulations and actions.

The subarea planning process for the 20th Street SE Corridor grew out of a vision expressed in the City's Comprehensive Plan to establish concentrated growth centers to receive the majority of future employment, retail, and housing growth. The City hired a consultant team to prepare separate economic assessment and economic development reports (Leland Consulting Group & LMN Architects, 2011a and 2011b; Leland Consulting Group, 2011). The economic assessment evaluated the opportunities and constraints associated with each growth center.

For the 20th Street SE Corridor, the assessment identified the potential for providing the City's highest concentration of jobs, particularly professional services, engineering and high value-added small manufacturers in multi-story office and industrial buildings integrated with retail nodes to serve workers and residents in the new higher-density housing on the periphery or in mixed-use nodes. The Economic Development Strategy identified that significant retail "leakage" was occurring (i.e., consumers were travelling outside the City for retail purposes) and that the City has an opportunity to attract new retail

development and capture this retail spending based on its demographics, location and quality of life.

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



Figure 1.1 Public meeting

B. Plan Area

The 20th Street SE Corridor encompasses approximately 845 acres in the southern portion of the City and is roughly divided into quadrants by the 20th Street SE and SR-9 intersection, as shown in Figure 1.2. The study area extends across the southern portion of the City from about Cavalero Road to the west to South Lake Stevens Road on the east and the UGA boundary to the south to approximately 13th Street SE to the north. The study area is relatively level though the topography slopes down toward Ebey Slough at the western end and slopes up toward a small plateau in the northeastern portion. Scenic elements include the views to the west from the western portion of the study area

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encompassing Spencer Island, Ebey Slough and the Snohomish River Estuary Wetland Preserve, downtown Everett and the Olympic Mountains.

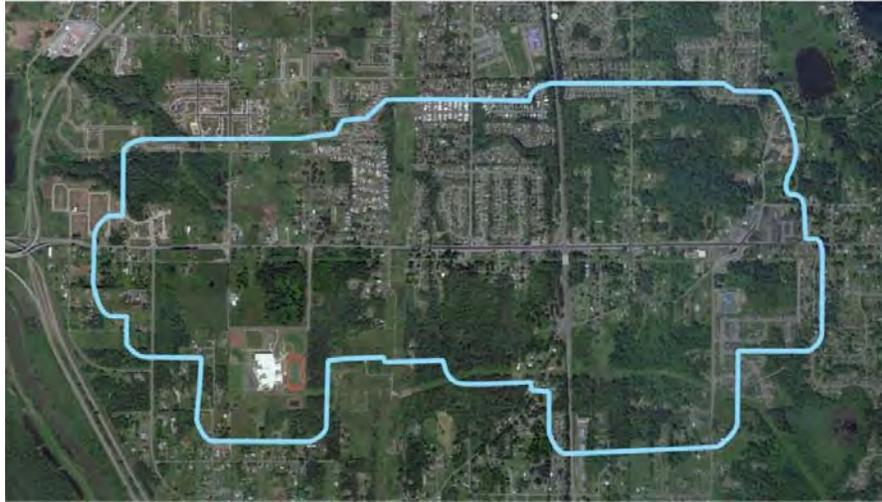


Figure 1.2 20th Street SE Corridor Subarea aerial

C. Purpose & Authority

To help realize its economic strategy, the City is developing a subarea plan for the 20th Street SE Corridor, as authorized under the Revised Code of Washington (RCW) 36.70A.080, to promote balanced development in this growth center and to support the addition of employment and retail growth in the City in an area with larger parcels for development. The City will adopt the subarea plan as a supplementary document to the City's Comprehensive Plan. The subarea plan will identify the land use goals and policies for the area that in turn will frame the regulatory development regulations attached as appendices. The plan will also be the primary mechanism to identify actions and capital investments necessary to implement the plan. The City will adopt the 20th Street SE Corridor 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.

D. Existing Conditions

The 20th Street SE Corridor was annexed by the City on December 31, 2009. Development patterns range from large undeveloped parcels, large single-family lots, to housing developments, natural areas and a commercial/retail center. Snohomish County upgraded 20th Street SE from 91st Avenue SE west to South Lake Stevens Road (Figure 1.3); however, the western portion will be upgraded by the City. The visual character of the 20th Street SE Corridor is a product of the existing street network and transportation facilities, built environment (scale and type of structures), topography and natural features, and an electric transmission corridor. From an aesthetic perspective, the subarea and adjacent areas do not possess cohesive architecture and site design and are not distinctive in character.



Figure 1.3 20th Street SE/S Lake Stevens Road

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Figure 1.4 Lake Stevens Fire Conference Center

The 20th Street SE Corridor includes a small office/commercial complex including the Lake Stevens Fire Administrative Offices and Conference Center on the northeast corner of 20th Street SE and South Lake Stevens Road (Figure 1.4) and additional commercial area on the northwest corner of the same intersection. Smaller businesses are located along the south side of 20th Street SE near South Lake Stevens Road with a church on the northeast corner of 20th Street SE and SR-9. An undeveloped County Park with a current dog park is located on the south side of 20th Street SE at 79th Street SE and a small garden business near the northeast corner of this intersection.

Combined residential uses comprise over 47 percent of the study area with over 35 percent undeveloped/underdeveloped or open space. Commercial/office uses comprise barely over one percent of the study area with government/civic, church and utilities over 16 percent.

Existing commercial uses total approximately 10 acres or one percent of the subarea. More than half of the commercial development in the area took place before 1990. There is one commercial node in the eastern portion of the study area, at the intersection of 20th Street SE and South Lake Stevens Road. The commercial uses are primarily auto-

oriented retail and services (a small market, restaurants, etc.) as well as professional offices.

Residential uses include single-family and multifamily developments in addition to a mobile home park with the majority of the area devoted to single-family uses. Current gross density of the subarea is well below 4 dwelling units per acre. Based on the City's current average household size of 2.87 persons per household, the current population for the study area is approximately 2,456, which represents 9.2 percent of the City's total population.



Figure 1.5 Tom Thumb Grocery Store

The study area also has a relatively large amount of utility and civic/government uses. Utilities include power transmission lines and detention facilities. The largest contiguous utility tract is located west of SR-9 and includes a large electrical transmission line. Civic and government uses include the fire district's administrative offices and conference center, schools, and other City or County owned properties and facilities (Figure 1.6). Combined, these categories add up to approximately 16 percent of the area.



Figure 1.6 Prominent public building – Cavalero Mid High School (Photo courtesy of Benjamin Benschneider)

The subarea enjoys excellent transportation access because of the alignment of SR-9 north towards the City and south towards US 2 and points south and 20th Street SE's alignment east and west towards the US 2 trestle, Everett and Interstate 5. The local road network is limited, due to limited development, residential subdivisions, the power line, and numerous forested and wetland areas. Traffic congestion is light to moderate during the AM and PM peak hours. However, during the AM peak, westbound traffic backs up to 79th Avenue SE due to congestion on west bound US 2. Volumes are also high during the morning peak hour, particularly along southbound SR-9. The intersection of 20th Street SE and 83rd Avenue SE is the only access point to Cavalero Mid High School, so it experiences congestion during the morning peak.

Other elements of the circulation and transportation network include public transit, pedestrian, and bicycle facilities. With the exception of the upgraded portion of 20th Street SE, the pedestrian and bicycle network is fairly disjointed (Figure 1.7). Some roads have wide shoulders that may accommodate pedestrians or bicyclists, but do not provide dedicated facilities. Due to the piecemeal nature of past development, many sidewalks do not connect to any other facilities.

Community Transit provides bus service within the subarea on 91st Avenue SE and west on 20th Street SE. Bus service targets commute trips to employment centers; however, service is relatively infrequent. There is ample parking in the 20th Street SE Corridor for existing commercial and office uses.



Figure 1.7 20th Street SE – upgraded portion

There are approximately 120 undeveloped acres and another 86 partially developed acres of land scattered throughout the subarea, excluding utility areas and non-developable tracts, such as native growth protection areas and private easements. The subarea also includes 105 acres of wetlands and six acres of steep slopes, but has relatively few other critical areas or any identified protected species. One unnamed creek has been documented with Coho Salmon in the past. There is potential for development of larger commercial parcels, increased employment, and denser housing.

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II. Economic Development

A. Economic Growth Strategy

The City's growth strategy envisions residential and employment growth occurring in "growth centers", with available infrastructure and services to increase employment, improve the jobs to housing balance citywide, conserve environmental resources, and provide efficient services and facilities. This growth strategy presumes that there will be complimentary services available throughout the three growth centers Downtown Lake Stevens, the 20th Street SE Corridor, and the Lake Stevens Center. Under this scheme, each center will fill a slightly different function citywide and/or regionally, but will also cater to the needs of the immediate population in the area. Figure 2.1 is an example of one of the development types for the 20th Street SE Corridor Subarea.



Figure 2.1 Mixed-use development

B. Retail Capture Opportunities & Retail Destination

Being a crossroads for markets, the 20th Street SE Corridor's location favors its position for office and retail growth with considerable pass-through traffic from commuters to the east and north. This area can capture a proportion of the retail market and provide greater employment capacity for the City and surrounding secondary market. Three strategies will help attract additional office and retail development:

- Become an area for business park development, possibly related to the aeronautics industry, due to the proximity to Boeing.
- Capture retail "leakage" (i.e., goods purchased in another market that could or should be purchased locally).
- Promote the addition of significant retail and office space in multiple retail/mixed-use nodes.
- Create a concentrated job center along with providing opportunities for higher-density residential neighborhoods in transitional areas.

The City would like to develop the 20th Street SE Corridor appearance, improve traffic and pedestrian circulation; and expand retail, office, and residential development. Secondary objectives for the corridor include:

- Attracting a variety of different sized employers.
- Establishing a program of road, circulation and transit improvements.
- Emphasizing high quality design standards.

C. Tourism

III. Community Vision

A. Vision

The City intends to provide a framework for the development of the 20th Street SE Corridor through this planning effort. Being a crossroads for markets, the 20th Street SE Corridor's location favors its position for employment growth with considerable pass-through traffic from commuters to the east and north. This subarea could provide a needed alternative regional employment center, specifically for northern Snohomish County and communities east of 1-5.

The primary impetus of the subarea plan is to increase the City's retail opportunities, add employment opportunities in business parks and mixed-use nodes and bestow a renewed vitality, purpose and character to the district that capitalizes on the existing infrastructure and natural setting that offers views to the west of the Snohomish River valley and the Olympic Mountains. The subarea plan will guide the transformation of the area into a vibrant employment and commercial corridor for a wide variety of small and mid-sized companies with larger ones occupying a campus-like setting with a few small nodes of shops, services, restaurants and larger retail centers by adding retail and office complexes in distinctive commercial /mixed-use nodes balanced with higher-density residential housing opportunities available to all residents. Enhanced transit services, new trails and greenbelts will connect new development to existing uses, especially parks and schools. A variety of new housing types will be integrated with existing development and provide innovative options like cottage housing and some retirement housing. New development will be bound to high-quality design and development standards to sustain a positive development atmosphere and community image.

The objectives, goals, and policies of the 20th Street SE Corridor Subarea Plan echo the City's overall vision to ensure that development is sensitive to the natural environment, and that future development considers sustainable approaches to development and mitigates related impacts (Figure 3.1).



Figure 3.1 City of Lake Stevens' vision is "one community around the lake"

B. Objectives

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

- Establish 20th Street SE as an appealing gateway into the City with attributes reflecting a distinct, unified community.
- Promote economic development and a more positive balance of jobs and housing by providing a mixture of jobs, goods and

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services, housing with recreation/open space and protection of important environmental resources.

- Attract a variety of employers of varying sizes.
- Encourage a concentration of local and regional retailing and services around the intersection of 20th Street SE and SR-9.
- Create pockets of parks and open space throughout the corridor.
- Continue the widening of 20th Street SE westward towards the Hewett Avenue (US 2) trestle.
- Provide multiple routes of travel with clear circulation and access to destinations including parallel east-west circulation routes north and south of 20th Street SE.
- Enhance the appearance of streets, sidewalks, sites, and buildings.

IV. Plan Concept

A. Alternatives

The draft Environmental Impact Statement (EIS) considers three land use alternatives, all of which envision the 20th Street SE Corridor with a strong emphasis on employment growth, economic diversification and capturing the retail spending occurring outside the City. Identified development nodes would encourage a more intensive mix of uses – in the same building, on the same site, or within the same area – through new zoning classifications. The Lake Stevens City Council will ultimately identify a preferred land use alternative based on these models that will be incorporated into the final subarea plan.

Alternative 1 – The No Action Alternative

The *No Action Alternative* assumes continued growth under existing zoning and current plan. Overall, the subarea would retain much of its current character in terms of the types, intensity and pattern of land

use. Site-by-site development would occur without the guidance of an overall plan or vision.

Alternative	Retail (Gross Sq. Ft.)	Office (Gross Sq. Ft.)	Housing (Dwelling Units)
Alternative 1 – No Action	150,000-180,000	20,000-35,000	600-1,200
Alternative 2 – Employment/ Commercial Emphasis	400,000-450,000	1-1.25 million	900-1,000
Alternative 3 – Moderate Employment/ Commercial & Residential Emphasis	300,000-350,000	600,000-750,000	1,200-1,400

Table 4.1 Summary of growth assumptions for EIS alternatives

Alternative 2 – Employment/Commercial Emphasis

Alternative 2 emphasizes employment and commercial growth that focuses growth in office parks, commercial and mixed-use nodes along the corridor, and larger complexes, with an increase in higher-density residential uses along the periphery of the subarea to provide a transition to existing single-family neighborhoods. New and amended development regulations will address the mix, density, scale and form of planned development. Under this alternative, the City would designate the 20th Street SE Corridor Subarea a planned action, which would encourage economic development and streamline SEPA review for projects that are consistent with the subarea plan and the EIS.

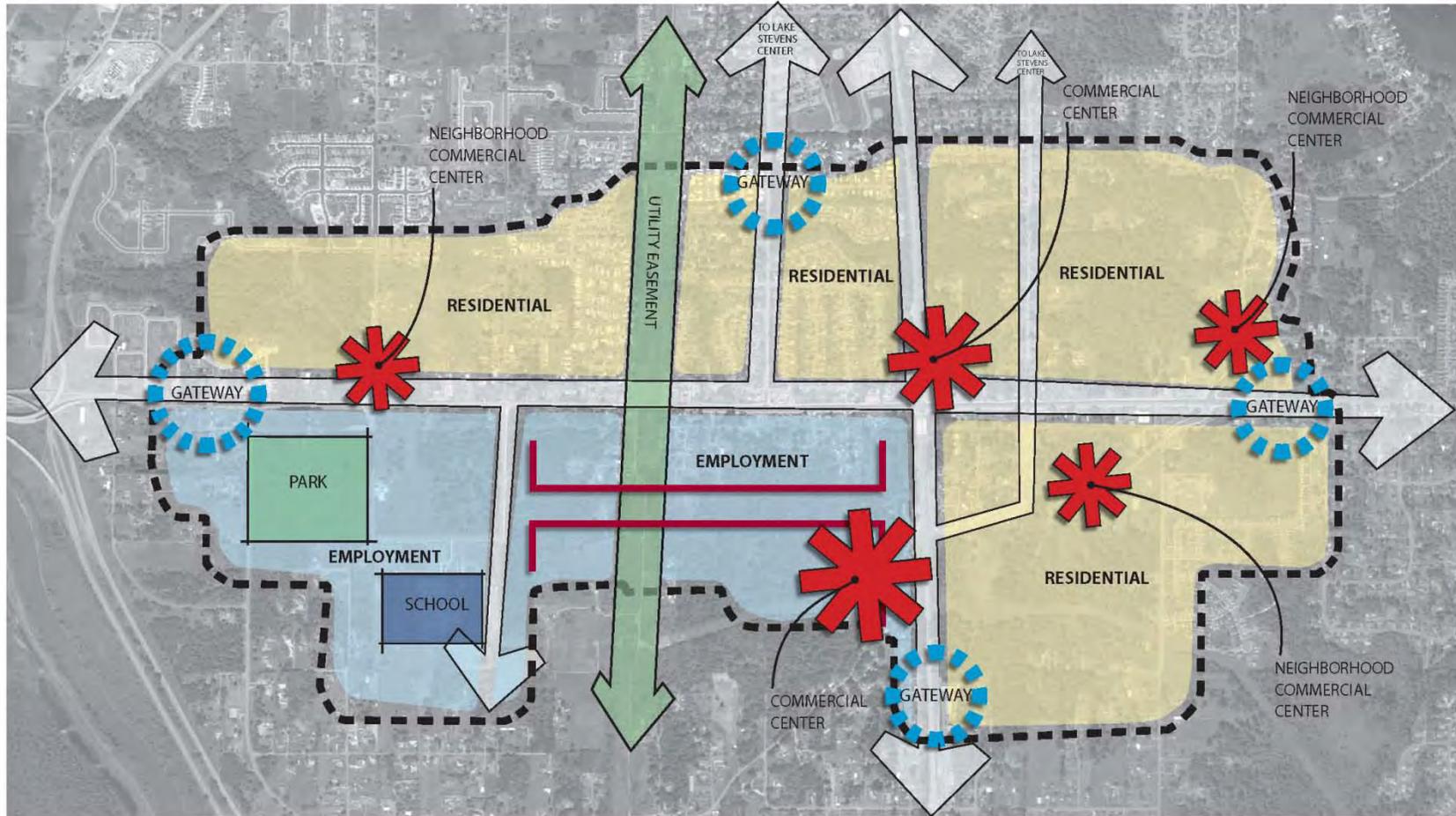
Alternative 3 – Moderate Employment/Commercial with Residential Emphasis

Alternative 3 is similar to *Alternative 2*, but emphasizes moderate employment growth in identified office park, commercial and mixed-use nodes and centers, but places a greater relative emphasis on high-density residential growth. As in *Alternative 2*, the city would develop new development regulations and designate the subarea a planned action.

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The graphics for the *No Action Alternative*, *Alternative 2* and *Alternative 3* (Figures, 4.1, 4.2 and 4.3) provide generalized representations of the locations of various land uses under consideration. These illustrations are not zoning maps or regulatory in nature and do not necessarily follow property boundaries.

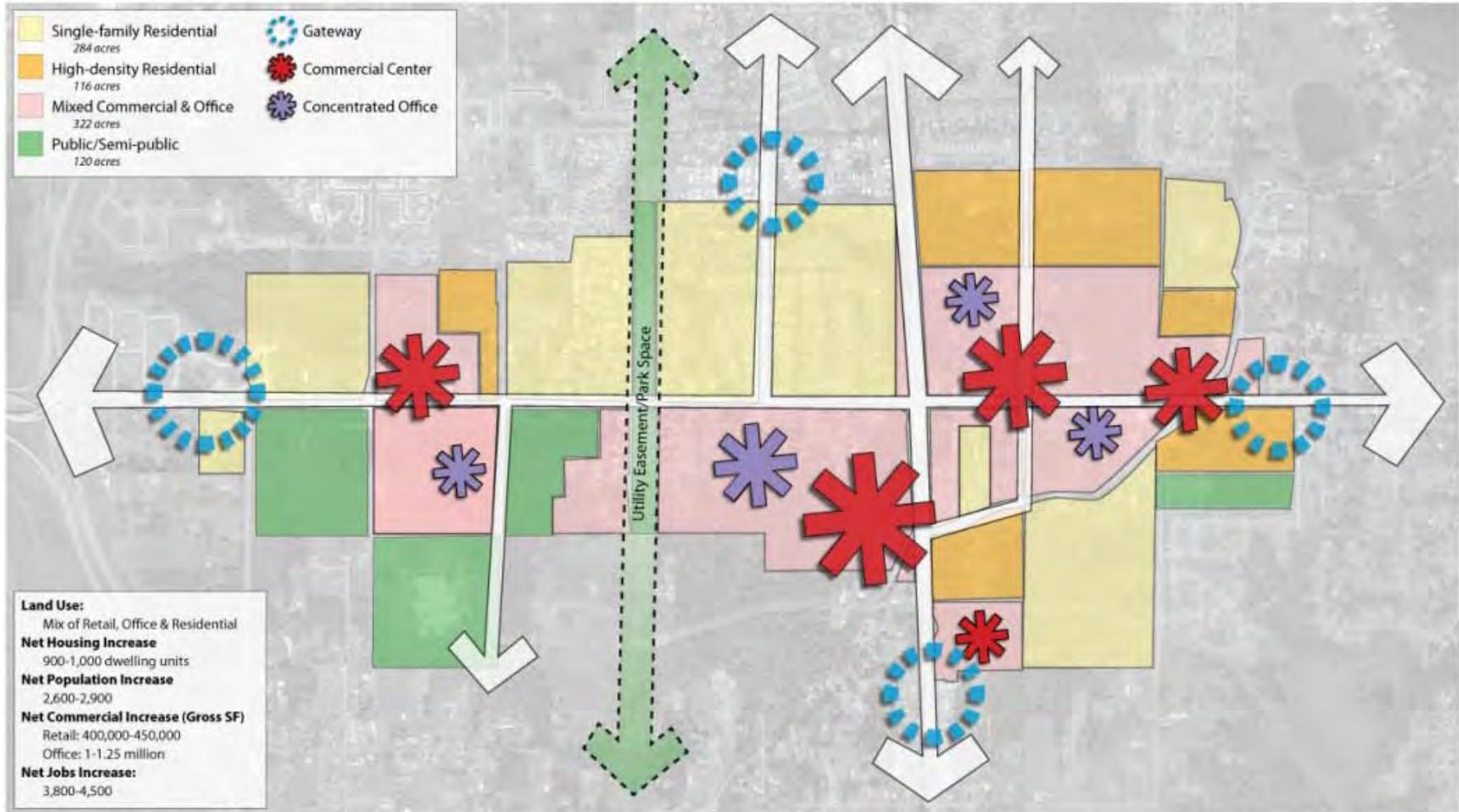
Figure 4.1 Alternative 1 No Action Alternative



20th Street Corridor Subarea Preliminary Concept

June 27, 2011

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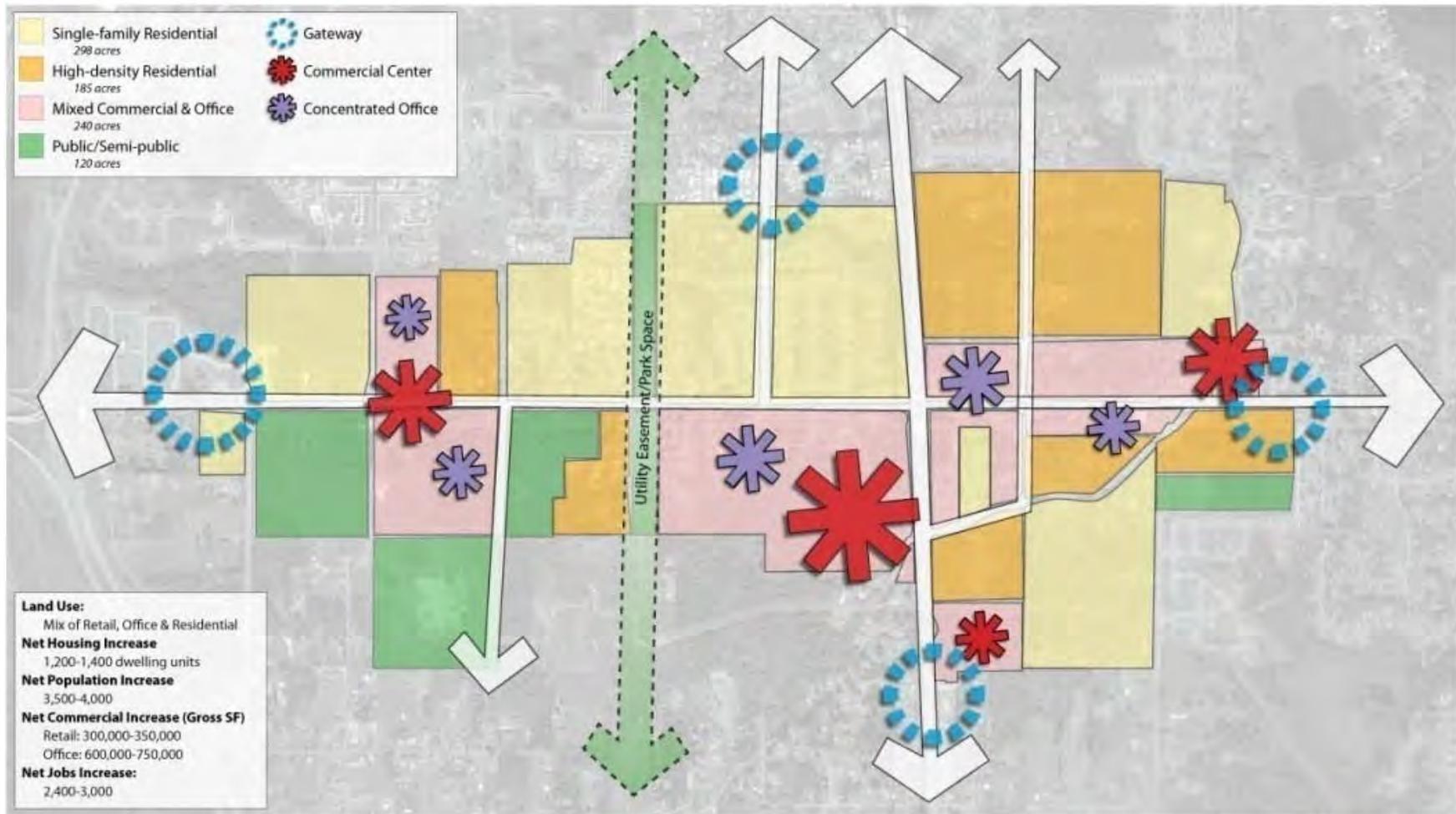


20th Street Corridor Alternative 2: Intensive Employment with Residential



Figure 4.2 Alternative 2 Employment/Commercial Emphasis

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20th Street Corridor Alternative 3: Enhanced Employment/Increased Residential



Figure 4.3
 Alternative 3 Moderate Employment/Commercial with Residential Emphasis

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B. Preferred Alternative

A preferred alternative will be selected by the City Council during review of the Draft EIS. The selected preferred alternative may combine elements of several EIS alternatives within the identified ranges for land uses, jobs and population estimates considered in the Draft EIS.

V. Plan Elements

A. Goals and Policies



Figure 5.1 District identity

1. Community Character

The subarea is currently not a fully formed district. It has been in transition from a semi-rural environment largely dominated by single-family homes on larger lots, scattered clusters of houses, subdivisions, and limited retail goods and services. The character of the eastern half, east of SR-9, is somewhat more mature, with established development patterns and an expanded roadway. The western half contains large

properties, some of them vacant or with low-intensity uses, with larger properties held in single-ownership. This corridor should evolve into a cohesive district with a specific identity as an employment center of high quality development with supporting commercial and mixed-use nodes and higher-density neighborhoods, attractive streets, and public spaces. The following policies seek to enhance the image and identity of the area and its relationship to the community. Figure 5.1 illustrates this concept.



Figure 5.2 District identity and gateway treatment

a. Goals

Goal 1: Dramatically modify the appearance, function, identity and economic value of the area by creating a cohesive district.

b. Policies

Policy 1.1 – District Identity

1.1.1 Assign the district a distinct name, drawing from people, events and places that are unique to the area to imbed the district identity into the collective perceptions of the area. (Figure 5.2)

- For example, Cavalero is an historic family name of people who settled in the subarea.

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Policy 1.2 – Gateways & Wayfinding

1.2.1 Entrance points or gateways to the district along 20th Street SE and SR-9 should be enhanced with landscaping, lighting, and signage, with the unique name assigned to the district.

1.2.2 Develop a system of wayfinding signage, which reinforces the image of the district by incorporating unique graphic imagery.

- For example, street signs could have metal frames with distinctive shapes and colors (see Figure 5.2).

1.2.3 Wayfinding signage should be easily visible from cars and identify local destinations, such as parks, schools, business parks, commercial centers, etc.



Figure 5.3 High quality new development

Policy 1.3 – Design Standards for New Development

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

1.3.2 Establish a set of design guidelines and standards to address best practices of streetscape design, site design, building design and signs that respect natural features, an enhanced public realm, and excellence in architecture that will appeal to high quality employers and businesses. Figure 5.2 illustrates high-quality development.

1.3.3 Public and private development should be subject to design review under the adopted design guidelines and standards.

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 public plazas, green roofs, low impact development, trails and/or connections, green belts, and planted walkways.

Policy 1.5 – Streetscapes

1.5.1 Establish streetscape standards for major streets, indicating sidewalk widths, street trees, pedestrian-scale lightings, street furnishings and wayfinding signs to establish the tone and quality of development, as well as reinforce the design character. Figure 5.4 illustrates a well-designed streetscape.



Figure 5.4 Streetscape

Policy 1.6 – Public Views

1.6.1 Identify view corridors from public spaces and develop regulations to help maintain or enhance designated views of the Olympic Mountains and Snohomish River valley.

1.6.2 Consider designating view corridors in a future element of the Parks and Recreation Plan.

Policy 1.7 – Landmarks

1.7.1 Encourage development of highly visible and architecturally dramatic buildings near designated gateways, intersection of 20th Street SE and SR-9, and at activity nodes to reinforce the district as unique. Figure 5.5 is an example of an architecturally dramatic design at a crossroads.



Figure 5.5 Landmarks

Policy 1.8 – High Quality Public Buildings

1.8.1 Public buildings constructed by any government entity, such as the City, school district, transit authority, utility districts, the State, or Snohomish County should exhibit a very high quality of design befitting the important role of local or regional government as illustrated in Figure 5.3.

- *Local examples in the district include Cavalero Mid High School and Lake Stevens Fire Administration Building (Figure 5.3).*

1.8.2 Discourage strictly utilitarian structures, regardless of the function.



Figure 5.6 High quality public building – Cavalero Mid High School (Photo courtesy of Benjamin Schneider)

2. Livable Places & Housing

Over the next twenty years, the 20th Street SE Corridor Subarea should evolve into a collection of neighborhoods that offer a range of choices in housing type and size, as well as tenure, retail goods and services,

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and employment. Although the subarea is envisioned for major new employers, different nodes with varying intensities and character should be designed so people can choose to live in close proximity to workplaces and daily needs. The following goals and policies are intended to create a vibrant and livable district. Figure 5.7 illustrates how to integrate different uses and define a strong community identity.



Figure 5.7 Mixed-use neighborhood development – residential over office

a. Goals

Goal 2: Create a collection of neighborhoods offering a range of choices in housing type and size, tenured retail goods and services, and employment with high quality design.

b. Policies

Policy 2.1 – Urban Neighborhoods

2.1.1 Establish distinct neighborhoods/nodes that contain a variety of uses including housing, retail and employment allowing people the choice to live and work in the same area with less dependency on the individual automobile.

2.1.2 Develop land use and zoning regulations that allow self-sufficient neighborhoods with closer proximity of buildings, more

street and pedestrian connections, mixed-uses, and higher-density housing.

Policy 2.2 – Transit-Oriented Development

2.2.1 Provide at least one transit oriented development to take advantage of the higher, multi-directional accessibility to and from jobs and housing in and near the subarea.

Policy 2.3 – Neighborhood Public Places

2.3.1 Provide a range of public or semi-public spaces in each neighborhood. Examples include passive and active parks, plazas, courtyards, pathways or overlooks.

2.3.2 Public spaces can be combined with storm drainage facilities with proper enhancements.

Policy 2.4 – Neighborhood Retail and Services

2.4.1 Encourage pockets of neighborhood shops and services to serve the immediate surrounding area, limiting the range so that the limited market for regional goods is focused in specific nodes.

2.4.2 Consider development incentives for neighborhood shops and services that serve the immediate surrounding area in mixed-use and transitional areas. (Figure 5.8)



Figure 5.8 Mixed-use neighborhood development – office over retail

Policy 2.5 – Community Policing Through Environmental Design (CPTED)

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2.5.1 As development occurs, use CPTED principles to review projects, to ensure there are “eyes on the street” creating safe neighborhoods and shopping areas.

2.5.2 Give design attention to building entrances and keeping lines of sight open through landscaped areas.

Policy 2.6 – Lighting

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

2.6.2 Require all lighting fixtures be designed to “dark sky” standards to shield and direct light downward.



Figure 5.9 Lighting

Policy 2.7 – Housing Choices and Density

2.7.1 Develop land use regulations that provide a wide range of housing choices including types and sizes to meet the needs of people across all income levels.

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



Figure 5.10 Higher density housing choices

2.7.3 Develop illustrated design guidelines and standards that clearly define quality expectations for design and construction to ensure all higher-density housing creates a livable environment, is compatible with adjacent land uses and creates a transition between more intensive and less intensive development (Figure 5.11).



Figure 5.11 Livable environment

2.7.4 Ensure design standards and subsequent review process is mandatory.



Figure 5.12 Trash or utility enclosure

Policy 2.8 – Screening Less Desirable Uses

2.8.1 Establish specific screening standards for loading areas, truck staging areas, open storage, warehousing, and utility structures, where they are close to residential areas or visible to the public, as part of the design guideline and standards or zoning regulations (Figure 5.12).

2.8.2 Encourage parking behind or beside buildings rather than between the street and the building.

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

3. Land Use and Intensity

Because of the larger proportion of vacant or partially used properties in single ownership, this subarea holds great potential for accommodating employers, a land use that is deficient in the City as a whole. Businesses locating here would range in size from small start-ups to larger ones looking for a natural, campus-like setting. Employers could also include research, academic and health-related institutions. It also would be the location of at least one retail/mixed-use center with a regional draw. Nodes of commercial would be located at

specific intersections and pockets of higher density housing would be developed throughout.

a. Goals

Goal 3: Identify at least one area for a natural, campus-like office park, and areas of commercial nodes, mixed-use areas and specific locations for higher density housing to create a vibrant district for economic development, jobs, regional shopping and housing options over a 10 to 20 year period with some areas developing earlier and others later depending upon access, market demand, environmental factors and other variables.



Figure 5.13 Mixed-use office/retail development

b. Policies

Policy 3.1 – Land Uses

3.1.1 Develop or revise existing comprehensive plan designations to support the mix of land uses and support the development of distinct nodes and neighborhoods proposed in the subarea (Figure 5.13).

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

3.1.3 Identify at least one location for a natural, campus-like office park to support increased employment within the City and the region. For example, the area south of 20th Street SE between 79th Avenue SE and 91st Avenue SE may be appropriate as an office park.

3.1.4 Identify separate nodes for mixed use or commercial development. For example, the southwest corner of 20th Street SE and SR- 9 is proposed for a large regional commercial development. The northwest corner of the same intersection or the northeast intersection of 20th Street SE and 79th Avenue SE could be identified for mixed-use development. Figure 5.6 illustrates a commercial building.



Figure 5.14 Three-story, well-designed commercial building

3.1.5 Identify areas for higher-density residential development as a transition between office and commercial areas and existing development. For example, areas between identified commercial and mixed use nodes could be developed as a transition area with higher-density housing serving as a transition from higher intensity uses to existing residential developments.

3.1.6 Land uses, densities and intensities should not be the same throughout, but should vary within the subarea. The highest intensity areas should be located within a quarter mile of SR-9 or

20th Street SE with less intense uses allowed adjacent to existing residential areas.

Policy 3.2 – Heights

- 3.2.1** Encourage multistory development averaging three to four stories within the business parks and mixed-use nodes.
- 3.2.2** Consider height increases up to five stories for business parks and mixed-use nodes for buildings that include high quality design and public amenities (Figure 5.15).



Figure 5.15 Mid-rise buildings in business park

Policy 3.3 – Office Park Development

- 3.3.1** Require a natural, campus-like design with smaller buildings around the site, smaller parking areas, preservation of natural features, and areas for people to gather (Figure 5.15).
- 3.3.2** Connect paths and walkways to adjacent schools, parks or retail areas.
- 3.3.3** Recommend plazas or open spaces which could be used for public events or public use (Figure 5.16).

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Figure 5.16 High rise office park with public plaza

4. Circulation and Mobility

The subarea should have a complete transportation system that supports all modes of travel. There are a number of desired outcomes:

- A robust transportation system and layered street network that provides additional choices to travelers, such as walking and bicycling. Figure 4.1 illustrates a layered street network.
- A cost effective transportation system for both the City to construct and for travelers to use.
- Link to Lake Stevens Center by 91st Avenue SE and 99th Avenue SE.
- Expanded public transit service to serve commuters as well as local circulation.
- Minimal climate change impacts.
- Accommodate trucks through the area with minimal effects to other modes.

a. Goals

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

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

Figure 5.17 Layered street network (see Figure 6.1 for a larger version of this illustration)



b. Policies

Policy 4.1 – Layered Network and Roadway Design (Figure 5.17)

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

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

Policy 4.2 – Level of Service

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

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

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



Figure 5.18 Safe connections to school

Policy 4.3 – Streets, Connectivity & Safety

4.3.1 Achieve more connectivity and accommodate development as it occurs, by identifying additional public streets of any class defined in the layered network or significant upgrades to existing streets as development occurs.

- For example, constructing a new street, 24th Street SE, in the southern part of the subarea would provide a secondary east-west connector for local vehicle access and could be developed as a trail street to support walking and biking.

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

- For example, block lengths on 20th Street SE should conform to a grid approximately 660 feet as this is half the

distance between the existing signalized intersections along the 20th Street SE Corridor.

- In neighborhoods and streets off 20th Street SE, block lengths should be between 300 and 400 feet in length to encourage pedestrian friendly, walkable neighborhoods.

4.3.3 Provide mid-block crosswalks on long blocks, where appropriate, to allow more frequent crossing opportunities and reduce jaywalking.

4.3.4 Roundabouts should be used in place of four-way stops to create a neighborhood identity, provide space for landscaping and art, minimize climate change impacts, and provide safety benefits (Figure 5.19).



Figure 5.19 Roundabout on Lundeen Parkway at Lake & Vernon roads

4.3.5 Require single-family residential neighborhoods to provide attractive and landscaped pedestrian and bike connections to adjacent streets, centers or greenbelts.

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

4.3.7 Implement Safe Routes to Schools programs for Cavalero Mid/High School, Skyline Elementary School, and Glenwood Elementary School (Figure 4.2).



Figure 5.20 Centennial Trail

Policy 4.4 – Trail Connections

4.4.1 Develop active transportation links, including an off-street trail network that connects commercial, retail, civic and residential areas in the subarea and to the Lake Stevens Center Subarea to the north.

4.4.2 Encourage the development a multi-use trail along the power line corridor to connect the 20th Street SE Corridor to the Lake Stevens Center as a future element of the Parks and Recreation Plan similar to the Centennial Trail in Figure 5.20.

4.4.3 Encourage the development multi-use trails through future and existing greenbelts and other open spaces in the subarea, including along the power line corridor.

4.4.4 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 (Figure 5.21).

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.

4.5.3 Coordinate with Community Transit to provide a transit center within the 20th Street SE Corridor. Examples include under the power lines or in a shared use parking lot with a new residentially-focused mixed use development.



Figure 5.21 Community Transit bus

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5. Sustainability and Natural Resources

The 20th Street SE Corridor Subarea contains wetlands, a rolling terrain with stands of trees, and open fields, all of which convey a semi-rural appearance. In addition, the subarea contains numerous critical areas including both seasonal and perennial unnamed streams, substantial wetlands and a few areas of steep slopes. One stream is habitat for Coho Salmon, a species of concern. The existing wetlands provide valuable natural stormwater detention and habitat functions.

New development for this area should integrate into the natural systems of wetlands, creeks, and greenbelts, subject to the City's adopted critical areas regulations. To enhance the area, the City should continue to support the retention and/or replacement of existing trees and natural vegetation including significant trees. It will be necessary to protect critical areas by ensuring stormwater is handled appropriately.

a. Goals

Goal 5: Development and infill projects should apply best management practices and integrate site design into the natural systems and greenbelts while striving to retain natural elements such as existing vegetation and significant trees and take advantage of mountain and valley views.



Figure 5.22 Integrated drainage/landscaping design

b. Policies

Policy 5.1 – Integration of Built Environment & Natural Features

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

5.1.2 *Preserve and integrate natural vegetation and topography with built elements of the development site to protect habitat and prevent slope erosion, where feasible.*



Figure 5.23 Natural wetland

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.
- Wetlands, stands of trees and greenbelts should be incorporated into parking lots and plazas rather than removed or filled in.
- New trees of significant size should be required for new parking lots.

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5.1.4 Avoid construction of new development on portions of the site characterized by steep slopes to avoid threats to building safety, to preserve natural landforms and protect existing habitat. Native vegetation in these areas should be preserved.

5.1.5 Incorporate “best practices” in Low Impact Development, stormwater management and protection of wetlands for new development.

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

5.1.7 Offer incentives for implementation of Low Impact Development and LEED development in the zoning code and design guidelines and standards.



Figure 5.24 Onsite recharge and drainage area

Policy 5.2 – Stormwater & Critical Areas

5.2.1 Require consistency with the latest version of the Department of Ecology’s Stormwater Management Manual for Western Washington for stormwater flow management, protection of natural systems, and to encourage infiltration.

5.2.2 Recognize the importance of natural and critical areas and ensure all development within the subarea protects groundwater,

surface water hydrology, and wildlife habitat in a manner consistent with the City’s adopted critical areas regulations.

5.2.3 New development within the subarea should utilize a variety of environmental enhancement and low impact development techniques such as rain gardens, pervious pavement, and other infiltration techniques as appropriate and feasible. Figure 5.12 illustrates one example of these techniques.

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

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

5.2.6 Minimize water quality impacts to fish habitat from stormwater runoff from new development located upland from documented fish-bearing streams.

6. Public Places and Community Facilities

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

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

Over time, a variety of parks would be beneficial throughout the subarea including both recreation-oriented for active recreation and passive for respite and quiet. In addition to formal parks, the land use code should require and /or provide incentives for usable public spaces. Private entertainment facilities, such as a movie theater or bowling alley, should also be encouraged.

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a. Goals

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

b. Policies

Policy 6.1 – Parks

6.1.1 Identify high-level parks and recreation planning needs for the subarea, such as recreational preferences and general locations of spaces needed to serve the anticipated population. Consider areas with critical areas, such as stream corridors, wetlands and stands of native vegetation, as passive recreation areas to protect the resource (Figure 5.25).

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

6.1.3 Provide connections between private and public open space areas as future office, commercial and residential development occurs near identified park and recreation areas.

6.1.4 Establish an off-street trail system that connects public open spaces with activity nodes and nearby residential areas. Trails should be designed for both pedestrian and bicycle traffic.



Figure 5.25 Park and trail amenities

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

- This could include pea patches, parks, or trails as part of a future master plan and adopted into the Parks and Recreation Element of the Comprehensive Plan.
- This could include a trail to connect the Lake Stevens Center with the 20th Street SE Corridor.
- The City should consider the creation of a “Green Spine” along the existing power line easement, including construction of natural stormwater treatment infrastructure, such as rain gardens and bioswales.

6.1.5 Consider construction of a community center, possibly in association with a school, to provide year-round space for activities such as aquatic facilities for water sports.



Figure 5.26 Community gathering place

Policy 6.2 – Community Gathering Places

6.2.1 Ensure all development provides plazas, courtyards, gardens, or other type of open space for people to enjoy themselves outside, whether it’s a few people or hundreds. Some will tend to be used principally by employees, local residents or shoppers (Figure 5.26).

6.2.2 Consider adding a “sliding scale” requirement for public spaces to the development regulations.

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VI. Development Typologies & Layered Road Network

A. Development Typologies

1. Office

Employment opportunities within the City of Lake Stevens are supported by a combination low and medium intensity office uses. The majority of these uses are planned for the 20th Street SE Corridor Subarea. These uses are expected to serve both local and regional employers. The proposed office related zones, in both subareas, are intended to prevent the appearance of strip commercial development by allowing office uses but limiting the amount of commercial uses. However, the 20th Street SE Office Typology Development is expected to be somewhat auto-accommodating.

a. Office Park

The location of an Office Park is the product of lot size and access. Typically a collection of 2-4 story buildings, Office Parks are often times sited in a natural, “campus-like” environment where landscaping serves to soften the scale of the buildings and adjacent parking areas. A number of smaller parking lots with greenbelts, landscaping or open areas is preferable to one large parking area. (Figures 6.1 and 6.2)

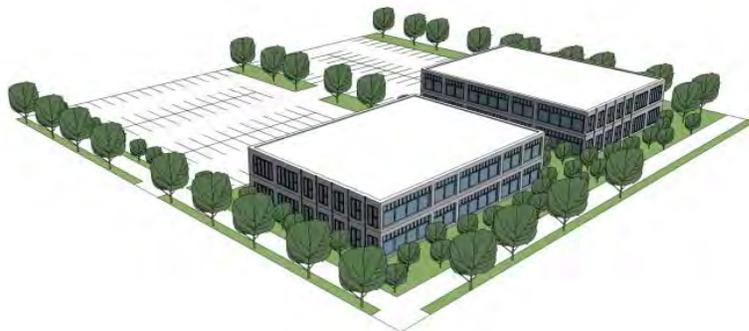


Figure 6.1 Illustration of office park development



Figure 6.2 Office park developments

b. Low-Rise Office

Low-rise development is intended to be of a scale and character similar to nearby residential developments as a means of promoting compatibility with the surrounding area. The allowed uses are intended to primarily serve nearby neighborhoods and have few detrimental impacts on the neighborhood. Where feasible, development should be oriented to local pedestrians and bicyclists. (Figures 6.3 and 6.4)

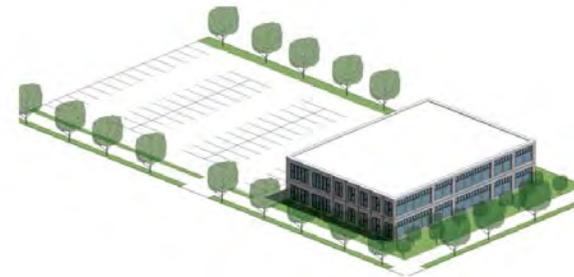


Figure 6.3 Illustration of low-rise office development



Figure 6.4 Low-rise office developments

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c. Mid-Rise Office

The location of Mid-rise Office is the product of lot size and access. Typically 2-4 stories, Mid-rise Office is often times sited in a “park-like” environment where landscaping serves to soften the scale of the building and adjacent parking areas. (Figures 6.5 and 6.6)



Figure 6.5 Illustration of mid-rise office development



Figure 6.6 Mid-rise office development

d. Mixed-Use Office

Unlike the low office which is designated to be compatible with surrounding residential neighborhoods and solely consist of surface parking, mixed-use examples of office include shared parking with the other commercial and/or residential use and some tuck-under structured parking, which can be accommodated onsite or integrated vertically into the office building. (Figures 6.7 and 6.8)



Figure 6.7 Illustration of mixed use office development



Figure 6.8 Mixed use office development

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2. Commercial

Commercial uses in the 20th Street SE Subarea are envisioned to include both neighborhood-oriented retail uses that serve the surrounding residential neighborhoods and larger format retail chains serving a region. The 20th Street SE Subarea will be developed with recognition and respect for natural areas, where feasible, including views of designated woodlands and habitat corridors. Development is also intended to be pedestrian-oriented with limited parking allowed between the building and the street, lush landscaping that helps screen the building and clearly defines the pedestrian realm. Landscaping associated with stormwater management practices shall be incorporated into all parking areas.

a. Neighborhood Retail Centers

The neighborhood centers could occur at intersections throughout the Subarea and could be zoned for mixed-use development. The existing center in the northeast corner of 20th Street SE and South Lake Stevens Road is an example of a smaller retail center serving a neighborhood as well as including the administrative offices for Lake Stevens Fire. (Figures 6.9 and 6.10)

Figure 6.9 Illustration of neighborhood retail center



Figure 6.10 Neighborhood retail center

b. Regional Retail Centers

The larger retail centers correspond to the availability of larger sites within the 20th Street SE Subarea. One location is the area in the southwest corner of SR9 and 20th Street SE. These centers could include big box retail with smaller retail, restaurants, and entertainment. (Figures 6.11 and 6.12)

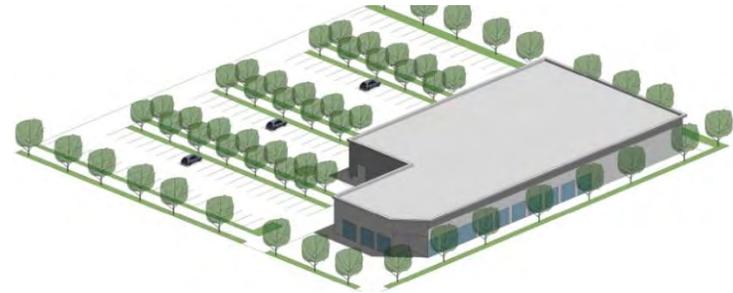


Figure 6.11 Illustration of regional retail center



Figure 6.12 Regional retail centers

3. Higher Density Residential

Higher density residential development in the subarea would support the new jobs and commercial centers. The use can also serve as a transition zone between higher intensity uses such as office parks and regional commercial centers and existing single-family housing developments. There are two types of higher density residential: multi-family residential and small lot single-family residential.

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a. Multi-Family Residential

Multi-family residential development includes condominiums, apartments, townhouses, and row houses. Complexes proposed in the 20th Street SE Subarea are expected to be 2-4 stories with a common street frontage and parking behind or to the side of the buildings. Based upon the size of the development, buildings are to include a common or shared open space that encourages neighbors to gather and children play.

Besides creating a consistent and unified edge condition, the street facing façade should consist of a range of plantings, including grass that softens the appearance of the building. Where feasible, the primary street facing façade is oriented to a public amenity such as a park, retail or a community service use or a civic use such as a local library or a post office. Safety, in the shared open space and along the street, is promoted by a site and building layout that encourages “eyes on the street”. (Figures 6.13 and 6.14)



Figure 6.13 Illustration of a multi-family housing



Figure 6.14 Multi-family housing developments

b. Small Lot Single-Family Residential

Small lot single-family residential includes single-family homes on small or shared lots, duplexes, cottage housing, etc. These serve to increase housing density near employment and retail locations, while serving as a transition between the higher density use and existing single-family developments. Due to the closeness of the houses, shared open areas such as community gardens, lawn areas or seating areas are important amenities. Non-motorized connections to nearby parks or trails, retail centers or other facilities are important. (Figures 6.15 and 6.16)

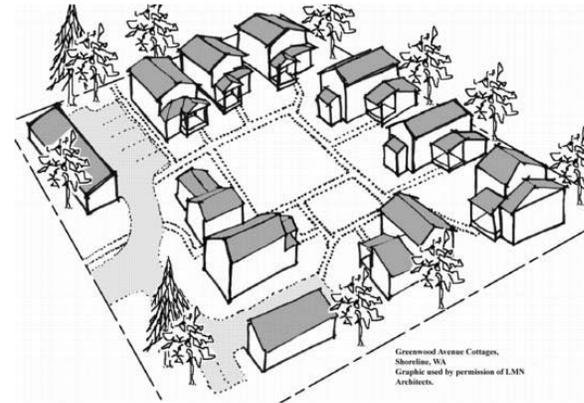


Figure 6.15 Illustration of a cottage housing development



Figure 6.16 Cottage housing developments

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B. Layered Street Network

1. Network Description

The 20th Street SE Corridor will provide a layered street network that prioritizes various types of travel on different roadways to reflect and emphasize the character of the neighborhood. Figure 6.20 illustrates the network.

- **State Highway** – SR-9 serves as the main north-south arterial for freight movement, public transit, and through traffic. SR-9 will have limited pedestrian and bicycle access. The City will coordinate street design and features along SR-9 with WSDOT.
- **Boulevard** – 20th Street SE functions as a boulevard to serve all modes of transportation and provide east-west connections. 20th Street SE will provide turn lanes at key intersections, separate bike lanes, sidewalks, and high visibility crossing treatments. It will also enhance the streetscape by including landscape buffers and planted medians where right-of-way is available (Figure 6.17). Roundabouts may be used in place of signaled intersections.

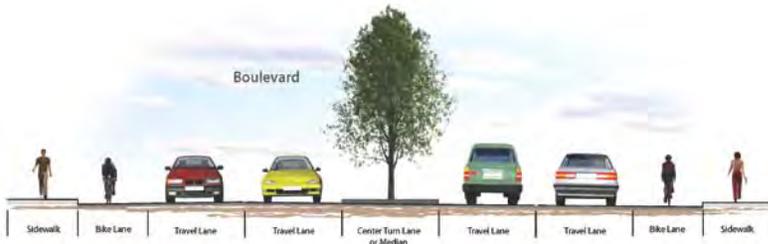


Figure 6.17 Possible boulevard street section

- **Local Street** – Smaller low-speed local streets emphasize bicycle and pedestrian travel alongside reduced automobile use. These streets should feature curb, gutter, buffered sidewalks and bicycle lanes or widened shoulders if traffic

volumes are in excess of 2,000 vehicles per day (Figure 6.18). This category would also include an enhanced 99th Avenue SE that functions as the main eastern connector to the Lake Stevens Center that would promote design amenities between the two subareas.



Figure 6.18 Possible local street section

- **School Connection Street** – These streets could be any class of street accessing schools, such as 91st Avenue SE and 83rd Avenue SE, that emphasize pedestrian and bicycle safety, while still accommodating school buses and automobiles (Figure 6.19). These streets should operate at low speeds and use high visibility crosswalks. 91st Avenue SE also functions as the main western connector to the Lake Stevens Center that would need to carry design amenities between the two subareas.



Figure 6.19 Possible school connection street section

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Figure 6.20 Layered street network

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Trail Street – Complete 24th Street SE as a trail street providing local access for vehicles, with an emphasis on accommodating bicycles and pedestrians (Figure 6.21). Because of the undeveloped nature of the corridor, this route is a good candidate for a multi-use trail on the north side of the street that can be integrated into a larger system of trails throughout the entire city. Rather than four-way stops, roundabouts should be used to create a neighborhood identity, provide space for landscaping and art, minimize climate change impacts, and provide safety benefits.



Figure 6.21 Possible trail street section

2. Alternative Measures of Transportation Performance

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

VII. Implementation

A. Market and Promotion

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

B. Partnerships

No City on its own can create a transformation of an area in all its many forms, nor does it have the financial resources to accomplish that. The City should identify strategic partners who can contribute resources, investments, and efforts to implement the 20th Street SE Corridor Subarea Plan. Partners include utility districts, school districts, Snohomish County, Washington Department of Transportation, non-profit groups, civic organizations, and private developers.

C. Zoning (See Appendix A)

The proposed (future) land use regulations, maps and standards, focus on how a site must be developed. These regulations typically deal with topics such as building height, setbacks, and landscaping. These clear and objective elements promote the basic structure of the subarea and are therefore mandatory. By all development within the subarea following the same regulations, a cohesive district will be designed and built.

D. Design Standards and Guidelines (See Appendix B)

Design Standards and Guidelines typically overlay objective development standards. Design Standards and Guidelines described in

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

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

E. Capital Improvement Plan (See Appendix C)

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

The City of Lake Stevens intends to adopt the 20th Street SE Subarea Plan as a Planned Action. A Planned Action is a tool that cities are authorized to use to provide regulatory certainty and encourage economic development. This tool is permitted by the State Environmental Policy Act (SEPA), and operates by performing up-front SEPA review for a subarea plan to streamline SEPA review for subsequent projects consistent with the plan.

A Planned Action is designated by ordinance following preparation of an Environmental Impact Statement (EIS); the EIS evaluates the impacts of 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 that a project must satisfy to be considered as a planned action. These criteria relate to the type of land use proposed, whether its impacts have been addressed in the EIS, and whether 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.

VIII. Appendices

A. Zoning and Land Use Regulations

B. Design Standards and Guidelines

C. Capital Improvement Plan

D. EIS and Planned Action Ordinance

E. Public Input Summary



LAKE STEVENS CITY COUNCIL
STAFF REPORT

Council Agenda Date: February 13, 2012

Subject: Multi-family Use Amendment (LS 2011-10)

Contact Person/Department: Russ Wright, Senior Planner
Rebecca Ableman, Planning
&Community Development Director **Budget Impact:** None

RECOMMENDATION(S)/ACTION REQUESTED OF COUNCIL: None at this time – tonight’s discussion is an introductory workshop.

SUMMARY:

Proposed update to the multi-family apartment regulations for the Suburban Residential Zone.

BACKGROUND:

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

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

APPLICABLE CITY POLICIES: Chapters 14.40 (Permissible Uses) of the Lake Stevens Municipal Code

BUDGET IMPACT: None.

ATTACHMENTS:

Attachment 1 – Draft Code Amendments

Section 1. Chapter 14.40 LSMC Permissible Uses – Amended

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

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

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

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

TABLE 14.40-I: TABLE OF PERMISSIBLE USES BY ZONES

USE DESCRIPTIONS	SR
1.000 RESIDENTIAL	
1.300 Multi-Family Residences	
1.330 Multi-family apartments	<u>P¹⁴ / C¹⁵</u>

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

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

Sections:

14.44.500 Authority

14.44.510 Conditional Use Permit Required

14.44.520 Additional Requirements

14.44.500 Authority

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

14.44.510 Conditional Use Permit Required

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

14.44.520 Additional Requirements

- (a) The proposed expansion and/or replacement cannot increase the number of units.
- (b) The proposed expansion and/or replacement must comply with current regulations and obtain all applicable permits and approvals, including but not limited to a building permit per the current International Construction Codes.
- (c) The density and dimensional standards of the MFR (Multifamily) zone shall apply per Table 14.48-I Density and Dimensional Standards to Chapter 14.48 LSMC.
- (d) All other provisions of the LSMC associated with multifamily development, including but not limited to critical areas, landscaping, design guidelines, and parking shall apply.
- (e) The project proponent shall submit the original county approved official site plan and supporting county decision documents, to the city, with the conditional use permit application or equivalent documentation that identifies the approved number of units and lot configuration prior to expansion or replacement.



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NOTICE OF SPECIAL MEETING

Notice is hereby given that the Lake Stevens City Council will conduct a special meeting in accordance with RCW 42.30.080.

- Purpose of Meeting:** Attendance at Public Meeting on 20th Street SE Subarea Plan Draft EIS
- Meeting Place:** Fire District Conference Center,
10518 18th Street SE, Lake Stevens
- Meeting Date/Time:** Thursday, February 16, 2012 at 6:00 p.m.
- Notice Delivered/Mailed To:** Lake Stevens City Council
Lake Stevens Journal
Herald
- Posted:** Lake Stevens City Hall



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