



## **PLANNING COMMISSION AGENDA**

**Regular Meeting Date: 02/18/2015**

Planning Commission  
Meeting:

First Wednesday of every  
Month @ 7:00pm

Planning & Community  
Development Department

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

[www.lakestevenswa.gov](http://www.lakestevenswa.gov)

Municipal Code

Available online:

[www.codepublishing.com/WA/LakeStevens/](http://www.codepublishing.com/WA/LakeStevens/)

- A. CALL TO ORDER: 7:00pm**  
Pledge of Allegiance
- B. ROLL CALL**
- C. GUEST BUSINESS**
- D. ACTION ITEMS**
  - 1. Approval of 02/04/2015 Meeting Minutes**
- E. DISCUSSION ITEMS**
  - 1. Comp Plan Update (Land Use and Transportation)**
- F. COMMISSIONER REPORTS**
- G. PLANNING DIRECTOR'S REPORT**
- H. ADJOURN**

\*Items attached

\*\*Items previously  
distributed

# Items to be  
distributed

### **SPECIAL NEEDS**

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

**PLANNING COMMISSION REGULAR MEETING MINUTES**

Community Center  
1808 Main Street, Lake Stevens  
Wednesday, February 4, 2015

CALL TO ORDER: 7:02 pm by Chair Tom Matlack

MEMBERS PRESENT: Tom Matlack, Chairman, Jennifer Davis, Vice Chair, Janice Huxford, Pamela Barnett, Mirza Avdic, Linda Hoult, Gary Petershagen

MEMBERS ABSENT: None

STAFF PRESENT: Lead Senior Planner Russ Wright, Senior Planner Sally Payne, and Clerk Jill Meis

OTHERS PRESENT: None

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**Excused Absence:** None

**Guest business:** None.

**Special Presentation:** None.

**Action Items:**

1. *Approve January 21, 2015 Meeting Minutes.* Commissioner Hoult made a motion to approve January 21, 2015 minutes, Commissioner Barnett 2<sup>nd</sup>. Motion carried 7-0-0-0.
2. *Proposed 2015 Work Program.* Commissioner Hoult made a motion to approve the Proposed 2015 Work Program, Commissioner Avdic 2<sup>nd</sup>. Motion carried 7-0-0-0.

**Public Hearing:**

**PC Chair Opens Meeting** - Commissioner Matlack opened the public hearing.

**Staff Presentation** – Subarea Plan Zone District Warehouse Allowance Code Amendment LUA2015-0074, Senior Planner Sally Payne gave a presentation regarding the purpose behind the original decision not to allow warehouses and the necessity for the allowance at this time. In response to direct interactions with potential developers and for attracting new employers, it is recommended by staff that the Planning Commission forward a recommendation to City Council to approve the proposed amendment.

**Commissioner's questions for staff** – Commissioner Huxford questioned the means of notification of the public hearing and suggested using the local newspaper to get feedback from the residents. Commissioner Davis asked for some clarification on the term “wholesale trade accessories”.

**Proponent's comments** – none

**Comments from the audience** – none

**Proponent rebuttal comments** – none

**Comments from the audience** – none

**Proponent rebuttal comments – none**

**Close public comments portion of hearing by motion-** Commissioner Hoult made motion to close public portion, Commissioner Huxford 2<sup>nd</sup>, motion carried 7-0-0-0.

**Close public hearing-** Commissioner Hoult made a motion to close public hearing, Commissioner Petershagen 2<sup>nd</sup>, motion carried 7-0-0-0.

**Commission Action by Motion –** Commissioner Hoult made motion to approve the Subarea Plan Zone District Warehouse Allowance Code Amendment LUA2014-0075, Commissioner Barnett 2<sup>nd</sup>, motion carried 7-0-0-0.

**Discussion Items:** Lead Senior Planner Wright provided an overview of the chapters and updates to the Comprehensive Plan pertaining to the Housing Element. Senior Planner Payne provided an overview of the chapters and updates to the Comprehensive Plan pertaining to the Public Services, Utilities and Transportation. Commissioner Huxford said that the public had asked her if there was a plan for the perceived rapid growth developing in the southeast corner of the lake and the impact on that school district. Commissioner Hoult stated that the schools are constantly updating their projections to allow for fluctuations in student attendance. Commissioner Davis asked for clarification on the solid waste element. Senior Planners Wright and Payne explained that we contract out for those services and the section would be removed. Commissioner Matlack asked for clarification on the length of time between comprehensive plan updates and if we could change the interval if we need additional funding for traffic projects. Senior Planner Wright answered the questions and explained how traffic projects are funded.

There was an informational handout and brief overview provided on meeting etiquette and guidelines for holding public meeting.

**Commissioner Reports:** None

Commissioner Huxford asked where to direct comments regarding the BMX bike track. Senior Planner Payne is the planning department contact for the park. Commissioner Huxford asked what the city's position on distressed properties is and where can residents go to report a concern. Lead Senior Planner Wright gave the code enforcement protocol and contact information.

Commissioner Barnett attended the Design Review Board meeting pertaining to the Petco store. She reported that the meeting went well and the design was well presented.

**Planning Director Report:**

**Adjourn:** Motion by Commissioner Hoult, Commissioner Huxford 2<sup>nd</sup>, meeting adjourned at 8:09 p.m. Motion carried 7-0-0-0.

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Tom Matlack, Chair

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Jill Meis, Clerk, Planning &  
Community Development



## Staff Report City of Lake Stevens Planning Commission

Planning Commission Briefing  
Date: **February 18, 2015**

Subject: **2015 Comprehensive Plan Update**

Contact Person/Department: **Russ Wright**, Lead Senior Planner and **Sally Payne**, Senior Planner

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**SUMMARY:** Updates on the following chapters: Land use and Transportation

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**ACTION REQUESTED OF PLANNING COMMISSION:** No action requested at this time.

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### **Discussion Item A – Land Use**

The major changes to the Land Use Element will include a discussion of state, regional and countywide planning policies, updated statistical data and analysis along with revised updated goals and policies. This section includes significant updates to the building lands data between 2007 and 2012. Additional analysis of buildable lands data will include a revised capacity analysis for 2013 and 2014. Staff will also revise the element's discussion of Rural Urban Transition Area as well as the residential development, commercial development, and development trends sections. Staff has attached a clean copy of the draft chapter (**Attachment A**) for your review.

### **Discussion Item B – Transportation**

Revisions to the Transportation Element include or will include updates to the road classifications, level of service standards, the street inventory and multi-modal planning. The chapter is being reviewed to ensure GMA, PSRC, and county required elements are addressed. Future roadway, safety, and pedestrian and bicycle needs are being revised and updated. The goals and policies are in the process of being rewritten and re-organized to ensure the required planning elements are addressed and they are consistent with other Comp Plan chapters. A draft of the Transportation Element (**Attachment B**) is included in the packet.

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### **Attached:**

- A. DRAFT Land Use Element
- B. DRAFT Transportation Element

# **Chapter 4: Land Use Element**



# CHAPTER 4: LAND USE ELEMENT

## A Vision for Land Use

As Lake Stevens continues to grow in population and area, the city will strive to create balanced opportunities for residential growth, varied housing types, employment, commercial endeavors and public services for all people to live, work, learn and play throughout the community.

## INTRODUCTION

The current city boundaries, established in December 2009, following a series of annexations in the mid-2000s, encompass an area of approximately 5,760 acres (8.9 square miles). Small pockets of unincorporated areas comprise the remainder of the Lake Stevens Urban Growth Area (UGA) with an area of 2,192 acres (3.4 square miles) including the lake. The current Lake Stevens UGA provides sufficient capacity to accommodate population and employment forecasts considering environmental constraints, existing development, infrastructure and services, existing and/or planned transportation corridors and areas where urban services could be extended logically. Beyond the UGA, the city and Snohomish County have established a Rural Urban Transition Area as a future planning area to accommodate growth beyond the 20-year planning horizon. The city limits currently surround the northern, northeastern and western sides of Lake Stevens. The city anticipates that the remainder of the Urban Growth Area (UGA) will be annexed over the next planning horizon.

The city of Lake Stevens and its UGA connect to the greater region by several regional highways. The local transportation system consists of a dispersed network of roads. This type of road network is reflective of the suburban development pattern within the city and its surrounding area. SR-9 is the major north-south highway that transects the Lake Stevens UGA. It connects to major east-west routes, including US-2, SR-92, SR-204, and 20th St SE/Hewitt Ave. US-2 is a major route that connects Lake Stevens to the I-5 corridor and Everett. SR-92 defines the northern boundary of the city and provides an east-west route that extends from SR-9 eastward to Granite Falls. SR-204 serves as a connector between US-2 and SR-9. Machias Road is a major north-south collector extending north to S- 92 and south to US-2, and defines the city's eastern boundary and the eastern boundary of the RUTA south of the city. With the exception of these major routes and a limited number of arterial type streets, the street pattern within the Lake Stevens UGA is largely discontinuous. This street pattern tends to concentrate traffic flows onto collector and arterial roads.

Beyond the city's UGA to the north, east, and south is a Rural Urban Transition Area (RUTA). The city's Comprehensive Plan acknowledges that development policies within the RUTA will have direct and indirect impacts on the Lake Stevens community, and it has an interest in decision-making in these areas as it affects development. The RUTA directly adjacent to the Lake Stevens UGA totals approximately 5,400 acres and is largely rural in character. It contains large lot residences, several sizable tracts of forested land, and limited agricultural uses. According to the Snohomish County Comprehensive Plan, RUTAs are intended as areas to set aside for potential supply of land for employment and residential land uses and possible inclusion in a UGA.

Directly west of the city is the Snohomish River flood plain, which consists of critical habitat areas and agricultural uses. To the east are largely forested lands with limited residential development. The area south of the current city boundaries and an unincorporated portion of the UGA is a patchwork of large-lot residences, small farms, and wooded areas with limited commercial areas.

### **Purpose of the Land Use Element**

The Land Use Element presents a blueprint for growth over the next 20 years. This element considers the general location, intensity and density of land uses, how traffic, drainage, community services, etc. interact and affect development. The Land Use Element influences how the community develops through the implementation of municipal code. This section provides an overview of the existing land use patterns within the city and its unincorporated UGA, and describes the city's existing strategy for accommodating residential and employment growth within city limits and beyond. In order to meet growth projections, Lake Stevens and Snohomish County must provide accommodate a population of **46,380** and employment target of 6,615 jobs by 2035 within the UGA.

In implementing its growth strategy, the city faces several challenges, including development of land within city limits and the unincorporated UGA constrained by topography, critical areas, infrastructure needs, or ability to accommodate larger employment uses. The city and partner agencies also faces challenges to fund the infrastructure needs associated with population and employment growth.

### **State Context**

The Land Use Element is one of the six mandatory elements required by the Growth Management Act RCW 36.70A.070(1). Within the Land Use Element, the city:

- Provides a future land use map;
- Considers approaches to promote physical activity;
- Provides a consistent population projection;

- Estimates population densities and building intensities based on future land uses;
- Includes provisions for the protection of groundwater;
- Describes lands useful for public purposes, including essential public facilities, airports and military installations as applicable;
- Identifies open space corridors;
- Considers review of drainage, flooding, and stormwater run-off;
- Designates policies to protect critical areas; and
- Considers transfer of development rights for significant forest or agricultural lands.

These specific state requirements are discussed in subsequent sections or as specific goals and policies as applicable.

## **Regional Context**

VISION 2040 supports using the urban lands efficiently and sustainably to accommodate population and employment growth across the central Puget Sound. Some specific land use concerns mirror those found in the GMA such as establishing consistent planning targets for housing and employment. The city's plan identifies housing and employment targets that are consistent with 2012 Buildable Lands Report within the Land Use and Housing elements. Many 2040 provisions cross over into different elements, such as Environment, Development Patterns, Housing, Economic Development, Public Services, and Transportation. Another important aspect of the regional strategy is to promote centers and compact urban development, which is a central theme of the city's plan, which focuses on local growth centers implemented as subarea plans. The city's subarea plans present an integrated planning approach based on incorporating economic development, environmental protection, sustainability, social justice and well-being, compact and mixed-use development, and multimodal transportation. In addition, the city's municipal code provides several effective mechanisms supporting compact infill development. Another PSRC provision is healthy and active living. The city's plan promotes this ideal in the Parks, Recreation and Open Space, Land Use and Transportation elements. Finally, the city has considered the role of adjacent rural areas as they relate to city beyond the planning horizon.

## **Countywide Planning Policies**

Snohomish County has adopted Countywide Planning Policies that provide a consistent framework for each jurisdiction to develop its comprehensive plans adopted.

The Development Patterns Goal found in the Countywide Planning Policies states,

**“The cities, towns, and Snohomish County will promote and guide well-designed growth into designated urban areas to create more vibrant urban places while preserving our valued rural and resource lands.”**

Specific policies relevant to the Land Use Element include the role of Urban Growth Areas in land use planning including future expansions or modifications, interjurisdictional coordination, utilities, and location of employment and housing in relation to infrastructure and transit. Another theme relevant to this element previously identified in the state and regional planning strategies is designating local centers, promoting compact urban developments and transit-oriented developments that encourage higher residential density and infill while integrating new development into existing neighborhoods. Finally, the land use element should consider annexation polices for the unincorporated UGA.

The city recognizes the importance of efficient planning and use of land within the entire UGA in order to meet the population, employment, environmental and other objectives of the GMA and established countywide planning policies. The city’s Comprehensive Plan and existing growth strategy is reflective of the policies and vision within the County’s Comprehensive Plan and Countywide Planning Policies.

### **Local Context**

The city's Land Use Element considers the themes expressed in the state, regional and countywide plans. Specifically the Land Use Element describes anticipated land use assumptions and growth targets over the current planning period. This information is the basis for current land use designations and zoning districts as well as the city's local growth center strategy.

Large portions of the city have developed within the past several decades resulting in a relatively new housing stock. Much of the development within recently annexed areas of the city occurred while these areas were part of unincorporated Snohomish County. The present-day land use pattern within the city and its surrounding UGA is predominantly single-family residential (approximately 72% of land area within city and UGA). Multifamily residential uses are primarily confined to the perimeter of the Central Business District (Old Town), along Grade Road to the north, along 16<sup>th</sup> Street NE to the south, and in and around Frontier Village. The city has designated XX percent of the city to accommodate high-density / multifamily residential land uses.

## Lake Stevens Growth Strategy

The city's growth strategy directs the majority of new residential and employment growth into concentrated centers with available or planned infrastructure. Downtown Lake Stevens, Lake Stevens Center, and the 20th Street SE Corridor are identified as Community Growth Centers, while the Hartford Industrial area is an Industrial Center. This center strategy accomplishes several city goals, countywide, regional and statewide goal by concentrating development and preserving the natural characteristics of the city. The city's implementation goal for each center is to develop unique subarea plans with individual distinguishing characters, to serve slightly different markets ensuring economic vitality. where infrastructure and services are or will be available. In 2010, the city completed an Economic Development Strategy. The main findings suggested residents were spending retail dollars outside the city and leaving the city to work. In order to capture the retail spending and provide jobs within the city, the city began implementing the economic development strategy by adopting subarea plans for two Growth Centers (Frontier Village and South Lake). In order to attract development to the city, a Planned Action Ordinance was also adopted for each subarea. It is the city's vision to accommodate and attract new businesses that provide approximately 3,500 new family-wage jobs in the UGA (2011 city limits) by 2025, 1,000 of which are targeted for the hi-tech sector. The city's current employment growth strategy calls for a mix of employment and residential uses within its Growth Centers and employment uses within the Hartford Industrial Center. This strategy is also consistent with Puget Sound Regional Council Vision 2040 strategy to focus growth in regional or local centers. In addition, the center strategy is consistent with the public vision expressed during the community outreach for this project. Figure 4.0 illustrates the location of the four primary centers.

Each defined Growth Center has varying suitability and potential for future employment uses due to location, access, overall size, redevelopment potential, and range of parcel sizes. The defined centers vary in their location, relation to the transportation network, and land use context. The city wishes to improve its jobs-housing balance and provide family-wage jobs by growing a range of employment sectors, and is particularly focused on attracting hi-tech industries. City Council adopted the Lake Stevens Center and 20th Street SE Corridor subarea plans to the city's Comprehensive Plan in 2012. The Subarea Plans were prepared under the Growth Management Act. In addition, a framework plan was completed for Old Town (Downtown) as a precursor to a future subarea plan. Therefore, three of the initial Growth Centers have moved closer to development. Adoption of the plans resulted in area-specific design guidelines, development regulations and zoning districts. The next growth center that the city intends to adopt a subarea plan for will be Downtown Lake Stevens.

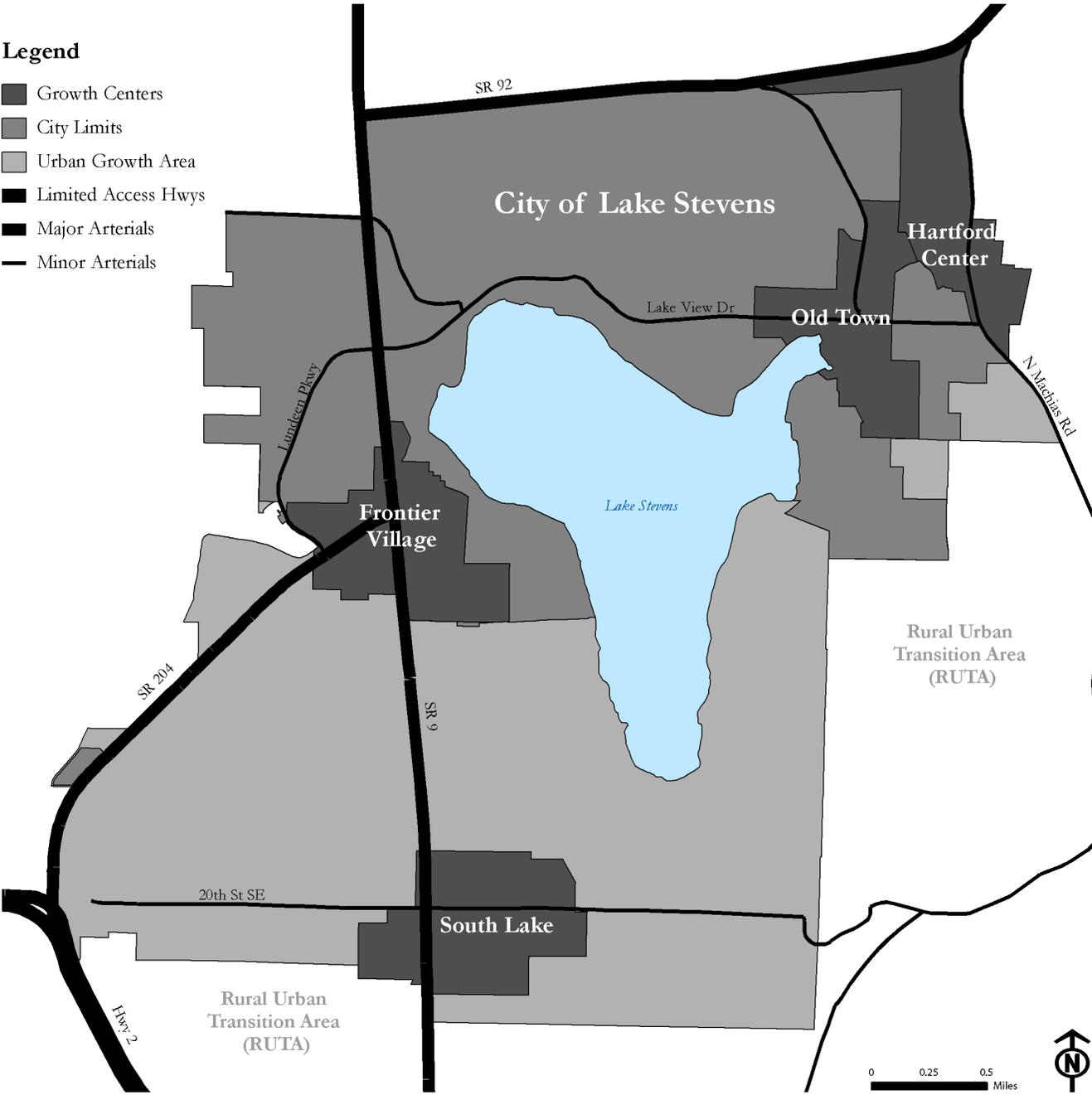


Figure 4.0 – Growth Centers Map

Within its Community Growth Centers, the city has extensive capacity for new employment uses while the Hartford Industrial Center has minimal capacity for new employment uses. However, each of the designated Growth Centers have varying suitability for the development of the types of employment uses that will provide a significant amount of jobs due to their location, transportation access, and availability of sizable developable parcels. Existing land use and transportation patterns, as well as topographical and environmental constraints present some challenges to the full utilization of land zoned for employment uses within the UGA.

### **Downtown Lake Stevens**

Downtown Lake Stevens is a 239-acre area centered off 20<sup>th</sup> St NE, Main St and Hartford Dr NE. It consists of the historic town center adjacent to the northwestern tip of the lake, a larger commercially zoned area between Hartford Dr NE and Grade Road, and large areas that are zoned residential. The historic town center serves as the city's Civic Center and is characterized primarily by low-intensity commercial and residential development on small to medium-sized parcels. The Grade Road portion of the Old Town Growth Center is made up of medium to large parcels that are largely undeveloped. It is one of the two areas in the city zoned Planned Business District (PBD). The Grade Road Planned Business District Master Plan prepared in 2006 shows that the area has several constraints. Wetlands and streams encumber a significant portion (just under 40%) of the Grade Road area and the area is prone to flooding. In addition, access to the Grade Road area is constrained by limited roadway frontage, growing congestion along Grade Road, and the substandard condition of Hartford Dr. NE. At the same time, the potential for developing new residential development at greater densities in this area is seen as a catalyst for downtown revitalization efforts.

The Buildable Lands Report shows limited capacity for new employment uses (84 jobs) within the Old Town area based upon the existing zoning and redevelopment potential of properties. The Old Town area also includes the Civic Center project on a 40-acre site, which is currently under land use review by the city; this project reduces the amount of available land in Old Town. In addition, the Old Town Growth Center may not be suitable for some employment uses due to access. The Center is removed from any major arterial or regional highway, and access is limited to several minor arterial roadways. Grade Road, a minor arterial, provides a connection to SR 92 to the north. Several road improvements and new road segments are proposed to improve access to the Hartford Industrial Center, which is immediately adjacent to the Old Town Growth Center; these could also improve access to the Old Town area. Relatively small parcel sizes may also limit the potential for some employment uses within the Old Town Growth Center.

The historic town center has several key attributes in place to support its revitalization including its lake front setting, strong projected population growth, and the potential for higher density residential development in the adjacent Grade Road area. Development of an effective plan and an active marketing campaign for this area is a high priority for the city. Key factors related to further development of the Old Town Growth Center that must be studied and discussed with stakeholders during subarea planning include use mixture, development intensity, parking, public improvements, and program development. However, the historic town center portion of the Old Town Growth Center has limited potential for large employment uses.

The Old Town Growth Center has limited potential for accommodating larger employment uses due to transportation access and small parcel sizes. It is more suitable as mixed-use Town Center consisting of civic and local-serving retail uses, higher density residential uses, and limited office uses.

### **Lake Stevens Center Subarea (formerly Frontier Village Growth Center)**

Lake Stevens Center is comprised of approximately 360 acres of land centered on the State Route 9/State Route 204 intersection. In September 2012, the city Council adopted the Lake Stevens Center Subarea Plan to revitalize the center, emphasizing retail and office growth. The plan also amended the Land Use Map for many parcels within the subarea. Future residential development would be primarily high-density residential. The general land use pattern would consist of a commercial core, smaller commercial and mixed-use areas, a main street area, and transit-oriented development. The plan assumes future growth of 140,000-150,000 gross square feet of retail, 140,000-150,000 gross square feet of office, and 180 to 200 additional dwelling units. A Planned Action Ordinance, capital facilities plan, development regulations, and design guidelines were also adopted.

The following goals are contained in the Lake Stevens Center Subarea Plan and are reprinted here to provide a complete set of land use goals in this document. The subarea plan includes policies for each goal.

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

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

Goal 3: Land Use and Intensity - Encourage a mix of uses, including retail, office, entertainment, institutional, civic, tourism, and residential throughout the subarea that

support the redevelopment of older properties into a more vibrant, intense and diverse center.

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

Goal 4b: Circulation and Mobility - 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.

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

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

### **20<sup>th</sup> Street SE Corridor (formerly South Lake Growth Center)**

The 20<sup>th</sup> Street SE Corridor is comprised of approximately 850 acres of land crossing the southern portion of the city from approximately South Lake Stevens Road in the east to Cavalero Road in the west. In September 2012, the City Council adopted the 20th Street SE Corridor Subarea Plan to create an employment center emphasizing business parks and commercial development. Future residential development would be primarily higher-density development including townhomes, row houses, cottage housing, and live/work units. The general land use pattern would consist of at least one large business park, a regional retail center, and commercial or mixed-use nodes with higher-density residential growth in transitional areas between existing single-family developments and higher intensity development. The plan assumes future growth of 400,000-450,000 gross square feet of retail, 1-1.25 million gross square feet of office, and 900 to 1,000 additional dwelling units. A Planned Action Ordinance, capital facilities plan, development regulations, and design guidelines were also adopted.

The following goals are contained in the 20th Street SE Corridor Subarea Plan, and are reprinted here to provide a complete set of land use goals in this document. The subarea plan includes policies for each goal.

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

Goal 2: Livable Places and Housing - 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.

Goal 3: Land Use and Intensity - Identify business/office park locations, and areas of commercial/mixed use nodes 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.

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

Goal 4b: Circulation and Mobility - 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.

Goal 5: Sustainability and Natural Resources - 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.

Goal 6: Public Places and Community Facilities - 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.

### **Hartford Industrial Center**

The Hartford Industrial Center is a 267-acre area located in the northeast portion of the city, between the Old Town Center and unincorporated Snohomish County outside the Lake Stevens UGA. Access to this Center is presently constrained by inadequate connections to SR 92 and a discontinuous network of undersized roads, which affects its suitability for certain types of employment uses. The city has identified improvements in its Transportation Plan, including extending 28<sup>th</sup> St NE from Old Hartford Rd to Hartford-Machias Road and upgrading 131<sup>st</sup> Ave NE as an arterial roadway south to the Machias area. Provided these and possibly other improvements are made, this area would have good access to the regional highway network with Machias Road providing access to US 2 to the south, and SR 92 providing connections to SR 9.

However, the area is still distant from the I-5 and US 2 corridors. The area is zoned General Industrial (GI) and Light Industrial (LI), which allow a wide range of non-industrial uses. The Hartford Center is adjacent to industrially zoned areas currently outside city limits, but within the city's UGA. The city and the Sewer District have attempted over the

past 4 years to establish a Local Improvement District to bring the needed infrastructure into the area. Because of limitations discussed, including location, the cost benefit ratio does not yet support an improvement project.

The Hartford Industrial Center currently has capacity for 1,097 jobs, the highest employment capacity of any area within the city's UGA. However, this capacity is reduced based on a commercial/retail/office project on a 15-acre site currently under land use review by the city in the SR 92 area. It is the city's intention to promote and develop the Hartford Industrial Center as an employment center. The city will conduct a market study of the area to determine any need for expansion, infrastructure improvements, and marketing strategies to attract the types of industries expected to locate in the Snohomish County area. Policy 3.D.5 of the Snohomish County Comprehensive Plan provides support for this effort, and states that the county shall prioritize the redevelopment of existing industrial areas and investigate potential incentives that may make redevelopment a greater financial opportunity. However, while Hartford Center could accommodate considerable employment growth in a strong market, its location and industrial emphasis have resulted in limited recent growth.

The Hartford Industrial Center has potential as an employment center consisting primarily of industrial uses and limited office uses. Its potential to accommodate larger employment uses may be limited by location, limited visibility, and transportation access

### **Small Neighborhood Service Centers**

Small neighborhood service centers are mentioned in Vision Goal 3 of the city's Comprehensive Plan as areas where the city will focus its economic development activity (in addition to the Hartford Industrial and Community Growth Centers), but no specific policies or narrative about these centers can be found elsewhere in the Plan. There are two small areas on the northwest side of the Lake zoned Local Business (LB). These areas could potentially be developed as small neighborhood service centers; however, their capacity for employment is limited.

### **Rural Urban Transition Area (RUTA)**

For the purposes of defining a Framework Plan that includes the Rural Urban Transition Area (RUTA) as an area for long-term employment growth, the city's existing strategy for growth within the UGA has been reviewed and analyzed. Related documents such as County plans and Buildable Lands Report are discussed further below along with summaries of information related to public services and utilities. The city completed a project report for the Lake Stevens South Rural Urban Transition Area in August 2008. The city recognizes the importance of review and analysis of all adjacent RUTA areas for future comprehensive planning and benefit.

The city of Lake Stevens recognizes that the UGA is bordered by areas labeled by the County as “transitional”. The city also recognizes that development policies within these areas and beyond will have direct and indirect impacts on the Lake Stevens community, its quality of life, infrastructure, transportation, services, finance and the stewardship of land and lake water quality. Therefore the city’s vision requires its involvement in the decision-making in these areas as they affect development and its impacts.

### **Residential Land Uses**

This category includes all single family and multi-family structures including: single family, planned residential developments, apartments, condominiums, manufactured housing, foster care facilities, group quarters, and cooperative housing.

High Density Residential allows any form of single-family, two-family, and multifamily residential uses with no density limits. It also allows limited public/semi-public, community, recreational, and commercial uses.

Medium Density Residential allows single and two-family residential development with gross density of 4 to 12 units per acre. This includes detached, attached, conversion, accessory apartments, townhouses, condominiums, duplexes, tourist homes, special service homes and some manufactured/mobile structures. It also allows limited public/semi-public, community, recreational, and neighborhood commercial uses.

Low Density Residential allows for single-family homes on large lots, with fewer than four units per acre. Buildings usually have fewer stories and are spaced farther apart with large setbacks to side boundaries and the street and large areas of private open space.

Waterfront Residential allows single-family (1 du/lot) residential uses with a gross density of 4 units per acre. It includes detached, tourist homes, and special service homes. It also allows limited public/semi-public, community, and recreational uses.

### **Figure 4.1 – city Land Use Map**

Residential zoning will be further defined by three “overlay” designations that will be approved after specific reviews of specific plans. These are the Planned Residential Development, Cluster Subdivision and Innovative Housing. In addition, other zones promote flexible housing options to allow for a variety of housing types to be available for residents. For example, the High Urban Residential Zone (HUR) allows higher-density residential uses including multifamily condominiums, apartments, townhouses and row houses, as well as any small lot single-family residential units or innovative housing options (e.g., cottage housing) within the adopted subareas. Cluster subdivisions and planned residential developments are intended to allow variations in housing styles and increases in housing density as a means of encouraging good design and where there are site characteristics (slope, wetlands, etc.) requiring careful design and development. Because these will be approved on a case-by-case basis, there is no estimate of how many acres will be used. However, proponents of these developments will be required to meet the minimum density requirements of each of the underlying zones to ensure that population targets are met.

### **Commercial Land Use**

Downtown/Local Commercial: This is high intensity land use including the Central Business District and other dense arrangements of professional offices and retail stores. This designation discourages uses that are land consumptive (i.e., warehouses) or generate high traffic volumes (i.e., drive-through businesses or gas stations). It allows mixed-use development.

Mixed-Use Commercial: This is high intensity land use that includes both commercial and residential elements and encourages mixed use (commercial and residential). It is intended that this land use designation will be placed where a "village atmosphere" is desired, or as a transition from high and low intensity zones.

Planned Business District: The Planned Business District allows moderate intensity commercial or mixed use development. It is intended that this land use designation be placed on lands between high and low intensity uses to act as a buffer; or on sites containing sensitive resources; or other sites where, due to property specific circumstances, detailed planning would benefit all property owners involved as well as the public by allowing transfer of densities among parcels in order to avoid impacts to sensitive resources. It achieves this by *requiring* that a Master Development Plan be developed for all similarly zoned contiguous parcels before any one parcel can be developed and that any parcel developed is developed according to that Plan. It also allows limited public/semi-public, community, and recreational uses.

Commercial: This is a high intensity land use that includes both high-intensity retail and employment uses including community and regional retail centers, offices, business parks, and associated uses. Multifamily residential uses could be included above or behind

commercial uses. It should be located in areas with direct access to highways and arterials in addition to transit facilities, adequate public services and traffic capacity.

### **Industrial Land Use**

**General Industrial** -- This category allows a full range of uses which traditionally can cause impacts to surrounding properties, including caretaker and temporary residences, sales and rental of goods, merchandise, and equipment where there is storage and display of goods inside or outside fully enclosed structures; wholesale sales; manufacturing, processing, creating, repairing, renovating, painting, cleaning; assembling of goods, merchandise and equipment inside or outside fully enclosed structures; mental illness institutions; colleges and universities; indoor or outdoor recreation facilities; penal and correctional facilities; motor vehicle repair, maintenance, painting, and body work; storage of goods; parking; scrap materials salvage yards, junkyards, automobile graveyards; emergency services; agriculture, silviculture, mining and quarrying; miscellaneous public/semi-public, utility, community, recreational, facilities; cemeteries and crematoria; commercial greenhouses; special events; industrial subdivisions; and neighborhood commercial uses.

**Light Industrial** – The city looks to this category as accommodating the future high-tech industries discussed in Chapter 9. Currently this category includes only those types of industrial, sale, or service uses which have fewer external impacts than does the general industrial zone, including: Temporary or caretaker residences; sales and rental of goods, merchandise, and equipment where there is no storage and display of goods outside fully enclosed structures; wholesale sales; manufacturing, processing, creating, repairing, renovating, painting, cleaning; assembling of goods, merchandise and equipment within a fully enclosed structure; mental illness institutions; colleges and universities; indoor or outdoor recreation facilities (except racetracks or drive-in theaters); penal and correctional facilities; motor vehicle repair, maintenance, painting, with no substantial body work; storage of goods within a fully enclosed structure; parking; emergency services; agriculture without livestock, silviculture; miscellaneous public/semi-public, utility, community, and recreational facilities (except airports); cemeteries; commercial greenhouses; special events; industrial subdivisions; and neighborhood commercial uses.

In the future, these areas will be looked upon to focus more on family-wage jobs. The city will work with owners and future developers to prepare these areas for the market place.

### **Public/Semi-Public**

This category includes public buildings, public services, and transportation facilities to support operations of the city, the school district, fire district and miscellaneous other governmental functions. These services require land throughout the city.

## **Existing Zoning in city and UGA**

The city establishes zoning for areas within city limits while Snohomish County establishes zoning for areas within the unincorporated portions of the Lake Stevens UGA. Existing zoning within the city and its UGA allows a range of residential and employment uses.

With adoption of the Lake Stevens Center and 20<sup>th</sup> Street SE Corridor subarea plans, approximately 12% of the land within the city, or 10% of total UGA (city plus UGA) is zoned for commercial and employment uses. This compares with approximately; 26% in the city of Snohomish's total UGA; and 29% in the city of Monroe's total UGA.

The city's thirteen zones that allow employment uses primarily occur within growth centers and subareas. These zones vary in number and type of permitted uses and requirement for special or conditional use permits. The three industrial zones – Light Industrial (LI), General Industrial with Development Agreement (GIDA) and General Industrial (GI) – are exclusively within the Hartford Industrial Center. These zones permit a range of uses including manufacturing, processing and equipment repair uses, as well as allowing indoor recreational uses, restaurants, storage, motor vehicle sales, and home occupations. Other employment zones include Sub-Regional Commercial (SRC), Planned Business District (PBD), Local Business (LB), Central Business District (CBD), Mixed Use (MU), and Public/Semi-Public (P/SP). These zones allow a wide range of employment uses including sales and rental of goods, office, some manufacturing uses, and retail uses. New employment zones since adoption of the subarea plans include Business District (BD), Commercial District (CD), Main Street District (MS), and Mixed-Use Neighborhood (MUN). Residential uses above and/or behind permitted non-residential uses are allowed in PBD, LB, CBD, MU, BD, CD, MS and MUN. The MUN zone is mainly a residential zone that allows mixed-use buildings or sites. The CBD zone allows two-family and multi-family residences.

Table 4.0a shows a summary of employment zones by acres within the city and its UGA.

According to the city's Comprehensive Plan, there remains untapped capacity for new commercial development in the two Planned Business District zones and in Central Business District (CBD) and Mixed Use (MU) zones where existing houses have not yet converted to commercial uses. In 2007, the city purchased approximately 40 acres north of the existing police station to develop a complex of civic facilities, which could include a library, city hall, and a public safety facility including both police and fire stations. The remainder of the site would contain retail development and residential uses within cottage housing, townhouses, and two- or three-story multi-family buildings.

Approximately 14% of the city is zoned for higher-density residences while approximately 65% is zoned for single-family residential uses. Areas zoned for multi-family and higher-

density residential development are found within designated growth centers, subareas and several areas outside of these centers, along SR 9 and Callow Road in the northern portion of the city. A smaller area zoned for multi-family residential uses occurs along Lundeen Parkway, approximate to the northwest tip of the Lake.

Table 4.0b shows a summary of residential zones by acres within the city and its unincorporated UGA. Single-family zones include Suburban Residential, Urban Residential, and Waterfront Residential. The higher-density residential zones include High-Urban Residential, Multi-family Residential, and MF Development Agreement.

The County's zoning applies to unincorporated areas within the Lake Stevens UGA. Approximately 0.12% of the unincorporated UGA is zoned for multi-family residential uses while approximately 15% of the area is zoned for single-family residential. Approximately <1% (1% of total UGA) of the unincorporated UGA is zoned for employment uses. These employment zones are found in the northeast portion of the city adjacent to the Hartford Industrial Center. It is assumed that similar city zoning would be applied once these areas are annexed to the city.

**TABLE 4.0a - EMPLOYMENT ZONING IN LAKE STEVENS UGA**

<b>EMPLOYMENT ZONE</b>	<b>ACRES</b>	<b>PERCENT OF CITY AND UNINCORPORATED UGA</b>
General Industrial	98.09	1.23%
General Industrial w/Development Agreement	7.01	0.21%
Light Industrial	40.19	0.09%
Sub Regional Center	0	0%
Central Business District	21.78	0.27%
Planned Business District	64.75	0.81%
Local Business	13.47	0.17%
Mixed Use	17.64	0.22%
Business District	104.11	1.31%
Commercial District	187.64	2.36%
Main Street District	32.74	0.41%
Neighborhood Business	37.75	0.47%
Mixed-Use Neighborhood	71.74	0.9%
Heavy Industrial (Snohomish County Code)	62.02	0.78%
Business Park (Snohomish County Code)	23.61	0.30%
<b>TOTAL</b>	<b>782.54</b>	<b>9.83%</b>

**TABLE 4.0b - RESIDENTIAL ZONING**

	<b>CITY ONLY</b>		<b>UNINCORPORATED UGA</b>	
	<b>Acres</b>	<b>Percent</b>	<b>Acres</b>	<b>Percent</b>
<b>Higher-Density Zoning</b>	814	10.23%	9.8	0.12%
<b>Single-family Zoning</b>	3,735.36	46.93%	1,165.7	14.65%

## Buildable Lands Analysis

The amount of land that is fully developable within the city limits is limited, and the remaining land is constrained by topography, sensitive areas and infrastructure needs. The city recognizes the importance of efficient planning and use of these lands in order to meet the population, employment, environmental and other objectives of growth management.

Furthermore, the city is constrained with the available financial resources to address the infrastructure needs of growth. Coordination between the Land Use Element and the Capital Facilities Element is essential to produce a Plan, which can realistically be implemented. The Comprehensive Plan must ensure that infrastructure can support existing and new development.

A vital community must find a balance between inevitable growth, a quality environment, good service to citizens and fiscal responsibility. The Land Use Plan is a key factor in developing this balance.

Since 2004, the city of Lake Stevens has pursued an annexation program for lands within the Urban Growth Area (see Chapter 1). It intends to complete annexation of the entire during the 2035 planning horizon. Under the Growth Management Act (GMA), Snohomish County and its cities review and evaluate the adequacy of suitable residential, commercial and industrial land supplies inside the Urban Growth Area (UGA) for accommodating projected population and employment growth every five years. Regular updates to the buildable lands report ensures that communities continue to meet growth targets for the remaining portion of its current planning horizon.

Going into the 2007 buildable lands update, the Lake Stevens UGA had a population surplus and employment deficit of 264 jobs. These findings were generally consistent between Snohomish County's analysis and the city's independent analysis conducted by Triad Associates. City Council authorized this independent, detailed study, in coordination with the County's Buildable Land Report, to reflect a more accurate picture of the growth potential and/or limitations in the city limits and the UGA given the city's annexation goals and schedule. The County and cities worked diligently to reach consensus on the methodologies used to calculate land capacity; all major differences were reconciled at the UGA level.

Since 2007 as the city limits continued to grow through annexation, the city identified reasonable measures to address capacity deficiencies and inconsistencies within the UGA. A detailed list of reasonable measures are found in Section XX. As discussed previously through the city's growth center strategy it has developed two subarea plans, which directly address employment deficiencies. The city will continue to coordinate annexation of the remaining unincorporated UGA throughout the 2035 planning horizon.

Additionally, the city of Lake Stevens is looking outside its borders given the impact that planning efforts have on the entire Lake Stevens community in preparation for future UGA expansions following build out.

Moving into the 2012 BLR, the Lake Stevens UGA has reconciled its forecasted employment deficit. Overall, there is an adequate land capacity to accommodate the adopted 2035 population and employment growth targets. Table XX provides a summary of the 2012 buildable lands capacity for the Lake Stevens UGA.

**Table 4-1a Buildable Lands Analysis (2012)**

	<b>2025 Growth Targets</b>	<b>2025 Total Population Capacity</b>	<b>Estimated Surplus / Deficit</b>
<b>Population</b>	46,125	46,634	509
<b>Employment</b>	6,615	7,988	1,373

Updated tables using the county’s methodologies show buildable lands levels for 2012.

**Table 4-1 - Buildable Lands Analysis<sup>1</sup> (2012)**

<b>Zoning District – Residential</b>	<b>Total Acres<sup>2</sup></b>	<b>Buildable Acres<sup>3</sup></b>	<b>Additional Housing Capacity</b>	<b>Additional Population Capacity</b>
Commercial District		0.165	1	3
Main Street		9.248	178	327
Mixed-Use Neighborhood		31.939	297	585
Mixed-Use		1.636	3	5
Multifamily Development Agreement		29.881	288	802
Multifamily Residential		10.346	163	300
High Urban Residential		205.271	1198	2,278
Suburban Residential		144.852	531	1,481
Urban Residential		268.448	1082	3,009
Waterfront Residential		14.844	43	119
<i>City Totals</i>		<i>716.63</i>	<i>3784</i>	<i>8,909</i>

<sup>1</sup> Snohomish County Tomorrow 2012 Buildable Lands Report, **January 2003**

<sup>2</sup> Approximate zone area that includes rights-of-way.

<sup>3</sup> This column represents estimates the amount of buildable land that is not constrained by critical areas or other limiting factors. The estimate is not a precise inventory. Site-specific studies are necessary at the time of development to identify location and size of potentially unbuildable lands precisely.

<i>Unincorporated UGA Residential</i>		385.923	1211	3,372
<b>Lake Stevens UGA Total</b>		<b>1,102.55</b>	<b>4995</b>	<b>12,281</b>
<b>Zoning District - Employment</b>	<b>Total Acres</b>	<b>Buildable Acres</b>	<b>Additional Employment Capacity</b>	
High Urban Residential		33.86	75	
Mixed-Use Neighborhood		25.36	53	
Mixed-Use		1.64	19	
Main Street		5.86	49	
Commercial District		32.61	477	
Neighborhood Business		8.04	67	
Local Business		4.36	32	
Business District		47.53	1,167	
General Industrial		2.18	15	
	<i>City Totals</i>	<i>161.43</i>	<i>1,954</i>	
	<i>Unincorporated UGA Employment</i>	<i>56.74</i>	<i>456</i>	
	<b>Lake Stevens UGA Total</b>	<b>218.17</b>	<b>2,410</b>	

Of the new 4,995 units estimated for the city 8,874 would be single-family, 2,954 would be multifamily and 83 would be senior apartments. By comparison, the unincorporated UGA has approximately 385 acres buildable. After reductions, the estimated buildable housing capacity would be 1,211 new single-family units.

### **Development Trends**

A look at development trends inside city limits is helpful in understanding how future development could occur as the city pursues annexation of the UGA.

*Residential:* Since 1990, Lake Stevens experienced a steady stream of residential construction. Between 1990 and 2000, 1,085 new dwellings were added, which represents an excess of 40% of the city's total housing stock. The vast majority of those new units (933) were single family detached, with 100 new apartment and 50 new duplex dwellings.

The trend for steady residential construction has continued into the new decade, however, the recently completed buildable lands analysis shows that the city's residentially zoned properties are nearly built out. As of April 2001, there was estimated to be 184 acres of buildable residential land which would support 728 new dwellings. Since then about 500 dwellings have been, or will soon be permitted.

The 2006 annexation of lands to Highway 9 and Lundeen Parkway increased the amount of buildable land in the city. These areas, as with future anticipated annexations will have zoning that is comparable to that existing in the County, assuring that future residential

development will be in line with the population target of 46,000 residents in the UGA in 2025.

The buildable lands study did not assign any residential capacity to commercially zoned properties, which allow apartments above the ground floor (CBD, PBD and MU). It would be difficult to predict how many dwellings, if any, these zones would accommodate. Historically they provided very little, but the potential for accommodating additional dwellings remains. The city will prepare subarea plans for its three neighborhood centers – Downtown, Frontier Village and South Lake – in 2006. Provision will no doubt be made for mixed use developments in some or all of these districts.

Commercial: There has been modest development in the city's commercial zone districts over the last decade. Most activity has occurred at the Main Street Center where a hardware store and a mixed use office/apartment building were constructed.

There remains untapped capacity for new commercial development. Most notably in: Two Planned Business Districts which provide the greatest amount of available land; undeveloped or underdeveloped downtown properties; and existing houses in the CBD and MU zones that have not yet converted to commercial uses.

Of these, given their size, the PBD zoned properties provide the best option for significant investment in the immediate future. The CBD and MU zones have a combined three acres of buildable land, whereas the PBD zones have between 20 and 30 acres.

Industrial: The industrial zones remain largely undeveloped or underdeveloped. Much of the industrial activity has occurred on the individual sites or within existing buildings. New construction has been in the form of small additions or low-employment activities (e.g. self storage, etc.).

The buildable lands report identified 85 acres of buildable land remaining in the 2005 city Limits. Most of this land is in the Hartford Road industrial area in the northeastern part of the city. The city views this as an area that should be organized, adapted for 21<sup>st</sup> Century industry and marketed to new industries to employ local citizens.

## **Population and Employment Targets**

The amount of buildable lands must be compared with the estimated population and employment to ensure that growth can be accommodated. The process for determining population and employment growth to the year 2025 began with the State Office of Financial Management (OFM) issuing growth targets to be achieved at the county level.

Within the range set by OFM, Snohomish County Tomorrow set a narrower range of growth targets. This narrower range was plugged into a forecasting model by Puget Sound Regional Council to allocate that growth to a smaller geographical area called a

Forecast Analysis Zone (FAZ). Using that data, each jurisdiction adopted preliminary targets upon which their comprehensive plans would be based. As each jurisdiction updates its Comprehensive Plan in 2004-06 and finalizes its population and employment figures, the County conducts a final review to ensure the county wide targets are still met. Table 4.2 summarizes the city’s adopted targets based on its 2006 population.

It should be noted that Lake Stevens has one of the lowest job to household ratios compared to other Snohomish County cities. The city desires to increase the number of employment opportunities given the size of the population and the need to maintain a sustainable and economically healthy community. Although there will be a new round of population and employment targets allocated sometime around 2012-2013 after the next US decennial census, the city should continue to work with Snohomish County and the Snohomish County Tomorrow forum to adjust targets in the interim that would create and support an appropriate job to household balance. The Snohomish County Countywide Planning Policies outline the process for making interim target adjustments.

**Reasonable Measures**

The Growth Management Act requires that cities consider adoption of “reasonable measures” to allow growth to meet the 2025 population and employment targets. The following table (Table 4-3) lists the reasonable measures included in the Countywide Planning Policies (part of the 2005 County Comprehensive Plan update), identifies those in effect in Lake Stevens, and comments on their effectiveness or potential.

The reasonable measures with the greatest potential to increase employment in suitable locations include establishment of an economic development strategy and then, encouraging development in centers through subarea planning.

As the city moves forward with the implementation of its 2006 Plan, these reasonable measures will be reviewed, revised or added to the city’s regulations and development programs.

**Table 4-3 – Reasonable Measures Included in Countywide Planning Policies**

Measure	Adopted?	Applicability	Effectiveness/Potential
<b>MEASURES TO INCREASE RESIDENTIAL CAPACITY</b>			
Permit Accessory Dwelling Units (ADUs) in single family zones	Yes	On lots with 1.5 the minimum lot size.	Good tool for providing affordable housing. Rarely implemented by property owners. Recent increase in requests.
Multi-family Housing Tax Credits to Developers	No		
Transfer of Development Rights	Yes	Properties with sensitive area	Has not been used.

<b>Measure</b>	<b>Adopted?</b>	<b>Applicability</b>	<b>Effectiveness/Potential</b>
Clustered Residential Development	Yes	PRDs and Cluster Subdivisions	Historically served to protect the wetlands while allowing smaller lots. However, the code has been recently amended to eliminate giving density credit for protected sensitive areas and buffers.
Allow Co-Housing	Yes		Not implemented.
<i>Code does not specifically list co-housing, but like condominiums, multiple dwellings could be accommodated in multi-family zones, depending on specific concept and possible code amendments.</i>			
Increase Allowable Residential Densities	Yes	Single family zones.	Adoption of the 1994 Plan resulted in increased densities. Such increases have been subsequently scaled back.
Maximum Lot Sizes	No		
Minimum Residential Densities	Yes		
Reduce Street Width	Yes	Arterial Overlay	Reduces burden on in-fill lots located along existing substandard roads.
Allow Small Residential Lots	Yes	PRDs, <u>clustered housing</u> , <u>innovative housing options</u>	Most of the new lots have been smaller than the standard 9,600 s.f. and have been located in PRDs. The PRD rules place a limit on the number and size of reduced area lots within a PRD. Innovative housing options usually do not have lots, but are similar to small lot single-family developments.
Encourage Infill and Redevelopment	Yes	All single family residential zones and in subareas	Innovative Housing Options - Cottage Housing is allowed in many residential and mixed use zones. Other innovative housing types to be reviewed (e.g., compact housing, etc.). Subareas and Downtown will include infill and redevelopment.
Inclusionary Zoning	No		
Manufactured Housing	Yes	Manufactured homes allowed under the same rules as other housing types	With changes to State law (RCW 35.63.160) in 2005, it is anticipated that the number of new manufactured homes in Lake Stevens will increase.
<b>MEASURES TO INCREASE EMPLOYMENT CAPACITY</b>			

<b>Measure</b>	<b>Adopted?</b>	<b>Applicability</b>	<b>Effectiveness/Potential</b>
Economic Development Strategy	Yes	Lake Stevens Center and 20 <sup>th</sup> Street SE Corridor Subareas	. In 2012, two subareas were adopted with planned actions to create areas for employment and additional commercial development. An Economic Development Strategy began as part of the subarea planning and will continue in the future. The Downtown area will be planned for in 2013.
Create Industrial Zones	Yes	General and Light Industrial Zones	Capacity exists. Largely undeveloped. Minimal potential for additional implementation.
Zone by building type, not use	Yes, some	Current city zoning is based on use; adopted subarea plans include some regulation by building type	Minimal potential for implementation to significantly alter the growth strategy except within subareas.
Brownfields Programs	No	No known brownfields within the city	
Urban Centers/Villages	Yes	city adopted two subareas that permit a higher density mix of residential and non-residential uses	Implementation through subarea planning with rezoning to increase intensity and density with transition areas between existing residential areas and planning for multi-model transportation system
Allow Mixed Uses	Yes	CBD, PBD and MU zones and within the subareas	Not significant implementation. Greatest potential in the PBD zone.
Transit Oriented Design	Yes	Currently there is limited transit service within the Lake Stevens area	Included within subarea plans and Community Transit has identified 20 <sup>th</sup> Street SE as a transit emphasis corridor for future frequent service.
Downtown Revitalization	Yes	A plan has been developed for the Grade Road portion of the historic town area.	Began historic town center planning in 2006. Downtown framework plan approved in 2013.

<b>Measure</b>	<b>Adopted?</b>	<b>Applicability</b>	<b>Effectiveness/Potential</b>
Adequate Public Facilities	Yes	Concurrency for parks, roads and sewer	GMA-based traffic impact mitigation fees adopted with the subarea plans.
Transportation Efficient Land Use	Yes	Mixed use zoning	No specific measures for transit oriented development.
Urban Growth Management Agreements	Yes		Annexation interlocal agreement with Snohomish County; Traffic interlocal agreement with Snohomish County.
Annexation plans	Yes		Annexation plan adopted for eventual "One Community Around the Lake" in the future.
Reduce off-street surface	Yes	Reduced minimum standard required for office uses	Subarea plans include use of low impact development and building height incentives for reducing surface coverage. Also added use of Floor Area Ratios (FARs) within subareas.
Identify and redevelop vacant buildings	No	Few vacant buildings within city and UGA	Minimal potential for additional implementation to significantly alter the growth strategy. Due to market conditions, some of the few vacant buildings have been redeveloped.
Concentrate critical services near homes, jobs and transit	Yes	Subareas	Subarea plans should bring much needed services to the city at Lake Stevens Center and along 20 <sup>th</sup> Street SE and additional planning to Downtown.
Locate civic buildings in existing communities rather than in greenfield areas	Yes		city campus, library and post office are located in historic downtown. Plans for new Civic Center north of historic downtown.
Implement permit expedition	Yes	Processing Code and Planned Actions	Although permit review times are not currently extensive, the new processing code adopted in 2010, planned actions adopted in 2012 and a new permit tracking system in 2012 should provide specific requirements for submittal and minimize necessary review times.

**MEASURES TO MITIGATE IMPACTS OF DENSITY**

<b>Measure</b>	<b>Adopted?</b>	<b>Applicability</b>	<b>Effectiveness/Potential</b>
Design Standards	Yes	Applies to commercial and multi-family development	Community design quality and expectations have increased as a result of the adopted standards. Creating new design standards for cottage housing. city has a Design Review Board. Subarea Design Guidelines were adopted for development within the subareas using the Design Review Board and administrative review.
Urban Amenities for Increased Densities	Yes	PRDs and subareas	PRD plats are required to provide additional amenity. Subarea plans allow for increased floor area ratios with a menu of amenity options.
Community Visioning	Yes		Provided basis of land use policies. Updated in 2006 Plan. Important part of subarea planning, downtown framework planning and shoreline planning.
<b>OTHER MEASURES</b>			
Low Densities in Rural and Resource Lands	N/A		
Urban Holding Zones	Yes	Does not apply to areas within the city	None
Capital Facilities Investment	Yes	Subarea Plans and GMA Traffic Impact Fees	Subarea planning included adoption of a subarea capital facilities plan and GMA traffic impact fees adopted. Expectation is that investment will spur development.
Environmental review and mitigation built into subarea planning process	Yes		Planned actions adopted for the subareas include required mitigation measures. In addition, a GMA-base traffic impact mitigation fee code was adopted with specific fees identified.
Partner with non-governmental organizations to preserve natural resource lands	In Process		city in discussions with various organizations.

**Table 4.4 - Growth and Development Potential of Existing Growth Centers**

	<b>OLD TOWN</b>	<b>LAKE STEVENS CENTER</b>	<b>HARTFORD CENTER</b>	<b>20<sup>TH</sup> STREET SE CORRIDOR</b>
<b>Size (Acres)</b>	239	359	267	845
<b>Subarea Planning</b>	<ul style="list-style-type: none"> <li>• Framework plan completed in 2012</li> </ul>	<ul style="list-style-type: none"> <li>• Subarea Plan adopted 2012</li> <li>• Planned Action Ordinance adopted 2012</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Subarea Plan adopted 2012</li> <li>• Planned Action Ordinance adopted 2012</li> </ul>
<b>Relation to Transportation System</b>	<ul style="list-style-type: none"> <li>• Local access via 20th St NE</li> <li>• Indirect access to SR 92 via Grade Rd</li> </ul>	<ul style="list-style-type: none"> <li>• Direct access to SR 9 and SR 204</li> <li>• Indirect access to US 2 via SR 204</li> </ul>	<ul style="list-style-type: none"> <li>• Indirect access to SR 92 via Machias Rd., Old Hartford Dr.</li> <li>• Indirect access to US 2 via Machias Road</li> <li>• Limited internal network of roads</li> </ul>	<ul style="list-style-type: none"> <li>• Indirect access to SR 9 via 20th St SE, S Lake Stevens Rd.</li> </ul>
<b>Existing Land Use Pattern</b>	<ul style="list-style-type: none"> <li>• Small to medium parcels (0.2-3.0 acres) in Historic Town Center</li> <li>• Existing residential uses on commercially zoned parcels</li> <li>• Significant amount of multi-family residential uses and zoning in southeast portion of center with small to large parcels (0.3-10 acres)</li> <li>• Medium to large parcels (1-10 acres) in Grade Rd. area, largely undeveloped</li> </ul>	<ul style="list-style-type: none"> <li>• Auto-oriented commercial uses primarily on large parcels (&gt;10 acres) with smaller parcels (&lt;0.5 acres) carved out along street frontage</li> <li>• Primarily multi-family residential uses and zoning at edges of center with some single family residential uses in eastern portion of center</li> <li>• Significant portion of government-owned property on eastside of SR 9 @ Market Pl.</li> </ul>	<ul style="list-style-type: none"> <li>• Primarily medium to large parcels (3-30 acres)</li> <li>• Cluster of smaller parcels (&lt; 1 acre) in middle of center</li> <li>• Largely undeveloped</li> </ul>	<ul style="list-style-type: none"> <li>• Primarily medium to large parcels (1-10 acres) with several irregular parcels due to diagonal intersection</li> <li>• Limited existing commercial uses and zoning at intersection of 20th St SE and S Lake Stevens Rd. in eastern portion of center</li> <li>• Primarily mix of multi-family and single-family residential uses</li> <li>• Several large parcels (&gt; 10 acres) zoned multi-family</li> </ul>

	<b>OLD TOWN</b>	<b>LAKE STEVENS CENTER SUBAREA</b>	<b>HARTFORD CENTER</b>	<b>20<sup>TH</sup> STREET SE CORRIDOR SUBAREA</b>
<b>Environmental Constraints</b>	<ul style="list-style-type: none"> <li>Wetlands and flood prone areas within Grade Rd. area</li> <li>Category 2 wetlands east of historic town center area where zoned multi-family residential.</li> <li>Catherine Creek bisects the Grade Rd. area and downtown</li> </ul>	<ul style="list-style-type: none"> <li>Wetlands between SR 9 and 91st Ave SE, near SR 204</li> </ul>	<ul style="list-style-type: none"> <li>Small amount of wetlands just north of Hartford Dr. NE and just north of 36th St NE</li> </ul>	<ul style="list-style-type: none"> <li>Wetlands at northeast corner of S Lake Stevens Rd and 20th St SE, north of S Lake Stevens Rd</li> </ul>
<b>Amenities</b>	<ul style="list-style-type: none"> <li>Lake Stevens shoreline access</li> <li>Catherine Creek</li> <li>View potential</li> </ul>	<ul style="list-style-type: none"> <li>View potential</li> </ul>	<ul style="list-style-type: none"> <li>View potential</li> </ul>	<ul style="list-style-type: none"> <li>View potential</li> </ul>
<b>Potential Land Use Compatibility Issues</b>	<ul style="list-style-type: none"> <li>Center has lower intensity single-family uses to the north, west, and south and higher intensity industrial uses to the east</li> </ul>	<ul style="list-style-type: none"> <li>Center is surrounded by lower-intensity single-family and multi-family residential uses</li> </ul>	<ul style="list-style-type: none"> <li>Center is surrounded by lower intensity residential uses</li> </ul>	<ul style="list-style-type: none"> <li>Center is surrounded by lower-intensity single-family residential uses</li> </ul>
<b>Conclusion</b>	<ul style="list-style-type: none"> <li>Limited potential for larger employment uses due to transportation access and small parcel sizes</li> <li>More suitable for local-serving retail and small commercial uses</li> <li>Potential as a Mixed-Use Town Center consisting of civic and local-serving retail uses, limited office and residential uses</li> </ul>	<ul style="list-style-type: none"> <li>Some potential for larger employment uses given transportation access and large parcels, but contingent upon redevelopment potential</li> <li>Potential for Main Street center on 91<sup>st</sup> Street NE between Market Place/SR204</li> <li>Potential as a Commercial Mixed-Use Center consisting primarily of regional retail commercial uses with multi-family residential uses towards the edges of the center</li> </ul>	<ul style="list-style-type: none"> <li>Potential to accommodate larger employment uses, but limited by location and transportation access</li> <li>Potential as an Industrial Center consisting primarily of industrial uses and limited office uses</li> </ul>	<ul style="list-style-type: none"> <li>Potential for larger employment uses including business parks and retail centers</li> <li>Potential for Mixed-Use Centers consisting primarily of residential uses with some office and local-serving retail commercial uses</li> </ul>

## **Healthy Community Design**

The way we design and build our communities can affect our physical and mental health. Healthy community design is planning and designing communities that make it easier for people to live healthy lives. Healthy community design offers important benefits:

- Decreases dependence on the automobile by building homes, businesses, schools, churches and parks closer to each other so that people can more easily walk or bike between them.
- Provides opportunities for people to be physically active and socially engaged as part of their daily routine, improving the physical and mental health of its citizens.
- Allows persons, if they choose, to age in place and remain all their lives in a community that reflects their changing lifestyles and changing physical capabilities.

In addition, healthy community design can provide many advantages:

- Promote physical activity.
- Improve air quality.
- Lower risk of injuries.
- Increase social connection and sense of community.
- Reduce contributions to climate change.

The overall concept of creating a healthy community is important in determining the future growth of the Lake Stevens' Community.

## **GOALS AND POLICIES**

This section discusses the plan for future land uses in the city of Lake Stevens. The timing of development and provision of services comprise key components of this planning process. In addition to the discussion below, a Future Land Use Map has been developed to illustrate the various land uses and growth management strategies.

An analysis of existing conditions and projected needs in the previous section highlighted the areas of concern and opportunities for Lake Stevens. The city's Vision Statement, along with the inventory and analysis contained in this element, was used to create a plan. The Plan contains a strategy for achievement of the city's goals in light of the existing conditions in the city. The goals, objectives and policies within the Plan provide guidelines and positive actions.

**GOAL 4.1      ENSURE THAT LAND USES OPTIMIZE ECONOMIC BENEFIT AND THE ENJOYMENT AND PROTECTION OF NATURAL RESOURCES WHILE MINIMIZING THE THREAT TO HEALTH, SAFETY AND WELFARE;**

**GOAL 4.2 GROWTH MANAGEMENT: MANAGE GROWTH SO THAT THE DELIVERY OF PUBLIC FACILITIES AND SERVICES WILL OCCUR IN A FISCALLY RESPONSIBLE MANNER TO SUPPORT POSITIVE ECONOMIC ACTIVITY IN THE CITY;**

**GOAL 4.3 ECONOMIC DEVELOPMENT: ATTAIN THE HIGHEST LEVEL OF ECONOMIC WELL-BEING POSSIBLE FOR ALL CITIZENS IN LAKE STEVENS THROUGH THE ACHIEVEMENT OF A STABLE AND DIVERSIFIED ECONOMY OFFERING A WIDE VARIETY OF EMPLOYMENT OPPORTUNITIES;**

**GOAL 4.4 NEIGHBORHOOD CONSERVATION: ACHIEVE A WELL BALANCED AND WELL ORGANIZED COMBINATION OF OPEN SPACE, COMMERCIAL, INDUSTRIAL, RECREATION AND PUBLIC USES SERVED BY A CONVENIENT AND EFFICIENT TRANSPORTATION NETWORK WHILE PROTECTING THE FABRIC AND CHARACTER OF RESIDENTIAL NEIGHBORHOODS; AND;**

#### Policies

The Comprehensive Plan map (Figure 4.1) is adopted as the city's official land use plan. Zoning, development and land use in the various designations shall be guided by the descriptions below:

##### A. Residential

1. **High Density Residential** -- Allows a variety of residential forms of residential structures containing three or more dwellings. Multiple structures may be located on a single parcel, and there are no density limits, provided that the project meets the site requirements of the zoning and other pertinent codes and adopted development guidelines. Also allows limited public/semi-public, community, recreational, and commercial uses.
2. **Medium Density Residential** -- Allows single-family (1 du/lot) and two-family residential development with a gross density of 4 to 12 units per acre. Includes detached, attached, conversion, accessory apartments, townhouses, condominiums, duplexes, tourist homes, special service homes and some manufactured/mobile structures. Also allows limited public/semi-public, community, recreational, and neighborhood commercial uses.
3. **Low Density Residential** – Allows for single-family homes on large lots, with fewer than four units per acre. Buildings usually have fewer stories

and are spaced farther apart with large setbacks to side boundaries and the street and large areas of private open space.

4. **Waterfront Residential** -- Allows single-family (1 du/lot) residential uses with a gross density of 4 units per acre. Includes detached, tourist homes, and special service homes. Also allows limited public/semi-public, community, and recreational uses, and waterfront commercial.

## B. Commercial

1. **Downtown/Local Commercial** -- Allows medium to high intensity commercial uses, including the Central Business District and other dense arrangements of professional offices and retail stores. This designation allows mixed-use development. This land use designation may be placed on lands between Sub-Regional Commercial and residential areas to act as a buffer. Also allows limited public/semi-public, community, and recreational uses.
2. **Mixed-Use** -- Allows medium to high intensity mixed use (commercial and residential). It is intended that this land use designation will be placed where a "village atmosphere" is desired, or on lands between high and low intensity uses to act as a buffer (e.g., between Sub-regional commercial and residential zones). Also allows limited public/semipublic, community, and recreational uses.
3. **Planned Business District** -- The Planned Business District allows moderate intensity commercial or mixed use development. It is intended that this land use designation be placed on lands between high and low intensity uses to act as a buffer or on sites containing sensitive resources; or other sites where, due to property specific circumstances, detailed planning would benefit all property owners involved as well as the public by allowing transfer of densities among parcels in order to avoid impacts to sensitive resources. It achieves this by requiring that a Master Development Plan be developed for all similarly zoned contiguous parcels before any one parcel can be developed and that any parcel developed is developed according to that plan. This designation encourages high floor area ratios by allowing a minimum of 2:1, with a 3:1 ratio allowed in designated density receiving areas when excess density is transferred from a designated sending area. Also allows limited public/semi-public, community, and recreational uses.
6. **Commercial District** – The Commercial District allows for high-intensity commercial and employment with some mixed-use. Principal uses

include community and regional retail centers, offices, business parks, civic, cultural, recreational, and associated uses. Multi-family residential uses could be included above or behind commercial uses. This land use designation should be located in areas with direct access to highways and arterials in addition to transit facilities, adequate public services and traffic capacity.

### C. Industrial

1. **General Industrial** -- This category allows a full range of uses which traditionally can cause impacts to surrounding properties, including: sales and rental of goods, merchandise, and equipment where there is storage and display of goods inside or outside fully enclosed structures; wholesale sales; manufacturing, processing, creating, repairing, renovating, painting, cleaning; assembling of goods, merchandise and equipment inside or outside fully enclosed structures; mental illness institutions; colleges and universities; indoor or outdoor recreation facilities; penal and correctional facilities; motor vehicle repair, maintenance, painting, and body work; storage of goods; parking; scrap materials salvage yards, junkyards, automobile graveyards; emergency services; agriculture, silviculture, mining and quarrying; miscellaneous public/semi-public, utility, community, and recreational facilities; cemeteries and crematoria; commercial greenhouses; special events; industrial subdivisions; and neighborhood commercial uses. Does not allow any residential (except temporary or caretaker residences).
  
2. **Light Industrial** -- This category includes only those types of industrial, sale, or service uses which have minimal externalities, including: temporary or caretaker residences; sales and rental of goods, merchandise, and equipment where there is no storage and display of goods outside fully enclosed structures; wholesale sales; manufacturing, processing, creating, repairing, renovating, painting, cleaning; assembling of goods, merchandise and equipment within a fully enclosed structure; mental illness institutions; colleges and universities; indoor or outdoor recreation facilities (except racetracks or drive-in theaters); penal and correctional facilities; motor vehicle repair, maintenance, painting, with no substantial body work; storage of goods within a fully enclosed structure; parking; emergency services; agriculture without livestock, silviculture; miscellaneous public/semi-public, utility, community, and recreational facilities (except airports); cemeteries; commercial greenhouses; special events; industrial subdivisions; and neighborhood commercial uses. Does not allow any residential (except temporary or caretaker residences).

D. Public/Semi-Public

This category is intended for use on all land that is publicly owned. It allows public buildings and services, recreational uses, utilities, and transportation facilities.

**GOAL 4.5 PRESERVE AND ACCENTUATE THE LAKE AS THE CENTERPIECE OF LAKE STEVENS.**

Policies

- 4.5.1 Encourage design of subdivisions and structures that maintain public lake views.
- 4.5.2 Structure minimum lot size, lot coverage, and setback standards within the Waterfront Residential or other zones so that public lake views between buildings on adjacent lots are possible.
- 4.5.3 Regulate boathouses and other dock structures to allow for reasonable public access to, and views of, the lake.

**GOAL 4.6 PRESERVE AND PROMOTE SAFE, CLEAN LIVING ENVIRONMENT.**

Policies

- 4.6.1 Prohibit storage of soil, yard waste, refuse, machines and other equipment in front yard setbacks.
- 4.6.2 Where a sight distance or safety problem is created, prohibit storage of vehicles in front and side yard setbacks, except on driveways (and then no more than three) or in parking lots.
- 4.6.3 Require installation of curbs, gutters, sidewalks, and landscape strips for all developments unless the Director of Planning and Community Development makes specific findings that such improvements would not be consistent with these or other goals or policies.
- 4.6.4 Require that crosswalks be painted at all intersections controlled by stop signs or lights.

**GOAL 4.7 SITE ESSENTIAL PUBLIC FACILITIES IN A MANNER CONSISTENT WITH COUNTYWIDE PLANNING POLICIES AND THE FOLLOWING CITY POLICIES.**

### Policies

- 4.7.1 Where not inconsistent with city policies, the siting of essential public facilities will be subject to the process found in Appendix C. This process may be amended from time to time to remain consistent with the process used in other Snohomish County jurisdictions.
- 4.7.2 The city will not preclude the siting of essential public facilities; however, it shall enforce its Comprehensive Plan and development regulations to ensure reasonable compatibility with other land uses.

### **Intergovernmental Coordination**

#### **GOAL 4.8 COORDINATE GROWTH AND DEVELOPMENT WITH ADJACENT JURISDICTIONS TO PROMOTE AND PROTECT INTERJURISDICTIONAL INTERESTS.**

### Policies

- 4.8.1 Participate in the Snohomish County Tomorrow Planning Advisory Committee (PAC) to improve inter-jurisdictional coordination of land use planning activities in the adopted urban growth area.
- 4.8.2 The city Planning Commission shall continue to welcome citizen input from all citizens of the Urban Growth Area so that their concerns may be considered when making planning decisions that may someday be applied to annexed areas of the UGA.

### **Population Growth and Growth Management**

#### **GOAL 4.9 ACCOMMODATE GROWTH THAT FACILITATES AND ENHANCES AN URBAN SMALL TOWN CHARACTER.**

### Policies

- 4.9.1 Accommodate new development to support a rate of growth that is consistent with the city's responsibilities under the Growth Management Act and the County-wide Planning Policies.
- 4.9.2 Ensure that growth is phased to maintain consistency with the city's Capital Facilities Plan for providing public facilities including streets, sidewalks, lighting systems, traffic signals, water, storm and sanitary sewer, parks and recreational facilities, and schools.

- 4.9.3 Assure that development provides for transportation access consistent with the level of service established for the community and is concurrent with the impacts of the development.
- 4.9.4 Encourage growth that is responsive to environmental concerns and that enhances the natural environment of the lake drainage basin and the areas watersheds.
- 4.9.5 An urban level of development shall be defined as gross densities area's of 4 dwelling units per acre or more.
- 4.9.6 The city will actively participate in Snohomish County Tomorrow's population monitoring strategy. The strategy will be used to amend the Plan as necessary to remain consistent with actual settlement patterns and population trends.

**GOAL 4.10 PROMOTE ANNEXATIONS OF LANDS TO THE CITY IN A MANNER THAT IS FISCALLY RESPONSIBLE TO ENSURE THE CITY IS ABLE TO PROVIDE HIGH LEVEL OF URBAN SERVICES.**

Policies

- 4.10.1 It is the city's intent for the entire Lake Stevens Urban Growth Area to become one city:
  - a. To better manage growth in the UGA it is important to note that land use and Comprehensive Plan decisions for the Lake Stevens area are best made by elected officials who reside within, and represent the Lake Stevens community.
  - b. To keep locally generated sales tax revenues within the community to meet local needs rather than allowing those revenues to be distributed throughout the entire county.
  - c. To provide an accessible and open forum in which citizens may participate in the own governance.
  - d. To create a larger city which can have greater influence on regional and state policy decisions and can be more competitive for grants.
  - e. To stabilize the development environment, striving to bring land use predictability to residents and property owners.
  - d. To ensure that urban infrastructure is provided at the time development occurs to minimize the need to retrofit substandard improvements in the future.

It is further the city's intent to complete annexation of the UGA by 2011.

- 4.10.2 To the degree reasonably possible, annexations should serve to square off city boundaries, and preferably not divide small lots. The intent is to ensure practical

boundaries in which services can be provided in a logical, effective and efficient manner.

- 4.10.3 Prior to any annexation, the city should consider the effects on special purpose districts and County services within the Urban Growth Area, including:
- a. outstanding special bonds or other debt,
  - b. absorbing the district or County's service provision responsibilities and acquiring the necessary assets at the appropriate stage (set by state law); and,
  - c. impacts on the districts' or County's operations and personnel.
- 4.10.4 The city's intent is to minimize disruption to residents, businesses and property owners of annexed areas:
- a. Annexed property should be designated in the Comprehensive Plan and zoning ordinance in a manner that most closely reflects the pre-annexation designations adopted by Snohomish County. The city Council will consider alternative designations proposed by those properties included in the annexation. Council may adopt alternative designations if it finds the proposal protects the general health, safety, and welfare of the community and they meet the requirements of the Growth Management Act.
  - b. Uses that are either previously established legal non-conforming, or are made non-conforming with the annexation will be allowed to continue in a manner consistent with the rights established in the city's land use code.
  - c. Annexed areas shall be accorded equal accommodation in the distribution of capital improvements, maintenance of roads and other facilities, police and other services.
  - d. For annexed areas, the city shall strive to ensure annexed areas are fairly represented by the Mayor and city Council, with extra care during the initial two years in which the annexed may have not had a chance to vote for their local officials.
- 4.10.5 At such time an annexation proposal is made, the city shall make every reasonable effort to provide accurate, timely and useful information to the community so that they may make reasoned and well informed decisions.

**GOAL 4.11 DIRECT NEW RESIDENTIAL GROWTH TO AREAS WHERE INFRASTRUCTURE AND SERVICES ARE AVAILABLE.**

**GOAL 4.12 PROVIDE APPROPRIATE BUFFERS BETWEEN LAND USES ADJACENT TO MACHIAS ROAD AND SR 92.**

Policies

- 4.12.1 Require retention of all trees within a 30' visual/noise buffer along SR 92, SR 9, and the Hartford/Machias Road (as measured from the edge of ultimate right-of-

way). Where trees need to be removed because of instability, require replanting of 5-gallon (minimum) conifers at a 3:1 ratio within the 30' buffer.

- 4.12.2 Ensure that design of highway accessible/visible commercial uses along SR 92, SR 9, and the Hartford/Machias Road is aesthetically pleasing from both the roadway and the local roads.

### **Residential Land Use**

#### **GOAL 4.13 ACHIEVE A DIVERSE ARRAY OF HOUSING OPPORTUNITIES.**

##### Policies

- 4.13.1 Allow for high density development in appropriate areas, e.g., near Central Business District.
- 4.13.2 Allow manufactured single family residences on individual lots in the same zones and with the same land use permit requirements as a site built home, provided the manufacture homes are built to HUD standards, or to IBC standards and inspected by the State Department of Labor and Industries.
- 4.13.3 Adopt development regulations for manufactured homes to ensure they will maintain the appearance of site built homes and which will improve their longevity. Such regulations may include, but are not limited to requiring minimum-sloped roofs, specified siding and roofing materials and requiring permanent foundations.
- 4.13.4 Allow accessory units in single-family residential zones by right, without requiring an increase in lot size above the minimum set for that zone.
- 4.13.5 Undertake efforts to support the retention and rehabilitation of older housing within the city.
- 4.13.6 Create opportunities for low-income housing when necessary and/or appropriate.

#### **GOAL 4.14 PRESERVE AND PROMOTE CHARACTER OF EXISTING NEIGHBORHOODS.**

##### Policies

- 4.14.1 Promote architectural design that is similar to that of historic homes (i.e., front porches, garages behind houses, gabled roofs, etc.).

#### **GOAL 4.15 PRESERVE AND PROMOTE "SMALL TOWN" CHARACTER.**

### Policies

- 4.15.1 Promote architecture that is pedestrian friendly and conducive to human interaction (e.g., front porches, garages behind houses, small front yard setbacks, no "walled" neighborhoods).
- 4.15.2 Ensure that plat designs are pedestrian friendly (e.g., ample street trees, adequate sidewalks, walkways and paths connecting plats).
- 4.15.3 Require that all new residential development mitigate their impacts on demands for parks.
- 4.15.4 Review and revise Development Design Guidelines for Multifamily Residential uses and Planned Residential Developments.

### **Commercial Land Use**

#### **GOAL 4.16 PROMOTE AN ACTIVE, DIVERSE, AND INTEGRATED "URBAN VILLAGE"-STYLE DEVELOPMENT IN THE CENTRAL BUSINESS DISTRICT.**

### Policies

- 4.16.1 Encourage a compact commercial district that facilitates easy pedestrian access between shops and buildings.
- 4.16.2 Allow mixed-use development in commercial and mixed use zones.
- 4.16.3 Promote economic development that is compatible with the character of Lake Stevens.
- 4.16.4 Promote a diverse array of business types.
- 4.16.5 Encourage design that incorporates unobtrusive parking (e.g., behind buildings, screen lots, etc.).
- 4.16.6 Promote street/sidewalk vendors in appropriate places.
- 4.16.7 Until the city's adopted "Urban Design Guidelines" are revised to form the city's "Development Design Guidelines," they shall substitute for "Development Design Guidelines" where they are referenced in this Plan.
- 4.16.8 The "Recreating Main Street: Lake Stevens' Downtown Park and Public Facilities Plan," as may be amended from time to time, is hereby adopted by reference as a part of the city of Lake Stevens Comprehensive Plan.

- 4.16.9 All development within the Central Business District, Mixed Use District, and Public/Semi-Public District shall be consistent with the “Recreating Main Street: Lake Stevens’ Downtown Park and Public Facilities Plan,” as may be amended from time to time, and any policies or guidelines subsequently adopted that support that plan. This is not to mean that on private property where in the plan a public use is shown that it must be used as a public use, but meant to: (1) guide public actions and, (2) speak to design issues on both public and private development (in particular, it is important that the “Main Street” design theme be adhered to).

**GOAL 4.17 CREATE A CENTRAL BUSINESS DISTRICT (CBD) WITH A COMMON ARCHITECTURAL THEME.**

Policies

- 4.17.1 An appropriate architectural style for Lake Stevens is an historical look. Encourage structures and storefronts reminiscent of historic commercial structures in Lake Stevens, as documented in Lake Stevens' Historical Museum photography collection.

- 4.17.2 Develop and adopt Development Design Guidelines for Commercial Uses.

**GOAL 4.18 ENSURE THAT THE CBD IS PEDESTRIAN/CLEAN AIR FRIENDLY AND IS EASILY ACCESSIBLE BY ALTERNATIVE FORMS OF TRANSPORTATION.**

Policies

- 4.18.1 Require installation of bicycle racks.

- 4.18.2 Promote pedestrian-visible signage.

- 4.18.3 Require street trees on commercial streets.

- 4.18.4 Strive to create an integrated pedestrian/alternative transportation network to serve the entire city.

- 4.18.5 Ensure that adequate connections are made to link key related activity centers such as between the Centennial Trail and the CBD, North Cove Park and the boat launch etc.

- 4.18.6 Encourage building design and detailing that respects the human-scale and nourishes the human spirit.

- 4.18.7 Encourage that building design respects the fact that it will impact the community for generations and that quality design can enhance not only economic values of the community but emotional values of its citizens.
- 4.18.8 Develop a CBD parking program that encourages non-automobile use of the CBD and allows for more flexible and efficient use of limited commercial land.

**GOAL 4.19 ALLOW ONLY APPROPRIATE COMMERCIAL USES WITHIN THE CBD.**  
Policies

- 4.19.1 Appropriate commercial uses within the Historic Town Center are those serving tourists, clients of government, recreation users, retail consumers and residents within walking distance of the downtown.

**GOAL 4.20 PROMOTE NEIGHBORHOOD COMMERCIAL USES IN APPROPRIATE PLACES.**  
Policies

- 4.20.1 Allow the designation of property for neighborhood commercial uses on the Land Use map where the property:
- a. is located at an intersection with at least one arterial street.
  - b. is at least one-half mile distance from other similarly designated properties.
  - c. results in no more than two acres of land being designated for neighborhood commercial uses at the same intersection.
- 4.20.2 Neighborhood Commercial is not a euphemism for "convenience store commercial." It is the intent of this policy to promote commercial uses catering to day to day needs of neighbors in locations that are easily reached by foot. Proposed uses shall clearly reflect this intent.

**GOAL 4.21 ENCOURAGE COOPERATIVE EFFORTS BETWEEN THE BUSINESSMEN, MERCHANTS, AND THE CITY TO BRING ABOUT IMPROVEMENTS TO THE CENTRAL BUSINESS DISTRICT.**  
Policies

- 4.21.1 Undertake efforts to beautify the town core with street plantings, street furniture, pedestrian paths, decorative lighting and signing, brick or textured streets, historical markers, and/or an historical motif.
- 4.21.2 Encourage the Downtown Association, in conjunction with the city, to sponsor, support, and implement a Main Street Program.

**GOAL 4.22 APPLY COMMERCIAL LAND USE DESIGNATIONS TO PREVENT STRIP OR "LEAP-FROG" COMMERCIAL DEVELOPMENT.**

Policies

- 4.22.1 Discourage strip development and encourage nodal development through adoption of zoning designations, specific design guidelines and development regulations.

**GOAL 4.23 UNDERTAKE A SUB-AREA PLANNING EFFORT TO RECONSIDER THE LAND USES AND INFRASTRUCTURE FOR THE HISTORIC DOWNTOWN. THIS PLANNING EFFORT SHALL BE GUIDED BY THE FOLLOWING PRINCIPLES:**

Policies

- 4.23.1 The Chamber of Commerce Downtown Development Plan (2004) shall represent the starting point for the sub-element vision.
- 4.23.2 The lakefront property owned by the city is a valuable community asset under public ownership and with public access. Conversion of this asset to private enterprise and residences should take place only if it is demonstrated there is broad and significant public benefit to the community in the form of a dense, vibrant mixed-use downtown as envisioned in the Chamber concept.
- 4.23.3
- 4.23.4 The “life blood” of the downtown shall be the local residences. While the plan can and should serve to attract visitors, the principal market to be served shall be the local population, whose needs and desires shall be given top consideration.
- 4.23.5
- 4.23.6 In developing a sub-element plan, substantial public involvement shall be ensured through multiple meetings, updates in the media and on city owned modes of communication. The city shall provide clear information as to the benefits, costs, and risks so that the community can provide informed opinions to the Planning Commission and city Council.
- 4.23.7 The sub-element plan shall ensure that significant lakeside non-commercial public access is maintained for informal and formal recreational opportunities.
- 4.23.8 Prior to adoption of a sub-element plan, it must be demonstrated that any initial investments and expenditures of the city will not compromise the city’s fiscal stability and its ability to continue to provide the full range of services it presently provides.

- 4.23.9 Prior to adoption of a sub-element plan, it must be demonstrated that the proposal will result in annual city revenues that will exceed its costs.
- 4.23.10 Prior to adoption of a sub-element plan, it must be demonstrated that the city shall recoup any costs born by the city to support private enterprise within five years.
- 4.23.11 Adoption of a sub-element plan shall be premised on the requirement that a new city hall can be accommodated in a fiscally responsible manner within the downtown core.
- 4.23.13 The sub-element plan shall consider impacts of the plan on the existing commercial properties and businesses, and strive to ensure the compatibility and synergy between the existing and new.
- 4.23.14 The sub-element plan shall clearly identify project impacts on the community's off-site infrastructure, including but not necessarily limited to identification of, and costs for off-site road improvements to support the project.
- 4.23.15 Private developers should be given flexibility in the downtown design concept, within certain parameters such as building location, building massing and circulation. The developers may be required to replace existing public facilities (street lights for example) to be compatible with the design concept that is employed.
- 4.23.16 The design theme shall avoid trendy and artificial themes which may be quickly out dated. The architecture shall incorporate strong traditional downtown elements and the design concept shall be stable enough to survive the life of the buildings.
- 4.23.17 The sub-element plan should address the process for selection of a developer or developers and should include a competition facilitated through a process in which the city issues a request for proposal.

## **Industrial Land Use**

### **GOAL 4.24 PROMOTE AN ACTIVE, HEALTHY AND DIVERSE INDUSTRIAL DISTRICT.**

#### Policies

- 4.24.1 Pursue and implement incentive programs that would encourage those types of industrial uses which results in high employment densities.

4.24.2 Aggressively market the Hartford Industrial Area and aggressively pursue family-wage employers to that revitalized area.

**GOAL 4.25 ENSURE THAT IMPACTS ARE KEPT TO A MINIMUM, ESPECIALLY THOSE THAT AFFECT ADJOINING, NON-INDUSTRIALLY ZONED AREAS.**

Policies

4.25.1 Require that site plans be filed for all industrial developments so as to ensure that impacts are kept to a minimum through site design.

4.25.2 Ensure that the city's Noise Ordinance reflects the city's actual desires for allowable noise levels.

4.25.3 Ensure that industrial users comply with the city's Noise Standards.

**GOAL 4.26 RE-PLAN AND REVITALIZE THE HARTFORD ROAD INDUSTRIAL SUBAREA.**

Policies

4.26.1 Conduct a market study as part of the Hartford Road Industrial Area study to determine any need for expansion, infrastructure needs, and marketing strategies.

4.26.2 Pursue local improvement districts and grant funding for infrastructure development.

**GOAL 4.27 PROMOTE A HEALTHY, CLEAN INDUSTRIAL DISTRICT THROUGH THE USE OF DESIGN STANDARDS AND ADHERENCE TO ENVIRONMENTAL SENSITIVITIES.**

Policies

4.27.1 Require that storage areas be screened from public views.

4.27.2 Require that landscaped buffers are installed and maintained between uses and along roadways.

4.27.3 Landscaping shall include the use of trees to serve as visual and noise buffers.

4.27.4 As much as possible through site design and engineering, ensure that pollutants are appropriately disposed of.

4.27.5 Develop and adopt Development Design Guidelines for all Industrial zones.

**GOAL 4.29 WHERE POSSIBLE, USE ELEMENTS OF THE NATURAL DRAINAGE SYSTEM TO MINIMIZE STORM WATER RUNOFF IMPACTS.**

Policies

- 4.29.1 Encourage new developments to use natural drainage patterns and incorporate means to contain storm water pollutants.
- 4.29.2 Encourage new developments to implement “low impact development” techniques which can better manage stormwater while providing cost savings in terms of land and improvements.
- 4.29.3 Recognize that storm drainage problems cross jurisdictional lines and the need to work with the Drainage Improvement District and residents to address those problems.
- 4.29.4 Adopt and keep current a stormwater control ordinance requiring best management practices for stormwater control, addressing such issues as detention, release, erosion and siltation, etc.

**GOAL 4.30 ENCOURAGE ENERGY-SAVING METHODS IN TRANSPORTATION, LAND USE, AND BUILDING CONSTRUCTION.**

Policies

- 4.30.1 Encourage the development of paths and easements for non-motorized transportation to facilitate pedestrian and bicycle use throughout the city.
- 4.30.2 Encourage car pooling and use of public transit as an alternative to single-person use of automobiles.
- 4.30.3 Encourage new developments to compliment and improve development of a grid system to reduce public and private utility and transportation costs.
- 4.30.4 Encourage energy-saving construction and building operation practices and the use of energy-conserving materials in all new construction and rehabilitation of buildings.
- 4.30.5 Encourage small scale, neighborhood compatible, commercial uses to be distributed throughout the community, thus reducing the need to drive to the nearest “big-box” retailer to pick up day to day convenience items. It also provides the opportunity for pedestrian access to stores along with the health and social benefits related to pedestrian activity.

**GOAL 4.31 PROTECT SPECIAL HISTORIC, ARCHITECTURAL, AESTHETIC OR CULTURAL RESOURCES THROUGH THE DESIGNATION OF HISTORIC**

**LANDMARKS AND DISTRICTS AND THE ADOPTION OF APPROPRIATE INCENTIVES.**

**GOAL 4.32 PROMOTE THE IDENTIFICATION, MAINTENANCE, AND PRESERVATION OF GEOGRAPHICAL AREAS OR STRUCTURES WHICH HAVE SPECIAL SIGNIFICANCE BECAUSE OF HISTORICAL, ARCHAEOLOGICAL, ARCHITECTURAL, RECREATIONAL, SOCIAL, CULTURAL, AND/OR SCENIC IMPORTANCE.**

Policies

- 4.32.1 Work with other public agencies and/or a local historical society to determine priorities and establish methods for public and private funding achieve this goal.
- 4.32.2 Encourage the development of written narratives and maps for self-guided tours of significant areas and the provision for site markers to identify significant sites.
- 4.32.3 Encourage additions and alterations to significant architectural buildings to conform to the style and period of the initial construction as much as possible.

**Shoreline Management**

**GOAL 4.39 RECOGNIZE AND PROTECT STATE-WIDE OVER LOCAL INTERESTS, PRESERVE THE NATURAL CHARACTER OF THE SHORELINE, PROVIDE LONG-TERM OVER SHORT-TERM BENEFIT, PROTECT THE RESOURCES AND ECOLOGY OF THE SHORELINE AND INCREASE PUBLIC ACCESS AND RECREATIONAL OPPORTUNITIES IN THE SHORELINE.**

Policies

- 4.39.1 Protect and preserve wetlands and riparian corridors associated with Shorelines of the State.
- 4.39.2 Require the use of best management practices for all commercial timber cutting and reforestation in the shoreline area (see RCW 90.58.250).
- 4.39.3 Incorporate aesthetic values into new development, infilling, redevelopment of existing facilities and the general enhancement of shoreline areas.
- 4.39.4 Evaluate the short-term economic gain or convenience of other developments relative to the long-term and potentially costly impact to the natural shoreline.
- 4.39.5 Preserve shorelines of statewide significance for future generations by restricting or prohibiting development that would interfere with the shoreline ecology or irretrievably damage shoreline resources.

**GOAL 4.40 DESIGN AND BUILD A HEALTHY COMMUNITY TO IMPROVE THE QUALITY OF LIFE FOR ALL PEOPLE WHO LIVE, WORK, LEARN, AND PLAY WITHIN THE CITY.**

Policies

- 4.40.1 Encourage mixed land use and greater land density to shorten distances between homes, workplaces, schools and recreation so people can walk or bike more easily to them.
- 4.40.2 Provide good mass transit to reduce the dependence upon automobiles.
- 4.40.3 Build good pedestrian and bicycle infrastructure, including sidewalks and bike paths that are safely removed from automobile traffic as well as good right of way laws and clear, easy-to-follow signage.
- 4.40.4 Ensure affordable housing is available for people of all income levels.
- 4.40.5 Create community centers where people can gather and mingle as part of their daily activities.
- 4.40.6 Offer access to green space and parks.

# Chapter 6: Transportation Element





# CHAPTER 6: TRANSPORTATION ELEMENT

## A Vision Transportation

**The city will develop an effective multimodal transportation system that emphasizes access, direct circulation and safety for vehicles, freight, public transportation, cyclists and pedestrians locally and to the region.**

## INTRODUCTION

The Transportation Element's objective is to guide development of the City's transportation system in a manner that supports the City's vision and goals. The City has developed this chapter in accordance with RCW 36.70A.070(6)(a) to address motorized and non-motorized transportation needs of the City of Lake Stevens. It represents the community's policy plan for the next twenty years.

The Transportation Element considers the location and condition of the transportation system; the cause, scope and nature of transportation problems; future needs; and addresses Level of Service (LOS) Standards.

The type and availability of transportation resources are major factors in development of land use patterns, while conversely, the way land is used greatly influences the need and location for new transportation facilities. The relationship between transportation and land use is one of continuous interaction and must be coordinated.

Transportation Element information was initially taken from Lake Stevens' Transportation Plan (July 19, 2005) and Snohomish County's Transportation Element (February 1, 2006) to update the street inventory, roadway classification map and the transportation improvement plan. In 2009, the "Southwest Annexation" was enacted and approximately 2,400 acres were annexed into the City. The annexation was roughly bound by Market Street to the north, by Lake Stevens to the east, by SR 204 to the west, and by 20<sup>th</sup> Street SE to the south. At the time of annexation, the County had identified 20<sup>th</sup> Street SE as a regionally significant transportation route and completed engineering design for the remainder of the corridor. Following the annexation, the County continued as the lead but the emphasis on the importance had diminished. In August 2011, Lake Stevens' City Council approved an agreement with the County where the City assumed the lead role.

### **Subarea Plans**

In September 2012, the City adopted subarea plans for Lake Stevens Center and the 20<sup>th</sup> Street SE Corridor. As part of the environmental impact statement, the City determined transportation projects required for development of both subareas. The City

also adopted a Planned Action Ordinance setting development thresholds for land use, developing available maximum trip thresholds for each subarea and identifying mitigation measures for development. The need to implement any of the identified transportation projects depends upon the pace of development within the two subareas.

As part of the subarea plans, the City modified existing Levels of Service (LOS) from an intersection LOS Standard “C” to a system LOS Standard “E” in each subarea. The system consists of key intersections and connecting roads servicing each subarea. Under this approach, the LOS analysis provides an accumulative average LOS from intersections within the transportation network, while excluding intersections on State Routes. For the 20th Street SE Corridor Subarea, this includes all intersections within the defined subarea boundaries with the exception of SR-9 intersections. For the Lake Stevens Center Subarea, this includes all intersections within the defined subarea boundaries excluding SR-9 and SR-204 intersections.

The subarea plans include discussion of a layered street network for the subareas that prioritize various types of travel on different roadways to reflect and emphasize the character of the neighborhood. The network includes state highways, boulevards, local streets, school connection streets and trail streets.

### **Washington State Department of Transportation State Highway State Route (SR) Projects**

The Washington State Department of Transportation (WSDOT) coordinates with the City of Lake Stevens on projects within the UGA and City limits.

SR 9 at SR 204 System – The City identified this system as one of the City’s major transportation needs in the Lake Stevens Center Subarea Plan. WSDOT completed a preliminary study and issued a design report in 2012. Lake Stevens is current seeking funding based upon those findings. This system consists of three intersections including:

1. SR 9/SR 204 – An improvement intended to promote safety and increase capacity. The currently proposed solution calls for a roundabout with improved egress from to Lake Stevens Center , a shopping complex, directly onto SR 9 and SR 204. Entering weekday PM Peak volume is 4,000 (2014).
2. SR 9/4<sup>th</sup> Street NE – An improvement intended to promote safety and support circulation for commercial areas east of SR 9. The project will add a new right turn pocket on SR 9. Entering weekday PM Peak volume is 1,800 (2014).
3. SR 204/91<sup>st</sup> Avenue NE – An improvement intended to promote safety, increase capacity and support circulation for future development in the area. A roundabout has been proposed as a solution to safety problems at this intersection. Entering weekday PM Peak volume is 2,640 (2014).

SR 9 at 24<sup>th</sup> Street SE (aka South Lake Stevens) – This project is identified in the Lake Stevens’ 20<sup>th</sup> Street SE Subarea Plan. The City has proposed full intersection

improvements to provide ingress/egress to a planned roadway arterial (24<sup>th</sup> Street SE). The City has coordinated with WSDOT on this intersection to ensure that a full access intersection can be developed when future development occurs to the east and west of SR 9.

SR 92 at Grade Road – Identified in the 2012 draft City of Lake Stevens Downtown Framework Plan. This is proposed to be a roundabout to improvement safety and operations.

### **Inventory and Analysis**

The inventory presented in the Appendix provides information useful in the planning process. This Transportation Element addresses all arterial (major and minor) and collector roads located within the City of Lake Stevens and the Lake Stevens Urban Growth Area including those which are the responsibility of the Washington State Department of Transportation (State highway system), the County or the City. The City compiled existing roadway functional classifications, the most recently available traffic volume counts and accident frequency data. The analysis of this information is included in this section.

### **Location and Integration of Existing Transportation**

#### **Traffic Circulation within the City**

Roadways are classified by their intended function and desired service. The roadway functional classification is presented in the Roadway Classification section of this Element. The backbone of the City's transportation system is its highway and major arterial system. These streets provide mobility and access for a range of travel modes and users. Lake Stevens' major regional arterials are SR 9, SR 92, SR 204 and 20<sup>th</sup> Street SE.

Minor arterials generally provide circulation for local traffic movement. These include Lundeen Parkway, 20<sup>th</sup> Street NE, Grade Road, 91<sup>st</sup> Avenue NE/SE and Soper Hill Road (west of SR 9). The traffic circulation system within downtown Lake Stevens is limited to north-south travel along Main Street (East Lake Shore Drive to the south and Grade Road to the north) and east-west on 20<sup>th</sup> Street NE. With the exception of Lundeen Parkway and Soper Hill Road, these roadways are two lane roads with limited pedestrian facilities and the appearance of a local residential street.

The City's truck routes are along SR 9, SR 204, SR 92 and 20<sup>th</sup> Street SE. Access to the City's industrial area in the northeast portion of the City is along collector roadways which are not considered truck routes.

#### **State Routes**

SR 9 is a highway of statewide significance (HSS) running north-south parallel to Interstate 5 from Snohomish County/King County to the Arlington area. SR 9 within the

City, begins approximately 0.1 miles south of 20<sup>th</sup> Street SE and ends on the north side of the SR 92 intersection. Approximately 3.6 miles lie within City limits. This is a limited access roadway. The approximate weekday peak hour traffic volume is 2,900 (north of SR 204).

SR 204 is a regional connector route between US 2 and SR 9. Within the City, SR 204 begins at 71<sup>st</sup> Avenue SE and ends at SR 9. Approximately 1.8 miles are within City limits. This is a limited access roadway. The approximate weekday peak hour traffic volume is 1,970 (between Market Street and SR 9).

SR 92 is a regional connector between SR 9 and the City of Granite Falls. Within the City, SR 92 begins at the SR 9 intersection and ends approximately 250 feet east of 127<sup>th</sup> Drive NE. This is not a limited access roadway and is under the right of way jurisdiction of the City. Approximately 2.4 miles are within the City limits. The approximate weekday peak hour traffic volume is 1,540 (between SR 9 and Lake Drive NE).

### **Natural Traffic Barriers**

The City has three common features that create natural barriers to the traffic circulation system: 1) critical slopes; 2) wetlands; and 3) the lake, which is considered the largest natural barrier within the City. The Lake is the largest single barrier within City limits.

### **On-Street Parking Facilities**

On-street parking is typically limited with availability found primarily on local access and collector classification roadways. Along older street corridors, such as 20<sup>th</sup> Street NE, availability of parking is limited and the quality of the available parking spaces is low (typically graveled shoulder).

Generally the demand for on-street parking does not exceed the available parking areas within the City. On-street parking in residential areas is typically sufficient to handle vehicles that cannot be accommodated on private property. The primary exception is during special events and around Lake Stevens High School.

### **Mass Transit**

Community Transit provides regional bus service with routes to Seattle, Granite Falls, Marysville and Everett. The Lake Stevens Transit Center, located at 9600 Market Place in the Lake Stevens Center subarea, provides for three bus routes (221/280/425). Consideration for a future Park and Ride in the 20<sup>th</sup> Street SE subarea, near the intersection of SR 9 and 20<sup>th</sup> Street SE, is being discussed with Community Transit and Snohomish County. Community Transit has designated two park and rides for vanpools and carpools at Ebenezer Lutheran Church (2111 117<sup>th</sup> Avenue NE) and Holy Cross Lutheran Church (9613 20<sup>th</sup> Street SE).

## **Pedestrian/Bicycle Trails**

Bicycle and pedestrian routes are discontinuous throughout the City having been constructed in a piecemeal manner over the years. Centennial Trail, a multi-mode (pedestrian, bicycle, horse, etc.) facility was built by Snohomish County and runs along the eastern border of the City. Picnic areas, bicycle racks, and other amenities are provided. A trail head has been built in the northeast corner of the City by Snohomish County. New residential developments are providing trails which should eventually link to form a City-wide trail system. Many of the older residential areas are not yet connected by trail to recreational areas, schools, or shopping areas. Chapter 5 presents a discussion of the trail system in Lake Stevens as part of the Parks and Recreation Plan. The Land Use Section discusses how the Centennial Trail can assist in bringing pedestrian and bicycle traffic to the downtown.

In 2000, a pedestrian/bike trail was dedicated along Hartford Road between 20th Street NE and Old Hartford Road. This was made possible by changing Hartford Road to a one-way street. This is a good example of how decisions have been made that blend land use, transportation and recreation. It represents a standard that the City intends to pursue in the future.

## **Curbs, Sidewalks, Landscaping, and Street Lighting**

In 2014, the City performed an update to its Sidewalk Connectivity Plan (originally adopted in 2011). It estimated the City's provides 119 miles of some level of pedestrian feature. The pedestrian features include concrete sidewalk, paved shoulder, asphalt path, and dedicated gravel shoulders. It is estimated that approximately 63% of the frontage has some type of walkable pedestrian facility. The inventory is shown in Figure 6.0.

City code requires new plat development projects to construct non-motorized facilities, landscaping, and lighting improvements in public right of way and internally as a part of the development approval. The City Sidewalk Connectivity Plan is intended to identify gaps in pedestrian facilities for setting project priority needs and long term funding strategy. Funding opportunities are sought in the form of grants from State and Federal agencies to augment budget dollars for construction of improvements.

## **Assessing Roadway Capacity**

### **Roadway Functional Classification**

Roads in Lake Stevens are classified according to a hierarchy of function as follows:

1. Freeway/Expressway – State designated route, typically with limited access control. Road considered to have regional significance. Speeds range from 35 to 55 mph (typical).

2. Major Arterial – City designated route, typically highways and arterials with limited access and left turn movement controlled. Roads considered to have regional significance. Speeds range from 30 to 35 mph (typical).
3. Minor Arterial – City designated route, typically connecting to highways, arterials, and collectors. Limited access is preferred. Roads considered to have local with some minor regional significance. Speeds range from 25 to 35 mph (typical).
4. Collector – City designated route, typically connecting neighborhoods to arterial roadways. Collectors may have direct access if no other alternative exists. These roads are considered to have local significance. Speeds range from 25 to 30 mph (typical).
5. Local Access – City designated route, typically connecting neighborhoods to collectors. There is no access control. Roads considered to provide direct access to residences. Typical speed is 25 mph.

### **Functional Classification Designation**

The City's functional classification designations have been determined based on each route's regional significance and operational characteristics. The functional classification designations are shown on the map in Figure 6.1. This information is used in determining access control, frontage improvements required for development, guides programming of roadway improvements, and determines maintenance service priority levels for emergency events such as snow and ice control.

For the Lake Stevens UGA, all roadways were classified by Snohomish County using the federal functional classification system. The major classifications of County roadways are principal arterial, minor arterial, collector, and local access street.

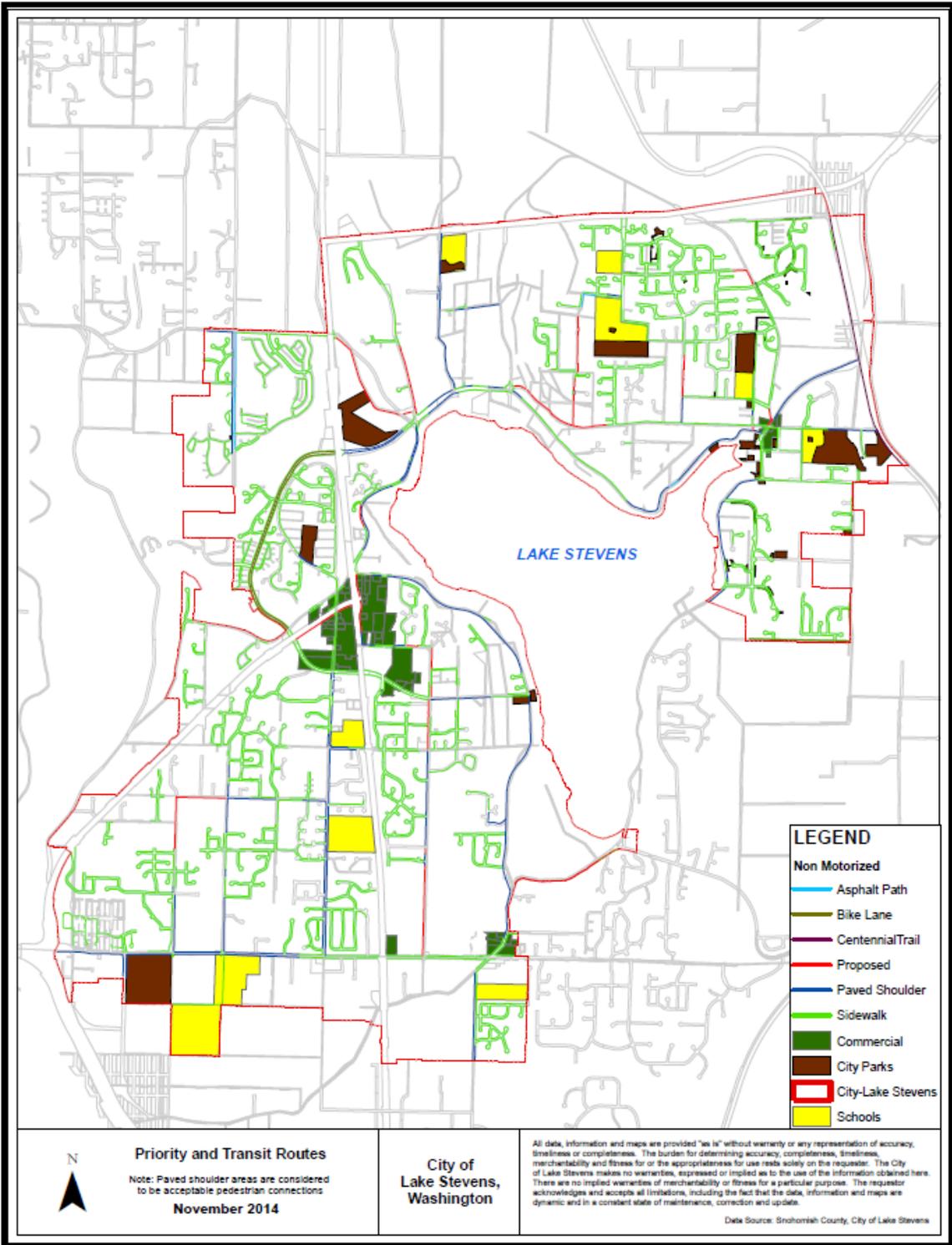


Figure 6.0 Sidewalk Inventory



# Lake Stevens Transportation Roadway Classification

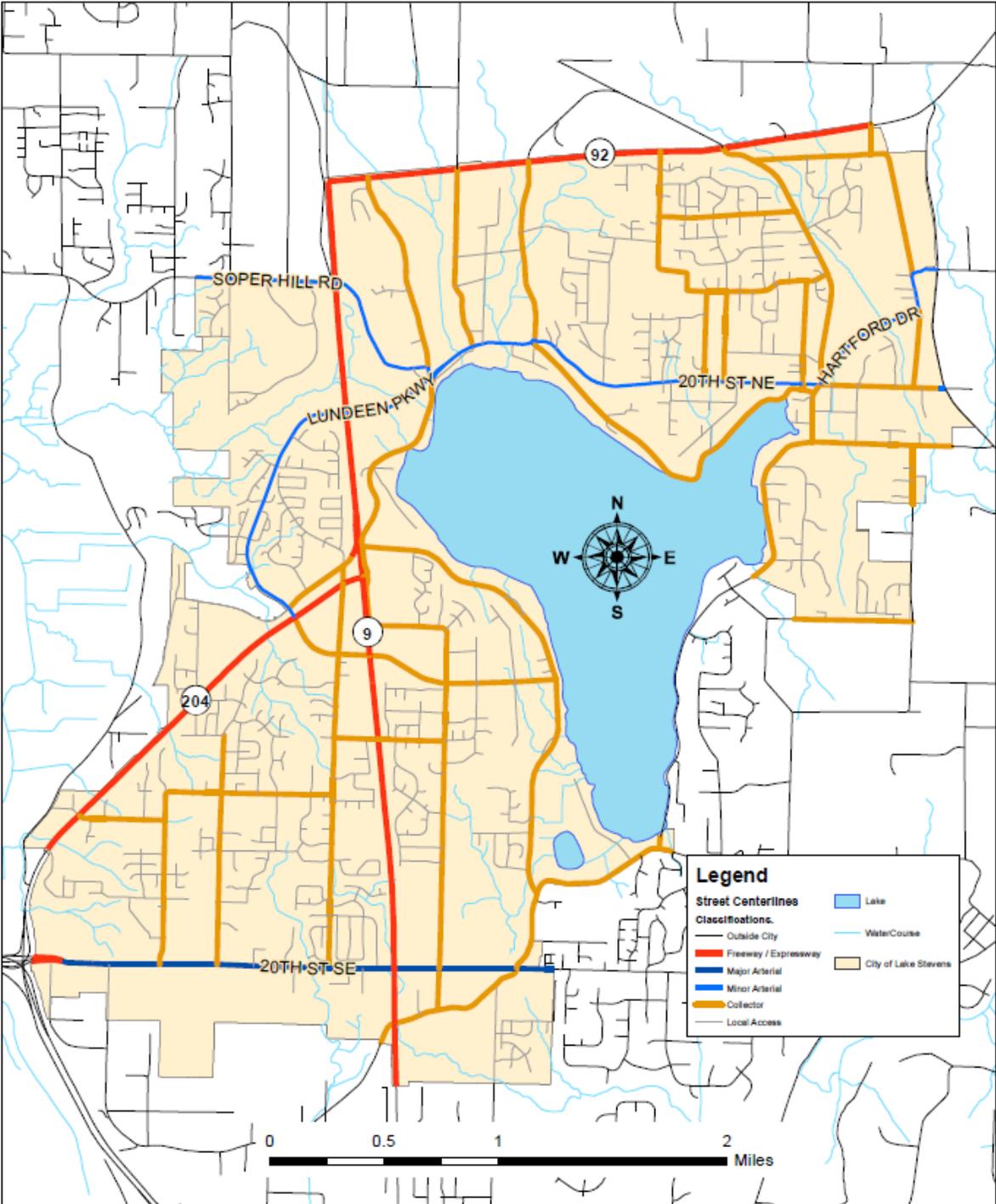
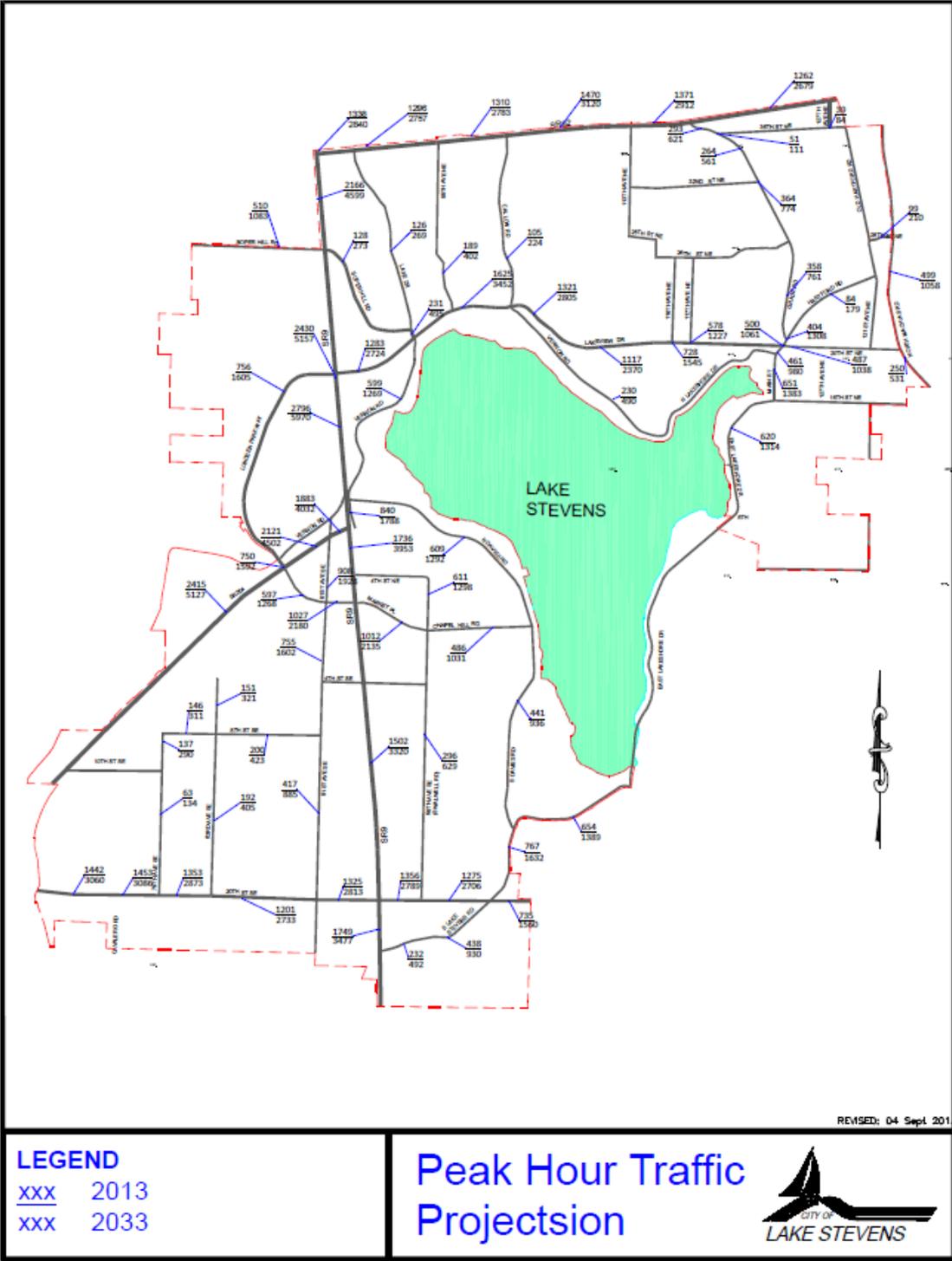


Figure 6.1 - Roadway Classifications



## Level of Service (LOS) Standards

LOS is a qualitative measure used to relate the quality of traffic service. Under the GMA, each jurisdiction selects its LOS standards. The City of Lake Stevens uses intersection LOS during the P.M. peak hour. The LOS determination is based on the 2000 Highway Capacity Manual for signalized and unsignalized intersections as a function of the average vehicle control delay. This has a grading system of LOS A through LOS F. AN LOS A represents nearly ideal conditions and LOS F denotes the longest delays to pass through a specific intersection.

The following table defines intersection LOS. The time shown is in seconds and is calculated for a specific intersection based on the average delay from all approaches over a one hour P.M. peak hour period.

LOS	Signalized Intersection	Unsignalized Intersection
A	≤10 sec	≤10 sec
B	10–20 sec	10–15 sec
C	20–35 sec	15–25 sec
D	35–55 sec	25–35 sec
E	55–80 sec	35–50 sec
F	≥80 sec	≥50 sec

The City of Lake Stevens has set a citywide standard of LOS E for major and minor arterials and collector roadways. Along the 20<sup>th</sup> Street SE corridor, LOS is determined as an average of all intersections from South Lake Stevens Roadway to Cavaleros Road. On local access roadways the standard is LOS C.

## Roadway Design Standards

The City adopted roadway design standards are depicted in the most current edition of the Engineering Design and Development Standards (EDDS - 2009).

## Traffic Calming

Roadway design standards represent basic requirements for roadways. Variation from the standards may be considered for the purpose of implementing traffic calming techniques. These techniques may involve physical modifications to the roadway or channelization which typically results in speed reduction. Some possible techniques include chicanes, channelization, traffic circles, mini roundabouts, streetscapes, and road diets.

## Truck Routes

In 2011, the City adopted, through Ordinance 863, a designated truck route system and established weight limits on all streets. The designated truck routes within the City are:

- State Route 9
- State Route 92
- State Route 204
- 20<sup>th</sup> Street SE between US 2 and the east City limits.

Truck route exceptions are provided for repair, pickup, delivery and for businesses that operate trucks from within (this does not apply where a residence is also a place of business).

### **State Route LOS Standards**

SR 9, 92, and 204 are considered Regional State Highways. The Level of Service set for these roadways are adopted by the Puget Sound Regional Council.

### **Snohomish County LOS Standards**

The City is surrounded by County roads and there are County roads which traverse through the City. The County's LOS standards are based upon travel times on arterial segments, which form corridors throughout unincorporated Snohomish County. The LOS for urban areas is LOS E to maintain an average speed of 10 miles per hour.

### **Transit LOS Standards**

While the City has not adopted a LOS standard for transit, the City has coordinated land use and transportation goals and policies with Community Transit's standards to ensure that the community can be supplied with adequate transit services. Goals and policies requiring specific design, density, and review for transit-friendly development have been included in the Land Use Element Goals and Policies. Community Transit has designated 20<sup>th</sup> Street SE and State Route 9 as "transit emphasis corridors" in Community Transit's Long Range Transit Plan for consistency with Countywide Planning Policy TR-12. The City is also designating 20<sup>th</sup> Street SE and State Route 9 through the City as "transit emphasis corridors" for consistency with Community Transit's plan and the Countywide Planning Policies.

### **Capacity of the Circulation System**

Capacity of the roadway network is determined by LOS at collector and higher functional classification intersections.

## **FUTURE NEEDS AND ALTERNATIVES**

### **Analysis of Needed Roadway Capacity Improvements**

A citywide transportation needs analysis was performed in 2011 and 2012. This was performed as part of the City's development of its GMA base Traffic Impact Fee

program, the Lake Stevens Center and 20<sup>th</sup> Street SE Corridor Subarea plans and the Downtown Framework plan. A twenty year projection was developed for this analysis using the City's adopted LOS standards.

The findings were that the City's transportation system currently meets or exceeds the adopted LOS standards. However, the 20 year projected analysis indicated a need for system improvements to meet future land use growth demands. These projects have been identified and are included in the 20 year Capital Facility Plan.

### **Analysis of Needed Roadway Safety Improvements**

The intersection of SR 9/SR 204 had been identified by WSDOT as the highest accident location in the SR 9 Route Development (Corridor) Plan. The City and WSDOT have worked together on the development of alternatives to improve this condition with system improvements that include the SR 9/SR 204, SR 204/91<sup>st</sup> Ave NE, and SR 9/4<sup>th</sup> Street intersections. In 2012, a Final Pre-design Report was released. The City is currently seeking funds for design and construction based upon the findings of this report.

No other high accident frequency areas were identified within the City. When a safety concern is identified, the area of concern is investigated and action may be taken if an engineering analysis determines that an action is warranted and resources are available.

### **Analysis of Needed Pedestrian Improvements**

Pedestrian connectivity between residential areas and schools, commercial centers, trail systems and public parks is a high priority for the City. In 2011 the City adopted a Sidewalk Connectivity Plan. This plan's intent was to identify the needs for pedestrian improvements to fill gaps in the existing sidewalk system to provide for a contiguous pedestrian system outside of residential neighborhood. The final plan resulted in a comprehensive list of pedestrian projects that are included in the 20 year Capital Facility Plan. This plan was most recently updated in 2014 to include both completed and active projects while updating the proposed project list.

The Lake Stevens Center Subarea Plan and the 20<sup>th</sup> Street SE Corridor Subarea Plan both include the inclusion of sidewalks on many existing and future streets, some trail streets with a large paved trail on one side of the street, and the development of a trail along the power lines between the two subareas. These identified projects are also included in the 20 year Capital Facility Plan.

### **Analysis of Needed Bicycle Improvements**

Providing continuity in a pedestrian and bicycle system can result in greater comfort and ease for its users. The City is striving to create a fully integrated system for non-motorized transportation, yet recognizes the need to prioritize locations where it expects heavy use, such as routes connecting residential areas to recreational facilities (including the Centennial Trail) and schools.

The City is in process of developing a Bicycle Route Development Plan which is expected to identify key bicycle routes that will connect residential areas with centers, parks, and trails. The Plan is expected to be adopted in 2016.

### **Transportation Improvement Plan**

The Transportation Improvement Plan (TIP) is the result of an iterative process that balances the goals of all comprehensive plan elements. The TIP contains both funded and unfunded projects. Maintaining a list of priority projects helps the City monitor needs and pursue funding sources.

The policies in the Transportation Element have been prepared recognizing that not all projects in the TIP can be considered in the Capital Facilities Element at this time. Financial planning for transportation must use the same process as the financial planning for other capital facilities. However, the timing and funding for transportation are restricted by the concurrency requirement and the binding nature of LOS standards. The City is required to create a six-year financing plan for both transportation and capital facilities with reviews and amendments annually. In addition, the City is required to provide such transportation services concurrently with new development.

The City will use the annually updated Six-Year TIP to re-evaluate the priorities and timing of projects. Projects are completed and priorities change throughout the planning period. It may be necessary to update the TIP more than once a year. Also, the TIP update process may not coincide with the yearly comprehensive plan update process. Therefore, the TIP is not included in the Comprehensive Plan, but is an important associated document. The most recently approved TIP is included in Appendix F; however it is not adopted as part of this Comprehensive Plan.

### **Air/Water Quality and Transportation**

Air quality in Lake Stevens is considered relatively clean with no major freeway running in close proximity. However, during peak hours in the vicinity of SR 9 and SR 204 and 20<sup>th</sup> Street SE, congestion can result in high vehicle emissions. In addition, State Route 2 is located to the south and west of the current UGA.

As population growth continues to increase so does traffic congestion and the associated vehicle emissions. The City's focus is to help counter this air quality impact through the reduction in automobile use and the increase in mass transit use.

Planned methods to reduce vehicle trips are to provide more living wages jobs within the City; provide high density housing near employment centers; and utilize mixed use facilities. This will allow for fewer miles traveled, opportunities for non-motorized travel to places of employment and shopping, and provide the density necessary to support transit services.

Another method that the City has incorporated is to provide lower emission roadway design standards. Roundabouts have been used at several locations within the City which have resulted in less congestion. This, in turn, results in lower vehicle emissions from start and stop and idling at intersections. More roundabouts are in future plans.

Air pollution contributes to water pollution when rainwater picks up air pollutants and runs off into local creeks, streams and Lake Stevens. Tree preservation is an integral part of protecting air quality. Trees improve air quality by intercepting particles and removing gaseous pollutants. These pollutants include nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), carbon monoxide (CO), and particulate matter. Therefore, the City should take a lead role in reducing transportation-related air quality impacts to protect Lake Stevens' water quality.

## **GOALS AND POLICIES**

### **A. Inventory of Transportation Facilities**

#### **GOAL 6.1 UPDATE TRANSPORTATION ELEMENT OF THE COMPREHENSIVE PLAN TO VERIFY THE EXISTING ROAD INVENTORY AND UPDATE WITH NEW INVENTORY GENERATED FROM ANNEXED AREAS.**

##### Policies

6.1.1 The City will perform a review of the existing Street Inventory in Table 6-1. Corrections and additions regarding the names and locations will be made to make the current.

6.1.2 Table 6-1 will be updated with the newly acquired roads from Snohomish County resulting from the Frontier Village, Soper Hill, Chapel Hill Fire District, and other annexations occurring before the next comprehensive plan docket cycle.

6.1.3 The City will perform a field evaluation to update and verify the classifications and conditions for all the roads in Table 6-1 in effort to obtain current and accurate information.

### **B. Level of Service Standards and Actions to Bring Local Facilities into Compliance**

#### **GOAL 6.2 PROVIDE A ROADWAY NETWORK WHICH MEETS ADOPTED LEVEL OF SERVICE STANDARDS.**

##### Policies

6.2.1 For traffic levels of service, the City adopts LOS C or better at peak hour traffic for residential areas and LOS E along arterials and collectors in other areas at peak hour. As part of the subarea plans, the Level of Service for the subareas has been modified from an intersection LOS Standard "C" or "E" to a system

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

- 6.2.2 Adopt Figure 5.1 as the City's Trail and Walkway Plan.
- 6.2.3 Provide a safe, convenient and efficient transportation system.
- 6.2.4 Manage truck traffic with a Truck Route Ordinance and appropriate signage.
- 6.2.5 Revise the sidewalk design criteria to be consistent with the “Recreating Main Street: Lake Stevens’ Downtown Park and Public Facilities Plan,” as may be adopted.
- 6.2.6 The creation of private streets is discouraged. Existing private streets will be accepted by the City for ownership and maintenance only if they are consistent with current design standards or can be brought to current design standards for new streets, and they can be shown to be a benefit to the City.
- 6.2.7 Develop criteria for the signing of streets, with the goal of providing a smooth, efficient transportation system.
- 6.2.8 The City adopts the transit levels of service used by Community Transit.
- 6.2.9 For State Route 92, the City adopts the Level of Service for SR 92 as may be adopted by the Puget Sound Regional Council in fulfilling its duties as the Regional Transportation Planning Organization (RTPO). SR 92 shall not be subject to concurrency requirements.

**GOAL 6.3 PROVIDE AN AFFORDABLE LEVEL OF SERVICE FOR THE ROADWAY NETWORK.**

Policies

- 6.3.1 The City will maintain a list of annually updated road improvement priorities.
- 6.3.2 Upon the annual date of adoption, the City's concurrency management system may be revised as part of the annual review and amendment of the Comprehensive Plan.
- 6.3.3 The City will coordinate with the PSRC Regional Transportation Planning Organization to ensure consistency and compatibility between transportation plans.

- 6.3.4 In order to preserve the character of neighborhoods, City Council may adopt reduced road standards for built neighborhoods where necessary for the provision of safer pedestrian access.
- 6.3.5 In City road projects, the City Council may choose to install temporary safety improvements (such as widened asphalt shoulders, etc.) in lieu of full improvements where they are able to make at least the following findings:
- a. There is a significant overwhelming public need to improve pedestrian safety along the road on which the project is proposed, and the project will substantially do so.
  - b. The project is intended to be a temporary solution until a full street improvement project can be funded.
  - c. The project is designed in such a way as to not preclude eventual full-standard development.
  - d. If the full street improvement project is listed on the City's 6-year Transportation Improvement Plan, it will not be removed from the TIP because of the temporary improvements.

**C. Traffic Forecast for at least Ten Years**

**GOAL 6.4 ENSURE THAT THE TRANSPORTATION SYSTEM IS ADEQUATE TO SERVE ALL EXISTING AND FUTURE LAND USES. IN ADDITION, THE CITY WILL DEVELOP A CONCURRENCY MANAGEMENT SYSTEM, EXPLORE ALTERNATIVES FOR DEMAND MANAGEMENT, AND SECURE ADEQUATE FINANCING FOR TRANSPORTATION.**

Policies

- 6.4.1 New roads shall be routed so as to avoid traversing publicly-owned natural preserves, parks and recreation areas, and areas identified as critical wildlife habitat, except in cases of overriding public interest.
- 6.4.2 The City will coordinate with the Washington Department of Transportation in the selection of the criteria used to establish future right-of-way cross sections of the state highway system.
- 6.4.3 Traffic impacts shall be determined through project-specific impact assessment reports, which shall be required of every project for which the concurrency test must be applied.

**D. Identification of State and Local System Needs to Meet Current and Future Demands**

**GOAL 6.5 ENSURE THAT THE TRANSPORTATION SYSTEM IS ADEQUATE TO SERVE ALL EXISTING AND FUTURE LAND USES. IN ADDITION, THE CITY WILL DEVELOP A CONCURRENCY MANAGEMENT SYSTEM,**

**EXPLORE ALTERNATIVES FOR DEMAND MANAGEMENT, AND SECURE ADEQUATE FINANCING FOR TRANSPORTATION.**

Policies

- 6.5.1 New roads shall be routed so as to avoid traversing publicly-owned natural preserves, parks and recreation areas, and areas identified as critical wildlife habitat, except in cases of overriding public interest.
- 6.5.2 The City will coordinate with the Washington Department of Transportation in the selection of the criteria used to establish future right-of-way cross sections of the state highway system.
- 6.5.3 Traffic impacts shall be determined through project-specific impact assessment reports, which shall be required of every project for which the concurrency test must be applied.

**GOAL 6.6 PROVIDE A TRANSPORTATION SYSTEM THAT SUPPORTS EXISTING LAND USES AND ACCOMMODATES ANTICIPATED GROWTH.**

Policies

- 6.6.1 Modeling of the City's transportation system shall be at an arterial and collector level and be updated at least on even years (i.e. 2016, 2018)
- 6.6.2 Except in cases of overriding public interest or physical constraints, new roads shall be routed to avoid traversing publicly-owned natural preserves, parks/recreation areas, and areas identified as wildlife habitat.
- 6.6.3 The City will coordinate with its' metropolitan organization, State and County on projects of regional significance to help ensure that outside City traffic impacts are considered in project planning and design.
- 6.6.4 Traffic impact fee plan shall be maintained to address growth and concurrency needs.

***E. Bicycle and Pedestrian Component***

**GOAL 6.7 STRIVE FOR CONTINUOUS AND LONG TERM EXPANSIONS TO THE TRAIL AND PEDESTRIAN SYSTEM.**

Policies

- 6.7.1 Private property owners shall be required to install new right-of-way improvements, including curbs, gutters, sidewalks, and planting strips, for all new development projects.
- 6.7.2 Adopt sidewalk regulations consistent with state guidelines for the maintenance responsibility of sidewalks and planting strips by adjacent property owners.

- 6.7.3 The City will continue to incorporate regular and routine consideration of bicycles in accordance with the Washington Department of Transportation, and the American Association of State Highway and Transportation Officials (AASHTO) standards in all transportation improvements.
- 6.7.4 Where appropriate, the City will install or cause to be installed, budget permitting, new sidewalks on existing City streets considered by the City to be high priority areas generally within two years of identification.

**GOAL 6.8 PROMOTE PEDESTRIAN AND BICYCLE ACCESS TO PUBLIC FACILITIES AND CENTERS.**

Policies

- 6.8.1 Pedestrian connections take first priority over other means of non-motorized connection.
- 6.8.2 Pedestrian and bicycle routes will be designated on arterial and collector roadways except for designated school access routes.
- 6.9.1 Land under transmission lines should be used for a multi-use non-motorized pathway.
- 6.9.2 Pedestrian route priority must take transit connection into consideration.
- 6.9.3 Bicycle facilities should be considered when roadway improvements are performed on arterial and collector roadways.
- 6.9.4 Widened outside travel lanes of 14 feet should be considered where possible to provide a share bicycle and vehicle lane.
- 6.9.5 Shared use path links located on steep slopes should be avoided when possible.
- 6.9.8 A comprehensive sidewalk/walkway/trail plan should be developed to provide alternative routes to employment centers, shopping areas, transit stops, schools, public and recreational facilities.

**F. Existing and Planned Transportation Demand Management Strategies**

**GOAL 6.9 ESTABLISH MECHANISMS TO REDUCE THE DEMAND FOR TRANSPORTATION FACILITIES SUCH AS CAR/VAN POOL, AND STAGGERED WORK HOURS.**

Policies

- 6.9.1 In the central business district, integrate both the access and movement within the district for motorized and non-motorized traffic.

- 6.9.2 Land use and density of development will be coordinated with transportation centers within the City to support and encourage the use of transit. Clustering and other development techniques will be encouraged near transit access area.
- 6.9.3 Work with Community Transit to identify the best routes, stops and scheduling to best serve the community, encourage use and maximize the efficiency of public transportation.
- 6.9.4 Encourage developers to consider public transportation in transportation plans submitted as part of preliminary plat consideration.
- 6.9.5 Coordinate public transportation corridors with Community Transit and neighboring communities.
- 6.9.6 Encourage and plan for "pedestrian-scale" neighborhoods and centers to enhance access and mobility for public transportation users.
- 6.9.7 Continue to coordinate with all agencies and neighboring jurisdictions involved with public transportation, whether they be bus, HOV lanes, light rail, heavy rail, ride sharing, van pooling, or other forms, to identify what is of best use to the citizens of the City and participate in those ventures and proposals which are of general, and/or specific, benefit to the citizens of the City.

**GOAL 6.10 DEVELOP ALTERNATIVE TRANSPORTATION SOLUTIONS TO REDUCE CONGESTION WITH MINIMUM INFRASTRUCTURE INVESTMENT.**

Policies

- 6.10.1 Pursue the use of TDM strategies as a means to reducing traffic congestion
- 6.10.2 Support land use patterns that reduce the quantity and length of trips by single occupant vehicle trips.
- 6.10.3 Pursue the use of TDM strategies as an alternative or supplement to roadway capacity improvements.
- 6.10.4 Work with Community Transit to implement employer outreach programs to promote the use of alternative transportation modes and other worksite-based strategies such as alternative work schedules.
- 6.10.5 In the activity and regional employment centers, encourage compact and mixed use development to reduce vehicle trips and to encourage transit use.
- 6.10.6 Encourage new employers locating to the City to have or develop TDM plans to help reduce demand on transportation system.

**G. Analysis of Future Funding Capability**

**GOAL 6.11 PROVIDE AN AFFORDABLE LEVEL OF SERVICE FOR THE ROADWAY NETWORK.**

Policies

- 6.11.1 The City will maintain a list of annually updated road improvement priorities.
- 6.11.2 Upon the annual date of adoption, the City's concurrency management system may be revised as part of the annual review and amendment of the Comprehensive Plan.
- 6.11.3 The City will coordinate with the PSRC Regional Transportation Planning Organization to ensure consistency and compatibility between transportation plans.
- 6.11.4 In order to preserve the character of neighborhoods, City Council may adopt reduced road standards for built neighborhoods where necessary for the provision of safer pedestrian access.
- 6.11.5 In City road projects, the City Council may choose to install temporary safety improvements (such as widened asphalt shoulders, etc.) in lieu of full improvements where they are able to make at least the following findings:
  - a. There is a significant overwhelming public need to improve pedestrian safety along the road on which the project is proposed, and the project will substantially do so.
  - b. The project is intended to be a temporary solution until a full street improvement project can be funded.
  - c. The project is designed in such a way as to not preclude eventual full-standard development.
  - d. If the full street improvement project is listed on the City's 6-year Transportation Improvement Plan, it will not be removed from the TIP because of the temporary improvements.

**GOAL 6.12 TRANSPORTATION IMPROVEMENTS SHALL BE PRIORITIZED AND FINANCED CONSISTENT WITH THE CAPITAL FACILITIES ELEMENT, AND ALL POSSIBLE AVENUES OF PAYING FOR THE IMPROVEMENTS SHOULD BE EVALUATED FOR AVAILABILITY AND FAIRNESS.**

Policies

- 6.12.1 The City may investigate and consider creating a street utility district to share the cost of capital street improvements over all users.
- 6.12.2 Continue to require developers to pay for improvements related to the impacts of their developments.

- 6.12.3 Keep transportation improvement cost estimates current to collect appropriate shares from developers and users as established.
- 6.12.4 The City will investigate alternative methods of obtaining financing for transportation improvements, including: local option taxes, bonding, Local Improvement Districts, combining efforts with other agencies, investigate all possible grant and loan opportunities such as the Public Works Trust Fund, Intermodal Surface Transportation Efficiency Act funding, and interlocal agreements for mitigation costs with Snohomish County.
- 6.12.5 If funding is unavailable, or if development is progressing beyond the ability to provide sufficient transportation facilities, development moratoriums may be necessary until the transportation facilities can be brought into alignment with approved LOS.

**GOAL 6.13 ENSURE NEW DEVELOPMENT PAYS PROPORTIONATE SHARE OF TRAFFIC IMPACT FEES TOWARD TRANSPORTATION CAPACITY NEEDS OUTSIDE THE BOUNDARIES OF THE NEW DEVELOPMENT THAT BENEFIT THE CONTRIBUTING DEVELOPMENT.**

Policies

- 6.13.1 Offsite improvements (non-frontage) performed by a developer on identified Capital Facilities Plan projects that are part of the impact fee cost basis are eligible for offsets, but offsets cannot exceed the amount of the impact fee the development activity is required to pay.
- 6.13.2 Traffic impact fees shall be pooled to ensure that the fees are expended or encumbered for permissible uses within ten years of receipt.
- 6.13.3 Collected traffic impact fees shall only be spent for costs associated with city street system capacity improvements within the traffic impact zone or combined traffic impact zone where they were collected.
- 6.13.4 The City Council shall adopt a six-year transportation improvement plan (STIP) establishing the priority of projects where the City intends to expend collected fees. Any changes to the priority or addition of a project to the six-year plan shall be authorized through Council Action.
- 6.13.5 Any interest earned on impact fee payments or on invested monies in the traffic impact fee fund, may be pooled and expended on any one or more of the transportation improvements for which the impact fees have been collected.
- 6.13.6 Fees may be collected for system improvement costs previously incurred by the City to the extent that new growth and development will be served by the previously

constructed improvements; provided such fee shall not be imposed to make up for any system improvement deficiencies.

6.13.7 If a development does not fit into any of the categories specified in the transportation impact fee schedule, the developer's traffic engineer shall use the impact fee applicable to the most directly comparable type of land use specified in the impact fee schedule, with final approval by the Public Works Director or designee.

6.13.8 If a development includes mixed uses, the fee shall be determined by apportioning the space committed to the different uses specified in the impact fee schedule.

6.13.9 The Public Works Director shall be authorized to adjust the impact fees for development based on analysis of specific trip generating characteristics of the development. Such adjustments may consider mixed-use characteristics and/or expected levels of ridesharing and transit usage of the development.

**H. Six-Year Multi-Year Financing Plan and Re-assessment of Financing if Funding Falls Short**

**Goal 6.14 Transportation Improvement Program**

Policies

6.14.1 The City will develop an annual Six Year Transportation Improvement Program (TIP) to correlate with improvements identified in the Transportation Element and the Capital Facilities Element (consistent with GMA, only funded TIP projects will be included in the Capital Facilities Element).

**I. Intergovernmental Coordination including Statewide, Regional and County Planning Policies**

**GOAL 6.15 COMMIT TO MEETING FEDERAL AND STATE AIR QUALITY REQUIREMENTS AND WORK WITH STATE, REGIONAL, AND LOCAL AGENCIES AND JURISDICTIONS TO DEVELOP TRANSPORTATION CONTROL MEASURES AND/OR SIMILAR MOBILE SOURCE EMISSION REDUCTION PROGRAMS THAT MAY BE WARRANTED TO ATTAIN OR MAINTAIN AIR QUALITY REQUIREMENTS.**

Policies

6.15.1 Encourage residents and businesses to maintain or improve air quality by completing emissions testing, using alternative transportation, discouraging burning of yard wastes and slash, and discouraging the use of uncertified wood stoves and fireplaces.

6.15.2 Take a lead role in encouraging other modes of transportation by using more efficient vehicles and alternative-fueled vehicles in the City fleet and by encouraging employees use alternative transportation to work.

6.15.3 Encourage alternatives to automobile transportation by promoting improvements to the public transit system, increasing availability of bicycling and walking facilities, and limiting the amount of parking that may be included in some new developments.

6.15.4 Consider alternative transportation options when considering land use decisions and designations to support increased use of walking, biking, carpooling, and bus riding.

6.15.5 Encourage conservation of trees and vegetation through development regulations and incentive mechanisms.

6.15.6 Advocate with Community Transit in designing a public transportation system compatible with the City's centers growth strategy.

6.15.7 Establish information to educate citizens on the importance of clean air.

**GOAL 6.16 PLAN AND DEVELOP A TRANSPORTATION SYSTEM THROUGH INTERGOVERNMENTAL COORDINATION.**

Policies

6.16.1 Coordinate on a regular basis with neighboring jurisdictions, regional transportation agencies and the Washington State Department of Transportation to address shared transportations needs and concerns.

6.16.2 Work with Snohomish County and neighboring cities to ensure that projects outside of the City do not adversely impact the City's transportation system and do not result in a diversion or traffic through City neighborhoods.

6.16.3 Pursue partnerships with Snohomish County and Washington State Department of Transportation on planning, funding, and implementation of transportation improvements with multi-jurisdictional benefits.

6.16.4 Continue coordination with Washington State Department of Transportation on State Route corridor improvements with an emphasis on SR 9/SR 204 vicinity safety and capacity improvements.

6.16.5 State Route corridor improvements with an emphasis on SR 9/SR 204 vicinity safety and capacity improvements.

6.16.5 Work with Puget Sound Regional Council on the planning, funding, and implementation of transportation improvements of regional and local significance.

**J. Other**

**GOAL 6.17 ALLOW FOR ALTERNATIVE DESIGN STANDARDS, AND/OR MATERIALS FOR STREET AND PARKING AREAS.**

Policies

- 6.17.1 Explore the feasibility of reducing right-of-way widths by using new materials (e.g., grasscrete) for emergency vehicle turn-around.
- 6.17.2 Encourage increased levels of pervious surfaces in parking lots by using new designs and/or materials (e.g., grasscrete).
- 6.17.3 Study the feasibility of adopting increased design standards for certain arterial “entryways” into the community.
- 6.17.4 Encourage low impact development projects and low impact development techniques on non-LID projects to conserve and use existing natural site features; integrate distributed, small-scale stormwater controls; and prevent measurable harm to streams, lakes, wetlands, and other natural aquatic systems from commercial, residential, or industrial development sites by maintaining a more hydrologically functional landscape.

**GOAL 6.18 SUPPORT NEIGHBORHOOD EFFORTS TO IMPLEMENT APPROPRIATE TRAFFIC CALMING DEVICES AND STRATEGIES.**

Policies

- 6.18.1 Traffic calming devices may be implemented in neighborhoods, subject to City approval, in order to improve pedestrian and vehicular safety. The type of devices used should be appropriate to the context in which they are installed.
- 6.18.2 Except when the City chooses to sponsor a demonstration project, a pre-requirement for implementation of traffic calming devices on existing will require initiation and financial commitment from the petitioning neighborhood. To ensure the whole neighborhood has an opportunity to provide input, the City shall hold neighborhood meetings before approving any such device.
- 6.18.3 The City may approve a variation from the adopted road standards of Title 14 when such variation substantially contributes to the implementation of traffic calming devices.
- 6.18.4 The City will not directly finance the implementation of traffic calming devices, but will provide technical and grant writing support to neighborhoods. The neighborhood proponents shall be responsible for assuring the necessary funding is available to complete the project.
- 6.18.5 Developers are encouraged to incorporate creative, low impact, storm water facilities in conjunction with constructing streets which implements traffic calming goals.