



PLANNING COMMISSION AGENDA

Date: November 7, 2012

Planning Commission Meeting:

First Wednesday of every Month @ 7:00pm

Community Center
1808 Main Street
Lake Stevens, WA 98258

www.lake-stevens.wa.us/planning.htm

Planning & Community Development Department

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

www.lake-stevens.wa.us

Municipal Code

Available online:

www.codepublishing.com/WA/LakeStevens/

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

B. ROLL CALL

C. GUEST BUSINESS

D. ACTION ITEMS

1. Approve Minutes from September 5, 2012

E. PUBLIC HEARING

PUBLIC HEARING FORMAT

1. Open Public Hearing
2. Staff presentation
3. Commission's questions for staff
4. Proponent's comments
5. Comments from the audience
6. Proponent rebuttal comments
7. Close public comments portion of hearing
8. Re-open public comment portion of hearing for additional comments (optional)
9. Close Hearing
10. COMMISSION ACTION – Recommendation to Council
 - A. Approve
 - B. Deny
 - C. **Continue**

1. 2012 Comprehensive Plan Amendments — Docket Ratification (Karen Watkins, Principal Planner)

For more information, see Staff Report.

F. DISCUSSION ITEMS

1. Year In Review
2. Public Works Projects/Programs Briefing

G. COMMISSIONER REPORTS

H. PLANNING DIRECTOR'S REPORT

I. ADJOURN

SPECIAL NEEDS

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

PLANNING COMMISSION AGENDA

Meeting Date: August 1, 2012

PLANNING COMMISSION PUBLIC HEARING MINUTES

Community Center
1808 Main Street, Lake Stevens
Wednesday, September 5, 2012

CALL TO ORDER: 7:00 pm by Chair Hoult

MEMBERS PRESENT: Chair Linda Hoult, Vice Chair Sammie Thurber, Jennifer Davis, Dean Franz, Gary Petershagen, and Pam Barnet

MEMBERS ABSENT: Commissioner Janice Huxford

STAFF PRESENT: Planning Director Becky Ableman, Principal Planner Karen Watkins, and Planning/Public Works Coordinator Georgine Rosson

OTHERS PRESENT: Chair Hoult welcomed the following members of the public:
Albert Lansing

Excused absence: Commissioner Barnet motioned to excuse Commissioner Huxford, Commissioner Davis second, motion passed 6-0-0-1.

Approval of Minutes from August 15, 2012: Commissioner Franz motioned to approve the minutes, Commissioner Thurber second, motion passed 6-0-0-1.

Guest Business: None

Public Hearing: Commissioner Barnet motioned to open the public hearing portion of the meeting, Commissioner Davis second, motion passed 6-0-0-1.

Staff Presentation:

Principal Planner Karen Watkins presented the proposed amendments and responded to questions. She discussed the background and overview of the Docket and Comprehensive Plan amendments before presenting each proposed map and text amendment individually and describing whether each proposal met the requirements for annual amendments and the findings to allow the proposal to proceed through the amendment cycle. The detailed analysis will be completed in a second phase, the threshold stage, for those projects on the final 2012 Docket ratified by the City Council. There is one citizen proposed map amendment by Snohomish County PUD, and nine staff proposed text amendments.

Public Testimony: The following citizen spoke:

Albert Lansing 10610 20th Street SE, Lake Stevens. Mr. Lansing expressed concern on the use of roundabouts within the City. Chair Hoult explained that the Docket Ratification had no effect on roundabout usage within the City. Planning Director Ableman said Mr. Lansing's concerns would be passed to the Public Works Director Mick Monken and also invited him to the September 10th Council meeting to share his concerns on roundabouts with Council.

Chair Hoult noted there were no further comments from the public. Commissioner Davis motioned to close the public comment portion of the hearing, Commissioner Barnet second, motion passed, 6-0-0-1.

Commissioner Petershagen motioned to close the public hearing portion of the meeting, Vice-Chair Thurber second, motion passed, 6-0-0-1.

Commission Action:

The Planning Commission took one vote for all map and text amendments. Commissioner Barnet motioned to recommend approval to Council of ratification of the 2012 Docket Comprehensive Plan Amendments, Commissioner Franz second, motion passed, 6-0-0-1.

Discussion Items: None

Commissioner Reports: None

Planning Director's Report:

Planning Director Ableman discussed the first public hearing on August 27th before Council for the Subarea Plans. The second hearing is September 10th and there will be an open house prior to the meeting.

Adjourn: Vice-Chair Thurber motioned to adjourn at 7:28 p.m., Commissioner Davis second, motion passed, 6-0-0-1.

Linda Hoult, Chair

Georgine Rosson, Planning/Public
Works Coordinator



Staff Report
City of Lake Stevens Planning Commission

Planning Commission Public Hearing Date: **November 7, 2012**

Subject: **2012 Comprehensive Plan Amendments (2012 Docket) – Final Review (LS2012-3)**
Contact Person: **Karen Watkins**, Planning & Community Development Department
Via: **Rebecca Ableman, Planning Director**

SUMMARY: Attached are one privately proposed map amendment and eight City proposed text amendments ratified by the City Council on October 8, 2012. Most of the amendments are normal updates related to the Docket, related to the recently adopted subarea plans and associated documents including subarea capital facilities plans, and general updates due to changes in state regulations or requirements.

BACKGROUND/HISTORY: Under the Growth Management Act, the City is allowed to amend the Comprehensive Plan and Future Land Use Map only once per year with a few exceptions such as adopting subarea plans or Planned Actions, as was done earlier this year. This process is called the “Docket.” The Comprehensive Plan has a specified docket process to follow (pages 1-20 to 1-26). This year’s docket has one map amendment proposed by the Public Utility District of Snohomish County No. 1 and eight text amendments proposed by the City.

The Planning Commission held a public hearing for recommendation to ratify the 2012 Docket on September 5, 2012. The 2012 Docket was ratified by the City Council on October 8, 2012.

The proposed Comprehensive Plan amendments were sent to the Washington Department of Commerce on October 9, 2012 for the required 60-day review by State agencies. Addendum No. 5 to the Integrated 2005 Comprehensive Plan and Environmental Impact Statement was issued on October 12, 2012. Adoption of Existing Environmental Document (DNS and SEPA Checklist) for the Lake Stevens School District Capital Facilities Plan was issued October 19, 2012. No comments have been received to date.

RT-9 was an open item to allow the City Council to add any additional items to the Docket. During the Council Ratification Hearing, they added a Goal and Policy (6.12) to Chapter 6 Transportation Element related to the Traffic Impact Fee Program. This addition was added to the T-4 analysis form as it includes amendments to Chapter 6. There are a few additional changes to the proposed amendments from the ratification stage including additional changes to T-4 related to Transit LOS Standards with changes proposed by Community Transit, the changes to T-5 Chapter 7 related to the adoption of the Lake Stevens School District Capital Facilities Plan 2012-2017, and changes to T-6 Chapter 8 for updates to Tables 8-1, 8-3 and 8-6 related to adoption of the subarea plans and related subarea capital facilities plan.

The items on the ratified docket have been analyzed against the criteria to grant or deny an amendment. An analysis form for each proposed text amendment is attached. All proposals meet all requirements for granting the proposed amendments.

ACTION REQUESTED OF PLANNING COMMISSION: The Planning Commission should hold a public hearing on November 7, 2012 to review each proposed amendment against the six criteria listed in the Comprehensive Plan (page 1- 25) to grant or deny a Plan amendment. The Planning Commission should make a recommendation on the Comprehensive Plan Amendments to the City Council.

For both City and privately-initiated amendments, the City shall take into consideration, but is not limited to, the following factors when considering approval of a proposed amendment to the Comprehensive Plan:

1. *The effect upon the physical, natural, economic, and/or social environments.*
2. *The compatibility with and impact on adjacent land uses and surrounding neighborhoods including whether the amendment would create pressure to change the land use designation of other properties in the vicinity.*
3. *The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and schools.*
4. *The quantity and location of land planned for the proposed land use type and density.*
5. *The effect, if any, upon other aspects of the Comprehensive Plan.*

The City may amend the Comprehensive Plan only if it finds the amendment meets all of the following:

1. *The amendment must be consistent with the Growth Management Act and other applicable State laws;*
 2. *The amendment must be consistent with the applicable County-wide Planning Policies;*
 3. *The amendment must not be in conflict with the Community Vision or other goals, policies, and provisions of the Comprehensive Plan;*
 4. *The amendment can be accommodated by all applicable public services and facilities, including transportation;*
 5. *The amendment will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses, or residents;*
 6. *The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.*
-

DISCUSSION: Staff will briefly walk through each amendment and ask for questions.

RECOMMENDATION: Staff has made recommendations on the analysis forms. All map and text amendments meet all the applicable decision criteria to grant the proposed amendments.

ATTACHMENTS: Analysis Forms for One Map and Eight Text Amendments



Comprehensive Plan Docket 2012 Map Amendment

Staff Summary for Grant or Denial M-1 PUD Decommissioned Water Reservoir Redesignation

PROPERTY OWNER(S): Public Utility District of Snohomish County No. 1 CONTACT: Mark Flury	PARCEL NUMBER(S)/ACREAGE/ PROPERTY LOCATION: 00385500700400/1.16 acres/Cedar Road Reservoir Site, 2223 Cedar Road, Lake Stevens
SUMMARY: The proposal is for a map change to the Comprehensive Plan as part of the 2012 Comprehensive Plan amendments. The redesignation from Public/Semi-Public (P/SP) to Medium Density Residential (MDR) would occur concurrently with a site-specific rezone from Public/Semi-Public (P/SP) to Urban Residential (UR).	
DISCUSSION: PUD would like to sell the property and are therefore requesting a redesignation to MDR with a concurrent rezone to UR, which is consistent with the properties to the north, west and south of the subject property.	

LAND USE DESIGNATION	
EXISTING: Public/Semi-Public (P/SP)	PROPOSED: Applicant – Medium Density Residential (MDR) Staff – Medium Density Residential

GRANTING OR DENIAL OF AMENDMENTS (Pg 1-25, Dec 2011 Final Comprehensive Plan)
For both City and privately-initiated amendments, the City shall take into consideration, but is not limited to, the following factors when considering approval of a proposed amendment to the Comprehensive Plan:

- | |
|---|
| 1. The effect upon the physical, natural, economic, and/or social environments.
Redesignation of the 1.16 acre parcel from Public/Semi-Public to Medium Density Residential would have no effect upon the physical, natural, economic and/or social environments. |
| 2. The compatibility with and impact on adjacent land uses and surrounding neighborhoods including whether the amendment would create pressure to change the land use designation of other properties in the vicinity.
Redesignation of the parcel from P/SP to MDR is consistent with the parcels to the north, west, south and east and will therefore be compatible with adjacent and surrounding land uses and neighborhoods. |
| 3. The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and schools.
The parcel is located in an area with existing public facilities and services and has utilities on site. |
| 4. The quantity and location of land planned for the proposed land use type and density.
The parcel proposed for redesignation is very small at 1.16 acres and will not affect area land use and density. |
| 5. The effect, if any, upon other aspects of the Comprehensive Plan.
Redesignation of the parcel will have no other effects on the Comprehensive Plan. |

The City may amend the Comprehensive Plan only if it finds the amendment meets all of the following:

1. The amendment must be consistent with the Growth Management Act and other applicable State laws.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
2. The amendment must be consistent with the applicable County-wide Planning Policies.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
3. The amendment must not be in conflict with the Community Vision or other goals, policies, and provisions of the Comprehensive Plan.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
4. The amendment can be accommodated by all applicable public services and facilities, including transportation.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
5. The amendment will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses or residents.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
6. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

ZONING – The Hearing Examiner will make a recommendation to Council on the rezone.

EXISTING: Public/Semi-Public (P/SP)	PROPOSED: Applicant – Urban Residential (UR) Staff – Urban Residential (UR)
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GRANT OR DENIAL OF REZONE SHALL BE BASED ON THE FOLLOWING CRITERIA
(LSMC 14.96.050)

<p>Consistent with the Lake Stevens Comprehensive Plan? Rezoning the proposed property from P/SP to UR is consistent with the Comprehensive Plan and the Land Use Map as the parcels to the north, west and south area currently zoned UR and the parcel to the east is zoned Suburban Residential.</p>
<p>In compliance with Growth Management Act? Rezoning the proposed property from P/SP to UR is consistent with GMA.</p>
<p>Advances public health, safety and welfare? Rezoning the proposed property from P/SP to UR advances the public health, safety and welfare of residents as the historical use as a water storage facility has not been in use since 1980-81 and the property has been vacant. Rezoning the parcel for resale will allow residential development to occur consistent with the surrounding neighborhood.</p>

Staff recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan and LSMC.

The Planning Commission recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan and LSMC.

The City Council GRANTS or DENIES this proposal based on the criteria in the Comprehensive Plan and LSMC.



SNOHOMISH COUNTY PUD
No. 1
CEDAR ROAD RESERVOIR
SITE

REZONE MAP



Comprehensive Plan Docket 2012 Text Amendment

Staff Summary for Grant or Denial T-1 Chapter 1 Introduction

LOCATION IN COMPREHENSIVE PLAN: Chapter 1, pages 1-9, 1-16, 1-17, 1-21, and 1-27 to 1-28.

SUMMARY: The proposal is for text changes to the Comprehensive Plan as part of the 2012 Comprehensive Plan amendments. Five amendments are proposed in Chapter 1 Introduction.

DISCUSSION: The proposed amendments add the 2012 docket process and reference the SEPA review for the 2012 Docket, updates the annexation section, and updates the annual plan amendment process based on changes to state code.

PROPOSED CHANGES:

Page 1-9 – update “Public Process for Docket Cycles” with 2012 Ratification and Adoption tables.

The 2012 Docket included the following meetings for public participation during the adoption process for Plan amendments:

2012 Docket Ratification

September 5	Planning Commission Hearing/Set Final Docket
September 24	City Council Ratification of Final Docket

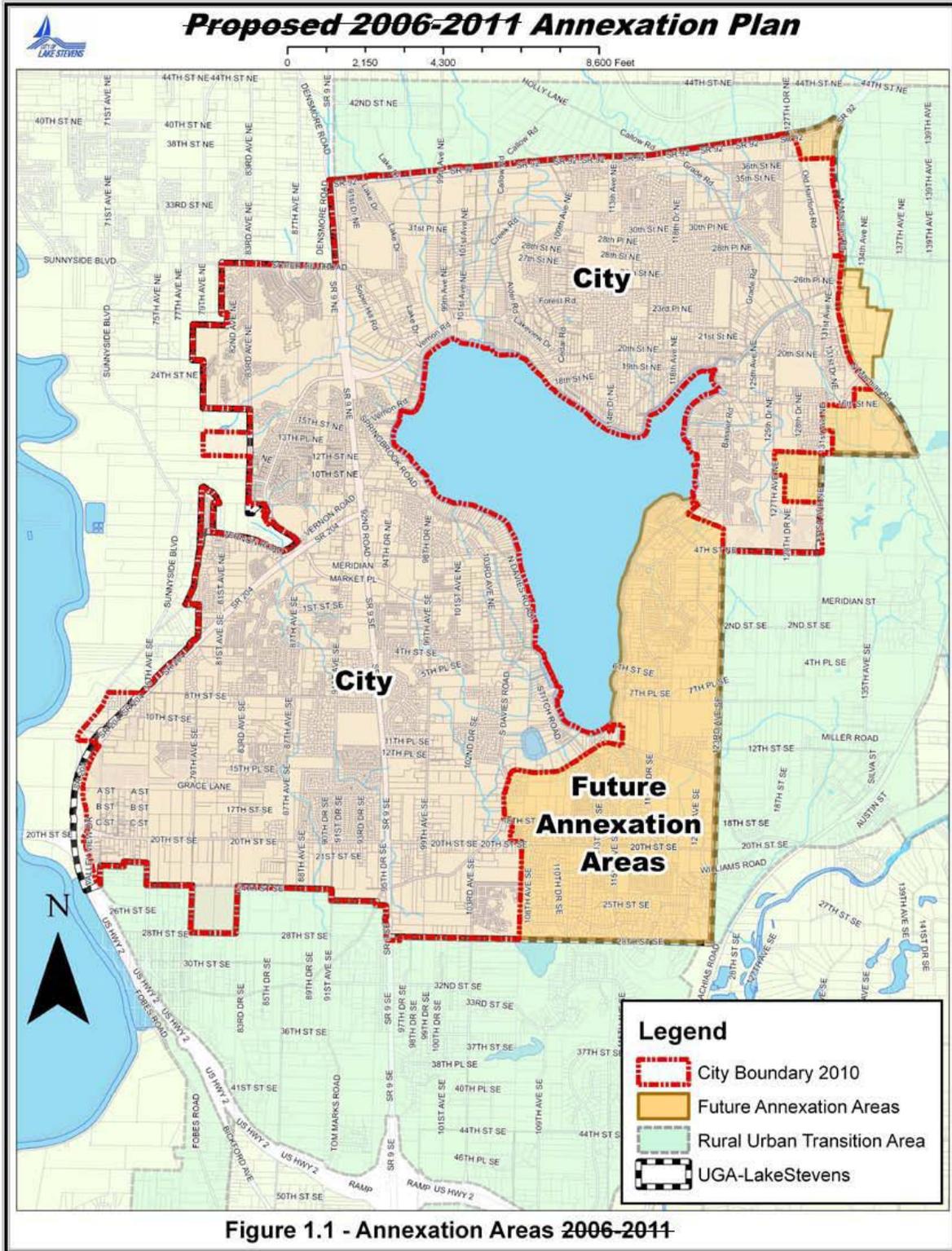
2012 Adoption of Amendments

October 22	City Council Briefing
October 25	Hearing Examiner Public Hearing for Associated Rezone
November 7	Planning Commission Public Hearing
December 10	City Council Public Hearing & Adoption of Amendments & Rezone
December 24	Amendments Effective

Pages 1-16 & 1-17 – update “5. Lake Stevens UGA Annexation Plan” to remove references to original 6-year plan to be more general and modify Figure 1-1 to remove dates “2006-2011”.

5. Lake Stevens UGA Annexation Plan

The City’s Comprehensive Plan includes an annexation plan that calls for eventually annexing the remainder of the unincorporated area within its UGA, approximately 1,053 acres (~~(, by the year 2011)~~). Figure 1.1 shows the City’s proposed Annexation Plan. The annexation schedule is currently under review. On December 31, 2009, all of the Urban Growth Area west and southwest of the lake was annexed into the City. Only the areas southeast of the lake, small areas east of downtown and one parcel west of Lundeen Parkway are still located in the Urban Growth Area.



Page 1-21 – Update “C. Exceptions to the Annual Plan Amendment Process” for consistency with RCW 36.70A.130(2)(a).

C. Exceptions to the Annual Plan Amendment Process

The City may consider amendments to the Comprehensive Plan outside of the annual amendment process

under one or more of the following circumstances:

- The initial adoption of a subarea plan that clarifies, supplements, or implements jurisdiction-wide comprehensive plan policies, and may only be adopted if the cumulative impacts of the proposed plan are addressed by appropriate environmental review under Chapter 43.21C RCW~~((does not modify the Plan policies and designations applicable to the area))~~;
- The development of an initial subarea plan for economic development located outside of the one hundred year floodplain in a county that has completed a state-funded pilot project that is based on watershed characterization and local habitat assessment;
- The adoption of amendment of a shoreline master program under the procedures set forth in Chapter 90.58 RCW;
- The amendment of the capital facilities element of the Plan that occurs concurrently with the adoption or amendment of the City's budget; or
- The adoption of comprehensive plan amendments necessary to enact a planned action under RCW 43.21C.031(2), provided that amendments are considered in accordance with the public participation program established by the City under RCW 36.70A.130(2)(a) and all persons who have requested notice of a comprehensive plan update are given notice of the amendments and an opportunity to comment.
- ~~((When an emergency exists; or~~
- ~~To resolve an appeal of the Plan or an implementing development regulation or program that is filed with the Growth Management Hearings Board or courts.))~~

Page 1-27 to 1-28 – Add sentence to end of “Environmental Review” Section to reference Addendum #5 and Adoption of School District SEPA Determination in new Appendix L.

B. Environmental Review

A complete environmental review can be found in **Appendix A** of the Comprehensive Plan. Comments on the environmental analysis were gathered at the same time the overall Plan was circulated for public review. Adjustments were made based on comments received. The result is a Comprehensive Plan that responds to environmental goals of the community and complies with the State Environmental Policy Act. An addendum to the Final Environmental Impact Statement for the 2007 Docket was issued on November 16, 2007 and is included in **Appendix B**. An addendum to the Final Environmental Impact Statement for the 2008 Docket was issued on October 10, 2008 and is included in **Appendix G**. A Determination of Nonsignificance and Adoption of Existing Environmental Documents for the 2009 Docket was issued on March 25, 2009 and is included in **Appendix H**. An addendum to the Final Environmental Impact Statement for the 2009 revisions to the Capital Facilities Plan with amendment of the 2009 City Budget was issued on October 12, 2009 and is included in **Appendix I**. A Determination of Nonsignificance and Adoption of Existing Environmental Documents for the 2010 Docket was issued on July 7, 2010 and is included in **Appendix J**. Addendum No. 4 to the Integrated 2005 Comprehensive Plan and Final Environmental Impact Statement for the 2011 Docket was issued on October 19, 2011 and is included in **Appendix K**. Addendum No. 5 to the Integrated 2005 Comprehensive Plan and Final Environmental Impact Statement for the 2012 Docket was issued on October 12, 2012 and Adoption of Existing Environmental Documents for the Lake Stevens School District Capital Facilities Plan 2012-2017 was issued on October 19, 2012 and are included in **Appendix L**.

GRANTING OR DENIAL OF AMENDMENTS (Pg 1-25, Dec 2011 Final Comprehensive Plan)

For both City and privately-initiated amendments, the City shall take into consideration, but is not limited to, the following factors when considering approval of a proposed amendment to the Comprehensive Plan:

1. The effect upon the physical, natural, economic, and/or social environments.

The proposed amendments reference the docket process and associated environmental review, updates annexation information, and updates the annual plan amendment process, so will have no effect upon the physical, natural, economic, and/or social environments.

2. The compatibility with and impact on adjacent land uses and surrounding neighborhoods including whether the amendment would create pressure to change the land use designation of other properties in the vicinity.

The proposed amendments reference the docket process and associated environmental review,

updates annexation information, and updates the annual plan amendment process, so will have no impact to specific land uses or neighborhoods.
3. The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and schools. The proposed amendments reference the docket process and associated environmental review, updates annexation information, and updates the annual plan amendment process, so will have no impact on public facilities and services.
4. The quantity and location of land planned for the proposed land use type and density. The proposed amendments reference the docket process and associated environmental review, updates annexation information, and updates the annual plan amendment process, so will have no effect on land use and density.
5. The effect, if any, upon other aspects of the Comprehensive Plan. The proposed amendments reference the docket process and associated environmental review, updates annexation information, and updates the annual plan amendment process, so will have no effect on other aspects of the Comprehensive Plan.

The City may amend the Comprehensive Plan only if it finds the amendment meets all of the following:

1. The amendment must be consistent with the Growth Management Act and other applicable State laws.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
2. The amendment must be consistent with the applicable County-wide Planning Policies.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
3. The amendment must not be in conflict with the Community Vision or other goals, policies, and provisions of the Comprehensive Plan.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
4. The amendment can be accommodated by all applicable public services and facilities, including transportation.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
5. The amendment will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses or residents.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
6. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

Staff recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan.

The Planning Commission recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan.

The City Council GRANTS or DENIES this proposal based on the criteria in the Comprehensive Plan.



Comprehensive Plan Docket 2012 Text Amendment

Staff Summary for Grant or Denial T-2 Chapter 2 Description of the Planning Area

LOCATION IN COMPREHENSIVE PLAN: Chapter 2, pages 2-4 to 2-7, and 2-15.
SUMMARY: The proposal is for text changes to the Comprehensive Plan as part of the 2012 Comprehensive Plan amendments. Two amendments are proposed in Chapter 2 Description of the Planning Area.
DISCUSSION: The proposed amendments update the population characteristics with 2010 Census data and employment information with economic analysis data from the recent subarea planning project.

<p>PROPOSED CHANGES: <i>Page 2-4 to 2-7 – update “Population Characteristics” with 2010 Census data.</i></p> <p>Population Characteristics</p> <p>The population of the Lake Stevens area, both inside and out of the City, has been steadily increasing since the City was originally incorporated. In 1960 the City’s population was 900. In 2003 the estimated population was 6,910. Similarly, residential growth in the unincorporated UGA has been steady. Between 1992 and 2000, the unincorporated UGA population increased a full 80%, from 10,044 to 18,071. <u>By 2010, the City’s population had increased to 28,600 after the Southwest Annexation.</u></p> <p>Population growth is determined by the number of births and deaths, the amount of people moving out of the City and the number moving in. ((The 2000 Census tracked the latter and found that 3,172 people who lived in the City in 2000 had not lived in the same house in 1995. The Census does not tell us how many of those moved from one residence in the City in 1995 to another before 2000.</p> <p>Table 2-1 – Origin of Residents That Moved Between 1995 and 2000</p> <table border="1" style="width: 100%;"> <thead> <tr> <th style="text-align: center;">Residence in 1995</th> <th style="text-align: center;">Percent of Persons in Different Residence in 2000</th> </tr> </thead> <tbody> <tr> <td>Snohomish County (in and out of Lake Stevens)</td> <td style="text-align: center;">59%</td> </tr> <tr> <td>Washington State (excluding Snohomish Co.)</td> <td style="text-align: center;">24%</td> </tr> <tr> <td>Other States</td> <td style="text-align: center;">20%</td> </tr> <tr> <td>Beyond the U.S.</td> <td style="text-align: center;">0.5%)</td> </tr> </tbody> </table> <p>The single largest racial category (white) accounted for ((93.5))<u>87.4%</u> of the population, followed by <u>Hispanic, Latino of any race at 6.2 percent, persons identifying with two or more races at ((2.6))4.8%; Asian (((4.3))3.1%); some other race not listed at 1.8%; Black or African American at 1.7%; American Indian and Alaska Native (((0.9))1.7%) and ((Black or African American))Native Hawaiian and Pacific Islander (0.((7))1%).</u></p> <p>The 2000 Census published data on educational attainment for adults 25 years and older. For Lake Stevens, 8.8% did not finish high school; 70.9% finished high school and/or had some college (up to receiving an associate’s degree); and 20.3% had earned a bachelor’s or graduate degree. While trends have been toward smaller households, Lake Stevens saw an increase in the average household size between 1990 and 2000, from 2.91 to 2.96 <u>and has retained a household size of 2.9 to 2010.</u> Of the twenty Snohomish County cities, Lake Stevens is second only to Brier in average household size. <u>Generally, families in Lake Stevens and Snohomish County have higher incomes and a lower poverty rate compared to the national average. ((The median annual income in Lake Stevens in 2000 was \$65,231 which</u></p>	Residence in 1995	Percent of Persons in Different Residence in 2000	Snohomish County (in and out of Lake Stevens)	59%	Washington State (excluding Snohomish Co.)	24%	Other States	20%	Beyond the U.S.	0.5%)
Residence in 1995	Percent of Persons in Different Residence in 2000									
Snohomish County (in and out of Lake Stevens)	59%									
Washington State (excluding Snohomish Co.)	24%									
Other States	20%									
Beyond the U.S.	0.5%)									

ranked fourth among the twenty Snohomish County cities and was 23% higher than the countywide median.)) Table 2.2 provides a breakdown of household income ranges in Lake Stevens including median and mean income.

Poverty status is determined by household income and the size of household the income must support. The 2010((00)) census found that ((3-8))5.4% of families((,-4.4% of the population)) in Lake Stevens were living in poverty((as were 3.9% of all children under 18 and 9.0% of persons 65 and older)).

Range of Annual Income	% of Households
Less than \$10,000	((5.4))4.6%
\$10,000-14,999	((1.8))2.4%
\$15,000-24,999	((5))4.0%
\$25,000-34,999	((7.8))5.9%
\$35,000-49,999	((11.7))13.8%
\$50,000-74,999	((3))22.7%
\$75,000-99,999	((19.0))21.7%
\$100,000-\$149,9099((+))	16.5%
\$150,000-\$199,999	5.3%
\$200,000 or more	3.1%
Median income (\$)	\$71,893
Mean income (\$)	\$85,591

Source: U.S. Census Bureau, 2010 Census((2005-2009 American Community Survey))

Pages 2-15 – update “Employment” with more recent data

Employment

Lake Stevens has a relatively low job to housing balance, meaning that people that live here generally have to commute to other areas for employment. PSRC estimates there were 999 jobs in the City in 2000 (27.6% of all jobs in the UGA). On a preliminary basis, the City has adopted a 2025 employment target of 1,805, representing an increase of 806 jobs. The County’s employment target for 2025 is 6,615 jobs in the UGA.

((There is potential for employment growth in the industrial zones which are notably vacant or underutilized. According to Snohomish County Buildable Lands Report, the City has capacity for as many as 2,600 jobs under the present zoning. However, this number represents a theoretical capacity. Given the variety of uses that are permitted in the industrial zones, and the inherent variety in employment generation, it is fully expected that the actual employment will be significantly lower than the theoretical capacity.

As a result of the limited number of jobs in the City, a large number of workers commute to other jurisdiction. Lake Stevens’ residents on average engage in longer commutes. For example, in the Puget Sound region the average, non transit, commute time is about 24 minutes while in Lake Stevens, 54% of workers exceed the average commute time.

Under the City’s “sustainable community” goals, efforts will be made to provide job opportunities closer to residents to reduce these commute times.))

Before the adoption of two subarea plans in 2012, the City completed an *Economic Assessment* as part of the Lake Stevens Economic Development Strategy, which included information regarding employment dynamics. The following information is summarized from the assessment (Leland Consulting Group and LMN, January 7, 2011).

The Geography of Employment. The geography of where residents live and work has a significant impact on office, retail, and housing markets, existing and desired transportation infrastructure, and economic development opportunities. All information is based on 2008 U.S. Census data, gathered prior to the most recent (2009) Southwest Annexation, during which the City gained approximately 10,000 residents. Thus, while the principles discussed below should remain accurate, the numbers of employees and residents in Lake Stevens have increased significantly. The 2008 Census data is the most recent available. The

employment geography figures show that:

- Lake Stevens residents travel widely for work. While Everett is the top destination for Lake Stevens employees, significant numbers of employees also travel further, to Seattle, Bellevue, and other locations.
- The City is largely a beginning point for work trips, rather than an ending point.
- Thousands of employees pass through Lake Stevens and/or the Highway 2 trestle on their way to work in Everett, and by extension, other locations to the west and south. In addition to Lake Stevens residents, these commuters comprise a key demographic group with a high propensity to choose Lake Stevens as a place to shop, work, and live.

Residential Origins of Lake Stevens Employees. The area from which Lake Stevens draws employees is much smaller than the area to which Lake Stevens residents commute to. For example, while 925 Lake Stevens residents commute to the City of Seattle, only 84 Seattle residents commute to Lake Stevens. Again, this confirms that Lake Stevens is currently a residential community, rather than an employment-centered community. As of 2008, almost twice as many people commuted *from* Lake Stevens as worked *in* Lake Stevens.

Table 2-4 - Place of Employment, Lake Stevens Residents

<u>CITY</u>	<u>NUMBER</u>	<u>SHARE</u>
<u>Everett</u>	<u>1,242</u>	<u>17.9%</u>
<u>Seattle</u>	<u>925</u>	<u>13.3%</u>
<u>Lake Stevens</u>	<u>604</u>	<u>8.7%</u>
<u>Bellevue</u>	<u>318</u>	<u>4.6%</u>
<u>Marysville</u>	<u>199</u>	<u>23.9%</u>
<u>Lynnwood</u>	<u>195</u>	<u>2.8%</u>
<u>Redmond</u>	<u>190</u>	<u>2.7%</u>
<u>Bothell</u>	<u>172</u>	<u>2.5%</u>
<u>Snohomish</u>	<u>153</u>	<u>2.2%</u>
<u>Monroe</u>	<u>142</u>	<u>2.0%</u>
<u>All Other Locations</u>	<u>1,346</u>	<u>19.4%</u>

The Westward Commute and Lake Stevens Secondary Retail Market Area. Thousands of employees routinely pass through Lake Stevens and the Highway 2 trestle on their way to Everett. These commuters are representative of thousands of others like them commuting westward to jobs in other western locales in Snohomish and King Counties. A crescent of Snohomish County cities including Granite Falls to Lake Stevens, Snohomish, Monroe, and Sultan provides a Secondary Retail Market Area for Lake Stevens. In addition to being oriented to and reliant on western parts of the Puget Sound Region for work, analysis shows that residents of this Secondary Market Area need to return to the west to make many of their major retail purchases. Because of the proximity and convenience of Lake Stevens to the market area, there is an opportunity to attract the population to employment and retail opportunities in Lake Stevens, assuming those opportunities are competitive with other offerings to the west. The population of the “Snohomish County Crescent” is approximately 105,000 in 2010, nearly four times the population of Lake Stevens alone, and thus represents a very significant employment and retail opportunity.

Lake Stevens Traffic Counts. From a real estate and economic development point of view, traffic counts are important to real estate developers, and their retail and office tenants. This is because both retail and office tenants want locations with high visibility, where they can be seen and selected by thousands of potential customers. This is particularly true for major retailers, who believe in the adage that their customers “can’t buy what they can’t see”. Supermarkets and other tenants that locate in “neighborhood” or “community” retail centers look for average daily traffic (ADT) counts of 20,000 or more. Major regional malls and retail centers tend to locate near major highways that see around 60,000 ADT. Other types of transportation and visibility measures, for example, pedestrian and public transit counts are important—but only in areas with very high pedestrian and transit usage, in which these travelers are as or more numerous

than vehicle trips.

With one minor exception, the segments of Highways 2 and 9 within or near Lake Stevens carry the levels of traffic sought by major community retail center tenants. Along with population and demographics, ADT should be one of the primary metrics that the City uses to inform retail developers and tenants about the local market potential.

GRANTING OR DENIAL OF AMENDMENTS (Pg 1-25, Dec 2011 Final Comprehensive Plan)

For both City and privately-initiated amendments, the City shall take into consideration, but is not limited to, the following factors when considering approval of a proposed amendment to the Comprehensive Plan:

1. The effect upon the physical, natural, economic, and/or social environments.
The proposed amendments update population and employment information with more recent data and have no effect upon the physical, natural, economic, and/or social environments.
2. The compatibility with and impact on adjacent land uses and surrounding neighborhoods including whether the amendment would create pressure to change the land use designation of other properties in the vicinity.
The proposed amendments update population and employment information with more recent data, so will have no impact to specific land uses or neighborhoods.
3. The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and schools.
The proposed amendments update population and employment information with more recent data, so will have a positive impact on planning for public facilities and services.
4. The quantity and location of land planned for the proposed land use type and density.
The proposed amendments update population and employment information with more recent data, so will have a positive impact on land use and density planning for the future.
5. The effect, if any, upon other aspects of the Comprehensive Plan.
The proposed amendments update population and employment information with more recent data, so will positively effect on other aspects of the Comprehensive Plan by providing a better baseline for planning.

The City may amend the Comprehensive Plan only if it finds the amendment meets all of the following:

1. The amendment must be consistent with the Growth Management Act and other applicable State laws.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
2. The amendment must be consistent with the applicable County-wide Planning Policies.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
3. The amendment must not be in conflict with the Community Vision or other goals, policies, and provisions of the Comprehensive Plan.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
4. The amendment can be accommodated by all applicable public services and facilities, including transportation.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
5. The amendment will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses or residents.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
6. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

Staff recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan.

The Planning Commission recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan.

The City Council GRANTS or DENIES this proposal based on the criteria in the Comprehensive Plan.



Comprehensive Plan Docket 2012 Text Amendment

Staff Summary for Grant or Denial T-3 Chapter 4 Land Use Element

LOCATION IN COMPREHENSIVE PLAN: Chapter 4, pages 4-4 to 4-5, 4-11, 4-12, 4-13, 4-22 to 4-25, and 4-34.

SUMMARY: The proposal is for text changes to the Comprehensive Plan as part of the 2012 Comprehensive Plan amendments. Six amendments are proposed in Chapter 4 Land Use Element.

DISCUSSION: The proposed amendments update the Land Use Map, add description for Low Density Residential designation, better define flexible housing options in different zones, and update the Reasonable Measures table to reflect adoption of the subarea plans.

PROPOSED CHANGES:

Pages 4-4 and 4-5 – remove reference to Figure 4.0b and remove Figure 4.0b Existing Land Use Map as Figure 4.1 is the City Land Use Map.

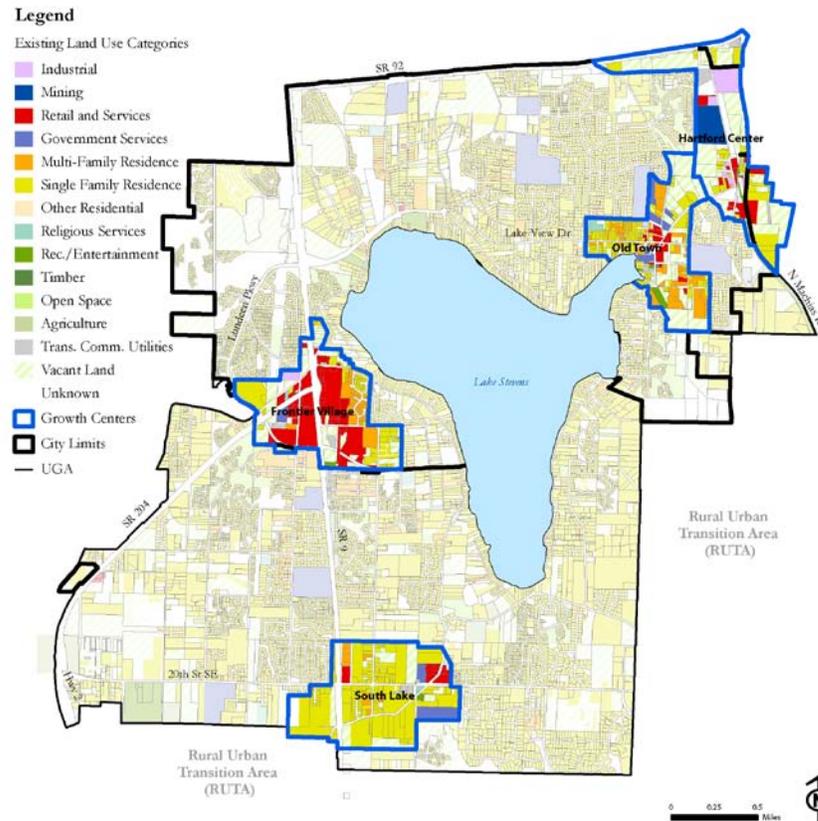
Existing Land Use and Transportation Pattern

The City of Lake Stevens consists of 3,392 acres situated on a gently sloping terrace rising east from the flood plain of the Snohomish River to the foothills of the Cascade Mountains. The City limits currently surround the north side of Lake Stevens, and by 2011 the City proposes to annex the remainder of the Urban Growth Area (UGA) surrounding the Lake. 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.

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) with a dispersed and discontinuous street network. Multi-family residential uses are primarily confined to the perimeter of the Central Business District (Old Town), along Grade Road to the north, along 16th Street NE to the south, and in and around Frontier Village. 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. (~~Figure 4.0b shows existing land use within the City and its unincorporated UGA.~~)

The City of Lake Stevens and its UGA are connected to the greater region by several regional highways. The local transportation system consists of a fairly 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; extending northward to the Skagit County line and southward to SR 522. 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 to the I-5 corridor and Everett to the west, and to points east. SR 92 is a Regional State Highway and serves as an east-west route that extends from SR 9 eastward to Granite Falls, and defines the northern boundary of the City. SR 204 is a Regional State Highway and serves as a connector between US 2 and SR 9. Machias Road is a major north-south collector extending north to SR 92 and south to US 2, and defining 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.



((Figure 4.0b—Existing Land Use Map))

Page 4-11 – add definition for Low Density Residential after Medium Density Residential

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.

Page 4-12 – replace Figure 4.1 City Land Use Map with updated map

Page 4-13 – revise language in paragraph after Waterfront Residential to better reflect flexible housing options in different zones.

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 (~~Townhouse zones~~). 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 (~~Each is~~) 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.

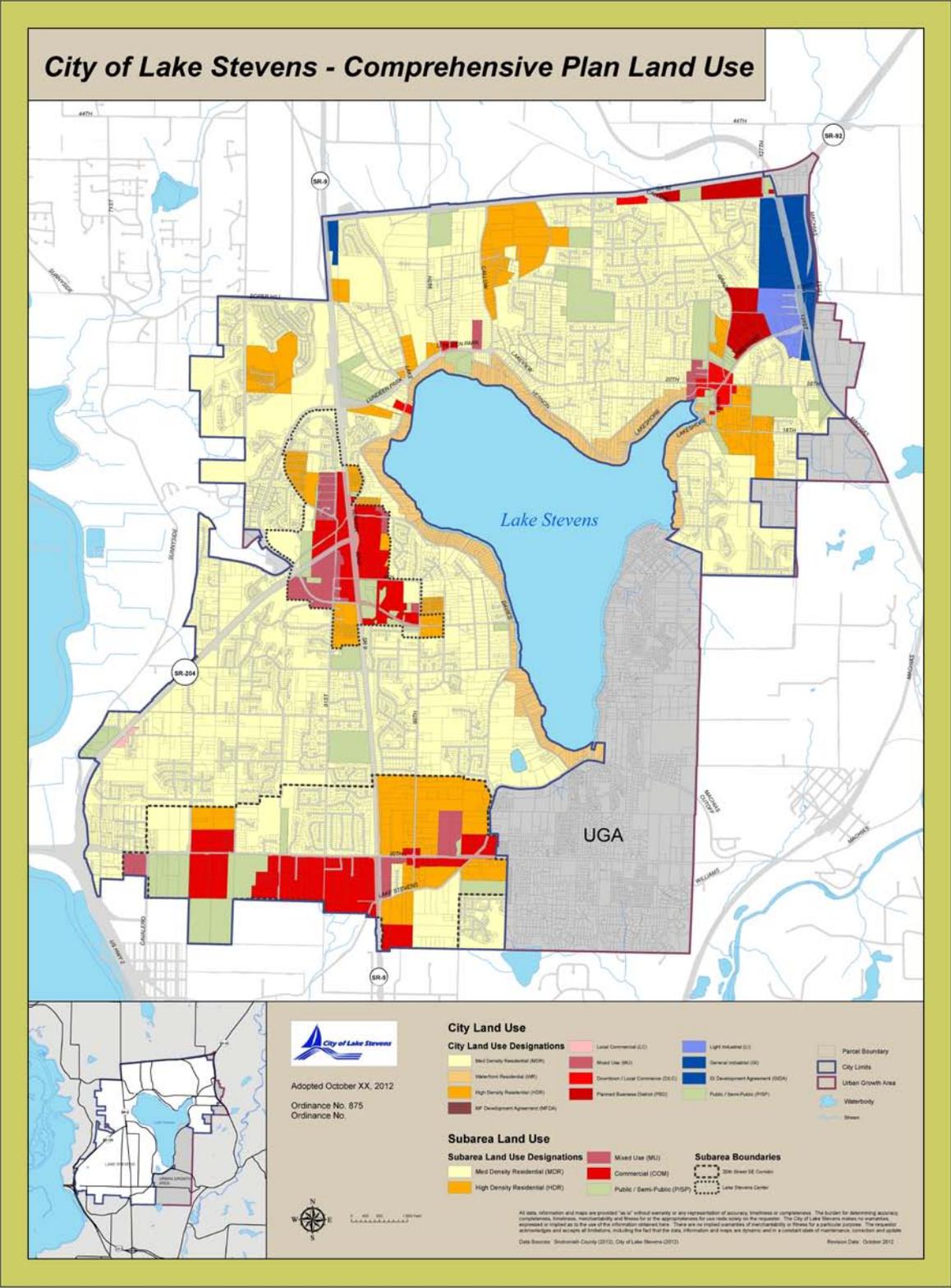


Figure 4. – City Land Use Map

Pages 4-22 to 4-25 – update Table 4-3 Reasonable Measures to reflect adoption of the subarea plans and other previous code amendments including innovative housing.

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

Measure	Adopted?	Applicability	Effectiveness/Potential
MEASURES TO INCREASE RESIDENTIAL CAPACITY			
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.
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	<u>PRDs, clustered housing, 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. ((Recently)) The PRD rules ((have been changed which)) place((s)) a limit on the number and size of reduced area lots within a PRD. <u>Innovative housing options usually do not have lots, but are similar to small lot single-family developments.</u>
Encourage Infill and Redevelopment	((In Process)) Yes	All single family residential zones <u>and in subareas</u>	Innovative Housing Options - Cottage Housing is allowed in <u>many residential and mixed use zones((code for 2009))</u> . Other innovative housing <u>types</u> to be reviewed (e.g., compact housing, etc.). <u>Subareas and Downtown will include infill and redevelopment.</u>

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.
MEASURES TO INCREASE EMPLOYMENT CAPACITY			
Economic Development Strategy	((In Process)) Yes	<u>Lake Stevens Center and 20th Street SE Corridor Subareas</u>	((A coordinated strategy with aggressive marketing and recruitment efforts may contribute to better utilization of employment capacity areas.)) <u>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.</u>
Create Industrial Zones	Yes	General and Light Industrial Zones	Capacity exists. Largely undeveloped. Minimal potential for additional implementation <u>due to lack of sewer infrastructure.</u>
Zone by building type, not use	((No)) <u>Yes, some</u>	Current City zoning is based on use; <u>adopted subarea plans include some regulation by building type</u> ((which may be too broad in some cases and too limiting in other cases))	Minimal potential for implementation to significantly alter the growth strategy <u>except within subareas</u> ((unless considered as part of subarea planning)).
Brownfields Programs	No	<u>No known brownfields within the City</u>	

Urban Centers/Villages	((In Process)) Yes	City <u>adopted two subareas</u> ((has defined Growth Centers))) that permit a higher density mix of residential and non-residential uses	((Starting to look at subarea planning for three community growth centers. Potential for i)) 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. ((, which could focus on rezoning for further intensifying defined Growth Centers in coordination with improving access to the regional high capacity transportation system to improve accessibility and thus increase both capacity and suitability.))
Allow Mixed Uses	Yes	CBD, PBD and MU <u>zones and within the subareas</u>	Not significant implementation. Greatest potential in the PBD zone and the adopted subareas.
Transit Oriented Design	((No)) Yes	Currently there is limited transit service within the Lake Stevens area	((Minimal potential for implementation to significantly alter the growth strategy unless considered as part of subarea planning.)) Included within subarea plans and Community Transit has identified 20 th 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. ((A civic center plan and infrastructure improvements have already occurred))	Began historic town center planning in 2006. ((Some potential for additional implementation with subarea planning for other portions of the historic town center.)) <u>Downtown framework plan approved in 2012/2013.</u>
Adequate Public Facilities	Yes	Concurrency for parks, roads and sewer	<u>GMA-based traffic impact mitigation fees adopted with the subarea plans.</u>
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		<u>Annexation plan adopted for eventual "One Community Around the Lake" in the future.</u>

Reduce off-street surface parking	Yes	Reduced minimum standard required for office uses	((Minimal office development. Minimal potential for additional implementation to significantly alter the growth strategy unless considered as part of subarea planning.)) <u>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.</u>
Identify and redevelop vacant buildings	No	Few vacant buildings within City and UGA	Minimal potential for additional implementation to significantly alter the growth strategy. <u>Due to market conditions, some of the few vacant buildings have been redeveloped.</u>
Concentrate critical services near homes, jobs and transit	Yes	((At least three of the four defined Growth Centers provide critical services near homes, jobs and transit, but jobs are limited)) <u>Subareas</u>	((Most services available are concentrated downtown. ((Given the small downtown area, many important services may not be available.)) <u>Subarea plans should bring much needed services to the City at Lake Stevens Center and along 20th Street SE and additional planning to Downtown.</u>
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	((No)) <u>Yes</u>	((No specific program adopted)) <u>Processing Code and Planned Actions</u>	((Unlikely that this measure would provide any significant contribution, as)) <u>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.</u>
MEASURES TO MITIGATE IMPACTS OF DENSITY			
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. <u>Subarea Design Guidelines were adopted for development within the subareas using the Design Review Board and administrative review.</u>

Urban Amenities for Increased Densities	Yes	PRDs and subareas ((plats are required to provide additional amenity))	<u>PRD plats are required to provide additional amenity. Subarea plans allow for increased floor area ratios with a menu of amenity options.</u>
Community Visioning	Yes		Provided basis of land use policies. Updated in 2006 Plan. <u>Important part of subarea planning, downtown framework planning and shoreline planning.</u>
OTHER MEASURES			
Low Densities in Rural and Resource Lands	((No)) <u>N/A</u>		
Urban Holding Zones	Yes	Does not apply to areas within the City	None
Capital Facilities Investment	Yes	((Sewer investment to support industrial and residential growth)) <u>Subarea Plans and GMA Traffic Impact Fees</u>	((Too early.)) <u>Subarea planning included adoption of a subarea capital facilities plan and GMA traffic impact fees adopted. Expectation is that investment will spur development.</u>
Environmental review and mitigation built into subarea planning process	((No)) <u>Yes</u>	Planned Actions and Traffic Impact Mitigation Fees	((Subarea planning of defined Growth Centers could include this measure in order to facilitate implementation.)) <u>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.</u>
Partner with non-governmental organizations to preserve natural resource lands	((No)) <u>In Process</u>		<u>City in discussions with various organizations.</u>

Page 4-34 – add Low Density Residential description after Medium Density Residential.

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.

For both City and privately-initiated amendments, the City shall take into consideration, but is not limited to, the following factors when considering approval of a proposed amendment to the Comprehensive Plan:

<p>1. The effect upon the physical, natural, economic, and/or social environments. The proposed amendments update the Land Use Map, add definition for Low Density Residential designation, better define flexible housing options and update the Reasonable Measures table, so will have no effect upon the physical, natural, economic, and/or social environments.</p>
<p>2. The compatibility with and impact on adjacent land uses and surrounding neighborhoods including whether the amendment would create pressure to change the land use designation of other properties in the vicinity. The proposed amendments update the Land Use Map, add definition for Low Density Residential designation, better define flexible housing options and update the Reasonable Measures table, so will have no impact to specific land uses or neighborhoods.</p>
<p>3. The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and schools. The proposed amendments update the Land Use Map, add definition for Low Density Residential designation, better define flexible housing options and update the Reasonable Measures table, so will have a no impact on planning for public facilities and services.</p>
<p>4. The quantity and location of land planned for the proposed land use type and density. The proposed amendments update the Land Use Map, add definition for Low Density Residential designation, better define flexible housing options and update the Reasonable Measures table, so will have a no impact on land use and density planning for the future.</p>
<p>5. The effect, if any, upon other aspects of the Comprehensive Plan. The proposed amendments update the Land Use Map, add definition for Low Density Residential designation, better define flexible housing options and update the Reasonable Measures table, so will have no effect on other aspects of the Comprehensive Plan.</p>

The City may amend the Comprehensive Plan only if it finds the amendment meets all of the following:

1. The amendment must be consistent with the Growth Management Act and other applicable State laws.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
2. The amendment must be consistent with the applicable County-wide Planning Policies.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
3. The amendment must not be in conflict with the Community Vision or other goals, policies, and provisions of the Comprehensive Plan.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
4. The amendment can be accommodated by all applicable public services and facilities, including transportation.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
5. The amendment will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses or residents.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
6. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

Staff recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan.

The Planning Commission recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan.

The City Council GRANTS or DENIES this proposal based on the criteria in the Comprehensive Plan.



Comprehensive Plan Docket 2012 Text Amendment

Staff Summary for Grant or Denial T-4 Chapter 6 Transportation Element

LOCATION IN COMPREHENSIVE PLAN: Chapter 6, pages 6-11 and 6-12 to 6-15, 6-15, and 6-22.

SUMMARY: The proposal is for text changes to the Comprehensive Plan as part of the 2012 Comprehensive Plan amendments. Four amendments are proposed in Chapter 6 Transportation Element.

DISCUSSION: The proposed amendments update the Transit LOS Standards section identifying transit emphasis corridors, the future needs and alternative section, and Policy 6.1.1, and add a new Goal 6.12 and Policies related to adoption of the subarea plans and traffic impact fee program.

PROPOSED CHANGES:

Page 6-11 – add language to Transit LOS Standards section that SR9 and 20th Street SE are designated transit emphasis corridors in Community Transit’s Long Range Transit Plan and Countywide Planning Policy TR-12.

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 20th 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 20th 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.

Pages 6-12 to 6-15 – update Future Needs and Alternatives section for consistency with adopted Subarea Adoption Package.

FUTURE NEEDS AND ALTERNATIVES

Analysis of Needed Capacity Improvements

After completing the inventory of existing capacity the City of Lake Stevens has decided that LOS C or better at peak hour traffic in residential areas and LOS ((D))E along arterials and collectors in other areas ((in the central business district))at peak hour are reasonable and achievable standard for all arterial roadways except within subareas. 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.

All of the City’s roadways currently provide this LOS or better. However, the City must plan necessary roadway improvements to increase the capacity of certain roadways, or develop a plan to prevent deterioration of the LOS below the standard. Also, design standards as described above will be used to evaluate all other roadways in the City’s planning area.

All roadway segments, except for a portion of Main Street, are expected to meet the adopted levels of

service at the 2010 horizon. Main Street between North Lakeshore Drive and 18th Street NE is projected to deteriorate to LOS F within 10 to 20 years. A traffic analysis study by William Popp Associates predicts that the link will have a peak hourly volume of 1090 vehicles in 20 years and a volume/capacity ratio of 1.09. In order to attain LOS D at peak hour the volume/capacity ratio needs to be reduced to less than or equal to 0.90. This can be accomplished by decreasing the volume on Main Street to 900 vehicles during the peak PM hour, or increasing the capacity of the link to 1220 vehicles per hour. In other words, the capacity needs to be increased by at least 130 vehicles per hour, or 190 vehicles need to use an alternative route.

The Subareas Capital Facilities Plan includes a future needs analysis for the Lake Stevens Center Subarea and the 20th Street SE Corridor Subarea. Needed transportation projects are divided into two tiers: Tier A projects are high priority projects that provide additional capacity and help meet the system-wide LOS, and Tier B projects typically help improve traffic capacity and circulation, expand non-motorized facilities, and reconstruct roads to match the specific cross sections in the subarea plans.

Analysis of Needed Safety Improvements

Accident frequency data for the past five years was obtained from the Washington Department of Transportation District Office, County Sheriff's Office, and from the City's Police Department records. The intersection of 28th Street NE and Hartford-Machias Road was identified as high accident frequency area. This location was examined to determine what improvements, if any, would alleviate the accident hazards. The improvements considered to alleviate this hazard included improved sight distance, and a flashing beacon. The needed improvement is relatively small and requires an expenditure of less than \$10,000. However, this intersection is in the jurisdiction of Snohomish County. The City will attempt to work with the County to see that some action is taken to alleviate this accident condition.

No other high accident frequency areas were identified within the City which have not been corrected. Efforts are taken to correct potential safety concern areas before they result in serious accidents, rather than requiring a certain number of accidents or deaths before a situation is corrected.

16th Street NE between 127th Avenue NE and 131st Avenue NE has been identified as an area requiring realignment. Currently, signage and road markings are used to direct drivers through an area of curves and varying widths. At the posted speed of 25 miles per hour this should not be a safety concern. However, not all traffic moves at that speed, and 16th Street NE is proposed to be upgraded to a collector arterial in the future. This will require correction, and is proposed for inclusion in the Capital Facilities Element.

Because the "fixes" are generally cost less than \$10,000, improvements to high accident frequency locations will generally be included in the City's Annual Budget.

Analysis of Projected Transportation Needs

Future Roadway Needs

In determining projected roadway needs the City attempted to plan for the projected transportation volumes in a cost-effective manner that would not leave the City with under- or over- used capacity. In the distant past, roadways have been under built for the use they receive. However, in the 1970-80's many residential streets included wide lanes for fast moving traffic; but many of these are now considered overbuilt for residential neighborhoods. These roads are costly to build and maintain and use up valuable land. Narrower roads could provide routine and emergency access in most residential neighborhoods and will use less paving materials, lower maintenance costs, reduce surface water run-off, and maintain more vegetation.

However, it is anticipated that a major north south arterial will be needed on the east side of the lake to take traffic off of East Lake Stevens Road, which cannot be upgraded as much as would be necessary to take all the traffic anticipated. A new arterial is envisioned for 131st Ave NE to Machias Cutoff.

Future Pedestrian/Bicycle Trail Needs

Providing trails to connect residential areas with other parts of the city is a high priority for the City. The addition of bicycle lanes and pedestrian routes is also a primary goal in the transportation program. Walkways and existing and proposed trails are shown in Figure 5.1.

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.

A primary part of the transportation plan for the City is to direct major motor vehicle through-traffic away from the lake shore streets, and encouragement of bicycle and pedestrian circulation along these routes. The reclassification of 131st Avenue NE to a minor arterial south of 16th Street NE should help remove traffic from East Lakeshore Drive. To the north, the further improvement of Grade Road is expected to encourage traffic to take SR 92 and Grade Road to enter the City and decrease the impact upon North Lakeshore Drive and, to some extent, 20th Street NE.

The Lake Stevens Center Subarea Plan and the 20th 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 line between the two subareas.

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 to monitor needs and to 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 annual updated Six-Year Transportation Improvement Program 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 Quality and Transportation

Considering the location of the City of Lake Stevens east of the major north-south corridor, Interstate 5, the air quality is less of a concern than for cities along the major freeways. However, State Route 9 runs through the west side of the City with high volumes of traffic and congestion during commute times. In addition, State Route 2 is located to the south of the current UGA.

As population increases, so does traffic volumes and vehicle emissions. Air quality gains can be made through the reduction in automobile use and the increase in mass transit use. However, the location of Lake Stevens off the major transportation corridors limits the provision of mass transit.

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 (NO₂), sulfur dioxide (SO₂), 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.

Page 6-15 – update Policy 6.1.1 relating to a change in LOS within subareas for consistency with adopted Subarea Adoption Package.

Policies

6.1.1 For traffic levels of service, the City adopts LOS C or better at peak hour traffic for residential areas and LOS ((D))E along arterials and collectors in other areas((in the central business district)) at peak hour((for all arterial roadways)). 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.

Page 6-22 - Staff proposal to add goal and policies related to Traffic Impact Fee Program.

GOAL 6.12 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

- 6.12.1 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.
- 6.12.2 Traffic impact fees shall be pooled to ensure that the fees are expended or encumbered for permissible uses within ten years of receipt.
- 6.12.3 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.
- 6.12.4 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.
- 6.12.5 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.
- 6.12.6 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.
- 6.12.7 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.
- 6.12.8 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.
- 6.12.9 The Public Works Director shall be authorized to adjust the impact fees for a 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.

GRANTING OR DENIAL OF AMENDMENTS (Pg 1-25, Dec 2011 Final Comprehensive Plan)

For both City and privately-initiated amendments, the City shall take into consideration, but is not limited to, the following factors when considering approval of a proposed amendment to the Comprehensive Plan:

- 1. The effect upon the physical, natural, economic, and/or social environments.**

<p>The proposed amendments update the Transit LOS Standards section, the future needs and alternative section, and Policy 6.1.1, and add a new Goal 6.12 and Policies related to adoption of the subarea plans and traffic impact fee program, so will have no effect upon the physical, natural, economic, and/or social environments.</p>
<p>2. The compatibility with and impact on adjacent land uses and surrounding neighborhoods including whether the amendment would create pressure to change the land use designation of other properties in the vicinity.</p> <p>The proposed amendments update the Transit LOS Standards section, the future needs and alternative section, and Policy 6.1.1, and add a new Goal 6.12 and Policies related to adoption of the subarea plans and traffic impact fee program, so will have no impact to specific land uses or neighborhoods.</p>
<p>3. The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and schools.</p> <p>The proposed amendments update the Transit LOS Standards section, the future needs and alternative section, and Policy 6.1.1, and add a new Goal 6.12 and Policies related to adoption of the subarea plans and traffic impact fee program, so will have some positive impacts on planning for public facilities and services.</p>
<p>4. The quantity and location of land planned for the proposed land use type and density.</p> <p>The proposed amendments update the Transit LOS Standards section, the future needs and alternative section, and Policy 6.1.1, and add a new Goal 6.12 and Policies related to adoption of the subarea plans and traffic impact fee program, so will have no impact on land use and density planning for the future.</p>
<p>5. The effect, if any, upon other aspects of the Comprehensive Plan.</p> <p>The proposed amendments update the Transit LOS Standards section, the future needs and alternative section, and Policy 6.1.1, and add a new Goal 6.12 and Policies related to adoption of the subarea plans and traffic impact fee program, so will have no effect on other aspects of the Comprehensive Plan.</p>

The City may amend the Comprehensive Plan only if it finds the amendment meets all of the following:

1. The amendment must be consistent with the Growth Management Act and other applicable State laws.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
2. The amendment must be consistent with the applicable County-wide Planning Policies.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
3. The amendment must not be in conflict with the Community Vision or other goals, policies, and provisions of the Comprehensive Plan.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
4. The amendment can be accommodated by all applicable public services and facilities, including transportation.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
5. The amendment will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses or residents.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
6. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

Staff recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan.

The Planning Commission recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan.

The City Council GRANTS or DENIES this proposal based on the criteria in the Comprehensive Plan.



Comprehensive Plan Docket 2012 Text Amendment

Staff Summary for Grant or Denial T-5 Chapter 7 Utilities & Public Services & Facilities Element

LOCATION IN COMPREHENSIVE PLAN: Chapter 7, pages 7-5, 7-6 to 7-10, and 7-12.

SUMMARY: The proposal is for text changes to the Comprehensive Plan as part of the 2012 Comprehensive Plan amendments. Three amendments are proposed in Chapter 7 Utilities & Public Services & Facilities Element.

DISCUSSION: The proposed amendments update the Sewer Service section to show completion of the new sewer treatment facility, update the Lake Stevens School District section for consistency with the recently adopted School District Capital Facilities Plan for 2012-2017, add a section for the Snohomish School District, and add reference to the Public Utilities District of Snohomish County No. 1 approved water plan.

PROPOSED CHANGES:

Page 7-5 – update Sewer Service section to show completion of new sewer treatment facility.

Sewer Service

Sewer treatment for the Lake Stevens UGA is provided by the Lake Stevens Sewer District, the entire boundary of which is shown in Figure 7.1. As of May, 2005 the City and District formally cooperate as a “Unified Sewer System” (USS). The two agencies operate under an interlocal agreement under which the District will provide, maintain and operate sewer facilities throughout the Lake Stevens UGA. It is assumed that the City could take complete ownership of District operations by 2025, if mutually beneficial.

The City contracts with the District for collection and treatment of all raw sewage. Construction for the new Sunnyside Wastewater Treatment Plant has been completed and is fully operational. It is located on a 14-acre site next to SR204. Compared with the District’s existing facility next to Ebey Slough, the Sunnyside WWTP has greater capacity, contains more modern technology, should be more reliable, more environmentally friendly, and be better designed.

The new plant is necessary to handle the increased population and commercial growth in the District. It also will keep the District in compliance with State and Federal requirements. It was actually less expensive to build a new plant than to expand the old one, which is located in a flood plain. ((Plans are underway to improve and upgrade treatment capacity at a new treatment facility at SR 204/ Sunnyside Boulevard.)) The Ebey Slough facility will be retained as a pump station.

Maintenance and operation of the City’s sewer system is the responsibility of the Public Works Department; however the interlocal agreement currently states the District will maintain and operate sewer facilities throughout the UGA. The system includes a network of trunk and collector lines, a flow telemetry system, manholes, and pump/lift stations.

This Plan asserts a goal of eliminating all septic systems over time as the sewer system and the City Limits expand. New developments, re-built structures, new industrial development in the Hartford Road and other non-residential areas would all be required to provide sewers to the extent the existing system is within 200 feet of the affected property. This may take time; but the need for the expanded and growing city to

eventually become fully served is significant.

Additionally, the City and the Lake Stevens Sewer District do joint capital facilities planning to benefit the community and its economic development.

Pages 7-6 to 7-10 – adopt the most recent Lake Stevens School District Capital Facilities Plan for 2012-2017 and add section on the Snohomish School District.

School Districts

Lake Stevens School District. The Lake Stevens School District covers approximately 37 square miles, roughly following the boundaries of the Urban Growth Area (see Figure 7.4). The District includes most of the Lake Stevens urban growth area, as well as areas outside the UGA and a small portion of the City of Marysville. The Snohomish School District covers the southeast corner of the Lake Stevens urban growth area approximately south of 4th Street NE and east of 115th Avenue SE. No Snohomish School District schools are located within the Lake Stevens urban growth area.

Within the Lake Stevens School District there are six elementary schools grades K-5 (Mt. Pilchuck, Hillcrest, Sunnycrest, Glenwood, Highland and Skyline), two middle schools grades 6-7 (Lake Stevens and North Lake), one mid-high school grades 8-9 (Cavelero), one high school grades 10-12 (Lake Stevens), and one alternative high school serving grades 9-12 (PROVE) and an alternative K-12 school (HomeLink). It also owns approximately 76 acres of vacant land.

The Lake Stevens School District has experienced steady upward growth in enrollment for the past three decades. In 1973 total enrollment was about 2,800. Between October 2000 and October 2006, student enrollment increased over 24 percent of the total student growth experienced in Snohomish County and second highest in Snohomish County. The October 1, 2011 enrollment was 8,051 students, increasing 3.4 percent over 2009. Average annual growth between 1994 and 2005 was approximately 4.5 percent, more than double the countywide average of 1.71 percent per year. Since 1992, the Lake Stevens School District has been, and is projected to continue to be, one of the fastest growing districts in Snohomish County based on the Office of Financial Management-based population forecast. Enrollment by 2015 is projected to be 8,777 and by 2025 is projected to be 10,455.

The City has adopted by reference the current Lake Stevens School District No. 4 Capital Facilities Plan. This Plan provides the basis for charging GMA based impact fees, as implemented in the City's Land Use Code. The District participates in the school impact mitigation fee program and issues an updated Capital Facilities Plan every two years. The City applies a discount to the calculated rate as do most other cities in the County. The current discounted fee in the 2012-2015 CFP is \$4,692 for single family homes and \$(3,035)2,915 for multi-family construction units. If the discount was not adopted, the City school district would collect \$9,383 per single family units and \$(6,070)5,830 for multi-family units.

Snohomish School District. The Snohomish School District covers a small corner of the southeastern portion of the Urban Growth Area, and serves residents south of the Lake Stevens School District. The Capital Facilities Plan will not be adopted by reference or the details included in the Comprehensive Plan until the area served by the District is annexed into the City.

Page 7-12 – add reference to the Public Utilities District No. 1 approved water plan.

Water Utilities

Except for a few homes on wells, water service is provided by the Snohomish County Public Utilities District No. 1 (PUD). The City of Lake Stevens is served by PUD's Lake Stevens water system. This system is

bounded on the west by Ebey Slough and the Snohomish River, on the north by Sunnyside and Marysville, on the east by Burlington Northern Railroad and extends just south of Hewitt Avenue. It includes Everett's #2 and #3 transmission lines from Spada Lake, a "main" transmission/distribution line approximately parallel to 91st Avenue, and many smaller distribution lines. Walker Hill reservoir (2.0 MG capacity) and Hillcrest Reservoir (0.3 MG capacity) serve both the City and the UGA. The distribution system within the City is shown in Figure 7.6. PUD also has an emergency aquifer and wells, a portion of which is found in the northeast corner of the City. The following is an overview of the Lake Stevens' system and its major facilities as described in their *Final Water System Plan, June 2011*:

Source -- Three connections to the City of Everett's Transmission Pipeline Nos. 2 and 3 provide the area's primary water supply. Two wells are used as an emergency standby source.

Storage -- Currently there are two reservoirs used in the System. They are Walker Hill and Hillcrest Reservoirs. Their combined capacity is ~~((2-3))~~ 10 MG.

Transmission and Distribution Pipelines -- Pipeline sizes range from ~~((1 to 18))~~ 3/4 to 40 inches and materials include cast iron, asbestos cement, ductile iron, galvanized, and steel.

Booster Pump Stations -- At the higher elevations, additional pressure is provided by two booster pump stations located in the Walker Hill and Hillcrest areas.

Pressure Reducing Stations -- There are six pressure reducing stations installed throughout the System to help regulate pressure and define the separate pressure zones. There are seven pressure zones which provide reasonable pressure to all consumers.

GRANTING OR DENIAL OF AMENDMENTS (Pg 1-25, Dec 2011 Final Comprehensive Plan)

For both City and privately-initiated amendments, the City shall take into consideration, but is not limited to, the following factors when considering approval of a proposed amendment to the Comprehensive Plan:

1. The effect upon the physical, natural, economic, and/or social environments.

The proposed amendments update the Sewer Service section to show completion of the new sewer treatment facility, update the Lake Stevens School District section for consistency with the recently adopted Capital Facilities Plan for 2012-2017, add a section for the Snohomish School District, and add reference to the Public Utilities District of Snohomish County No. 1 approved water plan, so will have no effect upon the physical, natural, economic, and/or social environments.

2. The compatibility with and impact on adjacent land uses and surrounding neighborhoods including whether the amendment would create pressure to change the land use designation of other properties in the vicinity.

The proposed amendments update the Sewer Service section to show completion of the new sewer treatment facility, update the Lake Stevens School District section for consistency with the recently adopted Capital Facilities Plan for 2012-2017, add a section for the Snohomish School District, and add reference to the Public Utilities District of Snohomish County No. 1 approved water plan, so will have no impact to specific land uses or neighborhoods.

3. The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and schools.

The proposed amendments update the Sewer Service section to show completion of the new sewer treatment facility, update the Lake Stevens School District section for consistency with the recently adopted Capital Facilities Plan for 2012-2017, add a section for the Snohomish School District, and add reference to the Public Utilities District of Snohomish County No. 1 approved water plan, so will have positive impacts on planning for public facilities and services with the updated information.

4. The quantity and location of land planned for the proposed land use type and density.

The proposed amendments update the Sewer Service section to show completion of the new sewer treatment facility, update the Lake Stevens School District section for consistency with the recently

<p>adopted Capital Facilities Plan for 2012-2017, add a section for the Snohomish School District, and add reference to the Public Utilities District of Snohomish County No. 1 approved water plan, so will have a no impact on land use and density planning for the future.</p>
<p>5. The effect, if any, upon other aspects of the Comprehensive Plan. The proposed amendments update the Sewer Service section to show completion of the new sewer treatment facility, update the Lake Stevens School District section for consistency with the recently adopted Capital Facilities Plan for 2012-2017, add a section for the Snohomish School District, and add reference to the Public Utilities District of Snohomish County No. 1 approved water plan, so will have no effect on other aspects of the Comprehensive Plan.</p>

The City may amend the Comprehensive Plan only if it finds the amendment meets all of the following:

1. The amendment must be consistent with the Growth Management Act and other applicable State laws.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
2. The amendment must be consistent with the applicable County-wide Planning Policies.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
3. The amendment must not be in conflict with the Community Vision or other goals, policies, and provisions of the Comprehensive Plan.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
4. The amendment can be accommodated by all applicable public services and facilities, including transportation.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
5. The amendment will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses or residents.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
6. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

Staff recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan.

The Planning Commission recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan.

The City Council GRANTS or DENIES this proposal based on the criteria in the Comprehensive Plan.



Comprehensive Plan Docket 2012 Text Amendment

Staff Summary for Grant or Denial T-6 Chapter 8 Capital Facilities Element

LOCATION IN COMPREHENSIVE PLAN: Chapter 8, pages 8-5 to 8-9 and 8-21.

SUMMARY: The proposal is for text changes to the Comprehensive Plan as part of the 2012 Comprehensive Plan amendments. Four amendments are proposed in Chapter 8 Capital Facilities Element.

DISCUSSION: The proposed amendments update Capital Facilities Program by adding a new figure showing publically-owned facilities, updating Table 8-1 and associated language referencing the recently adopted Subarea Capital Facilities Plan and updating tables 8-3 and 8-6 relating to City resources and revenues.

PROPOSED CHANGES:

Pages 8-5 to 8-9 – modify Tables 8-1 and 8-3 and reference the recently adopted Subarea Capital Facilities Plan. The new Table 8-1 is attached to this analysis form and will be placed at the end of Chapter 8 in the Comprehensive Plan.

Inventory and Analysis

Capital Facilities Program

This Capital Facilities Element is concerned with needed improvements which are of relatively large scale, are generally non-recurring high cost, and may require multi-year financing. The list of improvements focuses on major projects, leaving smaller improvements (less than \$10,000) to be addressed in the annual budget. Figure 8-1 identifies the location of publically-owned facilities, which may be included in the capital facilities plan. Smaller facilities such as traffic signals and drainage ponds are not included on the map.

The Capital Facilities Program within this element is a six-year financing plan for capital expenditures to be incurred on a year by year basis. It is based on priority improvements taking into account, the forecasted revenue over the next six years from various sources. The six-year plan uses the long range 2025 Plan as a key factor in setting these priorities.

It sets forth priorities for capital projects which the jurisdiction plans to undertake and presents estimates of the resources needed to finance them. The first year of the Capital Facilities Program will be converted to the annual capital budget, while the remaining five-year program will provide for long term planning. Only the expenditures and appropriations in the annual budget represent financial commitments.

Definition of Capital Improvement

For the purposes of capital facility planning, "capital improvements" are major projects, activities, or maintenance, costing over \$10,000, requiring the expenditure of public funds over and above annual operating expenses. They have a life expectancy of more than ten years and result in an addition to the City's fixed assets and/or extend the life of the existing capital infrastructure. The cost estimates may include design, engineering efforts, permitting, environmental analysis, land acquisition, construction, major maintenance, site improvements, energy conservation projects, landscaping, initial furnishings, and equipment. Capital improvements do not include equipment or the City's rolling stock, nor does it include the capital expenditures of private or non-public organizations.

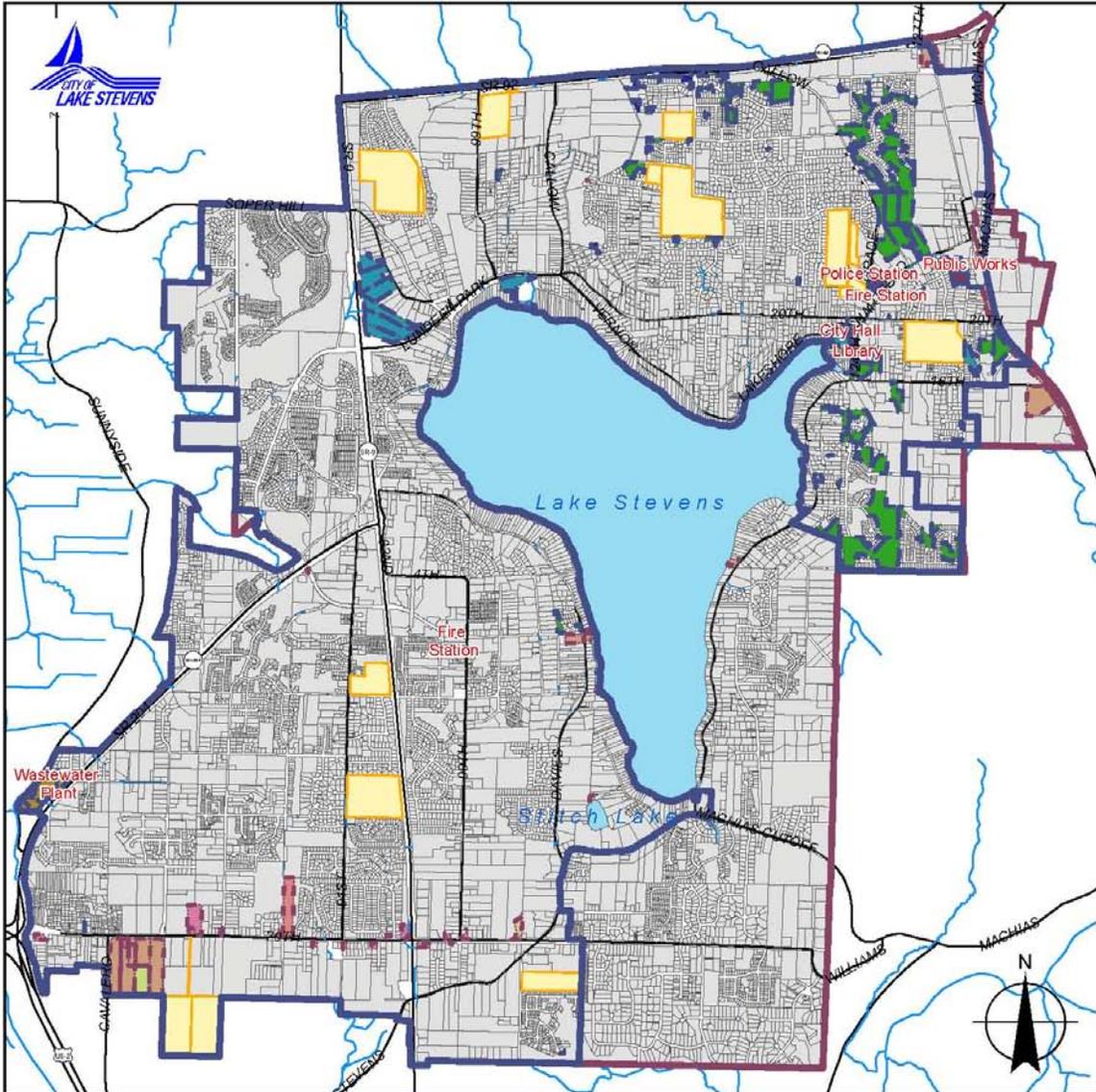


Figure 8-1 Public Facilities

City Properties	PARK	Snohomish County Properties	PARK	Lake Stevens School District
City Properties	STORMWATER	Snohomish County Properties	STORMWATER	City of Lake Stevens
CIVIC	UTILITY	FUTURE STORMWATER	UTILITY	Urban Growth Area
OPEN SPACE	OPEN SPACE			

NOTE: Some of the county facilities shown along 20th Street SE have or will be transferred to the city.

All information and maps are provided "as is" without warranty or any representation of accuracy, timeliness, or completeness. The burden for determining accuracy, completeness, and timeliness, merchantability and fitness for or the appropriateness of use rests solely on the requestor. The City of Lake Stevens makes no warranties, express or implied as to the use of the information obtained here. There are no implied warranties of merchantability or fitness for a particular use. The requestor acknowledges and accepts all limitations including the fact that the data, information, and maps are dynamic and in a constant state of maintenance, correction, and update.

Data Sources: Snohomish County (2012), City of Lake Stevens (2012) - October 2012

Projection of Capital Facility Needs

Identified Needs

All public facility needs have been identified in the other elements of this Plan. Through the process of developing this Capital Facilities Element the financial feasibility of the other elements has been ensured. The other Plan elements describe the location and capacity of any facilities available through December 31, 2011, and analyze the need for increased capacity from 2006- 2011. The capital improvements needed to satisfy future and existing substandard development and maintain adopted level of service standards are identified and listed in Tables 8.1 and 8.2 and includes project from the adopted Subarea Capital Facilities Plan, which was adopted by Council on September 24, 2012, which provides a detailed discussion and list of infrastructure needs and projects in the subareas.

Tables 8.1 and 8.2 which include the adopted Subarea Capital Facilities Plan provide a brief description of each of the capital improvement projects with an estimate of the total project costs. The year indicates when the projects must be completed in order to maintain the adopted level of service standards for the respective facilities. Capital improvement projects have been identified for transportation, parks and recreation, government, and stormwater drainage facility improvements. Facilities for wastewater, potable water, fire protection, schools, and solid waste are contained in district and agency plans, coordinated with, but independent of the City's Comprehensive Plan.

Prioritization of Capital Facilities

The capital improvement needs listed in Tables 8.1 (attached to the end of the chapter) and 8.2 that includes the projects found in the adopted Subarea Capital Facilities Plan were developed by the City staff based on community-wide input and the other elements of this ((2006-))Comprehensive Plan. The following criteria were applied informally in developing the final listing of proposed projects.

- Economic Considerations: Potential for Financing, Impact on Future Operating Budgets, Timeliness of Opportunity, Benefit to Economy and Tax Base
- Service Considerations: Safety, Health, and Welfare Factors, Environmental Impact, Affect on Quality of Service
- Feasibility Considerations: Legal Mandates, Citizen Support, Staff Availability
- Consistency Considerations: Goals and Objectives in Other Elements of this Plan, Linkage to Other Planned Projects, Plans of Other Jurisdictions, County-Wide Planning Policies

Cost estimates in this element are presented in 2012((06)) dollars and were derived from various federal and state documents, published cost estimates, records of past expenditures, and information from private contractors.

((Table 8-1 — Schedule of Funded Improvements, 2012 — 2 020

Subject Project Funding Source Cost Year (Attached)

Subject	Project	Funding Source	Cost	Year
Streets	20 th Street SE Phase II — US 2 to 94 th Avenue SE	Federal/State/ REET/ Developer contribution	\$13,000,000	2015- 2020
Streets	Street & Sidewalk Construction 20th — Centennial Trail	CDBG/REET	\$350,000	2016
Streets	Sidewalks to Mt. Pilchuck Elementary and North Creek Middle School	DOT/ Developer contributions	\$1,500,000	2016
Streets	Street & Sidewalk Construction	CDBG/REET/ developer	\$1,000,000	2015

	16th, 18th & 127th	contributions		
Sidewalks	Sidewalk Construction 116th & 117th	Street fund/ developer contributions	\$4,000,000	2016
Public Facilities	City Hall/ Civic Center	Bond Issue	\$20,000,000	2015
Parks	Eagle Ridge Park Master Plan Improvements – Phase I	Developer contributions./ Grants	\$150,000	2015

))
Table 8-2 – Unfunded Improvements

Subject	Project	Cost (Thousands)	Potential/Proposed Funding Source
Parks	Eagle Ridge Park Master Plan Improvements Phase II	\$271	P&R District
Parks	Eagle Ridge Park Master Plan Improvements Phase III	\$395	P&R District
Parks	Athletic Park (Land)	\$1,100	P&R District
Parks	Resource Park (Land)	\$528	P&R District
Parks	Trails	\$320	P&R District
Parks	Support Facility	\$500	P&R District
Parks	Community Center	\$1,200	P&R District
Parks	Basketball, uncovered	\$855	P&R District
Parks	Basketball, covered	\$1,200	P&R District
Parks	Volleyball	\$15	P&R District
Parks	Tennis, lighted	\$685	P&R District
Parks	Tennis, unlighted	\$190	P&R District
Parks	Football	\$1,205	P&R District
Parks	Soccer	\$250	P&R District
Parks	Baseball/Softball	\$7,265	P&R District
Parks	Jogging	\$0	P&R District
Parks	Picnic	\$460	P&R District
Parks	Swimming Beach	\$750	P&R District
Parks	Fishing	\$0	P&R District
Parks	Boat Launch	\$500	P&R District
Parks	Camping, Vehicle	\$0	P&R District
Parks	Camping, Tent	\$0	P&R District
Parks	Walking, Park	\$140	P&R District
Parks	Horseback Riding	\$15	P&R District
Storm	Walker Hill Road ditch rocking	\$5	Storm Fund
Storm	East Lakeshore	\$500	Storm Fund
Storm	Hartford Drive	\$200	Storm Fund
Storm	Walker Hill & Grade Road	\$400	Storm Fund
Storm	Drainage - Grade Road Culvert	\$200	Storm Fund
Storm	North Lakeshore	\$300	Storm Fund
Storm	Bio Swale - Industrial District	\$750	Storm Fund
Storm	Lundeen Creek - Various Improvements	\$100,000	Storm Fund

Future Needs and Alternatives

Current Revenue Sources

The largest single source of non-restricted revenue for the City is the *ad valorem* property tax, which generally

accounts for ((4))20 to ((4))28% of City revenue. The City's assessment for this tax is usually set at the maximum rate. Table 8.3 depicts the distribution of revenue sources for the City.

Table 8-3 – Source of Existing City Resources, Average ((2003—2007))2010-2011

Source	Percentage of Total Resources
((Non-revenue	19%))
Other Taxes	26((17))%
Property Tax	((1))24%
Sales Tax	15((2))%
Intergovernmental ((Interfund	
Transfers/Loans))	12%
Charges for Goods and Services	10((1))%
Nonrevenues((Other Intergovernmental))	7((6))%
Licenses((A)) and Permits	3((4))%
((Miscellaneous	3%))
Fines and Penalties((Forfeiture))	2%
Miscellaneous((Grants))	1((0))%
TOTAL	100%

Page 8-21 – replace Table 8-6 Revenue Projections Affecting Capital Improvements.

Table 8-6 – Revenue Projections Affecting Capital Improvements (Thousands)

((Funds	-2006	-2007	-2008	-2009	-2010	-2011
General Fund	3,100	5,185	6,845	-6,339	6,362	6,516
Total General	3,100	5,185	6,845	-6,339	6,362	6,516
Street Fund	850	1,080	1,155	1,229	1,253	1,278
Tot. Transp.	850	1,080	1,155	1,229	1,253	1,278
Storm Water	-	-	-	-	-	-
Mgmt. Fund	250	540	558	529	590	597
Tot. Proprietary	250	540	558	529	590	597
CIP-Develop.	-	-	-	-	-	-
Contribution	118	305	111	5	5	5
REET 1 & 2	380	450	495	-450	-450	-450
Tot. Cap. Proj.	498	755	606	455	455	455
Grand Totals	4,698	7,560	-9,164	8,552	8,660	8,846))

Funds	2012	2013	2014	2015	2016	2017
-------	------	------	------	------	------	------

General Fund	<u>1,026</u>	<u>500</u>	<u>500</u>	<u>500</u>	<u>500</u>	<u>500</u>
Total General	<u>1,026</u>	<u>500</u>	<u>500</u>	<u>500</u>	<u>500</u>	<u>500</u>
Street Fund	<u>381</u>	<u>293</u>	<u>276</u>	<u>234</u>	<u>199</u>	<u>153</u>
Total Transportation	<u>381</u>	<u>293</u>	<u>276</u>	<u>234</u>	<u>199</u>	<u>153</u>
Storm Water Mgmt	<u>170</u>	<u>89</u>	<u>81</u>	<u>32</u>	<u>0</u>	<u>0</u>
Total. Proprietary	<u>170</u>	<u>89</u>	<u>81</u>	<u>32</u>	<u>0</u>	<u>0</u>
CIP-Development Contributions	<u>1,121</u>	<u>550</u>	<u>232</u>	<u>206</u>	<u>99</u>	<u>29</u>
REET	<u>237</u>	<u>124</u>	<u>132</u>	<u>0</u>	<u>169</u>	<u>178</u>
Total Capital Projects	<u>1,358</u>	<u>674</u>	<u>364</u>	<u>206</u>	<u>268</u>	<u>207</u>
Grand Totals	<u>2,935</u>	<u>1,556</u>	<u>1,221</u>	<u>972</u>	<u>967</u>	<u>860</u>

GRANTING OR DENIAL OF AMENDMENTS (Pg 1-25, Dec 2011 Final Comprehensive Plan)

For both City and privately-initiated amendments, the City shall take into consideration, but is not limited to, the following factors when considering approval of a proposed amendment to the Comprehensive Plan:

- 1. The effect upon the physical, natural, economic, and/or social environments.**
 The proposed amendments update Capital Facilities Program by adding a new figure showing city-owned facilities, replacing Table 8-1 and related text based on the recently adopted subarea plans, and updating tables 8-3 and 8-6 relating to City resources and revenues, so will have no effect upon the physical, natural, economic, and/or social environments.
- 2. The compatibility with and impact on adjacent land uses and surrounding neighborhoods including whether the amendment would create pressure to change the land use designation of other properties in the vicinity.**
 The proposed amendments update Capital Facilities Program by adding a new figure showing city-owned facilities, replacing Table 8-1 and related text based on the recently adopted subarea plans, and updating tables 8-3 and 8-6 relating to City resources and revenues, so will have no impact to specific land uses or neighborhoods.
- 3. The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and schools.**
 The proposed amendments update Capital Facilities Program by adding a new figure showing city-owned facilities, replacing Table 8-1 and related text based on the recently adopted subarea plans, and updating tables 8-3 and 8-6 relating to City resources and revenues, so will have no direct impacts on planning for public facilities and services; however, they do provide notice of planned future facility needs and expenditures.
- 4. The quantity and location of land planned for the proposed land use type and density.**
 The proposed amendments update Capital Facilities Program by adding a new figure showing city-owned facilities, replacing Table 8-1 and related text based on the recently adopted subarea plans, and updating tables 8-3 and 8-6 relating to City resources and revenues, so will have a no impact on land use and density planning for the future.
- 5. The effect, if any, upon other aspects of the Comprehensive Plan.**
 The proposed amendments update Capital Facilities Program by adding a new figure showing city-owned facilities, replacing Table 8-1 and related text based on the recently adopted subarea plans, and updating tables 8-3 and 8-6 relating to City resources and revenues, so will have no effect on other aspects of the Comprehensive Plan.

The City may amend the Comprehensive Plan only if it finds the amendment meets all of the following:

- | | |
|---|------------------------------|
| 1. The amendment must be consistent with the Growth Management Act and other applicable State laws. | <u> X </u> YES <u> </u> NO |
|---|------------------------------|

2. The amendment must be consistent with the applicable County-wide Planning Policies.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
3. The amendment must not be in conflict with the Community Vision or other goals, policies, and provisions of the Comprehensive Plan.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
4. The amendment can be accommodated by all applicable public services and facilities, including transportation.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
5. The amendment will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses or residents.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
6. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

Staff recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan.

The Planning Commission recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan.

The City Council GRANTS or DENIES this proposal based on the criteria in the Comprehensive Plan.

Table 8-1 –Capital Improvements, 2012 – 2032

TRANSPORTATION

ROAD	FROM	TO	COST	YEAR/S	Local	State/Fed	Mitigation	Dev Imp
91st Ave NE/SR 204 - RTP	SR 204	200' north	\$337,000	2013-2015	X	X	X	X
91st Ave NE/SR 204 - RTP	SR 204	300' south	\$454,100	2013-2015	X	X	X	X
SR 9/4th NE - Intersection	4th St NE	-	\$1,200,000	2015	X		X	X
90th Ave NE Connector	SR 204	Vernon	\$1,140,000	2016			X	X
Frontier Village Internal Access Rd	No Davies	4th St NE	\$6,265,000	>2018	X		X	X
N Davies/Vernon - RAB	Vernon Rd	-	\$150,000	>2018			X	X
N Davies/FV - RAB	north Frontier Village	-	\$150,000	>2018			X	X
93rd Ave NE (new)	Market	4th St NE	\$3,840,000	>2018	X	X	X	X
93rd Ave NE (existing)	Market	1st St SE	\$3,597,000	>2018	X	X	X	X
91st Ave NE/4th NE - Intersection	4th St NE	-	\$400,000	2016>2018	X	X	X	X
91st Ave NE	4th St NE	SR 204	\$751,500	>2018	X		X	X
91st Ave NE	SR 204	Vernon	\$351,000	2016	X		X	X
91st Ave NE - Intersection	Vernon Rd	-	\$200,000	2016>2018	X		X	X
Frontier Circle E	91st Ave NE	13th St NE	\$750,000	>2018	X		X	X

ROAD	FROM	TO	COST	YEAR/S	Local	State/Fed	Mitigation	Dev Imp
4th St NE	SR 9	93rd Ave NE (new)	\$315,000	>2018	X		X	X
4th St NE	93rd Ave NE (new)	94th Ave NE (Target)	\$522,000	>2018			X	X
4th St NE	94th Ave NE (Target)	99th Ave NE	\$864,000	>2018	X		X	X
99th Ave NE	Market	4th St NE	\$1,170,000	2015>2018	X		X	X
4th St NE	91st Ave NE	SR 204	\$7,578,460	2015>2018			X	X
90th Ave NE shop center road	4th Ave NE	Market	\$4,648,540	>2018			X	X
13th St NE (SR 204)	SR 9	93rd Ave NE (new)	\$195,500	>2018	X		X	X
Vernon Road	91st Ave NE	SR 9	\$935,000	2017>2018	X		X	X
Lundeen/Vernon - Intersection	Vernon Rd	-	\$400,000	2016>2018	X	X	X	X
91st Ave NE	4th St SE	Market	\$1,710,000	>2018	X	X	X	X
94th Ave NE (Target)	Market	4th St NE	\$2,937,000	>2018	X		X	X
2nd St NE Connector (Target)	94th Ave NE (Target)	99th Ave NE	\$191,000	>2018	X		X	X
20th St SE	83rd Ave SE	88th Ave SE	\$4,051,080	2013>2018	X	X	X	X
20th St SE/83rd SE - Intersection	83rd Ave SE	-	\$400,000	2013>2018	X	X	X	X
20th St SE	79th Ave SE	83rd Ave SE	\$2,864,400	2013>2018	X		X	X
20th St SE/79th SE - Intersection	79th Ave SE	-	\$300,000	2013>2018	X	X	X	X
20th St SE	73rd Ave SE	79th Ave SE	\$2,455,200	2013>2018	X	X	X	X

ROAD	FROM	TO	COST	YEAR/S	Local	State/Fed	Mitigation	Dev Imp
20th St SE/73rd SE - Intersection	73rd Ave SE	-	\$500,000	2013>2018			X	X
20th St SE	US 2	73rd Ave SE	\$2,557,500	2013>2018	X	X	X	X
24th St SE/73rd SE - Intersection	73rd Ave SE	-	\$800,000	2013>2018			X	X
24th St SE	73rd Ave SE	79th Ave SE	\$3,653,000	2013>2018			X	X
24th St SE/79th SE - Intersection	79th Ave SE	-	\$800,000	2013>2018			X	X
24th St SE	83rd Ave SE	87th Ave SE	\$5,278,000	2013>2018			X	X
24th St SE/83rd SE - Intersection	83rd Ave SE	-	\$800,000	2013>2018			X	X
24th St SE	SR 9	91st Ave SE	\$2,970,000	2013>2018			X	X
24th St SE/SR 9 - Intersection			\$3,500,000	>2018	X		X	X
20th St SE/SR 9 - Intersection			\$4,327,000	>2018	X		X	X
91st Ave SE	20th St SE	4th St SE	\$4,770,000	2014>2018	X	X	X	X
91st Ave SE	20th St SE	24th St SE	\$5,499,800	2014>2018			X	X
99th Ave SE	20th St SE	4th St SE	\$4,763,800	2015>2018	X	X	X	X
99th Ave SE	20th St SE	Lake Stevens Rd	\$5,507,800	2015>2018			X	X
83rd Ave SE	20th St SE	24th St SE	\$2,369,500	>2018			X	X
79th Ave SE	20th St SE	24th St SE	\$2,369,500	>2018			X	X
24th St SE	83rd Ave SE	79th Ave SE	\$1,728,300	>2018			X	X

ROAD	FROM	TO	COST	YEAR/S	Local	State/Fed	Mitigation	Dev Imp
S Lake Stevens	SR 9	18th Street SE	\$7,382,000	>2018			X	X
City Campus Rd (26th NE)	Intersection		\$4,105,221	>2018	X		X	X
20th St NE	Grade Rd	500' w of 123rd SE	\$1,500,257	>2018	X		X	X
123rd Ave NE	20th St NE	N Lakeshore Dr	\$1,263,630	>2018	X		X	X
20th St NE & Main Intersection	Intersection		\$1,112,004	2015>2018	X	X	X	X
North Lakeshore Dr	123rd Ave NE	550 west of 123rd NE	\$788,739	>2018	X	X	X	X
North Lakeshore Dr	123rd Ave NE	Main St NE	\$282,920	>2018	X		X	X
123rd Ave NE	N Lakeshore Dr	18th St NE	\$4,040,621	>2018			X	X
Main Street	20th St NE	17th St NE	\$1,274,558	>2018	X		X	X
19th St NE	Main St	125th Ave NE	\$2,649,804	>2018			X	X
18th St NE	123rd Ave NE	Main St NE	\$1,287,281	>2018			X	X
18th St NE	Main St	125th Ave NE	\$428,820	>2018	X		X	X
123rd Ave NE	18th St NE	17th St NE	\$1,094,300	>2018	X		X	X
18th PI NE	123rd Ave NE	Main St NE	\$808,375	>2018	X		X	X
17th PI NE	123rd Ave NE	180' west of 123rd NE	\$899,614	>2018	X		X	X
17th PI NE	123rd Ave NE	Main St NE	\$938,474	>2018	X		X	X
Grade Road	20th St NE	SR 92	\$15,607,836	2015>2018	X	X	X	X

ROAD	FROM	TO	COST	YEAR/S	Local	State/Fed	Mitigation	Dev Imp
20th Street NE	east of Main St	Centennial Trail	\$1,284,475	2013>2018	X	X	X	X
SR 92 & Grade Rd RAB	Intersection		\$4,105,221	2017>2018	X	X	X	X
SR 92 & 113 th Ave NE RAB	Intersection		\$1,400,000	2013		X		
SR 92 & 99 th Ave NE RAB	Intersection		\$1,600,000	2013		X		
Lundeen Prkwy Corridor Ped Imp	Vernon Rd	99 th Ave NE	\$900,000	>2018	X		X	
Hardford Rd & Drainage Imp	Catherine Creek Crossing		\$700,000	>2018	X	X	X	
20 th Street NE Widening	Main St	111 th Dr NE	\$1,668,000	>2018	X		X	
30 th Street NE non motorized	113rd Ave NE	Cedar Rd NE	\$540,000	>2018	X	X	X	
Mitchell Ro/Manning Road	200ft W of 116 th Dr NE	600 ft E of 116 th Dr NE	\$360,000	>2018	X		X	X
117 th Avenue NE	20 th St NE	150 ft S of 28 th St NE	\$1,932,000	>2018	X		X	X
116 th Avenue NE	20 th St NE	26 th St NE	\$1,900,000	>2018	X		X	
26 th Street NE	115 th Ave NE	117 th Ave NE	\$280,000	>2018	X		X	
Mitchell Dr/118 th Ave NE	N. Lakeshore Dr	20 th St NE	\$1,400,000	>2018	X		X	
131 st Avenue NE	20 th St NE	Hartford Rd	\$1,489,000	>2018	X		X	
22 nd Street NE	117 th Ave NE	123 rd Ave NE	\$768,000	>2018	X		X	
28 th Street NE	Old Hartford Rd	N. Machias Rd	\$470,000	>2018	X		X	
32 nd Street NE	118 th St NE	Grade Rd	\$545,000	>2018	X		X	X

ROAD	FROM	TO	COST	YEAR/S	Local	State/Fed	Mitigation	Dev Imp
East Lakeshore Drive – non motorized	Main St	7 th St NE	\$1,450,000	>2018	X	X	X	
Old Hartford Road	36 th St NE	Hartford Road	\$2,323,000	>2018	X		X	
36 th Street NE	Grade Road	Old Hartford Road	\$2,340,000	>2018	X		X	
16 th Street NE	Main St	134 th Ave NE	\$1,737,000	>2018	X		X	
SR 92 and 127 th Ave NE RAB	Intersection		\$1,750,000	>2018		X		
SR 92 and Lake Dr Re-channelization	Intersection		\$200,000	2016		X		
S. Davie Rd and S Lake Stevens Rd	Intersection		\$800,000	>2018	X		X	X

PROJECT	COST	YEAR/S	Local	State/Fed	Mitigation	Dev Imp
<u>FACILITIES</u>						
City Hall/Civic Center	20,000,000	2015	X			
<u>PARKS</u>						
Eagle Ridge Park Master Plan Improvements – Phase I	159,000	2015			X	X



Comprehensive Plan Docket 2012 Text Amendment

Staff Summary for Grant or Denial T-7 Appendices

LOCATION IN COMPREHENSIVE PLAN: Appendix L is a new appendix to be added.
SUMMARY: The proposal is for text changes to the Comprehensive Plan as part of the 2012 Comprehensive Plan amendments. One amendment is proposed to the Appendices.
DISCUSSION: The proposed amendment adds the 2012 Docket SEPA review documents as Appendix L.

PROPOSED CHANGES: Add as Appendix L the SEPA Addendum No. 5 and the Adoption of Existing Environmental Document notice. The new Appendix L is attached to this analysis sheet.

GRANTING OR DENIAL OF AMENDMENTS (Pg 1-25, Dec 2011 Final Comprehensive Plan)

For both City and privately-initiated amendments, the City shall take into consideration, but is not limited to, the following factors when considering approval of a proposed amendment to the Comprehensive Plan:

<p>1. The effect upon the physical, natural, economic, and/or social environments. The proposed amendments add the SEPA documents as Appendix L, so will have no effect upon the physical, natural, economic, and/or social environments.</p>
<p>2. The compatibility with and impact on adjacent land uses and surrounding neighborhoods including whether the amendment would create pressure to change the land use designation of other properties in the vicinity. The proposed amendments add the SEPA documents as Appendix L, so will have no impact to specific land uses or neighborhoods.</p>
<p>3. The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and schools. The proposed amendments add the SEPA documents as Appendix L, so will have no direct impacts on planning for public facilities and services.</p>
<p>4. The quantity and location of land planned for the proposed land use type and density. The proposed amendments add the SEPA documents as Appendix L, so will have a no impact on land use and density planning for the future.</p>
<p>5. The effect, if any, upon other aspects of the Comprehensive Plan. The proposed amendments add the SEPA documents as Appendix L, so will have no effect on other aspects of the Comprehensive Plan.</p>

The City may amend the Comprehensive Plan only if it finds the amendment meets all of the following:

1. The amendment must be consistent with the Growth Management Act and other applicable State laws.	_X_ YES ___ NO
2. The amendment must be consistent with the applicable County-wide Planning Policies.	_X_ YES ___ NO
3. The amendment must not be in conflict with the Community Vision or other goals, policies, and provisions of the Comprehensive Plan.	_X_ YES ___ NO

4. The amendment can be accommodated by all applicable public services and facilities, including transportation.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
5. The amendment will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses or residents.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
6. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

Staff recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan.

The Planning Commission recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan.

The City Council GRANTS or DENIES this proposal based on the criteria in the Comprehensive Plan.



APPENDIX L

ADDENDUM NO. 5 TO THE INTEGRATED 2005 COMPREHENSIVE PLAN AND FINAL ENVIRONMENTAL IMPACT STATEMENT

And

ADOPTION OF EXISTING ENVIRONMENTAL DOCUMENT



Appendix L
Addendum No. 5 Comp Plan & EIS for 2012 Docket
& Adoption of Existing Document
NOTICE OF ISSUANCE
ADDENDUM NO. 5 TO THE CITY OF LAKE STEVENS
INTEGRATED 2005 COMPREHENSIVE PLAN AND
FINAL ENVIRONMENTAL IMPACT STATEMENT

File Name: City of Lake Stevens 2012 Comprehensive Plan Docket

Description of Proposal: The 2012 Docket contains one map and nine text revisions to the City of Lake Stevens Comprehensive Plan Amendments:

- Addition of 2012 adoption process and environmental review, update annexation plan and exceptions to annual plan amendment process in Chapter 1 Introduction;
- Update population characteristics with 2010 Census data and update employment information with more recent data in Chapter 2 Description of the Planning Area;
- Update land use map with one redesignation (with associated rezone), add descriptions for new land use designations, revise current land use descriptions, and update reasonable measures table in Chapter 4 Land Use Element;
- Update Figure 6-1, add language regarding Transit LOS standards, update future needs and policy 6.1.1 for consistency with recently adopted subareas, and add traffic impact fee program goal and policies to Chapter 6 Transportation Element;
- Update various chapter tables for consistency with adopted subareas in Chapter 8 Capital Facilities Element; and add Appendix L as SEPA Addendum No. 5 and update cover and table of contents.

Location of Proposal: Lake Stevens and Lake Stevens Urban Growth Area

**Proponent/
Lead Agency:** City of Lake Stevens, Planning & Community Development
P.O. Box 257, Lake Stevens, WA 98258, (425) 377-3235

Documents: The Integrated 2005 Comprehensive Plan and Final Environmental Impact Statement Addendum No. 5 and detailed information and analysis are available for viewing or purchase at the City Planning Department. The City website also has a copy of the current plan and FEIS at www.lakestevenswa.gov.

Comment Period: No comment period is required for this addendum.

Contact: Karen Watkins, kwatkins@lakestevenswa.gov, 425-377-3221

Date of Issuance: October 12, 2012

Responsible Official: Rebecca Ableman, Planning & Community Development Director



ADDENDUM NO. 5

TO THE CITY OF LAKE STEVENS INTEGRATED 2005 COMPREHENSIVE PLAN AND FINAL ENVIRONMENTAL IMPACT STATEMENT

**Adoption of Text Revisions to
Chapter 1 Introduction, Chapter 2 Description of the Planning
Area, Chapter 4 Land Use Element, Chapter 6 Transportation
Element, Chapter 7 Utilities & Public Services & Facilities
Element, Chapter 8 Capital Facilities Element, and
Appendices
With The 2012 Docket**



Prepared in Compliance with

The Washington State Environmental Policy Act of 1971

Chapter 43.21C Revised Code of Washington

Chapter 197-11 Washington Administrative Code

Lake Stevens Municipal Code Title 16

Date of Issuance: October 12, 2012



**Appendix L
Addendum No. 5 Comp Plan & EIS for 2012 Docket
& Adoption of Existing Document**



October 12, 2012

Dear Reader and Interested Citizen:

Addendum #5 to the City of Lake Stevens Integrated 2005 Comprehensive Plan and Final Environmental Impact Statement (FEIS), issued July 17, 2006, has been prepared by the Department of Planning and Community Development.

This addendum provides additional environmental information for the proposed adoption of the following text amendments:

- Addition of 2012 adoption process and environmental review, update annexation plan and exceptions to annual plan amendment process in Chapter 1 Introduction;
- Update population characteristics with 2010 Census data and update employment information with more recent data in Chapter 2 Description of the Planning Area;
- Update land use map with one redesignation (with associated rezone), add descriptions for new land use designations, revise current land use descriptions, and update reasonable measures table in Chapter 4 Land Use Element;
- Update Figure 6-1, add language regarding Transit LOS standards, update future needs and policy 6.1.1 for consistency with recently adopted subareas, and add traffic impact fee program goal and policies to Chapter 6 Transportation Element;
- Update various chapter tables for consistency with adopted subareas in Chapter 8 Capital Facilities Element; and
- Add Appendix L as SEPA Addendum No. 5 and update cover and table of contents.

This addendum adds further information to the analysis contained in the FEIS. The document addresses the environmental information specifically related to proposed text revisions; it does not identify detailed project impacts. Specific project actions will require further detailed environmental review as they are considered for implementation.

Review of the proposed amendments will occur at a Planning Commission public hearing on November 7, 2012 and City Council public hearing on December 10, 2012.

We invite you to comment on the proposed text revisions during the City review process. Comments regarding the proposed comprehensive plan amendments may be submitted orally during each hearing or in writing any time prior to the hearing by sending them to City Hall, attn: Karen Watkins, PO Box 257, Lake Stevens, WA 98258, or by email at kwatkins@lakestevenswa.gov.

If you have any questions, please contact Karen Watkins at (425) 377-3221 or kwatkins@lakestevenswa.gov.

Sincerely,

Rebecca Ableman, Planning Director



Appendix L
Addendum No. 5 Comp Plan & EIS for 2012 Docket
& Adoption of Existing Document

Fact Sheet

**Proposed
Non-Project Action:**

The proposed non-project action is the adoption by the Lake Stevens City Council of one privately proposed map amendment with associated rezone and nine City-proposed text revisions to the City of Lake Stevens Comprehensive Plan as part of the 2012 Docket: Chapter 1 Introduction, Chapter 2 Description of the Planning Area, Chapter 4 Land Use Element, Chapter 6 Transportation Element, Chapter 8 Capital Facilities Element, and the Appendices. The GMA requirements contained in Chapter 36.70A RCW are applicable to these plans.

Description of Proposal:

The 2012 Docket contains one map and nine text revisions to the City of Lake Stevens Comprehensive Plan Amendments:

- Addition of 2012 adoption process and environmental review, update annexation plan and exceptions to annual plan amendment process in Chapter 1 Introduction;
- Update population characteristics with 2010 Census data and update employment information with more recent data in Chapter 2 Description of the Planning Area;
- Update land use map with one redesignation (with associated rezone), add descriptions for new land use designations, revise current land use descriptions, and update reasonable measures table in Chapter 4 Land Use Element;
- Update Figure 6-1, add language regarding Transit LOS standards, update future needs and policy 6.1.1 for consistency with recently adopted subareas, and add traffic impact fee program goal and policies to Chapter 6 Transportation Element;
- Update various chapter tables for consistency with adopted subareas in Chapter 8 Capital Facilities Element; and
- Add Appendix L as SEPA Addendum No. 5 and update cover and table of contents.

RCW 36.70A.130 allows amendments to the Comprehensive Plan once per year with some exceptions. The current proposal is the 2012 Comprehensive Plan Docket.

**Purpose of the FEIS
Addendum:**

The purpose of this addendum is to add information and analysis relating to the programmatic city action of adopting minor amendments to six chapters and the appendices of the Comprehensive Plan. This information expands upon previously identified significant impacts of the alternatives to the city's Integrated 2005 Comprehensive Plan (July 2006) and FEIS (July 17, 2006), as addended, but does not substantially change the analysis. The city has already considered the impacts of the proposed programmatic actions analyzed in this Addendum in the FEIS document. No additional significant impacts beyond those identified in the FEIS are expected to occur. Revisions to the proposal may be considered during the public hearing process. To the extent that the existing environmental documents listed in this Addendum or other published documents have analyzed such changes, no additional programmatic action level environmental review will be required. This Addendum is being issued in accordance with WAC 197-11-625 and WAC 197-11-630. Additional changes to the proposal may be considered during the public hearing process. The following adopted



Appendix L
Addendum No. 5 Comp Plan & EIS for 2012 Docket
& Adoption of Existing Document

environmental document meets the City of Lake Stevens' environmental review needs for the current proposal: 2012 Comprehensive Plan Docket.

- Location of Proposal:** City of Lake Stevens and Lake Stevens Urban Growth Area
- Proponent/
Lead Agency:** City of Lake Stevens, P.O. Box 257, Lake Stevens, WA 98258
(425) 377-3235
- Required Approvals:** Adoption of text amendments granted by Lake Stevens City Council
- Circulation:** This Addendum is being sent to all recipients of the previously issued Final EIS and other interested parties.
- Comment:** No comment period is required for this addendum.
- Contact Person:** Karen Watkins, Principal Planner
(425) 377-3221 or kwatkins@lakestevenswa.gov
- Date of Issuance:** October 12, 2012
- Responsible Official:** 
Rebecca Ableman, Planning Director
- Public Hearing:** The Planning Commission will hold a public hearing on the proposed Comprehensive Plan text amendment on November 7, 2012. Following receipt of a recommendation from the Planning Commission, the City Council will also hold a public hearing on December 10, 2012 before taking final action.
- Documents:** The Integrated 2005 Comprehensive Plan and Final Environmental Impact Statement, as addended, and detailed information and analysis are available for viewing or purchase at the City Planning Department. Electronic copies of the existing Plan and FEIS may be purchased for \$10.00 per CD. The City website also has a copy of the current plan and FEIS at www.lakestevenswa.gov.

SEPA Distribution List

Federal Agencies

Natural Resource Conservation Service
NOAA Fisheries
U.S. Army Corps of Engineers
U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service

Department of Community Trade and Economic Development
National Marine Fisheries
NOAA Northwest Regional Office
Office of Archeology and Historical Preservation
Parks and Recreation Commission
U.S. Army Corps of Engineers, Seattle District
Department of Agriculture
Washington State Energy Office

State Agencies

Department of Corrections
Department of Ecology
Department of Fish and Wildlife
Department of Health
Department of Natural Resources
Department of Social and Health Services
Department of Transportation
Environmental Protection Agency

Regional Agencies

Community Transit
Economic Development of Snohomish County
Puget Sound Air Pollution Control Agency
Puget Sound Water Quality Authority
Regional Transit Authority



Appendix L

Addendum No. 5 Comp Plan & EIS for 2012 Docket & Adoption of Existing Document

Local Government, Tribes, Utilities

City of Arlington
City of Everett
City of Marysville
Snohomish County
Muckelshoot Indian Tribe
Snoqualmie Tribe
Stillaguamish Tribe
Tulalip Tribes
Tulalip Housing Authority
Comcast
Verizon
Drainage District No. 8
Lake Stevens Fire Department
Lake Stevens Historical Society
Lake Stevens Police Department
Lake Stevens School District
Lake Stevens Sewer District
Marysville School District
Snohomish School District
Puget Sound Energy
Snohomish County Fire District #8
Snohomish County Fire Marshall
Snohomish Health District
Snohomish County Parks and Recreation

Snohomish PUD No. 1
Snohomish County Sheriff
Waste Management NW

Libraries

Lake Stevens Library

Organizations and Interest Groups

Earth Share of WA
Lake Stevens Chamber of Commerce
Interagency Commission on Outdoor Recreation
Master Builders of King & Snohomish Counties
Pilchuck Audubon Society
Puget Sound Action Team
Puget Sound Regional Council
Snohomish County Association of Realtors, Inc.
Puget Sound Water Quality Action Team

Newspapers

Lake Stevens Journal
Seattle Post Intelligencer
The Arlington Times
The Everett Herald
The Seattle Times

Purpose of the Proposal

The Proposed Action is the adoption of the 2012 Docket including one private map amendment and nine text amendments to the City of Lake Stevens GMA Comprehensive Plan in accordance with the requirements of the Growth Management Act (GMA). Statutory requirements of GMA allow amendments to a Comprehensive Plan “no more frequently than once per year” (RCW 36.70A.130(2)(a)) except when in specific circumstances.

SEPA Procedures and Public Involvement

Purpose of the Addendum

The purpose of this Addendum is to add analyses and information about a proposal, but does not substantially change the analysis of significant impacts and alternatives in the existing environmental document (WAC 197-11-600(4)(c)). The proposed revision does not introduce new significant impacts from those identified in the FEIS. The City of Lake Stevens is issuing this addendum to the FEIS for the purpose of supplying additional information about the proposals and their impacts beyond those contained in the FEIS. This Addendum should assist the public and agency decision-makers in considering the granting or denial of the proposed text amendment to the Comprehensive Plan.

Programmatic Analysis

- This Addendum is for the 2012 Comprehensive Plan Docket. The adoption of comprehensive plans, or other long-range planning activities, is classified by SEPA as a non-project (i.e., programmatic)



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action. A non-project action is defined as an action that is broader than a single site-specific project, and involves decisions on policies, plans or programs. A SEPA document for a non-project proposal does not require site-specific analyses; instead the Addendum discusses additional analysis and information appropriate to the scope of the non-project proposal and to the level of planning for the proposal (WAC 197-11-442).

Phased Review

SEPA encourages the use of phased environmental review to focus on issues that are ready for decision, and to exclude from consideration issues already decided or not yet ready for decision-making (WAC 197-11-060 (5)). Phased review is appropriate where the sequence of a proposal is from a programmatic document, such as an EIS addressing a comprehensive plan, to other documents that are narrower in scope, such as for a site-specific, project-level analysis. The City of Lake Stevens is using phased review, as authorized by SEPA, in its environmental review of growth management planning actions. The analysis in this Addendum will be used to review the environmental impacts of the proposed Comprehensive Plan Amendment proposals and other related actions, including rezones.

Public Comment

No comment period is required for the Addendum. The following public participation is scheduled as part of the 2012 Docket to gain public input:

- Planning Commission Public Hearing – November 7, 2012
- City Council Briefing – November 13 or 26, 2012
- City Council Public Hearing – December 10, 2012

Proposed Action, Alternatives, and Objectives

Proposed Action

The proposed action is the granting or denial of one map amendment and nine text amendments to the City of Lake Stevens Comprehensive Plan. The proposed amendments are provided below using strikeouts and underlines for the text amendments. Each chapter amendments will be treated as a separate alternative because each proposal is reviewed individually and a determination is made on the granting or denial of each proposal by the Planning Commission and City Council.

Objectives of the Proposal

The principal objective of the proposed map and text amendments is to update the Comprehensive Plan based on new information.

Matrix of Impacts and Mitigation Measures

In order to retain consistency in the description and analysis of impacts, this Addendum is using a similar matrix of impacts. Only additional information or analysis not covered in the FEIS matrix, but required for the map and text amendments, is included on the attached matrix.



This is a summary of the proposed amendments to the City of Lake Stevens Comprehensive Plan for the 2012 Docket. During the review and discussion of these amendments, there could be minor revisions or additions before final adoption by the City Council.

MAP AMENDMENT

The private proposal is to redesignate a 1.16 acre parcel from Public/Semi-Public (P/SP) to Medium Density Residential (MDR) concurrently with a site-specific rezone from Public/Semi-Public (P/SP) to Urban Residential (UR). The site was used as a water storage facility until decommissioning in 1980-81. The rezone will be reviewed by the Hearing Examiner on October 25, 2012 with a recommendation to Council for final review and decision on December 10, 2012 concurrently with 2012 Docket.

TEXT AMENDMENTS

COVER, FOOTERS AND TABLE OF CONTENTS

Cover and footers to be updated with month and year of amendments. Table of Contents to be updated with changes to sections, tables, figures and appendices.

CHAPTER 1 - INTRODUCTION

Page 1-9 – update “Public Process for Docket Cycles” with 2012 Ratification and Adoption tables.

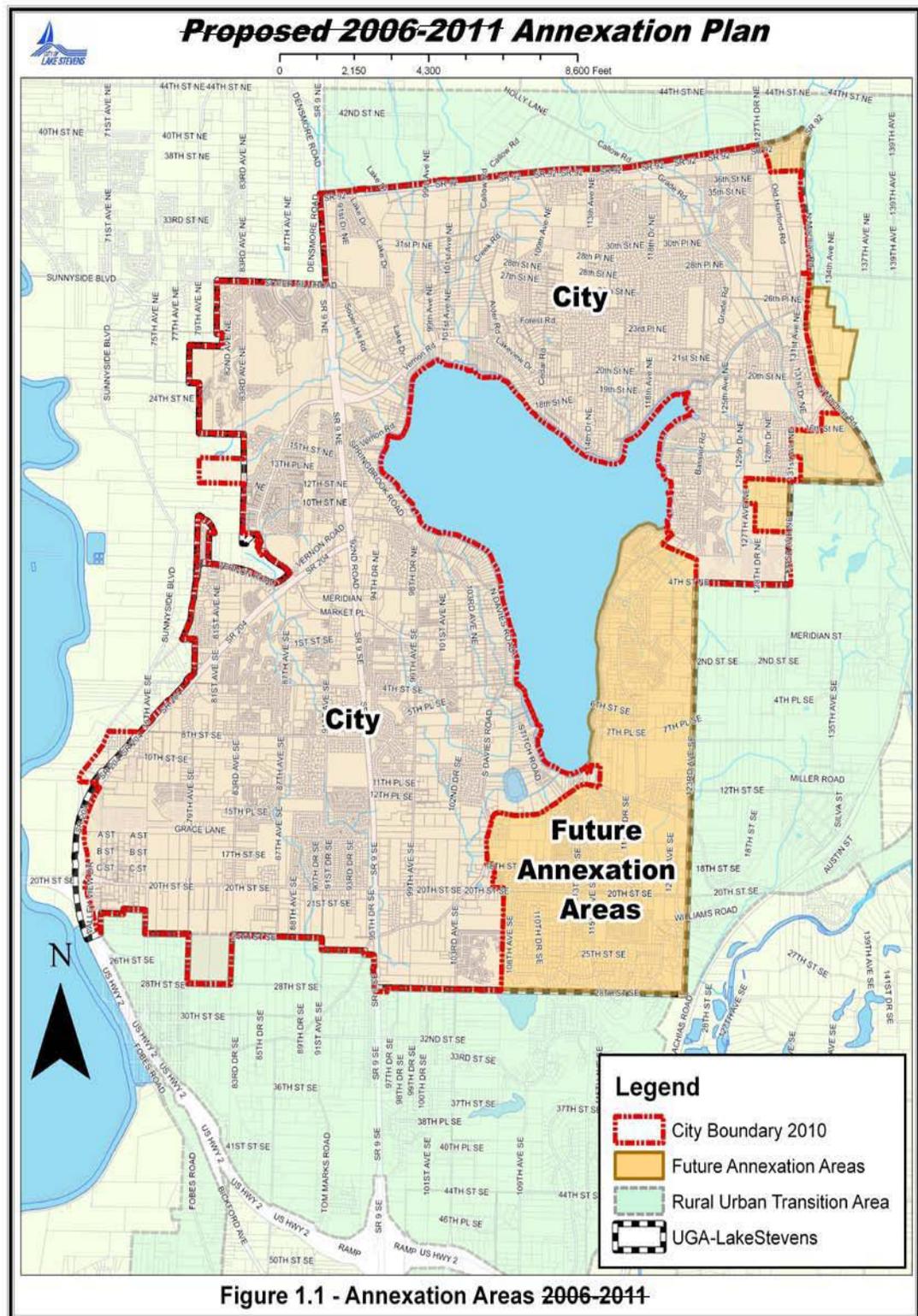
The 2012 Docket included the following meetings for public participation during the adoption process for Plan amendments:

<u>2012 Docket Ratification</u>	
September 5	Planning Commission Hearing/Set Final Docket
September 24	City Council Ratification of Final Docket
<u>2012 Adoption of Amendments</u>	
October 22	City Council Briefing
November 7	Planning Commission Public Hearing
November 26	City Council Public Hearing & Adoption of Amendments
December XX	Amendments Effective

Pages 1-16 & 1-17 – update “5. Lake Stevens UGA Annexation Plan” to remove references to original 6-year plan to be more general and modify Figure 1-1 to remove dates “2006-2011”.

5. Lake Stevens UGA Annexation Plan

The City’s Comprehensive Plan includes an annexation plan that calls for eventually annexing the remainder of the unincorporated area within its UGA, approximately 1,053 acres(~~(, by the year 2011)~~). Figure 1.1 shows the City’s proposed Annexation Plan. The annexation schedule is currently under review. On December 31, 2009, all of the Urban Growth Area west and southwest of the lake was annexed into the City. Only the areas southeast of the lake, small areas east of downtown and one parcel west of Lundeen Parkway are still located in the Urban Growth Area.





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C. Exceptions to the Annual Plan Amendment Process

The City may consider amendments to the Comprehensive Plan outside of the annual amendment process under one or more of the following circumstances:

- The initial adoption of a subarea plan that clarifies, supplements, or implements jurisdiction-wide comprehensive plan policies, and may only be adopted if the cumulative impacts of the proposed plan are addressed by appropriate environmental review under Chapter 43.21C RCW((does not modify the Plan policies and designations applicable to the area));
- The development of an initial subarea plan for economic development located outside of the one hundred year floodplain in a county that has completed a state-funded pilot project that is based on watershed characterization and local habitat assessment;
- The adoption of amendment of a shoreline master program under the procedures set forth in Chapter 90.58 RCW;
- The amendment of the capital facilities element of the Plan that occurs concurrently with the adoption or amendment of the City's budget; or
- The adoption of comprehensive plan amendments necessary to enact a planned action under RCW 43.21C.031(2), provided that amendments are considered in accordance with the public participation program established by the City under RCW 36.70A.130(2)(a) and all persons who have requested notice of a comprehensive plan update are given notice of the amendments and an opportunity to comment.
- ~~((When an emergency exists; or~~
- ~~To resolve an appeal of the Plan or an implementing development regulation or program that is filed with the Growth Management Hearings Board or courts.))~~

Modify the “Environmental Review” language on page 1-27 and 1-28 to include a new appendix for 2012 environmental documentation:

B. Environmental Review

A complete environmental review can be found in **Appendix A** of the Comprehensive Plan. Comments on the environmental analysis were gathered at the same time the overall Plan was circulated for public review. Adjustments were made based on comments received. The result is a Comprehensive Plan that responds to environmental goals of the community and complies with the State Environmental Policy Act. An addendum to the Final Environmental Impact Statement for the 2007 Docket was issued on November 16, 2007 and is included in **Appendix B**. An addendum to the Final Environmental Impact Statement for the 2008 Docket was issued on October 10, 2008 and is included in **Appendix G**. A Determination of Nonsignificance and Adoption of Existing Environmental Documents for the 2009 Docket was issued on March 25, 2009 and is included in **Appendix H**. An addendum to the Final Environmental Impact Statement for the 2009 revisions to the Capital Facilities Plan with amendment of the 2009 City Budget was issued on October 12, 2009 and is included in **Appendix I**. A Determination of Nonsignificance and Adoption of Existing Environmental Documents for the 2010 Docket was issued on July 7, 2010 and is included in **Appendix J**. Addendum No. 4 to the Integrated 2005 Comprehensive Plan and Final Environmental Impact Statement for the 2011 Docket was issued on October 19, 2011 and is included in **Appendix K**. Addendum No. 5 to the Integrated 2005 Comprehensive Plan and Final Environmental Impact Statement for the 2012 Docket was issued on October 12, 2012 and is included in **Appendix L**.

CHAPTER 2 – DESCRIPTION OF THE PLANNING AREA

Page 2-4 to 2-7 – update “Population Characteristics” with 2010 Census data.

Population Characteristics

The population of the Lake Stevens area, both inside and out of the City, has been steadily increasing since the City was originally incorporated. In 1960 the City's population was 900. In 2003 the estimated population was 6,910. Similarly, residential growth in the unincorporated UGA has been steady. Between 1992 and 2000, the unincorporated UGA population increased a full 80%, from 10,044 to 18,071. By 2010, the City's population had increased to 28,600 after the Southwest Annexation.

Population growth is determined by the number of births and deaths, the amount of people moving out of the City and the number moving in. ~~((The 2000 Census tracked the latter and found that 3,172 people who lived in the City in 2000 had~~



not lived in the same house in 1995. The Census does not tell us how many of those moved from one residence in the City in 1995 to another before 2000.

Table 2-1—Origin of Residents That Moved Between 1995 and 2000

Residence in 1995	Percent of Persons in Different Residence in 2000
Snohomish County (in and out of Lake Stevens)	59%
Washington State (excluding Snohomish Co.)	21%
Other States	20%
Beyond the U.S.	0.5%)

The single largest racial category (white) accounted for ~~((93.5))~~87.4% of the population, followed by Hispanic, Latino of any race at 6.2 percent, persons identifying with two or more races at ~~((2.6))~~4.8%; Asian ~~((1.3))~~3.1%; some other race not listed at 1.8%; Black or African American at 1.7%; American Indian and Alaska Native ~~((0.9))~~1.7%) and ~~((Black or African American))~~Native Hawaiian and Pacific Islander (0.~~((7))~~1%).

The 2000 Census published data on educational attainment for adults 25 years and older. For Lake Stevens, 8.8% did not finish high school; 70.9% finished high school and/or had some college (up to receiving an associate’s degree); and 20.3% had earned a bachelor’s or graduate degree.

While trends have been toward smaller households, Lake Stevens saw an increase in the average household size between 1990 and 2000, from 2.91 to 2.96 and has retained a household size of 2.9 to 2010. Of the twenty Snohomish County cities, Lake Stevens is second only to Brier in average household size.

Generally, families in Lake Stevens and Snohomish County have higher incomes and a lower poverty rate compared to the national average. ~~((The median annual income in Lake Stevens in 2000 was \$65,231 which ranked fourth among the twenty Snohomish County cities and was 23% higher than the countywide median.))~~Table 2.2 provides a breakdown of household income ranges in Lake Stevens including median and mean income.

Poverty status is determined by household income and the size of household the income must support. The 2010~~((00))~~ census found that ~~((3.8))~~5.4% of families~~((, 4.4% of the population))~~ in Lake Stevens were living in poverty~~((as were 3.9% of all children under 18 and 9.0% of persons 65 and older)).~~

Range of Annual Income	% of Households
Less than \$10,000	((5.4)) 4.6%
\$10,000-14,999	((4.8)) 2.4%
\$15,000-24,999	((5)) 4.0%
\$25,000-34,999	((7.8)) 5.90%
\$35,000-49,999	((11.7)) 13.8%
\$50,000-74,999	((3)) 22.7%
\$75,000-99,999	((19.0)) 21.7%
\$100,000-\$149,909(+)	16.5%
\$150,000-\$199,999	5.3%
\$200,000 or more	3.10%
Median income (\$)	\$71,893
Mean income (\$)	85,591

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Pages 2-15 – update “Employment” with more recent data



Employment

Lake Stevens has a relatively low job to housing balance, meaning that people that live here generally have to commute to other areas for employment. PSRC estimates there were 999 jobs in the City in 2000 (27.6% of all jobs in the UGA). On a preliminary basis, the City has adopted a 2025 employment target of 1,805, representing an increase of 806 jobs. The County's employment target for 2025 is 6,615 jobs in the UGA.

~~((There is potential for employment growth in the industrial zones which are notably vacant or underutilized. According to Snohomish County Buildable Lands Report, the City has capacity for as many as 2,600 jobs under the present zoning. However, this number represents a theoretical capacity. Given the variety of uses that are permitted in the industrial zones, and the inherent variety in employment generation, it is fully expected that the actual employment will be significantly lower than the theoretical capacity.~~

~~As a result of the limited number of jobs in the City, a large number of workers commute to other jurisdiction. Lake Stevens' residents on average engage in longer commutes. For example, in the Puget Sound region the average, non transit, commute time is about 24 minutes while in Lake Stevens, 54% of workers exceed the average commute time.~~

~~Under the City's "sustainable community" goals, efforts will be made to provide job opportunities closer to residents to reduce these commute times.))~~

Before the adoption of two subarea plans in 2012, the City completed an *Economic Assessment* as part of the Lake Stevens Economic Development Strategy, which included information regarding employment dynamics. The following information is summarized from the assessment (Leland Consulting Group and LMN, January 7, 2011).

The Geography of Employment. The geography of where residents live and work has a significant impact on office, retail, and housing markets, existing and desired transportation infrastructure, and economic development opportunities. All information is based on 2008 U.S. Census data, gathered prior to the most recent (2009) Southwest Annexation, during which the City gained approximately 10,000 residents. Thus, while the principles discussed below should remain accurate, the numbers of employees and residents in Lake Stevens have increased significantly. The 2008 Census data is the most recent available. The employment geography figures show that:

- Lake Stevens residents travel widely for work. While Everett is the top destination for Lake Stevens employees, significant numbers of employees also travel further, to Seattle, Bellevue, and other locations.
- The City is largely a beginning point for work trips, rather than an ending point.
- Thousands of employees pass through Lake Stevens and/or the Highway 2 trestle on their way to work in Everett, and by extension, other locations to the west and south. In addition to Lake Stevens residents, these commuters comprise a key demographic group with a high propensity to choose Lake Stevens as a place to shop, work, and live.

Residential Origins of Lake Stevens Employees

The area from which Lake Stevens *draws* employees is much smaller than the area to which Lake Stevens residents *commute to*. For example, while 925 Lake Stevens residents commute to the City of Seattle, only 84 Seattle residents commuted to Lake Stevens. Again, this confirms that Lake Stevens is currently a residential community, rather than an employment-centered community. As of 2008, almost twice as many people commuted *from* Lake Stevens as worked *in* Lake Stevens.



Table 2-4 - Place of Employment, Lake Stevens Residents

<u>CITY</u>	<u>NUMBER</u>	<u>SHARE</u>
<u>Everett</u>	<u>1,242</u>	<u>17.9%</u>
<u>Seattle</u>	<u>925</u>	<u>13.3%</u>
<u>Lake Stevens</u>	<u>604</u>	<u>8.7%</u>
<u>Bellevue</u>	<u>318</u>	<u>4.6%</u>
<u>Marysville</u>	<u>199</u>	<u>23.9%</u>
<u>Lynnwood</u>	<u>195</u>	<u>2.8%</u>
<u>Redmond</u>	<u>190</u>	<u>2.7%</u>
<u>Bothell</u>	<u>172</u>	<u>2.5%</u>
<u>Snohomish</u>	<u>153</u>	<u>2.2%</u>
<u>Monroe</u>	<u>142</u>	<u>2.0%</u>
<u>All Other Locations</u>	<u>1,346</u>	<u>19.4%</u>

The Westward Commute and Lake Stevens Secondary Retail Market Area. Thousands of employees routinely pass through Lake Stevens and the Highway 2 trestle on their way to Everett. These commuters are representative of thousands of others like them commuting westward to jobs in other western locales in Snohomish and King Counties. A crescent of Snohomish County cities including Granite Falls, to Lake Stevens, Snohomish, Monroe, and Sultan provides a Secondary Retail Market Area for Lake Stevens. In addition to being oriented to and reliant on western parts of the Puget Sound Region for work, analysis shows that residents of this Secondary Market Area need to return to the west to make many of their major retail purchases. Because of the proximity and convenience of Lake Stevens to the market area, there is an opportunity to attract the population to employment and retail opportunities in Lake Stevens, assuming those opportunities are competitive with other offerings to the west. The population of the “Snohomish County Crescent” is approximately 105,000 in 2010, nearly four times the population of Lake Stevens alone, and thus represents a very significant employment and retail opportunity.

Lake Stevens Traffic Counts. From a real estate and economic development point of view, traffic counts are important to real estate developers, and their retail and office tenants. This is because both retail and office tenants want locations with high visibility, where they can be seen and selected by thousands of potential customers. This is particularly true for major retailers, who believe in the adage that their customers “can’t buy what they can’t see”. Supermarkets and other tenants that locate in “neighborhood” or “community” retail centers look for average daily traffic (ADT) counts of 20,000 or more. Major regional malls and retail centers tend to locate near major highways that see around 60,000 ADT. Other types of transportation and visibility measures, for example, pedestrian and public transit counts are important—but only in areas with very high pedestrian and transit usage, in which these travelers are as or more numerous than vehicle trips.

With one minor exception, the segments of Highways 2 and 9 within or near Lake Stevens carry the levels of traffic sought by major community retail center tenants. Along with population and demographics, ADT should be one of the primary metrics that the City uses to inform retail developers and tenants about the local market potential.

CHAPTER 4 – LAND USE ELEMENT

Page 4-5 – replace Figure 4.0b Existing Land Use Map with updated land use map adopted as part of the Subarea Adoption Process.

Page 4-11 – add description for Low Density Residential after Medium Density Residential

Low Density Residential allows for a single-family apartment above a permitted nonresidential use in the Neighborhood Commercial and Public/Semi-Public zones.

Page 4-13 – revise language in paragraph after Waterfront Residential to better reflect flexible housing options in different zones.

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((Townhouse zones)). 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



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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 (Each is) 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.

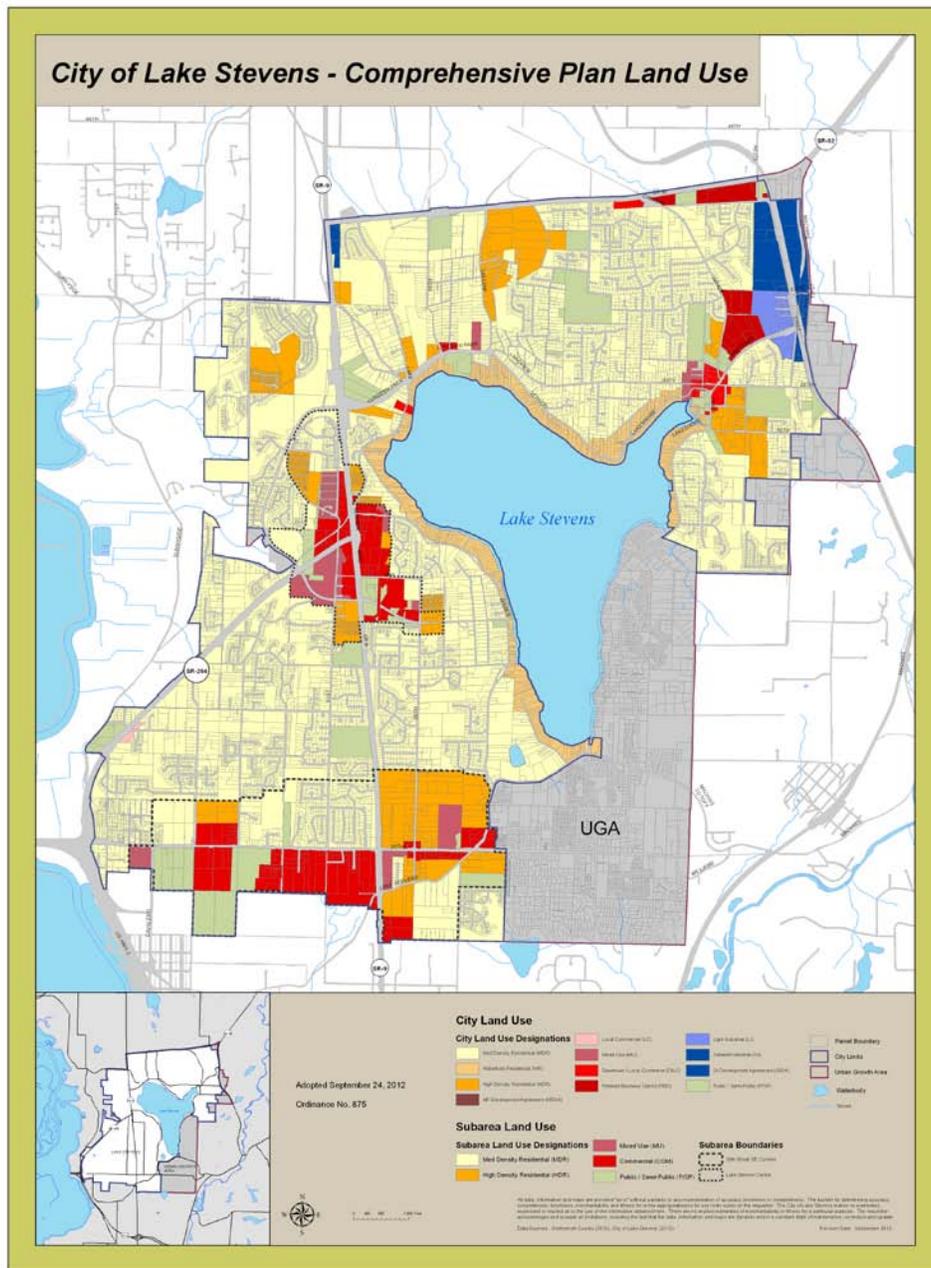


Figure 4.0b Existing Land Use Map



Pages 4-22 to 4-25 – update Table 4-3 Reasonable Measures to reflect the adoption of the subarea plans.

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

Measure	Adopted?	Applicability	Effectiveness/Potential
MEASURES TO INCREASE RESIDENTIAL CAPACITY			
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.
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.



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Measure	Adopted?	Applicability	Effectiveness/Potential
Allow Small Residential Lots	Yes	PRDs, <u>clustered housing, 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. ((Recently t)) The PRD rules ((have been changed which)) place((s)) a limit on the number and size of reduced area lots within a PRD. <u>Innovative housing options usually do not have lots, but are similar to small lot single-family developments.</u>
Encourage Infill and Redevelopment	In Process	All single family residential zones	Innovative Housing Options - Cottage Housing <u>is allowed in many residential and mixed use zones((code for 2009))</u> . Other innovative housing <u>types</u> to be reviewed (e.g., compact housing, etc.)
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.
MEASURES TO INCREASE EMPLOYMENT CAPACITY			
Economic Development Strategy	In Process	Lake Stevens Center and 20 th Street SE Corridor Subareas	((A coordinated strategy with aggressive marketing and recruitment efforts may contribute to better utilization of employment capacity areas.)) <u>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.</u>
Create Industrial Zones	Yes	General and Light Industrial Zones	Capacity exists. Largely undeveloped. Minimal potential for additional implementation <u>due to lack of sewer infrastructure.</u>



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Measure	Adopted?	Applicability	Effectiveness/Potential
Zone by building type, not use	No	Current City zoning is based on use which may be too broad in some cases and too limiting in other cases	Minimal potential for implementation to significantly alter the growth strategy unless considered as part of subarea planning.
Brownfields Programs	No		
Urban Centers/Villages	((In Process)) Yes	City <u>adopted two subareas</u> ((has defined Growth Centers)) that permit a higher density mix of residential and non-residential uses	((Starting to look at subarea planning for three community growth centers. Potential for i)) <u>Implementation through subarea planning with rezoning to increase intensity and density with transition areas between existing residential areas and planning for multi-modal transportation system. ((, which could focus on rezoning for further intensifying defined Growth Centers in coordination with improving access to the regional high capacity transportation system to improve accessibility and thus increase both capacity and suitability.))</u>
Allow Mixed Uses	Yes	<u>CBD, PBD and MU zones and within the subareas</u>	Not significant implementation. Greatest potential in the PBD zone <u>and the adopted subareas.</u>
Transit Oriented Design	((No)) Yes	Currently there is limited transit service within the Lake Stevens area	((Minimal potential for implementation to significantly alter the growth strategy unless considered as part of subarea planning.)) <u>Included within subarea plans and Community Transit has identified 20th Street SE as a transit emphasis corridor for future frequent service.</u>



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Measure	Adopted?	Applicability	Effectiveness/Potential
Downtown Revitalization	Yes	A plan has been developed for the Grade Road portion of the historic town area. ((A civic center plan and infrastructure improvements have already occurred))	Began historic town center planning in 2006. (Some potential for additional implementation with subarea planning for other portions of the historic town center.) <u>Downtown framework plan approved in 2012 with subarea plan completed in 2013.</u>
Adequate Public Facilities	Yes	Concurrency for parks, roads and sewer	<u>GMA-based traffic impact mitigation fees adopted with the subarea plans.</u>
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		<u>Annexation plan adopted for eventual "One Community Around the Lake" in the future.</u>
Reduce off-street surface parking	Yes	Reduced minimum standard required for office uses	((Minimal office development. Minimal potential for additional implementation to significantly alter the growth strategy unless considered as part of subarea planning.)) <u>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.</u>
Identify and redevelop vacant buildings	No	Few vacant buildings within City and UGA	Minimal potential for additional implementation to significantly alter the growth strategy.
Concentrate critical services near homes, jobs and transit	Yes	((At least three of the four defined Growth Centers provide critical services near homes, jobs and transit, but jobs are limited)) <u>Subareas</u>	((Most services available are concentrated downtown. ((Given the small downtown area, many important services may not be available.))) <u>Subarea plans should bring much needed services to the City at Lake Stevens Center and along 20th Street SE.</u>



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Measure	Adopted?	Applicability	Effectiveness/Potential
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	((No)) Yes	((No specific program adopted)) <u>Processing Code and Planned Actions</u>	((Unlikely that this measure would provide any significant contribution, as)) <u>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 should provide specific requirements for submittal and minimize necessary review times.</u>
MEASURES TO MITIGATE IMPACTS OF DENSITY			
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. <u>Subarea Design Guidelines were adopted for development within the subarea using the Design Review Board and administrative review.</u>
Urban Amenities for Increased Densities	Yes	<u>PRDs and subareas</u> ((plats are required to provide additional amenity))	<u>PRD plats are required to provide additional amenity. Subarea plans allow for increased floor area ratios with a menu of amenity options.</u>
Community Visioning	Yes		Provided basis of land use policies. Updated in 2006 Plan. <u>Important part of subarea planning, downtown framework planning and shoreline planning.</u>
OTHER MEASURES			
Low Densities in Rural and Resource Lands	((No)) N/A		



Measure	Adopted?	Applicability	Effectiveness/Potential
Urban Holding Zones	Yes	Does not apply to areas within the City	None
Capital Facilities Investment	Yes	((Sewer investment to support industrial and residential growth)) <u>Subarea Plans</u>	((Too early.)) <u>Subarea planning included adoption of a capital facilities plan for each subarea.</u> Expectation is that investment will spur development.
Environmental review and mitigation built into subarea planning process	((No)) <u>Yes</u>	Planned Actions and Traffic Impact Mitigation Fees	((Subarea planning of defined Growth Centers could include this measure in order to facilitate implementation.)) <u>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.</u>
Partner with non-governmental organizations to preserve natural resource lands	No		

Page 4-34 – add Low Density Residential description after Medium Density Residential.

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 a single-family apartment above a permitted nonresidential use in the Neighborhood Commercial and Public/Semi-Public zones.
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.

CHAPTER 6 – TRANSPORTATION ELEMENT

Page 6-11 – add language to Transit LOS Standards section that SR9 and 20th Street SE are designated transit emphasis corridors in Community Transit’s Long Range Transit Plan and Countywide Planning Policy TR-12.

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



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included in the Land Use Element Goals and Policies. Community Transit has designated 20th 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 20th 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.

Pages 6-12 to 6-15 – update Future Needs and Alternatives section for consistency with adopted Subarea Adoption Package. No proposed language available until Subarea Adoption Package is adopted by Council.

FUTURE NEEDS AND ALTERNATIVES

Analysis of Needed Capacity Improvements

After completing the inventory of existing capacity the City of Lake Stevens has decided that LOS C or better at peak hour traffic in residential areas and LOS ((D))E along arterials and collectors in other areas ((in the central business district))at peak hour are reasonable and achievable standard for all arterial roadways except within subareas. 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.

All of the City's roadways currently provide this LOS or better. However, the City must plan necessary roadway improvements to increase the capacity of certain roadways, or develop a plan to prevent deterioration of the LOS below the standard. Also, design standards as described above will be used to evaluate all other roadways in the City's planning area.

All roadway segments, except for a portion of Main Street, are expected to meet the adopted levels of service at the 2010 horizon. Main Street between North Lakeshore Drive and 18th Street NE is projected to deteriorate to LOS F within 10 to 20 years. A traffic analysis study by William Popp Associates predicts that the link will have a peak hourly volume of 1090 vehicles in 20 years and a volume/capacity ratio of 1.09. In order to attain LOS D at peak hour the volume/capacity ratio needs to be reduced to less than or equal to 0.90. This can be accomplished by decreasing the volume on Main Street to 900 vehicles during the peak PM hour, or increasing the capacity of the link to 1220 vehicles per hour. In other words, the capacity needs to be increased by at least 130 vehicles per hour, or 190 vehicles need to use an alternative route.

The Subareas Capital Facilities Plan includes a future needs analysis for the Lake Stevens Center Subarea and the 20th Street SE Corridor Subarea. Needed transportation projects are divided into two tiers: Tier A projects are high priority projects that provide additional capacity and help meet the system-wide LOS, and Tier B projects typically help improve traffic capacity and circulation, expand non-motorized facilities, and reconstruct roads to match the specific cross sections in the subarea plans.

Analysis of Needed Safety Improvements

Accident frequency data for the past five years was obtained from the Washington Department of Transportation District Office, County Sheriff’s Office, and from the City’s Police Department records. The intersection of 28th Street NE and Hartford-Machias Road was identified as high accident frequency area. This location was examined to determine what improvements, if any, would alleviate the accident hazards. The improvements considered to alleviate this hazard included improved sight distance, and a flashing beacon. The needed improvement is relatively small and requires an expenditure of less than \$10,000. However, this intersection is in the jurisdiction of Snohomish County. The City will attempt to work with the County to see that some action is taken to alleviate this accident condition.

No other high accident frequency areas were identified within the City which have not been corrected. Efforts are taken to correct potential safety concern areas before they result in serious accidents, rather than requiring a certain number of accidents or deaths before a situation is corrected.

16th Street NE between 127th Avenue NE and 131st Avenue NE has been identified as an area requiring realignment. Currently, signage and road markings are used to direct drivers through an area of curves and varying widths. At the posted speed of 25 miles per hour this should not be a safety concern. However, not all traffic moves at that speed, and



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16th Street NE is proposed to be upgraded to a collector arterial in the future. This will require correction, and is proposed for inclusion in the Capital Facilities Element.

Because the “fixes” are generally cost less than \$10,000, improvements to high accident frequency locations will generally be included in the City's Annual Budget.

Analysis of Projected Transportation Needs

Future Roadway Needs

In determining projected roadway needs the City attempted to plan for the projected transportation volumes in a cost-effective manner that would not leave the City with under- or over- used capacity. In the distant past, roadways have been under built for the use they receive. However, in the 1970-80's many residential streets included wide lanes for fast moving traffic; but many of these are now considered overbuilt for residential neighborhoods. These roads are costly to build and maintain and use up valuable land. Narrower roads could provide routine and emergency access in most residential neighborhoods and will use less paving materials, lower maintenance costs, reduce surface water run-off, and maintain more vegetation.

However, it is anticipated that a major north south arterial will be needed on the east side of the lake to take traffic off of East Lake Stevens Road, which cannot be upgraded as much as would be necessary to take all the traffic anticipated. A new arterial is envisioned for 131st Ave NE to Machias Cutoff.

Future Pedestrian/Bicycle Trail Needs

Providing trails to connect residential areas with other parts of the city is a high priority for the City. The addition of bicycle lanes and pedestrian routes is also a primary goal in the transportation program. Walkways and existing and proposed trails are shown in Figure 5.1.

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.

A primary part of the transportation plan for the City is to direct major motor vehicle through-traffic away from the lake shore streets, and encouragement of bicycle and pedestrian circulation along these routes. The reclassification of 131st Avenue NE to a minor arterial south of 16th Street NE should help remove traffic from East Lakeshore Drive. To the north, the further improvement of Grade Road is expected to encourage traffic to take SR 92 and Grade Road to enter the City and decrease the impact upon North Lakeshore Drive and, to some extent, 20th Street NE.

The Lake Stevens Center Subarea Plan and the 20th 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 line between the two subareas.

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 to monitor needs and to 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 annual updated Six-Year Transportation Improvement Program 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 Quality and Transportation

Considering the location of the City of Lake Stevens east of the major north-south corridor, Interstate 5, the air quality is less of a concern than for cities along the major freeways. However, State Route 9 runs through the west side of the City with high volumes of traffic and congestion during commute times. In addition, State Route 2 is located to the south of the current UGA.

As population increases, so does traffic volumes and vehicle emissions. Air quality gains can be made through the reduction in automobile use and the increase in mass transit use. However, the location of Lake Stevens off the major transportation corridors limits the provision of mass transit.

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 (NO₂), sulfur dioxide (SO₂), 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.

Page 6-15 – update Policy 6.1.1 relating to a change in LOS within subareas for consistency with adopted Subarea Adoption Package.

Policies

6.1.1 For traffic levels of service, the City adopts LOS C or better at peak hour traffic for residential areas and LOS ((D))E along arterials and collectors in other areas((in the central business district)) at peak hour((for all arterial roadways)). 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.

Page 6-22 - Staff proposal to add goal and policy related to Traffic Impact Fee Program.

GOAL 6.12 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

- 6.12.1 Offsite improvements (non-frontage) performed by a developer on identified Capital Facility 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.
- 6.12.2 Traffic impact fees shall be pooled to ensure that the fees are expended or encumbered for permissible uses within ten years of receipt.
- 6.12.3 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.



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- 6.12.4 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.
- 6.12.5 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.
- 6.12.6 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.
- 6.12.7 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.
- 6.12.8 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.
- 6.12.9 The Public Works Director shall be authorized to adjust the impact fees for a 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.

CHAPTER 7 – UTILITIES & PUBLIC SERVICES & FACILITIES ELEMENT

Page 7-5 – update Sewer Service section to show completion of new sewer treatment facility.

Sewer Service

Sewer treatment for the Lake Stevens UGA is provided by the Lake Stevens Sewer District, the entire boundary of which is shown in Figure 7.1. As of May, 2005 the City and District formally cooperate as a "Unified Sewer System" (USS). The two agencies operate under an interlocal agreement under which the District will provide, maintain and operate sewer facilities throughout the Lake Stevens UGA. It is assumed that the City could take complete ownership of District operations by 2025, if mutually beneficial.

The City contracts with the District for collection and treatment of all raw sewage. Construction for the new Sunnyside Wastewater Treatment Plant has been completed and is fully operational. It is located on a 14-acre site next to SR204. Compared with the District's existing facility next to Ebey Slough, the Sunnyside WWTP will have greater capacity, contain more modern technology, be more reliable, more environmentally friendly, and be better designed.

The new plant is necessary to handle the increased population and commercial growth in the District. It also will keep the District in compliance with State and Federal requirements. It was actually less expensive to build a new plant than to expand the old one, which is located in a flood plain. ((Plans are underway to improve and upgrade treatment capacity at a new treatment facility at SR 204/ Sunnyside Boulevard.)) The Ebey Slough facility will be retained as a pump station.

Maintenance and operation of the City's sewer system is the responsibility of the Public Works Department; however the interlocal agreement currently states the District will maintain and operate sewer facilities throughout the UGA. The system includes a network of trunk and collector lines, a flow telemetry system, manholes, and pump/lift stations.

This Plan asserts a goal of eliminating all septic systems over time as the sewer system and the City Limits expand. New developments, re-built structures, new industrial development in the Hartford Road and other non-residential areas would all be required to provide sewers to the extent the existing system is within 200 feet of the affected property. This may take time; but the need for the expanded and growing city to eventually become fully served is significant.



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Additionally, the City and the Lake Stevens Sewer District do joint capital facilities planning to benefit the community and its economic development.

Pages 7-6 to 7-10 – adopt the most recent Lake Stevens School District Capital Facilities Plan for 2012-2017 and add section on the Snohomish School District.

School Districts

Lake Stevens School District. The Lake Stevens School District covers approximately 37 square miles, roughly following the boundaries of the Urban Growth Area (see Figure 7.4). The District includes most of the Lake Stevens urban growth area, as well as areas outside the UGA and a small portion of the City of Marysville. The Snohomish School District covers the southeast corner of the Lake Stevens urban growth area approximately south of 4th Street NE and east of 115th Avenue SE. No Snohomish School District schools are located within the Lake Stevens urban growth area.

Within the Lake Stevens School District there are six elementary schools grades K-5 (Mt. Pilchuck, Hillcrest, Sunnycrest, Glenwood, Highland and Skyline), two middle schools grades 6-7 (Lake Stevens and North Lake), one mid-high school grades 8-9 (Cavelero), one high school grades 10-12 (Lake Stevens), and one alternative high school serving grades 9-12 (PROVE) and an alternative K-12 school (HomeLink). It also owns approximately 76 acres of vacant land.

The Lake Stevens School District has experienced steady upward growth in enrollment for the past three decades. In 1973 total enrollment was about 2,800. Between October 2000 and October 2006, student enrollment increased over 24 percent of the total student growth experienced in Snohomish County and second highest in Snohomish County. The October 1, 2011 enrollment was 8,051 students, increasing 3.4 percent over 2009. Average annual growth between 1994 and 2005 was approximately 4.5 percent, more than double the countywide average of 1.71 percent per year. Since 1992, the Lake Stevens School District has been, and is projected to continue to be, one of the fastest growing districts in Snohomish County based on the Office of Financial Management-based population forecast. Enrollment by 2015 is projected to be 8,777 and by 2025 is projected to be 10,455.

The City has adopted by reference the current Lake Stevens School District No. 4 Capital Facilities Plan. This Plan provides the basis for charging GMA based impact fees, as implemented in the City's Land Use Code. The District participates in the school impact mitigation fee program and issues an updated Capital Facilities Plan every two years. The City applies a discount to the calculated rate as do most other cities in the County. The current discounted fee in the 2012-2015 CFP is \$4,692 for single family homes and \$2,915 for multi-family construction units. If the discount was not adopted, the City would collect \$9,383 per single family units and \$5,830 for multi-family units.

Snohomish School District. The Snohomish School District covers a small corner of the southeastern portion of the Urban Growth Area, and serves residents south of the Lake Stevens School District. The Capital Facilities Plan will not be adopted by reference or the details included in the Comprehensive Plan until the area served by the District is annexed into the City.

Page 7-12 – add reference to the Public Utilities District No. 1 approved water plan.

Water Utilities

Except for a few homes on wells, water service is provided by the Snohomish County Public Utilities District No. 1 (PUD). The City of Lake Stevens is served by PUD's Lake Stevens water system. This system is bounded on the west by Ebey Slough and the Snohomish River, on the north by Sunnyside and Marysville, on the east by Burlington Northern Railroad



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and extends just south of Hewitt Avenue. It includes Everett's #2 and #3 transmission lines from Spada Lake, a "main" transmission/distribution line approximately parallel to 91st Avenue, and many smaller distribution lines. Walker Hill reservoir (2.0 MG capacity) and Hillcrest Reservoir (0.3 MG capacity) serve both the City and the UGA. The distribution system within the City is shown in Figure 7.6. PUD also has an emergency aquifer and wells, a portion of which is found in the northeast corner of the City. The following is an overview of the Lake Stevens' system and its major facilities as described in their Final Water System Plan, June 2011:

Source -- Three connections to the City of Everett's Transmission Pipeline Nos. 2 and 3 provide the area's primary water supply. Two wells are used as an emergency standby source.

Storage -- Currently there are two reservoirs used in the System. They are Walker Hill and Hillcrest Reservoirs. Their combined capacity is ~~((2-3))~~10 MG.

Transmission and Distribution Pipelines -- Pipeline sizes range from ~~((4 to 18))~~3/4 to 40 inches and materials include cast iron, asbestos cement, ductile iron, galvanized, and steel.

Booster Pump Stations -- At the higher elevations, additional pressure is provided by two booster pump stations located in the Walker Hill and Hillcrest areas.

Pressure Reducing Stations -- There are six pressure reducing stations installed throughout the System to help regulate pressure and define the separate pressure zones. There are seven pressure zones which provide reasonable pressure to all consumers.

CHAPTER 8 – CAPITAL FACILITIES ELEMENT

Page 8-7, Table 8-1 Schedule of Funded Improvements table below will be updated with some of the projects identified in the Subareas Capital Facilities Plan:

Subject	Project	Funding Source	Cost	Year
Streets	20 th Street SE Phase II – US 2 to 91 st Avenue SE	Federal/State/REE T/Developer contribution	\$13,000,000	2015-2020
Streets	Street & Sidewalk Construction 20th - Centennial Trail	CDBG/REET	\$350,000	2016
Streets	Sidewalks to Mt. Pilchuck Elementary and North Creek Middle School	DOT/ Developer contributions	\$1,500,000	2016
Streets	Street & Sidewalk Construction 16th, 18th & 127th	CDBG/REET/ developer contributions	\$1,000,000	2015
Sidewalks Public Facilities	Sidewalk Construction 116th & 117th	Street fund/ developer contrib.	\$4,000,000	2016
Facilities	City Hall/ Civic Center	Bond Issue Developer contributions./	\$20,000,000	2010
Parks	Eagle Ridge Park Master Plan Improvements – Phase I	Grants	\$159,000	2015



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Page 8-9, Table 8-3 Source of Existing City Resources, Average 2003-2007 will be updated:

Source	Percentage of total Resources
Non -revenue	19%
Other Taxes	17%
Property Tax	14%
Sales Tax	12%
Interfund Transfers/Loans	12%
Charges for Services	11%
Other Intergovernmental	6%
Licenses/Permits	4%
Miscellaneous	3%
Fines and Forfeiture	2%
Grants	0%
TOTAL	100%

Page 8-21, Table 8-6 Revenue Projections Affecting Capital Improvements (Thousands) will be updated:

Funds	2006	2007	2008	2009	2010	2011
General Fund	3,100	5,185	6,845	6,339	6,362	6,516
Total General	3,100	5,185	6,845	6,339	6,362	6,516
Street Fund	850	1,080	1,155	1,229	1,253	1,278
Tot. Transp.	850	1,080	1,155	1,229	1,253	1,278
Storm Water Mgmt. Fund	250	540	558	529	590	597
Tot. Proprietary	250	540	558	529	590	597
CIP-Develop. Contribution	118	305	111	5	5	5
REET 1 & 2	380	450	495	450	450	450
Tot. Cap. Proj.	498	755	606	455	455	455
Grand Totals	4,698	7,560	9,164	8,552	8,660	8,846

APPENDICES

Add new Appendix L – (SEPA Environmental Documents for 2012 Docket) To be issued in October 2012

Matrix of Impacts and Mitigation Measures for 2011 Comprehensive Plan Docket Amendments

Environmental Topic	Distinguishing Impacts of the Alternatives
Earth, Air Quality, Water Quality, Plants and Animals	Map and text amendments will have no impact on these environmental resources.
Noise	Map and text amendments will have no impact on these environmental resources.
Land Use	Map and text amendments will have no impact on these environmental resources.
Relationship to Plans and Policies	Map and text amendments will have no impact on the overall Plan and Policies and are consistent with GMA.
Population and Employment	Map and text amendments will have no impact on these environmental resources.
Housing	Map and text amendments will have no impact on these environmental resources.
Cultural Resources	No specific impacts from the proposed map and text amendments.
Transportation	The proposed transportation projects proposed for addition to the Capital Facilities Plan will benefit the city transportation network and is an addition to the capital facilities plan; however, the addition of the map and text amendments will not affect the overall provision of transportation or capital facilities.
Parks and Recreation; Fire, Police and Court Services; Libraries and Schools	Map and text amendments will have no impact on these environmental resources.
Water Supply; Sanitary Sewer; Storm Sewer; Solid Waste; Utilities (Electricity, Natural Gas, Telecommunications, Electromagnetic Fields)	The proposed utility projects proposed for addition to the Capital Facilities Plan will benefit the utility network and is an addition to the capital facilities plan; however, the addition of the map and text amendments will not affect demand on utilities and public services and facilities.



ADOPTION OF EXISTING
ENVIRONMENTAL DOCUMENT

Adoption of the School District Capital Facilities Plan 2012-2017 with
Comprehensive Plan Amendments (2012 Docket)

Description of current proposal: The proposed action is the adoption of the Lake Stevens School District No. 4 – Capital Facilities Plan 2010-2015 in order to update the Comprehensive Plan Capital Facilities Element (Chapter 7) and update school impact mitigation fees as part of the 2012 Docket. The Lake Stevens School District adopted the Capital Facilities Plan in August 2012 with Snohomish County Planning Commission review September 25, 2012. Snohomish County Council will adopt the plan with their 2011 budget in November 2010. The County Council will hold a public hearing on school plans on October 31, 2012 and adopt the plan concurrently with the County 2013 budget in November 2012. The plan includes projections for use of existing educational facilities and quantifies capital facility needs with a proposal to change school impact mitigation fees (increase of \$162/single-family home and decrease of \$123 for multi-family units) to support future facility needs.

Proponent: City of Lake Stevens, Washington

Location of current proposal: City of Lake Stevens, Urban Growth Area and Lake Stevens School District

Title of documents being adopted: Determination of Non-Significance – Lake Stevens School District No. 4 Capital Facilities Plan 2012-2017 & SEPA Checklist. A SEPA Addendum No. 5 was issued on October 12, 2012 for the 2012 Docket, excluding the adoption of the School District Capital Facility Plan, which included previous environmental review and threshold determination.

Agency that prepared documents being adopted: Lake Stevens School District, Lake Stevens, Washington

Date adopted document was prepared: Checklist (June 18, 2012), DNS (June 19, 2012)

Description of documents (or portion) being adopted: The DNS and SEPA checklist are for the adoption of the Lake Stevens School District Capital Facilities Plan, 2012-2017. This Capital Facilities Plan has been developed in accordance with requirements of the State Growth Management Act and is a non-project proposal. It



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documents how the Lake Stevens School District utilizes its existing educational facilities given current district enrollment configurations and educational program standards, and uses six-year and 15-year enrollment projections to quantify capital facility need for years 2012-2017.

If the documents being adopted has been challenged (WAC 197-11-630), please describe: No challenge occurred.

The documents are available to be read at (place/time): City of Lake Stevens, Planning and Community Development Department, 1812 Main Street, Lake Stevens, WA; Monday – Friday, 8:00 am to 5:00 pm.

We have identified and adopted this document as being appropriate for this proposal after independent review. The document meets our environmental review needs for the current proposal and will accompany the proposal to the decision maker.

Name of agency adopting document: City of Lake Stevens, Washington

Contact person, if other than responsible official: Karen Watkins, Principal Planner

Phone: 425-377-3221

Responsible official: Rebecca Ableman, Planning Director

Phone: 425-377-3229

Address: P.O. Box 257, Lake Stevens, WA 98258

Date: October 19, 2012

Signature: Rebecca Ableman, Planning Director



Comprehensive Plan Docket 2012 Text Amendment

Staff Summary for Grant or Denial T-8 Cover, Footers and Table of Contents

LOCATION IN COMPREHENSIVE PLAN: Cover, footers and table of contents.
SUMMARY: The proposal is for text changes to the Comprehensive Plan as part of the 2012 Comprehensive Plan amendments. The amendments are to update the cover and footers with the date of adoption and update the table of contents.
DISCUSSION: The proposed amendment updates the cover, footers and table of contents

PROPOSED CHANGES: The amendments are to update the cover and footers with the date of adoption and update the table of contents.

GRANTING OR DENIAL OF AMENDMENTS *(Pg 1-25, Dec 2011 Final Comprehensive Plan)*

For both City and privately-initiated amendments, the City shall take into consideration, but is not limited to, the following factors when considering approval of a proposed amendment to the Comprehensive Plan:

<p>1. The effect upon the physical, natural, economic, and/or social environments. The proposed amendments to update the cover and footers with the date of adoption and update the table of contents will have no effect upon the physical, natural, economic, and/or social environments.</p>
<p>2. The compatibility with and impact on adjacent land uses and surrounding neighborhoods including whether the amendment would create pressure to change the land use designation of other properties in the vicinity. The proposed amendments to update the cover and footers with the date of adoption and update the table of contents will have no impact to specific land uses or neighborhoods.</p>
<p>3. The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and schools. The proposed amendments to update the cover and footers with the date of adoption and update the table of contents will have no direct impacts on planning for public facilities and services.</p>
<p>4. The quantity and location of land planned for the proposed land use type and density. The proposed amendments to update the cover and footers with the date of adoption and update the table of contents will have a no impact on land use and density planning for the future.</p>
<p>5. The effect, if any, upon other aspects of the Comprehensive Plan. The proposed amendments to update the cover and footers with the date of adoption and update the table of contents will have no effect on other aspects of the Comprehensive Plan.</p>

The City may amend the Comprehensive Plan only if it finds the amendment meets all of the following:

1. The amendment must be consistent with the Growth Management Act and other applicable State laws.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
2. The amendment must be consistent with the applicable County-wide Planning Policies.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
3. The amendment must not be in conflict with the Community Vision or other	

goals, policies, and provisions of the Comprehensive Plan.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
4. The amendment can be accommodated by all applicable public services and facilities, including transportation.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
5. The amendment will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses or residents.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
6. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

Staff recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan.

The Planning Commission recommends this proposal be GRANTED or DENIED based on the criteria in the Comprehensive Plan.

The City Council GRANTS or DENIES this proposal based on the criteria in the Comprehensive Plan.