



Lake Stevens Downtown Framework Plan

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DRAFT #2

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PART 1: BACKGROUND

I. INTRODUCTION

The City of Lake Stevens is among a select few communities in the Puget Sound area that have their designated town center and major public spaces on a waterfront setting. The beautiful Lake Stevens sits amid a backdrop of spectacular cascade mountain views and is home to residents deep-rooted in the love for civic engagement and outdoor activities. The town center has all the ingredients for a successful community oriented downtown.

In waterfront communities, property is highly valued due to recreational amenities, views, and a place that attaches nature to culture – an inherent connection that has been felt throughout history in general and human settlements in particular. Land within close proximity to water is valued both socially by the community and economically by the real estate market. Lake Stevens therefore has an unusual opportunity to capture both aspects in the evolution of its Downtown/Town Center as a place to spend time, live, work, and do business. The relocation of city services and offices to the future Civic Campus at the north end of Downtown on Grade Road opens up possibilities both for expanding public space and to directly guide the quality and character of Downtown. Previous studies have suggested a suburban solution: low-rise buildings separated by seas of asphalt parking – a development pattern that could be found virtually anywhere. Lake Stevens' Downtown location is precious and unique for and, instead, should embody the best traditions of Northwest small towns, while offering a generous visual and functional relationship to its namesake body of water.

One of the aspects of Downtown development that needs to be carefully guided is the pace and degree of change in physical character. Done too quickly and some residents feel uncomfortable, sensing that the place they chose to live is being destroyed. Done too slowly and a community can miss the swings of the marketplace. So the challenge for Lake Stevens is to create a balance between development and a respect for scale and character by creating and nurturing active, varied street-level spaces and a rich, diverse public realm that can endure over time.

Public/private partnerships may also be important into the future to enhance redevelopment of Downtown. This document, the Downtown Framework Plan, includes the first step and makes recommendations for the future steps. This framework can serve as a guide for future redevelopment of Downtown or could lead to a

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future Subarea Plan, Planned Action, or some other appropriate implementation tool depending on the desired plans of the City Council.

II. BACKGROUND AND EXISTING CONDITIONS

Downtown Lake Stevens is the civic heart of the City in function, located at the northeast end of the Lake. The lake itself is the center of the community with the city encircling the lake from the south end around the west and north ends and through the northeast portion of the lake. As of 2012, Snohomish County still has jurisdiction over a small area of the Lake Stevens Urban Growth Area (UGA) in the southeast portion of the lake, residential in nature and smaller portions to the far eastern border of the UGA.

Downtown Lake Stevens includes most civic uses of the City including City Hall, Permit Center, Police Station, Community Center, Lake Stevens Fire Station, Sno-Isle Library, U.S Post Office, Family Center, and Boys and Girls Club. In addition, there are many parks in and around Downtown including the War Memorial, North Cove Park, Swim Beach, Boat Launch, Catherine Creek Park, Kids Oasis Playground, and access to the Centennial Trail.

Downtown is the destination for large sporting and community events throughout the year including Aquafest, Ironman 70.3 Triathlon, Oktoberfest, Halloween, National Night Out, Music in the Park, farmers market, fishing derbys, and numerous rowing regattas, weddings, graduations, memorials and other private celebrations throughout the year. Many residents already enjoy the many festivals and events in Downtown, the park, the waterfront, and water activities.



Redevelopment of the Downtown will need to enhance or replace existing civic and park uses, enhance economic development opportunities, and provide tourist attractions.

The purpose of the Downtown Framework Plan is to present a strong, clear direction for capturing the economic potential of Downtown through a set of recommended land use code provisions and design standards specific to Downtown. LMN Architects provided a cursory inventory and analysis identifying issues and potentials for Downtown and reviewed the previous objectives and principles for Downtown and provided updates (**Part 2: Inventory and Analysis**). In addition, visioning workshops were held with major property owners and citizens. This information allowed creation of a Downtown Concept Plan (**Part 3: Community Visioning**).

The City completed an Economic Development Strategy for the City including specific information for the 20th Street SE Corridor, Lake Stevens Center, Hartford Industrial Area, Downtown, and Citywide. Data specific to successful Downtown redevelopment is included in **Part 4: Development Intensities and Densities**.

Although the scale and location of Downtown is different from the Lake Stevens Center Subarea and 20th Street SE Corridor Subarea, the adopted Subarea Design Guidelines, Subarea Land Use Regulations and Subarea Plans provide a basis to recommend revisions specific to Downtown. **Part 5: Framework Plan** includes streetscape

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and public realm, and land use and building form. **Part 6: Implementation** includes recommendations related to land use regulations, design guidelines, and transportation improvement recommendations to establish Downtown as a unique city center. In the future, the Subarea guidelines and regulations adopted for the Lake Stevens Center and 20th Street SE Corridor Subareas could be amended with the addition of specific requirements for Downtown development rather than creating completely new guidelines and regulations.

For this reason, the Framework Plan provides recommended revisions to many of the documents adopted for the Lake Stevens Center and 20th Street SE Corridor subareas or uses the information within the documents to guide future development planning for Downtown Lake Stevens.

Finally, **Part 7: Next Steps** summarizes implementation steps to move Downtown into a successful and vibrant Center for residents and visitors.

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PART 2: INVENTORY AND ANALYSIS

The purpose of the Inventory and Analysis reviews previous plans, describes changes to the City and Downtown, which could affect Downtown planning, and offers objectives and principles to follow during the Visioning Process. In 2005, a Lake Stevens Towncenter Concept Plan was completed by the Chamber of Commerce. The plan provided a starting point for the Framework Plan. Within the 2005 document, the following information was identified, some of which is still relevant today:

Vision – “The towncenter is the civic heart of Lake Stevens”

Essential Features of Plan Identified

- Connection to and along the waterfront
- Activities that extend hours of use
- Activities that support residents and visitors
- Direct road access to Main Street center
- Spaces that draw the waterfront into the downtown
- Downtown housing
- Small block sizes
- Connection to the waterfront
- On-street parking/narrow streets
- Streets for people
- Distinctive architectural forms
- City Hall is an integral part of downtown
- Sno-Isle library has strategic location

Practical Planning Principles Necessary to Achieve Vision

- *Economics* – increased sales tax base
- *Open Space* – increased pedestrian access to North Cove Park
- *Land Use* – Provide more retail and service outlets to generate sales tax sources
- *Urban Design* – Building size, scale and relationship to pedestrian. Establish character by identifying materials, colors, and architectural style
- *Transportation and Traffic* – More linkages to waterfront from Main Street. New roads connect dead ends for more exposure for businesses and park. Minimize pedestrian conflicts

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However, since the 2005 Plan, many changes have occurred within the City including the purchase of land on Grade Road for a new Civic Campus and numerous annexations. The following list is a summary of the changes to the City since the 2005 Plan:

- City has grown from 7,500 to over 28,000 residents
- Annexations have brought in additional areas for economic growth (20th Street SE Corridor and Lake Stevens Center)
- New environmental rules for critical areas including the lake and wetlands are in place or being considered
- Economic needs required by downtown have changed due to additional areas within City for economic development
- Opportunity to reassess the types of uses, intensity of infrastructure and capital facility costs

A base map of a Downtown street grid was created with existing block patterns as part of the inventory and identified potentials and observations to consider during the visioning and planning process. The potentials and observations are listed below:

Potentials

- Economic diversity and vitality
- Role / consolidation of civic functions
- Public access
- “Main Street?”
- Infill / mixed-use
- Circulation / parking
- Yearly Events (i.e., Aquafest, triathlons, rowing, etc.)

Observations

- Not on a major transportation route
- Constrained by both geography and hydrology
- Lakefront attractions
- More of a true village, although incomplete
- Typical economic functions split (commercial, civic & employment split over three areas)
- Identity / boundary

Finally, broad objectives and more specific planning principles were drafted to apply to Downtown and form the basis for eventual policies and implementation.

Over-arching Objectives

1. The downtown will continue to serve as the center of community, cultural and civic lives for residents of Lake Stevens.
2. Strengthen the unique characteristics of downtown, its adjacency to the lake and its small town scale and ambiance.

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3. Encourage new investment in buildings and businesses, including incentives for higher density residential infill development and reuse of existing buildings.
4. Enhance the regional identity and image of downtown through marketing, signage, lighting and other techniques.
5. Create, over time, a “main street” atmosphere, with fine public spaces and pedestrian-oriented sidewalks and pathways.
6. Continue to promote community and regional activities and events in the downtown.

Updated Principles

1. Promote higher quality design through design standards and guidelines and a review process that allows for public comment.
2. Identify locations for public art.
3. Improve streetscapes with wider sidewalks, lighting, landscaping, and street furnishings.
4. Provide for easy, safe movement by bicycles.
5. Create opportunities for new private sector investment.
6. Find more ways of visually and functionally connecting to the lake.
7. Develop a consolidated civic center within or near the heart of downtown.
8. Allow for urban, mixed use buildings to be developed that frame the streets.
9. Adopt programs for retaining existing businesses, while attracting new ones.
10. Broaden the diversity of goods and services available within downtown.

The inventory and analysis information was shared with residents, the Planning Commission and City Council during the Visioning Process to inform attendees and guide discussions.

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PART 3: COMMUNITY VISIONING

The Community Visioning Process was the most important step in developing the Framework Plan to create a vision concept for future community consideration. Therefore, a decision was made to have a two-step process with a workshop with major property owners and stakeholders in the Downtown area first, and then hold a public open house.

On September 22, 2011 major property owners and stakeholders in the Downtown area were invited to a Visioning Workshop at the Community Center. There were 17 attendees, including Councilmembers and a Planning Commissioner.

DOWNTOWN VISIONING WORKSHOP ROUNDTABLE ATTENDEES	
September 22, 2011, Lake Stevens Community Center	
NAME	ORGANIZATION
Ryan Kilby	Property Owner and Business Owner
Jari Williams	Property Owner and Business Owner
Pam Stevens	Lake Stevens Journal
Jan Larson	Property Owner and Business Owner
Frank McDaniel	Property Owner and Business Owner
John Limantzakis Johnny Limantzakis Johnette Limantzakis	Limantzakis Properties
Kim Daughtry John Spencer	City of Lake Stevens City Council
Sammie Thurber	City of Lake Stevens Planning Commission
Vern Little Jan Berg Becky Ableman Karen Watkins	City of Lake Stevens, Mayor City Administrator Planning Director Principal Planner
Mark Hinshaw Brianna Holan	LMN Architects

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A summary of information about Downtown, discussed in the Inventory and Analysis section above, was shared with attendees. Then the attendees were divided into four tables for a roundtable discussion of the issues and potentials for Downtown. The following comments were received at the workshop:

Big Ideas (Overall guidelines for designing Downtown)

- Open up the lake view by relocating city functions
- Focus on the greatest assets: lake, views and character of downtown
- Add more residential density
- Identify/branding/wayfinding to showcase the “water element”
- Increase walkability by adding pedestrian access improvements
- Get one development project to happen to attract more development

Proposed Development Types (Only one will be selected)

An example is Leavenworth with a Bavarian theme. Some ideas for Downtown:

- Recreation/sporting events
- Old Mill Town/historic
- Tourism/retail (wine, beer/shops)
- “Gateway to the Cascades”

Proposed Development Details

- Civic/recreational center on the lake
- Community Hall/event space
- Parking for events, mixed use development & downtown uses on the perimeter
- Direct Centennial Trail connection signage to Downtown
- Consider incorporating views of Mount Pilchuck and Cascade Mountains
- Hotel/accommodations for visitors
- Encourage sidewalk cafes and outdoor restaurants
- Streetscape, landscape improvements
- Year-round gathering spaces, fireplaces, covered areas
- Bicycles available for people to use only in bike-friendly Downtown
- Capitalize on big events, give more opportunities downtown
- Place for temporary food vendors during events
- Include in new development infrastructure for events (e.g., lights, power, flex spaces)
- Take advantage of historical character of downtown
- Well placed public art
- Streetscapes, flower baskets, banners
- Work with existing businesses to stay in downtown
- Build on recreational theme in downtown
- Competitions for boats, bikes, skateboards
- “Green” theme
- Accommodation for event people near downtown for trailers, RVs, etc.
- Encourage development by:

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- Shortened, streamlined permitting
- Financial planning tools
- Public/private partnerships

On September 29, 2011 the public was invited to a Visioning Open House for the Downtown area. There were 22 attendees including Councilmembers and Park Board members.

DOWNTOWN VISIONING OPEN HOUSE ATTENDEES	
September 29, 2011, Lake Stevens School District Educational Service Center	
NAME	ORGANIZATION
Crystal Donner	Resident
Keith & Corie Perry	Jay's Market
Keith Tyson	Resident
Tom Matlack	Resident
Tom Thorleifson	American Legion
Jan Turner	Resident
Gloria Davis	City of Lake Stevens Library Board
Kathleen Friend	Lake Stevens Family Center
Chris Radosevich	Resident
Michael & Stacy Turner	Residents
Vern Little	City of Lake Stevens Mayor
Kim Daughtry Kathy Holder Mark Somers	Lake Stevens City Council
Carl Johnson Chris Jones	Lake Stevens Park Board
Becky Ableman Mick Monken Karen Watkins	Lake Stevens Planning Director Lake Stevens Public Works Director City of Lake Stevens Principal Planner
Mark Hinshaw	LMN Architects

The attendees discussed possible uses in Downtown using a proposed road network based on comments from the first Visioning Workshop. The public comments from the open house are summarized below:

Early Projects

- Define properties that could be developed now in what way without long process for code and zoning changes. How many? Where? What access? Walk? Drive?

Unconventional Ideas

- Culvert the lake outflow
- Riverwalk – sidewalks terraced to the water
- Pathways

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Types of Facilities

- Sno-Isle Library and Civic functions need to move to north end of Grade Road meadow. We need recreational and “café” ambience downtown, you don’t need city clerk and library to do that.
- Park, Centennial Trail and skate park in the Grade Road meadow.
- Recreational Center with showers, including outdoor showers
- Swimming area
- Conference Center
- Aquatic Center – combine with community center
- Mixed use civic center at Grade Road & 20th Street NE
 - City Hall on ground floor
 - Other offices above
 - Dense housing behind
 - Underground parking
- Comprehensive Civic Services Center - Meeting Rooms, Conference Center & Critical Services all consolidated in one complex
- Big parking facility at Grade Road & 20th Street NE on triangular lot with a plaza on the point with a fire pit
- Child friendly “playground area” in park
- Kids play park near beach, water-oriented play feature
- Shell boat house
- Not everyone will come for sports/water recreation. So have an arts/PAC/Culture Center/Complex (much like Shakespeare Theater in Oregon (on smaller scale of course))

Types of Businesses

- Small scale conference center
- Boutique hotel (overlooking park?)
- Small winery

Transportation Facilities

- Better sidewalks should get built soon
- Sidewalks on North Lakeshore Drive
- Connections between Grade Road & Downtown: walk, bike, easy
- Trail connection to Centennial Trail through wetlands
- 4 ft. bike/pedestrian path north side of 20th Street NE to connect Downtown to Centennial Trail
- Shared parking around the edges
- Shared bicycles – 4 wheeled bicycles
- Mini roundabouts at 123rd Avenue NE/20th Street NE and realigned Grade Rd/20th Street NE
- People are so concerned about parking – what if the Grade/20th area parking was two story parking structure?

Architectural

- Market – should orient building to street front
- All retail face Main Street
- 4-5 story development residential over shops and services circling around the core
- Row houses on both sides of new parkway
- Centralized “areas” with definable identities

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Design/Landscaping

- Design standards to create a consistent character
- Like Park idea
- Stair step landscaping to lake
- Lamp posts and hanging baskets

Important to Remember

- Year-round attractions
- Make the three subareas cohesive so it all feels like Lake Stevens
- Storefront: wineries/festivals
- War Memorial - needs a special place if moved
- Build in infrastructure for vendors for events

What We Like - QFC in U-Village

Other Ideas

- Relocate family center in area
- Move social services to Lake Stevens Center
- Water Sports theme

Miscellaneous

- Development could cause rents to rise
- Which properties cannot be developed due to wetlands or environmental issues?
- Area behind Jay's Market is wasted
- City properties are too valuable to be torn down and replaced. Enlarge North Cove Park to boat ramp and street, then sell library and city hall

The comments received at both the Stakeholders Visioning Workshop and the Visioning Open House were used to create a Downtown Concept Plan (Figure 1). The major concepts include:

- Retain large park area
- Add public plazas to provide views to lake
- Add a conference center and boutique hotel
- Provide opportunities for additional retail including mixed-use
- Provide for higher-density housing
- Allow taller buildings to take advantage of the lake and mountain views
- Provide a street grid for better circulation and provide more building frontage
- Provide wider sidewalks for outdoor dining
- Ensure current and future events can still occur downtown
- Add additional recreational facilities (e.g., amphitheater, aquatic sports center, public beach, etc.)
- Provide parking on the edges of downtown with safe pedestrian connections
- Protect existing natural vegetation and enhance with boardwalk trails

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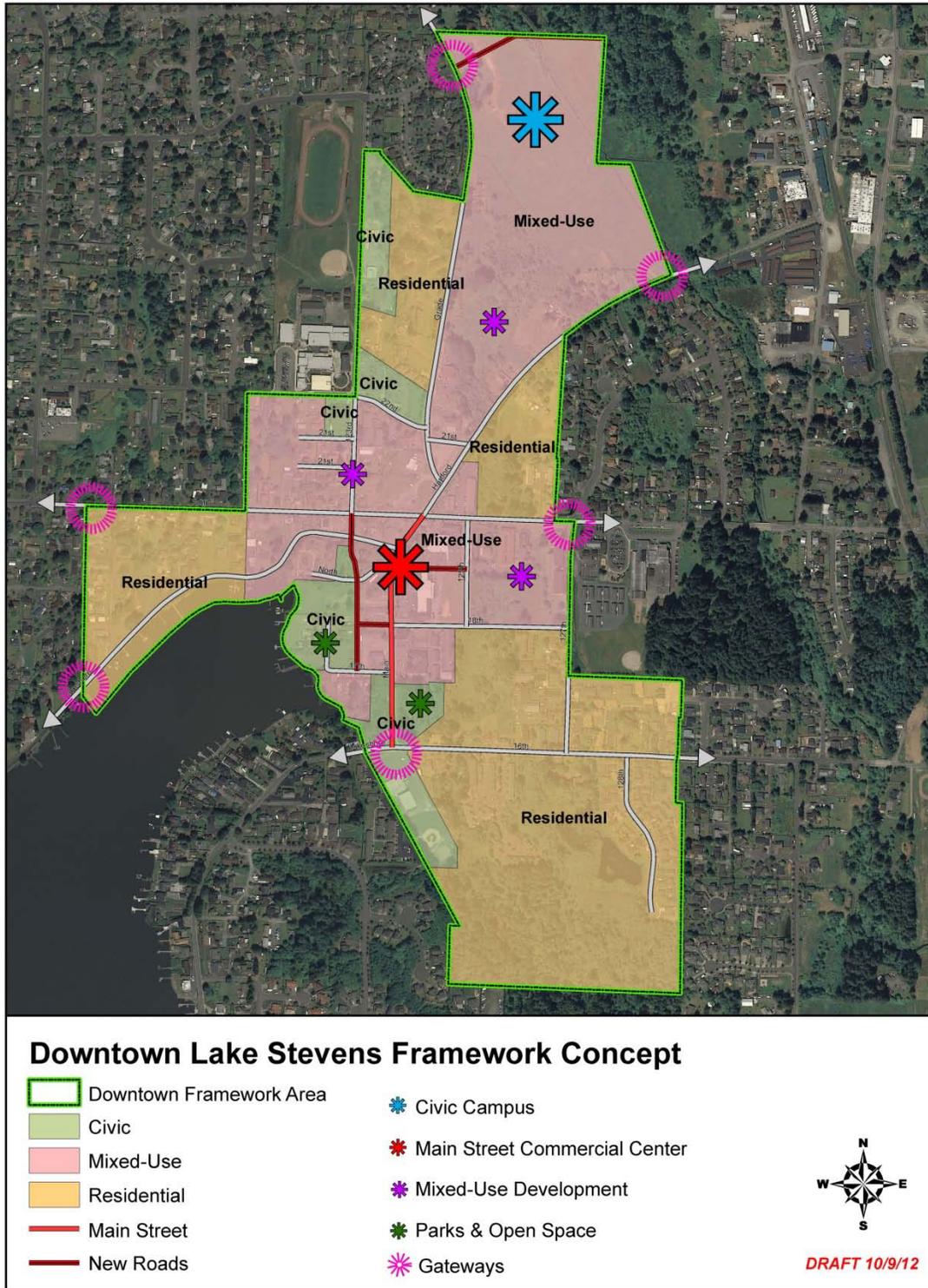


FIGURE 1 – DOWNTOWN CONCEPT PLAN (2012)

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PART 4: DEVELOPMENT INTENSITIES & DENSITIES

Early analysis made a distinction between a market study and a market strategy. A market study defines what is possible in the near term given existing economic, demographic, and real estate trends. In contrast, a market strategy begins with both existing forecasts and a vision (which likely will be refined following an understanding of the community’s wishes). The marketing strategy helps define public and private actions to reach the vision. The community’s vision must be realistic, but the strategy is designed to build an implementation process that allows the end result to serve that vision.

In 2010, the City completed a market strategy and economic analysis of the City and the areas for potential development, including Downtown. The analysis included the following reports:

- Retail Forecast
- Fiscal Analysis
- Market Profiles
- Economic Assessment Report
- Economic Development Strategy
- Action Plan

These reports document the need for the City to expand economic opportunities, capture retail leakage, and provide employment within the City. In addition to citywide, four focus areas were identified: Frontier Village (Lake Stevens Center), 20th Street SE Corridor, Downtown, and Hartford Industrial Center. These reports were used in designing a Downtown Concept Plan.



A “redevelopment scenario” was created for each of the four economic development focus areas. These scenarios are consistent with both the City’s vision and the analysis of market conditions. However, they are also ambitious — in other words, considerable effort on the part of the City and good partnerships with high-quality private-sector development partners will be necessary in order to realize the complete scenario.

The redevelopment scenario for Downtown is described below:

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Downtown fulfills its potential as a revitalized lakeside village that is vibrant while still quaint, community-oriented while also offering unique and interesting experiences for out-of-towners. The area continues to revitalize and adds a variety of uses including new urban housing such as townhouses and apartments, a limited but very important dash of retail, restaurants, and a small amount of office space.



Most change in Downtown will take place through redevelopment of existing sites and buildings, rather than new development on vacant sites. Thus, the total amount of net new development will be considerably less than in the 20th Street SE Corridor. However, the new development will likely be of higher quality and somewhat denser.

III. FISCAL AND ECONOMIC IMPACTS

In the *Fiscal Impacts of Economic Development, Lake Stevens Economic Development Strategy* (Leland Consulting Group, January 6, 2011), the Leland Consultant Group quantified land uses, sales tax revenues from redevelopment, developable areas, redevelopment ratios, floor area ratios, and development values of the redevelopment for Downtown. In the tables below, Downtown is divided into three parts: Downtown Core, Grade Road and Other Downtown. This information is provided in the Framework Plan in the tables below for economic information during future planning and development.

Downtown Current - 2010					
	Gross Building Area (SF)				
	Retail	Office/ Employment	Housing	Public	Total
Downtown Core	130,000	20,000	100,000 (50 du)	60,000	310,000
Grade Road	--	--	--	--	--
Other Downtown	--	--	670,000 (335 du)		670,000
TOTALS	130,000	20,000	770,000 (385 du)	60,000	980,000

Downtown Future - 2030					
	Gross Building Area (SF)				
	Retail	Office/ Employment	Housing	Public	Total
Downtown Core	140,000	45,000	165,000 (83 du)	60,000	410,000
Grade Road	5,000	25,000	80,000 (40 du)	40,000	150,000
Other Downtown	--	--	885,000 (443 du)	--	885,000
TOTALS	145,000	70,000	1,130,000 (565 du)	100,000	1,445,000

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Downtown Net Change – 2010-2030					
	Gross Building Area (SF)				
	Retail	Office/ Employment	Housing	Public	Total
Downtown Core	10,000	25,000	65,000 (33 du)	--	100,000
Grade Road	5,000	25,000	80,000 (40 du)	40,000	150,000
Other Downtown	--	--	215,000 (108 du)		215,000
TOTALS	15,000	50,000	360,000 (180 du)	40,000	465,000

Source: *Fiscal Impacts of Economic Development, Lake Stevens Economic Development Strategy*, Leland Consulting Group, 2011

Leland Consulting Group also provided the following discussion of Downtown:

While the new revenues generated in downtown shown below [see full Fiscal Analysis Report] are small, the City should bear in mind that downtown is often “the heart of the community,” and thus impacts the entire city – not just the property within its borders. For example, a thriving, exciting downtown that truly capitalizes on the Lake Stevens lakefront should increase the desirability of (and property and sales figures within) the entire community. This means a healthy downtown can have a positive impact on property citywide (not evaluated here). Source: Leland Consulting Group, January 6, 2011.

Leland Consulting Group also provided additional economic analysis regarding the Downtown redevelopment area as provided in the tables below:

Downtown Gross and Net Developable Areas			
	Size		
	Gross Acres	ROW & Undeveloped	Buildable Net Acres
Downtown Core	40	40%	24
Grade Road	40	60%	16
Other Downtown	80	40%	48
TOTALS	160 acres	--	112 acres

Downtown Gross and Net Developable Areas			
	Redevelopment		
	Scenario	Existing Development	
		Remains	Redeveloped
Downtown Core	Partial redevelopment	45%	55%
Grade Road	New development	0%	100%
Other Downtown	Partial redevelopment	80%	20%

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Downtown Floor Area Ratios – Current				
	Current Development FARs			
	Retail	Office/Employment	Housing	Public
Downtown Core	0.30	0.30	0.40	0.30
Grade Road	0.30	0.30	0.40	0.30
Other Downtown	0.30	0.30	0.40	0.30

Downtown Floor Area Ratios – 2030-2050				
	2030 & 2050 New and Redevelopment FARs			
	Retail	Office/Employment	Housing	Public
Downtown Core	0.75	0.75	0.75	0.30
Grade Road	0.75	0.75	0.75	0.30
Other Downtown	0.75	0.75	0.75	0.30

IV. CREATING WALKABLE NEIGHBORHOOD BUSINESS DISTRICTS

In June 2009, Gregory Easton and John Owen of Makers Architecture and Urban Design published an article, *Creating Walkable Neighborhood Business Districts: An Exploration of the Demographic and Physical Characteristics Needed to Support Local Retail Services*. This section summarizes their findings on necessary components to support a neighborhood business district with a focus on a walkable, cohesive community. The article analyzes development patterns necessary to support a business district which then encourages pedestrian activity, social interaction and transit ridership. In addition, the information provided in the Downtown economic strategy in the subsection above is compared with the requirements to create a walkable business district. All information in this section comes from the Makers’ article or is summarized in the previous subsection.



The Urban Land Institute provides a comparison of different retail center types. The smaller of the two may be possible for use in developing Downtown. The table below is excerpted from Table 1 of the article (Source: Easton and Owen, 2009):

Convenience Shopping Center		Neighborhood Shopping Center	
Anchors	Convenience grocery, drug store	Anchors	Supermarket, drug store
Number of Stores	3-20 stores	Number of Stores	10-40 stores
Total Retail Space	10,000-30,000 square feet	Total Retail Space	30,000-100,000 sq ft
Site Area	1-3 acres	Site Area	1-3 acres
Market Area Population	Under 20,000 people	Market Area Population	10,000-30,000 people
Market Area Radius	Under 2 miles	Market Area Radius	1-3 miles

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Convenience shopping centers serve day-to-day needs and also include other common tenants such as medical/dental offices, day care, hair salons, florists, drycleaner, video rental, insurance/real estate offices, and phone sales. Neighborhood shopping centers often involve weekly or biweekly shopping or dining and possible other tenants include those found in convenience shopping centers plus professional offices, other food retailers such as produce stands or bakeries, dance/martial arts studios, novelty store, mailing/packaging store, multiple eating and drinking establishments, and liquor store. Either center could have churches and civic buildings.

The current Downtown Core has 310,000 square feet gross building area (130,000 retail, 20,000 office/employment, and 100,000 housing) (Leland Consulting Group, 2011). The current Other Downtown area has 670,000 square feet of gross building area for housing. The economic analysis shows up to an additional 15,000 square feet gross building area for retail, 50,000 square feet additional for office/employment and 360,000 square feet additional for housing in Downtown by 2030. The total Downtown area is approximately 160 acres with 112 buildable acres, which would meet the site area requirements for either center (Leland Consulting Group, 2011). By 2030, the Leland Report estimates Downtown will have almost 600 dwelling units with additional units within 1-3 miles. In 2009, the City had over 9,000 occupied housing units, approximately a third of these will likely use Downtown for some services, which meets the requirement to support a neighborhood business district. If the district serves as a destination, such is the case with the number of events that occur in Downtown Lake Stevens, there is additional support for retail services.

Parking is a critical issue in a neighborhood business district as walkability is key and providing too few spaces outside a walking distance, then retail suffers; but large parking areas hamper pedestrian access and detract from design. Therefore, parking requirements for should be set as low as possible; emphasize shared uses, on-street parking and joint parking areas; and consider pedestrian customers. Parking is one of the “chicken and egg” dilemmas land use planning must consider, namely the relationship between density, walkability, and transit availability. Higher density housing, within walking distance to retail, supports lower parking ratios. , but retail and transit does not usually increase until density is sufficient to support local services and transit. One approach to resolve the dilemma is to consider increasing density and coordinate with transit agencies to improve transit as development occurs.

The amount of ground floor retail space to residential development is also important as the retail space needs the residential units to provide shoppers. In addition, non-retail commercial and institutional uses must also be considered. This is where residential above retail, business and institutional uses can provide the extra residential units to allow areas for parking, plazas, landscaping and circulation on developed sites.

Design of the center is another key component for success. Design guidelines can ensure compatibility between different land uses, help maintain a pedestrian focus, and reduce conflict between existing and future redevelopment. The district can promote unique



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characteristics such as natural features, special landmark, local history or neighborhood culture to attract tourists. Downtown will have a relationship to water because of its location adjacent to the lake and its proximity to various streams and wetlands. With pedestrian walkways through these areas, not only could Downtown attract shoppers, it could provide a respite from shopping and a time to enjoy nature.

Downtown could also encourage affordable housing as it will provide access to services within the larger residential area as public transit becomes more important. The pedestrian orientation will provide safe areas for walking. The new Downtown land use regulations could incorporate residential development for lower-income residents or consider other options for providing affordable housing.

Another way to enhance the use of Downtown by areas surrounding it is providing safe and attractive walkways between the downtown core and existing residential areas and schools. Better and safer access will encourage more walking and reduce the community's dependence on auto-oriented travel.

With the recent adoption of the Lake Stevens Center Subarea Plan and the 20th Street SE Corridor Subarea Plan, Downtown redevelopment will need to complement the development of those areas and provide unique retail and residential development opportunities. However, as suggested by the Easton and Owen article referenced earlier, approximately two miles between centers often provides enough separation for each center to succeed. Both Lake Stevens Center and 20th Street SE Corridor are over four miles from Downtown. In addition, Downtown is not on a major transportation route. As previously noted, Downtown Lake Stevens hosts numerous events throughout the year; therefore, Downtown is expected to attract a different retail base than the subareas.

Comparing the Lake Stevens Downtown with other regional suburban cities demonstrates that a successful business district can develop in Downtown Lake Stevens. For example, Juanita Village features 53,000 square feet of retail and 580 dwelling units with several clusters of multi-family buildings. The surrounding neighborhood provides an additional 3,428 residences. They have shown that between 500 and 1,000 households can create a "lively pedestrian atmosphere with a neighborhood feel, although excellent design and proximity to parks add much to Juanita's vibrancy." The developer has said that providing additional office uses would provide greater workday activity and a stronger workday retail market (LMN Architects, Lake Stevens Downtown Proposal).

Other regional centers including Mill Creek Town Center, Snoqualmie, Kirkland's Overlake and Redmond Town Center indicate that "design quality and amenities, such as plazas, gardens, and artwork, not to mention activities such as local performances and Saturday markets, are critical to a local center's success. So ultimately, there is much more to creating a successful center than achieving demographic targets." (LMN Architects, Lake Stevens Downtown Proposal)

The challenge for smaller and more remote communities, such as Lake Stevens, is threefold:

- House a threshold neighborhood population within or near the center,
- Provide excellent local pedestrian access while accommodating automobile circulation, and
- Create a design quality attractive to both local residents and visitors from surrounding areas.

These are the three key issues Lake Stevens will need to address for redevelopment of Downtown.

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The fundamental goal of enhancing Downtown to create a livable, attractive, inclusive and socially connected neighborhood district has a good base to start with as defined by the economic strategy and compared to the requirements in the creating walkable districts article.

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PART 5: FRAMEWORK PLAN

V. STREETScape, PUBLIC REALM AND CIVIC FACILITIES

An enticing streetscape, dynamic public realm and accessible civic facilities are essential elements of any redevelopment of Downtown Lake Stevens. The area will require a refined street grid and trail system to support all modes of travel. The public realm will provide meeting areas, activity areas, gathering spaces, relaxation, visual paths to the lake and mountains, and places for existing and new events and outdoor activities. As discussed previously, Downtown development will be denser, but smaller in scale than that proposed for Lake Stevens Center and 20th Street SE Corridor. However, development patterns may be similar to the Main Street District in the Lake Stevens Center Subarea with higher-density residential alternatives similar to those anticipated to occur in the 20th Street SE Corridor Subarea. With a focus on creating unique attributes for Downtown, LMN Architects reviewed the subarea plans, subareas land use regulations and subarea design guidelines and provided guidance on potential streetscape and public realm for Downtown.

During the visioning process, the comments provided numerous ideas for additional public areas including plazas, fountains, boardwalks through the wetlands, an amphitheater, and waterfront facilities. With the redevelopment, views to the lake need to be protected so the lake is always a focus and an identity for Downtown. Lake Stevens is known as an active recreational community due not only to the lake, but also to the mountains and for walking and biking on the Centennial Trail. Therefore, Downtown should support recreational opportunities and views to water and mountains with fountains and other water attractions throughout Downtown.

Streetscape

Downtown should have a complete transportation system that supports all modes of travel and that support a number of desired outcomes for the street network described below:

- Develop a robust multimodal transportation system that provides choices to motorists, cyclists, and pedestrians;
- Accommodate delivery truck traffic, through the area, with minimal negative effects to other modes;
- Expand public transit to serve commuters and provide convenient access to regional destinations, retail and employment centers, schools, and residential areas;

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- Provide a cost effective, efficient transportation system for both the City to construct and travelers to use;
- Link proposed new parking areas to the Downtown Core with easy and safe pedestrian connections; and
- Minimize climate change impacts.

During the visioning process, the City created a conceptual base street grid for Downtown (Figure 2). Some of the conceptual changes would be adding a second north-south road paralleling Main Street to the west and extending 123 Ave NE south to 17th Place NE. In addition, a number of east-west streets are proposed to create a grid adding more street frontage for retail shops and eating establishments. North Cove Park would be enlarged and development would take advantage of lake and mountain views. Parking would be provided on the edges of the Downtown Core with handicap spaces and shorter term parking within the core. Connections from the new parking areas into the retail area would be safe, attractive paths and sidewalks.



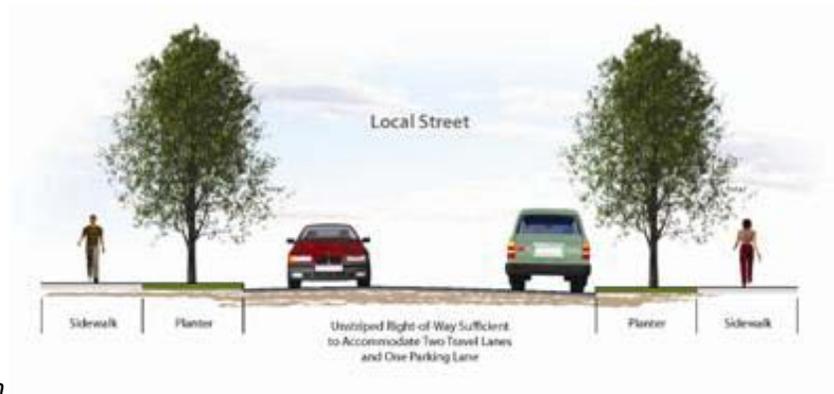
Figure 2 – Conceptual Base street grid for Downtown

The following street sections developed as part of the subarea planning process may be appropriate for different areas of Downtown. All downtown streets will need to keep speeds down to protect pedestrians and bicyclists. Some streets will include on-street parking and/or bike lanes. All streets will include sidewalks and landscaping. The following are example street sections:

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Possible Main Street section



Possible Local Street section



Note: Incorporate mini-roundabouts as needed.

Possible Bicycle Focused Local Street section

TRANSPORTATION IMPROVEMENT RECOMMENDATIONS

The Downtown Concept Plan (Figure 1 illustrates the existing, modified and new potential road network within Downtown. The main addition is a street paralleling Main Street to the west called Park Avenue. It would be a southward extension of 123rd Avenue NE. In addition, 18th Street NE would be continued westward to the new Park Avenue. The large block currently including Jay’s Market and other stores would be divided by a road down the middle creating more street front and better circulation in Downtown. Also, the south end of Hartford Road from 22nd Street NE to 20th Street NE would be removed as there is little traffic. This also allows for a redesign of the intersection to straighten Grade Road to 20th Street NE. Parking areas are included on the edges of town with tucked under parking, street parking and some open lots between buildings.

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As part of the Lake Stevens Center Subarea and 20th Street SE Corridor Subarea planning, the City adopted a Traffic Improvement Program including traffic impact mitigation fees for the entire City. Downtown is included in Traffic Impact Zone (TIZ) 1, which goes from 99th Ave NE to the City's southeast boundary including the entire northeastern portion of the City. In order to determine traffic impact mitigation fees for TIZ 1, the City identified a transportation capital facilities plan for the TIZ, including Downtown. The documentation for the traffic impact mitigation fees is included in the Appendix.

Public Realm & Civic Buildings

The Lake Stevens community has always attracted tourists because of the amenities offered by having a large recreational lake and the various community and athletic events occurring yearly. Gradually, the area transformed from a weekend and summer resort to a residential community with public parks and city services. Many of the activities that occur in Lake Stevens also benefit the larger community, Snohomish County and the Puget Sound area.

The recreational and scenic amenities in Lake Stevens make tourism an excellent economic development opportunity to generate employment and supporting businesses, contributing to a vibrant economy. . Any changes to the public realm and civic facilities within Downtown must continue to emphasize the lake as the centerpiece of Downtown, which will help define the unique qualities of Downtown Lake Stevens, shopping areas and neighborhoods. In addition, public spaces must continue to support and enhance opportunities for special events and festivals, performing and visual arts, and sporting events to reinforce the identity of Downtown Lake Stevens.

Public Realm

Lake Stevens can capitalize on its roots as a small village on a lake. People looking for interesting places to live gravitate towards places with individuality, character, intimacy, and friendliness. The Lake Stevens Downtown currently has all these attributes, but it can benefit from a developed, coherent image with strong symbols of its vitality and charm. This involves establishing public buildings, public spaces, and streetscapes that convey permanence, quality and character. The City should explore the elements of the community's history, vegetation, geography, and water-based lifestyle to infuse Downtown with a distinct identity.



Having an attractive, lively public realm contributes to a sense of continuity, context and community. Creating a long-term plan for public investments will attract businesses to the community and provide residents with options for recreational and shopping activities. The City has already set this in motion with the proposed Civic Campus plan at the northern end of the Downtown Core. In addition, the City will need to focus on the streetscape, natural features and public spaces Downtown to instill a unique sense of place and contribute to creating a distinct district.

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The public realm is defined as “any publicly owned streets, pathways, right of ways, parks, publicly accessible open spaces and any public and civic building and facilities.” It can also include all exterior places, pedestrian and vehicle linkages, and the built environment physically and/or visually accessible regardless of ownership. These elements can include, but are not limited to, streets, pedestrian ways, bikeways, bridges, plazas, nodes, squares, transportation hubs, gateways, parks, waterfronts, natural features, view corridors, landmarks and buildings. Also, outdoor cafes and restaurants as well as benches and planters can be considered public realm.



The main element of the public realm in Downtown Lake Stevens is the lake; therefore, it should serve as the main focus for most development and access. The shoreline should be reserved for recreational activities, such as swimming, boating, and fishing, and allow for continued use by annual events including Aquafest, Ironman, and rowing regattas. Shoreline access is minimal around the lake, so expansion of the park should be a priority.

A number of other facilities can be developed farther from the shoreline, but oriented to the lake including an amphitheater, public plazas, restaurants, and office or housing above retail. These uses will create a dynamic environment that supports access to the lake, recreation, and a live/work opportunities. In addition, multistory buildings will capture view of the lake to the west and Cascade Mountains towards the east.

Other elements of the public realm include active and passive parks, courtyards, overlooks, and pathways. Transit facilities including park-and-rides and bus stops are included in the public realm. The connections between the Grade Road Civic Campus, the Downtown Core, bus stops, and surrounding residential areas should include bike paths, sidewalks, paths and even boardwalks through the wetlands that could create a direct connection from north to south. Enhanced road shoulders on 20th Street NE and 16th Street NE could provide safe and easy access from the Centennial Trail, along the eastern city limits, to Downtown.



Civic Buildings

The Downtown Core currently includes City Hall, the Permit Center, Lake Stevens branch of the Sno-Isle Library, the Family Center, the Lake Stevens Post Office. North off Grade Road is the Fire Station, Police Station and the Lake Stevens School District Educational Service Center. In addition, North Lake Middle School, Pilchuck Elementary School, and the Boys and Girls Club are on the edge of Downtown.

The City purchased a large area north of the existing Police Station for a future Civic Campus. The site is planned to include all City Departments, Police and Fire Stations, a new library and post office. The plans include higher-density housing on the site including senior

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housing, cottage housing, and other higher density housing close to Downtown. The site also includes wetlands, which could provide a scenic, pedestrian connection to the Downtown Core with boardwalks.

Public buildings constructed by any government entity, such as the City, school district, transit authority, utility districts, the State, or Snohomish County should exhibit high quality design befitting the important role of local or regional government. Cavalero Mid-High School (above left), the Bainbridge Island City Hall (below left) and the Ballard Library (below right) are examples of exceptional design and building materials in civic buildings.



Gateways & Wayfinding

Gateways define the boundaries of special districts, such as a downtown retail area or urban center. Wayfinding is the establishment of a signage program to guide residents and visitors to specific areas including parks, buildings or services.

In order to define the boundaries of Downtown, entrance points or gateways to the district on Grade Road, Hartford Road, 20th Street NE, Vernon Road, and 16th Street NE should be enhanced with landscaping, lighting, and signage. A unique name could also be assigned to the Downtown area. A system of wayfinding signage will reinforce the image of the district by incorporating unique graphic imagery. Wayfinding signs should be easily visible from cars and identify local destinations such as parks, schools, business parks, commercial centers, etc. In fact, wayfinding signs could be placed along the Centennial Trail east of Downtown to lead walkers and bikers into downtown via 20th Street NE and 16th Street NE to enjoy the lake, a meal, or for shopping.



With the number of events that utilize a large portion of the Downtown Core including North Cove Park, the boat launch, and Main Street, wayfinding is important around Downtown before and during events and in areas leading to Downtown. Therefore, even temporary signage is important. The City could include on the wayfinding signs areas for posting temporary closures of streets

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or boat launch to avoid placing separate signs in the future. The larger sign could include a place at the bottom of the sign to insert specific directions regarding closures or events.

Green Infrastructure

The Downtown area is unique because it is characterized by multiple wetland complexes, Catherine Creek, stormwater ditches, and other drainage channels, stands of large trees, and a publically-owned waterfront. These unusual assets provide a foundation to integrate a green infrastructure system to compliment Downtown's natural setting. Developing a green infrastructure can support functioning habitat systems, promote a healthy environment, and help develop the areas unique identity.



Due to this enviable setting, a sustainable system of natural and built green infrastructure can be visibly integrated into the Downtown public realm in ways not possible in most downtown settings. A green infrastructure is envisioned to include:

- A complete and connected transportation and circulation system for downtown access, pedestrian and bicycle mobility, and the transport of goods and people with a low impact development stormwater system for flow control, water quality and groundwater recharge.
- Vegetation preserved and added to support the natural setting, clean air, downtown quality and investment climate, ecosystem function, and habitat restoration.
- An hydrological system of natural and built drainage system such as creeks, ditches, wetlands, and an area-wide natural drainage utilizing low impact development techniques, such as porous paving, rain gardens, and vegetation preservation .
- Social, civic and recreational places built with smaller footprints, LEED standards and utilizing low impact development techniques.

LAND USE AND BUILDING FORM

Commercial uses in the Downtown will accommodate smaller retailers near residential neighborhoods or mixed-use areas and mid-sized stores that cater to more traditional commercial needs. The Downtown anticipates similar types of retail development to the Main Street District in the Lake Stevens Center Subarea and similar higher-density residential similar to 20th Street SE Corridor Subarea.

Land Use

Adoption of the Lake Stevens Center and 20th Street SE Corridor Subareas included new land use regulations found in Chapter 14.38 LSMC. New zoning districts were also adopted that could be used Downtown. In addition, the use of Floor Area Ratios (FAR) was included to be used with the new zoning districts. It is expected that Downtown would also utilize FARs. FAR expresses the relationship between lot area and a building's total floor area. The following is a summary of the new zoning districts from LSMC 14.38.020, which could be used within Downtown. If used within Downtown, there may be special regulations.

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Main Street District (MS) – The purpose of this district is to provide pedestrian-oriented commercial uses that serve the community and region by attracting a variety of small (up to 10,000 gross square feet) to mid-sized (approximately 30,000 gross square feet) businesses along with high-density residential uses in proximity to other retail and residential areas. Building design and pedestrian-oriented features would support an active and pleasant streetscape. This district should include enhanced sidewalks, public spaces and amenities for pedestrians and cyclists that emphasize pedestrian movement over vehicular movement. Principal uses include arts and entertainment, food services, small to mid-size retail trade, and transit facilities/stops. Mixed-use multifamily residential units would be allowed including apartments, condominiums, and live/work units, where the majority of residential units are located above commercial uses.



Mixed-Use Neighborhood (MUN) – The purpose of this district is to accommodate higher density residential development in proximity to employment and retail centers and provide basic convenience goods and services, in areas, with available public services and adequate traffic capacities. This district would have a minimum density of 15 dwelling units per acre. This district would create a transition between higher and lower intensity land uses. Principal uses include multi-family apartments and condominiums, townhomes and row houses, and residential over retail/office including live/work units.



Neighborhood Business (NB) – The purpose of this district is to provide convenience goods, services, and opportunities for smaller scale shopping centers near neighborhoods that cater to pedestrians and commuters. This district should be located in areas with available public services, transportation accessibility to arterials and adequate traffic capacities. Principal uses include arts and entertainment, food services, personal services, small retail trade, and transit facilities/stops.

Other Zones – The Downtown may also contain the High Urban Residential (HUR) and Public/Semi-Public (PSP) zoning districts, as described in Chapter 14.36 LSMC or as modified below.

- **High Urban Residential (HUR)** – Within the subareas, the purpose of the HUR district is to accommodate higher-density residential uses that may include multifamily condominiums, apartments, townhouses and row houses, as well as any small lot single-family residential units or innovative housing options per Chapter 14.46 LSMC in areas served by public water and sewer facilities, as well as the other uses described in Table 14.40-I of Chapter 14.40 LSMC.



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- **Public/Semi-Public (P/SP)** – Within the subareas, the purpose of P/SP district is to accommodate public and semi-public uses, such as schools, government facilities, public utilities, community facilities, parks, etc., as well as the other uses described in Table 14.40-I of Chapter 14.40 LSMC.

Building Typologies

Building typologies envisioned for Downtown at the framework stage are based on the Visioning Workshops. The main typologies include retail, mixed-use, and residential with public uses including parks and plazas, conference center, hotel, aquatic sports center, and amphitheater. Concept figures are provided for each typology with example buildings in photographs. Parking areas are included on the edges of the downtown to create a pedestrian friendly area, although two major streets would carry traffic north and south and two street east and west.

Retail

Commercial uses in the Downtown will accommodate smaller retailers near residential neighborhoods or mixed-use areas and mid-sized stores that cater to more traditional commercial needs. The Downtown anticipates similar types of retail development to the Main Street District in the Lake Stevens Center Subarea.

Downtown has some older buildings toward the end of their economic lives ready for redevelopment. Future developments should recognize and respect natural areas. Multistory buildings will increase the value of these locations and offer views of the lake and mountains. Future development should also recognize pedestrian-oriented areas by restricting parking to the side or the rear of the building.



Examples of main street storefronts in retail or mixed-use buildings

Mixed-use or smaller scale retail could flank both sides of a redesigned street with wider sidewalks, street trees, and narrower vehicular lanes. This area would cater primarily to mid to small retailers, service providers, and may include high-density residential developments. These areas may require different regulations to facilitate the emergence of preferred development patterns over time. The typology and photograph below is an example building typology of a medium-size retail store and illustrate what the area could look like following redevelopment into a dynamic main street.

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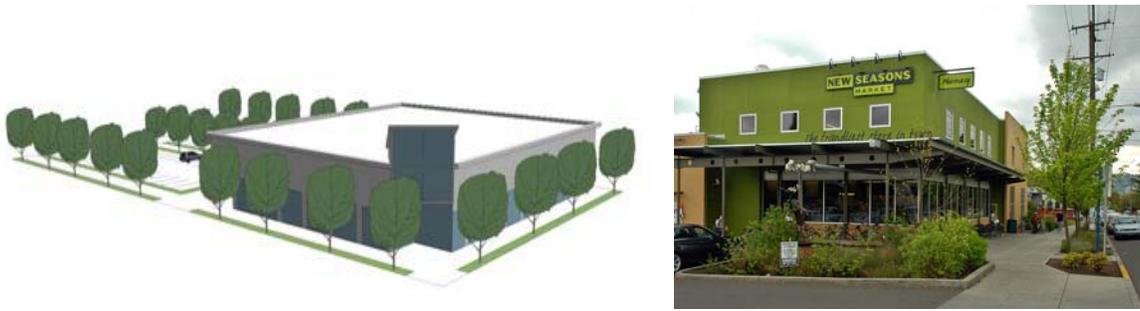


Figure 3 Rendering and photo of a medium-sized retail store

Neighborhood Retail Center

The neighborhood-size centers could occur in Downtown and could be zoned for mixed-use development. The typology and photograph illustrate a smaller retail center serving a neighborhood or on the edge of Downtown.



Illustration of neighborhood retail center

Mixed-Use

The mixed-use typology is designed to accommodate and be applied to areas within an established commercial or office district to allow for a full range of retail, service, residential, and business uses within a local and regional market area. The desired character of this typology envisions buildings oriented to the sidewalk, especially at corners.

Mixed-use developments typically take one of two forms: horizontal and vertical.

- Horizontal mixed-use developments are suburban in nature typically and consist of different, but compatible land uses such as multifamily housing and neighborhood retail on a single site or within close proximity to a commercial center. This pattern may be appropriate in transitional areas.
- Conversely, a vertical mixed-use project, as proposed in Downtown, typically consists of stacked, complimentary land uses. Besides maximizing the limited amount of space in existing developed areas, this approach creates a pedestrian-friendly urban form. The typology below illustrates a typical vertical mixed-use building that could be constructed in Downtown.

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Illustration of a mixed-use office building

Residential over Retail

The goal of Residential over Retail, as illustrated in the left photograph below, is to generate intensity at the street level. As previously described, this is easily achieved by orienting the parking behind the building. Other pedestrian-oriented features include:

- Large ground floor retail or office uses (typically 12-14 feet);
- Spacious sidewalks that can accommodate two or more people; and
- Locating primary entries to the street or to the corner to define the intersection.

These development patterns are envisioned along the existing Main Street and possibly on 20th Street NE near the Grade Road intersection replacing a portion of existing surface parking over time.



Photographs of Residential over Retail (left) and Office over Retail (right) buildings

Office over Retail

Office over Retail buildings typically provide compact retail and employment uses and often require additional parking, which in many cases triggers the need for some type of parking structure. The intent of this building type is to promote intensity and development of employment related land uses. Successful mixed-use environments with structured parking exhibit the following characteristics, as exhibited above right, and described below:

- Entries are located along primary street frontages with secondary entries from the parking area.
- Parking is accessed from the rear of the site, where possible.
- Sub-grade or above grade structures are accessed from a side street or alleyway.

Another option for mixed-use development is Live/Work Units, where a structure or portion of a structure combines a commercial/office activity and a residential unit, where the owner of the business or the owner's

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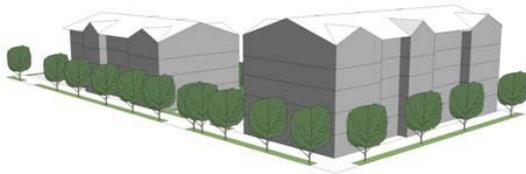
employee and that person's household occupy the residential space. Usually, the business is at street level and the residential portion is above. This is similar to the history of towns where the shopkeepers often lived above their shops.

Higher Density Residential

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

Multi-family Residential

Multi-family residential land uses (townhomes, row houses, condominiums and apartments) proposed in the Downtown are expected to be 4-5 stories on the major streets with lower 3-4 stories closer to existing residential development with a common street frontage and structured or surface parking behind or to the side of the building. Multi-family areas would occur adjacent to commercial and office districts and buffer less intensive single-family neighborhoods. Buildings will likely include a common or shared open space that encourages neighbors to gather and children play. Neighborhoods that include a mix of housing types and a range of affordability promote diversity-allowing singles, families as well as seniors to stay part of the community. Figure below illustrates the multifamily typology.



Example of a multifamily housing complex

Besides creating a consistent and unified edge condition, the street facing façade should include extensive landscaping, including trees, shrubs, and grass that softens the appearance of the building. Where feasible, the primary street facing façade should be oriented to a public amenity such as a park, retail or a community service use or a civic use such as a local library or a post office. Safety, in the shared open space and along the street, is promoted by a site and building layout that encourages “eyes on the street”. Photographs below show examples of well-designed multi-family housing developments.



Examples of a well-designed multifamily housing

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Small Lot Single-Family Residential

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



Photographs of a cottage and small lot housing developments

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PART 6: IMPLEMENTATION

VI. SUBAREA LAND USE REGULATIONS

The Subarea Land Use Regulations (Chapter 14.38 LSMC) adopted for the Lake Stevens Center Subarea and 20th Street SE Corridor Subarea could be used for the Downtown with some revisions. LMN reviewed the subarea regulations to determine their applicability to Downtown. LMN provided the following recommendations.

Potential Zoning Districts

The Downtown area currently has the following zoning districts: Central Business District, Planned Business District, Mixed Use, Multi-Family Residential, Waterfront Residential, High Urban Residential, and Public/Semi-Public. The subarea zoning districts, which might be appropriate for future downtown zoning, include the following: Main Street District, Mixed-Use Neighborhood, and Neighborhood Business, which are described in detail in Chapter 14.38 LSMC. The Downtown may also contain the Urban Residential, High Urban Residential, and Public/Semi-Public zoning districts, as described in Chapter 14.36 LSMC.

Density and Dimensions

Building heights in Downtown should allow a maximum height of 65 feet with three to four floors in the inner Main Street with taller buildings up to four to five floors around the north, east and south perimeters of the Downtown Core with three to four floors on the outer perimeter nearest to existing neighborhoods. These heights will allow for views to the lake and to the Cascade Mountains.

Development Intensity

Floor Area Ratio should also be used for Downtown development. The following table provides proposed FARs for Downtown.

Floor Area Ratios				
	Basic Allowable		Maximum Allowable with Bonuses	
District	Non-Residential	Residential	Non-Residential	Residential
MS	0.7	0.7	1.0	2.0
MUN	0.4	0.7	0.8	2.0
NB	0.3	NA	0.5	NA

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Parking Regulations

As possible, parking in Downtown needs to be outside the Downtown Core, except for some on-street parking and ADA spaces. However, parking will still be very important for the Downtown Core as it is off the main transit routes, so many people will still drive. As residential units increase downtown, transit service will increase, thus potentially reducing the parking needed on the perimeter. However, the proposed design for parking is two main north-south arterials with on-street parking and large lots to the north, east and south, but within easy walking distance of the Downtown Core. Buildings will have ground floor tuck under parking, as fully structured parking is expensive. At full buildout, structured parking may be feasible, but not during redevelopment.

Parking ratios Downtown could be reduced as proposed below:

Development Type	Parking Ratio
Multi-Family Residential	Min 1/unit, Max 2/unit
Senior Housing	Min .3/unit, Max .7/unit
Smaller Retail (<3,000 sq.ft.)	Min 2/1,000 sq. ft.; if near street or shared parking, reduction may be requested

Smaller stores would not need to provide parking as they could depend on the perimeter parking areas or on-street parking. Consideration of parking for employees should be considered carefully as employees often take spaces best utilized by shoppers and their cars are parked all day. Employees should be encouraged to park in the perimeter lots so spaces closer to retail can be used by customers. Ease of parking will enhance the use of the Downtown Core by residents and tourists.

VII. DOWNTOWN DESIGN GUIDELINES

The Subarea Design Guidelines adopted for the Lake Stevens Center Subarea and 20th Street SE Corridor Subarea could be used for the Downtown with some revisions. LMN reviewed the guidelines for their applicability to Downtown and provided the following recommendations.

Because downtowns are generally more intense, more mixed, and more pedestrian-oriented, LMN recommends raising the design “bar” above what is expected in the other two subareas. For example, requiring more design elements under some design guideline sections to be included in design (i.e., Lake Stevens Center and 20th Street SE Corridor may only require two elements be included, but in Downtown, three elements should be included in design. In addition, the City should want developers to be more creative and artful in Downtown. This means, the City should allow applicants some leeway in making



alternative suggestions for meeting the intent of the requirements with approval by the City Planning Director or

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Design Review Board. The Subarea Design Guidelines do provide language to this effect on page 2, under “Explanation of Design Guidelines” as excerpted below:

D. Alternative Methods to Achieve Design Compatibility

The guidelines identify required elements and options for inclusion with each proposal. The City may consider alternative methods to achieve design compatibility, provided the applicant or project designer can demonstrate the following:

1. How the physical characteristics of the site or existing structure make strict compliance to the established design standard(s) and guideline(s) impractical;
2. How the proposed design modification equals or exceeds the established design standard(s) and guideline(s); and/or
3. How the proposed design is exceptional in the quality of detail, appearance or materials, and creates a positive relationship to other structures, views or open spaces in a manner that equals or exceeds the established design standard(s).

Other than raising the design bar, the same Subarea Design Guidelines could be utilized with the following section enhancements (shown in *italics* and underlined).

VIII. II. SITE ORIENTATION AND DESIGN

A. Pedestrian Orientation & Streetscape (Page 3)

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

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

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

***Proposed Revision: Increase the minimum number of elements to three for Downtown.**



Figure 1 sidewalk zones

***Proposed Revision: Increase the clear walkway in the figure above to 7 feet for Downtown.**

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5. Drive-through Uses (Page 4)

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

**Proposed Revision: The City to allow them only within buildings such as in parking garages or only in certain locations, such as north of 20th Street NE.*

B. Architectural Landmarks & Gateways (Page 5)

Intent – Promote distinctive architectural landmark structures at key commercial intersections

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

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

** Proposed Revision: Increase the minimum number of elements to three for Downtown.*

B. Ground Level Details (Page 16)

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

3. Facade Details

- a. Principal building entrances and primary facades of commercial and mixed-use buildings shall project a pedestrian-friendly design by including at least three of the following elements:

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

**** Proposed Revision: Increase the minimum number of elements to three for Downtown.***

4. Blank Wall Treatments (Page 17)

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

**** Proposed Revision: Increase the minimum number of elements to three for Downtown.***

E. Signs

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

DRAFT DOWNTOWN FRAMEWORK PLAN

2. Freestanding Signs* (Page 23)

- a. All freestanding signs are subject to the following restrictions:
 - i. Freestanding signs that are low and generally horizontal in form are preferred;
 - ii. All freestanding signs must sit on a substantial base constructed out of brick, rock, masonry, aggregate, treated concrete or similar material that extends a minimum of 12-inches out of the ground;
 - iii. Freestanding signs must include design and materials, consistent with the design and architecture of the primary building(s).
 - iv. Freestanding signs must be surrounded by low shrubs, ground cover and/or seasonal flowers to create visual interest and seasonal color; and
 - v. Monument signs in commercial areas can be internally illuminated or externally lighted, but in other areas, particularly residential, external illumination is required.

** Proposed Revision: Design wayfinding signs to include some notices in place of freestanding signs or only allow them south of 20th Street NE.*

IX. PUBLIC REALM IMPROVEMENT RECOMMENDATIONS

The major improvements for redesigning and reconstructing the waterfront park, swim beach and other new gathering places such as fountains, plazas, and courtyards should be added to the Downtown Capital Facilities Plan.

DRAFT DOWNTOWN FRAMEWORK PLAN



PART 7: NEXT STEPS

This Downtown Framework Plan provides a guide for future development or a base for completion of an independent Subarea Plan and potentially a Planned Action in the next few years. Based on development within the Lake Stevens Center Subarea and 20th Street SE Corridor Subarea before completing a Downtown plan, there may be additional revisions to adopted Subarea Design Guidelines and Subarea Land Use Regulations related to Downtown or in general for within the subareas. This document will be a starting point for the next steps toward an adopted Downtown Plan.

The following actions were proposed by the Leland Consulting Group and LMN Architects for Downtown:

- Consider rebranding Downtown as a Lakeside Village
- Review Civic Campus planning to keep “active” City functions downtown
- Plan to expand the waterfront area as a Civic Centerpiece
- Consider Public-Private Partnerships
- Create a Parking/Transportation Plan
- Begin preliminary development of Civic Center
 - Possible interlocal agreement with library for inclusion in Civic Center
 - Begin discussions with post office to ensure their long-term presence Downtown
 - Pursue funding for open space, community uses, or other elements of the project
 - Investigate potential acquisition of sites, if necessary, especially along the lakefront

DRAFT DOWNTOWN FRAMEWORK PLAN

APPENDIX

TRAFFIC IMPACT ZONE 1

CAPITAL IMPROVEMENT FRAMEWORK PLAN

(including Downtown)

*A great place to
▲live ▲work ▲shop ▲visit*

City of Lake Stevens

Traffic Impact Zone 1 Capital Improvement Framework Plan

DRAFT OCTOBER 2012

TRAFFIC IMPACT ZONE (TIZ)1 NEEDS

This study describes conceptual capital transportation improvements for Traffic Impact Zone (TIZ)1 to implement the Downtown Framework Plan, Grade Road Planned Business District Master Plan, and other projects identified in the city’s current Capital Improvement Plan related to northeast Lake Stevens. These improvements would ensure that the street system meets the proposed level of service (LOS E) for the TIZ 1 and support development. Estimated costs represent expenses typical for public works projects. The estimated costs are partitioned by expected funding sources, which could change based on available public funding, grants, development or private financing, or negotiated development agreements.

The Traffic Impact Zone (TIZ)1 Improvement Framework is separate from the City’s Six-Year Transportation Improvement Plan; however, projects will be evaluated annually with the City’s Six-Year Transportation Improvement Plan to ensure projects priorities are relevant given development activity and funding opportunities.

Table I is an overview of system wide transportation projects divided by project type and cost. Cost estimates include required stormwater costs. Table II provides the proposed capital projects list, with planning levels costs. Subsequent sections provide detailed descriptions of each project. Figure 1 illustrates the location of transportation network improvements for the Downtown Area.

Table I Traffic Impact Zone 1 Planning Level Transportation Costs*

TIZ 1 Projects	Cost
Downtown Extended (DTE)	\$25,102,753
Downtown (DT)	\$18,369,397
<i>City Total</i>	\$43,472,150

*Planning level cost estimates include right-of-way acquisition and construction/engineering

Figure 1 – Conceptual TIZ 1 Transportation Improvement Map

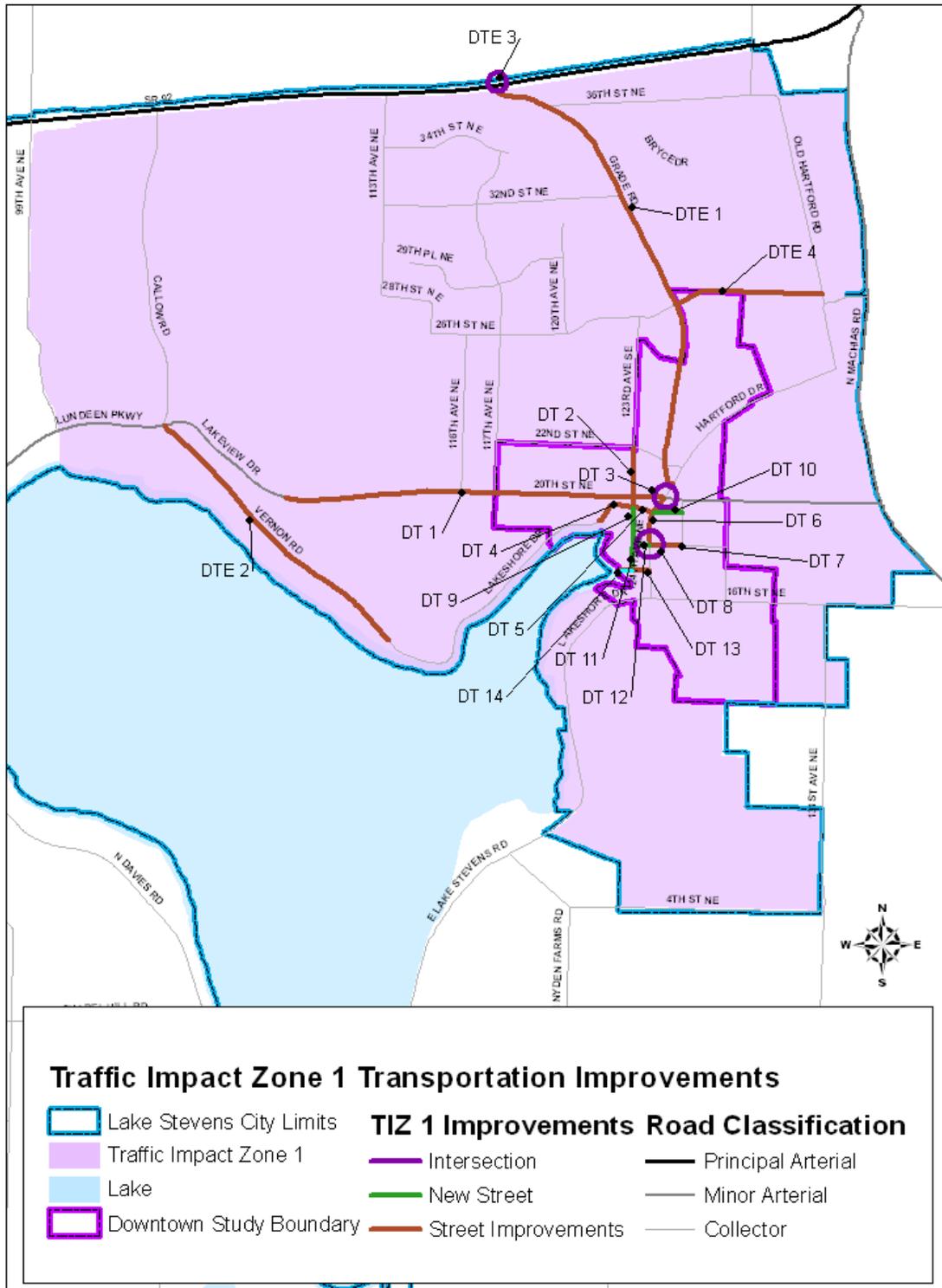


Table II Traffic Impact Zone 1 Transportation Projects

ID #	Project	Total \$	Distribution				Estimated Cost Share			
			City			Dev	City			Dev
			Local	Mit	Grant	Incl ROW	Local	Mit	Grant	Incl ROW
DTE 1	Grade Road	\$15,607,836	5%	10%	50%	35%	\$780,392	\$1,560,784	\$7,803,918	\$5,462,742
DTE 2	20th St NE	\$1,284,475	5%	10%	20%	65%	\$64,224	\$128,447	\$256,895	\$834,909
DTE 3	SR 92 & Grade Rd RAB	\$4,105,221	5%	10%	40%	45%	\$205,261	\$410,522	\$1,642,088	\$1,847,350
DTE 4	City Campus Rd (26th NE)	\$4,105,221	25%	10%		65%	\$1,026,305	\$410,522	\$0	\$2,668,394
DT 1	20th St NE	\$1,500,257	5%	10%		85%	\$75,013	\$150,026	\$0	\$1,275,219
DT 2	123rd Ave NE	\$1,263,630	5%	10%		85%	\$63,181	\$126,363	\$0	\$1,074,085
DT 3	20th St NE & Main Int	\$1,112,004	5%	10%	20%	65%	\$55,600	\$111,200	\$222,401	\$722,802
DT 4	North Lakeshore Dr	\$788,739	5%	10%	60%	25%	\$39,437	\$78,874	\$473,243	\$197,185
DT 5	North Lakeshore Dr	\$282,920	5%	10%		85%	\$14,146	\$28,292	\$0	\$240,482
DT 6	Main Street	\$1,274,558	5%	10%		85%	\$63,728	\$127,456	\$0	\$1,083,374
DT 7	18th St NE	\$428,820	5%	10%		85%	\$21,441	\$42,882	\$0	\$364,497
DT 8	18th St NE	\$1,287,281		10%		90%	\$0	\$128,728	\$0	\$1,158,553
DT 9	123rd Ave NE	\$4,040,621		10%		90%	\$0	\$404,062	\$0	\$3,636,559
DT 10	19th St NE	\$2,649,804		5%		95%	\$0	\$132,490	\$0	\$2,517,313
DT 11	123rd Ave NE	\$1,094,300	5%	10%		85%	\$54,715	\$109,430	\$0	\$930,155
DT 12	18th Pl NE	\$808,375	5%	5%		90%	\$40,419	\$40,419	\$0	\$727,538
DT 13	17th Pl NE	\$899,614	5%	10%		85%	\$44,981	\$89,961	\$0	\$764,672
DT 14	17th Pl NE	\$938,474	5%	10%		85%	\$46,924	\$93,847	\$0	\$797,703
Totals		\$43,472,150					\$2,595,766	\$4,174,306	\$10,398,545	\$26,303,532

Notes: This table represents estimated funding sources and costs for the entire financial planning period. All estimates are subject to change depending upon financial capacity, financing markets, and other expenditures and revenues.

PROJECT DESCRIPTIONS

Project No.DTE1 – Grade Road Reconstruction

Total Cost: \$15,607,836

Target Start Date: 20XX

Description: Widen Grade Rd to a 44-foot section with sidewalks along west side only (due to critical lands along east), street lighting, street trees, some planter islands, drainage, and turn pockets at intersections.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: Grade Road between 20th Street NE and SR-92

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, pedestrian circulation and meet established LOS.

Project No.DTE2 – 20th Street NE Reconstruction

Total Cost: \$1,284,475

Target Start Date: 20XX

Description: Reconstruct 20th Street NE to include sidewalks along the south side with widened travel lanes to allow for bikes. Road will be 28-foot side. Most road improvements exist from Pilchuck. This will be a half road improvement on the south side.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: 20th Street NE east of Main Street to the Centennial Trail

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, pedestrian circulation and meet established LOS.

Project No.DTE3 – SR-92 & Grade Road Intersection

Total Cost: \$3,500,000

Target Start Date: 20XX

Description: Construct a roundabout at the intersection of SR-92 and Grade Road

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: Grade Road between 20th Street NE and SR-92

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, and meet established LOS.

Project No.DTE4- City Campus

Total Cost: \$4,105,221

Target Start Date: 20XX

Description: Construct new 28-foot roadway with widened bike lane/shoulder, five-foot sidewalk along the south side due to environmental constraints, street lighting, and landscaping. Bridge will be required over critical areas.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: City Campus Road between Grade Road and Old Hartford

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, pedestrian circulation, and meet established LOS.

Project No.DT1 - 20th St NE Improvements

Total Cost: \$ 1,500,257

Target Start Date: 20XX

Description: This project consists of reconstructing 930 feet of 20th Street NE to include wider sidewalks with street trees.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: 20th St NE - Grade Rd to 500 feet west of 123rd Ave SE

Justification: Street improvements to satisfy legal, health, or safety requirements, increase capacity and pedestrian circulation and meet established LOS.

Project No.DT2 - 123rd Ave NE Improvements

Total Cost: \$1,263,630

Target Start Date: 20XX

Description: This project consists of reconstructing 220 feet of 123rd Ave NE to include wider road section, sidewalks with street trees. Additionally, this project will include the construction of two mini-roundabouts at the intersection of 123rd Ave NE/20th Street NE and 123rd Ave NE/North Lakeshore Drive.

Proposed Funding Sources: Mitigation and Developer Contributions

Location: 123rd Ave NE - 20th St NE to N Lakeshore Dr

Justification: Intersection and street improvements to satisfy legal, health, or safety requirements, increase road capacity and meet established LOS.

Project No.DT3 – 20th St NE & Main Intersection

Total Cost: \$1,112,004

Target Start Date: 20XX

Description: Reconstruct intersection to include minor realignment, minor widening, bridge to remain unchanged, sidewalk improvements, ground landscaping where possible, lighting, and street trees 90th Avenue NE Connector.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: 20th St NE & Main Intersection

Justification: Intersection improvements to satisfy legal, health, or safety requirements, increase road capacity and meet established LOS.

Project No.DT4 – North Lakeshore Drive Improvements

Total Cost: \$788,739

Target Start Date: 20XX

Description: Shoulder widening along north side of roadway transitioning into a sidewalk with tree wells.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: N Lakeshore Dr between 123rd Ave NE to 550 west of intersection

Justification: Improve pedestrian capacity, connectivity, and safety.

Project No.DT5 – North Lakeshore Drive Improvements

Total Cost: \$282,920

Target Start Date: 20XX

Description: Shoulder widening along north side of roadway transitioning into a sidewalk with tree wells

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: N Lakeshore Dr between 123rd Ave NE and Main Street NE

Justification: Improve pedestrian capacity, connectivity, and safety.

Project No.DT6 – Main Street Improvements

Total Cost: \$1,274,558

Target Start Date: 20XX

Description: This project would include pedestrian and access improvements with minor intersection enhancements, streetscape and decorative street lighting enhancements.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: Main Street between 20th St NE and 17th Pl NE

Justification: Street network and pedestrian improvement to satisfy legal, health, or safety requirements.

Project No.DT7 - 18th Street NE Reconstruction

Total Cost: \$1,287,281

Target Start Date: Beyond 2018

Description: Reconstruct street to act as a public connector including one intersection at 18th St NE. The intersection will be a mini-Roundabout. The roadway will be 36-feet wide with sidewalks and tree wells.

Proposed Funding Sources: Mitigation

Location: 18th St NE between Main St and 125th Ave NE

Justification: Street network improvement to satisfy legal, health, or safety requirements, increase circulation & road capacity for consistency with the subarea plan.

Project No.DT8 - 18th Street NE Improvements

Total Cost: \$428,820

Target Start Date: Beyond 2018

Description: Construct roadside enhancements with tree bulb-outs.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: 18th Street NE / Main Street Intersection

Justification: Intersection improvements to satisfy legal, health, or safety requirements, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.

Project No.DT9 - 123rd Ave NE Construction

Total Cost: \$4,040,621

Target Start Date: Beyond 2018

Description: Construct 480 feet of new road including one intersection at 18th St NE. The intersection will be constructed as a mini-roundabout. The roadway will be 36-feet wide with sidewalks and planter strip.

Proposed Funding Sources: Mitigation

Location: 123rd Ave NE - N Lakeshore Dr to 18th St NE

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, and meet established LOS.

Project No.DT10 – 19th Street NE Construction

Total Cost: \$2,649,804

Target Start Date: Beyond 2018

Description: Construct new grid road to include sidewalks on both sides of the road, planter strips, and street lighting.

Proposed Funding Sources: Mitigation

Location: 19th Street NE - Main St to 125th Ave NE

Justification: Street network and pedestrian improvement to satisfy legal, health, or safety requirements.

Project No.DT11 – 123rd Ave NE Construction

Total Cost: \$1,094,300

Target Start Date: Beyond 2018

Description: Construct 325 feet of new connector road including two intersections. Intersections will be mini-Roundabout. The roadway will be 36-feet wide with sidewalks and tree wells.

Proposed Funding Sources: Mitigation and Developer Contribution

Location: 123rd Ave NE - 18th St NE to 17th St NE

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, and meet established LOS

Project No.DT12 – 18th Place NE Construction

Total Cost: \$808,375

Target Start Date: Beyond 2018

Description: Construct new connector road (18th Place NE) between 123rd Ave NE and Main Street NE. The new road will include one uncontrolled intersection at 18th Pl NE intersection. The roadway will be 28-feet wide with sidewalks and tree wells.

Proposed Funding Sources: Mitigation and Developer Contribution

Location: 18th Place NE between Main St and 123th Ave NE

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase circulation and capacity, and meet established LOS.

Project No.DT13 – 17th Place NE Construction

Total Cost: \$899,614

Target Start Date: Beyond 2018

Description: Construct new connector road including one uncontrolled intersection at 17th Place NE. The roadway will be 28 feet wide with sidewalks and tree wells.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: 17th Place NE between 123rd Ave NE and 180 feet west of 123rd Ave NE

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, and meet established LOS

Project No.DT14 - 17th Place NE Construction

Total Cost: \$938,474

Target Start Date: Beyond 2018

Description: Construct new connector road including one uncontrolled intersection at 17th Place NE. The roadway will be 28 feet wide with sidewalks and tree wells.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: 17th Place NE between Main St and 123th Ave NE

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, and meet established LOS.

FINANCING ALTERNATIVES

There are a number of financing alternatives available to the City that would provide capital for transportation improvements while providing a rationale for the allocation of costs, facilitating private development, and enhancing the value of properties to be redeveloped. Funding comes from a variety of sources including, but not limited to, Federal grant or loan distributions, State grant or loan distributions, Real Estate Excise Taxes, and Developer contributions. Recently, the economic conditions has created deficiencies in grant or loan funding, as well as created new opportunities and programs. The City will determine the overall financing strategy that will likely combine a number of funding methods to meet the strategic objectives for downtown development.

Table III summarizes the primary funding mechanisms for the identified transportation projects. .

Table III Summary of Primary Funding Mechanisms

Method of Funding	Description
General Fund	General Fund revenues mainly support general government services, security of persons and property, and parks. Sources of general fund revenue include property taxes, sales tax, fines, fees, charges for services, and investment earnings.
Impact/Mitigation Fees	Fees, based on the impact of the development upon the City's infrastructure (transportation, parks, schools, etc.) assessed to offset the costs of growth to the public facilities.
Developer Contribution	Developer contributions may include direct payments, construction of improvements in lieu of fees, dedication of right of way, development agreement, and late comers agreements.
Secured Debt	Long-term (10-30 years) financing for capital projects from bonds, usually repaid from general funds, utility rates, and user fees.
Grants	Funds received from federal & state governments or other entities to fund specific projects through a competitive application.
LIDs	Local Improvement District (LID) is a special tax assessment fund for projects that benefit a specific geographic area and a specific needed improvement. The City issues bonds for the improvements and liens/bills the benefiting properties for their portions of the assessment.
Special Revenue Funds	Special revenue from taxes, charges for services, & other general sources, such as state shared revenues. Special Revenue Fund expenditures are limited by statute or ordinance to specific purposes. Examples are the Streets, Arterial Streets, and Hotel/Motel Tax
REET I & II	Real Estate Excise Taxes (REET) are taxes applied to sale of real estate. The City collects an amount equal to 0.5% of the transaction. The proceeds are divided equally between REET I and REET II. These funds must be used for capital projects, which includes planning, acquisition, construction, reconstruction, repair or improvement of streets, roads, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, storm and sanitary sewer systems, parks, recreational facilities, fire protection facilities, trails, libraries, and administrative and judicial facilities. REET II cannot be used for new construction of park, recreational, trails, law enforcement facilities, fire protection facilities, libraries, and administrative and judicial facilities.
Other / Miscellaneous	Undetermined funds not considered that may be applied to projects with or without limitations.

CONCLUSION AND REASSESSMENT

The Traffic Impact Zone 1 Capital Improvement Framework allows the City to meet concurrency requirements and the adopted levels of service for capital facilities established in the Comprehensive Plan, the Downtown Framework Plan, and Grade Road Planned Business District Master Plan. This document included a conceptual description of the capital facilities necessary to implement theses plan as envisioned. It is important to recognize that the Capital Improvement Framework relies on assumptions of likely future improvements. However, the city will reassess its needs and priorities annually based on a review of public and market demands and changing capital facility needs.